

West Australian railscene e-Mag

Issue number 162 November 7th 2011 free electronic railway magazine

WWW.WESTERNRAILS.COM

follow West Australian Railscene e-Mag on facebook

Copyright Jim Bisdee © 2011



Rio Tinto ES44DCi 8166 being hoisted aboard BBC Congo at Norfolk VA October 17th. Photo Ian White

The long awaited running of iron ore trains west to Kwinana resumed on October 31st when Q4010 & Q4001 ran ten CFCLA CHCH ore cars on 2037 empty ore train to Mt Walton. AC4301 ran loaded ore train from Forrestfield to Kwinana on November 1st, with AC4303 running loaded to Kwinana and AC4301 running empty ore cars to Mt Walton to load on 2nd.

Work on rebuilding the Nungarin yards is nearing completion with the track having steel sleepers replacing damaged wooden sleepers, the track being lifted, straightened and re-ballasted with gravel ballast. This work is being undertaken to enable the West Merredin to Trayning line be operational for the coming 2011/2012 grain season. This line is scheduled to be mothballed about September 2012 following upgrading of area roads to allow road transport to take over grain haulage on this Tier 3 line.

ACB4403, ACB4404 and ACB4405 have been completed by UGR at Chullora NSW are yet to be delivered.



AC4301 runs 3035 empty ore train through Swan View November 2nd.

Photo Simon Barber



AC4301, Q4010 & Q4001 on 5030 ore train at Midland November 3rd.

Photo Jim Bisdee



AC4301 on the third Carina ore train to run at Thornlie November 3rd.

Photo Brendan Cherry



Rio Tinto ES44DCi 8170 being loaded onto BBC Congo at Norfolk VA on October 15th. Photo Ian White



DC2213 on 3C74 at west end of West Kalgoorlie yards on November 1st.

Photo Peter Donaghy



Q4010 on 6056 grain train at Donkey Crossing Toodyay on October 21st.

Photo Sean McGarraghy



P2515 & P2504 on 1750 empty wagon movement at Woodbridge October 24th. Photo Brendan Cherry



DC2215, ACB4401 & ACA6005 on 6154 light engine at Guildford November 4th. Photo Jim Bisdee



NR43 & NR72 in a rare Pacific National cab forward combination on 6SP6 at Parkeston October 30th.



NR120 & NR79 on 7MP7 cabs leading next to NR43 at Parkeston October 30th. Both photos Peter Donaghy



The line between Parkeston and West Kalgoorlie was closed following discovery of a body adjacent to the line, with 6SP6 on main NR120 & NR79 left their train ran and forward to fuel 30/10. Photo Peter Donaghy



Q4008 on 6443 empty Leonora fuel train just north of Kalgoorlie on October 28th. Photo Peter Donaghy



P2508 on 6730 empty Kemp to Gutha ballast train north of Canna on November 4th. Photo John Stephens



DC2215 waiting to cross Railway Parade Bassendean to go to UGR on November 4th. Photo Jim Bisdee



Q4012 on 6029 sulphur train on October 29th just north of Kalgoorlie on line to Leonora, this line built over a century ago to narrow gauge converted in 1974 but retaining its minimal earthworks. Photo Peter Donaghy



P2505 on 6336 grain crosses AB1504, P2509 & DBZ2308 on 7325 empty grain at Kalamunda Road Bridge High Wycombe on October 29th now in the last six months of QRN hauling CBH grain. Photo Jim Bisdee

Transperth EMU set #50 is at Claisebrook depot having arrived in early November with the longitudinal seating in car BET650 being refurbished. It is anticipated to be at Claisebrook for about a week.

P2507 & P2513 are working grain trains from the Lake Grace line into CBH Albany terminal while P2505 & P2515 are operating out of zone grain trains for domestic use from Albany or Cranbrook to Metro Grain Centre Forrestfield. DD2358 and DD2356 are working the woodchip service with 2512 spare locomotive only seeing use when one of the DDs was undergoing routine servicing.



ACA6005, ACB4401 & DC2215 three different liveries on 6154 light engine movement to Forrestfield wait on connection to PTA Perth to Midland line at Bassendean on November 4th. Photo Jim Bisdee

ACB4401 has had pre commissioning modification completed at UGR Bassendean. It was hauled by DC2215 to Forrestfield on 6154 light engine movement November 4th with ACA6005 that has also had its modifications completed to allow it to lead trains on Brookfield Rail network.
