



ComRails Volume TIMS4: AN TIMS Detailed Railcar Information

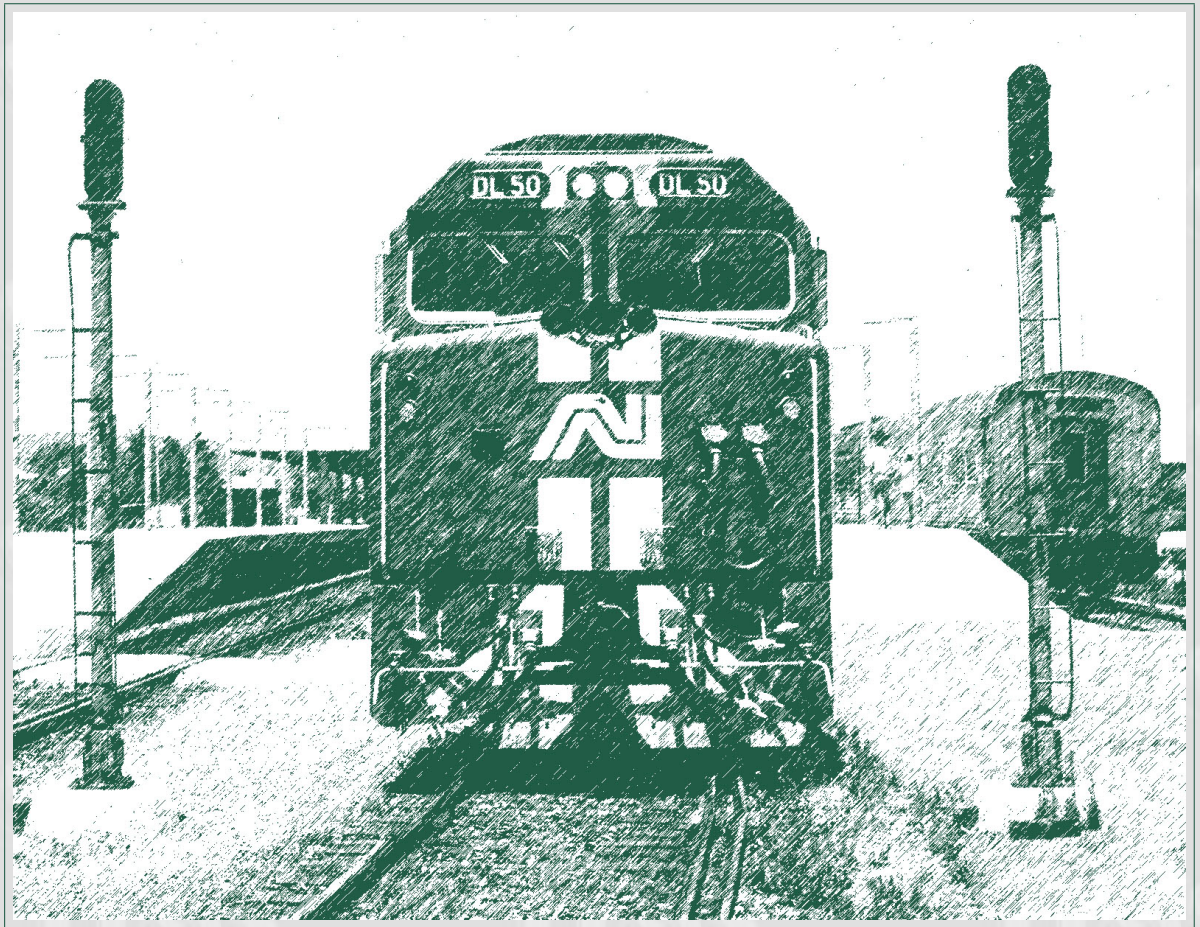
TIMS4



The ComRails web site (www.comrails.com) can be downloaded as a series of printable documents in PDF format. This volume is an example of one of the volumes in the Comrails series.

The volumes are:

- Volume 1** Overview and Articles Information
- Volume 2** Carriage Information
- Volume 3** Freight Rollingstock Information
- Volume 4** Locomotive and Railcar Information
- Volume 5** War Time History of the Commonwealth Railways
- Volume 6** Route Information
- Volume 7** Master Rollingstock List
- TIMS1** Australian National Traffic Information Management System (TIMS) - Rollingstock Lists - this is a listing of all the rollingstock whose detailed records can be found in TIMS3 to TIMS6
- TIMS2** Australian National Traffic Information Management System (TIMS) - Route Index - basically a listing of all the track speed restrictions and temporary works
- TIMS3** Australian National Traffic Information Management System (TIMS) - Locomotive Rollingstock Records - this is the full detailed entry of all the locomotive rollingstock.
- TIMS4** Australian National Traffic Information Management System (TIMS) - Railcar Rollingstock Records - this is the full detailed entry of all the railcar rollingstock.
- TIMS5** Australian National Traffic Information Management System (TIMS) - Passenger Rollingstock Records - this is the full detailed entry of all the passenger rollingstock.
- TIMS6** Australian National Traffic Information Management System (TIMS) - Wagon Rollingstock Records - this is the full detailed entry of all the freight wagon rollingstock.



**Commonwealth, Australian National and South Australian
Railways Rollingstock
Volume TIMS4**

AN TIMS Detailed Railcar Information

This document is a printed version of the Comrails website. The site is where you will find various bits of information about the Commonwealth Railways, Australian National Railways, Great Southern Railways and the South Australian Railways.

The subject material is the South Australian, Commonwealth and Australian National Railways.

Chris Drymalik

The Comrails web site can be found at

<http://comrails.com>

You can email Chris at chris.drymalik@gmail.com, or chris@comrails.com

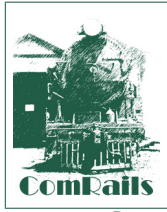
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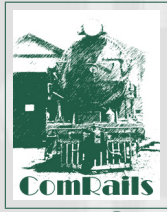
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CHAPTER

1

AUSTRALIAN NATIONAL TRAFFIC INFORMATION MANAGEMENT SYSTEM (TIMS)

The data presented in the following pages was extracted from a report from the Australian National Traffic Information Management System (TIMS).

In early 2006 I was given a rather old copy of an extract of the Australian National TIMS database. The extract had a series of programs that allowed the user to review and update the information. Unfortunately these programs no longer worked with a modern computer system, so I needed to consider some possible solutions that allowed me to easily access the data:

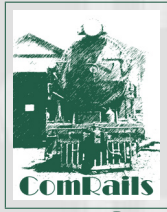
1. I could fix the programs
2. read the raw data directly when I wanted to access any details or
3. convert the data into a more useable format.

I chose the last as being the best long term option to preserve the data so that it could be read more easily in the future. So I wrote a series of programs that converted the original data to series of web pages and indexes.

All the data presented in these pages is as it appears in the original extract except that it has been reformatting so that it actually made sense to a reader not familiar with the internal item codes. Dates have been converted to *dd.mm.yyyy* format, and special item codes have been expanded into full alphanumeric text. Not all fields made sense to me, but I have done my best to extract all the useful stuff. The indexes were generated automatically from an extensive series of programs that I wrote that parsed the original data extracting any usefull information.

Items of rollingstock have been grouped into pages via type code (Loco, Passenger, Railcar and Wagon) followed by the first three characters of the classification.

The data seems to have been current up to 30th May 1997.



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TIMS GROUP INFORMATION - RAILCARS

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2.1 Railcar classification starting with 'Number Only'

101

- 20.07.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COUPLER - 'A'END AUTO COUPLER CHANGED.'
- 11.12.1989** Alteration '1. MODIFY BRAKE GEAR 2. FIT ELASTOMER 3. CARPET FLOOR 4. RE-UPHOLSTER SEATS 5. REMOVE ENGINES (259) 6. REWORK BAGGAGE AREA (259) 101, 105, 106, 259. (RS4463).'
- 13.12.1989** Service defect: 'SW - GENERAL - MINOR WORK REQUIRED - WORN BRAKE BLOCKS CHANGED - CRACKS IN PEDESTAL LINERS WELDED & WORN SPILT PIN CHANGED - WHEELS OK'.
- 28.08.1990** Repair 'WHEEL SET'.

102

- 31.10.1989** Service defect: 'SW - GENERAL - CARPET, TRIM AND SEATS REPLACED OR REPAIRED AS REQUIRED'.
- 31.10.1989** Service defect: 'SW - MECHANICAL MAINTENANCE - AIR BRAKE - CAR CONVERTED TO DUAL BRAKE SYSTEM (S.E.M. & A.7.E.L.)'.
- 25.09.1990** Repair 'WHEEL SET'.

103

- 03.05.1990** Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - DRIVERS BRAKE & EMERGENCY VALVES 'A'END REPLACED.DIAPHRAM INPILOT VALVE CHANGED.'
- 06.06.1990** Alteration complete 'A) INSTAL CONCERTINAS BOTH ENDS. B) FILL FRONT WINDOWS. C) REMOVE DRIVING CONTROLS. D) RELINE VESTIBULES. E) REWORK BRAKE GEAR. F) REMOVE HEAD LIGHTS ETC. RAILCAR 103 (RS4514).'

104

Details: railcar '104 U' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 43.1tonne

Current Gauge: Standard

Gauge Restrictions: S

Bogie Configuration: 2X2

Original Cost: \$113860

Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate

Diagram Book Page No.: CB R3

Date Built: 11.02.1958

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 1kw

Remarks: RAIL CAR TRAILER WITH BUFFET;'AVOCET'

BSG Code: RSAT

Capacity of 68 passengers

Return to Service Date:	08.09.1989	
B Service Mileage:	121432 KM	B Service Date: 08.09.1989

105

- 11.07.1989** Service defect: 'UN - ASBESTOS TO REMOVE SO A.C. SOCKET CAN BE REPLACED'.
- 11.12.1989** Service defect: 'SW - GENERAL - S.G. BOGIES FOR 106 WERE SERVICED - WORN PINS REPLACED - PEDESTAL LINERS CHANGED & WHEELS REPROFIED'.
- 24.06.1991** Reclassified from railcar '105 G' to ' railcar 'BR 105 V'.

106

- 11.12.1989** Alteration '1. MODIFY BRAKE GEAR 2. FIT ELASTOMER 3. CARPET FLOOR 4. RE-UPHOLSTER SEATS 5. REMOVE ENGINES (259) 6. REWORK BAGGAGE AREA (259) 101, 105, 106, 259. (RS4463).'
- 18.12.1989** Service defect: 'SW - GENERAL - LIGHT SERVICE REQUIRED ONLY'.

107

Details: railcar '107 B' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 43.1tonne

Current Gauge: Broad

Gauge Restrictions: B

Bogie Configuration: 2X2

Original Cost: \$108020

Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate

Diagram Book Page No.: CB R3

Date Built: 05.09.1955

Operating System: AN

Intended Use: PASSENGERS

Remarks: EX 100;RAIL CAR TRAILER;'MOPOKE'

BSG Code: RBAT

Capacity of 72 passengers

Return to Service Date:	19.01.1990	
SW Service Mileage:	81884 KM	SW Service Date: 23.11.1989
US Service Mileage:	86940 KM	A Service Date: 19.01.1990

- 31.10.1989** Service defect: 'SW - GENERAL - CARPET , TRIM AND SEATS REPLACED OR REPAIRED AS REQUIRED'.
- 31.10.1989** Service defect: 'SW - MECHANICAL MAINTENANCE - AIR BRAKE - CAR CONVERTED TO DUAL BRAKE SYSTEM (S.E.M. & A.7.E.L.)'.
- 19.01.1990** Service defect: 'UN - ELECTRICAL MISCELLANEOUS - A/C SOCKETS CHECKED.'
- 19.01.1990** Service defect: 'UN - A/C SOCKET LIDS TO REPLACE.19/1*'
- 02.03.1990** Alteration '1) FIT ADDITIONAL WATER TANKS(100 GALLONS) 2) PAINT CARS SILVER 3) REMOVE END WINDOWS - VESTIBLE 4) RECLASSIFY TO BR 101X, 102R, 105V, 106H, 107Q 5) CONVERT 102 & 107 FROM 1600 TO 1435 MM GAUGE. RAILCAR TRAILERS 101, 102, 105, 106, 107. (RS4482)'. New class: 'BR'.

251

Details: railcar '251 R' in AN 'Mainland Division'.

Owner: AN**Length Over Headstocks:** 22.9m**Tare Weight:** 60.9tonne**Current Gauge:** Standard**Gauge Restrictions:** S**Bogie Configuration:** 1A-A1**Original Cost:** \$198670**Run Restriction:** Unrestricted on gauge(s) shown Inter or Intrastate**Diagram Book Page No.:** CB R1**Date Built:** 14.10.1955**Operating System:** AN**Intended Use:** PASSENGERS**Installed Power:** 448kw**Remarks:** RAIL CAR WITH BUFFET;NAMED 'LOWAN'**BSG Code:** RSAI

Capacity of 52 passengers

Return to Service Date:	24.12.1991		
Last Lift:	31.03.1989		
SW Service Mileage:	5417 KM	SW Service Date:	02.06.1989
B Service Mileage:	201572 KM	B Service Date:	21.11.1991
C Service Mileage:	177858 KM	C Service Date:	08.01.1991
D Service Mileage:	443807 KM	D Service Date:	29.10.1987
F Service Mileage:	539201 KM	A Service Date:	31.03.1989
US Service Mileage:	207379 KM	A Service Date:	24.12.1991

09.07.1989 Service defect: 'UN - MECHANICAL EQUIPMENT - JACK SHAFT REPLACED,SECOND HAND,X 255.'**20.07.1989** Service defect: 'TS - CONTACTOR MISCELLANEOUS - TWLR CONTACTS CLEANED A/C DIRTY & NOT MAKING CORRECTLY.'**20.07.1989** Service defect: 'TS - COOLING SYSTEM WATER PUMP - 'A'END WATER PUMP & BELT CHANGED A/C BROKEN BELT.'**28.07.1989** Service defect: 'UN - ENGINE - 'A'MOTOR OIL HOSE REPLACED BY CUMMINS.'**01.08.1989** Service defect: 'UN - COOLING SYSTEM WATER PUMP - MAIN WATER PUMP GLAND REPAIRED A/C LEAKING.'B'MOTOR WATER PUMP V BELT ADJUSTED.'**01.08.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - NEW BELTS FITTED TO 'B'COMPRESSOR.COMPRESSOR CHECKED OK.'**09.08.1989** Service defect: 'UN - AUXILLARY MACHINES - AUX MOTOR FUEL FILTERS CHANGED.'**14.08.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'END COMPRESSOR BELTS REPLACED.'**17.08.1989** Service defect: 'UN - AUXILLARY MACHINES - AUX MOTOR STARTER MOTOR SOLINOID REPLACED..'**25.08.1989** Service defect: 'UN - COOLING SYSTEM - WATER PROBES REPLACED.WATER FLOAT SWITCH REPLACED.'**25.08.1989** Service defect: 'UN - EXHAUST - NEW EXHAUST STACK FITTED TO 'A'MOTOR A/C SHORT.'**25.08.1989** Service defect: 'UN - SERVICE WATER TO CLEAN,AT R/STOCK,TRIAL RUN TO TES.'**25.08.1989** Service defect: 'UN - T REPS TO WATER SYSTEM.RN/26/8.'**13.09.1989** Service defect: 'UN - ENGINE - B MOTOR ISOLATED A/C WATER IN 2&5 CYLINDERS.'**13.09.1989** Service defect: 'UN - B MOTOR ISOLATED A/C WATER IN 2&5 CYLINDERS.13 9.'**25.09.1989** Service defect: 'B - AUX FUEL FILTERS TO CHANGE,NIL STK,RN.'**16.10.1989** Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - 'A'MOTOR ESS CHANGED.'**23.11.1989** Service defect: 'UN - ELECT - RECEPTACLES/INTER CAR COUPLINGS - 'A'END A/C SOCKET REPLACED.'**07.12.1989** Service defect: 'C - B MOTOR TO REPLACE ,A S/START LID TO REPLACE LH SI'**07.12.1989** Service defect: 'C - DE.RN 7/12'.**26.01.1990** Service defect: 'UN - COOLING SYSTEM WATER PUMP - 'B'END WATER PUMP REPLACED.'**26.01.1990** Service defect: 'UN - ENGINE - AUX ENGINE REPLACED A/C WATER IN OIL.'**26.01.1990** Service defect: 'UN - ENGINE CYLINDER HEADS - 'B'ENG 1&2 HEAD REMOVED A/C LEAKING WELSH PLUG,REPAIRED.'**26.01.1990** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'END COMPRESSOR DRIVE ASSY REPLACED.'A'&'B'COMPRESSOR BELTS REPLACED.'A'&'B'COMP DISCHARGE VALVES REPLACED.'**26.01.1990** Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - 'A'END PILOT CUT OFF REPAIRED.'**15.02.1990** Service defect: 'UN - AUXILLARY MACHINES - 'B'STARTER MOTOR CHANGED.'**15.02.1990** Service defect: 'UN - BATTERY MAINTENANCE - ALL BATTERIES CHANGED.'**20.02.1990** Service defect: 'TS - COOLING SYSTEM - THERMOSTATS & BYPASS PIPE REMOVED FROM 'A'&'B'MOTORS.'**05.03.1990** Service defect: 'TS - ELECTRICAL MAINTENANCE -WIRING - NO1 FAN WIRING REPAIRED.'**05.03.1990** Service defect: 'TS - OVERHEATING - BOOKED FOR OVERHEATING.ENGINE THERMASTATS & BY PASS PIPES REPLACED.FAN THERMASTATS TESTED.'**14.03.1990** Service defect: 'UN - COOLING SYSTEM - CAR TESTED UNDER LOAD FOR LOSING WATER OUT OF FILLER PIPES, 'A'MOTOR CAUSING TROUBLE.TO BE REPAIRED ON 20/3.'**23.03.1990** Service defect: 'UN - ENGINE - AIR BLEEDS FITTED TO BOTH HEAT EXCHANGERS.'**23.03.1990** Service defect: 'UN - GENERAL - CAR TRIAL RUN TO BOWMANS A/C LOSING WATER,OK.'**21.04.1990** Service defect: 'C - COOLING SYSTEM WATER PUMP - 'A'MOTOR WATER PUMP BELT REPLACED.'**08.05.1990** Service defect: 'UN - 'B'COMPRESSOR DISCHARGE VALVES TO REPLACE.8/5*'**10.05.1990** Service defect: 'UN - ENGINE - THROTTLE ACTUATOR VALVE REPLACED.'**10.05.1990** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR UNLOADER VALVES REPLACED.BELTS REPLACED.'**23.05.1990** Service defect: 'UN - ENGINE - 'A'ENGINE OIL CHANGED.'**26.06.1990** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR DISCHARGE VALVE CHANGED.'**14.07.1990** Service defect: 'C - MECHANICAL

MAINTENANCE - SPEEDOMETER - SPEEDO CHANGED.'

