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6008 & LDP002 on QR National intermodal 6MP1 waiting in crossing loop at Golden Ridge on June 6th to be bypassed by following Pacific National express service 7PM7.

Photo John Bollans

Construction of the latest order of SD70MACe for BHPBIO continues in EMCC London Ontario with 4361 and 4363 under going works trials on June 1st, while 4364 and 4365 were under trial on 2nd. Preparing of the locomotives for export is also under way GMDX1000 [4356], GMDX1001 [4357] and GMDX1002 [4358] stored in MacMillan yard Toronto on 3rd, being joined by GMDX1004 [4360], GMDX1003 [4359] and GMDX1006 [4362] that were in GEXR yard in Stratford on 3rd, and stored in MacMillan yard on 5th. These locomotives will not be exported from Port of Toronto as was done with previous order but will be export through Port of Montreal as rail access to docks in Toronto has been removed. The GMDX reporting marks are to allow haulage of export locomotives over US or Canadian railroads with the same numbers used over and over for each export movement.

DFZ2407 returned light engine from Narngulu to Forrestfield on May 23rd entering Gemco workshop Forrestfield to have cab roof raised and give cab a similar size to other locomotives in use ordered by WAGR/Westrail.

The balance of the wagons for new Hamersley Iron/Rio Tinto rail train built by Gemco Forrestfield that had been stored in their yard for about a year were loaded onto road transport for transport to Dampier in first week of June.



Six BHPBio SD70MACe locomotives [4360, 4359, 4362, 4356, 4357 and 4358] for export through Montreal stored in MacMillan Yard on June 5th under tarps to protect them on the long voyage to Port Hedland. Photo Joe Zika



Q4001 runs 3C74 afternoon shunter returning from Parkeston to West Kalgoorlie with the empty cement and lime wagons from Loongana Lime yard on June 1st. Photo Toad Montgomery



D49 runs 4C17 AK car recording train out of East Perth Terminal on June 9th that saw two locomotive hauled trains arrive and depart from the terminal on the one day for the first time in many years. Photo Don Copley



Loongana Lime yard shunter DE49 with Q4001 on 3C74 shunter at Parkeston on June 1st. Photo Toad Montgomery



Q4006 just released following overhaul and repainting runs long end leading on 5197 combined lime, cement and container train through Thornlie on June 3rd.

Photo Brendan Cherry



DD2355 runs empty Alcoa alumina train north through Brunswick on June 1st.

Photo Carl Millington

Sale of South Spur Rail Services by Coote Industrial to POTA was finalized on June 7th originally for \$17 million but as POTA increased the scope of the takeover to include purchasing refurbished rolling stock from Gemco Rail the purchase price increased to \$26.5 million.



DD2357 on empty caustic tankers to Bunbury runs through Burekup on June 1st.

Photo Carl Millington

York Quairading line that saw services suspended in March 2010 has seen services return to this gravel ballasted tier three line in first week of June. Services to Quairading are again the usual two locomotives on the empty service run as 373 returning as two separate services.

Following a question in Parliament in May by the local member Mr Tallentire the Transport Minister Mr O'Brien admitted there was no case to extend the Thornlie line beyond its present terminus Thornlie Station as advised in a recent consultants report on an extension to Nicholson Road. The government had previously stated the extension of the Thornlie line would take place in short to medium term. Any proposed extension of the Thornlie line would now not take place in the short to medium term and would be at least 10 years away at the earliest.

Cazaly Resources announced on June 5th that it had appointed Pacific National as its iron ore rail haulage contractor for its Parker Range mine in the Yilgarn. Cazaly Resources are negotiating with Port of Fremantle to export out of Kwinana the 23.2 million ton recourse that will have mine life of 5.5 years on output of 4 million tons pa. Parker Range is south of Southern Cross and ore will be trucked to Moorine Rock loaded onto rail for haulage to Kwinana.

2212 on AK car inspection train arrived in Kalgoorlie on June 7th with 2212 being stabled and Greentrains D49 that had ran light engine from Bellevue being used to haul the cars on WestNet system. D49 hauled AK cars to Avon Yard and were stabled there overnight on 8th, the AK cars ran Avon to North Port Fremantle, CBH loop Kwinana back to Midland then to East Perth and back to Avon Yard to stable on 9th, returning to Kalgoorlie on 10th.



Three locomotives three different colours LZ3120, ALZ3208 & Q4014 with sand tanker/waste oil tanker enter West Kalgoorlie yard on June 2nd. Photo Toad Montgomery



6007 & 6003 on 2MP1 QR National intermodal rounds the curve as it crests the grade at east end of West Kalgoorlie yard on June 2nd. Photo Toad Montgomery



Q4011 & AC4305 on 2413 loaded iron ore train at 644km of Eastern Goldfields Railway descending grade through a cutting as it rolls towards Binduli and crew change June 2nd. Photo Toad Montgomery

Wheat trains were withdrawn from Albany on May 24th to allow replacement of bridge north of Broomehill that was damaged by flooding on April 1st 2004. The old bridge was removed and a new bridge built in its place with work being completed by June 4th. Grain train commenced running into and out of Albany with the arrival of 6672 grain train worked by P2503, P2505 & DBZ2303 on June 5th.

With a lot of last years harvest already been hauled to export terminals by road or rail grain trains are now not always running seven days per week. Standard gauge services 055/056, 051/050 and 053/058 rarely run on weekends now, with 1053 to Merredin commencing for the week on Sunday night then stabling after return on Friday night, 051 and 055 running similar pattern. No narrow gauge services ran out of Avon yard on Sunday or Monday of Foundation Day long weekend June 6th/7th or ran into Kwinana on 13th.
