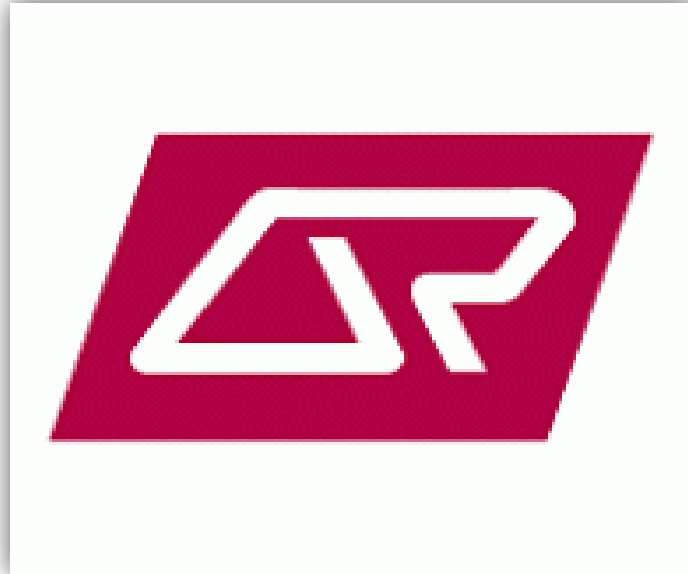


BRNCOS AND BEYOND

THE QR, QRNATIONAL AND AURIZON COLOUR SCHEMES



Carl Millington



THE QR CORPORATE COLOUR SCHEME

As part of the re-launch of Queensland Railways flagship long distance passenger train, *The Queenslander*, Queensland Railways painted three locomotives in a special livery of Yellow & Maroon. The locomotives involved were diesels 1550D, 1767 and electric loco 3911 all painted at Redbank workshops and released at the beginning of April 1992. Their first run on the rejuvenated Queenslander was, for 3911, the 11th of April from Roma Street, Brisbane to Rockhampton, handing over to 1550D & 1767 on the 12th for the run through to Cairns.



2497D and 1767 Proserpine 1992

The reasoning behind the use of the maroon and yellow colours was, one for safety, the choice of yellow, and two maroon, the new Queensland Rail Corporate colour.

In mid 1992 Queensland Rail became simply QR and what was then the Queenslander livery became the new livery that all locomotives would be painted. As part of this change, the QR logo that had been around since the 1970's was compressed, the colour changed to white and placed on a maroon background within a parallelogram.

Due to rough riding issues with 1550D, a second 90 ton locomotive was painted into the now QR Corporate livery in July of 1992, this been 2470 class member 2497D, and saw the first application of the new look QR logo to the locomotive fleet.

There are three main colours that make up the QR Corporate colour scheme as applied to locomotives;



QR Maroon PMS 202



QR Yellow PMS 123



QR Grey PMS 432

The QR branding guide has this to say about livery application to locomotives;

When applying the QR livery to a particular locomotive the longitudinal dimensions of the maroon stripes are to be equal and the remaining three yellow sections should be nearly as equal as possible, taking into account the visual effect of the cab.

The stripes must always slant (at 74°) to the right when viewed from either side.

QR Grey is to be used for the roof (long hood tops) and below the chassis.

The centre panel is always QR yellow, to provide an acceptable background for the QR symbol. The symbol should be centred horizontally and vertically.

Another feature of this livery was the application of 'tiger stripes' to the front headstocks on all locomotives, except Queenslanders 1550D, 1767, 2497D and 3911.

Repainting of locomotives into the QR Corporate colours started in 1993 and was carried out at Queensland Rails five main workshop facilities at the time, Redbank, Ipswich, Rockhampton, Townsville and Banyo. The painting of a locomotive was either done following an overhaul, conversion, accident repairs or in some case whilst in storage pending return to service. The application of the livery across the fleet remained fairly well consistent. Ninety (90) ton Clyde locomotives converted to DOO never had a front running number applied, as the number would have to be placed on the front of the air conditioner, and would most likely disappear during a change out.

