

# 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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Greentrains RA212 hauls 2S18 ballast train in a rare movement on August 23rd off the suburban Fremantle line into Leighton ballast siding to stable the ballast wagons. Photo Alex Mackay

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Karara Mining Ltd announced on August 20th having awarded the contract for earthworks and track laying of 85km spur line connecting Karara mine site to Tilley Siding just north of Morawa where the spur line will connect with the existing Morawa to Geraldton line. This contract worth some \$86 million was awarded to Macmahon by Gindalbie Metals Ltd joint venturer with AnSteel of China in the Karara Iron Ore Project. MVM Rail a Macmahon subsidiary will undertake the tracklaying work of this contract.

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Oakajee Port and Rail called for registration of interest to supply 18 SD70ACe type 4300hp locomotives and 1200 ore cars to be of similar capacity to US or Pilbara operations for use on Oakajee line to be built from the namesake port just north of Geraldton to mines in the interior of Mid West. This line will be built to US standards same as Pilbara ore hauling railways and will be able to operate domestic US locomotives. Registration of interest to supply the locomotives or ore cars is to be received by November 2nd 2010.

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Ballast pit at Hampton has been extended with WestNet having had a further road constructed recently west of ballast road running north south that will enable rail train and ballast train to be stabled at Hampton on separate roads with EGR re-railing to commence in the near future.



P2502 the final P class locomotive to be overhauled crosses back under the wires at Woodbridge on its run to UGR Bassendean for overhaul on August 6th. Photo Jim Bisdee



AC4301 & LQ3122 run 1430 empty sulphur train through Middle Swan on August 23rd. Photo Alex Mackay

On Thursday night August 26th and into Friday 27th around 95 odd of the 150 drivers required to run the suburban train system on a weekday called in sick. This wildcat action caused extreme chaos in both morning and evening peak periods as no prior warning was given that this action would be taken. This was not industrial action and the union was not aware or pre-warned of the action but the drivers falling ill en masse had the same result as a strike. The worst affected line was on Mandurah Clarkson line where trains are usually only five or so minutes apart in the morning and evening peaks saw a train about every half hour. In the morning peak there were very few rail replacement busses but in evening peak more busses had been put into service to provide extra capacity. A Friday evening AFL match also took place at Subiaco Oval in Friday night to add to the problems. Negotiations during the evening of 27th in Industrial Relations Commission were able to ensure train services would operate normally over the weekend of 28th/29th.



DFZ2405 on the lead of an iron ore train enters Geraldton Port crossing DFZ2406 and P2509 on empty grain train about to depart from CBH terminal on August 7th.

Photo Phil Melling

AB1501 & DAZ1906 with an XW wagon fleet ran from Avon Yard to West Merredin on August 22nd to enable narrow gauge grain trains to run out of West Merredin again following a shut down of two weeks.

LZ3104 that arrived back at Forrestfield in December 2008 following end of ARG operations in NSW has been repaired and refurbished at the workshop over the last year or so. LZ3104 has been released to traffic and is still named being noted at standard gauge loco on August 24th.

Resleepering, upgrading and ballasting of the line between Perenjori and Tilley just north of Morawa was undertaken during July and August that also saw ZB2129 and ZB2125 operating ballast trains in conjunction with these works. These two ZBs were nearly sold overseas last year owing to seeing little use at the time have recently seen a lot more use on track work contracts following sale of South Spur Rail.



ZB2129 & ZB2125 propels ballast train back towards Bowgada midway between Perenjori and Morawa following ballasting on August 15th.

Photo Phil Melling



P2509 runs empty mineral sands train south towards Walkaway loop on August 15th.

Photo Phil Melling



P2517 last P class named City of Geraldton originally owned by the mineral sands company hauls a mineral sands train in its last weeks of operation at Bradleys on August 18th. Photo Phil Melling



P2501 the first P class runs the empty mineral sands train at Dongara North on August 21st in its last weeks of operation. Photo Phil Melling



BEB593 standing in the car park on line into old workshops at Midland on August 18th showing the graffiti damage EMU set #93 received over all three cars interstate on its delivery run. Photo Jim Bisdee

Rio Tinto received three ES44DCi locomotives 8151, 8152 and 8153 at Dampier around August 22nd/23rd from the builders General Electric of Erie Pa. These locomotives for the first time were delivered complete with bogies attached allowing them to be unloaded direct on to the track at 7 Mile by new specialised crane system. This has allowed these new locomotives with EPC overlay braking to commence mainline testing on August 27th with commissioning expected to be completed by September 7th. The 31st pooled fleet consist is now running with all ECP overlay. ECP braked ore rake will commence operations once training and testing has been completed most likely in first quarter of 2011.