ComRails

Volume6

Front Page: Port Augusta - GM (CR Red) crossing Spencer Gulf on Whyalla line bridge with freight train (Chris Drymalik Collection)

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 6

Track Route Information

Chris Drymalik

This document is part of the 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.

The Comrails web site can be found at http://comrails.com You can email Chris at chris.drymalik@gmail.com, or chris@comrails.com

Chris Drymalik

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MID NORTH LINES - SOUTH AUSTRALIA

1.1 Adelaide to Port Pirie

This section contains information about the Adelaide to Port Pirie railway

AN Adelaide Rail Passenger Terminal 0 km

28.10.1990   AN Adelaide Rail Passenger Terminal - crossing loop 500 m [WWT Admt 28.10.1990]

Mile End Goods 0.5 km

28.10.1990   Mile End Goods 0.5 km [WWT Admt 28.10.1990]

Islington Freight Terminal 7.5 km

28.10.1990   Islington Freight Terminal 7.5 km - crossing loop 580 m [WWT Admt 28.10.1990]

Dry Creek North 15.5 km

28.10.1990   Dry Creek North 15.5 km [WWT Admt 28.10.1990]

Salisbury (12.45 m)

- Station

Direk (17.60 m)

- Station

Bolivar (32 km)

28.10.1990   Bolivar 32 km - crossing loop 1230 m [WWT Admt 28.10.1990]
2009   Although flawed when first designed and built by ANR in 1982, this existing ll00m long loop has been an issue for train working reasons. With only a short loop available, and located just 15kms from Dry Creek yard, obviously one of the trains involved in the cross or pass needs to fit in. Generally it's only grain trains or GSR passenger services that will be involved in any such pathing decision. After the decision by DTEI to build an overpass bridge at the existing Taylors Road level crossing, it allowed ARTC to simply exstend this loop towards Dry Creek, on the northern side of the main line, creating the necessary l800m length. The existing goods siding will be retained as it is used on an ad-hoc basis for departmental work trains[cp 9.2009]

Virginia (20.74 m)

- Station

Two Wells 45 km (26.86 m)

28.10.1990 Two Wells 45 km - crossing loop 1817 m [WWT Admt 28.10.1990]

Karunye (32.25 m)

- Station

28th December 1990 – Mallala Budd car CB 1 on Iron Triangle Ltd + Silo *(Chris Drymalik)*

Mallala 61.5 km (37.25 m)

28.10.1990 Mallala 61.5 km - goods siding 496 m [WWT Admt 28.10.1990]

Calomba (43.25 m)

- Station

Long Plains 77 km (47 m)

28.10.1990 Long Plains 77 km - crossing loop 1900 m [WWT Admt 28.10.1990]

Avon (52.70 m)

- Station

Kallora (57.25 m)

- Station

Bowmans 101.5 km (62.87 m)

28.10.1990 Bowmans 101.5 km - crossing loop 1800 m [WWT Admt 28.10.1990]

Goyder (69.75 m)

- Station

Nantawarra 120.5 km (75.10 m)

28.10.1990 Nantawarra 120.5 km - crossing loop 1810 m [WWT Admt 28.10.1990]

Bumbunga (80.45 m)

- Station

Snowtown 146 km (89.75 m)

28.10.1990 Snowtown 146 km - crossing loop 1790 m [WWT Admt 28.10.1990]

Burnsfield (96 m)

- Station

Lake View (100.25 m)

- Station

Collinsfield (102 m)

- Station

Redhill 173 km (106.5 m)

28.10.1990 Redhill 173 km - crossing loop 1980 m [WWT Admt 28.10.1990]

Merriton (116.03 m)

- Station

Nurom (123.15 m)

- Station

Wandearah (119.50 m)

- Station

Rocky River 193 km

28.10.1990 Rocky River 193 km - crossing loop 1800 m [WWT Admt 28.10.1990]

Crystal Brook 334.5 km — Crystal Brook 197.5 km — Crystal Brook 22.5 km

1.7.1979 Crystal Brook 334.5 km - Attended - Crossing loop 1006 m - ANR WTT 1.7.1979

28.10.1990 Crystal Brook 197.5 km - crossing loop 968 m [WWT Admt 28.10.1990]

23.3.1992 Crystal Brook 22.5 km (distance from Port Pirie) - crossing loop 964 m [WWT Admt 23.3.1992]

Warnertown 348 km

1.7.1979 Warnertown 348 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

Coonamia 359.5 km — Coonamia 225 km

12.1.1970 Coonamia West Junction - Yard Connection opened (Broken Hill Line open) to 18/7/70.[WN 27/70]

9.4.1978 Coonamia North Junction - Opened [WN 14/78]

9.4.1978 Coonamia East Junction - Opened.[WN 14/78]

28.10.1990 Coonamia 359.5 km [WWT Admt 28.10.1990]

23.3.1992 Coonamia Siding (225 km from Adelaide) [WWT Admt 23.3.1992]

4.8.1993 Coonamia West Junction - closed [SN 30/93]

Port Pirie Junction (134.24 m) — Port Pirie Junction (0 m)

23.7.1937 Opened - loop 1530 ft., sidings 18,440 ft[annual report]

26.7.1937 Extension of line from Port Augusta to Port Pirie officially opened.

30.6.1937 Drawer locks remain at Port Augusta leg of Triangle & Stockyards ('Prairie') 0 m 50 c[WGC 4/61]

5.11.1967 Train order Port Pirie Junction - Stirling North [WN 44/67]

12.11.1967 Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

Port Pirie - Ellen Street (135.65 m)

- Station

loco SAR T class on passenger train in street alongside station building - Ellen Street - Port Pirie *(Jack Ansell Collection - Murray Billett Collection)*

Port Pirie - Mary Elie Street 262.5 km (0 m) — Port Pirie 362.5 km

12.11.1967 Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

12.1.1970 Standard Gauge to Broken Hill open [SAR WN50/69]

1.7.1979 Port Pirie 262.5 km (from Adelaide) - Resthouse for trainmen - Engine stabling depot - Fuel station - Turntable - - Refreshment room - Crossing loop - Carriage watering ANR WTT 1.7.1979

28.10.1990 Port Pirie 362.5 km [WWT Admt 28.10.1990]

6.10.1991 Port Pirie - turntable 25.9m [WWT Admt 6.10.1991]

1.2 Gladstone to Wilmington

This section contains information about the narrow gauge Gladstone to Wilmington railway.

Gladstone 219.5 km — Gladstone Station 313.5 km — Gladstone Station 44 km

1.7.1979 Gladstone 219.5 km (Distance from Adelaide via Blyth) - Gladstone Station 313.5 km (Distance from Adelaide via Peterborough) - Resthouse for trainmen - Fuel station - Turntable - ANR WTT 1.7.1979

23.3.1992 Gladstone Station 44 km (distance from Port Pirie) [WWT Admt 23.3.1992]

Laura 230 km

1.7.1979 Laura 230 km - Unattended (Station Agent) - Crossing Loop [WTT 1.7.1979]

Stone Hut 240.5 km

1.7.1979 Stone Hut 240.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Wirrabara 249 km

1.7.1979 Wirrabara 249 km - Attended Station - Crossing Loop [WTT 1.7.1979]

Yandiah 259.5 km

1.7.1979 Yandiah 259.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Booleroo Centre 270 km

1.7.1979 Booleroo Centre 270 km - Attended Station - Triangle Spur at apex 38 m [WTT 1.7.1979]

Perroomba 278 km

1.7.1979 Perroomba 278 km -Unattended - Crossing Loop - Crossing Loop [WTT 1.7.1979]

Melrose 286.5 km

1.7.1979 Melrose 286.5 km - Unattended (Station Agent) - Crossing Loop [WTT 1.7.1979]

Terka 300 km

1.7.1979 Terka 300 km - Unattended - Crossing Loop [WTT 1.7.1979]

Wilmington 307 km

1.7.1979 Wilmington 307 km - Attended Station - - Crossing Loop - Triangle Spur at apex 83 m [WTT 1.7.1979]

1.3   Peterborough to Quorn

This section contains information about the narrow gauge Peterborough to Quorn railway.

Peterborough 248 km — Peterborough 109.5 km

1.7.1979 Peterborough 248 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop ANR WTT 1.7.1979

6.10.1991 Peterborough - turntable 25.9m [WWT Admt 6.10.1991]

23.3.1992 Peterborough 109.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]

BlackRock 270.5 km

1.7.1979 BlackRock 270.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Orroroo 283.5 km

1.7.1979 Orroroo 283.5 km - Attended Station - Crossing Loop [WTT 1.7.1979]

Walloway 294.5 km

1.7.1979 Walloway 294.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Eurelia 305.5 km

1.7.1979 Eurelia 305.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Carrieton 320 km

1.7.1979 Carrieton 320 km - Unattended - Crossing Loop [WTT 1.7.1979]

Moockra 331.5 km

1.7.1979 Moockra 331.5 km – Unattended Crossing Loop [WTT 1.7.1979]

Hammond 344 km

1.7.1979 Hammond 344 km - Unattended - Crossing Loop [WTT 1.7.1979]

Bruce 356.5 km

1.7.1979 Bruce 356.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Quorn 377.5 km (24 m 46 c)

2.1886 Quorn $24\frac{3}{4}$ m - [SAR PTT 2.1886]

2.1917 Quorn $24\frac{3}{4}$ m - [SAR PTT 2.1917]

11.1934 Quorn $24\frac{3}{4}$ m - [SAR PTT11.1934]

6.1953 Quorn $24\frac{3}{4}$ m - [SAR PTT 6.1953]

1.7.1979 Quorn 377.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

1.4 Port Pirie to Broken Hill

This section contains information about the Port Pirie to Broken Hill.

Note: Port Pirie and Coonamia have been included at the end of the listing as a series of locations, not all trains would have operated through different junctions depending on final destination.

Broken hill 531.5 km — Broken hill 394.5 km

1.7.1979 Broken Hill 531.5 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - carriage watering ANR WTT 1.7.1979
6.10.1991 Broken Hill - turntable 22.9m [WWT Admt 6.10.1991]
23.3.1992 Broken Hill 394.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]

Kanandah Siding 526.5 km — Kanandah Siding 390 km

1.7.1979 Kanandah Siding 526.5 km Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992 Kandandah Siding 390 km - crossing loop 1014 m [WWT Admt 23.3.1992]

Thackaringa 500 km — Thackaringa 363.5 km

1.7.1979 Thackaringa 500 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992 Thackaringa 363.5 km - crossing loop 996 m [WWT Admt 23.3.1992]

Cockburn 482.5 km — Cockburn 345.5 km

1.7.1979 Cockburn 482.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992 Cockburn 345.5 km - crossing loop 1001 m [WWT Admt 23.3.1992]

Mingary 458 km — Mingary 321 km

1.7.1979 Mingary 458 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992 Mingary 321 km - crossing loop 992 m [WWT Admt 23.3.1992]

Cutana 443.5 km

1.7.1979 Cutana 443.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

Olary 414.5 km — Olary 277 km

1.7.1979   Olary 414.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Olary 277 km - crossing loop 998 m [WWT Admt 23.3.1992]

Mannahill 377.5 km — Mannahill 239.5 km

1.7.1979   Mannahill 377.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Mannahill 239.5 km - crossing loop 1008 m [WWT Admt 23.3.1992]

Yunta 334 km — Yunta 196 km

1.7.1979   Yunta 334 km - attended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Yunta 196 km - crossing loop 1000 m [WWT Admt 23.3.1992]

Paratoo 306.5 km — Paratoo 168 km

1.7.1979   Paratoo 306.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Paratoo 168 km - crossing loop 1000 m [WWT Admt 23.3.1992]

Hillgrange 285 km — Hillgrange 146 km

1.7.1979   Hillgrange 285 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Hillgrange 146 km - crossing loop 1001 m [WWT Admt 23.3.1992]
2009   The loop will be extended to 1800m. [cp 9.2009]

Ucolta 261 km

1.7.1979   Ucolta 261 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

Peterborough 248 km — Peterborough 109.5 km

1.7.1979   Peterborough 248 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop ANR WTT 1.7.1979
6.10.1991   Peterborough - turntable 25.9m [WWT Admt 6.10.1991]
23.3.1992   Peterborough 109.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]

Yongala 258.5 km — Yongala 98.5 km

1.7.1979   Yongala 258.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979
23.3.1992   Yongala 98.5 km - crossing loop 1009 m [WWT Admt 23.3.1992]

Mannanarie 268 km

1.7.1979 Mannanarie 268 km - Unattended - Good Loop 141 m ANR WTT
1.7.1979

Jamestown 283.5 km — Jamestown 74 km

1.7.1979 Jamestown 283.5 km - Attended - Crossing loop 1006 m - ANR WTT
1.7.1979
23.3.1992 Jamestown 74 km - crossing loop 998 m [WWT Admt 23.3.1992]

Caltowie 297.5 km — Caltowie 60 km

1.7.1979 Caltowie 297.5 km - Unattended - Crossing loop 1058 m - ANR WTT
1.7.1979
23.3.1992 Caltowie 60 km - crossing loop 1054 m [WWT Admt 23.3.1992]

Gladstone 219.5 km — Gladstone Station 313.5 km — Gladstone Station 44 km

1.7.1979 Gladstone 219.5 km (Distance from Adelaide via Blyth) - Gladstone
Station 313.5 km (Distance from Adelaide via Peterborough) - Resthouse
for trainmen - Fuel station - Turntable - ANR WTT 1.7.1979
23.3.1992 Gladstone Station 44 km (distance from Port Pirie) [WWT Admt
23.3.1992]

Gladstone Xing Loop 314.5 km — Gladstone Xing Loop 43 km

1.7.1979 Gladstone Xing Loop 314.5 km (distance from Adelaide) - Crossing
Loop 1006 m ANR WTT 1.7.1979
23.3.1992 Gladstone Xing Loop 43 km (distance from Port Pirie) - crossing
loop 979 m [WWT Admt 23.3.1992]

Crystal Brook 334.5 km — Crystal Brook 197.5 km — Crystal Brook 22.5 km

1.7.1979 Crystal Brook 334.5 km - Attended - Crossing loop 1006 m - ANR
WTT 1.7.1979
28.10.1990 Crystal Brook 197.5 km - crossing loop 968 m [WWT Admt
28.10.1990]
23.3.1992 Crystal Brook 22.5 km (distance from Port Pirie) - crossing loop 964
m [WWT Admt 23.3.1992]

Warnertown 348 km

1.7.1979 Warnertown 348 km - Unattended - Crossing loop 1006 m - ANR
WTT 1.7.1979

Coonamia 359.5 km — Coonamia 225 km

12.1.1970 Coonamia West Junction - Yard Connection opened (Broken Hill Line open) to 18/7/70.[WN 27/70]
9.4.1978 Coonamia North Junction - Opened [WN 14/78]
9.4.1978 Coonamia East Junction - Opened.[WN 14/78]
28.10.1990 Coonamia 359.5 km [WWT Admt 28.10.1990]
23.3.1992 Coonamia Siding (225 km from Adelaide) [WWT Admt 23.3.1992]
4.8.1993 Coonamia West Junction - closed [SN 30/93]

Port Pirie Junction (134.24 m) — Port Pirie Junction (0 m)

23.7.1937 Opened - loop 1530 ft., sidings 18,440 ft[annual report]
26.7.1937 Extension of line from Port Augusta to Port Pirie officially opened.
30.6.1937 Drawer locks remain at Port Augusta leg of Triangle & Stockyards ('Prairie') 0 m 50 c[WGC 4/61]
5.11.1967 Train order Port Pirie Junction - Stirling North [WN 44/67]
12.11.1967 Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

Port Pirie - Ellen Street (135.65 m)

- Station

Port Pirie - Mary Elie Street 262.5 km (0 m) — Port Pirie 362.5 km

12.11.1967 Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]
12.1.1970 Standard Gauge to Broken Hill open [SAR WN50/69]
1.7.1979 Port Pirie 262.5 km (from Adelaide) - Resthouse for trainmen - Engine stabling depot - Fuel station - Turntable - - Refreshment room - Crossing loop - Carriage watering ANR WTT 1.7.1979
28.10.1990 Port Pirie 362.5 km [WWT Admt 28.10.1990]
6.10.1991 Port Pirie - turntable 25.9m [WWT Admt 6.10.1991]

1.5   Gawler to Angaston

This section contains information about the Gawler to Angaston railway

Gawler (24 m 61 ch)

3.6.1966 Gawler $24\frac{3}{4}$ m - 24 m 61 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Gawler Oval ($25\frac{3}{4}$ m)

3.6.1966 Gawler Oval $25\frac{3}{4}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Gawler North (26 m 16 ch)

3.6.1966 Gawler North 26 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Sandy Creek (31 m 4 ch)

3.6.1966 Sandy Creek 31 m 4 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Lyndoch (35 m 29 ch)

3.6.1966 Lyndoch 35 m 29 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Rowland's Flat (38 m 44 ch)

3.6.1966 Rowland's Flat 38 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Tanunda (43 m 64 ch)

3.6.1966 Tanunda 43 m 64 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Dorrien (46 m 12 ch)

3.6.1966 Dorrien 46 m 12 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Nuriootpa (47 m 74 ch)

3.6.1966 Nuriootpa 47 m 74 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Angaston (51 m 42 ch)

3.6.1966 Angaston 51 m 42 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

1.6 Bumbunga to Lochiel

This section contains information about the Bumbunga to Lochiel railway

Bumbunga (80.45 m)

- Station

Lochiel

1.7   Nuriootpa to Truro

This section contains information about the Nuriootpa to Truro railway

Nuriootpa (47.90 m)

- Station

Kyeema

- Station

Stockwell (52.78 m)

- Station

Truro (57.91 m)

- Station

1.8   Roseworthy to Peterborough

This section contains information about the Roseworthy to Peterborough railway

Roseworthy

- Station

Morgan Line Junction

- Junction for branch line to Morgan

Wasleys

- Station

Light River Bridge

- Bridge over the Light River

Hamley Bridge

- Junction station for Peterborough and Gladstone lines'

Stockport

- Station

Tarlee

- Station

Gilbert River Bridge

- Bridge over the River Gilbert

Riverton

- Junction station for Peterborough and Clare/Spalding lines'

Saddleworth

- Station

Brenan

- Station

Manoora

- Station

Wakefield River Bridge

- Bridge over the Wakefield River

Mintaro — Merildin

- Station

Farrell Flat

- Station

Hanson

- Station

Burra

- Station

Mount Bryan

- Station

Hallett

- Station

Ulooloo

- Station

Whyte Yarcowie

- Station

Kearnan

- Station

Terowie

- Station

Peterborough 248 km — Peterborough 109.5 km

1.7.1979   Peterborough 248 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop ANR WTT 1.7.1979

6.10.1991   Peterborough - turntable 25.9m [WWT Admt 6.10.1991]

23.3.1992   Peterborough 109.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]
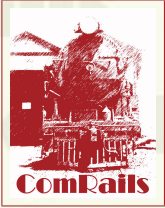
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Murray Malley Lines - South Australia

2.1 Alawoona to Barmera

This section contains information about the Alawoona to Barmera railway

Alawoona 243.5 km (141.75 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1990   Alawoona 243.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Malpas

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Paruna 265.14 km (164.75 mi)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Meribah 276 km (172 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1990   Meribah 276 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Nadda

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Taplan 294.91 km (183.25 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Nangari 303.4 km (187 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pungonda 303.4 km (188.5 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Noora 309.8 km (192.5 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Ingalta 309.8 km (192.5 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Taldra 317.5 km (197.25 m)

3.6.1990   Taldra 317.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Yamba

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Koora — Wonuarra

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Murtho — Chowilla Dam

-   This station not on the main 'Barmera Line'. It was on a branch line from 'Wonuarra' that was 17 miles long that was built to service construction of proposed 'Chowilla Dam'.

Paringa 340.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Paringa 340.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Renmark

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Calperum Siding

-   Calperum Siding - On 'Map Showing Lines of Railways in South Australia' undated Chief Engineer for Railways
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Riverland Siding

- Riverland Siding - On 'Map Showing Lines of Railways in South Australia' undated Chief Engineer for Railways

Spring Cart Gully

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Berri

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Karoom

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Glossop

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Barmera

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

2.2 Karoonda to Peebinga

This section contains information about the Karoonda to Peebinga railway

Karoonda 169 km

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990 Karoonda 169 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Nunkeri

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Yurgo

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Marama

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kulkami 208 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Kulkami 208 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mulpata

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wirha

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Gurrai 237.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Gurrai 237.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Karte

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kringin

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mootatunga

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Peebinga 275 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Peebinga 275 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]

2.3   Karoonda to Waikerie

This section contains information about the Karoonda to Waikerie railway

Karoonda 169 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Karoonda 169 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]

Mindiyarra

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Perponda

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Kalyan

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Goondooloo

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Copeville 208.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Copeville 208.5 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]

Kunlara

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Galga 224 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Galga 224 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mercunda

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mantung

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Hillmanvillex

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Maggea

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Boolgun

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Holder

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kanni

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Waikerie 287.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Waikerie 287.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

2.4   Tailem Bend to Loxton

This section contains information about the Tailem Bend to Loxton railway

Tailem Bend 120.5 km (75 m 16 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Tailem Bend - 75 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]
3.6.90   Tailem Bend 120.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Naturi

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kulde

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wynarka

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wingamin

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Karoonda 169 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Karoonda 169 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Lowaldie

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Borrika

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kilpalie

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Sandalwood

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Halidon

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mindarie 215.2 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wanbi 224.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Wanbi 224.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Piltenge

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Cobera

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Alawoona 243.5 km (141.75 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Alawoona 243.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Wintrena

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Veitch

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wilpy

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pata

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Tookayerta

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Loxton 279 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Loxton 279 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

2.5   Tailem Bend to Pinnaroo

This section contains information about the Tailem Bend to Pinnaroo railway

Tailem Bend 120.5 km (75 m 16 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Tailem Bend - 75 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.6.90   Tailem Bend 120.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Elwomple

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Moorlands 139 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1990   Moorlands 139 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Grasslands

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Sherlock

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Buccleuch

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Peake 168.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1990   Peake 168.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Jabuk 180 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1990   Jabuk 180 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Geranium 189 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Geranium 189 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]
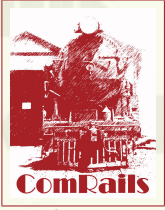
Parrakie

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Wilkawatt

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Bews

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Lameroo 222 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Lameroo 222 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]

Yappara

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Parilla 236.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990   Parilla 236.5 km - In 'Australian Nation Working Time Table 3.6.1990'
[ANWTT 3.6.1990]

Chandos

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Pinnaroo 259 km

3.6.1990 Pinnaroo 259 km - In 'Australian Nation Working Time Table
3.6.1990' [ANWTT 3.6.1990]

South Australian and Victorian Border 265.2 km

- South Australian and Victorian Border

2.6   Wanbi to Yinkanie

This section contains information about the Wanbi to Yinkanie railway
(sometimes referred to as the 'Moorook Railway Line'). It opned onn 7
September 1925

Wanbi 224.5 km

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1990 Wanbi 224.5 km - In 'Australian Nation Working Time Table 3.6.1990'
[ANWTT 3.6.1990]

Gluyas

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Caliph

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Bayah

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Tuscan

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Koowa

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Wunkar

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Myrla

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wappilka

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Yinkanie

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

SOUTH LINES - SOUTH AUSTRALIA

3.1 Serviceton

This section contains information about the Serviceton railway

Adelaide (0.00 m)

Main Terminus Station for the South Australian Railways (SAR) system.

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mile End (1 m 28 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Mile End - 1 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Mile End Goods Yard

- Station

Keswick (2 m 32 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Keswick 2 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Goodwood (3 m 6 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Goodwood 3 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Millswood (3 m 55 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Millswood - 3 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Unley Park (4 m 28 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Unley Park - 4 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Hawthorn (4 m 54 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Hawthorn - 4 m 54 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Mitcham (5 m 26 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Mitcham - 5 m 26 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Torrens Park (5 m 63 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Torrens Park - 5 m 63 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Clapham (6 m 20 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Clapham - 6 m 20 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Lynton (6 m 51 ch)

3.6.1966   Lynton - 6 m 51 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Sleep's Hill

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Brick Siding (9.75 m)

-   Station

Eden Hills (9 m 7 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Eden Hills - 9 m 7 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Coromandel (11 m 2 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Coromandel - 11 m 2 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Blackwood (11 m 42 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Blackwood - 11 m 42 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Glenalta (12 m 20 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Glenalta - 12 m 20 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Pinera (13 m 4 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Pinera - 13 m 4 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Belair (13 m 52 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Belair - 13 m 52 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

National Park (14 m 6 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   National Park - 14 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Long Gully **(16 m 68 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Long Gully - 16 m 68 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Upper Sturt **(18 m 17 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Upper Sturt - 18 m 17 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Mount Lofty **(19 m 41 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Mt. Lofty - 19 m 41 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Heathfield **(20 m 42 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Heathfield - 20 m 42 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Madurta **(21 m 12 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Madurta - 21 m 12 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Aldgate **(21 m 55 ch)**

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Aldgate - 21 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]
2009   Studies continue on the best sighting for a proposed new l80m long crossing loop - which needs to be built in the Mount Lofty to Bridgewater area. The possibility of extending both ends of the existing Mount Lofty station yard has not been completely 'ruled out', how ever is unlikely to occur.[cp 9.2009]

Jibilla (22 m 29 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Jibilla - 22 m 29 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Carripook (22 m 72 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Carripook - 22 m 72 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Bridgewater (23 m 32 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Bridgewater - 23 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Yantaringa

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Ambleside (27 m 15 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Ambleside - 27 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Balhannah (28 m 38 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Balhannah - 28 m 38 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Mount Barker Junction (31 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Mt. Barker Junction - 31 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Nairne (34 m 67 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Nairne - 34 m 67 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Petwood (39 m 6 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Petwood - 39 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Balyarta (41 m 40 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Balyarta - 41 m 40 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Callington (45 m 8 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Callington - 45 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

2009   This once busy station yard and later key crossing loop was abandoned in the early 1990s, resulting in it being reduced to purely a goods siding for loading ballast. However the Melbourne - Adelaide rail corridor upgrade program led to this site being chosen for a new 1800m long crossing loop. The loop will extend towards Petwood, on the southern side of the main line, crossing the former main line and redundant rail bridge over the creek and heading around tile curve and up the, grade. The ballast siding will be rebuilt on the southen side of the new crossing loop - and maybe estended in length .[cp 9.2009]

Warla (48 m 36 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Warla - 48 m 36 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Monarto South (51 m 29 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Monarto South - 51 m 29 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kinchina (56 m 8 ch)

3.6.1966   Kinchina - 56 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Murray Bridge (60 m 23 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Murray Bridge - 60 m 23 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Swanport

2009   Located immediateIy south of the Princes Highway overpass, about 10kms from Murray Bddge towards Tailem Bend, this new l800m long crossing loop was necessary as insufficient room and local issues at Murray Bridge deemed that location impossible for loop extension. The formal naming of this location yet to be announced, with some discussion related to it being named 'Monteith' - 5kms further towards Tailem Bend.[cp 9.2009]

Rabila (63 m 36 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Rabila - 63 m 36 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Monteith (68 m 61 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Monteith - 68 m 61 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Tailem Bend 120.5 km (75 m 16 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Tailem Bend - 75 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.6.90   Tailem Bend 120.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Cooke's Plains (85 m 39 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Cooke's Plains - 85 m 39 ch - In 'Metropolitan and Country Time
and Fare Tables' [SAR PTT 3.6.1966]

Coomandook (95 m 52 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Coomandook - 95 m 52 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

2009   The existing crossing loop will be extended towards Tailem Bend to
result in an 1800m long loop.[cp 9.2009]

Yumali (99 m 77 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Yumali - 99 m 77 ch - In 'Metropolitan and Country Time and Fare
Tables' [SAR PTT 3.6.1966]

Ki Ki (104 m 61 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Ki Ki - 104 m 61 ch - In 'Metropolitan and Country Time and Fare
Tables' [SAR PTT 3.6.1966]

Coonalpyn (113 m 30 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Coonalpyn - 113 m 30 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Culburra (124 m 44 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966   Culburra - 124 m 44 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Tintinara (131 m 70 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.6.1966 Tintinara - 131 m 70 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

2009 The existing crossing loop will be extended towards Keith by approximately 850m to provide the necessary 1800m standard crossing loop length. This will result in two tracks crossing over the local Dump Road - requiring active protection, and potential 'blockage' when trains are stationary.[cp 9.2009]

Kumorna (137 m 58 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Kumorna - 137 m 58 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Coombe (142 m 28 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Coombe - 142 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Banealla (150 m 37 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Banealla - 150 m 37 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Keith (154 m 65 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Keith - 154 m 65 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

2009 A new stand alone 1800m loop will be constructed on the Adelaide side of the station yard, with access to the grain silos provided by a connection into the new crossing.[cp 9.2009]

Brimbago (162 m 47 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Brimbago - 162 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Wirrega (170 m 8 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Wirrega - 170 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Cannawigara (175 m 54 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Cannawigara - 175 m 54 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Bordertown (182 m 79 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Bordertown - 182 m 79 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

2009 A new stand alone l800m loop will be constructed immediately east of Crecoona Terrace level crossing, heading towards Wolseley and on the northern side of the main line. Access to the remaining sidings in the station yard will be provided off the Adelaide end of the crossing loop. Both of the existing main line turnouts in the station yard will be removed. [cp 9.2009]

Wolseley 307.5 km (191 m 34 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Wolseley - 191 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.6.90 Wolseley 307.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Serviceton (196 m 13 ch)

3.6.1966 Serviceton - 196 m 13 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.2   Mount Pleasant

This section contains information about the Mount Pleasant railway

Balhannah (28 m 38 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Balhannah - 28 m 38 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Oakbank (29.91 m)

- Station
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Mappinga

- Station

Riverview

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Woodside (33.18 m)

- Station
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Kayannie

- Station

Charlestown (35.91 m)

- Station
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Muralappie

- Station

Mount Torrens (40.64 m)

- Station
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Milkappa Road

- Station

Birdwood (44.13 m)

- Station
30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Crane Road

- Station

Narcoonah

- Station

Mount Pleasant (49.58 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

3.3   Milang

This section contains information about the Milang railway

Sandergrove (56 m 5 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966 Sandergrove - 56 m 5 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Nurragi (59 m 16 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966 Nurragi - 59 m 16 ch - In 'Metropolitan and Country Time and Fare
Tables' [SAR PTT 3.6.1966]

Punkulde (61$\frac{3}{4}$ m)

3.6.1966 Punkulde - 61$\frac{3}{4}$ m - In 'Metropolitan and Country Time and Fare
Tables' [SAR PTT 3.6.1966]

Milang (84 m 34 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Milang - 84 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.4   Cambrai

This section contains information about the Monarto South to Cambrai and Sedan railway

Monarto South (51 m 29 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Monarto South - 51 m 29 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Pallamana (59 m 57 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Pallamana - 59 m 57 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Tepko (64 m 53 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Tepko - 64 m 53 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Apamurra (72 m 59 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Apamurra - 72 m 59 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Milendella

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Sanderston (80 m 22 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Sanderston - 80 m 22 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kanappa

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Cambrai (88 m 53 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Cambrai - 88 m 53 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Sedan

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.5   Victor Harbor

This section contains information about the Victor Harbor railway

Mount Barker Junction (31 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Mt. Barker Junction - 31 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Littlehampton (33 m 38 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Littlehampton - 33 m 38 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Mount Barker (34 m 37 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Mount Barker - 34 m 37 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Philcox Hill (38$\frac{1}{4}$ m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Philcox Hill - 38$\frac{1}{4}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Bugle Ranges (40 m 6 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Bugle Ranges - 40 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Gemmells (43.58 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Strathalbyn (50 m 73 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Strathalbyn - 50 m 73 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Lowanna (54 m)

3.6.1966   Lowanna - 54 m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Sandergrove (56 m 5 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Sandergrove - 56 m 5 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Finniss (60 m 44 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Finniss - 60 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Gilberts (61.69 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Black Swamp (63 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Black Swamp - 63 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Currency Creek (66 m 44 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Currency Creek - 66 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Goolwa (71 m 25 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Goolwa - 71 m 25 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Middleton (76 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Middleton - 76 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Port Elliot (78 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Port Elliot - 78 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

81m 25c stop (81 m 25 ch)

3.6.1966   81m 25c stop - 81 m 25 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Victor Harbor (82 m 19 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Victor Harbor - 82 m 19 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

3.6   Willunga

This section contains information about the Willunga railway

Goodwood (3 m 6 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Goodwood 3 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Clarence Park (3.91 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Emerson (4.43 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Edwardstown (4.90 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Woodlands Park (5.68 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Ascot Park

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Marion (7.06 m)

-   Station

Oaklands

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Warradale (8.50 m)

-   Station

Hove

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Brighton (9.69 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

South Brighton (10.07 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Seacliff (10.60 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Marino (11.36 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Marino Rocks (11.74 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Hallett's Cove (13.38 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Patpa

- Station

Happy Valley (16.41 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Reynella (17.55 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pimpala (18.41 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Coorara

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Morphett Vale (20.01 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Yetto

- Station

Hackham (21.43 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Korro

- Station

Noarlunga (24.19 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Moana

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Tuni

- Station

McLaren Vale (30.18 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pikkara

- Station

Willunga (34.19 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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CHAPTER

4

SOUTH EAST LINES - SOUTH AUSTRALIA

4.1 Wolseley to Mount Gambier

This section contains information about the Wolseley to Mount Gambier railway

Wolseley 307.5 km (191 m 34 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Wolseley - 191 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]
3.6.90   Wolseley 307.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Custon

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Bangham

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Frances 347.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.90   Frances 347.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Binnum

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kybybolite

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Hynam 375 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Hynam 375 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Naracoorte 386 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Naracoorte 386 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Struan

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Glenroy

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Coonawarra

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Penola 434.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Penola 434.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Krongart

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kalangadoo 458.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Kalangadoo 458.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Wepar

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Suttons

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wandilo 477 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Wandilo 477 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mitchell

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mount Gambier Junction 488 km

3.6.90   Mount Gambier Junction 488 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mount Gambier New Yard

3.6.90   Mount Gambier New Yard - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mount Gambier 490.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Mount Gambier 490.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Murrawa

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kromelite

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

4.2   Mount Gambier to Millicent and BeachPort

This section contains information about the Mount Gambier to Millicent and Beachport railway

Mount Gambier 490.5 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Mount Gambier 490.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Mount Gambier Junction 488 km

3.6.90   Mount Gambier Junction 488 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Marte 499 km

3.6.1990   Marte 499 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Compton

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Burnda

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Burrungule 506 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Burrungule 506 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Holloway

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Tantanoola 520 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Tantanoola 520 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Cellulose

- Cellulose - On 'Map Showing Lines of Railways in South Australia' undated Chief Engineer for Railways

Snuggery 524.5 km

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990 Snuggery 524.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Nangula

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Millicent 534.5 km

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990 Millicent 534.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Rendelsham

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Beachport

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

4.3   Naracoorte to Kingston

This section contains information about the Naracoorte to Kingston railway

Naracoorte 386 km

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990 Naracoorte 386 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Stewarts

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Lucindale

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Avenue

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Bull Island

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Reedy Creek

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kingston

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

4.4   Wandilo to Glencoe

This section contains information about the Wandilo to Glencoe railway

Wandilo 477 km

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1990   Wandilo 477 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

Medhurst

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Malla

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kirip

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Glencoe

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

ComRails
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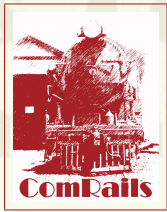
CENTRAL-AUSTRALIAN RAILWAY - NARROW GAUGE - PORT AUGUSTA TO ALICE SPRINGS

5.1   Port Augusta to Marree

The Central Australia Railway extended from Port Augusta, in South Australia, to Alice Springs, in the Northern Territory. Work on the first section of this railway was commenced by the South Australian Railways (SAR) in 1878, and it was opened to Quorn in 1879. Under South Australian Railways the 3 ft. 6 in. gauge railway, known as the Great Northern Railway, was extended in stages and reached Oodnadatta in 1891. The South Australian Government subsequently made offers to several syndicates to construct a line north from Oodnadatta to Pine Creek on the land grant system, however negotiations were unsuccessful and Oodnadatta remained the railhead.

