

These locomotives are periodically exchanged attached to iron ore trains and are:

9411	Goodwin	G-6060-02	1971	reb Goninan 125	1992
9418	Alco	3846-02	1967	reb Goninan 118	1990
9419	Alco	3846-02	1967	reb Goninan 117	1990
9422	Com-Eng	C6101-02	1977	reb Goninan 138	1993

No buyers were found for the two ex BHP Iron Ore Model C36-7 Co-Co DE locomotives that were only used by Rio as shunters and transfer locomotives and these will be scrapped at Dampier. They are:

5051	Goodwin	G-6035-02	1969	reb Goninan 072	1987
5052	Goodwin	G-6041-02	1970	reb Goninan 073	1987

Comparative trials will soon be carried out with prototype large ore cars, the Q-class from Qiqihar Railway Rolling Stock Co Ltd and the B-class from Bradken (with car bodies also built in China). These are of aerodynamic design, similar to the FMG ore cars. They are designed for a gross capacity of 164 tonnes, beyond the current Rio line's capacity, but will be required in future years as mines with lower grade ore come on stream. In the meantime they will be limited to 144 tonnes. It is expected that hundreds of cars will be ordered following the trials.

A new passing loop has been installed at Falcon, 8km south of Marandoo on the Yandi line, to increase track capacity.

WA Railscene e-mag 163, 164, 165, 166

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 222 p.26)

610mm gauge

On 2 November, Rarawai's Hunslet 6wDH 20 (9087 of 1982), hauling a train of about 30 empty trucks towards Tavua, collided with the side of a

bus at the village of Wailailai, north-east of Ba. Some bus passengers suffered minor injuries.

With Fiji Sugar due to take responsibility for cane transportation next year, the Chambers of Commerce at Nadi and Lautoka have made complaints about the congestion caused by road cane trucks during peak travel times. At the same time, Fiji Sugar has again expressed concern about cane trucks and rail being taken by scrap metal thieves.

The expiration of Native Leases has not just been a problem for cane farmers. The Fiji Sugar rail line from Sikituru just south of Nadi to the current terminus of the former Sigatoka line at Batiri has been operated since June 2008 without a valid lease.

While it has been confirmed that the Fiji Government has taken full ownership of the Fiji Sugar Corporation, the government has stated that it does not want to own FSC and wants to see it operating viably and independently within three years.

Fiji Times Online 3/11/11, 4/11/11, 23/11/11, 29/12/11; Fiji Broadcasting Corporation 22/11/11, 17/12/11, 29/12/11

PT FREEPORT INDONESIA, Grasberg Mine, Irian Jaya

(see LR 221 p.28)

The rail infrastructure at the Grasberg mine will include 4 kilometres of surface track at the Ridge Camp rail yard, with facilities for muck tipping, personnel transport, maintenance and freight operations. The 15 kilometres of underground rail will service three terminals of the main mining operations, Grasberg Block Cave, the Deep Mill Level Zone, and Big Gossan. Boring of the tunnels is progressing.

The challenging mining environment for

operations at the estate provide a unique combination of high quality rail, road and military heritage that enables the visitor to "lose yourself in clouds of steam and smoke and imbibe the atmosphere of days gone by".

And the variety of steam on offer – 22 locomotives, traction engines, rollers, a crane engine and Sentinel road wagon – made this week-long event in April 2011 a 'steam heaven' for the visitors (see LR 220, p. 39). Bob Baker and Paul Willemsse from the Bennett Brook Railway and volunteers from the Welsh Highland Railway supplemented local loco crews during the week, and the film covers the links between Sandstone and these preservation groups. Bob and Paul get good coverage in the film, including a segment where they provide Karl, a Belgian enthusiast, with guidance on firing an Orenstein & Koppel 0-4-2T locomotive.

While there was inclement weather during the week, there were many occasions when the trains were bathed in wonderful light and the cinematographers have taken full advantage of these occasions. The film concludes with the finale of the Steam Gala: the operation of four narrow gauge Garratt locomotives on a 32-wagon train and then the stabling of the locos across four tracks in a line with their

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signalling and communications means that in-cab signalling and minimal trackside infrastructure will be used. The rolling stock will incorporate fail safe braking on the maximum grades of 1 in 67.

The main line will be electrified but it appears that the use of some electro-diesel and wire/battery locomotives is contemplated. Rolling stock will include muck wagons for loading from underground chutes and tipping at the surface, personnel cars with a capacity of 60 (4 cars per train), and flatbed wagons to handle container-size loads.

http://www.irse.org.au/knowledge/local-meeting-presentations/doc_download/764-building-a-railway-in-the-clouds-of-west-papua

CORRECTIONS

Only the keenest of eyes appear to have spotted the mistake made in LR 222 in the report about the Adelaide desalination plant tunnels (p.25). Here the description of the tunnels was that they "run parallel 20 metres under sea level." Of course the tunnels actually run 20 metres under the seabed!

Apologies to Stephen Preston in misdating his Fiji photos on p.26 of LR 222. They were taken on 14 October 2011. Also the top photo was taken at Lomolomo, not at Natova which is where the linecar is based about 3km to the south.



DVD Review

The 2011 SANDSTONE STEAM GALA

DVD/CD twin pack with 50 minute film by Frameline Film & Television and 'bonus' Photo CD for The Sandstone Heritage Trust. Price \$20 plus postage & packing from Bob Baker at: sandstone.orders@westnet.com.au

The Sandstone Heritage Trust estate in Eastern Free State, South Africa, is a mecca for narrow gauge and industrial railway enthusiasts, as well as those with other interests. As this professionally produced 50 minute film of the 2011 Steam Gala there highlights, the heritage



crews posing in front. The scene of this train passing the ox-drawn wagon is a highlight.

To this reviewer, the Photo CD of the Steam Gala is more than a bonus. The CD contains 190 wonderful photographs by 13 highly accomplished photographers and this alone makes this package a great bargain. Highly recommended.

Bob McKillop