

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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DFZ2401 & DFZ2407 on loaded ore train at Bringo on way to unloaders at Geraldton passing earthworks in connection with grade and alignment improvement October 1st. Photo Phil Melling

It appears that BHPB Iron Ore are selling their fleet of 20 SD40 locomotives. These locomotives purchased second hand from the USA were delivered in four batches three in November 2003 that included a spare parts unit it never saw any use. Six in December 2003, six in June and final six in August 2004 all were given extensive overhauls in General Electric San Luis Potosi workshop in Mexico. Five SD40-2s #3081 to #3085 were listed for sale by auction on a US auction site available for bids till 1pm CST [US] on September 21st. Remaining 15 locomotives SD40Rs #3078 to #3080, #3086 to #3097 were listed on the site being available for bids till 1pm CST [US] on October 12th. Usual auction conditions applied with these locomotives being offered as is where as is and with the special condition that they must be removed from Australia after sale. The bidding on these items has now closed and it is no know if any bids were accepted.

Q4008 hauled QRN 6012 light engine to UGR plant at Bassendean on October 10th then it hauled QRN 6005 on 4155 light engine to UGR on 12th. There are now four 6000 class locomotives 6002, 6005, 6010 and 6012 being modified to run in WA having detonator detectors, Annett's keys etc fitted.



DAZ1901 on 7RT1 rail train Millendon October 8th DAZ1901 later failed at Mogumber. Photo Jim Bisdee



A1501 on 7RT1 rail train at Walkaway October 9th after rescuing service at Mogumber. Photo Phil Melling



Rail train wagon QUS25185 showing above deck alterations at Walkaway October 9th. Photo Phil Melling



SCT007 & SCT009 on 6MP9 SCT vans and intermodal at 646km October 2nd. Photo Peter Donaghy

DBZ2308, DD2356 & DD2358 with 20 XOA woodchip wagons returned to Albany in early hours of October 10th. The two DD locomotives are running the service with DBZ2308 spare unit. P2506 & 2512 have recommenced running grain trains into CBH Albany terminal on 7th with fleet of XT grain hoppers.

Controlled burning and making fire breaks has been taking place on the ARTC Trans line to control the fire danger following the record rainfall that fell there during the fall and winter.



NR50, NR12 & NR89 on 6SP6 intermodal run west of Binduli on October 2nd.

Photo Peter Donaghy

Modified QR 6000 class to run internally in West Australia has been reclassified ACA with ACA6010 being outside UGR erecting shed on October 14th.

Loop extension at Scaddan was completed and opened on October 11th following installation of self restoring points on the extension. Only Higginsville with new points installed, track laid but not cut in and Grass Patch yet to have points and track laid are only loops remaining to be upgraded completing the project.

Upgrading of the rotary car dumper at Port of Esperance will take place during a two week shutdown commencing on October 22nd that may see iron ore train services wind down a few days beforehand. During this time only the fuel train will be running through to Esperance with rail and ballast trains still operating for track upgrading.

Re-railing and upgrading of section between Salon Gums and Beete has reached 258km with only a further 25km from 258km to Daniell left to complete the project except for some spot re-railing still to be done in a couple places.

7443 freight hauling empty fuel tankers from West Kalgoorlie to Esperance derailed the locomotives rear bogie at the north end points Higginsville loop in early hours of October 9th. LZ locomotive was under heavy braking and appears that it split the points with no damage to locomotive or crew injured. This caused some delay to services while locomotive was re-railed and points repaired.



SD90MAC-H 903 remote unit on FMG fuel train at Chapman loop June 20th.

Photo Jim Bisdee

NJ1602 and NJ105 were stored again in early October this time near old tubs shed at Forrestfield.

The first section between Eradu and Nola of the upgraded, re-sleepered and improved Narngulu to Mullewa line has been completed. Works continues on this line with work soon to ramp up on Mullewa to Tilley line.

LZ3105 led Q4018 on 1418 empty 63 car ore train from Esperance to Koolyanobbing on October 9th returning as 2415 loaded ore on 10th. This unusual working was as a result of the derailment of LZ working 7443 empty fuel tankers causing an ore car and locomotive shortage at Esperance.

Extensive work has been underway at west end of Forrestfield yards all week changing layout to enable access to the new line to BP rail loading terminal and PTA Kewdale. The BP terminal shunter 6SG8 worked by LZ3119 was the first train to run on this line when it returned from BP on evening of October 14th. On the early afternoon of 15th LZ3119 ran light engine onto line to test working of recently installed flashing lights boom gates then ran back light engine to Forrestfield. Three car empty Prospector set ran on this new line through to PTA depot mid afternoon.



P2517 & P2510 on 5761 iron ore train from Tilley at Mullewa October 13th.

Photo Wayne Andrews



P2506 & P2512 on grain train to Albany south of Katanning October 13th.

Photo Daryle Phillips



Cab of FMG SD90MAC-H #903 at Chapman loop June 20th.

Photo Jim Bisdee



DC2215 & LZ3109 on 5443 freight in West Kalgoorlie yards September 29th.

Photo Peter Donaghy



NR18 on 5PA8 Indian Pacific at Greenmount on October 6th.

Photo Brendan Cherry



B series EMU sets #86 and #80 on Royal Show Special at Subiaco on October 3rd. Photo Brendan Cherry

Spot ballasting continued on Armadale to Mundijong Junction line on Monday 10th through Wednesday 12th with MA1862 running some four ballast trains per day. Morning Australind service again terminating at Mundijong but evening service worked through to Perth.



SD90MAC-H #903 on the FMG fuel train in Chapman loop June 20th.

Photo Jim Bisdee

Services between Perth Underground and Stirling Stations on the Clarkson line were suspended from 2000 on Friday October 14th till last service on 16th. This was to enable track works, cutting in and ballasting of a new turn back siding at Leederville to take place. Rail replacement busses ran from Perth to Stirling with train services running Stirling to Clarkson. Normal services resumed on 17th.