14.07.1990 Service defect: 'C - LUBE OIL & WATER FILTER TO RENEW,NIL STK C 14/7.'

23.07.1990 Service defect: 'TS - MECHANICAL EQUIPMENT COMPRESSOR - 'B'END COMPRESSOR DELIVERY VALVE REPLACED.'A'END COMPRESSOR DELIVERY HOSE REPLACED.'

02.08.1990 Service defect: 'UN - ENGINE - 'A'MOTOR THROTTLE ACTUATOR REPLACED.'

09.08.1990 Service defect: 'UN - AUXILLARY MACHINES - 'A'MOTOR STARTER MOTOR CHANGED.'

04.10.1990 Service defect: 'UN - AUXILLARY MACHINES - AUX MOTOR CHANGED.'

01.12.1990 Service defect: 'UN - 'A' STARTER MOTOR TO REPLACE.'

04.12.1990 Service defect: 'UN - AUXILLARY MACHINES - 'A'STARTER MOTOR REPLACED.'

20.12.1990 Service defect: 'UN - AUXILLARY MACHINES - 'B'END STARTER MOTOR & START BUTTON REPLACED.'

14.02.1991 Service defect: 'UN - ELECT. MISC. - GAUGES & INSTRUMENTS - GENERATOR GAUGE LAMP REPLACED'

14.02.1991 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - BELTS ON COMPRESSOR REPLACED.'

14.02.1991 Service defect: 'UN - MECHANICAL MAINTENANCE - SPEEDOMETER - BALLAST LAMP REPLACED'

15.03.1991 Service defect: 'UN - ENGINE WATER LEAK - WATER PUMP GLAND PACKING COMPLETED.'

15.03.1991 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - AIR COMPRESSOR PULLEYS & BELTS REPLACED,A/C PULLEY WORN.'

22.04.1991 Service defect: 'UN - BATTERY MAINTENANCE - 2N0 BATTERIES REPLACED. BATTERY CHARGER REPLACED'

22.04.1991 Service defect: 'UN - STARTER MOTOR - WONT START - BOTH S/MOTORS REPLACED A/C SOLENOIDS.'

24.12.1991 Service defect: 'UN - AIR CONDITIONING - AIR CON CHECKED.'

252

Details: railcar '252 D' in AN 'Mainland Division'

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Standard

Gauge Restrictions: S

Bogie Configuration: 1A-A1

Original Cost: \$198670

Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate

Diagram Book Page No.: CB R1

Date Built: 18.08.1955

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: RAIL CAR WITH BUFFET;NAMED 'BLUE WREN'

BSG Code: RSAI

Capacity of 52 passengers

Return to Service Date:	09.11.1991		
Last Lift:	25.11.1987		
SW Service Mileage:	261982 KM	SW Service Date:	09.07.1991
B Service Mileage:	249429 KM	B Service Date:	20.10.1990
C Service Mileage:	265567 KM	C Service Date:	09.11.1991
D Service Mileage:	173752 KM	D Service Date:	15.12.1989
F Service Mileage:	729273 KM	A Service Date:	25.11.1987
US Service Mileage:	261982 KM	A Service Date:	19.07.1991

06.07.1989 Service defect: 'UN - ENGINE - 'B'MOTOR FUEL PUMP SHAFT C/CLIP REPLACED A/C MISSING.'

08.08.1989 Service defect: 'SW - AUXILLARY MACHINES - AUX ENGINE AIR CLEANER MODIFIED TO HORIZONTAL TYPE WITH PRE-CLEANER BOWL'

08.08.1989 Service defect: 'SW - COOLING SYSTEM - LOW LEVEL SWITCH CHANGED A/C DAMAGED AND BROKEN WATER HOSE'

08.08.1989 Service defect: 'SW - ENGINE - 'A' ENGINE CHANGED A/C WATER IN OIL'

08.08.1989 Service defect: 'SW - GENERAL - FARR CLEANER (OIL WET TYPE) REPLACED WITH PAPER FILTER TYPE 'B' END AIR CLEANER MODIFIED TO TAKE PRE-CLEANER BOWL'

08.08.1989 Service defect: 'SW - GENERAL - SPIN ON FUEL AND OIL FILTERS FITTED * MODS & ALTS COMPLETED M219AD,M230AD,M023AD,M123AD,M164AD,M166AD,M018AD.'

23.08.1989 Service defect: 'B - SAFETY CHAINS REQ.NIL STK.'

21.09.1989 Service defect: 'UN - ENGINE - AUX ENGINE SUMP REMOVED.OIL PUMP CHECKED,SUMP REPLACED A/C LOW OIL PRESSURE.CHECKED OK.'

28.09.1989 Service defect: 'UN - FUEL LEAK ON FUEL MANIFOLD TO MONITOR.AUX.ENG.28/9'.

26.10.1989 Service defect: 'UN - BOGIE - 2 SHOCK ABSORBERS CHANGED.'

26.10.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR CHANGED A/C CRACKED SUMP.'

06.11.1989 Service defect: 'UN - BLOCKED FILTERS - MWL LIGHTS ON CONSTANTLY - AUXILARY ENGINE FILTERS FOUND TO BE BLOCKED - REPLACED AND TESTED OK — RJ'

29.11.1989 Service defect: 'UN - ENGINE - AUX ENGINE FUEL FILTER CHANGED A/C ENGINE SHUTTING DOWN.'

07.12.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'END COMPRESSOR DISCHARGE VALVES REPLACED,BELTS REPLACED.'

14.02.1990 Service defect: 'B - LUBRICATING SYSTEM - OIL CHANGED IN BOTH ENGINES.'

22.02.1990 Service defect: 'UN - ENGINE - OIL FILTER BOWL REPLACED A/C HOLED.'

16.03.1990 Service defect: 'UN - AUXILLARY MACHINES - 'A'&'B'MOTOR STARTER MOTORS CHANGED.'

16.03.1990 Service defect: 'UN - COOLING SYSTEM - CHAIN REPLACED ON GOULD PUMP.'

16.03.1990 Service defect: 'UN - ENGINE - ENGINE OIL CHANGED ON BOTH MOTORS.'

09.04.1990 Service defect: 'TS - LUBRICATING SYSTEM - 'A'MOTOR OIL FILTER REPLACED A/C HOLED.'

09.04.1990 Service defect: 'TS - MECHANICAL MAINTENANCE - CONVERTER - CONVERTERS BOOKED FOR NO DRIVE. UNABLE TO FAULT.'

27.04.1990 Service defect: 'UN - ENGINE - 'A'MOTOR BOOKED FOR SHUTTING DOWN.CHECKED IN DEPOT NO FAULT FOUND.'

30.04.1990 Service defect: 'UN - LUBRICATING SYSTEM - ENGINE OIL CHANGED ON BOTH MOTORS.OIL FILTERS CHANGED.'

24.05.1990 Service defect: 'UN - LUBRICATING SYSTEM - 'B'MOTOR ENGINE OIL CHANGED.'

11.07.1990 Service defect: 'UN - LUBRICATING SYSTEM - 'B'MOTOR OIL SUPPLY HOSE REPLACED.'

10.08.1990 Service defect: 'UN - ENGINE - 'A'ENGINE CHANGED.'

15.08.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - WIRING - WTS WIRING REPAIRED.'

15.08.1990 Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - WATER TEMP SWITCH REPLACED.'

08.09.1990 Service defect: 'B - ENGINE - 'B'MOTOR,NO3 CYLINDER ROCKER COVER,PUSH ROD & INJECTOR REPLACED.'

03.10.1990 Service defect: 'UN - FUEL SYSTEM PUMP - CIRCLIP REPLACED ON FUEL PUMP THROTTLE SHAFT.'

22.10.1990 Service defect: 'TS - -

22.10.1990 Service defect: 'TS - MECHANICAL MAINTENANCE - CONVERTER - AIR HOSES TO CONVERTOR REPLACED.'

02.11.1990 Service defect: 'UN - ENGINE TURBOCHARGER/SUPERCHARGER - 'A' END TURBO REPLACED A/C OIL FITTING BROKEN.'

26.11.1990 Service defect: 'TS - GENERAL - TO ISLINGTON WORKS.'

19.07.1991 Service defect: 'UN - BOGIE - BOGIE CHANGE COMPLETED.'

19.07.1991 Service defect: 'UN - ELECTRICAL MISC. AC/DC RELAYS - GAMMATRON REPLACED.'

19.07.1991 Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - CGV & BRAKE CYLINDER SWITCH CHANGED.'

09.11.1991 Service defect: 'C - ELECTRICAL MISC - FUSES/HOLDERS - LOW WATER SWITCH REPLACED.'

253

Details: railcar '253 M' in AN 'Mainland Division'.

Owner: AN**Length Over Headstocks:** 22.9m**Tare Weight:** 60.9tonne**Current Gauge:** Standard**Gauge Restrictions:** S**Bogie Configuration:** 1A-A1**Original Cost:** \$198670**Run Restriction:** Unrestricted on gauge(s) shown Inter or Intrastate**Diagram Book Page No.:** CB R1**Date Built:** 16.08.1955**Operating System:** AN**Intended Use:** PASSENGERS**Installed Power:** 448kw**Remarks:** RAIL CAR WITH BUFFET;NAMED 'PELICAN'**BSG Code:** RSAI

Capacity of 52 passengers

Return to Service Date:	14.08.1991	SW Service Date:	14.08.1991
SW Service Mileage:	993171 KM	B Service Date:	22.10.1990
B Service Mileage:	967748 KM	C Service Date:	04.01.1991
C Service Mileage:	987247 KM	D Service Date:	22.11.1989
D Service Mileage:	892516 KM	A Service Date:	25.05.1991
US Service Mileage:	990774 KM		

02.07.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'CONVERTER GOV GASKET REPLACED A/C OIL LEAK.'

20.07.1989 Service defect: 'B - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR BELTS REPLACED.'

24.07.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - CGS ADJUSTED A/C NOT UNLOADING..'

27.07.1989 Service defect: 'UN - ENGINE - 'B'MOTOR OIL CHANGED A/C DILUTION.PRIMARY & SECONDARY FILTERS CHANGED'

27.07.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - CGS REPLACED A/C FAULTY.'

23.08.1989 Service defect: 'TS - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR CHANGED A/C SEIZED.'

14.12.1989 Service defect: 'UN - GENERAL - TOILET SHUTE REPAIRED.'

07.02.1990 Service defect: 'SW - ENGINE - 'A' UNIT CHANGED A/C DAMAGE TO CRANKSHAFT - 'B' ENG CHANGED A/C ENG EXCESS BLOWBY - A & B ENGS 'D' SERVICED'

07.02.1990 Service defect: 'SW - FUEL SYSTEM INJECTORS - INJECTORS CHANGED - FILTERS CHANGED'

07.02.1990 Service defect: 'SW - MECHANICAL EQUIPMENT COMPRESSOR - 'A' COMPRESSOR DRIVE CHANGED A/C BENT (RECONDITIONED FITTED)RECONDITIONED JACKSHAFTS FITTED - 'B' AIR MANIFOLD WELDED.'

17.02.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - 'A'MOTOR 3 POSITION CYLINDER RE-CONNECTED.'

17.02.1990 Service defect: 'UN - ENGINE - 'A'MOTOR THROTTLE LINKAGE REPLACED.'

20.02.1990 Service defect: 'UN - EARTH FAULT MISCELLANEOUS - EARTH FAULT,WTS 'B'END & 'A'END SDS REPAIRED.'

20.02.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - 'A'MOTOR FORWARD 2CA1A VALVE REPLACED.'

20.02.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - WIRING - WIRING HARNESS & EARTH STRAP TO LOW WATER LEVEL SWITCH REPLACED.'

20.02.1990 Service defect: 'UN - EXHAUST - 'A'MOTOR EXHAUST PIPE REPLACED.'

20.02.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'MOTOR CONVERTOR FUEL HOSES REPLACED.'

28.02.1990 Service defect: 'UN - ENGINE - 'B'MOTOR ESS REPLACED.'

28.02.1990 Service defect: 'UN - 'B'E.S.S.TO REPLACE.'

02.03.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - BRAKE RELEASE MAGNET VALVE REPLACED A/C AIR BLOW.'

08.05.1990 Service defect: 'UN - ENGINE - 'A'MOTOR THROTTLE ACTUATOR ROD REPAIRED A/C ENGINE IDLING TOHIGH.'

23.05.1990 Service defect: 'B - ENGINE - 'A'ENGINE OIL CHANGED.'

23.06.1990 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - 'A'MOTOR RHS STARTER BUTTON REPLACED.'

05.07.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR ELBOW & HOSE REPLACED(DISCHARGE).'

09.08.1990 Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - WATER LOW LEVEL SWITCH REPLACED.'

09.08.1990 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - BOOKED FOR FAULT LIGHTS ON.SHUTDOWNS RESET,CHECKED OK.'

09.08.1990 Service defect: 'UN - 'A'END MOTOR TO CHANGE.AUX ENGINE TO CHANGE.9/8*'

15.08.1990 Service defect: 'UN - AUXILLARY MACHINES - 'B'END STARTER MOTOR CHANGED.'

27.08.1990 Service defect: 'UN - ENGINE - AUX ENGINE OIL CHANGED.'

20.09.1990 Service defect: 'UN - AUXILLARY MACHINES - 'B'MOTOR STARTER MOTOR LEAD REPAIRED.'

20.09.1990 Service defect: 'UN - 'B'MOTOR STARTER BUTTON TO REPLACE.20/9*'

24.11.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE -WIRING - AC CIRCUIT REPAIRED.'

04.12.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE -WIRING - 'B'HIGH TENSION STARTER MOTOR WIRE REPAIRED A/C BROKEN.'

09.05.1991 Service defect: 'UN - LUBRICATING SYSTEM - 'A'MOTOR LOW IN OIL,'B'MOTOR OVERWORKING.'

25.05.1991 Service defect: 'UN - LUBRICATING SYSTEM - CONVERTER LOW ON OIL,CHECKED OK IN DEPOT.'

254

Details: railcar '254 V' in AN 'Mainland Division'.

Owner: AN
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 1A-A1
Original Cost: \$193470
Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate
Diagram Book Page No.: CB R1
Date Built: 05.09.1955
Operating System: AN
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: RAIL CAR;STORED 18.06.91;NAMED 'BROLGA'
BSG Code: RBAI

Capacity of 56 passengers

Return to Service Date:	13.06.1991	SW Service Date:	28.11.1989
SW Service Mileage:	770077 KM	B Service Date:	03.01.1991
B Service Mileage:	818583 KM	C Service Date:	16.07.1990
C Service Mileage:	808409 KM	D Service Date:	05.10.1989
D Service Mileage:	760187 KM	A Service Date:	13.06.1991
US Service Mileage:	822085 KM		

05.10.1989 Service defect: 'D - ENGINE - 'A' ENG CHANGED A/C TRANSMISSION - 'B' ENGINE CHANGED A/C ENGINE.'

05.10.1989 Service defect: 'D - GENERAL - MODS COMPLETED M219AD - M230AD.'

05.10.1989 Service defect: 'D - OTHER BODY REPAIRS - BAGGAGE DOOR MADE OPERABLE.'

24.10.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'ENGINE ISOLATED A/C CONVERTER HAS FUEL DILUTION.'

28.11.1989 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - 'A' CONVERTER CHANGED A/C FUEL DILUTION'

09.12.1989 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - 'A'MOTOR 2CA1A ADJUSTED A/C JUMPING OUT OF GEAR.'

12.01.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - JACKSHAFT BEARING ASS REPLACED.NEW BELTS FITTED & ALIGNED & ADJUSTED.'

12.01.1990 Service defect: 'UN - 2 DUMMY COUPLINGS TO REPLACE.A/C NIL STOCK.'

19.01.1990 Service defect: 'B - COOLING SYSTEM - 'B'END WTS CHANGED A/C MOTOR SHUTTING DOWN.'

03.02.1990 Service defect: 'C - BATTERY MAINTENANCE - BATTERY CHARGER CHANGED.'

03.02.1990 Service defect: 'C - FUEL SYSTEM PUMP - 'B'MOTOR FUEL PUMP CHANGED A/C LEAKING.'

12.03.1990 Service defect: 'UN - AUXILLARY MACHINES - 'B'END ENGINE STARTER MOTOR REPLACED A/C EARTH.'

12.03.1990 Service defect: 'UN - COOLING SYSTEM - 'B'MOTOR WATER PIPE REPAIRED A/C LEAKING.'

12.03.1990 Service defect: 'UN - ELECT - RECEPTACLES/INTER CAR COUPLINGS - REPAIRED A-C OUTLET OF ALTERNATOR.'

15.03.1990 Service defect: 'UN - LUBRICATING SYSTEM - 'A'MOTOR OIL FILTER REPLACED A/C HOLED.'

23.03.1990 Service defect: 'UN - ENGINE TURBOCHARGER/SUPERCHARGER - 'A'ENGINE TURBO CHANGED.'

23.03.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COUPLER - 'B'END AUTO COUPLER CHANGED A/C COLLISION DAMAGE.'

26.04.1990 Service defect: 'UN - ENGINE - THROTTLE MASTER CONTROLLER CHANGED.ACTUATING VALVE 'B'END CHANGED.'

18.06.1990 Service defect: 'UN - BATTERY MAINTENANCE - BATTERIES BOOKED FLAT,CHECKED OK IN DEPOT.'

18.06.1990 Service defect: 'UN - BATTERIES TO MONITOR.18/6*'

16.07.1990 Service defect: 'C - COOLING SYSTEM - GOULD PUMP REPLACED.'

26.11.1990 Service defect: 'UN - BOGIE - BOGIES CHANGE FROM BROAD TO STANDARD GAUGE.'

255

Details: railcar '255 H' in AN 'Mainland Division'.

