

# 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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DFZ2405 & P2513 haul an empty Mt Gibson ore train around the curves as it climbs through Moonyoonooka on its run to Ruvidini for loading on March 6th. Photo Phil Melling

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P2510 on mineral sands train was trapped at Eneabba from February 27th till fires in Arrowsmith area were brought under control and the track checked to ensure its safe passage. The mineral sands train eventually returned to Narngulu on March 4th being trapped for six days.

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The mineral sands traffic from Eneabba to Narngulu may not last that much longer as the mines are just about mined out and the plant at Narngulu is now processing mineral sands from interstate besides locally.

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Services on the York to Quairading line were suspended from March 4th owing to track works and condition of the line. This tier 3 line that rehabilitation is not considered economically justified joins Trayning line that saw services suspended around September last year and Nyabing and Gnowangerup lines that have not seen traffic for some years in having services suspended. These were the four lines WestNet Rail threatened the government with closure last June that if \$45 million to fund upgrading of Avon to Albany railway was not forthcoming.

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2203 that has never run in WA is still stored out of service at Merredin.



L3118, LZ3106 & Q4013 on 4056 wheat train three different locomotives, three different colours runs through Herne Hill on its way to CBH Kwinana on March 3rd. Photo Alex Mackay



Q4001 & LZ3105 run 6056 wheat train through Thornlie on March 5th this time with two locomotives in old ARG [G&W] colour scheme. Photo Brendan Cherry

From March 14th Australind passengers will only be able to access the train from platform #5 through main entrance as access from Wellington Street to platform #3 will be closed due to City of Perth works affecting Wellington Street and Forrest Place for about a year. Set down bays will be closed and taxi rank outside platform #3 relocated from 14th.

Construction of long overdue extra parking bays at suburban stations will commence on March 8th with Clarkson to get further 260 bays, Cockburn Central 210 bays, Mandurah 280 bays and further 90 bays at Warnbro. Construction of 75 further bays at Rockingham will commence on March 22nd all these new parking bays should be completed by the end of May.

South Spur Rail D49 and D51 ran light engine from Bellevue to Parkeston on March 12th to join NA1874 and 8044 on ARTC ballast train duties.



DFZ2401 and 2512 on 7750 empty wheat train from CBH Geraldton terminal to Narngulu yards runs through appropriately named beachside suburb Beachlands on March 6th. Photo Phil Melling

DPU trials and crew training has recommenced at Esperance and Kalgoorlie with two services per week being Q class operated DPU ore trains.

Transperth EMU set #89 having earlier been hauled from Bombardier EDI Maryborough to Maryborough West for delivery to Acacia Ridge for fitting standard gauge transfer bogies. This new EMU departed Acacia Ridge Qld behind NR23, NR114 & AN8 on rear 4BW4 steel train on February 24th, arriving at Morandoo NSW on 25th being detached and stabled. EMU set #89 was attached to rear 6NY3 steel train behind NR110 & NR58 on 27th being detached and stabled at Spencer Junction on February 28th. On March 3rd EMU set #89 was attached to rear 7WP2 steel train arriving in early morning of 3rd. 8122 Pacific National yard shunter Kewdale for second time hauled an EMU set to workshops when hauled EMU set #89 to old workshops Midland for fitting of power bogies about noon on March 3rd. On January 28th 2009 EMU set #81 was hauled from Kewdale to old workshops Midland by 8122 for conversion.



P2516 & AD1520 shunt CBH wheat bin at Piawanning during the process of loading 4313 wheat train on February 24th this big grain loading complex is on Toodyay West Miling line. Photo Don Copley

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Spot re-railing replacing worn out rail took place just west of Jumperkine loop and on main line adjacent to bypass at Toodyay West during the last week.

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DFZ2406 was hauled dead attached on train number 8796 from Townsville for Redbank on March 2nd with DFZ2407 being hauled dead attached from Townsville for Redbank on train number 8798 on March 3rd. It is believed these locomotives are to be returned to Western Australia.

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