One of the interesting things to come out of the repaints was the repainting of many of the Clyde builder's plates from blue to black to suit the new colour scheme.



REPAINTED BUILDERS PLATE

Painting of new or overhauled locomotives for QR Corporate colours by external contractors included Goninan's North Queensland, Townsville (now part of UGL Rail), EDI Downer Rail, Maryborough (formally Walkers Ltd) and the former Clyde Engineering plants at Kelso NSW & Somerton VIC also now a part of EDI.

As Queensland Rail's new choice of colours matched that of the Brisbane based rugby league team, 'The Brisbane Broncos', this colour scheme became known to employees and railway enthusiast alike, as the 'Broncos' colour scheme.



THE QUEENSLANDERS

The first two diesel locomotives painted 1550D and 1767 had a much smaller maroon panel behind the cab and for the logo. No tiger stripes were ever painted on the headstocks.

A surprise was the lack of tan warning panel to indicate the location of the headstock mounted auxiliary fuel tanks on 1767. A simple yellow line was the only visual warning.

1550D retained the unique Queenslander livery until late 1999 when it joined the 2300 class program, to become 2310.

1767 lost its first coat of maroon and yellow in 1994 during conversion to Driver Only.



1550D Mayne 1995



1767 Rockhampton 1992

The third diesel painted, 2497D had what is now considered the more standard diesel locomotive application of the livery. Again no tiger stripes were added to the headstock. The striking difference between 2497D and the other three Queenslanders, was the new look QR Corporate logo.



2497D Proserpine 1992

Electric locomotive 3911 is unique to the Maryborough built Clyde, ASEA, Walkers (CAW) locomotives, in that the entire stainless steel body side was painted. What appeared a good idea at the time would become an issue later on as the paint started to peel. No other CAW locos would be painted like this due to potential of peeling paint tarnishing the QR image. Like the previous described diesels, no headstock tiger stripes were ever applied. Of the four original locomotives painted for the Queenslander in 1992, electric 3911 retained the livery the longest from April 1992 until January 2005, the last three years of these spent as coal locomotive 3561.



3911 Roma Street 1992

Over the years the colours would fade through constant exposure to the sunlight and through different paint mixes from the suppliers, giving some locos, in the case of the maroon, a more pinkish look, but in general the colour scheme has stood the test of time.

The following pages will describe the application of the QR Corporate, QRNational and Aurizon liveries to each class of locomotive that wore it.

1502 CLASS

Only five 1502 class locomotives received the corporate colour scheme these being 1503, 1510, 1520, 1523 and 1526. The four locomotives were repainted at Redbank workshops, most whilst stored, and retained these colours until withdrawn in December 2009.



1520 Roma Street 1999



1526 Petrie 2000

1550 CLASS

14 members of the 1550 class (including Queensland 1550D) received the QR Corporate colours during overhauls, repairs, and 'H' conversions at Redbank workshops, except 1563D which was repainted at Banyo workshops whilst defective. These locomotives were, in order of repaint, 1563D, 1557D, 1568D, 1560D, 1559D, 1574H, 1572H, 1571H, 1573H, 1576H, 1575H, 1569D and 1562D. Locomotives 1571H and 1573H got a second coat of the corporate colours during overhaul. 1550 to 1570 later became 2300 class, whilst 1571 to 1576 became 2250 class. 1550D which never had headstock tiger stripes retained its 'Queenslander' livery until joining the 2300 class program in late 1999. Excluding 1550D, there was no major variation to application of the QR Corporate livery to the 1550 class so painted. As these locomotives were all modified with the low front noses, no running number was ever placed on the front AC unit panel.



1572H Jilalan 2005

1700 CLASS

The 1700 class (1700-1711) received the QR Corporate colours during their DOO conversion, starting with 1711D in 1993. Only 1706 which was destroyed beyond economic repair in the 1987 Bindango accident missed out. All retained these colours until withdrawal in 2002 with very little in livery variation between them.



