

# PORT KEMBLA STEELWORKS FLEET UPDATE.



COMPILED BY BRAD PEADON      MAY 2019      V3  
Semi Retired Foamer Media  
For the Light Railways Research Society of Australia.



## The BHP 'Port Kembla' Fleetlisting (V3)

This listing has been compiled by Brad Peadon, with the help of members of 'Semi Retired Foamer Media' and others as listed below.

This version has been updated and expanded to include a selection of internal use rollingstock.

Version 2 is still available on the 'Light Railways Research Society of Australia' website.

If you have any corrections, additions or interesting bits of locomotive trivia, we would very much like to hear from you.

In future versions we wish to cover the steelworks steam locomotive fleet. Anyone able to help is invited to email us.

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### ACKNOWLEDGMENTS:

Brad would like to thank the following for their help with this update:

Damien Butler  
Tim Carter  
Bradly Coulter  
Curt Dorl  
Zane Maber  
Bill Parkinson  
Chris Stratton

### INFORMATION ALSO GAINED FROM:

Personal notes and photography.  
BHP Rail by Don Drysdale  
Light Railways Magazine (Various Issues)  
Locomotive Builders Manuals (Various)

AIS Australian Iron & Steel (Traffic Department) (Facebook)  
BHP Rail History SIG - Australia And Overseas (Facebook)  
State Mine Railway (Facebook)

**Light Railway Research Society  
of Australia Inc.**



D34

Cringila (Port Kembla)  
[alcogoodwin@gmail.com](mailto:alcogoodwin@gmail.com)

Brad Peadon



### FRONT COVER:

103 102 D51

Wait access to the mainline at Brownsville with a loaded coal train from Elouera (Wongawilli)

Photo: Brad Peadon

CONTRIBUTIONS / CORRECTIONS / ADDITIONS / UPDATES

Please Email Us:

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### 750hp SERIES

Built by English Electric (UK), shipped to Australia and constructed by Com-Eng (Granville) and Bendigo Munitions Plant.

**Model** Unknown

**Gauge** 1435mm  
**Wheels** Bo-Bo  
**Length** 12.5m  
**Mass** 86t  
**Engine** EE 8SRKT  
**Power** 757HP  
**Speed** 16 km/h



Heritage unit D6, despite destined for preservation at State Mine, is seen here being scrapped in 2018.

**Photo:** Tim Carter

#	Build #	Notes
D1	5-1950	Operational, preserved at the Rail Transport Museum in Thirlmere. Livery: AIS Orange
D2	8-1950	Scrapped
D3	11-1950	Scrapped
D4	3-1951	Scrapped
D5	5-1951	Scrapped
D6	8-1951	Originally preserved by BHP, D6 has been donated to the State Mine Museum. Scrapped during 2018 despite State Mine ownership.
D7	11-1951	Privately preserved in Canberra, near the ARHS ACT museum. Livery: Yellow
D8	4-1951	Scrapped



D1 sitting out the back of the 'Rail Transport Museum' at Thirlmere.

**Photo:** Bradly Coulter

**400hp SERIES****Mk1: D9 - D15****Mk2: D20 - D25**

Built by English Electric .

**Model** SE37B**Gauge** 1435mm**Wheels** Bo-Bo**Length** 10.67m**Mass** 61t**Engine** EE 6KT**Power** 402HP

D20 preserved at State Mine (Lithgow)

**Photo:** Bradly Coulter

#	Build #	Built	Notes
<b>D9</b>	A-005	9-1956	Preserved by the Lachlan Valley Railway at Cowra Livery: Tangerine
<b>D10</b>	A-007	11-1956	Briefly used by Blue Circle Cement at their Portland plant (1982) and later by the same company at Berrima (1986) while the regular shunter underwent repairs. Temporarily preserved and operated by 'Tumut - Batlow Railway', later returned to BHP and scrapped.
<b>D11</b>	A-009	12-1956	Sold to Sim's Metal for shunter at Mascot. Now preserved by 'Dorrigo Steam Railway and Museum'. Livery: Sims Red with blue pilot.
<b>D12</b>	A-010	2-1957	Scrapped
<b>D13</b>	A-013	5-1957	Scrapped
<b>D14</b>	A-014	5-1957	Scrapped
<b>D15</b>	A-016	9-1957	Scrapped
<b>D20</b>	A-041	5-1960	Preserved operational by the State Mine Museum Livery: Tangerine
<b>D21</b>	A-042	7-1960	Preserved by the State Mine Museum
<b>D22</b>	A-035	7-1960	Scrapped
<b>D23</b>	A-036	7-1960	Preserved operational by the State Mine Museum
<b>D24</b>	A-037	8-1960	Spare parts for the State Mine Museum. Scrapped during 2018
<b>D25</b>	A-038	9-1960	Privately owned in Canberra.