Owner: AN
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad

Gauge Restrictions: B
Bogie Configuration: 1A-A1
Original Cost: \$193470
Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate
Diagram Book Page No.: CB R1
Date Built: 29.03.1956
Operating System: AN
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: RAIL CAR; 'CURLEW' STORED IWS 1.10.90
BSG Code: RBAI

Capacity of 56 passengers

Return to Service Date:	19.07.1990		
SW Service Mileage:	444656 KM	SW Service Date:	31.05.1990
B Service Mileage:	437794 KM	B Service Date:	24.04.1990
C Service Mileage:	443638 KM	C Service Date:	15.05.1990
D Service Mileage:	341242 KM	D Service Date:	19.05.1988
WT Service Mileage:	443651 KM	WT Service Date:	16.05.1990
US Service Mileage:	455776 KM	A Service Date:	19.07.1990

03.07.1989 Service defect: 'UN - ENGINE - 'A' MOTOR BOOKED FOR SHUTTING DOWN. CHECKED OK AT MOUNT GAM.'
13.07.1989 Service defect: 'UN - ENGINE - 'A' MOTOR LOW OIL PRESSURE SWITCH CHANGED A/C ENGINE SHUTTING DOWN.'
11.08.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - LOCK UP GOVERNOR STRAINER CLEANED.'
26.09.1989 Service defect: 'B - STARTER MOTOR - AUX. STARTER MOTOR REPLACED (X255) A/C BURNT OUT SOLENOID.'
09.11.1989 Service defect: 'C - BOGIE - BOGIES CHANGED.'
09.11.1989 Service defect: 'C - ENGINE - 'B' ENGINE CHANGED A/C WATER IN OIL.'
09.11.1989 Service defect: 'C - MECHANICAL MAINTENANCE - CONVERTER - 'A' UNIT REMOVED CONVERTER FRONT SEAL REPLACED UNIT REPLACED AND CHECKED 'OK'.
10.11.1989 Service defect: 'UN - BOGIE - 'A' BOGIE BRAKE HANGERS REPAIRED.'
15.11.1989 Service defect: 'TS - ENGINE - OIL HOSE ON 'A' MOTOR REPLACED A/C CRACKED.'
23.11.1989 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - 2CA1A ADJUSTED A/C 'B' MOTOR DROPPING OUT OF GEAR.'
23.11.1989 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - 'B' END HEATER REWIRED.'
01.12.1989 Service defect: 'UN - 'B' END REVERSER TO CHANGE. 1/12*'.
08.12.1989 Service defect: 'SW - GENERAL - 'B' ENGINE CONVERTED TO SPIN ON FILTER ON BYPASS A/C DAMAGE TO OLD BYPASS FILTER COPPER PIPES'.
08.12.1989 Service defect: 'SW - REVERSER - 'B' REVERSER CHANGED A/C FAULTY SLIDING DOG 'A' REVERSER 2CA-1A ADJUSTED'.
04.01.1990 Service defect: 'UN - TO ISL A/C FUEL TANK & MOTOR REPAIRS'.
22.02.1990 Service defect: 'SW - COOLING SYSTEM WATER PUMP - 'B' ENG WATER PUMP CHANGED A/C BROKEN PULLEY'.

22.02.1990 Service defect: 'SW - ENGINE CRANKSHAFT - 'A' ENG. CRANKSHAFT BROKEN BOLTS REMOVED NEW VIBRATION DAMPER FITTED RECONDITIONED ADAPTER NEW FERRY BOLTS FITTED'.
22.02.1990 Service defect: 'SW - ENGINE CRANKSHAFT - 'B' ENG NEW VIBRATION DAMPER & 6 FERRY BOLTS FITTED'.
22.02.1990 Service defect: 'SW - FUEL SYSTEM - FILLER PIPE REWORK A/C LEAKING. FUEL MODS COMPLETED M203AD'.
22.02.1990 Service defect: 'SW - FUEL SYSTEM - FUEL TANK WELDED AT 'A' END A/C HOLED * BROKEN PIPE TO FUEL SIGHT GAUGE REWORKED WITH NYLON HOSE'.
22.02.1990 Service defect: 'SW - LUBRICATING SYSTEM - SPIN ON OIL BYPASS MOD COMPLETED M219AD'.
22.02.1990 Service defect: 'SW - MECHANICAL EQUIPMENT BRAKE VALVE - 'A' END DRIVERS BRAKE VALVE REPLACED A/C MISSING. 'B' END HOOTER VALVE REPLACED A/C MISSING'.
22.02.1990 Service defect: 'SW - MECHANICAL EQUIPMENT COMPRESSOR - RECONDITIONED PROPELLOR SHAFT & COMPRESSOR DRIVE ASSEMBLY FITTED'.
22.02.1990 Service defect: 'SW - STARTER MOTOR - STARTER MOTORS ON 'A' & 'B' END REPLACED A/C MISSING'.
27.02.1990 Service defect: 'UN - GENERAL - TO IW FOR REPAIRS. 27/2/90'.
08.03.1990 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - 'A' CONVERTER CHANGED A/C DRAGGING CLUTCHES * 2 CA-1A VALVES CHANGED'.
08.03.1990 Service defect: 'SW - REVERSER - REVERSER CHECKED 'OK'.
13.03.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - CHANGED PIPES FOR 'D' SWITCH & CHECKED CONVERTER GOV PRESSURE. REPLACED COPPER RINGS IN CONTROL VALVE 'A' CONVERTER'.
22.03.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - OIL LINE TO LOCK UP GOV BLED, FITTINGS TIGHTENED. 70LBS OIL PRESSURE AT SWITCH'.
27.03.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - A END 3 POSITION PISTON ADJUSTED. 2CA1A VALVES ADJUSTED'.
27.03.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - LOCK UP GOVERNOR CHANGED'.
04.04.1990 Service defect: 'UN - 'A' CONVERTER TO CHANGE'.
12.04.1990 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - 'A' CONVERTER CHANGED A/C NO DRIVE'.
17.05.1990 Repair 'WHEEL SET'.
31.05.1990 Service defect: 'SW - BOGIE - BOGIES 30A & 3B FITTED. * NOTE 3B HAS (1) DUAL GAUGE AXLE.*'.
31.05.1990 Service defect: 'SW - REVERSER - 'B' END REVERSER CHANGED - RECONDITIONED TAILSHAFT FITTED'.
13.06.1990 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - NO GEARS ON 'B' ENGINE, 'B' END 2CA1A ADJUSTED, LOCK NUT ON 3 POSITION CYL LOOSE, SHAFT ADJUSTED & TIGHTENED'.
02.07.1990 Service defect: 'UN - ELECTRICAL

MAINTENANCE - REVERSER - 'B'END 2CA1A
CHECKED OK A/C ATTEMPTING TO GO INTO GEAR IN
NEUTRAL.'

19.07.1990 Service defect: 'UN - GENERAL - TOILET SHUTE
REPLACED.'

19.07.1990 Service defect: 'UN - MECHANICAL
MAINTENANCE - CONVERTER - 'B'MOTOR 3
POSITION CYLINDER BRACKET LOOSE,TIGHTENED.'

256

Details: railcar '256 Q' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Broad

Gauge Restrictions: B

Bogie Configuration: 1A-A1

Original Cost: \$193470

Run Restriction: Unrestricted on gauge(s) shown Inter
or Intrastate

Diagram Book Page No.: CB R1

Date Built: 21.12.1956

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: RAIL CAR;STORED 02.03.90;'KOOKABURRA'

BSG Code: RBAI

Capacity of 56 passengers

Return to Service Date:	08.05.1991	SW Service Date:	08.05.1991
SW Service Mileage:	607916 KM	B Service Date:	13.12.1989
B Service Mileage:	596002 KM	C Service Date:	18.01.1990
C Service Mileage:	601782 KM	D Service Date:	04.05.1989
D Service Mileage:	544035 KM	WT Service Date:	16.06.1989
WT Service Mileage:	552064 KM	A Service Date:	02.03.1990
US Service Mileage:	607911 KM		

23.07.1989 Service defect: 'UN - BATTERY MAINTENANCE -
ONE BATTERY REPLACED.MAIN BATTERY CABLE
REPLACED A/C LUG BURNT OFF'.

23.07.1989 Service defect: 'UN - ELECTRICAL
MISCELLANEOUS - 'A'MOTOR STARTER MOTOR
REPLACED.'

27.07.1989 Service defect: 'UN - ELECTRICAL
MISCELLANEOUS - 'B'END LHS MARKER LIGHT
REPAIRED.'

10.08.1989 Service defect: 'UN - EXHAUST - 'A'END EXHAUST
PIPE CHANGED.'

22.08.1989 Service defect: 'B - O'.

07.09.1989 Service defect: 'UN - MECHANICAL
MAINTENANCE - CONVERTER - CLEANED.'

07.09.1989 Service defect: 'UN - MECHANICAL
MAINTENANCE - CONVERTER - NO LOCK UP UNTIL
90KPH.GOV FILTER UPSIDE DOWN,TORPEDO
FILTERORIFICES BLOWN CLEAR,LOCK UP GOV
CHANGED,NON RETURN VALVE'.

22.09.1989 Service defect: 'C - AIR BRAKE 'C'SERVICE TO
COMPLETE.22/9*'

29.11.1989 Service defect: 'UN - MECHANICAL
MAINTENANCE - AIR BRAKE - DOUBLE CHECK VALVE
GASKETS REPLACED A/C BRAKE SLOW RELEASING'.

29.11.1989 Service defect: 'UN - MECHANICAL
MAINTENANCE - CONVERTER - NOT GOING INTO
GEAR.WIRING TO CONVERTER TEMPATURE SWITCH
REPAIRED A/C SHORTING.'

15.12.1989 Service defect: 'UN - GOULD PUMP CHANGE
ISL.'

20.12.1989 Service defect: 'SW - COOLING SYSTEM - GOULD
PUMP REPAIRED A/C BADLY WORN SHAFT'.

07.02.1990 Service defect: 'UN - AUXILLARY MACHINES -
'A'END STARTER MOTOR CHANGED.'

02.03.1990 Service defect: 'UN - AUXILLARY MACHINES -
AUX ENGINE FUEL FILTERS REPLACED.AUX ENGINE
FUEL PRESSURE SWITCH REPLACED.'

02.03.1990 Service defect: 'UN - ENGINE - ENGINES
WASHED,CHECKED FOR LEAKS.'

02.03.1990 Service defect: 'UN - FUEL SYSTEM PUMP -
'B'END FUEL PUMP REMOVED & PLACED ON 'A'END
A/C LEAKING.'

23.05.1990 Alteration 'A)INSTAL CONCERTINAS. B)FILL
FRONT WINDOWS. C)REMOVE DRIVING CONTROLS.
D)RELINE VESTIBLES. E)REMOVE PILOTS. F)REWORK
BRAKE GEAR(256). G) FIT SECURING BOLTS TO
DOORS. H)PAINT CAR TO MATCH O/LAND. I)REMOVE
ROOF RADIATORS. J)REMOVE EXHAUST PIPES.
K)INSTAL ROOF (RADIATOR SECTION). L)REMOVE
HEAD LIGHTS ETC. M)INSTAL ONE COLD WATER
TANK. N)CARS TO BE 1600MM GA. O)RECLASSIFY
BM256V & BM259C. RAIL CARS 256 & 259. (RS4508)'.

257

Details: railcar '257 C' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Broad

Gauge Restrictions: B/S

Bogie Configuration: 1A-A1

Original Cost: \$198670

Run Restriction: Unrestricted on gauge(s) shown Inter
or Intrastate

Diagram Book Page No.: CB R1

Date Built: 13.02.1957

Operating System: ON LOAN

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: WITH BUFFET;'KESTREL'ON PERM LOAN
PDSM

BSG Code: RBAI

Capacity of 52 passengers

Return to Service Date:	07.10.1992	SW Service Date:	07.09.1992
Last Lift:	05.08.1988	B Service Date:	19.10.1991
SW Service Mileage:	188353 KM	C Service Date:	17.01.1990
B Service Mileage:	188183 KM	D Service Date:	17.05.1990
C Service Mileage:	144635 KM	A Service Date:	05.08.1988
D Service Mileage:	171360 KM	A Service Date:	07.10.1992
F Service Mileage:	0 KM		
US Service Mileage:	188353 KM		

04.07.1989 Service defect: 'UN - ELECTRICAL MISC -
FUSES/HOLDERS - AUX ENG PRESSURE SWITCH
REPLACED.'

- 07.07.1989** Service defect: 'UN - FUEL SYSTEM - ALL ENGINE FUEL FILTERS CHANGED.'
- 14.07.1989** Service defect: 'UN - ASBESTOS TO REMOVE 'B'END/HEAD LIGHT TO REPLACE.'B'.
- 14.07.1989** Service defect: 'UN - END.'
- 19.07.1989** Service defect: 'B - COOLING SYSTEM - 'A'MOTOR THERMASTAT REMOVED.'
- 19.07.1989** Service defect: 'B - ELECTRICAL MISC. HEADLIGHT - 'A'END HEADLIGHT REPLACED.'
- 19.07.1989** Service defect: 'B - FUEL SYSTEM LINES - 'A'MOTOR FUEL RETURN LINE REPLACED.'
- 19.07.1989** Service defect: 'B - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR BELTS REPLACED.'
- 28.07.1989** Service defect: 'UN - COOLING SYSTEM RADIATOR - NO 1 RADIATOR CHANGED.'
- 28.07.1989** Service defect: 'UN - ENGINE - 'A'MOTOR SHUTTING DOWN.CONVERTER TEMPERATURE WIRING SHORTINGOUT IN TERMINAL BOX,REPAIRED.'
- 03.08.1989** Service defect: 'UN - AUXILLARY MACHINES - AUX ENGINE STARTER MOTOR CHANGED.AFPS REPLACED A/C FAULTY.'
- 03.08.1989** Service defect: 'UN - ELECTRICAL MAINTENANCE -WIRING - AUX ENGINE OVERSPEED WIRING REPAIRED.'
- 04.08.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR BELTS REPLACED.'
- 18.09.1989** Service defect: 'UN - BOGIE - 'B'END BOGIE CHANGED A/C BROKEN INNER SPRING.'
- 28.09.1989** Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - AUX ENG.FPS REPLACED.28/9.'
- 28.09.1989** Service defect: 'UN - EXHAUST - AUX.EXHAUST REPLACED.'
- 28.09.1989** Service defect: 'UN - STARTER MOTOR - AUX.STARTER MOTOR REPLACED.28/9.'
- 04.10.1989** Service defect: 'UN - BOGIE - 'B'END BOGIE REPLACED WITH AN 'A' END BOGIE A/C 'B'END OF CAR HITTING LEVEL CROSSINGS.'
- 29.11.1989** Service defect: 'UN - COOLING SYSTEM - WATER LEAK REPAIRED ON 'B'MOTOR.'
- 29.11.1989** Service defect: 'UN - COOLING SYSTEM WATER PUMP - 'A'&'B'ENGINE WATER PUMP BELTS TIGHTENED.THERMOSTAT REPLACEDIN 'A'MOTOR.'
- 29.11.1989** Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - 'A'END WTS CHECKED OK.'
- 29.11.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'&'B'JACKSHAFTS REPLACED.'
- 29.11.1989** Service defect: 'UN - RADIATOR/PRESSURISING FAN - FAN THERMOSTAT SETTINGS CHECKED,OK.A/C 'A'END ENGINE OVERHEATING.'
- 13.12.1989** Service defect: 'UN - COOLING SYSTEM WATER PUMP - GOULD PUMP DRIVE CHAIN,SPROCKETS,DRIVE SHAFT,BEARINGS & SEALS REPLACED.'
- 04.01.1990** Service defect: 'UN - ENGINE - THROTTLE RESPONSE CHECKED BOTH MOTORS WORKING OK IN DEPOT.'
- 16.01.1990** Service defect: 'UN - ELECTRICAL MISC. JUMPER CABLES - JUMPER CABLE PINS REMOVED FROM 'B'END A/C SOCKET.'
- 16.01.1990** Service defect: 'UN - FUEL SYSTEM - 'B'MOTOR FUEL FILTER CHANGED.'
- 16.01.1990** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR BELTS REPLACED.'
- 23.01.1990** Service defect: 'UN - GENERAL LOSS OF POWER - BOOKED FOR SHUTTING DOWN.A/C SOCKETS CHECKED OK,STOP/START &SHUTDOWN CIRCUITS CHECKED OK ON 'A'&'B'ENDS.'
- 23.01.1990** Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - DRAIN VALVE SOLENOID CLEANED & REPLACED.'
- 01.02.1990** Service defect: 'UN - EARTH FAULT MISCELLANEOUS - CAR MEGGERED.EARTH ON BOTH TRACTION ENGINE STARTER MOTORS.'
- 08.02.1990** Service defect: 'UN - EXHAUST - 'B'MOTOR EXHAUST PIPE REPLACED.'
- 08.02.1990** Service defect: 'UN - GENERAL - TEST EQUIPMENT FITTED.'
- 10.02.1990** Service defect: 'UN - GOULD PUMP REQUIRES PACKING.'
- 16.02.1990** Service defect: 'UN - ENGINE - TESTED'A'MOTOR TEMP IN SHOP.ENGINE THERMOSTATS TO REMOVE & WATER BY-PASS PIPE TO ALTER ON 19/2/90.'
- 16.02.1990** Service defect: 'UN - OVERHEATING - 14/2/90 TEST RUN TO TB A/C HIGH WATER TEMP.15/2/90 REMOVED TEST PROBES FROM CAR &TESTED PROBES.'
- 19.02.1990** Service defect: 'UN - COOLING SYSTEM - 'A'&'B'ENGINE THERMOSTATS REMOVED & BY PASS PIPES REMOVED.'
- 22.02.1990** Service defect: 'UN - ENGINE - PROBES FITTED.'
- 01.03.1990** Service defect: 'UN - ENGINE - TEMP TEST PROBES INSTALLED.CAR LOAD TESTED IN YARD & READINGTAKEN.TEMP TEST PROBES REMOVED.'
- 01.03.1990** Service defect: 'UN - OVERHEATING - RADIATOR FAN THERMOSTAT TESTED,FAN DIRECTION TESTED.'
- 01.03.1990** Service defect: 'UN - CAR TO TRIAL FOR OVERHEATING.'
- 23.03.1990** Service defect: 'UN - ENGINE - PROBES FITTED TO 'A'MOTOR,TESTED UNDER LOAD.AIR BLEED COCKS FITTED ONHEAT EXCHANGER PIPES.'
- 23.03.1990** Service defect: 'UN - EXHAUST - NEW EXHAUST PIPE FITTED TO 'B'MOTOR.'
- 29.03.1990** Service defect: 'UN - CHECK WATER PUMP PRESSURE.'
- 17.05.1990** Service defect: 'D - GENERAL - 'D' SERVICE COMPLETED TO SERVICE SHEETS. 'D' SERVICE AIR BRAKE COMPLETED. 'VOITH' TRANSMISSION OIL NOT CHANGED A/C.'
- 17.05.1990** Service defect: 'D - GENERAL - DECISION MADE BY LOCOMOTIVE ENGINEER.'
- 17.05.1990** Service defect: 'SW - COOLING SYSTEM RADIATOR - ALL RADIATORS CHANGED A/C OVERHEATING PROBLEMS.'
- 17.05.1990** Service defect: 'SW - ELECTRICAL MAINTENANCE -WIRING - COMPRESSOR UNLOADER MODIFICATION COMPONENTS FITTED, BUT NOT CONNECTED DUE TO WIRE SHORTAGE.'
- 17.05.1990** Service defect: 'SW - FUEL SYSTEM - FUEL MODIFICATION M230AD COMPLETED.'
- 17.05.1990** Service defect: 'SW - LUBRICATING SYSTEM - OIL BYPASS FILTER MODIFICATION M219AD COMPLETED.'
- 23.05.1990** Service defect: 'UN - ENGINE - BOOKED FOR LOW POWER.'A'END THROTTLE ROD BENT,REPAIRED.'
- 23.05.1990** Service defect: 'UN - MECHANICAL MAINTENANCE - AIR BRAKE - 'A'END DRIVERS SIDE SAFETY VALVE REPLACED A/C BLOWING.'

