

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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NR31 Pacific National Yard shunter Kewdale stabled on the dead end April 26th.

Photo Evan Jasper

Previous CBH Group press releases had indicated the first locomotives to arrive would be a heavy narrow gauge locomotive [some 120tonne] of which six are being built. Recent information received indicates that the 11 light narrow gauge locomotives will arrive first, to be followed by six heavy narrow gauge locomotives and finally the five standard gauge locomotives. The first of eleven light [some 96tonne] CBH narrow gauge locomotives arrived on MV Tysla a RO/RO ship at #12 North Wharf on May 14th. The locomotive still on its mafi trailer was hauled off the RO/RO ship across to North Port rail terminal and stabled with its bogies on another trailer. On May 17th two large road cranes lifted CBH001 of its trailer onto its bogies in the dual gauged container terminal. Still with its protective tarp and showing US reporting numbers WAMX2700 was attached to Watco hired locomotive ZB2125 that had run up light engine from Kwinana. ZB2125 hauled CBH001 still in its protective cover that it had worn when being hauled from MotivePower plant in Bosie Idaho to Savannah Ga, on the ship now from North Fremantle to Gemco Forrestfield for commissioning. The next locomotive is due shortly with it being anticipated that all these locomotives will have been delivered by September.



WAMX2700 [CBH001] loaded on mafi float at North Port North Fremantle May 16th. Photo Jim Bisdee



WAMX2700 [CBH001] being lowered on to its bogies May 17th at North Port. Photo Jim Bisdee



ZB2125 coupled to WAMX2700 [CBH001] at North Port May 17th.

Photo Jim Bisdee



ZB2125 hauling WAMX2700 [CBH001] on 5WG9 light engines at Kewdale May 17th.

Photo Jim Bisdee

Rebuilding and upgrading the Narngulu Mullewa line is nearing completion with the Northern Gully Eradu section having been re-railed and re-sleepered in early May. Ballasting, regulating and tamping of the line will continue with some level crossing renewal also taking place. Work at Geraldton Port to increase the number of tracks from two to three was completed May 18th following a port shutdown scheduled for two weeks that owing to issues took three weeks to complete.



Track has now been laid on new formation of Mullewa Perenjori line at Wilroy with present line below that shows the improved gradient of heavily laid new line yet to be ballasted May 12th. Photo Jim Bisdee

Work is rapidly proceeding on rebuilding Mullewa to Tilley line with earthworks on the Gutha Tilley section as at mid May nearly complete with it being readied for track laying to commence. Relaying new track on the short section south of Bell loop to where Karara line will connect with Mullewa Tilley line took place week ending, May 12th. R1902 and ballast train is working out of Pintharuka where there is both ballast dump and large sleeper stockpile. Track work was underway in old Mullewa yard connecting up with re-laid Mullewa Narngulu line and Mullewa Perenjori line with Morawa Mullewa Road level crossing also being renewed. Rebuilding the line from Mullewa to Monger loop just south of Mullewa has been completed while tracklaying proceeding north has reached about 250metres from south end of Monger loop on the new formation. ACN4148 was working ballast train out of Monger that was ballasting on Mullewa Narngulu line in Nola area on May 13th as the ballast train usually in use on this section was ballasting at Geraldton Port.

Re-sleepering and ballasting on Goomalling McLevie line is underway between Wongan Hills and Ballidu with re-sleepering having reached just south of Ballidu by week ending May 11th. Sleepers are laid out for a few kms north of Ballidu for placement as re-sleepering continues towards Dalwallinu. Ballast dumps are at Wongan Hills, Kondut and Ballidu. R1902 and ballast train are now stabled at Wongan Hills.



DD2357 on 7863 alumina train to Port of Bunbury at Roelands May 12th.

Photo Brendan Cherry



ACN4150 on 7812 Worsley alumina train in the loop at Beela May 12th.

Photo Brendan Cherry



P2517 at 45 degrees and P2505 on its side at Mooliabeenee derailment site May 18th. Photo Bill Ashman



P2505 on its side at Mooliabeenee May 18th following derailment on 17th.