### **850hp SERIES**

Built by English Electric .

**Model** STE83B

**Gauge** 1435mm

**Wheels** Bo-Bo

**Length** 12.5m

**Mass** 93t

**Engine** EE 8SRKT

**Power** 850HP



D32 spent a very short amount of time in this experimental livery. Seen here outside Steelhaven.

**Photo:** Curt Dorl

#	Build #	Built	Notes
D16	A-030	12-1959	Scrapped during 2018
D17	A-031	2-1960	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D18	A-032	3-1960	Scrapped
D19	A-033	3-1960	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D26	A-039	10-1960	Scrapped during 2018
D27	A-040	10-1960	Owned by Pacific National - In Service Last of her type in existence.
D28	A-053	12-1961	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D29	A-054	12-1961	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D30	A-083	7-1964	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D31	A-084	7-1964	Scrapped during 2018
D32	A-088	8-1964	Scrapped during 2018
D33	A-089	9-1964	Scrapped in Boom Sdg (Pt Kembla) during 2017.



**1000hp SERIES**

Built by English Electric

**Model** STE101B.**Gauge** 1435mm**Wheels** Bo-Bo**Length** 12.81m**Mass** 90t**Engine** EE 6CSRTK**Power** 1012HP

D38 Shunting Cringila Brad Peadon alcogoodwin@gmail.com

D38 in the latest livery of Bluescope Yellow shunts the Cringila exchange sidings. it would eventually haul some steel flats into the works.

**Photo:** Brad Peadon

#	Build #	Built	Notes
D35	A-236	11-1971	Scrapped following head on collision at Central Kembla
D36	A-237	12-1971	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D37	A-238	12-1971	Scrapped following head on collision at Central Kembla
D38	A-239	12-1971	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D39	A-240	1-1972	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D40	A-241	1-1972	Owned by Pacific National - In Service Last of type in existence.
D41	A-269	4-1974	Hired to the NSWPTC from the late 70s into the early 80s. Used in the Illawarra area. Scrapped in Boom Sdg (Pt Kembla) during 2017.
D42	A-270	4-1974	Hired to the NSWPTC from the late 70s into the early 80s. Used in the Illawarra area. Scrapped in Boom Sdg (Pt Kembla) during 2017.
D43	A-271	8-1974	Hired to the NSWPTC from the late 70s into the early 80s. Used in the Illawarra area. Scrapped in Boom Sdg (Pt Kembla) during 2017.
D44	A-272	7-1975	Scrapped in Boom Sdg (Pt Kembla) during 2017.
D45	A-273	8-1975	Scrapped in Boom Sdg (Pt Kembla) during 2017.



**D34****Model:** STE195C**Built by** English Electric**Gauge** 1435mm**Wheels** Co-Co**Length** 16.5m**Mass** 132t**Engine** EE 8SRKT**Power** 1950HP**Speed** 16 km/h

D34 (Builders Plate)

Brad Peadon

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#	Build #	Date	Notes
D34	A-197	5-1969	Preserved - State Mine Railway Museum under restoration. Unique locomotive, only Co-Co locomotive built new for Australian Iron and Steel (Pt Kembla)



