

MotivePOWER[®]

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On The Cover: One former Australian locomotive has certainly landed on its wheels, so to speak, in its new career overseas - hauling Rovos Rail luxury trains in Africa. Former Aurizon WA DD2359, now just 2359, awaits departure from Capital Park, Pretoria, South Africa with a Rovos Rail train to Cape Town, on Friday 24 June 2016. Behind 2359, classmate DD2355 assists. Our first overseas cover heralds a major feature in this issue, comprehensively detailing former Australian locomotives that have been exported for a new life overseas.

Rear Cover: SSR's C Class have been in the news in recent months, the class being moved into grain traffic from early July with a burst of quad working, while C505 was the sixth and last of the SSR owned class members to enter service in late August. Not to be outdone, a quad C Class set operated Tahmoor to Newcastle coals in early September, with eight of the ten class

members operating on the Short North on 7 September. In this view, C510, C504, C507 and C509 work 4577N grain empties through Murrurundi on Tuesday 26 July 2016 on the first of several trips to load at the Werris Creek Subterminal.

Above: The first 82 Class to be painted in the current Pacific National Intermodal & Bulk livery was outshopped during August. 8202 is seen on Thursday 4 August 2016 posing with shop staff for official photographs outside the Downer Group workshop at Cardiff. The end result is remarkably similar to the On Track Models mock up featured in the May 2014 edition of Motive Power, the main difference being the location of the stars motif to the No.1 end - a practical consideration given the radiator vents at the No.2 end.

From The Editor

It was with sadness that we heard of the passing of Patrick Buchanan on 24 August 2016. Patrick was a foundation member of the magazine and was instrumental in the trial and setup of Motive Power in 1998 with his extensive knowledge in slide scanning and pre-press processes. We would like to pass on our condolences to his family and friends. Patrick was also the founder of what eventually became the Ausloco Yahoo group mailing list, the first rail based list in Australia. He was also an accomplished photographer.

Time has flown and we are at the penultimate issue of the year already. In this issue, for what we think is the first time, we provide a comprehensive list of locomotives that have seen service in Australia and have then been exported, some of which finding gainful employment in foreign climes. This has been a major exercise to compile and we thank Tony Burgess for his time and diligence. We also feature the quirky XA Class from WA, as told by Rod Milne, and look back pictorially at the NR Class entering service, now twenty years ago.

Despite a reasonable roll-out two issues ago, we were let down again by

Australia Post for the last issue and we apologise to subscribers for the delay in receiving their copies. We are keeping a close eye on all steps from the printer to the mailing house and into the postal system. However sitting on the floor for a week in the sorting office at Dandenong before dispatch is not something we have control over.

Our last cover price increase (apart from the last Pictorial Issue 103) was four years ago in September 2012, when it was raised from \$9.50 to \$9.95. Prior to that the increase to \$9.50 was made in February 2009. With increases in production and distribution costs we have to unfortunately announce a cover price increase to \$11.50 with effect from this issue. Subscriptions will remain at the current rate for the time being. Notwithstanding current postal issues, subscription is still the best value method of obtaining the magazine.

We thank you for your support and understanding.

Thanks, Chris

MotivePOWER

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Above: Aurizon has recently commenced operations in Wollongong, with the reopening of the Wongawilli Coal Mine. For the next two years Aurizon will move 800,000 tonnes of coal a year to Port Kembla Coal Terminal at Inner Harbour for export. With one train set up in push/pull configuration, freshly repainted 6007, with partially repainted 6003 at the rear, work WVG03 empties through Kembla Grange on the afternoon of Sunday 4 September 2016, bound for Wongawilli. Currently only one service per day is operating.

Photo by Dean Jones

AURIZON SG NEWS

Aurizon has sold its 33% interest in the yet to be constructed Moorebank Intermodal Terminal to former partner Qube Holdings (see also Qube report). Aurizon said the decision to sell its stake came after it secured a 10-year lease at the nearby Enfield Intermodal Logistics Centre, which is owned by Port Botany owner NSW Ports. Aurizon commenced operations at Enfield on 9 May (see MP106). Aurizon indicated that Enfield fulfilled its current customer, capacity and operational needs. Due to the open access nature of the Moorebank Terminals, the divestment will not affect Aurizon's ability to access the Moorebank facilities in the future.

Aurizon announced on 18 August a new deal with K&S Freighters which will see Aurizon transport approximately 20,000 Twenty-Foot Equivalent Units (TEUs) per annum across Australia. K&S Freighters will benefit from Aurizon Intermodal's recent relocation to Enfield, a site which is optimally located, offering the ability to run longer trains and decreased cycle times. It will be a foundation customer of the Port Botany rail shuttle service which will be operated by Aurizon. Aurizon will lengthen its intermodal rail services and increase double stacking on its five services per week on the east-west corridor to meet the contract needs.

The port shuttle from Enfield commenced on Monday 29 August, with G534 operating T177 / T178 trips to and from Port Botany. Prior to that, LDP003 had worked 2154N empty container flat transfer comprising 75 CQMYs & CQBYs from Goulburn to Glenlee on 28 August, leaving half at Glenlee, then proceeding to Enfield with the rest the next morning with wagons to commence the new service. G534 ran to Glenlee on 30 August to pick up the remaining wagons, while G516 worked T177 / T178 the same day.

Aurizon has secured its first coal haulage contract in the Southern coal-fields of NSW for the railing of 800,000 tpa over an initial period of two years from Wollongong Coal's Wongawilli Colliery to Port Kembla In-

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Above: A locomotive shortage led to Aurizon's grain support engine 42107 being recruited into the mainline program when it combined with 3215 to lead 4557N empty grain from Hexham to Bellata on 22 August. Four days later, the two locos, in reverse order, are seen dropping into Belford with the return 5456N loaded grain.

Photo by Brian Atkins

Left: Aurizon veteran locomotive 42107 is heading for Broadmeadow yard with a string of grain wagons that have been replaced by ex-WA AGUY hoppers on Thursday 1 September 2016. The train is about to pass under the Maitland Road overpass at Tighes Hill.

Photo by Brock Emmett

Below left: Passing the infamous palm trees at Waratah, Newcastle, 6004, unusually No.2 end leading, guides 5021 and 3221 towards Hexham on Tuesday 28 July 2016 as 4857N Aurizon grain consist transfer from Carrington.

Photo by Tim Gray

ner Harbour commencing from August 2016. Indian conglomerate, Jindal Steel and Power Limited, is the major shareholder in Wongawilli Colliery, and also owns the Russell Vale Colliery just north of Wollongong. Wongawilli Colliery has had a chequered existence in recent years, and last railed coal for export in early 2014, with PN providing the haulage.

To commence the new service, 6003 and 6007 worked 30 QHAH hoppers from Broadmeadow direct to Wongawilli Colliery on 23 August as WG01 empty coal. The pair worked a series of light engine crew training runs over the following days. The first loaded service, WG02 Coal, arrived at PKIH on 29 August, worked in traditional push/pull (rather than WDP) fashion by 6007 leading and 6003 trailing, both crewed separately. The trains are required to travel via Coniston to reverse direction in Wollongong Yard once per trip cycle to ensure the hopper door opening / closing triggers are orientated in the correct direction of travel at the unloader.

SEPTEMBER 2016

Right: 4022 and 4043 haul 4008 and failed 4040 on 9283 Fertiliser between Cluden and Oonoonba in the Townsville suburbs on Friday 12 August 2016, en route to Townsville Jetty. 4040 had failed at Mingela earlier in the day, the two lead units running light engine from Stuart to meet up with the train.

Below right: The Bowen Coke container train has continued to run into September 2016 as remaining stocks are cleared. 2191F and 2192F were pictured on 9Q92 empties at Durroburra on Tuesday 26 July 2016, the service returning later that day as 9293. The wagons were incorporated into 6M54 to head west from Stuart the same night.

Both photos by Luke Hornblow

Bottom right: Aurizon Clyde 2193F and GE 2803 lead 8273 sweeper freight heading north though The Leap, between Mackay and Proserpine, on a very cloudy and rainy Saturday 16 July 2016. 8273 has now settled down to Tuesday and Friday night departures from Rockhampton, with predominantly infrastructure or coal wagons on transfer. It also conveys vehicle locos as required.

Photo by Anthony Morris

As an aside, while 6007 had been repainted for the launching, 6003 had had its original QRN livery "replaced" by Aurizon decal transfers.

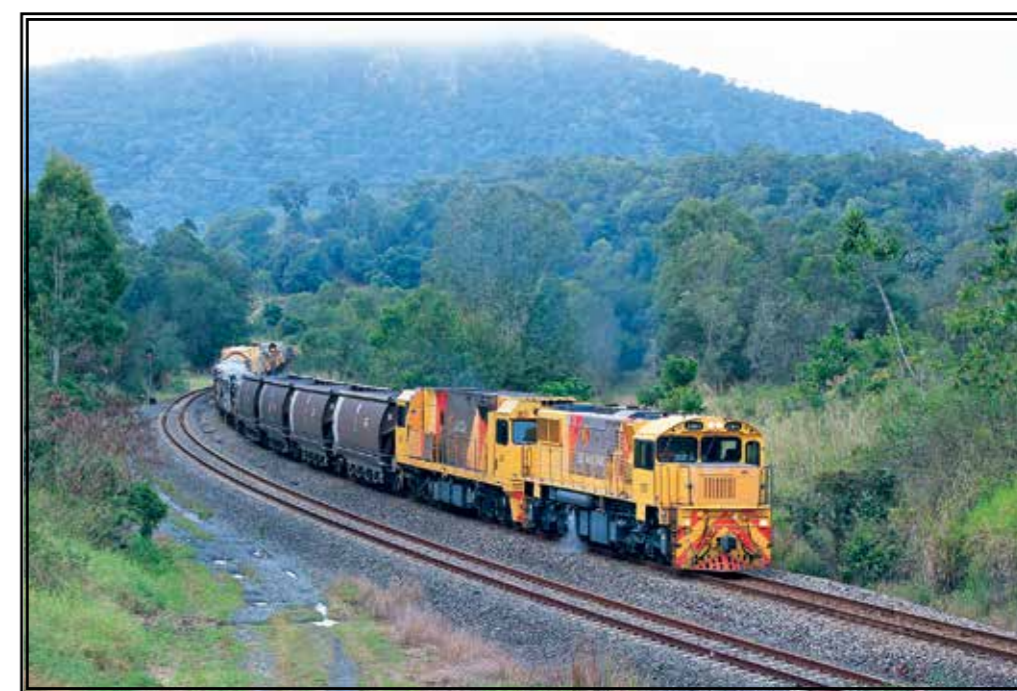
The Aurizon grain trains are now regularly used to transfer bankers to Chilcotts Creek, 5021 / 3221 / 6004 working 4857N on 23 July. This train had an interesting journey further west, with the load being split at Narromine, 3221 and 6004 then proceeding to Narwonah in push/pull fashion with half the train, before 3221 returned LE to Narromine to pick up the remaining wagons for loading at Trangie. Double 6000 Class 6003 / 6004 worked 4857N to load at AWB Nyngan on 28 July. Due to a locomotive shortage, 42107 was required to join the mainline program when it led (No.2 end leading) 3215 on 4557N to Bellata on 22 August.

With 6000 Class now regularly involved in the Aurizon grain train workings, one 3200 Class has been returned to Duralie working. 3209 and 6004 were noted in push/pull arrangement on 1 August, while 6008 and 3209 were the locos on 30 August. Regular empty wagon trip trains run between Aurizon's Hexham maintenance facility and Carrington and return, running as push/pull trains and reversing at Farley on the outbound journey. A novel expedient was employed on 8 August, when 6008 worked T251 via the Bloomfield loop at Thornton.

AURIZON WA NEWS

The large regional gold mining town of Kalgoorlie in the Eastern Goldfields area of Western Australia is a crossroads for Aurizon's standard gauge interstate and intrastate traffic in that state. The following is a summary of sightings in mid-July, updating the article on the area in MP94.

Aurizon's express freight services to & from the eastern states are fairly predictable motive power wise, being dominated by 6000 and 6020 Class, with the occasional LDP Class. The arrival of 6MP1 on 17 July behind LDP004 / LDP008 was therefore somewhat unusual. More typical sightings include 6005





/ 6023 (7MP1 on 18 July), 6009 / 6007, the latter in fresh Aurizon livery heading east for promotional duties, (2PM1 on 19 July) and 6027 / 6021 (2MP1 on 20 July).

The daily general freights from and to Forrestfield / Kwinana (-025/-426) are dominated by the Q Class these days, with the occasional big GE unit or LZ Class on transfer. Usually worked by two locos, the arriving pair then work the Parkston lime and cement shuttles (-C71 / -C72 / -C73 / -C74) before heading back to Perth in the early evening. Some examples include Q4008 / AC4306 (6025 arrival on 16 July), Q4005 / ACA6010 (7025 on 17 July), Q4017 / LZ3106 (2025 on 19 July) and AC4306 / ACA6010 (3025 on 20 July). There are also regular shunts to Hampton just south of West Kalgoorlie on the Esperance line to load sulphuric acid produced as a by-product of the nickel smelting process. A morning trip takes the empties down to Hampton, and usually returns light engine (-405/-406), but may collect any empty nickel wagons or load-

ed tanks available, while an afternoon trip brings back the loaded sulphuric acid tanks (-407/-410). Some examples include Q4008 / AC4306 (7405 on 16 July), Q4005 (1405 on 17 July), Q4009 (6407/6410 on 15 July) and Q4017 (7407/7410 on 16 July).

The nickel workings may seem a little complex when first considered. There are two separate trains which both serve the Hampton Nickel Smelter, one from Leonora and one from the Kambalda Nickel Concentrator (Redmine). The loaded train from Leonora (-478) also carries containerised "rare earths" from the Lynas project near Laverton for export through North Quay Fremantle. After these wagons are detached at West Kalgoorlie, the loaded nickel runs through to Hampton and arrives at night, where it shunts before picking up 438's empty wagons, returning to Kalgoorlie as -412, to form -479 to Leonora early in the morning. Some sightings include Q4012 / LZ3111 (7479 on 16 July) and Q4019 / LZ3111 (1479 on 17

July). The staged empties for Redmine head down to Kambalda in the morning as -439, load and proceed the short distance back to Hampton as -438, where the loaded wagons are exchanged for 478's wagons (emptied since the previous evening), returning them to West Kalgoorlie in the afternoon, still as train -438. Some examples include Q4019 (6438 on 15 July and 7438 on 16 July).

A second daily return train on the Leonora line (-029/-030, conditional on Fridays & Sundays) operates to Malcolm, its main loading being containerised sulphur imported through Kwinana for nickel processing at the Murrin Murrin mine. During the reporting period, it seems to have been a regular Q Class roster, with double Qs common on the branch, one example being train 6029 on 16 July arriving behind Q4013 and departing behind Q4003 / Q4007. A twice weekly return fuel train runs between West Kalgoorlie Yard and Esperance (-442/-443), examples being Q4018 (6443 departure on 15 July) and Q4002 (1442 arrival on 17 July). These trains are used to swap units in and out of the ore train pool, so may run as a double unit at times.

Finally, of course, are the ore trains between Cliffs Koolyanobbing Mine and Esperance, with 4-5 sets rostered at any one time, all

Above: 2303D and 2308D return a 41 wagon coal rake to Toowoomba as 9624 on Friday 26 August 2016, crossing the Lockyer Creek bridge on the Lockyer to Murphys Creek section. Prior to the 2011 floods, the bridge was obscured by vegetation, which is now returning.

Photo by Graham Cotterall

Left: Returning from The Summit on the Wallangarra line, 2362 and 2358 work 06B5 empty ballast over the Condamine River bridge at Warwick on Friday 22 July 2016, heading back to Toowoomba. This was the third of a series of daily ballast workings on the branch, which is only maintained for heritage excursions, having seen its last commercial freight service in 2007.

Photo by John Scott

SEPTEMBER 2016

Right: The current Queensland grain season is a particularly lively one, with three consists in constant operation. Nominally all are operating in the South West, with one making the trip to Central Queensland as required. On Saturday 3 September 2016, 2387 and 2358 were heading north through Bundaberg with 6BG1 empties from Fisherman Islands to Capella.

Photo by Peter reading

Below: All running "elephant" style, with cabs forward, Aurizon Intermodal service 5MP1 is captured on the Callington curve, in the Adelaide Hills, behind 6028, 6026 and X53 on Friday 2 September 2016.

Photo by Daven Walters

using Distributed Power operations. Sets noted over a two day period included: AC4302 / ACC6031; Q4016 / ACB4405 (6415 loaded on 15 July), ACB4406 / Q4001; ACB4403 / AC4303 (7415 loaded on 16 July), AC4304 / ACA6011; ACB4402 / ACB4404 (6418 empty on 16 July) and AC4308 / Q4015; ACC6032 / AC4301 (7414 empty on 16 July). Thanks to Peter Donaghy for his observations.

AURIZON ANNUAL REPORT FY 2016

Aurizon reported an 88% decrease in net profit after tax to \$72 million for FY2016, with revenue falling 9%. The financial result was impacted by significant asset impairments totalling \$528 million, largely associated with the Company's investments in Aquila Resources and the West Pilbara Iron Ore Project. Total Net Tonne Kilometres (NTKs) remained flat at 49.7 billion, representing a 1% fall in Qld offset by a 17% rise in NSW.

Coal volumes were flat in both Qld and NSW. Nevertheless, a record 225.9 mt of coal passed



through the Central Queensland Coal Network (225.7 mt in FY2015) which is owned and operated by Aurizon. Coal trains on this network are operated by Aurizon, Pacific National and BMA Rail. A total of 206.8 mt of coal was conveyed by Aurizon in both states (211.2 mt in FY2015), a 2% reduction, represented by 163.0 mt in Qld (down 3%) and 43.8 mt in NSW (up 2%) - the latter representing ramp up in volumes under the Whitehaven contract.

Freight (Bulk & Intermodal) decreased by 9% from 44.4 to 40.4 mtpa, with subdued demand impacting iron ore, bulk and intermodal volumes. Iron ore tonnage was 23.7 mt (down 7%) due to lower production by Karara Mining in the Geraldton district. Bulk volumes were down 8%, attributed to lower commodity prices and the closure of QNI, while Intermodal volumes fell by 24%, which was attributed partly to the sale of CRT

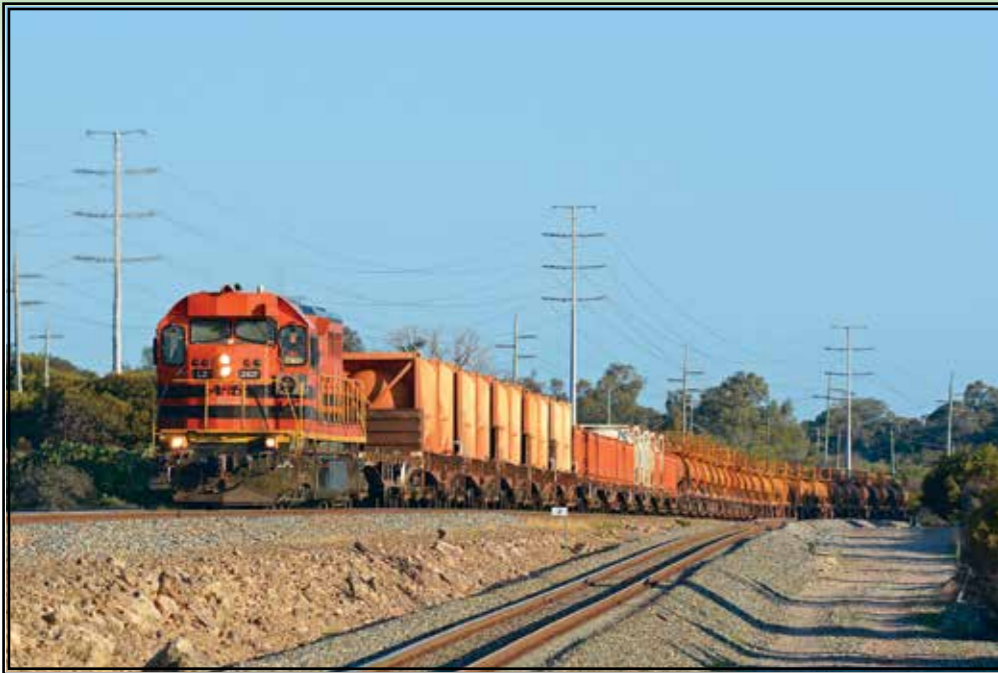
to Qube. Agricultural products, particularly wheat and livestock, were lower despite a new grain transport flow commencing in NSW in the second half of the financial year.

One bright spot was the Melbourne - Brisbane transport corridor, with further growth of 9% during the financial year, although some of this is probably attributable to the SCT traffic, which will be lost in early 2017 when SCT commences its own operations on this corridor.

ESPEE REPORT

C502 / 44208 worked 4M45 rail sets from Bathurst to Carrington on 22 July. Rails were unloaded from 5M43/44 to Singleton and return on 25 July and from 4M41/42 to Telarah and return overnight on 26-27 July. The now empty rail sets departed





Left: LZ3107 hauls 7025 Freight away from Kwinana yard on Saturday 3 September 2016. Extra loading will be attached at Forrestfield for the overnight journey to Kalgoorlie. The narrow gauge line on the right serves the Alcoa refinery and formerly saw coal running to the Kwinana Power Station.

Photo by Sean McGarraghy

Below left: Freshly overhauled and repainted Q4011 leads 4430 Freight near Cockburn Junction on Thursday 25 August 2016. This is the Minara Resources freight from Malcolm on the Leonora line.

Photo by Rodney Beard

Bottom left: P2512 "Shire of Mullewa", the latest P to be outshopped in Aurizon colours, joins P2517 "City of Geraldton" and P2514 unloading Mount Gibson Mining 3722 iron ore at Geraldton Port on Tuesday 16 August 2016. (The Shire of Mullewa and City of Geraldton were 2 of the 3 local governments merged to form the City of Greater Geraldton in 2011). P2512 has since lost its P lettering, reverting to plain 2512.

Photo by Phil Melling



Carrington as 4M46 to Bathurst later on 27 July. C508 / C502 departed Goulburn as D270 to Bathurst early on 5 August to work 5M46 to Gulgong. Unloading runs were made as 5M42/43 to Kerrabee and return on 8 August, to Muswellbrook and return the next day and to Singleton and return on 10 August. Later that evening the train headed back to Bathurst as 5M45, with the locos then running as D870 back to Goulburn the next day.

FYSHWICK FREIGHT HUB

As part of the NSW Government's Fixing Country Rail program, the Fyshwick siding in Canberra, formerly used as part of the old Shell fuel depot, will be upgraded and reconnected to the mainline and used by Access Recycling Services to develop a rail freight hub. Access ships out more than 1000 tonnes of scrap metal each week from Canberra through Port Botany to SE Asia. It had commenced using rail in February 2015, with Espee providing the hook-and-pull, but the Kingston depot had proved unsuitable for heavy equipment, and was too costly to upgrade. Instead, Access has purchased the former Shell depot and additional adjacent land to create a freight terminal, and plans to also handle third party containers from fellow local industries.

FREIGHTLINER REPORT

GL112 / CF4407 / CF4408 led 1581 from Cooks River to Wee Waa late on 28 July, with all three locos working the return 5182 to Botany the next day. Two cotton trains were in action ex Cooks River on 8 August, 1881 to Trangie behind CF4407 / CF4408 while G533 / GL112 worked an extra 1581 to Wee Waa., with both locos returning to Botany at the head of 5182 on 10 August. G533 / G535 departed Broadmeadow working 4581N to Wee Waa on 27 August.



GWA REPORT

GWA's Managing Director Mr Greg Pauline announced in July that the company would make an investment decision about the planned Riverina Intermodal Freight and Logistics Hub at Bomen, in Southern NSW, within six months. Wagga Council has been wooing prospective builder / operators for the Hub for some years. Its first commercial partner, Patrick - Asciano, withdrew from a \$15 million deal, and a second venture with rail infrastructure specialist Traxion fell through in April 2015 when that company went into voluntary administration.

The Council is to commence \$40 million worth of road works in Bomen to open up 1800 hectares of industrial land and improve links for heavy vehicles with the Sturt and Olympic Highways.

Cu-River Mining has reopened the Cairn Hill iron ore mine 55 km south-east of Coober

Pedy. The mine, formerly operated by IMX Resources, closed in June 2014 due to low iron ore prices. The owner and sole shareholder of Cu-River Mining, Chinese businessman Mr Yonngang Shan, bought the failed mine in April 2015 from the liquidator. The ore is composed of magnetite, copper and gold, with the company intending to focus on the latter two minerals irrespective of the magnetite content of the ore.

The linehaul between Rankin Dam Siding and Outer Harbour was previously performed by SCT subsidiary Specialized Bulk Rail (SBR), but is now handled by GWA, with contracted volumes of 900,000 tpa. The first trains recommenced operation in early July, with GWA009 / GWA010 noted hauling 1901S / 9102S on 17 July. Interestingly, the

same train numbers were formerly used for the SBR traffic, with 3-4 trains per week currently operating.

Grain movement over the Adelaide Hills increased during the reporting period, with advantage being taken of the rapid load out system at Taillem Bend to operate two trains on 1 July - 2182S early that morning and 2184S later that night, both powered by GWA002 / FQ02 / GWA003. Triple GWAs 003 / 002 / 001 worked 2184S from Wolseley on 13 July, GWA003 / ALF21 / FQ03 (2182S ex TB on 15 July), FQ02 / FQ04 / GWA002 (2182S on 26 July), GWA003 / GWA001 / GWA002 (2182S on 27 & 28 July), GWA002 / FQ02 / FQ04 (2182S on 2 August), FQ02 / FQ04 / GWA002 (2182S on 5 August) and GWA002 / FQ02 / GWA010 (2182S on 29 August).

Above: C508 and C502, on lease from CFCLA to Espee, roll 5M43N empty rail set around a curve near Bengalla, just west of Muswellbrook on the ARTC Ulan line, on Wednesday 10 August 2016 en route to Gulgong.

Photo by John Scott

Right: One grain train a day still runs on Genesee and Wyoming's Eyre Peninsula narrow gauge division on either the Wuddina or Kimba lines. IBG2 loaded grain from Wuddina to Port Lincoln smokes it up through Wannamanna with 1203, 1204, 851 and 1601 doing the honours on Sunday 21 August 2016.

Photo by Greg OBrien





Left: GWA010 and FQ02 work 1411S empty grain consist through Crystal Brook with 108 wagons, nearing 1700 metres in length, heading towards Port Augusta on Thursday 18 August 2016. The train was made up of 31 AHGX hoppers destined for Port Augusta and eventually Port Lincoln, one AZWY with wheel flats for Port Augusta Workshops and 76 CGAY/AHAY hoppers which made the trip through the bearing detector at Nectar Brook and then returned to Dry Creek.

