



SteamRanger's Heritage - an insight into our past

BACKGROUND

*This article compares services three decades apart
on the Victor Harbor line, now operated by the SteamRanger Heritage Railway*

*SHR has rebuilt and regularly operates a 75 class railcar (SHR car 60)
and has preserved steam locos 520, 621, F251, Rx207 and Rx224 and diesel loco 958
Centenary and end loading and steel passengers cars have been retained*

*250 class cars (commonly termed "Bluebirds") used widely in 1972
have not been retained by SHR but examples can be found
at the National Railway Museum Port Adelaide*

VICTOR HARBOUR LINE LINE TRAIN WORKING - 1957 COMPARED WITH 1972

ARHS Recorder March 1973 pages 4 & 5

SUMMARY OF VICTOR HARBOUR LINE PASSENGER & GOODS WORKING

The Victor Harbour railway has always provided plenty of interest in train-working and the summary tabulated below compares the power and consists of trains during 1957 with last year, 1972. Some similarity is evident in the number of head-end trains worked in lieu of railcars, in 1957 75 class railcar working was reduced as these cars were being used on the Hills service, and by 1972, all the famous 75 class had been withdrawn.

	Passenger Train Services		
	1957	1972	
<u>75 class cars</u>			
1 x 75 car	3		
Psgr mtr and trailer	146		
Car - trlr - car	6		
Car - trlr - trlr - car	1		
	<u>156</u>		
<u>250 class cars</u>			
250	71	175	
250-100	17	34	
280-100	-	78	
250-100-250	6	5	
250-100-100-250	-	5	
250-250	5	-	
	<u>99</u>	<u>297</u>	
<u>Head End Trains</u>			
620 class steam	167	1	All steam trains worked in 1972 were extra movements account A.R.H.S.
520 class steam	29	1	
500 class steam	7	-	
Rx class steam	1	2	
	<u>204</u>	<u>4</u>	
830 class diesel	-	58	
900 class diesel	-	67	
Twin 900 class	-	1	
930 class diesel	-	37	
Twin 930 class	-	1	
700 class diesel	-	1	A.R.H.S. tour.
	<u>-</u>	<u>165</u>	

Type of Train	1957	1972	
Head end train	204	165	Slight increase in total number of passenger movements in 1972 account Christmas holiday service works for 8 weeks in lieu of 7.
75 class railcar	156	-	
250 class railcar	99	297	
	<u>459</u>	<u>462</u>	
Comparison of coaching stock used			
Centenary & end-loaders	463	28	(in 1972, used on 6 trains)
900 class cars	47	-	
Side-loading cars	1	-	
Steel cars	5	267	
Air-conditioned cars	-	101	(used on 78 trains)
Brakevans	45	167	(in 1957 baggage cars used extensively)
Total	<u>561</u>	<u>563</u>	
Average number of cars per head-end train	2.7	3.4	(This compares with an average of 7.8 cars per head-end train on the S.A.R.)

During 1972, 68 trains consisted of	1 car and brakevan	=	136 cars
33	2		99
30	3		120
22	4		110
2	5		12
3	6		21
4	7		32
1	9		10
1	10		11
1	12		12
<u>165</u> trains			<u>563</u> cars

In addition to the above, 4 special trains worked account the A.R.H.S. consisting of 8 centenary, 6 joint-stock and 4 steel cars.

Goods Traffic	1957	1972
500 class steam	110	
700 class steam	8	
710 class	15	
720 class	41	
740 class	7	
830 class diesel		44
Twin 830 class		13
900 class		26
Twin 900 class		2
930 class		18
Twin 930 class		1
	<u>181</u>	<u>104*</u>

In 1957, there were 4 goods services weekly, in 1972 only 2 services per week.
* Includes extra grain movements to Strathalbyn.

Average goods train loads (nett)		
down trains	159 tons	95 tons
up trains	54	103
Stock (animals)		
down trains	404	3.7
up trains	552	0.33

Up average nett load of goods movements increased account service has been reduced by half although outward tonnages have remained constant, mainly account grain from Strathalbyn.

Livestock traffic has almost disappeared.