

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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4339 & 4340 beside 4364 & 6073 on empty ore trains in Nelson Point Yard October 15th. Photo Baden Tidd

A further 159 ore car trail of two locomotives 53 cars, locomotive 53 cars, locomotive 53 cars ran as 3414 empty from Esperance on December 20th returning as 3417 loaded ore on 21st. Following this successful trial a 159 ore car train has been introduced running with the present 126 car services. This monster ore trains loaded weighs 14,268tonnes, is 1782metres long compared with 126 car trains that weigh 11,300 tonnes and are 1390 metres long. AC4307 & ACB4402 53 cars, Q4002 53 cars, Q4001 53cars ran 5415 ore on December 22nd while on 26th AC4307 & ACB4402 53 cars, Q4009 53 cars, Q4005 53 cars ran 2413 loaded to Esperance. These DPU trains are the biggest and heaviest services to run on QR WA.

Long awaited and long promised turntable at Esperance has been completed and was commissioned in late December that will now see all locomotives leading trains on the Esperance line be short end leading. This is the first turntable to be bought into use in WA by QR National even though it was promised by Westrail in the 1990s when turntables were installed at Kalgoorlie and Merredin.

ACN4141 and ACN4146 have had modification completed at Downer Rail Maryborough Qld with them being hauled to Brisbane on train 6752 dead attached behind 2211D December 21st to wait haulage to WA.



NR6 on crew cars RZAY944Y and RZBY910R stabled in engineers siding Parkeston on December 28th following arriving with the crews booked off at Cook. Photo Peter Donaghy



NR74 & NR109 on 6PM7 pass 6PX4 stabled at Parkeston on December 24th. Photo Peter Donaghy

Perth Underground Station was closed from first service December 26th till noon December 31st to enable further Perth City Link works to be undertaken. On Joondalup line all services departed from Perth City Station operating to an altered timetable with all services stopping at all stations. All services on the Mandurah line arrived at and depart from Esplanade Station also stopping at all stations.



ACN4150 hauls AKOF28001 ore car through Kewdale on 6TT1 trial December 23rd. Photo Jim Bisdee

Transwa Christmas services saw four car Prospector service run to Kalgoorlie on December 23rd, five car Australind service run to Bunbury on December 23rd and Avonlink cars return to Transwa yard Kewdale to stable over the Christmas break on evening of December 23rd.

Commencing around December 20th three locomotives [DFZ and or P class] started running 90 ore car Mt Gibson ore trains to the new Perenjori loading facility following successful commissioning with first few services being run as shorter two locomotive trains.

Following the arrival of the 12 CFCLA two pack CHAY ore cars [24 wagons] joining other CFCLA types CHNY and CHOY together with Railcorp NSW NDFF cars and the local XM, XH and XK types. There are now some 90 ballast wagons in use on various projects at present underway in the Mid West.

NR14 hauled extra 6PX4 steel train out of Kewdale on morning of December 23rd on arrival at Parkeston that evening the train was shunted into Engineers siding and stabled. NR58 on 3CK1 with RZDY103J conveying crews back from Cook arrived back on morning of December 27th ran round attached NR14 ran back onto stabled 6PX4. NR62 arrived on 3PW4 in afternoon shunted and combined 6PX4 then departed.



DFZ2406, DFZ2403 & DFZ2407 on empty Mt Gibson ore train at Kojarena on 24/12. Photo Phil Melling



BHPBIO SD70ACe 4304 and AC6000W 6073 at Nelson Point December 23rd. Photo Baden Tidd



R1902 hauls CFCLA two pack CHAY ballast cars near Bringo December 20th.

Photo Phil Melling



AC4308 on 6035 empty ore train at Stratton December 23rd.

Photo Justin Brown



LZ3112 & LZ3105 on 6056 grain at Thornlie December 30th.

Photo Brendan Cherry



Q4014 light engine running round empty lime train at Parkeston passing stabled NR6 and two crew cars in Engineers Siding December 28th.

Photo Peter Donaghy



DD2358, P2511 & P2506 on 6343 empty grain at Thornlie December 30th.

Photo Brendan Cherry



NR79 & AN7 departing Parkeston on 7MP5 intermodal December 26th.

Photo Peter Donaghy



QRN ex ARG AHGX grain wagons stored in Goulburn Yard December 16th.

Photo Simon Barber



NR14 on 6PX4 empty steel train stabled Engineers Siding Parkeston December 24th. Photo Peter Donaghy

Following de-hiring of the rake of former SAR grain wagons [ARG owned AHGX] by El Zorro that were towed to Goulburn for storage in late November. QRN who inherited this rake of wagons as part of the purchase of ARG will be using them on the second grain train they will operate in NSW. These wagons originally on broad gauge, have run on narrow gauge in WA on standard gauge in SA, Victoria and NSW.



B series EMU set 594 stabled in Claisebrook yard December 29th.

SD70ACe 4301 damaged in a derailment late May has been repaired returning to service on December 21st.

With K208 undergoing repair at Gemco Bellevue H2 & H3 in multiple are yard shunter at SCT Forrestfield with H5 also being used as a shunter.