This railway passed to Commonwealth ownership on 1 January 1911, but continued to be operated by the South Australian Railways until the Commonwealth Railways took over operations on 1 January 1926. The Commonwealth Government also undertook the extension of the railway to Alice Springs, and this was completed in 1929. In the years following World War II large tonnages of coal were railed from Leigh Creek and heavy demands were placed on the railway. In many ways the original line was inadequate; sharp curves and heavy gradients limited train loads, whilst light track and bridges restricted speeds and axle loads. Consequently a new railway, of 4 ft. $8\frac{1}{2}$ in. gauge, was constructed to avoid the heavier graded terrain, and extended from Stirling North, via Telford (Leigh Creek) to Marree. Completed in 1957, the new line enabled much larger quantities of coal to be carried. The old 3 ft. 6 in. gauge line between Marree and Hawker was closed, but between Stirling North and Hawker it was retained and used to a limited extent for some years. The track between Stirling North and Hawker was closed in 1972 and the section between Stirling North and Quorn handed over to the operations of the Pichi Richi Railway Preservation Society.

The country traversed by the 3 ft. 6 in. section of the Central Australia Railway from Marree to Alice Springs was subject to periodic flooding, and rarely a year passed without washaways and traffic disruptions. It was eventually decided that a railway constructed on higher terrain further west of the existing line would offer a route less subject to flood damage, and so a 4ft. $8\frac{1}{2}$ in. gauge railway, between Tarcoola and Alice Springs was constructed causing the narrow gauge section of the original Central Australia Railway to be closed in 1981.

15.12.1879   Section from Port Augusta to Quorn opened - 24 miles 46 chains (39 km) long

28.6.1880   Section from Quorn to Hawker opened - 40 miles 58 chains (65 km) long

17.5.1882   Section from Beltana to Farina opened - 54 miles 62 chains (88 km) long

7.2.1884   Section from Farina to Hergott Springs (Marree) opened - 32 miles 59 chains (52 km) long

1.2.1888   Section from Hergott Springs to Coward Springs opened - 80 miles 7 chains (128 km) long

1.6.1889   Section from Coward Springs to William Creek opened - 45 miles 17 chains (72 km) long

1.11.1889   Section from William Creek to Warrina opened - 67 miles 18 chains (108 km) long

7.1.1891   Section from Warrina to Oodnadatta opened - 54 miles 39 chains (87 km) long

1.1.1911   line from Port Augusta to Oodnadatta passed to Commonwealth Government ownership but continued to be operated by the South Australian Railways until 1926

1.1.1926   Commonwealth Railways took over operations of the line

23.12.1928   Section from Oodnadatta to Rumbalara opened - 170 miles 64 chains (274 km) long

2.8.1929   Section from Rumbalara to Alice Springs opened - 122 miles 14 chains (196 km) long

7.3.1957   Section from Beltana to Brachina closed

27.7.1957   Section from Leigh Creek to Marree closed

17.7.1958   Section from Brachina to Leigh Creek closed

1.6.1972   Section from Port Augusta to Hawker closed

1981   Section from Marree to Alice Springs closed

This section contains information about the Central-Australia Railway narrow gauge Port Augusta to Marree railway.

Port Augusta (0 m 00 c) — Port Augusta 92 km (56 m 28 c 45l)

2.1886   Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]

30.10.1914   Accounting Stations [MN 2/14]

2.1917   Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]

12 & 15.11.1917   List of Open Stations [NAA B300/6 5981 Pt 1]

1.5.1924   Crossing Loop 1200 ft[GA]

30.6.1924   Electric Staff Station by[Annual Report]

1.8.1932   Goods Sidings 21,800 ft[GA]

11.1934   Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]

12.7.1937   56 m [SAWN 27/37]

1.10.1937   Port Augusta 56 miles - [MN 136/37]

1.11.1939   Port Augusta 56 m 28 c 45l - [Goods & Livestock]

1.3.1950   Loop 1200 ft., Sdgs 21,800 ft.[GA]

6.1953   Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]

1.1.1961   Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books

25.1.1961   Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]

1.11.1962   Port Augusta $56\frac{1}{4}$m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]

23.9.1966   3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]

2.1973   Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]

2.7.1973   Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]

17.8.1975   Station in Fast & Slow Mixed Service[Advert.]

1.7.1979   Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979

17.1.1988   Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]

1.6.1989   Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

9.9.1970 - Stirling North - CB1 on ARE special to Curlew point *(Chris Drymalik Collection)*

Stirling (4 m 19c) — Stirling (52 m 08 c 64l) — Stirling North 85 km (52 m 09 c)

2.1886   Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 2.1886]

2.1917   Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 2.1917]

11.1934   Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 11.1934]

-   Stirling - narrow gauge 4 m 19 c

18.6.1936   Stirling 52 m 08 c 64l - Dual Gauge Open [mn 131/36]

6.6.1938   Stirling 52 m - Attended Electric Staff Station (Non Crossing on S.G.) [Working Time Table]

1.11.1939   Stirling 52 m 8 c 64l - [Goods & Livestock]

1.3.1950   No Loop SG, 12,500ft Sidings[GA]

circa 1940 - C 63 at Stirling North *(Chris Drymalik Collection)*

18.9.1952   Dual Gauge to Power Station open[WGC 38/52]
6.1953   Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 6.1953]
16.12.1954   Stirling North 52 m 09 c - Renamed Stirling North[WGC 50/54]
1.1.1961   Pass. Fares & Goods Rates Books
23.9.1966   3 ft 6 ins gauge Track removal to Port Augusta [WN 38/66]
2/11.1967   Train Order Port Pirie Junction - Stirling North 5.11.1967 [WN 43 &
            44/67]
16.10.1972   Again shown as Stirling North[WTT temp.]
2.7.1973   Stirling North 85 km - 85 km in Pass. Fares 1.7.1973, and in WTT
            14.10.1973 [Metrication]
1.7.1979   Stirling North 85 km - Carriage watering station ANR WTT 1.7.1979
25.10.1987   Last ES[WTT]
17.1.1988   Stirling North - Pt Augusta Train Order replaces Electric Staff by
            17.1.88 [WTT]

Port Augusta Racecourse (53 m 28 c)

1937   Races late in 1937[TT in Local paper]
c 1985   ANR Era Special last stopped here 1984

Cudmore Hill Road (55 m 24 c)

23.7.1961   RMSP Opened 2/57 In WTTs 23.7.1961 to 12.11.1967[WTT]
6.2.1969   RM cancelled[WN 6/69]

Saltia (11$\frac{1}{4}$ m)

2.1886 Saltia 11$\frac{1}{4}$ m - [SAR PTT 2.1886]
2.1917 Saltia 11$\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Saltia 11$\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953 Saltia 11$\frac{1}{4}$ m - [SAR PTT 6.1953]

Woolshed Flat (14$\frac{1}{2}$ m)

2.1886 Woolshed Flat 14$\frac{1}{2}$ m - [SAR PTT 2.1886]
2.1917 Woolshed Flat 14$\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 Woolshed Flat 14$\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953 Woolshed Flat 14$\frac{1}{2}$ m - [SAR PTT 6.1953]

Sumit (20 m)

2.1917 Summit 20 m - [SAR PTT 2.1917]
11.1934 Summit 20 m - [SAR PTT11.1934]

Quorn 377.5 km (24 m 46 c)

2.1886 Quorn 24$\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Quorn 24$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Quorn 24$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Quorn 24$\frac{3}{4}$ m - [SAR PTT 6.1953]
1.7.1979 Quorn 377.5 km - Unattended - Crossing Loop [WTT 1.7.1979]

Willochra

2.1886 Willochra 35$\frac{1}{4}$ m - [SAR PTT 2.1886]
2.1917 Willochra 35$\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Willochra 35$\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953 Willochra 35$\frac{1}{4}$ m - [SAR PTT 6.1953]

Gordon (45 m 45c)

2.1886 Gordon 45$\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Gordon 45$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Gordon 45$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Gordon 45$\frac{3}{4}$ m - [SAR PTT 6.1953]

Wilson (55$\frac{1}{2}$ m)

2.1886 Wilson 55$\frac{1}{2}$ m - [SAR PTT 2.1886]
2.1917 Wilson 55$\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 Wilson 55$\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953 Wilson 55$\frac{1}{2}$ m - [SAR PTT 6.1953]

Hawker (65 m 24c)

2.1886 Hawker $65\frac{1}{2}$ m - [SAR PTT 2.1886]
2.1917 Hawker $65\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 Hawker $65\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953 Hawker $65\frac{1}{2}$ m - [SAR PTT 6.1953]

Hookina (76 m 70c)

2.1886 Hookina $77\frac{1}{4}$ m - [SAR PTT 2.1886]
2.1917 Hookina $77\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Hookina $77\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953 Hookina $77\frac{1}{4}$ m - [SAR PTT 6.1953]

Mern Merna (87 m 05c)

2.1886 Mern Merna $87\frac{1}{4}$ m - [SAR PTT 2.1886]
2.1917 Mern Merna $87\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Mern Merna $87\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953 Mern Merna $87\frac{1}{4}$ m - [SAR PTT 6.1953]

Ediowie (101 m) — Edeowie (101 m)

2.1886 Ediowie 101 m - [SAR PTT 2.1886]
2.1917 Edeowie101 m - [SAR PTT 2.1917]
11.1934 Edeowie 101 m - [SAR PTT11.1934]
6.1953 Edeowie 101 m - [SAR PTT 6.1953]

Brachina (106 m 64c)

2.1886 Brachina $106\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Brachina $106\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Brachina $106\frac{3}{4}$ m - [SAR PTT11.1934]

Meadows ($113\frac{3}{4}$ m)

2.1886 Meadows $113\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Meadows $113\frac{3}{4}$ m - [SAR PTT 2.1917]
1.8.1932 Meadows - General Appendix [GA]–
11.1934 Meadows $113\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Commodore $113\frac{3}{4}$ m - [SAR PTT 6.1953]

Parachilna (120 m 73c)

2.1886 Parachilna 121 m - [SAR PTT 2.1886]
2.1917 Parachilna 121 m - [SAR PTT 2.1917]
11.1934 Parachilna 121 m - [SAR PTT11.1934]

6.1953 Parachilna 121 m - [SAR PTT 6.1953]

Blackfellows Creek (131$\frac{3}{4}$ m) — Nilpena (131$\frac{3}{4}$ m)

2.1886 131$\frac{3}{4}$ m - Blackfellows Creek [SAR PTT 2.1886]
2.1917 131$\frac{3}{4}$ m - Nilpena [SAR PTT 2.1917]
11.1934 131$\frac{3}{4}$ m - Nilpena [SAR PTT11.1934]
6.1953 131$\frac{3}{4}$ m - Nilpena [SAR PTT 6.1953]

Beltana Station with train an NTSA water wagon behind locomotive *(Chris Drymalik Collection)*

Beltana (143 m 49c)

2.1886 Beltana 143$\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Beltana 143$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Beltana 143$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Beltana 143$\frac{3}{4}$ m - [SAR PTT 6.1953]

Puttapa (153$\frac{3}{4}$ m)

6.1953 Puttapa 153$\frac{3}{4}$ m - [SAR PTT 6.1953]

Leigh Creek (163$\frac{1}{4}$ m) — Copley (163 m 13c)

2.1886 Leigh Creek 163$\frac{1}{4}$ m - [SAR PTT 2.1886]

Circa 1930,Central Australia Railway – train view Puttapa Gap - Beltana Copley
section *(Chris Drymalik Collection)*

2.1917 Leigh's Creek $163\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Copley $163\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953 Copley $163\frac{1}{4}$ m - [SAR PTT 6.1953]

Telford (169m)

2.1917 Telford 169 m - [SAR PTT 2.1917]

Lyndhurst

2.1886 Lyndhurst $182\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917 Lyndhurst $182\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Lyndhurst $182\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Lyndhurst $182\frac{3}{4}$ m - [SAR PTT 6.1953]

Farina (198 m 34c)

2.1886 Farina $191\frac{1}{2}$ m - [SAR PTT 2.1886]
2.1917 Farina $191\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 Farina $191\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953 Farina $191\frac{1}{2}$ m - [SAR PTT 6.1953]

Wirrawilla (210$\frac{3}{4}$ m)

2.1886   Wirrawilla 210$\frac{3}{4}$ m - [SAR PTT 2.1886]
2.1917   Wirrawilla 210$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934   Wirrawilla 210$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953   Wirrawilla 210$\frac{3}{4}$ m - [SAR PTT 6.1953]

Mundownda (223$\frac{1}{4}$ m)

2.1886   Mundowdna 223$\frac{1}{4}$ m - [SAR PTT 2.1886]
2.1917   Mundowdna 223$\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934   Mundowdna 223$\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953   Mundowdna 223$\frac{1}{4}$ m - [SAR PTT 6.1953]

Hergott Springs (231$\frac{1}{4}$ m) — Marree (231 m 14c)

2.1886   Hergott Springs 231$\frac{1}{4}$m - [SAR PTT 2.1886]
2.1917   Hergott Springs 231$\frac{1}{4}$m - [SAR PTT 2.1917]
11.1934   Marree 231$\frac{1}{4}$ m - [SAR PTT 11.1934]
6.1953   Marree 231$\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973   Marree 231$\frac{1}{4}$ m - [PTT 2.1973]

5.2   Marree to Oodnadatta

This section contains information about the Central-Australia Railway narrow
gauge Marree to Oodnadatta railway.

Hergott Springs (231$\frac{1}{4}$ m) — Marree (231 m 14c)

2.1886   Hergott Springs 231$\frac{1}{4}$m - [SAR PTT 2.1886]
2.1917   Hergott Springs 231$\frac{1}{4}$m - [SAR PTT 2.1917]
11.1934   Marree 231$\frac{1}{4}$ m - [SAR PTT 11.1934]
6.1953   Marree 231$\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973   Marree 231$\frac{1}{4}$ m - [PTT 2.1973]

Callanna (240 m 03c)

2.1917   Callanna 240 m - [SAR PTT 2.1917]
11.1934   Callanna 240 m - [SAR PTT11.1934]
6.1953   Callanna 240 m - [SAR PTT 6.1953]
2.1973   Callana 240 m - [PTT 2.1973]

Wangianna (253$\frac{1}{4}$ m)

2.1917   Wangianna 253$\frac{1}{4}$ m - [SAR PTT 2.1917]
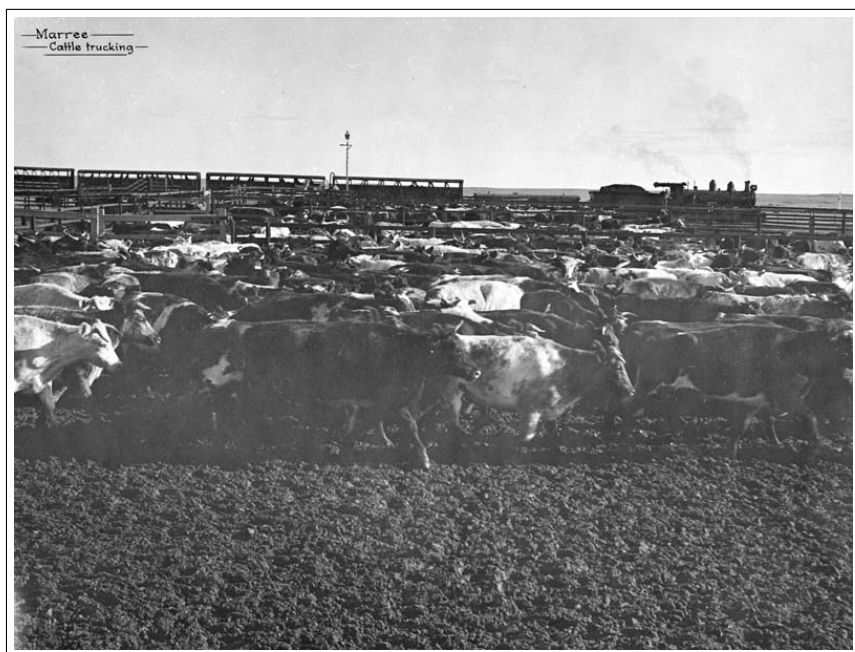
circa 1930 - Central Australia Railway trucking cattle Marree - engine and yard *(Chris Drymalik Collection)*

1954 - General view of drums dumped in Maree rail yard *(George Coop)*

1954 - View of building in station yard Marree *(George Coop)*

circa 1930,Central Australia Railway NM 21 on Limited taking water at
Callanna *(Chris Drymalik Collection)*

11.1934   Wangianna 253$\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953   Wangianna 253$\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973   Wangianna 253$\frac{1}{4}$ m - [PTT 2.1973]

Alberrie Creek (263 m 66c)

2.1917   Alberrie Creek 263$\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934   Alberrie Creek 263$\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953   Alberrie Creek 263$\frac{1}{2}$ m - [SAR PTT 6.1953]
2.1973   Alberrie Creek 263$\frac{1}{2}$ m - [PTT 2.1973]

Bopieche (273$\frac{1}{2}$ m) — Bopeechee (273$\frac{1}{2}$ m)

1888   Bopieche 273$\frac{1}{2}$ m - [TT 1888]
2.1917   Bopeechee 273$\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934   Bopeechee 273$\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953   Bopeechee 273$\frac{1}{2}$ m - [SAR PTT 6.1953]
2.1973   Bopeechee 273$\frac{1}{2}$ m - [PTT 2.1973]

Central Australia Railway Lake Eyre South near Curdimurka from engine cab - fireman George Williams *(Chris Drymalik Collection)*

Lake Eyre (284 m)

6.1953   Lake Eyre 284 m - [SAR PTT 6.1953]

Stuart's Creek (294 m) — Curdimurka (293 m 77c)

2.1917   Stuart's Creek 294 m - [SAR PTT 2.1917]
11.1934   Curdimurka 294 m - [SAR PTT11.1934]
6.1953   Curdimurka 294 m - [SAR PTT 6.1953]
2.1973   Curdimurka 294 m - [PTT 2.1973]

Margaret Siding (305 m)

6.1953   Margaret Siding 305 m - [SAR PTT 6.1953]
2.1973   Margaret 305 m - [PTT 2.1973]

1954 - Coward Springs station building *(George Coop)*

Coward Springs (311 m 20c)

2.1917   Coward Springs $311\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934   Coward Springs $311\frac{1}{4}$ m - [SAR PTT11.1934]
6.1953   Coward Springs $311\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973   Coward Springs $311\frac{1}{4}$ m - [PTT 2.1973]

3.1925 - Central Australia Railway Train on Coward Springs Bridge - the sleeping car is most likely SAR car Nilpena *(Chris Drymalik Collection)*

1929 - Central Australia Railway NM 29 Beresford *(Chris Drymalik Collection)*

Beresford (325 m 69c)

2.1917 Beresford $325\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Beresford $325\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Beresford $325\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Beresford $325\frac{3}{4}$ m - [PTT 2.1973]

Strangways Springs ($333\frac{1}{2}$ m)

2.1917 Strangways Springs $333\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 Strangways Springs $333\frac{1}{2}$ m - [SAR PTT11.1934]
6.1953 Strangways Springs $333\frac{1}{2}$ m - [SAR PTT 6.1953]
2.1973 Strangways Springs $333\frac{1}{2}$ m - [PTT 2.1973]

Irrappatana ($343\frac{3}{4}$ m) — **Irrapatana** ($343\frac{3}{4}$ m)

2.1917 Irrappatana $343\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Irrappatana $343\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Irrapatana $343\frac{3}{4}$ m - [SAR PTT 6.1953]
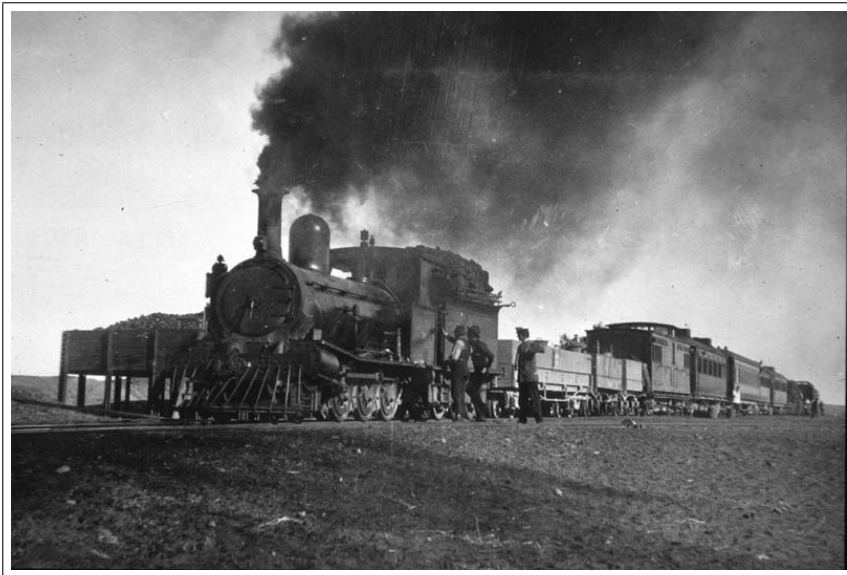
5.1925,Central Australia Railway NFB class loco on Ghan - William Creek - the sleeping car is most likely SAR car Nilpena *(Chris Drymalik Collection)*

William Creek (356 m 36c)

2.1917 William Creek $356\frac{1}{2}$ m - [SAR PTT 2.1917]
11.1934 William Creek $356\frac{1}{2}$ m - [SAR PTT11.1934]

6.1953 William Creek $356\frac{1}{2}$ m - [SAR PTT 6.1953]
2.1973 William Creek $356\frac{1}{2}$ m - [PTT 2.1973]

Douglas ($365\frac{1}{4}$ m)

6.1953 Douglas $365\frac{1}{4}$ m - [SAR PTT 6.1953]

Anna Creek (372 m 54c)

2.1917 Anna Creek $372\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Anna Creek $372\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Anna Creek $372\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Anna Creek $372\frac{3}{4}$ m - [PTT 2.1973]

Box Creek (383 m)

6.1953 Box Creek 383 m - [SAR PTT 6.1953]
2.1973 Box Creek 383 m - [PTT 2.1973]

Boorthana ($392\frac{3}{4}$ m)

2.1917 Boorthanna $392\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Borthanna $392\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Boorthanna $392\frac{3}{4}$ m - [SAR PTT 6.1953]

Duff Creek (403 m)

6.1953 Duff Creek 403 m - [SAR PTT 6.1953]
2.1973 Duff Creek 403 m - [PTT 2.1973]

Edward's Creek (413 m 47c)

2.1917 Edward's Creek $413\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Edward's Creek $413\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Edward's Creek $413\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Edward's Creek $413\frac{3}{4}$ m - [PTT 2.1973]

Warrina (423 m 54c)

2.1917 Warrina $423\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Warrina $423\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Warrina $423\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Warrina $423\frac{3}{4}$ m - [PTT 2.1973]

Peake Creek (433 m)

6.1953 Peake Creek 433 m - [SAR PTT 6.1953]
2.1973 Peake Creek 433 m - [PTT 2.1973]

Algebuckina (443$\frac{3}{4}$ m)

2.1917 Algebuckina 443$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Algebuckina 443$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Algebuckina 443$\frac{3}{4}$ m - [SAR PTT 6.1953]

Mount Dutton (452 m 58c)

2.1917 Mount Dutton 452$\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Mount Dutton 452$\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Mount Dutton 452$\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Mount Dutton 452$\frac{3}{4}$ m - [PTT 2.1973]

North Creek (463$\frac{3}{4}$ m)

6.1953 North Creek 463$\frac{3}{4}$ m - [SAR PTT 6.1953]

Oodnadatta (478 m 13 c)

2.1917 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 11.1934]
6.1953 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973 Oodnadatta 478$\frac{1}{4}$ m - [PTT 2.1973]

5.3   Oodnadatta to Alice Springs

This section contains information about the Central-Australia Railway narrow gauge Oodnadatta to Alice Springs railway.

Oodnadatta (478 m 13 c)

2.1917 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 2.1917]
11.1934 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 11.1934]
6.1953 Oodnadatta 478$\frac{1}{4}$ m - [SAR PTT 6.1953]
2.1973 Oodnadatta 478$\frac{1}{4}$ m - [PTT 2.1973]

Wire Creek (501 m) — Todmorten (501 m)

11.1934 Wire Creek 501 m - [SAR PTT11.1934]
6.1953 Todmorden 501 m - [SAR PTT 6.1953]

3.1925 - Central Australia Railway Ghan at Oodnadatta Railway Station - the sleeping car is most likely SAR car **Nilpena** *(Commonwealth Railways)*

Alberga **(503 m 43c)**

11.1934   Alberga 504 m - [SAR PTT11.1934]
6.1953   Alberga 504 m - [SAR PTT 6.1953]
2.1973   Alberga 504 m - [PTT 2.1973]

Macumba **(505 m)**

6.1953   Macumba 505 m - [SAR PTT 6.1953]

Mount Sarah **(522m)**

6.1953   Mount Sarah 522 m [SAR PTT 6.1953]
2.1973   Mount Sarah 522 m [PTT 2.1973]

Mount Rebecca **(532 m)**

6.1953   Mount Rebecca 532 m [SAR PTT 6.1953]

Pedirka **(543 m 73c)**

11.1934   Pedirka 544m [SAR PTT11.1934]
6.1953   Pedirka 544m [SAR PTT 6.1953]
2.1973   Pedirka 544m [PTT 2.1973]

Mount Emery (555 m)

6.1953   Mount Emery 555 m [SAR PTT 6.1953]

Ilbunga (563 m 64c)

11.1934   Ilbunga 564 [SAR PTT11.1934]
6.1953   Ilbunga 564m [SAR PTT 6.1953]
2.1973   Ilbunga 564m [PTT 2.1973]

Bloods Creek (577 m)

6.1953   Bloods Creek 577 m [SAR PTT 6.1953]
2.1973   Bloods Creek 577 m [PTT 2.1973]

Abminga (586 m 66c)

11.1934   Abminga 587m [SAR PTT11.1934]
6.1953   Abminga 587m [SAR PTT 6.1953]
2.1973   Abminga 587m [PTT 2.1973]

Wall Creek (599 m)

6.1953   Wall Creek 599 m [SAR PTT 6.1953]

Duffield (609 m)

6.1953   Duffield 609 m [SAR PTT 6.1953]
2.1973   Duffield 609 m [PTT 2.1973]

Crown Point (619 m)

6.1953   Crown Point 619 m [SAR PTT 6.1953]

Finke (629 m 27c)

11.1934   Finke 629 m [SAR PTT11.1934]
6.1953   Finke 629 m [SAR PTT 6.1953]
2.1973   Finke 629 m [PTT 2.1973]

Finke Stockyards

- Station

Musgrave (639 m)

6.1953   Musgrave 639 m [SAR PTT 6.1953]

Rumbalara (648 m 77c)

11.1934   Rumbalara 649 m [SAR PTT11.1934]
6.1953   Rumbalara 649 m [SAR PTT 6.1953]
2.1973   Rumbalara 649 m [PTT 2.1973]

Mount Squire (658 m)

6.1953   Mount Squire 658 m [SAR PTT 6.1953]
2.1973   Mount Squire 658 m [PTT 2.1973]

Engoordina (669 m)

6.1953   Engoordina 669 m [SAR PTT 6.1953]

Bundooma (683 m 15c)

11.1934   Bundooma 683m [SAR PTT11.1934]
6.1953   Bundooma 683m [SAR PTT 6.1953]
2.1973   Bundooma 683m [PTT 2.1973]

Maryvale (697 m)

6.1953   Maryvale 697 m [SAR PTT 6.1953]

Rodinga (709 m)

11.1934   Rodinga 709 m [SAR PTT11.1934]
6.1953   Rodinga 709 m [SAR PTT 6.1953]
2.1973   Rodinga 709 m [PTT 2.1973]

Deep Well (722 m)

6.1953   Deep Well 723m [SAR PTT 6.1953]
2.1973   Deep Well 723m [PTT 2.1973]

Ooraminna (730 m)

6.1953   Ooraminna 730 m [SAR PTT 6.1953]

Mount Polhill (741 m)

6.1953   Mount Polhill 741 m [SAR PTT 6.1953]

Ewaninga (751 m)

11.1934   Ewaninga 751 m [SAR PTT11.1934]
6.1953   Ewaninga 751 m [SAR PTT 6.1953]
2.1973   Ewaninga 751 m [PTT 2.1973]

Mount Ertiva (761 m) — Mount Ertwa (761 m)

This location seems to have been rather confused about what it was actually named. It sometimes appears as 'Mt Ertwa' and at others as 'Mt. Ertiva'. Given that 'Mt. Ertwa' is the name of a mountain approx 40 miles south-west of Alice springs it is likely that the correct spelling of the location should be 'Mt. Ertwa'.

1.11.1943 Mount Ertiva [WTT 1.11.1943]
29.8.1949 Mount Ertiva 761 m [WTT 29.8.1949]
6.1953 Mount Ertwa 761 m [SAR PTT 6.1953]
15.12.1954 Mount Ertwa [WTT 15.12.1954]

Macdonnell (765 m)

2.1973 Macdonnell 765 m -[PTT 2.1973]

Circa 1930 - Central Australia Railway *Ghan* – Heavitree Gap Alice Springs. The car behind the locomotive is the 'NRP 24' *(Chris Drymalik Collection)*

Heavitree

- Station

Alice Springs (771 m 11c) — Alice Springs 1335.00 km

11.1934 Alice Springs 771m narrow gauge [SAR PTT 11.1934]

NJ 4 arriving at Alice Springs *(Chris Drymalik Collection)*
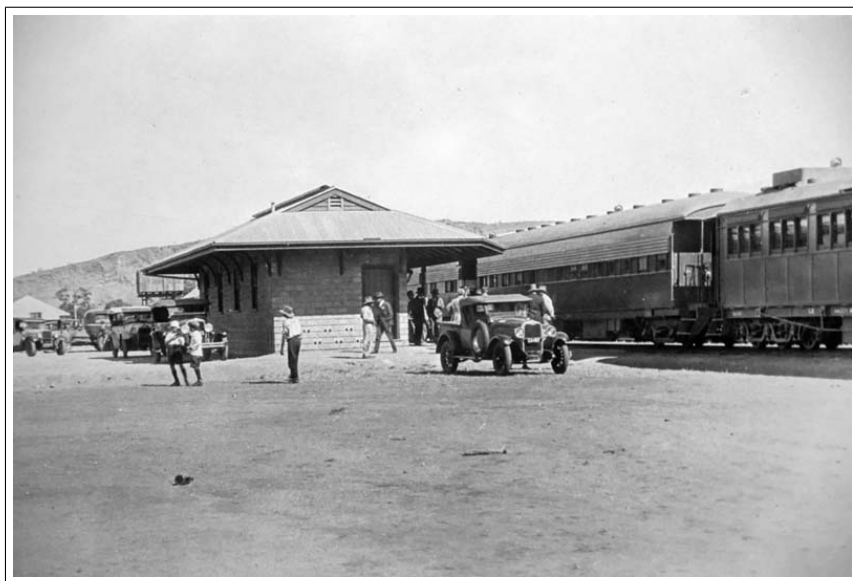
Circa 1930,Central Australia Railway – Alice Springs station *(Chris Drymalik Collection)*

6.1953 Alice Springs 771m narrow gauge [SAR PTT 6.1953]

2.1973 Alice Springs 771m narrow gauge [PTT 2.1973]

- Alice Springs narrow gauge - 771 miles 11 chains

2.1.2004 Alice Springs - Defined as Block Location - Terminal with nil loop - South Yard Location Board 1334.000km, Center 1335.00km, North Yard Location Board 1338.60Km [ASR Network Operating Guide Pt32]

ComRails
Volume6

CENTRAL-AUSTRALIAN RAILWAY - STANDARD GAUGE - TARCOOLA TO DARWIN

6.1 Tarcoola to Alice Springs

This section contains information about the Tarcoola to Alice Springs (TAS) railway section of the standard gauge Central Australian Railway. The railway is 831km in length.

12.4.1975 Prime Minister Gough Whitlam turned the first sod of the new standard gauge railway from Tarcoola to Alice Springs. Locomotive CL9 was named after the Prime Minister at the ceremony.

19.1980 New line from Tarcoola to Alice Springs opens on standard gauge to replace the old narrow gauge line via Marree and Oodnadatta.

