

# West Australian Railscene e-Mag

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LDP008 & LDP005 run 3BM7 intermodal on September 2nd hauling ARG AC4303 and AC4304 through Flemington NSW only a hundred or so km into AC's delivery run across Australia. Photo Mark Bennett

Delivery of further new AC4300 locomotives is underway that saw 2208 haul AC4303 and AC4304 from builder United Group Rail Broadmeadow to Broadmeadow yards on September 2nd where they were picked up by 3BM7 and hauled dead behind LDP008 & LDP005 to Glenlee. At Glenlee 3BM7 attached and detached loading and reversed the locomotives order as LDP005 & LDP008 hauled AC4304 and AC4303 on to Melbourne arriving around 0530 on 3rd. AC4303 was attached to 5MA6 intermodal behind CLP11, CLP13, LDP001 on 3rd for the overnight run to Adelaide arriving in late morning of 4th. G534, CLP9 & CLP1 with dead attached AC4304 ran 6MA6 intermodal on 4th from Melbourne to Adelaide. Following arrival of 6MA6 in Adelaide on 5th AC4303 and AC4304 were attached to 7AP1 intermodal to Forrestfield behind G534 & CLF4 that departed in early afternoon. 2208 hauled AC4302 out of United Group Rail to Broadmeadow yard on 4th to begin its delivery run to ARG Forrestfield.





Gravel ballast wheat lines whose future is not that certain see DAZ1903 on 6453 grain train of 18 XNW hoppers pass AB1502 on 5455 grain loading at South Kumminin on August 28th. Photo Don Copley



An undulating line amongst the green fields is a typical scene on the WA wheat lines where AB1502 climbs the grade on this heavily ballasted but lightly laid line south of Wogarl on August 28th. Photo Don Copley





AB1502 is about to cross the Wogarl Muntadgin Road on August 28th this is a typical wheat belt unsealed gravel road that will probably see road trains running on it if these wheat lines close. Photo Don Copley



AB1501 shunting grain wagons at CBH Brookton grain silo into dead end of the old Brookton Corrigan line during loading on September 1st DBZ2313 is out of sight on the other end of the rake. Photo Don Copley





LDP005 & LDP008 lead AC4304 & AC4303 south on 3BM7 between Glenlee and Menangle Park NSW on September 2nd as the two AC locomotives continue their delivery run to Forrestfield. Photo Mark Bennett

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CLP12 is stabled/stowed at Kalgoorlie loco following its recovery by LZ3111 on August 21st from Nurina after its failure on 4AP1 on previous day.

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Rebuild of P2511 following extensive damage it incurred when hit by truck at entrance Narngulu yards on July 7th 2008 is nearly complete at United Group Rail Bassendean with P2511 now painted in ARG yellow livery stabled in the yard together with damaged NR35 and NR51 on September 6th.

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On September 6th ARG had AC4301 at Esperance undergoing crew training, AC4306 at standard gauge loco Forrestfield, AC4303 and AC4304 in transit on 7AP1 between Adelaide and Forrestfield, AC4302 in transit on 7BM7 between Broadmeadow NSW and Melbourne, AC4305, AC4307 and AC4308 still at builders United Group Rail Broadmeadow.

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Both SCT003 and SCT005 were withdrawn from iron ore haulage and have been hauled to Forrestfield for maintenance with SCT003 being hauled out of Esperance on September 1st and SCT005 a few days earlier.

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AC4302 was attached to LDP008 & LDP005 in Broadmeadow yards on September 4th following delivery from United Group Rail and stabled to await haulage south. These three locomotives were attached to 7BM7 on morning of September 6th behind LDP002 & LDP006 for the run to Melbourne then on to Adelaide and finally ARG Forrestfield.



CLP11, CLP13, LDP001, AC4303 & CLF4 head a late running 5MA6 QR National intermodal to Port Flat SA as they pass Dry Creek on September 4th with the fourth AC to be transferred west. Photo Nathan Pyle

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DR8401, DR8402, DR8403 and DR8404 used in the construction of FMG Pilbara Infrastructure line are all stored in old Asset Kinetics yard at Wedgefield light industrial area at Port Hedland.

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2819 is now stabled outside old tubs at Forrestfield awaiting its turn in the workshops following ALZ3208 that had been stabled there for a few weeks being returned to workshop.

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All loose shunting in Rio Tinto 7 Mile yard at Dampier has recently been prohibited in an on going effort by Rio Tinto to reduce employee accidents and hazards.

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