

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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DC2205 on Soundcem shunter loading line at Cockburn Cement January 7th.

Photo Kieran Wright

The first two former Robe River CM40-8M locomotives arrived by road at UGR Bassendean on January 18th for overhaul. These two 9421 and 9423 will be followed by six more over the coming months that will see all eight overhauled.

Armadale line and Thornlie spur line were closed from about 2200 on January 13th till first service on January 16th. During the closure Wharf Street level crossing in Queens Park rebuilt with track north of Queens Park station being tamped and rehabilitated after some mud holes have been removed. Night track work is taking place to remove further mud holes and restore track in Queens Park area week ending 20th.

Mt Lawley Station on Midland line again was closed on January 14th to allow further rebuilding and improving of the station to continue. Station will reopen from first service on 31st.



NR102 & NR87 on 4PS6 at Millendon Junction on January 18th.

Photo Sean McGarraghy



DBZ2313 & DBZ2307 on 3271 lime at Wokalup on January 17th.

Photo Simon Barber



LZ3114, LZ3109, LZ3104 & DC2215 on 4426 at South Guildford on January 12th. Photo Simon Barber



Q4013 & ACA6012 on 7030 ore train at Midland on January 14th. Photo Brendan Cherry

Manufacture of the final 12 General Electric ES44DCi road numbers 8175 thru 8186 on order for Rio Tinto has commenced at Erie Pa. These locomotives are scheduled for completion by March 30th but a high demand for early delivery of locomotives on order by class one US roads this may see completion delayed till mid April and delivery to Norfolk for export to Dampier being towards end of the April.



LZ3120, L3113 & DC2215 on 7057 empty grain at South Guildford January 14th.

Photo Jim Bisdee



ACA6005 used to run QRN intermodal east west services and since its transfer to WA has been used on ore trains but January 6th was #3 s/g shunter shunting QR intermodal terminal at Forrestfield. Photo Jim Bisdee



8174 undergoing load tests at Erie Pa with two GE locomotives on test track January 5th. Photo Ian White



4006 & ALZ3208 on 7025 Kalgoorlie freight at Woodbridge on January 14th ALZ3208 has returned to service following repair is back in use as remote unit on the overnight freight service. Photo Jim Bisdee



Australind railcars south of Armadale on 1209 service to Bunbury January 15th.

Photo Simon Barber



TM729 split head tamper works on the Armadale line north of Queens Park January 14th. Photo Jim Bisdee

Rio Tinto ES44DCi 8172 thru 8174 were hauled on special movement on Norfolk Southern from Erie Pa to the docks at Norfolk Virginia. These three locomotives were loaded onto heavy lift ship BBC Switzerland on January 17th to be shipped to Dampier.



LZ3105 & LZ3117 run 1058 grain at Grass Valley January 8th.

Photo Simon Barber



CFCLA CHCH and CHEY ore cars on rear of 5MP1 being hauled to WA for use on expanding ore traffic from Mt Walton to Kwinana at Parkeston on January 7th.

Photo Peter Donaghy

5758 grain had the rear wagon XW21866 derail was then dragged some 7km before derailing fully causing the brakes to apply and bring 5758 grain to a stop. This extensive track damage occurring on December 22nd just prior to Christmas took some time to repair with southern end of Midland Railway line being closed till January 16th when services resumed following line reopening.



AC4304 on 6031 ore exits the tippler at AIS Kwinana on December 31st.

Photo Kieran Wright

New Rio Tinto 8 Mile Maintenance Yard at Dampier will be fully operational during the first week in April with commissioning taking place all through March.

Rio Tinto is still running ECP braking trials with two fully operational consists.

Earthworks are well underway for new siding Arches on Robe River Deepdale line.

END page eight of eight
