

# West Australian Railscene e-Mag

Issue thirty six August 10th 2009 free electronic railway magazine number 36/09  
West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian railroads.  
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Pacific National 8039 propels new Transperth EMU set #85 on standard gauge transfer bogies to enable its delivery across Australia by rail into old workshops siding at Midland August 5th. Photo Justin Brown

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Correction: In issue #35 it stated that G515 was hauled back from Port Augusta by SCT006 & SCT010 on IMP9 on July 22nd this is incorrect LZ3101 was returned on IMP9 on July 22nd as stated in issue #34. G515 was repaired at EDI Rail Port Augusta and attached to 7GP1 on July 26th being hauled to Forrestfield behind SCT007, SCT015 and fuel tanker arriving back near midnight on July 27th.

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Transperth EMU set #85 departed Acacia Ridge Qld at rear of 5BW4 steel train on July 30th arriving at Morandoo NSW on July 31st, where it was detached being attached to rear of 7NY3 on August 1st behind NR87. EMU set #85 was detached at Port Augusta August 2nd then attached to rear of IMP2 behind NR28 & NR62 on August 3rd for run to Kewdale arriving in early hours of 5th. Yard shunter 8039 hauled EMU set #85 from Pacific National yard Kewdale to old workshops Midland for gauge conversion on August 5th.

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SCT003 and SCT005 are running as remote units behind LZ or Q class locomotives on nightly freight train between Forrestfield and Kalgoorlie since late July.



Recently released to traffic EMU set #81 with orange Desto display showing Perth laying over at Clarkson at the northern end of the Perth suburban system on August 1st. Photo Alex Mackay



8039 hauls EMU set #85 and three gondola wagons for braking that also contain the narrow gauge power bogies through Midland loop on 5th on way to old workshops for gauge conversion. Photo Justin Brown



NR57 & NR45 run 1PS6 with double stacking for Parkes behind the locomotives and no relay car through Meckering on August 2nd only some 150km into its journey across Australia. Photo Brendan Cherry



DAZ1904 & P2515 run 1362 loaded wheat train through Northam with only short distance left till the crew reach Avon Yard and book off following run from Mukinbudin August 2nd. Photo Alex Mackay

A recent Federal Government report that examined an earlier review in 2004 recommending \$400 million be spend on upgrading the states rail freight network concluded the cost of the investment would exceed any benefits. The cost of maintaining all the “wheat lines” is likely to be higher than any increased costs from moving more grain by road. End of the wheat marketing monopoly has radically changed they way people move grain, producers carting their own grain, containerised grain options etc so in the end it is not worth spending hundreds of millions of dollars upgrading all the “wheat lines”.

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Spot resleepering of Wagin --Lake Grace --Newdegate line and Lake Grace --Hyden line will be undertaken over the next two months.



LZ3109 & LZ3114 in the orange ARG [QR] livery run 3056 wheat train on July 21st through Thornlie that for most of the fall and winter had been hauled by hired SCT locomotives. Photo Brendan Cherry

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Two Greentrains/ Coote Industrial locomotives U201 General Electric UM20C built under licence in Indonesia for use in Philippines and imported in mid 2007 and C636R Alco rebuild DR8405 rebuilt at Maddington mid 2008 are yet to run on a main line and remain stored at Bellevue and Maddington.

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Twenty train per week roster of iron ore trains commenced between Esperance and Koolyanobbing this is increase of two trains per week. To cover the additional services a number of the green AOPY ore wagons have returned to service. Ore train service motive power allocation is 12 Q class, two G class [G515 and G512] and one L class as ore shunter Esperance.

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