

# Train Enthusiast's Video Diary

## Adnoorak

Events involving ex-SAR 'Bluebird' Rail Cars

Sorted by Date (Earliest>>>Latest)

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### Train Enthusiast's Video Diary 1985-04-08

<https://www.youtube.com/watch?v=CjnlowWB1RI>

Over the Easter long weekend in 1985, the Australian Railway Historical Society (New South Wales Division) ran an enthusiast's excursion on the "Silver City Comet" to Adelaide, South Australia, and return.

At the time, the standard-gauge, "Silver City Comet" was painted in New South Wales Government Railways "candy" colours, and was a consist made up of 4 passenger cars hauled by diesel power car DP 101.

This off-train video clip was taken on 08/04/1985 at the Adelaide Terminal (Keswick, South Australia) as the excursion train is readied for its return to New South Wales via Broken Hill (the "Silver City").

The standard-gauge "Comet" was temporarily sandwiched between two, "bluebird" railcar sets as they were scheduled to depart before the "Comet" and before the arrival of the broad-gauge, "The Overland" train from Melbourne, Victoria. The south bound "bluebird" railcar set departed first, heading for Mount Gambier, South Australia, which was then followed by the north bound "bluebird" railcar set (102 "Plover" driving trailer and 251 "Lowan" power-car) heading for Peterborough, South Australia.

The comet then departed north bound for Broken Hills, but stopped temporarily at the northern end of the terminal to allow its train enthusiast passengers to photograph the arrival of "The Overland" from the south.



### Train Enthusiast's Video Diary 1985-12-28

[https://www.youtube.com/watch?v=H0oH\\_kN\\_Bqk](https://www.youtube.com/watch?v=H0oH_kN_Bqk)

On 28/12/1985, SteamRanger (South Australia) ran a tourist train from the Adelaide Terminal (Keswick, South Australia) through the Adelaide hills to Cambrai (South Australia). At Monarto South (on the main Adelaide to Melbourne broad-gauge line) a line branched off to the north and terminated at Cambrai.

On this occasion, SteamRanger arranged for Australian National Railways (ANR) to provide the train and crew - Bluebird, diesel railcar 254 "Brolga" and baggage trailer car 824.



### Train Enthusiast's Video Diary 1985-12-28 Extended

<https://www.youtube.com/watch?v=4Rtnrv0BIZs>

"Train Enthusiast's Video Diary 1985-12-28 Extended"

On 28/12/1985, SteamRanger (South Australia) ran a "Back-of-Beyond" tourist train from the Adelaide Terminal (Keswick, South Australia) through the Adelaide hills to Cambrai (South Australia). At Monarto South (on the main Adelaide to Melbourne broad-gauge line) the line branched off to the north and terminated at Sedan just beyond Cambrai.

On this occasion, SteamRanger arranged for Australian National Railways (ANR) to provide the train and crew - Bluebird, diesel railcar 254 "Brolga" and baggage trailer car 824.

This video is a re-edited, extended version of the video uploaded to YouTube, September 12th 2011.

See also, the associated video clip, "Train Enthusiast's Video Diary 2012-07-18" for a re-look at the Monarto South to Cambrai branch line 27 years later.



### Train Enthusiast's Video Diary 1986-03-24

<https://www.youtube.com/watch?v=-XkFI3ZDV78>

On 24/03/1986, we travelled on the Mount Gambier bound "Bluebird" diesel powered, broad-gauge rail car passenger train from the Adelaide Terminal (Keswick, South Australia) to Tailem Bend, South Australia. The consist was a three car set with a 250 class power car, 252 "Blue Wren", in the lead. This video clip captured snippets of the journey through the Adelaide hills and across the Murray River at Murray Bridge and concluded at the Tailem Bend Railway Station.

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### Train Enthusiast's Video Diary 1986-06-08

<https://www.youtube.com/watch?v=bb9PXYOR9Ik>

In 1986, Train Tour Promotions Pty Ltd (John McAvaney) organised a tourist excursion for train enthusiasts to travel over Adelaide's passenger train commuter lines of STA [the State Transport Authority (South Australia)].

On Sunday, 8th of June, 1986, the excursion started from Adelaide Terminal (Keswick, South Australia) on a crisscross route over STA lines and lines shared with Australian National (AN) trains.

The route ran from Adelaide Terminal (AN [Keswick]) to Adelaide Railway Station (STA [City]); from Adelaide Railway Station (STA) to Belair Railway Station (STA); from Belair Railway Station (STA) to Grange Railway Station (STA); from Grange Railway Station (STA) to Outer Harbour Railway Station (STA); from Outer Harbour Railway Station (STA) via the "north arm" to Northfield Railway Station (STA); from Northfield Railway Station (STA) to Gawler Railway Station (STA); from Gawler Railway Station (STA) to Noarlunga Centre (STA); and Noarlunga Centre (STA) to Adelaide Terminal (AN).

The excursion train consist was a double, broad-gauge, Bluebird Railcar set: car 1 was a 250 Class Bluebird diesel powered Railcar 258 "Goshawk" and car 2 was a 100 Class Bluebird Railcar Driving Trailer 105 "Snipe".

This video clip captured snippets of each leg of the journey up to the arrival at the Gawler Railway Station.



### Train Enthusiast's Video Diary 1986-06-08 Northfield

<https://www.youtube.com/watch?v=N6AQoxvRZl4>

08/06/1986-Northfield

In 1986, Train Tour Promotions Pty Ltd (John McAvaney) organised a tourist excursion for train enthusiasts to travel over Adelaide's passenger train commuter lines of STA the State Transport Authority of South Australia).

