MT GAMBIER– THE QUESTIONS ANSWERED

—Contents—

On the front cover

In this issue are the 16 answers to David Hennell's sixteen questions in last month's The Times. What could not be revealed then—but is obvious now—is that many of the 16 concerned public transport in South Australia which, most readers will have realized, is one of David's specialty areas. It is appropriate then that our cover should continue the Q&A theme– and especially its south-east SA orientation. Here we see narrow gauge Y-class No 87 on a goods train near Wandilo on Labour Day 1957. The photo is from Ron Stewein's 1973 book 'One Rusty Rail' and is used with the permission of the ARHS South Australian Division, as are other photos in the Q&A.

Pickled Pork and Orchid Roots?

DEREK SCRAFTON *also has some comments on our December article*

Letter

Park Parade (P.P.) and Oldham Road (O.R.) stations in Ashton were both on the Oldham, Ashton and Guide Bridge Joint Railway, which was a joint Great Central and London & North Western north-south line through the town. The Lancashire and Yorkshire Railway station was Ashton Charlestown, on the east-west route from Manchester to Stalybridge.

In 1911, both the GCR and the Midland stations serving Eckington & Rennishaw were so named after both villages - the renaming of the former GC station to Rennishaw occurred much later.

Clinker's *Guide to Closed Stations* provides information on name changes, ownership, dates of opening and closing, etc.

The envelope, please!
Answers to DAVID HENNELL's Timetable Quiz from last month

1. Which railway service had the service in one direction withdrawn before the service in the other? SAR's Radium Hill branch line.

'As from and including [Monday] 22nd January, 1962, Radium Hill station will be closed for all Inward Goods, Parcels and Passenger traffic. After the departure of No. 568 Mixed on Friday, 26th January, 1962, regular trains will not work to or from Radium Hill. Goods trains as and when required, will work from Radium Hill under arrangement by the Superintendent, Peterborough, for the handling of outwards freight.' (SAR WN 4/62) The last regular service to arrive at Radium Hill would have been at 6 55 am on Thursday, 18th January 1962 and, yes, this formed the 9 15 pm on Friday although the engine and crew probably went to Cockburn in the interim rather than wait at Radium Hill (*illustration below from SAR PTT 27th August 1961*).

2. The first railway station west of Ballan guided travellers for many years: Bradshaw - opened as Bradshaw's Creek on 19th December 1887, renamed Bradshaw 9th May 1904, closed 21st November 1955 [Cook is a just little bit further to the west.]

3. Direct railway journeys with a choice of gauge? The extremities were/are the following:

● Perth (City/Perth Terminal) - Kalgoorlie (1067 mm and 1435 mm)
● Spencer Street - Albury (1435 mm and 1600 mm)
● Innisfail - Wangan (610 mm and 1067 mm)
● Port Pirie Junction - Port Pirie (Ellen Street) (1067 mm and 1600 mm)
● Stirling (North) - Port Augusta (1067 mm and 1435 mm)
● commencing *mid? 2004* , Spencer Street - Ararat (1435mm and 1600 mm).

● Bordertown - Serviceton would be included only if a narrow gauge passenger service were provided after the broad gauge opened. [Adelaide - Bowmans or Adelaide - Snowtown via Hamley Bridge or Long Plains don't count as passengers departed Adelaide on broad gauge whichever route was taken.]
● And could we also mention Zeehan-Nickel Junction, 2ft (TGR) and 3ft 6 in (TGR & EBR)?- Ed.

4. Which Victorian tramway made full timetables available for most of the 20th century? The Victorian Railways' Sandringham - Black Rock - Beaumaris electric street railway line. Usually, less information was provided for the St. Kilda to Brighton Beach line which had a considerably more frequent service. (*VR suburban PTT 22 October 1928, page 4*).

5a. What timetabling event occurred in Sydney on Christmas Day 1932? The introduction of the first permanent government bus service (Manly - Cremorne). Although extended, it still operates as routes 143 and 144**.** (*extract from* SMH *from Travers (1982), below*)

TABLE 31.
ADELAIDE AND RADIUM HILL.

