

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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DBZ2310, DBZ2308, P2503 & AB1502 all short end leading run 6322 wheat train at Welshpool on January 29th was also locomotive trial for DBZ2310 and DBZ2308 attached at Forrestfield. Photo Jim Bisdee

Block trains of XU and of XT hoppers the largest capacity narrow gauge wheat wagons are now operating on the 19tonne axle load lines in CBH Albany and Kwinana zones. Previously the wheat trains operating on the heavy lines often had some smaller capacity XW wagons in the consist.

DPU operated Esperance to Koolyanobbing iron ore trains of two Q class 63 ore cars one Q class further 63 ore cars, have recommenced running a couple times a week for crew training purposes being accompanied by a Driver Co-ordinator or Technical Trainer.

In recent weeks there has been a number of A series EMU failures on the Midland line two car set failed at Woodbridge on January 22nd around 1230 the failed set was pushed to Claisebrook by a four car set. A four car set failed at Maylands around 1650 on 26th was got going ran empty to Midland and on return empty set failed at East Perth following two car set detrained all passengers at Maylands and cleared failed set. Another EMU set failed at Bayswater on 28th around 1945 was pushed to Bassendean by following EMU then hauled to Claisebrook but delayed three following services. There have also been a number of failures and service cancellations on other lines over the same period.



On January 26th AC4306, AC4304 & Q4015 run loaded iron ore train on Binduli triangle through the desert woodland at Kalgoorlie as it turns south heading for coast and unloaders at Esperance. Photo Peter Donaghy



DBZ2313 & DBZ2303 both long end leading on block empty wheat train of XU hoppers sits on the station road at Albany on January 21st as it awaits departure heading north for another load. Photo Chas Rickwood

RA212 ran empty ballast train to Narngulu on January 27th then ran out onto Mullewa Perenjori line and was running ballast trains in Morawa Perenjori section. RA212 on 4S13 empty ballast train returned to flashbutt Bellevue on February 3rd.

R1902 ran a rail train from flashbutt Midland to Fremantle in early hours of morning on 3rd, 4th and 5th of February on rail recovery where rail had been replaced at Mt Lawley and Daglish. Rail replacement was also being undertaken at Fremantle.



Originally Westrail DA1577 now 1907 hauls 2DW22 loaded ore train with 903 between Iron Barron and Middleback Junction on its run to unloaders at Whyalla on January 25th. Photo Nathan Pyle

6007, 6006 & dead attached CLF4 ran 7PA1 QR National intermodal on February 6th that had two 54,000 litre water tankers and five 60,000odd litre fuel tankers at head of the train behind the crew car. These water and fuel tankers are the Cook fuel train that now appears will run on 7PA1 intermodal as it will be cheaper to run out of Forrestfield on this service than run a dedicated train out of Kalgoorlie. It appears the last Cook fuel train out of Kalgoorlie ran on January 28th behind ALZ3208 that saw the last run of OPC vans with supplies for big pastoral leases out of Naretha and Rawlinna.

AC4308 & AC4307 ran 6172 light engine as DPU [Distributed Power] trial from Forrestfield to Kwinana and return on February 5th

New ARTC crossing loop at Goddards located between Zanthus and Kitchener was used for first time on February 7th with 6MP4 believed to be the first train to use the loop.

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