

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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Transperths only locomotive MA1862 hauls the final EMU set #94 out of block one old Midland workshops along track 6 the only remaining track in the complex on November 19th. Photo Brendan Cherry

On November 16th Pacific National transfer locomotive 8112 ran light engine to old workshops Midland and hauled out three gondola wagons that had bought over narrow gauge power bogies for EMU set #94 that now hold the standard gauge transfer bogies being returned to builder EDI Bombardier in Maryborough Qld. 8112 is the last Pacific National locomotive to run into old workshops yard Midland probably last standard gauge locomotive to run there. MA1862 ran light engine from Claisebrook depot to old workshops the last narrow gauge locomotive to run into there on November 19th to haul final EMU set to be gauge converted at old workshops EMU set #94 back to Claisebrook as 6UW2 to be then hauled to Nowergup for final fit out and commissioning. EMU set #93 has just completed commissioning and entered service as has been the usual procedure hauled next EMU set #94 to Nowergup then worked peak hour commuter services.

NR115 was Pacific National yard shunter and transfer locomotive from October 30th following withdrawal of 8039 and its subsequent haulage to Adelaide behind NR70 on November 6th on 7PX4. With the arrival of 8112 to be yard shunter on the 12th on 3MP4 behind NR48 & NR41 this saw NR115 run 7PX4 out early in the morning on the 13th to again be a mainline locomotive.



GTLX8527 former Union Pacific SD90AC-H now owned by FMG being converted to SD70AC type by Norfolk Southern at Juniata shops here with NS units near back shops November 14th. Photo Megan Salter



Rare five car set on the twice daily Australind service to Bunbury at McIver on November 19th these railcars are now 23 years old entering service in November 1987. Photo Brendan Cherry

The Premier Mr Barnett announced on November 15th a state and federal government funding package to upgrade rural tier one and tier two grain lines of \$187.9 million. State Government will fund \$178.8 million of the package with the Commonwealth Government to contribute \$135 million as was previously offered. These funds will be used for re-sleepering and upgrading of the high axle load heavy duty grain lines and improvements to lift capacity of rail network. This funding is in addition to \$50 million interim funding package announced in January 2010. Funding of \$118.3 million for improvements and maintenance of wheatbelt roads that will see increase in traffic with the tier three lines being effectively mothballed is also part of this package. No money for improvements or maintenance of any tier three lines was in this funding package that will soon see no narrow gauge operations at West Merredin, only Avon Albany and Wagin-Lake Grace Hyden Newdegate lines in Great Southern being used and Quairading line taken out of use. None of these tier three lines have any other traffic offering nor do the lines radiating into Albany except short woodchip haulage traffic. Only lines out of Geraldton with iron ore traffic have any traffic other than grain as shown this year with the drought can be very cyclical.



DD2358 & DAZ1902 on BHP Billiton Worsley caustic tankers climbing the grade on the Collie line out of Olive Hill on November 3rd. Photo Stew Winston

DBZ2308 is spare locomotive at Albany to cover any failures of NJ1602 or NJ1605. On November 17th DBZ2308 on mill end of woodchip train ran long end leading on the service with NJ1602 on Albany end while NJ1605 was in workshop.

GTLX8527 ex Union Pacific #8527 SD90AC-H purchased by Fortescue Mining Group was at Norfolk Southern back shop in their Juniata works at Altoona PA on November 14th with conversion of #8527 to a SD70AC type commencing on the 16th.

NR51 badly damaged in derailment east of Golden Ridge in January 2009 now repaired and back in service ran 2MP5 ahead of NR69 into Kewdale early morning on November 18th returning east as 5PM5 intermodal behind NR69 that afternoon.



R1902 runs narrow gauge rail train north through Bookara on November 13th.

Photo Phil Melling



DBZ2308 & DBZ2312 run 3271 lime hoppers and empty coal train out of Pinjarra on November 2nd on the continuous cycle of mineral traffic in the South West.

Photo Stew Winston



MA1862 runs EMU set #94 as 6UW2 through Woodbridge on November 19th. Photo Brendan Cherry



EMU set #93 hauls the final EMU set of this order un-powered set #94 through McIver Station on its way to Nowargup for commissioning on November 19th. Photo Brendan Cherry



DD2358 & DAZ1902 run 6857 caustic tankers to BHP Billiton Worsley alumina refinery through Burekup before leaving South West Main for Collie branch at Brunswick on November 6th. Photo Alex Mackay



DBZ2306 runs 6253 empty export coal train through North Dandalup on November 6th. Photo Alex Mackay



DB2311 one of only two DB locomotives not converted to DBZ and still in Westrail orange livery runs 6237 caustic tankers with DD2355 through Mundijong on November 6th. Photo Alex Mackay



S3302 runs 6874 loaded alumina out of the loop at Brunswick on way to unloaders at the Bunbury Inner Harbour on November 6th. Photo Alex Mackay



R1902 with narrow gauge rail train at Grants on Geraldton Mullewa line on November 13th with load of rail to construct new loading siding for Mount Gibson Mining at Perenjori. Photo Phil Melling

Transit Police and Public Transport Authority staff have made a concerted attack on graffiti vandals in an eight month operation that has seen a 75% decrease in damage. The front page of The West Australian on November 19th had photos of 13 further graffiti vandals wanted by transit police requesting public to phone crime stoppers with information. Rail Heritage WA is a regular target and for the first time Hotham Valley Railway at Dwellingup had coaches attacked recently they have been attacked before at Pinjarra.

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