

# 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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ACN4150 on 6873 alumina to Bunbury at Benger February 17th.

Photo Simon Barber

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Construction of the 80km standard gauge line from Tilley to Karara mine was completed around February 15th. This line will now be converted to narrow gauge over the coming months by moving the south rail over to be ready for use when the upgraded line from Narngulu to Tilley is completed mid year. This line together with the upgraded lines will be able to be easily converted to dual gauge by laying a standard gauge rail as all lines are laid with dual gauge sleepers. Standard gauge track machines used constructing this line were loaded onto road transport at Karara mine site on February 18th and hauled interstate. The ten NDF ex RailCrop ballast wagons used to ballast this line were loaded onto road transport on 23rd then hauled to Bellevue arriving early morning on 24th and unloaded. Locomotives K205 and K206 that ran the ballast trains in a push pull mode were loaded on 24th arriving at Bellevue on 25th unloaded and re-railed.

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Ex Robe River CM40-8M 9414 and 9410 were hauled by road from 7 Mile Dampier to UGR Bassendean for overhaul arriving on February 22nd. These locomotives are the second batch to arrive joining 9423 and 9421 with still four more CM40-8M locomotives to be hauled to UGR.



ACA6010 hauls ACA6009 on 5154 light engine movement at Success Hill February 23rd. Photo Jim Bisdee



ACB4406 & ACB4405 see their first use on 7313 ore train at Binduli February 18th. Photo Peter Donaghy

Further two ACN locomotives ACN 4144 and ACN4145 that had seen use on Mt Isa line prior to being withdrawn and prepared at Redbank to be hauled to QRN West Australian operations. Severe flooding has recently taken place in South East Queensland making the usual heavy haulage route used to haul these locomotives to WA unusable. Instead of a 4,000 or so kilometre journey from Brisbane via Broken Hill, Port Augusta and across the Eyre Highway to WA a 7,500km trip across the top of Australia was required. This trip ran from Brisbane north to Cloncurry, to Mt Isa, Katherine in the Northern Territory then across to Kununurra in WA onto Forrestfield via Derby, Port Hedland, Meekatharra and Wubin. This journey usually takes seven days this lot longer way took 12 days with ACN4144 and ACN4145 arriving on February 22nd.



9410 ex Robe River CM40-8M is hauled into UGR Bassendean for overhaul February 22nd after its 1600km journey from 7 Mile Yard Dampier to Bassendean. Photo Jim Bisdee

The new shunt tractor at Esperance RVP2001 originally intended to place the last wagon of the 53 ore car rakes on the 159 car trains into the rotary car dumper at Esperance port as is beyond the reach of the car indexer. Owing to manning issues with the MUA [Maritime Union] shunt tractor has been reduced to shunting wagons round Esperance Yard.

Loaded 159 car ore train failed the Cowan Bank just south of Norseman February 13th when reportedly the leading Q class failed on a train that also reportedly had a number of DPU problems throughout the journey. A relief locomotive was despatched from Esperance to rescue the failure, but there was several hours delay resulting in ore trains being cancelled as a result of this failure.

ACA6010 ran 5154 light engine to UGR Bassendean on February 23rd to collect modified ACA6009 then hauled it as 5155 engine light movement to Forrestfield.



ACN4149 on ore train stabled at Narngulu February 20th.

Photo Phil Melling



AC4303, ALZ3208 & LZ3104 on 7C71 shunter departing Kalgoorlie February 18th. Photo Peter Donaghy



AC4303, ALZ3208 & LZ3104 on 7C71 shunting at Parkeston February 18th.

Photo Peter Donaghy



ACN4148 on ballast train at Kemp on Perenjori line February 19th.

Photo Phil Melling



R1902 on CFCLA CHAY ballast cars at Bringoo East on Mullewa line February 19th. Photo Phil Melling



DBZ2305 on 6574 coal train at Kwinana February 17th. Photo Simon Barber



DBZ2309 on 6253 empty coal train Warawarrup February 17th.

Photo Simon Barber



AB1501 & DAZ1901 on ballast train at Tardun February 11th.

Photo Phil Melling



K205 ballast rake K206 at end of track on the Karara line at Tilley February 11th.

Photo Phil Melling



8178 under test on General Electric test track at Erie PA February 11th.

Photo Ian White





Q4018 on 7430 empty sulphur at Midland February 19th.

Photo Evan Jasper



P2513 & P2508 on Karara Mining ore train from Mingenew at Walkaway February 12th. Photo Phil Melling



EMU set #28 and #15 on Fremantle service approaching Cottesloe February 19th.

Photo Evan Jasper



DAZ1903 on rail train DAZ1901 on ballast train at Monger loop Perenjori line 22/02.

Photo John Stephens



GSR line through Tambellup showing where connection to Gnowangerup line has been removed 23/02.



Gnowangerup line connection been removed line is in distance February 23rd. Both photos Daryle Phillips

Rio Tinto announced on February 20th it had resurrected the proposal to operate driverless ore trains that was abandoned owing to the GFC in late 2008. This \$518 million USD proposal known as Auto Haul train project will see mainline ore trains operated by remote control from a control centre 1500 kilometres away in Perth. It is envisaged that rollout of these driverless trains will commence during 2014.



ACN4152 on 6874 empty alumina train at Coolup on February 17th.

Photo Simon Barber

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Points and crossovers connecting Gnowangerup branch to GSR mainline at Tambellup were removed together with eight track panels week ending February 17th. This line that last saw a grain train run on it in July 2007 has remained unused since owing to condition of Pallingup Bridge that requires replacement. It appears this Tier 3 line will now be closed permanently.

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Albany grain trains are running to Cranbrook on Monday, Wednesday and Friday on the other days the grain fleet runs the longer journey to Lake Grace. Woodchip train sees DBZ and DD2358 operating it while DD2356 remains under repair at Forrestfield. Locomotives allocated to Albany recently were P2506, P2509, DBZ2308, DBZ2312 and DD2358 with P class usually running the grain trains one DBZ as spare with the other DBZ working woodchip service.

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