06.07.1990 Service defect: 'UN - GENERAL - 'A'END TAILSHAFT REPLACED A/C DAMAGED.'

19.02.1991 Service defect: 'SW - BOGIES TO BE CHANGED TO STANDARD GAUGE & DRIVE'.

19.02.1991 Service defect: 'SW - SHAFTS TO BE FITTED AT MOTIVE POWER CENTRE.'

06.06.1991 Service defect: 'UN - BOGIE - BOGIES SWAPPED WITH 254.IN 8B & 5A, OUT 16A & 112A.'

19.10.1991 Service defect: 'B - BATTERY MAINTENANCE - BATTERIES REPLACED.'

02.12.1991 Service defect: 'TW - GENERAL - TRIP SERVICE COMPLETED.HANDBRAKE LUBRICATED.'

02.12.1991 Service defect: 'TW - MECHANICAL MAINTENANCE - SPEEDOMETER - SPEEDO TESTED OK.'

12.12.1991 Service defect: 'SW - RADIATOR/PRESSURISING FAN - NO 2 RADIATOR FAN REPLACED & TESTED OK.'

03.07.1992 Service defect: 'UN - ALTERNATOR CHANGE REQUIRED.'

03.07.1992 Service defect: 'UN - — STORED DRY CREEK NORTH.'

03.07.1992 Service defect: 'UN - — 1320.-3/7/1992.'

07.10.1992 Service defect: 'UN - FIT BOGIES AND OUTSTANDING TO BE DONE'.

258

Details: railcar '258 L' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Standard

Gauge Restrictions: S

Bogie Configuration: 1A-A1

Original Cost: \$198670

Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate

Diagram Book Page No.: CB R1

Date Built: 18.04.1957

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: RAIL CAR WITH BUFFET;NAMED 'GOSHAWK'

BSG Code: RSAI

Capacity of 52 passengers

SW Service Mileage:	912636 KM	SW Service Date:	06.04.1990
B Service Mileage:	926455 KM	B Service Date:	01.06.1990
C Service Mileage:	933733 KM	C Service Date:	09.07.1990
D Service Mileage:	815460 KM	D Service Date:	27.07.1988
US Service Mileage:	1609998 KM	A Service Date:	02.01.1991

14.07.1989 Service defect: 'SW - FUEL SYSTEM - FUEL FILTER AND LARGER FUEL LEADS FITTED TO TRACTION MOTORS.SPIN ON FUEL FILTERS FITTED TO AUX ENGINE'.

14.07.1989 Service defect: 'SW - LUBRICATING SYSTEM - SPIN ON BYPASS FILTERS FITTED TO AUX ENG AND TRACTION MOTORSMODS COMPLETED M219AD & M230AD.'

14.07.1989 Service defect: 'SW - MECHANICAL EQUIPMENT - 'A' & 'B' UNITS REMOVED AND NEW UNITS FITTED. 'B' UNIT STRIPPED TO ENG - CONV - REV. 'B' CONV NO DRIVE A/C FREEWHEEL'.

14.07.1989 Service defect: 'SW - MECHANICAL EQUIPMENT - OVER CAM RAMP 'A' CONVERTER OVER RAMP IN LOCKUP'.

04.08.1989 Service defect: 'C - 2 BOLTS MISSING YOKE ARM 'A'FINAL DRIVE.4/8*'

14.08.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'END LOCK UP BOOKED ROUGH.LOCK UP MAGNET VALVE AIR CHOKE TIMED BOTH ENDS.'

25.08.1989 Service defect: 'SW - FUEL SYSTEM INJECTORS - 6 INJECTORS CHANGED ON ENGINE'.

25.08.1989 Service defect: 'SW - MECHANICAL EQUIPMENT - 2 BOLTS REPLACED IN YOKE OF 'A' FINAL DRIVE A/C MISSING'.

25.08.1989 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - 'A' UNIT CHANGED A/C NO DRIVE'.

28.08.1989 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - 2CA1A VALVES ADJUSTED A/C DROPPING OUT OF GEAR.'

02.09.1989 Service defect: 'UN - B MTR TO REMOVE A/C SUSPECTED BIG END FAILURE,OR C'.

02.09.1989 Service defect: 'UN - ONV RUBBERS DISSINTEGRATED,B STARTER TO CHANGE A/C'.

02.09.1989 Service defect: 'UN - STUCK IN ONCE&O/HEATED,A CONV MAKING FLUID,ASPIRA'.

02.09.1989 Service defect: 'UN - TOR AND RETURNS OK,POSS FRNT SEAL.RN2/9.'

21.09.1989 Service defect: 'SW - ENGINE - 'B' ENGINE CHANGED A/C CONVERTER BROKEN INPUT SHAFT'.

21.09.1989 Service defect: 'SW - REVERSER - 'A' REVERSER CHANGED A/C DAMAGED SELECTOR FORK'.

25.09.1989 Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - WTS REPLACED A MOTOR.'

05.10.1989 Service defect: 'TS - BOGIE - 'A'END LHS BRAKE CYLINDER COVER SUPPORT BAR REPLACED A/C BROKEN.'

10.10.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR DRIVE ASSEMBLY REPLACED.'

10.10.1989 Service defect: 'UN - OIL FROM WATER FILLER PIPE'.

19.10.1989 Service defect: 'UN - BOGIE - 'A'BOGIE STABILZER RUBBERS RENEWED.SHOCK ABSORBER CHANGED. 'B'BOGIE CHANGED'.

19.10.1989 Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - DMS LUBRICATED A/C STICKY.'B'MOTOR NOT GOING INTO GEAR.'

21.10.1989 Service defect: 'UN - BOGIE - 'B'BOGIE WEAR PLATES REPLACED.'

24.11.1989 Service defect: 'SW - COOLING SYSTEM - COOLANT WATER DROPPED AFTER HEATING UP & REPLACED TO REMOVE OIL FROM WATER PIPES'.

24.11.1989 Service defect: 'SW - ENGINE - 'B' ENG CAM FOLLOWER HOUSING NOS 3 & 4 CYLINDER REPLACED A/C CRACKED'.

24.11.1989 Service defect: 'SW - LUBRICATING SYSTEM - 'A' ENG OIL COOLER RENEWED A/C LEAKING ELEMENT'.

24.11.1989 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - 'A' CONVERTER &

REVERSER CHANGED A/C FREEWHEEL HOUSING HOLED'.

29.11.1989 Service defect: 'UN - MECHANICAL EQUIPMENT - TAIL SHAFTS REPLACED.'

06.12.1989 Service defect: 'UN - ELECTRICAL MAINTENANCE - REVERSER - LOCK UP SWITCH CHECKED OK. LOCK UP PRESSURE SWITCH CHECKED OK. 2CA1AS ADJUSTED.'

09.01.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - COMPRESSOR DISCHARGE VALVES RENEWED,NEW BOLTS FITTED. GOV ADJUSTED.'

17.01.1990 Service defect: 'UN - COOLING SYSTEM WATER PUMP - GOULD PUMP SPROCKET & CHAIN REPLACED.'

31.01.1990 Service defect: 'B - GENERAL LOSS OF POWER - CAR BOOKED AS 'SLUGGISH'.BOTH THROTTLE ACTUATORS CHECKED, BOTH ENGINES GETTING FULL THROTTLE.'

20.02.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'CONVERTER ISOLATED A/C NO DRIVE.'

06.04.1990 Service defect: 'C - GENERAL - 'C' SERVICE CARRIED OUT AS PER SERVICE SHEETS'.

06.04.1990 Service defect: 'SW - MECHANICAL MAINTENANCE - CONVERTER - CONVERTER CHANGE ON 'A' ENGINE A/C NO DRIVE'.

02.05.1990 Service defect: 'B - ELECT - RECEPTACLES/INTER CAR COUPLINGS - 'B'END JUMPER RECEPTACLE REPLACED.'

22.05.1990 Service defect: 'UN - AUXILLARY MACHINES - AUX ENGINE STARTER MOTOR CHANGED.'

19.06.1990 Service defect: 'UN - CAR TO MONITOR A/C BODY LEAN.'

20.07.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'A'CONVERTOR BOOKED FAULTY.OIL DRAINED & REFILLED,GOV CHECK-ED OK,CONVERTOR TEMPERTURE SWITCH CHECKED OK.'

24.07.1990 Service defect: 'UN - AUXILLARY MACHINES - AUX MOTOR GOVERNOR CHANGED.'

24.07.1990 Service defect: 'UN - BATTERY MAINTENANCE - BATTERIES SERVICED.'

01.08.1990 Service defect: 'UN - COOLING SYSTEM - 'B'MOTOR WATER PIPE REPLACED A/C LEAK.'

10.08.1990 Service defect: 'UN - BATTERY MAINTENANCE - BATTERY SET REPLACED.'

02.01.1991 Service defect: 'UN - A CONVERTER FUEL DILUTION, A END FINAL DRIVE TO'.

02.01.1991 Service defect: 'UN - RENEW'.

02.01.1991 Service defect: 'UN - STORED'.

99.99.9999 Service defect: 'UN - CAR TO REPAIR A/CRS'.

259

10.07.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'B'REVERSER REPAIRED.CONTROL VALVE CHANGED ON 'B'CONVERTER.'

13.07.1989 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - 'B'MOTOR LHS STARTER BUTTON REPLACED A/C RUSTY TERMINALS.'

13.07.1989 Service defect: 'UN - GENERAL - THROTTLE PILOT VALVE REPLACED A/C INTERMITTENT AIR BLOW'.

16.09.1989 Service defect: 'UN - COOLING SYSTEM - WATER FITTING ON ROOF REPAIRED.'

21.09.1989 Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - 'B'ENGINE ISOLATED A/C CONVERTER FAILURE.'

21.09.1989 Service defect: 'UN - B CONV CHANGE A/C FUEL DILUTION,RN21/9'.

10.10.1989 Service defect: 'UN - COOLING SYSTEM - GOULD PUMP GEARCASE OIL LEAK REPAIRED.'

11.12.1989 Alteration '1. MODIFY BRAKE GEAR 2. FIT ELASTOMER 3. CARPET FLOOR 4. RE-UPHOLSTER SEATS 5. REMOVE ENGINES (259) 6. REWORK BAGGAGE AREA (259) 101, 105, 106, 259. (RS4463)'.

05.01.1990 Service defect: 'SW - BOGIE - BOGIES SERVICED SPRINGS MODS MADE TO BOLSTERS OF BOTH BOGIESUSING MK 6 & 3 SPRINGS WHEELS TURNED'.

05.01.1990 Service defect: 'SW - GENERAL - RAILCAR CONVERTED FOR HEAD END POWER USE ONLY. 'SEM' EQUIPM-ENT REMOVED. ALL UNDERFRAME EQUIPMENT REMOVED.'

05.01.1990 Service defect: 'SW - ELASTOMER CONCERTINA ENDS TO BE FITTED.'

11.12.1990 Service defect: 'SW - GENERAL - CONVERSION TO BG PASSENGER CAR NEW NO. BM259C'.

260

Details: railcar '260 Q' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Standard

Gauge Restrictions: S

Bogie Configuration: 1A-A1

Original Cost: \$193470

Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate

Diagram Book Page No.: CB R1

Date Built: 12.11.1957

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: STORED IWS 6.9.90;RAIL CAR;'CORELLA'

BSG Code: RSAI

Capacity of 56 passengers

Return to Service Date:	06.09.1990	SW Service Date:	06.09.1990
SW Service Mileage:	641019 KM	B Service Date:	19.03.1990
B Service Mileage:	637590 KM	C Service Date:	14.01.1990
C Service Mileage:	626077 KM	D Service Date:	20.12.1988
D Service Mileage:	565686 KM	A Service Date:	02.04.1990
US Service Mileage:	639878 KM		

01.07.1989 Service defect: 'UN - 'B'CAB HEATER TO REPLACE.'

11.09.1989 Service defect: 'B - MECHANICAL EQUIPMENT COMPRESSOR - 'B'COMPRESSOR BELTS CHANGED.'

11.09.1989 Service defect: 'B - 'B'MOTOR TO MONITOR A/C SUSPECT VALVE.11/9*'

18.09.1989 Service defect: 'UN - BATTERY MAINTENANCE - ONE BATTERY CHANGED.(IN 5350 OUT 5913).'

- 21.09.1989** Service defect: 'UN - BATTERY MAINTENANCE - BATTERY BOX REPAIRED.FOUR BATTERIES CHANGED.'
- 29.09.1989** Service defect: 'C - TOILET SHUTE TO REPLACE.RN29/9'.
- 12.10.1989** Service defect: 'UN - GENERAL LOSS OF POWER - CAR BOOKED AS WEAK.CHECKED IN DEPOT,NO FAULT FOUND.'
- 13.10.1989** Service defect: 'UN - FUEL TANK FITTING TO REPLACE.'
- 17.10.1989** Service defect: 'UN - ELECTRICAL MISCELLANEOUS BURNT WIRING - WIRING & 32V TRANSFORMER REPLACED.'
- 23.10.1989** Service defect: 'UN - ENGINE - ENGINE MOUNTING CHECKED.'
- 25.10.1989** Service defect: 'B - LOCK UP TO CHECK WHEN MOTORS CLEANED A/C TOILET'.
- 25.10.1989** Service defect: 'B - OVERFLOW'.
- 17.11.1989** Service defect: 'SW - ENGINE CYLINDER HEADS - 'B' END ENGINE CYLINDER HEAD - BURNT VALBE REPLACED (NO 1 CYLINDER)'.
- 17.11.1989** Service defect: 'SW - GENERAL - TOILET CHUTES REPAIRED'.
- 17.11.1989** Service defect: 'SW - TRIAL OUTSTANDING'.
- 20.11.1989** Service defect: 'UN - BOGIE - BOTH BOGIES CHANGED.'
- 02.12.1989** Service defect: 'UN - ELECT - RECEPTACLES/INTER CAR COUPLINGS - 'A'END A/C JUMPER RECEPTACLE REPLACED.'
- 14.01.1990** Service defect: 'C - FINAL DRIVE - 'B'TAIL SHAFT CHANGED.'
- 14.01.1990** Service defect: 'C - MECHANICAL EQUIPMENT COMPRESSOR - 'B'JACK SHAFT CHANGED.'A'COMPRESSOR BELTS CHANGED.'
- 14.01.1990** Service defect: 'C - A JACK SHAFT TO RENEW,SPACER REQUIRED TO COMPLETE.'
- 02.03.1990** Service defect: 'TS - BATTERY MAINTENANCE - BOOKED FOR FLAT BATTERIES,BATTERIES CHECKED,CHARGER CHECKED AT 28V'.
- 06.03.1990** Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - 'A'END FAS REPLACED.'
- 19.03.1990** Service defect: 'B - ELECTRICAL MAINTENANCE - REVERSER - 'A'END 2CA1A ADJUSTED.'
- 02.04.1990** Service defect: 'UN - BATTERY MAINTENANCE - NEW SET OF BATTERIES FITTED.'

261

Details: railcar '261 C' in AN 'Mainland Division'.

Owner: AN
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Original Cost: \$198670
Run Restriction: Unrestricted on gauge(s) shown Inter or Intrastate
Diagram Book Page No.: CB R1
Date Built: 29.09.1955
Operating System: AN
Intended Use: PASSENGERS

Installed Power: 448kw
Remarks: EX 250;RAIL CAR WITH BUFFET;'QUAIL'
BSG Code: RBAI

Capacity of 52 passengers

Return to Service Date:	07.10.1992		
Last Lift:	22.11.1989		
SW Service Mileage:	114535 KM	SW Service Date:	07.09.1992
B Service Mileage:	96991 KM	B Service Date:	25.05.1991
C Service Mileage:	85616 KM	C Service Date:	12.12.1990
D Service Mileage:	489789 KM	D Service Date:	13.11.1987
F Service Mileage:	489787 KM	A Service Date:	22.11.1989
US Service Mileage:	184506 KM	A Service Date:	07.10.1992

- 22.11.1989** Service defect: 'F - BOGIE - RE-CONDITIONED BOGIES FITTED'.
- 22.11.1989** Service defect: 'F - COOLING SYSTEM RADIATOR - RADIATORS RE-CONDITIONED'.
- 22.11.1989** Service defect: 'F - COOLING SYSTEM WATER PUMP - GOULDS WATER PUMPS RE-CONDITIONED. NEW CHAIN AND DRIVE SPROCKETS FITTED TO DRIVE'.
- 22.11.1989** Service defect: 'F - ENGINE - ALL ENGINE AND TRANSMISSIONS CHANGED *VOITH TRANSMISSIONS FITTED'.
- 22.11.1989** Service defect: 'F - EXHAUST - EXHAUST PIPES REWORKED WITH INSULATION & METAL CLADDING'.
- 22.11.1989** Service defect: 'F - FUEL SYSTEM LINES - FUEL LINE AND SPIN ON FILTERS MODS DONE M230AD'.
- 22.11.1989** Service defect: 'F - GENERAL - M210AD AND MO26AD MODS COMPLETED'.
- 22.11.1989** Service defect: 'F - LUBRICATING SYSTEM - BYPASS OILFILTER MOS DONE M219AD'.
- 22.11.1989** Service defect: 'F - MECHANICAL EQUIPMENT COMPRESSOR - BROOMWADE COMPRESSORS FITTED'.
- 22.11.1989** Service defect: 'F - RADIATOR/PRESSURISING FAN - RADIATOR FANS INSPECTED AND RESET'.
- 30.11.1989** Service defect: 'UN - LUBRICATING SYSTEM - OIL CHANGED IN BOTH ENGINES.'
- 06.12.1989** Service defect: 'UN - ENGINE - OIL FILTER BRACKET CHANGED 'A'MOTOR. ACTUATOR REPLACED 'A' MOTOR.'
- 13.12.1989** Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - FCS RELAY REPLACED A/C'A'MOTOR NOT GOING INTO GEAR.'
- 18.12.1989** Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'END COMPRESSOR DRIVE ASSEMBLY REPLACED.'
- 18.12.1989** Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - CONVERTER SET SCREWS TIGHTENED A/C OIL LEAK.'
- 10.01.1990** Service defect: 'B - WATER TEST PROBES TO RENEW,NIL STK'.
- 31.01.1990** Service defect: 'UN - MECHANICAL MAINTENANCE - CONVERTER - SSDV MAGNET VALVE REPLACED.'
- 12.02.1990** Service defect: 'UN - ELECTRICAL MISCELLANEOUS - DASH FAULT LIGHTS BOOKED FOR COMING ON.OPERATION OF FAULT LIGHTS CHECKED OK IN DEPOT'.
- 27.02.1990** Service defect: 'C - BOGIE - BRAKE SPREADER 'B'BOGIE REPLACED.'
- 01.03.1990** Service defect: 'UN - ELECTRICAL MISCELLANEOUS - AC PANEL SECURED.'

01.03.1990 Service defect: 'UN - MECHANICAL MAINTENANCE - SOUND WARNING - WHISTLE CORD REPLACED.'

12.03.1990 Service defect: 'UN - LUBRICATING SYSTEM - 'B'MOTOR OIL CHANGED A/C THIN.'

12.03.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'A'END COMPRESSOR DISCHARGE VALVE & BELTS REPLACED.'

