

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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4350 and further SD70ACe on April 7th lead first loaded ore train of 330 cars two more SD70ACe and two AC6000 through cut 5 on new BHP Billiton Iron Ore Chichester Deviation. Photo John Stephens

Overcrowding on the Perth Clarkson Northern Suburbs Railway received a lot of media attention then the passengers on Perth Midland line raised similar complaints of gross overcrowding on services. No quick fix is available for what was the original Perth suburban lines many of the A series EMU's are now 20 years old with probably no replacement for at least another 15 years at the earliest maybe even over 20 years away. The platforms on all these lines were shortened for the introduction of EMU's in the early 1990's and all now would have to be lengthened to accommodate six car services. Patronage is increasing rapidly with increasing population and fuel costs but short of obtaining centre cars as used in Brisbane on same type of cars or more cars packed suburban services will be the norm on all lines in Perth.

Wabtec Corporation of Wilmerding Pa in USA advised on April 11th its subsidiary Motive Power of Boise Idaho has signed a contract with CBH to construct 22 new locomotives. This will be a combination of standard and narrow gauge locomotives that the builders claim will be fuel efficient and environmentally friendly meeting US Tier 2 emissions standards. Delivery is expected to commence in March 2012.



4334 with nearly every BHPBIO fuel tanker in Port Hedland yard April 11th. Photo Toad Montgomery



NR27 & NR74 on late 6SP5 running through Cunderdin April 10th. Photo Alex Mackay



FMG901 first of four SD90MAC-H locomotives to arrive on a 144 wheel low loader at 8km on April 17th.



FMG SD90MAC-H 903 on 144 wheel float on April 17th.

Both Photos Toad Montgomery

An accident at Esperance Port halted iron ore trains operating when AC4302 and Q class running light engine collided during morning of April 8th with some nickel containers that were foul of running lines. These containers in being rammed out of way badly damaged one of the trestle legs of CV11 [a conveyor belt critical for unloading ore trains]. Damage to this trestle was extensive and severe causing it to nearly collapse also trapping the locomotives as it was feared the conveyor would collapse if they were moved. Temporary repairs with trestle shored up on April 11th that allowed the locomotives and containers to be moved. More work was undertaken on the damaged conveyor to allow its use until a major shutdown and upgrade takes place in October. Train services resumed once the first of two loaded ore trains were unloaded on April 13th that saw 4416 empty depart at 0630, light engines ran ex Esperance 1500 to retrieve the loaded stored at Grass Patch arriving back at Esperance around 2000. The loaded stored at Koolyanobbing mine ran as 4413 arriving into Esperance around 0130 on 14th. DPU working resumed with 5414 departing Esperance around 0250 following normal working having resumed around midnight on 14th. AC4302 has suffered slight damage to right side of cab front about 150mm from outside edge of the cab. No one was injured as a result of this incident. The freighter fuel train continued its normal operation as its loading was not effected.



P2502, P2507, DAZ1903 & AB1503 on 1336 grain train rounds the curve west of Avon Yard on April 10th the rear two locomotives will be detached at Forrestfield on arrival. Photo Simon Barber

DPU services are operating daily on Esperance Branch with for week ending April 3rd following were run Sunday; 1414 empty returning as 1415 loaded, 1418 empty 2418 loaded, Monday; 2416 empty 3413 loaded, Tuesday; 3516 empty 4413 loaded, Wednesday; 4414 empty 4415 loaded, Thursday; 5414 empty 5415 loaded, 5420 empty 6415 loaded, Saturday 7414 empty 7419 loaded.

AB1501, AB1502 and AD1521 are stored at Avon Yard, NJ1602, NJ1605 and AD1520 are stored near narrow gauge loco Forrestfield. 3102, LZ3119 and LZ3120 are stored Forrestfield 2203 at West Merredin.



NR96 & NR36 on 1PS6 running through Seabrook loop east of Northam on April 10th. Photo Simon Barber



LDP001 & L3115 run a late 2MPI QR National intermodal with SCT loading behind crew car through South Guildford only a couple of kilometres short of there destination on April 7th. Photo Alex Mackay



FMG ore cars being unloaded on April 9th from MV Thor Glory at Port Hedland. Photo Toad Montgomery



New FMG ore cars in port area Port Hedland following unloading on April 9th. Photo Toad Montgomery



DAZ1905, DAZ1906 & DAZ1901 run 1463 empty wagon transfer to Merredin south of Brookton on Great Southern Railway on April 10th. Photo Brendan Cherry



CFCLA CHOY ballast wagons on semi trailers in parked in Narngulu on April 3rd. Photo Phil Melling



DFZ2404, P2513 & P2515 on empty grain to Mingenew departing Narngulu April 3rd. Photo Phil Melling



4315 & 4305 run loaded rake to Finucane Island unloaders along the island access road on April 14th note the improved white idler cars. Photo Toad Montgomery

DAZ1901, DAZ1905 & DAZ1906 ran from Avon Yard to West Merredin on April 10th that sees the return of narrow gauge grain trains to the tier three lines radiating from there. Since arrival the locomotives have been running grain out of Bruce Rock to CBH West Merredin transfer facility.



LQ3122 running back from Goulburn “south yard” following brake tests and examination of AGWF grain wagons to CFCLA Australian Horsepower workshop on April 15th. Photo Leon Oberg

2NP3 steel train detached two pack wagon of rail onto main line at Goddards on April 12th with the wagons being unloaded on April 13th that will enable the line to be repaired following derailment damage sustained on December 28th last year.

MV Enchanter arrived at Port Hedland on 17th April then offloaded FMG SD90MAC-H 901 and 903 that were then loaded onto 116 wheel low loaders and hauled to FMG Rowley yard outside Port Hedland in the early afternoon.

Former Victorian Railways locomotive S311 arrived at Parkeston April 15th on 8M23 South Spur Rail Services ballast train behind RL309. Ballast train loaded then departed in late afternoon to continue ARTC ballast programme on the Trans Line. This is the first ex VR S class ever to run to Parkeston.