

West Aust railscene e-Mag

Issue three January 19th 2009 free electronic railway magazine number: 03/09

West Aust railscene e-Mag published weekly by Jim Bisdee on rail happenings on Western Australian rail railroads.

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New BHPBio SD70ACel/c locomotive 4340 following unloading at the port swings off Gilbert Road and heads into Nelson Point yard through gate 9 for placing onto rails 14th January. Photo Toad Montgomery

The 13 new EMD SD70ACel/c locomotives for BHP Billiton Iron Ore were unloaded at berth PH2 Port Hedland from Heavy lift ship Jumbo Vision commencing on afternoon of January 12th with one locomotive unloaded. Tuesday 13th seven locomotives were unloaded with final four off in the afternoon being 4335, followed by 4338 and 4345 with 4339 the last unloaded that remained on the float overnight. Wednesday January 14th had 4340 unloaded about 0755, 4355 around 0855, 4342 approx 1020, with 4341 around 1140 and 4346 the final unit unloaded around 1245. Kingston heavy haulage used two Mack prime movers and two 128 wheel heavy haulage floats to haul these locomotives the short distance from ship to hard stand unloading area in BHPB Iron Ore Nelson Point yard. Following raiing the SD70ACel/cs are then hauled to workshop for fitting radios, fire suppression equipment etc prior to commissioning and entering service.

Recently three BHPBio SD40-2/SD40R locomotives have suffered failures then stored being SD40-2 3083 and 3084 are former Union Pacific units that have operated in undercoat as slave units the whole time since entering service. SD40R 3092 former Southern Pacific unit is also stored. With 13 new locomotives just delivered and a further nine on order still to be delivered these locomotives may never return to service.



4329 and 4345 on #1 road at Nelson Point on January 13th that shows BNSF colour scheme on 4329 while new 4345 has the BHPBIO bubble scheme. Photo Toad Montgomery



The last locomotive to be unloaded 4346 and last locomotive of this order coming off Gilbert Street as it enters Nelson Point yard through gate 9 on January 14th. Photo Toad Montgomery



Rear view of SD70ACel/c 4339 the final unit unloaded for the day enters gate #9 of BHPBIO Nelson Point complex at 1750 on January 13th this locomotive will not be railed till the next morning. Photo Toad Montgomery



Side on shot of 4341 as it turns off Gilbert Street and enters the Nelson Point complex through gate #9 on January 14th note wooden brackets under bogies allowing locomotives to be shipped complete. Photo Toad Montgomery



SD70ACe/c locomotive 4341 is turning off Gilbert Street Port Hedland into gate #9 at Nelson Point on January 14th note heavy lift ship Jumbo Vision in background at Port Hedland waterfront. Photo Toad Montgomery

Resleeping of Armadale line in the Kenwick-Maddington section with concrete sleepers is taking place overnight that saw suburban services terminate at Cannington with rail replacement buses running Cannington-Armadale and Cannington-Thornlie during the last week.

Resleeping of South West main line from Brunswick to Pinjarra with concrete sleepers is proceeding with the work having reached about 1km or so south of Yallup Brook turnouts to Alcoa Wagerup refinery by January 16th.

Coote Industrial/South Spur Rail recently converted RA212 ran light engine from SSRS yard Bellevue to Yarloop on January 18th to re-enter service as a narrow gauge locomotive running sleeper laying train taking over from R1902 that has only run this train on narrow gauge. RA212 has now worked this sleeper train on both standard and narrow gauge as KA212 it ran this train on Eastern Goldfields Railway upgrading in late 2007/early 2008.

Following the usual post Xmas slowdown of interstate rail traffic in January Coote Industrial/SSRS locomotive D49 that had been in use as a third shunting locomotive at SCT Forrestfield complex was returned to SSRS Bellevue on January 14th.