READ DOWN			READ UP	
Mon., Wed.				
p.m.				
6 10	dep	ADELAIDE .... R.	arr	9 18
		See Table No. 17		
7 53	arr	Riverton .... R.	dep	7 38
8 08	dep	"	arr	7 22
‡10 24	arr	Terowie .... R.	dep	5 11
10 35	dep	"	arr	‡4 43
‡11 05	arr	Peterborough .... R.	dep	4 05
		See Table No. 30		
11 35	dep	"	arr	3 50
				Sat.
a.m.				a.m.
Tues., Thurs.				
6 00	arr	Cutana	dep	10 13
6 23	dep	"	arr	‡9 47
6 55	arr	RADIUM HILL	dep	9 15
				p.m.
				Fri.

‡ Change trains.   R. Refreshment room station.

Table 104—continued.   BEAUMARIS, BLACK ROCK AND SANDRINGHAM TO ESSENDON.

ELECTRIC TRAM.   Sundays.

Beaumaris (See Note)	Black Rock (Note)	Sandringham Ar.	Sandringham Lv.	Hmpton.	Bton. Bch.	Mid. Btn.	Nth. Btn.	Gdn. Vale.	Elstwick.	Rpn. lea.	B'l'clava.	Windsor.	Prahran.	South Yarra	Richmond	Flinders Street Ar.	Flinders Street Lv.	Spen. St.	Nth. Melb.	Knsgton.	Newmkt.	Asct. Vale.	Moonee Ponds.	Essendon.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 30	9 33	9 36	9 39	9 41	9 44	9 46	9 48
..	..	..	9 40	9 42	9 45	9 47	9 49	9 51	9 54	9 56	9 57	10 0	10 2	10 4	10 6	10 10	..	..	..	..	..	..	..	..
9 26	9 39	9 53	10 0	10 2	10 5	10 7	10 9	10 11	10 14	10 16	10 17	10 20	10 22	10 24	10 26	10 30	..	..	..	..	..	..	..	..
..	..	..	..	10 15	10 17	10 19	10 21	10 24	10 26	10 27	10 30	10 32	10 34	10 36	..	10 40	10 47	10 50	10 53	10 56	10 58	11 1	11 3	11 5
10 22	10 34	10 47	10 48	10 50	10 53	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	11 3	11 16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11 32	11 45	11 59	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 45	12 48	12 51	12 54	12 56	12 59	1 1	1 3
12 2	12 16	12 29	12 33	12 35	12 38	12 40	12 42	12 44	12 47	12 49	12 50	12 53	12 55	12 57	12 59	1 3	1 5	1 8	1 11	1 14	1 16	1 19	1 21	1 23
..	..	..	..	12 53	12 55	12 57	12 59	1 2	1 4	1 5	1 8	1 10	1 12	1 14	1 18	..	1 30	1 33	1 36	1 39	1 41	1 44	1 46	1 48
..	..	..	12 58	1 0	1 3	1 5	1 7	1 9	1 12	1 14	1 15	1 18	1 20	1 22	1 24	1 28	1 45	1 48	1 51	1 54	1 56	1 59	2 1	2 3
1 10	1 2	1 16	1 25	1 27	1 30	1 32	1 34	1 36	1 39	1 41	1 42	1 45	1 47	1 49	1 51	1 55	2 0	2 3	2 5	2 9	2 11	2 14	2 16	2 18
..	1 23	1 37	1 40	1 42	1 45	1 47	1 49	1 51	1 54	1 56	1 57	2 0	2 2	2 4	2 6	2 10	2 12	2 15	2 18	2 21	2 23	2 26	2 28	2 30
