

West Australian Railscene e-Mag

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

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CLF4 & G534 haul dead AC4308 on its delivery run on 7AP1 QR National intermodal with SCT vans on lead as they enter the Binduli cutting west of Kalgoorlie on September 28th. Photo Alex Mackay

P2516 & NJ1602 ran 1306 empty woodchip wagons from Albany to Forrestfield to have wagons run through RailBam axle flaw detector at Millendon on September 27th. On arrival at Forrestfield NJ1602 was detached then taken to workshop for maintenance with P2516 running 1305 empty wagons back to Avon yard to stable. NJ1602 was attached behind P2504 on 6343 empty grain train at Forrestfield then hauled back to Avon on evening of October 2nd. DBZ2308, NJ1602 & DD2359 ran 7305 empty woodchip wagons back to Albany on October 3rd to resume woodchip services on 5th.

SCT005 final SCT locomotive on hire to ARG was returned to SCT during evening of October 5th with it then being hauled dead attached to Adelaide behind SCT007 & SCT009 on 2PM9 SCT freight.

AC4304 was attached to 7416 ore train as remote unit on September 27th between Q4004 and Q4017 was the first AC4300 in ore train service. AC4301 was attached to lead of 5414 empty ore train at Binduli first AC4300 to lead an ore train on October 1st while remote unit AC4304 was detached and ran to loco.



1874 last locomotive remaining in old South Spur blue livery copy of an old WAGR colour scheme runs 5MR2 rail train with 8044, 8049 & C508 through Yantaringa SA on September 24th. Photo Daven Walters



Q4018, Q4006 & Q4011 run 7414 empty ore train out of West Kalgoorlie yards and through Binduli with each Q class in one of the liveries the class has worn September 26th. Photo Brendan Cherry



The greatest show on rail the accent of Chichester Range on BHPBIO Newman main line as SD70MACe/c 4315 & CM40-8M 5665 climb the grade at Hesta on September 26th. Photo Phil Melling



SD70MACe 4354, last SD40-2 in service 3081 & SD40R 3091 remote units run empty ore train through Shaw on BHPBIO Newman main line on September 26th. Photo Phil Melling



CM40-8M 5647 runs BHPBio rail train through Woodstock as it passes under FMG flyover at 148km on Newman main line on September 27th. Photo Phil Melling



SD70MACe 4346 leads pumpkin BNSF livery 4326 through North Hesta at head of loaded ore train as it runs down the grade on September 26th. Photo Phil Melling



More of the greatest show on rail why here in Chichester Ranges it is the Holy Grail the ground shakes with their passing as 5660 & 4352 climb the grade at Garden on September 27th. Photo Phil Melling



SD70MACe 4339 & 4329 run 112 empty ore cars around the Avoidance Road at Goldsworthy Junction to be made up at Bing into a larger train for the run to the mines October 1st. Photo Toad Montgomery



CM40-8M 5659, SD70MACe's 4332 & 4308 run 112 loaded Yandi cars towards Redbank Bridge Port Hedland on October 1st.

Photo Toad Montgomery



DFZ2407 ex QR2374 on low loader is hauled out of first truck bay on Great Eastern Highway on October 8th following cresting steep climb of Greenmount at commencement of its return to Qld. Photo Jim Bisdee

Press and media reports in Bunbury indicate the twice weekly quartz train running between Picton and Coomberdale will cease from January 1st 2010 following ARG rate hike that clients Simcoa claim are excessive and this traffic will go to road transport. It appears the salt and fertiliser traffic between Kwinana and Picton may also cease and go to road.

Second DFZ locomotive to return to Queensland DFZ2407 departed Forrestfield late morning October 8th on its trip across Australia to Redbank. DFZ2407 previously QR2374 arrived from Redbank at Forrestfield February 14th 2008 being converted to DFZ class at ARG workshops released on December 11th entering service being attached behind P2505 on 3548 coal train to Narngulu at Forrestfield on 16th.

EMU sets #86 and #87 have been completed by EDI Rail Maryborough Qld with EMU set #86 commencing its journey across Australia on October 7th going from Maryborough to Acacia Ridge for bogie exchange. Set #86 was hauled on rear on 5BW4 to Marandoo NSW arriving on 9th then hauled on 7NY3 departing 10th for Port Augusta arriving on 11th.

Repairs to SCT K208 were completed by Gemco at Bellevue on October 9th it then ran light engine back to SCT yard Forrestfield during afternoon being stabled with H5 and G512.

The first SCT Sunday arrival heralding the start of the Christmas rush arrived on October 11th behind SCT003 & SCT007 on 5MP9, G512 shunted SCT yard during day and made up 1PM9 for Melbourne was then shut down in front of the crew car. SCT007 & SCT003 ran 1PM9 out 1740 hauling dead attached G512 the last SCT G class to operate in WA.

END page seven of seven
