

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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Loaded and empty Rio Tinto ore trains cross north of Lyre on Tom Price line June 21st. Photo Don Copley

Brookfield Rail are on track to deliver the largest construction, rebuilding and upgrading of the rail network in the Mid West ever undertaken and the largest rail project undertaken in the state outside the Pilbara in the last 40 years. Commencing in July 2011 the \$550 million MidWest Rail Upgrade sees Brookfield Rail upgrading the existing infrastructure from Morawa north to Mullewa and west to Port of Geraldton on lines originally designed for grain haulage and steam locomotives over a century ago.

This project scheduled for completion later in this year will see the capacity of these Mid West lines to increase from 3 million tons pa to initially 25mtpa with potentially well beyond 75mtpa is on schedule and more than 75% complete. Brookfield rail have replaced the entire main line with dual gauge concrete sleepers and up to 60kg per metre rail that will have a 21 tonne narrow gauge axle load. This involved extensive earthworks, building of new formations, construction and installation of seven new passing loops. Extension of two passing loops, replacement of two bridges, strengthening of historic bridge at Eradu, construction of number of new culverts, rebuilding both Narngulu and Mullewa yards and works at Port of Geraldton. Centralised train control [CTC] is being installed on the line between Port of Geraldton and Mullewa with the existing train order system been upgraded between Mullewa and Tilley. At its peak there were some 500 people working on the MidWest Rail Upgrade and recently surpassed one million man hours worked on the project that where possible sourced goods and services from local MidWest business.



Progress on upgrading Geraldton Mullewa and Morawa Mullewa lines at 31/05. Courtesy Brookfield Rail



Mechanical sleeper laying onto prepared track bed as part of the track upgrading. Photo Brookfield Rail



Lifting rail onto the dual gauge sleepers as part of the Narngulu Mullewa upgrading. Photo Brookfield Rail



Initial ballasting of freshly upgraded track on Narngulu Mullewa line.

Photo Brookfield Rail

A report tabled in the Legislative Council on June 22nd of a parliamentary committee has urged the State Government to re-examine its decision to close 700kms of rail lines used for transporting grain in the Wheatbelt on the tier 3 lines. This report recommended the government keep the lines open until end of 2014 to allow grain processing group CBH to analyse the value of the system. The Government has decided it is no longer cost effective to continue operating a tier3 rail network any longer, opting for road haulage instead. The report has outlined a number of flaws in the Governments original investigation into the value of retaining the rail lines and appears there was not sufficient enough consideration given to road safety issues on country and metropolitan roads according to opposition spokesman for transport, Ken Travers.



Completed upgraded section of line with close spaced dual gauge concrete sleepers. Photo Brookfield Rail

Sometime during the morning on June 25th a person took the 20 millionth trip on the Mandurah line this financial year coming just a few days after someone took the 60 millionth train trip on Perth's commuter rail network. In the past eight years train boarding's have doubled from 30 million to 60 million an extraordinary growth following opening of Mandurah line in December 2007.

Downer EDI announced on June 22nd to Australian Stock Exchange that in partnership with EMD in USA had been awarded a rolling stock supply and support contract to design, build and deliver 19 SD70ACe locomotives for Fortescue Metals Group. The first eight of these locomotives had already been completed and were in transit to Norfolk Va for export to Port Hedland when this \$73million contract that includes service and support activities for 5 years was announced.

FMG has awarded Brierty Ltd a contract to construct six sidings on Cloudbreak main line valued at \$39 million with work scheduled to commence in July with completion anticipated by end of December.



L3110 & LZ3119 on 2035 empty ore train at Kewdale June 25th.

Photo Justin Brown



ACA6009 & Q4001 on 6025 Kalgoorlie mixed freight at Bonnie Vale June 23rd.

Photo Peter Donaghy



SCT014 & SCT009 on 6PM9 SCT freight at Bonnie Vale on June 23rd.

Photo Peter Donaghy



8033 new Pacific National PFC shunter at Kewdale June 25th.

Photo Justin Brown



DAZ1902 with 13 empty grain wagons to Avon yard at Hazelemere May 30th.

Photo Justin Brown



CBH001 & CBH002 on 5A11 empty grain at Albany Station on June 21st.

Photo Stew Winston



CBH001 & CBH002 on 5A11 empty grain at Kendenup June 21st.

Photo Stew Winston



Q4012 on 6029 sulphur at Bonnie Vale June 23rd.

Photo Peter Donaghy

CBH004 arrived at Fremantle on June 21st was then railed at North Port on 22nd hauled by ZB2125 to Gemco Forrestfield for commissioning. CBH005 arrived on 25th was railed at North Port 26th then hauled to Gemco Forrestfield to be commissioned. CBH004 ran light engine to Kwinana June 29th to enter service.



FMG SD70ACe #703 being propelled at EMD Muncie plant June. Photo Overland Models Inc Brian Marsh



ZB2120 entering QRN Narngulu yard while on Watco crew train on June 18th. Photo Stewart Whiteaker



7079, 8152 & 7070 on loaded ore train departing Pannawonica June 22nd.

Photo Don Copley



P2509 & P2514 on 3673 grain entering CBH Albany terminal June 19th.

Photo Stew Winston



7057, 8168 & 8166 on loaded ore train at Gurdy Pool June 19th.

Photo Don Copley



DAZ1906 on ballast train at Sullivan on June 15th.

Photo Phil Melling



Loaded ore train with three EVOS near Lyre siding June 19th.

Photo Don Copley



ACB4404 & ACB4403 on empty ore train at Bonnie Vale June 23rd.

Photo Peter Donaghy



AB1503, DAZ1902 & P2504 on 5759 empty grain at Millendon June 21st.

Photo Simon Barber



DC2215 on empty ballast train in West Kalgoorlie Yards June 22nd.

Photo Peter Donaghy

Further information has come to hand that confirming Rio Tinto will remain with DC traction locomotives and not opt for AC traction as other Pilbara miners and QRN have embraced. The recent order issued to General Electric in Erie Pa appears will be for 10 further EVOS numbered 8187 thru 8196.



DC2205 & LZ3106 on 3142 container train at Thornlie June 26th.

Photo Jim Bisdee

DFZ2401 & DFZ2402 were hauled from UGR Bassendean by DBZ2303 on June 21st to QRN Forrestfield following fitting of DPU capacity to the DFZs. Static compatibility tests with ACN4168 and 4169 are being undertaken by DFZs at Forrestfield at present.