30.03.1990 Service defect: 'UN - BOGIE - 'B'END RHS SLACK ADJUSTER PIPE REPAIRED.'

06.04.1990 Service defect: 'TS - ENGINE - AUX ENGINE OIL & FILTER CHANGED.'

11.04.1990 Repair 'WHEEL SET'.

28.04.1990 Service defect: 'TS - BOGIE - 'A'END BOGIE CHANGED A/C FINAL DRIVE DAMAGED.'

28.04.1990 Service defect: 'TS - MECHANICAL EQUIPMENT COMPRESSOR - 'A'COMPRESSOR DISCHARGE VALVES REPLACED & BELTS REPLACED.'

15.05.1990 Service defect: 'UN - LUBRICATING SYSTEM - 'B'MOTOR ENGINE OIL CHANGED.'

03.06.1990 Service defect: 'UN - FUEL SYSTEM INJECTORS - 'B'MOTOR INJECTORS CHANGED.'

12.06.1990 Service defect: 'UN - 'A'MOTOR SEIZED.'

20.07.1990 Service defect: 'UN - ENGINE - AUX ENGINE OIL CHANGED A/C FULL OF FUEL.'

20.07.1990 Service defect: 'UN - FUEL SYSTEM LINES - 'B'MOTOR FUEL LINE REPAIRED A/C BROKEN.'

20.09.1990 Service defect: 'SW - BOGIE - BOGIES CHANGED FROM BG TO SG.'

14.12.1990 Service defect: 'UN - COOLING SYSTEM WATER PUMP - 'B'END WATER PUMP & BELT REPLACED.'

17.12.1990 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - 'B'END COMPRESSOR BELTS REPLACED.'

14.02.1991 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - COMPRESSOR BELTS REPLACED.'

14.02.1991 Service defect: 'UN - STARTER MOTOR - 'A'MOTOR STARTER MOTOR CHANGED.'

23.04.1991 Service defect: 'UN - EXHAUST - 'A'END EXHAUST LEAK FIXED.'

23.04.1991 Service defect: 'UN - FUEL SYSTEM - FUEL LEAK FIXED.'

23.04.1991 Service defect: 'UN - STARTER MOTOR - REPLACED SOLENOID INSULATOR ON STARTER MOTOR 'B'END.'

29.08.1991 Service defect: 'SW - BOGIE - BOGIE CHANGE COMPLETED FROM TEMP BOGIES TO BOGIES EX 253. NO'S 28'A'END & 25'B'END.'

17.10.1991 Service defect: 'UN - GENERAL SHUTDOWN - 'B'ENGINE OIL CHANGED.ALL SHUTDOWNS CHECKED OK.'

18.10.1991 Service defect: 'UN - COOLING SYSTEM WATER PUMP - WATER PUMP CHANGED ON 'B'END MOTOR,WATER SYSTEM BLED FREE OFAIR.TESTED OK.'

18.10.1991 Service defect: 'UN - FUEL SYSTEM LINES - FUEL LINE REPAIRED,A/C LEAKING.'

02.12.1991 Service defect: 'TW - FUEL SYSTEM - 'B'END FUEL FITTING TO THE E.S.S.REPLACED,A/C CRACKED.'

02.12.1991 Service defect: 'TW - GENERAL - TRIP SERVICE COMPLETED.'

02.12.1991 Service defect: 'TW - MECHANICAL EQUIPMENT COMPRESSOR - 'B'END COMPRESSOR BELTS

REPLACED.'B'END COMPRESSOR DISCHARGEVALVES CHANGED.'B'END COMPRESSOR DRIVE PULLY RE-ALIGN.'

02.12.1991 Service defect: 'TW - MECHANICAL MAINTENANCE - SOUND WARNING - ALL HORNS REPAIRED & TESTED OK.'

23.12.1991 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - MARKER LIGHTS REPLACED.'

23.12.1991 Service defect: 'UN - MECHANICAL EQUIPMENT - AIR HORNS TUNED. TRIP DAILY.'

09.07.1992 Service defect: 'SW - ELECTRICAL MISC - FUSES/HOLDERS - WATER TEMPERATURE SWITCH REPLACED.-TESTED OK.'

09.07.1992 Service defect: 'SW - ENGINE WATER LEAK - WATER PIPE ABOVE ENGINE RENEWED A/C LEAKING.'

07.10.1992 Service defect: 'UN - MOTOR TO CHANGE - AND OUTSIDE WORK TO BE DONE'.

281

18.12.1989 Repair 'VEHICLE CUT FOR SCRAP'.

282

25.07.1989 Service defect: 'TS - COLLISION REPS,RN25/7.'

18.12.1989 Repair 'VEHICLE CUT FOR SCRAP'.

283

20.12.1989 Repair 'VEHICLE CUT FOR SCRAP'.

303

Details: railcar '303 C' in AN 'Mainland Division'.

Owner: TRANS ADL

Operator: C

Length Over Headstocks: 19.1m

Tare Weight: 50tonne

Current Gauge: Broad

Gauge Restrictions: B

Bogie Configuration: 2X2

Date Built: 01.01.1960

Operating System: STA OF SA

Intended Use: PASSENGERS

Installed Power: 320kw

BSG Code: RBA

Capacity of 86 passengers

313

Details: railcar '313 K' in AN 'Mainland Division'.

Owner: STA

Operator: C

Length Over Headstocks: 19.1m

Tare Weight: 50tonne

Current Gauge: Broad

Gauge Restrictions: B

Bogie Configuration: 2X2

Date Built: 01.01.1960

Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

317

Details: railcar '317 A' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

319

Details: railcar '319 S' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

320

Details: railcar '320 Y' in AN 'Mainland Division'.

Owner: STA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS

Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

322

Details: railcar '322 J' in AN 'Mainland Division'.

Owner: TRANS ADL
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

323

Details: railcar '323 S' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

339

Details: railcar '339 L' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1970
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

364

Details: railcar '364 N' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

365

Details: railcar '365 W' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

368

Details: railcar '368 D' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

369

Details: railcar '369 M' in AN 'Mainland Division'.

Owner: TA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

401

Details: railcar '401 Y' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

404

Details: railcar '404 S' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

406

Details: railcar '406 N' in AN 'Mainland Division'.

Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

408

Details: railcar '408 X' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

412

Details: railcar '412 X' in AN 'Mainland Division'.

Owner: TRANS ADEL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 46tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

421

Details: railcar '421 H' in AN 'Mainland Division'.

Owner: TA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

426

Details: railcar '426 G' in AN 'Mainland Division'.

Owner: TA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 86 passengers

428

Details: railcar '428 B' in AN 'Mainland Division'.

Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

430

Details: railcar '430 G' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

433

Details: railcar '433 K' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA OF SA RAILCAR
BSG Code: RBA

Capacity of 86 passengers

436

Details: railcar '436 Y' in AN 'Mainland Division'.

Owner: TRANS ADL
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1960
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
BSG Code: RBA

Capacity of 86 passengers

2004

Details: railcar '2004 C' in AN 'Mainland Division'.

Owner: STA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1970
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 50 tonnes

2006

Details: railcar '2006 U' in AN 'Mainland Division'.

Owner: STA
Operator: C
Length Over Headstocks: 24.6m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1980
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 50 tonnes

2010

Details: railcar '2010 U' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 24.6m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1979
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 50 tonnes

2011

Details: railcar '2011 G' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 90 passengers

2101

Details: railcar '2101 F' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 22.02.1980
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 106 passengers

2102

Details: railcar '2102 Y' in AN 'Mainland Division'.

Owner: STA
Operator: C
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1970
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 42 tonnes

2105

Details: railcar '2105 S' in AN 'Mainland Division'.

Owner: TRANS ADEL
Operator: C
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.11.1990
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 42 tonnes

2115

Details: railcar '2115 D' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1979
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 2000kw
BSG Code: RBA

Capacity of 50 tonnes

2116

Details: railcar '2116 M' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 24.6m
Tare Weight: 42tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1985
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 1kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 80 passengers

2301

Details: railcar '2301 T' in AN 'Mainland Division'.

Owner: STA OF NSW
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 46tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.07.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 86 passengers

2302

Details: railcar '2302 F' in AN 'Mainland Division'.

Owner: STA OF NSW
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 46tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1955
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 320kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 86 passengers

3001

Details: railcar '3001 E' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3009

Details: railcar '3009 H' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3010

Details: railcar '3010 D' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3011

Details: railcar '3011 M' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1990
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3012

Details: railcar '3012 V' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3013

Details: railcar '3013 H' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3014

Details: railcar '3014 Q' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3015

Details: railcar '3015 C' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3016

Details: railcar '3016 L' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.12.1992
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: STA RAIL CAR
BSG Code: RBA

Capacity of 70 passengers

3019

Details: railcar '3019 P' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.05.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
BSG Code: RBA

Capacity of 70 passengers

3020

Details: railcar '3020 L' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.05.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
BSG Code: RBA

Capacity of 70 passengers

3021

Details: railcar '3021 U' in AN 'Mainland Division'.

Owner: TRANSADEL
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.07.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
BSG Code: RBA

Capacity of 70 passengers

3022

Details: railcar '3022 G' in AN 'Mainland Division'.

Owner: TRANSADEL
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.07.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
BSG Code: RBA

Capacity of 70 passengers

3023

Details: railcar '3023 P' in AN 'Mainland Division'.

Owner: TRANSADEL

Operator: D

Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.10.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: TRANS ADELAIDE RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3024

Details: railcar '3024 B' in AN 'Mainland Division'.

Owner: TRANSADEL
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.10.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 450kw
Remarks: TRANS ADELAIDE RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3109

Details: railcar '3109 Y' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1991
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3110

Details: railcar '3110 K' in AN 'Mainland Division'.

Owner: STA OF SA

Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1989
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3112

Details: railcar '3112 F' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.01.1991
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3113

Details: railcar '3113 Y' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.05.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3114

Details: railcar '3114 A' in AN 'Mainland Division'.

Owner: STA OF SA

Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.05.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3117

Details: railcar '3117 E' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.09.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3118

Details: railcar '3118 N' in AN 'Mainland Division'.

Owner: STA OF SA
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.09.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: STA RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3119

Details: railcar '3119 W' in AN 'Mainland Division'.

Owner: STA

Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.12.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
BSG Code: RBA

Capacity of 70 passengers

3120

Details: railcar '3120 S' in AN 'Mainland Division'.

Owner: STA
Operator: C
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.12.1993
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
BSG Code: RBA

Capacity of 70 passengers

3123

Details: railcar '3123 W' in AN 'Mainland Division'.

Owner: TRANS ADEL
Operator: D
Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.12.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: TRANS ADELAIDE RAILCAR
BSG Code: RBA

Capacity of 70 passengers

3124

Details: railcar '3124 X' in AN 'Mainland Division'.

Owner: TRANS ADEL
Operator: D

Length Over Headstocks: 19.1m
Tare Weight: 50tonne
Current Gauge: Broad
Gauge Restrictions: B
Bogie Configuration: 2X2
Date Built: 01.12.1994
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 500kw
Remarks: TRANS ADELAIDE RAILCAR
BSG Code: RBA

Capacity of 70 passengers

2.2 Railcar classification starting with 'AEA'

AEA 219

Details: railcar 'AEA 219 C' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 12.09.1991
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1200kw
BSG Code: RSA

Capacity of 40 passengers

AEA 220

Details: railcar 'AEA 220 V' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 221

Details: railcar 'AEA 221 H' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 222

Details: railcar 'AEA 222 Q' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 223

Details: railcar 'AEA 223 C' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 224

Details: railcar 'AEA 224 L' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 225

Details: railcar 'AEA 225 U' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 226

Details: railcar 'AEA 226 G' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 227

Details: railcar 'AEA 227 P' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 228

Details: railcar 'AEA 228 B' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 229

Details: railcar 'AEA 229 K' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 230

Details: railcar 'AEA 230 G' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 231

Details: railcar 'AEA 231 P' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 232

Details: railcar 'AEA 232 B' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR(EMU)
BSG Code: RSA

Capacity of 82 passengers

AEA 233

Details: railcar 'AEA 233 K' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: W A RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 234

Details: railcar 'AEA 234 T' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WESTRAIL RAILCAR - EMU
BSG Code: RSA

Capacity of 82 passengers

AEA 236

Details: railcar 'AEA 236 Y' in AN 'Mainland Division'.

Owner: W RAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEA 237

Details: railcar 'AEA 237 A' in AN 'Mainland Division'.

Owner: W RAIL

Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 25.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEA 238

Details: railcar 'AEA 238 J' in AN 'Mainland Division'.

Owner: WESTRAIL
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 25.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEA 243

Details: railcar 'AEA 243 S' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 01.04.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEA 247

Details: railcar 'AEA 247 X' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard

Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WESTRAIL EMU RAILCAR
BSG Code: RSA

Capacity of 82 passengers

2.3 Railcar classification starting with ‘AEB’

AEB 239

Details: railcar ‘AEB 239 V’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 01.11.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEB 242

Details: railcar ‘AEB 242 M’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.03.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 4kw
BSG Code: RSA

Capacity of 50 tonnes

AEB 319

Details: railcar ‘AEB 319 M’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne

Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 320

Details: railcar ‘AEB 320 X’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 321

Details: railcar ‘AEB 321 R’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 322

Details: railcar ‘AEB 322 D’ in AN ‘Mainland Division’.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m

Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 323

Details: railcar 'AEB 323 M' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 324

Details: railcar 'AEB 324 V' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 325

Details: railcar 'AEB 325 H' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C

Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 326

Details: railcar 'AEB 326 Q' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 327

Details: railcar 'AEB 327 C' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 328

Details: railcar 'AEB 328 L' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 329

Details: railcar 'AEB 329 U' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 330

Details: railcar 'AEB 330 Q' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 331

Details: railcar 'AEB 331 C' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 332

Details: railcar 'AEB 332 L' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR(EMU)
BSG Code: RSA

Capacity of 82 passengers

AEB 333

Details: railcar 'AEB 333 U' in AN 'Mainland Division'.

Owner: WESTRIAL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.09.1990
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: W A RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 334

Details: railcar 'AEB 334 G' in AN 'Mainland Division'.

Owner: WESTRAIL

Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WESTRAIL RAILCAR - EMU
BSG Code: RSA

Capacity of 82 passengers

AEB 336

Details: railcar 'AEB 336 B' in AN 'Mainland Division'.

Owner: W RAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 01.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WA RAIL CAR
BSG Code: RSA

Capacity of 82 passengers

AEB 337

Details: railcar 'AEB 337 K' in AN 'Mainland Division'.

Owner: W RAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 25.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEB 338

Details: railcar 'AEB 338 T' in AN 'Mainland Division'.

Owner: WESTRAIL

Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 25.09.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEB 339

Details: railcar 'AEB 339 F' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 01.11.1992
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEB 342

Details: railcar 'AEB 342 T' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.03.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 4kw
BSG Code: RSA

Capacity of 50 tonnes

AEB 343

Details: railcar 'AEB 343 F' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: C
Length Over Headstocks: 23.3m
Tare Weight: 48tonne

Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 2X2
Date Built: 01.04.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
BSG Code: RSA

Capacity of 82 passengers

AEB 347

Details: railcar 'AEB 347 S' in AN 'Mainland Division'.

Owner: WESTRAIL
Operator: D
Length Over Headstocks: 23.3m
Tare Weight: 48tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 01.01.1993
Operating System: WESTRAIL
Intended Use: PASSENGERS
Installed Power: 1172kw
Remarks: WESTRAIL EMU RAILCAR
BSG Code: RSA

Capacity of 82 passengers

2.4 Railcar classification starting with 'BR'

BR 105

05.06.1991 Repair 'AIR BRAKE SYSTEM COMPLETE'.
05.06.1991 Repair 'AUX. BRAKE RESERVOIR COMPLETE'.
05.06.1991 Repair 'BOGIE BRAKE BLOCKS X92'.
05.06.1991 Repair 'BOGIE BRAKE BLOCKS X92'.
05.06.1991 Repair 'BOGIE CLEARANCE'.
05.06.1991 Repair 'BOGIE COMPLETE'.
05.06.1991 Repair 'BRANCH PIPE'.
05.06.1991 Repair 'COMPLETE TRIPLE VALVE - 'W' OR 'D&M'.
05.06.1991 Repair 'HAND BRAKE ASSEMBLY COMPLETE'.
05.06.1991 Repair 'OTHER BRAKE CYLINDER COMPLETE'.
05.06.1991 Repair 'OTHER SLACK ADJUSTER COMPLETE'.
05.06.1991 Repair 'VEHICLE RECLASSIFY'.
05.06.1991 Repair 'WHEEL SET'.
05.06.1991 Issued at location 'Port augusta workshops' with a previous code of railcar '105 G'
24.06.1991 Issued at location 'Port augusta workshops' with a previous code of railcar '105 G'

2.5 Railcar classification starting with 'CB'

CB 1

Details: railcar 'CB 1 Q' in AN 'Mainland Division'.

Owner: AN

Length Over Headstocks: 25.1m
Tare Weight: 50tonne
Current Gauge: Standard
Gauge Restrictions: S
Bogie Configuration: 1A-A1
Date Built: 22.03.1951
Operating System: AN
Intended Use: PASSENGERS
Installed Power: 205kw
Remarks: RAIL CAR;STORED PORT PIRIE
BSG Code: RSAB

Capacity of 90 passengers

01.07.1989 Service defect: 'UN - MECHANICAL EQUIPMENT COMPRESSOR - COMPRESSOR NOT RUNNING - FUSE REPLACED,OPERATION CHECKED OK. (FUSE BLOWN)'.
11.07.1989 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - GENERATOR FAILURE - AUX.MOTOR GENERATOR REPLACED. (NOT CHARGING)'.
13.07.1989 Service defect: 'UN - COOLING SYSTEM WATER PUMP - PULLEY COLLAPSED - WATER/PUMP PULLEY REPLACED.'.
01.08.1989 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - NO.1 DRIVE MTR.FAULT - REVERSE CLUTCH SOLENOID REPLACED.'.
01.08.1989 Service defect: 'UN - ENGINE CYLINDER HEADS - VALVE INSERT FAILURE - RECONDITIONED HEAD FITTED TO 'A'MOTORCYL/HEAD CRACKED - MOTOR INSTALLED & SET/UPS COMPLETED.'.
02.08.1989 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - NO POWER 'B' END - CONTACTOR FINGERS FORWARD CONTROLLER REP/D'.
11.08.1989 Service defect: 'TW - CONTACTOR MISCELLANEOUS - COMPRESSOR GOVERNOR SWITCH REPAIRED'.
22.08.1989 Service defect: 'UN - ENGINE - THROTTLE CHECKED OK.'.
31.08.1989 Service defect: 'UN - ENGINE - WATER LEAK NOT FOUND,TO BE MONITORED.'.
12.09.1989 Service defect: 'UN - LUBRICATING SYSTEM - CONTAMINATED OIL - AUX/ENGINE OIL & FILTERS CHANGED.'.
19.09.1989 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & FILTERS CHANGED ON ALL MOTORS.'.
19.10.1989 Service defect: 'UN - ENGINE - MOTOR CHANGE - 'A'MOTOR REPLACED A/C VALVE FAILURE.'.
19.10.1989 Service defect: 'UN - RELEASED ON ONE MOTOR. (19/10)'.
26.10.1989 Service defect: 'UN - ENGINE - 'A' END ENGINE CHANGED A/C BURNT VALVE.'.
27.10.1989 Service defect: 'UN - LUBRICATING SYSTEM - NO.2.ENGINE OIL CHANGED & OIL FILTERS REPLACED.'.
31.10.1989 Service defect: 'UN - FUEL SYSTEM LINES - RETURN FUEL LINE REPAIRED ON NO.1.MOTOR A/C SUMP FULL OF FUEL.'.
02.11.1989 Service defect: 'UN - ENGINE - THROTTLE SOLENOID REPAIRED A/C VIBRATION.'.
07.11.1989 Service defect: 'UN - ELECTRICAL MISC - FUSES/HOLDERS - AIR COND SWITCH REPLACED ON AUXILLARY MOTOR A/C FAULTY'.

