

# 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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WAMX3301 [CBH013] on its shipping float being moved to enable it to be positioned over #1 road at North Port container terminal to be placed on its bogies September 13th.

Photo Jim Bisdee

West Australian state election will be held in six months on second Saturday in March over past few months both government and opposition have announced various public transport initiatives. Some of these are previous announcements that have been modified and now promoted as something new like light rail from Balga thru Mirrabooka to Perth City with extensions to Nedlands and Victoria Park. The Airport Railway that has been looked at previously even if approved may not be built till as late as 2031. The government announced it would build a new station on the Mandurah line at Atwell and order two further 6 car EMU's. Opposition announced it would also built the station at Atwell if elected and would order further ten EMU sets increasing the cars on order to 25 sets while government would have 17 sets on order. It appears the only certainty is Atwell Station will be built in the term of the next government at this stage but with traffic congestion becoming a major issue 10 new railcars sets to be added to those on order may be too few.





9305, 6022, CSR004, G512, GWU006 & NR18 on 6AX8 Centenary Special from Adelaide to Port Augusta to commemorate the Centenary of turning first sod of Trans line at Port Germein SA September 14th.



Port Augusta Station with 6AX8 and Pichi Richi special on September 14th. Both photos Daven Walters



The eleven CBH MotivePower MP27CN locomotives have all entered service these are named after old grain sidings in the wheatbelt. The list of names and locations of the siding names applied to CBH001 thru CBH011 are set out below with thanks to prominent rail historian Jeff Austin for their history.

**CBH001:** Yillimining; On the Narrogin-Wickerpin line [opened February 16th 1909] 24km east of Narrogin became junction station in October 1912 when work commenced on Kondinin line. Was staffed from March 1915 to September 1955 being a safe working staff station and steam locomotive water stop was eliminated as a public siding on May 25th 1986 but still remains open as Train Order Station.

**CBH002:** Mooterdine; On the Narrogin-Dwarda extension [opened September 18th 1926] of Pinjarra-Boddington Hotham Valley line is 35km east of Boddington and was named after Mooterdine pool in nearby Hotham River siding closed with the railway on May 6th 1957.

**CBH003:** Elabbin; On the Kununoppin-Merredin line [opened August 28th 1911] one of the original sidings on the line 5km east of Nungarin was closed and eliminated May 25th 1986.

**CBH004:** Pantapin; On the Quairading-Bruce Rock line [opened March 28th 1913] one of the original sidings on the line 26km east of Quairading named Ulakain, renamed Ulakine in March 1914 and subsequently Pantapin in August 1920. Was a safe working staff station with a barracks for train crews, eliminated when the Yoting-Shackleton section of the line closed May 31st 1985.

**CBH005:** Kulyaling; On the Beverley-Albany original land grant line known as Great Southern Railway [opened June 1st 1889] 11km south of Brookton this siding opened in November 1900 named Moorumbine, renamed Westbrook March 4th 1901 subsequently named Kulyaling July 1st 1907. The siding was closed and eliminated June 3rd 1972.

**CBH006:** Mandiga; On the Wyalkatchem-Bencubbin line [opened February 1st 1917] one of the original sidings on the line 10km west of Bencubbin. The siding was closed and eliminated November 13th 1989.

**CBH007:** Nanson; On the Wokarina-Naraling line [opened October 1st 1910] one of the original sidings on the line 40km north east of Geraldton named Mt Erin renamed Nanson August 1915. The siding closed with the railway on April 29th 1957.

**CBH008:** Tenindewa; On the Narngulu-Mullewa line [opened November 21st 1894] opened about 1908 named 55 mile siding 18km east of Mullewa renamed Kockatea on September 1st 1908 subsequently renamed Tenindewa on August 1st 1909. At times this siding was a safe staff station and was closed and eliminated on January 12th 1987. A new remote controlled CTC operated crossing loop of the same name will be bought into use in the same area in next few weeks as part of Mullewa line upgrading.

**CBH009:** Irwin; On the Midland Junction-Walkaway line an original land grant railway known as the Midland Railway Company of Western Australia with the Dongara-Mingenew section opened August 16th 1891 with this siding 20km east of Dongara opening at that time. Named after the nearby Irwin River, it was a safe working staff station and steam locomotive water stop. The public siding was eliminated on May 25th 1986 but still remains open as Train Order crossing station. CBH009 is the second locomotive to have been named Irwin, first was WAGR steam locomotive Pr534 a Pacific type 4-6-2 express locomotive originally used on Perth Kalgoorlie and Albany express trains then in freight service after 1954 until its withdrawal in 1968 that had large brass name plates mounted on the running board.

