

West Australian Railscene e-Mag

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West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian Railroads

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ACB4401, ACA6005, AC4308, LQ3121 in QRN Forrestfield loco with SCT014 hauling CBH118 through loco ladder to main line to run to Kwinana and enter service November 6th. Photo Kieran Wright

U201 Indonesian built General Electric U20CM locomotive ex ICTS #1 that was used hauling container trains in Manila Philippines before this traffic went to road transport then being purchased by a previous South Spur Rail management along with rake of container wagons. This locomotive arrived in Australia in May 2007 and saw no use other than few rare shunting moves at SSRS Bellevue yard being purchased by Qube in August. The locomotive was hauled by road to UGR Bassendean for maintenance and repair on August 24th following completion ran light engine to Gemco Bellevue on October 31st its first run on rail. Light engine works trial was run from Bellevue to Forrestfield on November 5th following this successful trial U201 entered service. U201 ran light engine to Burakin to recover failed R1902 then hauled it back to Bellevue on 7th then running to Northern Gully on 9th to recover XM ballast fleet returning it to old Midland yard on the 11th the first time U201 ran a train in WA.

Heavy narrow gauge CBH MP33CN locomotives are named after old grain sidings as are the MP27CN units whose names were explained in issue #209. From the research undertaken by prominent railway historian Jeff Austin the location and a short history of the sidings is set out below:

CBH012: named Piesseville;

On original Beverly-Albany land grant railway known as the Great Southern Railway that opened on June 1st 1889, was at 182 mile peg some 11 miles [18km] north of Wagin opening with the line. Originally named Buchanan River, renamed Barton in April 1905, renamed Piesse in December 1918 after Hon FH Piesse a local framer and politician who was also Commissioner of Railways 1896-1900. Renamed Piesseville in December 1923 was at times a safe working staff station being eliminated on May 26th 1986.

CBH013: named Erikin;

On Quairading-Bruce Rock line that opened on March 28th 1913 was 155 rail miles from Perth some 17 miles [27km] west of Bruce Rock opening with the line being named Erican then renamed Erikan in July 1913. Siding was eliminated on November 26th 1982.

CBH014: named Moojebing;

On the original Beverly-Albany land grant railway Great Southern Railway that opened on June 1st 1889 with the ceremony to mark the lines completion held on February 14th 1889 at a point just south of this siding and a stone memorial still marks the location. This siding named Moojebing opened in November 1900 at 218 mile peg some 7 miles [11km] north of Katanning being eliminated January 30th 1978.

CBH015: named Chinocup;

On the Nyabing-Pingrup line that opened on November 8th 1923 being one of the original sidings on the line named after nearby Lake Chinocup was a water stop for steam locomotives with railway dam some two kms south of the siding. The siding was 277 rail miles from Perth some 7 miles [11km] west of Pingrup with the railway closing on June 24th 1957 with siding being eliminated.

CBH016: named Neendaling;

On the Wagin-Lake Grace line that saw the Kukerin-Lake Grace section opened on November 25th 1916 with this siding 260 rail miles from Perth some 7 miles [11km] west of Lake Grace named Jarring opening with the line. Renamed Neendaling on January 7th 1928 being at times a safe working staff station was eliminated on December 1st 1964.

CBH017: named Lake Biddy;

On the Lake Grace-Newdegate line that opened on February 15th 1926 with this siding 297 rail miles from Perth some 9 miles [14km] west of Newdegate with the siding opening with the line. This siding was eliminated October 8th 1984.

As Gindalbie Metals Karara Mining ramps up production it has commenced running three 100 car DPU ore trains between the mine and unloader at Geraldton Port. The fourth 100 car rake is on hand at Narngulu it can be activated and bought into use at any time.

CBH016 and CBH017 were commissioned by Gemco Forrestfield with them running light engine to CBH Kwinana on November 5th to enter service. All the CBH narrow gauge locomotive fleet, of eleven light MP27CN and six heavy MP33CN have now entered service.