1711D Mayne 1993

1720 CLASS

Of the 56 members of the 1720 class, including Queenslander 1767, forty two have received a coat of corporate maroon and yellow. Of these seven have received it twice whilst class leader 1720 has had three coats. 1734D was not only the first DOO 1720 in the corporate colours, it was the first QR locomotive to be painted in the now standard QR Corporate livery, when released in April 1993, nine months after 2497D had been painted.

As expected there are some variations between the applications of the livery to this class as noted below.

- 1734D, the first QR Corporate repaint, received a non standard logo, with it being smaller than indicated in the style guide.
- 1732D had the 'D' suffix added to its number on the rear hood after repaint. In later years, this was removed leaving an offset number.
- 1747D ran around for a short period of time with no cab or end numbers ex repaint.
- Townsville repaints had a slant of less than 74° and thicker cab side numbering.
- 1758D, a Banyo repaint had thicker numbers, similar to the Townsville repaints.
- 1763D had the cab side numbers placed where the builders plate used to be positioned.



1763D Mackay 2011



1753 Stuart 2010

2100 CLASS

Only 13 members of the 2100 class received the corporate colours, 2117D, 2116D, 2102A, 2100H, 2101H, 2113D, 2106D, 2121F, 2123F, 2103A, 2110D, 2111D and 2122F in order of painting. Of these, 2103A was still in original condition with a high front nose whilst 2117D got a second coat of maroon and yellow in 1999 following graffiti damage. DOO 2100's never had a front running number applied.



2100H Villafranca 2008



2122F Mackay 2009

2130 CLASS

The ten member 2130 class all received a coat yellow and maroon. Of these, 5 retained their original high front noses, 2135, 2136, 2138, 2139 & 2140, whilst the other 5 were all 'F' conversions, 2130F, 2131F, 2132F, 2133F and 2134F. One of only two diesel locomotives repainted at Rockhampton workshops in the QR Corporate livery, 2134F is noted as being the only Clyde 90t locomotive fitted for DOO, to have its class number on the front air conditioner unit. 2132F was the only class member to receive a 'maxi' cab.



2140 Bundaberg 2001



2134F Home Hill 1998

2141 CLASS

The 2141 class (formally the 2200 class) saw 2145F, 2142A, 2147F, 2148F, 2144F and 2143F (in order of repaint) painted in the QR Corporate colours. Of these 2145F was painted twice whilst 2143F & 2144F were overhauled with the then new 'maxi' cab as dedicated locomotives for the Spirit of the Outback service. After the withdrawal of electric locomotives from the North Coast Line, 2143F & 2144F returned to pool status until joining their fellow class mates on the 2250 class program.



2142A Redbank workshops 2004



2143F Mayne 2001

2150 CLASS

The fourteen members of the 2150 class (2150-2163), all received a corporate repaint. Six 2150 class received the corporate colour whilst still retaining their high front noses, these being 2150S, 2151, 2152, 2155, 2156 and 2163. Six locomotives received the livery twice, 2150D, 2151D, 2152D, 2155D, 2156D and 2158D, the latter through collision damage. It's interesting to note that when 2150D, 2151D, 2153D and 2154D were sold to Tasrail in 2011, they retained the QR Corporate colours, with the addition of a Tasrail logo over the location of the QR.



2150S Rockhampton 2000



2161D Portsmouth 2012

2170 CLASS

Of the 45 members of the 2170 class (2170-2214), only two have never worn the QR Corporate colour scheme, these been 2175A and 2187F, both written off after accidents whilst in the QGR blue & cream livery. Of the forty three 2170 class locomotives painted, eleven received the livery twice through overhauls, conversions or accident repairs. There have only been a couple of noted livery variations.

- 2211 was released from overhaul in 2003 with the 'F' suffix. This was later changed to a 'D', which was applied by using a length of black signage sticker shaped into a D, giving it a very odd look.
- 2182 didn't immediately receive the 'D' suffix after being renumbered from 2220. This was added later.