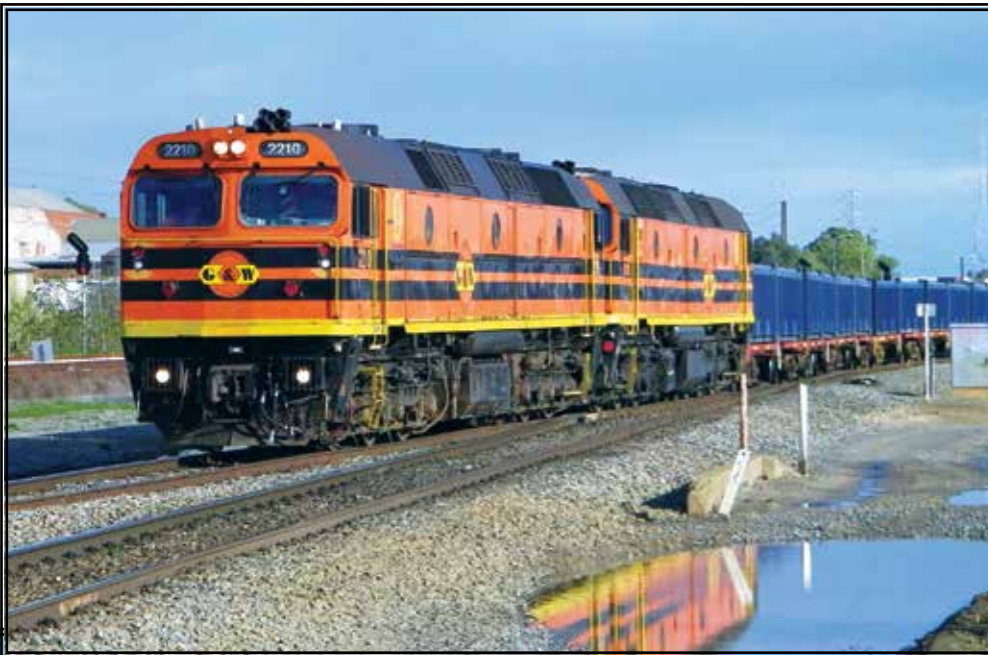
Photo by David Arnold

Below left: 2210 and 2207 pass through Dry Creek heading to Dry Creek North with the consist for 1901S that they had brought in from Pelican Point on Saturday 23 July 2016. At Dry Creek North they exchanged for GWA010 and GWA009 for the trip north to Rankin Dam.

Photo by Christopher Broomhead

Below: After returning from ballasting on the Up journey from the Armidale area, GL110, 48s35 and 48s34 arrive at Kootingal with 5M22 John Holland Rail infrastructure train to reload on Sunday 10 July 2016. The GL Class was substituting for unavailable 48s Class, the trains originally being programmed for quad 48s Class.

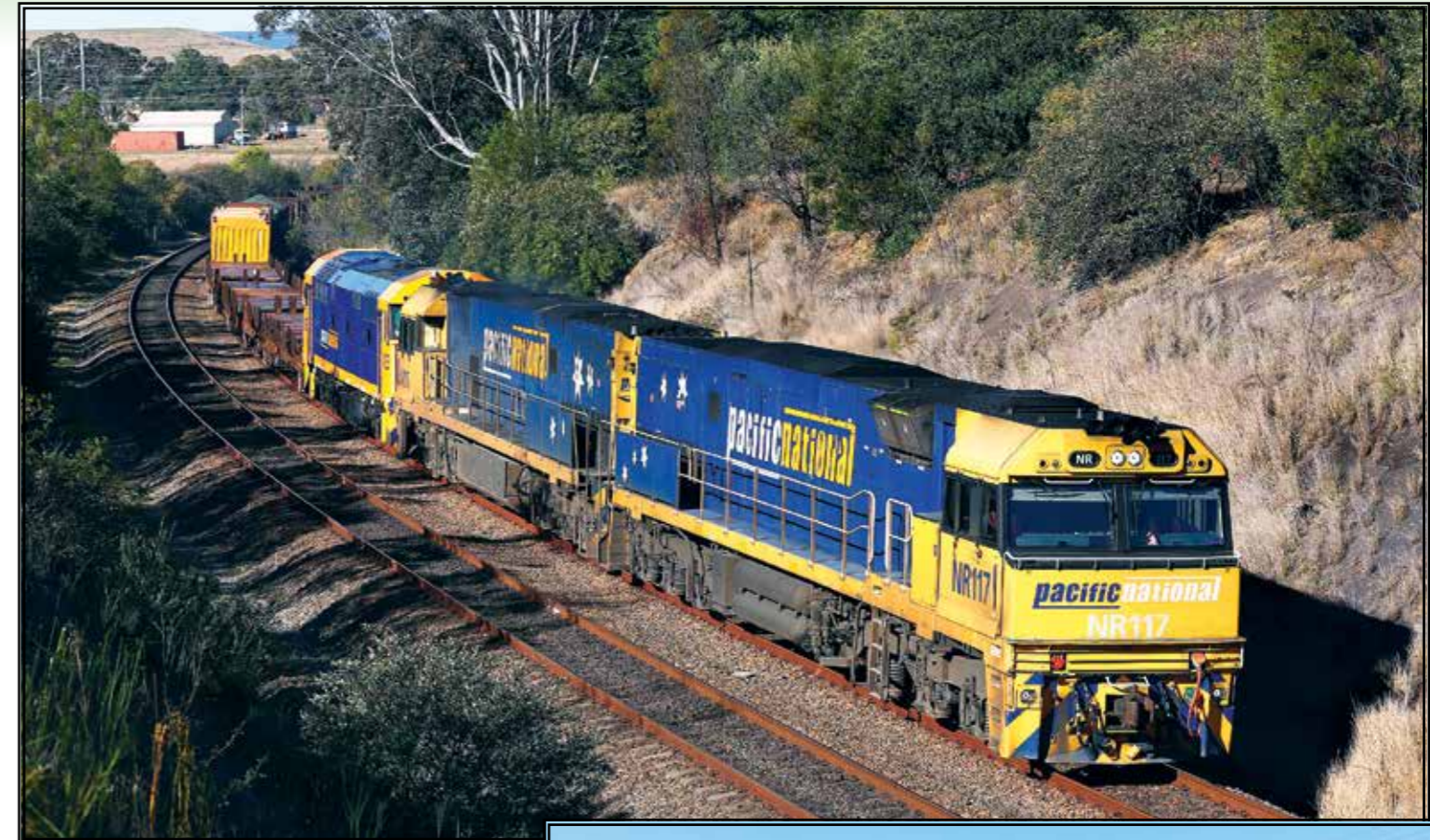
Photo by Paul Vanderstelt



The Port Flat - Wirrida - Tennant Creek - Wirrida - Port Flat copper concentrates continued their fortnightly cycles, the Saturday 1911S departures being sighted behind CLF5 / FQ04 (2 July), CLF5 / FQ03 (16 July & 30 July), ALF21 / FQ03 (13 August) and CLP16 / FQ03 (27 August).

JOHN HOLLAND RAIL REPORT

The annual JHR winter ballasting program in the New England region was a little different this year due to availability problems with its leased 48s Class, requir-



ing the hire of a CFCLA GL Class. The trains had been programmed to load at Kootingal and run with four 48 Class locos hauling just under their full load on the 1 in 40 grades to Armidale, but this was not always possible. Only 48s34 / 48s35 / 48s36 were available to work a reduced 5M23/24 (one plough van plus seventeen wagons) from Kootingal to Armidale and return on 28 June. 48s34 / 48s35 worked a half sized train of one plough plus twelve wagons on 30 June. GL110 was then hired from CFCLA and ran LE from Cardiff to Kootingal on 2 July, before working 5M23 to Armidale with 48s34 / 48s35. On this day, and on 4 & 6 July, the return 5M24 was run in push/pull mode between Armidale and Uralla.

Following loco exchanges to & from repairs, 48s35 / 48s34 / 48s36 / 48s28 worked 5M23 to Uralla daily from 18-22 July. Then, after re-loading the train at Kootingal, these locos

Above: After receiving maintenance at Chullora, PN's Broken Hill shunter 8033 hitches a ride back home as part of 5NY3 Steel service behind NR117 and NR16 on Thursday 14 July 2016, seen passing Maldon.

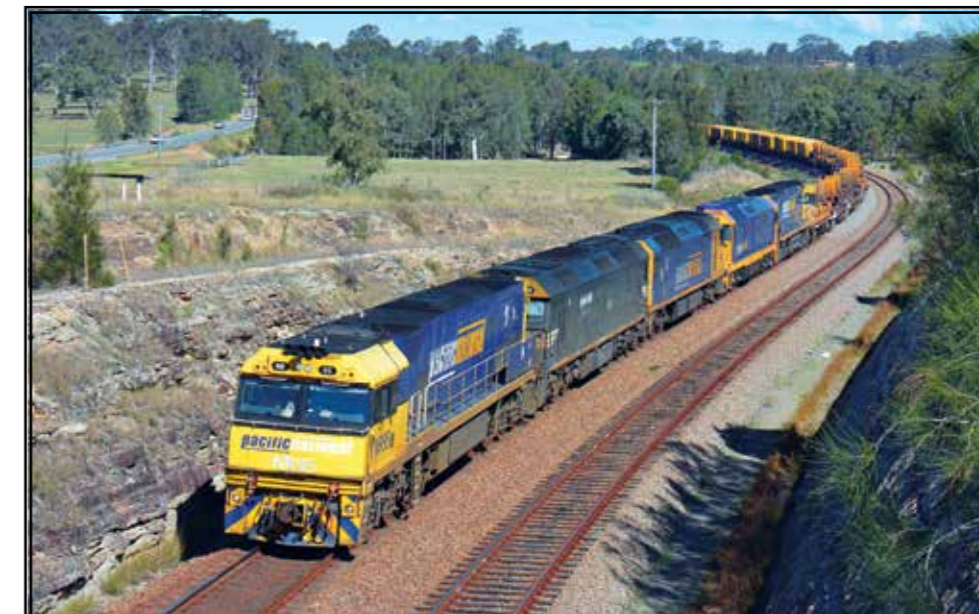
Photo by Graham Cotterall

Above right: During early August, the first 82 Class locomotive emerged from overhaul in fresh Pacific National livery. On its first run to Brisbane, 8202 is trailing NR98 and NR63 through Hanbury Junction with 6AB6 on Sunday 21 August 2016. Since re-entering traffic in the Intermodal pool, 8202 has been a regular on the Melbourne - Brisbane corridor.

Photo by Brian Atkins

Right: Steel trains in New South Wales continue to provide many varied lash ups which continue to pique interest amongst photographers. A late running IWB3 Steel is rolling through the curves at Mindaribba on Monday 8 August 2016 behind NR95, G520, AN6, 8120 and NR119.

Photo by John Scott





Left: The vivid green of ripening canola crops on the surrounding hills frame NR69, NR62, DL41 and 8231 as they ascend Morriss Hill at Jindalee with 5MW2 Steel to Port Kembla on Thursday 4 August 2016. This was DL41's last run before going into storage, being the last DL Class in traffic.

Photo by Peter Sweetten

Below left: Racing through Gunning with 6MW2 Steel service, Indian Pacific MkII liveried unit NR18 leads 9316, DL39 and 8175 north towards its destination of Port Kembla on Friday 15 July 2016. DL39 was being relocated from Port Augusta to Enfield, and eventually Lithgow, for further storage.

Photo by Mark Hardacre

Bottom left: 9305 and 9316 work Port Kembla bound limestone 2928N into Exeter from Marulan South on Saturday 27 August 2016. This is usually an NR Class roster, however sometimes other locomotive classes do end up on the train, although it has been some time since 93 Class featured.

Photo by Dean Jones



worked 5M28/29 to Narrabri West on 23 July. The train continued to Walgett as 5M29 early the next morning to reverse and unload from the return 5M34 as far as Cryon, before the now empty train continued to Talbragar near Dubbo, arriving early on 25 July. A program commenced from Talbragar on 26 July, ballasting in the Cobar to Nyngan section until early August. 48s35 / 48s36 departed Lithgow as D181 for Goulburn via Parkes and Cootamundra on 21 August. By the time the AK cars arrived at Parkes as SK82 on 26 August it had visited various CRN termini in the South West including Boree Creek, Hillston, Lake Cargelligo and Naradhan. 48s28 / 48s35 departed Parkes with WK81/83 to Nyngan on 28 August before running as WK85/86 to Cobar and back to Dubbo the next day. The train ran as NK82/83 from Dubbo to Werris Creek and back to Merrygoen on 30 August before it headed for Broadmeadow as NK82 the next day.

It is understood JHR will be putting future ballasting and other infrastructure work out to tender, which suggests it may be stepping away from operating its own leased locomotives on these services.

ASCIANO TAKEOVER APPROVED

The ACCC announced on 21 July that the proposed break-up of the assets of the Asciano Group could proceed dependent on the approval of the Foreign Investment Review Board, which was subsequently forthcoming on 27 July. The final outcome is as outlined in MP105, with Qube Holdings gaining a 50% stake in Patrick Stevedoring, shared with Brookfield Infrastructure (33%) and two other minor partners, while Asciano's rail assets will be held by a consortium of investment groups, but with Qube and Brookfield excluded.

PN LOCO UPDATE

Three further DL Class were transferred from Chullora to Lithgow for storage on 15 July, when 8137 towed DL50, DL40, DL44 and one flat wagon as 1737 Freight. The last workings of these three units were documented in last month's issue, although details of the transfer of DL44 from South Dynon to Chullora are unknown. DL39, previously stored

Right: Due to locomotive issues on a previous loaded service from the Western coalfields to Newcastle, 8107 was added to the lead of the consist at Flemington Markets. The return service, LG85 from Port Waratah ran to Lithgow as 8107, 8236, 8252, 8225 and 8250, and is seen passing through the sandstone Emu Plains station on Saturday 20 August 2016. On arrival at Lithgow, 8107 had a quick turn around, returning to Enfield on 8934 Cadia freight.

Photo by Jamie Fisher

Below right: Having reopened two weeks earlier after a five week shutdown for the removal of level crossings at Ormond, McKinnon and Bentleigh, G529 and G541 exit the new roller-coaster formation with 9553 Down steel to Long Island between the relocated station of Bentleigh and Patterson, on the Frankston Line, Melbourne, on Wednesday 17 August 2016.

Photo by Ian Green

Bottom right: On a bitterly cold morning, G528 leads XR550 through a light covering of snow at Navigators, east of Ballarat, on the Geelong line, with 9102 Up Merbein (Mildura) service on Wednesday 13 July 2016.

Photo by Rob Porter

at Port Augusta, was attached to 1PM5 on 13 July as NR96 / AN2 / DL39 through to Melbourne, before working north on 6MW2 on 15 July as NR18 / 9316 / DL39 / 8175. The unit was removed at Chullora.

However, DL41 remained in traffic, and after servicing in Melbourne, re-emerged on 11 July when it worked 2MA5 as NR60 / DL41 / NR76 / NR65. It then resumed its former working pattern of banking duties between Adelaide and Taillem Bend and return, with a mid-week sojourn as second engine on the Indian Pacific between Adelaide and Sydney and return (see PN SA report). It finally returned to Melbourne on 2 August on 7PM5 as NR97 / NR5 / AN7 / DL41, before being forwarded to Chullora on 4 August on 5MW2 as NR69 / NR62 / DL41 / 8231. DL41 / DL39 ran LE to Enfield for further storage on 11 August.

BL31 was outshopped from Cardiff in early July after a CCO and repaint in Intermodal livery, and arrived in Melbourne on 14 July on 4WM2 as NR77 / BL31 / NR19 / NR119 / 8226. 8202 became the first of its class to wear the modified PN livery with yellow cabs when it was outshopped from Cardiff in early August. After a light engine trial to Gosford and then sitting at Morandoo for a few days, it was worked to Chullora light attached behind NR86 / NR65 / NR69 / NR103 on 6NY3 on 19 August, before working 6AB6 north early on 21 August as NR98 / NR63 / 8202. The return working was on 3BM4, arriving in Melbourne on 25 August as NR11 / 8202 / NR21.

PN NSW OPERATIONS

Combinations on the various North Coast intermodal and steel trains continue to exhibit some variety, with AN, G, 81 and 82 Class all used to assist the NR Class. Some notable recent examples include NR85 / AN11 / 8210 / G530 (4WB3 on 14 July), NR65 / NR76 / G530 / 8210 (1BS2 on 17 July), NR45 / 8210 / NR20 / 8231 (4BS6 on 28 July), NR95 / G538 / AN6 / 8120 / NR119 (1WB3 on 8 August), NR118 / NR63 / 8256 / 8254 (3WB3 on 10 August) and 9301 / 9302 / 9310 / 8226 / 8118 (3BW4 on 17 August).

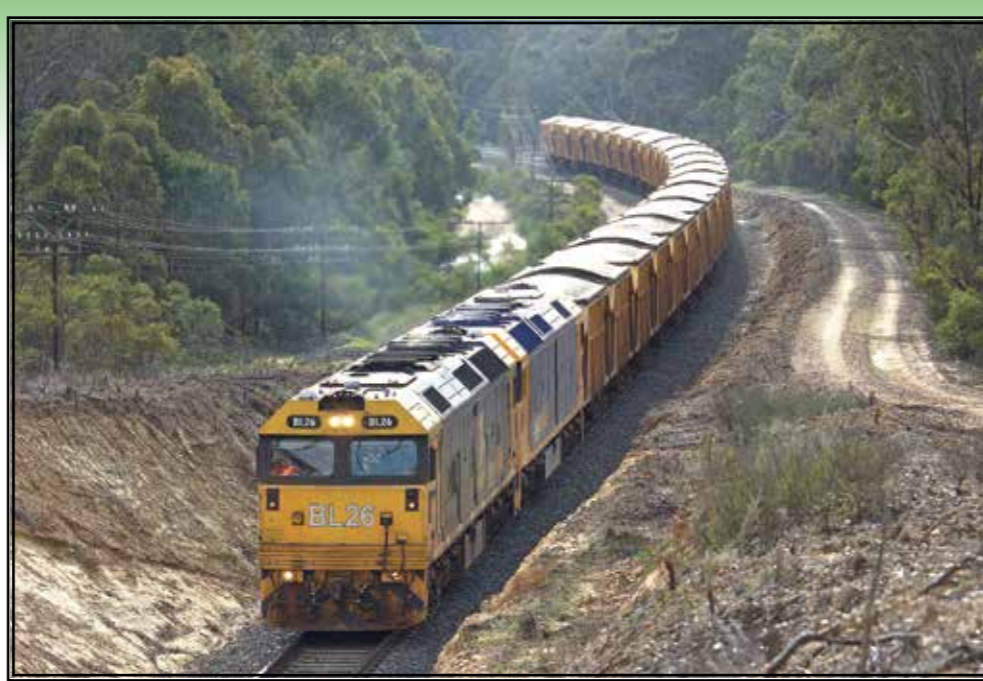


Right: With freshly overhauled and repainted BL31 unfortunately in trailing position, BL26 (Bob Hawke) and BL31 climb Armstrong Bank, between Great Western and Pyrenees Loops, west of Ararat, with 7769V loaded mineral sands train from Hopetoun to Hamilton on Friday 5 August 2016.

Photo by Darryn Fladrich

Below: With no Great Southern Railway Ghan-liveried NR Class locomotives available, rather grubby Pacific National corporate liveried NR46 and NR52 guide a 40 carriage IAD8 northbound Ghan service through Kallora towards Darwin on Sunday 17 July 2016.

Photo by Damien Butler



Although Qube is the dominant operator of Sydney Metropolitan trip train services, PN still operates its fair share, and these seem to receive scant attention. Some of the regular services include T134 / T135 from Clyde Yard to Boral Cooks River with cement wagons which originate from Berrima on 2134N Freight, T154 / T153 from Enfield to Port Botany with containers originating from Bomaderry on 9138 Freight and then reloading at Cooks River, and T148 / T149 steel shunt from Chullora to Leightonfield, usually worked by one of the SOY shunters, currently 8120 and 8025, although NR Class also appear regularly. On 19 July, 8161 worked T134, 8163 / 8162 worked T154 and 8231 worked T149.

However, the number of PN trip workings has steadily decreased over recent times, with PN no longer operating trains from Kelso, while the Mountain Industries train from Walsh Point, Newcastle, also ceased in early June. One bright spot is the forthcoming St Marys to Port Botany container shuttle, with two daily return paths allocated in the most recent ARTC Master Train Plan.

PN still operates trains from Tahmoor Colliery to PKIH on an intermittent basis, while a recent trend has seen both PN and SSR operating trains from Tahmoor to the Port of Newcastle. The first of these trains saw 8222 / 8204 / 8258 / 8207 working TM87 from Port Waratah on 10 August to load TM88. A tight program on 21 July saw TM04 behind three CEYs depart north in the early morning, with TM81/TM82 from PKIH behind 8233 / 8257; 9307 replacing it at the loader. By the time TM82 departed southwards, TM01 empties behind CEY004 / CEY007 / CEY003 was waiting at the Down Distant Signal near Tahmoor station to gain access to the Tahmoor Colliery loop. In an unusual move, 8248 / 8212 / 8243 / 8235 worked TM81 empties from PKIH via Enfield to Tahmoor Colliery on 18 August, before loading TM88 for Kooragang Island.

Continuing our penchant for quirky PN workings, the Monday and Tuesday departures of the -WB3 steel train work via Chul-

lora to add loading and wait out the evening peak before proceeding to Morandoo, where further loading is usually added. To achieve this, the trains, on arrival at Chullora North Junction, come to a stand clear of the points while any available loco, usually an NR Class, is attached to the rear to reverse the train into the Sydney Operations Yard (SOY). On Monday 8 August, 2WB3 led by NR19 / AN1 had 8011 attached in the rear for this purpose. The train later departed after the addition of NR43 as a third unit. PN's Grafton shunter 48123 hauled a rail set from Grafton to Greenbank and return as 6M43N/44N on 30 July. How long has it been since a 48 Class last ventured into Queensland?

PN has been busy running trains from the Weemelah and North Star branches into Werris Creek Subterminal, from where other operators besides PN may later reload it to meet export orders. 48201 / 48213 worked 5522 for Werris Creek ex Garah on 7 July, with 8101



Above: In a brief patch of sunlight on a winters day, 8254 is seen approaching Mawson Lakes with the AK track recording cars on AK88 en route to Islington to stable for the night on Tuesday 12 July 2016. 8254 ran numerous test trips between Bolivar and Two Wells over three days to test equipment on the cars, stabling at Islington each night.

Photo by Josh Schultz

added at Moree, while 48213 / 48203 / 48211 / 48201 hauled 5522N from Croppa Creek 13 July. 8152 / 8150 loaded 5522N at North Star on 17 July - probably the first visit by this class to the line.

Qube took over the working of the Cadia copper / gold concentrates train between Blayney and the Port Kembla Gateway port area at Outer Harbour from PN from 1 September. This train has been operating seven cycles per fortnight in recent months. The last PN working, 8934, departed Blayney behind 8127 / 8125 / 8162 on 30 August, with 8182 being added in the lead at Enfield.

PN VICTORIAN OPERATIONS



Grain traffic on the SG was busy during July & August, with PN operating three rakes - one to the Oaklands branch, another to Southern NSW and one to Western Victoria. 8126 / 8166 loaded 5CM7 at Oaklands on 14 July. G520 / BL30 worked 5MC4 to Grong Grong to load 3338 / 6CM4 (the latter a run number also used by Qube) for North Geelong on 15 July. 8166 / 8126 arrived at North Geelong on 19 July with 7790V ex Dimboola, while the same day G540 / BL27 worked 3CM5 from Oaklands to APD. 8166 / G520 arrived at Cootamundra on 2 August with 3MC6 from Melbourne, where they were replaced by 48214 / 48144 / 48205 / 48162 to load 4CM6 at Goolgowlie the next day.

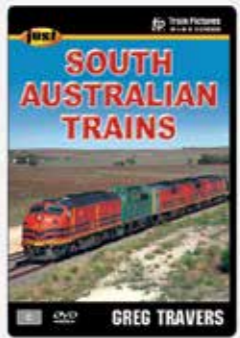
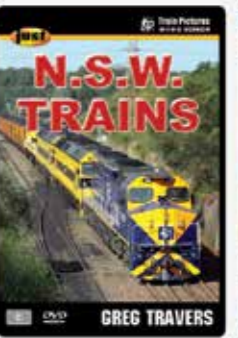

Pairs of locos from the 81, 82 & G classes continue to replace NR Class in combinations on PN trains in and out of Melbourne, making for some variety in a roster previously dominated by double or triple NRs. Examples include NR13 / 8220 / 8226 (7MC2 on 16 July), NR18 / 8124 / 8224 (4MW2 on 20 July), NR45 / AN3 / G530 / 8210 (7SM5 arrival on 24 July), NR49 / NR58 / G537 / 8256 / 8254 (2AM5 arrival on 26 July), NR25 / AN8 / AN9 / 8254 / 8117 (4MW2 on 27 July) and NR72 / NR61 / AN7 / 8124 / 8157 (1WM2 on 22 August).

The steel trains and the 7SM5 arrival on Sundays are a predictable source of multiple loco lash-ups in the Melbourne area. NR89 / NR82



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/ AN4 / NR113 / 8256 arrived with 7SM5 on 14 August, while the next day, 2MW2 departed behind NR55 / NR36 / NR90 / AN2 / G526. The latter loco was detached at Junee, then worked back south LE to Bomen to pick up 3390N shuttle to Junee, amalgamating with that night's 2CM3 ex Griffith, which departed Junee behind NR92 / NR25 / G526. Other interesting combinations included NR9 / AN6 / NR24 / 8120 / NR20 (2MW2 on 22 August) and NR70 / AN3 / AN8 / 8256 / 8167 (4MW2 on 24 August).

On the broad gauge, the grain traffic and the few remaining intra-state intermodal services remain dominated by G Class and BL32, but some variety can occur. The Merbein Freight (9101 / 9102) featured BL32 / G524 / XR550 (15 July), XR553 / XR559 (19 July), G531 / G524 (22 July), G531 / G524 / XR557 (25 July), G531 / XR555 / G525 (8 August), G525 / G543 / G528 (15 August), BL32 / G528 / XR559 (22 August) and G528 / XR559 / G536 (26 August). A selection of sightings of the Tocumwal service (9305 / 9306) include XR555 / XR553 (15 July), XR555 / XR559 (3 August), BL32 / G527 (10 August) and G528 / G539 (31 August).

Up SG export grain services from the Wimmera to North Geelong or APD are usually worked by two units of the G, BL & 81 classes, with the odd triple also noted, such as 8126 / 8166 / BL33 on 21 July and 8101 / BL27 / G540 on 28 July.

PN SA OPERATIONS

DL41 continued to perform banking duties over the Adelaide Hills to Tailem Bend and return during July, sharing these duties with 81, 82 and NR Class. Some sightings include NR78 / AN7 / DL41 (3AM5 on 12 July), NR7 / NR114 / 8256 / DL41 (4MA5 on 14 July), NR114 / NR7 / DL41 / 8256 (5AM5 on 14 July), NR119 / NR19 / DL41 (5MP7 on 15 July), NR112 / NR107 / 8254 / DL41 (3PM4 on 22 July), NR35 / NR44 / DL41 (6MA5 on 23 July) and NR97 / NR5 / AN7 / DL41 returning east on 7PM5 on 1 August. DL41's IP workings have included NR25 / DL41 (3AS8 departure on 19 July), NR27 / DL41 (4SA8 arrival on 21 July), NR27 / DL41 (3AS8 on 26 July) and NR108 / DL41 (4SA8 on 28 July).

QUBE LOGISTICS NSW

Qube has gained the contract to service CFCLA's new Goulburn intermodal terminal. The first delivery of empty containers arrived as 1263N Freight on Thursday 30 June behind 1105 and 1104 (see illustration last issue). The processing of radiata pine and eucalypt logs was authorised from late June, with initially one train per week to Port Botany planned. The first shipment of treated logs was bound for China, with the timber for use in the construction and furniture manufacturing industries respectively. VL353 / 1440 arrived with empty container flats as train 1263N on 14 July, with the loaded containers departing next day as train 2162N to Port Botany behind the same locos in reverse order. VL359 / 1445 worked 2162N on 23 July. From August, the trains have run as 1213N / 2114N.

Above: 5MP7 is about to depart Tailem Bend with NR119, NR19 and DL41 after attaching the DL as a banker, while GWA grain train 2182S loads in the background with GWA003, ALF21 and FQ03 on Friday 15 July 2016.

Photo by David Arnold

Left: Aurizon units 2487H and 2496H lead new QR electric set 704 through Tennyson on transfer to Wulkuraka as 7U02 on Friday 12 August 2016. Aurizon has been contracted to move all of these Indian-built 6-car sets.

