West Australian Railscene e-Mag

QR 2198F & ARG DFZ2407 on 8279 Acacia Ridge to Townsville freight at Mackay on November 28th being the delivery run of DFZ2407 north to run on the Mt Isa line.   Photo Carl Millington

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DFZ2406 was hauled from Fisherman Islands Brisbane to Townsville on November 23rd as a vehicle on train number 8245 behind 2392 & 2479D arriving on 25th was then stabled at Stuart loco depot from 25th to 29th. The first run of DFZ2406 was on train number 6M54 to Mt Isa on December 1st behind 2813 returning on 9255 service. DFZ2407 departed Acacia Ridge Brisbane for Townsville as remote unit behind 2198F on 8279 freight on November 27th arriving on 29th. DFZ2407 first run was remote unit behind 2846 from Townsville Partington yard at 0030 on November 30th on 6M54 to Mt Isa with 2845 dead attached. 2845 and DFZ2407 returned to Townsville a few days later on train 9255. DFZ locomotives are not fitted with ATP [Automatic Train Protection] or DTC [Direct Traffic Control] are to be used as remote units only on QR or ARG networks in Qld. These modified DFZ locomotives weight 96.43 tonnes compared to 94.5 tonnes as 2300 class have cord free jug, bar fridge and micro wave oven [2300s have small portable fridge and hot plate], warning bell, extra ballast with the weight behind compressor, different toilet to 2300s, location of cab equipment like radios is also different, fitted with Quantum Engineering data recorders and ZTR Nexus 11 traction package.

AD1520 on empty caustic tanker train enters Brunswick yard on its run back to Bunbury Inner harbour for loading on December 3rd.   Photo Mike Forster

6049, 8044 & NA1874 with South Spur Rail operated ballast train for the Australian Rail Track Corporation [ARTC] are propelling back to the ballast loading point at Parkeston on December 1st.   Photo John Bollans

Q4017 runs 1058 grain train through Meckering on November 29th as its west to the coast at Kwinana for unloading and export through the CBH grain terminal.   Photo Alex Mackay

QR National G516, CLP11 & G534 run late 7AP1 QR National intermodal with SCT loading through High Wycombe on November 30th only a couple of kilometres from journeys end.   Photo Jim Bisdee

First Q R National 6000 class locomotive to run QRN intermodal service to WA 6003 with CLF4 & CLF7 are #3 standard gauge shunter making up 7PA1 at Forrestfield on December 5th.   Photo Jim Bisdee

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Re-sleepering of down main with concrete sleepers replacing the wooden sleepers between #28 signal gantry and #25 signal at Midland took place during day on December 4th and 5th that saw down trains run wrong line on that short section with up trains running through Midland loop. This re-sleepering sees elimination of the last section of wooden sleepers on the EGR main line through Midland.

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QR National intermodal services saw 7AP1 depart Adelaide on November 28th as G516, CLP11 and dead attached LDP003 also with SCT loading that saw G534 detached from 7PA1 at Nurina and attached to 7AP1 to run to Forrestfield as G516, CLP11 & G534 arriving on 30th. LDP003 the first LDP class to enter WA was attached to 7PA1 intermodal and ran as LDP003 & CLF4 back to Adelaide.

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6003, CLF4 & CLF7 ran 4AP1 out of Adelaide on December 2nd that saw first QR National 6000 class run a train to WA. 7PA1 QR National return working was 6003, CLF4 & CLF7 dead attached a big train, with SCT, QR National and ex Goldsworthy ore cars on flat wagons on 5th.

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Q4010 has had Zero Harm and Targeting Zero Injuries stickers applied to its cab sides to reinforce ARG safety message to train crews and other staff.

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I may be away next weekend and issue #58 could be delayed.
_____END page four of four_____