

# West Australian Railscene e-Mag

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AC4304, AC4302 & AC4303 at Waratah NSW on June 26th returning from undergoing noise testing that had been undertaken at Walsh Point at Kooragang Island. Photo Brad Coulter

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AC4300 locomotive construction continues with AC4306 painting being completed on June 25th joining the various locomotives in United Group Rail yard. Noise tests were conducted at Walsh Point at Kooragang Island with AC4304, AC4302 and AC4303 that ran light engine from UGR on June 26th to undertake these tests returning light engine to UGR following completion. On June 27th all completed AC4300 were lined up AC4306, AC4305, AC4301, AC4304, AC4302 and AC4303. AC4307 has now been assembled and was being painted on June 26th, AC4308 the final locomotive in this order is nearing completion will be soon enter paint shed for painting. New unpainted aluminium hood doors were fitted to AC4302 under the radiators on July 3rd as part of an effort to reduce the weight of these locomotives by 3000kg as they presently exceed the 134tonne mass with 7300litres of fuel.



AC4304, AC4302 & AC4303 on UGR branch at Broadmeadow NSW on June 26th. Photo Brad Coulter



AC4304, AC4302 & AC4302 at Walsh Point undergoing noise tests on June 26th. Photo Brad Coulter



AB1502 stored out of service since withdrawn on April 28th was hauled out of storage to Forrestfield workshop on June 25th for return to service. This locomotive returned to service on 2nd July being remote unit behind AB1504 attached to 5323 empty grain ahead of P2502 to run to Avon yard.

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Hired SCT locomotives SCT003 & SCT005 run multiple unit 055/056 grain train to the export terminal at CBH Kwinana usually Monday to Friday from various CBH facilities in eastern wheatbelt.

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New Transperth EMU set #84 arrived at Morandoo NSW on 6BW4 steel train on June 27th from Acacia Ridge Qld following delivery from builder and bogie exchange. Set #84 was attached to rear of 2NY3 steel train behind NR65 & NR15 on June 29th for the run to Port Augusta arriving on 30th where it was detached and stabled. EMU set #84 was attached to rear of 4WP2 at Port Augusta on July 3rd behind NR58 & NR88 for run to Kewdale arriving on 5th.



A crews eye view of the deviation that opened on February 6th at 1739km peg that is still in use on ARTC Trans line on June 9th showing the sharp curves that are subject to speed restriction. Photo Leon Oberg

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EMU sets #80, #81 and #82 entered service on June 28th at the same time as some timetable changes were introduced on Clarkson, Mandurah, Midland and Fremantle lines