

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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DD2358 & NJ1605 on 6342 grain at Bellevue on June 10th .

Photo Simon Barber

Things that a few years ago would have been seen as fanciful are now becoming commonplace following the privatisation of the state railway systems. On June 10th a former Queensland Railways 2300 class and former Commonwealth Railways NJ class ran 6342 grain train from Avon to Forrestfield where DAZ1902 a former WAGR locomotive was attached to lead. It ran as DAZ1902, DD2358 & NJ1605 three different locomotives from same builder Clyde Engineering but originally from three different systems.

MMY32 QRN rail grinder on standard gauge has returned to the Metro Area following completion of its rail grinding programme in the Kalgoorlie area. Rail grinding of line Midland to Kwinana was undertaken week ending June 10th. The grinding programme then commencing in Avon Valley with train order working and wrong line running during working hours week ending June 17th.

Q4014, Q4002 & DC2215 ran 2426 overnight freight Kalgoorlie to Forrestfield on June 13th suffered a minor derailment around 354km at Bodallin when wagons bogie derailed. The line was closed for about 18 hours till it was repaired.



6005, CLF1 & 2208 on 3MP1 QRN intermodal with Cook empty fuel and water tankers at Parkeston fuel point on June 2nd this was the delivery run of 2208 to WA. Photo Peter Donaghy



K205 & K206 top and tail on ballast hoppers at Koolanooka East on June 6th. Photo Phil Melling



7080, 7065 & 8135 on loaded ore on east line at Parker Point Dampier June 2nd. Photo Toad Montgomery



Formation and earthworks of Karara line Koolanooka looking towards Tilley June 6th. Photo Phil Melling



7079, 8145 & 8108 on loaded ore train to East Intercourse Island car dumpers crossing Dampier Causeway on June 2nd. Photo Toad Montgomery



Track works and loop extensions underway at Narngulu yard June 11th. Photo Phil Melling



DFZ2407 last of rebuilds & DFZ2401 on loaded ore near old Chango loop May 22nd. Photo Phil Melling



DAZ1902, DD2358 & NJ1605 on 6342 grain at Maddington on June 10th the three locomotives came from the same builder but were originally built for different government systems. Photo Simon Barber



K205 and RailCorp NSW ballast hoppers at Koolanooka East on June 6th.

Photo Phil Melling



7088 light engine to Two Mile Yard Dampier crossing causeway on June 2nd.

Photo Toad Montgomery

QUT sleeper wagons used on construction of Mandurah line and upgrading of South West line from Kwinana to Bunbury that were converted to standard gauge and operated on Koolyanobbing to Kalgoorlie concrete sleeper replacement trains have been overhauled and repainted in old Midland Yard at Bellevue.



8133 on loaded BH ballast hoppers climbs up towards Robe River Bridge on Deepdale line on June 2nd after propelling across from EMU on Hamersley Iron line June 2nd. Photo Toad Montgomery

BHPBIO from June 15th commenced operating all ore rakes at 116 cars and trains of A and B rakes of 116 cars with four locomotives in dpu operation of two on the head end further two 116 cars back. This change has resulted in there now being 16 trains per day running 24/7 out of mines to Port Hedland. With the empty rakes running back to the mines to load this gives 32 trains every 24 hours average of about a train about every 40 minutes arriving or departing Bing just south of Port Hedland.