Photo by Leon Harris

SEPTEMBER 2016

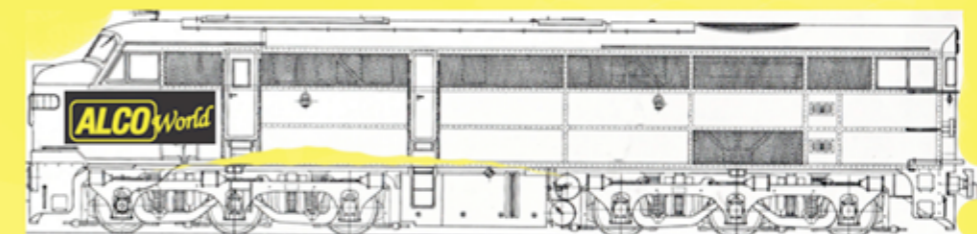


Above: 3968N loaded Qube grain on Friday 15 July 2016 powers away from Moss Vale with spot hired unit C508 leading a more regular CM3302 as it heads across to Port Kembla for unloading at the Quattro facility.

Photo by Graham Cotterall



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CFCLA Workshop Manager Mr Mick Cooper also indicated that locomotive parts would be exported from the site, with six bogies ready for export to the UK. It is believed these came from the three ex Aurizon L Class units recently dismantled for parts by Access Recycling at Casino. Other parts to be recycled include engines, alternators and traction motors, with NREC (US) believed to be the purchaser of these components.

Qube has made two significant acquisitions during the reporting period. It has gained 50% ownership of the Patrick Stevedoring business following approval of the transaction by the ACCC on 21 July (see Asciano Report above). Then on 2 August, Qube announced that it had bought out partner Aurizon's interest in the Moorebank project. The acquisition includes Aurizon's 33% interest in the Moorebank Industrial Property Trust (MIPT), which owns the 83ha freehold land at Moorebank, as well as all of Aurizon's interests in development of the rail terminals and associated warehousing under the

99 year lease agreements across the entire 243ha Moorebank precinct. The transaction will bring Qube's ownership of MIPT and the Moorebank project to 100%. The total consideration payable to Aurizon was \$98.9 million. Despite the QBX Class being cleared for use in both ARTC and Sydney Trains territory, their introduction to regular service has been slow. The three remaining class members not already in the south, QBX003, QBX002 and QBX004, were worked to Goulburn from Cardiff, where they had received modifications, behind CM3303 / CM3307 on 4262N empty canola on 12 August. The three QBXs then worked D261N LE movement to Junee on 13 August. Meanwhile QBX001, QBX005 and QBX006 had undergone further assessment by Qube, 6 & 5 working the Harefield shuttles on 26 & 27 July and 1 & 5 working them on 3, 4 & 5 August.

As a result, the Visy freights continued to be worked by older power, some examples on 1311N being RL309 / CM3305 / 1105 / 1104 / 872 (1 July), CM3314 / CM3313 / CM3305 /

8030 / 8044 (13 July), RL310 / 1445 / CM3310 (15 July), 1443 / RL303 / CM3310 (30 July), 1443 / C508 / CM3310 (2 August) and VL353 / CM3310 / VL354 (15 August). The Harefield shuttles were worked by 852 / 4814 / 872 / 4836 on 30 July and 864 / 852 / 4836 on 15 August.

QBX006 / QBX005 / QBX001 combined with RL303 to lead 3112N away from Junee on 27 July, the first time the class had powered the train since trials in February. The same four units worked 1311N ex Port Botany the following morning, with CM3310 added at Goulburn. After problems were identified, 3112N worked back north on 28 July behind CM3310 / 1443 / RL303. The next QBX working was on 22 August, when QBXs 6, 2, 5 and 1 worked 3112N, returning in reverse order with 1311N on 23 August. The same day, QBX003 / QBX004 operated the Harefield shuttles. The class then settled into this working rostered as double units, with only QBX001 / QBX005 noted working 1311N to Junee on 30 August, with the return 3112N to Botany being hauled by QBX002 / QBX006 that evening, balancing onto 1311N the next day.

Qube operated two export grain sets to Port Kembla during July, with both loaded trains

Above: QBX006 and QBX004 lead 2367N empty grain to AWB Stockinbingal through Yarra on Sunday 28 August 2016, with 4497 and 4458 light attached. This was the first time a QBX Class had been rostered on a grain train. The 44s had been picked up at Goulburn for transfer to Junee Roundhouse for reactivation. One rumour has the 44s being used on the Harefield or Yennora shuttles to release I4 Class for overhaul, while another has them earmarked for a new Qube log contract in Western Victoria.

Photo by Jamie Fisher

Left: Operating as a trial run on Friday 15 July 2016 from Goulburn to Port Botany for the new Qube / CFCLA containerised log service, Danish import 1440 leads VL353 away from Goulburn as 2162N Freight on a beautiful winters day. The train numbers changed to 2114N/1213N from early August.

Photo by Rod Kelly



usually arriving on the same day on 14 July. C508 / CM3302 worked in on 3968N from Ardlethan, C508 having replaced CM3301 at Goulburn, while a short time later, CM3305 / CM3307 arrived with 8962N from Narwonah. A double consist 9361N departed Goulburn behind CM3307 / CM3305 / C508 / CM3302 on 18 July consisting of 77 wagons. The train was divided at Cootamundra North, with the front two locos continuing with 9361N to AWB Stockinbingal to load 3962 for Inner Harbour, whilst the other locos took 3367N to Temora Sub to load 3268 for Goulburn.

One grain set returned to northern working in early August, with CM3316 / CM3301 leading 8468N at Agrigrain Narromine for NAT on 1 August. VL355 / 1102 loaded 8468N at Agrigrain on 10 August. On the same day, the remaining southern set behind CM3307 / CM3303 worked 3262N, a load of canola from Stockinbingal to Cargill's Kooragang Island plant, as far as Goulburn, before continuing the next day as 2462N after the addition of VL353.

The arrival of the cotton season has resulted in Qube again dividing its Dubbo area trains at Geurie to service its varying loading points in the district. On Monday 10 August, 1811 Freight divided to form 1811 to Coonamble

Above: In an extraordinary quintuple formation, CM3314 leads sister units CM3313, CM3305 and veterans 8030 and 8044 through Illalong Creek on 1311N empty Qube/Visy container service on Thursday 7 July 2016.

Photo by Matty Ferguson

Right: The delayed entry into service of the QBX Class saw the Qube Visy contract freights continue working behind old motive power well into August. One of the more unusual combinations occurred on Tuesday 2 August 2016, when 1443, C508 and CM3310 departed Goulburn with 1311N Freight.

Photo by Leon Oberg

behind RL303 / 1106, while 1435 worked 8867 to Auscott at Nevertire. Two days later, 1811 to Coonamble had 1108 / 1435 and 8867 to Nevertire RL303 / 1106.

Qube's containerised barley train to Minto loaded several times on the North Star branch during July & August. VL354 / 1445 loaded 5164N at Crooble on 28 July. While loading, this train was crossed by 1105 / 1104 hauling 5M22N ballast! After staging on the North West Commodities siding at Narrabri overnight, it departed behind CM3312 / 1445 / VL354 / 1432 the next morning. CM3316 / CM3313 / 1431 / 1435 worked 2564N from Goulburn to load at Crooble for Minto on 27 August.

In a first for the class, QBX006 / QBX004, with 4497 / 4458 dead attached, worked 2367N empty grain to AWB Stockinbingal for wagon storage on 28 August, with all four locos later heading for Junee as D366. The 44 Class locos

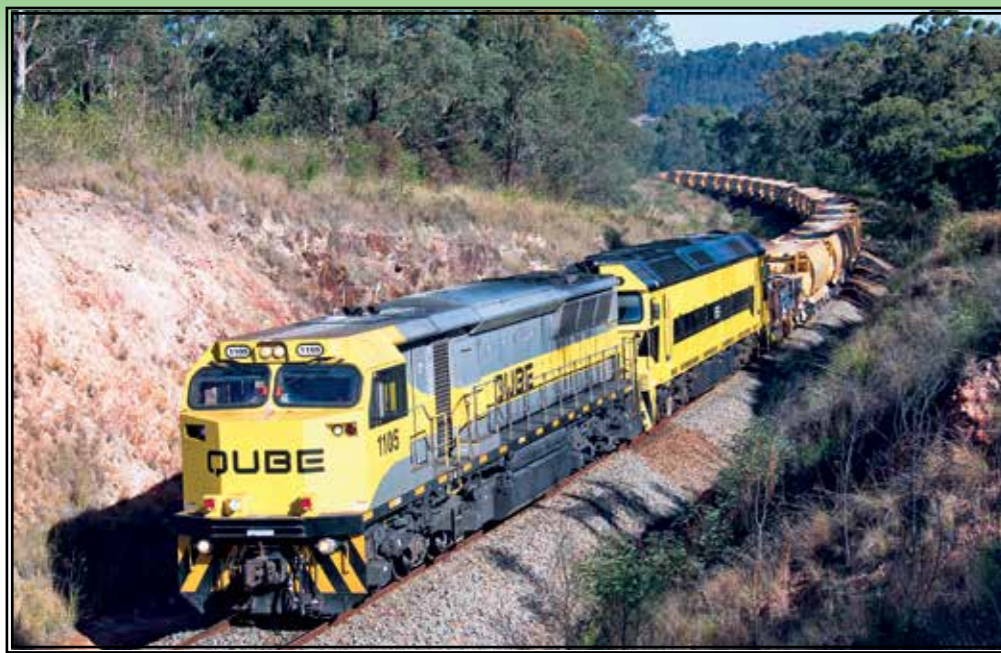
are to be worked on at JRW Junee for re-activation on Sydney trip trains whilst members of the 14 Class receive major attention.

Qube has picked up the contract for the Cadia containerised concentrates to Pt Kembla, so with this in mind, CM3316 / CM3302 hauled a rake of empty flat wagons from Enfield to Pt Kembla as 1965 on 31 August. After the containers were placed on the wagons, the first train headed for the Sealink siding between Murrobo and Blayney as 9865 that night to load the first 8964 the next day.

QUBE LOGISTICS VICTORIA

During a shortage of 3000 hp units, Qube's southern NSW grain rake dumping at Appleton Dock (APD) arrived behind a rare ALCo quin on 2 July when





Left: 1105 and G511 arrive at Martins Creek to load 5M22N empty ballast from Koolbury at the local quarry on Thursday 14 July 2016. A similar working from Carrington the previous day is thought to have been the first use of the 1100 Class on the North Coast line.

Photo by Stephen Carr

Below left: Attached at Albury for the Victorian leg of the trip, GML10 leads 44202, 8030 and RL310 on 7CM6 Up loaded Qube grain from Temora / Yerong Creek at West Footscray on Saturday 13 August 2016, heading to Appleton Dock to unload. Having just cleared in time, going in the opposite direction, is NR61 on a light engine transfer to UGL SMC at Spotswood.

Photo by Bradley Matthews

Below: In the last rays of winter sunshine, G512 and veteran B74 pass evidence of recent rains between Murchison East and Nagambie, on the Shepparton line, with 9372 Up loaded Qube Deniliquin rice service on Wednesday 10 August 2016.

Photo by Greg Wotton



6CM4 grain loaded at Kengol was worked south by 44202 / 4836 / 864 / 8030 / 8044 (see illustration last issue). The return empties to Junee, 7MC5, was powered by RL310 / 8044 / 8030 / 864 / 836 / 44202, the last three locos being light attached. The interesting combinations continued, with 44202 / 864 / 4836 / RL310 (1CM4 on 4 July), 44202 / RL310 / 4836 / 864 (3CM4 on 6 July) and 8030 / 4836 / 864 / RL310 (6CM4 on 8 July). The next arrival had no branchliners, with 44202 / 8030 / RL309 working in on 10 July with 7CM4 from Grong Grong, the same trio also working 4CM4 (13 July arrival ex Temora), 5CM4 (15 July arrival ex Coolamon) and 1CM4 (18 July arrival ex Coolamon), while RL310 / 8044 / 44202 brought in 4CM4 from Coolamon on 21 July.

GML10 then re-appeared in the workings south of Albury, with RL310 / GML10 / 8044 / 44202 (7CM4 arrival on 23 July ex Kengol)

Right: Now transferred to Broad Gauge for Qube in place of sister VL362, VL356 leads G515 and 9476 Up Maryvale paper train through Morwell loop on Thursday 18 August 2016.

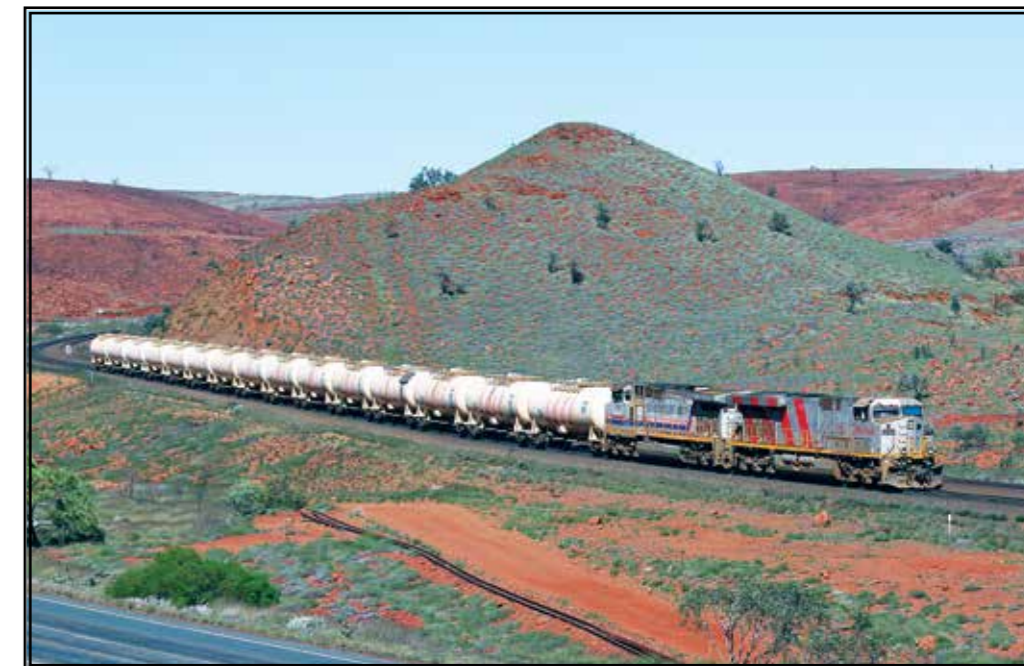
Photo by Jarle Dixon

Below right: A Rio Tinto empty fuel train descends the Hamersley Range at the 89.5 km behind Rio Tinto liveried ES44DCi 8151, and the second last 9-44CW, 7092, in the original Hamersley Iron livery on Wednesday 27 July 2016.

Photo by Richard Montgomery

Bottom right: SBR loco CSR010 runs a short rake of rail lengths for ARTC through Coromandel on Monday 22 August 2016. The train unloaded over two days between Lynton and Coomandook, stabling at Callington overnight before returning the empty consist to Port Augusta.

Photo by David Arnold



and RL310 / 8044 / 44202 / GML10 (1CM4 arrival on 25 July ex Coolamon). The large lash-up of GML10 / 44202 / 8044 / RL310 / 8030 next arrived on 27 July with 4CM4 from Temora Sub. 8030 was bound for workshops attention at Gemco before working to Maroona to tow a shoulder ballast cleaner machine to Cootamundra on 2-3 August. RL310 / 8044 / 44202 next loaded 3364 / 1CM4 at Grong Grong, and were assisted south of Albury by GML10, arriving at APD on 31 July.

Arrivals at APD during August were RL310 / 8044 / 44202 (4CM4 ex Temora on 3 August), 44202 / 8044 / RL310 / GML10 (5CM4 ex Coolamon on 5 August), GML10 / 8030 / 8044 / RL310 (3CM4 ex Junee on 9 August) and GML10 / 44202 / 8030 / RL310 (7CM4 & 2CM4 ex Junee Sub on 13 August & 15 August). RL310 / RL309 then took over the working for the rest of the month, with arrivals from Coolamon on 18, 22 & 27 August.

The Qube services between Westgate Port Siding and Tocumwal / Deniliquin were re-scheduled from 4 July to steer well clear of V/Line passenger services on the two lines, with earlier departures from Melbourne. The Deniliquin service now runs via Bendigo on the Down as 9073 Freight, returning via Toolamba as 9372 on M/W/F. The Tocumwal service is now numbered 9375 / 9374 and runs T/Th/Sat.

VL356 has replaced VL362 on broad gauge, its first trip being to Maryvale on 11 July as G532 / VL356 working 9475 Freight. Despite this, B74 has remained on hire and has been in constant use to the north-east of the state, working the Deniliquin and Tocumwal rosters with a G Class. Its companion for the first half of July was G521, with G512 partnering B74 on 9375 to Tocumwal on 16 July, the pair then remaining together until 22 July, when G521 / X31 / G512 were noted on 9372 Freight returning from Deniliquin and on 9374 on 23 July. G521 / G512 worked 9073 Freight to Deniliquin on 25 July and G521 / X31 worked 9375 Freight to Tocumwal on 26 July, but B74 was back on 28 July when G521 / X31 / B74 worked 9375.

Further observations of these services during August include G532 / X31 (9073 on 1 August and 9375 on 2 August), G515 / X31 (9073 on 3 August) and G512 / X31 (9073 on 8 August), with just G512 returning on 9372 that night, X31 being dropped off at Seymour. G512 / B74 worked 9375 on 9 August, and picked up X31 at Seymour on 9372 on 12 August. This pair remained together until G521 / B74 worked 9375 on 16 August. The same train





Above: Following a couple of return light engine test runs to Albury from Laverton, CSR002 took an empty rake of flat wagons on the same run for route familiarisation for the expected start up of SCT services between Laverton and their rail hub at Barnawartha in the coming months. The train is seen in less than ideal weather at McIntyre, near Sunshine, on its way back to Laverton on Friday 15 July 2016.

Photo by Ian Green

Below: On the first of four days rostered on TM04 loaded coal from Tahmoor, just south of Picton, C510 provides an impressive sight leading C507, C506 and C505 through Leightonfield, Sydney, on Monday 5 September 2016 bound for Port Waratah, Newcastle. This was the first time that four C Class had been used on an SSR coal train and also includes the final two of the eight former Engenco C Class to be returned to service, C505 and C506.

Photo by James Hansen



Above: C Class fans have been well catered for in the northern part of New South Wales as they continue to work grain trains for SSR out of Newcastle. In one such movement, green C509 and C510 lead 4877N empty grain bound for AWB Nyngan through Bengalla on Sunday 14 August 2016.

Photo by Sean McGarraghy

Right: Overlooking the Goulburn River at Sandy Hollow, on the Ulan line, C504 and C507 guide 8478N SSR loaded grain to NAT Carrington for unloading on Friday 19 August 2016.

Photo by Paul Hogan

Below right: SSR "bulldogs" still operate the occasional ARTC infrastructure train. S317 and GM27 had departed Bathurst for Carrington with two loaded rail sets on Friday 19 August 2016. Three days later, the pair is seen with 4M41N rail sets to Telarah, before returning to Port Waratah and then working to Walsh Point that afternoon.

Photo by Andy Warren



on 23 August had G521 / B74 / X31, the X Class being returned to Seymour for a tour working. Solo G532 worked 9375 on 25 August, but B74 rejoined it to work 9073 the following day. G521 / B74 then worked the roster for the rest of August.

SCT REPORT

The construction of SCT's new intermodal terminal at Barnawartha, near Wodonga in north-east Victoria, is well advanced, with operations expected to commence in late 2016. The terminal is in the Logic Industrial Estate, strategically located at the intersection of the Hume Freeway and the Murray Valley Highway, and served by rail sidings with direct access to the ARTC Sydney - Melbourne mainline. Founding co-tenants at the site include SCT, Border Express and Woolworths.

SCT's Managing Director, Mr Geoff Smith, has indicated that the new terminal would be providing





Above left: In the final moments of light on Monday 15 August 2016, GM27 leads S317, G513 (Mike Moy), BRM001 and BRM002 across the viaduct at Bowenfels, west of Lithgow, bound for Kelso on 1847 empty container service. The two "bulldogs" were removed at Bathurst and replaced by G514 before the train continued with an extra service to Dubbo.

Photo by Tom Marschall



Left: CEY002 has just been attached to the triple FIE Class led 8148 Fletchers Freight from Dubbo in Enfield Yard on Sunday 24 July 2016, before the train proceeds to Port Botany. This permitted FIE002 to be cut out just after this to work LE north to UGL Broadmeadow for routine maintenance.

Photo by Warren Murphy

Below: Having recently visited UGL's Broadmeadow facility for servicing, FIE002 was utilised to haul a short rake of BGSY grain wagons back to Enfield as 4142 Freight on Wednesday 3 August 2016. The train is seen here dropping downgrade into Warnervale.

Photo by Stephen Carr



Above: Running around six hours behind schedule on Thursday 18 August 2016, the colourful combination of BRM001, G513 and C506 navigate their way through Locksley as 1845 empty SSR container service to Kelso.

Photo by Charlie Harris

connection to SCT's interstate markets, including a planned new direct service from Wodonga to Adelaide. Mr Smith also said SCT would commence a new service from Melbourne to Brisbane in January 2017, with loading currently conveyed by Aurizon. These trains are expected to be coded -MB9/-BM9.

In connection with the planned Laverton - Barnawartha and return daily connecting service, SCT commenced crew route familiarisation on the North East line in late June, with CSR010 working D661V / D662V light engine between the two points on 30 June. This was the first appearance by a CSR Class on this route. CSR002 was noted on this duty on 19 & 21 July, while on 20 July, CSR002 and X51 combined for a light engine run between Laverton and Seymour and return. On 22 July, CSR002 hauled ten empty container flats from Tottenham Yard to Albury and return as part of crew training.

SSR REPORT

The Kelso trains continue to see a variety of units, and are often used for engine balancing between Sydney and Lithgow. C509 / C507 / C504 attached BRM001 dead on 1845 Freight at Enfield on 3 July, while C509 / C507 attached returning Westons shunters GM10 and 4911 at Enfield on the same train on 6 July. On 15 August, 1845 departed Cooks River behind G513 / BRM001 / BRM002, with GM27 / S317 attached in the lead from Lithgow. C506 / BRM001 worked 1845 on 26 August, with the rear unit replaced by C505 at Lithgow, the last of the C Class to re-enter service with SSR.

The C Class were moved into grain working from early July. G514 / BRM001 / BRM002 departed Carrington with 4377 empties for AWB Stockinbingal on 1 July, the combination changing to C510 / G513 / BRM002 at Chullora. C510 / G513 loaded 8478 for Carrington at Tran-gie on 7 July, while the unusual combination of BRM002 / 4904 / 4910 / C510 / G513 loaded 5478N at Werris Creek Sub on 14 July. 44206 later replaced 4904 in this combination, which loaded at Werris Creek on 20 July, and Edgeroi / Bellata on 22 July. C510 / BRM002 / G513




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Left: Crawfords Freightlines PHC001 and PHC002 bring 4190N Freight over the Sand-gate flyover at the start of their journey to Port Botany, while 5035 leads an Aurizon export coal service in-bound towards one of the Kooragang Island unloaders on Wednesday 10 August 2016.

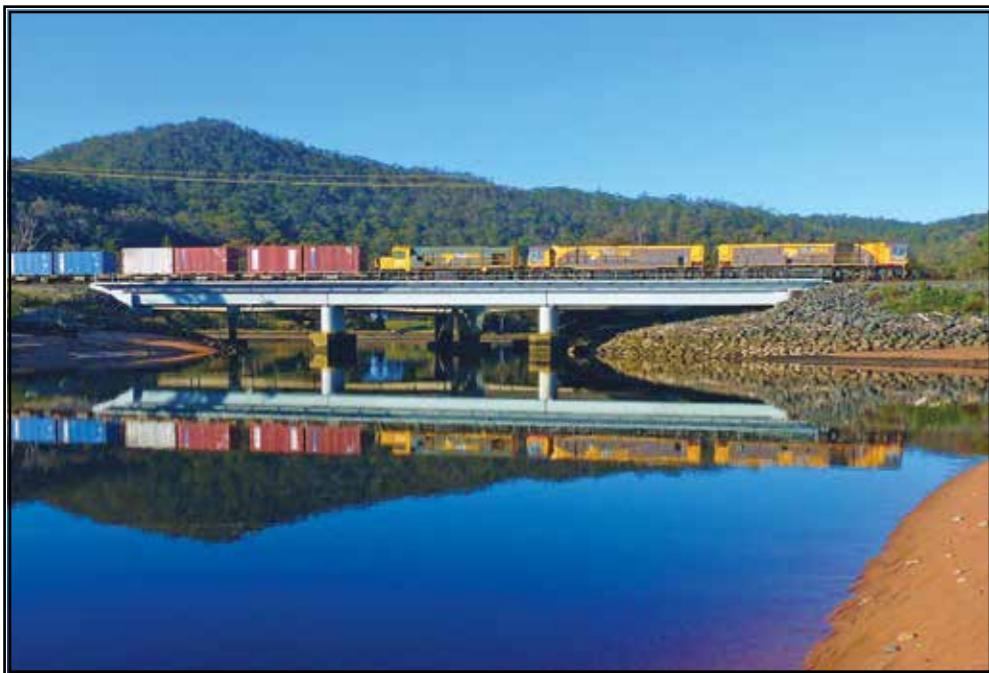
Photo by Andy Warren

Below left: Brighton to Burnie container service 236 reflects in the still water as it crosses the Blythe estuary east of Burnie behind TR01, TR12 and 2002 on Tuesday 23 August 2016.

Photo by Adrian Cooper

Bottom left: A surprise in the V/Line timetable change in late June found A66 allocated to the 17:11 8327 Down Seymour and return service on weekend evenings, when available. In late August / early September, Metro trackwork dictated that the A Class was to be used on the earlier 15:31 (8323) Seymour departure, in place of three Sprinters, and at a better time slot for photography for this time of year. A burst of sunshine highlights the train under a very dark sky as A66 passes the Distant signal at Wallan with 8323 Down Seymour on Wednesday 31 August 2016.

Photo by Lionel Camilleri



/ C509 loaded 4877 / 8478 at Parkes Sub at Mugincoble, departing early on 25 July. At Kelso, loco substitution resulted in quad Cs C510 / C504 / C507 / C509 completing the trip to Carrington. The quad Cs then loaded 5478N at Werris Creek on 26, 28 and 30 July. Grain trains returning via the Ulan line usually require just two units, with C510 / C509 loading 8478 at Gular on 1 August and C509 / C504 working 4877N to Gilgandra on 31 August.

SSR has resumed hauling some of the Tahmoor trains to the Port of Newcastle, sharing this task with PN. Two trains operated on 3 July - CEY004 / CEY006 / CEY007 on TM04 and CEY003 / CEY002 / CEY001 on TM02. CEY003 / CEY004 / CEY007 loaded NW02 at Newstan on 11 August, but in an unusual move, ran to PKIH to dump.

SSR's Westons (now Mauri ANZ) domestic grain rake continues to see some deployment on export services. SSR102 / 44206 / SSR101 loaded 5444N for NAT at both Louis Dreyfus Narrabri and Gunnedah on 14 July. Working in push/pull mode beyond Nyngan, SSR101 and SSR102 loaded 8444 for NAT at Hermidale on 30 July and the same train at Trangie on 15 August. SSR102 / SSR101 / G513 arrived at Narrabri West at the head of 1543N empties from Enfield on 27 August. The train was then divided, G513 working to Louis Dreyfus just north of Narrabri, while the two SSRs worked to Wee Waa to load a combined 5444N for NAT.

