

West Aust railscene e-Mag

Issue eleven March 2nd 2009

free electronic magazine

number 09/11

West Aust railscene e-Mag is published weekly by Jim Bisdee on rail happenings on Western Australian railroads.

WWW.WESTERNRAILS.COM

Copyright c 2009.



Only PTA locomotive MA1862 hauls EMU set #80 through the car park after crossing Yelverton Drive following departing from old workshops at Midland on 28th November 2008. photo Jim Bisdee.

MA1862 ran light engine from Claisebrook to the old Midland workshops on February 24th to collect B series EMU set #81 and haul it to Claisebrook depot from where it will be hauled to Nowergup depot. SB

Owing to a fatal incident taking place in early hours of the morning of February 24th at Tabba Siding the 74km on BHPBIO Mt Newman main line rail operations were suspended. Loaded trains were held at Gillam, Turner, Abydos, Woodstock, Coonarie, Shaw, Area C, Jimblebar Junction with empty services being held at Mooka, Tabba, Cowra, Jimbelbar Junction. Rail operations did not resume until the following day. TM

As of February 19th status of the recently delivered SD70MACel/c locomotives was:

4334 undergoing commissioning trials, 4335 in traffic and accepted by BHP, 4336 final inspections, 4337 in traffic, 4338 in traffic and accepted by BHP, 4339 in traffic and accepted by BHP, 4340 fitting out Boodarie, 4341 commissioning trials, 4342 completed but at overhaul shop fault?, 4343 in traffic and accepted by BHP, 4344 static commissioning Boodarie, 4345 in traffic and accepted by BHP, 4346 static commissioning Boodarie. 4344 and 4346 were scheduled to run light engine trial on February 20th to Mooka, 4337 was due to be accepted by BHP on February 19th or 20th. TM



RL307 the first RL locomotive to run in WA leads NA1874 and 80s6 up the grade into Parkeston on February 22nd after further ballasting on ARTC east west transcontinental line. Photo John Bollans

BHPBIO are to name all their unnamed locomotives. They are asking their local employees and area school children to submit names to be applied to the new SD70MACel/c locomotives and earlier SD70MACe the other unnamed locomotives in the fleet. BHPBIO

With the 13 new SD70MACel/c locomotives entering service in February/March many the older second hand SD40-2/SD40R locomotives in the fleet will be withdrawn. So far five have been withdrawn a further eight will be stored in the next week or so giving BHPBIO 101 locomotives in service with a further nine SD70MACe on order from EMD in London Ont. to arrive in August. BHPBIO

Newman, Orebody18, Wheelarra and Orebody25 mines will be blended at NJV Hub in Newman with shuttle trains of 67 ore cars running from Orebody18 or Wheelarra. At start up later in the year three shuttles will run 24/7 to be increased to twelve shuttles per day when this hub is fully operational. This will significantly increase train movements in Newman-Jimblebar Junction section. BHPBIO



EL63 leads CLF7 on 7PA1 QR National intermodal service through Midvale on February 28th only a few kilometres into run from Forrestfield to Port Flat in SA. Photo Alex Mackay

Heavy rainfall of over 100mm fell in east of York on January 29th resulting in the Quairading line suffering extensive damage near Dangin closing this line till repairs were affected with it reopening on 13th. AT

Thunder storms in the evening of February 28th in the Avon Valley in Moondyne area around 72km peg caused a tree to crash over the line. 2512 on 7323 empty wheat train hit the tree that is over the up and down line about 1905 causing minor cow catcher and hose damage. 5SP5 Pacific National intermodal was stopped short of tree left over the up main until it could be removed by length runner about 2100.

ICTSI #1 Coote Industrial Indonesian built General Electric UM20C has been used for past week to provide air and shunt ballast wagons being reconditioned in SSRS yard at Bellevue. This is the first use this locomotive has ever seen since arriving in May 2007 as yet it has not been accredited or ran a main line trial.

To safely and quickly remove the rail on Hamersley Iron Dampier-Tom Price railway that was broken by flooding on February 17th and suspended in mid air. To repair the washaways over Western Creek at 76km and Harding River at 85km a Rio Tinto assembled a demolition team to blow up and severe the rail taking place on February 21st /22nd. East main line was due to reopen on February 27th under very severe speed restrictions but eventually reopened on evening of 28th after rebuilding the bridge embankments and tracklaying. TM

It appears the fitting of modifications to enable any more “Pumpkins” [originally BNSF but became BHPBIO] SD70MACe locomotives to be lead units may not proceed owing to the high cost involved. The proposal to fit whisper cabs the original SD70MACel/c appears may also not proceed and will remain remote units. TM

Pacific National Kewdale yard shunter 8039 under went turbo repair at EDI Port Augusta and was returned dead attached on 1MP2 steel train behind NR55 & AN7 arriving in early hours of February 25th. 8122 that had been Kewdale yard shunter to cover for 8039 was hauled out on 4WP2 steel train on February 25th behind NR57 about 2230 for Adelaide.

Coote Industrial ZB2125 ran 1S68 light engine SSRS yard Bellevue to Keysbrook on March 1st to change over with stabled ZB2129 ballast train locomotive then ran 1S69 light engine back to Bellevue arriving 1415.

L265 has been renumbered LQ3121 repainted ARG [QR] yellow and had the name Shoalhaven removed being stabled at back of workshops on February 24th. LQ3121 has not yet ran a works trial.

AD1521 that had spent some months virtually stored at n/g loco Forrestfield was hauled on February 25th to Avon Yard by AB1504 with P2514 as 4283 light engine movement. 7362 wheat train 7363 empty return was P2508, P2516 & AD1521 the first run of this locomotive to Kwinana on grain trains.



Crew car RZAY289 partially scrapped at January 30th 5PS6 derailment site of west of Curtin Crossing loop February 15th note the structural integrity of the Comeng/Budd cars.

Photo John Bollans.



NR51 damaged in 5PS6 derailment now upright on February 15th and prepared to be lifted onto road transport to be hauled to United Group Rail Bassendean for assessment. Photo John Bollans



An unusual site now but very common once the machinery used in 5PS6 cleanup loaded onto flat cars at Parkeston loading ramp to be attached to steel train for return to owners February 26th. Photo John Bollans



General scene at 5PS6 derailment site showing cleanup well underway with containers gone and scrap metal in area with NR51 upright and crew car partially dismantled on February 15th. Photo John Bollans