2199F Home Hill 2007

2220 CLASS

The 2220 class was to have been a new class designation for 2170 class locomotives overhauled with the ZTR Nexus II traction system. The first locomotive so fitted was 2182F which became class leader 2220 after the completion of its overhaul in mid 2003. The 2220 class designation was never made official and although numbered as 2220, this locomotive was still shown in the books as 2182F. The locomotive only made a single mainline revenue run under the guise of 2220, although it had temporary 2182F numbering on the cab sides covering the 2220 numbers. Upon returning to Redbank, 2220 was renumbered as 2182, without any suffix. The 'D' suffix was added later.



2220 Redbank LMD 2003

2250 CLASS

Only the first 3 members of the 2250 class, 2251, 2252 & 2253 received the QR Corporate colours as part of their rebuild to the 2250 class. The 'D' suffix was not included as the conversion was to DOO standards. There are no major variations to the livery application across these three locomotives.



2251 Tully 2012



2251 Rockhampton 2010

2300 CLASS

The 2300 class were rebuilds of 1550, 2400, 2450 & 2470 class locomotives by Redbank workshops starting from 1997. All 59 members of the 2300 class were released in the QR Corporate colour scheme without the 'D' cab side suffix. There is very little in the way of livery variation between locomotives.



2305 Woonigan 2009



2322 Waitara 2009

2400 CLASS

Six 2400 class locomotives escaped rebuild to 2300 class, these being 2410 to 2415 inclusive. These locomotives at the time were in original condition with high front noses. Of the six, only two received a corporate paint job, these being 2412 and 2415. All six 2400's were later repainted into the QR Corporate colours during overhaul and conversion to DOO, including the addition of the 'D' suffix with the cab side number. The only noted variation to the livery was the omission of short end numbers from 2412 when still fitted with a high nose.



2415 Rockhampton 2002



2414D Mt Isa 2009

2450 CLASS

Only ten locomotives of the 2450 class (2450-2467) got a corporate repaint, these been 2450D, 2457, 2463, 2461, 2464D, 2456D, 2466D, 2458, 2465D and 2455 (in painting order), five each original with high front noses and DOO noses. All 2450 class locomotives were rebuilt as 2300's.



2464D Rockhampton 1999

2470 CLASS

Of the 38 members of the 2470 class, 32 received the corporate colours, these being 2470D-2500D inclusive and renumbered 2501D, of these 14 were repainted twice. Un-repainted class members 2501D to 2506D ended up as part of the 2300 program. Former Townsville Bulk Sugar Terminal locomotive ST5, purchased by QGR to become 2507, was overhauled in 2002, including the fitting of dynamic brakes and renumbered 2501D, at which time the corporate livery was applied. The livery application remained fairly standard across the class, the only noted exception been Townsville painted 2486H after its first repaint, which had thicker and more compressed cab side numbers.



2500D Ayr 2007

2600 CLASS

Of the thirteen 2600 class locomotives (2600-2612), only seven got a corporate repaint prior to their year 2000 overhaul. These repaints were all undertaken at Redbank workshops during overhauls. The locos painted were (in order of repaint) 2606, 2609, 2608, 2611, 2605, 2612 and 2604. All 2600's starting from 2606 in July 2000 and finishing with 2603 in May 2001 were repainted in the corporate colours by Goninan North Queensland, Townsville as part of a major traction package upgrade and conversion to driver only. The 2600's have never had the 'D' suffix next to the cab side number.



Original 2605 Pring 1999



Rebuilt 2602 at Mackay 2009

2800 CLASS

All fifty members of the 2800 class (2801-2850) were painted in the corporate colours from new, by their builder, Goninan North Queensland, Townsville. There has been little alteration to the scheme. Being DOO capable from new, no 'D' suffix was ever carried. The only notable livery variations were the non standard font used on 2826's number 2 end front number and the fixing of CQU Centre for Railway Engineering stickers under the drivers cab side windows of 2816.



2803 Mt Isa 2009



2806 Longford Creek 2009

4000 CLASS

The 48 members of the 4000 class all received the QR Corporate colours from new. The only notable difference is the cab side numbers, some of which are printed on a clear film. As the 4000 class were designed for DOO operations, the 'D' suffix was never carried.



