

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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DFZ2404, DFZ2406, [dead attached] DFZ2401 & DFZ2407 on 7711 Mt Gibson iron ore train to Geraldton climbing the grade at Eradu East on April 25th with four DFZ locomotives on head end. Photo Phil Melling

DFZ2401 on 7711 loaded iron ore train failed at Nola loop about 30kms west of Mullewa DFZ2407 the remote locomotive on the train could not run the service to Geraldton alone. DFZ2404 and DFZ2406 on an empty ore train at Rudivini loading ran light engine to Nola to rescue the failed service. In a number of firsts 7711 loaded ore train run to the port unloaders at Geraldton. The first time four DFZ locomotives have run on a train, first time four locomotives in ARG yellow livery have run on a train at Geraldton, most probably the first time four locomotives in ARG yellow livery have run on a train. This is also the first time three DFZ locomotives in power have run an iron ore train. PM

QR rail grinder MMY32 was grinding and re-profiling the rail on line from Narngulu to the Port of Geraldton where CBH silo and ore train unloaders are located on April 25th. PM

Locomotives based at Narngulu late April were AB1501, DFZ2401, DFZ2404, DFZ2405, DFZ2406, DFZ2407, P2503, P2505, P2506, P2509, P2515 this time last year only four P class were based there. PM

Transperth train services on Anzac Day April 25th ran to a holiday timetable but ran to cater for the very popular dawn service in Kings Park overlooking the City of Perth special services were run on all lines Armadale departing 0440, Clarkson 0450, Fremantle 0456, Mandurah 0430 and Midland 0455 with these services arriving in Perth between 0519 and 0523 with free shuttle buses departing for Kings Park.

All veterans and serving personnel wearing service uniforms, campaign ribbons or medals received free travel all day on Anzac Day on Transperth trains.



G534 & CLP10 on 7API QR National intermodal service to Adelaide in the new QRN intermodal terminal at Forrestfield this is first train to depart this facility on April 25th following it opening. Photo Jim Bisdee

New QR National purpose built intermodal terminal at Forrestfield was first used on April 24th when 4API wagons were shunted in for unloading then reloading to depart as 7PA1 on April 25th. All QR National intermodal services will now use this facility and no longer the temporary terminal near Gemco Rail.

Two grain trains operating to CBH export terminal at Albany and woodchip train wagons must periodically run through the RailBam bearing fault detector at Millendon. This ran April 17th when DBZ2308, AB1503, DD2357 & NJ1602 on 6306 empty wagon movement, returned as 6305 hauled by DAZ1905 & DBZ2308 as AB1503, DD2257 and NJ1602 were left at Forrestfield. The second grain fleet ran on April 18th where DBZ2313 [long end leading], P2501 & P2516 ran 7376 empty wagon movement with P2501 and P2516 being detached at Forrestfield and DBZ2313 running 7305 empty train to Avon. Following workshop attention on DD2357 and NJ1602 they ran empty woodchip train back to Albany from Avon on April 27th.



Relief locomotives DFZ2404 and DFZ2407 at Nola loop running to the points to back down and rescue 7711 loaded iron ore train with failed DFZ2401 & DFZ2407 on April 25th. Photo Phil Melling



DFZ2404, DFZ2407, [dead attached] DFZ2401 & DFZ2407 on 7711 Mt Gibson iron ore train in the late afternoon at Grants as it proceeds to Geraldton on April 25th. Photo Phil Melling

NR60 was the yard shunter at Pacific National Kewdale on April 26th shunting Blue Scope Steel yard while 8112 replacement for 8039 was at provisioning site. NR60 was yard shunter again 0930 on April 27th.

DD2359 & AB1504 are operating in multiple to Bunbury Inner Harbour unloaders on Alcoa alumina train.

Albany woodchip train had only just resumed operations after its April break when on a return journey to the mill after one of its runs on April 28th a rear bogie on the rear wagon ran through the points at the east end of CBH loop track. The wagon with front bogie on main and rear bogie on loop stayed upright and dragged NJ1602 behind it that was not derailed. This wagon ran for a couple of hundred metres with front bogie on one line and rear on other till it eventually derailed causing considerable track damage. This derailment halted the movement of grain trains into Albany port and line was not repaired and wagon re-railed till the afternoon of April 29th with woodchip trains resuming on 30th. BN

A Saturday Indian Pacific arrived on May 2nd behind NR25 departing again on Sunday 3rd it is believed this train had a very large group booking and cancellation of this service when weekly runs of this train commenced in early April was not possible.



QR rail grinder MMY32 grinding the track on the Narngulu yard-Geraldton port line at the west end of the City of Geraldton on April 26th. Photo Phil Melling

Koolyanobbing-Esperance iron ore trains again have a SCT locomotive as remote unit with two sets of Q-G512-Q or Q-G515-Q other two sets are Q-Q-Q. LZ3119 has been recovered from Daniell crossing loop.

LZ3107 hauled dead LZ3109 from Forrestfield to Gemco Rail Bellevue for repair on April 29th.