On Sunday, 8th of June, 1986, the excursion started from Adelaide Terminal (Keswick, South Australia) on a crisscross route over STA lines and lines shared with Australian National (AN) trains.

This video clip was requested by a viewer of the original video clip and includes only the legs from Dry Creek to Northfield and from Northfield to Gawler and return as far as Elizabeth.

The excursion train consist was a double, broad-gauge, Bluebird Railcar set: car 1 was a 250 Class Bluebird diesel powered Railcar 258 "Goshawk" and car 2 was a 100 Class Bluebird Railcar Driving Trailer 105 "Snipe".



### Train Enthusiast's Video Diary 1987-03-21

<https://www.youtube.com/watch?v=Dec2bwoc70I>

In 1987, Train Tour Promotions Pty Ltd (John McAvaney) organised a tourist excursion for train enthusiasts to attend the Strathalbyn Penny Farthing Challenge and Street Fair on Saturday, 21st March 1987.

The tour train consist was a single, broad-gauge, diesel powered, 250 Class Bluebird Railcar unit, 260 "Corella".

The excursion ran from Adelaide Terminal (Keswick, South Australia) to Strathalbyn (South Australia) and return.

This video clip captured brief parts of the journey, the street parade, the static displays and snippets of the "penny farthing" cycle races.

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### Train Enthusiast's Video Diary 1987-05-02

<https://www.youtube.com/watch?v=qZLmAcqgnCU>

In 1987, Train Tour Promotions Pty Ltd (John McAvaney) organised a tourist excursion for train enthusiasts to attend the Yunta Centenary Gymkhana on Saturday, 2nd May 1987.

The tour train consist was made up of a 100 Class Bluebird Driving Trailer Railcar 105 "Snipe" and a 280 Class Bluebird, Diesel Hydraulic powered Baggage Railcar 282.

The journey was made over standard gauge lines from Adelaide Terminal (Keswick, South Australia) to Yunta (South Australia) and return.

The powered car presented engine problems on the way as noted at Gladstone (South Australia) and Peterborough (South Australia), and at Peterborough the decision was made to haul the consist behind an 830 class diesel locomotive, 847N.

This video clip captured parts of the journey commencing at Adelaide Terminal and concluding at Yunta.



### Train Enthusiast's Video Diary 1988-04-22

<https://www.youtube.com/watch?v=4f0AkcbGicI>

On 22-04-1988, we boarded the Australian National Mount Gambier bound Bluebird train, at Adelaide Terminal (Keswick, South Australia) for a short journey to the Murray Bridge Railway Station.

The Bluebird consist was three broad-gauge, diesel powered railcars: 261 "Quail" (leading), 256 "Kookaburra" (middle) and 258 "Goshawk" (tailing).

The purpose of the trip, thanks to the organisation of the Liebelts of Little Hampton, was to have a look over the regional Centralised Train Control (CTC) based adjacent to the Murray Bridge Railway Station. The Murray Bridge CTC controlled the Murraylands lines (beyond Tailern Bend) and the Adelaide - Melbourne line from Tailern Bend south east to Wolseley.

This very brief video clip captured snippets of our visit.



### Train Enthusiast's Video Diary 1988-05-22

<https://www.youtube.com/watch?v=P5FQFRRZd-o>

"The Bicentennial Train" - New South Wales, standard-gauge, steam locomotive 3801 visits South Australia.

On 22/05/1988, Australian Railway Historical Society supported a train excursion from the Adelaide Terminal (Keswick, South Australia) to Peterborough (South Australia) and return, with the train being hauled by locomotive 3801.

This video clip starts at the Adelaide Terminal and concludes early into the return trip from Peterborough with a stop at Caltowie (South Australia) to allow a crossing with a Broken Hill (New South Wales) bound, Australian National, three car, diesel powered "Bluebird" railcar set.



### Train Enthusiast's Video Diary 1988-12-29

<https://www.youtube.com/watch?v=EHnPdWZ6KrQ>

On 29/12/1988, Australian National Railways Broad-gauge Bluebird Diesel Railcars, 253 "Pelican" and 254 "Brolga" proceeds on the daily service from Keswick to Mount Gambier, South Australia. Crosses Railcar 261 "Quail" at Coombe.

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### Train Enthusiast's Video Diary 2012-07-18

<https://www.youtube.com/watch?v=XVN75UqrNJU>

18/07/2012 A relook at the Monarto South - Cambrai/Sedan branch line.

On 28/12/1985, SteamRanger (South Australia) ran a "Back-of-Beyond" tourist train from the Adelaide Terminal (Keswick, South Australia) through the Adelaide hills to Cambrai (South Australia). At Monarto South (on the main Adelaide to Melbourne broad-gauge line) the line branched off to the north and terminated at Sedan just beyond Cambrai.

On this occasion, SteamRanger arranged for Australian National Railways (ANR) to provide the train and crew - Bluebird, diesel railcar 254 "Brolga" and baggage trailer car 824.

This video clip is a 27 years later relook at part of the video clip, from Monarto South along the Cambrai/Sedan branch line. It starts with photos taken on the 15th and 18th July 2012 and is followed by extracts from the video. The standard-gauge, branch line is currently closed.

See also, the original video clips, "Train Enthusiast's Video Diary 1985-12-28".and "Train Enthusiast's Video Diary 1985-12-28 Extended". The latter video clip contains much more detail as it runs for almost three times longer. Note, the line was broad-gauge then.