

GUIDE TO JOURNEYS ON TRANSWA

TransWA is the rural operating arm of the Public Transport Commission of Western Australia, a WA state government agency. It operates Diesel Multiple Unit trains from Perth to Kalgoorlie, a standard gauge line, and from Perth to Bunbury, a narrow gauge line. It operates an extensive network of buses throughout south west Western Australia. Some of these buses connect with trains, but most operate through to Perth.

TransWA's train services are comfortable, with buffets. An annoying practice is that passengers have to queue on the platform to have their tickets checked before they are allowed to board the trains, similarly to American practice.

“PROSPECTOR” PERTH – KALGOORLIE

| Place | Km | Notes |
|----------------|-----|--|
| Perth Terminal | 0 | Standard gauge trains use Perth Terminal, which is in the suburbs. It is 2.3 kilometres from the main Perth station (three stations via Perth electric suburban trains). Perth is a vibrant and attractive city on the Indian Ocean. It is served by a high-quality suburban, electrified railway network. The Prospector shares tracks with local Perth electric trains. Track is dual gauge (standard and narrow), double track and electrified. |
| Midland | 14 | End of the Perth suburban area. Control of track changes here from the Public Transport Commission of Western Australia to Arc Infrastructure (a subsidiary of Brookfield Engineering). Dual gauge and double track continues. The line passes through the attractive Darling Ranges via the Avon River valley. There is heavy engineering. |
| Northam | 121 | Major railway junction with a large yard, mainly for wheat traffic. Start of fertile wheat growing area. End of the double track, dual-gauge section. |
| | | The alignment of the former narrow-gauge line can be seen alongside from time-to-time. |
| Merredin | 284 | End of the fertile country. |
| Kooyanobbing | 455 | Iron ore mines. |
| Kalgoorlie | 655 | A very rich gold mining centre since the 1890s. Still a major centre for mining. The railway continues across the Nullarbor Plain as the Trans-Australian west-east transcontinental railway, controlled by the Australian Rail Track Corporation. |

“AUSTRALIND” PERTH – BUNBURY

| Place | Km | Notes |
|--------------------|-----|--|
| Perth | 0 | The historic façade of Perth station has been retained, but behind it is a thoroughly modern, efficient and busy station. Perth is a vibrant and attractive city on the Indian Ocean. It is served by a high-quality suburban, electrified railway network. There are four tracks - narrow gauge and electrified. This first section is busy with suburban train services. |
| Claisebrook | 2 | Junction for eastern suburbs and Eastern Goldfields line. The railway is now two tracks. Bridge over Swan River. |
| Perth Stadium | 4 | Major sporting stadium alongside, with a large station to cater for the crowds. Line now passes through the south eastern suburbs. |
| Beckenham | 14 | After this station is the junction for the short, electrified branch for suburban trains to Thornlie, and a freight line overhead. |
| Armadale | 30 | End of the suburban area. The line is now single track, non-electrified and control of the railway passes from the Public Transport Commission of Western Australia to Arc Infrastructure (a subsidiary of Brookfield Engineering). |
| Pinjarra | 86 | The line passes through flat, but fertile, farming country. The Darling Ranges are in view nearby to the east. |
| Brunswick Junction | 158 | Junction for the railway to the Collie coalfields and to agricultural areas. |
| Bunbury | 184 | Bunbury station is some way out of town. Connecting buses operate. Ironically, these start/terminate at the Tourist Information Centre, which is situated in the former, convenient railway station buildings. |