

West Australian Railscene e-Mag

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NR6 on 7PX4 empty steel train departs Meckering following being bypassed by 7085 Kalgoorlie Prospector service on September 12th is making enough smoke to put a steam locomotive to shame. Photo Dusty Wade

Rio Tinto has now transferred its train control to a purpose built building in Perth from 7 Mile Dampier following a series of trials and running parallel operations in late August and early September.

BHPBIO has lodged an application with the Environmental Protection Authority to obtain approval to construct a 23km double track deviation in Chichester Ranges about 220km south of Port Hedland between south of Shaw siding and about 237km peg. This project will take some 24 months to complete and is part of the larger RGP5 [Rapid Growth Project 5] will involve construction of single track line and crossing loop in the first stage to be followed by construction of an adjacent second track in stage two. Known as Chichester Deviation these lines will be up to about 6km west of the existing main line. The deviation will have a reduced gradient of 0.33% against the present lines gradient of 0.55% that will remain in use after deviation completion giving BHPBIO a three track bi directional main line through the Chichester Ranges.



W920 departs Pinjarra with trial train on September 13th first train to run on the Dwellingup line for nearly three years fittingly hauled by W920 first HVR loco to run on the line 33 years ago. Photo Don Copley



W920 failed only a few km into the run to Dwellingup had to be hauled back to Pinjarra for repair by C1703 here as it approached Oakley Road crossing on September 13th. Photo Don Copley



DFZ2406 minus bogies on McAlleese Transport goose neck low loader runs through Meckering at the start of return of DFZ2406 previously QR 2373 to Queensland on September 14th. Photo Dusty Wade



Another shot of DFZ2406 on low loader only 150 or so km to its long trip as it is heading back across Australia to Queensland from whence it came arriving at Forrestfield on 16/01/2008. Photo Dusty Wade

Two AC4300 locomotives entered service at Forrestfield on September 15th with AC4302 being attached ahead of LZ3112 & L3115 on 2058 wheat train on trip service about 1900 departing for Kwinana at 1940. AC4306 was attached at 2140 ahead of LZ3107 & LZ3109 on 2053 empty wheat train in Forrestfield yard following their return from unloading 2056 wheat train at Kwinana.

DFZ2406 previously QR2373 arrived at Forrestfield on January 16th 2008 for use by ARG in WA being modified and converted to DFZ2406 by August 27th 2008 when it was sighted outside workshop. Its builders trial on 6383 empty wheat train to Avon yard was run as P2501, DFZ2406 & P2516 on September 5th then running further builders trail from workshop Forrestfield to flashbut Bellevue on September 10th as 4169 light engine trial as DD2357, DFZ2406 and A1202. DFZ2406 entered traffic on September 13th being remote unit behind P2503 on 7546 coal train to Narngulu where DFZ2406 was placed in service on Mt Gibson iron ore trains. It was loaded on low loader at ARG Forrestfield workshop on September 15th following being returned from Geraldton during the previous week. Following loading DFZ2406 was hauled by road east on Great Eastern Highway for interstate.

END page four of four