..	1 39	1 53	1 55	1 57	2 0	2 2	2 4	2 6	2 9	2 11	2 12	2 15	2 17	2 19	2 21	2 25	2 27	2 30	2 33	2 36	2 38	2 41	2 43	2 45
1 50	2 3	2 17	2 6	2 7	2 10	2 12	2 14	2 16	2 19	2 21	2 22	2 25	2 27	2 29	2 31	2 35	2 39	2 42	2 45	2 48	2 50	2 53	2 55	2 57
..	2 18	2 31	2 20	2 22	2 25	2 27	2 29	2 31	2 34	2 36	2 37	2 40	2 42	2 44	2 46	2 50	2 54	2 57	3 0	3 3	3 5	3 8	3 10	3 12
2 34	2 33	2 46	2 35	2 37	2 40	2 42	2 44	2 46	2 49	2 51	2 52	2 55	2 57	2 59	3 1	3 5	3 8	3 11	3 14	3 17	3 19	3 22	3 24	3 26
..	2 47	3 1	2 50	2 52	2 55	2 57	2 59	3 1	3 4	3 6	3 7	3 10	3 12	3 14	3 16	3 20	3 24	3 27	3 30	3 33	3 35	3 38	3 40	3 42
3 4	3 2	3 16	3 5	3 7	3 10	3 12	3 14	3 18	3 19	3 21	3 22	3 25	3 27	3 29	3 31	3 35	3 39	3 42	3 45	3 48	3 50	3 53	3 55	3 57
3 34	3 17	3 31	3 20	3 22	3 25	3 27	3 29	3 31	3 34	3 36	3 37	3 40	3 42	3 44	3 46	3 50	3 55	3 58	4 1	4 4	4 6	4 9	4 11	4 13
4 4	3 32	3 45	3 35	3 37	3 40	3 42	3 44	3 46	3 49	3 51	3 52	3 55	3 57	3 59	4 1	4 5	4 7	4 10	4 13	4 16	4 18	4 21	4 23	4 25
4 34	3 47	4 1	3 50	3 52	3 55	3 57	3 59	4 1	4 4	4 6	4 7	4 10	4 12	4 14	4 16	4 20	4 24	4 27	4 30	4 33	4 35	4 38	4 40	4 42
5 4	4 3	4 17	4 5	4 7	4 10	4 12	4 14	4 16	4 19	4 21	4 22	4 25	4 27	4 29	4 31	4 35	4 38	4 41	4 44	4 47	4 49	4 52	4 54	4 56
5 34	4 17	4 31	4 20	4 22	4 25	4 27	4 29	4 31	4 34	4 36	4 37	4 40	4 42	4 44	4 46	4 50	4 58	5 1	5 4	5 7	5 9	5 12	5 14	5 16
6 4	4 33	4 47	4 35	4 37	4 40	4 42	4 44	4 57	4 59	5 1	5 4	5 5	5 7	5 10	5 12	5 16	5 7	5 10	5 13	5 16	5 18	5 21	5 23	5 25
6 34	4 47	5 1	4 50	4 52	4 55	4 57	5 12	5 14	5 16	5 29	5 31	5 35	5 42	5 45	5 48	5 50	5 23	5 26	5 29	5 32	5 34	5 37	5 39	5 41
7 4	5 3	5 17	5 5	5 7	5 10	5 12	5 14	5 16	5 31	5 34	5 36	5 37	5 40	5 42	5 44	5 46	5 50	5 54	5 57	6 0	6 3	6 5	6 8	6 12
7 34	5 17	5 31	5 20	5 22	5 25	5 27	5 29	5 44	5 46	5 49	5 51	5 52	5 55	5 57	5 59	6 1	6 7	6 10	6 13	6 16	6 18	6 21	6 23	6 25
8 4	5 33	5 47	5 35	5 37	5 40	5 42	5 44	5 57	5 59	6 1	6 4	6 6	6 7	6 10	6 12	6 16	6 20	6 23	6 28	6 31	6 34	6 36	6 39	6 43
8 34	5 47	6 1	5 50	5 52	5 55	5 57	5 59	6 1	6 16	6 19	6 21	6 22	6 25	6 27	6 29	6 31	6 35	6 39	6 42	6 45	6 48	6 50	6 53	6 57
9 4	6 3	6 17	6 5	6 7	6 10	6 12	6 25	6 27	6 29	6 31	6 34	6 36	6 37	6 40	6 42	6 44	6 50	6 54	6 57	7 0	7 3	7 5	7 8	7 12
