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Errors and Excuses

Well, it's not all errors and explanations. We feel we need to point out any errors that have crept into our notes in previous years, particularly those dealing with the prototype, to avoid modellers basing their models on erroneous information. It also gives us a chance to provide more information that has become available since an article was published in Convention notes. We do apologise however for any errors that get printed. We try to ensure information is correct and complete by the time of publication but sometimes things slip past us. Authors and readers are encouraged to advise the Convention organising group of any errors they feel need correcting.

New entries each year are sidelined to they can easily be picked out.

Page	Title	Explanation
1-214	The North West Bend Railway, Adelaide to Morgan	The photo is of the engine shed at Angaston, not Robertstown as stated. Even John Nicolson, the photographer, couldn't explain the error; it was in his original notes. It's Angaston - trust us!
1-394	Proceed to Hawker	The date on the bottom photo should read 22 June 1964, not 1963.
1-401	ditto	The train order caption - issued to NM17 on 29 June 1957 should read, "Proceed to Quorn", not Hawker.
1-402	ditto	The train order caption - written on 24 January 1961 was issued to NB30, not to T211 as well.
1-448	Accident Trains of the SAR	The first paragraph says that the crane was thought to be electrically operated. We now have confirmation that it was air operated from the train pipe supply.
1-775	The Penfield Branch Line	First paragraph: the reference to a 3'-6" gauge railway is incorrect. There were no 3'-6" gauge railways in the area, the narrow gauge railways were 2'-0" and 1'-6".
1-784	The Penfield Branch Line	The diagram has the label 'Stanton Church'. It should be 'Sturton Church'.
1-785	The Penfield Branch Line	The diagram has text '2.4m x 1.6m' instead of '2.4m x 1.8m' for the N scale layout size.
1-808	The Mile End Goods Yard	The photo on the turntable is a K class, not an F as described in the caption.
1-826	The Balhannah to Mount Pleasant Railway	The mileage in the Oakbank header should read 31 miles, 71 chains - not 21 miles as described.
1-827	ditto	The date of the train in the bottom photo is Tuesday, 26 February 1963, not 27 February as stated. Goods No.892 only operated on Tuesdays, and this was the penultimate train on the line.
1-828	ditto	In the bottom photo, Rx 199 is taking water at Birdwood, not Charleston as stated.
1-829	ditto	The train in the bottom photo is an Up Mixed returning to Balhannah, not a Down Mixed to Mount Pleasant as stated.
1-830	ditto	The train in the top photo is a Down Mixed, not Up Mixed as stated.
1-831	ditto	The last sentence should say that the line followed the Torrens Valley, not the Angas Valley as stated.
1-832	ditto	The location of the top photo is the beginning of the branch out of Balhannah, not the Oakbank triangle as stated.
1-832	ditto	As for the photo on p1-827 the train in the bottom photo, the penultimate train on the line, was photographed on 26 February 1963.
1-840	ditto	The Bluebird in the bottom photo is No.253 <i>Pelican</i> , not No.258 as stated. It is a Hobby Shop Special to Mount Pleasant. It was also not the last Bluebird on the line; No.251 <i>Lowan</i> was another Hobby Shop Special which ran to Mount Pleasant on 10 October 1960.
1-605	The Riesling Trail (Clare Line)	The date of the photo of the Rx at Clare is 1963, not 1973.

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Page	Title	Explanation
1-614	ditto	The caption of the bottom photos should say the bridge is at 91 miles 18 chains, not 90 m 89 chains.
2-125	Caption to FDAY diagram	The caption should read, " Figure 2. Bluebird Rail Engineering diagram of Freight Link FDAY Crew Car, No.4, formerly SAR railcars 250/261, and smooth sided No.5, formerly railcar 256."
3-187, 3-188	The Overland Cars	Captions for photos taken by Noel Potter - they were taken in July 2005, not 2006.
3-231	SAR Horse Boxes	Caption for bottom photo - should be HB2502, not HB2602.
3-255	Third column, first paragraph	Change the vehicle numbers in the sentence beginning, "Between 1922 and 1923..." from "29 to 42" to "39 to 42".
6-53	Railway Under-bridges in South Australia	The through girder bridge's location is unknown no more. It is the bridge built over the South Para River at Gawler on the Angaston branch in 1910. The lattice girder centre spans were replaced with deck girder spans in 1944 and the piers were encased in concrete to take the extra load. Hence today it looks nothing like the one in our photo. A photo of it appears in Roger Sallis's <i>Railways in the Barossa Valley</i> and another in the 1910 SAR <i>Annual Report</i> .
6-64	ditto	The bridge in the lower photo is of course not the lattice girder bridge. That's on the other side of the station. This photo is of the deck girder bridge at Woolshed Flat.
6-197	Railway Station Buildings of the SAR	Last paragraph on the page—Coward Springs and William Creek should not be included in this list. They did not have skillion roofed buildings but a simple gabled building surrounded on all sides by a verandah.
6-202	ditto	A number of stations not in the Murraylands have been included under the heading Murraylands Stations. The heading, therefore, should really have been Other Stations..
9-87	Cardboard as a Construction Medium	First column, second paragraph ending in '...handling, etc.' Add, 'This must be done before the two outer side skins are glued to the acetate.'
12-13	Photo Gallery - Noel Potter	The diesel referred to in the bottom photo is a 350 class, not a 300 class as stated. Regrettably an editor's error, not Noel's.
12-18	ditto	In the top photo, the 800 is leaving the Dry Creek end of North Adelaide station, not Mile End North as stated.
12-27	Photo Gallery - John Southwell	We omitted to credit Lloyd Holms as the photographer of 723 entering Mount Lofty station.
12-44	Photo Gallery - The Hawker Line	The top photo depicts a goods train from Quorn arriving at Hawker, not vice versa.
12-46	ditto	Both photos should be dated 4 March 1969.
12-48	ditto	The photo depicts a train from Hawker heading for Quorn.
12-51	ditto	The caption should read as follows: With the twin peaks of the Yourambilla Range forming a spectacular backdrop, T44 on an empty barytes train in the 1960s drifts downgrade towards Hawker.
12-52	ditto	The caption for the top photo should read: T44 on an empty barytes train, probably between Willochra and Gordon in the 1960s.
12-55	ditto	Both photos should be dated 4 March 1969.
12-94	Photo Gallery—The 500 Class	The caption of the lower photo should read, "500 running <i>upgrade</i> on a test run.."
12-135	Photo Gallery—The SAR 830 Class	The bottom photo is of the 830 at Mount Gambier, not Tailern Bend.