



SteamRanger's Heritage - an insight into our past

BACKGROUND

The 75 class railcars were once very prolific and ran a range of services to regional destinations radiating from Adelaide

This article in the Recorder reports on some of the last runs in SAR colours.

In the late 1980s SteamRanger acquired two cars, 207 and 211.

A small group of Goolwa based volunteers coordinated by Phil Neville then commenced the daunting task of recreating a representative power car from trailer 207.

A diesel engine was installed in the baggage compartment and the bodywork, windows, and seating replaced or extensively refurbished. The body frame was strengthened and electrical and control systems upgraded.

After thousands of hours of voluntary effort the car emerged in early 2001 as Car 60 and provides an interesting historic attraction on selected services between Strathalbyn, Goolwa and Victor Harbor.

THE PASSING OF AN ERA

(75 Class Brill railcars)

The Recorder June 1969 pages 1,2,3

The era of the 75 Class Brill Railcars on the broad gauge has virtually ended.

As from early May 1969, only 6 cars remained regularly available for service. Their only purpose is to act in standby duties for "Blue Bird" Railcars and then probably will only participate in the Sunday afternoon 4.35 p.m. Tailem Bend returning Monday morning on No. 336 and the evening Victor Harbour service departing Adelaide at 6.10 p.m. and returning the following morning.

The last "regular" working of a 75 Class was on No. 707 4.35 p.m. Tailem Bend on Sunday, 27th April with car No. 41 and returned No. 336 the following morning.

The six remaining cars in service are Nos. 33, 41 and 46 with trailers Nos. 217, 203 and 216. The cars are stored in the South Yard on the track next to the North Terrace wall just west of the Morphett Street Bridge. As none of these cars are fitted with Multiple Unit Controls the experiences of riding this type of operation appear certain to be something of the past.

Evidence of the fading out of the 75s is shown by the storing in recent months of trailers Nos. 211, 221, 209, 201, 208, 213, 204, 205 and 215 adjacent to the Down South Main under the Port Road Bridge on a siding which extends from the South Yard Car Sheds and also the removal of many of the old railcars from their normal "home" Depot on the North side of Platform 13, portions of which are now regularly used for storing surplus Red Hen sets and allowing easier movement in the South Yard.

Operations of "Bone Shakers" (75 Class Railcars) observed since the beginning of May 1969 have been as follows:-

Monday 19th May 6.10 p.m.	Victor Harbour Car 41 Trailer 217 This working returned on Wednesday morning 21/5 due to the 24 hour national strike on 20 th May
Sunday 24th May	4.35 p.m. Tailem Bend
Sunday. 1st June	4.35 p.m. Tailem Bend; 6.10 p.m. Victor Harbour

On Sunday, 8th June, both the Tailem Bend and Victor Harbour were 250 class so it must be assumed that this will not be regular 75 class working.

Details have been given over the past few months on the withdrawal of services regularly scheduled 75 class Passenger Motors. The last of these is the withdrawal of the Moonta-Kadina-Snowtown-Brinkworth "daily except Sunday" service and the associated operations for school children between Moonta and Kadina which has been replaced by bus (no passenger service now exists between Kadina and Brinkworth).

Car No. 43 (without the usual trailer) made the last run from Moonta to Brinkworth and return on Saturday, 26th April. A small group of enthusiasts availed themselves of the experience of riding this little travelled line. I can remember partaking of this service which provided portion of one of this State's few one day "round trips". It dates back .to the early 1950's and commenced departing Adelaide on the morning 620 class hauled Gladstone train to Brinkworth, a feature of this section being the crossing of the Up Gladstone passenger at Blyth with another 620 class. A run on the railcar from Brinkworth to Wallaroo followed allowing an hour or two to observe the Rx shunting the wharf and sidings before proceeding on to Moonta on the "local", returning to Adelaide on the "recently introduced" Blue Bird Railcars. Those were the days!

The following report has been given by I. Hammond on the return of the last '75' based at Moonta.

After completing its last run from Brinkworth to Moonta on Sunday 26/4/69, 75 class railcar No. 43 was turned in preparation for its last run back to Adelaide as it was not required any longer for local services ex Moonta. At 2.00 p.m. car 43 departed Moonta for Adelaide as train No. 700 an extra passenger service. Stops were made at Wallaroo, Kadina, Paskeville, Melton and Port Wakefield for train orders. At that stage we were running a section or two behind the Up Goods No. 628 from Wallaroo hauled by S65. Included in the consist of No. 628 were railcar trailers 212 and 217. These trailers were being hauled back to Adelaide from Wallaroo as they also were no longer required after cessation of passenger services. On arrival at Bowmans, railcar 43 was held for about 20 mins to allow No. 686 Up Perth Express, hauled by Alco. No. 958, to proceed. Brief stops were made for staff purposes at Avon, Long Plains, Mallala, Two Wells and Virginia.

In addition to six railway enthusiasts who accompanied No. 43 on its last run ex Brinkworth, then back to Adelaide ("the roughest 230 rail miles I've ever travelled"), one passenger joined at Wallaroo, another at Bowmans, and about a dozen at Salisbury. (Unfortunately, one of the latter group was bound for Ovinghara, so the scheduled express run between Salisbury and Adelaide was interrupted. All the other commuters were delighted at the express run which they had not expected!) Arrival time at Adelaide was 5.41 p.m., only two minutes behind schedule, after an extremely brisk and interesting trip.



Rebuilt SHR Brill railcar "60" at Goolwa station 2007