The FIE Class were progressively cycled through UGL Broadmeadow during August, their place on the Fletchers roster being taken by CEY002. FIE002, on its return to Sydney on 3 August, hauled 11 BGSY grain wagons as 4142 Freight. SSR's fleet of RL Class was moved from Parkes to Lithgow on 29 July as D878 light engine movement comprising RLs 305, 301, 302, 304, 306 and 307. C507 / C504 loaded 6M22 for Carrington at Martins Creek ballast siding on 9 August before working to the Ulan area the next day. S317 / GM27 departed Bathurst on 19 August hauling two rail sets to Carrington as 4M45. They made separate runs to Telarah, Walsh Point and Maitland over the next few days.



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From Pedong to Niligara The WAGR XA Class



By Rod Milne

When I first went to WA to live, the rail network of the state still ran a remarkable variety of locos, all from the immediate post steam era of diesels. These were the classic Generation One locos, a large number of them carrying unique aboriginal names as well. These were the famed X/XA/XB classes that first ran in the state in the 1950s.

Although they were essentially not dissimilar, some of the 48 locomotives in these classes were included in the class variants, XA and XB. The XA class comprising 16 members was purpose built to be multi capable from the very outset, and their class members were numbered in a different range of numbers to those in the straight X class, which were numbered 1001-1032 inclusive. The XAs however were numbered in the 1401-1416 series, but in most respects were much the same, also carrying the names of aboriginal tribes on the shiny metal plates affixed to the sides of the locos.

Multi-unit working necessitated a couple of cosmetic changes. The XAs were delivered with multi-unit cables, as well as concertina type gangways that could enable the locos to be worked together. They give the locos a distinctive, more workman-like appearance, something that endeared me to them all the more. They also came in the pleasant green livery with red chevron (lined with yellow) at each end.

The aboriginal names for the class members were interesting in themselves, and most of us had favourites. Mine was XA 1411 WEEDOOKARRI though I had a soft place also for XA 1408 WOLMERI. The names are those of aboriginal tribes

in Western Australia, though some of the spellings do not necessarily accord today with current nomenclature. Two cases in point are Ungarinyin and Unambal which come from tribes in the Kimberley area, their spellings nowadays not beginning with a U.

WEEDOOKARRI was the longest and TENMA and NOALA the shortest, it being an easy connection with the name TENMA and the class number 1410. One does wonder whether there was a deliberate decision on the part of the officer allocating the names.

In 1954, the West Australian newspaper carried an article on the new diesels, stating that the new Xs were costing £60,000 apiece. In today's Australia, you are hard pressed to get a house as cheap as that! XA 1401 entered service on 30 September 1955, with the rest following till 16 July 1956 when XA 1416 commenced use.

It is too often recognised that the X type diesels were problematic when they were first introduced to Western Australian railways. The well-known WAGR Commissioner of the time, Cyril Wayne, apparently had made it a priority to get the X and XA classes operating as a reliable unit. During the 1950s, a little "panel beating" was needed to bring them on line as a reliable locomotive to replace steam. He had previously held a similar role on the Tasmanian Government Railway, where another X class, albeit an English Electric one, had dieselised much of the island state's railways.

During this era, the WAGR's photographic unit was often out and about capturing the new machines at work, not uncom-

Above: Making hard work of a goods train heading north of Narrogin on the grades towards Cuballing, XA1404 leads XB1024 on Friday 6 April 1984.

Photo by Phil Melling

monly on the old Eastern Railway linking Midland and Northam. There are shots of XA 1407 WIRNGIR working a train, as well as other Xs running the passenger express services on the Kalgoorlie run, as well as the freight equivalent of these: the East-freight and the Westfreight. Wayne's locos had arrived.

The 1950s Trundling past the Salmon Gums

In 1955, the Geraldton and Kalgoorlie districts were "dieselised". There was a good reason for this, for these drier areas were challenging ones in which to maintain water supplies. XA class locos were working in the Kalgoorlie district from the very outset of their reign, though visits to Geraldton were perhaps not so common.

The fact that the XAs could work in multiple made them useful on the main EGR to Kalgoorlie, where they could haul reasonable tonnages. Once uncoupled from their trains at Kalgoorlie, there were options for the class to work the branch lines extending from Kalgoorlie, to Esperance, Kamballie, Leonora and Laverton. As an example, on 14 January 1957, the multi combination of XA 1413 YABAROO and XA 1404 PARDOO (a pair I later photographed



Left: The XA Class locomotives entered WAGR service wearing an all over green colour scheme. XA1402 sits at Kalgoorlie station during September 1963 with the Westland consist. The Westland ran on the narrow gauge railway between Perth and Kalgoorlie, with passengers then switching to the Commonwealth Railways for the journey eastwards.

Photo by The Late Frank Kelly

Below Left: Perth station has changed beyond recognition since this 1976 view. With railcars and a B class shunting unit in the background, XA1416 awaits departure with a passenger train on Tuesday 3 February 1976.

Photo by Mark Hardacre

Bottom left: XA1404 sits at the Forrestfield narrow gauge locomotive depot on Sunday 29 August 1976.

Photo by Peter Knife



at Newdegate in 1983) was hauling No 141 Goods south from Norseman to Esperance.

The Laverton Branch was interesting because it was dieselised from 1955 too, though trains only ran another two years. It is presumed that XAs ran a few trips to Laverton on the regular mixed train that briefly ran fortnightly instead of weekly. XAs were at Leonora from the very start, with XA 1416 NILIGARA hauling 191 Fast Goods to Leonora on 23 July 1957.

Operationally also, the section of line between Southern Cross and Bullfinch, retained after the rest of the track closed in 1955, was also diesel worked till it closed in 1963. Given the fact that XAs were regularly deployed on goods trains passing Southern Cross, a trip by an XA to Bullfinch was highly likely. In its last years, the goods train went out to Bullfinch on Tuesday and Friday, mainly to convey bulk fuel for the Great Western NL gold mine.

However, in the Geraldton district, it appears XA use was not so common on branch lines. Branch lines available for diesels from 1955 included the Meekatharra, Wiluna, Yuna and Ajana lines, and although details exist of X class diesels working goods trains on them, ones of XAs running those trains are skimpy. It appears the XAs were kept on lines where their multi-unit capability was maximised. So although X 1003 DITU-WONGA worked to Ajana, X 1009 ARNGA to Yuna and X 1024 KOGARA to Wiluna, the XAs were generally deployed in areas where their capability was best used.

The incident reports for the X type diesels show that one or two XAs managed to go out to Meekatharra and promptly break down, though there was a clear preponderance of straight Xs, which one would expect.

When the various X classes were introduced, load tables were issued for a lot of the state network. In 1954, there were loads for X type diesels to odd places like Big Bell, Ongerup and Nornalup, though it seems these were done as a theoretical exercise rather than a practical one. Still, in real terms, there was not a lot of difference between a railway with 45 lb rails on red dirt ballast, like that at War-rachuppin, and the cross country Southern



Above: XA1406 departs Mosman Park, with the next stop Victoria Street, on the Fremantle line on Thursday 27 January 1966. The train consists of side door compartment, or "dog box" carriages. The line on the left was the goods line which ran between Leighton and Cottesloe, removed in the late 1980s.

Photo by Bernie Kelly

Right: XA1407 and XB1020 team on an Up Goods train at Albany on Monday 6 September 1976. The siding on the left served the CSBP fertiliser plant at Mt Melville.

Below right: Leaving a smoke trail behind them, XA1403 and XB1006 work a Down Goods train through Yornaning on Tuesday 7 September 1976. Yornaning is a siding to the north of Narrogin on the Great Southern Railway.

Both photos by Peter Knife





Above left: The X type locomotives were known to have the occasional on board fire during their operational lives. Some type of issue seems to have arisen with XA1405 working 44 goods at Waroona on Saturday 30 May 1970, a visit to the roof area with a fire extinguisher being required.

Photo by John Dennis



Left: XA1405 and XA1407 roll through City Station with a goods train on Wednesday 23 May 1979. No freight traffic now travels by rail through the Perth Central Business District.

Photo by Phil Melling

Below: Preparing to depart west for Newdegate, XA1411 and XB1020 sit in the yard at Lake Grace with a goods train in May 1980.

Photo by Neville Watson



Above: In lovely lighting conditions, XA1404 and XA1409 power a goods train near Lake Grace on Wednesday 2 December 1981. The lines radiating out of Lake Grace were one of the final strongholds of the XA Class units.

Photo by Phil Melling

Cross - Mukinbudin line, so there were not a lot of reasons why the former line could not have been used.

The main EGR was their stamping ground, and I would like a dollar for every time XA 1411 WEEDOOKARRI and XA 1408 WOLMERI trundled past Wyola and Waeel. Unfortunately due to the great purge of loco department workings that occurred in the 1970s with corporatisation, we don't have many records of multi-unit workings in the 1950s on the EGR.

However, it is probably safe to assume that on any given day in the late 1950s, most of the XA class were deployed somewhere between Perth and Kalgoorlie.

The 1960s Expanding Horizons and Near Misses

This decade saw continuing heavy use of the 16 XA class locos on the main EGR and the branch lines beyond. There are even examples of multi-unit XAs turning up at Leonora, but the Esperance Branch saw

the bulk of multi-unit "AXMO" operations. Most trains working this long branch to the port at Esperance were drawn by XAs.

The former Kalgoorlie driver Bernie Morris recalls one instance in which opposing goods trains, both hauled by XAs in multiple, almost collided on the Esperance line. Bernie was working on the Down, southbound train, which had departed Norseman en route to Esperance. In the vicinity of the old siding at Lake Kirk, closed in 1953, the two opposing trains encountered each other on a straight approached by a sweeping curve. Mercifully, both trains stopped short of each other, though it was a harrowing moment for both crews. The investigation showed the station officer at Norseman had released Bernie's train in error.

Multi XAs were common on the Esperance Branch in the 1960s, notably on 162 Goods, as the following table attests.

If there was a change in operating patterns in the 1960s, it was due to the introduction of additional brand new diesels, such as the As, which became very adaptable

Date	Train	Locos	Notes
28 Dec 62	No 162 Goods ex Esperance	XA 1401 PEDONG/ XA 1410 TENMA	
9 Jan 63	No 162 Goods ex Esperance	XA 1411 WEEDOOKARRI	
22 Feb 63	No 162 Goods ex Esperance	XA1407 WIRNGIR/ XA 1412 NOALA	
23 Nov 64	No 152 Goods ex Norseman	XA 1406 UNGARINYIN/ XA 1415 WURARA	
6 Jan 65	No 162 Goods ex Esperance	XA 1402 TARGARI/ XB 1018 INGARRA	
24 Feb 66	No 150 Goods ex Norseman	XA 1410 TENMA	
24 Feb 66	No 153 Goods ex Kalgoorlie	XA 1404 PARDOO XA 1401 PEDONG XA 1413 YABAROO	Derailed at Scaddan

and adept on the XA's stamping ground of the EGR after 1960. These were joined by AAs and ABs, with two C class English Electric locos from 1962 being joined by newer EEs in the form of the Rs and RAs. Pretty soon, the XAs were no longer top dog on the main EGR, but their role grew on the branches beyond Kalgoorlie.

Again, we are lacking many of the loco records as to workings of the class in this period, this being the last full decade of steam use in the state. While the XAs were paddling along the EGR on sundry tasks, work was proceeding on the new standard gauge line which has a significantly different alignment on many sections.

One of the most remarkable aspects of the standard gauge project was the creation of a number of grade-separated crossings where the new line crossed the route of the old narrow gauge. For several years, both lines carried trains, and one can't help but wonder how often trains of differing gauges passed over each other at grade separated crossings like Yerbillion, Meenear and Walgoolan. Alas, the opportunity to photograph a pair of XAs rattling over a standard gauge service on the new main line at Yerbillion has long disappeared forever, but one can't help but wonder what an image it would have been!

In 1965, the options for multi-unit working for the XAs increased when WAGR



Left: XA1407 and XB1018 shunt at Bruce Rock on Monday 4 January 1982. The ten XB locomotives were originally part of the X Class roster, and had multiple unit capability fitted during the 1960s.

Photo by Phil Melling

Below: XA1410 and XA1414 head north of Yerecoin, on the Miling branch, with a goods train in early 1982. These two units, along with XA1407 and XA1409, were withdrawn from service during 1982-3 still wearing the WAGR green colour scheme, and never received the Westrail orange.

Photo by Neville Watson

with the ones running the narrow gauge EGR to Kalgoorlie periodically getting a turn on the daily goods trains running to Boulder and Kamballie. In those days, there was a good tonnage of traffic conveyed on the branch, including tankers of fuel and supplies for the mine, as well as general traffic, XA 1408 WOLMERI getting a run on it on 5 August 1968. Just before this run, on 2 August 1968, a fine looking XA multi unit formed by XA 1405 WARIENGA and XA 1409 UNAMBAL left Leonora working No 192 Goods.

The 1970s Out on the Branches

1971 was an important year for the class, which lost one of its most important main line corridors, the EGR to Kalgoorlie extending beyond to Leonora and Esperance. For several years, a pool of narrow gauge locos (but not the Xs) was maintained at Kalgoorlie to work the isolated branch lines to Esperance, Kamballie and Leonora. In 1974, both Esperance and Leonora went over to standard gauge workings. After 1971, West Merredin represented the furthest east point of operation for the XA class. However, they remained regular

began to convert several of the X class diesels so that they could work in multi, issuing them from time to time in their new guise. They were redesignated XBs, ten of them being so treated. These locos were XB 1004 KADJERDEN, XB 1006 NANGAMADA, XB 1008 WARRANGOO, XB 1017 EWENYOON, XB 1018 INPIRRA, XB 1020 JARGURDI, XB 1022 KARDAGUR, XB 1024 KOGARA, XB 1027 MARANGAL and XB 1032 YEITHI. All of these locos once converted could work multi with the XAs and of course other members of their own XB class.

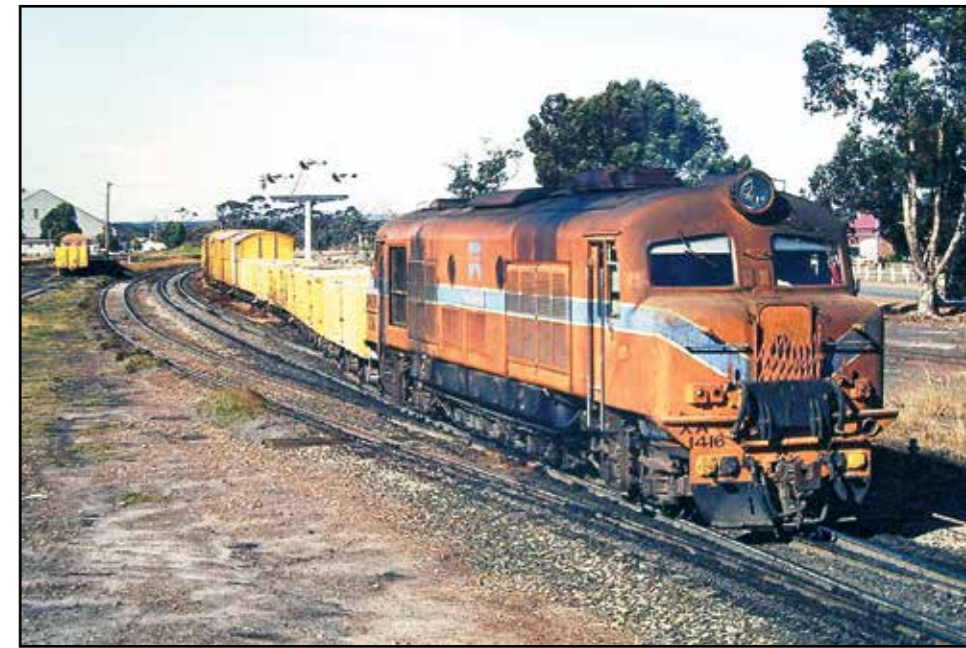
There was no requirement as to which class of loco should lead. On 4 February 1977, XB 1032 was leading XA 1405 on a Down Goods at Hillman on the cross country line to Narrogin, the same XB also leading the same XA on an Up Goods at Maylands on 22 November 1976.

In multiple unit workings, the combina-

tions of XA/XA, XA/XB, and XB/XB were generally described as an "AXMO". This was another example of that curious railway phenomenon of telegraphic codes for common events, "AMBA" being another one of them. Even as late as 1983, you could still find the Station Master at Katanning referring to next morning's train out to Moornaming being worked by an "AXMO".

On 13 February 1966, XA 1404 PARDOO multi coupled to XB 1004 KADJERDEN worked the last No 84 Pass through Clackline, the old Eastern Railway having been usurped by the new alignment through the Avon Valley. By 1970, narrow gauge services to Kalgoorlie were being run via Wyalkatchem, with the complete replacement of the old main line between Northam and Merredin via the brand new standard gauge track.

The XAs worked lowly shunt trains too,



Above right: One of the last goods trains from Kojonup comes off the cross country branch in May 1982 at Katanning, headed by XA1416.

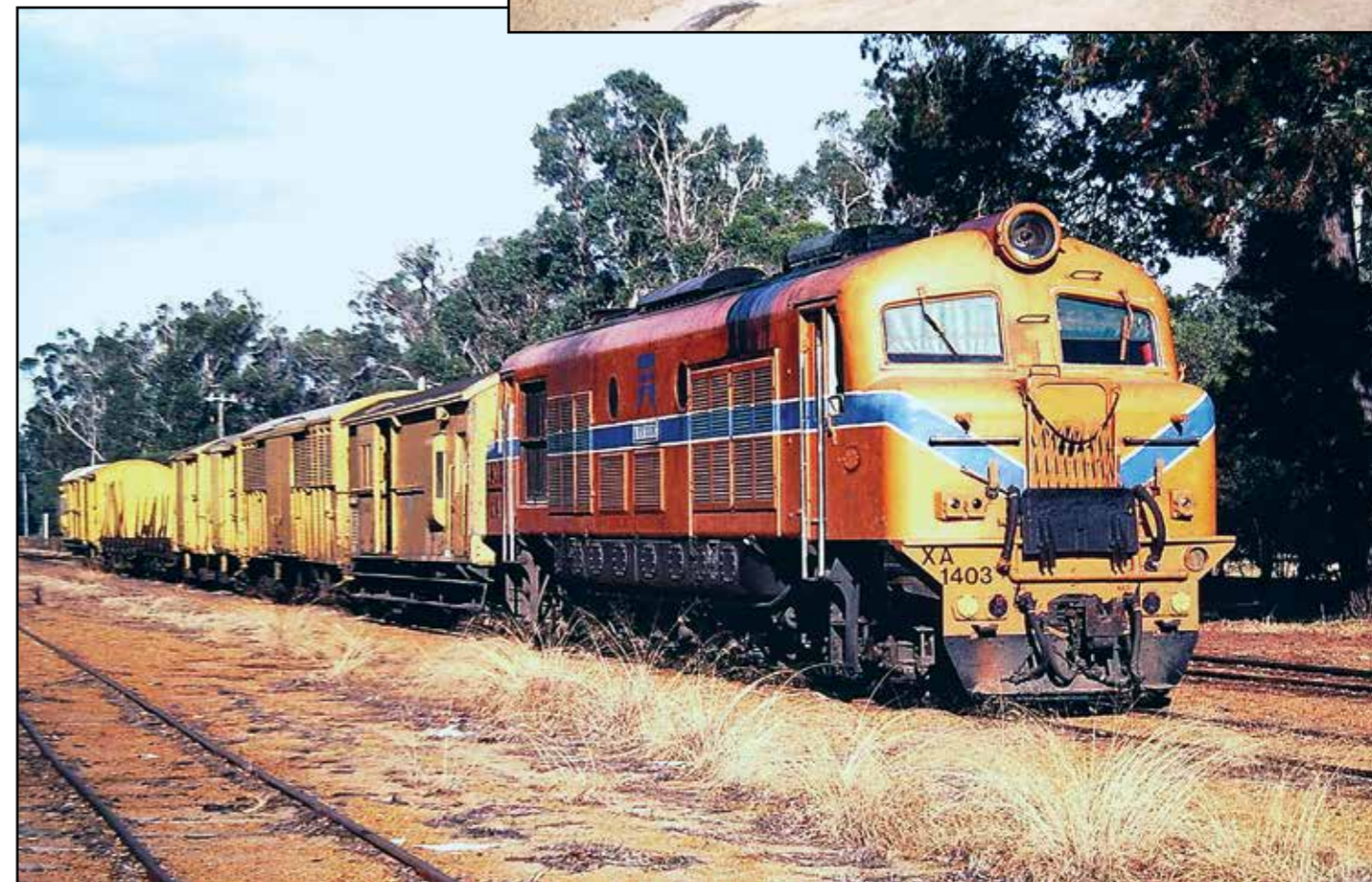
Photo by David Whiteford

Right: With its paint scheme quite faded, XA1407 loads grain wagons at Yarding on Wednesday 30 June 1982. XA1407 was withdrawn during the following year, and never wore the Westrail orange livery.

Photo by Phil Melling

Below: Pausing at Wonnerup during May 1983, XA1403 works a short goods train. Wonnerup was the junction of the Nannup branch with the Boyanup - Busselton railway.

Photo by Neville Watson





Above: XA1416 and XA1406 power a goods train near Yelbeni, on the Wyalkatchem - West Merredin loop, on Friday 20 May 1983.

Below: XA1411 sits on the back platform at Claremont after arriving with a Royal Show extra passenger train on Monday 3 October 1983, with X1005 now at the other end ready to take the train back towards Perth. The XA then moved down to a siding to take over the next train that will arrive as shuttles were running between Claremont and Perth and Midland. X1007 and X1021 were also on the trains that day. A number of changes have occurred here since electrification, with this platform now electrified and used for trains to Perth.

Both photos by Phil Melling



denizens of the depot there for a good decade or so after.

The XA class locos managed to upstage the R/RA class English Electrics on the last workings of two of Westrail's narrow gauge country passenger services, the thrice-weekly Mullewa and the weekly Midlander. On 15 December 1972, XA 1402 TARGARI and XA 1405 WARIENGA ran the last northbound Mullewa out of Perth, XA 1416 NILIGARA and XB 1027 MARANGAL drawing the last southbound Midlander out of Geraldton in July 1975.

By then AXMOs on passenger trains were not uncommon, with XA 1416 NILIGARA and XA 1406 UNGARINYIN somewhat overpowering an Australind working on 13 January 1978. Their showcase working in this era was the Albany Progress/Weekender, which was essentially an old style mail train working with a mixed train type consist. Departing Perth station on three nights a week, it conveyed perishable and priority loading in vans at the lead of the train in a similar style to the Geraldton and Mullewa services. AXMOs were de rigueur on this train, with XA 1414 YINDI and XA 1403 WANBIRI on it on 14 May 1973.

In 1978, the XA class participated in the final workings on the Meekatharra line. In the earlier years of this decade, goods

trains had generally been worked by single X class locomotives and the rickety permanent way had survived without too much damage. The XAs tended to work on lines where multi unit working could be utilised, though a couple began to creep up to Meekatharra along with the more typical straight X class. On 7 October 1972, XA 1409 UNAMBAL was solo working No 72 Goods at Yalgoo.

However, as more XAs became available, Westrail began to use multi XA class diesels on the Meekatharra goods trains too. These had a deleterious impact on the branch line's "permanent" way. The rigid wheel base locos clobbered the track to the extent that by 1978, the track required the expenditure of some considerable amount to rehabilitate it. Thus, the stage was set

for the closure at the end of March 1978.

Worked by two XA class locos (1403 WANBIRI and 1405 WARIENGA), the last train at Meekatharra was the sad final curtain call for a once important railway. There are some that suggest that the use of multi locos was a deliberate attempt to damage the track and thus render the line unfit for use. Even in its final days, it was still carrying good tonnages, ammonium nitrate and bulk fuel being significant loadings for Meekatharra and Mount Magnet.

The XAs were deployed on all manner of workings, with menial shunt and trip workings allocated when needed. Daily shunt trains worked out to suburban Subiaco just west of the Perth CBD, with XA 1404 PARDOO rostered on a "Subi" shunter on 25 January 1976.

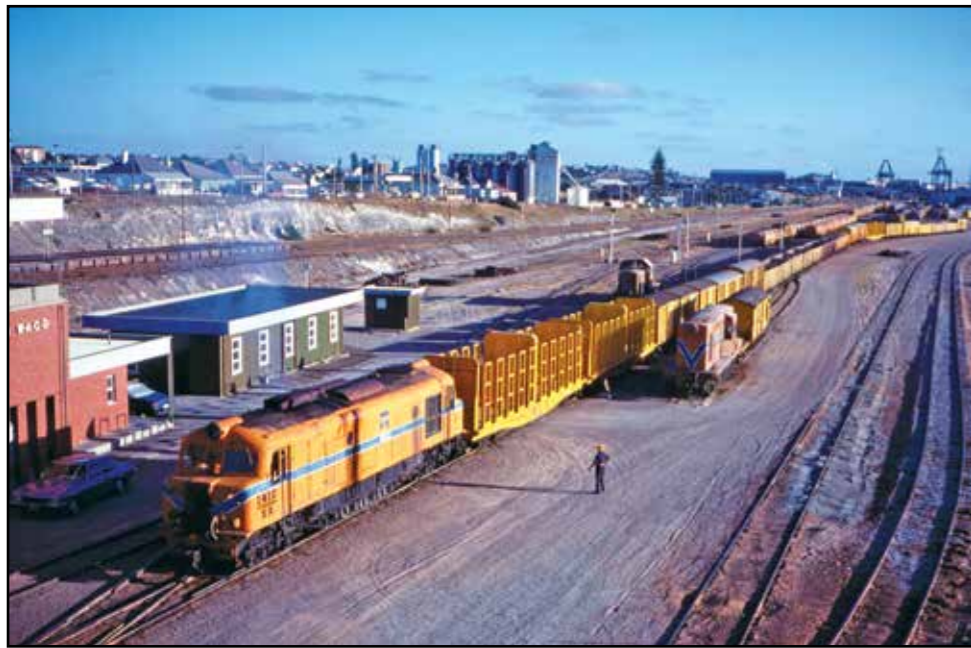
Above: XA1413, the final member of the class to be overhauled, hauls a works train on the Kewdale flyover on Tuesday 14 February 1984.

Photo by Phil Melling

Right: XA1401 and XB1018 approach Wonnerup with timber loading from Nannup on Wednesday 11 April 1984. The branch had only a short period left of operation, services being suspended on safety grounds.

Photo by Mark Hardacre





Left: Leighton yard near Fremantle no longer sees goods traffic, but hangs on by a thread as a stabling point for Transperth Trains track maintenance vehicles. In its more active period, XA1412 prepares to depart for Forrestfield with a goods train on Tuesday 14 February 1984.

Below left: XA1406 and XA1408 sit at York on Sunday 29 April 1984 with a special passenger train run to commemorate thirty years of the X Class locomotives.

Both photos by Phil Melling

Bottom left: XA1415 and XB1018 pound through Bibilup, a little out of Nannup, with timber loading during May 1984.

Photo by Neville Watson

The 1980s Fast Fading Glory

As the 1980s dawned, the remaining fleet of XA class locos was approaching 30 years in traffic, with allocated depots more often than not those in the wheat belt. If you wanted to see XAs at work, West Merredin, Narrogin, Katanning, Lake Grace and Wagin were good places to look, their small loco areas usually adorned by one or two XAs together with their multi capable siblings the XBs. So called "shandy" rosterings of XA/XB units were commonplace along with straight pairings of both classes, but the areas limited to these classes were diminishing as certain important wheat lines were upgraded.

XA 1408 WOLMERI and XB 1017 EWENYOON spent time coupled up as an AXMO in 1985. On 18 September, they were running a train on the Kulin line (disused north of Kulin), while on 14 November 1985, they were out on the stub of the old cross country line west of Wagin going to Bokal, an important district grain bin.