Photo Bill Ashman



Pumping fuel out of P2505 May 18th as its fuel tank was ruptured in derailment on 17th. Photo Bill Ashman



New steel and wooden sleepers laid out ready to be inserted in the track north of Ballidu 12/05. Photo Jim B



6007 & 6004 locomotives for 2PM1 QRN intermodal service with its inline fuel tanker and crew car about to back into intermodal yard to attach to its train at Forrestfield May 14th. Photo Matt Hayes



AC4305 & AC4303 on 1C71 Parkeston shunter with third and fourth wagons having derailed but remained upright in vicinity of loop points on May 6th. Photo Peter Donaghy



W920 on Hotham Valley Railway Sunday run at Scarp Road crossing May 13th. Photo Trevor Hamilton



SCT015 on 1WG4 CBH/Watco grain train at Grass Valley on May 6th. Photo Simon Barber



LZ3106 & LZ3109 on 5056 grain at Millendon April 19th.

Photo Evan Jasper



NR26 on 1PA8 Indian Pacific passenger to Sydney at Donkey Crossing Katrine 13/05. Photo Brendan Cherry

Watco WA Railway Pty Ltd hired ZB2125 off Greentrains to give them a narrow gauge locomotive to conduct brake tests and commissioning on CBHN grain wagons recently delivered from China. ZB2125 was delivered to Watco on May 15th following having heavy maintenance undertaken on it at Gemco Bellevue.

Final twelve General Electric ES44DCi locomotives for Rio Tinto 8175 thru 8186 arrived on MV BBC Nile at Dampier on May 14th berthing 1000 at DCW3 to discharge the locomotives. Following unloading BBC Nile sailed May 18th at 0045. These locomotives were unloaded onto road floats then hauled to Rio Tinto 7 Mile complex for commissioning. This is the completion of the order for locomotives by Rio Tinto with General Electric and at present there are no outstanding Rio Tinto locomotive orders.



BHPBio Golynx ore cars built by UGR Bassendean on delivery run at Bindoon 13/05. Photo Matt Hayes

Work has commenced on building the frames of the nineteen 3200kw SD70ACe locomotives for Fortescue Metals Group that will be numbered #701 thru #720 at EMD plant at Muncie Indiana

Seventeen SD70ACe/c locomotives on order for BHPBio #4374 thru #4391 have been completed with first six on board MV Danella arrived at Port Hedland May 13th to anchor to await space at Port Hedland Town Wharf. The other eleven locomotives are also on the high seas heading for Port Hedland will be unloaded when space is available with all these new locomotives being commissioned over next month or so.

P2505 & P2517 on 52 wagon 5759 empty grain train to CBH Moora clipped the rear of a semi trailer at a road crossing near the top of Mooliabeenee bank about 0840 on May 17th. Both locomotives and some seven XW grain wagons derailed with P2505 ending up on its side spilling some 1000 litres of diesel fuel that required special response to contain and clean up. P2517 remained upright but both locomotives were at 90 degree angle to the track that was extensively damaged closing the Midland Railway line. Luckily the crew suffered no injuries.



Ballast regulator TM723 at Flashbutt yard Midland May 13th.

Photo Matt Hayes



ACA6002 & ACA6011 on 1030 loaded iron ore train at Seabrook May 12th.

Photo Brendan Cherry



LZ3112, ALZ3208 & DC2213 stabled in West Kalgoorlie yard May 13th.

