

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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Hotham Valley Railway W920 & W903 both tender first run second trip of year from Dwellingup back to Pinjarra through lush green grazing land on a perfect spring day September 27th. Photo Mike Forster

Rail Heritage WA ran their annual Railfest at the Railway Museum Bassendean on October 11th that saw ARG have their latest locomotive AC4308 UGL Rail/GE model C43aci on display. At a time when many companies are under pressure with staff shortages and cost cutting ARG are to be given a great vote of thanks for displaying a brand new locomotive and allowing people the chance to get inside and see what a modern locomotive is like that under usual circumstances is unavailable to most.

DFZ2407 after being hauled across Australia arrived at QR Redbank Workshops on October 14th being unloaded with fitting of its bogies on 15th. Remodification to suit Queensland conditions and loading gauge will take place prior to DFZ2406 and DFZ2407 seeing use on ARG operations in north Qld.

Transperth EMU set #85 did not depart Morandoo NSW on 7NY3 as is the usual delivery schedule on October 10th but was held until October 13th then departing on 3NY3 for Port Augusta to arrive on 14th being detached and await delivery to WA on 4WP2.



DFZ2407 on McAleese low loader is about to enter QR Rollongstock and Component Servcies works in Redbank Queensland on October 14th after crossing the continent from Forrestfield. Photo Allan Ward



Transperth EMU set #86 on rear of 3NY3 steel train passing through Mittagong NSW on October 13th on its run from Newcastle to Port Augusta then onto Kewdale. Photo Chris Jones



Latest ARG locomotive AC4308 on UGR/RHWA private siding at side of RHWA museum at Bassendean on display as part of Railfest open day held on October 11th. Photos above Jim Bisdee below Mike Forster





Fortescue Mining Group CW44-9 locomotives 004 and 004 run an empty ore train on September 27th over the flyover at Woodstock that crosses BHPBIO Newman main line. Photo Phil Melling



LQ3122 runs 4195 empty container train through Canningvale on October 14th on its return to Forrestfield to be attached to Kalgoorlie freight then to run north on the Leonora freight. Photo Brendan Cherry



With the big SCT locomotives now returned to their owners Q class have returned to running standard gauge grain trains with Q4005 on 4056 at Thornlie on October 14th. Photo Brendan Cherry



SCT014 & SCT007 run 6PM9 SCT service past Kalgoorlie loco on September 26th where when hired to ARG SC014 spent some time when run on Kalgoorlie freighters. Photo Alex Mackay

Avonlink railcars operating between Northam and Midland used to run back empty to PTA Prospector service facility in Kewdale each weeknight following running to Northam. This was cut back to running back only on Friday nights then back up early on Monday mornings to Northam to run the service from about April when the Avonlink cars were again stabled in Avon Yard during the week. Now from early September the Avonlink cars are stabled each night at Avon Yard and all weekend in the stabling point established in when this service commenced in July 1995.

South Spur Rail D48 ran light engine from Bellevue to Kalgoorlie then hauled 4C12 AK car inspection train to Forrestfield arriving in afternoon of October 14th. D48 then ran 6C11 AK cars back to Kalgoorlie departing Forrestfield 0715 on 16th arriving in afternoon. Unusually the AK cars laid over at Forrestfield on 15th these cars usually lay over in Kalgoorlie.



DAZ1905, DAZ1901 [rescue locomotives], 2512 [failed] & DFZ2401 at Northern Gulley at night on loaded iron ore train on September 16th soon to depart for Geraldton. Photo Phil Melling

Bauxite Recourses have commenced mining in Darling Scarp north east of Gin Gin with bauxite trains being loaded at Mooliabeenee loop. DBZ2313 ran the first service on October 13th with a rake AHCF of iron ore cars on a daily service that is expected to soon increase to two return runs per day. It is believed use of AHCF ore cars is only temporary while APOY former iron ore previously converted coal wagons are converted to narrow gauge for use on this traffic.