

# 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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Double bulldogs CLP11, CLF7 with 2204 run 3PA1 QR National intermodal north through Stratton at entrance the to Swan Valley on November 10th with nearly fully loaded train. Photo Justin Brown

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SCT002 lead locomotive on 4PM9 crew reported it possibly suffered a wheel bearing failure at Meckering on November 11th decision was made to detach SCT002 into CBH loop and run 4PM9 with remote unit SCT001. Inspection of SCT002 was made and no damage was found but it was still stabled there on 14th.

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Preserved locomotives are being repainted at Port Hedland with ex Goldsworthy Mining English Electric #2, shell of former Mt Newman Mining EMD F7 #5451 and Comeng/MLW M636 #5497 that have been preserved for over ten years in Don Rhodes Mining Museum Park on Wilson Street being painted in early October. These locomotives whose windows have been smashed over the years have had metal grills welded in place over the windows. Low fences have also been erected round each locomotive.

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A number of redundant vacuum braked QUA flat wagons withdrawn following introduction of air braked ex QR flat wagons are now stored on the tracks at old woodchip unloader at Bunbury. The QUA wagons are stored with a number of XO woodchip wagons which were used on Manjimup woodchip traffic that went over to road transport a few years ago.





G516 & CLF4 run 32 ex Goldsworthy Mining Tomlinson /Stotts 70ton ore cars on 16 flattops to Adelaide on the lead of 7PA1 QR National intermodal at Hazelmere on November 7th. Photo Jim Bisdee



Two former Goldsworthy Mining ore cars GML numbers 103 and 47 renumbered by BHP Iron Ore to 8103 and 8047 on CFCLA CQMY flat car at Hazelmere on November 7th. Photo Jim Bisdee





NR109 & NR15 on 5MP5 about to go under Kalamunda Road Bridge at South Guildford on November 8th with the recently opened Brickmakers plant with piles of bricks and clay in background. Photo Evan Jasper



Former Westrail MA1863 sold to CSR about 16 years ago hauled to Qld being stored Plane Creek Mill was moved by road to Victoria Mill in Ingham on November 12th. Photo Christopher Hart

Transperth EMU set #87 departed builders Bombardier EDI Maryborough Qld on November 5th arriving at Acacia Ridge on 6th being bogie exchanged to standard gauge transfer bogies then hauled on 6BW4 to Marandoo NSW where it was detached on 7th. EMU set #87 was attached to rear of 2NY3 on 9th ran to Port Augusta arriving on 10th where set #87 was again detached. 2MP2 on 10th attached and hauled EMU set #87 from Port Augusta to Kewdale arriving in evening of 12th. 8039 hauled EMU set #87 from Kewdale to old workshops Midland on 6P25 car movement after lunch on 13th and pushed EMU set #87 into #6 road in block one fitting of narrow gauge power bogies.

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MA1863 written off in January 1994 after being sold by Westrail to CSR around December 1993 and stored on the ground at CSR owned Readymix Quarry at Gosnells with MA1861, M1851 and M1852. These locomotives were hauled by road to Queensland in October 1995 to be rebuilt and converted to 610mm for use on sugar cane trains. Unconverted MA1863 had been stored at Plane Creek Sugar Mill at Sarina for a number of years on November 12th was hauled by road to Victoria Mill at Ingham [who own MA1863] to be spare parts source where it is stored on piece of dual gauge 1067mm /610mm track.

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AD1520 is running Bunbury to Calcine Pinjarra caustic tanker trains. S3307 and S3304 both in ARG yellow livery are running Pinjarra to Kwinana Alcoa bauxite services.

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DFZ2406 has been railed at Redbank Workshops Qld and was hauled by 2482 to wheel lathe for attention on November 13th.

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On November 4th AB1504, AB1502 & AB1501 hauled rake of XNW wheat wagons from Avon yard to Merredin as locomotive and wagon transfer to be positioned for forthcoming wheat season.

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The last Saturday Indian Pacific wasn't on November 7th as was thought as NR73 ran 5AP8 service into East Perth on 14th then ran 7003 empty cars to Kewdale. NR73 ran 1PA8 Indian Pacific eastbound on 15th.

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Avonlink railcars that had recently been stabled over the weekend in Avon Yard have for the last two weeks been run back to Transwa Yard Kewdale as it is more secure than being in the open at Northam.

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LZ3120 running 5M21 Cook fuel train hit a camel at Reid about 670 kilometres east of Parkeston on ARTC line in early hours of November 13th. Luckily damage to LZ3120 was only minor broken and bent handrail, broken ditch light few other dents as the camel was hit a glancing blow on LZ3120 right side no1 end.

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Heavy rain and electrical storms overnight on November 12/13th in areas of the Eastern Wheatbelt between Northam and Merredin put out the CTC signalling causing trains to run on proceed orders on 13th resulting in delays. Most of the signalling had been repaired by 14th where proceed orders were only in use between Merredin and Doodlakine.

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All eight BHPB Iron Ore AC6000 locomotives #6070 to #6077 have recently been placed on Not to Lead List and are now confined to remote units only status on ore trains.

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