

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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DBZ2309 in QR National livery following overhaul at Forrestfield January 22nd. Photo Kieran Wright

A further two ACN locomotives ACN4141 and ACN4146 arrived at Forrestfield from Redbank Queensland on January 20th and were left on transport floats beside workshop over the weekend till they were unloaded on 23rd. ACN4150 ran 3120 light engine trial from Forrestfield to Kwinana and return on January 24th. Then ACN4150 ran 5120 light engine from Forrestfield to Picton on 25th followed by ACN4152 running 6251 light engine to Picton on 27th to undertake driver tuition.

DBZ2309 has had its overhauled completed together with fitting of a ZTR traction package January 20th and has been repainted in latest version of QR National livery but is yet to run a works trial.

The Eneabba mineral sands traffic has resumed following an improved world price for rutile and further areas being identified with product in vicinity of South Mine. P2502 ran the first service on January 22nd on usual summer overnight operation returning to Narngulu around 0700 on 23rd.



K205 on Karara line ballast train being loaded at Ballast dump on January 23rd.

Photo Simon Barber



ACN4150 on 4120 light engine at Mundijong on January 25th.

Photo Jim Bisdee



SCT006 on 4MP9 at western fuel point with Q4019 & Q4014 on 5C71 on Parkeston triangle waiting to run back to West Kalgoorlie on a busy January 26th. Photo Peter Donaghy



NR96 on 4PW4 steel train runs down Parkeston loop with two Qs on triangle 26/01. Photo Peter Donaghy



K205 loaded ballast 206 at Fallon Road on Karara line January 23rd.

Photo Simon Barber



NR98 on 4PW4 crosses SCT006 & SCT on 2MP9 entering Parkeston January 26th.

Photo Peter Donaghy



LZ3112 & LZ3105 on 4056 grain train at Brigadoon on January 25th.

Photo Sean McGarraghy



SD40R 3087 & 3092 on side dump wagons at Port Hedland January 2011.

Photo Cris Fitzhardinge



CW44-9W 7073 stabled on back track on Hamersley Iron line January 2011.

Photo Cris Fitzhardinge



Binduli South showing new LED signals with ore train on west leg of triangle 12/01.

Photo Peter Donaghy



159 car empty ore train from the rear at Bunduli on January 21st.

Photo Peter Donaghy



AC4306 & Q4010 at head end of 159 empty ore car DPU train with Q4009 53 cars back then AC4305 a further 53 ore cars back crossing over onto mainline at Binduli January 26th.

Photo Peter Donaghy

It's believed Rio Tinto train control will see controllers have their areas reduced with further boards being added to reduce the heavy workload of controllers on these ICSS lines.

Former Robe River CM40-8M 9425 and 9424 were shunted onto the triangle at 7 Mile Workshops Dampier from where they had been stored at Parker Point together with ex Pilbara Rail C36-7s 5051 and 5052. The dash-8s will be hauled by road to UGR Bassendean for overhaul while the two C36-7s it's believed will be demolished on site.



Q4014 & DC2205 on 4025 Kwinana Forrestfield freight at Thornlie January 25th. Photo Sean McGarraghy

A second DPU 159 ore car train is expected to commence on Esperance Koolyanobbing services shortly following recent deliveries of new WOE ore cars from UGR Bassendean. It's believed all Esperance ore trains will be 159 ore car DPU configuration by end of February.

Over past three Saturdays January 14th, 21st, 28th noise testing has been taking place on freight line in the vicinity of the Old Roundhouse at Fremantle. This dual gauged track has the sharpest curve on the standard gauge line in WA where it passes the historic Roundhouse building. A reticulation system has been laid between the tracks here where water is sprayed onto the rail head in an effort to reduce flange noise.

DC2213 led L3108 on 5443 combined empty fuel and rail train out of West Kalgoorlie on January 26th. DC2213 dropped rail from the rail fleet that was attached to 5443 on 27th then dropped ballast with ballast fleet that arrived into Esperance on 6443 on 28th.

Teething problems with DPU operation persist and some train delays are being experienced. It is believed the new Simms Street Bridge over northern part of Esperance yard is causing some communications issues when crews are setting up DPU operated trains.



SCT002 on 5MP9 waits to cross NR60 & NR11 on 6SP7 at West Kalgoorlie 12/01. Photo Peter Donaghy



DC2205 with LZ3112 on 7NT2 about to make another run into Fremantle 21/01. Photo Simon Barber

DD2356 failed at Albany was worked to Wagin on empty grain and hauled by 2512 to Avon Yard on January 15th with DD2356 then hauled to Forrestfield, DBZ2312 and DD2358 are working woodchip service. P2506 & P2509 arrived at Albany on 10th to run grain trains mainly from Cranbrook to Albany with DBZ2308 being spare unit in GSR.



DBZ2309 at Forrestfield January 22nd in QR National livery following overhaul. Photo Kieran Wright

A large sink hole expanded out from where car rotary dumper is being installed for Sinosteel Midwest about January 15th. This sink hole undermined the lines into Geraldton Port closing rail access for about seven days till repairs could be affected.

Q series ore cars on Rio Tinto have not entered service as yet to commence evaluation.