

West Australian Railscene e-Mag

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QRN livery G534, bulldogs CLF1 & CLP9 haul dead attached AC4304 on 6MA6 QR National intermodal through Dudley Park SA on September 5th as part of AC4304 delivery run. Photo Nathan Pyle

Delivery of AC4300 class locomotives continues with AC4303 and AC4304 arriving at ARG Forrestfield in early hours of morning on September 7th behind G534 & CLF4 on QR National intermodal 7AP1 with the two AC's hauled to workshop for commissioning. AC4302 was attached behind G516, 2202 & 2204 on 3MA6 but 2204 failed after departure resulting in LDP005 having to rescue the service and haul it back to Dynon where it replaced 2202 and 2204 on 3MA6 that ran as G516, LDP005 and dead attached AC4302. Following arrival of 3MA6 in Adelaide AC4302 was detached and attached to 4AP1 QR National intermodal to Forrestfield behind CLP9 & CLP10 arriving about dawn on September 11th with AC4302 to then under go commissioning.

D48 hauled SCT K208 light engine on 2S23 to Gemco Rail Bellevue for maintenance on 31st August, K208 was shunted into the back of the facility with it now on jacks following both bogies being removed for attention. H5 and G521 are both in use as shunters at SCT Forrestfield.

Only woodchip trains are operating into Albany being run by DD2357 and NJ1602 as all grain cartage to CBH for export being completed for the season and not recommencing till harvest in late November.



G534 & CLF4 haul dead attached new locomotives AC4303 and AC4304 through Dry Creek on September 5th on 7AP1 intermodal on longest section of their delivery run to ARG in WA. Photo Nathan Pyle



New ARG locomotives AC4303 and AC4304 being hauled on 7AP1 Dry Creek on 5th. Photo Nathan Pyle

First Bauxite Recourses train ran as test attached to 5260 quartz train with three two pack iron ore wagons being loaded with bauxite under power at Mooliabeenee loop on September 10th on return journey of the quartz train from Coomberdale.



CLP9 with ARG LZ3101 attached owing to failure of CLP10 haul 7PA1 QR National intermodal through Hazelmere on September 12th at the start of its twice weekly run to Adelaide. Photo Alex Mackay

LZ3101 is becoming the favourite locomotive to hire to run interstate following its earlier hire to SCT to run as remote unit on 6PM9 July 17th and its hire September 12th to QR National to run on 7PA1 following failure of CLP10 that remained at Forrestfield.

P2514 ran light engine from narrow gauge loco Forrestfield to United Group Rail Bassendean September 11th being the next P class for overhaul leaving only P2502 as only P class left to be overhauled.

Gemco Rail have announced they have been awarded \$8.3 million contract by BHP Billiton for Worsley Alumina to design and manufacture 16 alumina hoppers and five caustic soda tankers. Gemco Rail will project manage the manufacture of the pressure vessels in Indonesia, with balance of manufacturing and assembly being conducted at its Forrestfield plant with deliveries scheduled through Q3 FY10 to Q2 FY11.

The four times per week Toll container train from Kewdale to North Port Fremantle operated by South Spur Rail Services failed to run on any day week ending September 12th.

Unusual sight of trains running parallel on both east and west leg of Woodbridge triangle occurred when P2515 & P2516 on loaded wheat train ran down the east side with NR27 on 3003 empty Indian Pacific cars ran down west side on September 8th.

ZB2120, ZB2125, ZB2129 and F40 all English Electric locomotives originally purchased by South Spur Rail that have seen little use in recent years are reported to have been sold overseas by Greentrains Pty Ltd