By this time, former cross country lines truncated was somewhat of a common arrangement, with sections no longer maintained to avoid through running and supposedly save money. The Quairading line was one such branch, with services ordinarily not operating between Yoting and Shackleton. Trains serving the bins at Yarding and Shackleton came out from West Merredin and Bruce Rock, the service worked by XA 1410 and XB 1018 INPIRA on 22 January 1982 being a good example, though XA 1402 TARGARI ran to the siding at Kwolyin to convey binned bulk superphosphate on 27 January 1983.

One of the great strongholds for the XA class was the Miling Branch which served a large area of the wheat belt with many significant storages. Prior to the end of 1965, the Toodyay - Clackline section was in use and the branch's junction was at Clackline, Xs being regularly used. With the opening of the Avon Valley deviation, the old line was severed and a new junction for the Miling line was established at West Toodyay.

AXMOs were a regular sight on this branch. Even in 1984, these remarkable machines (often nicknamed "Humming Birds" because of their low diesel drone) were still being deployed on grain and superphosphate trains north of the crew change depot at Calingiri. XA 1410 TENMA worked several services, being notable as one of the last of the class to carry the green livery. XA 1414 YINDI was another to remain in green, as were XA 1407 WIRNGIR and XA 1409 UNAMBAL. These units ended up amongst the first of the XAs to be stored from traffic. Offi-



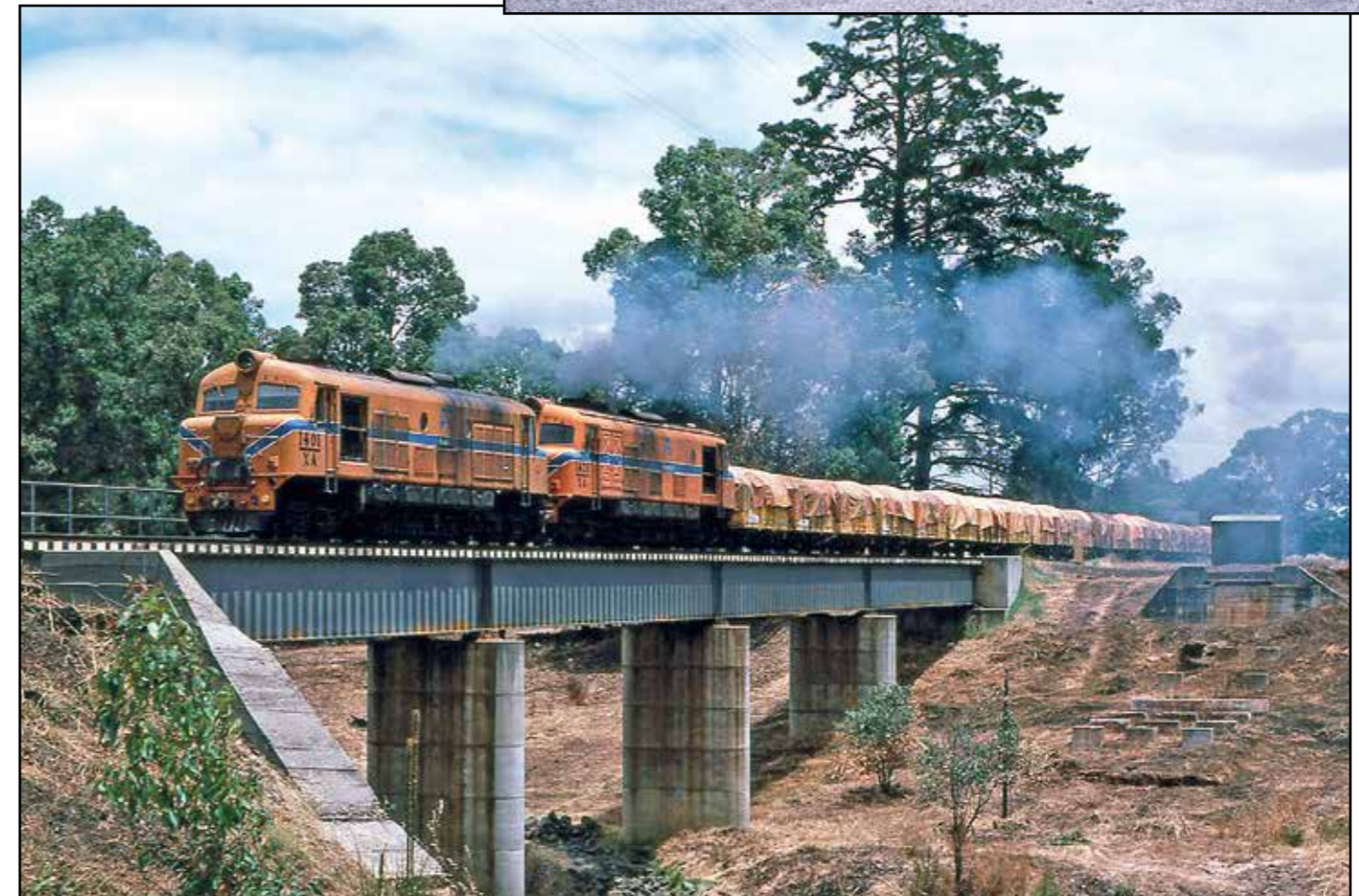
Above right: XA1411 sits at the head of the Australind passenger train at City Station on Friday 20 July 1984. This train was the last of the country narrow gauge locomotive hauled workings run by Westrail.

Right: Shown stabled at Forrestfield locomotive depot on Wednesday 5 September 1984 are XA1411, XA1413 and XB1008. By then, the ranks of the MetroVick units were really thinning.

Both photos by David Hope

Below: XA1401 and XA1413 power a grain train away from Boyanup on Monday 31 December 1984. The grain was loaded at Boyup Brook, and was being conveyed to Bunbury for export.

Photo by Simon Barber





Left: A number of SX and SXV cars were leased from Queensland Railways during 1986. Initially required to handle increased passenger numbers due to the holding of the America's Cup yachting regatta at Fremantle in 1987, they remained in service for Transperth until 1991. Being air braked, only the XA Class units left in service with compatible braking could haul them. XA1402 was one such locomotive, and is seen passing through Stokely on Friday 6 November 1987 with a train for Armadale.

Below left: The final run of the Australind passenger train to Bunbury using locomotive hauled coaches occurred on Saturday 14 November 1987. Westrail approved the running of ARHS assets XA1405 and two carriages on the return workings that day. Crossing the river plains near Roelands, XA1405 and XA1402 roar through on the 7209 southbound working. New railcars took over the service on the following Monday.

Bottom left: XA1401 and C1702 team on a Hotham Valley Tourist Railway special passenger train approaching Capel on Sunday 29 March 1998. Each unit was crewed as the two types could not be multi-coupled. XA1401 at the time wore an all over green colour scheme, similar to the original livery applied to the class. The Capel line was the final remnant of the railway which once connected Boyanup, Busselton and Flinders Bay.

Three photos by Simon Barber



cially, XA 1410 and XA 1409 were written off in 1982, with the other two (XA 1407 and XA 1414) being taken off the books in 1983.

In 1983, the Hyden Branch became available to A class locos and others, as Westrail invested in track upgrading to increase axle loads. However, that year saw the AXMOs still running the Newdegate, Kulin, Quairading, Nyabing and Gnowangerup branches, though the GMs were making inroads.

Bunbury was also a good depot to see the XAs and XBs (as well as the so called "straight" Xs). Three branch lines were generally worked by the class in 1981. Conveying sawn timber from Bunnings sawmill at Nannup, the thrice-weekly Nannup Goods was usually an X job, as was the Northcliffe Goods which ran on Monday and Thursday beyond Pemberton. Equally scenic was the wonderful cross country Donnybrook - Katanning line via Boyup Brook, it being usual to work Xs on it, either as single units or as multis in the once heavy superphosphate season. An example was the eastbound superphosphate train worked by XA 1408 WOLMERI and XB 1020 JARGURDI chased by Neville Watson through Narlingup in 1985. In later years, due to track damage from flooding, it became normal to work this nominal cross-country line from both ends.

Kojonup was served by a train from Katanning, while Boyup Brook, and the remaining length as far as Muradup, were worked by trains from Bunbury. Multi units periodically ran these, though it was not unknown for straight XAs to work goods trains on their own. Thus, on 8 July 1983, XA 1403 WANBIRI was at Nannup on the three day a week goods train catering for timber.

These wonderful rural meanderings were living on borrowed time though. In 1984, the Nannup Goods began to see multi-unit workings and as a result derailments, as the fixed wheel based locos banged about on the light



Right: AB1534 departs Midland on Tuesday 11 November 2008 with XA1405 and three carriages in tow, all bound for the Rail Transport museum at Bas-sendean. No XA Class unit has since run over the Transperth network.

Below right: XA1402 is now owned by Rail Heritage WA, and is seen sitting at the Rail Transport museum on Sunday 11 October 2009.

Both photos by Simon Barber



track. When XA 1403 WANBIRI and XB 1018 INPIRRA in multi derailed south of Cambray near the one-time site of Dellerton on the Nannup Goods in May 1984, Westrail used it as an excuse to close the branch. For those who remembered the lead up to the Meekatharra closure six years before, it seemed there were common threads involving increasing the potential for track damage. As for Boyup Brook, its days were also numbered, the last trains at the Kojonup end running in 1982.

Ironically, the XAs ended their days close to the state capital working passenger trains, an unlikely scenario when they were introduced. With the commencement of the America's Cup defence in Fremantle in 1987, the XAs were being used running passenger trains, more often than not coupled up to the so called "Queensland sets", ex SX type stainless steel coach sets sold by QR. It was a high profile way for the class to make its swansong!

Imagine if you will, the surprise for a Queenslander like me to ride in a stainless steel car set of the type that I had ridden in as a school kid in Brisbane, behind an XA class loco on a Perth suburban train. The only real difference was the submarine drone of the motive power and the huge cloud of oily white smoke entering the car through opened windows! On Thursday 29 January 1987, two of the class (XA 1402 and XA 1406) were on subbies, with 1402 and 1403 working passenger trains off the Midland line the day after.

Generally in Perth in February 1987 when I was visiting, XA 1402 TARGARI, XA 1403 WANBIRI, XA 1405 WARIENGA, XA 1406 UNGARINYIN and XA 1413 YABAROO were being used on "silver set subbies", but they were still working out bush too. On 3 February 1987, my friend David Whiteford and I chased a multi pair comprising XA 1405 WARIENGA and XA 1411 WEEDOOKARRI on the Quairading branch going out to Pantapin to collect a long rake of wagons stored on the main line beyond, while on 9 February 1987, I was delighted to be at Wyalkatchem and see a goods train of four wheelers from Merredin come in behind the class leader XA 1401 PEDONG. The last XA I saw in traffic ended up being the class leader.



Those £60,000 locos had reached their life's end, and you could argue that despite a range of glitches, WA got its money's worth out of them and more. Commissioner Wayne had achieved what he had set out to do; to make the Xs work.

Initially several were preserved, but time has not been kind. XA 1405 WARIENGA reposed at Narrogin for some time, bereft, and the last time I saw it in 2010 it looked pretty paint faded and sad, now well over 50 years old. Nominally, five of the class linger in existence (1401, 1402, 1405, 1411 and 1415) but time has not been kind to fifty-year old locos.

Thanks

A number of people helped greatly, directly or indirectly, and their names should be recognised for this. Jeff Austin has assisted greatly with historical details, as has David Whiteford, Phil Melling, Charlie de Bruin, Neville Watson and Simon Barber. How can I also not note the abundant assistance of Bernie Morris of Kalgoorlie, who drove the Xs in their earlier years on the Leonora and Esperance lines, as well as along the old narrow gauge EGR.

Loco	Name	In Service	Withdrawn
XA 1401	Pedong	30/09/55	19/03/87
XA 1402	Targari	17/10/55	8/05/88
XA 1403	Wanbiri	8/11/55	8/05/88
XA 1404	Pardoo	11/11/55	17/09/85
XA 1405	Warienga	9/12/55	19/03/87
XA 1406	Ungarinyin	22/11/55	19/03/87
XA 1407	Wirngir	9/12/55	25/02/83
XA 1408	Wolmeri	21/01/56	1/07/86

Loco	Name	In Service	Withdrawn
XA 1409	Unambal	9/2/56	9/12/82
XA 1410	Tenma	6/3/56	9/11/82
XA 1411	Weedookarri	29/3/56	8/5/88
XA 1412	Noala	14/5/56	2/4/85
XA 1413	Yabaroo	13/6/56	8/5/88
XA 1414	Yindi	28/6/56	25/2/83
XA 1415	Wurara	12/7/56	8/5/88
XA 1416	Niligara	16/7/56	29/6/84

Australian Locomotive Expatriates



Compiled by Tony Burgess

Introduction

This listing has been put together over the years by compiler Tony Burgess and comprises all locomotives that saw out their initial career in Australia, before being exported for, in most cases, a second lease on life. New locomotives manufactured in Australia for an overseas customer, or those rebuilt in Australia for an overseas customer, are not included.

While Queensland Railways (later QR National and now Aurizon) has been one of the largest exporters of surplus motive power in Australia, their original method of disposal was to reduce locomotives down to wagon loads to be railed from Redbank to Doomben for collection by scrap merchants. This all changed in the mid 1980's due to the Main Line Electrification project, which resulted in a large influx of new electric locomotives and redundant first-generation diesels of equally large quantities. A project was established to look at potential markets for the many operable diesels, which ranged in age and capability. Understandably, the newer ones were of greater interest, with Tasrail purchasing the 16 members of the 2350 / 2370 class in 1986. The \$1.8 million deal priced the locomotives based on their time since last overhaul. Tasrail subsequently obtained all 45 members of the 1300 class in 1988, although this was in excess of their operational needs as only 33 were ever used in Tasmania. The 1270 class appeared to be the next prospect, interest being shown from Brazil for their use on metre gauge. 1291 returned to service in mid-1989 for local demonstration trials. It then spent two months at GEC

Rocklea under evaluation for conversion to metre gauge. In September 1989, it returned to Redbank, the sale having fallen through. Older members of the 1150, 1170, 1250, 1400 and 1450 classes were of no interest to prospective buyers, most being scrapped at Redbank between December 1989 and January 1992, along with the 1270 class. This involved creation of a 'neutral' location on a corner of the workshops site, where locomotives could be cut up by scrap contractors without the expense of a road journey off-site. A specialised 'Consulting Services' area was established by QR in the early nineties to handle overseas requests for QR technical expertise and surplus rolling-stock. Between 1990 and 1995, all sales were of the DH shunting type, other than two 1460 class sold to industrial user ISCOR in South Africa. The latter turned out to be a one-off purchase, and with no prospects for other sales, 16 stored members of this class were scrapped at Redbank in 1993. During this time, many enquiries were received, but few actually resulted in a sale. Countries included Bangladesh, Iran, Indonesia, Columbia, Argentina, South Africa and Zimbabwe. Finance and transport costs were big factors, particularly with developing nations that were frequent enquirers. Some that did eventuate, like the sale of 13 DH locos to Vietnam, were also difficult to arrange finance for. DH class were also disposed in large numbers for domestic use, mainly to the sugar industry.

The next major initiative was the signing of an agreement between QR and New Zealand Rail at the AusRail convention in August 1995, giving them first option

Above: From the coal mines of Queensland to the gold mines of South Africa. Retaining its original number and prior to receiving full ARTS livery, plain blue former QR 2601 works a train of empties along the Gold One Doornkop Branch, Randfontein in the West Rand, Gauteng, South Africa, on Tuesday 17 September 2013.

Photo by Eugene Armer

on any surplus QR GM-based diesels. The first eight 1460/1502 class were obtained in the same year, followed by 17 more in 1997. The only other sale prospect under the ten-year agreement related to the 1700 class in 2001, but this did not proceed. Chile became the alternative market for the QR GM diesels, commencing with a \$3.2 million 'value-add' sale in 2001 for ten 2100 class, all repaired, converted to metre gauge and painted in primer. Subsequent sales in 2005 and 2010, totalling 16 locomotives, were largely 1502 class in 'as is' condition, many without engines. Surplus English Electric diesels were of lesser interest, the sale of eight 1620 class to John Holland for project work in the Philippines in 1995-96 and another to a cement factory in Malaysia in 1998 being the only overseas revenue gained.

Following the split of QR in 2010 into passenger and freight arms, a different approach was taken to the disposal of surplus locomotives. Consulting Services (later called iQR) was long gone, with Project Management areas handling initial enquiries which resulted in four 2150 class being sold to TasRail in 2011, and a large shipment of 39 locos heading to Apex Industrial of South Africa in 2012. With an open-access regime now a reality, more care was taken in an attempt to pre-



Above: Former Aurizon 2250 Class 2258 is loaded onto the vessel BBC Ohio at Brisbane on Friday 19 September 2014, bound for Durban, South Africa.

Photo by IPL

vent use of the locos by local competitors. This included a focus on overseas sales, and a restriction on the resale of any locomotive to an Australian buyer within the first two years following removal. QR had been previously alarmed when Pacific National commenced operations in Queensland in 2004 with three ex QR 1300 class that had been sold to Tasmania and subsequently resold to Morrison Knudsen Australia for rebuilding.

QR National's Supply Division took over the lead role in complete locomotive disposals in late 2012, the area previously only involved in small asset disposals and scrap sales. A further 20 loco sale was made to Apex in 2013, while Transnet in South Africa purchased 34 2170 and 2250 class diesels in 2014. The scope of disposals also widened to cover the Australia-wide fleet of the company (now named Aurizon) including 23 from WA

which were brokered by Apex for African buyers in early 2015. Chile was back in the market for diesels in 2016, purchasing 12 2170 class from Access Recycling via Pickles Auctions for use by Ferronor. With more locomotives being withdrawn in various parts of Aurizon's operation due to efficiency improvements, no doubt more overseas sales will come. However, some markets of the past are now limited, South Africa being a good example with their domestic fleet redundancy likely to satisfy future local demand instead of the more expensive overseas procurement option.

Further possible exports:

Heritage Traction Services:

In late 2015, TasRail sold the following locomotives to Heritage Traction Services, United Kingdom: 2100, 2101, 2110, 2111,

2112, 2113, 2114, 2131, 2132, 2133, 2134, 2137 and 2138. (Of these, 2131, 2132, 2133 and 2134 had previously been exported as the MKA class to Malaysia - see under QR 1300 Class). By May 2016, however, the sale had fallen through. Expressions of Interest were re-issued in August 2016, and also included the sale of 2020, 2021, 2051, 2052, 2053 and 2054.

Apex International:

The following Aurizon locomotives have been purchased by Apex International and moved to storage at Lytton, Brisbane, from Redbank, during February 2016. These are: 1741D, 1749, 2116D, 2197F & 2486H.

Shipping

The following shipments in the table below have departed Australian shores since 1995:

September 1995; 8 locomotives, purchased by Tranz Rail from QR were loaded in Brisbane, 8 September and arrived Wellington 12 September.

May 1997; 15 locomotives purchased by Tranz Rail from QR, were despatched aboard the inter-island rail ferry "GMV Aratika"; which had been in Brisbane for overhaul and repaint; sailing to Wellington, arriving 27 May. The last 2 locomotives arrived in Wellington by conventional ship at the end of June 1997.

February 1998; 10 locomotives from WA were loaded on the vessel "MV Edisongraph" on 19 & 20 February at Fremantle, WA sailing to Wellington, New Zealand. [See report MP 1]

September 2001; 10 locomotives from QR loaded at Brisbane, 17-18 September 2001, and shipped to Santiago, Chile arriving on 9 October 2001 [See article MP 19]

July 2005; loaded at Hamilton Wharf, Brisbane, 26 July 2005, on the vessel "Passet" and shipped to Chile. [See MP 40, page 26].

November 2010, loaded at Brisbane, 14 November 2010, and shipped to Chile. [See photo MP 72, page 21]

May 2012; shipment handled by Trans Pacific Projects Pty Ltd, loaded at Brisbane, 22-27 May 2012, on the vessel "Clipper Amber" and shipped to Durban, South Africa. [See article MP 82]

August 2013; loaded at Brisbane, 19-21 August 2013, on the vessel "BBC Caroline", departed 22 August to Durban, South Africa. [See article MP 89] This shipment included ex QR / KiwiRail DQ6324 and DQ6376 which had been sold to NREC.

September 2014; Transnet Freight Rail purchased 2170 Class and Transnet Engineering purchased 2250 Class; loaded on vessel "BBC Ohio" at Brisbane 19 September; arriving at Durban 15 October. [See News item MP 96].

January 2015; loaded at Port Hedland, WA, 12 January 2015, on the vessel "Tramper", arrived Norfolk, VA, USA 21 February 2015; railed to Muncie, IN, USA

January 2015; loaded at Fremantle, WA, on the vessel "Fairlift" departed 10 January, arrived Durban 26 January 2015 [See MP97]

July 2015; loaded at Brisbane, on the vessel "MV Antje", departed 21 July 2015, arrived Richards Bay, South Africa 24 August 2015 [See MP 101 page 75].

June 2016; loaded at Brisbane, on vessel "BBC Asia", departed 1 June 2016; unloaded Puerto Angamos, Chile, South America 12 Aug 2016 [See MP 106].



Left: Now operated by Rumo Logística after merger with ALL, one of two of the former Hammersley Iron Goninan-built C36-7's still in service, 9380 (former HI 5057), leads a northbound freight through Sao Carlos, Brazil on Sunday 15 August 2010 while under the ALL banner.

Photo by Lucas MR

Below left: Bracketed between 5,000hp MK50-3's 5003 and 5005, the latter in fresh GWI livery, former Hammersley Iron SD50S 6061 and former AT&SF SD45-2u 5356 provide the mid-train help for a westbound loaded coal train as they climb through the Price River canyon at Kyune to Soldier Summit, UT, USA on Tuesday 12 April 2005. 6061 is currently stored out of use at Martin, UT due to a general downturn in coal traffic.

Photo by Simon Barber

Bottom left: Later to receive the superb dark green and yellow Rovos Rail livery, DD2359 (now 2359) heads a Rovos Rail luxury train through Rayton, Gauteng, South Africa, on Sunday 29 November 2015 while crossing a Friends of the Rail steam special. DD2359 was originally QR 2109D.

Photo by Nathan Berelowitz



Electric Locomotives:

Aurizon found little interest in its surplus first-generation electric locos, the first four 3100 class being the only ones to be exported, for use in Africa. Three of these ended up in the Congo on a short-term lease. The relative rarity of 25 Kv AC electrification was a major factor in lack of resale prospects.

The Listing

The tables that follow list exported locomotives in alphabetical order of original operator/owner. Each Class is headed by basic specifications, including Class number, Manufacturer, Model number, Wheel arrangement, Engine type and power. The table is made up of the following columns:

First Column: Original number - this is the number originally carried in service;

Second Column: Later number - this is either the current number as carried, if known, or the last number carried before export;

Third Column: Date of Export - date departed Australia;

Fourth Column: Owners Renumbered/Repainted - this details changes in Owner or Operator, numbering, livery and location, as applicable;

Fifth Column: Status - current location and disposition, if known.



Above: Still retaining its original number, former QR 1720 Class 1773 attaches to its loading at the Harmony Gold Nyala Shaft at Welkom, Free State, South Africa on Saturday 7 June 2014.

Photo by Eugene Armer

Below: Two former QR 2100 Class, 2104A, now FCAB 2003, and 2118D, now FCAB 2010, book-end former Columbian GR12 rebuild 2405 on a train of copper concentrates heading for the port, at Desperado loop, Chile, on Friday 24 April 2009. The difference in loading gauge between the Australian and Columbian locomotives is readily apparent.

Photo by Ian A Dunn



Abbreviations / Organisations:

ACC	Aluminium Company of Guinea, Fria, Guinea, now part of Russian RUSAL Company.
ALL	America Latina Logistica, Brazil, now RUMO
ANR	Australian National Railways
Apex	Apex Industrial (Shipping and Handling Agent)
APM	Associated Pan Malaysia Cement Sdn. Bhd. / Le Farge Cement Sdn. Bhd.
ARG	Australian Railroad Group
ARTS	African Rail & Traction Services (Pty) Ltd. Locomotive leaser adjacent to Grindrod, Pretoria, South Africa
ASR	Australia Southern Railroad
Aurizon	QR National operations rebranded from December 2012.
BHPBIO	BHP Billiton Iron Ore operations in the Pilbara region of Western Australia
CFCLA	Chicago Freight Car Leasing Australia
CMP	Compañía Minera del Pacifico S.A., mining arm of Chilean iron ore and steel group CAP S.A.
EMRAIL	EMRAIL, Sdn. Bhd. Malaysia; Infrastructure construction company
FCAB	Ferrocarril de Antofagasta a Bolivia; operating in Bolivia and Chile
FNB	Ferronorte Brazil; 1999 to 2006, merged with America Latina Logistica, Brazil
Grindrod	(see RRL Grindrod). Locomotive builder/leaser Pretoria, South Africa
HI	Hammersley Iron, Pilbara iron ore operations, WA
Interail	Interail, Casino, NSW part of QR National from 2004/5
ISCOR	- South African Iron & Steel Industrial Corporation Ltd, later ISCOR Ltd, then ISPAT-ISCOR Ltd from 2004. Mittal Steel South Africa Ltd from 2005. Now ArcelorMittal South Africa after merger with Arcelor, 2006.
KTM	Keretapi Tanah Melayu Berhad – Malaysian Railways Ltd
MKA	Morrison Knudsen Australia, Whyalla, South Australia, sold to NRE.
MRS	Malha Regional Sudeste Logistica S.A., Rio de Janeiro, Brazil
NRE	National Railway Equipment Company, Mount Vernon, Illinois, U.S.A.
NSWGR	New South Wales Government Railways; Public Transport Commission October 1972; to State Rail Authority July 1980; to FreightCorp July 1996; to Pacific National June 2002
NZR	New Zealand Railways, to New Zealand Railways Group in 1982; to Tranz Rail in 1995, to Toll Rail July 2004 and now Kiwi Rail in May 2008
PN	Pacific National
PR	Progress Rail, Muncie, Indiana, USA
QR	Queensland Rail
QRN	Queensland Rail National
Rovos	Rovos Rail, luxury train tourist operator, Capital Park, Pretoria, South Africa
RRL	- RRL Grindrod Locomotives (PTY) Ltd, changed to Grindrod locomotives in 2015. Locomotive builder/leaser Pretoria, South Africa
RTS	Rail Technical Services, Islington Workshops, Adelaide, South Australia and South Dynon, Melbourne, VIC; took over the assets from NREC Alco at Whyalla, South Australia.
SAFLog	SAFreight Logistics (Pty) Ltd. Small locomotive leaser, Modderfontein, Gauteng, South Africa.
SEFICS	Chemical Industries Of Senegal
SNCC	Societe Nationale des Chemins de fer du Congo – Congo railways.
TGR	Tasmanian Government Railways; then Tasmanian Transport Commission in 1975; AN Tasrail in 1978; ATN in November 1997; PN TasRail in February 2004
Transnet	Transnet Freight Rail & Transnet Engineering, South African rail company, Johannesburg, South Africa
Tranz Rail	(see NZR)
Vietnam	Vietnam Railways [1000 mm gauge]
WAGR	Western Australian Government Railways, renamed Westrail Sept. 1975; to Australian Railroad Group Dec. 2000, to QR National in June 2006, then Aurizon in Dec.2012.