D34

Kemira Loader

Brad Peadon

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**K Class****Model:** M195C

Built by English Electric

**Gauge** 1435mm**Wheels** Co-Co**Length** 16.76m**Mass** 110t**Engine** EE 12CSVT**Power** 1950HP**Speed** 19km/h

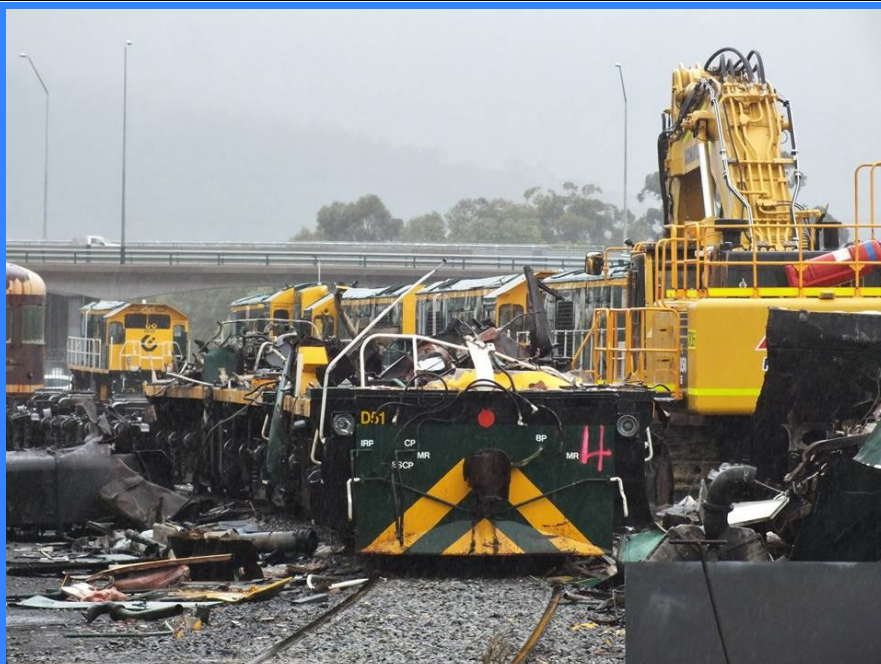
D47 and D51 at West Dapto on the Wongawilli line.

**Photo:** Brad Peadon

#	Build #	Date	Notes
D46	A-132	11-1966	Built new as Goldsworthy A3. Never used in service at BHP Port Kembla. Sold to South Spur Rail in 2004. Scrapped.
D47	A-146	3-1967	Built new as Goldsworthy A5. Sold to South Spur Rail in 2004. Scrapped by Engenco - June 2014
D48	A-242	3-1972	Built new as Goldsworthy A7. Never operated in the works. Started once and then pushed out to brickyard. Sold to South Spur Rail in 2004. Scrapped by Engenco - June 2014
D49	A-243	3-1972	Built new as Goldsworthy A8. Sold to South Spur Rail in 2004. Scrapped by Engenco - June 2014
D50	A-110	3-1966	Built new as WAGR K202. Withdrawn from BHP service with accident damage (collided with D42) and later sold to South Spur Rail for spare parts. Scrapped
D51	A-111	3-1966	Built new as WAGR K203. 1995 - Placed on display during Lithgow Locomotive Depot open day. Sold to South Spur Rail in 2004. Scrapped by Engenco - June 2014

Despite some last minute attempts to save one of the ex-BHP K class for preservation at State Mine, Engenco scrapped all four survivors during June 2014.

The process had well and truly started in this photograph of D51 and other doomed sisters.

**Photo:** Jim Bisdee



### 101 102 Austrac Lease Unit

**Model:** DL500G

Built by Goodwin Alco

**Gauge** 1435mm

**Wheels** Co-Co

**Length** 18.67m

**Mass** 115t

**Engine** ALCo 12-251C

**Power** 2000HP



102 is seen stored at Junee after her time at BHP had ended.

Shortly she would be taken to Newcastle for rebuild into a new GL class.

Photo: Jonathan Thomas

#	Build #	Built	Notes
101	G-6045-29	7-1972	Originally NSW Railways 44229, Sold to Austrac and leased to BHP as 101. Later sold to CFCLA and rebuilt as GL109. In service.
102	G-6045-33	11-1972	Originally NSW Railways 44233, Sold to Austrac and leased to BHP as 102. Later sold to CFCLA and rebuilt as GL107. In service.

### 103 - Austrac Lease Unit

Built by Goodwin Alco, rebuilt by Austrac .

**Model:** DL541

**Gauge** 1435mm

**Wheels** Co-Co

**Length** 17.88m

**Mass** 113t

**Engine** Alco 12 251C

**Power** 1950hp



103 101 at Unanderra **Photo:** Chris Stratton

#	Build #	Built	Notes
103	84179	10-1963	Originally NSW Railways 4537, Sold to Austrac and leased to BHP as 103. Preserved operational in Taillem Bend.