4018 Rockhampton 2009



4033 Maryborough 2000

3100 & 3200 CLASS

Only a handful of the ComEng built 3100 (Command) locomotives received a corporate repaint compared to the 3200 (non command) locomotives. Repaint was done at the Rockhampton workshops. The locomotives so painted were;

3100 class: 3101, 3112, 3120, 3164 and 3168

3200 class: 3210, 3214, 3219, 3221, 3225, 3226, 3227, 3229, 3230, 3231, 3233, 3234, 3235, 3239, 3253, 3269, 3272, 3273, 3274, 3277, 3283 and 3286.

Locomotives 3168 and 3269 received special commemorative logos at on their number one end cab sides to celebrate QR railing 100 million tons of coal in the period 1998/1999.



3225 Jilalan 2003

3300 & 3400 CLASS

All the 3300 & 3400 class received the QR Corporate livery from new by builder Clyde Engineering at their Kelso (NSW) and Somerton (VIC) plants. 3409 and 3413 received partial repaints in 1996 and 2002 respectively after suffering derailment damage. 3409 was returned to Clyde's Kelso plant whilst unusually 3413 was repaired by Redbank workshops instead of Rockhampton workshops. A legacy of the 3413 repair was the white background of the running numbers, with a couple partially placed over the originals.



3411 Rockhampton 2008

3500 & 3600 CLASS

For such a large fleet of locomotive (19 x 35 class and 31 x 36 class) only 14 received the corporate colours prior to becoming members of the 3551 class. Of the 3500 class these were, 3501, 3502, 3503, 3504 and 3547. The 3600's were 3606, 3609, 3610, 3613, 3614, 3617, 3621, 3639 and 3641.

3614 is the only 35/3600 class locomotive to be painted twice in the corporate colours. This came about during its 2003 overhaul to 3551 class standards. Due to a supply issue with the distributed power equipment, was released back into traffic as 3614 until such time that the equipment became available for fitting when it was renumbered as 3514.



3613 Yukan 2004



3614 Callemondah 2003

3551 CLASS

Initially the 3551 class were to be the major overhaul of the 3900 class freight electric locomotives for use in coal traffic but subsequent overhauls of 35 and 3600 class to 3551 class standards got reclassified as 3551 class, with 3600 class consequently numbered in the 3500 series, to avoid confusion with non overhauled 35/3600 class members at the time.

Major components of the overhaul included the fitting of distributed power equipment, elimination of the front communication door and the case of 3900 class locomotives, changing the mounting of the traction motors from bogie hung to axle hung.

Petrie accident victim 3906 became the prototype 3551 class locomotive being released from Rockhampton workshops in 2003 as 3556.

To keep up the supply of bogies to EDI Maryborough for overhaul, several 'bogie only' overhauls were done on 3900 class, thus they remained in their previous 3900 class colours, but renumbered into the 3551 class until such time they could be slotted in for a full internal and external body overhaul. These included 3561 (3911) and 3562 (3912) 3563 (3913), 3565 (3915) 3566 (3916) 3557 (3917) 3573 (3923) of these only 3566 was not in corporate colours retaining the green and yellow livery as introduced on the 3900's.



3556 Callemondah 2003



3562 Callemondah 2003



3561 Callemondah 2003

3700 CLASS

Only the first three 3700 class locomotives, 3701, 3702 & 3703 got the QR Corporate colours. These three locomotives, rebuilds of 3200 class locomotives, were rebuilt by Goninan North Queensland, Townsville, from 2005. The rest of the 3700 class appeared in the QRNational colours.



3702 Jilalan 2006



3701 Jilalan 2006

3900 CLASS

The 3900 class freight electric locos started to see members painted in the corporate colours from 1994, by Redbank, Rockhampton, Ipswich and Banyo workshops. Out of the 30 member fleet of 3900's, 21 got a corporate repaint (excluding first painted 3911), these being 3901, 3905, 3906, 3908, 3909, 3912, 3913, 3915, 3917 and 3919 to 3930. Only variation to the livery was the style and position of the cab end numbers.