BHPBIO Pilbara operations, WA				
SD70ACe class: EMD, Model SD70ACe/LC; CoCo; EMD 710G3C-T2, 3200kw				
4301 to 4313	n/a	Jan-15	BHPBIO [2005]/Traded in to Progress Rail, Muncie, Indiana, USA [2015]	Stored PR, Muncie
BHP Whyalla, South Australia				
DE class: Clyde; Model G12B; BoBo; EMD 567C, 980kw				
DE05	1251	Jan-15	ASR[1999]/ARG renumbered 1251[2003] to WA[1/2004] /Aurizon[2012]/Apex[2014]	Stored ARTS, Pretoria, South Africa to be overhauled
Commonwealth Railways				
NJ class: Clyde, Model JL-22C; Co Co; EMD 645E, 1120kw				
NJ2	1602	Jan-15	ANR[6/1975]/ASR[8/1997]/ARG[12/2000]/QRN[7/2006]/Aurizon[2012]/ Apex[2014]	Stored ARTS, Pretoria, South Africa to be overhauled
NJ6	1606	Jan-15	ANR[6/1975]/ASR[8/1997]/ARG[12/2000]/QRN[7/2006]/Aurizon[2012]/ Apex[2014]	Stored ARTS, Pretoria, South Africa to be overhauled
Hammersley Iron, Pilbara, WA				
C36-7 class: Goninan, Model C36-7; Co Co; GE 7FDL, 2910kw				
5057	9380	1998	NRE/FNB[bg][2004]renumbered 9380/ leased to Fiagril Participacoes[2005]/ALL[2006]/Rumo[2014]	In service
5058	3749-7	1998	NRE/FNB[bg][2004]renumbered 9381/ leased to Fiagril Participacoes[2005]/MRS Logistics [2007]renumbered 3749-7	In service
5059	59	1998	Minnesota Commercial [2001]; renumbered & repainted	Last reported in service late 2012, retired & stored Silvis, IL, USA
SD50S class: Clyde, Model SD50S; Co Co; EMD 645F3, 2910kw				
6060	n/a	1998	NRE/Utah Railway [2001]/UR livery, then GWI livery	Stored Martin, UT mid-2016
6061	n/a	1998	NRE/Utah Railway [2001]/UR livery	Stored Martin, UT mid-2016
6062	n/a	1998	NRE/Utah Railway [2001]/UR livery	In service.
6063	n/a	1998	NRE/Utah Railway [2001]/UR livery	In service.
6064	n/a	1998	NRE/Utah Railway [2001]/UR livery, then GWI livery 10/2008	In service.
NSWGR, New South Wales				
79 class: GE, USA, Model 44 ton; Bo Bo; Cat. D17000, 260kw				
7920	9401	1975	Christmas Island	Out of use 12/1987, subsequently scrapped
7923	9402	1975	Christmas Island	Out of use 12/1987, subsequently scrapped
422 class: Clyde, Model J-26C; Co Co; EMD 645E, 1490kw				
42205	2201	Jan-15	Freightcorp/ASR[2000]/Aurizon[2012]/Apex[2014]/ Stored Bidfreight Port, Durban, South Africa	Scrapped 12/2015
42211	n/a	Jan-15	Freightcorp/ASR[2000]/Aurizon[2012]/Apex[2014]/ Stored Bidfreight Port, Durban, South Africa	Scrapped 12/2015
42214	2203	Jan-15	Freightcorp/ASR[2000]/Aurizon[2012]/Apex[2014]/ Stored Bidfreight Port, Durban, South Africa	Scrapped 12/2015
42218	DC2215	Jan-15	Freightcorp/ASR[2000]/Aurizon[2012]/Apex[2014]/ Stored Bidfreight Port, Durban, South Africa	Scrapped 12/2015



Above left: ALL 9380, former Hammersley Iron C36-7 5057, stands at Sao Carlos, Brazil, on Saturday 12 November 2011.



Above right: In the smart Utah Railway livery, former Hammersley Iron SD50S 6062 awaits its next duty at the Utah Railways Martin depot, near Helper, UT, USA on Tuesday 12 April 2005. Other class members have subsequently been repainted in the familiar Genesee and Wyoming orange and black livery, the railway having previously been sold to GWI in 2000. 6062 continues in service today.

Photo by Simon Barber

QR, Queensland				
1300 class, English Electric, Co Co, EE 12CSVT, 1340kw				
1315	CC2027	Jul-05	TGR[1988]/renumber ZC16C/2142[7/1998]/CFCLA/Leisure Rail[2001]/NREC[8/2004]/ex Tasmania to o/h RTS[12/2004]/CFCLA[12/2004]/sold to SEFICS Chemicals, Senegal [7/2005] repainted orange & renumbered CC2027, in Melbourne, arr Senegal [9/2005]	No recent reports
1316	CC2028	Jul-05	TGR[1988]/renumber ZC17L/2143[7/1998]/CFCLA/Leisure Rail[2001]/NREC[8/2004]/ex Tasmania to o/h RTS[12/2004]/CFCLA[12/2004]/sold to SEFICS Chemicals, Senegal [7/2005] repainted orange & renumbered CC2028, in Melbourne, arr Senegal [9/2005]	No recent reports
1320	MKA4/2134	Feb-95	TGR[1988] ZC21L/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA4/KTM [1000mm gauge] [leased 1995-2001]/PN[2004], repainted & renumbered 2134, withdrawn 7/2014.	Sold to Heritage Traction Rail Services, UK 11/2015, but sale fell through, for retender
1321	CC2026	Apr-02	TGR[1988]renumber ZC22C/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA6/SEFICS Chemicals, Senegal [2002], repainted mainly white & renumbered CC2026, Whyalla to Port Pire ship [4/2002]	No recent reports
1325	MKA3/2133	Feb-95	TGR[1988]renumber ZC26K/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA3/KTM [1000mm gauge] [leased 1995-2001]/PN[2004], repainted & renumbered 2133, withdrawn 7/2014.	Sold to Heritage Traction Rail Services, UK 11/2015, but sale fell through, for retender
1329	MKA2/2132	Feb-95	TGR[1988]allocated ZC30Y/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA2/KTM [1000mm gauge] [leased 1995-2001]/PN[2004], repainted & renumbered 2132, withdrawn 7/2014.	Sold to Heritage Traction Rail Services, UK 11/2015, but sale fell through, for retender
1332	MKA1/2131	Feb-95	TGR[1988] allocated ZC33Y/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA1/KTM [1000mm gauge][leased 1995-2001]/PN[2004], repainted & renumbered 2131, withdrawn 7/2014.	Sold to Heritage Traction Rail Services, UK 11/2015, but sale fell through, for retender
1340	CC2025	Apr-02	TGR[1988] renumber ZC41E/MKA[1994]; rebuilt model MKA2000C, repainted & renumbered MKA5/SEFICS Chemicals, Senegal [2002], repainted mainly white & renumbered CC2025, Whyalla to Port Pire ship [4/2002]	No recent reports
NOTE: 1326/1330 to Tasmania ZC27T/ZC31T; rebuilt model MKA2000C as MKA7 and MKA8; but NOT exported; then PN 2137/2138.				
1460 class: Clyde, Model G12C; Co Co; EMD 567C, 980kw				
1460	22-01	Jun-97	Tranz Rail[1997] rebuilt, renumbered 6382 & repainted [5/1998]/Toll Rail[2004]/Kiwi Rail[2008]; withdrawn [3/2012] /RRLGrindrod[6/2013] Renumbered 22-01 & repainted red	Used by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.
1462	2027	May-97	Tranz Rail[1997] modified, renumbered 2027 and repainted [10/1997] withdrawn [9/2005] /NREC[2005]	Stored NRE, Mt. Vernon, USA
1465	2006	May-97	Tranz Rail[1997] rebuilt, renumbered 2006 & repainted; to Tasmania [1999]	TasRail in service
1466	2010	May-97	Tranz Rail[1997] rebuilt, renumbered 2010 & repainted; to Tasmania[9/1999].	TasRail in service
1467	BG15-02	Sep-95	Tranz Rail[1995] / rebuilt, renumbered 6376 & repainted [5/1998]/Toll Rail[2004]/Kiwi Rail[2008] withdrawn [6/2011]/NREC[2013] : rebuilt, repainted & repainted /RRLGrindrod[7/2013], repainted red. Renumbered BG15-02 [7/2015]. Shipped New Zealand to Brisbane in transit to South Africa	Noted in Welkom (South Africa) on gold ore haulage contract Sept 2016.
1468	2005	Sep-95	Tranz Rail[1995] rebuilt & renumbered 6330 [12/1997] withdrawn [10/1998]; repainted & renumbered 2005 to Tasmania[12/1998]	TasRail in service
1472	2008	Sep-95	Tranz Rail[1995] rebuilt, renumbered 6353 & repainted in service [3/1998] withdrawn [12/1998] renumbered 2008 & repainted; to Tasmania [1999]	TasRail in service
1473	BG15-01	Sep-95	Tranz Rail[1995] rebuilt, renumbered 6324 & repainted in service [9/1997] /Toll Rail[2004] repainted Toll Rail [2/2005]/Kiwi Rail[2008] withdrawn [12/2012]/ ex NZ 5/2013/NREC[7/2013]; renumbered & repainted/RRLGrindrod[7/2013], repainted red. Renumbered BG15-01. Shipped New Zealand to Brisbane in transit to South Africa	Based at Transnet's Saaivater Yard (near Witbank) South Africa and work a new rapid loading loop to the nearby Glencore Goedgedvonden Coal Mine
1475	2056	May-97	Tranz Rail[1997] / modified, renumbered 2056 & repainted, in service [9/1997]; withdrawn [10/1998] / Tasmania[12/1998]. Withdrawn 8/2005	Scrapped 8/2012
1477	2062	May-97	Tranz Rail[1997] / modified, renumbered 2062 & repainted, in service [10/1997]; withdrawn [10/1998] /Tasmania[12/1998]. Withdrawn 11/2009.	Scrapped 8/2012
1481	22-02	Sep-95	Tranz Rail[1995] rebuilt, renumbered 6347 & repainted in service [2/1998] /Toll Rail[2004]/Kiwi Rail[2008]; withdrawn [5/2012] / RRLGrindrod [9/2013]. Renumbered 22-02 & repainted red.	Used by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.
1484	12	Sep-90	Global Group for ISCOR. South Africa; repainted light green renumbered 666-50/transferred to Newcastle [2000] renumbered 12, repainted cream with orange band/latest livery believed to be Grey and Orange corporate colours.	In service ArcelorMittal Steel, Newcastle, Kwa-Zulu, Natal
1485	2007	Sep-95	Tranz Rail[1995] / allocated 6399; rebuilt, renumbered 2007 & repainted; to Tasmania[2/1999]	TasRail in service
1488	2079	May-97	Tranz Rail[1997] / modified, renumbered 2079 & repainted, in service [11/1997] /Toll Rail[2004] withdrawn [9/2005] /NRE[11/2005]	Stored NRE, Mt. Vernon, USA



Top left: Beginning their long journey to Senegal, on Africa's West Coast, CC2027 and CC2028 are loaded into trailers at Creek Sidings, South Dynon, on Wednesday 6 July 2005, having been rebuilt by nearby RTSG from former Tasrail 2142 and 2143 respectively. Prior to that they were Tasrail ZC16C and ZC17L and originally QR 1300 Class 1315 and 1316.

Photo by Chris Nuthall

Top right: MKA3 heads a passenger service through Kuala Lumpur when on lease to KTM in April 1996. MKA3 was rebuilt from former QR 1300 Class 1325 and became PN Tasrail 2133 after repatriation.

Photo by Trevor Smith

Middle left: Rebuilt Tranz Rail 6347 (former 1481) and 6330 (1468) rest at Wellington locomotive depot, NZ, on Wednesday 4 March 1998. 6347 is now running as 22-02 in Mozambique, while 6330 was repainted into Tasrail livery and became DQ2005 and is still in service in Tasmania.

Photo by Ray Randle

Middle right: After repaint and renumbering from Tranz Rail 6330, Tasrail DQ Class 2005 glistens in the sun in ex-works condition at the Hutt Workshops, Wellington, NZ on Monday 16 November 1998, prior to shipment to Tasmania.

Reid McNaught (Motive Power Collection)

Above left: In rebranded Toll livery, KiwiRail 6324, former 1460 Class 1473, sits at Picton, NZ, on Monday 31 August 2009. This locomotive was shipped to South Africa, via Brisbane in August 2013.

Photo by Lee Baxter

Above right: After repaint and renumbering to Grindrod BG15-01, former 1473/6324 works in Saaivater Yard, South Africa, on Saturday 14 February 2015.

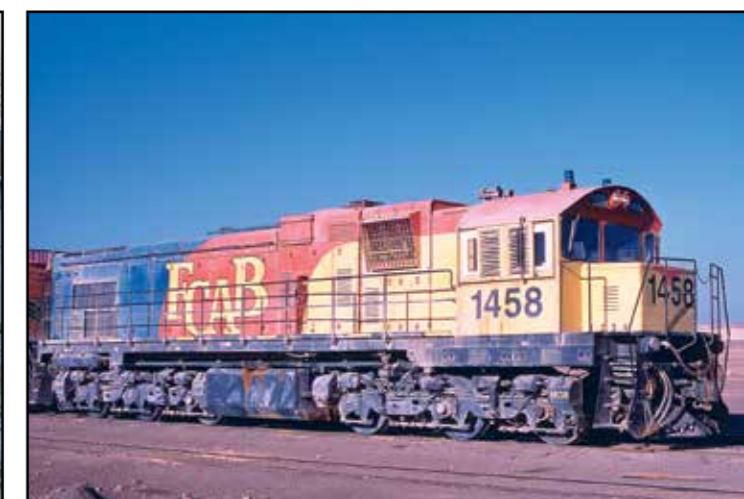
Photo by John Middleton

1460 class: Clyde, Model G12C; Co Co; EMD 567C, 980kw (cont.)

1489	2085	May-97	Tranz Rail[1997]/ modified, renumbered 2085 & repainted, in service [12/1998] /Toll Rail[2004] withdrawn [9/2005]/NRE[11/2005]	Stored NRE, Mt. Vernon, USA
1491	2009	May-97	Tranz Rail[1997] rebuilt, renumbered 2009 & repainted; to Tasmania[9/1999]	TasRail in service
1493	2102	May-97	Tranz Rail[1997]/ modified, renumbered 2102, repainted, in service [11/1997] withdrawn [10/1998] / renumbered & repainted; to Tasmania[12/1998]; Withdrawn 7/2012	Scrapped 8/2012
1494	11	Sep-90	Global Group for ISCOR, South Africa; repainted light green renumbered 666-51/transferred to Newcastle [2000] renumbered 11, repainted cream with orange band/latest livery believed to be Grey and Orange corporate colours.	In service ArcelorMittal Steel, Newcastle, Kwa-Zulu, Natal
1495	2011	May-97	Tranz Rail[1997] rebuilt, renumbered 2011 & repainted; to Tasmania[9/1999]	TasRail in service
1497	2012	May-97	Tranz Rail[1997] rebuilt, renumbered 2012 & repainted; to Tasmania[9/1999]	TasRail in service
1499	n/a	Sep-95	Tranz Rail[1995]/NRE[12/2005] Frame only to NREC, rest scrapped	Frame unknown
1500	5001	May-97	Tranz Rail[1997]/Toll Rail[2004]/NRE[12/2005]/Magadai Soda; renumbered 5001 & repainted	Last reported [2014] n service, Magadi Pan works shunter
1501	CMP9	May-97	Tranz Rail[1997]/Toll Rail[2004]/NRE[12/2005]/CMP, Chile; renumbered CMP.9 & repainted	In service [2015], La Serana to Guayacan [Coquimbo]

1502 class: Clyde, Model G22C; Co Co; EMD 645E, 1120kw

1502	2004	May-97	Tranz Rail[1997]/ modified, renumbered 3032 repainted, in service [12/1997] withdrawn [10/1998] renumbered 2004 & repainted; to Tasmania[12/1998]	TasRail in service
1506	1452	Jul-05	QRN[2005]/FCAB; renumbered 1452 & repainted	In service
1508	2003	Jun-97	Tranz Rail[1997] allocated 6036; rebuilt, renumbered 2003 & repainted; to Tasmania[12/1998]	TasRail in service
1509	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1510	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1511	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1512	1456	Jul-05	QRN[2005]/FCAB; renumbered 1456 & repainted	In service
1513	AD1520	Jan-15	QRN[2005]/to ARG WA [2008] rebuilt & renumbered AC1520 & repainted, then renumbered AD1520 /Aurizon[2012]/Apex[2014]	Stored ARTS, Pretoria, South Africa, for hire
1514	AD1521	Jan-15	QRN[2005]/to ARG WA [2008] rebuilt & renumbered AC1521 & repainted, then renumbered AD1521 / Aurizon[2012]/Apex[2014]	Stored ARTS, Pretoria, South Africa, for hire
1515	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1516	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1517	1454	Jul-05	QRN[2005]/FCAB[2005]; renumbered 1454 & repainted	In service
1519	1457	Jul-05	QRN[2005]/FCAB[2005]; renumbered 1457 & repainted	In service
1521	2001	Sep-95	Tranz Rail[1995] rebuilt & repainted; renumbered 15215 [9/96] then DQ6007 [10/96]; withdrawn [6/1998] renumbered 2001 & repainted to Tasmania[8/1998]	TasRail in service
1522	2002	May-97	Tranz Rail[1997] allocated 6013; rebuilt, renumbered 2002 & repainted Tasmania[9/1998]	TasRail in service
1523	1455	Jul-05	QRN[2005]/FCAB[2005]; renumbered 1455 & repainted	In service
1524	42304	Jul-15	Interail; rebuilt, renumbered 42304 & repainted[5/2004]/ QRN[2005]/ Aurizon[2012]/Saudi Arabia Railway construction contractor	Unknown
1525	1453	Jul-05	QRN[2005]/FCAB[2005]; Renumbered 1453 & repainted	In service
1526	42305	Jul-15	Interail/QRN[2005]; rebuilt, renumbered 42305 & repainted [3/2005] /Aurizon[2012]/Saudi Arabia Railway construction contractor	Unknown
1527	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1528	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1529	n/a	Nov-10	QRN[2005]/FCAB[2010]	Stored no engine, Antofagasta, Chile
1530	1458	Jul-05	QRN[2005]/FCAB[2005]; renumbered 1458 & repainted	In service



Top left: Despite this image being from over 25 years ago, former 1460 Class 1494, seen here numbered as 666 51 at the ISCOR Works, Pretoria, South Africa in July 1991, is still at work at Mittal Steel, Newcastle, Natal, but renumbered to 11, along with classmate 1484, now number 12.

Photo by John Middleton

Top right: A number of Tranz Rail purchased former 1460 Class were not rebuilt with a modified cab and were just repainted in Tranz Rail livery. A pristine former 1489, now Tranz Rail 2085, stands at Wellington Locomotive Depot, NZ, on Tuesday 22 December 1998. This locomotive was withdrawn in 2005 and sold to NREC, and is currently stored at Mt. Vernon, IL, USA.

Reid McNaught (Motive Power Collection)

Middle left: Then recently rebuilt Tranz Rail 6007 (former QR 1521) undergoes testing at Wellington depot on Sunday 13 October 1996. This locomotive was later repainted into Tasrail livery and exported to Tasmania as DQ Class 2001 and is still in service.

Photo by Chris Nuthall

Middle right: Rebuilt from former 1502 Class 1530, FCAB 1458 could be found at Portezuelo, Chile, on Wednesday 9 September 2009.

Above left: In an interesting livery, CMP 9, thought to be former 1460 Class 1501, stands at Coquimbo, Chile, on Saturday 28 August 2010.

Both photos by Alan Miller

Above right: Available for hire, stored ARTS AD1521 and AD1520 await their calling at the ARTS Yard, Pretoria West, South Africa on Friday 9 September 2016.

Photo by Sydney Fontini

1620 class, English Electric, Co Co, EE 6CSRKT, 642kw				
1621		Sep-95	John Holland Construction, Philippines [1000 mm gauge]; repainted red with white band/sold to John Holland, Thailand	Scrapped by 2007
1625		Sep-95	John Holland Constructions, Philippines [1000mm gauge]; repainted red with white band; later stored Candelaria	Scrapped by 2007
1631		Sep-95	John Holland Constructions, Philippines [1000mm gauge]; repainted red with white band; later stored Candelaria	Scrapped by 2007
1636		Sep-95	John Holland Constructions, Philippines [1000mm gauge]; repainted red with white band; later stored Candelaria	Scrapped by 2007
1644	RE7001	Sep-95	John Holland Construction, Philippines [1000 mm gauge]; repainted red with white band/sold by 2003/sold to John Holland, Thailand [2004]/sold to EMRAIL, Malaysia, renumbered & repainted light blue and white.	In service, still carries 1644 number boards
1646		Mar-96	John Holland Constructions, Philippines [1000mm gauge]; repainted red with white band; later stored Candelaria	Scrapped by 2007
1647		Apr-98	APM/later La Farge Cement, Malaysia, [1000mm gauge]; repainted all over yellow	Last reported ex o/h 6/2015 at Padeng, Malaysia
1648		Mar-96	John Holland Constructions, Philippines [1000mm gauge]; repainted red with white band; later stored Candelaria	Scrapped by 2007
1653	RE7002	Sep-95	John Holland Construction, Philippines [1000 mm gauge]; repainted red with white band/sold by 2003/sold to John Holland, Thailand [2004]/sold to EMRAIL, Malaysia, renumbered & repainted light blue and white	In service, still carries 1653 number boards

1720 class: Clyde, Model GL-18C; Co Co; EMD 645E, 745kw				
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1721D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg, South Africa
1722D	n/a	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod	Stripped for parts & scrapped 12/2014
1727D	SG10-01	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod / repainted red & white, renumbered SG10-01.	Noted at Welkom, South Africa March 2015.
1729D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg, South Africa
1739D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog; repainted plain yellow	Stored Modderfontein, Johannesburg, South Africa awaiting hire
1740D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg South Africa
1742D	L25	May-12	QRN[2005]/Apex[2012]SAFLog; repainted yellow, then green	On hire to MacPhail Coal, Swartkops Power Station, Port Elizabeth by Feb 2015.
1743D	1743	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod; repainted red & white, renumbered 1743	Harmony Gold Mining Co Ltd., Welkom, South Africa
1747D	n/a	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod	Stripped for parts & scrapped 12/2014
1748D	1704-5	May-12	QRN[2005]/Apex[2012]RRL Grindrod/ repainted red & white, [5/2013], SNCC [on hire]	In service Congo
1750D	n/a	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod	Stored for spares Grindrod, Pretoria, South Africa
1755D	n/a	May-12	QRN[2005]/Apex[2012]RRL Grindrod	Stripped for part, & scrapped 12/2014
1757D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg, South Africa
1759D	n/a	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS	Stored Pretoria, South Africa
1762D	1762	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod; repainted red & white, [2/2014]. Renumbered 1762	Harmony Gold Mining Co Ltd., Welkom, South Africa
1763D	n/a	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS	Under overhaul 12/2013
1766D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg, South Africa
1767D	n/a	May-12	QRN[2005]/Aurizon[2012]/Apex[2012]/RRL Grindrod, still in QR livery 2/2015	Stored for spares Grindrod, Pretoria, South Africa
1768D	1703-2	May-12	QRN[2005]/Aurizon[2012]/Apex[2012]/RRL Grindrod/ repainted red & white, [9/2013], SNCC [on hire]	In service Congo
1769D	n/a	May-12	QRN[2005]/Apex[2012]SAFLog	Stored Modderfontein, Johannesburg, South Africa
1772D	1701-6	May-12	QRN[2005]/Aurizon[2012]/Apex[2012]/RRL Grindrod/ repainted red & white, SNCC [on hire]	In service Congo
1773D	1773	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod; allocated 17-09; renumbered 1773	Stored Grindrod, Pretoria, South Africa
1775D	1702-9	May-12	QRN[2005]/Aurizon[2012]/Apex[2012]/RRL Grindrod/ repainted red & white, SNCC [on hire]	In service Congo



Top left: Still with 1644 number boards both ends, former QR English Electric 1620 Class RE7001 was found stabled in the then new Butterworth station, Penang, Malaysia, on a loaded ballast train, as part of the double tracking and electrification project, on Saturday 28 December 2013.

Photo by Les Gregory

Top right: A long line of now SAFLOG former QR 1720 Class numbered as 1739, 1740, 1769, 1766, 1757, 1729 and 1721 stand at Modderfontein, Johannesburg, South Africa on Tuesday 30 April 2013.

Middle left: Bright yellow former QR 1720 Class, now SAFLOG 1742, keeps company with former QR 2100 Class 2111 and 2123 at Modderfontein, Johannesburg, South Africa on Tuesday 30 April 2013.

Both photos by John Middleton

Middle right: Renumbered from 1720 Class 1727, Grindrod red liveried SG10-01 keeps company with former TranzRail Ganz Mavag supplied Wellington suburban cars at Welkom station, Free State, South Africa, on Thursday 5 March 2015.

Above left: RRL Grindrod 1773 comes to the rescue of sister 1743 at Friedesheim, Free State, South Africa on Tuesday 30 September 2014.

Both photos by Jacque Wepener

Above right: En route to the Congo, 1704-5 (former 1748), 1701-6 (1772) and 1702-9 (1775) are repositioned to the middle of the train due to weight restrictions on the Victoria Falls bridge at Victoria Falls on Thursday 23 May 2013. Alongside, behind Zambia Railways 01-233, is SNCC 2205-6 (former 2602) also on delivery.

Photo by Kelvin Russell

2100 class: Clyde, Model GL-26C; Co Co; EMD 645E, 1490kw				
2100H	L28	May-12	QRN[2005]/Apex[2012]/SAFLog / repainted plain yellow	In service at Afrisam Cement, Dudfield, South Africa
2101H	DD2356	Jan-15	QRN[2005]/Aurizon[2012]/Apex[2014]/Rovos[2015]	Fire damage, awaiting repair
2103A	2002	Sep-01	FCAB[2001]; renumbered & repainted	In service
2104A	2003	Sep-01	FCAB[2001]; renumbered & repainted	In service
2105D	DD2355	Jan-15	QRN[2005]/Aurizon[2012]/Apex[2014]/Rovos[2015]	In service
2106D	2004	Sep-01	FCAB[2001]; renumbered & repainted	In service
2107D	2005	Sep-01	FCAB[2001]; renumbered & repainted	In service
2108D	2006	Sep-01	FCAB[2001]; renumbered & repainted	In service
2109D	2359	Jan-15	QRN[2005]/Aurizon[2012]/Apex[2014]/Rovos[2015] Repainted Rovos livery, ultra dark green & orange [4/2016], renumbered 2359 with South African Railways style cabside cast number plates.	In service
2111D	n/a	May-12	QRN[2005]/Apex[2012]/SAFLog	Stored Modderfontein, Johannesburg, South Africa
2112D	2007	Sep-01	FCAB[2001]; renumbered & repainted	In service
2113D	2008	Sep-01	FCAB[2001]; renumbered & repainted	In service
2114D	2009	Sep-01	FCAB[2001]; renumbered & repainted	In service
2115A	n/a	Nov-10	QRN[2005]/FCAB[2010]; no engine	Stored Antofagasta, Chile
2117D	DD2358	Jan-15	QRN[2005]/Aurizon[2012]/Apex[2014]/Rovos[2015]	In service
2118D	2010	Sep-01	FCAB[2001]; renumbered & repainted	In service
2119F	2011	Sep-01	FCAB[2001]; renumbered & repainted	In service
2120F	DD2357	Jan-15	QRN[2005]/Aurizon[2012]/Apex[2014]/Rovos[2015]	In service
2122F	21-03	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRLGrindrod; renumbered 22-03 & repainted red & white; then renumbered 21-03	In use by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.
2123F	n/a	May-12	QRN[2005]/Apex[2012]/SAFLog; repainted yellow mid 2016	Stored Modderfontein, Johannesburg, South Africa
2150 class: Clyde, Model GL-26C-2; Co Co; EMD 645E, 1490kw				
2155D	RM20-08	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRLGrindrod; renumbered 21-01 [9/2013] & repainted red & white; then renumbered RM20-08	In use by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.
2156D	21.02	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRLGrindrod; renumbered & repainted red & white, [10/2013]	In use by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.
2157D	2157	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS; repainted blue & white. Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe.	In service, Zimbabwe
2159D	2159	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS; repainted blue & white[2/2015]	Pretoria, awaiting hire
2160D	2160	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS; repainted blue & white. Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe.	In service, Zimbabwe
2161D	2161	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS; repainted blue & white. Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe.	In service, Zimbabwe
2162D	21.04	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRLGrindrod; renumbered & repainted red & white, [4/2014]. Hired to Mota-Engil [construction contractor]	In use by Moto-Engil (Portugal) on Nacala corridor route for Vale through Mozambique/Malawi.