**442s1 442s2 Silverton Lease Unit****Model:** DL500G

Built by Goodwin Alco

**Gauge** 1435mm**Wheels** Co-Co**Length** 18.67m**Mass** 115t**Engine** ALCo 12-251C**Power** 2000HP

Used at BHP:

November 2000 till January

2001



442s2 101 Up Wongawilli Coal Cringila Brad Peadon alcogoodwin@gmail.com

#	Build #	Built	Notes
442s1	G-6045-20	1972	Originally government railways 44220. In service with Southern Shorthaul Railroad.
442s2	G-6045-17	1972	Originally government railways 44217. In service with Southern Shorthaul Railroad.

**80 Class - Leased from Pacific National**

Built by Comeng

**Model:****Gauge** 1435mm**Wheels** Co-Co**Length** 19m**Mass** 122t**Engine** Alco 12-251CE**Power** 1605 kW / 2150 HP

Trialled at BHP:

September 1997 till October 1997

80 class on trial  
at BHP Port Kembla  
West Dapto 19-9-97  
Brad Peadon8015 8039 pass through West Dapto with a trial coal train from Elouera.  
**Photo:** Brad Peadon

#	Build #	Built	Notes
8015	C-6106-15	1979	Utilized on coal trains to Kemira and Elouera. Scrapped at werris Creek by Pacific National
8018	C-6106-18	1979	Source of spare part for 8015 and 8039 at works. Scrapped
8039	C-6121-9	1982	Utilized on coal trains to Kemira and Elouera. Owned by Pacific National - Used as shunter, nominally at Broken Hill.



### PB Class Twin Engine GenSets

**Model:** 2GS16B-AU

Built by National Railway Equipment Company (USA)

**Gauge** 1435mm  
**Wheels** Bo-Bo  
**Length** 15.4m (Over Couplers)  
**Weight** 90.9 tonnes (live)  
**Engine** 2x Cummins QSK19C  
**Power** 1600hp



PB1 shunting Cringila.

**Photo:** Bradly Coulter

#	Build #	Delivered	Notes
PB1	209-PB1	2014	In Service - Owned by Pacific National
PB2	209-PB2	2014	In Service - Owned by Pacific National
PB3	209-PB3	2014	In Service - Owned by Pacific National
PB4	209-PB4	2014	In Service - Owned by Pacific National
PB5	209-PB5	2014	In Service - Owned by Pacific National
PB6	209-PB6	2014	In Service - Owned by Pacific National
PB7	209-PB7	2014	In Service - Owned by Pacific National

### RT Rail Tractors

**Model:** N/A

Built by Victorian Railways (Newport)

**Gauge** 1435mm  
**Wheels** 4wDM  
**Length** 6.33 - 6.52m  
**Weight** 10.4t  
**Engine** Fordson  
**Power** 40.3 - 50.8hp



RT43 4-2-2015 Outside the wagon repair shop.

**Photo:** Chris Stratton

#	Build #	Notes
RT43	N/A	Used for shunting the wagon repair shop,
RT48	N/A	Used for shunting the wagon repair shop,
RT52	N/A	Used for shunting the wagon repair shop,
		Note: Two are in use and one a parts source. RT43 is known to be one of the operational units.

# LYSAGHTS

## LYSAGHT JL1-3

**Model:** 45T

Built by Goninan

**Gauge** 1435mm  
**Wheels** B-B  
**Length** 8.33m  
**Mass** 36t  
**Engine** Cummins HBI-600 (JL1-2)  
 Cummins H-6-BI  
**Power** 360HP



The last survivor, JL3, is seen here preserved at the Dorrigo Steam Railway and Museum during 2007.

**Photo:** John Clevedon

#	Build #	Built	Notes
<b>JL1</b>	4	6-1955	Scrapped
<b>JL2</b>	5	7-1955	Scrapped
<b>JL3</b>	17	12-1962	Preserved at the Dorrigo Steam Railway and Museum

## LYSAGHT JL4

**Model:** L85T

Built by Goninan.

**Gauge** 1435mm  
**Wheels** B-B  
**Length** 10.33m  
**Mass** 72t  
**Engine** Cummins NT335-BI  
**Power** 540HP



JL4 on a CRM shunt during 1983.

