

West Australian Railscene e-Mag

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A very late 7GP1 at Parkeston on March 29th with SCT002 & [failed] SCT006 in rare for SCT cab forward style owing to problems experienced with SCT006 half a day before and 600kms west. Photo John Bollans

Kollyanobbing salt train 2474 hauled by L3118 attached SCT014 at Merredin that had been stabled there for crew training and hauled it back to Forrestfield on March 30th.

QR National intermodal 7AP1 left Adelaide on March 28th worked by QR National G516 & SCT G535 owing to problems with both locomotives resulting in the service being some eight hours late. 7PA1 that departed Forrestfield behind CLF4 & CLP12 attached ARG DC2206 at West Kalgoorlie to be then attached to lead of 7AP1 where the trains crossed on ARTC Trans line. DC2206, G516 & G535 ran a very late 7AP1 in on March 30th. DC2206 again led 3PA1 QR National intermodal service out on March 31st with G535 & G516. This train of three locomotives, three different colours; DC2206 old G&W ARG livery, G535 SCT red and white livery, G516 QR National yellow and black livery. Three different owners DC2206 owned by ARG, G535 owned by SCT, G516 owned by QR National, with these locomotives originally purchased by two eastern state government systems NSW and Victoria.



A colourful lash-up of ARG DC2206, QR National G516 & SCT G535 run very late 7AP1 QR National intermodal also with a QR National crew car at South Guildford on March 30th. Photo Evan Jasper



G516 & CLP13 again with QR National crew car on 7AP1 QR National intermodal at Binduli on March 8th with long line of CFCLA well wagons at front of train. Photo John Bollans

SCT005 and SCT014 ran 5050 and 5056 wheat trains on April 2nd the first time these two hired locomotives have operated in revenue service on same the day also first time they both saw use hauling wheat trains the traffic they were hired to move.

Q4005 repairs to damage sustained in Scaddan head on crash on 7th September 2008 have been completed by Downer EDI Rail at Port Augusta with the locomotive stabled at Spencer Junction on April 3rd. QR National intermodal 7AP1 attached dead Q4005 behind CLP10 & CLF4 on evening of April 4th at Port Augusta then hauled the locomotive to ARG Forrestfield arriving in early morning of 6th.

DFZ2405 [ex QR 2372] was attached as remote unit behind P2507 at Forrestfield to run load trial following conversion on April 2nd that then ran as P2507, DFZ2405, AD1521 & 2512 on 5322 loaded wheat train to CBH Kwinana to unload. Following unloading 5322 was stabled at CBH Kwinana overnight then running as 6375 empty grain to Forrestfield late morning on 3rd where DFZ2405 was detached and P2507, AD1521 & 2512 then ran as 6375 empty to Avon Yard.

As of April 3rd there was only 700m of South West Main at Waroona left to re-sleeper with concrete sleepers that will be completed early next week. Then there will be concrete sleepers on the narrow gauge all the way from Avon Yard Northam to Kwinana and on to Bunbury and Worsley in the south west.



A very rare sight of SCT crew car and SCT in line fuel tankers bringing up the markers at the rear of 7PG2 returning from Jumperkine loop in Avon Valley, passing through Woodbridge, at dusk, on March 28th to enable SCT002 to be turned on Forrestfield turntable following failure of SCT006. Photo Jim Bisdee

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