CBH118 first of five CBH standard gauge locomotives was commissioned by Gemco Forrestfield then hauled light engine to CBH Kwinana by SCT014 on November 6th. A light engine trial to Cunderdin was conducted by CBH118 on November 7th that following, successful completion of the tests CBH118 ran from Cunderdin to Avon Yard. SCT014 was loading 4S56 grain train at CBH Avon with CBH118 being attached to front of the grain train to return to Kwinana.



CBH014 & CBH015 unloading grain train at CBH Albany terminal November 7th. Photo Stew Winston



LZ3111 hauls two RZEY P/N crew cars to other end of West Kalgoorlie Yard 3/11. Photo Peter Donaghy



DFZ2401, DFZ2402, DD2358, DAZ1901 & D1562 stabled in narrow gauge loco 6/11. Photo Kieran Wright



LZ3119 on 7158 Kwinana shunt train at Wattle Grove on November 3rd.

Photo Brendan Cherry



SCT008 leading on late 5MP9 crosses a over six hour late 6PM9 with SCT012 leading at east end of West Kalgoorlie Yard in a rarely seen cross daylight cross west of Parkeston 3/11. Photo Peter Donaghy



DBZ2311 & DBZ2305 on 7556 coal train at North Pinjarra November 3rd. Photo Brendan Cherry



U201 on 2QB5 light engine at Woodbridge November 5th.

Photo Jim Bisdee



DAZ2306 on 7237 empty caustic tankers at North Pinjarra November 3rd.