**Photo:** Chris Stratton

#	Build #	Built	Notes
<b>JL4</b>	9260-27	1967?	Scrapped



# ROLLINGSTOCK



RLW52

Waters Siding

Photo: Brad Peadon



CT12

Waters Siding

Photo: Brad Peadon



LW64

Built by Comeng in 1972 (61-79)

Waters Siding

Photo: Brad Peadon



JR27

The JR type appear to come in two distinct designs as seen in the lower two shots on this page.

Lysaghts

Photo: Brad Peadon



JR50

Waters Siding

Photo: Brad Peadon





**PLR49**

**CRM** Photo: Brad Peadon



**TR19**

Built by Horan in 1945/6.  
Steelworks Photo: Brad Peadon



**CW4**

First of two batches built by Tulloch.  
1-12 in 1965/6  
13-14 in 1969  
Waters Siding Photo: Brad Peadon



**CR38**

Waters Siding Photo: Brad Peadon



**R60**

One of a batch (51-76) built by  
Comeng in 1955.  
Drews Siding Photo: Bradly Coulter



**RE58**

Thought to be built by Comeng in 1955  
Drews Siding Photo: Bradly Coulter



**JL104 (Slab Wagons)**

Believed built by Perry Engineering of  
South Australia (80-106) in 1979  
Steelworks Photo: Brad Peadon



**PT67 (Plate Transfer)**

Second batch (33-103) built by  
Comeng in 1973.  
Steelworks Photo: Brad Peadon





### Torpedo 28 (Treadwell)

Photo: Brad Peadon



### Torpedo 51 (Pollock)

Photo: Brad Peadon

### Sulphuric Acid 5 & 6 (NTCF9025 and 9026)

Built by Tulloch in 1964 and 65. Current situation is unknown, but they are likely now scrapped. Waters Siding.

Photo: Brad Peadon



### RMT1

Believed used in rail maintenance, there is thought to have been at least three of these judging from numbers. Waters siding.

Photo: Brad Peadon

### SPC6

Former South Portland Cement hoppers, used for ballasting of internal works trackage. More recently seen sitting around Drews siding, two (of a fleet of 3) are seen here in Waters siding.

Photo: Brad Peadon







40

Weighbridge test carriage, believed converted from a former No.2 Open Hearth ingot buggy

Seen here in Waters Siding, it's current situation is unknown.

Photo: Brad Peadon

TW1

A significantly heavier weighbridge test carriage to the one above, using span bolsters from a Treadwell Torpedo (see page above) and a former flatcar.

Situation also unknown. It was not noted during a recent visit.

Photo: Brad Peadon



## COAL HOPPERS

As at time of compiling, all BXLA hoppers have been scrapped. The last to survive being BXLA44, which had sat around the Newcastle area for some time and was thought to be destined for preservation.

All coal haulage to the steelworks is now done using Pacific National supplied hoppers.

**BXLA26**

One of the first series built by Comeng during 1950-1.

Kemira Valley Photo: Brad Peadon

**BXLA71 (RHDF71)**

Built by Clyde in 1957, #71 was one of a number to be sold to National Rail limestone and coal use.

Morandoo Photo: Brad Peadon



**BXLA131**

One of only two flat sided BXLA, the other being 29, to be fitted with longitudinal hopper doors.

Built by Comeng in 1967, it was the first in the last order for the squarer hopper.

West Dapto Photo: Brad Peadon







### BXLA160

Last of the Tulloch built hoppers (144-160) to be built in 1968. These were the first lot of round sided BXLA coal hoppers.

Waters Siding Photo: Brad Peadon

### BXLA169

Built by Goninan, 169 is one of the last group of hoppers built for the Port Kembla steelworks

She was one of three in this group to have the longitudinal hopper doors, the other two being 163 and 172.

John Beckhaus lists this group as numbering 161-180, however there has been some suggestion that 180 was the former trial 143 built by Tulloch that spent time with the NSW Railways before returning to the steelworks.

Central Kembla 2015

Photo: Brad Peadon

### BXLA 172

From the same group of Goninan built hoppers as 169 above, at the time of the shot she was the last remaining in service.