Top left: In a hastily applied all over yellow colour scheme, former QR 2100 Class, class leader 2100H, then SAFLOG 2100, shares siding space with a rather distressed ex-TFR 35.269 at Modderfontein, Johannesburg, South Africa, on Tuesday 30 April 2013. It has since been renumbered as L28, and is in service at Afrisam Cement, Dudfield, South Africa.

Photo by John Middleton

Top right: Former WA DD2355 (originally QR 2105D), now owned and operated by Rovos Rail in Pretoria, South Africa, shunts at Capital Park as it assists preservation group Friends of the Rail to relocate their locomotives and rolling stock to their new operating base at Hermanstad, also in the Pretoria area, on Saturday 16 April 2016.

Photo by Nathan Berelowitz

Above left: FCAB 2011, former 2100 Class 2119F, was rebuilt with a 12-645E3 engine in 2014 and is seen at Mejillones, Chile, on Monday 4 April 2016. Also rebuilt with similar engines were 2006 (in 2013) and 2008 and 2009 (both in 2006).

Photo by Alan Miller

Above right: RRL 22-03 at Niemandsland, near Welkom, South Africa on an ore train on Wednesday 22 January 2014. This locomotive was former QR 2100 Class 2122F and has subsequently been renumbered 21-03.

Photo by Jacque Wepener

Right: Resplendent in its new dark green and yellow Rovos Rail livery, 2359 and a sister await departure from Capital Park, Pretoria, South Africa for Cape Town on Friday 24 June 2016. Previous numbers carried are DD2359 and originally QR 2109D. Note the cast number plate on the cab side.

Photo by Sydney Fontini



2170 class: Clyde, Model GL-26C-2; Co Co; EMD 645E, 1490kw				
2170D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2171D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2172D	2172	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/ARTS; repainted blue & white[7/2015]	Pretoria, awaiting hire
2173D	D35801	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2174D	[D35802]	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight	Unknown
2176D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2177D	D35803	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2178D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2179D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2180D	D35804	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2181D	D35805	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2183D	D35806	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2184D	D35807	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2185D		Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRLGrindrod	Stored Grindrod, Pretoria, South Africa
2186F		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2188D	D35808	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2201D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2202D	D35809	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2203D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2204D	2204	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/ARTS; repainted blue & white[12/2013] Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe	In service, Zimbabwe
2205D	D35810	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2206D	D35811	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2207D	D35812	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 2016	Based Bellville, South Africa
2209D	D35813	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight; repainted red, green & yellow, and renumbered in 3/2016	Based Bellville, South Africa
2210D	[D35814]	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet Rail Freight	Last reported at Koedoespoort, South Africa
2211D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2212D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2213D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16
2214D		Jun-16	QRN[2005]/Aurizon[2012]/ sold by Pickles auction 30 November 2015 to Access Recycling; left Brisbane by ship 1 June 2016, to Ferronor [EdeTF.S.A.] Chile	Delivered to Ferronor, Baquedano, Chile Aug-16



Above right: Work begins on the first of 14 former QR 2170 Class that will become the 35-800 Class for Transnet in South Africa. To become 35801, 2173D was chosen as the guinea pig for the project and is seen at Koedoespoort, Pretoria, on Tuesday 29 September 2015.

Photo by Brig. Hennie Heymans

Right: Three former Aurizon 2170 Class depart Bergrivier station, Western Cape, South Africa, with a load of coal for Saldana, led by Transnet D35813, former 2209D, D35812 (2207D) and D35811 (2206D), on Wednesday 22 June 2016. Of note is that the original QR 2170 cab number box numbers are still in place.

Photo by Joyce van der Vyver

Below right: A line of blue ARTS 2100/2200 Class, headed by former QR 2170 Class 2204D, await the start of the next stage of their lives at Mpopoma Diesel MPD, Bulawayo, Zimbabwe on Tuesday 17 February 2015. They are currently used to haul coal from a new mine near Hwange to three power stations at Bulawayo, Harare and Munyati, although photographs of them working have been non-existent to date.

Photo by Geoff Cooke



2250 class: Clyde, Model GT22C-AC; Co Co; EMD 645E3, 1680kw				
2142A (2201)	2251	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Bloemfontein
2136	2252	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Bloemfontein
2141A (2200)	2253	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2146F (2205)	2254	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2147F (2206)	2255	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2131F	2256	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2133F	2257	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
1576H	2258	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2139	2259	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa
1572H	2260	Jul-15	QRN[2005]/Aurizon[2012]/Apex[2015]/ [unknown]	Moved to DCD Boksburg, South Africa
2138	2261	Jul-15	QRN[2005]/Aurizon[2012]/Apex[2015]/ [unknown]	Moved to DCD Boksburg, South Africa
2140	2262	Jul-15	QRN[2005]/Aurizon[2012]/Apex[2015]/ [unknown]	Moved to DCD Boksburg, South Africa
2135S	2263	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa
1575H	2264	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa
1574H	2265	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa
2137	2266	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2134F	2267	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
1571H	2268	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
1573H	2269	Jul-15	QRN[2005]/Aurizon[2012]/Apex[2015]/ [unknown]	Moved to DCD Boksburg, South Africa
2130F	2270	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2132F	2271	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Unknown [engineless]
2148F (2207)	2272	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2145F (2204)	2273	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2143F (2202)	2274	Sep-14	QRN[2005]/Aurizon[2012]/Apex[2014]/Transnet [Engineering]	Stored Wentworth Depot, South Africa, [unconfirmed]
2144F (2203)	2275	Jul-15	QRN[2005]/Aurizon[2012]/Apex[2015]/ [unknown]	Moved to DCD Boksburg, South Africa
			NOTE: 2250 class with Transnet Engineering are being rebuilt at Bloemfontein, South Africa; and two have been noted painted in Transnet Engineering livery and renumbered, TE01 and TE02.	
2400 class: Clyde, Model GL-22C-2; Co Co; EMD 645E, 1120kw				
2412D	BG15-03	Aug-13	QRN[2005]/Aurizon[2012]/Apex[2013]/RRL Grindrod; Renumbered BG15-03, [9/2014]	Working on gold ore haulage in Welkom area, South Africa.



Right: RRL Grindrod BG15-03, former QR 2400 Class 2412, heads between Friesheim and Odendaalsrus, Free State, South Africa, with a load of empty hoppers for 1 shaft, on Wednesday 27 July 2016.

Photo by Jacque Wepener

Below: Locally known as the Coca Cola livery, SNCC liveried 2204-3, former QR 2603, fights the shadows at the RRL Grindrod Workshops in Pretoria West, South Africa, on Friday 3 May 2013.

Photo by Eugene Armer



Above: In transit to the Congo, Zambia Railways 01-233 leads SNCC 2205-6 (former QR 2602) through Victoria Falls on Thursday 23 May 2013.

Photo by Kelvin Russell

Left: Since damaged beyond repair in a particularly nasty derailment, which claimed over a hundred lives in April 2014, RRL Grindrod 26-01 (former QR 2606) leads 26-02 (2611) on a Rovos Rail shakedown run at Plumtree, Zimbabwe, in Tuesday 11 September 2012, running with temporary numbers - they were subsequently renumbered 2201-4 and 2202-7 respectively.

Photo by Geoff Calvert

2600 class: Goninan, Model C22-7Mmi; Co Co; GE 7FDL, 1640kw

2600	2606	May-12	QRN[2005]/Apex[2012]/RRL Grindrod, renumbered 2606; to ARTS [2013] [Swapped for 2612] [late 2013] [temp S2606] hired Vale, Beira, Mozambique, until 9/2014. Repainted blue 2/2015.	Pretoria, awaiting hire
2601	2601	May-12	QRN[2005]/Apex[2012]/ARTS; repainted blue. Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe	In service, Zimbabwe
2602	2205-6	May-12	QRN[2005]/Apex[2012]/RRL Grindrod/ renumbered 2605 repainted red & white. Renumbered 2205-6; SNCC [on hire]	In service Congo
2603	2204-3	May-12	QRN[2005]/Apex[2012]/RRL Grindrod/ renumbered 2604 repainted red & white [late 2014] Renumbered 2204-3; SNCC [on hire]	In service Congo
2604	2604	May-12	QRN[2005]/Apex[2012]/ARTS; repainted blue [2014] [temp S2604], hired 3/2013 - 9/2014 to Vale, Beira, Mozambique. Hired 1/2015 to Mpopoma MPD, Bulawayo for Makomo Resources, Zimbabwe	In service, Zimbabwe
2605	2605	May-12	QRN[2005]/Apex[2012]/ARTS; repainted blue [2/2015] [temp S2605], hired 3/2013 - 9/2014 to Vale, Beira, Mozambique	Pretoria, awaiting hire
2606	2201-4	May-12	QRN[2005]/Apex[2012]/RRL Grindrod, renumbered 26-01; repainted red; sold SNCC 10/2012; renumbered 2201-4	Wrecked 22/4/2014 recovered, hulk SNCC Lubumbashi
2607	2607	May-12	QRN[2005]/Apex[2012]/ARTS; Repainted blue early 2013, hired 3/2013 - 9/2014 to Vale, Beira, Mozambique	Pretoria, awaiting hire
2608	2203-0	May-12	QRN[2005]/Apex[2012]/RRL Grindrod, renumbered 2603; repaint red; hired to SNCC; renumbered 2203-0	In service, Congo
2609	2609	May-12	QRN[2005]/Apex[2012]/ARTS; repainted blue early 2013, hired 3/2013 - 9/2014 to Vale, Beira, Mozambique	Pretoria, awaiting hire
2610	2610	May-12	QRN[2005]/Apex[2012]/ARTS; repainted blue early 2013, hired 3/2013 - 9/2014 to Vale, Beira, Mozambique	Pretoria, awaiting hire
2611	2202-7	May-12	QRN[2005]/Apex[2012]/RRL Grindrod, renumbered 26-02; repainted red; sold SNCC 10/2012. Renumbered SNCC 2202-7	In service, Congo
2612	2206-9	May-12	QRN[2005]/Apex[2012]/ARTS 2612, to RRL Grindrod [late 2013] repainted red [Swapped for 2600] Renumbered 2206-9. SNCC [on hire]	In service, Congo

3100 class: Comeng Electric, Model CL-629; Bo Bo Bo; GE 7FDL, 2900kw

3101	3101-7	May-12	QRN[2005]/Apex[2012]/Grindrod; Repainted red & white	3 year lease to SNCC
3102	3102-0	May-12	QRN[2005]/Apex[2012]/Grindrod; Repainted red & white	3 year lease to SNCC
3103	3103-3	May-12	QRN[2005]/Apex[2012]/Grindrod; Repainted red & white	3 year lease to SNCC
3104	31-04	Aug-13	QRN[2005]/Apex[2012]/Grindrod; Repainted red & white	Stored Grindrod, Pretoria, South Africa.

DH class: Walkers, Model GH-500; B B; Cat. D353E, 350kw

DH6	D5H054	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH8	D5H055	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH9	D5H056	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH15	D5H057	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH26	D5H058	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH32	32	Feb-93	Rawang Batang Cement/APM, Malaysia; repainted yellow [1000mm gauge] at Kantham - later Lafarge Cement, Malaysia, repainted in white livery	Still in service in April 2016
DH33	D5H059	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH39	D5H060	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH42	D5H051	Oct-93	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH44	D5H061	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH54	D5H052	Oct-93	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH55	55	Aug-91	Relk Corporation/APM, Malaysia; repainted yellow [1000mm gauge] at Kantham - later Lafarge Cement, Malaysia; repainted in white livery	Still in service in April 2016
DH57	D5H053	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH58	D5H063	Feb-95	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot
DH65	D5H062	Oct-93	Vietnam Railways [1000mm gauge]	Allocated Yen Vien depot



Top left: Three freshly painted former QR 2600 Class, led by ARTS 2609, await transfer from the RRL Grindrod Yard, Pretoria West, South Africa on Monday 29 April 2013.

Photo by John Middleton

Top right: Freshly repainted in ARTS livery at the RRL/ARTS connection with Transnet Freight Rail at Cor Delfos, Pretoria West, South Africa, former QR 2600 Class 2607 awaits transfer north to Zimbabwe and on to Mozambique on Friday 3 May 2013.

Photo by Eugene Armer

Above left: Close up of the cab side on ARTS 2609 at the ARTS Workshops, Pretoria, in April 2013. Note the retention of the original builders and upgrade plates.

Photo by John Middleton

Above right: A row of former QR electric 3100 Class are receiving work at the RRL Grindrod Workshops at Pretoria West, South Africa, with 3102-0 (former 3102) front and centre, on Friday 3 May 2013. They have been repainted into SNCC livery for lease to the Congo.

Photo by Eugene Armer

Right: Former DH58, running as Vietnam Railways D5H Class 063, stands in the headshunt at Hanoi Depot, on Sunday 26 November 1995. This fleet of former DH Class are still in service, allocated to Yen Vien Depot.

Photo by John Middleton

Below right: Former QR DH Class number 55 (DH55) shunts at the Lafarge Cement Malaysia site at Chemor, Perak, between Ipoh and Sungai Siput, Malaysia on Wednesday 13 March 2013. Sister 32 (DH32) was also observed on this day and both are still in service.

Photo by Les Gregory



WAGR, Western Australia

A class: Clyde, Model G12C; Co Co; EMD 567C, 980kw				
A1502	1443	Feb-98	Westrail/TranzRail[1997]/Toll Rail/NREC[9/2003]/FCAB[2010]; repainted & repainted	In service
A1503	See Status	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail/NREC[9/2003]/ACG[2008]; repainted & repainted	Renumbered CC05 or CC06
A1504	See Status	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail/NREC[9/2003]/ACG[2008]; repainted & repainted	Renumbered CC05 or CC06
A1505	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail	Never used, scrapped in 2001
A1506	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail	Never used, scrapped in 2001
A1507	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail /Tasmania[9/1998]	Used for spares, scrapped in 2001
A1508	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail	Never used, scrapped in 2001
A1509	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail	Never used, scrapped in 2001
A1510	1444	Feb-98	Westrail[1975]/Tranz Rail[1997]/Toll Rail/NREC[9/2003]/FCAB[2010]; repainted & repainted	In service
A1511	A1202	Jan-15	Westrail[1975]/ARG[2000]/QRN[2005]/Aurizon[2012]/Apex[2014]	Stored ARTS, Pretoria, South Africa to be overhauled
A1512	1431	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service

AA class: Clyde, Model G22C; Co Co; EMD 645E, 1120kw				
AA1515	1432	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service
AA1516	1433	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service
AA1517	1434	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service
AA1518	1435	Sep-98	Westrail[1975]/FCAB; repainted & repainted; new livery blue & white, mid 2016	In service
AA1519	1436	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service

AB class: Clyde, Model G22C; Co Co; EMD 645E, 1120kw				
AB1532	1437	Sep-98	Westrail[1975]/FCAB; repainted & repainted	In service
AB1533	n/a	Feb-98	Westrail[1975]/TranzRail[1997]/Toll Rail	Never used, scrapped in 2001
AB1534	AB1501	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014], overhauled by ARTS [6/2015]	Shipped to PointeRail, in Pointe Noire, Congo-Brazzaville, use unknown.
AB1535	AB1502	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014], overhauled by ARTS [6/2015]	Shipped to PointeRail, in Pointe Noire, Congo-Brazzaville, use unknown.

D class: Clyde, Model G26C; Co Co; EMD 645E, 1490kw				
D1562	n/a	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/Rovos	In service [not repainted]
D1563	2001	Sep-98	Westrail[1975]/FCAB[1998]; repainted & repainted	In service
D1564	2021	Apr-98	Westrail[1975]/TranzRail/ rebuilt, repainted & renumbered 2021, exported & transferred to ATN, Tasmania[6/2001]	Withdrawn 8/2014, stored East Tamar, Junc Tasmania
D1565	2020	Apr-98	Westrail[1975]/TranzRail/ rebuilt, repainted & renumbered 2021, exported & transferred to ATN, Tasmania[6/2001]	Withdrawn 8/2014, stored East Tamar, Junc Tasmania

DA class: Clyde, Model G26C; Co Co; EMD 645E, 1490kw				
DA1572	1902 (DAZ1902)	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/rebuilt with chopped nose by ARTS [2016] repainted blue and renumbered 1902	Stored ARTS, Pretoria, South Africa, for hire
DA1573	1903 (DAZ1903)	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/rebuilt with chopped nose by ARTS [2016] repainted blue and renumbered 1903	Stored ARTS, Pretoria, South Africa
DA1574	1904 (DAZ1904)	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/rebuilt with chopped nose by ARTS [2016] repainted blue and renumbered 1904	Stored ARTS, Pretoria, South Africa
DA1575	1905 (DAZ1905)	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/rebuilt with chopped nose by ARTS [2016] repainted blue and renumbered 1905	Stored ARTS, Pretoria, South Africa, for hire
DA1576	1906 (DAZ1906)	Jan-15	Westrail[1975]/ARG[2000]/QRN[2006]/Aurizon[2012]/Apex[2014]/rebuilt with chopped nose by ARTS [2016] repainted blue and renumbered 1906	Stored ARTS, Pretoria, South Africa, for hire



Above right: Rebuilt by NREC at Mt Vernon IL, USA, from former WAGR A Class A1502 and A1510 respectively, pristine FCAB 1443 and 1444 undergo trials before entering service at Antofagasta North Yard, Chile on Thursday 15 April 2010.

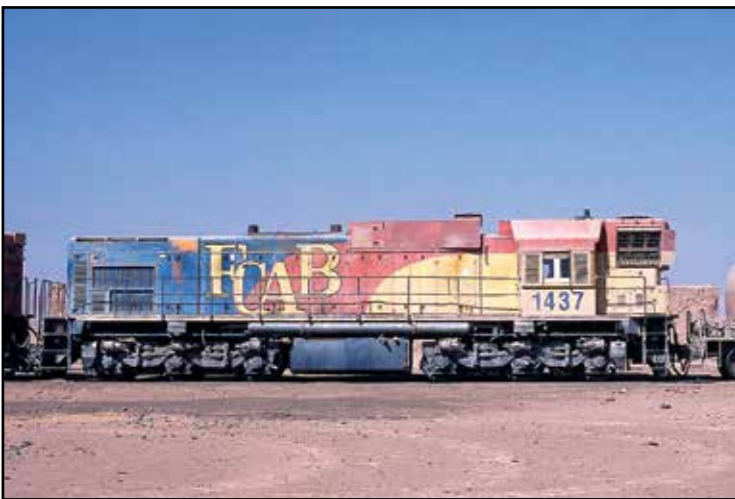
Right: A pair of former WAGRAA Class lead an acid train between Mejillones Loop and Cumbre on Thursday 17 February 2011. FCAB 1432 was AA1515 and 1436, running still in Westrail livery, although normally restricted to trailing unit status, was AA1519. The trio is completed by FCAB's 1410.

Both photos by Ian A Dunn

Below: Formerly WAGR AA1518, FCAB 1435 has recently been out-shopped in a new livery, as displayed on Thursday 7 July 2016 at Antofagasta, Chile. With thanks to FCAB.

Photo Courtesy FCAB





Top left: FCAB 1437, former WAGR AB1532, waits for a cross at the isolated O'Higgins siding in Chile, on Saturday 29 August 2009.

Photo by Alan Miller

Top right: A one-off rebuild of former WAGR D1563, dusty FCAB 2001 is seen at Mantos Blancos, Chile on Tuesday 24 July 2007.

Photo by Ian A Dunn

Above left: Still in Westrail livery and using its original number, D1562 readies Rovos Rail's 5E1 Class electric locomotives for their next turn of duty at the Rovos Rail depot at Capital Park, Pretoria, South Africa on Friday 27 March 2015.

Photo by John Middleton

Above right: All five former Aurizon WA DAZ Class, DAZ1902 to DAZ1906, led by the latter, go through Waterval Boven, on the Maputo to Pretoria main line in South Africa, while on transfer under their own power from Durban to Pretoria for ARTS on Friday 27 Feb 2015. They were routed the "long way round" via Durban North Coast – Swaziland – Komatipoort – Pretoria. At least three have been rebuilt with chopped nose, repainted in ARTS blue and renumbered dropping the DAZ designation, and are available for hire.

Photo by John Ashworth

Acknowledgements:

Obtaining information and images from the various parts of the world where former Australian locomotives now find themselves is no easy feat, especially with the language barrier and the fact that some areas are not very hospitable to visitors, let alone railfans with cameras. Thanks also to Eugene Armer, John Browning, Ian Dunn, Sydney Fontini, Les Gregory, Alan Miller, Brad Peardon, Ray Randle and Jacque Wepener, for offering their assistance, and to members of the Motive Power Team.

Although every effort has been taken to ensure an accurate tabulation, any corrections or updates please send to the Editor.

Websites of interest:

- <http://www.railpictures.net> – Photos of arrivals in Durban in South Africa, by "SAR Connecta" (Charles Baker).
- <http://accessrecycling.com.au/2016/05/09/locomotive-exports-brisbane-qld/> - the loading 2170 Class locomotives for Chile.
- <https://www.rovos.com/> - Operator of luxury train travel, based in Pretoria, South Africa
- <http://www.africanrail.co.za/> - ARTS – images of ex-Australian locomotives
- <http://www.grindrodlocomotives.com/Pages/About-Us> - Grindrod – images of ex-Australian locomotives
- <http://saflog.co.za/home/> - SAFLOG – images of ex-Australian locomotives



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WHEN THEY WERE NEW: National Rail NR class



September marks the 20th anniversary of the delivery of the first two of the 120-member NR Class (NR1 and NR61) by A. Goninan & Co (now UGL Ltd) for testing by the National Rail Corporation (NRC). NR1-NR60 were built at Broadmeadow, NSW but painted at subsidiary Lansdowne Engineering near Taree, while NR61-NR120 were built at Bassendean, WA. This arrangement was required to meet a delivery schedule of two locomotives per week, one from each plant.

The class, by any measure, has been an out-

standing success, meeting all requirements of a unit designed to travel the length and breadth of Australia on both mainline and secondary routes, the latter mainly in NSW. At the same time, the NR's had to satisfy clearances on the standard gauge routes in the various states, while accommodating the latest GE Dash 9 engine and accessory components within Australian dimensions. Indeed, the subsequent model C44ACi locomotives are regarded by many engineers as inferior to the Cv40-9i's, at least in terms of ease of operation and cab amenities. The

C44ACi's, due to their weight, are also unable to match the NR Class' ability to travel at line speed (up to 110 km/h) with a full fuel load, and consequently do not have the range to travel between Melbourne and Brisbane without re-fuelling (trials of in-line fuelling not being successful).

Considerable input from the AFULE cab committee was taken on-board in the design considerations for the NR Class, resulting in an ergonomic cab layout which is well liked by crews, and is yet to be surpassed.

Not all barriers to seamless interstate operation had been removed by the time the first NR's had been delivered, with only certain class members fitted with Victorian radio communication equipment (NR1-NR13 &

Above: NR10 leads 7SP5 for the second week in a row (see opposite page), and is accompanied on this occasion by NR70, as the pair negotiate the manually worked junction at Stockinbingal on Saturday 28 December 1996 before heading north towards Parkes. NR10 was officially accepted by the NRC after a 10,000 km / two week run-in period on 8 January 1997, and NR70 two days earlier.

Photo by Charlie Harris

Left: The first NR Class to visit Melbourne pauses for history to be recorded before going over the pit at South Dynon on Saturday 28 September 1996. NR61 had arrived a little earlier trailing BL30 and C505 on 9804 Up steel, and departed that evening behind 8179 on the same train heading to Sydney. It would be nearly three months before NR61 would be officially accepted into stock by NRC, having been held at Goninan Broadmeadow for some time for quality assurance purposes.

Photo by Chris Nuthall

Right: Still in its trial period and not officially accepted by NRC, Bassendean-built NR71 assists BL33 through Middle Footscray, in Melbourne's western suburbs, on 9701/5MA5 Down freight to Adelaide on Thursday 12 December 1996. NR71 was accepted by NRC on the second day of 1997.

Photo by Ian Green

Below right: NR10, NR64 and NR63 depart Goulburn on Saturday 21 December 1996 with 7SP5 Perth-bound Superfreighter. This was the first train to depart Sydney behind NR Class in regular service, the rear two NRs having arrived on 3PS6 the previous day. NR10 was also the first NR Class to enter service with full decals in place, although none of the class had received name plates at this stage.

Photo by Roger Renton

Bottom right: When C Class still reigned, but with their days seriously numbered, an unkempt C507 has NR62 hiding in the shafts ahead of BL30 as they wait departure on an evening westbound freight on Monday 23 December 1996. NR62 had been accepted by NRC at the beginning of the previous month.

Photo by Chris Nuthall

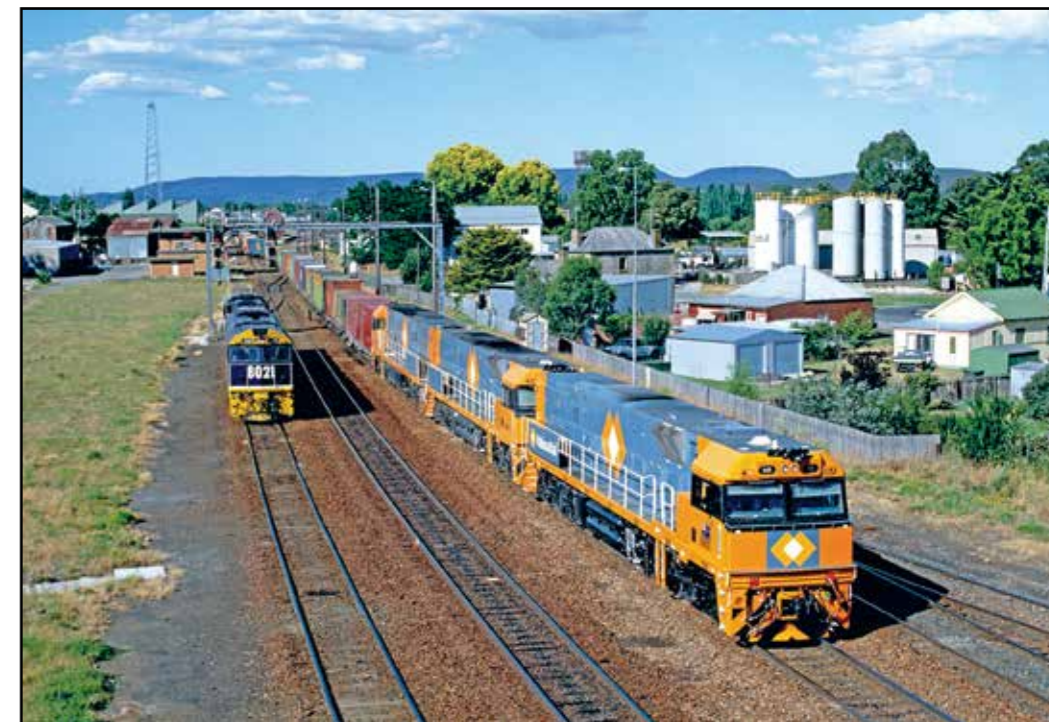
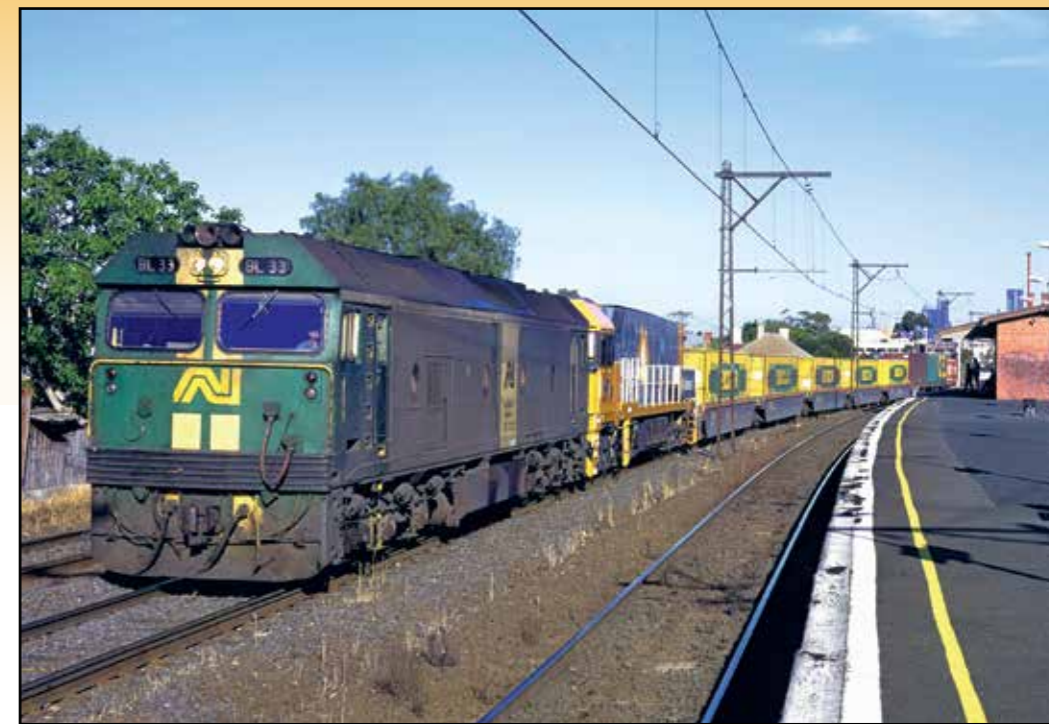
NR61-NR72) permitted to lead trains between Melbourne and Sydney in the early days of their deployment. Similarly, the NR Class were reduced to trailing units when first introduced to the Melbourne - Adelaide route until fitted with section authority working (ASW) communication equipment, safeworking on the route at that time being a mixture of ETS, ASW and CTC. Those fitted with Western line communication equipment were NR76 to NR98.

