

# 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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P2516 & NJ1602 on 1306 Albany to Forrestfield empty woodchip wagon movement to go through RailBam flaw detector at Millendon here descending Moojebing Bank on September 27th.      Photo Don Copley

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DFZ2406 previously QR 2373 arrived back at Queensland Rail Redbank workshops on during afternoon of September 21st following its repatriation from WA. It was promptly unloaded and placed on stands in workshop yard to await arrival of its bogies. Some modification will be required for DFZ2406 to meet QR specifications biggest being the toilet fitted that does not meet union standards, it has added weight to 100 tonnes and out of gauge for QR network.

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Q4012 was not hauled from Higginsville to Kambalda on 22nd it was only hauled from Higginsville to Lefroy by an LZ unit on Monday 21st then stabled with LZ returning light back to Kalgoorlie. L3110 then ran light engine to Lefroy on Tuesday 22nd but was only able to get Q4012 to Kambalda owing to 15km speed restriction. L3110 was able to haul Q4012 to Kalgoorlie on 24th taking four days to get Q4012 in.

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8039 Pacific National yard shunter at Kewdale has been repaired and was again in use on September 27th shunting, breaking up and making up trains.





CLP11, LDP003, dead attached AC4307 & AC4305 on 7MA6 QRN intermodal at Mile End loop SA on 20th September part of the delivery run of the AC's to ARG Forrestfield. Photo Daven Walters



G516 & CLF7 haul dead attached AC4307 & AC4305 out of Parkeston on 24th September on QR National intermodal 4AP1 on the final run to deliver the new AC locomotives to ARG. Photo Jim Bisdee





WA state flag and builders plate of AC4305 on brake equipment compartment door. Photo Daven Walters



Q4014, SCT005 & Q4007 run 1414 empty iron ore train up the grade then through the cutting at Binduli on its run to the mines at Koolyanobbing September 27th. Photo Brendan Cherry



Re-sleepering of all the suburban system with concrete sleepers has been basically completed when the final section of wooden sleepers were replaced at Mt Lawley during week ending 18th September.

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AC4306 ran a load trial/acceptance run at lead of 3058 wheat train from Forrestfield to Kwinana on September 29th. AC4308 ran its load/acceptance trial again on lead of 5058 wheat train ahead of L3115 and LZ3112 again to CBH Kwinana on 1st October. AC4305 ran a load/acceptance trial on 6058 wheat train on 2nd from Forrestfield to Kwinana ahead of LZ3105 and LZ3109 with AC returning light engine. While on 3rd AC4307 ran its load/acceptance trial on 7058 wheat train ahead of LZ3112 & L3115 to CBH Kwinana.

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SCT003 was de-hired by ARG on 30th September along with G515 and G512 that were all returned to SCT during the evening. SCT003 and G515 were hauled out dead attached along with G521 that had been in use as SCT yard shunter on 4PM9 behind SCT004 & SCT013 that night at 2200. G512 then replaced G521 as SCT yard shunter Forrestfield on 30th until repairs are completed on K208 by Gemco at Bellevue.

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Track gang is replacing sleepers on Great Southern Railway at Woodanilling on September 30th never a glamorous part of railway operations but vital for safe running. Photo Don Copley

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Track machine MM029 a hi-rail track recording vehicle built on a Mack prime mover has been tested on dual gauge line between Forrestfield and Cockburn Junction from Wednesday 30th to Friday October 2nd.

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