Cringila 21-6-2018

Photo: Bradly Coulter



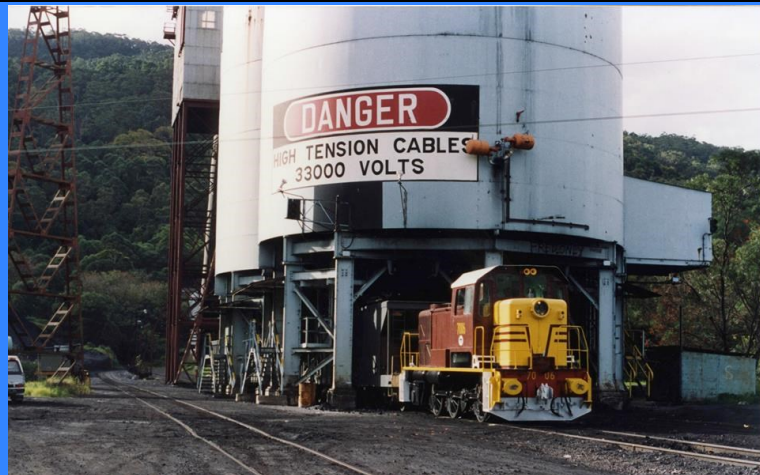
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# The VISITORS

#	Builder	Build #	Year	Notes
3001	Beyer Peacock	4444	1903	Tour to Nebo loader. Preserved at the Rail Transport Museum.
5910	Baldwin Lima Hamilton	75573	1952	Tour up to the Kemira Valley with D6 and Bronzewing. Preserved at the Rail Transport Museum.
42220	Clyde	70-675 (80-1000)	1970 (1980)	Tour of the Wongawilli (Elouera) branch with 4448. Then owned by the government railways. Today owned by WATCO (Western Australia) and operational as FL220.
4448	Goodwin Alco	83738	1960	Tour of the Wongawilli (Elouera) branch with 4448. Scrapped Red Terror livery.
4901	Clyde	60-221	1960	Tour of the Wongawilli (Elouera) branch. Scrapped.
7006	Comeng	N/A	1961	Special run to Kemira with coal hoppers just prior to being transferred to the Rail Transport Museum for preservation. Preserved operational at the Rail Transport Museum.
PL2				
PL3				
T379	Clyde	64-334	1964	Stored at Bluescope Steel (Port Kembla)



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TL:  
T379 was brought to the steelworks but considered unsuitable. She has remained stored ever since

**Photo:** Bradly Coulter

TR:  
7006 under the Kemira bins.

**Photo:** Bill Parkinson

L  
4448 42220 on to to Wongawilli, passing through West Dapto.

**Photo:** Brad Peadon



# LIVERIES

The livery listing below outlines each distinct livery the fleet has been in, as well as noted variations over the years.

If you are able to add to it please email me at [PRHS.Society@gmail.com](mailto:PRHS.Society@gmail.com).

**Original Tangerine (1950)** – Tangerine body with angular black striping at cab and hood ends.  
D1-D33

**AIS Orange (1969)** – Orange body with black valance and underframe. Red pilots and white steps.  
D1-D45

**AIS/BHP Red Livery** - Red body with double white striping, dropping to a V shape on cab and hood ends. Black roof, valance and underframe.

D7*	<u>D16</u>	<u>D17</u>	D18	<u>D19~</u>		
D26#	D27	D28	<u>D29</u>	D30*	D31*#	D32
D33						
D34!						
D35#^	D36#	D37#	D38~^	D39~	<u>D40</u>	D41
D42*	<u>D43%</u>	<u>D45*</u>				

Underlined - BHP lettering in white circle.

\* - AIS lettering carried in white circles.

# - Two-tone BHP logo in white square on sides and hood end, Stripes drop to a V on cab end only.

~ - Two-tone BHP logo in white square on sides and hood end, Stripes continue straight across cab end..

^ - Two-tone BHP logo on sides and hood end, single white band with black 'BHP Steel RAIL OPERATIONS' on sides.

! - Two-tone BHP logo on hood and both sides, single white band with black 'BHP Steel' on sides.

~ - Two-tone logo on hood sides.

% - Bluescope Steel logos.

**Yellow Lysaghts/BHP Livery** – Yellow body with black angular striping (both ends), roof, valance and underframe. Two tone logo with black 'BHP Steel RAIL OPERATIONS' on both sides. White buffers and steps.