1997 Commonwealth leased the Tarcoola to Alice Springs line to AustralAsia Rail Corporation. The AustralAsia Railway Corporation was established in 1997 by the Government of the Northern Territory to build the Darwin - Alice Springs railway. 50

2000 Awarded of contract to build the Darwin - Alice Springs railway to the Asia Pacific Transport Consortium as a Build Own Operate and Transfer back operation. The Australian Government contributed $165 million from the Centenary of Federation Fund, the Northern Territory Government contributed $165 million and the South Australian Government contributed $150 million to the AustralAsia Rail Corporation for the construction of assets by Asia Pacific Transport Consortium and FreightLink that were later leased for a peppercorn rental to FreightLink. In addition, the three Governments contributed about $26 million each, a total of $79 million in further funding to support the Asia Pacific Transport Consortium directly, by way of mezzanine debt financing (subordinated debt), equity and contingent equity.[AustralAsia Railway Corp]

17.9.2003 Darwin reached

19.5.2008 Freightlink board, shareholders and lenders agreed to sell its ownership of the Adelaide to Darwin rail link after failing to make a profit since the railway line commenced operation.[Financial Review 19.5.2008]

6.11.2008 Freightlink goes into voluntary administration after failing to reach agreement with creditors on the terms of a sale of the business.[Northern Territory News. 7.11.2008]

Siding 259 miles (259 m) — Tarcoola (257 m 20 c) — Tarcoola 504.5 km (313 m 54 c 11 l)

12 & 15.11.1917 Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]

1.5.1924 Crossing Loop 1500 ft [GA]

30.6.1924 Tarcoola - Attended ES [Before Annual Report]

1.8.1932 Sidings in Addition 1410 ft [GA]

12.7.1937 Tarcoola 314 m - [SAWN 27/37]

1.11.1939 Tarcoola 313 m 54 c 11l - [Goods and Livestock]

1.3.1950 Loop 1500 ft., Siding 1410 ft [GA]

24.9.1953 Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]

1.1.1961 Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books

- Attended Electric Staff Station [List June 1961]

- Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994

26.10.1961 Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61]

25.1.1962 Tarcoola $313\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62]

22.2.1962 Loop now 3102 ft [WN8/62]

1.11.1962 Tarcoola $313\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Tarcoola $313\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]

13.1.1972 Extension: West xover 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]

20.1.1972 Tarcoola $313\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]

2.3.1972 Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]

2.7.1973 Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]

17.8.1975 Station in Fast & slow Mixed Service [Advert]

1.7.1979 Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979

4.8.1985 Tarcoola 504.5 km - Loop now 1979 m [WTT]

8.9.1994 Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

Northgate Block Point 510.850 km

2.1.2004 Northgate BP - Defined as Block Location - nil loop - Center 510.850km [ASR Network Operating Guide Pt 32]

555km Quarry 555.00 km

2.2001 Quarry 553.801km - Dead end siding has crossing loop 809 m long [ARTC MAP TA400016]

2.1.2004 555 Quarry 555.00km - Defined as Block Location - yard with nil loop - South Yard Location Board 554.650km, Center 555.00km, North Yard Location Board 554.970Km [ASR Network Operating Guide Pt 32]

Carnes 566.50 km

2.2001 Carnes - South Switch 562.478km, North Switch 567.421km - Crossing Loop 1849 m [ARTC MAP TA400016]

2.1.2004 Carnes - Defined as Block Location - Crossing Loop 1840 m length - South Yard Location Board 565.318km, Center 566.50km, North Yard Location Board 567.581Km [ASR Network Operating Guide Pt 32]

Wirrida 641.00 km

2.2001 Wirrida - South Switch 640.078km, North Switch 642.022km - Crossing Loop 1849 m [ARTC MAP TA400016]

2.1.2004 Wirrida - Defined as Block Location - Crossing Loop 1841 m length - South Yard Location Board 640.238km, Center 641.00km, North Yard Location Board 642.182Km [ASR Network Operating Guide Pt 32]

Manguri 706.50 km

2.2001 Manguri - South Switch 705.537kmkm, North Switch 707.483kmkm - Crossing Loop 1849 m [ARTC MAP TA400016]

2.1.2004 Manguri - Defined as Block Location - Crossing Loop 1849 m length - South Yard Location Board 705.377km, Center 706.50km, North Yard Location Board 707.643Km [ASR Network Operating Guide Pt 32]

Cadney Park 830.50 km

2.1.2004 Cadney Park - Defined as Block Location - Crossing Loop 1842 m length - South Yard Location Board 829.400km, Center 830.50km, North Yard Location Board 831.658Km [ASR Network Operating Guide Pt 32]

Marla 909.00 km

2.1.2004 Marla - Defined as Block Location - Crossing Loop 1524 m length - South Yard Location Board 907.980km, Center 909.00km, North Yard Location Board 909.926Km [ASR Network Operating Guide Pt 32]

Chandler 965.50 km

2.1.2004 Chandler - Defined as Block Location - Crossing Loop 1799 m length - South Yard Location Board 955.343km, Center 965.50km, North Yard Location Board 957.398Km [ASR Network Operating Guide Pt 32]

Marryat 1021.00 km

2.1.2004 Marryat - Defined as Block Location - Crossing Loop 999 m length - South Yard Location Board 1020.491km, Center 1021.00km, North Yard Location Board 1021.910Km [ASR Network Operating Guide Pt 32]

Kulgera 1081.50 km

2.1.2004   Kulgera - Defined as Block Location - Crossing Loop 1833 m length - South Yard Location Board 1080.398km, Center 1081.50km, North Yard Location Board 1082.646Km [ASR Network Operating Guide Pt 32]

Impadna 1163.50 km

2.1.2004   Impadna - Defined as Block Location - Crossing Loop 1859 m length - South Yard Location Board 1162.277km, Center 1163.50km, North Yard Location Board 1164.556Km [ASR Network Operating Guide Pt 32]

Hugh River 1244.50 km

2.1.2004   Hugh River - Defined as Block Location - Crossing Loop 1859 m length - South Yard Location Board 1243.395km, Center 1244.50km, North Yard Location Board 1245.667Km [ASR Network Operating Guide Pt 32]

Mereenie Siding 1313.00 km

2.1.2004   Mereenie Siding - Defined as Block Location - yard with nil loop - South Yard Location Board 1312.814km, Center 1313.00km, North Yard Location Board 1313.580Km [ASR Network Operating Guide Pt 32]

Roe Creek 1318.00 km

2.1.2004   Roe Creek - Defined as Block Location - Crossing Loop 1888 m length - South Yard Location Board 1317.300km, Center 1318.00km, North Yard Location Board 1319.538Km [ASR Network Operating Guide Pt 32]

Alice Springs (771 m 11c) — Alice Springs 1335.00 km

11.1934   Alice Springs 771m narrow gauge [SAR PTT 11.1934]
6.1953   Alice Springs 771m narrow gauge [SAR PTT 6.1953]
2.1973   Alice Springs 771m narrow gauge [PTT 2.1973]
-   Alice Springs narrow gauge - 771 miles 11 chains
2.1.2004   Alice Springs - Defined as Block Location - Terminal with nil loop - South Yard Location Board 1334.000km, Center 1335.00km, North Yard Location Board 1338.60Km [ASR Network Operating Guide Pt32]

6.2   Alice Springs to Darwin

This section contains information about the Alice Springs to Darwin railway section of the standard gauge Central Australian Railway. Line is 1420km in length.

NJ 4 arriving at Alice Springs *(Chris Drymalik Collection)*

Circa 1930,Central Australia Railway – Alice Springs station *(Chris Drymalik Collection)*

2000   Awarded of contract to build the Darwin - Alice Springs railway to the Asia Pacific Transport Consortium as a Build Own Operate and Transfer back operation. The Australian Government contributed $165 million from the Centenary of Federation Fund, the Northern Territory Government contributed $165 million and the South Australian Government contributed $150 million to the AustralAsia Rail Corporation for the construction of assets by Asia Pacific Transport Consortium and FreightLink that were later leased for a peppercorn rental to FreightLink. In addition, the three Governments contributed about $26 million each, a total of $79 million in further funding to support the Asia Pacific Transport Consortium directly, by way of mezzanine debt financing (subordinated debt), equity and contingent equity.[AustralAsia Railway Corp]

17.7.2001   Turning of the first sod.[AustralAsia Railway Corp]

17.9.2003   Darwin reached

2.1.2004   The section from Alice Springs to Darwin was orginally built by a consortium with the Infrastructure being owned by 'Freight Link Pty Ltd'. Operational Access Manager was 'Australian Southern Railroad'. The line was constructed to provide normal operations for trains that do not exceed 1800 metres. [ASR Network Operating Guide Pt 32]

17.1.2004   First freight train reached Darwin having departed on 15.1.2004 [AustralAsia Railway Corp]

3.2.2004   Arrival of first passenger train in Darwin having departed 1.2.2004 [AustralAsia Railway Corp]

19.5.2008   Freightlink board, shareholders and lenders agreed to sell its ownership of the Adelaide to Darwin rail link after failing to make a profit since the railway line commenced operation.[Financial Review 19.5.2008]

6.11.2008   Freightlink goes into voluntary administration after failing to reach agreement with creditors on the terms of a sale of the business.[Northern Territory News. 7.11.2008]

Alice Springs (771 m 11c) — Alice Springs 1335.00 km

11.1934   Alice Springs 771m narrow gauge [SAR PTT 11.1934]

6.1953   Alice Springs 771m narrow gauge [SAR PTT 6.1953]

2.1973   Alice Springs 771m narrow gauge [PTT 2.1973]

-   Alice Springs narrow gauge - 771 miles 11 chains

2.1.2004   Alice Springs - Defined as Block Location - Terminal with nil loop - South Yard Location Board 1334.000km, Center 1335.00km, North Yard Location Board 1338.60Km [ASR Network Operating Guide Pt32]

1400km BP 1400.00 km

2.1.2004   1400 BP - Defined as Block Point Location - nil loop - Center 1400.00km [ASR Network Operating Guide Pt 32]

NJ 4 arriving at Alice Springs *(Chris Drymalik Collection)*

Circa 1930,Central Australia Railway – Alice Springs station *(Chris Drymalik Collection)*

1449km BP 1449.00 km

2.1.2004   1449 BP - Defined as Block Point Location - nil loop - Center 1449.00km [ASR Network Operating Guide Pt 32]

1503km BP 1503.00 km

2.1.2004   1503 BP - Defined as Block Point Location - nil loop - Center 1503.00km [ASR Network Operating Guide Pt 32]

Illoquara 1564.250 km

2.1.2004   Illoquara - Defined as Block Point Location - Crossing Loop 1850 m length - South Yard Location Board 1561.25km, Center 1564.250km, North Yard Location Board 1567.20Km [ASR Network Operating Guide Pt 32]

1622km BP 1622.00 km

2.1.2004   1622 BP - Defined as Block Point Location - nil loop - Center 1622.00km [ASR Network Operating Guide Pt 32]

1664km BP 1664.00 km

2.1.2004   1664 BP - Defined as Block Point Location - nil loop - Center 1664.00km [ASR Network Operating Guide Pt 32]

1735km BP 1735.00 km

2.1.2004   1735 BP - Defined as Block Point Location - nil loop - Center 1735.00km [ASR Network Operating Guide Pt 32]

Tennant Creek 1802.50 km

2.1.2004   Tennant CreekDefined as Block Point Location - Crossing Loop 1850 m length - South Yard Location Board 1799.60km, Center 1802.50km, North Yard Location Board 1805.60Km [ASR Network Operating Guide Pt 32]

1900 km 1900.00 km

2.1.2004   1900 - Defined as Block Point Location - nil loop - Center 1900.00km [ASR Network Operating Guide Pt 32]

2004 km 2004.00 km

2.1.2004   2004 - Defined as Block Point Location - nil loop - Center 2004.00km [ASR Network Operating Guide Pt 32]

Newcastle Waters 2093.00 km

2.1.2004   Newcastle Waters - Defined as Block Point Location - Crossing Loop
1850 m length - South Yard Location Board 2091.53km, Center
2093.00km, North Yard Location Board 2095.50Km [ASR Network
Operating Guide Pt 32]

2222km BP 2222.00 km

2.1.2004   2222 BP - Defined as Block Point Location - nil loop - Center
2222.00km [ASR Network Operating Guide Pt 32]

2343km BP 2343.00 km

2.1.2004   2343 BP - Defined as Block Point Location - nil loop - Center
2343.00km [ASR Network Operating Guide Pt 32]

Katherine 2446.50 km

2.1.2004   Defined as Block Point Location - Crossing Loop 1850 m length -
South Yard Location Board 2441.90km, Center 2446.50km, North Yard
Location Board 2451.10Km [ASR Network Operating Guide Pt 32]

2553km BP 2553.00 km

2.1.2004   2553 BP - Defined as Block Point Location - nil loop - Center
2553.00km [ASR Network Operating Guide Pt 32]

2662km BP 2662.00 km

2.1.2004   2662 BP - Defined as Block Point Location - nil loop - Center
2662.00km [ASR Network Operating Guide Pt 32]

Berrimah 2750.00 km

2.1.2004   Berrimah - Defined as Block Point Location - terminal with 1850 m
loop - South Yard Location Board 2747.000km, Center 2750.00km [ASR
Network Operating Guide Pt 32]
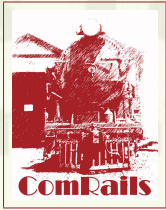
TRANS-AUSTRALIA RAILWAY - PORT PIRIE TO KALGOORLIE

7.1 Port Pirie to Port Augusta

The Trans-Australian line construction commenced in 1912 with the first through train running in 1917. It is standard gauge and is the link between the railways of Australia's eastern states and that of Western Australia. Construction of the 1,691km (1,051 miles 68 chains) of 1,435 mm (4ft $8\frac{1}{2}$ in) gauge line from Port Augusta, South Australia, to Kalgoorlie, Western Australia.

The extension from Port Augusta to Port Pirie, which was opened in 1937, is 90km (56 miles 28 chains) long.

14.9.1912   Turning the First Sod, By His Excellency the Governor General, Lord Denman, at Port Augusta

17.10.1917   Track laying machines met near Ooldea

22.11.1917   First train

26.7.1937   Extension of line from Port Augusta to Port Pirie opened.

This section contains information about the Trans-Australian railway from Port Pirie to Port Augusta.

(A lot of the information in this section is from original notes by Peter Barry)

23.6.1937 - Port Pirie opening *(Commonwealth Railways)*

Port Pirie Junction (134.24 m) — Port Pirie Junction (0 m)

23.7.1937   Opened - loop 1530 ft., sidings 18,440 ft[annual report]

26.7.1937   Extension of line from Port Augusta to Port Pirie officially opened.

23.6.1937 - Port Pirie opening *(Commonwealth Railways)*

30.6.1937   Drawer locks remain at Port Augusta leg of Triangle & Stockyards ('Prairie') 0 m 50 c[WGC 4/61]
5.11.1967   Train order Port Pirie Junction - Stirling North [WN 44/67]
12.11.1967   Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

Port Pirie - Ellen Street (135.65 m)

-   Station

Port Pirie - Mary Elie Street 262.5 km (0 m) — Port Pirie 362.5 km

12.11.1967   Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]
12.1.1970   Standard Gauge to Broken Hill open [SAR WN50/69]
1.7.1979   Port Pirie 262.5 km (from Adelaide) - Resthouse for trainmen - Engine stabling depot - Fuel station - Turntable - - Refreshment room - Crossing loop - Carriage watering ANR WTT 1.7.1979
28.10.1990   Port Pirie 362.5 km [WWT Admt 28.10.1990]
6.10.1991   Port Pirie - turntable 25.9m [WWT Admt 6.10.1991]

Coonamia 359.5 km — Coonamia 225 km

12.1.1970   Coonamia West Junction - Yard Connection opened (Broken Hill Line open) to 18/7/70.[WN 27/70]

13.11.1967 - Port Pirie - GM 35 on first Ghan to arrive at new Port Pirie station. *(Chris Drymalik Collection)*

9.4.1978   Coonamia North Junction - Opened [WN 14/78]
9.4.1978   Coonamia East Junction - Opened.[WN 14/78]
28.10.1990   Coonamia 359.5 km [WWT Admt 28.10.1990]
23.3.1992   Coonamia Siding (225 km from Adelaide) [WWT Admt 23.3.1992]
4.8.1993   Coonamia West Junction - closed [SN 30/93]

Weeroona (7 m 38 c 64 l)

1.10.1937   Open as 7 m 38ch[MN 136/37]
1.11.1939   Mentioned as 7 m 37ch 64l[MN 136/37]
1/07/1950   Last mentioned [Pass. Fares]

Port Germein 25.5 km (14 m 76 c 78 l)

23.7.1937   Opened 14 m 76ch 78l[Annual Report]
6.6.1938   Distance rounded to 15 m - Not Electric Staff Station[Working Time Table]
1.11.1939   Port Germein 14 m 56 c 89 l[Goods & Livestock]
7.8.1944   Port Germein $14\frac{3}{4}$ m - Unattended Electric Staff Station[Working Time Table]
1.3.1950   Port Germein $14\frac{3}{4}$ m - Unattended Electric Staff Station - loop 1580 ft., goods siding 924 ft
24.9.1953   Loop 1214 ft[WGC 39/53]
24.7.1958   Loop now 2550 ft[WGC 30/58]

1.1.1961 Port Germein 14 m 57 c [Pass. Fares & Goods Rates Books]

25.1.1961 3 Staff Locks removed[WGC 4/61]

6.1961 Port Germein $14\frac{3}{4}$ - Unattended Electric Staff Station

2.11.1967 Train Order Port Pirie Junction - Stirling North - Unattended Crossing Station[WN 44/67]

2.11.1972 Extension: North Points 15 m 49 c 44ft; South 14 m 45 c 50ft. Loop 5175ft (44 ft = 66.7 links, 50 ft = 75.8 links)[WN 44/72]

2.7.1973 25 km in Pass. Fares 1.7.1973, 24.5 km in WTT 14.10.1973 Loop 1577m[Metrication]

1.7.1979 Port Germein 25.5 km - Unattended - Crossing loop 1577 m - ANR WTT 1.7.1979

Baroota 34.5 km (20 m 30 c 0 l)

6.06.1938 Open[SA WN 22/38]

1.11.1939 [Goods & Livestock]

1.03.1950 Baroota 20 m 52 c 0l - No Siding[GA]

1.06.1961 [Pass. Fares & Goods Rates Books]

7.1975 Baroota 20 m 52 c - In public timetable July 75 & March 76 (1557 ex Sydney)

1.7.1973 35 km in Pass. Fares 1.7.1973, 34.5 km in WTT 14.10.1973[Metrication]

1.7.1979 Baroota 34.5 km - Unattended - ANR WTT 1.7.1979

30.8.1979 Baroota 34.5 km - Mentioned in WTT Times[WN 35/79]

11.6.1981 Delete all reference[WN 23/81]

Mambray Creek 45 km (26 m 74 c 78 l)

23.7.1937 Open[Annual Report 1937]

1.11.1939 In Goods & Livestock book

1.3.1950 Goods Siding 340 ft[GA]

1.1.1961 Mambray Creek 26 m 75 ch[Pass. Fares & Goods Rates Books]

1.2.1961 Staff Locks Removed[WGC 4/61]

3.11.1968 In Public Timetable 3.11.1968 to Nov 1979

5.11.1967 Unattended Emergency Crossing Station, Goods Loop 401 ft

2.11.1967 Mambray Creek 27 m - Train Order Port Pirie Junction - St North 5/11/67[WN 44/67]

25.4.1968 5128 ft Loop open 22.4.1968[WN 17/68]

16.5.1968 Loop now 5048 ft 26 m 43 c 93L to 27 m 43 c 06L[WN 20/68]

3.11.1968 Unattended Crossing Station, Loop 5040 ft[WTT Amdt]

2.7.1973 45 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1536 m[Metrication]

1.7.1979 Mambray Creek 45 - Unattended - Crossing loop 1536 m - ANR WTT 1.7.1979

24.1.1985 Goods siding closed 13.12.1984[WN 3/85]

Nectar Brook 60.5 km (36 m 69 c 28 l)

30.6.1937 Open 23.7.1937 [Annual Report]

6.6.1938 Nectar Brook 37 m - Unattended Electric Staff Station by[Working Time Table]

1.11.1939 Goods & Livestock book

24.9.1953 Loop 1367 ft[WGC 39/53]

1.3.1950 Loop 1400 ft, Goods Siding 369 ft[GA]

4.12.1955 & 24.6.1956 Loop 1367 ft[WTTs]

24.07.1958 Loop now 2309 ft [WGC 30/58]

1.1.1961 Pass. Fares & Goods Rates Books

25.1.1961 Staff Locks Removed 2.2.1961[WGC 4/61]

21 & 28/2/63 Loop 2339 ft (May be Typo)[WN 7 & 8/63]

2.11.1967 Train Order Port Pirie Junction - Stirling North 5.11.1967[WN 43 & 44/67]

5.11.1967 Nectar Brook 36 $\frac{3}{4}$ m - Unattended Crossing Station

9.11.1972 Extn: North Points now 37 m 35c. Loop 3850ft 15.11.1972 [WN 45/72]

22.3.1973 Extension: South Points now 36 m 72 c 15.2.1973 5128ft [WN 10 & 12/73]

2.7.1973 Nectar Brook 60.5 km - 61 km in Pass. Fares 1.7.1973, 60.5 km in WTT 14.10.1973. Loop 1563 m [Metrication]

1.7.1979 Nectar Brook 60.5 km - Unattended - Crossing loop 1563 m - ANR WTT 1.7.1979

14.8.1986 Temp Closed 5/8/86, closed as Block Stn [WN 30 & 32/86]

4.8.1985 Last Entry[WTT]

17.8.1986 shown in [WTT Amdt]

Winninowie 71.5 km (42 m 74 c 25 l)

30.06.1937 Open 23.7.1937[Annual Report]

1.11.1939 [Goods & Livestock]

1.3.1950 Goods Siding 369 ft[GA]

1.1.1961 Winninowie 42 m 74 c - Pass. Fares & Goods Rates Books

25.1.1961 Staff Locks Removed 2.2.1961[WGC 4/61]

23.2.1970 In Public Timetable 23.2.1970 to August 1973, November 87 to March 94

2.11.1967 Train Order Port Pirie Junction - Stirling North 5.11.1967[WN 43 & 44/67]

5.11.1967 Winninowie 43 m - Unattended Emergency Crossing Station, Loop 500 ft

20.2.1969 Now 43$\frac{1}{2}$ m ex PP(Careful) Loop now 5470 ft [WN 8/69]

2.7.1973 Winninowie 71.5 km - 74 km in Pass. Fares 1.7.1973, 71.5 km in WTT 14.10.73 Loop 1667 m[Metrication]

1.7.1979 Winninowie 71.5 km - Unattended - Crossing loop 1667 m - ANR WTT 1.7.1979

Quorn Road (50 m 67 c)

23.07.1961 RMSP Opened 2.1957. In WTTs 23.7.1961 to 12.11.1967[WTT]
6.2.1969 RM cancelled[WN 6/69]

Stirling (4 m 19c) — Stirling (52 m 08 c 64l) — Stirling North 85 km (52 m 09 c)

2.1886 Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 2.1886]
2.1917 Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 2.1917]
11.1934 Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 11.1934]
- Stirling - narrow gauge 4 m 19 c
18.6.1936 Stirling 52 m 08 c 64l - Dual Gauge Open [mn 131/36]
6.6.1938 Stirling 52 m - Attended Electric Staff Station (Non Crossing on S.G.)
      [Working Time Table]
1.11.1939 Stirling 52 m 8 c 64l - [Goods & Livestock]
1.3.1950 No Loop SG, 12,500ft Sidings[GA]
18.9.1952 Dual Gauge to Power Station open[WGC 38/52]
6.1953 Stirling $4\frac{1}{4}$ m - narrow gauge CAR [SAR PTT 6.1953]
16.12.1954 Stirling North 52 m 09 c - Renamed Stirling North[WGC 50/54]
1.1.1961 Pass. Fares & Goods Rates Books
23.9.1966 3 ft 6 ins gauge Track removal to Port Augusta [WN 38/66]
2/11.1967 Train Order Port Pirie Junction - Stirling North 5.11.1967 [WN 43 &
      44/67]
16.10.1972 Again shown as Stirling North[WTT temp.]
2.7.1973 Stirling North 85 km - 85 km in Pass. Fares 1.7.1973, and in WTT
      14.10.1973 [Metrication]
1.7.1979 Stirling North 85 km - Carriage watering station ANR WTT 1.7.1979
25.10.1987 Last ES[WTT]
17.1.1988 Stirling North - Pt Augusta Train Order replaces Electric Staff by
      17.1.88 [WTT]

Port Augusta Racecourse (53 m 28 c)

1937 Races late in 1937[TT in Local paper]
c 1985 ANR Era Special last stopped here 1984

Cudmore Hill Road (55 m 24 c)

23.7.1961 RMSP Opened 2/57 In WTTs 23.7.1961 to 12.11.1967[WTT]
6.2.1969 RM cancelled[WN 6/69]

Port Augusta (0 m 00 c) — Port Augusta 92 km (56 m 28 c 45l)

2.1886 Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]
30.10.1914 Accounting Stations [MN 2/14]
2.1917 Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]

Port Augusta Station - GM 40 - CR Red and silver *(Chris Drymalik Collection)*

12 & 15.11.1917 List of Open Stations [NAA B300/6 5981 Pt 1]

1.5.1924 Crossing Loop 1200 ft[GA]

30.6.1924 Electric Staff Station by[Annual Report]

1.8.1932 Goods Sidings 21,800 ft[GA]

11.1934 Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]

12.7.1937 56 m [SAWN 27/37]

1.10.1937 Port Augusta 56 miles - [MN 136/37]

1.11.1939 Port Augusta 56 m 28 c 45l - [Goods & Livestock]

1.3.1950 Loop 1200 ft., Sdgs 21,800 ft.[GA]

6.1953 Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]

1.1.1961 Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books

25.1.1961 Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]

1.11.1962 Port Augusta $56\frac{1}{4}$m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]

23.9.1966 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]

2.1973 Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]

2.7.1973 Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]

17.8.1975 Station in Fast & Slow Mixed Service[Advert.]

1.7.1979 Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979

17.1.1988 Stirling North - Pt Augusta Train Order replaces Electric Staff by

17.1.1988 [WTT]

1.6.1989   Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

7.2   Port Augusta to Tarcoola

This section contains information about the Trans-Australian Railway from Port Augusta to Tarcoola.

(A lot of the information in this section is from original notes by Peter Barry)

Circa 1940,C 64 - Port Augusta *(Chris Drymalik Collection)*

Port Augusta (0 m 00 c) — Port Augusta 92 km (56 m 28 c 45l)

2.1886   Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]

30.10.1914   Accounting Stations [MN 2/14]

2.1917   Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]

12 & 15.11.1917   List of Open Stations [NAA B300/6 5981 Pt 1]

1.5.1924   Crossing Loop 1200 ft[GA]

30.6.1924   Electric Staff Station by[Annual Report]

1.8.1932   Goods Sidings 21,800 ft[GA]

11.1934   Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]

12.7.1937   56 m [SAWN 27/37]

1.10.1937   Port Augusta 56 miles - [MN 136/37]

1.11.1939   Port Augusta 56 m 28 c 45l - [Goods & Livestock]

1.3.1950   Loop 1200 ft., Sdgs 21,800 ft.[GA]

6.1953   Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]

1.1.1961   Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books

25.1.1961   Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]

1.11.1962   Port Augusta $56\frac{1}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]

23.9.1966   3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]

2.1973   Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]

2.7.1973   Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]

17.8.1975   Station in Fast & Slow Mixed Service[Advert.]

1.7.1979   Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979

17.1.1988   Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]

1.6.1989   Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

Depot (Tassie Street) — Tassie Street (56 m 73 c)

30.06.1914   Mentioned in Annual Report as 'Tassie Street'

27.11.1914   Depot (Tassie Street) - Loads of Goods Trains [MN 3/14]

4.12.1958   Level Crossing 56 m 73 c[WN 49/58]

Whyalla Junction (57 m 75 c) — Spencer Junction 95.2 km (57 m 75)

20.4.1972   Whyalla Line Jcn near Tassie St - Open, probably ES [WN 16/72]

16.10.1972   Called Tassie Street in this WTT [WTT Temp]

21.9.1972   Whyalla Jcn. 57 m 75 c - Open 25.9.1972, probably ES [WN 38/72]

28.9.1972   Line to Whyalla open 6.10.1972 [WN 39/72]

26.10.1972   Renamed Spencer Jcn [WN 43/72]

26.10.1972   Renamed from Whyalla Jcn [WN 43/72]

2.7.1973   Spencer Junction 95 km approx. - 95 km in WTT 14.10.1973 [Metrication]

14.10.1973   Electric Staff Station by [WTT]

26.9.1974   95.2km approx [WN 38/74]

1.7.1979   Spencer Junction Jst 95 km - Crossing loop ANR WTT 1.7.1979

1.6.1989   Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988) WN 22/89

Ballast Pit Junction (3 m 77 c)

30.11.1921   Ballast Pit Junction 3 m 77 c - Reopened [MN 56/21]

1.5.1924   Closed by GA

Crystal Salt Works (5 m)

30.11.1921   Crystal Salt Works 5 m - Opened [MN 56/21]
1.5.1924   Crystal Salt Works 5 m - Siding 460 ft [GA]
30.11.1925   Closed as Ocean Salt Coy's Siding. Last shown [MN 83/25]
1.7.1929   Crystal Salt Works 5 m - In SA Coaching Books
10.4.1933   IN CR GA, 10.4.1933.
1.5.1935   In SA Coaching

Siding (Stone) (9 m 14 c)

-   Siding (Stone) 9 m 14 c (No. 20 SA)

Siding 17 miles (17 m) — Siding 73 miles (73 m)

1.11.1923   Siding 17 miles - Open CR Pass Fares
12.7.1937   Renamed 73 m [SAR WN 27/37]
1.8.1932   Siding 17 miles - Goods Sidings 1650 ft [GA]

Siding 73 miles (73 m 9 c 60 l) — Tent Hill 119.5 km (73 m)

12.7.1937   Siding 73 miles - [SAR WN 27/37]
1.11.1939   Siding 73 m 9 c 60l - [Goods & Livestock]
7.8.1944   Siding 73 miles - Emergency Crossing Station [Working Time Table]
6.6.1949   Emergency Crossing Station facilities deleted by [WTT]
1.3.1950   Siding 73 miles - 1420 ft Loop., 193 ft Goods Siding [GA]
24.6.1956   Loop 1408 ft [WTT]
1.1.1961   Siding 73 m 10 c - Pass. Fares & Goods Rates Books
25.1.1961   Staff drawer Locks Removed 3.2.1961 [WGC 4/61]
1.11.1962   Siding 73 m 10 c - Train Order replaced Electric Staff Port Augusta -
     Tarcoola 11.11.1962 [WN 44/62]
28.4.1963   Loop 1408 G [WTT]
appr 6.12.63   Tent Hill 73 m - Named Tent Hill appr. 6.12.1963 [5981 Pt 1]
-   In Public Timetable 2.5.1965 to March 1994
27.2.1964   Tent Hill 73 m - Tent Hill 22.3.1964 [WN 9/64]
2.5.1965   Unattended Emergency Crossing Station [WTT]
1.11.1968   Tent Hill 73 m - Loop Extended West End of Goods Siding 5700 ft
     72 m 78 c & 74 m 08 c 50L 3.11.68 [WN 44/68]
29.11.1968   New Spur 260 ft Points 73 m 20 c 67L 21.11.68 [WN 48/68]
2.11.1968   Tent Hill 73 m - Loop 5000 ft Typo [WTT Amdts.]
1.3.1970   Loop 5700 ft [WTT]
16.10.1972   Tent Hill 73 m - Called Tent Hill in this WTT Temp [WTT Temp.]
2.7.1973   Tent Hill 119.5 km - 120 km in Pass. Fares 1.7.1973, 119.5 km in WTT
     14.10.73 1737 m [Metrication]
1.7.1979   Tent Hill 119.5 km - Unattended - Crossing loop 1737 m - ANR WTT
     1.7.1979
1.8.1981   Not shown in Passenger Rates Book

Siding 26 m (26 m)

30.11.1921 Siding 26 m - Opened [MN 56/21]

Hesso (33 m 76 c) — Hesso 146.5 km (90 m 25 c 5 l)

12 & 15.11.1917 Hesso 33 m 76 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924 No Loop [GA]

1.8.1932 Hesso 33 m 76 c - Goods Sidings 1623 ft [GA]

12.7.1937 Hesso 90 m - [SAR WN 27/37]

1.11.1939 Hesso 90 m 25 c 5l - [Goods & Livestock]

7.8.1944 Hesso $90\frac{1}{4}$ m - Emergency Crossing Station [Working Time Table]

6.6.1949 Emergency Crossing Station facilities deleted by [WTT]

1.3.1950 Hesso $90\frac{1}{4}$ m - Loop 1342 ft., Gds Loop 528 ft [GA]

24.9.1953 Crossing Loop Out Of Use by [WGC 39/53]

8.3.1956 Hesso $90\frac{1}{4}$ m - To be reopened with East End Extn, & 528 ft Goods Loop reinstated [WGC 10/56]

16.3.1956 Reopened as Electric Staff Station 21.3.1956. Loop 2310 ft [WTT Amdt TC 2/56]

24.6.1956 Hesso $90\frac{1}{4}$ m - Length of loop 2310 ft [WTT Amdt]

6/1956 & 6/1961 Unattended Electric Staff Station [WTT Amdt]

1.1.1961 Hesso 90 m 25 c - Pass. Fares & Goods Rates Books

25.1.1961 Staff drawer Locks Removed 3.2.1961 [WGC 4/61]

23.7.1961 Hesso $90\frac{1}{4}$ m - Loop 2307 ft [WTT]

- In Public TT 28.3.1918 to 4/37. Not from 1.9.1937 to 1.8.1957. In 1.5.1958 to March 1994

1.11.1962 Hesso $90\frac{1}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

21 & 28.2.1963 Loop now 2533 ft [WN 6 & 7/63]

8.1.1970 Hesso $90\frac{1}{4}$ m - East Points now 89 m 27 c 76L, Loop now 5280 ft, 14.1.1970 [WN 1/70]

2.7.1973 Hesso 146.5 km - 146 km in Pass. Fares 1.7.1973, 146.5 km in WTT 14.10.73 Loop 1609 m [Metrication]

1.7.1979 Hesso 146.5 km - Unattended - Crossing loop 1609 m - ANR WTT 1.7.1979

Bowman & Sons Wood Siding (43 m)

30.6.1925 Bowman & Sons, Wood Siding 43 m - Opened [MN 78/25]

10.4.1933 $42\frac{1}{2}$ m not 43 m [GA]

12.7.1937 Bowman & Sons, Wood Siding 99 m - [SAR WN 27/37]

1.11.1939 Bowman's Siding 99 m 2 c 13l - [Goods & Livestock]

7.8.1944 Omitted [WTT]

1.7.1950 Bowman's Siding 99 m 2 c 13l - Last Entry [Pass Fares Book]

14.2.1957 Delete all Reference 11.2.1957 [WGC 7/57]

Bookaloo (52 m 31 c) — Bookaloo 177 km (108 m 61 c 6 l)

12 & 15.11.1917   Bookaloo 52 m 31 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924   No Loop [GA]

30.6.1926   Bookaloo - Converted to Unattended ES [Annual Report]

1.7.1929   53 m not 52 m. S.A.R. Coaching Book

1.9.1930   Bookaloo 52 m - Shown as 52 m [WTT]

1.8.1932   Crossing Loop 1380 ft [GA]

12.7.1937   Bookaloo 109 m - [SAR WN 27/37]

1.11.1939   Bookaloo 108 m 61 c 6l - [Goods & Livestock]

1.3.1950   Loop 1386 ft., Goods Siding 1360 ft [GA]

24.9.1953   Bookaloo 108 m 61 c 6l - Loop 1367 ft [WGC 39/53]

16.3.1956   Closed as Electric Staff Station 12.3.1956 [WTT Amdt TC 2/56]

1.1.1961   Bookaloo 108 m 61 c - Pass. Fares & Goods Rates Books

25.1.1961   Staff drawer Locks Removed 4.2.1961 [WGC 4/61]

-   Bookaloo 108 m 61 c - In Public Timetable 28.3..3.1918 to April 1937. TT Only 1.9.1937. 1.8.1945 to 1.8.1957. 2.5.1965 to March 1976. Nov 87 to Mar 94.

-   Missing from I P Timetable November 76 to November 1979.

