

West Australian railscene e-Mag

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DFZ2404 just been released following the fabrication and fitting of an enlarged modified cab by Gemco at Forrestfield sits under the yards lights at narrow gauge loco on October 6th. Photo Evan Jasper

Fortescue Mining Group have recently been looking at used locomotive market in USA to obtain some AC units. Withdrawn SD90MAC-H previously operated by Union Pacific but retired in 2008 to EMLX the lessor and owners being stored at Brewster Ohio were inspected and five obtained. FMG have purchased ex UP numbers #8522, #8527, #8539, #8541 and #8554 as spare. These locomotives will be rebuilt and converted by Norfolk Southern at its Juniata Shops in Altoona Pennsylvania into SD70ACe type locomotives fitted with EMD 710G3C 4300hp engine. Other modification and refurbishment including repainting in FMG livery will be undertaken with the locomotives anticipated to be shipped to Port Hedland in early 2011.

NR51 damaged in the washaway at 1738.600km near Curtin on January 29th 2009 that was hauled to United Group Spotswood for repair in late April has been completed. This locomotive was hauled north on 4PW4 behind NR53 & NR63 with dead attached NR51 & NR11 on October 3rd being detached for repainting at Chullora NSW on 4th. NR51 is in various states of undercoat with new panels and equipment. Rebuilding and repair of NR35 at UGR Bassendean continues.



GM30 that rebuilding was cancelled a few years ago then stored is now for sale by ARG seen at Forrestfield October 7th following removal from old tubs to enable inspection by prospective purchasers. Both photos John Purcell



ARG have donated withdrawn former Forrestfield workshop shunter 527 a former SAR locomotive to Steam Ranger Heritage Railway in South Australia who will convert the locomotive to broad gauge 1600mm and use it on their line to Victor Harbour. At one stage 527 was to have been included in the surplus locomotives and wagons presently being offered for sale.

Modification of DFZ2404 was been completed on October 6th with an enlarged cab having been fabricated and fitted by Gemco Forrestfield. DFZ2406 will be the next DFZ to have an enlarged cab fitted entering Gemco on October 4th and will be followed one by one by the rest of the class through 2011.



Both wooden and steel sleepers are laid beside the GSR track at Boyerine on October 1st where re-sleepering and upgrading of this line is being undertaken. Photo Don Copley

S3302 overhaul was completed around October 1st with this locomotive being repainted in ARG [QR] yellow livery. This locomotive will be the last ARG locomotive to be repainted in this yellow livery with all future repaints being in the new QRN livery of yellow, grey and red.

Upgrading and re-sleepering of Great Southern Railway south of Wagin has commenced with this work continuing south having reached Boyerine area about 23kms south of Wagin by early October. This track improvement programme commenced at Wagin and will run in the section to Kendenup with completion anticipated in February 2011.

Opening of Silver Star the northwest's most iconic new restaurant and cafe will occur on Tuesday October 26th. The Silver Star was the former General Pershing Zephyr round end observation car the saw service on Mt Newman Mining as their Sundowner coach. This car following withdrawal by BHPB Iron Ore has been refurbished and converted into an upmarket cafe.



Q4013, Q4002 & Q4010 on 7413 ore train at Yalkari on September 25th.

Photo Brendan Cherry



P2506, P2514 & DBZ2313 on empty grain departing Albany September 27th.

Photo Tony Browne



AC4303, Q4006 & Q4017 on 7414 empty iron ore train Binduli September 25th. Photo Brendan Cherry



NJ1602 & NJ1605 on empty woodchip wagons at Herne Hill on September 27th on run from Avon Yard to Forrestfield to go through RailBam detector. Photo Sean McGarraghy



NJ1605 runs empty woodchip wagons back to Avon Yard on September 27th following them being run through RailBam detector, NJ1602 was left at Forrestfield for maintenance. Photo Sean McGarraghy

Track maintenance and upgrading took place at Guildford over weekend of October 9th and 10th that saw services run to and from Bassendean with buses running Bassendean to Midland. NR26 on 7003 empty Indian Pacific cars ran wrong line [up main] between Bassendean and East Guildford on 9th on run to P/N Kewdale for servicing.

END page six of six
