

West Australian Railscene e-Mag

Issue nineteen 14th April 2009 free electronic railway magazine number 19/09

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

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Now getting old but still the favourites of many Bulldogs CLP12 & CLF7 run 7PA1 QR National Perth-Adelaide intermodal service through Hazelmere on Saturday afternoon 4th April. Photo Alex MacKay

Canning Vale residents who live near the Forrestfield-Cockburn line held a forum on a recent weekend at Amherst Park adjacent to this railway line to discuss their concerns about train noise and damage caused by vibration to their houses from passing trains. These residents are fully aware that the line will not be moved but they want a curfew or noise walls erected to shield their homes but the problem is who will pay. Noise and vibration monitoring equipment will be put in place and monitored to determine if the claims of residents regarding excessive train noise are accurate.

Turntable at Albany that had been stored following removal behind the workshop on the northern side of the tracks for a number of years was dismantled loaded on to trucks on April 6th and removed for scrap? SW

All the withdrawn BHPBIO SD40 locomotives will be stored at Finucianne Island so far SD40-2 3082 and 3085 are stowed there with 3083, 3084 and SD40R 3092 to be hauled there eventually for storage. 3090 was withdrawn from ore haulage on April 5th being transferred for use on ADP construction trains. TM



DD2357 at the woodchip unloader siding in Albany on 3rd April one of the more scenic unloaders anywhere located at the eastern end of Port of Albany near the entrance to this natural harbour. Photo Stew Winston



Fortescue Mining Group iron ore train of 200 plus cars stored out of service on April 9th at Chapman siding about 75km out on FMG Cloudbeak mine railway as demand for iron ore slows. Photo Toad Montgomery

Change machines and ticket vending machines on the PTA suburban system have been failing on all at lines at a number of stations over last week or so. These machines have failed with them taking money not issuing tickets, or printing tickets, not giving change or change machines keeping the money and not giving change.

The last 700 metres of South West Main line had concrete sleepers laid replacing the wooden sleepers seeing the north from Brunswick and south from Pinjarra sections jointed on April 6th at 1101. This gives the South West Main line from Kwinana to Pinjarra to Bunbury also Brunswick to Worsley on Collie line and onto Worsley Alumina at Hamilton a heavy duty line of concrete sleepers. The line into Collie from Worsley and onto to the coal mines to the east are still laid with wooden sleepers.



DFZ2404 at Nola on April 11th with Eyes on the Street logos a crime initiative where outside employees are asked to report suspicious activity seen while doing their jobs now embracing ARG? Photo Phil Melling

DFZ2405 [ex QR 2372] entered service when was hauled from Forrestfield to Narngulu on 7548 coal train behind DFZ2401 and P2505 overnight on April 11/12th to join other DFZ locomotives on iron ore trains.

P2505 ran 2LE1 light engine about 170km north on April 13th departing Forrestfield 0830 to rescue failed DAZ1902 on 2260 quartz train at Coomberdale on Midland Railway north of Moora. P2505 hauling dead attached DAZ1902 worked 2260 quartz train south arriving at Forrestfield about 1600 being detached from train and ran to common area DBZ2301 then attached ran 2260 to Kwinana.

Third new PTA EMU set #82 departed from builders Downer EDI rail at Maryborough Qld on April 4th was bogie exchanged and hauled from Acacia Ridge to Morandoo on 2BW4. EMU set #82 was detached and attached to 3NY3 behind NR92, NR57 & NR18 for the run via Melbourne and Adelaide to Port Augusta. Here EMU set #82 was attached to rear of 4PW4 for run to WA being detached at Merredin on April 13th.

A deliberately lit fire at Baldivis on a very hot [for April] windy day of 13th caused the Mandurah line to shut down from about 1600 when the power to line had to be cut to allow the fire to be fought in vicinity of Warnbro Station until restored at 1000 on April 14th. There was no damage to track or structures but this shut down caused severe disruption, buses ran from Cockburn Central to Mandurah but owing to road closures was a slow journey. Special arrangements had to be made for people to recover their cars from Warnbro Station car park as it was in midst of road closures. Services were back to normal on April 14th by about 1030 with Warnbro Station reopening about 1200 an EMU set was stabled overnight at Rockingham.



RA212 and tracklaying train sitting on main line at Waroona following completion of laying final section of concrete sleepers between Kwinana and Bunbury on South West Main line on April 6th. Photo Jim Bisdee