1.11.1962   Bookaloo 108 m 61 c - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

28.4.1963   Loop 1283 ft [WTT]

30.5.1963   Bookaloo 108$\frac{3}{4}$ m - West Extn 1720 ft Loop now 3025 ft In Service [WN 22/63]

28.4.1963   Unattended, Typo Attended in [WTT]

2.7.1973   Bookaloo 177 km - 157 km (Typo) in Pass. Fares 1.7.1973, 177 km in WTT 14.10.73 Loop 1530 m [Metrication]

1.7.1979   Bookaloo 177 km - Unattended - Crossing loop 1530 m - ANR WTT 1.7.1979

1.8.1981   In Passenger Rates Book

17.11.1991   Bookaloo 177 km - 117 km Typo [WTT Amdt]

Wood Siding 62 m (62 m)

1.5.1924   Wood Siding 62 m - Noted as open [GA]

31.6.1925   Opened [MN 78/25]

1.8.1932   Wood Siding 62 m - Siding 530 ft [GA]

28.2.1934   Loop Disconnected [MN 126/34]

Siding 119 m (119 m)

18.12.1958   119 m Siding - Opened 18.12.58 [WGC 51/58]

1.2.1959   Closed by [WGC 6/59]

Siding 68 m 02 c (68 m 02 c)

- Siding 68 m 02 ch

Woocalla (70 m 40 c) — Woocalla 204.5 km (126 m 70 c 29 l)

12 & 15.11.1917   Woocalla 70 m 40 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 800 ft [GA]

1.8.1932   Woocalla 70 m 40 c - Sidings only, 7064 ft [GA]

28.2.1934   South side loop closed [MN 126/34]

12.7.1937   Woocalla 127 m - [SAR WN 27/37]

1.9.1937   In Public Timetable 28.3.1918 to April 1937. Omitted from TT [Public TT]

1.11.1939   Woocalla 126 m 70 c 29l - [Goods & Livestock]

1943 - 4   1200 ft Crossing Loop prepared [War Time Facilities]

1.3.1950   Woocalla 126 m 70 c 29l - Sidings. 4200 ft [GA]

7.1.1954   Loop Disconnected 13.1.1954 [WGC 1/54]

6 & 13.3.1958   Woocalla 126 m 70 c 29l - Reopened as Electric Staff Station 19.3.1958 [WGC 10 & 11/58]

13.8.1959   Closed as Electric Staff Station 5.8.1959 [WGC 32/59]

1.1.1961   Woocalla 126 m 70 c - Pass. Fares & Goods Rates Books

1.3.1961   Staff Drawer Locks Removed 9.3.1961 [WGC 9/61]

2/66.   Woocalla 126 m 70 c - Not in Goods Rates Book

21.3.1968   Closed to Pass 7.4.1968. Ballast Facs only now. [WN 12/68]

11.1.1973   Woocalla 126 m 70 c - For Ballast Siding, Points 126 m 15 c 12.1.1973 [WN 2/73]

2.7.1973   Woocalla 204.5 km - 204.5 km in WTT 14.10.73 Loop 160 G [Metrication]

9.8.1973   New Ballast Sidings Points face Down Trains Siding North side of line 204.257km 14.8.1973 [WN 32/73]

9.8.1973   Woocalla 204.5 km - Old Points 205.723 m removed WN 32/73 9.8.1973 [WN 32/73]

18.10.1973   Ballast Siding opened 18.10.73 Diagram 42/73 [WN 41/73]

1.8.1976   Woocalla 204.5 km - Length now 161 G [WTT]

1.7.1979   Woocalla Ballast Sdg. 204.5 km - Unattended - Good Loop 161 m ANR WTT 1.7.1979

1.8.1981   In Passenger Rates Book

Loop 130 m (130 m) — McLeay 210 km (130 m 11 c)

12.4.1956   130 m (Loop) - 129 m 69 c to 130 m 32 c Loop under Const. [WGC 15/56]

16.3.1956   Opened as Electric Staff Station (Mid pt 130 m $10\frac{1}{2}$ ch) [WTT Amdt TC 2/56]

24.6.1956   130 m (Loop) - Loop 2310 ft [WTT]

15.5.1957 McLeay approved 15.5.1957 (Named WN 7/58 13.2.1958) [NAA B300 5981]

1.1.1961 McLeay 130 m 11 c - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]

6/1961. McLeay 130 m 11 c - Unattended Electric Staff Station [List]

- In Public Timetable 1.5.1958 to March 1994

23.7.1961 McLeay 130 m - Loop 2314 ft (East Points estd. 129 m 45 c 3 l, West 130 m 57 c) [WTT]

1.11.1962 Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

28.11.1962 McLeay 130 m - East Extn Points now 129 m 60 c 30.10.1962 Loop now 3302 ft [WN 45/62]

- McLeay Crossing Stn EastExtn open 16.4.1974 1850m

16.1.1972 McLeay 130 m - Called McLeay in this WTT Temp [WTT Temp]

2.7.1973 McLeay 210 km - 211 km in Pass. Fares 1.7.1973, 210 km in WTT 14.10.73 Loop 1850 m [Metrication]

1.7.1979 McLeay 210 km - Unattended - Crossing loop 1850 m - ANR WTT 1.7.1979

1.8.1981 Not shown in Passenger Rates Book

Birthday (79 m 37 c) — Birthday (135 m 67 c)

12 & 15.11.1917 Birthday 79 m 37 c - List of Open Stations [NAAB300 5981 Pt 1]

1.8.1932 Sidings only 1040 ft [GA]

12.7.1937 Birthday 136 m - [SAR WN 27/37]

1.11.1939 Birthday 135 m 67 c 2l - [Goods & Livestock]

7.8.1944 Birthday 136 m - Was Emergency Crossing Station prior to [Working Time Table]

6.6.1949 Emergency Crossing Station facilities deleted by [WTT]

1.3.1950 Birthday 136 m - Siding 1050 ft [GA]

1.1.1961 Birthday 135 m 67 c - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]

- Birthday 135 m 67 c - In Public Timetable (Map only) 28.3.1918 to Jan 1931

2/66. In Goods Rates Book

28.4.1963 Birthday 135 $\frac{3}{4}$ m - [WTT]

2.7.1973 Birthday 220 km - 220 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 323 m G [Metrication]

21.2.1985 Goods Loop removed 1.2.1985 [WN 7/85]

1.7.1979 Birthday Siding 220 km - Unattended - Good Loop 323 m ANR WTT 1.7.1979

7.1975 Birthday 220 km - In IP Time Table[IP Time Table]

5.1981 Birthday 220 km - In IP Time Table[IP Time Table]

5.1984 Birthday 220 km - In IP Time Table[IP Time Table]

4.8.1985 Last Entry [WTT]

Mt Gunson Coppermine Jcn (86 m 17 c 55 l)

- Mt Gunson Coppermine Jcn 86 m 17 c 55l - Surveyed but never opened

Water Station (91$\frac{1}{2}$ miles)

- Water Station 91$\frac{1}{2}$ miles

Siding to Ballast Pit 93 m 15 c (93 m 15 c)

- Siding to Ballast Pit 93 m 15 ch

Siding 94 m (94 m 02 c)

- Siding 94 m 02 ch

Wirrappa (93 m 54 c) — Wirrappa 242 km (150 m 10 c 91 l)

12 & 15.11.1917   Wirrappa 93 m 54 c - List of Open Stations [NAAB300 5981 Pt 1]
1.8.1924   Sidings only 1420 ft [GA]
12.7.1937   Wirrappa 150 m - [SAR WN 27/37]
1.11.1939   Wirrappa 150 m 10 c 91l - [Goods & Livestock]
7.8.1944   Wirrappa 150 m - Unattended ES by [Working Time Table]
5.6.1952   Closed as ES 29.5.1952 Loop & Siding remain [WGC 23/52]
1.3.1950   Wirrappa 150 m - Loop 1076 ft., Goods Siding. 238 ft [GA]
1.1.1961   Wirrappa 150 m 11 c - Pass. Fares & Goods Rates Books
15.2.1961   Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]
- Wirrappa 150 m 11 c - In Public Timetable 28.3.1918 to April 1937. TT only, not on Map 1.9.1937 to March 1994
1.11.1962   Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
28.4.1963   Wirrappa 150$\frac{1}{4}$m - Loop 1040 ft [WTT]
12.11.67 to 1.3.1970   Typo 149$\frac{1}{2}$m in lieu of 150$\frac{1}{4}$m [WTT]
19.10.1967   Wirrappa 150$\frac{1}{4}$m - Loop 5000 ft IS 11.10.67 [WN 37 , 40 & 42/67]
1.3.1970   149$\frac{1}{2}$m [WTT]
2.7.1973   Wirrappa 242 km - 242 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1555 m [Metrication]
1.7.1979   Wirrappa 242 km - Unattended - Crossing loop 1555 m - ANR WTT 1.7.1979

Siding 105 m (105 m 71 c)

30.11.1921   Siding 105 m 71 c - Opened [MN 56/21]
16.6.1924   Closed by GA

Siding 114 miles (114 m) — Pimba (112 m 60 c) — Pimba 273.5 km (169 m 10 c 83 l)

The Woomera siding branches off at Pimba.

- 114 miles Siding

1.5.1924   Pimba - Crossing Loop 1405 ft [GA]

30.6.1924   Attended ES [Before Annual Report]

12 & 15.11.1917   Pimba (No. 6) 112 m 60 c - List of Open Stations 112 m 60 c [NAAB300 5981 Pt 1]

1.8.1932   Sidings in addition to Loop 2400 ft [GA]

12.7.1937   Pimba 169 m - [SAR WN 27/37]

1.11.1939   Pimba 169 m 10 c 83l - [Goods & Livestock]

1.3.1950   Loop 1106 ft., Sidings 2015 ft [GA]

24.9.1953   Pimba 169 m 10 c 83l - Loop 1357 ft [WGC 39/53]

27.10.1960   West Points now at 169 m 48 ch, Loop now 3000 ft Opened 26.10.60 [WGC 43/60]

3.11.1960   Pimba 169 m 10 c 83l - Remeasured as 3008 ft [WGC 44/60]

1.12.1960   Staff Drawer Locks removed 28.11.60 [WGC 48/60]

1.1.1961   Pimba 169 m 11 c - Pass. Fares & Goods Rates Books

- Attended Electric Staff Station [List June 1961]

1.11.1962   Pimba 169 m 11 c - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

- In Public Timetable 28.3.1918 to March 1994

14.2.1963   Pimba 169 m 11 c - Loop now 2973 ft [WN 7/63]

21.2.1963   Loop now 3072 ft [WN 8/63]

28.4.1963   Pimba $169\frac{1}{4}$ m - [WTT]

2.5.1965   Unattended Crossing Station [WTT]

20.11.1966   Pimba $169\frac{1}{4}$ m - Choke Blocks on Loop [WTT]

11.2.1971   Extn: West Points now 170 m 01c, Loop now 5154ft 17.2.1971 [WN 6/71]

2.7.1973   Pimba 273.5 km - 273 km in Pass. Fares 1.7.1973, 273.5 km in WTT 14.10.73, Loop 1571 m [Metrication]

17.8.1975   Station in Fast & Slow Mixed Service [Advert.]

1.8.1976   Pimba 273.5 km - Choke Blocks not recorded [WTT]

11.3.1976   Womera Budd Car Withdrawn on Sun 24.3.1976 [WN 10/76]

4.3.1971   Stowage Spur 176 m 30 c - 176 m 30 c Stowage Spur open 9.3.1971 Spur faces Westwards trains on North Side. [WN 9/71]

1.7.1979   Pimba 273.5 km - Resthouse for trainmen - Unattended - Carriage watering - Crossing loop 1571 m ANR WTT 1.7.1979

Woomera 297.5 km

The Woomera siding was never considered a branch line, it was always officially known as a 6 km long siding bracnhing off at Pimba.

1.7.1979   Woomera 279.5 km (6 km from Pimba) - Unattended - Good Loop 30 m ANR WTT 1.7.1979

Siding 122$\frac{1}{2}$ miles (22$\frac{1}{2}$ m) — Siding 187$\frac{1}{2}$ miles (187$\frac{1}{2}$ m)

- 122$\frac{1}{2}$ miles Siding
- 122$\frac{1}{2}$ miles Siding
- 187$\frac{1}{2}$ m Siding

Siding 125 miles (125 m)

- Siding 125 miles - May be Typo for 128 miles

Burando (128 m) — Burando 311 km (187$\frac{1}{2}$ m)

1.11.1923   Burando (1st Site)128 m - Open CR Pass Fares [Pass. Fares]
1.9.1930   No Mention [WTT]
1.8.1932   Burando (1st Site) 128 m - Sidings only 1200 ft [GA]
28.2.1934   Loop Closed [MN 126/34]
- Burando (1st Site) 128 m - In Public Timetable 30.4.1927 Omitted 1.8.1929
13.3.1958   Siding 187$\frac{1}{2}$ m - Camp train removed but Siding remains [WGC 11/58]
10.7.1958   To be removed in Week Ending 19.7.1958 [WGC 28/58]
24.7.1958   Siding 187$\frac{1}{2}$ m - Removed 18.7.1958 [WGC 30/58]

Siding 134 miles (134 m)

- Siding 134 miles

Siding 135$\frac{1}{2}$ miles (135$\frac{1}{2}$ m) — Burando (193 m 44 c)

- Siding 135$\frac{1}{2}$ miles
1942   Burando (2nd Site) 193$\frac{1}{2}$ m (10 m further on from 1st Site) - Opened As Unattended Electric Staff Station with 1200 ft Crossing Loop [War Time Facilities]
1.3.1950   Loop 1040 ft [GA]
20.3.1952   Burando (2nd Site) 193$\frac{1}{2}$ m - Closed as ES 25.3.1952 [WGC 12/52]
27.3.1952   Sdg Spiked Out Of Use [WGC 13/52]
12.6.1952   Burando (2nd Site)193$\frac{1}{2}$ m - Points removed 6.6.1952 [WGC 24/52]
1.1.1961   Pass. Fares & Goods Rates Books
- Burando (2nd Site) 193 m 44 c - In Public Timetable 30.4.1927, 2.5.1965 to March 1994
14 & 21.2.1963   Control Point [WN 7 & 8/63]
1.11.1962   Burando (2nd Site) 193$\frac{1}{2}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
28.4.1963   Burando (2nd Site) 193$\frac{3}{4}$ m - [WTT]

10.12.1964 Pts East 193 m $39\frac{1}{2}$ c, West 194 m $17\frac{1}{2}$ c, Loop 3550 ft 4.12.64 [WN 43, 48, 50/64]

2.7.1973 Burando (2nd Site) 311 km - 313 km in Pass. Fares 1.7.1973, 311 km in WTT 14.10.73, Loop 1082 m [Metrication]

1.4.1976 Extension: West Points 312.000km East Points 309.800km 2078 m 25.3.1976 [WN 13/76]

1.7.1979 Burando 311 km - Unattended - Crossing loop 2078 m - ANR WTT 1.7.1979

Lake Hart (140 m)

31.1.1919 Lake Hart 140 m - Open [MN 42/19]

1.5.1924 Private Siding 400 ft [GA]

Lake Hart (196 m 8 c 59 l)

12.7.1937 Lake Hart 196 m - [SAR WN 27/37]

1.11.1939 Lake Hart 196 m 8 c 59l - [Goods & Livestock]

7.8.1944 & 6.6.1949 Omitted [WTT]

- Lake Hart 196 m 8 c 59l - In Public Timetable 30.4.1927 to 1.4.1936 Map only 1.9.1936 to

1.7.1950 Lake Hart 196 m 8 c 59l - Last Entry [Pass Fares Book]

14.2.1957 Delete all reference 11.2.1957 [WGC 7/57]

Commonwealth Salt Works Siding

30.11.1921 Commonwealth Salt Works Siding - Opened [MN 56/21]

Sand Pit Siding 141 m (141 m)

30.11.1921 Sand Pit Siding 141 m - Opened [MN 56/21]

15.3.1931 Closed [PF 1/31 & MN 117/31]

Siding 142 miles (142 m)

- Siding 142 miles

Siding 158 miles (158 m)

- Siding 158 miles

Wirraminna (157 m 04 c) — Wirraminna 342 km (213 m 36 c 23 l)

12 & 15.11.1917 Wirraminna - List of Open Stations 157 m 04 c [NAAB300 5981 Pt 1]

30.11.1921 Ballast Pit Siding - 160 m Opened [MN 56/21]

1.5.1924 Crossing Loop 1386 ft [GA]

16.6.1924 Closed by GA

30.6.1926 Wirraminna - Converted to Unattended ES [Annual Report]

1.8.1932 Sidings in addition 1540 ft [GA]

12.7.1937 Wirraminna 213 m - [SAR WN 27/37]

1.11.1939 Wirraminna 213 m 36 c 23l - [Goods & Livestock]

1.3.1950 Loop 1386 ft., Sidings. 1878 ft [GA]

7.8.1944 Wirraminna 231$\frac{1}{2}$ m - [WTT]

24.9.1953 Loop 1390 ft [WGC 39/53]

1942 Wirraminna 213 m 36 c 23l - Extension of Dead End to provide 1000 ft loop [War Time Facilities]

11.11.1960 East end extension 670 ft., Points now at 212 m 70 c 10.11.60 [WGC 44 & 45/60]

24.6.1956 Wirraminna 213 m 36 c 23l - Loop now 2310 ft [WTT]

8.12.1960 Loop now 3010 ft. New Central Cabin to Follow [WGC 49/60]

1.12.1960 Wirraminna 213 m 36 c 23l - Staff Drawer Locks removed 29.11.60 [WGC 48/60]

- Unattended Electric Staff Station [List June 1961]

1.1.1961 Wirraminna 213 m 36 c - Pass. Fares & Goods Rates Books

1.11.1962 Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

- Wirraminna 213 m 36 c - In Public Timetable 28.3.1918 to April 1937. Omitted 1.9.1937. TT only 1.6.1938 to March 1951.December 1951 to March 1994

14 & 21.2.1963 Wirraminna 213$\frac{1}{2}$ m - Loop now 2935 ft WN 7/63, (3092 ft WN 8/63)

28.1.1971 Extn: East Points now 212 m 40c, Loop now 5600ft 20.1.1971 [WN 4/71]

28.1.1971 Wirraminna 213$\frac{1}{2}$ m - Should read 212 m 48 c & 5000ft [WN 4/71]

2.7.1973 Wirramina 342 km - 342 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1527 m [Metrication]

1.7.1979 Wirraminna 342 km - Unattended - Crossing loop 1527 m - ANR WTT 1.7.1979

Siding 167 m (167 m 25 c)

- Siding 167 m 25 ch

Coondambo (Homestead) (174 m 56 c) — **Coondambo Homestead Crossing 371 km** (231 m 3 c 96 l)

1.9.1930 Coondambo (Homestead) 174 m 56 c - Open [Public & WTT]

12.7.1937 Coondambo Homestead Crossing 231 m - [SAR WN 27/37]

1.11.1939 Coondambo Homestead Crossing 231 m 3 c 96l - [Goods & Livestock]

19.5.1952 Coondambo Homestead Crossing 231 m 3 c 96l - Exprees Trains stop here in lieu Coondambo WN 25/52 19.6.1952 [WGC 25/52]

1.1.1961 Coondambo Homestead Crossing 231 m 4 c - Pass. Fares & Goods Rates Books

30.5.1963 No longer Stopping Place [WN 22/63]

22.3.1964 & 31.1.1966 Coondambo Homestead Crossing 231 m 4 c - Not in [WTT amdts.]

1.2.1966 Goods Rates Book

- Coondambo Homestead Crossing 231 m 4 c - In Public Timetable July 1975 to May 1984. 1846 km ex Sydney

2.7.1973 Coondambo Homestead Crossing 371 km - 369 km in Pass. Fares 1.7.1973, 371 km in WTT 14.10.73 [Metrication]

1.7.1979 Coondambo Hstd Xing 371 km - ANR WTT 1.7.1979

- Closed by 4.8.1985

17.1.1991 Reinstated

after 22.8.1993 Closed after 22.8.1993 [WTT Amdts]

Siding (Stone) 176 m (176 m 7 c)

- Siding (Stone) 176 m 7 ch

Coondambo (177 m 44 c) — **Coondambo 375.5 km** (233 m 75 c 61 l)

12 & 15.11.1917 Coondambo 177 m 44 c - List of Open Stations 178 m [NAAB300 5981 Pt 1]

1.11.1923 178 m [Pass Fares]

12.7.1937 Coondambo 234 m - [SAR WN 27/37]

1.5.1932 Sidings 1320 ft [GA]

1.11.1939 Coondambo 233 m 75 c 61l - [Goods & Livestock]

7.8.1944 Coondambo 234 m - Opened as Unatrtended Electric Staff Station by [Working Time Table]

1.3.1950 Loop 1320 ft [GA]

- Coondambo 234 m

3.4.1952 Closed as ES 27.3.1952 Goods Siding remains [WGC 14/52]

1.1.1961 Coondambo 233 m 76 c - Pass. Fares & Goods Rates Books

1.3.1961 Staff Drawer Locks removed 8.3.1961 [WGC 9/61]

- Coondambo 233 m 76 c - In Public Timetable 28.3.1918 to 1.8.1929, then June & July 1952, 2.5.1965 to Aug 1973

14 & 21.2.1963. Loop 1340 ft G [WN 7 & 8/63]

2.5.1965 Coondambo 233 m 76 c - Unattended Emergency Crossing Station [WTT]

2.7.1973 Coondambo 375.5 km - 374 km in Pass. Fares 1.7.1973, 375.5 km in WTT 14.10.73 Loop 401 G [Metrication]

1.7.1979 Emergency Facilities Deleted [WTT]

1.7.1979 Coondambo Siding 375.5 km - Unattended - Good Loop 401 m ANR WTT 1.7.1979

1.8.1981 Coondambo 375.5 km - In Passenger Rates Book

6.6.1982 Not Shown in WTT [WTT]

2.12.1982 Coondambo 375.5 km - Last Entry [WTT]
2009 New 1800m crossing loop to be constructed. [cp 9.2009]

Siding 188 m (188 m 17 c)

- Siding 188 m 17 ch

Siding 188 m (188 m 77 c)

- Siding 188 m 77 ch

Siding app 190 m (189 m)

1.11.1923 Siding app 190 m - Open 189 m [Pass Fares]

Kultanaby 393.5 km (245 m 19 c 42 l)

12.7.1937 Kultanaby 245 m - [SAR WN 27/37]
1.5.1932 Sidings 625 ft [GA]
1.11.1939 Kultanaby 245 m 19 c 42l - [Goods & Livestock]
Oct 1943 ? Kultanaby 245 m 19 c 42l - Extension from 620 ft to 1200 ft Loop at Eastern End [War Time Facilities]
7.8.1944 Kultanaby 245 m 19 c 42l - Was Emergency Crossing Station prior to WTT [Working Time Table]
6.6.1949 Emergency Crossing Station facilities deleted by [WTT]
1.3.1950 Kultanaby 245 m 19 c 42l - Loop 1320 ft [GA]
- In Public timetable 2.5.1965 to Aug 1973
1.1.1961 Kultanaby 245 m 19 c - Pass. Fares & Goods Rates Books
1.3.1961 Staff Drawer Locks removed 8.3.1961 [WGC 9/61]
1.11.1962 Kultanaby 245$\frac{1}{4}$m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
- In Public Timetable 2.5.1965 to March 1994
29.11.1962 Kultanaby 245$\frac{1}{4}$m - Points 245 m 5 c, 245 m 55 c 22.11.1962 Loop now 3140 ft [WN 48/62]
2.5.1965 Unattended Crossing Station [WTT]
2.7.1973 Kultanaby 394 km - 394 km in Pass. Fares 1.7.1973, and in WTT 14.10.73, Loop 957 m [Metrication]
24.7.1975 Kultanaby 394 km - Extension: EastPts now 392.707km 5.8.1975 1840 m [WN 20 & 29/75]
1.8.1976 Kultanaby 393.5 km - Distance now 393.5 km [WTT]
1.7.1979 Kultanaby 393.5 km - Unattended - Crossing loop 1840 m - ANR WTT 1.7.1979
2.12.1982 Goods Siding 480 m after this WTT(Hand Amdt) [WTT]

Siding 200 miles (200 m)

- Siding 200 miles

Siding 210 miles (210 m) — Kingoonya (208 m 76 c) — Kingoonya 426 km (265 m 31 c 15 l)

- Siding 210 miles
12 & 15.11.1917 Kingoonya (No. 12) 208 m 76 c - List of Open Stations [NAAB300 5981 Pt 1]
1.5.1924 Crossing Loop 1400 ft [GA]
30.6.1924 Kingoonya - Attended ES [Before Annual Report]
1.5.1932 Sidings in Addition 1665 ft [GA]
12.7.1937 Kingoonya 265 m - [SAR WN 27/37]
1.11.1939 Kingoonya 265 m 31 c 15l - [Goods & Livestock]
1.3.1950 Loop 1400 ft., Siding 1665 ft [GA]
24.9.1953 Kingoonya 265 m 31 c 15l - Loop 1400 ft [WGC 39/53]
22.12.1960 x Loop extension of 800 ft at each end West Points now 265 m $57\frac{1}{2}$ c. [WGC 50 & 51/60]
1.1.1961 Kingoonya 265 m 31 c - Pass. Fares & Goods Rates Books
- Attended Electric Staff Station [List June 1961]
- Kingoonya 265 m 31 c - In Public Timetable 28.3.1918 to March 1994
23.7.1961 Loop 3040 ft [WTT]
1.11.1962 Kingoonya $265\frac{1}{2}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
14 & 21.2.1963 Loop 3005 ft WN 7/63, 3069 ft WN 8/63
2.7.1973 Kingoonya 426.5 km - 426 km in Pass. Fares 1.7.1973, 426.5 km in WTT 14.10.73, Loop 916 m [Metrication]
1.5.1975 Kingoonya 426.5 km - Extension: East Points now 424.870km 6.5.1975 1761 m [WN 10 & 17/75]
17.8.1975 Station in Fast & Slow Mixed Service [Advert]
1.8.1976 Kingoonya 426 km - Distance now 426 km [WTT]
1.7.1979 Kingoonya 426 km - Crossing loop 1761 m - ANR WTT 1.7.1979
- Unattended Crossing Station after 1.7.1979 but by 6.6.1982 Typo? Attd by 4.8.1985 Typo ? Unattended by 25.10.87 [WTTs]

Siding 229 miles (229 m)

1.11.1923 Siding 229 miles - Open CR [Pass Fares]

Siding 230 miles (230 m)

- Siding 230 miles
30.11.1925 Closed by [MN 83/25]

Crossing Loop $285\frac{1}{2}$ miles ($285\frac{1}{2}$ m)

1942 $285\frac{1}{2}$ miles (Crossing Loop) - Open with 1200 ft Loop and as Unattended ES [War Time Facilities]

Siding 286 m **(286 m)**

1.3.1950 Siding 286 m - Loop 1200 ft [GA]
- 285$\frac{1}{2}$ miles (Crossing Loop) - WTT Amendments
3.4.1952 Closed as ES, Siding Oot Of Use [WGC 14/52]
2.10.1952 Points removed by [WGC 40/52]

Ferguson 469 km **(292 m 00 c)**

22.3.1964 Ferguson 292 m 00 c - Open as Unattended Crossing Station by 22.3.1964 [WTT Amendments]
14.5.1964 Loop South Side, Points 291 m 49 c/292 m 32 c 11.5.1964 [WN 17, 18 & 20/64]
- Ferguson 292 m 00 c - In Public / IP Timetable 2.11.67 to March 1994
2.5.1965 Loop 3476 ft [WTT]
16.10.1972 Ferguson 292 m 00 c - Called Ferguson in this WTT Temp [WTT Temp]
2.7.1973 Ferguson 469 km - 469 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1830 m [Metrication]
23.1.1975 Extension: East Points 467.743km 1829 m 4.2.1975 [WN 46 & 47/74, 3/75]
1.7.1979 Ferguson 469 km - Unattended - Crossing loop 1829 m - ANR WTT 1.7.1979
2.12.1982 Ferguson 469 km - Goods Siding 395 m after issue (Hand Amdt) [WTT]
28.10.1990 Loop 2500 m, suspect Typo [WTT]

Camp 296 miles **(296 m)**

03.10.53 296 m Camp - Reopened for Matisa Gang 3, working towards Kingoonya [WGC 44/53]
12.11.1953 Gang last worked WE 14.11.53 transferred to Brachina, Marree Line [WN 20 & 46/53]

Stopping Place 245 m **(245 m 9 c)**

31.7.1924 Stopping Place 245 m 9 c - Open [MN 72/24]
31.3.1928 Siding 245 m 35 c in use [MN 100/28]
31.3.1928 Siding 245 m 35 c - Open [MN 100/28]

Siding 245 m **(245 m) — Wilgena 485 km (301 m 61 c 57 l)**

15.3.1931 Siding 245 m - Open PF 1/31 [MN 117/31]
1.5.1932 Sidings 990 ft [GA]
1.5.1935 Named by [Pass TT]
12.7.1937 Wilgena (2nd Site) 302 m - [SAR WN 27/37]
1.11.1939 Wilgena (2nd Site) 301 m 61 c 57l - [Goods and Livestock]

6.6.1938 Typo 301 miles [WTT]

Oct 1943 ? Wilgena (2nd Site) 301 m 61 c 57l - Extension of Loop from 1000 ft to 1200 ft at Eastern End. Emergency Crossing Station [War Time Facilities]

6.6.1949 Emergency Crossing Station facilities deleted by [WTT]

1.3.1953 Wilgena (2nd Site) 301 m 61 c 57l - Loop 1200 ft [GA]

1.1.1961 Wilgena (2nd Site) 301 m 62 c - Pass. Fares & Goods Rates Books

8.2.1961 Staff Drawer Locks removed 13.2.1961 [WGC 6/61]

- Wilgena (2nd Site) 301 m 62 c - In Public Timetable 1.8.1929 to April 1937, 2.5.1965 to 1.6.1968 Missing 3/70 to 8/73. In July 1975 to November 1979

14 & 21.2.1963 Wilgena (2nd Site) $301\frac{3}{4}$ m - Loop 1188 (G) [WN 7 & 8/63]

2.5.1965 Unattended Emergency Crossing Station [WTT]

2.7.1973 Wilgena (2nd Site) 485 km - 485 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 362 m G [Metrication]

1.7.1979 Emergency Facilities Deleted [WTT]

1.7.1979 Wilgena 485 km - Unattended - Good Loop 362 m ANR WTT 1.7.1979

1.8.1981 Wilgena (2nd Site) 485 km - Not shown in Passenger Rates Book

23.11.1983 Points removed 11.11.1983 [WN 47/83]

6.6.1982 Wilgena (2nd Site) 485 km - Not shown in WTT [WTT]

- Closed after Issue TN 6/38 15.11.1983 (Hand Amdt)

Wilgena (249 m 62 c)

1.11.1923 Wilgena(1st Site) - Open CR [Pass Fares]

- Siding 249 m 62 ch

15.3.1931 Closed as 249 m [MN 117/31]

Siding 259 miles (259 m) — Tarcoola (257 m 20 c) — Tarcoola 504.5 km (313 m 54 c 11 l)

12 & 15.11.1917 Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]

1.5.1924 Crossing Loop 1500 ft [GA]

30.6.1924 Tarcoola - Attended ES [Before Annual Report]

1.8.1932 Sidings in Addition 1410 ft [GA]

12.7.1937 Tarcoola 314 m - [SAWN 27/37]

1.11.1939 Tarcoola 313 m 54 c 11l - [Goods and Livestock]

1.3.1950 Loop 1500 ft., Siding 1410 ft [GA]

24.9.1953 Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]

1.1.1961 Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books

- Attended Electric Staff Station [List June 1961]

- Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994

26.10.1961 Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61]

25.1.1962 Tarcoola $313\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62]

22.2.1962 Loop now 3102 ft [WN8/62]

1.11.1962 Tarcoola $313\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Tarcoola $313\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]

13.1.1972 Extension: West xover 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]

20.1.1972 Tarcoola $313\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]

2.3.1972 Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]

2.7.1973 Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]

17.8.1975 Station in Fast & slow Mixed Service [Advert]

1.7.1979 Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979

4.8.1985 Tarcoola 504.5 km - Loop now 1979 m [WTT]

8.9.1994 Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

7.3 Tarcoola to Cook

This section contains information about the Trans-Australian Railway from Tarcoola to Cook.

(A lot of the information in this section is from original notes by Peter Barry)

Tarcoola - Trans-Australian Railway G 2 on Trans-Australian *(Chris Drymalik Collection)*

Siding 259 miles (259 m) — Tarcoola (257 m 20 c) — Tarcoola 504.5 km (313 m 54 c 11 l)

12 & 15.11.1917 Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]

1.5.1924 Crossing Loop 1500 ft [GA]

30.6.1924 Tarcoola - Attended ES [Before Annual Report]

1.8.1932 Sidings in Addition 1410 ft [GA]

12.7.1937 Tarcoola 314 m - [SAWN 27/37]

1.11.1939 Tarcoola 313 m 54 c 11l - [Goods and Livestock]

1.3.1950 Loop 1500 ft., Siding 1410 ft [GA]

24.9.1953 Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]

1.1.1961 Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books

- Attended Electric Staff Station [List June 1961]

- Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994

26.10.1961 Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61]

25.1.1962 Tarcoola $313\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62]

22.2.1962 Loop now 3102 ft [WN8/62]

1.11.1962 Tarcoola $313\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Tarcoola $313\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]

13.1.1972 Extension: West xover 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]

20.1.1972 Tarcoola $313\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]

2.3.1972 Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]

2.7.1973 Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]

17.8.1975 Station in Fast & slow Mixed Service [Advert]

1.7.1979 Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979

4.8.1985 Tarcoola 504.5 km - Loop now 1979 m [WTT]

8.9.1994 Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

Ballast Crusher Siding (262 m) — Ballast Crusher Siding (318 m) — 511 km Quarry (511 km)

30.11.1921 Ballast Crusher Siding 261 m - Open [MN 56/21]

30.11.1925 262 m not 261 m [MN 83/25]

1.8.1932 262 m Quarry Siding - Sidings 2775 ft [GA]

1.3.1950 318 Quarry - Sidings 2174 ft [GA]

8.7.1954 Ballast Crusher Siding 318 m - Crossover to Siding removed

1.7.1954. [WGC 27/54]

8.2.1961 Staff Drawer Locks removed 7.3.1961 [WGC 6/61]

22.3.1964 & 31.1.1966 Ballast Crusher Siding 318 m - Not in [WTT Amdts.]