**CBH010:** Yandanooka; On the Midland Junction-Walkaway line an original land grant railway known as the Midland Railway Company of Western Australia with the section from Mingeneew to Arrino being opened February 25th 1892 with this siding 21km south of Mingeneew opening at the time. Opened at times as a safe working staff station this siding was closed and eliminated on January 31st 1994.

**CBH011:** Kokardine; On the Amery-Kalannie line [opened April 15th 1929] as No 6 Siding was subsequently renamed Kokardine is 11km north of Cadoux and was at times safe working staff station being closed and eliminated on July 4th 1988.



SCT009 & SCT007 on late running 3MP9 freight at Binduli September 6th.

Photo Peter Donaghy



K205 & K210 on 7QB5 rail train to Esperance at Binduli September 9th.

Photo Peter Donaghy





NR119 stalled in Engineers Siding September 9th after its failure on the TAR on 6/9. Photo Peter Donaghy



NR100 & NR56 on delayed 4PM6 at Parkeston 6/9 waiting for line clear following failure of 3MP4 between Curtin and Golden Ridge, NR56 was detached to run on 3MP4 and NR100 ran 4PM6. Photo Peter Donaghy





P2508, DAZ1906 & P2516 on 7720 ore last train to run on the last section light rail on the Mullewa Morawa line between Lullewa and Tilley on September 8th. Photo John Stephens



Q4017, AC4303 & Q4010 in West Kalgoorlie yard to run 2426 freight September 3rd. Photo Peter Donaghy





P2501, DAZ1901 & P2515 on 7720 ore between Tardun and Leda September 15th. Photo John Stephens



WAMX3301 [CBH012] & ZB2120 at North Port Fremantle September 13th. Photo Jim Bisdee





ACA6011 & ACA6012 on 5030 ore crossing ZB2125 on 5K05 light engines at Thornlie September 13th.



ZB2125 hauls WAMX3300, WAMX3301 & ZB2120 on 5K05 at Thornlie 13/9. Both photos Jim Bisdee





MMY32 QRN rail grinder at Meru on September 14th.

Photo Stewart Whiteaker



LZ3106 on 5196 container train at Fishing Boat Harbour Fremantle September 13th.

Photo Jim Bisdee





P2508, DAZ1906 & P2516 on empty Perenjori ore Eradu crossing loop September 15th. Photo Phil Melling



CFCLA CHAY two pack wagons converted to ballast wagons then used on MidWest track upgrading being loaded on road transport at Narngulu September 10th following completion of their use. Photo Phil Melling





ACN4141 on the combined CFCLA CHOY CHNY ballast wagons near Bringo 15/9. Photo Phil Melling



DBZ2310 on caustic tankers crossing S3111 on bauxite train at Pinjarra 15/9. Photo Trevor Hamilton

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ACN4141 that had been in use at Picton was transferred to Geraldton hauling dead attached ACN4170, ACN4171 and ACN4146 to enter service on 7755 light engine movement September 1st.



To commemorate the turning of the first sod on September 14th 1912 to commence construction of the 1796 km Trans Australia Railway from Port Augusta South Australia to Kalgoorlie West Australia, Australasian Railway Association [the railway industry lobby group] arranged a special train to carry invited guests from Adelaide to Port Augusta on September 14th. It was the promise to build this railway line across the desert linking Western Australia with eastern Australia that was a condition the Colony of West Australia had extracted before entering the Commonwealth of Australia nearly 12 years earlier on January 1st 1901. This train operated on behalf of the ARA by Pacific National had locomotives or equipment belonging to all railways operating over the now ARTC line. New Pacific National locomotive 9305 hauled the train north to Port Augusta with all dead attached QRN 6022, SCT CSR004, CFCLA G512, GWA GWU006 and off line NR18 with GSR coaches HM958 luggage car, AFC305 lounge car, DF934 dinning car, AG374 sit up coach and HGM297 power van. The special 6AX8 departed Adelaide 0800 and ran parrel with Pichi Richi Railway special train hauled by ex WAGR steam locomotive W934 between Stirling North and Port Augusta. Following the ceremony NR18 hauled the train back to Adelaide.



NR18, GWU006, G512, 6022 & 9305 on 6XA8 at Nectar Brook September 14th. Photo Daven Walters

CBH012 and CBH013 the first of six heavy 113.7 tonne MotivePower MP33CN locomotives to arrive were railed at North Port Fremantle on September 13th then hauled by ZB2125, WAMX3300, WAMX3301 & off line ZB2120 to Gemco Forrestfield for commissioning.

The upgraded Mid West railway lines from Geraldton Port to Tilley became operational when the new section from Lullewa to Tilley was bought into use on September 8th.