16.11.1989 Service defect: 'A - ELECTRICAL MISC. VOLTAGE REGULATOR - VOLTAGE REGULATOR REPLACED A/C FAULTY.'

21.11.1989 Service defect: 'UN - NO FAULT FOUND - ENGINE CHECK - ENGINE TESTED OK NO FAULT FOUND.'

07.12.1989 Service defect: 'TS - MECHANICAL EQUIPMENT COMPRESSOR - COMPRESSOR FAILURE - ELECTRIC MOTOR REPLACED.'

14.12.1989 Service defect: 'UN - TO BE PROFILED A/C FLANGE NO.1 WHEEL (14/12).'

21.12.1989 Service defect: 'A - BOGIE - BOGIES - AXLE/BOXES CHECKED & GREASED.'

21.12.1989 Service defect: 'A - FINAL DRIVE - TAIL/SHAFTS - CHECKED & UNIVERSALS GREASED.'

21.12.1989 Service defect: 'A - FUEL SYSTEM - FILTERS - FUEL FILTERS CHANGED ON ALL MOTORS.'

04.01.1990 Service defect: 'UN - ENGINE - OIL/CHANGE - COMPLETED.'

24.01.1990 Service defect: 'UN - FUEL SYSTEM INJECTORS - INJECTOR CHANGE/OUT - COMPLETED ON AUX/MOTOR.'

03.02.1990 Service defect: 'UN - ENGINE - MOTOR FAILURE - AUX/MOTOR REPLACED.'

06.02.1990 Service defect: 'UN - ENGINE WATER LEAK - WATER LEAK - WATER PUMP REPLACED ON 'B'MOTOR.'

09.02.1990 Service defect: 'UN - ENGINE - ENGINE FAILURE - AUX/MOTOR REPLACED.'

20.03.1990 Service defect: 'TS - ENGINE - * BUDD CAR MOTORS CHECKED FOR WATER LEAK.(NOT FAULTED) * RELEASED TO TRAFFIC.'

22.03.1990 Service defect: 'UN - BOGIE - NOSE SUSPENSION - RUBBER & BOLT REPLACED A/C EXCESS MOVEMENT'

22.03.1990 Service defect: 'UN - ENGINE - LOW ON REVS - CLUTCH SOLENOID REPLACED.'

11.04.1990 Service defect: 'UN - BOGIE - SHUNT BLOCK - REPLACED.'

11.04.1990 Service defect: 'UN - ENGINE - SPLIT SUMP - 'B'END ENGINE SUMP REPLACED. RADIATOR LEAK - AUX/MOTOR RADIATOR REPAIRED.'

19.04.1990 Service defect: 'SW - ENGINE - USING EXCESS WATER - AUX/MOTOR CHANGED/OUT.'

17.05.1990 Service defect: 'UN - BOGIE - BEARING FAILURE -.'

09.06.1990 Service defect: 'UN - BOGIE MAINTENANCE - WHEELS - BOOKED FOR FLAT WHEELS.CHECKED,OK FOR TRAFFIC.'

12.07.1990 Service defect: 'A - STARTER MOTOR - 2 STARTER MOTOR CABLES REPAIRED A/C DOWN TO FRAME.'

17.07.1990 Service defect: 'TS - ALTERNATOR - ALTERNATOR CONTROL BURNT OUT.RETURNED TO PT AUGUSTA FOR REPS'

26.07.1990 Service defect: 'UN - ELECTRICAL MISCELLANEOUS BURNT WIRING - AUX.PANEL BURN/OUT - AUX.MOTOR & ALTN.CHANGE/OUT COMPLETED.'

16.08.1990 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & FILTERS CHANGED ON ALL MOTORS.'

23.08.1990 Service defect: 'UN - COOLING SYSTEM RADIATOR - WATER LEAK - HOSES REPLACED TO RADIATORS.(HOLED) - ' ' ON ENGINES A/C DETERIORATED.'

19.09.1990 Service defect: 'A - RADIATOR/PRESSURISING

FAN - FAN FAILURE - NEW BEARINGS & CAP FITTED,FAN INSTALLED. (RADIATOR)'

23.10.1990 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & FILTERS CHANGED ON ALL MOTORS.'

09.11.1990 Service defect: 'UN - AIR CONDITIONING - AIR/COND FAULT -.'

13.11.1990 Service defect: 'UN - AIR CONDITIONING - AIR/COND FAULT - WIRING ON COMPRESSOR-DECOMPRESSOR REPAIRED.'

CB 2

Details: railcar 'CB 2 C' in AN 'Mainland Division'.

Owner: AN

Operator: C

Length Over Headstocks: 25.1m

Tare Weight: 50tonne

Current Gauge: Standard

Gauge Restrictions: S

Bogie Configuration: 1A-A1

Original Cost: \$148620

Diagram Book Page No.: CB R-4

Date Built: 22.03.1951

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 205kw

Remarks: RAIL CAR;STORED PPI

BSG Code: RSAB

Capacity of 90 passengers

Return to Service Date:	06.12.1990		
Last Lift:	22.03.1951		
SW Service Mileage:	264160 KM	SW Service Date:	08.11.1990
A Service Mileage:	260000 KM	A Service Date:	02.10.1990
US Service Mileage:	267992 KM	A Service Date:	29.11.1990

01.07.1989 Service defect: 'UN - CONTACTOR MISCELLANEOUS - SWITCH FAULT - 'B'END DAMPER SWITCH CONTACTS CLEANED. SOLENOID FAULT - AUX.MOTOR THROTTLE SOLENOID REPLACED.'

06.07.1989 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & FILTER CHANGES COMPLETED.'

11.07.1989 Service defect: 'TS - ELECTRICAL MISC - FUSES/HOLDERS - 'A'MOTOR SHUT/DOWN - DAMPER SWITCH REPAIRED.'

18.07.1989 Service defect: 'UN - STARTER MOTOR - FAULTY MOTOR - AUX/STARTER MOTOR REPLACED.'

22.08.1989 Service defect: 'UN - AUXILIARY MACHINES - ALIGNED ALTERNATOR PULLEY.'

06.09.1989 Service defect: 'UN - CONTACTOR MISCELLANEOUS - CONTROLLER 'A' & 'B' END CONTACTORS CLEANED.'

06.09.1989 Service defect: 'UN - ELECTRICAL MISC. HEADLIGHT - HEADLIGHT ADJUSTED 'A' END.'

13.09.1989 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & FILTERS CHANGED ON ALL MOTORS.'

19.09.1989 Service defect: 'UN - LUBRICATING SYSTEM - GASKET BROKEN - GASKET REPLACED ON MAIN OIL FILTER 'B'MOTOR.'

21.11.1989 Service defect: 'UN - ENGINE WATER LEAK - AUXILIARY MOTOR REPLACED A/C BLOWN HEAD GASKET.'

28.11.1989 Service defect: 'UN - ENGINE - AUX.MOTOR SHUTTING DOWN - LIFT PUMP REPLACED.'

28.11.1989 Service defect: 'UN - LUBRICATING SYSTEM - OIL LEAK - CRANK/CASE OIL SEAL REPLACED ON AUX.MOTOR.'

12.12.1989 Service defect: 'A - ENGINE - SERVICE - ENG/OIL & ALL FILTERS CHANGED.'

24.01.1990 Service defect: 'UN - RADIATOR/PRESSURISING FAN - EXCESSIVE VIBRATION -'.

01.02.1990 Service defect: 'UN - 'B'END COW/CATCHER TO REPAIR. (1/2)'

02.02.1990 Service defect: 'UN - 'B'MOTOR OIL LEAK TO REPAIR PT. AUG.'

15.02.1990 Service defect: 'UN - BOGIE MAINTENANCE - SPRINGS - BROKEN SPRING - 'A'END D/SIDE EQUALISING SPRING REPLACED.'

15.02.1990 Service defect: 'UN - ENGINE - ENGINE FAILURE - 'A'MOTOR REPLACED.'

18.02.1990 Service defect: 'UN - EARTH FAULT MISCELLANEOUS - EARTH FAULT - THROTTLE SOLENOID REPLACED.(SHORT CIRCUITED)'

27.02.1990 Service defect: 'UN - ENGINE - LOW POWER - CLUTCH SOLENOID REPLACED.'

09.03.1990 Service defect: 'A - ENGINE - MOTOR REPAIRS - HARMONIC BALANCER CAME LOOSE.FILED SHAFT, MADE NEW CONE,CHECKED OK. ('A' MOTOR).'

12.03.1990 Service defect: 'UN - ENGINE - OIL LEAK ON 'A'MOTOR.RETURNED TO PT AUGUSTA FOR REPAIRS.'

13.03.1990 Service defect: 'UN - BROKEN PIPE - BROKEN OIL PIPE - OIL DELIVERY PIPE REPLACED.'

13.03.1990 Service defect: 'UN - ENGINE - HARMONIC BALANCER - TIGHTENED ON 'A'MOTOR.'

20.03.1990 Service defect: 'UN - ELECTRICAL MISCELLANEOUS - ELECTRICAL CHECK - COMPLETED.'

06.09.1990 Service defect: 'UN - BOGIE - FINAL DRIVE FAILURE - BOGIE RE-BUILD COMPLETED. - TEST RUN COMPLETED,RELEASED TO TRAFFIC'

02.10.1990 Service defect: 'A - ENGINE - 'A'SERVICE - ENG/OIL & FILTER CHANGE COMPLETED.'

23.10.1990 Service defect: 'UN - ENGINE - LOW POWER -'.

02.11.1990 Service defect: 'UN - ENGINE - ENGINE FAILURE - 'A'ENGINE REPLACED.'

06.11.1990 Service defect: 'UN - 'A'MOTOR ISOLATED. (6/11)'

08.11.1990 Service defect: 'SW - FUEL SYSTEM INJECTORS - SIEZED INJECTOR - NEW SET INJECTORS INSTALLED.'

19.11.1990 Service defect: 'UN - ENGINE - UNABLE TO START - C/BREAKER ON 'B'MOTOR NEG.MAGNET VALVE SET - (C/BREAKER TRIPPED)'

06.12.1990 Service defect: 'TS - ENGINE - 'A'MOTOR SHUTTING DOWN - SUSPECT PISTON FAILURE. - NOT TO BE STARTED,MOTOR TAGGED.'

06.12.1990 Service defect: 'TS - 'A'END MOTOR NOT TO BE STARTED.'

06.12.1990 Service defect: 'TS - * SUSPECT PISTON FAILURE * (6/12)'

2.6 Railcar classification starting with 'DPT'

DPTR 13

Details: railcar 'DPTR 13 T' in AN 'Tasmania Division'.

Owner: TASRAIL

Operator: D

Length Over Headstocks: 15.01m

Tare Weight: 20tonne

Current Gauge: Narrow

Gauge Restrictions: N

Bogie Configuration: 2X2

Date Built: 01.01.1940

Operating System: AN

Intended Use: PASSENGERS

Installed Power: 76kw

Remarks: DP PASSENGER

BSG Code: RTAD

Capacity of 31 passengers

2.7 Railcar classification starting with 'TAR'

TARC 3025

Details: railcar 'TARC 3025 G' in AN 'Mainland Division'.

Owner: TRANS ADEL

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Standard

Gauge Restrictions: S+B

Bogie Configuration: 1A-A1

Date Built: 01.01.1995

Operating System: ARHS

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: EX VICTORIA

BSG Code: RSAI

Capacity of 52 passengers

TARC 3026

Details: railcar 'TARC 3026 P' in AN 'Mainland Division'.

Owner: TRANS ADEL

Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne

Current Gauge: Standard

Gauge Restrictions: S+B

Bogie Configuration: 1A-A1

Date Built: 01.01.1995

Operating System: ARHS

Intended Use: PASSENGERS

Installed Power: 448kw

Remarks: EX VICTORIA

BSG Code: RSAI

Capacity of 52 passengers

TARC 3127

Details: railcar 'TARC 3127 X' in AN 'Mainland Division'.

Owner: TRANS ADEL

Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3128

Details: railcar 'TARC 3128 R' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3129

Details: railcar 'TARC 3129 D' in AN 'Mainland Division'.

Owner: TRANS ADEL
Operator: C
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Standard
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3130

Details: railcar 'TARC 3130 W' in AN 'Mainland Division'.

Owner: AHRs
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne

Current Gauge: Standard
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3131

Details: railcar 'TARC 3131 X' in AN 'Mainland Division'.

Owner: STA
Operator: D
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 2X2
Date Built: 01.07.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICT
BSG Code: PBSZ

Capacity of 52 passengers

TARC 3132

Details: railcar 'TARC 3132 R' in AN 'Mainland Division'.

Owner: STA
Operator: D
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 2X2
Date Built: 01.07.1995
Operating System: STA OF SA
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICT
BSG Code: PBSZ

Capacity of 52 passengers

TARC 3133

Details: railcar 'TARC 3133 D' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne

Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3134

Details: railcar 'TARC 3134 M' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3135

Details: railcar 'TARC 3135 V' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3136

Details: railcar 'TARC 3136 H' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B

Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3137

Details: railcar 'TARC 3137 Q' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3138

Details: railcar 'TARC 3138 C' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: S+B
Bogie Configuration: 1A-A1
Date Built: 01.01.1995
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
Remarks: EX VICTORIA
BSG Code: RSAI

Capacity of 52 passengers

TARC 3139

Details: railcar 'TARC 3139 L' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901

Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3140

Details: railcar 'TARC 3140 H' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3141

Details: railcar 'TARC 3141 Q' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3142

Details: railcar 'TARC 3142 C' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3143

Details: railcar 'TARC 3143 L' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3144

Details: railcar 'TARC 3144 U' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3145

Details: railcar 'TARC 3145 G' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3146

Details: railcar 'TARC 3146 P' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m

Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3147

Details: railcar 'TARC 3147 B' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3148

Details: railcar 'TARC 3148 K' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers

TARC 3149

Details: railcar 'TARC 3149 T' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901

Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

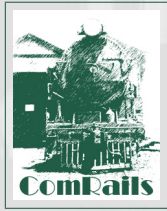
Capacity of 52 passengers

TARC 3150

Details: railcar 'TARC 3150 P' in AN 'Mainland Division'.

Owner: TRANS ADEL
Length Over Headstocks: 22.9m
Tare Weight: 60.9tonne
Current Gauge: Broad
Gauge Restrictions: B+S
Bogie Configuration: 1A-A1
Date Built: 11.11.1901
Operating System: ARHS
Intended Use: PASSENGERS
Installed Power: 448kw
BSG Code: RSAF

Capacity of 52 passengers



TIMS4

APPENDIX

A Abbreviations and Glossary of Terms

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B References and Bibliography

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ABBREVIATIONS AND GLOSSARY OF TERMS

A

AAR wheel arrangement The AAR wheel arrangement system is a method of classifying locomotive wheel arrangements that was developed by the Association of American Railroads. It is similar to the European UIC classification, and it is widely used in North America to describe diesel and electric locomotives. It is not used for steam locomotives; instead, the Whyte notation is used. This system counts axles instead of wheels. Letters refer to powered axles, and numbers to unpowered axles. 'A' refers to one powered axle, 'B' to two powered axles in a row, 'C' to three powered axles in a row, and 'D' to four powered axles in a row. '1' refers to one idler axle, and '2' to two idler axles in a row. A dash ('-') separates trucks, or wheel assemblies. A plus sign ('+') refers to articulation. Examples are: A1A-A1A, B-1, B-A1A, D-D, 2-D+D-2.

Air Brake This is the most common type of train brake. It was used on both the South Australian and Commonwealth Railways.

Air Suspension The bogie of a vehicle is fitted with rubber air cushions or bags. Compressed air is fed into the bags under the control of a valve to ensure the correct pressure is maintained.

A.L.A.R.C See Australian Locomotive and Railway Carriage Company.

Alice, The Inaugrated on 21st November 1983, The Alice was promoted as an all first class journey between Sydney and Alice Springs. No economy seating was provided on the train. Poor patronage lead to the service being terminated on 2 November 1987

A.N. See Australian National.

A.N.R.C. See Australian National Railway Commission.

A.R.H.S. (SteamRanger) Australian Railway Historical Society. In South Australia they operate train services under the name SteamRanger.

A.R.T.C. See Australian Rail Track Corporation.

Articulated Vehicle Two adjacent railway vehicles are mounted on one bogie. It has the benefit of reducing the number of bogies required for a train and hence the weight and maintenance requirements.

A.S.R. See Australia Southern Railway.

AustralAsia Railway Corporation The AustralAsia Railway Corporation is a statutory body established under the AustralAsia Railway Corporation Act 1996 and supported by South Australia through complementary legislation. The Corporation was established in 1997 by the Northern Territory and South Australian Governments to manage the awarding of a Build, Own, Operate and Transfer back (BOOT) concession and to enter into contractual arrangements with the successful consortium for the construction of the rail line from Alice Springs to Darwin.

Australian Locomotive & Railway Carriage Company (Murraylander) The Australian Loco & Railway Carriage Company was formed in 1999 by Steve Moritz, Bob Buttrims and Bruce Roberts to take over the operational assests of the *Murraylander*. A joint veture company was formed on a 50/50 basis by Aust Locomotive & Railway Carriage Co. and the Victorian Railway Co (trading as West Coast Railway) to operate the *Murraylander* and various other charters. They are also a rollingstock provider specialising in the hire of power vans, crew cars and passenger carriages for use on the standard gauge systems.

Australian National (A.N.) This was the operating business name of the 'Australian National Railway Commission', which was owned by the Commonwealth of Australia.

Australian National Railway Commission (A.N.R.C.) This railway organisation was owned by the Commonwealth of Australia. Its operations extended from Kalgoorlie to Alice Springs and to the boarders with Victoria and New South Wales, as well as all railways in the state of Tasmania. It

was formed in 1975 from the former Commonwealth, South Australian (non-suburban) and Tasmanian railways. It traded under the name ***Australian National***.

Australian National Railways took over the operation of the country passenger and goods services in South Australia as from 1st March 1978. In 1997 the freight business was sold to Australia Southern Railroad and the passenger business to Great Southern Railroad.

Asia Pacific Transport Consortium In 2000, the AustralAsia Rail Corporation awarded the contract to build and operate the Adelaide to Darwin railway line as a Build, Own, Operate and Transfer back project to the the Asia Pacific Transport Consortium, which consists of: Kellogg Brown & Root, John Holland Group, Carillion, Macmahon Holdings & Australian Railroad Group. The Asia Pacific Transport Consortium contracted FreightLink to implement the project and to operate the railway. The Asia Pacific Transport Consortium leases some assets on the Darwin - Alice Springs section from the AustralAsia Rail Corporation, and subleases of the Alice Springs - Tarcoola, South Australia railway from the Australian Government through the AustralAsia Rail Corporation.