2.5.1965 ff In WTT [WTT]

2.7.1973 511 km Quarry - 511 km in WTT 14.10.73 [Metrication]

22.1.1976 510.920km Connected only via by pass loop to Alice Springs Line [WN 3/76]

1.7.1979 511 km Quarry 511 km - Unattended ANR WTT 1.7.1979

6.6.1982 Bypass Loop 511 km - Renamed Bypass Loop [WTT]

Siding 270 miles (270 m)

- Siding 270 miles

Siding 280 miles (280m)

- Siding 280 miles

Kychering (281 m) — Malbooma (281 m) — Malbooma 541.5 km (337 m 44 c 87 l)

1.5.1920 Kychering - Kychering not Recommended [NAAB300 5981 Pt 1]

20.12.1920 Renamed Malbooma [MN 51/20]

20.12.1920 Malbooma - Renamed Malbooma [MN 51/20]

1.8.1929 to Jan 1931 In Public Timetable

15.3.1931 Closed [PF 1/31 & MN 117/31]

31.8.1934 Malbooma - Reopened 281 m [MN 127/34]

1.4.1936 to April 1937 In Timetable

12.7.1937 Malbooma - 338 m [SAR WN 27/37]

1.9.1937 Omitted from Timetable

6.6.1938 Typo 337 miles [WTT]

1.11.1939 Malbooma 337 m 44 c 87l - [Goods and Livestock]

Oct 1943 ? Malbooma 337 m 44 c 87l - Extension from 780 ft to 1200 ft Loop at Western End & Emergency Crossing Station [War Time Facilities]

6.6.1949 Emergency Crossing Station facilities deleted by [WTT]

1.3.1950 Malbooma 337 m 44 c 87l - Loop 1200 ft [GA]

June 1952 to 28.11.1954 In Public Timetable

1.3.1955 In Public Timetable

2.5.1965 to March 1994 In Public Timetable

1.1.1961 Malbooma 337 m 45 c - Pass. Fares & Goods Rates Books

8.2.1961 Staff Drawer Locks removed 14.2.1961 [WGC 6/61]

25.11.1962 Malbooma 337$\frac{1}{2}$ m - Train Order replaced Electric Staff Tarcoola - Cook

20.12.1962 Reopened as Emergency Crossing Station (Control Point) Loop 1203 ft G [WN 51/62]

28.4.1963 Malbooma 337$\frac{1}{2}$ m - Loop 1203 G [WTT]

24.4.1969 Malbooma Loop opened 29.3.1969 North side 5280 ft 336 m 29 c 58L to 337 m 34 c 58L, Goods Loop extn 1115 ft West end Points 337 m 53

c 33L. 337 m not $337\frac{1}{2}$ m (includes Goods Extn) WN 17/69 24.4.1969 [WN 17/69]

2.7.1973   Malbooma 541.5 km - 542 km in Pass. Fares 1.7.1973, 541.5 km in WTT 14.10.73 Loop 1610 m [Metrication]

1.7.1979   Malbooma 541.5 km - Unattended - Crossing loop 1610 m - ANR WTT 1.7.1979

2.2001   Shown in ARTC line maps - loop 1975 m [ARTC ta400013]

Siding 287 m 77 ch (287 m 77 ch) — Lyons (287 m 77 ch) — Lyons 565 km (351 m $68\frac{1}{2}$ ch)

- Siding 287 m 77 ch

3.12.1959   352 m Loop - Open 11.12.59. Points at 351 m 43 c & 352 m 14 c. Replaces $351\frac{1}{2}$ m Camp 3.12.59. [WGC 48/59]

19.5.1960   Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Renamed Lyons 25.5.1960 [WGC 20/60]

- Staff Drawer Locks removed by [WGC 47/60]

- Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Unattended Electric Staff Station [List June 1961]

23.7.1961   Loop 3060 ft [WTT]

25.11.1962   Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Train Order replaced Electric Staff Tarcoola - Cook

14 & 21.2.1963   Loop 3012 ft [WN 7 & 8/63]

- Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - In Public Timetable 2.5.1965 to March 1994

14.2.1966   352 m 00 c Goods Rates Book

19.2.1970   Lyons 352 m - $354\frac{1}{2}$ m Camp relocated Here 13.2.1970 [WN 7/70]

26.4.1973   Extension: East Points now 351 m 10 c 17.4.1973 5344ft not 5000ft [WN 13, 15 & 17/73]

2.7.1973   Lyons 565 km - 565 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1629 m [Metrication]

1.7.1979   Lyons 565 km - Unattended - Crossing loop 1629 m - ANR WTT 1.7.1979

28.10.1990   Loop 2500 m, suspect Typo [WTT]

2.2001   Shown in ARTC line maps - loop 1852 m[ARTC ta400013]

Siding 299 miles (299 m) — Siding 298 miles (298 m)

30.11.1921   Siding 299 m 6 c - Read 298 m not 299 m [MN 56/21]

30.11.1921   Siding 298 m - Prob open in 1920 Altered from 299 miles [MN 56/21]

1.8.1932   Siding 298 m - Siding 205 ft [GA]

28.2.1934   Loop Closed [MN 126/34]

Siding 300 miles (300 m)

- Siding 300 miles (SA No 36)

Crossing Loop (354$\frac{1}{2}$ m)

1.3.1942 354$\frac{1}{2}$ miles (Crossing Loop) Later Camp Site - 1200 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]

1.3.1950 Siding 354 m - 1200 ft Loop [GA]

17.4.1952 Closed as ES Siding Out Of Use 31.3.1952 . [WGC 16/52]

10.7.1952 354$\frac{1}{2}$ miles (Crossing Loop) Later Camp Site - Points removed 3.7.1952 [WGC 28/52]

4.12.1952 In Diesel Passgr Time Table 18.11.52 [WGC 49/52]

4.12.1955 354$\frac{1}{2}$ miles Camp - Camp by [WTT]

- In Public Timetable 2.11.67 & 1.6.1968

19.2.1970 354$\frac{1}{2}$ miles Camp - Camp Relocated to Lyons 13.2.1970 [WN 7/70]

1.3.1970 Typo still shown in WTT 1.3.1970 [WTT]

Wynbring (320 m 77 c) — Wynbring (377 m 33 c 92 l)

12 & 15.11.1917 Wynbring 320 m 77 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924 Crossing Loop 1380 ft [GA]

30.6.1925 Wynbring - Converted to Unattended Electric Staff Station by [Annual Report]

1.8.1932 Siding in addition 400 ft [GA]

12.7.1937 Wynbring 377 m - [SAR WN 27/37]

1.11.1939 Wynbring 377 m 33 c 92l - [Goods and Livestock]

18.6.1953 East end Points moved 240 ft East by 18.6.1953(Mid Pt now 377 m 32 c 09 l). Loop now 1620 ft [WGC 25/53]

1.3.1950 Wynbring 377 m 33 c 92l - Loop 1380 ft [GA]

29.9.1955 West Points 717 ft West 22.9.1955 Loop now 2337 ft (Mid Pt. 377 m 37 c 92 l) [WGC 39/55]

4.12.55 to 23.7.1961 Wynbring 377 m 33 c 92l - Loop 2340 ft [WTTs]

1.12.1960 Staff Drawer Locks removed 1.12.60 [WGC 48/60]

1.1.1961 Wynbring 377 m 34 c - Pass. Fares & Goods Rates Books

- Unattended Electric Staff Station [List June 1961]

- Wynbring 377$\frac{1}{2}$m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Loop now 2370 ft [WN 7 & 8/63]

18.12.1969 Wynbring 377$\frac{1}{2}$m - Wynbring Loop Extd East end, 5359 ft, 376 m 53 c 80l New East end Pts. West Points unchanged at 377 m 60 c 61L, 10.12.69. [WN 51/69]

- In Public Timetable 28.3.1918 to 1.7.1937, July 1952 to March 1994

1.3.1970 Wynbring 377$\frac{1}{4}$m - Now 377$\frac{1}{4}$m [WTT]

28.10.1971 Goods Loop in lieu Spur 792 ft [WN 43/71]

2.7.1973 Wynbring 606.5 km - 606 km in Pass. Fares 1.7.1973, 606.5 km in WTT 14.10.73 Loop 1633 m [Metrication]

1.7.1979 Wynbring 606.5 km - Unattended - Crossing loop 1633 m - ANR WTT 1.7.1979

28.10.1990 Loop 2500 m by [WTT]

2.2001 Shown in ARTC line maps - Crossing loop 2559 m - Goods Loop 300 m [ARTC ta400013]

Siding 340 miles (340 m)

1.11.1923 Siding 340 miles - Open CR [Pass Fares]

16.6.1924 Closed by GA

Crossing Loop 397 miles (397 m) — Mt. Christie 638 km (396 m 67 c)

Mar-42 397 miles (Crossing Loop) Later site of Camp - 1200 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]

1.3.1950 Loop 1380 ft [GA]

Jun-53 397 miles (Crossing Loop) Later site of Camp - West end Points moved 354 ft West by 4.6.1953. Loop now 1600 ft. [WGC 23/53]

11.6.1953 Cabin moved 177 ft West by 19.6.1953 [WGC 24/53]

4.12.1955 397 miles (Crossing Loop) Later site of Camp - Loop 2320 ft [WTT]

15.5.1957 Name Change to Mt. Christie Approved [NAAB300 5981 Pt 3]

5.9.1957 Mt. Christie - Name Changed from 397 miles; 341 m Pt A, $396\frac{3}{4}$ m Port Pirie Junction 11.9.1957 [WGC 36/57]

1.1.1961 Pass. Fares & Goods Rates Books

9.2.1961 Mt. Christie 396 m 67 c - Staff Drawer Locks removed 15.2.1961 [WGC 6/61]

- Unattended Electric Staff Station [List June 1961]

- Mt. Christie $396\frac{3}{4}$ m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Loop now 2406 ft [WN 7 & 8/63]

- Mt. Christie $396\frac{3}{4}$ m - In Public Timetable July 1952 to March 1994

2.5.1965 to 2.7.1967 Open for Passaengers [Public TT]

24.2.1972 Mt. Christie $396\frac{3}{4}$ m - Extension: West Points 396 m 20 c & 397 m 25 c 18.2.1972 5133 ft [WN 5 to 8/72]

2.7.1973 Mt. Christie 638 km - 638 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1565 m [Metrication]

1.7.1979 Mt. Christie 638 km - Unattended - Crossing loop 1565 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1850 m - Goods Spur 245 m [ARTC ta400013]

Mungala 667 km (415 m 12 c)

25.5.1967 Mungala 415 m - Named Mungala [WN 21/67]

2/66. 415 m 12 c [Goods Rates Book]

31.8.1967 Mungala 415 m 12 c - Loop Opened 3.9.1967 5000 ft East 414 m 51 c West 415 m 52 c [WN 35/67]

- In Public Timetable 1.11.67 to March 1994

2.7.1973   Mungala 667 km - 667 km in Pass. Fares 1.7.1973, and in WTT
14.10.73 Loop 1533 m [Metrication]

1.7.1979   Mungala 667 km - Unattended - Crossing loop 1533 m - ANR WTT
1.7.1979

2.2001   Shown in ARTC line maps - Crossing loop 2068 m [ARTC ta400013]

Siding 361 miles (360 m)

1.11.1923   Siding 361 miles - Open 360 m CR [Pass Fares]

16.6.1924   Closed by GA

Crossing Loop 417 miles (416 m 22 c)

Oct-43   417 miles (416 m 22 ch) (Crossing Loop) Later Camp - 1200 ft Loop
opened. Emergency Crossing Station [War Time Facilities]

6.6.1949   Emergency Crossing Station facilities deleted by [WTT]

4.12.1952   417 miles (416 m 22 ch) (Crossing Loop) Later Camp - In Diesel
Passgr Time Table 18.11.52 [WGC 49/52]

-   [ ]

4.12.1955   ($416\frac{1}{2}$ m) 416 m Camp - Camp by [WTT]

28.4.1963 $416\frac{1}{4}$ m [WTT]

31.8.1967   416 m Camp - 416 Camp still In Service [WN 35/67]

24.10.1968   Closure foreshadowed [WN 43/68]

2.11.1968   416 m Camp - Closed [WTT Amdts]

Barton 694 km (431 m 74 c 81 l)

12.10.1917   Barton - Open [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 1380 ft [GA]

30.6.1924   Barton - Attended ES [Before Annual Report]

1.8.1932   Siidng in Addition 365 ft [GA]

12.7.1937   Barton 432 miles - [SAR WN 27/37]

1.11.1939   Barton 431 m 74 c 81l - [Goods and Livestock]

1.3.1950   Barton 431 m 74 c 81l - Loop 1380 ft., Siding 840 ft [GA]

4.6.1953   West End Points moved 200 ft West 5.6.1953. Loop now 1620 ft (Mid
Pt now 431 m 76 c 64 l) [WGC 23/53]

16.9.1955   Barton 431 m 74 c 81l - Unattended from 16.9.1955 [WGC 37/55]

1.1.1961   Barton 431 m 75 c - Pass. Fares & Goods Rates Books

1.12.1960   Staff Drawer Locks removed 4.12.60 [WGC 48/60]

11.5.1961 & earlier   Barton 431 m 75 c - Loop North Side. East End Extn.
Points now 431 m 39 c 5.4.1961 Completed 26.4.1961, 3055 ft WN 18,
3045 ft WN 19 [WGC 13, 16, 18, 19/61]

-   If West end unchanged, Mid Pt now 431 m 65 c 84 l, East end 431 m 42 c 77l
[Editor's Note re 11.5.1961]

-   Barton 431 m 75 c - Unattended Electric Staff Station [List June 1961]

-   In Public Timetable, 28.3.1918 to March 1994

23.7.1961 Barton 431 m 75 c - Loop 3045 ft [WTT]

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

28.4.1963 Barton 432 m - Choke Blocks on Loop [WTT]

2.7.1973 Barton 693.5 km - 693 km in Pass. Fares 1.7.1973, 693.5 km in WTT
14.10.73 Loop 927 m [Metrication]

26.9.1974 West Points of Devn. Installed 681.640m(?) 3.10.74 [WN 38/74]

14.8.1975 Barton 693.5 km - Extn West Points now 694.780km Open 5.8.1975
East Points 692.800km 1871 m [WN 28, 29 & 32/75]

17.8.1975 Station in Fast & slow Mixed Service [Advert]

30.10.1977 Barton 694 km - Distance now 694 km [WTT]

1.7.1979 Barton 694 km - Resthouse for trainmen - Unattended - Crossing
loop 1871 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1857 m - Camp Spur 220 m
- Triangle water road 180 m[ARTC ta400013]

Crossing Loop 445 Miles (445 m 31 c)

October-1943 445 Miles (445 m 31 ch) (Crossing Loop) - 1200 ft Loop
incomplete [War Time Facilities]

7.8.1944 Shown in WTT (Last Entry)

Siding 396 miles (395 m) — Bates 725.5 km (451 m 46)

1.11.1923 Siding 396 miles - Open 395 m CR [Pass Fares]

15.3.1931 Closed [PF 1/31 & MN 117/31]

16.4.1964 Siding 396 miles(451 m 46 c) Bates - Points at 451 m 16 c/451 m 75
c 16.4.1964. Loop 3423 ft 451$\frac{1}{2}$ m [WN 11, 15, 16/64]

22.3.1964 & 31.1.1966 Named Bates (Unattended Crossing Station) [WTT
Amendments]

- Bates 451$\frac{1}{2}$ m - In Public Timetable 2.5.1965 to March 1994

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

2/66. Bates 451 m 40 c - Goods Rates Book

2.7.1973 Bates 726.5 km - 726 km in Pass. Fares 1.7.1973, 726.5 km in WTT
14.10.73 Loop 1043 m [Metrication]

8.4.1976 Bates 726.5 km - Extension: West Points 76.280 km open 13.4.1976
[WN 10 & 14/76]

3.6.1976 East Extn open 12.6.1976 1831 m [WN 22/76]

1.8.1976 Bates 725.5 km - Distance now 725.5 km [WTT]

1.7.1979 Bates 725.5 km - Unattended - Crossing loop 1831 m - ANR WTT
1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1822 m - Dead End 110 m -
Camp Spur 300 m[ARTC ta400013]

Siding 407 miles (407 m) — Malbooma (407 m)

5.1.1918 Siding 407 miles - Open by [NAAB300 5981 Pt 1]

2.9.1920 Malbooma - Named Malbooma [NAAB300 5981 Pt 1]

1917 – The first Trans-Australian Express at 408 miles hauled by a G class engine *(Commonwealth Railways)*

Crossing Loop 463 miles (463 m) — Immarna 744.5 km (463 m)

30.9.1921   Renamed Immarna [MN 55/21]

1.5.1924   Crossing Loop 1385 ft [GA]

30.6.1925   Immarna - Converted to Unattended Electric Staff Station by [Annual Report]

1.8.1932   Siidngs in Addition 2525 ft [GA]

12.7.1937   Immarna 463 miles - [SAR WN 27/37]

6.6.1938   Immarna 463 miles - Not mentioned as Electric Staff Stration [WTT]

7.8.1944   UES by WTT

1.11.1939   Immarna 463 m 29 c 63l - [Goods and Livestock]

1.3.1950   Loop 1420 ft., Siding. 356 ft [GA]

13.8.1953   Immarna 463 m 29 c 63l - Crossing Loop removed by 13.8.1953 , [WGC 33/53]

1.1.1961   Pass. Fares & Goods Rates Books

-   Immarna 463$\frac{1}{4}$m - In Public Timetable, 28.3.1918 to 1.9.1937. 2.5.1965 to November 1979

-   Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

29.8.1963   Immarna 463$\frac{1}{4}$m - Control Point UEX Goods Loop North side 979 ft IS 14.8.1963 [WN 35/63]

2.7.1973   745 km in Pass. Fares 1.7.1973, 744.5 km in WTT 14.10.73 Loop 298 m G [Metrication]

1.7.1979   Immarna 744.5 km - Emergency Crossing Station facilities deleted by [WTT]

1.7.1979   Immarna 744.5 km - Unattended - Good Loop 298 m ANR WTT 1.7.1979

1.8.1981   In Passenger Rates Book

28.1.1982   Immarna 744.5 km - Temp closure 8.2.1982 [WN 4/82]

14.9.1983   Immarna 744.5 km - All points removed WE 3.9.1983 [WN 37/82]

14.9.1983   Deleted, Closed [WN 37/82]

2.2001   Immarna 744.5 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

Deakin (427 m) — Ooldea 776 km (483 m)

12 & 15.11.1917   Deakin - List of Open Stations [NAAB300 5981 Pt 1]

19.12.1917   Renamed Ooldea [NAAB300 5981 Pt 1]

19.12.1917   Ooldea - Renamed Ooldea [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 1340 ft [GA]

30.6.1926   Ooldea - Converted to Unattended Electric Staff Station by [Annual Report]

1.8.1932   Siding in Addition 1145 ft [GA]

12.7.1937   Ooldea 483 miles - [SAR WN 27/37]

6.6.1938   Ooldea 483 miles - Not mentioned as Electric Staff Stration [WTT]

7.8.1944   UES by WTT

1.11.1939   Ooldea 483 m 28 c 78l - [Goods and Livestock]

1.3.1950   Loop 1368 ft., Siding. 1266 ft [GA]

24.9.1953 & 12.8.1954   Ooldea 483 m 28 c 78l - Loop not mentioned [WGC 39/53 & 32/54]

12.7.1956   East End Extn open 21.7.1956 Loop now 2310 ft [WGC 28/56]

9.8.1956   Ooldea 483 m 28 c 78l - Electric Staff Station Opened 7.8.1956 [WGC 32/56]

1.1.1961   Pass. Fares & Goods Rates Books

26.4.1962   Ooldea 483 m 29 c - Loop North side, West Extn 690 ft Points 483 m 52 c delayed to 2.5.1962 [WN 17/62]

17.5.1962   Loop now 3004 ft [WN 20/62]

-   Ooldea 483 m 29 c - In Public Timetable 28.3.1918 to October 1941, (Map only from April 1937). 2.5.1965 to March 1994

14 & 21.2.1963   Loop now 3065 ft [WN 7 & 8/63]

-   Ooldea $483\frac{1}{4}$ m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

15.3.1973   Extension: East Points now 482 m 55 c 19.3.1973 [WN 11/62]

24.5.1973   Ooldea $483\frac{1}{4}$ m - West Points now 483 m 58 c 24.5.1973 [WN 20 & 21/73]

2.7.1973   Ooldea 776 Km - 745 km in Pass. Fares 1.7.1973, 744.5 km in WTT 14.10.73 Loop 1549 m [Metrication]

2.8.1973   Opened 25.7.1973 1549 m not 1524 m [WN 30 & 31/73]

1.7.1979   Ooldea 776 km - Unattended - Crossing loop 1549 m - ANR WTT 1.7.1979

2.2001   Shown in ARTC line maps - Crossing loop 1955 m - Goods Loop 260 m

- Camp Spur 190 m - Spur 90 m[ARTC ta400013]

Link Up (486 m 2 c 25 l)

7.8.1944   Link Up - 486 m 2 c 25l [WTT]

Watson (445 m 38 c 98 l)

12 & 15.11.1917   Watson (1st) 445 m 38 c 98l - List of Open Stations [NAAB300 5981 Pt 1]

6.3.1925   Closed by [NAAB300 5981 Pt 1]

-   Watson (1st) 445 m 38 c 98l - Remained as Passgr. Station & Crossing Station till 447 miles opened

1.8.1932   Sidings 1930 ft [GA]

-   Watson (1st) 445 m 38 c 98l - In Public Timetable 28.3.1918 to 1.9..3.1937, (Map only from April 1921 to 1.9..9.1937)

Siding 447 miles (447 m) — Watson (446 m 64 c 02 l) — Watson 809 km (503 m 12 c 47 l)

1.10.1937   Watson (2nd) 446 m 64 c 02l - Named Watson [MN 136/37]

30.6.1937   Siding 447 miles - Open 29.3.1937 [Ann Report]

1.10.1937   Named Watson [MN 136/37]

12.7.1937   Watson (2nd) 502 miles - [SAR WN 27/37]

6.6.1938   Watson (2nd) 502 miles - Unattended Electric Staff Station by [WTT]

1.11.1939   Watson (2nd) 503 m 12 c 47l - [Goods and Livestock]

1.3.1950   Loop 1340 ft., Sidings. 2680 ft. [GA]

7.8.1944   Watson (2nd) 503$\frac{1}{4}$m - [WTT]

24.9.1953   Watson (2nd) 503 m 12 c 47l - Loop 1455 ft. [WGC 39/53]

27.10.1955   Station Master from 1.11.55 [WGC 43/55]

28.7.1956   Watson (2nd) 503 m 12 c 47l - West End extn 855 ft. Loop now 2310 ft 12.7.1956 (Mid Pt 503 m 18 c 95l assuming 1455 ft equally disposed about mid pt)) [WGC 28/56]

4.12.55 & 24.6.1956   Loop 1455 ft Typo? [WTT]

1.1.1961   Watson (2nd) 503 m 12 c - Pass. Fares & Goods Rates Books

1.12.1960   Staff Drawer Locks Removed 5.12.60 [WGC 48/60]

-   Watson (2nd) 503 m 12 c - Unattended Electric Staff Station by [List June 1961]

-   In Public Timetable from 1.9.1937 to March 1994

23.7.1961   Watson (2nd) 503 m 12 c - Loop 2320 ft later 3102 ft. [WTT]

-   Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963   Watson (2nd) 503 m - Loop now 3178 ft. Mileage now 503 m [WN 7 & 8/63]

2.5.1965   Attended Crossing Station [WTT]

2.11.1968   Unattended Crossing Station [WTT Amdts]

8.4.1971   Watson (2nd) 503 m - Extn West Points now 503 m 71 c WN 14/71, 8.4.1971. 5076ft 503 m 70 c 39L 26.4.1971 [WN 14/71]

2.7.1973   Watson (2nd) 809 km - 809 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1547 m [Metrication]

17.8.1975   Station in Fast & slow Mixed Service [Advert]

1.7.1979   Watson 809 km - Unattended - Crossing loop 1547 m - ANR WTT 1.7.1979

17.11.1991   Watson (2nd) 809 km - Loop 2500 m by [WTT Amdts]

2.2001   Shown in ARTC line maps - Crossing loop 2569 m - Goods Loop 300 m [ARTC ta400013]

Crossing Loop 518 miles (518 m 73 ch)

1943 - 4 $518\frac{3}{4}$ miles (518 m 73 ch) (Crossing Loop) (appr 589 m West) - 1200ft Loop incomplete [War Time Facilities]

7.8.1944   Shown in WTT (Last Entry)

Reid (460 m)

12 & 15.11.1917   Reid (1st) - List of Open Stations [NAAB300 5981 Pt 1]

24.1.1918   Closed by [NAAB300 5981 Pt 1]

30.11.1921   Reid (1st) 460 m - Location amended to 461 m [MN 56/21]

31.7.1924   Staff Drawer Locks Removed [MN 72/24]

-   Reid (1st) 460 m - In Public Timetable (Map only) 28.3.1918 to January 1931)

O'Malley (522 m 00 c) — O'Malley (839 km)

4.12.1955   522 m Camp - Open by [WTT]

29.1.1963   522 m Camp O'Malley - Camp Train Stabled [WN 4/63]

c 6.12.63   Control Point [5981 Pt 3]

27.2.1964   O'Malley 522 m 00 c - Named O'Malley 22.3.1964 [WN 9/64]

-   In Public Timetable 2.5.1965 to May 1984. Nov 87?

2/66.   O'Malley $522\frac{1}{2}$ m - 522 m 00 c [Goods Rates Book]

18 & 25.4.1968   Loop open 11.4.1968. $522\frac{1}{2}$ m not 522 m , Loop 5158 ft [WN 16 & 17/68]

7.5.1992   O'Malley $522\frac{1}{2}$ m - Closed as Crossing Stn, Control Point in lieu 4.5.1992 [SN 18/92]

2.11.1968 $522\frac{1}{4}$ m [WTT Amdts]

2.7.1973   O'Malley 839 km - 839 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1572 m [Metrication]

1.7.1979   O'Malley 839 km - Unattended - Crossing loop 1572 m - ANR WTT 1.7.1979

2.2001   O'Malley 839 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

Fisher (480 m) — Fisher 860.5 km (535 m 74 c 33 l)

12 & 15.11.1917   Fisher - List of Open Stations [NAAB300 5981 Pt 1]

30.11.1921   Location amended from 479 m to 480 m [MN 56/21]

1.8.1932 Fisher - Siding 1280 ft [GA]

12.7.1937 Fisher 536 miles - [SAR WN 27/37]

1.11.1939 Fisher 535 m 74 c 33l - [Goods and Livestock]

7.8.1944 Fisher 535 m 74 c 33l - Unattended Electric Staff Station by [WTT]

1.3.1950 Loop 1280 ft. [GA]

24.9.1953 & 12.8.1954 Fisher 535 m 74 c 33l - Loop not Mentioned [WGC 39/53 & 32/54]

1.1.1961 Pass. Fares & Goods Rates Books

- Fisher 535 m 74 c - In Public Timetable 28.3.1918 to 1.9.1937. 2.5.1965 to March 1994

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

14 & 21.2.1963 Fisher 536 m - Control Point [WN 7 & 8/63]

28.4.1963 Loop 3000 ft [WTT]

2.5.1963 Fisher 536 m - New Loop now 3218 ft. West Points 536 m 07 c, East Points 535 m 35 c open 27.4.1963 [WN 16 & 18/63]

2.7.1973 Fisher 861.5 km - 861 km in Pass. Fares 1.7.1973, 861.5 km in WTT 14.10.73 Loop 953 m [Metrication]

5.5.1977 Fisher 860.5 km - Extn East Points now 859.565km open 21.5.1977 Actual 17.5.1977. [WN 15 & 18/77]

26.5.1977 Remeasured 859.559km Loop now 1903 m [WN 21/77]

2.6.1977 Fisher 860.5 km - Now 860.5km [WN 22/77]

1.7.1979 Fisher 860.5 km - Unattended - Crossing loop 1903 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1887 m - Camp Spur 500 m - Dead End 110 m[ARTC ta400013]

Crossing Loop 553 miles (553 m 17 ch)

1943-4 $553\frac{1}{4}$ miles (553 m 17 ch) (Crossing Loop) (appr $554\frac{1}{2}$ m West) - 1400 ft Loop incomplete [War Time Facilities]

7.8.1944 Last Entry [WTT]

Thomiar 890 km

2.2001 Thomiar 890 km - Shown in ARTC line mapsas Block Point [ARTC ta400013]

2009 New 1800m crossing loop to be constructed. [cp 9.2009]

Cook (512 m 51 c) — Cook 914.5 km (569 m 7 c 43 l)

12 & 15.11.1917 Cook 512 m 51 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924 Crossing Loop 1340 ft [GA]

30.6.1924 Cook - Attended ES [Before Annual Report]

1.5.1932 Sidings in Addition 1768 ft [GA]

12.7.1937 Cook 569 miles - [SAR WN 27/37]

1.11.1939 Cook 569 m 7 c 43l - [Goods and Livestock]

1.3.1950 Loop 1409 ft., Sidings. 2878 ft [GA]

24.9.1953   Cook 569 m 7 c 43l - Loop 1357 ft [WGC 39/53]

1.1.1961   Cook 569 m 7 c - Pass. Fares & Goods Rates Books

7.12.1961   Staff Drawer Locks Removed 5.12.1961 [WGC 49/61]

-   Cook 569 m 7 c - Attended Electric Staff Station [List June 1961]

7.12.1961   Loop North Side, West Extn 1100 ft, East 550 ft, West Points now 569 m 737 c, 5.12.1961 [WN 9/61]

14.12.1961   Cook 569 m 7 c - East Points now at 568 m 65 c 19.12.1961 [WN 50/61]

15.3.1962   Loop now 3245 ft WN 11/62 15.3.1962 [WN 11/62]

-   Cook 569 m - In Public Timetable 28.3.1918 to March 1976 Missing Nov 76 to Nov 79. Feb 1981 to March 1994

-   Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

29.11.1962   Cook 569 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

14 & 21.2.1963   Loop now 3252 ft [WN 7 & 8/63]

23.3.1972   Cook 569 m - Extension: East Points now 568 m 35 c open 13.3.1972 5174ft [WN 9, 10 & 12/72]

2.7.1973   Cook 914.5 km - 914 km in Pass. Fares 1.7.1973, 914.5 km in WTT 14.10.73 Loop 1577 m [Metrication]

17.8.1975   Station in Fast & Slow Mixed Service [Advert]

7.4.1977   Cook 914.5 km - Extn West Points 915.636km open 13.4.1977 [WN 14/77]

21.4.1977   Length 1876 m West Points' distance now 915.620 m [WN 16/77]

5.6.1977   Cook 914.5 km - Distance Unchanged [WTT Amdt 76/11]

1.7.1979   Cook 914.5 km - Resthouse for trainmen - Fuel station - Turntable - Carriage watering station - Crossing loop 1876 m ANR WTT 1.7.1979

11.6.1992   Extension: West Points were 915.624 now 916.515 km; East Points were 913.639 now 912.450 km [WN 23/92]

22.8.1993   Cook 914.5 km - Loop 3962 m by [WTT Amdt]

2.2001   Shown in ARTC line maps - Crossing loop 3939 m - Goods Siding 200 m - Water Road 323 m - Water Road 472 m - Triangle - [ARTC ta400013]

7.4   Cook to Zanthus

This section contains information about the Trans-Australian Railway from Cook to Zanthus.

(A lot of the information in this section is from original notes by Peter Barry)

Cook (512 m 51 c) — Cook 914.5 km (569 m 7 c 43 l)

12 & 15.11.1917   Cook 512 m 51 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 1340 ft [GA]

30.6.1924   Cook - Attended ES [Before Annual Report]

1.5.1932   Sidings in Addition 1768 ft [GA]

12.7.1937   Cook 569 miles - [SAR WN 27/37]

1.11.1939   Cook 569 m 7 c 43l - [Goods and Livestock]

1.3.1950   Loop 1409 ft., Sidings. 2878 ft [GA]

24.9.1953   Cook 569 m 7 c 43l - Loop 1357 ft [WGC 39/53]

1.1.1961   Cook 569 m 7 c - Pass. Fares & Goods Rates Books

7.12.1961   Staff Drawer Locks Removed 5.12.1961 [WGC 49/61]

-   Cook 569 m 7 c - Attended Electric Staff Station [List June 1961]

7.12.1961   Loop North Side, West Extn 1100 ft, East 550 ft, West Points now 569 m 737 c, 5.12.1961 [WN 9/61]

14.12.1961   Cook 569 m 7 c - East Points now at 568 m 65 c 19.12.1961 [WN 50/61]

15.3.1962   Loop now 3245 ft WN 11/62 15.3.1962 [WN 11/62]

-   Cook 569 m - In Public Timetable 28.3.1918 to March 1976 Missing Nov 76 to Nov 79. Feb 1981 to March 1994

-   Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

29.11.1962   Cook 569 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

14 & 21.2.1963   Loop now 3252 ft [WN 7 & 8/63]

23.3.1972   Cook 569 m - Extension: East Points now 568 m 35 c open 13.3.1972 5174ft [WN 9, 10 & 12/72]

2.7.1973   Cook 914.5 km - 914 km in Pass. Fares 1.7.1973, 914.5 km in WTT 14.10.73 Loop 1577 m [Metrication]

17.8.1975   Station in Fast & Slow Mixed Service [Advert]

7.4.1977   Cook 914.5 km - Extn West Points 915.636km open 13.4.1977 [WN 14/77]

21.4.1977   Length 1876 m West Points' distance now 915.620 m [WN 16/77]

5.6.1977   Cook 914.5 km - Distance Unchanged [WTT Amdt 76/11]

1.7.1979   Cook 914.5 km - Resthouse for trainmen - Fuel station - Turntable - Carriage watering station - Crossing loop 1876 m ANR WTT 1.7.1979

11.6.1992   Extension: West Points were 915.624 now 916.515 km; East Points were 913.639 now 912.450 km [WN 23/92]

22.8.1993   Cook 914.5 km - Loop 3962 m by [WTT Amdt]

2.2001   Shown in ARTC line maps - Crossing loop 3939 m - Goods Siding 200 m - Water Road 323 m - Water Road 472 m - Triangle - [ARTC ta400013]

Koonalda 936 km

2.2001   Koonalda 936 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

Crossing Loop 594$\frac{3}{4}$ miles (594$\frac{3}{4}$ m) — Denman 956.5 km (595 m)

1-Mar-1942   594$\frac{3}{4}$ miles (Crossing Loop) Later Camp (Appr 513 m West) - [War Time Facilities]

7.2.1952   Closed 31.1.1952, Reopened 4.2.1952 [WGC 6/52]

1.3.1950   595 Siding - Loop 1400 ft [GA]

24.4.1952 $594\frac{3}{4}$ miles (Crossing Loop) Later Camp (Appr 513 m West) - Closed as ES & Siding. Out of Use 17.4.1952 [WGC 17/52]

2.10.1952   Points Removed by [WGC 40/52]

4.12.1955 $594\frac{3}{4}$ m Camp - Open by [WTT]

14.9.1962   595 m - New Unattended ES Station 595 m Proposed Denman [5981 Pt 3]

25.10.1962   New Loop South Side 3000 ft East Points 594 m 50 c 15.10.1962 Named Denman 4.11.1962 [WN 43/62]

17.1.1963   Denman 595 m 02 c - West Points 595 m 35 c 8.1.1963 Loop now 3130 ft [WN 3/63]

28.4.1963   Loop 3130 ft [WTT]

-   Denman 595 m 02 c - In Public Timetable 2.11.67 to March 1994

29.11.1962   Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

2/66.   Denman 595 m 00 c - Goods Rates Book

5.7.1973   Extension: West Open 21.6.1973 5000ft = 1520 m 1620 m [WN 27/73]

2.7.1973   Denman 956.5 km - 957 km in Pass. Fares 1.7.1973, 956.5 km in WTT 14.10.73 Loop 1620 m [Metrication]

1.7.1979   Denman 956.5 km - Unattended - Crossing loop 1620 m - ANR WTT 1.7.1979

2.2001   Shown in ARTC line maps - Crossing loop 1855 m - Dead End 700 m [ARTC ta400013]

Hughes (567 m) — Hughes 1001.5 km (623 m)

12 & 15.11.1917   Hughes 567 m - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1921   Crossing Loop 1621 ft [GA]

30.6.1925   Hughes - Converted to Unattended Electric Staff Station by [Annual Report]

1.8.1932   Siding in Addition 960 ft [GA]

12.7.1937   Hughes 623 miles - [SAR WN 27/37]

1.11.1939   Hughes 623 m 6 c 60l - [Goods and Livestock]

1.3.1950   Loop 1635 ft., Siding 1535 ft [GA]

24.9.1953   Hughes 623 m 6 c 60l - Loop 1625 ft [WGC 39/53]

22.12.1960   East End extended by 700 ft 23.11.60. Loop now 3120 ft(Mid Pt now 623 m 7 c 32 l) [WGC 47 & 51/60]

1.1.1961   Hughes 623 m 7 c - Pass. Fares & Goods Rates Books

1.12.1960   Staff Drawer Locks removed 7.12.60 [WGC 48/60]

-   Hughes 623 m 7 c - Unattended Electric Staff Station [List June 1961]

-   In Public Timetable 28.3.1918 to 1.6.1937, June 1952 to March 1994

14 & 21.2.1963   Hughes 623 m 7 c - Loop now 3233 ft [WN 7 & 8/63]

2.7.1964   Loop again 3120 ft [WN 27/64]

29.11.1962   Hughes 623 m 7 c - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

6.12.1973   Extension: West Points now 1002.670 m 11.12.73 [WN 49/73]

9.5.1974   Hughes 623 m 7 c - West Points now 1002.672km 1582 m expected,

Actual 1515 m 30.4.1974 [WN 13, 14, 16 & 18/74]

2.7.1973 Hughes 1001.5 km - 1002 km in Pass. Fares 1.7.1973, 1001.5 km in WTT 14.10.73 Loop 1515 m Typo ? [Metrication]

1.7.1979 Hughes 1001.5 km - Unattended - Crossing loop 1515 m - ANR WTT 1.7.1979

28.10.1990 Loop 2500 m by [WTT Amdt]

2.2001 Shown in ARTC line maps - Crossing loop 2567 m - Goods Loop 290 m - Water Road 140 m - Dead End 430 m[ARTC ta400013]