3912 Mayne 1992



QRNATIONAL LIVERY

QRNational came into existence in March 2005 as the rebranded QR freight arm to reflect QR's expansion into the New South Wales Hunter Valley coalfields and eventually throughout mainland Australia (except the Northern territory). The new livery was unveiled on UGL built standard gauge locomotive 5001 in April 2005.

This livery consisted of the following colours;



Deep Indian Red R64



Black N61



Golden Yellow Y14



Graphite Grey N65

The first Queensland narrow gauge locomotive painted in the QRNational livery was 2190F following overhaul at Redbank workshops in April 2005. Two hundred and ninety-nine of the Queensland based locomotive fleet received the QRNational livery.

This livery is commonly known in rail enthusiast circles as the 'Eagle' livery.

2150 CLASS

Only one 2150 class member, 2163 received the QRNational colours, during DOO conversion in 2007. Although listed in the system as 2163D, the 'D' suffix was never applied to the cab side numbers.



2163D Mackay 2008

2170 CLASS

The first Queensland narrow gauge locomotive to receive the QRNational colour scheme was 2190F when released from overhaul at Redbank workshops in April 2005. This loco never entered traffic with the 'F' suffix it was changed to the 'D' suffix. Fifteen 2170's would be adorned in the QRNational livery, the last to be painted, 2208D is unique in that it's the only class member fitted with a toilet, this located at the number 2 end.

The class members so treated to a coat of QRNational black, yellow and maroon were (in painting order); 2190D, 2213D, 2185D, 2188D, 2184D, 2212D, 2170D, 2173D, 2182D, 2191F, 2194F, 2196F, 2197F, 2198F and 2208D. Of these the following variations have being noted.

- 2190D has white borders around the QR logos, including the one on the air conditioner unit
- 2212D when repainted never received the 'D' suffix after the cab side numbers



2190D Mackay 2007



2208D Portsmouth 2013

2250 CLASS

2254 to 2275 inclusive were all painted in the QRNational scheme as part of their conversion to 2250 class from various members of the 1550, 2130 & 2141 classes. As the locomotives were to be converted to DOO standards, the 'D' suffix was dropped from the cab side numbers. The last conversion, 2275 was fitted with a toilet at the number 2 end. Variations to the standard livery have included;

- 2255 and 2256 have thicker cab side numbers
- 2256 received the 'D' suffix for an unknown reason, and this was later removed leaving an offset number and former 'D' suffix imprint on the cab sides



2256 Rockhampton 2010

2300D CLASS

2301 was overhauled in 2008 with the addition of a toilet at the number 2 end and the ZTR Nexus II traction package, to become the first member of the 2300C class, the C standing for Coal, as these overhauled batch of 2300's were primarily to be used on the West Moreton coal trains. At release from Redbank, 2301 never carried a suffix after the cab side number. This changed in early 2009 when the class was redesignated 2300D, and a 'D' suffix was added. A total of nine 2300D class appeared in the QRNational livery, being 2301D, 2310D, 2306D, 2313D, 2334D, 2337D, 2332D, 2352D and 2339D in order of overhaul and repaint.



2301D Mackay 2009



2301 Stuart 2008

2470 CLASS

2480D was the first of the 2470 class to be repainted, following an overhaul in 2005. Twenty two 2470 class locomotives have received the QRNational livery and there have only being minor variations to its application.

- 2477 never had the 'D' suffix applied to the cab side number.
- Several 2470 have had the entire footplate surface painted in off white instead of only the raised chequer plate sections.
- 2482D was fitted with the ZTR Smartstart traction package in 2009. To inform operational staff that this loco could start without warning, 3 yellow warning stickers were placed along the sides of the long hood along with a ZTR Smartstart logo

The twenty two locomotives so painted are 2472D, 2473D, 2474D, 2477D, 2478D, 2480D, 2482D, 2484D, 2486H, 2487H, 2488H, 2489H, 2490H, 2491H, 2492H, 2493H, 2494H, 2496H, 2497H, 2498H, 2499D and 2500D.