9 34	6 17	6 31	6 20	6 22	6 25	6 40	6 42	6 44	6 46	6 49	6 51	6 52	6 55	6 57	6 59	7 1	7 5	7 8	7 11	7 14	7 17	7 19	7 22	7 24
10 2	6 33	6 47	6 35	6 50	6 52	6 55	6 57	6 59	7 1	7 4	7 6	7 7	7 10	7 12	7 14	7 16	7 20	7 24	7 27	7 30	7 33	7 35	7 38	7 40	7 42
10 32	6 47	7 1	6 50	7 5	7 7	7 10	7 12	7 14	7 16	7 19	7 21	7 22	7 25	7 27	7 29	7 31	7 35	7 39	7 42	7 45	7 48	7 50	7 53	7 55	7 57
11 0	7 3	7 17	7 20	7 22	7 25	7 27	7 29	7 31	7 34	7 36	7 37	7 40	7 42	7 44	7 46	7 50	7 54	7 57	8 0	8 3	8 5	8 8	8 10	8 12
..	7 17	7 31	7 35	7 37	7 40	7 42	7 44	7 46	7 49	7 51	7 52	7 55	7 57	7 59	8 1	8 5	8 8	8 11	8 14	8 17	8 19	8 22	8 24	8 26
..	7 33	7 47	7 50	7 52	7 55	7 57	7 59	8 1	8 4	8 6	8 7	8 10	8 12	8 14	8 16	8 20	8 25	8 28	8 31	8 34	8 36	8 39	8 41	8 43
..	7 47	8 1	8 4	8 6	8 9	8 11	8 13	8 15	8 18	8 20	8 21	8 24	8 26	8 28	8 30	8 34	8 34	8 42	8 45	8 48	8 50	8 53	8 55	8 57
8 3	8 17	8 19	8 21	8 24	8 26	8 28	8 30	8 33	8 35	8 36	8 39	8 41	8 43	8 45	8 49	8 53	8 56	8 59	9 2	8 4	9 7	9 9	9 11
8 17	8 31	8 33	8 35	8 38	8 40	8 42	8 44	8 47	8 49	8 50	8 53	8 55	8 57	8 59	9 3	9 10	9 13	9 16	9 19	9 21	9 24	9 26	9 28
8 33	8 47	8 50	8 52	8 55	8 57	8 59	9 1	9 4	9 6	9 7	9 10	9 12	9 14	9 16	9 20	9 25	9 28	9 31	9 34	9 36	9 39	9 41	9 43
8 47	9 1	9 5	9 7	9 10	9 12	9 14	9 16	9 21	9 23	9 27	9 30	9 33	9 35	9 39	9 40	9 43	9 46	9 49	9 51	9 54	9 56	9 58
9 3	9 17	9 20	9 22	9 25	9 27	9 29	9 31	9 34	9 36	9 37	9 40	9 42	9 44	9 46	9 50	9 54	9 57	10 0	10 3	10 5	10 8	10 10	10 12
9 32	9 46	9 48	9 50	9 53	9 55	9 57	9 59	10 2	10 4	10 5	10 8	10 10	10 12	10 14	10 18	10 13	10 16	10 19	10 22	10 24	10 27	10 29	10 31
9 47	10 1	10 5	10 7	10 10	10 12	10 14	10 16	10 19	10 21	10 22	10 25	10 27	10 29	10 31	10 35	10 20	10 23	10 26	10 29	10 31	10 34	10 36	10 38
10 2	10 16	10 18	10 20	10 23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10 15	10 29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10 33	10 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10 45	10 59	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11 9	11 22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11 0	11 13	11 25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Note :—Additional trams to those shown above will run to and from Beaumaris on Saturday and Sunday afternoon should the traffic so warrant.