Siding 577 miles (577 m)

1.11.1923 Siding 577 m. East = 474 m West - Open CR [Pass Fares]

16.6.1924 Closed by GA

Siding 639 miles (639 m)

10.1943 639 Miles (639 m 13 ch) (Crossing Loop)(appr $468\frac{1}{2}$ m West) - 1400 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]

Mar-50 639 Siding - Loop 1600 ft [GA]

24.4.1952 Closed as Electric Staff Station & Siding Out of Use 19.4.1952 [WGC 17/52]

- 639 Miles (639 m 13 ch) (Crossing Loop)(appr $468\frac{1}{2}$ m West)

2.10.1952 Points removed by [WGC 40/52]

4.12.1955 639 m Camp - Open by [WTT]

28.4.1963 $639\frac{1}{4}$ m Camp - Revised Distance [WTT]

Siding 599 miles (599 m) — Deakin (599 m) — Deakin 1054 km (655 m 67 c 88 l)

12 & 15.11.1917 Siding 599 m - List of Open Stations [NAAB300 5981 Pt 1]

19.12.1919 Named Deakin by [NAAB300 5981 Pt 1]

19.12.1919 Deakin - Named Deakin by [NAAB300 5981 Pt 1]

30.10.1924 Staff Locks Removed [MN 73/24]

12.7.1937 Deakin 656 miles - [SAR WN 27/37]

1.11.1939 Deakin 655 m 67 c 88l - [Goods and Livestock]

3.1942 Deakin 655 m 67 c 88l - 1400 ft Crossing Loop & Unattended Electric Staff Station opened [War Time Facilities]

1.3.1950 Loop 1400 ft [GA]

- Deakin 655 m 67 c 88 l

24.4.1952 Closed as Electric Staff Station & Siding Out of Use 19.4.1952 [WGC 17/52]

2.10.1952 Deakin 655 m 67 c 88l - Points removed by [WGC 40/52]

- In Public Timetable 28.3.1918 to April 1937, Map only 1.6.1937 to October 1941, 2.5.1965 to March 1994

1.1.1961 Deakin 655 m 68 c - Pass. Fares & Goods Rates Books

10.1.1963 Loop South Side now 3093 ft, East Points 655 m 376 c, West Points 656 m 02 c 21.12.1962 [WN 2/63]

29.11.1962   Deakin $655\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

22.3.1973   Extension: East open 27.3.1973 5000ft [WN 12/73]

5.4.1973   Deakin $655\frac{3}{4}$ m - Loop remeasured: 5137ft 27.3.1973 [WN 14/73]

2.7.1973   Deakin 1054 km - 1054 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1566 m [Metrication]

1.7.1979   Deakin 1054 km - Unattended - Crossing loop 1566 m - ANR WTT 1.7.1979

2.2001   Shown in ARTC line maps - Crossing loop 1850 m - Dead End 240 m [ARTC ta400013]

Crossing Loop 672 miles (672 m)

1943 - 4   672 miles (671 m 54 ch) (Crossing Loop) (appr $436\frac{1}{4}$ m West) - 1400 ft Loop incomplete [War Time Facilities]

7.8.1944   Last Entry [WTT]

Siding 632 miles (632 m) — Reid (632 m) — Reid 1106.5 km (688 m 5 c 52 l)

6.9.1919   Siding 632 m. East = 419 m West - Open by [NAA B300 4344]

6.3.1925   Reid Recommended [NAAB300 5981 Pt 1]

1.8.1932   Siding 632 m. East = 419 m West - Siding 640 ft [GA]

1.10.1937   Reid - Named Reid [MN 136/37]

12.7.1937   Reid 688 miles - [SAR WN 27/37]

6.6.1938   Reid 688 miles - Open as Unattended Electric Staff Station by [WTT]

1.11.1939   Reid 688 m 5 c 52l - [Goods and Livestock]

7.8.1944   Reid 688 m 5 c 52l - Attended ES by [WTT]

1.3.1950   Loop 1400 ft., Siding. 1350 ft [GA]

24.9.1953   Reid 688 m 5 c 52l - Loop 1468 ft [WGC 39/53]

3.10.1957   West end Extn of 847 ft 27.9.1957 Loop now 2315 ft (Mid Pt now 688 m 11 c 43 l) [WGC 40/57]

17.10.1957   Reid 688 m 5 c 52l - Remeasured as 2230 ft (Mid Pt now 688 m 11 c 29 l) [WGC 42/57]

8.12.1960   East end extended 770 ft loop now 3010 ft 23.11.60 (Mid Pt now 688 m 5 c 62 l) [WGC 49/60]

1.1.1961   Reid 688 m 6 c - Pass. Fares & Goods Rates Books

1.12.1960   Staff Drawer Locks removed 8.12.60 [WGC 48/60]

5.1.1961   Reid 688 m 6 c - Loop Remeasured, now 3030 ft [WN 1/61]

-   In Public Timetable 18.10.1920 to March 1994

14 & 21.2.1963   Reid 688 m 6 c - Loop now 3137 ft [WN 7 & 8/63]

29.11.1962   Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

15.3.1973   Reid 688 m 6 c - Extension: West Points now 688 m 62 c 50l open 7.3.1973 5000ft, Now 5189ft [WN 6, 9 & 11/73]

2.7.1973   Reid 1106.5 km - 1106 km in Pass. Fares 1.7.1973, 1106.5 km in WTT 14.10.73 Loop 1582 m [Metrication]

1.7.1979 Reid 1106.5 km - Unattended - Crossing loop 1582 m - ANR WTT 1.7.1979

6.6.1982 Loop now 1566 m [WTT]

2.2001 Shown in ARTC line maps - Crossing loop 1854- Goods Loop 29 m [ARTC ta400013]

Quarry Siding 634 miles (634 m)

28.2.1935 Siding 634 m Quarry - Open [MN 128/35]

4.5.1936 Ballast Siding. 634 m - [WTT]

4.5.1936 Only Entry [WTT]

30.6.1937 Closed 28 May 1937 [Annual Report]

Forrest (651 m) — Forrest 1137.5 km (707 m 41 c 49 l)

12 & 15.11.1917 Forrest - List of Open Stations [NAAB300 5981 Pt 1]

1.11.1923 651 m CR [Pass Fares]

1.5.1924 Forrest - Crossing Loop 1470 ft [GA]

30.6.1926 Converted to Unattended Electric Staff Station by [Annual Report]

12.7.1937 Forrest 708 miles - [SAR WN 27/37]

6.6.1938 Forrest 708 miles - Not mentioned as Electric Staff Stration [WTT]

1.11.1939 Forrest 707 m 41 c 49l - [Goods and Livestock]

6.6.1938 Typo 707 miles [WTT]

7.8.1944 Forrest 707 m 41 c 49l - Attended Electric Staff Station by [WTT]

6.6.1949 Unattended Electric Staff Station by [WTT]

1.3.1950 Forrest 707 m 41 c 49l - Loop 1459 ft., Siding. 250 ft [GA]

1.5.1952 Closed as Electric Staff Station but Goods Siding. Remains 23.4.1952 [WGC 18/52]

1.1.1961 Forrest 707 m 41 c - Pass. Fares & Goods Rates Books

8.2.1961 Staff Drawer Locks removed 17.2.1961 [WGC 6/61]

- Forrest 707 m 41 c - In Public Timetable 28.3.1918 to 1.9.1937 Map only 1.6.1938 to Oct 1941, 2.5.1965 to March 1994

6.12.1962 Reopened as Crossing Loop 1539 ft with Train Order [WN 49/62]

30.5.1963 Forrest 707 m 41 c - West End Extn Points 708 m appr. 3075 ft 24.5.1963 [WN 21 & 22/63]

29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

4.3.1971 Forrest $707\frac{1}{2}$ m - Goods Loop 1852ft 707 m 16 c to 707 m 50 c [WN 9/71]

11.2.1971 Extension: East Points now 706 m 72c, Loop now 5280ft [WN 6/71]

2.7.1973 Forrest 1137.5 km - 1137 km in Pass. Fares 1.7.1973, 1137.5 km in WTT 14.10.73 Length 1609 m [Metrication]

17.8.1975 Station in Fast & Slow Mixed Service [Advert]

1.7.1979 Forest 1137.5 km - Unattended - Crossing loop 1606 m - ANR WTT 1.7.1979

28.10.1990 Loop 2500 m by (Dist 1137.5 m Typo) [WTT Amdt]

2.2001 Shown in ARTC line maps - Crossing loop 2567 m - Goods Loop 550 m - Camp Spur 370 m [ARTC ta400013]

Crossing Loop 724 miles (724 m 40 c)

10.1943 $724\frac{1}{2}$ miles (724 m 40 ch)(Crossing Loop)(app 384 m West) - 1400 ft Loop Incomplete [War Time Facilities]

7.8.1944 Last Entry [WTT]

Siding 742 miles — Mundrabilla 1192 km (741 m 52 c)

Mar-42 $741\frac{3}{4}$ miles (Crossing Loop) Later camp (Appr 366 m West) - 1400 ft Loop & Unattended Electric Staff Station Opened [War Time Facilities]

07-Aug-44 742 miles - [WTT]

Mar-50 742 Siding - Loop 1400 ft [GA]

24.9.1953 742 miles - Loop 1301 ft [WGC 39/53]

17.12.1953 West end Points moved westward by 545 ft Loop now 1846 ft [WGC 51/53]

8.9.1955 742 miles - East end Points East by 464 ft. Loop now 2310 ft 9.9.1955 [WGC 36/55]

4.12.1955 ff Loop 2340 ft [WTT]

15.5.1957 Mundrabilla - Name Mundrabilla approved 15.5.1957 [NAAB300 5981 Pt 3]

8.8.1957 Name change adopted 18.8.1957 686 m ex Pt Augusta [WGC 32/57]

1.1.1961 Mundrabilla 741 m 52 c - Pass. Fares & Goods Rates Books

8.2.1961 Staff Drawer Locks removed 17.2.1961 [WGC 6/61]

- Mundrabilla 741 m 52 c - Unattended Electric Staff Station [List June 1961]

- In Public Timetable June 1952 to March 1994

14 & 21.2.1963 Mundrabilla 741 m 52 c - Loop now 2543 ft [WN 7 & 8/63]

23.5.1963 Loop North Side now 3125 ft., Extn East end Points 741 m 15 c 14.5.1963 [WN 21/63]

29.11.1962 Mundrabilla $741\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

14.6.1973 Extension: East Points now 740 m 60 c open 20.6.1973 5000ft (= 1520 m) [WN 14 & amp; 24/73]

19.7.1973 Mundrabilla 1192 km - Loop remeasured 1583 m [WN 29/73]

2.7.1973 Mundrabilla 1192 km - 1192 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1583 m [Metrication]

1.7.1979 Mundrabilla 1192 km - Unattended - Crossing loop 1583 m - ANR WTT 1.7.1979

6.6.1982 Loop now 1623 m [WTT]

2.2001 Shown in ARTC line maps - Crossing loop 1853 m - Camp Spur 290 m [ARTC ta400013]

Camp 757 miles (757 m)

4.12.1952 757 m (Camp) - In Diesel Passgr. Time Table 18.11.52 [WGC 49/52]

- In Passenger Timetable, 2.11.67 & 1.6.1968
13.2.1969   757 m (Camp) - Camp disbanded 2.3.1969 [WN 7/69]
1.3.1970   Shown in WTT 1.3.1970 in error [WTT]

Loongana (714 m 55 c) — Loongana 1239.5 km (771 m 14 c 38 l)

12 & 15.11.1917   Loongana 714 m 55 c - List of Open Stations [NAAB300 5981 Pt 1]
1.5.1924   Crossing Loop 1180 ft [GA]
30.6.1924   Loongana - Attended ES [Before Annual Report]
1.8.1932   Sidings in Addition 1680 ft [GA]
12.7.1937   Loongana 771 miles - [SAR WN 27/37]
1.11.1939   Loongana 771 m 14 c 38l - [Goods and Livestock]
1.3.1950   Loongana 771 m 14 c 38l - Loop 1180 ft., Sidings 1680 ft [GA]
24.9.1953   Loongana 771 m 14 c 38l - Loop 1155 ft. [WGC 39/53]
12.8.1954   Loop now 2050 ft by [WGC 32/54]
8.9.1955   Loongana 771 m 14 c 38l - East Points 260 ft East. Loop now 2310 ft 10.9.1955 [WGC 36/55]
4.12.55 ff   Loop 2452 ft [WTT]
16.9.1955   Loongana 771 m 14 c 38l - Station Master Withdrawn 9.9.1955 [WGC 37/55]
1.1.1961   Pass. Fares & Goods Rates Books
9.2.1961   Loongana 771 m 14 c - Staff Drawer Locks removed 18.2.1961 [WGC 6/61]
- Unattended Electric Staff Station [List June 1961]
14 & 21.2.1963   Loongana 771 m 14 c - Loop now 2453 ft [WN 7 & 8/63]
- In Public Timetable 28.3.1918 to March 1994
29.11.1962   Loongana $771\frac{1}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
5.3.1970   Extd Loop open 27.3.1970 5342 ft Unattended Crossing Loop [WN 9/70]
2.7.1973   Loongana 1239.5 km - 1240 km in Pass. Fares 1.7.1973, 1239.5 km in WTT 14.10.73, Loop 1628 m [Metrication]
1.7.1979   Loongana 1239.5 km - Unattended - Crossing loop 1628 m - ANR WTT 1.7.1979
6.6.1982   Loop now 1651 m [WTT]
28.10.1990   Loongana 1239.5 km - Dist 1239.5 km Typo. Loop 2500 m by [WTT Amdt.]
2.2001   Shown in ARTC line maps - Crossing loop 2508 m - Goods Loop 359 m - Triangle 125 m with three goods sidings [ARTC ta400013]

Siding 737 miles (737 m)

30.11.1921   Siding 737 m - 737 m Siding Opened [MN 56/21]
16.6.1924   Closed by GA

Siding 742 miles (742 m)

- -
18.10.1920   Siding 742 m (= 798 m ex Pt Pirie Jcn) - Open & in Public
Timetable [Public TT]
18.10.1920   Only Mention [Public TT]

Siding 744 miles (744 m) — Nurina 1287 km (800 m 25 c 81 l)

1.5.1924   Siding 744 m - Open [GA]
1.8.1932   Sidng 906 ft [GA]
1.10.1937   Nurina 800 miles - Named Nurina [MN 136/37]
1.11.1939   Nurina 800 m 25 c 81l - [Goods and Livestock]
March-42   Nurina 800 m 25 c 81l - Loop extended to 1400 ft & Unattended
Electric Staff Station Opened [War Time Facilities]
07-Aug-44   Nurina $800\frac{1}{2}$ miles - [WTT]
01-Mar-50   Nurina $800\frac{1}{2}$ miles - Loop 1400 ft [GA]
1.5.1952   Closed as Electric Staff Station but Goods Siding. Remains 27.4.1952
[WGC 18/52]
1.1.1961   Nurina 800 m 26 c - Pass. Fares & Goods Rates Books
15.2.1961   Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
-   Nurina 800 m 26 c - In Public Timetable 2.5.1965 to March 1994
14 & 21.2.1963   Control Point [WN 7 & 8/63]
28.4.1963   Nurina $800\frac{1}{4}$ m - Revised Distance [WTT]
18.11.1965   New Loop West Points 800 m 70 c 19.11.65 3347 ft [WN 39 &
46/65]
29.11.1962   Nurina $800\frac{1}{4}$ m - Train Order replaced Electric Staff Cook -
Parkeston 10.12.1962 [WN 48/62]
1/66 & 12.1.1967   Unattended Crossing Station [WTT]
20.11.1966   Nurina $800\frac{1}{4}$ m - Control Point [WTT]
7.5.1970   Goods Loop 1200 ft 24.4.1970, West end of xing Loop [WN 18/70]
1.2.1973   Nurina $800\frac{1}{4}$ m - Extension: open 2.3.1973 Points Now at 800 m 00 c
00l & 801 m 03 c 06L [WN 5/73]
15.7.1973   East extn delayed West Extn open 23.3.1973 3900ft [WN 11/62]
2.7.1973   Nurina 1287 km - 1287 km in Pass. Fares 1.7.1973, and in WTT
14.10.73 Loop 1524 m [Metrication]
12.7.1973   Nurina 1287 km - East Extn open 18.7.1973 1524 m [WN 28/73]
1.7.1979   Nurina 1287 km - Unattended - Crossing loop 1524 m - ANR WTT
1.7.1979
6.6.1982   Loop now 1557 m [WTT]
4.8.1985   Nurina 1287 km - Loop now 1577 m Typo? [WTT]
2.2001   Shown in ARTC line maps - Crossing loop 1945 m - Goods Loop 371 m
[ARTC ta400013]

Siding 281 miles west (771 m) — Haig (771 m) — Haig 1330.5 km (827 m 38 c 76 l)

12 & 15.11.1917   Siding 281 miles = 771 miles - List of Open Stations
   [NAAB300 5981 Pt 1]
31.10.1919   Named Haig [WN 45/19]
31.10.1919   Haig - Named Haig by 30.9.1919 [WN 45/19]
1.5.1924   Crossing Loop1390 ft [GA]
30.6.1925   Haig - Converted to Unattended ES by [Annual Report]
1.8.1932   Siding in Addition 900 ft [GA]
12.7.1937   Haig 827 miles - [SAR WN 27/37]
1.11.1939   Haig 827 m 38 c 76l - [Goods and Livestock]
1.3.1950   Loop 1390 ft., Siding. 455 ft [GA]
24.9.1953   Haig 827 m 38 c 76l - Loop 1424 ft [WGC 39/53]
1.1.1961   Haig 827 m 39 c - Pass. Fares & Goods Rates Books
15.2.1961   Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
-   Haig 827 m 39 c - Unattended Electric Staff Station [List June 1961]
-   In Public Timetable 28.3.1918 to April 1937, June 1952 to November 1987
31.5.1962   Haig 827 m 39 c - Extn 800 ft Each end, Points 827 m 13 c 23.4.1962,
   827 m 67 c 30.4.1962, 3100 ft [WN 22/62]
29.11.1962   Train Order replaced Electric Staff Cook - Parkeston 10.12.1962
   [WN 48/62]
14 & 21.2.1963   Haig $827\frac{1}{2}$ m - Loop now 3122 ft [WN 7 & 8/63]
31.1.1966   Haig $827\frac{1}{2}$ m - Loop now 3347 ft [WTT Amdt.]
20.11.66, 12.11.67, 1.3.1970   Typo 3122 ft [WTT]
2.7.1973   Haig 1330.5 km - 1331 km in Pass. Fares 1.7.1973, 1330.5 km in WTT
   14.10.73 Loop 952 m [Metrication]
1.7.1979   Haig 1330.5 km - Unattended - Crossing loop 952 m - ANR WTT
   1.7.1979
4.8.1985   1300.5 Typo Read 1330.5 [WTT]
7.5.1992   Haig 1330.5 km - Closed as Crossing Stn, Control Pt in lieu 4.5.1992
   [SN 18/92]
2.2001   Shown in ARTC line maps - Crossing loop 1858 m - Enineers Siding 86
   m [ARTC ta400013]

Crossing Loop 856 miles (856 m)

10.1943   850 miles (849 m 60 ch) Crossing Loop (Appr 258 m West) - 1400 ft
   Loop Opened with Emergency Crossing Facilities [War Time Facilities]
7.8.1944   850 miles (849 m 60 ch) Crossing Loop (Appr 258 m West) -
   Emergency Crossing Station by [WTT]
7.8.1944   Last Entry [WTT]

Wilban 1369.5 km (851 m 55 c)

3.8.1967   Wilban $851\frac{1}{2}$ m - Opened 6.8.1967 [WN 31/67]
17.8.1967   East Points 851 m 13 c, West Points 852 m 16 c 5000 ft [WN 33/67]
22.6.1967   Wilban $851\frac{1}{2}$ m - 850 m named Wilban [WN 25/67]

6.7.1967   Distance remeasured 851$\frac{1}{2}$ m [WN 27/67]

-   Wilban 851$\frac{1}{2}$ m (851 m 55 c) - In Public Timetable 12.11.67 to March 1994

2/66.   Distance 851 m 55 c [Goods Rates Book]

2.7.1973   Wilban 1369.5 km - 1369 km in Pass. Fares 1.7.1973, 1369.5 km in WTT 14.10.73 Loop 1524 m [Metrication]

1.7.1979   Wilban 1369.5 km - Unattended - Crossing loop - ANR WTT 1.7.1979

17.11.1991   Loop 2500 m by [WTT Amdt]

2.2001   Shown in ARTC line maps - Crossing loop 2490 m [ARTC ta400013]

Camp 857 miles (857 m)

4.12.1952   857 m Camp - In Diesel Passgr. Time Table 18.11.52 Only Entry? [WGC 49/52]

Rawlinna (816 m 10c) — Rawlinna 1403 km (872 m 51 c 37 l)

12 & 15.11.1917   Rawlinna 816 m 10 c - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 1390 ft [GA]

30.6.1924   Rawlinna - Attended ES by [Annual Report]

1.8.1932   Siding in Addition 900 ft [GA]

12.7.1937   Rawlinna 873 miles - [SAR WN 27/37]

1.11.1939   Rawlinna 872 m 51 c 37l - [Goods and Livestock]

1.3.1950   Loop 1390 ft., Sidings 900 ft [GA]

24.9.1953   Rawlinna 872 m 51 c 37l - Loop 1353 ft [WGC 39/53]

1.1.1961   Rawlinna 872 m 51 c - Pass. Fares & Goods Rates Books

-   Attended Electric Staff Station [List June 1961]

3.12.1961   Rawlinna 872 m 51 c - x Loop North side West extn 750 ft Points now 872 m 79$\frac{1}{2}$ c 11.12.1961 [WN 49/61]

-   In Public Timetable 28.3.1918 to March 1994

29.3.1962   Rawlinna 872 m 51 c - East Extn Points now 872 m 26 c 4.4.1962, Loop now 3085 ft [WN 13/62]

14 & 21.2.1963   Loop now 3122 ft [WN 7 & 8/63]

29.11.1962   Rawlinna 872$\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

8.10.1971   Extn East Points now 871 m 70 c 1.7.1971 [WN 43/71]

25.11.1971   Rawlinna 872$\frac{3}{4}$ m - Complete 1.12.71 Loop now 5280ft [WN 47/61]

3.2.1972   Loop now 5076ft [WN 5/72]

2.7.1973   Rawlinna 1403 km - 1403 km in Pass. Fares 1.7.1973, and in WTT 14.10.73, Loop 1547 m [Metrication]

1.7.1979   Rawlinna 1403 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1547 m - ANR WTT 1.7.1979

17.8.1975   Station in Fast & Slow Mixed service [Advert]

6.6.1982 & 4.8.1985   Rawlinna 1403 km - Loop now 1574 m Typo? [WTT]

2.2001   Shown in ARTC line maps - Crossing loop 1856 m - Goods Loop 170 m - Dead End 355 m - Triangle - Spur to Quarry[ARTC ta400013]

Naretha (846 m) — Naretha 1450.5 km (902 m 41 c 45 l)

12 & 15.11.1917 Naretha - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924 Crossing Loop 1360 ft [GA]

30.6.1925 Naretha - Converted to Unattended ES by [Annual Report]

1.8.1932 Sidings in Addition 6635 ft [GA]

12.7.1937 Naretha 903 miles - [SAR WN 27/37]

6.6.1938 Typo 902 miles [WTT]

1.11.1939 Naretha 902 m 41 c 45l - [Goods and Livestock]

1.3.1950 Loop 1360 ft., Sidings. 4800 ft [GA]

5.6.1952 Naretha 902 m 41 c 45l - Closed as Electric Staff Station but Loop & Siding. Remain 1.5.1952 [WGC 23/52]

8.3.1956 East End Extn. [WGC 10/56]

15.4.1956 Naretha 902 m 41 c 45l - Reopened as ES 14.4.1956 [WGC 16/56]

24.6.1956 Loop 2310 ft(Mid Pt now 902 m 34 c 25 l) [WTT]

1.1.1961 Naretha 902 m 41 c - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

- Naretha 902 m 41 c - Unattended Electric Staff Station [List June 1961]

21.12.1961 x Loop North side, East Points now at 901 m 79 c 690 ft extn. 5.12.1961 Loop now 3031 ft [WN 51/61]

- Naretha 902 m 41 c - In Public Timetable 28.3.1918 to 1.9.1937, 1.5.1958 to March 1994

23.7.1961 Loop 2313 ft [WTT]

21.6.1962 Naretha 902 m 41 c - ES Cabin relocated 27.6.1962 [WN 25/62]

29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

14 & 21.2.1963 Naretha 902$\frac{1}{2}$m - Loop 3140 ft [WN 7 & 8/63]

2.5.1965 Loop 3200 ft [WTT]

16.12.1971 Naretha 902$\frac{1}{2}$m - Extn East Points 901 m 70 c 20.12.71 [WN 50/71]

6.1.1972 Should read 901 m 47 c 5280ft 11.1.1972 [WN 1/71]

16.11.1972 Naretha 902$\frac{1}{2}$m - Loop now 5334ft [WN 46/72]

2.7.1973 Naretha 1450.5 km - 1450 km in Pass. Fares 1.7.1973, 1450.5 km in WTT 14.10.73 Loop 1626 m [Metrication]

1.7.1979 Naretha 1450.5 km - Unattended - Crossing loop 1626 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1850 m - Goods Loop 426 m [ARTC ta400013]

Siding 857 miles (857 m) — Siding 913 miles (913 m 22 c)

28.2.1935 Siding 857 m (2nd Lime Siding) - Open by [PF 1/35 & MN 128/35]

6.6.1938 Siding 913 miles (2nd Lime Siding) - [WTT]

1.11.1939 Siding 913 m 22 c 45l (2nd Lime Siding) - [Goods and Livestock]

7.8.1944 & 6.6.1949 Not Mentioned [WTTs]

- Siding 913 m 22 c 45l (2nd Lime Siding) - Sidings. 594 ft

4.12.1955 Still Open [WTT]

1.1.1961 Siding 913 m 22 c (2nd Lime Siding) - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

29.3.1962 Siding 913 m 22 c (2nd Lime Siding) - Points renewed 913 m 16 c & 913 m 28 c [WN 13/62]

2.6.1966 Closure foreshadowed [WN 22/66]

25.5.1967 Siding 913 m 22 c (2nd Lime Siding) - Points removed 16.5.1967 [WN 21/67]

Siding 188$\frac{1}{2}$ miles West (863 m) — Crossing Loop 919 miles (919 m 27 c)

- Siding 188$\frac{1}{2}$ miles = 863 m East

1.11.1923 Siding 188 miles = 863 m East - Open as 1st Lime Siding CR [Pass Fares]

1.8.1932 862 m Siding - Siidng 1350 ft [GA]

28.2.1935 Closed by PF 1/35 [MN 128/35]

1943-1944 919$\frac{1}{2}$ miles (919 m 27 ch) (appr 188$\frac{1}{2}$ m West) - 1400 ft Loop Incomplete [War Time Facilities]

7.8.1944 Last Entry [WTT]

Camp 926 miles (925$\frac{3}{4}$ m)

4.12.1955 926 m Camp (925$\frac{3}{4}$ m) - Open by [WTT]

28.4.1963 Revised Distance [WTT]

2.5.1965 925$\frac{3}{4}$ m Camp - Not Shown [WTT]

24.8.1967 Camp disbanded 22.8.1967 [WN 34/67]

Boonderoo 1484 km

30.10.1977 Boonderoo 1484 km (927.5 m) - First Entry [WTT]

4.8.1977 East Points 1483.000km West Points 1485.135km. Open 9.11.77. [WN 31/77]

8.12.1977 Boonderoo 1484 Km - Loop 1925m., Name Boonderoo approved [WN 44 & 49/77]

- In Public Timetable November 1979(?), May 1984 & March 1994

1.7.1979 Boonderoo 1484 km - Unattended - Crossing loop 1925 m - ANR WTT 1.7.1979

1.8.1981 Boonderoo 1484 Km - Not shown in Passenger Fares Book

2.2001 Shown in ARTC line maps - Crossing loop 1978 m [ARTC ta400013]

Kitchener (884 m) — Kitchener 1512.5 km (940 m 42 c 55 l)

12 & 15.11.1917 Siding 885 miles - List of Open Stations [NAAB300 5981 Pt 1]

19.12.1917 Named Kitchener [NAAB300 5981 Pt 1]

19.12.1917 Kitchener (No 15) 884 m - Named Kitchener [NAAB300 5981 Pt 1]

1.8.1932 Siding 1340 ft [GA]

12.7.1937 Kitchener 941 miles - [SAR WN 27/37]

6.6.1938 Kitchener 941 miles - Unattended Electric Staff Station by [WTT]

6.6.1938 Typo 940 miles [WTT]

1.11.1939 Kitchener 940 m 42 c 55l - 3.787878788 [Goods and Livestock]

1.3.1950 Loop 1340 ft [GA]

4.6.1953 Kitchener 940 m 42 c 55l - West End Points moved 250 ft West
3.6.1953. Loop Now 1610 ft (Mid Pt now 940 m 44 c 45 l) [WGC 23/53]

1.1.1961 Kitchener 940 m 43 c - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

- Kitchener 940 m 43 c - Unattended Electric Staff Station [List June 1961]

- In Public Timetable 28.3.1918 to 18.10.1920, Map only May 1921 to April
1937, 1.8.1945 (Typo Jan 52) to March 1994

14 & 21.2.1963 Kitchener 940 m 43 c - Loop 1699 ft [WN 7 & 8/63]

23/7 & 1.10.1964 East Extn Points now 939 m 77 c Loop 3500 ft [WN 30 &
40/64]

29.11.1962 Kitchener $940\frac{1}{2}$ m - Train Order replaced Electric Staff Cook -
Parkeston 10.12.1962 [WN 48/62]

1.8.1968 Goods spur converted to Loop Points added East End 25.7.1968
[WN 31/68]

11.7.1974 Kitchener 1512.5 km - Extension: West Points now 1513.662km
1885 m 17.7.1974 [WN 27/74]

2.7.1973 Kitchener 1512.5 km - 1512 km in Pass. Fares 1.7.1973, 1512.5 km in
WTT 14.10.73 Loop 1885 m [Metrication]

1.7.1979 Kitchener 1512.5 km - Unattended - Crossing loop 1885 m - ANR
WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1871 m - Goods Loop 300 m
[ARTC ta400013]

Camp 950 miles (949$\frac{3}{4}$ m)

4.12.1955 950 m Camp - Open by [WTT]

28.4.1963 Revised Distance 949$\frac{3}{4}$ m [WTT]

2.5.1965 949$\frac{3}{4}$ m Camp - Not Shown [WTT]

12.1.1967 Closed 22.1.1967 [WN 2/67]

Crossing Loop 958$\frac{1}{2}$ miles (959 m 35 c)

1943 - 4 958$\frac{1}{2}$ miles (959 m 35 ch) Crossing Loop (appr 148$\frac{1}{4}$ m(?) West) -
1400 ft Loop Incomplete [War Time Facilities]

7.8.1944 Last Entry [WTT]

Siding 145 miles west (145 m)

1.11.1923 Siding 145 miles = 906 m East - Open CR [Pass Fares]

Goddard's Creek Siding (908 m) — Goddards 1551.01 km

31.7.1924   Goddard's Creek Siding = $964\frac{1}{2}$ m = 908 m = $143\frac{1}{2}$ m - Goddard's Creek Siding-Staff Drawer Locks removed [MN 72/24]

1.5.1924   Listed [GA]

2.2001   Goddards 1551.01 km - Shown in ARTC line maps shown as Block Point [ARTC ta400013]

2009   New 1800m crossing loop to be constructed. [cp 9.2009]

Zanthus (130 m 35 c West) — Zanthus 1572 km (977 m 30 c 57 l)

12 & 15.11.1917   Zanthus (2nd Location 130 m 35 ch) - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924   Crossing Loop 1440 ft [GA]

340.6.1925   Zanthus - Attended ES by [Annual Report]

1.8.1932   Sidings in Addition 735 ft [GA]

12.7.1937   Zanthus 977 miles - [SAWN 27/37]

1.11.1939   Zanthus 977 m 30 c 57l - [Goods and Livestock]

1.3.1950   Loop 1350 ft., Siding. 735 ft [GA]

28/5 & 4.6.1953   Zanthus 977 m 30 c 57l - West End Points moved 250 ft West 27.5.1953. Loop now 1610 ft(Mid Pt now 977 m 32 c 47 l) [WGC 22 & 23/53]

22.12.1955   Unattended from 20.12.55 [WGC 51/55]

1.1.1961   Zanthus 977 m 31 c - Pass. Fares & Goods Rates Books

15.2.1961   Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

-   Zanthus 977 m 31 c - Unattended Electric Staff Station [List June 1961]

-   In Public Timetable 28.3.1918 to March 1994

14 & 21.2.1963   Zanthus 977 m 31 c - Loop 1776 ft [WN 7 & 8/63]

21.5.1964   West Extn Points now 977 m $69\frac{1}{2}$ c 3046 ft. [WN 21/64]

2.7.1964   Zanthus $977\frac{1}{2}$ m - Loop 3450 ft East Extn IS [WN 27/64]

29.11.1962   Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

20.11.1966   Zanthus $977\frac{1}{2}$ m - Choke Blocks on Loop [WTT]

2.7.1973   Zanthus 1572 km - 1572 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1830 m [Metrication]

13.6.1974   Extension: West Points now 1573.314km 21.6.1974 1830 m [WN 23/74]

17.8.1975   Zanthus 1572 km - Station in Fast & Slow Mixed Service [Advert]

1.7.1979   Choke Blocks Deleted by [WTT]

1.7.1979   Zanthus 1572 km - Resthouse for trainmen - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979

2.2001   Shown in ARTC line maps - Crossing loop 1830 m - Goods Loop 189 m - Camp Spur 334 m - Triangle 122 m [ARTC ta400013]

Zanthus to Kalgoorlie

This section contains information about the Trans-Australian Railway from Zanthus to Kalgoorlie.