Photo Brendan Cherry

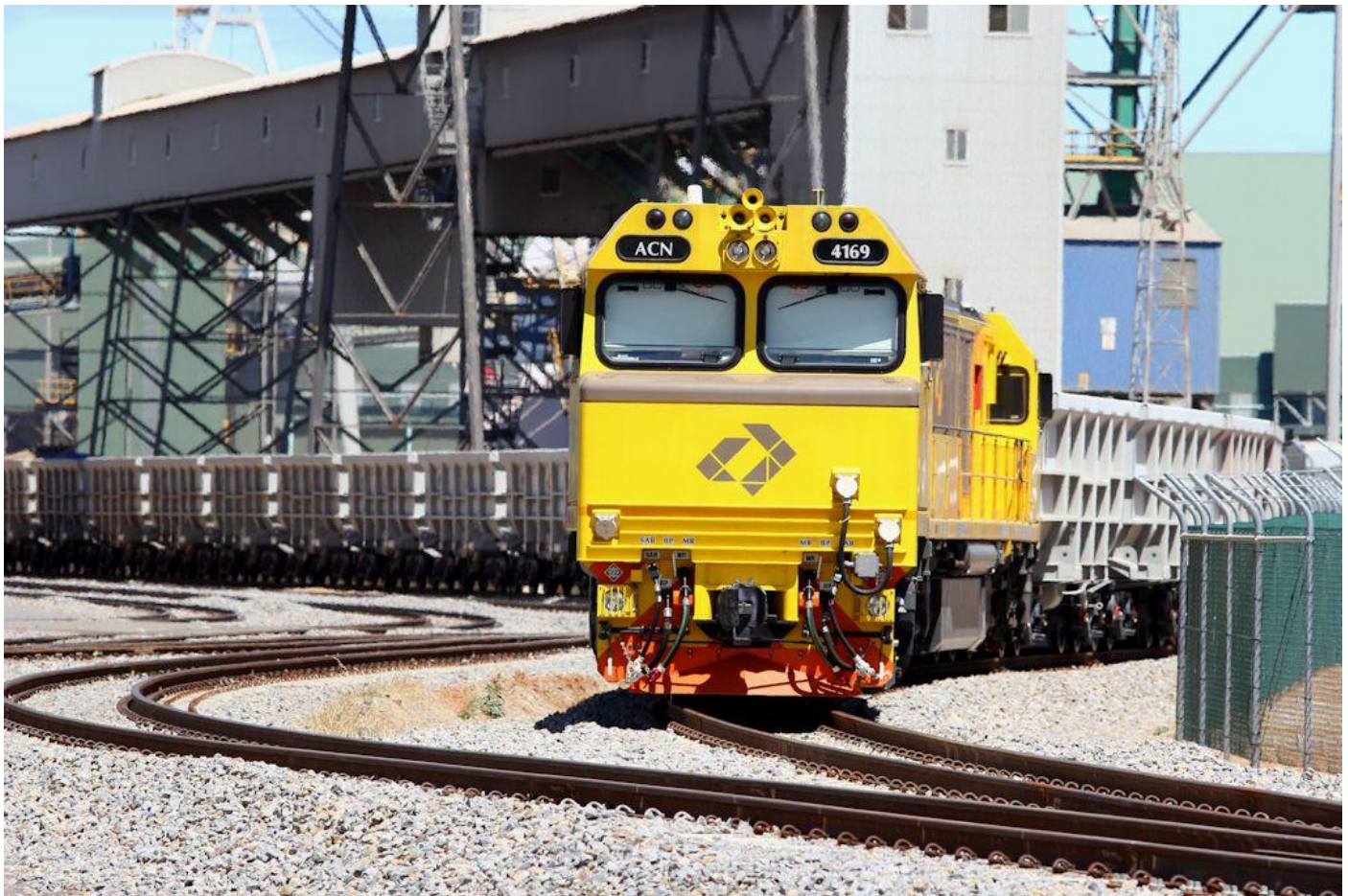


LZ3117 & LZ3109 on 7034 ore train to Kwinana at Naval Base November 3rd.

Photo Brendan Cherry



LZ3120, AC4308 & ACB4401 on 7A50 light engine movement West Kalgoorlie 3/11. Photo Peter Donaghy



ACN4169 & ACN4141 on Karara ore train at Geraldton Port November 3rd.

Photo Phil Melling



CBH003 & CBH009 unloading Watco grain train at Geraldton Port October 30th.

Photo Phil Melling



P2508, DFZ2404 & DFZ2406 on 7720 empty Perenjori ore train at Bringo October 27th. Photo Phil Melling



ACA6009 & ACA6005 on 7031 empty ore at Naval Base November 3rd.

Photo Brendan Cherry



ACA6011 & ACA6002 on 7030 ore train at Herne Hill November 3rd.

Photo Brendan Cherry



CBH002 & CBH001 on empty Watco grain to Mingenew at Narngulu October 28th.

Photo Phil Melling



CBH001 & CBH002 unloading at Geraldton Port soon after being transferred from CBH Albany zone to the Geraldton zone to enable two grain trains to operate in Mid West October 24th. Photo Phil Melling



ACN4146 & ACN4147 run 7763 Karara ore train west of Indarra on November 3rd. Photo Phil Melling



CBH118 & SCT014 on 4S56 Watco grain train at Middle Swan November 7th.

Photo Jim Bisdee



CFCLA CM40-8M CD4303 named Warrior outside erecting shed UGR Bassendean 4/11. Photo Jim Bisdee



VL361 & VL357 on 7S56 Watco grain just crossed empty ore train Herne Hill 3/11. Photo Brendan Cherry



ACN4146 & ACN4147 on 7763 ore passing ACN4144 DPU unit on late running 7762 empty Karara ore train with AB1504 on empty ballast wagon at Northern Gully November 3rd. Photo Phil Melling

P2506 ran light engine from Avon Yard to Albany October 31st following failure of DD2356 to run with P2511 on woodchip trains. This again gives QRN three locomotives at Albany to cover woodchip services.



U201 running its first train in WA at Bringo on November 9th, hauling four empty ballast wagons from Narngulu to Northern Gully to attach further four and haul back to Midland. Photo Phil Melling

PTA continue upgrading the original suburban lines with re-sleepering of Ashfield Station on Midland line with concrete sleepers from Friday evening October 26th to first train on October 29th. This saw the Indian Pacific arrive at and depart from East Perth but Prospector services arrived at and departed from Midland. Track work was undertaken at Kenwick from Friday evening November 9th to first train on November 12th with train services suspended between Cannington and Armadale but Thornlie services still operated and also stopped at Beckenham. Australind arrived at and departed from Armadale on 10th and 11th.
