



## Fundraising Campaign – diesel loco 703



*Photo credits: Bob Grant, Doug Aikins and Phil Curnow  
National Railway Museum Archive Collection*

In 1971, the South Australian Railways (SAR) placed an order with A E Goodwin in Sydney, Australia, for the construction and delivery of six new 700 class diesel electric locomotives. Three were originally destined for the newly opened standard gauge railway between Broken Hill and Port Pirie, and a further three to assist with an ongoing shortage of loco power on the broad gauge – particularly over the Adelaide Hills.

These were to be the last diesel locos issued to the SAR, as by March 1978 the SAR, the Commonwealth Railways and the Tasmanian Government Railways were all amalgamated to create Australian National Railways (ANR).

The first 700 class, 700 was delivered via Broken Hill on the new standard gauge line, entering service in June 1971. The two subsequent broad gauge units, 701 and 702 went into service in July and September 1971 – respectively. With the standardisation of the railway from Crystal Brook to Adelaide in 1982, all three of these locos were transferred from broad to standard gauge that year.

Loco 703, the first of the three standard gauge units, was placed into service at Peterborough in December 1971. Units 704 and 705 entered service at Peterborough in January and March 1972 respectively.

However, in October 1975 loco 703 was one of the three locomotives involved in the disastrous Crystal Brook rail bridge collapse and major derailment. It was sent to Islington Workshops for repairs, re-entering traffic on broad gauge on 17 December 1975. It was subsequently transferred back to standard gauge on 30 December 1975, but only to be transferred yet again from standard and back onto broad gauge in December 1979. However, it was finally transferred to standard gauge again, in February 1982 to assist with the rapidly growing standard gauge freight business.

Following the sale of ANR in November 1997, Australian Southern Railroad then owned the five remaining 700 class locomotives (702 had suffered a major fire and was eventually scrapped).

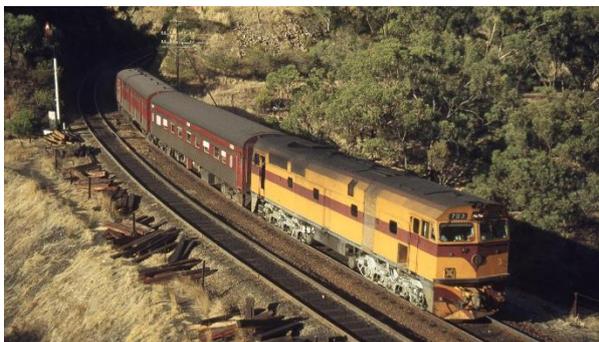
In the two decades following privatisation there were several name and ownership changes. 703 transitioned and remained in use through these changes, eventually ending up with One Rail Australia, formerly Genesee & Wyoming Australia (GWA).

Freshly out-shopped and repainted by GWA in 2009, 703 was used extensively on grain trains to various locations around the ARTC main line network and to Pinnaroo and Loxton (Tookayerta), until December 2015. It was eventually relegated to Adelaide metro area shuttles until March 2016, then being withdrawn from service and stored pending its disposal. It has been stored undercover for most of the time since then.

The National Railway Museum (NRM) commenced discussions with One Rail Australia (ORA) in early 2020, in relation to the potential acquisition of an operational 700 class locomotive, for use on the broad gauge sidings at the railway museum. The COVID pandemic interrupted those discussions, until early 2022 when negotiations recommenced.

ORA has been very co-operative throughout the discussions, which led to a formal offer for the donation of locomotive 703, and two broad gauge bogies to the NRM.

Although there is a long list of minor matters and other issues to be resolved, there is now a commitment with all parties, to have 703 and the two bogies loaded, transported and unloaded at NRM within the next couple of months.



## **New life for 703 at the National Railway Museum**

To bolster and provide long term security for broad gauge shunt power at the Port Dock site, 703 is to become the prime shunt engine, relegating 66 year old English Electric loco 801 as a 'back up' shunt loco and heritage loco display piece.

The NRM has an extensive network of broad gauge sidings, which are also used extensively to rearrange exhibits on site.

Additionally, 703 will become available for heritage train operations at events, using our 900m long exhibition track. The very popular Driver Experiences undertaken by NRM, will be extended to include 703 as well as the Redhens, Bluebird and 801.

### How can I Donate to the locomotive 703 Appeal?

- Head to the NRM Website [www.nrm.org.au](http://www.nrm.org.au) or NRM Facebook site [www.facebook.com/nrmportdelade](http://www.facebook.com/nrmportdelade), and follow the tab 'Book Now', which will take you to the 703 Appeal tab.
- Return the completed 703 Fundraising Form, either downloaded from the NRM Website, or as shown below, and mail to NRM PO Box 3153 Port Adelaide SA 5015 or email to [cbm@nrm.org.au](mailto:cbm@nrm.org.au)
- Send the money to the NRM via EFT using the bank details below (but please email us at [cbm@nrm.org.au](mailto:cbm@nrm.org.au) so we know who it is from and what it is for).
- Call into the NRM shop at 76 Lipson Street Port Adelaide, between 10am and 4pm any day of the week, and fill in the Form.
- Phone the NRM on 8341 1690 between 10am and 4pm any day of the week to have your donation processed over the phone.

Note your donation is tax deductible, as NRM is a registered 'not for profit' and also holds 'Deductible Gift Recipient' (DGR) status.



### NRM Fundraising Campaign – diesel loco 703

76 Lipson Street Port Adelaide : PO Box 3153 Port Adelaide SA 5015

I wish to make a tax deductible donation to NRM for use towards saving loco 703.

Name:.....

Address:.....

.....Post Code:.....

Contact telephone No.:..... Email:.....

Debit Card/Cheque/Cash (delete as necessary)      Amount: \$.....

Card No:.....Expires:...../.....

NRM Bank details:	Account Name	National Railway Museum Inc
	Bendigo Bank	BSB 633 108
	Account Number	1633 00 585