

# *West Australian Rails*

NUMBER....11-03

Another Special Pilbara edition mainly Fortescue Mining

All photographs courtesy Richard [Toad] Montgomery

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44-9CW 011 & SD9043 905 on empty fuel train on the curve at Kanga November 26th.

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Fortescue Mining Group is the smallest of the Pilbara miners exporting some 155 million tonnes of ore per annum that is a large amount of ore in its own right but is far less than BHPBIO or Rio Tinto produce. Fortescue Mining has three mines Cloudbreak and Christmas Creek in the Chichester Range area south east of Port Hedland together with Solomon Hub in the Hamersley Ranges south west of Port Hedland. Output of all these mines is exported through Port Hedland with the Christmas Creek mine being reached by an extension of the original Cloudbreak line. Solomon Hub is reached by a line branching off mainline about some 120kms south of Port Hedland then heading south west to Solomon Hub.





SD70ACe 702 & 44-9CW 014 on empty between Chapman and Canning, Roy Hill line in background 26/11.



Locally re-powered with 16-710 SD90MAC 905 & SD70ACe 710 cross above empty on double track 26/11.





44-9CW 006 & SD9043MAC 909 on loaded ore between Thomas and Kanyirri yards November 26th.



Parker Point Dampier with fuel train load out on left and empty car rakes to right November 24th.





9436, 7084 & 7068 on loaded Rio Tinto ore near Table Hill on Cape Lambert line November 24th.



9436, 7084 & 7068 on loaded rounding curve on Cape Lambert line with Table Hill in the distance 24/11.





44-9CW 001 & 005 on loaded ore arriving at Chapman November 26th.



SD70ACe 720 & 714 on loaded ore between Kanga and Forrest November 26th.





Loaded BHPBio ore train approaching new Ore Car Repair Shop grade crossing Mooka November 7th.



44-9CW 011 & SD9043 905 on a loaded ore at 76km signal November 23rd.





Loaded ore on Cloudbreak line with empty ore on Solomon line behind SD70ACe 702 & 44-9CW 014 26/11.



Crew change at Chapman 001 & 005 on loaded with 904 & 710 on empty November 26th.





SD70ACe 711 & 708 on empty ore between Canning and Chapman with Roy Hill line in background 8/11.



RT19 the Hi Rail tester on BHPBio line taken from adjacent FMG line between Canning and Chapman 8/11.





Rio 8197 & 8133 hauling empty rake back from Parker Point about to enter 7 Mile yard November 24th.



SD9043MAC 906 & SD70ACe 714 light engines from Thomas Yard shunt back into Kanyirri Yard 22/11.



