

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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Derailed damaged SD70ACE 4301 being prepared to be recovered on June 6th. Photo Richard Searle

Correction: In issue #139 was stated that FMG SD90MAC-H locomotives had been converted to SD70ACE like locomotives this is incorrect from further information received since publication. The four locomotives 901 thru 904 will be converted sometime in the future at FMG Rowley Yard Complex to a SD70ACE like configuration but till then are operating in service as SD90MAC-H as built with 265H engines.

ARTC Trans Line runs through a stone desert west of Cook that has seen a huge amount of rainfall this year resulting in roads and airstrips being impassable. Now the enhancers and repeaters that show setting of points in the loops and allow remote setting of points from locomotives are failing. All these items are battery powered with the batteries being charged by solar energy but with the unusual heavy rainfall and overcast conditions the batteries are going flat and with insufficient sunlight are not being recharged. This is causing delays and operating problems as trains are having to stop and the reset points to enter loops.

K205 and K206 and ex NSW ballast wagons are stored on a section of the track in Karara area about 80kms east of Morawa. A large stockpile ballast, rail and sleepers for lines construction are also stored on site.

Extensive track works were undertaken at Fremantle Station over long weekend June 3rd to 6th, also work was undertaken on Fremantle Rail Bridge and on subway bridge west of Claremont Station. For the long weekend trains only ran Perth to Showgrounds with rail replacement buses running Showgrounds Fremantle.



4301 with wrecked ore cars and very badly damaged 6070 in distance on June 6th. Photo Richard Searle

Correction: The new ballast wagons being unloaded from MV Megan C at Port Hedland around May 23rd were for BHPB Iron Ore not Fortescue Mining as originally reported following receiving further updated information about the wagons being delivered.

ARG undertook ballasting on Armadale line for PTA in early hours of June 9th and 10th with the ballast train being hauled by DAZ1902. This is the first time ARG has ever undertaken ballasting for PTA as South Spur Rail now undertakes less and less of these infrastructure trains.

Empty grain train 4305 detached DBZ2308 at Forrestfield workshop and train engine P2516 then attached DAZ1906, AB1503, DD2358 and NJ1605 five locomotives, five different classes, four different liveries.

Work on the balloon loop for Mineral Recourses Ltd load out at Mt Walton in vicinity of Jaudi loop on EGR east of Koolyanobbing continues following them gaining access to Kwinana port to export ore.



FMG SD90MAC-H 901 on idler cars at entrance to FMG unloaders on June 8th. Photo Toad Montgomery



2512 with heavy graffiti tag & P2504 on 5663 grain train entering Albany on June 9th. Photo Stew Winston



New ballast hopper with a side dump car at BHOBIO Bing Yard on June 6th. Photo Toad Montgomery



P2509 shunting grain wagons at Albany on June 5th. Photo Daryle Phillips



New Hamersley Iron ECP ore car 16727 crossing Dampier causeway on June 2nd. Photo Toad Montgomery



P2516 on empty grain train stabled at Albany Railway Station on June 5th.

Photo Daryle Phillips

Industrial action by MUA continues at Port of Esperance with a 24 hour stoppage from 11:30am on June 3rd and again on June 9th for 24 hours from 7:30am. These stoppages again delayed loading ore trains for 24 hours each time that again saw loaded ore trains being stabled on arrival in Esperance yards for the duration and at Grass Patch. 5415 on June 9th was held crewed at Gibson from 7:00am till around 6:00pm to avoid stabling it. Similar stoppages are also taking place at Port of Albany by MUA members.



7082, 9429 & 8152 on loaded at 17.3 km approaching 7 Mile yard on June 2nd. Photo Toad Montgomery

QR National and Gindalbie Metals released a joint statement to Stock Exchange on June 6th announcing the signing of Rail Haulage Agreement with QR National subsidiary Australia Western Railroad Pty Ltd to transport up to 10 million tons pa of magnetite concentrate and /or hematite direct shipping ore over a 10 year period commencing on staged basis January through May 2012. This agreement will generate some \$900 million revenue over the contract period allowing for escalation that will also see QR National Freight invest over \$200 million in new locomotives, wagons, with new administration and repair facilities to be built at Narngulu East near Geraldton. Once ramp up is completed QRNF Karara iron ore haulage will comprise four 100 ore car trains operating per day.

Avonlink railcar set is undergoing bogie overhaul at PTA service facility in Kewdale. This has resulted in services to and from Northam and Merredin to be operated by spare two-car Prospector set over week ending June 10th. The cars were worked back to Kewdale on Friday evening June 10th and not stabled at Avon Yard Northam over the weekend as is the usual practice.

QR National C44ACi locomotive 6010 that arrived at Forrestfield on March 12th was hauled dead attached to Kalgoorlie on 4025 freight behind Q4011 & LZ3106 on June 8th then onto Esperance attached to empty fuel train on 9th arriving Esperance on 10th for crew training.



DD2356 stabled outside workshops at Albany on June 5th.

Photo Daryle Phillips



8140, 7045 & 8137 on loaded ore train crossing 8135, 7065 & 7080 on empty ore rake on the Causeway at Dampier on June 2nd.

Photo Toad Montgomery



P2502 at CBH complex in Albany with a replacement airconditioner June 9th.

Photo Stew Winston



Older style Bradken ore cars fitted for ECP braking at Dugite loop on June 2nd.

Photo Toad Montgomery

Earthworks for the formation on the Karara line are virtually complete for first 50kms or so back from Karara towards Koolanooka with track laid for some 20kms but not yet ballasted.



8156, 8110 & 8129 on loaded ore train just north of Dugite loop June 2nd.

Photo Toad Montgomery

NR113 is still Pacific National yard shunter and transfer locomotive at Kewdale with 8039 still stored at the provisioning centre. NR113 ran 6P25/6P26 to flashbutt Bellevue hauled back empty rail wagons on June 9th.

DD2358 hauling NJ1605 ran 6342 grain from Avon Yard but after experiencing loco problems at Toodyay West DAZ1902 on hand at Forrestfield was attached to lead of the train in the yards to run the service to CBH terminal Kwinana to unload on June 9th.

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NEXT ISSUE #141 will not be released till Tuesday June 21st as I will be away over the weekend.