

# West Australian railscene e-Mag

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West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian Railroads.

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NR40 & NR92 still with National Rail logos on 7PX4 steel train at servicing point on loop at eastern end of Parkeston waiting for new crew to takeover to run to Cook SA on July 31st. Photo Toad Montgomery

The final two Transperth EMU sets #93 and #94 are still being constructed at EDI Rail in Maryborough Qld, set #93 is in the final stages and will be completed shortly then hauled across Australia on its delivery run. Building of EMU set #94 is well underway that will see it completed in 6-8 weeks. These two electrics will be at Nowerrup by November to then undergo commissioning and eventual entry into service.

Greentrains locomotive D51 had been hired as yard shunter by SCT Forrestfield ran light engine back to SSRS/Gemco yard Bellevue on July 28th. Shunting at SCT Forrestfield on July 30th was being undertaken by H5 shunting north end of yard and SCT003 was shunting the warehouse area.

Reducing the freighter [fuel] train, out of Esperance to Kalgoorlie to three services per week from August 8th has been put on hold to allow further negotiation regarding the running of this service. It appears the fuel company is at present increasing its holding capacity at West Kalgoorlie and wishes the present arrangements to be maintained as it could ramp up its delivery of fuel to the Goldfields from its Esperance terminal.



S3307 & DBZ2302 run 3903 empty caustic at Benger on August 3rd.

Photo Alex Mackay



In a scene repeated day and night at Parkeston a fuel tanker refuels 7PX4 NR40 and NR92 before they depart to run over 800kms to the next division point at Cook SA on July 31st.

Photo Toad Montgomery





CLP9 & G516 at the west end servicing point on the main line at Parkeston on 2MP1 QR National intermodal waiting to depart for the overnight run to Forrestfield on July 28th. Photo Toad Montgomery



AB1502 & AB1501 on separate grain trains in yards at Corrigin on July 26th.

Photo Don Copley





ZB2129 & ZB2125 on ballast train passing old station at Lake Grace on July 25th.

Photo Don Copley



Q4003 runs 3029 sulphur train on July 28th at 160km just north of Myamin on Kalgoorlie Leonora line once slated for closure that now sees up to five trains a day.

Photo Toad Montgomery





LZ3101 on 6443 Leonora freight about to enter West Kalgoorlie yard on July 30th. Photo Toad Montgomery



P2504, P2506 & P2511 stabled in yard at Wagin on August 2nd.

Photo Stew Winston





ARGs latest locomotive PA2819 stabled in Wagin yard on August 2nd.

Photo Stew Winston



NR87 & NR79 with only former NSWGR coach that is a crew car FAM2389 on 2000tonne 4MP5 intermodal climbing the grade at Binduli just west of Kalgoorlie on July 30th.

Photo Toad Montgomery





Q4004 on 6410 acid tankers rounds the east leg of Binduli triangle as it returns to West Kalgoorlie from the Hampton nickel smelter on July 30th. Photo Toad Montgomery



ZB2129 & ZB2125 run ballast train on the Lake Grace to Hyden line south of Dornock in typical undulating West Australian wheatbelt country on July 25th. Photo Don Copley





LQ3122 often called Rainbow Warrior long end leading runs 6443 Esperance freight on east leg of Binduli triangle at the commencement of its run south on July 30th. Photo Toad Montgomery

BHPB Iron Ore SD70ACe #4316 was named Yandi in mid July, while #4353 was named Warman around the same time.

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