

# West Aust railscene e-Mag

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West Aust railscene e-Mag is published weekly by Jim Bisdee on rail happenings on Western Australian railroads.

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Washout on Hamersley Iron Dampier Tom Price main line at 76km Western Creek Bridge showing extent of damage having the embankment washed away leaving track suspended in mid air February 17th. Photo Justin Parry

Mining and rail operations of Hamersley Iron and Robe River have been severely disrupted by flooding as a result of heavy rainfall from a tropical low pressure system that has seen Pannawonica receiving 389mm and Karratha 222mm of rain in the week ending February 20th. These downpours have caused usually dry rivers to flood resulting on the 16th/17th bridges being severely damaged on Hamersley Iron railroad over Western Creek at 76km and Harding River at 85km. This flooding has halted ore train movements to both ports of Dampier and Cape Lambert with production at all mine sites of both Hamersley Iron and Robe River Iron Associates being suspended. The Robe River Cape Lambert to Pannawonica line is cut in vicinity of Western Creek crossing loop as a result of flooding from overflowing Harding Dam. It could be a few weeks before both Tom Price and Pannawonica lines repaired.

Owing to pressure of work at ARG Forrestfield workshop recently returned LZ3101 and 3103 were hauled by Q4010 on 17th to Gemco Rail/South Spur yard at Bellevue where Gemco Rail will now undertake the repairs to enable return of these locomotives to service.

EJ



Track is suspended in mid air on Western Creek Bridge February 17th showing where the water just washed the embankment away following torrential rain in the Pilbara. Photo Justin Parry



Another washaway occurred at 85km on Dampier Tom Price line at Harding River Bridge where the embankment of both bridges was washed away again suspending tracks in mid air February 17th. Photo Justin Parry

There were 60 new iron ore cars 30x2pack delivered from China to Geraldton being unloaded on February 9th and 10th not 54 being 17x2pack as previously advised the new ore cars are numbered AHCF27031U to AHCF27060M fleet numbers 180 to 239. So far 10 new ore cars 5x2pack have entered service with both iron ore trains having a mix of ACHF and MHAF cars. The AHLF ore cars that were converted from former SA ballast hoppers are no longer in use on the Mt Gibson Iron Ore trains. PM

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Construction of Fortescue Mining Group rail train at Gemco Forrestfield continues with two rail wagons being loaded during week on to road transport for delivery to Port Hedland. EJ

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Frame of D1561 now on works bogies after its power bogies had been removed was returned to storage on crane road adjacent to Forrestfield workshop on 16th.



NR84 long end leading runs 3003 empty Indian Pacific cars from East Perth Terminal down the west leg of the Woodbridge triangle as it hauls the empty cars to Kewdale for servicing on February 18th. Photo Jim Bisdee

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NR51 remote unit on 5PS6 that derailed in washaway near Curtin on January 30th was recovered and loaded onto low loader at the derailment site then hauled by road to United Group Rail Bassendean for assessment arriving early afternoon on February 17th. NR35 and NR51 are stowed outside erecting shed awaiting full damage report it could be another two months before a decision is made regarding repair of these locomotives.

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A 50 metre 1.8m fence was erected at old Midland platform over 17th/19th in an effort to stop rubbish being blown on to out of gauge detector causing false readings and delaying trains while are they inspected for being out of gauge.

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Resleepering of the South West main line with concrete sleepers working north from Brunswick has reached the end of Waroona crossing loop. This track upgrading is now working south from Pinjarra following relocating the sleeper replacement machine from Yarloop to Pinjarra having reached north of Dwelling up road crossing on 20th. The machine has been turned and sleeper replacement train now has locomotive at north end.

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R1902 ran 7UB3 ballast train from flashbut Midland to Fremantle line via Forrestfield and Cockburn on 21st for ballasting returning as 7UB4 on 22nd.



NR109 runs 6CP4 [Curtin-Perth] derailment recovery train of steel train gondola wagons of damaged containers recovered from derailment site west of Curtin on Friday 20th through Brigadoon on February 21st. Photo Jim Bisdee

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20 CFCLA ballast wagons arrived in November and over last week a further 19 more ballast wagons have arrived being taken to Flash Butt yard these wagons will be used on BHPBIO expansion projects. TM