

# 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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9402, 8136 & 8156 on Yandi fines ore train at Harding loop on January 31st.      Photo Toad Montgomery

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L3118 and L3116 that have been in temporary storage for last couple of weeks were returned to service on February 4th with LZ3119 and LZ3120 being placed in temporary storage. LZ3119 and LZ3120 are better locomotives to stow as they have only one control in lieu two control stands on all other L/LZ units.

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EMU set #29 has recently returned to service following extensive repair at Claisebrook following a major failure. EMU set #31 now undergoing a general overhaul at Claisebrook depot.

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Standard gauge rail train has had all its bogies overhauled and is now permitted to operate at 80kmph in lieu of the 70kmph limit that had applied since the rail train entered service in 1979.

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DFZ2406 and DFZ2407 have had improved and enlarged cabs fabricated and fitted by Gemco Forrestfield with DFZ2406 hauling dead attached DFZ2407 Forrestfield to Narngulu on 4755 light engine movement on February 2nd following completion of modifications.





DFZ2407 stabled in narrow gauge loco area at Forrestfield on January 20th.

Photo Evan Jasper



Former Robe River 9410 stored at north end of Dampier yard on January 31st.

Photo Toad Montgomery





8124, 8134 & 8134 on load of Yandi fines at 7km Cape Lambert January 31st. Photo Toad Montgomery



P2510 & P2511 at Narngulu East on January 29th in storm approaching at 90kmph this destructive summer storm winds of 110kmph caused extensive damage in Geraldton, York and Northam. Photo Phil Melling





P2510 & P2511 on ore train in a dangerous storm at Narngulu East on January 29th. Photo Phil Melling



LZ3101 & LZ3103 in QRN livery stabled in Forrestfield loco area February 1st. Photo John Purcell



AB1502 was removed from storage around January 20th and hauled to workshop for attention.

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DAZ1902 & NJ1605 have reversed positions in n/g loco now with DAZ1902 on east and NJ1605 on west.

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A truck carrying blue metal collided with second wagon back from engines on a loaded wheat train at Lake Biddy on February 3rd. This train 4642 grain was being worked by P2506 & P2514 with locomotives receiving no damage but four XT grain wagons were extensively damaged with truck catching fire and being destroyed. The locomotive crew were unhurt with truck driver only receiving minor injuries.

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NR78 runs 1PA8 Indian Pacific with NR27 a failure dead attached through Millendon Junction about two hours late on January 23rd. Photo Evan Jasper

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All the ex Robe River CM40-8M and the Pilbara Rail CM36-7M locomotives offered for sale by Rio Tinto in early August 2010 are still at Dampier with 9410 in 7 Mile yard while 94143, 9417, 9420, 9421, 9423, 9424, 9425 and CM36-7M 5051 and 5052 are still at Parker Point near fuel gantry.

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A further load of new Bradken ore cars for Rio Tinto were being unloaded at Dampier port and were being delivered by road to 7 Mile workshop on January 31st.

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A load of Bradken type smooth sided ore cars for BHP Billiton Iron Ore were unloaded from ship at Port Hedland Town Wharf in early January.

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The first of the XF alumina hoppers being constructed by Gemco Forrestfield is nearing completion with at least two of the JP caustic tankers also under construction there having been painted.



LZ3101 in QRN predominately yellow livery and L3113 on old Westrail predominately orange livery at loco Forrestfield on January 22nd. Photo Evan Jasper



P2501 & P2515 on 3730 empty grain on January 25th approaching long disused coal stage at Canon a steam facility still remaining that has not seen use for over 40 years. Photo Simon Barber





7091, 7095 & 8144 on Pannawonica empty of J ore cars at 16km Cape Lambert on January 31st 7091 is over 15 years old and is starting to show its after years of hard use. Photo Toad Montgomery



Q4016, Q4004, LZ3103 & Q4006 dead attached on 1426 at Bellevue on January 31st. Photo Simon Barber

Work is proceeding on loop extensions on the Kalgoorlie Esperance line at Hampton with earthworks underway at south end, culvert material for extension to Kambalda loop has been dropped at north end of the yard, culvert extensions are completed at south end of Grass Patch loop with earthworks yet to commence that is also the case at Scaddan.



8153, 8122 & 7055 on empty ore train at 36km on Robe River line January 31st. Photo Toad Montgomery

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Only Q and AC class locomotives are now to run on 025/426 the overnight freight trains running between Forrestfield and West Kalgoorlie. These huge freights of over 4000tonnes in each direction are the heaviest mixed freights in Australia will only see L/LZ/LQ running dead attached on transfer or undergoing works trials as has occurred with LZ3101 and LZ3103.

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Frame of D1561 that had been stored at narrow gauge loco for some years and was offered for sale in mid October together with other surplus locomotives has been sold and was scrapped in late January.

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