(A lot of the information in this section is from original notes by Peter Barry)

Zanthus (130 m 35 c West) — Zanthus 1572 km (977 m 30 c 57 l)

12 & 15.11.1917 Zanthus (2nd Location 130 m 35 ch) - List of Open Stations [NAAB300 5981 Pt 1]

1.5.1924 Crossing Loop 1440 ft [GA]

340.6.1925 Zanthus - Attended ES by [Annual Report]

1.8.1932 Sidings in Addition 735 ft [GA]

12.7.1937 Zanthus 977 miles - [SAWN 27/37]

1.11.1939 Zanthus 977 m 30 c 57l - [Goods and Livestock]

1.3.1950 Loop 1350 ft., Siding. 735 ft [GA]

28/5 & 4.6.1953 Zanthus 977 m 30 c 57l - West End Points moved 250 ft West 27.5.1953. Loop now 1610 ft(Mid Pt now 977 m 32 c 47 l) [WGC 22 & 23/53]

22.12.1955 Unattended from 20.12.55 [WGC 51/55]

1.1.1961 Zanthus 977 m 31 c - Pass. Fares & Goods Rates Books

15.2.1961 Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

- Zanthus 977 m 31 c - Unattended Electric Staff Station [List June 1961]

- In Public Timetable 28.3.1918 to March 1994

14 & 21.2.1963 Zanthus 977 m 31 c - Loop 1776 ft [WN 7 & 8/63]

21.5.1964 West Extn Points now 977 m 69$\frac{1}{2}$c 3046 ft. [WN 21/64]

2.7.1964 Zanthus 977$\frac{1}{2}$m - Loop 3450 ft East Extn IS [WN 27/64]

29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

20.11.1966 Zanthus 977$\frac{1}{2}$m - Choke Blocks on Loop [WTT]

2.7.1973 Zanthus 1572 km - 1572 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1830 m [Metrication]

13.6.1974 Extension: West Points now 1573.314km 21.6.1974 1830 m [WN 23/74]

17.8.1975 Zanthus 1572 km - Station in Fast & Slow Mixed Service [Advert]

1.7.1979 Choke Blocks Deleted by [WTT]

1.7.1979 Zanthus 1572 km - Resthouse for trainmen - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1830 m - Goods Loop 189 m - Camp Spur 334 m - Triangle 122 m [ARTC ta400013]

Siding 980$\frac{1}{2}$ miles (980$\frac{1}{2}$ m)

24.3.1955 980 $\frac{1}{2}$m Siding - Still open [WGC 12/55]

30.8.1961 Staff Drawer Locks removed by [WGC 35/61]

9.5.1963 981 1/2 m Siding - Points to be removed [WN 19/63]

Zanthus

- Zanthus (1st Location) approx 120 miles West

Siding 106 miles west (945 m) — Siding 945 miles (945 m) — Coonana 1611 km (1002 m)

- -
12 & 15.11.1917   Siding 106 miles - List of Open Stations [NAAB300 5981 Pt 1]
5.9.1918   Loads of Trains [MN 40/18]
1.5.1924   Siding 945 m - [GA]
31.8.1922   Siding 946 miles East = 105 miles - Renamed 946 m by [WN 60/22]
1.8.1934   Sidings 1775 ft [GA]
1.10.1937   Coonana (3rd Location) - Named Coonana 1002 miles [MN 126/37]]
1.11.1939   Coonana (3rd Location) 1002 m 4 c 88l - [Goods and Livestock]
1.3.1942   Coonana (3rd Location) 1002 m 4 c 88l - New 1400 ft Crossing Loop & Unattended Electric Staff Station [War Time Facilities]
1.3.1950   Coonana (3rd Location) 1002 m 4 c 88l - Loop 1460 ft., Siding. 650 ft [GA]
5.6.1952   Closed as Electric Staff Station. Loop & Siding Remain 4.5.1952 [WGC 23/52]
1.1.1961   Coonana (3rd Location) 1002 m 5 c - Pass. Fares & Goods Rates Books
15.2.1961   Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
- Coonana (3rd Location) 1002 m 5 c - Not Electric Staff Station [List June 1961]
15.3.1962   Ballast Siding In Service 43 c North from Jcn [WN 11/62]
- Coonana (3rd Location) 1002 m 5 c - In Public Timetable as 946 m 30.4.1927 to April 1937. 2.5.1965 to March 1994
6.12.1962   Reopened as Unattended Crossing Loop 1390 ft with Train Order [WN 49/62]
28.4.1963   Coonana (3rd Location) 1002 m 5 c - Loop 1390 ft Goods only [WTT]
9.7.1964   New South side Loop 3300 ft [WN 28/64]
29.11.1962   Coonana (3rd Location) 1002 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
2.7.1973   Coonana (3rd Location) 1611 km - 1611 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1868 m [Metrication]
4.4.1974   Extension: East Points now 1609.672km Open 11.4.1974 1868 m [WN 13/74]
1.7.1979   Coonana 1611 km - Unattended - Crossing loop 1868 m - ANR WTT 1.7.1979
1.8.1981   Coonana 1611 km - Not shown in Passenger Fares Book
2.2001   Shown in ARTC line maps - Crossing loop 1867 m - Goods Loop 323 m [ARTC ta400013]

Coonana

- Coonana (1st Location)

Coonana

- Coonana (No 6) (2nd Location)

Camp 1018 miles (1018 m)

23.9.1954   1018 m Camp - Opened by [WGC 38/54]
23.7.1961 & 28.4.1963   Closed after 23.7.1961 & pre 28.4.1963 [WTT]

Crossing Loop 1020$\frac{3}{4}$ miles (1020$\frac{3}{4}$ m) — Chifley 1642 km (1020 m 71 c)

1943 - 4   1020$\frac{3}{4}$ miles (1021 m)(appr 87 m West) - 1200 ft Loop Incomplete [War Time Facilities]
7.8.1944   Last Entry [WTT]
14.6.1956   1021 m - Opened as Electric Staff Station 10.6.1956 [WGC 24/56]
15.5.1957   Name change to Chifley approved [NAA B300 5981 Pt 3]
8.5.1958   Chifley - Named 28.4.1958 965 m ex Pt Augusta [WGC 19/58]
1.1.1961   Chifley 1020 m 71 c - Pass. Fares & Goods Rates Books
1.12.1960   Staff Drawer Locks removed 10.12.60 [WGC 48/60]
11.5.1961   Chifley 1020 m 71 c - x Loop South side West Extn 630 ft Points now 1021 m 23 c 11.4.1961 Complete 10.5.1961 Loop now 3180 ft [WN 19/61]
- Unattended Electric Staff Station [List June 1961]
- Chifley 1020 m 71 c - In Public Timetable 2.5.1965 to May 1984, November 1987?
29.11.1962   Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
14 & 21.2.1963   Chifley 1020 m 71 c - Loop 3247 ft [WN 7 & 8/63]
1.12.1994   Closed as Crossing Pt, Control Pt in lieu 24.11.94 [SN 47/94]
14.1.1971   Chifley 1020 m 71 c - Extension: West End Points now 1021 m 51c, Loop now 5000ft 20.1.1971 [WN 2/71]
21.3.1974   Extension: East Points now 1669.239km 1683 m 26.3.1974 [WN 11/74]
2.7.1973   Chifley 1642 km - 1642 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1532 m [Metrication]
1.7.1979   Chifley 1642 km - Unattended - Crossing loop 1532 m - ANR WTT 1.7.1979
1.12.1994   Closed as Crossing Pt, Control Pt in lieu 24.11.94 [SN 47/94]
2.2001   Shown in ARTC line maps as Block Point [ARTC ta400013]
2009   New 1800m crossing loop to be constructed. [cp 9.2009]

Boorganna

- Boorganna

Cardonia

- Cardonia

Karonie (983 m) — Karonie 1670.5 km (1038 m 74 c 35 l)

12 & 15.11.1917   Karonie - List of Open Stations [NAAB300 5981 Pt 1]
30.11.1921   Location amended from 982 m to 983 m [MN 56/21]
1.5.1924   Karonie - Crossing Loop 1420 ft [GA]
30.6.1926   Karonie - Converted to Unattended ES by [Annual Report]
1.8.1932   Sidings in Addition 700 ft [GA]
1.10.1937   Karonie 1039 miles - [MN 126/37]]
1.11.1939   Karonie 1038 m 74 c 35l - [Goods and Livestock]
1.3.1950   Loop 1520 ft., Siding 760 ft [GA]
24.9.1953   Karonie 1038 m 74 c 35l - Loop 1425 ft [WGC 39/53]
14.6.1956   Closed as ES 10.6.1956 WN 24/56 14.6.1956 [WGC 24/56]
24.4.1958   Karonie 1038 m 74 c 35l - To be reopened as Electric Staff Station
        29.4.1958 [WGC 17/58]
5.6.1958   Reopening as ES postponed to 17.6.1958 [WGC 23/58]
5.6.1958   Karonie 1038 m 74 c 35l - Branch 3 m 6 c to Ballast Quarry opened
        17.6.1958 [WGC 23/58]
- In Public Timetable 28.3.1918 to April 1937, TT 1.9.1937 to Oct 1941, TT &
        Map 1.8.1945 to 28.11.1954, 1.5.1961 to March 1994
1.12.1960   Karonie 1038 m 74 c 35l - Staff Drawer Locks removed 11.12.60
        [WGC 48/60]
1.1.1961   Pass. Fares & Goods Rates Books
28.7.1961   Karonie 1038 m 74 c - Loop 1417 ft [WTT]
- Unattended Electric Staff Station [List June 1961]
14 & 21.2.1963   Karonie 1038 m 74 c - Loop 1338 ft [WN 7 & 8/63]
25.4.1963   Loop North Side, Extn East 1700 ft, Points East end now 1038 m 35
        c 9.4.1963 Loop now 3044 ft [WN 14 & 17/63]
29.11.1962   Karonie 1039 miles - Train Order replaced Electric Staff Cook -
        Parkeston 10.12.1962 [WN 48/62]
2.7.1973   Karonie 1670.5 km - 1671 km in Pass. Fares 1.7.1973, 1670.5 km in
        WTT 14.10.73 Loop 1683 m [Metrication]
1.7.1979   Karonie 1670.5 km - Crossing Loop 1683 m ANR WTT 1.7.1979
2.2001   Shown in ARTC line maps - Crossing loop 1852 m - Spur Line [ARTC
        ta400013]

Blamey 1692 km

1.7.1979   Blamey 1692 Km (1056.9 miles) - First Entry, Loop 1850 m,
        Unattended Crossing Station [WTT]
- In IP Timetable May 1984 to March 1994
19.7.1979   Blamey 1692 km - East Points 1691.000km West Points 1693.000km
        Open Named Blamey. Loop length 1850 m [WN 29/79]
6.6.1982   Loop now 1896 m [WTT]

2.2001 Shown in ARTC line maps - Crossing loop 1901 m [ARTC ta400013]

Randalls (51 m West) — Randalls 1699.5 km (1056 m 77 c 50 l)

- Randalls (2nd Site) 51 miles
12 & 15.11.1917 Randells - List of Open Stations [NAAB300 5981 Pt 1]
30.11.1921 Location amended from 1000 m to 1001 m [MN 56/21]
1.8.1932 Randells - Siding 600 ft [GA]
1.10.1937 Randells 1057 miles - [MN 126/37]]
6.6.1938 Typo Randalls [WTT]
1.11.1939 Randells 1056 m 77 c 50l - [Goods and Livestock]
1943 - 4 Randells 1056 m 77 c 50l - Extension to 1200 ft at Western end of
        Loop Incomplete [War Time Facilities]
1.3.1950 Sdg. 600 ft [GA]
1.1.1961 Randells 1056 m 78 c - Pass. Fares & Goods Rates Books
15.2.1961 Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
- Randells 1056 m 78 c - Never in Public Timetable pre 23.2.1970 then to May
        1981, Typo Randalls Nov 87 to March 94
29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962
        [WN 48/62]
28.4.1964 Randells $1056\frac{3}{4}$ m - Revised Distance [WTT]
2.7.1973 Randells 1699.5 km - 1700 km in Pass. Fares 1.7.1973, 1699.5 km in
        WTT 14.10.73 Loop 198 m G [Metrication]
30.9.1976 Unattended Emergency Crossing Point 4.10.76 [WN 39/76]
1.7.1979 Randells 1699.5 km - Emergency Crossing Facilities Deleted by
        [WTT]
1.7.1979 Randells 1699.5 km - Good Loop 198 mANR WTT 1.7.1979
11.6.1981 Delete all reference [WN 23/81]

Randalls (49 m 48 c West)

- Randalls 49 m 48 c (1st Site)

Siding 1014 miles (1014 m)

24.8.1921 Siding 1014 m(Loading Platform for syndicate at Mt. Juglah at 37
        mile peg) - Traffic Commenced 13.8.1921 [NAA B300 6586]
11.7.1922 Platform Construction approved [NAA B300 6586]
1925 Siding 1014 m(Loading Platform for syndicate at Mt. Juglah at 37 mile
        peg) - Open [WA Rates & Fares]
22.3.1934 Platform Burned down 4 or 5.3.1934 [NAA B300 6586]
- Siding 1014 m(Loading Platform for syndicate at Mt. Juglah at 37 mile peg) -
        In Public Timetable 30.4.1927 & 1.8.1929 Map only 1.9.1930
1.8.1929 Last Consecutive Entry, then sporadic to Public 1.1.1937 [Public]

Crossing Loop 1072 miles 1722.5 km (1071 m 20 c)

10.1943 1072 miles(1071 m 20 ch) Crossing Loop (appr $35\frac{3}{4}$ m West) - Loop 1200 ft & Unattended Electric Staff Station opened [War Time Facilities]

1.3.1950 1072 miles(1071 m 20 ch) Crossing Loop (appr $35\frac{3}{4}$ m West) - Loop 1400 ft [GA]

5.6.1952 Closed as Electric Staff Station Siding. Out of Use 7.5.1952 [WGC 23/52]

3.10.1952 1072 miles(1071 m 20 ch) Crossing Loop (appr $35\frac{3}{4}$ m West) - Points Removed by [WGC 40/52]

14.6.1956 Reopened as Electric Staff Station 10.6.1956 [WGC 24/56]

24.6.1956 1072 miles(1071 m 20 ch) Crossing Loop (appr $35\frac{3}{4}$ m West) - Loop 2310 ft (Mid Pt now 1071 m 11 c 59 l, based on 1200 ft Loop) [WTT]

15.5.1957 Name Curtin approved 15.5.1957 [NAAB300 5981 Pt 3]

8.5.1958 Curtin - Named 28.4.1958 1015 m ex Pt Augusta [WGC 19/58]

1.12.1960 Staff Drawer Locks removed 12.12.60 [WGC 48/60]

1.1.1961 Curtin 1071 m 12 c - Pass. Fares Book (11 c in Goods Rates Book)

28.7.1961 Loop now 2315 ft [WTT]

- Curtin 1071 m 12 c - Unattended Electric Staff Station [List June 1961]

9.11.1961 Loop South Side, West extn 690 ft Points now 1071 m 44 c, 14.11.1961 [WN 45/61]

23.11.1961 Curtin 1071 m 12 c - Loop now 3144 ft [WN 47/61]

- In Public Timetable 2.4.1965 to March 1994

12.4.1962 Curtin 1071 m 12 c - ES Cabin relocated 13.4.1962 [WN 15/62]

14 & 21.2.1963 Loop 3150 ft [WN 7 & 8/63]

28.4.1963 Curtin 1072 m - Revised Distance [WTT]

29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

2/66. Curtin 1072 m 11 c - Revised Distance [Goods Rates Book]

2.7.1973 Curtin 1722.5 km - 1723 km in Pass. Fares 1.7.1973, 1722.5 km in WTT 14.10.73 Loop 1830 m [Metrication]

23.5.1974 Extension: East Points now 1721.369km 30.5.1974 1830 m [WN 20/74]

1.7.1979 Curtin 1722.5 km - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979

2.2001 Shown in ARTC line maps - Crossing loop 1874 m [ARTC ta400013]

Golden Ridge (1037 m) — Golden Ridge 1758 km (1092 m 58 c)

12 & 15.11.1917 Golden Ridge - List of Open Stations [NAAB300 5981 Pt 1]

1.8.1932 Siding 1410 ft [GA]

1.10.1937 Golden Ridge 1093 miles - [MN 126/37]]

1.11.1939 Golden Ridge 1092 m 58 c 29l - [Goods and Livestock]

7.8.1944 Golden Ridge 1092 m 58 c 29l - Emergency Crossing Station by [WTT]

7.8.1949 Emergency Crossing Facilities removed by [WTT]

- Golden Ridge 1092 m 58 c 29 l
1.3.1950 Loop 1236 ft [GA]
5.6.1952 Golden Ridge 1092 m 58 c 29l - Siding Closed 7.5.1952 [WGC 23/52]
19.6.1952 Points removed 13.6.1952 [WGC 25/52]
1.1.1961 Golden Ridge 1092 m 58 c - Pass. Fares & Goods Rates Books
- In Public Timetable 28.3.1918 to 1.9.1937, 23.2.1970 to March 1994
29.11.1962 Golden Ridge $1092\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
21.3.1968 Loop on South side open 19.3.1968 5509 ft 1092 m 51 c to 1093 m 60 c Mid Pt 1093 m 20 c Std Distce $1093\frac{1}{4}$ m not $1092\frac{3}{4}$ m [WN 12/68]
2.11.1968 Golden Ridge $1093\frac{1}{4}$ m - $1093\frac{1}{4}$ m [WTT Amdts]
2.7.1973 Golden Ridge 1758 km - 1758 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1679 m [Metrication]
1.7.1979 Golden Ridge 1758 km - Unattended - Crossing loop 1679 m - ANR WTT 1.7.1979
2.2001 Shown in ARTC line maps - Crossing loop 1958 m - Camp Spur 275 m [ARTC ta400013]

Parkeston (1049 m) — Parkeston 1776 km (1105 m 2 c 25 l)

12 & 15.11.1917 Parkeston - List of Open Stations [NAAB300 5981 Pt 1]
1.5.1924 Parkeston - Crossing Loop 800 ft [GA]
1.8.1932 Sidings in Addition 11, 080 ft [GA]
1.10.1937 Parkeston 1105 miles - [MN 126/37]]
1.11.1939 Parkeston 1105 m 2 c 25l - [Goods and Livestock]
1.3.1950 Sdgs. 11,080 ft [GA]
12.8.1954 Parkeston 1105 m 2 c 25l - Loop 777 ft (Not in WGC 39/53 24.9.1953) [WGC 32/54]
1.1.1961 Parkeston 1105 m 2 c - Pass. Fares & Goods Rates Books
- Attended Electric Staff Station [List June 1961]
- Parkeston 1105 m 2 c - In Public Timetable 28.3.1918 to March 1994
29.11.1962 Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
9.9.1966 Parkeston 1105 m - East Extn., Loop now 920 ft [WN 36/66]
28.1.1971 Parkeston 1105 m - Extension: Loop now 1104 m to 1105 m 07 c 5280ft 3.2.1971 [WN 4/71]
18.2.1971 West Points 1105 m 68 3.375/121/2c, Loop now 5515ft(?) [WN 7/71]
2.7.1973 Parkeston 1776.5 km - 1776 km in Pass. Fares 1.7.1973, 1776.5 km in WTT 14.10.73 Loop 1682 m [Metrication]
17.8.1975 Station in Fast & Slow Mixed Service [Advert]
1.7.1979 Parkeston 1776.5 km - Electric Staff between Parkeston & Kalgoorlie replaced by Train Orders by [WTT]
1.7.1979 Parkeston 1776 km - Resthouse for trainmen - engine stabling depot - Fule Depot Turntable - - Carriage watering station - Crossing loop 1682 m ANR WTT 1.7.1979
1.12.1994 Parkeston 1776.5 km - Extension: East Points now 1775.305 km (

prob 215 m towards Pt Aug) SN 47/94 1.12.94 [SN 47/94]

Kalgoorlie (1051 m) — Kalgoorlie 1781.5 km (1107 m 54 c 93 l)

- Kalgoorlie (Goods) (In Accounting Stations only)
12 & 15.11.1917   Kalgoorlie - List of Open Stations [NAAB300 5981 Pt 1]
30.6.1924   Kalgoorlie - Attended ES by [Annual Report]
1.10.1937   Kalgoorlie 1108 miles - [MN 126/37]]
1.8.1932   Sidings 500ft [GA]
1.11.1939   Kalgoorlie 1107 m 54 c 93l - [Goods and Livestock]
1.3.1950   Loop 800 ft., Siding.500 ft [GA]
1.1.1961   Kalgoorlie 1107 m 55 c - Pass. Fares & Goods Rates Books
- 25.11.1976
- Kalgoorlie 1781.5 km - 1782 km in Pass. Fares 1.7.1973, 1781.5 km in WTT
    14.10.73
1.7.1979   Electric Staff between Parkeston & Kalgoorlie replaced by Train
    Orders by [WTT]
1.7.1979   Kalgoorlie 1781.5 km - Refreshment room - Carriage watering
    station - Crossing loop ANR WTT 1.7.1979
2.2001   Shown in ARTC line maps - Crossing loop 1865 m - Engineers Siding
    720 m - Triangle - Yard with 10 roads [ARTC ta400013]

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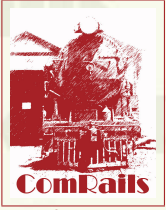
NORTH AUSTRALIA RAILWAY - DARWIN TO BIRDUM

8.1   North Australia Railway

This section contains information about the North Australia Railway (NAR). The NAR ran from Palmerston (Darwin) in the north to Pine Creek in south. It was 234km (145 miles 78 chains) long, opened on 1.10.1889 and officially closed 14.2.1981.

The NORTH AUSTRALIA RAILWAY was the name given to the Northern Territory 3 ft. 6 in. gauge railway that extended south from Darwin to Birdum. The South Australian Government commenced this line, known then as the Palmerston to Pine Creek Railway, and opened it in 1889. When the administration of the Northern Territory passed from South Australia to the Commonwealth Government on 1 January 1911 the railway was transferred to Commonwealth ownership, under the control of the Administrator of the Northern Territory. At this time it was known as the Northern Territory Railway, but was transferred to the control of the Commonwealth Railways Commissioner in 1918. Prior to this date the Commonwealth Railways seemed to have exercised a large influence over decisions about the railway, as well as providing some locomotives and other rollingstock. It was renamed the North Australia Railway in 1926 and extensions to Birdum were completed in 1929, but during and following World War II the effective railhead was Larrimah, a few miles north.

The railway gained increased importance in the 1960's and early 70's through the haulage of iron ore from the Frances Creek deposits, about 140 miles south of Darwin. Ore traffic exceeded one million tons per annum, but unfortunately world ore prices dropped forcing the mine to close and other traffic was not enough to justify keeping the railway open. The line eventually ceased all operations in 1976.

Stokes Hill Jetty — Town Jetty

1887   First jetty (timber) completed. [jh nnl]

1897   Timber jetty closed because it was in danger of collapse. [jh nnl]

1898   Construction of new iron jetty commensed - it was reported completed a decade later. [jh nnl]

1922   One rail track along the bridge section replaced by a cattle race to facilitate of live beasts. [jh nnl]

1930s   A small side jetty built leading to the eastern side of the bridge and used as a flying boat terminal. [jh nnl]

19.2.1942   Part of the bridge section destroyed by Japanese air-raid. [jh nnl]

1942   Army engineers built a temporary bridge to enable loading to continue.[jh nnl]

1957   New concrete wharf replaced Stokes Hill Wharf. [jh nnl]

Boom Jetty

1941 A substantial depot was built at the foot of Fort Hill with a shallow draught concrete jetty. It was connected by a spur line which ran from the Darwin yard. [jh nnl]

Palmerston (0 m) — Darwin (0 m) — Frances Bay Freight Yard (0 m)

- Orinally named Palmerston
- Renamed Darwin

1926 Railway/Government store and siding built. [jh nnl]

1934 Sorting Shed (Bond Store) burnt down and replaced by a more modern structure [jh nnl]

11.1972 Major collision between ore train and NJ engines in yard.

1973 Yard renamed to 'Frances Bay Freight Yard'. [jh nnl]

Petrol Sidings (Peel Street) (0 m 73 c)

WWII Army petrol station and distribution centre for Darwin. [jh nnl]

before 1963 Sidings disconnected. [jh nnl]

Public Works Vacuum and Naval Victualling Sidings (1 m 51 c)

1914 Noted a Government Works Store at this location[jh nnl]

1926 Abolished when new storehouse built in the Darwin Yard. [jh nnl]

1930s Siding estabilshed to serve Vacuum Oil. [jh nnl]

WWII Additional siding built at location to serve the Naval Victualling Store. [jh nnl]

1963 Tank siding Disconnected. [jh nnl]

1967 Navalsiding Disconnected. [jh nnl]

One and Half Mile ($1\frac{1}{2}$ m)

1932 One and Half Mile - Mentioned in general Appendix [GA]

B.I.O. Co. Oil Store

1932 B.I.O. Co. Oil Store - Mentioned in general Appendix [GA]

Parap (2 m)

- Triangle junction built to serve the Meat Works siding. The junction was in the form of a triangle to enable cattle trains from the south to enter and frozen carcasses to process to Darwin without reversing.[jh nnl]

1950s Meat Works siding removed. Triangle retained as a reversing point for diesel electric locomotives. [jh nnl]

North Australia Meat Company Ltd — Vestey's Siding (2 m 63c)

1918 Knowen as Vestey's Siding [jh nnl]
1932 North Australia Meat Company Ltd. - Mentioned in general Appendix [GA]
1950s Meat Works siding removed - the remnants of the branch used as a private siding by the Hastings Deering Co., to unload earth moving machinery. [jh nnl]
- [jh nnl]

Locomotive Depot and Workshops — $2\frac{1}{2}$ Mile (Old Loco) (2 m 40c)

1917 Staff Station opened [jh nnl]
1917 Staff Station closed [jh nnl]

Three Miles (3 m)

1918 Cattle trucking yards installed on the up side of main line [jh nnl]

RAAF Siding (6 m 07c)

WWII Spur siding leading to to the RAAF base at the up end of the Winnellie Loop [jh nnl]
1950s A triangle was built leading off the spur. This was used to reverse trains and unload wagons of stone from Darwin River. [jh nnl]

Winnellie (6 m 51 c)

WWII Loop Siding of 633 feet established. [jh nnl]

Knuckey's Lagoon (10 m 10 c)

- Siding 600 feet in length. [jh nnl]
1967 Siding extended to 1335 feet. [jh nnl]

Southport Road

1932 Southport Road - Mentioned in general Appendix [GA]

McMinns (20 m 2 c)

- Loop siding of 689 feet. [jh nnl]
1967 Loop extended to 2104 feet. [jh nnl]

22 Mile (22 m) — Wishart (22 m)

- Appears in some working time tables as a stopping spot without loop - a number of fettlers cotages were here as headquarters for a maintenance gang. [jh nnl]

- Nmaed 'Wishart' after a contractor who built the first Palmerston jetty. [jh nnl]

Millar (22 m 50c)

1968   Loading point for iron ore from Mount Bundey mine. [jh nnl]
1972   Siding was disconnected. [jh nnl]

Firdan (27 m 17c)

WWII   Siding near Stuart Highway that served the Army field supply depot. The siding was 2350 feet in length. [jh nnl]
by 1973   Consisted of a crossing loop only of 3630 feet. [jh nnl]

Noonamah (29 m 16c)

WWII   War time facility that consisted of a triangle on the down side to serve as a RAAF depot.[jh nnl]
- Closed shortly after the end of WWII[jh nnl]

Southport (37 m 54 c)

- Original SAR loop siding of 650 feet. [jh nnl]
1958   Shown as a crossing place. [jh nnl]

Darwin River (42 m 56 c)

- Water spot during steam days [jh nnl]
1952   Triangle installed on down side to act as loading point for quarry rubble used for construction of Darwin RAAF base [jh nnl]
by 1958   Shown as a crossing place[jh nnl]
1968   Siding used to store surplus cattle wagons [jh nnl]

Beetson (46 m 28 c)

1915   Fettlers camp established [jh nnl]
WWII   Site of 800 foor crossing loop [jh nnl]
1967   Loop extended to 2530 feet.[jh nnl]

Kanyaka (51 m 3 c)

- Station

Rum Jungle (56 m 42 c)

- SAR station with a single loop siding of 669 feet.[jh nnl]

58 Mile camp (58 m)

1932   Listed in General Appendix as a Fettlers Camp [jh nnl]

Batchelor (60 m 20 c)

1912   Station established to server 'Batchelor Demonstration Farm'. Consisted of a loop siding of 477 feet [jh nnl]
WWII   Loop extended by 624 feet and a petrol unloading point installed [jh nnl]
1950-60s   Used as the loading point by the Rum Jungle uranium and cooper mines[jh nnl]
1967   Reverted to a simple loop siding of 2081 feet [jh nnl]

Simms (62 m 57 c)

1943   Crossing station with 800 foot loop [jh nnl]

Ballast Siding (67 m)

-   Millars second ballast pit was located here. [jh nnl]
WWII   Dead end siding installed. [jh nnl]

Stapleton Creek (69 m 24 c) — Stapleton (69 m 24 c)

-   Original SAR station known as 'Stapleton Creek' [jh nnl]
by WWII   Loop length 1122 feet. [jh nnl]
by 1973   Loop extended to 2409 feet.[jh nnl]

Snake Creek (74 m 55 c)

1942   Siding built to serve large Naval Armaments Depot [jh nnl]
1969   Siding disconnected from main line [jh nnl]

Adelaide River North (76 m)

WWII   Served the Army's main supply base [jh nnl]

Adelaide River (76 m 72 c)

1925   Yard extended - triangle, cattle yards and loading race installed at the northern end [jh nnl]
WWII   Two additional roads and a spur to stable ambulance installed [jh nnl]
1967   Layout simplified and the crossing loop extended to 2060 feet [jh nnl]

October 1942 - Adelaide River troop train showing converted catle cars and passenger car on North Australia Railway *(Chris Drymalik Collection)*

02.08.1944 - 'NOA' class cars on the Hospital Train at Adelaide River *(Chris Drymalik Collection)*

Goodilla (86 m 27 c)

- Opened with the line to Pine Creek [jh nnl]
1918 Closed [jh nnl]
WWII Reinstalled with a loop of 800 feet[jh nnl]
Post WWII Turnouts removed [jh nnl]
1967 Loop restored with a length of 1888 feet [jh nnl]

88 Mile (88 m)

1918 Copper ore loading at this point on the main line [jh nnl]

Bridge Creek (96 m 5 c)

- Station

Howley (100 m 37c)

- Original SAR three road station with 700 foot sidings [jh nnl]
1967 Reduced to a single crossing loop of 2343 feet [jh nnl]

Brock's Creek (103 m 70c)

- Established to serve the nearby Zatopan mine and Brock's Creek township - loop siding of 300 feet [jh nnl]
WWII RAAF aviation spirit depot [jh nnl]

Fountain Head (107 m 66 c)

- Original three road SAR station with 700 foot sidings [jh nnl]
1916 Cattle yards and loading race installed [jh nnl]
1967 Yard reduced to a single loop siding of 1600 feet. [jh nnl]

112 Mile (112 m)

- Site of Fettlers cottages [jh nnl]

Grove Hill (113 m 25 c)

- Original three road SAR station with 700 foot sidings [jh nnl]

Burrundie (123 m 67 c)

- Original three road SAR station with 700 foot sidings [jh nnl]
1967 Loop extended to 2104 feet. [jh nnl]

Spring Hill (129 m 3 c)

- Station

Boomleera (131 m 10 c)

- Original three road SAR station with 700 foot sidings [jh nnl]
WWII   Shown as having a loop of 900 feet [jh nnl]

134$\frac{1}{2}$ Mile (134 m 40 c) — **Roney** (134 m 40 c)

- Juction for the 10 mile spur line serving the Frances Creek ore mine [jh nnl]
11.1966   Named 'Roney' [jh nnl]

Frances Creek (145 m)

1966   Opended as loading point for ore on the Frances Creek Ore mine spur
   line [jh nnl]
1975   Closed [jh nnl]

Lady Alice Camp (135 m 44 c)

before 1918   Site of Fettlers cottages and ore mine [jh nnl]

Union Reefs (138 m 32 c)

- Original three road SAR station with 700 foot sidings [jh nnl]

Pine Creek (145 m 78c)

1914   Yard enlarged by the construction of additional sidings [jh nnl]

Cullen (160 m 36 c)

1917   Established as a stopping place with waiting shed when Emungalan
   extension opened. [jh nnl]
WWII   Crossing loop of 900 feet installed [jh nnl]

Fergusson River (165 m 60c)

1917   Shown as a water stop for locomotives [jh nnl]

Horseshoe Creek (169 m 58 c)

- Loop siding of 761 feet [jh nnl]

Edith River (175 m 78 c)

1924   Opened as a loading point for stone used in the construction of the
   Katherine River bridge [jh nnl]
1927   Closed [jh nnl]
WWII   Loop siding installed [jh nnl]
- Loop siding disconnected [jh nnl]

1970   Loop siding reconnected [jh nnl]

Helling (183 m 59 c)

WWII   Crossing loop of 800 feet[jh nnl]

191 Mile (191 m)

1932   Listed as a Fettlers camp [jh nnl]

Emungalan (199 m 18 c)

1917   Terminus of the line [jh nnl]
1926   Abolished when Katherine station opened [jh nnl]
WWII   Crossing loop of 528 feet installed [jh nnl]
1969   Loop removed [jh nnl]

Katherine Loco (200 m 49c)

1942   Site of the Evacuated Workshops and locomotive running depot [jh nnl]
10.1948   Workshops moved back to Darwin [jh nnl]
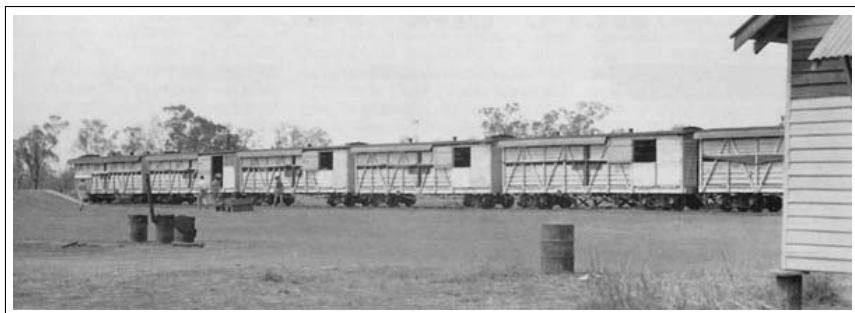
28.09.1943 - 'NOA' class cars on the Hospital Train at Katherine *(Chris Drymalik Collection)*

Katherine (200 m 65c)

1926   Opened after completion of Katherine River bridge [jh nnl]
WWII   Spur siding of 1352 feet installed [jh nnl]

Katherine Old Loco (201m 21 c)

1926   Construction siding built to serve as the depot for the Birdum extension [jh nnl]
1942   Original site of the Evacuated Workshops [jh nnl]

Katherine South (202 m 34 c)

WWII   Petrol unloading point and crossing loop of 600 feet [jh nnl]
1973   Loop extended to 2155 feet [jh nnl]

Tindal (208 m 60 c)

1960s   Established to serve the RAAF base [jh nnl]

Blain (214 m 19 c)

WWII   Crossing loop of 800 feet [jh nnl]

Marranboy (230 m 41 c)

1928   Opened as a loop of 830 feet [jh nnl]

Collings (246 m 47 c)

WWII   Loop siding of 900 feet [jh nnl]

Mataranka (264 m 52 c)

1.7.1928   Terminus of Line [jh nnl]
4.9.1929   Line extention beyond Mataranka opened [jh nnl]

Elsey (280 m 75 c)

WWII   Crossing loop of 900 feet [jh nnl]

Hobler (296 m 36 c)

WWII   Crossing loop of 900 feet [jh nnl]

Gorrie (303 m 4 c)

WWII   Crossing loop of 900 feet [jh nnl]

Larrimah (311 m 22 c)

-   Site of the Army transit camp [jh nnl]
1958   Became the operation end of the line when a triangle was installed. [jh nnl]

Petrol Sidings (311 m 56 c)

WWII   Established as the major fuel transhipment point. [jh nnl]

Birdum (316 m 17 c)

4.9.1929   Opened as the terminus of the line [jh nnl]
1958   Ceased to be a functional station as all services terminate at 'Larrimah' [jh nnl]
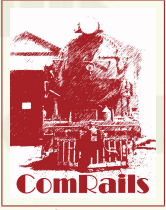
ADELAIDE SUBURBAN

9.1 Adelaide to Woodville

This section contains information about the Adelaide to Woodville railway

Adelaide (0.00 m)

Main Terminus Station for the South Australian Railways (SAR) system.