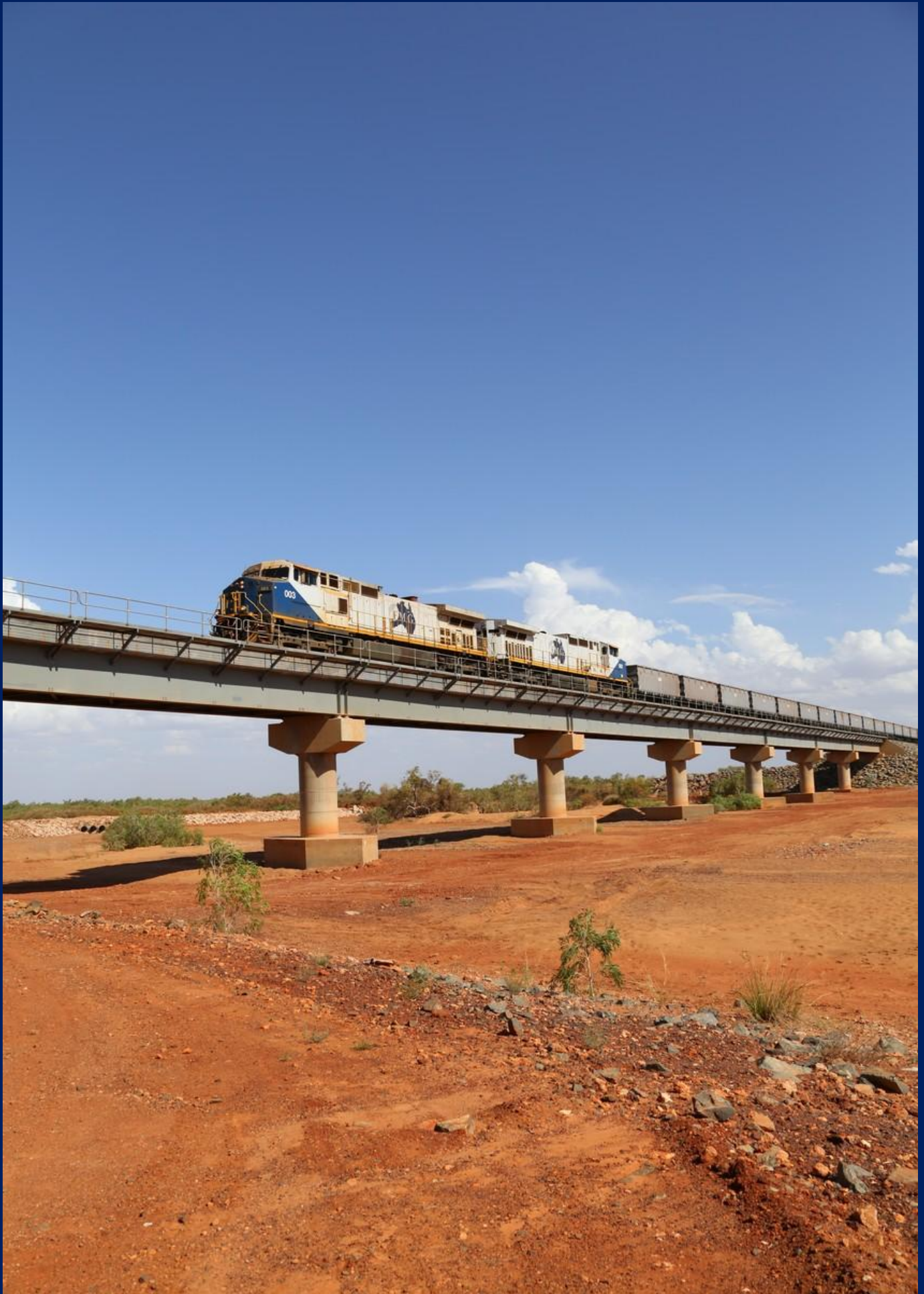


44-9CW 009 & SD70ACe 718 on loaded ore passing Kanyirri Yard November 7th.



Kanyirri Yard on left with empty and loaded ores crossing on the main line to Thomas yard 7/11.





44-9CW 003 & 002 cross East Turner River Bridge on loaded ore November 26th.





SD70ACe 705 & 719 powering through 189km on Cloudbreak line November 26th.



705 & 709 on loaded ore in big cutting at Hillside on Woodstock Road November 26th.





TK10 one of the original FMG fuel tankers on empty fuel train at Kanga November 26th.



TK20 one of the newer version FMG fuel tanker at Kanga on empty fuel train November 26th.





SD9043MAC 905 & 44-9CW 011 light engine head to port the under Great Northern Highway Bridge 22/11.



014 & 702 on loaded ore going under Great Northern Highway Bridge on way to port unloaders 22/11.





SD90MAC 901 [locally re-motored with 16-710 engine] & SD70ACe 701 on empty ore at 36km 26/11.



SD70ACe 701 with T155 symbol on cab side [155mtpa expansion symbol] with SD90MAC at 36km 26/11.





003 & 002 on loaded ore cross Gillam Creek Bridge on way to port November 26th.



011 & 905 round 5km curve as they depart with empty ore rake 22/11.

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