

# 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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DAZ1906, DFZ2404 & P2606 on 7754 empty ballast train at Herne Hill October 14th. Photo Simon Barber

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DBZ2311 the final DB to be overhauled entered service following adjustment after it load trial running 6122 light engine to Kwinana on October 12th.

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NR48 lead locomotive on 4MP5 Pacific National intermodal caught fire in turbo area at about 1598km on ARTC interstate line few kms east of Coonana about 1240 on October 12th. The crew were able to detach locomotive and run it forward away from the train and limit the fire by use of fire extinguishers from this train and 5PS6 in Coonana loop bought over by track gang. This locomotive was now a failure and remote unit NR95 could not haul the train to Kewdale. NR38 remote unit on 5PS6 was detached and hauled NR48 to Coonana then NR95 following with 4MP5. NR38 shunted NR48 behind NR95 then ran 4MP5 west to Parkeston and onto Kewdale arriving about 0700 on 13th. 5PS6 was now only NR105 and the train weight exceeded the load of a single NR so NR105 ran to Zanthus where some 450m of 5PS6 were detached and stabled. The crew on 5PS6 were also running out of hours then ran from Zanthus to Wilban to stable for mandatory rest period before continuing to Cook. 5PS6 loading at Zanthus was collected by 7PX4 on 13th.





CBH013 & CBH012 loading a Watco grain train at Cranbrook October 18th. Both photos Daryle Phillips



CBH013 & CBH012 were first of the heavier and more powerful MP33CN locomotives to enter service.





8033 on 6P51 shunter with louvre vans from Sadleir Logistics at Kewdale October 19th. Photo Matt Hayes



Small sleeper tamper in now removed old shunting yard at York October 13th.

Photo Matt Hayes





NR35 hauls 7PX4 through Seabrook just east of Northam on October 6th.

Photo Kieran Wright



NR82 on 3PW4 in the loop at Parkeston waiting to cross 6WP2 October 16th.

Photo Peter Donaghy





NR86 & NR7 on 6WP2 steel train about to cross 3PW4 at Parkeston October 16th. Photo Peter Donaghy



L3118 on 1C03 AK car inspection train to Esperance departing West Kalgoorlie 13/10. Photo Peter Donaghy





AK car inspection train turns south on east leg of Binduli triangle for Esperance 13/10. Photo Peter Donaghy



NR48 showing its fire damage entering Pacific National Kewdale on 4MP5 October 13th. Photo Jim Bisdee





Kalgoorlie dock now disconnected was where the Trans Train departed and for 61 years the only standard gauge line in Kalgoorlie till WAGR standard gauge line arrived in 1968. Photo Peter Donaghy



NR98 & NR.. on 6PM7 express climbing out of Kalgoorlie October 13th. Photo Peter Donaghy





Q4016 & ALZ3208 on 6029 sulphur train at 10km peg on Leonora line where North Train Control territory ends and South Train Control territory begins October 12th. Both photos Peter Donaghy



Leonora line just outside Kalgoorlie showing the track marked for sleeper replacement October 12th.





DC2215 & ACA6009 on 2034 ore train to Kwinana unloader at Thornlie October 15th. Photo Jim Bisdee



6008 & G534 on 3MP1 QRN intermodal at Woodbridge October 19th.

Photo Jim Bisdee





P2503 on 3322 QRN grain train at Woodbridge October 16th.

Photo Jim Bisdee



Q4005 & Q4009 on 1413 loaded ore train at Binduli October 14th.

Photo Peter Donaghy





8030 & K205 on 4QB1 rail train at Hazelmere October 3rd.

Photo Brendan Cherry



DC2213 & DC2205 on 4141 container train at Thornlie October 3rd.

Photo Brendan Cherry



CBH Group recently released its freight rate estimates for 2012-13 harvest with rail users starting to see the benefits with CBH's investment in rail. Rail freight rates have been seen an average seven percent rate reduction while road freight rates sees an average five to eight percent rate increase. With CBH owning the wagons and locomotives, being responsible for fuel and running costs together with track access charges they have bypassed the railroad operator. This has enabled the rail rate reduction but owing to increasing costs no reduction in road transport costs has been possible.



NR53 on 4004 empty Indian Pacific coaches to East Perth at High Wycombe 3/10. Photo Brendan Cherry

2212 ran AK inspection train from ARTC lines arriving Kalgoorlie loco October 9th were 2212 that had hauled the cars from Sydney was detached and stabled. LZ3119 was attached and ran from Kalgoorlie to Forrestfield on 10th where it was detached with L3118 being attached and ran Forrestfield to Kalgoorlie on 11th. L3118 ran Kalgoorlie to Leonora and Kalgoorlie to Esperance then returning the AK cars to Kalgoorlie loco where 2212 was reattached then returning interstate on 17th.

Gindalbie Metals Karara Mining commenced running its second train on October 11th as it slowly ramps up production following commissioning of its port operations at Geraldton.