D7			
D21*	D23^	D24#	
<u>JL1</u> (Ann)	<u>JL2</u> (Primrose)	<u>JL3</u> (Helen Mary)	
<u>JL4</u>			

Underlined – Angular black stripes both fronts of centralized cab and on hood ends. JL1,2 and 3 also carried cabside nameplates.

\* - Additional 'Zincalume' wording on both sides.

^ - Additional 'Colourbond' wording on both sides.

# - Additional 'Galvabond' wording on both sides.

**BHP Blue Livery** – Light blue body with red and black striping. White sections on hood end, sides and valance, with grey underframe and deep aqua roof.

<u>D16</u>	<u>D19</u>	D27*	D28*	D29*	D30*	D32*
D33*						
D34*						
<u>D36</u>	D37*^+	D38*^	<u>D39*</u>	D40*^+	D41*+=	D42*+~=
D47"~	D50#	D51#				

Underlined – Black logo on hood end and sides, with black 'BHP' on sides.

\* - Two-tone logo on hood end and sides, with black 'BHP Steel RAIL OPERATIONS' on sides.

^ - Aqua colour, along with red and black stripe drop to a V shape on cab front.

+ - Black and red stripe angle up on cab end to form an upside down V.

~ - Dark orange valance and/or pilots. A later addition.

" - Black logo both hood ends and sides, Black 'BHP' on both sides, with dark orange pilots.

# - Two-tone logo on both hood end and sides, with black 'BHP STEEL' on sides.

= - Pacific National logos applied.



State Mine - Photo: Brad Peardon



**BHP Yellow Livery** – Yellow body, black roof and striping, deep orange striping, valance and pilots, with grey underframe. White panels on hood end and both sides, along with steps.

D17+	D19~^#	D28#	D29^#+	D30^#+	D33#+
D36^#	D38~^#	D40^#	D42^	<u>D45+^#</u>	
D49+	D51+				

Underlined – Wore a lighter yellow compared to others in the livery.

\* - White panel at hood ends extended down to the footplate, where D51 was much shorter.

~ - Black 'BHP Steel' on hood.

^ - 'pacific national' logo on sides of hood.

# - Light blue 'Bluescope' name and logo on hood end and sides.

+ - Black logo on hood end and both sides, with black 'BHP' on both sides. D30 had a version with smaller lettering and logo, with the white panel being full hood height.

**Bluescope Yellow Livery** – Light yellow body with black roof, light blue band and white valance, hood end and section on sides. Light blue and yellow angled stripes on pilots.

D19*=	D28~=	D36=	<u>D38*=</u>	D40~=
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Underlined – 'pacific national' logo and 'SAFETY Smart' logo and writing in white panels on cab sides, 'Take 2, Stop, Plan, Act' in white lettering along blue stripe on hood sides.

\* - Light blue Bluescope logo on hood end and sides, with black BHP Steel on sides.

~ - Light blue Bluescope logo on hood end and sides, with black Bluescope Steel on sides.

= - Pacific National logos applied.

**Victorian Railways Shunting Tractor Yellow Livery** - All over yellow

RT43 RT48 RT52

**Pacific National Stars Livery** - Pacific National blue and yellow, with white stars on hood sides..

PB1 PB2 PB3 PB4 PB5 PB6 PB7

## **Unique Liveries**

D20 – While not official, the yellow hood sides off D24 adorned D20. It is unlikely it did anything other than shunt the Steelhaven workshops in this condition.

D34 - wore a variation of the red livery having a single thicker white band around the hood only, with angled white stripes on cab end. The triangular 'Australian Made' logo appeared on hood end and both sides, with 'AUSTRALIAN STEEL' appearing in the white banding on hood sides. Roof, valance and underframe were all black.

D44 - has had two variations to its red livery, both incorporating the names 'HAWKS STEELERS WOLVES'. The original version had the lettering in red around red AIS lettering, the later inside three angular white stripes from footplate to roof.

## **Trial Liveries**

D1 and D2 (1950) – originally appeared in works paint job of grey primer.

D4 (1960s) - Tangerine body with fluorescent orange ends with black stripping.

D16 (1960s) - Tangerine body with black striping on ends and white striping on valance

D32 (1989) - Cream body with dark green roof, valance, pilots, underframe and thin band around cab and part of hood. Red highlights on bogies, two-tone logo on hood end and both sides, with black 'BHP Steel RAIL OPERATIONS' on both sides.