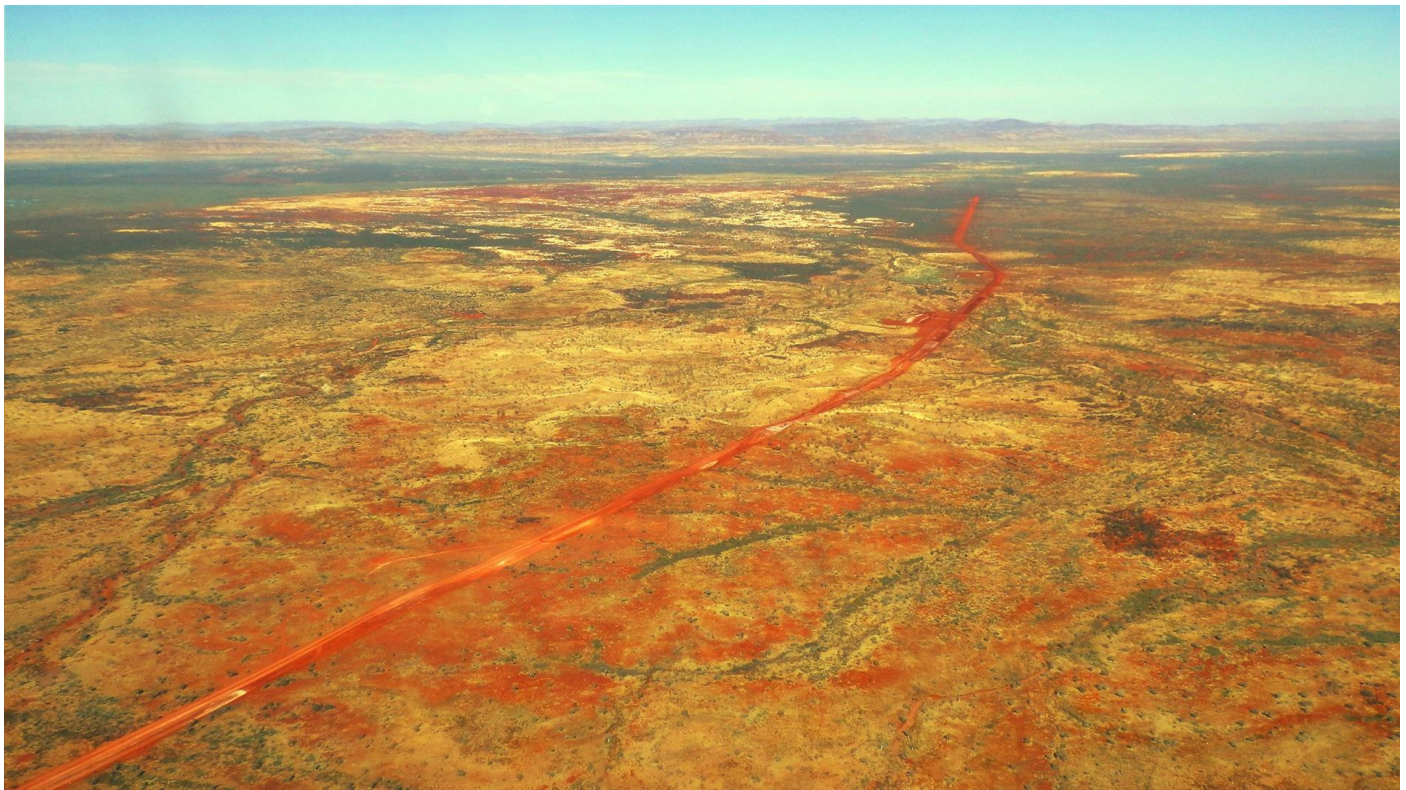
Photo Peter Donaghy



VL357 & VL361 on 2WG3 empty grain at Midland April 30th.

Photo Even Jasper

The derailment at Mooliabeenee saw DAZ1902 run light engine as 5755 on evening of May 17th to recover the undamaged part of 7759 not involved in the derailment and haul it back to Forrestfield. DAZ1902 ran back to light engine to Mooliabeenee on 18th to assist in recovery of seven derailed XW grain wagons. A hardstand was prepared and two large road cranes were used to load P2517 onto 108 wheel transport float on 19th that was hauled to Forrestfield by road for repair on 20th. P2505 was righted and placed on transport float on 20th with it due to arrive at Forrestfield for repair on 21st.



FMG Solomon line formation May 19th looking south west towards Hamersley Ranges. Photo Don Copley

DD2358 returned to Albany on May 13th after being attached to 1663 grain from Lake Grace at Wagin arriving late that night. DD2358 was stabled till 17th when P2514 was detached from woodchip service and DD2358 was attached to run with DD2356.

A 14 day shutdown of Robe River Deepdale line from Western Creek to Mesa's A and J to allow bridge repairs to be undertaken on a bridge damaged in a cyclone in early 2010 that at the time only saw temporary repair. Car dumper #1 at Cape Lambert that dumps the single J series ore cars is also undergoing a heavy maintenance shutdown at the same time.

Comparison trials and tests are underway on Q and B type ore cars to evaluate a new series Rio Tinto ore car that will be introduced as a result of these trials.

Parkeston loop reopened on May 11th following completion of derailment repairs caused when two wagons on 1C71 Parkeston shunter derailed on May 6th.