



SteamRanger's Heritage - an insight into our past

BACKGROUND

LNER locomotive 4472 "Flying Scotsman" visited Australia in 1989 .
A train hauled by the famous engine travelling from Sydney departed Broken Hill on the 10th August for Alice Springs via Port Augusta and arrived in the Alice on the 11th August.

It then departed for Adelaide on the 20th August travelling via Port Augusta. and operated a range of tours from Adelaide as listed below during the next week

"Flying Scotsman" in South Australia

ARHS Recorder September & October 1989



23rd August, 1989

Run from Port Augusta to Adelaide via Port Pirie. The train travelled from Port Augusta to Coonamia where a local 500 class shunter hauled the train to the old Port Pirie platform. Arrived in Adelaide in early evening.

24th August, 1989

Displayed at Adelaide Rail Passenger Terminal.

Details of the subsequent operations based in Adelaide were as follows

25th August, 1989

First day of local running.

Operated three trains to Two Wells and return for Train Tour Promotions, two in the morning and one in mid-afternoon. Operated an evening tour to Bowmans and return.

26th August, 1989

Operated tours under the auspices of the Flying Scotsman Group.

The morning run to Two Wells was paralleled by broad gauge engine 520 between North Adelaide and Salisbury. Engine 4472 was turned on the Mile End Diesel Depot turntable at the conclusion of this run before operating a train to Bolivar and return. In the afternoon it ran a train to Pelican Point via Dry Creek and Port Adelaide.

27th August, 1989

Trains were run by Steam Ranger Tours using both 4472 "Flying Scotsman" and broad gauge engine 621.

4472 operated an early morning train to Bolivar and return and then ran a mid-morning and early afternoon trains to Two Wells and return. On both of these runs to Two Wells the trains were paralleled by 621 on the lines between North Adelaide and Salisbury in both directions.

4472 operated a late afternoon train to Two Wells and return and this was the last tour run with the engine in Adelaide.

28th August, 1989

Departed early morning for Sydney via Crystal Brook and Peterborough.

The rolling stock for the standard gauge trains over the weekend were cars provided by the ACT Division of the ARHS and other vehicles from the State Rail Authority of New South Wales.

The consist of the train to Sydney comprised the following vehicles behind the locomotive: crew car L516, SRA water tank cars L1198 and L1186, passenger cars FS2021, FS2140, FS2024, FNR2185, FS2082 and FS2023 and brakevan NVFF31772.

Locomotive Comparisons

Engine	520	621	"Flying Scotsman"
Builder	SAR, Islington	SAR, Islington	Doncaster, 1923
In Service	10/11/1943	7/9/1936	1923
Length	87 ft. 4 inches	69 ft. 7.75 inches	70 ft. 5 inches
Height	13 feet	12 ft. 6 inches	—
Weight	191 tons 18 cwt	140 tons 15 cwt	152.55 tons
Wheel arngt.	4-8-4 "Northern"	4-6-2 "Pacific"	4-6-2 "Pacific"
Wheel Diam.	66 inches	66 inches	80 inches
Tractive Effort	32600 lbs.	25000 lbs.	32910 lbs.
Boiler Pressure	215 lbs/sq inch.	200 lbs/sq inch.	220 lbs/sq inch.
Axle Load	15.8 tons	15 ton 18 cwt	21.82 tons
Water Capacity	9100 gallons	5200 gallons	5000 gallons
Fuel	5 ton coal	9 ton coal	9 ton coal
Grate Area	45 sq. ft.	33.4 sq. ft.	41.25 sq. ft.
Cylinders	20.5 ins x 28 ins	18.5 ins x 28 ins	19 ins x 26 ins (3)

A large number of photographs are included in the September and October 1989 issues of "The Recorder" A representative selection follows:



4472 westbound near Cockburn on 10th August 89

Photo: G Doecke



4472 runs round its train in the yard at Pelican Point on 26th August 89

Photo: P. Wood



Two famous engines meet at Salisbury on 27th August 89

Photo: G Doecke



4472 climbs the Huddleston Hills behind Crystal Brook on 28th August 89 Photo: John Ramsey



520 AND 4472 match paces near Parafield Gardens on 26th August 89 Photo: John Ramsey