

West Australian Railscene e-Mag

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Rare movement caused by a failure on another service has NR55 running long end leading hauling a train on the mainline as it rounds the curve at Bellevue with 4WP2 steel train on July 19th. Photo Jim Bisdee

July has seen more of the traditional winter storms than have been seen this century with the resultant heavy rainfall causing signalling problems resulting in points failure during a storm on July 19th. This failure at Beckenham Junction on the Armadale line at about 2155 trapped a suburban service at Thornlie. Until the fault was repaired around 2335 all Thornlie trains terminated at Cannington.

WestNet Rail suffered similar problems with a lightning strike in Avon Valley about 2200 on July 19th this caused Eastern Control to loose the panel with proceed orders in place till signalling repairs were effected.

A further five bridge spans to complete the bridge were installed on the Daddow Road Bridge on July 26th.



Brand new 4347 and 4350 under going commissioning process at Boodarie workshop on July 15th with other recently delivered locomotives part of last order of SD70MACe BHPBIO received. Photo Phil Melling



A sight once only seen at division points crews changing over now with changed operating practices it can be anywhere here 4PW4 crews change over at Grass Valley on July 19th to run NR55. Photo Lois Wade



Rio Tinto ES44ACi 8134, CW44-9 7057 & ES44ACi 8131 run loaded ore train through Pelican loop on the original Hamersley Iron Dampier to Tom Price line on July 7th. Photo Phil Melling



Three locomotives 7090 CW44-9, 8133 ES44ACi, CW44-9 9428, three colour schemes Hamersley Iron, Rio Tinto and Pilbara Rail on loaded ore at Rosella North on July 7th. Photo Phil Melling



Evo 8111, -9s 7079 & 7044 run loaded ore train in the usual triple locomotive lashup at Rosella North as it works up the very slight grade as it heads to the coast at Dampier on July 7th. Photo Phil Melling



Evos 8132, 8130 & 8135 at Wombat Junction where Tom Price and Paraburdoo lines meet on loaded ore train in the golden Pilbara light at sun set as it runs north to Dampier on July 8th. Photo Phil Melling

LZ3101 hired to SCT to enable 6PM9 to run back to Adelaide was hauled dead attached to Forrestfield on IMP9 behind SCT006 & SCT010 and tanker arriving back in the early hours of July 22nd.

LZ3103 on 3141 container train from North Port Fremantle to Forrestfield derailed in vicinity of turnouts where dual gauge South Beach to Fremantle line separates into separate standard and narrow gauge lines to Cockburn Junction about 0530 on July 21st. The derailment occurred at low speed with locomotive remaining upright and only first two wagons derailing, road cranes eventually re-railed LZ3103 and the two loaded container flattops. Q4013 ran 3LE6 light engine to South Beach in late afternoon and hauled LZ3103 and 3141 container train to Forrestfield for unloading about 2120. Once two wagons that had derailed were unloaded they and LZ3103 were detached for inspection and repair.

“3 step protection” a system of ensuring equipment does not move where shunters go between, under stationary rail vehicles to inspect or adjust equipment etc that has been in use on ARG for a number of years is now used when Pacific National is shunting and has been introduced to BHPBIO rail operations. Three step protection involves shunter requesting driver to initiate it; that is: [1] apply engine and train brakes to ensure locomotive/wagons remain stationary, [2] reverser placed in neutral position, [3] generator field switch opened. Driver then advises shunter three step protection applied when shunter etc has finished only then can the person who requested the “3 step protection” request “3 step protection be removed”.

S3308 presently under overhaul has been repainted into ARG yellow livery as has Q4018 that is also undergoing overhaul at Forrestfield.

MA1862 on 6UW2 ran from Claisebrook to old workshops Midland on July 24th to collect EMU set #84 following fitting of its narrow gauge power bogies. MA1862 hauled EMU set #84 from Midland to Forrestfield to enable the set to be turned on Woodbridge triangle. EMU set #84 was hauled from Claisebrook to Nowergup for commissioning on July 25th.
