

West Australian Rails

NUMBER: Extra North 001 A quick wrap up of a few months in the Pilbara and Kalgoorlie taken by Toad Montgomery and Roland Depth of various railway happenings during March to May 2021.

Extra North 001 covers March.



FMG empty ore train departing the port as it rounds the 5 km curve and is about to go under the Great Northern Highway overpass at Boodarie. Locos are SD70ACe/LCi units 705 and 706. 20th March 2021.



Above, stored FMG SD90MAC-H2 units at the welding yard. 916, 915, 914, 913, 917, 912, 911 and 910.

Below, a loaded train arriving under the Great Northern Highway bridge with the fuel train in the distance and a loaded iron ore road train heading into Port Hedland. The FMG train has GE C44-9W 009 leading EMD SD70ACe/LCi 719.



A short FMG empty train at the Great Northern Highway bridge behind EMD SD70ACe/LCi 721 and GE C44-9W 004.



Roy Hill loaded arrives at their Great Northern Highway road overpass with GE ES44ACi units RHA 1018 and RHA 1022 on the point and RHA 1016 and RHA 1017 as the mid-train remote units. BHP and Roy Hill both use mid-train or DPU power.





A Roy Hill empty train departed soon after the loaded arrived, ES 44ACi units RHA 1011 and RHA 1012 lead with RHA 1015 and RHA 1026 as the mid-train remotes below. Roy Hill have a fleet of 27 GE ES44ACi units.





Above a BHP single rake of ~135 empty waggons runs the East line between Bing and Mooka behind EMD SD70ACe/LCi units 4465 'Wayne Podmore' and 4413 'Barramine'. While below at the 45 km a loaded is worked behind EMD SD70ACe/LCi units 4460 and 4443 'Ambition' with mid train units 4400 and 4405.





Above mid-train units on the loaded with a broken rail detection waggon (or BRD) 11571 with 4400 and 4405 'Dusty'. And below is another BRD waggon 11679. BHP intend on doing some 70 waggons with this Siemens technology. 11679 is a 2020 build from QRRRC Qiqihar Rolling Stock Co. of China.





An empty train wait line clear behind EMD SD70ACe/LCi unit 4394 and new liveried unit 4497 with the original formation in the foreground which became redundant with the duplication. 4497 is the highest numbered locomotive from the latest delivery for BHP and carries serial number 20198860-006 build in May 2020 by Progress Rail, Muncie USA.





A loaded Roy Hill train powers away from HPPL passing loop behind GE ES44ACi units RHA 1013 and RHA 1019 with mid-train units RHA 1007 and RHA 1003 as seen below.





FMG GE C44-9W unit 009 serial 58186 leading an empty train at Indee Rd shows the handrail modifications the fleet has gained. Below on the 21st March 2021 a Roy Hill empty approaches the highway bridge behind GE ES44ACi units RHA 1008 and RHA 1009 'Posco'.





Mid-train Roy Hill GE ES44ACi unit RHA 1011 and RHA 1012 'Tad'.

Now stored out of service is the BHP Iron Ore EM80 track recorder car, stored at Boodarie, replaced by a Mermec Roger 800.





Enroute to the Finucane Island car dumpers, loaded BHP train behind 4344 'Tenacity' and 4362 pass under the Roy Hill overland conveyor. And below is one of FMG's last delivery of SD70ACe-P6 units 728 which was an extension of a Norfolk Southern build by 10 units, they have had the headlight lowered to the nose, marker lights fitted and the middle hand rails and kickplates fitted.





A Roy Hill loaded at the highway bridge which is their 18 km post and a pair of GE ES44ACi units RHA 1006 and RHA 1004 lead their train with mid-train remotes RHA 1013 'Marubeni' and RHA 1019.





Caught a bit off guard at Indee Rd when this FMG empty train with four SD70ACE/LCi units heading south as a bank engine transfer. 713 leads 711, 715 and 717. Below a loaded Roy Hill powers along at Indee Rd with GE ES44ACi units RHA 1007 and RHA 1003 with mid-train RHA 1014 and RHA 1010.





A loaded Roy Hill powers along at Indee Rd with GE ES44ACi mid-train units RHA 1014 and RHA 1010. And the last train seen on the 21st March was an FMG loaded at the 5 km curve passing under the highway bridge as an empty MGM Bulk iron ore 'quad' runs south. FMG SD70ACe/LCi unit 714 leads a GE C44-9W unit 008.





On the 22nd March at Cape Lambert South Yard a loaded Robe Valley train rolls through behind triple Rio Tinto GE ES44ACi units 9138, 9117 and 9137. Below through Archers is a loaded 'pool' train in AutoHaul™ behind a pair of GE C44-9W 7082 and 7068 in original Hamersley Iron livery and Rio Tinto GE ES44DCi unit 8119.





Rio Tinto's new looking Tamper 2 'John Gurney' a Plasser Australia 09-3X model with serial M600 stands just south of Archers. Below, still on the Cape Lambert line at Harding Siding (Siding 2) stands an AutoHaul™ train behind GE ES44ACi unit 9132 and a pair of GE ES44DCi units 8175 and 8106.





At Green Pool and a trailing shot of another stabled AutoHaul™ train with GE ES44DCi 8165 leading two GE C44-9W units 7059 in Pilbara Iron livery and 7080 in original Hamersley Iron. Below are one of four sets of Plasser & Theurer built MFS 3/150 material conveyor and hopper units on Rio Tinto's ballast cleaning train.



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Rio Tinto's Plasser Australia built RM900 ballast cleaning machine with serial M491 with the four sets of the MFS 3/150 units cleaning ballast near the 94 km. Below is Pilbara Iron liveried GE C44-9W unit 7056 on the rear of the ballast cleaning train as it works north near the 94 km.





Near Western Creek on the Cape Lambert line is another stabled AutoHaul™ empty train behind Rio Tinto GE ES44DCi unit 8118, ES44ACi unit 9146 and ES44DCi 8148. And below just north of Archers yet another empty AutoHaul™ waits on the Cape Lambert line behind GE ES44DCi units 8188 and 8151 with the third unit an ES44ACi 9140.





At Archers on the Cape Lambert line a loaded Robe Valley train powers along behind triple Rio Tinto GE ES44ACi units 9136, 9133 and 9141. And in this final shot with see the loaded above passing the empty from page 19 to round out this issue. GE ES44DCi units 8188 and 8151 with the third unit an ES44ACi 9140 on the empty as GE ES44ACi units 9136, 9133 and 9141 pass.

