

West Australian Railscene e-Mag

Issue forty four September 21st 2009 free electronic railway magazine issue 44/09

West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian railroads

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The not often seen long end of General Electric CW44-9 with FMG015 shunting from loaded car line to empty car line at Fortescue Mining Group yard Port Hedland September 12th. Photo Toad Montgomery

CLP12 stored at Kalgoorlie loco since August 21st following it being hauled in from Nurina by LZ3111 after failing on 4AP1 QRN intermodal was attached to 7PA1 in early hours of September 13th behind CLP9 & LZ3101 at West Kalgoorlie yards for haulage interstate. G&W crew car JRA6 used on Cook fuel train was also attached to 7PA1 to be hauled Adelaide for maintenance.

P2501 ran light engine to Albany to replace DD2359 on woodchips on September 14th with DD2359 and DBZ2309 departing light engine for Wagin on 15th. DD2359 returned to Forrestfield on 18th dropped off by 6365 empty wheat train on return from Kwinana. P2501 & NJ1602 are now running woodchip trains between Redmond and Albany.

FROM THIS: P2511 on 108 wheel low loader being hauled into United Group Rail Bassendean plant for repair on July 11th 2008 following being hit by truck at entrance to Narngulu yards July 7th. Photo Jim Bisdee



To this rebuilt P2511 runs through Guildford September 17th following rebuilding by UGR. Photo Jim Bisdee





FMG005 & FMG009 run loaded ore train from Cloudbreak mine to the port through the cutting at Fan Belt Hill in mid afternoon on September 15th.

Photo Toad Montgomery



FMG009 & FMG001 run loaded ore train round curve at 5km to port on 15th.

Photo Toad Montgomery

2208 hauled AC4305 and AC4307 from builders United Group Rail to the Broadmeadow yards on September 17th to be stabled awaiting attachment to 5BM7. LDP009 & LDP002 running 5BM7 QR National intermodal attached AC4307 and AC4305 in Broadmeadow yard September 18th for haulage to Melbourne. Following shunting at Glenlee locomotive order was reversed with LDP002, LDP009 hauling [dead attached] AC4305 & AC4307 south. After arrival in Melbourne on 19th AC4307 and AC4305 were detached then attached to 6MA6 behind CLP11 & LDP003 in evening for the overnight run to Adelaide where the two AC locomotives were detached to await haulage to ARG Forrestfield.

Flashing lights with boom gates have been installed at Rudd Valley Road level crossing at the south end of Narngulu yard where P2511 was wrecked in a crash with truck in July 2008 have been bought into use. Colour light signalling has been installed in Narngulu yard that when activated does not show proceed indication until the boom gates have fully lowered.

AC4303 that had been at Merredin for crew training since 15th was hauled back to Forrestfield on 6058 grain train behind L3115 & LZ3112 on September 18th. AC4304 that had been at Kalgoorlie since 11th was hauled back to Forrestfield on 6426 Kalgoorlie freighter behind Q4005 & ALZ3208 arriving on 19th.

It has been raining in Perth and Avon Valley nearly every day since mid July this rain has caused the ground to become saturated for the first time in years and has resulted in two landslides that have caused speed restrictions and minor problems. A mud slide occurred on up main around 35.5km with 20km speed restriction imposed on September 10th while landslide occurred on up main around 50km on 12th with 50km speed restriction.

South Spur Rail container train from Toll yard to North Port Fremantle appears has gone over to road transport and wagons of rail to flashbut Bellevue a SSRS job for years was run by Pacific National with 8039 on four two pack rail wagons on September 16th.

About 1800 on September 15th Q4012 suffered a seized axle a couple of km south of Higginsville on loaded ore [in Higginsville Pioneer section] on Kalgoorlie to Esperance line. All operations on the line were suspended with 3415 loaded ore stabled at Lefroy loop [to north] and 3416 empty ore stabled in CBH siding Grass Patch [to south]. Mechanical staff attended following morning and train pushed back to Higginsville where Q4012 was detached [was still there on 18th]. Due to shortage of available Q class locomotives LZ3120 was substituted in consist [with a Q and SCT] however LZ3120 succumbed to continuous wheel slip on 18th working to Esperance with traction motors isolated.

Crew training on AC4301 at Esperance has been completed however the training is continuing in Kalgoorlie and must be completed before full deployment of AC locomotives.
