

West Australian railscene e-Mag

Issue number 160 October 24th 2011 free electronic railway magazine

WWW.WESTERNRAILS.COM

follow West Australian Railscene e-Mag on facebook

Copyright Jim Bisdee © 2011



4335 & 4333 SD70ACes on loaded ore train crossing 6077 AC6000W & 5655 CM40-8M on empty at Bing that has all BHPBIO locomotive types in service in this aerial shot October 15th. Photo Baden Tidd

Five FMG SD9043MAC locomotives that were rebuilt by Norfolk Southern at Altoona Pa and hauled to Norfolk VA for export to Australia were loaded at Lamberts Point around October 13/14th. These locomotives together with six General Electric ES44DCi locomotives #8166 thru #8171 were loaded on 15/16th onto heavy lift ship BBC Congo for delivery to Rio Tinto Dampier in mid/late November. BBC Congo will then sail overnight to Port Hedland where the FMG locomotives will then be discharged.

Delivery of these six ES44DCi locomotives to Rio Tinto will be followed by further three #8172 -#8174 in early January and another 12 in April 2012 #8175 thru #8186. When all these locomotives have entered service Rio Tinto will have a fleet of 87 EVO locomotives. All these ES44DCi units are fitted with ECP braking to match recent deliveries of new ore car rakes similarly fitted.

Work on the new 8 Mile yard at Dampier is well underway with workshop nearing completion, tracklaying will soon commence as sleepers are being laid out for the new roads. This yard will open in stages from November/December and be fully commissioned by early 2012.



4359 & 5657 on empty departing Bing for the mines on October 15th.

Photo Baden Tidd



SCT004 & SCT on 6PM9 block vans at 628km peg on October 15th.

Photo Peter Donaghy

Tier 3 York Quairading and West Merredin Trayning lines are seeing some track work and spot sleeper replacement take place for about two weeks from October 18th. This work is to bring the lines back to an acceptable standard to enable running grain trains over the coming season. Extra work is being undertaken at Trayning to rebuild the line following flood damage sustained earlier in the year.



AC4307, Q4006 & Q4005 on loaded ore train crossing over from EGR main line onto the Binduli triangle to access line to Esperance and unloaders some 400km to the south October 15th. Photo Peter Donaghy

Pacific National now has complete control over the diagonal at Kewdale and it is now just part of their yard. To reach Sadleirs and the storage roads on the west side of Kewdale Road that was accessed from diagonal west its now accessed by using the new line that gives access to BP terminal and PTA depot. Pacific National movements commenced on October 17th and have train numbers P50/P51/P52/P53 depending on number of movements during each day.

Construction of new Cape Lambert B yard is well advanced with new car dumpers and port infrastructure as part of Rio Tinto expansion of Robe River facilities.

Two consists [three locomotives and 234 ore cars] are now fitted out for ECP trials, with it expected to be commissioned week ending October 21st with a three month trial to commence at end of the month. The other rake is awaiting parts ex US and once fitted will be commissioned then commence trials. The rest of the ore car fleet will commence being fitted out at 8 Mile yard in November/December while locomotives will be fitted out early in 2012.

The 36th consist [ore car fleet] will arrive in two shipments first in late November with second due in early December. This will give Rio Tinto a fleet of nearly 9,000 ore cars.

Esperance ore haulage has been suspended for some two weeks to allow upgrading of dumpers at Port of Esperance from October 20th. The four ore car rakes were stabled at various loops with 4414 on the baloon loop at Koolyanobbing and the locomotives running light engine to Kalgoorlie, 4416 was stabled on loop at Higginsville with light engines also running back to Kalgoorlie. 5414 rake was stabled at Grass Patch while fourth rake was stabled at Esperance. Three locomotives are to remain at Esperance for maintenance with the remaining locomotives from the ore train fleet to undergo maintenance at Kalgoorlie or Forrestfield.



4335 & 4333 on loaded ore train passing empty ore rake at Bing October 15th.

Photo Baden Tidd



FMG002 & 001 on loaded ore with 006 & 011 on loaded ore rake stabled side by side at FMG Rolley Yard south east of Port Hedland on October 15th.

Photo Baden Tidd

AC4302 ran on 6155 light engine to UGR Bassendean on October 21st to have accident damage repaired.



NR85 & NR55 on 5SP5 passing 628km peg on EGR line October 15th.

Photo Peter Donaghy



LZ3117 hauls ACB4401 through Guilford to UGR Bassendean October 17th.

Photo Jim Bisdee



Q4013, AC4305 & Q4014 on empty ore train at 628km on EGR line October 15th. Photo Peter Donaghy



ACA6010 being hauled past Guildford Station by LZ3117 October 17th.

Photo Brendan Cherry

Queensland National again made a locomotive available for display at Rail Heritage WA Railfest held at RHWA Museum on October 16th. AC4301 ran 1155 light engine from Forrestfield to Bassendean before the opening returning later in the afternoon. This year QR National has kindly provided locomotives at both of the RHWA open days giving an opportunity for people to see a modern locomotive close up. This is a great gesture to the WA community not often seen by railroads in Australia now.



AC4301 on exhibition at Rail Heritage WA Museum Bassendean on October 16th.

Photo Jim Bisdee

LZ3117 ran 3073 empty salt train on October 11th with Q4007 & Q4001 dead attached and rake of CFCLA CHCH ex Goldsworthy ore cars to join the cars already stabled at West Merredin. The ore cars and two Q class were detached on arrival at West Merredin with one Q class stabled on each rake. These Q class ran at least one trip to Mt Walton ore loader to test clearances and loading procedures. Two Q class were hauled back dead to Forrestfield on 2474 on October 19th while ore cars remained stabled at West Merredin.

The Esperance fuel point will not be available for the fuel train /freighter for the duration of the shutdown owing to track works taking place in Esperance yard. The locomotive for the freighter will be fully fueled at Kalgoorlie prior to departure for the round trip.

Ballasting of the Armadale Mundijong Junction line was completed on October 12th with MA1862 being stabled on #2 road at Armadale. MA1862 ran empty ballast train back to old Midland yard in early hours of October 17th then ran light engine back to its base at Claisebrook. Use on this ballast train is the most work MA1862 would have done since being transferred to Claisebrook in around June 1993 to be depot transfer locomotive and shunter.

LZ3117 hauled ACB4401 to UGR Bassendean on October 17th for pre commissioning modification.



DAZ1903 on rail train in Mullewa yards on October 21st.

Photo John Stephens



Rail being loaded onto rail train at Mullewa on October 21st.

Photo John Stephens



ACN4147 & ACN4148 undertaking crew training on the line from Narnghulu Port of Geraldton running through Speration Point on October 21st. Photo Joshua Melling



ACN4148 & ACN4157 about to enter tunnel at Geraldton Port October 21st. Photo Joshua Melling

LZ3117 hauled dead ACA6010 from UGR Bassendean to QRN Forrestfield following completion of modifications required lead trains on intrastate services on Brookfield Rail network October 17th.

Crew training on new ACN locomotives commenced at Geraldton on October 20th with ACN4147 & ACN4148 running training runs between Narngulu Yard and the Port of Geraldton.



H5 hauls H3 on 3ST2 light engines out of flashbut Midland to return to SCT October 18th. Photo Jim Bisdee

Midwest Rail Joint venture recieved rail train at Mullewa on October 20th with it being loaded on October 21st with rail distrubition taking place to enable upgrading of Mullewa to Tilley line to commence.

END page ten of ten