INFORMATION CONCERNING COUNTRY TRAINS ARRIVING IN MELBOURNE.

If you are meeting a country train arriving in Melbourne, you can obtain information as to the platform and the exact time of arrival. Notice boards giving these particulars are provided at Spencer-street and Flinders-street Stations. At Spencer-street one board is on the Main Concourse, opposite the Official in Grey, another is on No. 1 platform, opposite the Car Rank, and not far from the Cloak Room. The Flinders-street board is on No. 1 Platform, near the Central Entrance. The Officials in Grey on the Main Concourse at Spencer-street, and at certain times on No. 1 Platform at Flinders-street, will supply any further information you may require.

THE PORTER'S JOB.

The work of the private soldier is as essential to victory as the work of a general. The Railway Porter is one of the private soldiers of the railway army. His duty to you is to render you assistance and information in transacting railway business and help you personally with your luggage and parcels so far as his station duties and his duties to other passengers will permit. He is specially instructed to help the aged and infirm, and ladies with young children, and to give you sympathetic attention should your luggage go astray.

DANGER OF INTERFERING WITH ELECTRICAL EQUIPMENT.

You are specially cautioned against interfering in any way with the electrical gear of either the trains or tracks. The danger incurred by so doing is very great. Warn children of the danger of climbing masts carrying overhead wires. Children should have fully explained to them the risk run in trespassing on railway property, particularly where electrical gear is installed.

Above: VR suburban PTT 22 October 1928

Distance from Sydney. Via Granville (Miles, Chains)	Via Regent's Pk. (Miles, Chains)	DOWN.	1 Mixed. Mons., Weds. and Fris. a.m	Distance from Kunama. (Miles, Chains)	UP.	2 Mixed. Tues., Thurs and Sats. p m
Mile-post mileage. ...	...	TUMUT††† ....dep.	9 17	— —	KUNAMA† ....dep.	...
328 57	326 40	Gilmore*† .... { arr.	9 27	5 27	Eatlow† .... { arr.	...
		{ dep.	10 0	6 51	Brightside * .... { dep.	2 20
331 25	329 6	Windowie* .... { arr.	...	7 39	Wybalena* .... { arr.	2 36
		{ dep.	10 a 9		{ dep.	2 a 41
334 49	332 32	Wereboldera* .... { arr.	10 19	8 49	Shaw's* .... ,,	a
		{ dep.	10 u 24	15 53	Wereboldera* .... { arr	3 35
341 52	339 35	Shaw's* .... ,,	a		{ dep	3 o 43
342 62	340 45	Wybalena* .... { arr.	11 24	18 78	Windowie* .... { arr.	3 53
		{ dep.	11 a 29		{ dep.	3 a 55
343 50	341 23	Brightside *	...	21 44	Gilmore*††† .... { arr	4 3
344 74	342 57	Batlow† .... { arr.	11 45		{ dep.	4 55
		{ dep.	...	— —	TUMUT††† ....arr.	5 4
350 21	348 4	KUNAMA† ....arr.	...			

Nos. 1 and 2 Mixed trains connect at Gilmore with Nos. 9 and 12 Tumut Passenger trains respectively.

Nos. 1 and 2 Mixed trains work all stations and sidings between Gilmore and Batlow.

All Up Mixed and Goods trains, whether controlled by the Westinghouse Air Brake or not, must be stopped at the Stop Boards at mileages 350·0, 344·67, and 342·56, and vehicle hand-brake applied; the brakes to be released at mileages 346·20 (Kunama Branch), 343·40 (Batlow Branch), and Wereboldera (Wybalena Bank).