2482D Rockhampton 2009

2800 CLASS

2837 was the first of the 28's to be repainted in the QRNational colours following an E inspection (component change out (CCO) by Redbank workshops. Of the 30 28's repainted (excluding 2819 which was repainted for standard gauge operations) by Redbank, there have been some variations to the livery.

- On the cab fronts of 2837, a slightly larger QR logo has been used and an off white instead of black colour used for the QR wording
- 2804, the 2nd repaint was released from overhaul at Redbank in July 2005 and featured what was to be the standard size QR logo, but small QRNational writing on the cab fronts
- A standard application of the QRNational logo and wording on the cab fronts started with the 3rd repaint, 2834 from August 2005

The 2800's painted in the QRNational livery were (in painted order);

2837, 2804, 2834, 2829, 2808, 2835, 2838, 2831, 2830, 2840, 2833, 2822, 2821, 2823, 2827, 2811, 2828, 2839, 2836, 2850, 2849, 2832, 2843, 2847, 2845, 2841, 2848, 2842, 2844, 2846



2837 Parkhurst 2007



2804 Mt Isa 2009



2849 Guthalungra 2007

4000 CLASS

4002 was repainted in October 2005 at Rockhampton workshops for the opening of the Rolleston coal mine, with 4002 leading the official opening train. The only variation to the livery compared to other diesels, is the application of the cab side numbers below the window using a white background, instead of at the bottom of the cab with a yellow background. It was the only 4000 class to be repainted into the QRNational livery.



4002 Rockhampton 2010



4002 Rockhampton 2010

4100 CLASS

4101 to 4140 inclusive were delivered new from EDI Maryborough in the QRNational livery. There is very little in variation to the livery application by EDI on these locomotives.



4108 Rockhampton 2010



4111 Mackay 2010

3551 CLASS

3525, formally 3625 was the first of the 3551 class to be painted in the QRNational livery after its overhaul in 2005. All nineteen of the former 3500 class command locomotives, were overhauled by EDI Maryborough and painted in the QRNational livery, becoming members of the 3551 class, but retaining their original 3500 class numbers.

Only two of the former 3900 class rebuilds, 3566 and 3567 got the QRNational colours. Locomotives adorned in this livery are 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3566 and 3567.



3566 Callemondah 2005

3700 CLASS

With the first three 3700's been outshopped in the QR Corporate colours, the final Sixty, 3704 to 3763 inclusive were given then QRNational livery by their rebuilders, UGL Rail.



3704 Jilalan 2004



3762 Yukan 2011

3800 CLASS

All forty five members of the German built 3800 class, 3801 to 3845 inclusive were delivered to Australia from Siemens in the QRNational livery.



3805 Jilalan 2009

3900C CLASS

QRNational made a decision in 2006 to overhaul eleven of the 3900 class electric locomotives, 3918, 3920 to 3922 and 3924 to 3930 to the 3551 class standard but still retaining the original 3900 class bogie hung traction motors. The overhaul of these locomotives was carried out by EDI at Maryborough and they were classed as 3900C. All locomotives were released in the QRNational livery.



3922 Yukan 2010



QRNATIONAL REBRAND LIVERY

2010 saw the rebranding of QRNational with a new logo and livery, the reasoning behind this was to bring the QR owned interstate operations of Interail and ARG under the one banner and also for the future privatisation of the Queensland Government owned rail freight organisation. As part of rebrand the QR logo was replaced with a stylised map of Australia, known as the 'Beyond Australia' logo. The livery is made up of 5 main elements;



Wombat X61



Signal Red R13



Mandarin X14



Golden Yellow Y14



Homebush Yellow Y26



AURIZON LIVERY

Following privatisation of QRNational, the name was changed to Aurizon in 2012. The livery and logo remained the same, but now with the Aurizon name. Although it appears that all the locomotives painted in this livery look the same, there are a couple of subtle differences between livery applications.