The NR Class now work between Brisbane (Acacia Ridge) and Perth (Kewdale) via both Broken Hill and Melbourne, and on many secondary lines in NSW, including the Illawarra, Ulan and Griffith lines, and to Parkes via both Lithgow and Stockinbingal. They also work between Adelaide and Darwin hauling The Ghan passenger service for Great Southern Railway. All are fitted with the now universal ICE digital radio communication equipment, and have been operated by Pacific National since purchase by the Patrick Corporation / Toll Holdings conglomerate from NRC in February 2002.

Only one class member (NR33) has been written off due to accident damage, although NR3 was extensively rebuilt following collision damage in May 1998, emerging as NR121. The class underwent a half-life modernisation program from early 2013, which included re-engining and new engine management software. At the same time, 16 class members were fitted with ECP braking and Wired DP capability.

This pictorial summary concentrates on the early years of the NR Class. Further details on their introduction may be found in MP1, an article in the special liveries is contained in MP80, while MP96 covered the naming and decal details of the various class members.

"In service" dates listed on most websites are actually acceptance by NRC dates after completion of two weeks or 10,000 km trial "fault-free" service running. Actual entry to revenue service dates may be several weeks before the acceptance date.





Above left: The -MP5/-PM5 services over the Adelaide - Perth corridor were the first NRC trains to see NR Class rostered on a regular basis from early November 1996. In this view, two Bassendean-built units, NR73 and NR68, power SMP5 Superfreighter through Port Germein on Friday 3 January 1997.

Photo by John Kirk

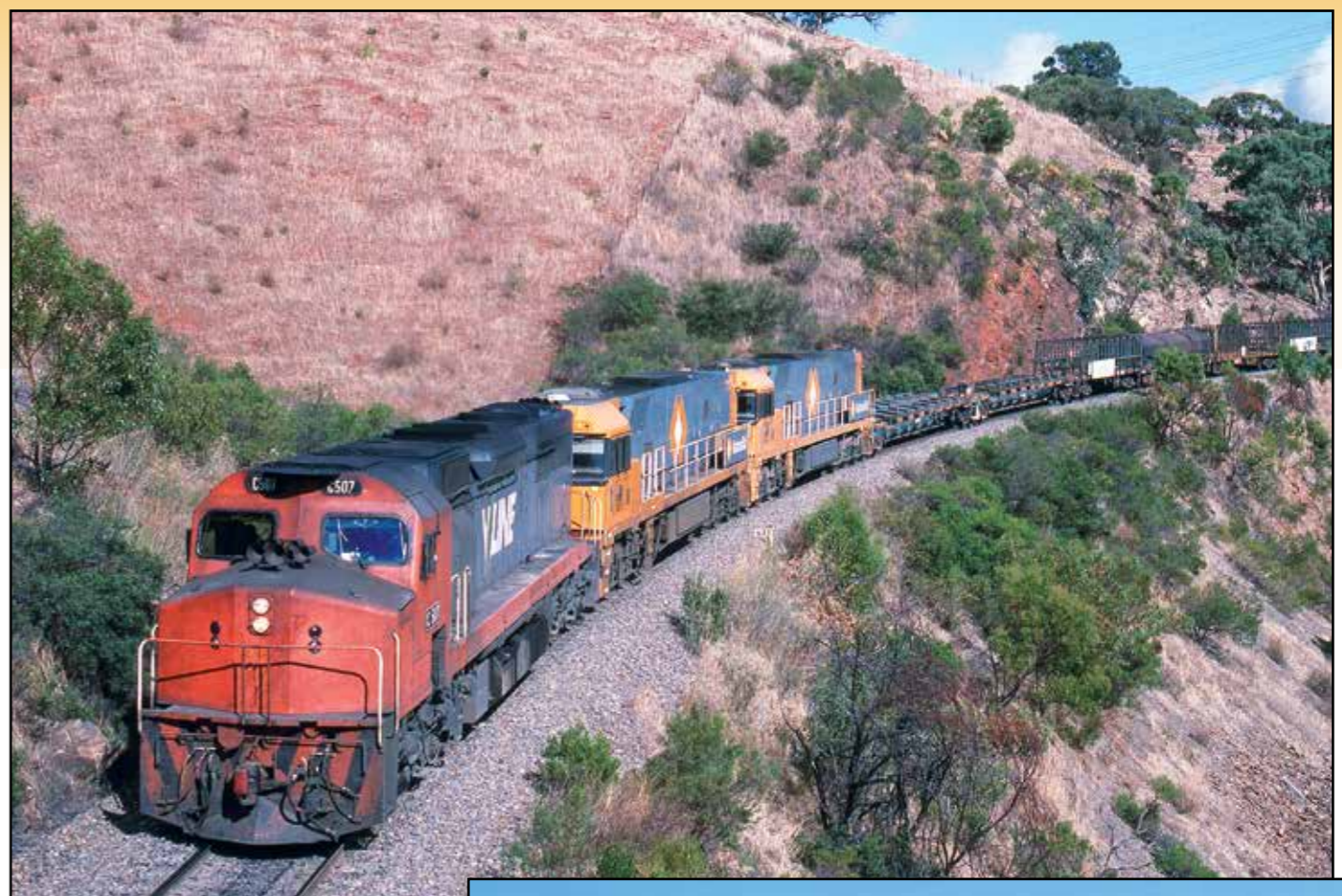


Left: The ill-fated NR3, still without decals and with original small numbers in the number boxes, leads NR9, NR76, NR77, NR78 and NR66 with 6PS6 Superfreighter through Cootamundra North Junction on Monday 27 January 1997. NR76, NR77 and NR78 were probably on their first run east after being built in WA.

Photo by Rick Coles

Below: During a brief cross-over period in 1997-98, NR Class could be seen multiplying with some of the near life expired units made available to the NRC for lease by its constituent start-up partners. NR62, G519, 8045 and 42211 have just arrived at Chullora North Junction on Saturday 22 February 1997, and will reverse into the Sydney Freight Terminal at Chullora for unloading.

Photo by Graham Attenborough



Above: Diverted via Adelaide and Melbourne due to washaways on the Broken Hill line, C507 leads NR75 and NR6 at Petwood on 7YN2 steel service from Whyalla to Newcastle on Sunday 16 March 1997. NR75 had been accepted by NRC two days earlier.

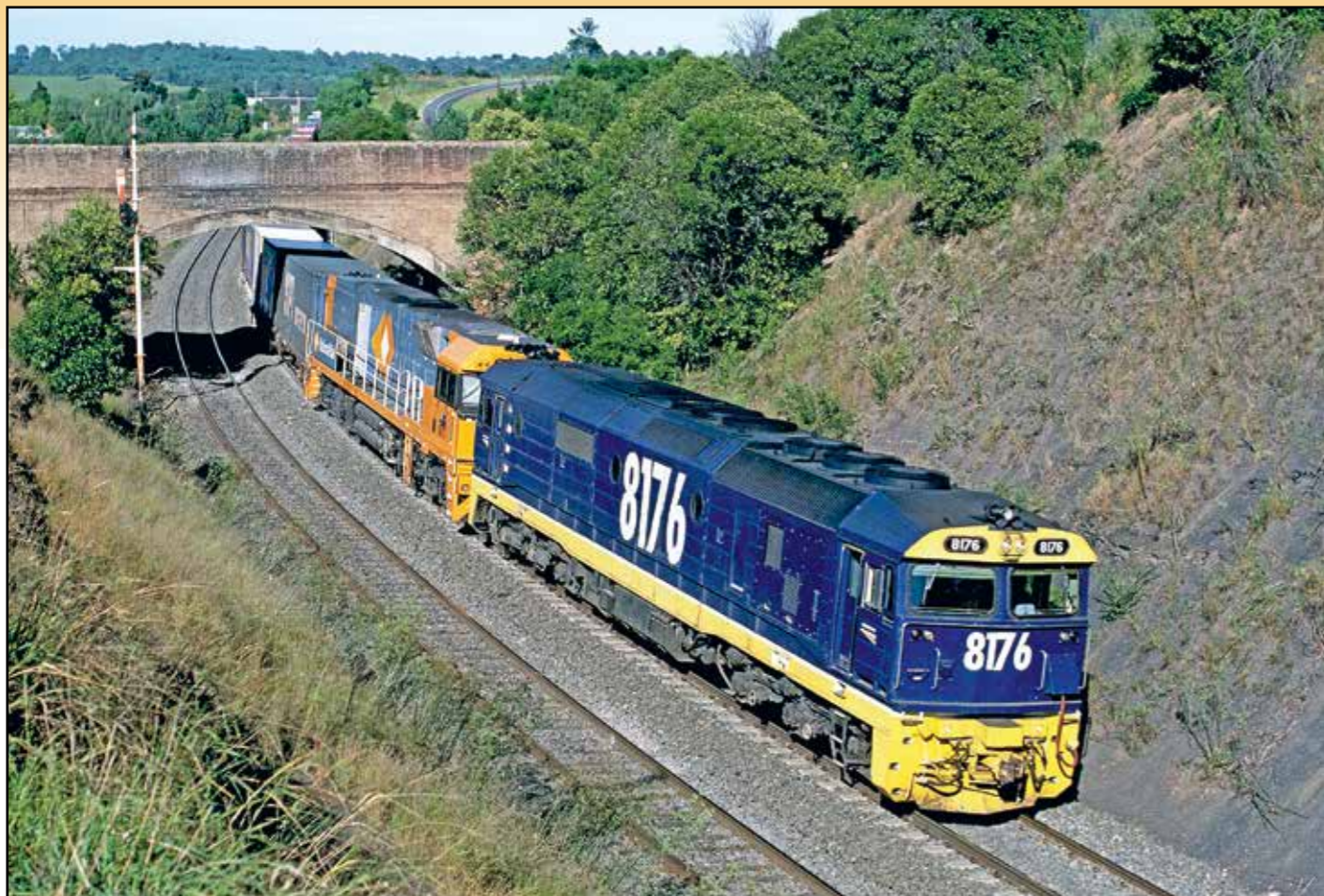
Right: NR61 heads south from Mannahill on Friday 28 February 1997 after loading ore at a temporary site following track washaways further north. During its visit to Goninan Broadmeadow (see caption p68), NR61 had the marigold section repainted, resulting in the Perth-built unit carrying a "NSW" pattern of lining, with the headlight surrounds painted and no black stripe applied over the ditch lights on the pilots.

Both photos by Bob Grant

Below right: Passing through Hines Hill, NR65, DL45 and NR69 team up to haul a westbound National Rail freight service on Monday 3 March 1997. The NR Class had started to dominate these services by early 1997, with the exception of the Trailerrail trains, which employed EL Class for several more months.

Photo by Simon Barber





Above: 8176 and NR17 drop down the grade above Picton with 6MB4 Superfreighter on Saturday 5 April 1997. The 81 Class had been placed in the lead in Melbourne, as NR17 lacked Victorian radio equipment required for safeworking in that state. The initial universal radio for the NRs, the Aware system, was fitted from March 1998, but these days all units use ICE digital radios.

Photo by Roger Renton

Below: Under very stormy skies, a still clean NR88 awaits departure from South Dynon Yard on an Adelaide-bound freight on Thursday 31 July 1997. NR88 had been accepted by NRC on 23 May 1997.

Photo by Chris Nuthall



Above: NR32 and 8179 roll through Wallarobba Loop on the lower North Coast of NSW with 6PB4 SteelLink on Thursday 14 August 1997. The corresponding service today commences its journey at Port Kembla North, but back in 1997, the NR Class initiated NRC's "pendulum" train concept for steel services, working what was effectively an all stations pick-up from Perth to Brisbane.

Photo by Roger Renton

Below: The last few NR Class built at Broadmeadow were painted in special liveries to promote National Rail's various business groups. Brand new NR57, in the blue SeaTrain livery, has been added to the front of NR5 and 8175 as they power through Adamstown with 3BY4 SteelLink service on Wednesday 12 November 1997.

Photo by Brian Atkins





Above left: NR30 was initially outshopped from the Lansdowne Engineering paint shop wearing a grey base coat, before it received its indigenous livery at Chullora Workshops. This livery, by Alice Springs based Aboriginal artist Bessie Liddle, depicted Warmi - the snake. It is seen in Broadmeadow Yard on Tuesday 9 September 1997. The finished livery was later further modified, wrapping the artwork onto the cab front, and eliminating the NR logo on both the cab and the middle of the hood sides.

Photo by Brian Atkins

Above right: NR52 was initially outshopped with a black "satin" base coat pending application of the "Seven Sisters Dreaming" indigenous livery. It is seen on test with NR118 at Keith, SA, on Saturday 18 October 1997.

Photo by John Kirk

Left: Still in its original base colour prior to receiving Indigenous designs, brand new NR52 leads equally new NR118 on a test train through Belair, on their way to Keith on Friday 17 October 1997.

Below: Following the application of the two different Aboriginal artwork designs at Chullora Workshops during early November 1997, the pair were launched on the Ghan service to Alice Springs, and are seen between Bowmans and Long Plains on Thursday 20 November 1997.

Both photos by Bob Grant



Above: Trailerrail liveried NR54 leads NR49 on 6SB3 Superfreighter through Kilgra on the far North Coast of NSW on Saturday 14 March 1998. All special liveries were eventually replaced by the standard Pacific National livery by mid-2011.

Photo by Paul Vanderstelt

Below: The SteelLink liveried NR58, NR59 and NR60 made up three of the last five NR Class to be accepted by NRC, all in January and February 1998. NR59 leads a sister through Dry Creek, Adelaide, with 2MP5 on Tuesday 10 February 1998.

Photo by Greg OBrien





Aurizon (ng)
 2182D stored Pring, QLD, Aug
 2189F returned to service, Stuart, QLD, Aug
 2190D stored Pring, QLD, Aug
 2200F returned to service, Stuart, QLD, Aug
 2811 returned to service, ex overhaul Redbank, QLD, Aug
 2841 stored Redbank, QLD, Aug
 2846 stored Redbank, QLD, Jul
 P2512 reverted to 2512, late Aug
 S3305 to overhaul Forreestfield, WA
NOTE: Shipment to Chile, [2170D, 2171D, 2176D, 2178D, 2179D, 2186D, 2201D, 2203D, 2211D-2214D]; arr Puerto Angamos, Chile 12 Aug; road hauled to Ferronor, Baquedano, Chile, 16 Aug.

Aurizon (sg)
 6001 ex overhaul & Aurizon repaint at Forreestfield, WA; released 9 Aug
 6002 ex ACA6002 released 14 Jul
 6003 rebrand using vinyl decals, Hexham NSW
 6007 to overhaul & Aurizon repaint at Forreestfield, WA; 14 Jun; released 18 Jul
 6010 ex ACA6010 released 25 Jul
 ALZ3208 picked up from Kalgoorlie, WA, 12 Jul, road transport to J&P Scrap Metals, Picton, WA. Scrapping not yet completed
 Q4008 to overhaul Forreestfield, WA, Jul
 Q4011 ex overhaul & Aurizon repaint at Forreestfield, WA; trial run & released 18 Aug.

Chicago Freight Car Leasing Australia (CFCLA)
 CF4401 off lease Rio Tinto, returned to UGL, Bassendean, WA; 10 Jul
 CF4409 off lease Rio Tinto, returned to UGL, Bassendean, WA; 10 Jul
 VL356 transferred to Melbourne, bogie swap with VL362, and BG operation; first run 11 Jul

Pacific National
 833 scrapped Cootamundra, NSW, 27 Jul
 48159 now parts donor
 8202 ex overhaul & PN stars repaint, Cardiff, NSW, 5 Aug
 NR34 derailed at Rawlinna, WA, 21 Apr, left 10 Jun, hauled to UGL, Perth, WA; arr 13 Jun; then to Spotswood, VIC, 26 Aug for completion of repairs
 NR50 derailed at Rawlinna, WA, 21 Apr, left 10 Jun, hauled to UGL, Perth, WA; arr 13 Jun; then to Spotswood, VIC, 26 Aug for completion of repairs
 Y124 stored serviceable at South Dynon depot, VIC

Qube Logistics
 4458 towed to Junee Railway Workshops for reactivation, 28 Aug
 4497 towed to Junee Railway Workshops for reactivation, 28 Aug
 8030 repainted 2 Aug

Queensland Rail
 1723 ex overhaul Redbank, QLD, Jul

Roy Hill Australia (WA)

Correction:
 Serial # revised: RHA1019-RHA1021 model ES44ACi, built GE, Erie, PA, USA, serial # 64300-64302

Southern Shorthaul Railroad
 442s2 NSW; trial run 19 Aug; not yet released
 B61 to Parkes, NSW for special repaint
 RL301, RL302, RL304, RL305, RL306 & RL307 transferred from stored Parkes, NSW to Lithgow, NSW, 29 Jul, further storage

Tasmanian Railway P/L [TasRail]

2009 returned to service [date unknown]
 2020, 2021, 2051, 2052, 2053, 2054, 2100, 2101, 2110, 2111, 2112, 2113, 2114, 2131, 2132, 2133, 2134, 2137 & 2138; for sale, new EOI issued Aug.
NOTE: Stored since 2015 Fleet List [dates unknown] 2002, 2004, 2008, 2051, 2052, 2053, 2054 & 2151.

Other

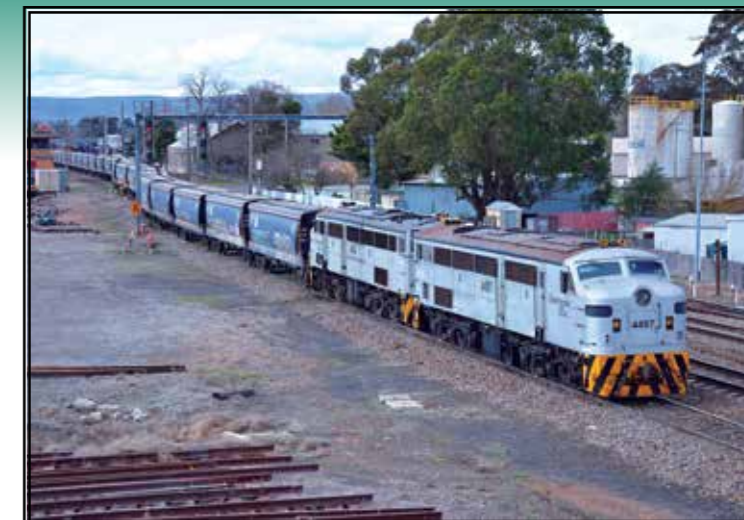
Ex El Zorro Transport Pty Ltd [under receivership, Hoskins Hurst]

8609 & 8622 moved to State Mine, Lithgow, NSW; end Aug; to be scrapped

AR&TS, Pretoria, South Africa:

DAZ1902 to DAZ1906 repainted AR&TS blue, and renumbered 1902 to 1906. Not yet branded.

Updated:
 10 September 2016 by Tony Burgess.



Top left: SD70ACe 4319 leads a hospital train of two empty ore cars 1731 and 2259 with flat wheels, SD70ACe 4374 with three loaded wagons 9687, 7008 and 8483 and empty 3130 with no rear coupler, at Redbank, on the approach to Nelson Point Yard, on Saturday 10 September 2016.

Photo by Richard Montgomery

Top right: On transfer to Junee for reactivation, Qube 4497 and 4458 wait for QBX006 and QBX004 to run around and attach before departing on 2367N empty grain at Goulburn on Sunday 28 August 2016.

Photo by Rod Kelly

Above left: Taking up its position as the GSR shunt loco, 8050 is pictured here stabled at the carriage wash facility at Keswick on Thursday 21 July 2016. 80 and 81 Class locos are regular shunt locos at Keswick, with NR Class filling in at times.

Photo by David Arnold

Above right: Another three DL Class head for storage at Lithgow. 8137 hauls DL50, DL40, DL44 and one wagon through Leura, in the Blue Mountains, running as train number 1737 on Friday 15 July 2016.

Photo by Nathan Ashley

Right: Having arrived on 4WM2 two days earlier, a spotless BL31, fresh from overhaul and repaint at Downer, Cardiff, soaks up the sun at South Dynon yard on Saturday 16 July 2016, whilst awaiting transfer for sand train duties, heading west on IMP2 the following evening.

Photo by Ian Green

Below right: Gleaming in the winter sun, 8202 races through Booragul on Tuesday 16 August 2016 as D444 from Downer Cardiff to Gosford, before returning to Morandoo for intermodal work. This was 8202's first run on the mainline after being overhauled and painted into its new Pacific National corporate livery.

Photo by Brian Atkins



Above left: Just outshopped in fresh Aurizon livery after overhaul at Forreestfield, Q4011 waits at West Kalgoorlie Yard before returning to Perth on Friday 19 August 2016.

Photo by Peter Donaghy

Above right: Sporting new Bowmans Rail logos, replacing its original CFCLA logos, CM3308 leads a sister CM unit through Two Wells South Australia as 1501S empty Cristal Mining mineral sands service on Wednesday 7 September 2016.

Photo by Greg OBrien



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PC-100C BCH-28909. PC-100D BCH-28999
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PC-100G BCH-32393. PC-100H BCH-32749

BWH NSWGR Grain Hopper (1950s - 1979)

PC-101A BWH-28735. PC-101B BWH-28962
PC-101C BWH-29298. PC-101D BWH-29423
PC-101E BWH-32008. PC-101F BWH-32274
PC-101G BWH-32545. PC-101H BWH-32638



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PC-200D NHDA-28900

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PC-201B NGBA-32117
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PC-300C VHBF-1116F

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Above left: In preparation for the commencement of container services to their new rail hub at Barnawartha, SCT undertook crew familiarisation runs on the North East line during July. On its first trip out since arrival at Laverton, X51 leads CSR002 through Donnybrook, heading back to Laverton from Seymour on Wednesday 20 July, 2016.

Photo by Peter Sweetten

Above right: Former Engenco RL Class RL305, RL301, RL302, RL304, RL306 and RL307, now owned by SSR, were transferred from Parkes to Lithgow on Friday 29 July 2016. All are yet to re-enter service, and some have become parts donors to allow the remaining C Class to return to service, as evidenced by the tarps over the roofs of RL306 and sisters in store at State Mine, Lithgow, on Saturday 3 September 2016, alongside 4701.

Photo by Nathan Ashley

Middle left: Queensland Rail loco 2413 was required to assist a Southern Downs Steam Railway tour train on Saturday 30 July 2016, due to heavy loading from a local festival, and their steam loco being unavailable. Train 3635 is pictured at Toolburra, heading to Hendon. Privately owned DH45 was used as cover to connect to the carriage stock. At Hendon, 2413 was exchanged for Queensland Rail's steam loco C17 974, which had run light engine from Ipswich to commence another season of hire.

Photo by Samuel Crawford

Left: Celebrating 50 years since entering service, SRHC's X31 brings the anniversary special through Dandenong on Saturday 27 August 2016, returning from Traralgon to Seymour.

Photo by Ian Green



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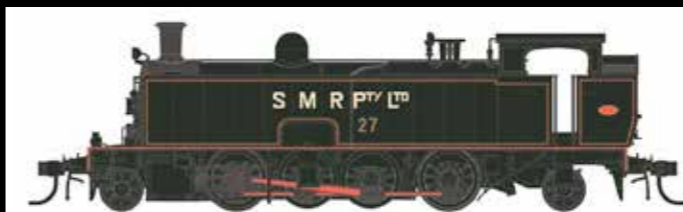
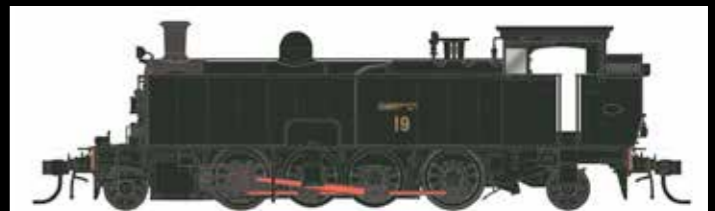
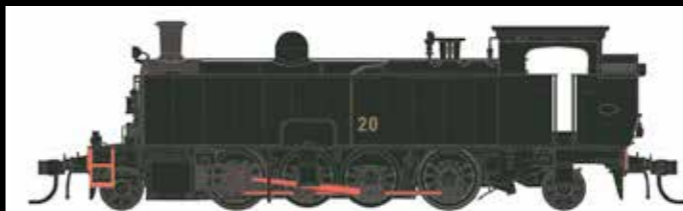
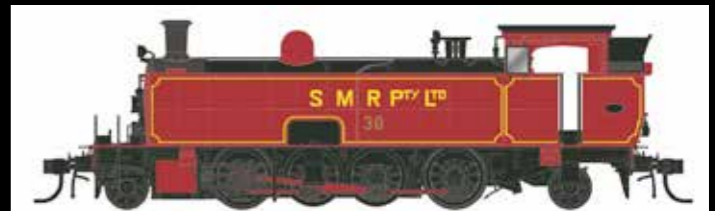
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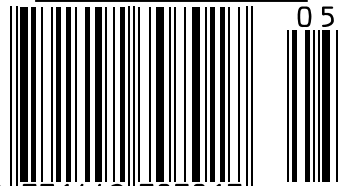
• AVAILABLE WITH 21 PIN ESU SOUND DECODER • PLASTIC ABS BODY • SUPER DETAILED • SEPARATELY APPLIED METAL PARTS

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