

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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New ACHF iron ore wagon is being lifted off MV Cape Hudson at Geraldton port while ACHF27122F is on semi trailer about to leave the wharf for the short run to ARG Narngulu yard. Photo Phil Melling

MV Cape Hudson arrived from China at Port of Geraldton on May 23rd with final 70 [35 two pack] ACHF iron ore wagons many as deck cargo that completed 190 wagon order. Iron ore wagons were unloaded from Cape Hudson May 24th onto road transport then hauled to ARG Narngulu yard where railing and wagon commissioning then takes place. These Chinese built wagons are counted as individual wagons not two packs and there are now 334 of them in service being 34 MHAF, 64 KHBF and 236 AHBF. PM

Final 11 General Electric ES44DCi for Rio Tinto numbered 8140 to 8150 were delivered by ship to Dampier in second week of May being unloaded and stored on 7 Mile shunt neck till commissioning and entry into service takes place. With the completion of this order Rio Tinto now has 51 Evo ES44DCi locomotives that will see the Robe River Mining CM40-8M locomotives withdrawn.



MV Cape Preston entering Geraldton harbour on May 23rd showing the deck covered in new ACHF ore cars being imported from China for use on Mt Gibson ore trains.

Photo Phil Melling



ACHF ore car on semi trailer being hauled from Geraldton port to ARG Narngulu yards on May 24th to have wrapping around bogies removed then railed and commissioned.

Photo Christopher Melling



2208, AC4302 & AC4303 on the UGR branch at Broadmeadow NSW about to cross Clyde Street on way to main line to conduct light engine trials on May 29th. Photo Brad Coulter



AC4303, AC4302 & 2208 on UGR branch at Broadmeadow NSW just after crossing Clyde Street as this light engine trial continues towards main line on May 29th. Photo Brad Coulter

An additional crossing loop named Beckwith is being built on Eastern Goldfields Railway from 469km to 471km between Koolyanobbing and the loop at Darrine. As at mid May the track had been laid and ballasted with points installed at west end and points ready to be put in place at the east end.

Weekly Indian Pacific interstate passenger service 4PA8 from Perth to Adelaide on May 27th had NR25 fail prior to departure at East Perth Terminal. NR41 ran 4P23 light engine from Kewdale 1145 to run the service departing 1250 some 55 minutes late. NR41 had a cab fire at Wynbring SA on night of May 28/29th that delayed the service five hours and saw NR40 taken off 4PS6 to run the Indian Pacific to Adelaide.

Construction and testing of new AC4300 locomotives is still underway at United Group Rail Broadmeadow NSW on May 25th AC4302, AC4303 in test area and now painted AC4304 were in parked yard while AC4301 and AC4305 were being painted, AC4306 now has its cab fitted and assembly of AC4307 and AC4308 continues. 2208 arrived at UGR on May 27th for use on AC4300 tests and was stabled beside one of the sheds, on May 29th AC4303, AC4302 & 2208 ran light engine trial UGR to Maitland and return. Upon return AC4303 was detached and AC4302 & 2208 ran light engine to Muswellbrook for light engine trials in Parkville area on May 30th.

SCT005 was hauled out of Forrestfield on May 11th to EDI Port Augusta behind SCT004 & SCT002 on 2PM9, while replacement SCT003 arrived on May 12th behind SCT009 & SCT012 on 1MP9. SCT014 continued running wheat trains through to CBH Kwinana for export as SCT003 had not yet been used. SCT005 arrived back on May 25th behind SCT002 & SCT004 on 6MP9 that saw SCT014 depart that night behind SCT004 & SCT002 on 2PM9. SCT003 then took over SCT014 role on export wheat trains, while SCT005 has been run as remote unit on 025/426 Kalgoorlie freight service.



SCT003 runs 5056 wheat train through Thornlie on evening of May 28th a few days after it had entered service on hire to ARG. Photo Brendan Cherry