Australian Rail Track Corporation (A.R.T.C.) The interstate rail corridors operated by ***Australian National*** were transferred to the Australian Rail Track Corporation as part of the 1997 sale. The Australian Rail Track Corporation, which is owned by the Commonwealth of Australia, commenced full operation on 1 July 1998.

Since formation it has negotiated various agreements gaining it access to the main rail corridors from Perth to Brisbane.

Australia Southern Railroad (A.S.R.) The freight business of ***Australian National*** was sold to the Australia Southern Railroad, a consortium consisting of Genesee and Wyoming Inc, and Clyde Engineering and Transfield, on 28 August 1997. They took over operation from 8 November 1997.

Axle The circular shaft connecting two wheels.

Axlebox The axlebox attaches the axle end to the bogie frame. The axle rotates within the axlebox allowing the wheel to turn.

Axle Load The weight that is applied by one axle, on a carriage or engine, to the track. Generally axle load refers to the maximum weight permitted on a single axle.

B

Ballast The material most commonly used to form the road bed of a railway track. It usually consists of crushed rock.

Bogie A bogie is the name given to the structure that holds 4 or 6 wheels in pairs under one end a railway vehicles. It rotates on a pivot that allows it to turn and follow curves in the track.

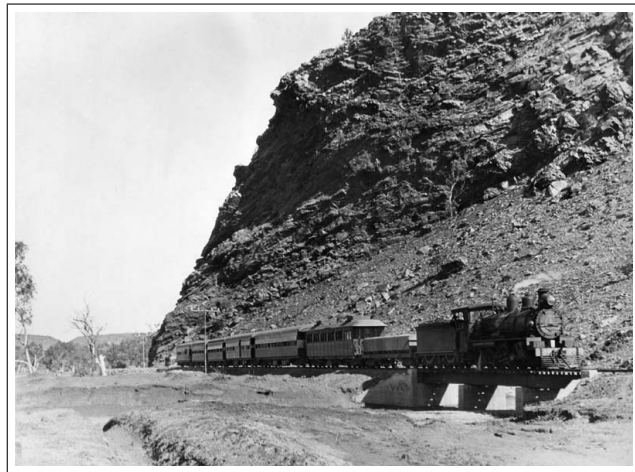
Broad Gauge A broad gauge railway has track 5 foot 3 inches (1600mm) spacing between rails.

C

C.A.R. See Central Australia Railway.

Caboose A term used in the United States to describe a brake van.

Central Australia Railway (C.A.R.) The Central Australia Railway extended from Port Augusta through Quorn and Marree to Alice Springs (originally called Stuart until the name changed on 26th January 1932). It was narrow gauge. The railway was originally built to Oodnadatta by the South Australian Railways and transferred to Commonwealth ownership on 1st January 1911. The South Australian Railways continued to operated the line until operation was taken over by the Commonwealth Railways from 1926.



The Ghan in Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)

In 1926 construction began on the Oodnadatta to Alice Springs section of the line, a distance of approximately 292 miles. The line opened to rail traffic on 2nd August 1929, with the first passenger train arriving shortly after 2pm on 6 August. It had been scheduled to arrive at 9:30am.

The old Central Australia Railway was replaced by the Tarcoola to Alice Springs Railway in 1980.



The Ghan with original cars

C.L.T.B. See Commonwealth of Australia Land Transport Board.

COMENG Commonwealth Engineering Pty Ltd, Granville, N.S.W,

Commonwealth of Australia Land Transport Board (C.L.T.B.) The Commonwealth of Australia Land Transport Board was formed during World War II to control the movement of Transport in Australia. It was responsible for providing various rollingstock items to the Commonwealth railways on loan to facilitate the war effort.

Commonwealth Railways (C.R.) The 'Commonwealth Railways' were owned the Commonwealth of Australia. They were set up initially to operate the railway from Port Augusta to Kalgoorlie (Trans-Australian Railway), but eventually took over the operation of the line to Alice Springs (Central Australia Railway) and Darwin (North Australia Railway) lines as well. They were amalgamated with the 'South Australian Railway' in 1975 to form 'Australian National'.

C.R. See Commonwealth Railways.

D

Driving Trailer An unpowered passenger vehicle with a driver's cab, at one or both ends, used to remotely control a power car or locomotive.

Dynamic Braking A train braking system that use the traction motors of the locomotive as generators to retard the train speed.

F

FreightLink FreightLink is a railway freight operator the Adelaide-Darwin railway. In May 2008 the Consortium of banks and infrastructure companies behind Freightlink decided to sell the railway and its operating company. During November 2008 the company was placed into voluntary administration.

G

Ghan, The *The Ghan* train commenced operation for the Commonwealth Railways when they took over the narrow gauge Central Australia Railway from the South Australian Railways in 1926. It ran between Port Augusta and Oodnadatta initially, being extended to Alice Springs in 1929.

When the new standard gauge Marree line opened in 1957 the journey was broken into two. A standard gauge run from Port Pirie to Marree, with the rest of the journey remaining on narrow gauge.

Following completion of the standard gauge Tarcoola to Alice Springs line in 1980, the train was rerouted becoming an all standard gauge journey from Port Pirie using only modern rollingstock in the regular consists. This modern train was initially called the *New Ghan* on all marketing material, but eventually the *New* was dropped. In the late 1980s as part of a major refurbishment of the rollingstock the train was re-marketed as *The Legendary Ghan*.

The last narrow gauge north bound *Ghan* left Marree on 24th November 1980, returning south on 26th November 1980.

Ghan Preservation Society, MacDonnell Siding, Alice Springs

The Ghan Preservation Society of based at MacDonnell Siding, just outside Alice Springs. They are in possession of the line from MacDonnell Siding to Ewaninga Siding, 23km south of Alice Springs. They operate some original 1960s *Ghan* rollingstock and have several NSU class diesels.

G.S.R. See Great Southern Railway.

Great Southern Railway (G.S.R.) The passenger business of *Australian National* was sold to the Great Southern consortium on 28th August 1997. They took over operation from 1st November 1997. A large number of the remaining passenger vehicles were sold as part of the passenger business. They later shortened their name to *great Southern Rail*.

On their website in 2006 Great Southern Railway described their history as follows:

In late 1997, Great Southern Railway was the successful bidder for the Passenger Rail business of Australian National. This made Great Southern Railway the first government owned transcontinental passenger business to be privatised in Australia. Great Southern Railway originally consisted of a consortium of Australian and International financiers, operators and service providers. These partners all contributed solid financial backing. In



C 67 Port Augusta, circa 1936



Ghan at Alice Springs, circa 1930 (*Chris Drymalik Collection*)



The Ghan outside Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)

October 1999, Serco Asia Pacific bought out the other partners, placing the company in a strong position for future growth.

In March 2015 Serco sold GSR to private equity firm Allegro Funds.

In June 2019 the 'Great Southern Rail' brand was replaced with individual journey brands of 'The Ghan', 'Indian Pacific', 'The Overland' and 'Great Southern', with the business name being changed to 'Journey Beyond Rail Expeditions'



The narrow gauge Ghan at Alice Springs, circa 1960s



28.8.1976 - Alice Springs - general view of brake vans and wagons in yard (*Murray Billett*)



Indian Pacific car logo



21.03.2004, Keswick - Ghan Logo board (*Phil Leonard*)



2.04.2004, Keswick - Indian Pacific Logo Board (*Phil Leonard*)

I

Indian Pacific The Indian Pacific had its inaugural run on 23rd February 1970 when the first through passenger service operated between Sydney and Perth. The standard gauge connection had actually been completed by 12th January 1970. The carriages were owned by the Commonwealth, but were considered Joint Stock for maintenance costings.

Passengers for Adelaide initially had to change trains at Port Pirie until the service was re-routed. The first Indian Pacific into Keswick Passenger terminal was on 17th August 1986.

Intercapital Daylight The Intercapital Daylight service ran daily between Melbourne and Sydney on the standard gauge line.

Intermodal Intermodal is the term used to describe freight traffic involving transfer of containers to and from road and rail vehicles. Sometimes referred to as container traffic.

Iron Triangle Limited, The The Iron Triangle Limited service ran by Australian National between

Adelaide, Port Pirie, Port Augusta and Whyalla on standard gauge using Budd Railcars. The service began on 2nd April 1986 as a special run, with regular working from 21st April 1986. It finished 31st December 1990.

J

Journey Beyond Rail Expeditions From June 2019, 'Journey Beyond Rail Expeditions' became the operators of 'The Ghan', 'Indian Pacific', 'The Overland' and 'Great Southern'. They had previously been called 'Great Southern Railway'.

K

Keswick Rail Terminal The Keswick Rail Terminal was built by Australian National in the suburb of Keswick, Adelaide, South Australia as its main passenger terminal. It was officially opened on 15th June 1984.

L

Loading Gauge Maximum dimensions to which a vehicle can be built or loaded without risk of striking a lineside structure.

L.C.L. Less than Container Load. LCL traffic was the term used to describe any traffic, such as parcels, that was less than a full container in size.

M

MainTrax N.T. MainTrax N.T. are the firm who operate the *Old Ghan* from MacDonnell Siding to Ewaingana under contract from The Ghan Preservation Society.

Match Wagon A vehicle equipped with different types of couplers at each end and placed between vehicles where the couplers are of different types. The most common use of this type of vehicle was with mobile crane wagons.

Motor car A passenger vehicle in a multiple unit train which is provided with traction power equipment.

Motorrail Motorail is a rail transport service where passengers can take their automobile along with them on their journey. Passengers are carried in normal passenger cars or in sleeping cars on longer journeys, while the cars are loaded into car carriers, or flatcars.

Mile End Railway Museum The Mile End Railway Museum was founded in 1963 and moved to Port Adelaide in 1988 to become the Port Dock Station Railway Museum.

Murraylander See Australian Loco & Railway Carriage Company.

N

North Australia Railway (N.A.R.) - Palmerston to Pine Creek Railway The North Australia Railway extended from Darwin to Birdum. It was built as a narrow gauge railway. Originally it had been built as the Palmerston division of the South Australian Railways, but was transferred to Commonwealth Government control in 1911. It extended to Emungalan on the Katherine River in May 1917 and eventually to Birdum whilst Commonwealth Railway control.

Initially, after handover to the Commonwealth Government on 1st January 1911, the line was run by the Northern Territory Administrator until 30th June 1918 when it was handed to the Commonwealth Railways. Records of the period suggest that the Commonwealth Railways had a big influence on the line prior to the official

transfer of control as they provided the Administrator with assistance in the purchase of rollingstock and other items. The last train ran on this line on 30th June 1976.

N.A.R. See North Australia Railway.

Narrow Gauge A narrow Gauge railway has track with 3 foot 6 inch (1067mm) spacing between rails.

National Rail Corporation (N.R.) The National Rail Corporation took over the interstate freight business of Australian National. It was jointly owned by the Commonwealth, Victorian and New South Wales Governments.

National Railway Museum Port Adelaide The National Railway Museum Port Adelaide was founded in 1963 as the Mile End Railway Museum. They moved to the Port Adelaide site in 1988 and were known as Port Dock Station Railway Museum. On 21st October 2001 it was renamed the *National Railway Museum Port Adelaide*

N.R. See National Rail Corporation.

New South Wales Government Railways (N.S.W.G.R.)

The New South Wales Government Railways operated all the railways in the state of New South Wales. At various times they were reorganised and had minor changes made to their name. They have operated under names such as 'New South Wales Railways', 'Freight Corp', and the 'New South Wales Public Transport Commission'.

New South Wales Public Transport Commission (N.S.W.P.T.C.)

See New South Wales Government Railways.

Northern Rivers Railway. The Northern Rivers Railway operated on the line between Murwillumbah and Casino in New South Wales. Commencing in 1999, they operated a passenger service called the *Ritz Rail* train between Murwillumbah and Byron Bay. Operated Under the name 'Ritz Rail'

O

Overland, The The original service called *The Overland* was the nightly train that ran between Adelaide and Melbourne. It was jointly owned by the Victorian and South Australian railways, until 1976 when Australian National took over the South Australian part of the operation. Australian National became the single operator of *The Overland* in 1994.

This service was taken over by Great Southern Railways following the sale of Australian National. In 1999 the remaining in service cars were repainted in a new colour scheme and logo graphics.



Darwin station with train



Adelaide River Troop Train October 1942



Overland logo on side of Tawarri 9.2.1999 (Chris Drymalik)

A completely new look for *the Overland* was launched in May 2007. This included a new colour scheme, refurbished car and the removal of all sleeping cars as it was now an exclusively daylight only service several times per week.

What is believed to be the last service of 'The Overland' arrived in Adelaide on the 24 March 2020.

P

Pichi Richi Railway (P.R.R.) Pichi Richi Railway Preservation Society is based at Quorn, South Australia. They operate narrow gauge trains over the three lines that radiate out from the Quorn station.

Port Dock Station Railway Museum The Port Dock Station Railway Museum was founded in 1963 as the Mile End Railway Museum. They move to the Port Adelaide site in 1988.

On 21st October 2001 it was renamed the *National Railway Museum Port Adelaide*

Q

QGR Queensland Government Railways - See Queensland Railways.

Q.R. See Queensland Railways.

Queensland Railways (Q.R.) The Queensland Railways were operated by the State of Queensland.

R

Railcar Self-powered vehicle capable of operating as a single unit and often passenger carrying.

References Abbreviations At various points references are sited by placing a code inside of square brackets '[]'. The various codes can be on the References and Bibliography page.

S

S.A.R. See South Australian Railways.

Semi Permanent Coupling Coupling between vehicles provided for normally fixed formation consists. This form of coupling is usually only disconnected in a workshop.

Shunt To marshal vehicles in a given order to form a train consist.

Spirit of Progress Victorian Railways train that ran between Melbourne and Albury to connect with the New South Wales train for Sydney. It commenced operation in November 1937. After the completion of the standard gauge line from Albury to Melbourne, in 1962, it ran nightly between Melbourne and Sydney.

In the 1986, the train was combined with *Southern Aurora* to become the north bound *Sydney Express* and the southbound *Melbourne Express*. The service was withdrawn in the 1990s.

Standard Gauge A standard gauge railway has track with 4 foot 8½ inches (1435mm) between rails.

SteamRanger See Australian Railway Historical Society.

South Australian Railways. The railways in the state of South Australia were operated by the state government. In 1975 the 'South Australian Railways' were sold to the Commonwealth of Australia, who combined them with the Commonwealth Railways to form Australian National.

SAR&CR Joint Stock South Australian and Commonwealth Railways Joint Stock operated on the East-West service between Port Augusta and Terowie via Quorn between 1917 and 1936. All the vehicles were owned by the South Australian Railways with only the costs being shared. Following cessation of this service, many of the cars were rebuilt.

Southern Aurora The Southern Aurora operated nightly between Sydney and Melbourne in both directions and commenced running on 16th April 1962 shortly after the new standard gauge connection opened between Melbourne and

Sydney. It was jointly owned by the New South Wales and Victorian railways and used cars similar in design to stainless steel cars built by Comeng for the Commonwealth Railways.

In 1986 the train was combined with *Spirit of Progress* to become the north bound *Sydney Express*; and the southbound *Melbourne Express*. The service was withdrawn in November 1993 when it was replaced by an XPT railcar service.

Southern Spirit The Southern Spirit is a special passenger train operated by Great Southern Railway. Each journey incorporates a series of wayside stops and off train excursions to various tourist destinations.

It first run was called *The Grand Tour* and ran from Uluru (Ayers Rock) to Brisbane, via Alice Springs, Adelaide, Melbourne and Sydney over 14 days from 9 January 2010 to 22 January 2010. The train was hauled by NR84 and NR85 (at separate times) and included carriages FAM2389, HGM296, ER909, BRG974, BRG168, BRG175, AFC307, DF934, BRG972, BRG171, ARM990, HM957 and HGM903.

South Spur Rail Services South Spur Rail Services are a Western Australia based private operator who have a number of contracts for hauling ballast, rail and sleeper trains. They operated a Restaurant Train service called *Spirit of the West*, using Australian Railway Historical Society coaches and a specially painted K class diesel locomotive, as an offshoot company called the Midland Railway Company.

Spirit of the West see South Spur Rail Services.

State Rail Authority of New South Wales (SRA) The State Rail Authority was the government authority responsible for the operation and maintenance of railways in the Australian state of New South Wales between 1980 and 2003. The State Rail Authority (SRA) was established in 1980 after the separation of the Public Transport Commission into the SRA, responsible for trains, and the Urban Transport Authority (UTA), responsible for buses and ferries.

State Transport Authority of South Australia. The State Transport Authority of South Australia was formed as a result of the sale of the South Australian Railways to the Commonwealth in 1975. It took over the operation of the suburban rail system in Adelaide. It changed its name to Trans-Adelaide in July 1994.

It is a Government organisation answerable to the South Australian Minister of Transport.

Steamtown Peterborough Railway Preservation Society Inc. *Steamtown* was based at Peterborough in the mid-north of South Australia. The society was formed in 1977 and ran its first public train in 1981. *Steamtown* had a number of working locomotives

(both steam and diesel) obtained from Western Australia and several former Commonwealth Railways diesel locomotives. Most of the passenger rollingstock they operated was originally used on the Commonwealth Railways Trans-Australian Railway.

The train operated on the narrow gauge line between Peterborough and Eureka. In October 2003 the society was disbanded and all assets passed to the local council who intended using the core part of the collection as a static museum based in the Peterborough Roundhouse precinct.

Sydney/Melbourne Express The Sydney/Melbourne Express was an intercapital passenger train service that operated between the Australian cities of Melbourne and Sydney between 1986 and 1993. It was operated jointly by V/Line and the State Rail Authority of New South Wales the name depended on the direction of travel.

The Sydney/Melbourne Express was formed from the merger of the Spirit of Progress and Southern Aurora to cut operating costs of the intercapital rail service with the first train operating on September 2, 1986. The last Melbourne Express ran on the night of Saturday November 20, 1993 ex Sydney, with the last Sydney Express running ex Melbourne on Sunday 21 November, 1993.

T

Tea and Sugar The *Tea and Sugar* train was a service that operated between Port Augusta, South Australia and Parkeston, Western Australia. The train provided the basic needs of the railway staff living in the remote regions through which the train operated. It commenced operation in 1915 during construction of the line and eventually ended up with a number of specialised vehicles, including a butcher car, retail store car, community service car, and pay car.