There is no regular train service beyond Batlow, and the extension to Kunama is only worked by Shunting Trip from Batlow as may be necessary to meet requirements of traffic. Engine and Van of No. 1 to be used. Passengers may be allowed to travel between Batlow and Kunama by Shunting Trip, when running.

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peared in the Government railways timetable. **Midland Railway Company of Western Australia.** Despite the MRWA bus service between Perth and Geraldton not being included in the WAGR PTT, it did appear in WAGR's publication *Rail and Road* which, at the time, covered the major country rail and bus services and was intended to be a tourist information booklet - see *The Times* March 1994 for illustrations.

9. Name the railway whose timetable appeared at the bottom of page 14, in the quiz. Belmont Tramway (also known as the Belmont Branch) from Norman Park to Belmont on Brisbane's Southside (*QR WTT 17th May 1920, below*). The clue is that the train numbers are even numbers for trains going away from the city station. This means that the line must be in Brisbane or Hobart or be a branch off the Perth to Fremantle section. The Rocky Bay branch was the only line off the Fremantle line and it did not have a passenger service. The line cannot be in Hobart as all the Hobart branches were very short and

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5b. When were previous attempts to introduce the above type of service made? Potts Point—Darlinghurst single deck kerosene-fired steam bus service using vehicles 1M and 2M operated from 4th December 1905 to 7th April 1906; and Enmore—Wardell Road double deck kerosene-fired steam bus service using 3M and 4M operated from 23rd April 1906 to 29th May 1906.

6. What branch line offered passengers a service as part of a 'shunting trip'? X = Batlow, Y = Kunama in New South Wales (*NSW WTT 12th October 1941, above*).

[Just a thought, but should a prospective passenger to Kunama have consigned a parcel to himself at Kunama in order to ensure that the train would operate? The freight on a 1 lb parcel would have probably been cheaper than a seat reservation on the main line train.]

7. Suggest a train journey between the same-named places in 3 Australian cities—other than Cheltenham and Croydon? Between Fairfield and Windsor in Brisbane, Melbourne and Sydney.

8. Name the private company whose railway, but not whose bus timetables ap-

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BELMONT BRANCH.
UP TRAINS—SOUTH BRISBANE TO BELMONT.

Miles from South Brisbane. m. ch.	Stations.	8 Mixed. a.m.	32 Mixed. a.m.	78 Pass. Wedn'sday only. noon.	102 Pass. Saturday only. p.m.	162 Pass. Except Saturday. p.m.	176 Pass. Saturday only. p.m.	—
4 2	South Brisbane d	..	..	12 0	1 10	..	6 0	..
	Norman Park arr	..	..	..	1 28	..	..	..
	Connects with	..	34	..	..	168	..	..
	Norman Park-OS d	5 35	7 2	12 15	1 30	5 55	6 18	..
5 1	Seven Hills	D	D	D	D	D	D	..
5 39	Mount Bruce	D	D	D	D	D	D	..
6 8	City View	D	D	D	D	D	D	..
6 50	Mayfield Road	D	D	D	D	D	D	..
7 25	Carina	D	D	D	D	D	D	..
7 65	Baynes Siding	D	D	D	D	D	D	..
8 27	BELMONT .. arr	6 3	7 27	12 40	1 55	6 18	6 43	..

For times South Brisbane to Norman Park, see pages 77 to 79.

DOWN TRAINS—BELMONT TO SOUTH BRISBANE.

Height above High Water. feet.	Stations.	51 Mixed. a.m.	53 Mixed. a.m.	103 Mixed. Wedn'sday only. p.m.	107 Mixed. Saturday only. p.m.	181 Pass. Except Saturday. p.m.	177 Pass. Saturday only. p.m.	—
33	BELMONT—OS dep	6 25	7 35	1 0	2 5	6 29	6 55	..
24	Baynes Siding	D	D	D	D	D	D	..
31	Carina	D	D	D	D	D	D	..
10	Mayfield Road	D	D	D	D	D	D	..
62	City View	D	D	D	D	D	D	..
11	Mount Bruce	D	D	D	D	D	D	..
	Seven Hills	D	D	D	D	D	D	..
	Norman Park arr	6 48	8 0	..	..	6 59	..	..
	Connects with	5	21	..	..	175	..	..
	Norman Park dep	..	..	1 25	2 35	..	7 20	..
	South Brisbane a	..	..	1 49	2 55	..	7 32	..

