

West Aust railscene e-Mag

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

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Owing to locomotive shortages lesser powered AB1501 is with P2510 on 7th February on Mt Gibson iron ore trains at Geraldton on 30 wagon shorter empty of various types of ore wagons climbs the grade at Mickos. Photo Phil Melling

Geraldton iron ore traffic is not spectacular like the Pilbara ore roads but this may change in the near future with Yilgarn Infrastructure that has Chinese backing offering to build a \$2billion 1500km line from Geraldton to near Wiluna and be completed by 2011. This project if it proceeded would be completed fully three years before the governments preferred tenderer Oakejee Port and Rail to develop these Mid West iron ore reserves.

The first Pacific National service to depart Kewdale following reopening of Trans line was 6PM5 behind NR1, AN4 & NR11 at 1005 on February 6th, the first westbound service to arrive from interstate was MP9 hauled by SCT004 and SCT003 about 0000, with first Pacific National service to arrive MP5 about 0200 on February 7th.

The frame of D1561 whose rebuild was suspended some months ago was moved to outside workshops from old crane road on 30th January. D1561 was moved inside the workshops during following week for inspection, as return to service of this long stored locomotive is again under consideration.

D48 on 2S42 light engine from SSRS yard to Toll yard Kewdale failed on main line at Forrestfield 1430 on February 3rd, D48 was able to return to Bellevue with D49 then running 2S20 light engine to Toll yard 1550 and ran S43/S44 container trains for the week.



K210 at Engineers siding Parkeston on February 3rd with 15 wagon empty ballast train ran as 2S55 from Bellevue on 2nd to be used to ballast deviation under construction around Curtin derailment. Photo John Bollans

LZ3109 was released to traffic following workshop attention and renumbering on February 5th and ran as second unit on 5025 Kalgoorlie freight. The inscription [leaving town in memory of Kevin 1939-2008] has been removed.

AC1521 was reclassified AD1521 on February 4th allowing the AC44 locomotives under construction at United Group Rail Broadmeadow to use that now vacant locomotive class.

From 28th January Fortescue Metals Group have their train length increased to 240 iron ore cars which is also the length of Hamersley Iron ore trains.

BHPBIO SD70ACel/c 4339 lead ore train into car dumper 3 at Finucane Island as a works trial on February 5th.

Coote Industrial/Greentrains former Silverton locomotive 8030 that had been stowed at Chullora NSW for some years was recently towed to Parkes for SCT to haul it to Gemco Forrestfield for overhaul arrived behind SCT006 & SCT015 on 5PG1 overnight February 7/8th. 8030 was stabled on 2 road loco ladder on 8th awaiting delivery to Gemco Rail.

Rail/sleeper wagons used on Alice-Springs-Darwin line construction, then hauled to WA to be used constructing FMG Port Hedland-Cloudbreak Mine line, are being trucked to SSRS/flashbutt Bellevue for storage following them being de-leased. By the February 8th most of these wagons had been trucked down were stored in the complex.

XNW wheat wagons originally XNG salt wagons that have seen a number of uses over the years but now are rarely seen on wheat trains. On February 8th DAZ1904 & P2513 ran 7374 wheat train of 100 wagons about 7000t that had 45 XNW wagons on rear.

Resleepering of Perth-Cannington section of Armadale line with concrete sleepers continued at night during the week in parts of Queens Park-Welshpool-Oats Street sections that saw busses substituted after 1900.



SSRS R1902 hauls 4UB1 urban ballast train along now unused except for work trains connection between Westnet Rail Kwinana-Forrestfield line and PTA Arma dale line at Kenwick Junction on February 4th. Photo Jim Bisdee



NR10 at High Wycombe hauls three gondola wagons from old workshops Midland to Kewdale on February 4th with EMU transfer bogies for return to Acacia Ridge Qld for use when the next EMU set is delivered. Photo Jim Bisdee



RL307 the first RL to run in Western Australia is seen west of Curtin on ballast train waiting with NA19874 and 8026 to undertake further ballast working and repair washaways on February 1st. Photo John Bollans