## Pre-Steelworks Liveries

D46-D51 – all arrived at the steelworks in Goldsworthy orange and cream livery.

## Post-Steelworks Liveries

D1 – New South Wales Rail Transport Museum – While retaining its 1969 orange livery (as above) it wore 'Amtrak' lettering for a short time for filming purposes.

D11 – Sims Metal at Mascot – Red body with blue pilots and buffers.

D25 – ARHS (ACT) – Red body with black roof and valance, yellow lining and pilots, white steps and wheel rims, red driving rods.



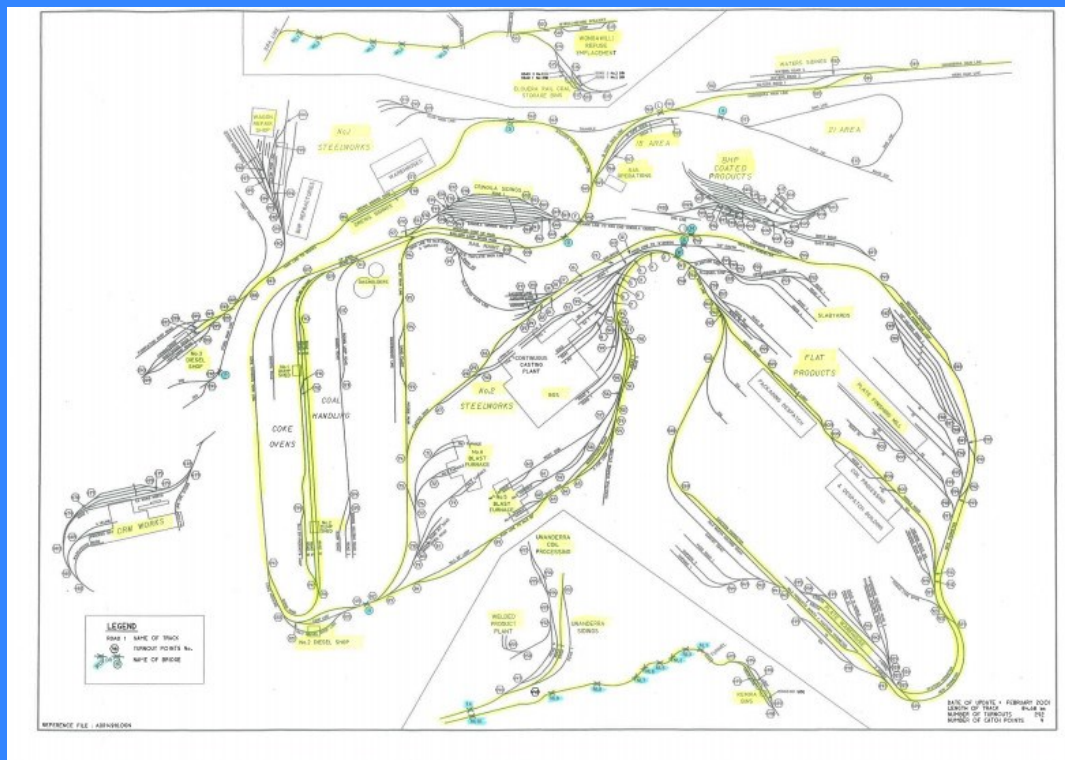
### **True survivors.**

D27 and D40 remain the last survivors of their respective types.

Despite serious attempts to save examples of their sisters, Pacific National had most of the fleet scrapped during 2017. It remains to be seen if these historic workhorses are allowed to be saved, or if they will also be destroyed.

**Photo:** Tim Carter





D6 on a Rail Transport Museum tour to the Kemira Valley.  
D38 busy loading coal alongside.

22nd May 1993

**Photo:** Chris Stratton





D20 During a fundraiser organised by the compiler.

State Mine

Photo: Kane Bott



103 is currently privately preserved at Tailem Bend.

2018

Photo: Damien Butler

### PLEASE HELP

We are always looking for new information to include in each update.  
If you have information, trivia, photos of internal stock, please email us at: [Semi.Retired.Foamer@gmail.com](mailto:Semi.Retired.Foamer@gmail.com)

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