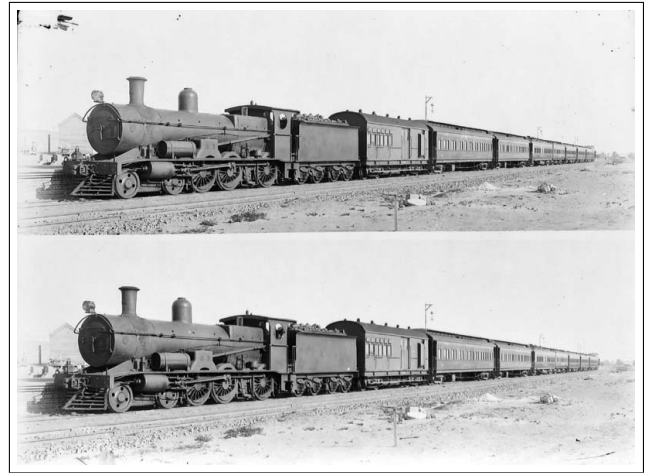
The last west bound *Tea and Sugar* train departed Port Augusta on Wednesday 28th August 1996, whilst the last east bound departed Parkeston on Friday 30th August 1996. The service was withdrawn because of the decline in the number of rail workers living in the remote regions the train serviced.

Track Gauge The distance between the inner faces of the rail of a railway track. In Australia the main gauges are broad, narrow and standard.

Trailer Car A passenger vehicle in a multiple unit train which has no traction power equipment.

Trans-Adelaide See State Transport Authority of South Australia.

Trans-Australian Passenger Train The Trans-Australian Passenger train ran between Port Augusta and Kalgoorlie. It began in 1917 and was eventually cancelled in 1991 following poor patronage and a severe cut back in the frequency of the service.



Trans-Australian, circa 1917 (*Chris Drymalik Collection*)

Initially it was all sleeping class with only irregular way side situp passenger accommodation being provided. In the 1960s regular situp was provided, but this was eventually withdrawn. Situp was again introduced in 1981 when it was added to the Trans-Australian and Indian Pacific services.



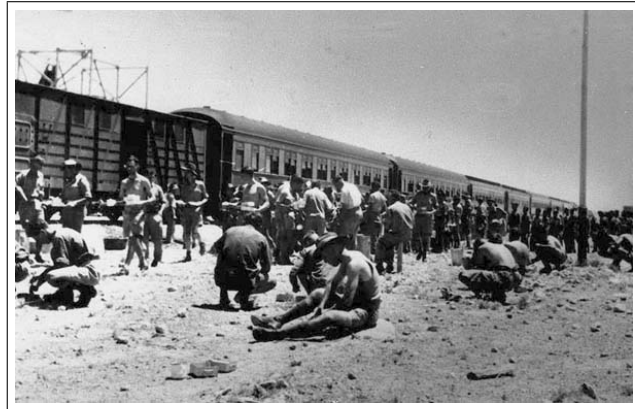
Trans-Australian with GM 1 and wooden cars, circa 1951

In 1983 the Trans-Australian was reduced from 4 to 3 services and the economy class sleeping cars were replaced by additional first class cars. Later the same year another Trans-Australian service was removed so that The Alice train could be inaugurated. The Trans-Australian was cut to a single weekly service on 9th February 1991, leaving Adelaide each Wednesday, but this was short lived as this service was cancelled later that year.

Trans-Australian Railway (T.A.R.) This railway extends from Port Pirie to Kalgoorlie. The first sod for the Port Augusta to Kalgoorlie section was turned on 14 September 1912 with the line being completed on 17th October 1917. An extension to Port Pirie was opened on 23 July 1937 when the



First Express at 408 miles, 1917



A troop train on Port Augusta Wharf

South Australian Railways extended the line from Red Hill. It is standard gauge.



Ghan logo on car side

Tarcoola to Alice Springs Railway (T.A.S.) Tarcoola to Alice Springs Railway. Work commenced 12th April 1975 on a replacement for the narrow gauge track from Marree to Alice Springs. The new route, via Tarcoola, was opened in 1980. It is standard gauge.

TIMS Australian Nationals Traffic Information Management System (TIMS), was closely linked to a system for tracking wagons known as the 'Wagon Maintenance System (WMS)'.

Troop Train During World War II special trains were run that carried only military troops. These were generically referred to as 'Troop Trains'.

Due to a shortage on rollingstock on the North Australia Railway and Trans-Australian Railway a number of cattle vans were converted to carry troops as part of this operation.

U

UIC classification of locomotive axle arrangements

The UIC classification of locomotive axle

arrangements is a system for describing the wheel arrangement of locomotives, multiple units and trams. It is provided by the International Union of Railways. The United States use a simplified form (AAR wheel arrangement) for modern locomotives. It is a more versatile system than Whyte notation for classifying steam locomotives by wheel arrangement.

The UIC notation counts pairs of wheels (called "wheelsets" or informally "axles").

Upper-case letters Designate a number of consecutive driving axles, starting at A for a single axle. C thus indicates three consecutive pairs of driving wheels.

Numbers Designate consecutive non-driving axles, starting with 1 for a single axle.

Lower-case 'o' On many electric and diesel-electric locomotives, axles are individually driven by electric traction motors - this is indicated by suffixing the driving wheel letter with a lower-case 'o'.

Prime sign ' ' Indicates that the axles are mounted on a bogie.

Plus sign + Indicates that the locomotive or multiple unit consists of permanently coupled and mechanically separated individual vehicles.

Brackets Can be used to group letters and numbers describing the same bogie. For example, (A1A) indicates a three axle bogie with the outer two axles driven. When brackets are used a prime is not needed to indicate a bogie. Mallet locomotives can be indicated by bracketing the front power unit - for example, the Union Pacific Big Boy - denoted 4-8-8-4 in Whyte notation, is designated (2' D)D2' in UIC notation.

Garratt-type locomotives are indicated by bracketing or placing plus signs between all individual units.

Other Suffixes The designation can also have additional suffixes, denoting other features of the locomotive:

h Superheated Steam

n Saturated Steam

v: Compound

Turb Turbine

number number of cylinders

t Tank locomotive

G Freight train purpose . Also used to indicate shunting locomotives

P: Passenger train purpose

S Fast train purpose

V

VicRail See Victorian Railways.

Victorian Railways (V.R.) – VicRail, V/Line The railways in the state of Victoria were called the 'Victorian Railways'. They were owned by the state of Victoria, Australia and were eventually split into a number of operational units which traded under various names such as VicRail, 'V/LINE' and 'The Met'.

Vinelander The Vinelander was an overnight passenger train operated by the Victorian Railways between Melbourne and Mildura, Victoria, Australia. The Vinelander first ran on 9 August 1972 and offered sleeping, sitting and motorail facilities. It ceased operation on 12 September 1993.

V/Line See Victorian Railways.

V.R. See Victorian Railways.

W

W.A.G.R. See Western Australia Government Railways.

Wegmann 'Waggonfabrik Wegmann' of Kassel Germany built a number of carriages during the 1950s for the Trans-Australian Service.

Western Australia Government Railways (W.A.G.R.)
The Western Australia Government Railways were owned by the state of Western Australia. They operated services on both narrow and standard gauge.

Westwaggon Bogies Many Commonwealth Railways cars were fitted with 'Westwaggon' bogies. These had been purchased from the 'Wegmann' Company in 1951 at a cost of £174,062 for 64 bogies. The purpose of these bogies was to improve the riding quality of existing wooden cars and bring them up to the standard of the new all-steel rollingstock purchased from the

'Wegmann' Company the same year. Despite buying 64 bogies, a shortage developed as some were used under additional steel passenger cars purchased in the late 1950s. As speeds increased the bogies were unable to cope with the poor track condition. This led to new bogies being purchased and the Westwaggon bogies becoming surplus. Having been made to be readily gauge convertible (Standard to Narrow), and because of their good riding quality at low speeds, were possible all wooden cars used on the narrow gauge Ghan were fitted with these bogies. By the time most wooden cars were being withdrawn in 1980 many of the cars had been fitted.

WMS Australian Nationals Wagon Monitoring System (WMS), it was closely linked to a system for train movements known as the 'Traffic Information Management System (TIMS)'.

Whyte notation for locomotive axle arrangements

Whyte notation is a way of classifying steam locomotives by wheel arrangement. The Whyte system counts the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels, groups of numbers being separated by dashes. Thus, a locomotive with two leading axles (and thus four wheels) in front, then three driving axles (six wheels) and followed by one trailing axle (two wheels) is classified as a 4-6-2. Articulated locomotives such as Garratts, have a '+' between the arrangements of each engine (e.g. 4-6-2+2-6-4). Simpler articulated types where there are no unpowered axles between powered axles, have extra groups of numbers in the middle. Thus a Big Boy is a 4-8-8-4; there are two leading axles, one group of four driving axles, another group of four driving axles, and then two trailing axles.

Various suffixes are sometimes used, but they are not universal. Some of the more common ones are:

T indicates a tank locomotive. In British practice, this is sometimes extended to indicate the type of tank locomotive: T means side tank, PT pannier tank, ST saddle tank, WT well tank. T+T means a tank locomotive that has a tender for additional coal or water capacity.

R In Europe suffix R means rack (0-6-0RT) or it could mean reversible (0-6-0TR).

F indicates a fireless locomotive (0-4-0F). Note that this locomotive has no tender.

ca compressed air (i.e., running on compressed air from a tank instead of steam).

ng narrow-gauge locomotives (i.e., less than 56.5 in / 1435 mm)

In Britain, a small diesel or petrol locomotive is classified in the same way as steam locomotives,

e.g. 0-4-0, 0-6-0, followed by D for diesel, P petrol, and another letter describing the transmission: E for electric, H hydraulic, M mechanical. Thus 0-6-0DE denotes a six-wheel diesel locomotive with electric transmission.

Where the axles are coupled by chains or shafts (rather than side-rods), or are individually driven, the terms 4w, 6w or 8w are generally used. Thus 4wPE indicates a four-wheel petrol locomotive with electric transmission. For large diesel locomotives the standard UIC classification is used.



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Some of the sources used to verify the information contained in these pages are:

ah Correspondence with Alan Hegler.

ARHS-bul Australian Railway Historical Society; *Bulletin*; various editions

ausrollingstock Yahoo group 'ausrollingstock' at groups.yahoo.com/group/ausrollingstock/.

- Australian Railway Historical Society (Victorian Division); *Newsrail*; monthly periodical; various editions.
- Australian Railway Historical Society (South Australian Division); *Recorder*; monthly periodical.
- Baggage, Jack and Barrington, Rodney; *The History of Pichi Richi Railway*; Pichi Richi Railway Preservation Society Inc; 1984.
- Banger, Chris and Medlin, Peter; *Ninety years of The E Cars - Part 2*; Newsrail; September 1996.
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- Beckhaus, John; *CR Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Broad Gauge Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Narrow Gauge Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Railcar fleet*; Unpublished Draft.

blc Details extracted from Barry Lewis Collection records at National Railway Museum.

- Mack, David; *Little Coastal Railways of the Adelaide plains*, Hyde Park Press; 1986.

cc Correspondence with Chris Carpenter.

CP_mm.yyyy Catchpoint Magazine edition mm.yyyy (month.year). Catchpoint is produced by the Port Dock Station Railway Museum.

cr_nnnn Commonwealth Railways Central Office File *nnnn*. - most of these are stored at the National Archives of Australia series B300.

cr_plan Commonwealth Railways Rollingstock Plan.

db Correspondence with Dylan Badenoch.

dc Correspondence with Doug Colquhoun.

dc Correspondence with Doug Johnson.

dp Parsons D.B; *3'6" Gauge Passenger Rolling Stock of South Australian Railways*; Australian Railway Historical Society Bulletin; 1958.

sf Correspondence with David Stosser.

- Fitzgerald, Anthony; *Australian National's GM Class*; Australian Model Railway Magazine, April 1997.

facebook-sare Facebooks group - South Australian Railway Enthusiasts.

GA General Appendix.

gh Correspondence with Geoff Hann. .

jb Correspondence with John Beckhaus.

jbo Correspondence with John Bollans.

jg Correspondence with John Green.

jh_nnl Jim Harvey *The Never-Never Line, The story of the North Australia Railway*.

gp Correspondence with Gerald Petrie.

GSR Great Southern Railway Literature and Press Releases.

hw Correspondence with Hugh Williams.

kb Correspondence with Kym Bird, also included reference to historic articles

- The 300-400 Class Railcars and 829-860 Class Trailer Cars of the South Australian Railways, Australian Railway Historical Society Bulletin; p219-238, October 1985, Vol.26 No.576; p243-261, November 1985, Vol.26 No.577; p279-283 December 1985, Vol.26 No.578.

- The Fageol Railcars of the S.A.R, Australian Railway Historical Society Bulletin; p219-238, October 1985, Vol.37 No.588.
- Brill Railcars of the South Australian Railways, Australian Railway Historical Society Bulletin; p213-236, October 1991, Vol.32 No.528; p237-260, November 1991, Vol.32 No.529; p272-282 December 1991, Vol.32 No.530; p1-8, January 1992, Vol.33 No.531.

md Michael Dix correspondence.

mr Correspondence with Matthew Reid of Edmonton, Alberta, Canada.

MN Monthly Notice - The Commonwealth Railways issues published notices on a monthly basis to staff.

MERM Mile End Railway Museum

NAA National Archives of Australia - normally will be followed by a series reference number.

newsrail Newsrail Magazine edition mm.yyyy (month.year).

NRM National Railway Museum correspondence.

pf Correspondence with Paul Quinn.

ph Correspondence with Peter Hinksman.

pk Correspondence with Peter Knife, or referenced in his book 'Peninsula Pioneer'

pl Correspondence with Phil Leonard.

pm Correspondence with Peter Medlin.

pmi Correspondence with Peter Michalak.

pq Correspondence with Paul Quinn.

pr Correspondence with Philippa Rogers.

PTT Public Time Table.

railsa RailSA Australia Forums - formerly at 'www.railsa.org'

rpf Railpage Australia Forums at www.railpage.com.au.

RRC South Australian, Commonwealth and Australian National Railways **Rollingstock Record Cards**. These were large cardboard cards, one per vehicle, maintained by the workshops that showed all major alterations and repairs done to that vehicle. They are generally a lot more accurate than the computerised 'TIMS' records. See the 'TIMS' reference for more details.

SAR South Australian Railways record or docket reference.

- South Australian Railways; **Annual report to Parliament**; South Australian Parliamentary Paper No.47.

- South Australian Railways; **Rollingstock Record Cards**; Port Dock Museum Collection.

- South Australian Railways Institute; **South Australian Railways Institute Magazine**; periodical; various editions.

sf Correspondence with Steve Ford.

sh Correspondence with Stuart Hicks.

sm Correspondence with Steven Moritz.

SN Special Notice.

st Correspondence with Simon Thompson.

- Smith, Roderick **Named Carriages**; Rail news Victoria; March 1998

th Correspondence with Trevor Horman.

TIMS/WMS Information extracted from **Australian Nationals Computerised Traffic Information Management System (TIMS)** The records that have been extracted from TIMS, and the Computerised Wagon Monitoring System (WMS), are not always very accurate. Frequently significant alterations did not make it into the system. An example is the upgrade of 'Ghan' cars. These cars only show the date of the work order for modifications being issued in 1988 with very little information about when the actual work took place. For some cars this was not until 18 months later. Port Augusta still maintained paper based manual rollingstock record cards of changes long after they supposedly moved over to 'TIMS', so generally 'TIMS' shows the date the work was approved/proposed rather than when it was actually carried out.

Vline-news State Transport Authority of Victoria; **V/LINE News**, journal.

wh Correspondence with Wayne Hoskin.

WN Weekly Notice.

WTT Working Time Table.

Commonwealth Railways Files - Central Office

Listed below are the title of the Commonwealth Railways Central Office files consulted to create this information.

These files are stored at Australian Archives Adelaide Office - series B300.

File No	File Active Date	File Title
47pt1-5	1912-1926	'Q' class locomotives.
101pt1-2	1911-28	Diesel locomotives.
107Pt1-4	1912-15	'G' class locomotives.
307	1911-27	Cranes general.
486	1912-1920	Shovel, 'Marion' steam, Port Augusta.
576		Rollingstock - locomotives general
631pt1-2	1913-16	8 No. 'G' class locomotives - Bladwin Co.
1033pt1-2	1913-50	Baldwin locomotives.
1513	1914-23	Temporary passenger cars
1729	1916	Rollingstock for through express (street railway carriages)
2248pt1	1914-29	Particulars of rollingstock (general) TAR
2425	1923-82	Vans - travelling stores - two for retail business
3581		Design of proposed Express Passenger Engines.
4089pt2	1920-51	Dining cars for through express
5373pt1-4	1918-62	Special service car
5389pt1-2	1922-41	Lounge cars TAR
5409		Travelling Butchers vans - TAR
5472	1918-54	3 'YB' vans, brakevans
5500pt2-4	1917-54	Dining car, sleeping car etc TAR Proposed with a view to improvement
5638		Question of providing extra Dining car (can't find 17.1.89)
5740	1916-18	History of B44 no N.G. N9.
5909	1919-42	"HR" vans
6205pt1	1913-30	Classification of rollingstock
6251/4	1935-36	Theft of gold from train between Quorn and Alice Springs May 1935
6251/5	6.1935	Attempted robbery of Mail TAR
6312pt10	1956-60	Rollingstock for through express
6312pt2	1916-23	Rollingstock for through express
6312pt3	1924-28	Rollingstock for through express
6312pt4	1928-29	Rollingstock for through express
6312pt8	1946-51	Rollingstock for through express
6312pt9	1951-56	Rollingstock for through express
6423pt1	1917-33	Special car No.2
6423pt2	1941-65	Special car No.2
6431pt1	1913-24	Photographs of rollingstock
6431pt2	1927-65	Photographs of rollingstock
6440pt1	1914-25	Rollingstock capital value of stock, Pt Augusta-Oodnadatta railway
6440pt3	1960-67	Rollingstock CAR
6447p1-6	1913-45	NM class locomotives CAR.
6459	1923-44	Passenger cars CAR
6462	1913-52	Sleeping cars 3'6" gauge CAR
6717	1926-42	Special car - CAR
6762		Locos Oodnadatta - Alice Springs
6826	1926-28	Three 2nd class 50ft passenger cars NBPA
6879		Dining car
6880	1926-59	Hospital car - CAR
6896pt2		Particulars of rollingstock TAR
6897		Rollingstock General - Northern Territory.
6897		Rollingstock statements - NAR
6900/17	1920	Inspections - Commissioners inspection of line & trial trip with special service car
6900/58	8.1929	Commissioners visit of inspection CAR
6938pt2	1929-79	Dining cars - CAR
7633	1932-59	Air conditioning of carriages
7782p1-4	1934-	New Psgr loco Pt (C class)
8191	1939-70	Passenger cars NAR

8391		Particular of present state of locos and rollingstock April 1943 for CLTB
8488	1944-61	Historical Articles relative to Commonwealth Railways.
8713pt1	1946-57	Locomotive experiments with Gas Turbine
8807pt1	11.1948	Testimonials to Mr G.A.Gahan
8941	1949-65	Pullman cars - TAR
9168pt1-2	1953	Inaugural run of new train TAR

Table B.1: Commonwealth Railways Files - Central Office

INDEX

- A.L.A.R.C., 45
- A.N., 45
- A.N.R.C., 45
- A.R.H.S. (SteamRanger), 45
- A.R.T.C., 45
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