- All Clyde locos (2170F & 2300D classes) painted after the name change to Aurizon have a large 'Beyond Australia' logo on the rear hood end. Some of these locomotives have no running numbers on the rear hood.
- The 'Beyond Australia' logo on the hood sides of Clyde locomotives varies in size from locomotive to locomotive and side to side.
- The size of the 'Beyond Australia' logos on 2800 class varies in size between class members.
- The placement of the QRNational or Aurizon name on the hood sides varies from being beside the logo to being under it.
- The font and thickness of the locomotives running number varies. The same font appears to have been used on all locomotives painted in the Aurizon colours.

Rail enthusiasts throughout Australia have named locomotives painted in the QRNational/Aurizon livery, 'Pineapples'.

For these notes, QRNational rebrand and Aurizon livery will simply be referred to as the Aurizon livery.

To date no electric locomotives have been painted in the QRNational/Aurizon livery.

2170 CLASS

Only four 2170 class locomotives, all from the 2170F sub group have been repainted into the QRNational rebrand livery, all of these being as part of a life type extension program. These locomotives are 2192F, 2193F, 2199F and 2200F all with the QRNational name. Of the four, there are some slight variations in the livery application;

- 2192F & 2200F have a large 'Beyond Australia' logo on the hood sides.
- 2193F & 2199F have small 'Beyond Australia' logo on the hood sides.
- 2199F has a large 'Beyond Australia' logo on the rear hood instead of its number.



2200F Babinda 2012



2199F Portsmouth 2013

2300D CLASS

Launch loco for the QRNational rebrand livery in Queensland was 2300D overhaul 2364D, released from Redbank workshops in December 2010. To date the following locomotives have received this livery;

QRNational name: 2309D, 2311D, 2312D, 2315D, 2336D, 2346D, 2347D, 2364D

Aurizon name: 2302D, 2303D, 2304D, 2305D, 2307D, 2308D, 2314D, 2320D, 2321D, 2322D, 2323D, 2330, 2348D, 2350D

Noted livery variations are;

- 2307D has a thicker font on all numbers.
- 2303, 2309D and 2350D have no running number only the 'Beyond Australia' logo on the rear hood end.
- 2309D has an offset cab side number on the driver's side.
- 2303D has a large 'D' suffix on drivers side.



2307D Portsmouth 2013

2800 CLASS

Class leader 2801 was the first of the 2800 class to be repainted into the Aurizon livery, in October 2011 following an overhaul at Redbank workshops. To date the following 2800's are adorned in the Aurizon livery (excluding the 3 converted to standard gauge);

QRNational name: 2801, 2805, 2807, 2813

Aurizon name: 2803, 2804, 2806, 2808, 2810, 2817, 2818, 2822, 2825, 2826, 2829, 2830, 2832, 2834

Noted variations to the livery are;

- 2808 has thinner than normal numbers.
- 2801, 2805 and 2810 have the tiger stripes on the headstocks continue around the sides.
- 2813 has small hood side logos.
- Of the four 2800's to have the QRNational name on the hood side, only 2813 doesn't have the name beside the logo, rather it is under it.



2805 Portsmouth 2014

4100 CLASS

New build locomotives 4141 to 4175 inclusive, all built at EDI, Maryborough, where delivered in the Aurizon livery with the QRNational name. All of these locomotives saw service in Queensland in this livery, with 4141 to 4152 inclusive and 4168 to 4175 inclusive later going to Western Australia as the ACN class. To date none of the 4100's that remain in Queensland has had the QRNational name replaced by the Aurizon name, unlike the ACN's which have.



4141 Mackay 2011



4142 Mackay 2011

ABBREVIATIONS

ARG	Australian Railroad Group
AZN	Aurizon
BSA	Brisbane Suburban Area
DEL	Diesel Electric Locomotive
DOO	Driver Only Operations
EL	Electric Locomotive
LMD	Locomotive Depot
QGR	Queensland Government Railways
QR	Queensland Rail
QRN	QRNational
RMD	Rollingstock Maintenance Depot
TDO	Two Driver Operations

CAB SIDE SUFFIXES

A	Suitable for A class lines
D	Driver Only
F	Weight reduced driver only
H	Dual control stand fitted
S	Suitable for S class lines

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