

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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4332 originally for BNSF and 4351 side by side at Bing on February 8th.

Photo Toad Montgomery

Former Union Pacific SD90MAC-H locomotives purchased by Fortescue Metals Group then taken to the Norfolk Southern Juniata Shops in Altoona Pa to be rebuilt to SD70AC specifications. These locomotives have not been rebuilt or fitted with an SD70 710G engine but still retain their original engine. They are still SD90MAC-H locomotives are now numbered 901 to 904 with them being repainted into FMG blue and white livery following repair and maintenance by NS. The locomotives are being tarped prior to leaving Juniata shops to protect them on the long sea voyage to West Australia. First two with reporting marks GTLX901 and GTLX903 departed Altoona Pa on February 18th for east coast port to await other units and export to Port Hedland.

Rio Tinto has received three more new ES44DCi locomotives 8154, 8155 and 8156 from General Electric in Erie Pa around late December 2010 with them being in service by mid/late January. Rio Tinto still have further six ES44DCi on order 8157-8162 for delivery later this year.

Concrete sleepers have now been laid on the full length of PTA Fremantle and Armadale lines. There are only a few areas like Ahfield, Success Hill and Woodbridge stations to have wooden sleepers replaced then Midland line will be completed. Clarkson and Mandurah lines were laid with concrete sleepers when built.



5663 on old steel train, 5635 & 3090 on new steel train, 3091 and 3095 in ballast roads at Bing construction, flashbutt and works siding on February 8th.

Photo Toad Montgomery



DC2206 now in QR National livery outside workshop Forrestfield February 10th.

Photo Evan Jasper

Huge flooding has taken place east of Parkeston extending to the South Australian border and beyond caused by remnants of tropical cyclones that have become huge rain bearing depressions causing flooding adjacent to ARTC Trans line between Zanthus and Cook in a number of sections on 13th. On February 16th there were significant downpours in Kalgoorlie and to the east with regular track inspections taking place, speed restriction is in place in Blamey Curtin section of 60kmph between 1715km to 1716km where water had eaten out some ballast. 80kmph restriction is between 1768.700km to 1768.800km in Golden Ridge Parkeston section owing to water near sleepers. All trains are operating normally with no delays but are keeping a good lookout and proceeding with caution in some areas.



6007 & LDP007 run 6PM1 QRN intermodal at Kalamunda Road Bridge February 11th. Photo Justin Brown

BHP Billiton Iron Ore have modified some of their fleet of SD70ACe with #4354 and #4332 being altered. #4354 has had modified handrails fitted to front and side of the cab, both these units had the ladder rungs on the nose removed.

Correction as yet the main line at Goddards has not been reopened but some repair has taken place and crews are no longer advised to take crossing loop as written instructions have been given for the new arrangements. Goddards main line will be repaired in due course and reopened as a crossing place.

Three new JP caustic tankers have been completed by Gemco at Forrestfield being delivered to Worsley on February 12th were hauled by S3302 Forrestfield to Picton.

Following failure and an extensive graffiti attack on February 5th P/N shunter 8039 was returned interstate for repair on 8th spare NRs are now used as yard shunters and transfer locomotives at Kewdale.



Damage on February 12th Merredin to Nungarin line that was caused by the flash flood. Photo Justin Smith



Nungarin yard on February 12th showing line washed out following flash flood.

Photo Justin Smith



4354 at Bing on February 8th showing modifications made to handrails.

Photo Toad Montgomery



P2504 & DBZ2308 are loading 6672 grain train at Katanning on February 11th.

Photo Stew Winston



ZB2125 & ZB2120 on 15 wagon ballast train in loop at Tambellup February 11th. Photo Stew Winston



9960 an instrumented car at Bing on February 8th note solar panels and batteries. Photo Toad Montgomery

Re-sleepering of Wagin to Albany section of the Great Southern Railway is progressing with sleepers having been replaced to south of Cranbrook. Sleeper piles are stored at Tenterden to enable work to proceed rapidly with a ballast dump being built up at Kendenup where ballast trains will work out of as re-sleepering gang proceeds south.



DB2311 still in Westrail orange livery climbs grade at Burekup on February 8th. Photo Sean McGarraghy

Heavy rainfall in the Nungarin area on February 11th resulted in a flash flood occurring in the Nungarin townsite causing extensive damage to the tier three West Merredin Nungarin line. Flood damage was sustained in the railway yards and on the line to the east of the town. It is very doubtful that this line will ever be repaired as it is slated to be mothballed in the near future.

Tenders closed on February 17th to supply and deliver a Track Recording Vehicle to carry out monthly track infrastructure inspections of the some 350km of PTA metropolitan passenger network. This vehicle will also have capability of operating on Westnet Rails 1067mm and 1435mm to carry out inspections.

LZ3114 had its number two wheel set derail when track spread on The Esplanade level crossing when it and Q class were running light engine back to Esperance yard following hauling a loaded rake of ore cars to the port to be unloaded on February 10th.

NR35 is at present being painted into Pacific National blue and yellow livery in paint shed at UGR Bassendean. This is the first NR unit to be painted into this livery at this plant.

P2502 the final P class to be overhauled has been completed and repainted into ARG QR livery at URG Bassendean. P2504 that was never repainted when overhauled will probably be painted now.

Update on loop extensions on the Esperance line;
Hampton has earthworks completed at south end waiting track works,
Kambalda culvert works completed with heavy earthworks underway at north end,
Lefroy site preparation and levelling complete for sub base at south end,
Cowan culvert work underway at north end while at Daniell culvert work at north end completed,
Salmon Gums culvert work at north end commenced at Grass Patch culvert work at south end complete,
Scaddan culvert work at south end complete.



S3302 on Alcoa alumina hopper train passing through Burekup on February 8th. Photo Sean McGarraghy

Sims Street level crossing at the north end of Esperance yards has been closed to allow construction of road overpass to enable the lengthening of Esperance yard to accommodate 159 car ore trains proposed in 2012. The bridge is anticipated to be completed in late 2011.

Some four DPU trains a week are running between Esperance and Koolyanobbing to complete training on this new system. Cliffs are keen to get all ore trains converted to DPU running as soon as possible.