

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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DAZ1901 on rail train between Canna and Tardun November 22nd.

Photo John Stephens

It is believed a buyer has been found for the eight former Robe River Iron Associates CM40-8M Goninan /General Electric locomotives that have been stored for sale at Parker Point Dampier for some time. It's understood all these eight locomotives will eventually be hauled to Perth by road for overhaul. The units sold are 9410, 9414, 9417, 9420, 9421, 9423, 9424 and 9425. Two locomotives 9414 and 9420 were shunted out of the stored rake at Parker Point around November 20th then hauled across to end of 7 Mile Wye at Dampier to have fuel and oil removed then prepared to be hauled to Perth.

Pilbara Rail former BHP Iron Ore C36-7 5051 and 5052 rebuilt by Goninan Bassendean that were only used as shunters and transfer locomotives have been sold for scrap and will be demolished in Dampier.

Four CM40-8M locomotives are still in use on Robe River Iron Associates operations with two in operation at Cape Lambert as shunters and the other two at Mesa J Pannawonica. These locomotives change over periodically attached to ore services.

AC4302 returned to service on November 20th running 2154 light engine UGR Bassendean to Forrestfield following repair to minor cab damage.



New Rio Tinto Q series ore cars 35001 and 30001 stored at Dampier before commence comparison trials.



DBZ2312 runs all XW wagon grain train at Stratton on November 20th.

Photo Brendan Cherry



NR18 at Parkeston fuel point on 1AP8 Indian Pacific at dusk on November 21st. Photo Peter Donaghy



P2514 on grain train at Brigadoon on November 20th. Photo Brendan Cherry

Four of the six 4100 class locomotives [4141 to 4146] on QRN Mt Isa line have been withdrawn from use on this line and been replaced by four 4000 class units. These 4100 units saw two hauled to Downer Rail at Maryborough and now two have also been hauled to Redbank workshops for refurbishment and conversion to suit West Australian operations. 4141 now classed ACN4141 is nearing completion at Downer Rail and will shortly be hauled by road across Australia to QRN WA operations. These six units and the four already here will give a number block of ACN4141 to ACN4150.



NR85 & NR56 on 5MP5 at Stratton on November 13th.

Photo Alex MacKay

Armadale to Perth EMU on November 24th appears to have had an item caught in vicinity of leading wheels on its front bogie that's believed was caught under the front of the bogie after leaving Gosnells. This item caused minor damage to the points at Kenwick and those for Thornlie line at Beckenham. This service stopped soon after going through the Beckenham points and caused the system south of Cannington to be shut down from around 5:50pm. This resulted in massive disruption with all services terminating at Cannington and a rail replacement bus service arranged as it occurred in evening peak with limited spare busses available. A very limited service also ran Armadale Gosnells and return. PTA locomotive MA1862 ran to Kenwick crossed over on the unwired crossovers to the freight line and proceeded to come on to the back of the failed set around 8:00pm. The MA was used to move the EMU a metre or two to get the item out from front bogie, then propelled the failed set to McIver and then hauled it into Claisebrook yard. By 9:00pm services were again operating through to Armadale and back to Perth. This is the first use of MA1862 to rescue a failed service in recent years. Australind service to Bunbury departed three hours late.

Rio Tinto new 8 Mile yard at Dampier is scheduled to be operational from early hours of March 28th 2012 this yard fully CTC with shunt signals doing away with verbal authorities. 7 Mile yard is believed will be retrofitted with shunt signals and motorised points under CTC control in next few years.



L3110 & LZ3119 run 1056 grain at Toodyay West on November 13th.

Photos Alex MacKay



P2507 & P2513 loading under power at Katanning CBH on November 24th.

Photo Daryle Phillips



LZ3120, AC4304 & DC2205 on 2426 freight in West Kalgoorlie yard November 21st. Photo Peter Donaghy



Q4019 & Q4016 on 6430 empty sulphur at Midland November 19th.

Photo Brendan Cherry



Level crossings flashing lights at Katanning at dusk November 24th.

Photo Daryle Phillips



DBZ2312 & P2504 on grain train at Katrine on November 13th.

Photo Alex MacKay



P2507 & P2513 stabled on empty grain rake at Albany platform on November 21st. Photo Daryle Phillips



NR5 & NR72 both cab leading on 6SP5 at Herne Hill on November 20th. Photo Brendan Cherry



SCT001 & SCT008 on 1PM9 at Woodbridge on November 13th.

Photo Sean McGarraghy



ACA6010 & AC4303 on 1030 iron ore train at Northam November 13th.

Photo Simon Barber

Delivery run of ACB4404 from Sydney to Forrestfield commenced on 5SM9 Sydney to Melbourne on November 11th with it being hauled behind CLF3, CLF4 but ahead of dead attached CLP10 arriving on 12th where ACB4404 was detached. ACB4404 was hauled on 6MP1 Melbourne to Adelaide behind 6008, 6007 & CLF7 arriving on 13th where CLF7 was detached and ACB4404 continued west behind 6008 & 6007 arriving early hours of 14th. ACB4404 was hauled to workshop for pre-commissioning following arrival.



ACN4141 in Downer EDI Rail at Maryborough Qld on November 24th.

Photo Peter Clark

A recent vote by QRN WA train drivers has accepted the EBA put forward by QRN with the spate of industrial action that has been taking place over these negotiations in over the last few months now ending.

Half of the 36th consist for Rio Tinto some 116 wagons has arrived with the other half due to arrive week ending December 2nd by ship at Port of Dampier.