

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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DFZ2402 in QRN livery DFZ2404 in ARG yellow livery on loaded Mt Gibson iron ore train rounding curve as it descends the grade at Bringoo on its run the unloaders at Geraldton Port on May 28th.

DFZ2402 ran light engine on 4755 locomotive changeover Forrestfield to Narngulu overnight May 25th then entered revenue service on May 26th when was coupled behind DFZ2404 on empty Mt Gibson ore rake departing Narngulu around dawn for Rudivini to load.

Port of Esperance and Port of Albany have been experiencing Maritime Union of Australia industrial action recently Esperance had 24 hour stoppages on May 25th and 27th that disrupted iron ore train operation. This caused loaded ore trains to be stabled at Grass Patch once Esperance yard was full. Disruptions at Albany of similar duration for same period on the same days have also taken place resulting in woodchip services being cancelled and grain services disrupted.

Deck span for Simms Street Bridge at north end of Esperance yard was installed early May with earthworks continuing north beyond Simms Street as Esperance yard is extended to be able to make up and break up, despatch and receive 159 car ore trains.



903, 011 & 015 arriving on loaded Cloudbank ore train at FMG Rowley Yard entrance Port Hedland on June 1st first run of 903 following its arrival and conversion to SD70ACe. Photo Toad Montgomery



903 showing B end at Rowley Yard limit board on its first run on June 1st. Photo Toad Montgomery



DAZ1904 & P2516 on empty grain round the curve before passing under the Great Eastern Highway Bridge at Bellevue then head north into the Swan Valley on May 21st. Photo Sean McGarraghy



NR121 & NR68 run 6SP5 intermodal through Millendon Junction May 22nd. Photo Evan Jasper



Australind railcars now over 23 years old pass through Cannington on 1209 Bunbury service May 29th.



6004 & 6002 on 24 hour delayed 1PM1 QRN intermodal at Midland on May 29th. Both photos Evan Jasper

BHPBIO suffered a large derailment about 120kms south of Port Hedland overnight May 27th that resulted in extensive damage to some 40 loaded ore cars. The two DPU locomotives located about 100 odd cars back in the train also suffered extensive damage with AC6000 6070 appears to have suffered a bent frame, had its bogies torn off their mounts together with engine, radiator, car body and severe #2 end damage. SD70ACe 4301 appears to have suffered #2 end hood damage, cow catcher, snow plough, bogie and engine damage. Extensive track damage was suffered with some few hundred metres torn up closing the line for about two days. 6070 is believed to be uneconomic to repair and appears will be written off and scrapped.



DFZ2402 & DFZ2404 on loaded ore train at East Narngulu on May 28th.

Photo Phil Melling

MV BBC Europe arrived at Dampier early on May 30th then discharged six new ES44DCi locomotives #8157 thru #8162 sailing in evening of May 31st. These locomotives will under go commissioning at 7 Mile workshop before entering service.

A new improved loco and wagon workshop facility is under construction at Esperance that will now allow servicing over full length of the service pit.

2208 that was left in Sydney after ARG lost Manildra contract in November 2009 and has for past few months been hired to IRA was returned to QRN in mid May at end of its hire for haulage to WA. 2208 would be returned to ARG in WA to undergo attention/overhaul and was dead attached on 7BM7 behind LDP009 & LDP007 being hauled to Melbourne on May 29th. With 2208 again hauled dead attached behind 6005, CLF1, G516 & X53 on 3MP1 intermodal to Adelaide on May 31st. Then 2208 was hauled out of Adelaide on 3MP1 June 1st behind 6005 & CLF1 to Forrestfield arriving in early hours of 3rd.

BHPBIO have placed an order with EMCC of London Ont. for further 17 SD70ACe #4374 thru #4390 for delivery anticipated around May 2012.



P2506 & P2502 just north of Woodanilling with small grain train May 21st.

Photo Don Copley



6004 & CLF7 run 7PM1 QRN intermodal north through Swan View on May 21st. Photo Sean McGarraghy

FMG had first four SD90MAC-H locomotives painted and some work undertaken in US then were shipped to Port Hedland upon arrival the 265H engines were removed and replaced with 16-710G engines converting these units to SD70ACe by Downer EDI Rail. This work was undertaken at FMG Rowley Yard workshop as FMG wanted these locomotives in service as soon as possible to cover expanded output from their mines. These conversions are now well underway with first SD70ACe conversion 903 being completed operating with two CW44-9 units on ore train from Cloudbreak mine to Boodarie unloader on June 1st. Work on the other three continues at Rowley workshop and on the five in USA at NS Juniata shops in Altoona Pa.



NR101 & NR86 run 7PM5 through Swan View on May 21st with number of empty triple deck car carriers being returned to Adelaide for loading. Photo Sean McGarraghty

There are still compatibility issues with the DPU equipment between AC and Q class working on Esperance ore trains with these trains now being configured to have same type of locomotive on lead as DPU remote.

Pacific National yard shunter 8039 failed on June 3rd with spare locomotive on hand NR113 being yard shunter over the long weekend.