

West Australian Railscene e-Mag

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

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DD2357 on its first run at Albany is under full power as it climbs the grade west of Frenchmans Bay road leading the empty woodchip train from the port to Redmond Mill for loading. Photo Stew Winston

After being yard shunter and undergoing crew training DD2357 worked its first train out of Albany on March 19th when it was attached to west end of woodchip train about 0910 departing on test working of the service at 0925. P2517 was at east end of train having been attached to run this train on March 16th following NJ1602 being taken and stabled at workshop. NJ1602 and NJ1605 were both stabled at the Albany workshop on March 19th. SW

PTA released a statement on March 18th refuting claims being circulated in Northam that the five day a week Avonlink service to Northam and thrice weekly extension to Merredin were soon to be cancelled.

K210 ran rail train from flashbut Bellevue into Avon Valley on March 19th dropping rail lengths at various locations on the down main between Jumperkine and Toodyay West.

P2510 & DFZ2401 ran 2548 light engine overnight on March 16th/17th from Forrestfield to Narngulu yard Geraldton departing on the coal trains path at 1950. This movement was the entry into service of DFZ2401 ex QR2356 following its conversion at ARG Forrestfield workshop.

Hamersley Iron Dampier-Tom Price main line has been repaired and both tracks to Rosella have been reopened. Robe River Deepdale line the Cape Lambert-Pannawonica railroad remains closed with bridge about 125km being repaired but repairs to flood damage there to Murray Camp siding continue and may take a few weeks to complete. GH



DBZ2304, DBZ2306 & P2510 following earlier failure of P2510 at Keysbrook run a triple headed 6767 empty coal train up the grade past Olive Hill and on to the mines at Collie March 6th. Photo Stuart Jackson

First Pacific National wheat train to run to Merredin in 2009 departed Parkes on March 16th as 2GP5 with NR88 hauling AWB blue together with grey NGXH wheat wagons. NR29 & NR88 on 2GP5 arrived at Merredin on March 19th for loading. NR88 & NR29 ran 6PG5 to Kalgoorlie on 20th then onto ARTC to run interstate. It is believed this is the first of a number of Pacific National wheat trains that will run this year.

There is about 9 kilometres of wooden sleepers remaining to be replaced north of Waroona as part of South West Main upgrading that will see heavy rail and concrete sleepers from Kwinana to Brunswick, Brunswick to Collie and Brunswick to Bunbury Inner Harbour. This upgrading scheduled to be completed in June and is ahead of schedule that should see the resleepering completed in about two to three weeks.



DD2357 attached to head of woodchip train for the first time at Albany yard on March 19th prior to its test run to Redmond woodchip mill for loading. Photo Stew Winston



S3309 at Brunswick March 6th appears to have suffered cab damage on both top left and top right above the cab windows this may have been caused by a loading chute coming down early. Photo Stuart Jackson



SCT005 on 15 wagon 2050 wheat train passing Meckering CBH silo on March 16th note the QR/Westnet Rail Loram rail grinder on CBH silo loop. Photo Lois Wade



SCT005 long end on 4051 wheat train loading at CBH Cunderdin bin on March 18th. Photo Lois Wade



P2508, P2516 & AD1521 run 1363 empty wheat train around the curve approaching Toodyay Road in Stratton March 1st going out to load overnight before returning to CBH Kwinana. Photo Brendan Cherry

Concrete sleeper replacement is under way in Meckering-Cunderdin section of EGR.

SB

The now deregulated grain export market could see the rapid demise of a number of grain only branch lines in the wheatbelt. With a number of players in the market now they are competing to find cheapest and quickest method of getting grain to export facilities and rail appears to play little or no part in their plans.

CBH has shipped 4.2 million tonnes this harvest a record for this time in a season and its still only March but in the new deregulated wheat export system there will be surges in demand like in the 2008-09 season. Rail is unable to move 2mt/month even if it were able to haul this wheat season of some 12million tonnes it would be moved in about 6 months. With no other traffic offering these branches would see no use for half a year and it can't be economically justified to spend millions of dollars on upgrading them. On more than one front owing to decisions taken by others elsewhere a number of wheat lines could be on borrowed time.

Australind cars ADQ121 and ADP103 were hauled back from Nowergup to Claisebrook by EMU set #47 during afternoon following attention at wheel lathe.

SJ

SSRS ZB2129 ran 1S68 light engine March 21st Bellevue to Keysbrook to swap over upgrading ballast train locomotives with R1902 running 1S67 light engine back to SSRS yard.