

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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AC4308, Q4019 with AC4202 on DPU empty iron ore train climbing the grade towards Norseman on August 27th that aptly shows the difficult operating conditions on the Esperance line. Photo Don Copley

F40 originally privately purchased from Westrail in October 1989 then subsequently sold to South Spur Rail Services in November 2003 has been sold again. F40 was returned to mainline use by SSRS and saw service on vacuum barked infrastructure trains but with conversion of dual braked KA212 back to narrow gauge as RA212 the low powered F40 saw less and less use. Following sale of South Spur Rail to Coote Industrial and on selling of the locomotives to Greentrains, F40 was really surplus to requirements. F40 was purchased by a member of Hotham Valley Railway returning to preservation on August 30th when it was hauled by RA212 to Pinjarra just short of 21 years from when it was originally preserved, again at HVR Pinjarra.

A rail grinding programme with Queensland Rail MMY032 rail grinder in South West commenced on August 27th that will see rail re-profiling take place Kwinana to Picton to Bunbury Inner Harbour, Brunswick to Hamilton to Collie. This rail grinding programme is scheduled to be completed on October 13th.

BHPBIO SD70ACe #4319 was named Jarturtu and #4347 was named Endurance during August.



BHPB Iron Ore SD70ACe #4370 is hauled along Gilbert Street Port Hedland on September 2nd cranes of heavy lift ship MV Jumbo Challenger can be seen in background. Photo Toad Montgomery



SD70ACe #4371 the second locomotive unloaded of final nine of this order being delivered from builder EMCC is hauled along Gilbert Street on September 2nd. Photo Toad Montgomery



6003, 6008 & CLF1 on 6PM1 QR National intermodal rounds the curves just west of Northam on August 27th on the single line Eastern Goldfields Railway narrow line is in the foreground. Photo Robert Marriott



AC4305 on 5029 sulphur train runs north of Menzies on Leonora line on August 27th. Photo Don Copley



AC4307 & AC4306 on empty ore train in Esperance yards waiting for Q4017 to be attached to lead of the train on August 28th before it makes another run to the mines at Koolyanobbing. Photo Don Copley



NR22 & AN4 both P/N stars livery run 1MP5 through South Guildford on September 1st. Photo Alex Mackay



LQ3121 long end leading runs 7C74 empty cement lime train off ARTC territory at 1790km on its run from Parkeston to West Kalgoorlie on August 14th. Photo Toad Montgomery



NR121 & NR42 on 2PS7 express service departing Parkeston for the 867km daylight run across the desert to Cook in SA on August 17th. Photo Toad Montgomery



SD70ACe #4365 the third of the and final loco motive to be unloaded for the day runs down Gilbert Street Port Hedland on September 2nd to the hard stand area in BHPB Iron Ore Nelson Point complex where it will be railed then hauled to Boodardie for commissioning. Photo Toad Montgomery

Heavy lift ship MV Jumbo Challenger berthed at Port Hedland Town Wharf during morning of September 2nd. Unloading of the final nine SD70ACe of an 18 locomotive order for BHPB Iron Ore built in London Ontario Canada commenced around midday with #4370 unloaded, followed by #4371 then #4365. All these locomotives were unloaded in new hardstand area at Nelson Point and will be hauled to Boodarie workshop on the other side of Port Hedland to undertake commissioning.

This an extra edition covers unloading of the SD70ACe locomotives first run of repainted AN4 and enables publication further photos of the train operations on the lines both north and south of Kalgoorlie.

Next edition will be Tuesday September 7th.

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