

# West Australian Railscene e-Mag

Issue fifty three November 9th 2009 free electronic railway magazine number 53/09

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

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Rarely seen leading trains west of Avon yard Northam AB1503 long end leading runs very short 14 wagon empty grain train through Hazelmere on its return service October 27th. Photo Jim Bisdee

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Fortescue Mining Group Ltd announced on November 2nd that NRW Holdings Ltd has been authorised to recommence construction of the Cloudbreak line extension to Christmas Creek. This contract suspended on November 26th 2008 has \$45million of work still to be completed. It is anticipated it will be completed in December 2010 ramping up FMG production by further 14mtpa.

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DC2205, DC2213 and DC2215 have been withdrawn from service in last few days and stored with 42209, 42211, 2201 and 2203. Following introduction the AC4300 units and cascading of Q and L class the lesser powered DC/422 class are now surplus to requirements. These units mechanically are almost identical to six narrow gauge DAZ locomotives that may see some of these DC/422 locomotives being cannibalised for parts to improve the reliability of the DAZ units.



Two front end loaders load Bauxite Recourses train on October 31st at Mooliabeenee crossing loop a new traffic of trial shipments of ore that will take place over next three months. Photo Alex Mackay



DBZ2302 runs loaded 7742 bauxite train around the curve on October 31st as it commences its decent of the Mooliabeenee bank steepest grade on old Midland Railway. Photo Alex Mackay

Kalgoorlie freight train 025/426 has in last few weeks suffered a number of locomotive failures that in some cases the locomotive failed before even departing Forrestfield yard. In other instances 025 failed in Midland Jumperkine section eventually getting going but delaying services behind it. Other times 025 struggled to Avon Yard to await a relief locomotive being hauled up on 029 sulphur train or 073 empty salt train or run up light engine.

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32 old Goldsworthy Mining Ltd 70 ton ore cars built by Tomlinson Steel in Welshpool and Scotts Ipswich in mid 1960's have been hauled by road from where they are stored in crossing loops on BHP Billiton Iron Ore Yarrie line to Forrestfield. These wagons were loaded onto 16 CFCLA flattops with bogies loaded into two gondola wagons at old intermodal depot Forrestfield on November 5th and 6th then hauled interstate on 7PA1 QRN intermodal on the 7th to Adelaide.

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DC2206 standard gauge shunter at Avon Yard the only DC in service following the withdrawal of the other members of the class was hauled by Q4006 on 6056 grain train from Avon to Forrestfield on November 6th to be withdrawn and stowed. L3108 ran up light engine on November 5th to take over as yard shunter.

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Bassendean to Midland section of suburban Midland line was closed for re-sleepering and track upgrading at East Guildford station over the weekend November 7th and 8th. No suburban trains ran after about 1930 on 6th till 0500 on 9th it also saw 7085 Kalgoorlie Prospector depart from Midland and 7484 service from Kalgoorlie terminate at Midland. NR27 on 5AP8 Indian Pacific ran to Perth terminal on 7th while NR27 ran 7003 empty Indian Pacific car movement East Perth terminal to Kewdale ran wrong line from Bassendean to East Guildford. Indian Pacific behind NR38 departed from East Perth Terminal as usual on 8th Prospector services again arrived at and departed from Midland.

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Indian Pacific interstate passenger service reverts to once weekly train from November 11th till early January 2010 when it will again be two services each week during summer holidays.

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BHP Billiton Iron Ore have completed RGP4 [Rapid Growth Project4] with the completion of construction of Newman Hub that will crush and screen ore from Jimblebar, Ore Body 25 and Newman. Short and frequent ore trains will be running from the local satellite mines to Newman Hub to crush and blend the ore that will be at full capacity by about June 2010.

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