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Bowden (1 m 56 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Bowden $1\frac{3}{4}$ m - 1 m 56 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Croydon (2 m 49 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Croydon $2\frac{1}{2}$ m - 2 m 49 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

West Croydon (3 m 17 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 West Croydon $3\frac{1}{4}$ m - 3 m 17 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kilkenny (3 m 57 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Kilkenny $3\frac{3}{4}$ m - 3 m 57 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Woodville Park (4 m 18 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Woodville Park $4\frac{1}{4}$ m - 4 m 18 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

17.3.1951 - loco SAR F186 on passenger - signal cabin + station + wooden gates - Kilkenny *(Murray Billett Collection)*

Woodville (4 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Woodville $4\frac{1}{2}$ m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.2   Woodville to Hendon

This section contains information about the Woodville to Hendon railway

Woodville (4 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Woodville $4\frac{1}{2}$ m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Holdens (4 m 71 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Holdens 5 m - 4 m 71 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Albert Park (5 m 54 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Albert Park $5\frac{3}{4}$ m - 5 m 54 ch - In 'Metropolitan and Country Time
and Fare Tables' [SAR PTT 3.6.1966]

Hendon (6 m 9 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Hendon $6\frac{1}{4}$ m - 6 m 9 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

9.3   Woodville to Grange

This section contains information about the Woodville to Grange and Henley
Beach railway

Woodville (4 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Woodville $4\frac{1}{2}$ m - 4 m 48 ch - In 'Metropolitan and Country Time
and Fare Tables' [SAR PTT 3.6.1966]

Seaton Park (6 m 13 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'
3.6.1966   Seaton Park $6\frac{1}{2}$ m - 6 m 13 ch - In 'Metropolitan and Country Time
and Fare Tables' [SAR PTT 3.6.1966]

East Grange (7 m 34 ch)

3.6.1966   East Grange 7 m 34 ch - In 'Metropolitan and Country Time and
Fare Tables' [SAR PTT 3.6.1966]

Golf Links

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Grange (8 m 16 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Grange $8\frac{1}{4}$ m - 8 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kirkcaldy

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Marlborough Street

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Henley Beach

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

9.4   Woodville to Glanville

This section contains information about the Woodville to Glanville railway

Woodville (4 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Woodville $4\frac{1}{2}$ m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Cheltenham Siding (5.18 m)

-   Station

Cheltenham Racecourse (5 m 32 ch)

3.6.1966   Cheltenham Racecourse 5 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Cheltenham (5 m 38 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Cheltenam $5\frac{1}{2}$ m - 5 m 38 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Alberton (6 m 28 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Alberton $6\frac{1}{4}$ m - 6 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Rosewater Junction

The 'Rosewater Junction' is where the lines from 'Dry Creek', 'Woodville' and 'Glanville' meet. It is immediately south of the Grand Junction Road bridge.

- Railway Junction

,loco SAR K68 shunting wagons in yard - good shed - Port Dock - Searcy Collection *(Murray Billett Collection)*

Port Adelaide Dock (7 m 34 ch)

Port Dock was not on the main line to Outer Harbour, it branched off just after 'Alberton' near the 'Rosewater Junction'.

3.6.1966 Port Adelaide Dock $7\frac{1}{2}$ m - 7 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Commercial Road Port Adelaide (7 m 22 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Commercial Road Port Adelaide $7\frac{1}{4}$ m - 7 m 22 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Ethelton (8 m 8 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Ethelton 8 m - 8 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Glanville (8 m 44 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Glanville $8\frac{1}{2}$ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.5   Glanville to Semaphore

This section contains information about the Glanville to Semaphore railway

Glanville (8 m 44 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Glanville $8\frac{1}{2}$ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Exeter (8 m 68 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Exeter - 8 m 68 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Semaphore (9 m 27 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Semaphore - 9 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.6 Glanville to Outer Harbour

This section contains information about the Glanville to Outer Harbour railway

Glanville (8 m 44 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Glanville $8\frac{1}{2}$ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Peterhead (9 m 7 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Peterhead 9 m 7 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Largs (9 m 49 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Largs $9\frac{1}{2}$ m - 9 m 49 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Largs North (10 m 16 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Largs North $10\frac{1}{4}$ m - 10 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Draper (10 m 66 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Draper $10\frac{3}{4}$ m - 10 m 66 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Taperoo (11 m 34 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Taperoo $11\frac{1}{2}$ m - 11 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Midlunga (11 m 56 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Midlunga $11\frac{3}{4}$ m - 11 m 56 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Osborne (12 m 12 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Osborne $12\frac{1}{4}$ m - 12 m 12 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Yerlo (13 m 1 ch)

3.6.1966 Yerlo 13 m 1 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Outer Harbour (13 m 52 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Outer Harbour $13\frac{3}{4}$ m - 13 m 52 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.7   Woodville to Finsbury

This section contains information about the Woodville to Finsbury and Gillman railway

Woodville (4 m 48 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Woodville $4\frac{1}{2}$ m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Actil

- Station

Woodville North

- Station

No.18 She

- Station

Finsbury (6 m 13 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Gillman

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

9.8   Adelaide to Dry Creek

This section contains information about the Adelaide to Dry Creek railway

Adelaide (0.00 m)

Main Terminus Station for the South Australian Railways (SAR) system.

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

North Adelaide (1 m 46 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   North Adelaide $1\frac{1}{2}$ m - 1 m 46 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Ovingham (2m 21 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Ovingham $2\frac{1}{4}$ m - 2m 21 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Dudley Park (3 m 5 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Dudley Park 3 m 5 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Islington (3.69 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Islington $3\frac{3}{4}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kilburn (4 m 63 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Kilburn 4 m 63 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Tube Mills (5 m 10 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Tube Mills 5 m 10 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Dry Creek (6 m 47 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Dry Creek $6\frac{1}{2}$ m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.9   Dry Creek to Northfield

This section contains information about the Dry Creek to Northfield railway

Dry Creek (6 m 47 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Dry Creek $6\frac{1}{2}$ m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Cavan (7 m 45 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Cavan $7\frac{1}{2}$ m - 7 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Pooraka (8 m 2 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Pooraka 8 m 2 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Northfield (8 m 71 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Northfield 9 m - 8 m 71 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Stockade

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

9.10   Dry Creek to Salisbury

This section contains information about the Dry Creek to Salisbury railway

Dry Creek (6 m 47 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966   Dry Creek $6\frac{1}{2}$ m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Green Fields (9.50 m)

-   Station

Parafield Gardens (10.25 m)

-   Station

Parafield (11 m 2 ch)

3.6.1966   Parafield 11 m - 11 m 2 ch- In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Spains Road — Chidda (11 m 63 ch)

30.6.1950   Spains Road - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Chidda $11\frac{3}{4}$ m - 11 m 63 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Salisbury (12 m 45 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Salisbury $12\frac{1}{2}$ m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.11 Salisbury to Penfield

This section contains information about the Salisbury to Penfield railway

Salisbury (12 m 45 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
3.6.1966 Salisbury $12\frac{1}{2}$ m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Hilra (13 m 55 ch)

3.6.1966 Hilra $13\frac{1}{2}$ m - 13 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Penfield No.1 ($14\frac{1}{2}$ m)

3.6.1966 Penfield No.1 $14\frac{1}{2}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Penfield No.2 (15 m)

3.6.1966 Penfield No.2 $15\frac{3}{4}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Penfield No.3 (16 m)

3.6.1966 Penfield No.3 $16\frac{3}{4}$ m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.12 Salisbury to Gawler

This section contains information about the Salisbury to Gawler railway

Salisbury (12 m 45 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Salisbury $12\frac{1}{2}$ m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Nurlutta (13 m 34 ch)

3.6.1966   Nurlutta $13\frac{1}{2}$ m - 13 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

GMH Elizabeth (14 m 10 ch)

3.6.1966   G.M.H. Elizabeth 14 m 10 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Elizabeth South (14 m 75 ch)

3.6.1966   Elizabeth South 14 m 75 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Elizabeth (16 m 01 ch)

3.6.1966   Elizabeth 16 m 01 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Womma (16 m 78 ch)

3.6.1966   Womma 17 m - 16 m 78 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Broadmeadows (17 m 28 ch)

3.6.1966   Broadmeadows $17\frac{1}{2}$ m - 17 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Smithfield (18 m 65 ch)

3.6.1966   Smithfield $18\frac{3}{4}$ m - 18 m 65 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Kudla (21 m 15 ch)

3.6.1966   Kudla 21 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Tambelin (23 m 15 ch)

3.6.1966 Tambelin $23\frac{1}{4}$ m - 23 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Para (23 m 76 ch)

3.6.1966 Para 24 m - 23 m 76 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Gawler (24 m 61 ch)

3.6.1966 Gawler $24\frac{3}{4}$ m - 24 m 61 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

9.13 Glenelg North

This section contains information about the Glenelg North railway

Adelaide (0.00 m)

Main Terminus Station for the South Australian Railways (SAR) system.

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Thebarton

- Station

Hilton

- Station

Richmond

- Station

Kurralta Park (3.25 m)

- Station

Plympton

- Station

Camden

- Station

Novar Gardens (5.88 m)

- Station

McDonalds

- Station

St Leonards

- Station

Glenelg

9.14   Glenelg South

This section contains information about the Glenelg South railway

Victoria Square (0.00 m)

- Station

South Terrace

- Station

Wayville

- Station

Goodwood Road

- Station

Forestville

- Station

Black Forest

- Station

Hayhurst (3.86 m)

- Station

South Plympton

- Station

Morphettville

- Station

Helmsdale (5.11 m)

- Station

Miller's Corner

- Station

c.1925 - loco SAR P class on passenger train - view of jetty area - Moseley Square - Glenelg *(Murray Billett Collection)*

Glenelg

- Station

9.15 Woodville to Glanville

This section contains information about the Dry Creek to Rosewater (Loop) railway

Dry Creek (6 m 47 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966   Dry Creek $6\frac{1}{2}$ m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Bishop

- Crossing Loop

Wingfield

- Station

One Steel

- Branches off main line

North Arm Road

- Station

Gillman

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Rosewater Junction

The 'Rosewater Junction' is where the lines from 'Dry Creek', 'Woodville' and 'Glanville' meet. It is immediately south of the Grand Junction Road bridge.

- Railway Junction

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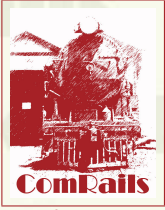
EYRE PENINSULA LINES

10.1   Cummins to Buckleboo

This section contains information about the Cummins to Buckleboo railway

Cummins 67.5 km (41 m 70 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Uranno 79.6 km (49 m 30 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Cockaleechie 84.5 km (52 m 31 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Moreenia 93.9 km (58 m 23 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Moody 100 km (62 m 6 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Ungarra 108.1 km (67 m 5 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Butler 117.5 km (73 m 8 c)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mount Hill 128.2 km (79 m 43 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wharminda 140.5 km (87 m 17 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Verran 153.9 km (95 m 43 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Taragoro 164.1 km (101 m 68 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Rudall 172.7 km (107 m 13 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Karkarook 178.8 km (110 m 78 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kielpa 185.3 km (115 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kononda 192.8 km (119 m 56 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Darke's Peak 198.5 km (123 m 24 ch) — Darke Peak 198.5 km (123 m 24 ch)

30.6.1950 Darke Peake - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Caralue 210.8 km (130 m 68 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Waddikee 218.3 km (135 m 43 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Bunora 224 km (138 m 72 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Balumbah 230.6 km (143 m 8 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Toopoora 238.5 km (148 m 9 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Kimba 244.6 km (151 m 67 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Nammuldi 253.5 km (157 m 21 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Cortlinye 260 km (161 m 33 c) — Drekurmi 260 km (161 m 33 c)

11.1.1926   Good traffic accepted. [pk]
5.8.1926   Opened as unnamed siding when the line opened. [pk]
24.5.1926   Named 'Cortlinye'. [pk]
5.8.1926   Swapped names with the next siding and became 'Drekurmi'. [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Drekurmi 266.6 km (165m 31 ch) — Cortlinye 266.6 km (165m 31 ch)

11.1.1926   Good traffic accepted. [pk]
24.5.1926   Named 'Drekurmi'. [pk]
5.8.1926   Opened with the line officially named as 'Cortlinye' - swapped
named with previous siding. [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Cunyarie 273.5 km (169 m 60 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Buckleboo 280.c km (174 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

10.2 Port Lincoln to Thevenard

This section contains information about the Port Lincoln to Thevenard railway

Port Lincoln 0 km (0 m)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

One Mile Siding 1.6 km (1 m)

- SA Wheat Harvest Board Siding

Barley Siding 2.3 km (1 m 32 ch)

- Australian Barley Board Siding

BarleySiding 2.8 km (1 m 68 ch)

- Australian Wheat Board Loop Siding

Four Mile Quarry 6.5 km (4 m)

- Served the ballast quarry on Northside Hill

Five Mile Siding 7.9 km (4 m 75 ch) — Grantham

- Originally built as Australian Wheat Board Siding

Duck Ponds 12.4 km (7 m 53 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Coomunga 21.6 km (13 m 27 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pearlah 30.3 km (18 m 60 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wanilla 38.9 km (23 m 47 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Warunda 44 km (27 m 23 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Mortlock 51.3 km (31 m 62 ch) — Edillilie 51.3 km (31 m 62 ch)

18.11.1907   Opened as 'Mortlock'.
10.1908   Renamed 'Edillilie'
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Pillana 58.8 km (36 m 35 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Cummins 67.5 km (41 m 70 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Wildeloo 75 km (46 m 47 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Yeelanna 81.7 km (50 m 55 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Kilto 89 km (55 m 15 ch) — Kaldow 89 km (55 m 15 ch)

5.5.1913   Opened - named 'Kilto' [pk]
11.11.1918   Renamed 'Kaldow' [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Karkoo 93.6 km (58 m7 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Coomaba 99 km (61 m 46 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
South Australia'

Tooligie 113.4 km (70 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Peachina 122.6 km (76 m 9 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Murdinga 128.2 km (80 m 2 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Warrachie 137,4 km (85 m 25 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Terre 148.5 km (92 m 142 ch) — Lock 148.5 km (92 m 142 ch)

5.5.1913   Opened - named 'Terre' [pk]
26.12.1921   Renamed 'Lock' [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

McLachlan 156 km (96 m 65 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kopi 175.2 km (108 m 62 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Nantuma 183 km (113 m 49 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Warramboo 190.2 km (117 m 76 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kyancutta 203.1 km (126 m 9 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wannamana 210 km (130 m 12 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wudinna 216.2 km (134 m 18 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pygery 222.1 km (137 m 73 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pinbong 227.5 km (141 m 26 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Yaninee 237.6 km (147 m 42 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Poldinna 245.5 km (152 m 22 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Minnipa 253.4 km (157 m 29 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Condada 265 km (164 m 41 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Karcultaby 274 km (170 m 11 ch)

30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Poochera 287.2 km (178 m 27 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Chandada 296.5 km (184 m 8 ch) — Capietha 296.5 km (184 m 8 ch)

23.5.1916   Opened - named 'Chandada' [pk]
13.61925   Renamed 'Capietha' [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Cungena (190 m 35 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Yantanaby 320.1 km (198 m 63 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wirrula 333.2 km (207 m)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Pimbaacla 345.3 km (214 m 36 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Nunjikompita 357.6 km (222 m 6 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Chinbingina 370.5 km (229 m 39 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Puntabie 379.5 km (235 m 48 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mudamuckla 388 km (241 m 1 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Chillundie 397 km (246 m 15 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Beautiful Valley 402.6 km (250 m 6 ch) — Maltee 402.6 km (250 m 6 ch)

8.2.1915   Opened - named 'Beautiful Valley' [pk]
12.6.1916   Renamed 'Maltee' [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Wandana 416.1 km (258 m 33 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Ceduna 431.9 km (267 m 78 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Thevenard 434.2 km (269 m 42 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

10.3   Yeelanna to Mount Hope

This section contains information about the Yeelanna to Mount Hope railway

Yeelanna 81.7 km (50 m 55 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Ningana 87.4 km (54 m 34 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in
          South Australia'

Yeltukka 93 km (57 m 53 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kapinnie 104.5 km (64 m 63 ch) — Kapinnie 105 km (65 m 30 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
1954   Station moved to higher grond due to sustained flooding after rain. [pk]

Kiana 113 km (69 m 78 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Mount Hope 119 km (73 m 67 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

10.4   Wandana to Penong

This section contains information about the Wandana to Penong railway

Wandana 416.1 km (258 m 33 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Chinta 426.5 km (264 m 35 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kalanbi 436.5 km (270 m 56 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Wiabuna 450 km (279 m 28 c)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Koonibba 457.5 km (283 m 54 ch)

7.2.1924   Opened. [pk]
30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
14.2.1966   Closed. [pk]

Uworra 469 km (291 m 5 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Watraba 480.5 km (297 m 72 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Kowulka 492.5 km (305 m 43 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Gypsum Fields 501.5 km (311 m) — Kevin 501.5 km (311 m)

Branches off main line to 'Penong' at 'Kowulka'.

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

Penong 500 km (310 m 14 ch)

30.6.1950   On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

ComRails
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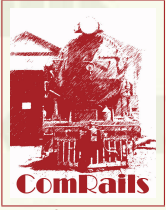
OTHER LINES

This section contains information about various traffic routes operated by the *South Australian* and *Commonwealth Railways*.

11.1 Port Augusta to Whyalla Railway

This section contains information about the Port Augusta to Whyalla Railway.

Port Augusta (0 m 00 c) — Port Augusta 92 km (56 m 28 c 45l)

2.1886 Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]
30.10.1914 Accounting Stations [MN 2/14]
2.1917 Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]
12 & 15.11.1917 List of Open Stations [NAA B300/6 5981 Pt 1]
1.5.1924 Crossing Loop 1200 ft[GA]
30.6.1924 Electric Staff Station by[Annual Report]
1.8.1932 Goods Sidings 21,800 ft[GA]
11.1934 Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]
12.7.1937 56 m [SAWN 27/37]
1.10.1937 Port Augusta 56 miles - [MN 136/37]
1.11.1939 Port Augusta 56 m 28 c 45l - [Goods & Livestock]
1.3.1950 Loop 1200 ft., Sdgs 21,800 ft.[GA]
6.1953 Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]
1.1.1961 Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books
25.1.1961 Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]
1.11.1962 Port Augusta $56\frac{1}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]
23.9.1966 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]
2.1973 Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]
2.7.1973 Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]
17.8.1975 Station in Fast & Slow Mixed Service[Advert.]
1.7.1979 Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979
17.1.1988 Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]
1.6.1989 Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

Depot (Tassie Street) — Tassie Street (56 m 73 c)

30.06.1914 Mentioned in Annual Report as 'Tassie Street'
27.11.1914 Depot (Tassie Street) - Loads of Goods Trains [MN 3/14]
4.12.1958 Level Crossing 56 m 73 c[WN 49/58]

Whyalla Junction (57 m 75 c) — Spencer Junction 95.2 km (57 m 75)

20.4.1972   Whyalla Line Jcn near Tassie St - Open, probably ES [WN 16/72]
16.10.1972   Called Tassie Street in this WTT [WTT Temp]
21.9.1972   Whyalla Jcn. 57 m 75 c - Open 25.9.1972, probably ES [WN 38/72]
28.9.1972   Line to Whyalla open 6.10.1972 [WN 39/72]
26.10.1972   Renamed Spencer Jcn [WN 43/72]
26.10.1972   Renamed from Whyalla Jcn [WN 43/72]
2.7.1973   Spencer Junction 95 km approx. - 95 km in WTT 14.10.1973
     [Metrication]
14.10.1973   Electric Staff Station by [WTT]
26.9.1974   95.2km approx [WN 38/74]
1.7.1979   Spencer Junction Jst 95 km - Crossing loop ANR WTT 1.7.1979
1.6.1989   Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)
     WN 22/89

Ballast Siding 110.5 km

1.7.1979   Ballast Siding 110.5 km - Unattended - Good Loop 366 m ANR WTT
     1.7.1979

Lincoln Gap 121.5 km

1.7.1979   Lincoln Gap 121.5 km - Unattended - Crossing loop 1529 m - ANR
     WTT 1.7.1979

Roopena 143 km

1.7.1979   Roopena 143 km - Unattended - Crossing loop 1529 m - ANR WTT
     1.7.1979

Whyalla 168 km

1.7.1979   Whyalla 168 km (76 km from Port Augusta)- Resthouse for trainmen
     - Carriage watering station - Crossing loop ANR WTT 1.7.1979

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Brighton Willunga – 9.69 m (page 49)
Brimbago Serviceton – 162 m 47 ch (page 40)
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Dry Creek   Dry Creek to Rosewater – 6 m 47 ch (page 184)
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Karkarook   Cummins to Buckleboo – 110 m 78 ch – 178.8 km (page 187)
Karkoo   Port Lincoln to Thevenard – 58 m7 ch – 93.6 km (page 190)
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Kielpa   Cummins to Buckleboo – 115 m – 185.3 km (page 187)
Kilburn   Adelaide to Dry Creek – 4 m 63 ch (page 177)
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Kimba   Cummins to Buckleboo – 151 m 67 ch – 244.6 km (page 188)
Kinchina   Serviceton – 56 m 8 ch (page 38)
Kingoonya   TAR (Port Augusta to Tarcoola) – 208 m 76 c (page 116)
Kingoonya   TAR (Port Augusta to Tarcoola) – 265 m 31 c 15 l – 426 km (page 116)
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Kirkcaldy   Woodville to Grange and Henley Beach (page 171)
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Kitchener   TAR (Cook to Zanthus) – 940 m 42 c 55 l – 1512.5 km (page 144)
Knuckey's Lagoon   North Australia Railway – 10 m 10 c (page 158)
Kononda   Cummins to Buckleboo – 119 m 56 ch – 192.8 km (page 187)

L

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Loongana   TAR (Cook to Zanthus) – 714 m 55 c (page 139)
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Loop 130 m   TAR (Port Augusta to Tarcoola) – 130 m (page 107)
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Lucindale   Naracoorte to Kingston (page 58)
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Lyndoch   Gawler to Angaston – 35 m 29 ch (page 13)
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Lyons   TAR (Tarcoola to Cook) – 287 m 77 ch (page 122)
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Macdonnell   CAR NG (Oodnadatta to Alice Springs) – 765 m (page 81)
Macumba   CAR NG (Oodnadatta to Alice Springs) – 505 m (page 78)
Madurta   Serviceton – 21 m 12 ch (page 35)
Maggea   Karoonda to Waikerie (page 23)
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Malbooma   TAR (Tarcoola to Cook) – 337 m 44 c 87 l – 541.5 km (page 121)
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Malpas   Alawoona to Barmera (page 18)
Maltee   Port Lincoln to Thevenard – 250 m 6 ch – 402.6 km (page 194)
Mambray Creek   TAR (Port Pirie to Port Augusta) – 26 m 74 c 78 l – 45 km
      (page 98)
Manguri   CAR-SG (Tarcoola to Alice Springs) – 706.50 km (page 87)
Mannahill   Port Pirie to Broken Hill – 239.5 km (page 10)
Mannahill   Port Pirie to Broken Hill – 377.5 km (page 10)
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Manoora   Roseworthy to Peterborough (page 15)
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Marama   Karoonda to Peebinga (page 21)
Margaret Siding   CAR NG (Marree to Oodnadatta) – 305 m (page 73)
Marino Rocks   Willunga – 11.74 m (page 49)
Marino   Willunga – 11.36 m (page 49)
Marion   Willunga – 7.06 m (page 48)
Marla   CAR-SG (Tarcoola to Alice Springs) – 909.00 km (page 87)
Marlborough Street   Woodville to Grange and Henley Beach (page 171)
Marranboy   North Australia Railway – 230 m 41 c (page 165)
Marree   CAR NG (Marree to Oodnadatta) – 231 m 14c (page 69)

Mootatunga   Karoonda to Peebinga (page 21)

Moreenia   Cummins to Buckleboo – 58 m 23 ch – 93.9 km (page 186)

Morgan Line Junction   Roseworthy to Peterborough (page 14)

Morphett Vale   Willunga – 20.01 m (page 50)

Morphettville   Glenelg South (page 183)

Mortlock   Port Lincoln to Thevenard – 31 m 62 ch – 51.3 km (page 190)

Mount Barker Junction   Serviceton – 31 m 27 ch (page 36)

Mount Barker Junction   Victor Harbor – 31 m 27 ch (page 45)

Mount Barker   Victor Harbor – 34 m 37 ch (page 45)

Mount Bryan   Roseworthy to Peterborough (page 16)

Mount Dutton   CAR NG (Marree to Oodnadatta) – 452 m 58c (page 77)

Mount Emery   CAR NG (Oodnadatta to Alice Springs) – 555 m (page 79)

Mount Ertiva   CAR NG (Oodnadatta to Alice Springs) – 761 m (page 81)

Mount Ertwa   CAR NG (Oodnadatta to Alice Springs) – 761 m (page 81)

Mount Gambier Junction   Mount Gambier to Millicent – 488 km (page 56)

Mount Gambier Junction   Wolseley to Mount Gambier – 488 km (page 55)

Mount Gambier New Yard   Wolseley to Mount Gambier (page 55)

Mount Gambier   Mount Gambier to Millicent – 490.5 km (page 56)

Mount Gambier   Wolseley to Mount Gambier – 490.5 km (page 55)

Mount Hill   Cummins to Buckleboo – 79 m 43 ch – 128.2 km (page 186)

Mount Hope   Yeelanna to Mount Hope – 73 m 67 ch – 119 km (page 195)

Mount Lofty   Serviceton – 19 m 41 ch (page 35)

Mount Pleasant   Mount Pleasant – 49.58 m (page 43)

Mount Polhill   CAR NG (Oodnadatta to Alice Springs) – 741 m (page 80)

Mount Rebecca   CAR NG (Oodnadatta to Alice Springs) – 532 m (page 78)

Mount Sarah   CAR NG (Oodnadatta to Alice Springs) – 522m (page 78)

Mount Squire   CAR NG (Oodnadatta to Alice Springs) – 658 m (page 80)

Mount Torrens   Mount Pleasant – 40.64 m (page 42)

Mt Gunson Coppermine Jcn   TAR (Port Augusta to Tarcoola) – 86 m 17 c 55 l (page 109)

Mt. Christie   TAR (Tarcoola to Cook) – 396 m 67 c – 638 km (page 124)

Mudamuckla   Port Lincoln to Thevenard – 241 m 1 ch – 388 km (page 194)

Mulpata   Karoonda to Peebinga (page 21)

Mundownda   CAR NG (Port Augusta to Marree) – $223\frac{1}{4}$ m (page 69)

Mundrabilla   TAR (Cook to Zanthus) – 741 m 52 c – 1192 km (page 138)

Mungala   TAR (Tarcoola to Cook) – 415 m 12 c – 667 km (page 124)

Muralappie   Mount Pleasant (page 42)

Murdinga   Port Lincoln to Thevenard – 80 m 2 ch – 128.2 km (page 191)

Murrawa   Wolseley to Mount Gambier (page 55)

Murray Bridge   Serviceton – 60 m 23 ch (page 38)

Murtho   Alawoona to Barmera (page 19)

Musgrave   CAR NG (Oodnadatta to Alice Springs) – 639 m (page 79)

Myrla   Wanbi to Yinkanie (page 30)

N

O

P

Q

R

S

Stockport   Roseworthy to Peterborough (page 15)

Stockwell   Nuriootpa to Truro – 52.78 m (page 14)

Stokes Hill Jetty   North Australia Railway (page 156)

Stone Hut   Gladstone to Wilmington – 240.5 km (page 7)

Stopping Place 245 m   TAR (Port Augusta to Tarcoola) – 245 m 9 c (page 117)

Strangways Springs   CAR NG (Marree to Oodnadatta) – $333\frac{1}{2}$ m (page 75)

Strathalbyn   Victor Harbor – 50 m 73 ch (page 46)

Struan   Wolseley to Mount Gambier (page 54)

Stuart's Creek   CAR NG (Marree to Oodnadatta) – 294 m (page 73)

Sumit   CAR NG (Port Augusta to Marree) – 20 m (page 65)

Suttons   Wolseley to Mount Gambier (page 55)

Swanport   Serviceton (page 38)

T

Tailem Bend   Tailem Bend to Loxton – 75 m 16 ch – 120.5 km (page 24)

Tailem Bend   Tailem Bend to Pinnaroo – 75 m 16 ch – 120.5 km (page 26)

Tailem Bend   Serviceton – 75 m 16 ch – 120.5 km (page 38)

Taldra   Alawoona to Barmera – 197.25 m – 317.5 km (page 19)

Tambelin   Salisbury to Gawler – 23 m 15 ch (page 181)

Tantanoola   Mount Gambier to Millicent – 520 km (page 56)

Tanunda   Gawler to Angaston – 43 m 64 ch (page 13)

Taperoo   Glanville to Outer Harbour – 11 m 34 ch (page 174)

Taplan   Alawoona to Barmera – 183.25 m – 294.91 km (page 18)

Taragoro   Cummins to Buckleboo – 101 m 68 ch – 164.1 km (page 187)

Tarcoola   CAR-SG (Tarcoola to Alice Springs) – 257 m 20 c (page 85)

Tarcoola   CAR-SG (Tarcoola to Alice Springs) – 313 m 54 c 11 l – 504.5 km (page 85)

Tarcoola   TAR (Port Augusta to Tarcoola) – 257 m 20 c (page 118)

Tarcoola   TAR (Port Augusta to Tarcoola) – 313 m 54 c 11 l – 504.5 km (page 118)

Tarcoola   TAR (Tarcoola to Cook) – 257 m 20 c (page 120)

Tarcoola   TAR (Tarcoola to Cook) – 313 m 54 c 11 l – 504.5 km (page 120)

Tarlee   Roseworthy to Peterborough (page 15)

Tassie Street   TAR (Port Augusta to Tarcoola) – 56 m 73 c (page 103)

Tassie Street   Port Augusta to Whyalla – 56 m 73 c (page 198)

Telford   CAR NG (Port Augusta to Marree) – 169m (page 68)

Tennant Creek   CAR-SG (Alice Springs to Darwin) – 1802.50 km (page 92)

Tent Hill   TAR (Port Augusta to Tarcoola) – 73 m – 119.5 km (page 104)

Tepko   Cambrai and Sedan – 64 m 53 ch (page 44)

Terka   Gladstone to Wilmington – 300 km (page 7)

Terowie   Roseworthy to Peterborough (page 16)

Terre   Port Lincoln to Thevenard – 92 m 142 ch – 148.5 km (page 191)

Thackaringa   Port Pirie to Broken Hill – 363.5 km (page 9)

Thackaringa   Port Pirie to Broken Hill – 500 km (page 9)

X-Y

Yamba   Alawoona to Barmera (page 19)
Yandiah   Gladstone to Wilmington – 259.5 km (page 7)
Yaninee   Port Lincoln to Thevenard – 147 m 42 ch – 237.6 km (page 192)
Yantanaby   Port Lincoln to Thevenard – 198 m 63 ch – 320.1 km (page 193)
Yantaringa   Serviceton (page 36)
Yappara   Tailem Bend to Pinnaroo (page 28)
Yeelanna   Yeelanna to Mount Hope – 50 m 55 ch – 81.7 km (page 194)
Yeelanna   Port Lincoln to Thevenard – 50 m 55 ch – 81.7 km (page 190)
Yeltukka   Yeelanna to Mount Hope – 57 m 53 ch – 93 km (page 195)
Yerlo   Glanville to Outer Harbour – 13 m 1 ch (page 175)
Yetto   Willunga (page 50)
Yinkanie   Wanbi to Yinkanie (page 30)
Yongala   Port Pirie to Broken Hill – 258.5 km (page 10)
Yongala   Port Pirie to Broken Hill – 98.5 km (page 10)
Yumali   Serviceton – 99 m 77 ch (page 39)
Yunta   Port Pirie to Broken Hill – 196 km (page 10)
Yunta   Port Pirie to Broken Hill – 334 km (page 10)
Yurgo   Karoonda to Peebinga (page 21)

Z

Zanthus   TAR (Cook to Zanthus) – 130 m 35 c West (page 146)
Zanthus   TAR (Cook to Zanthus) – 977 m 30 c 57 l – 1572 km (page 146)
Zanthus   TAR (Zanthus to Kalgoorlie) – 130 m 35 c West (page 147)
Zanthus   TAR (Zanthus to Kalgoorlie) – 977 m 30 c 57 l – 1572 km (page 147)
Zanthus   TAR (Zanthus to Kalgoorlie) (page 148)

Volume6

APPENDIX

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   Inaugurated 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 Butrims 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 passeger 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.

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

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

The Ghan with original cars

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 responsbile for providing various rollingstock items to the Commonwealth railways on loan to facilitate the war effort.

C 67 Port Augusta, circa 1936

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

Ghan, The   *The Ghan* train commenced operation for the Commonwealth Railayswhen 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.

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

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-marketted 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

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)

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

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 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'

I

Indian Pacific   The Indian Pacific had its inaugral 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 maintainance costings.

Indian Pacific car logo

Passengers for Adelaide initially had to change trains at Port Pirie until the service was re-rerouted. 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.

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

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 Ewainga under contract from The Ghan Preservation Society.

Match Wagon   A vehicle equipped with different types of couplers at each end and placed between vechicles 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

Darwin station with train

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.

Adeliade River Troop Train October 1942

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 assitance 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 move 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 time they were reorganised and had minor changes made to their name. They have opertaed 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 operate 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 logo on side of Tawarri 9.2.1999 *(Chris Drymalik)*

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.

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 beleived 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 brakets '[]'. 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 $8\frac{1}{2}$ 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 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 Peterbourough 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 setam 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 Eurelia. 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 Peterbourgh 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 endup with a number of specialised vehicles, including at 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 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.

Initially it was all sleeping class with only irregular way side situp passenger accomodation 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.

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

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

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

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.

First Express at 408 miles, 1917

Trans-Australian Railway (T.A.R.)   This railway extendes 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 extention to Port Pirie was opened on 23 July 1937 when the South Australian Railways extended the line from Red Hill. It is standard gauge.

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 know 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.

Ghan logo on car side
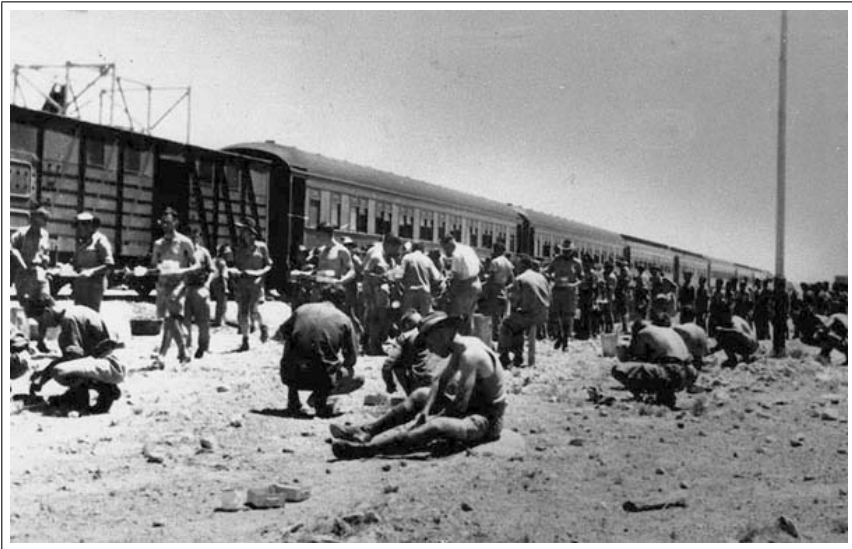
A troop train on Port Augusta Wharf

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 are 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 lead 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 know 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.

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      Newsrail; September 1996.

-   Beckhaus, John; *Commonwealth Railways Passenger Cars*; Modelling the
      Railways of SA Convention.

-   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	Testimonals to Mr G.A.Gahan
8941	1949-65	Pullman cars - TAR
9168pt1-2	1953	Inaugral run of new train TAR

Table B.1: Commonwealth Railways Files - Central Office

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