For times Norman Park to South Brisbane, see pages 81 to 83.
For special instructions, see pages 1 to 10; and State Sections, see pages 123 to 125.

ROCKDALE—KOGARAH—SANS SOUCI—DOLLS POINT.

MONDAYS TO FRIDAYS.

Rockdale.	Train departs St. James Station.	Kogarah.	Ramsgate.	Sans Souci.	Dolls Point.	Ramsgate.	Kogarah.	Train departs for St. James Station.	Rockdale.
dep. a.m.	a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	a.m.	arr. a.m.
...	...	...	‡4 24	4 29	4 37	4 43	4 52	4 56	4 57
...	...	...	‡4 48	4 53	5 1	5 7	5 16	5 19	...
4 57	...	5 2	5 11	5 18	5 26	5 32	5 41	5 43	...
...	...	...	‡5 24	5 29	5 37	5 43	5 52	5 54	...
...	...	...	‡5 43	5 49	R	5 56	6 5	6 9	...
...	4 47	5 27	5 36	5 43	5 51	5 57	6 6	6 9	6 11
...	...	5 42	5 51	5 58	‡6 3	6 5	6 14	6 17	...
...	...	...	...	...	‡6 6	6 12	6 21	6 23	...
...	...	...	...	...	‡6 15	6 17	6 26	6 29	...
...	5 20	5 53	‡5 58	6 3	‡6 11	6 17	6 26	6 29	6 31
...	...	...	6 2	6 9	6 17	6 23	6 32	6 34	...
...	...	...	‡6 7	*	6 15	6 21	6 30	6 34	...
...	...	...	...	...	‡6 25	6 27	6 36	6 39	...
...	...	...	‡6 13	6 18	6 26	6 31	6 40	6 44	...
...	...	...	‡6 27	6 33	6 26	6 32	6 41	6 44	...
...	5 34	6 10	6 19	6 26	6 34	6 40	6 49	6 52	6 54
...	5 48	6 16	6 25	*	6 35	6 41	6 50	6 52	...
...	...	...	...	...	...	6 49	6 58	7 2	...
6 15	5 48	6 20	6 29	6 36	6 44	6 50	6 59	7 2	...
...	5 48	6 27	6 36	F	6 49	6 55	7 4	7 6	...
...	6 3	6 31	6 40	6 52	R	6 59	7 8	7 11	...
...	6 3	6 35	6 44	*	6 54	7 0	7 9	7 11	...
6 33	6 3	6 38	6 47	F	7 0	7 6	7 15	7 17	7 20
...	...	...	...	...	‡7 3	7 5	7 14	7 17	...
...	...	...	...	...	...	7 5	7 14	7 17	...
...	6 15	6 42	6 51	6 59	R	7 6	7 15	7 17	...
...	6 15	6 43	6 52	...	...	7 6	7 15	7 6	...
...	6 26	6 52	7 1	7 8	R	7 15	7 24	7 27	...
...	6 26	6 55	7 4	*	7 14	7 20	7 29	7 33	7 34
6 58	6 26	7 1	7 10	7 19	R	7 26	7 35	7 39	...
...	6 26	7 3	7 12	F	7 25	7 31	7 40	7 42	7 45
...	6 26	7 5	7 14	7 23	F	7 30	7 39	7 42	...
...	6 45	7 10	7 19	...	7 32	7 38	7 47	7 49	...
...	6 52	7 14	7 23	...	...	7 26	7 35	7 59	...
...	6 52	7 16	7 25	7 36	R	7 43	7 52	7 55	7 57
...	6 52	7 18	7 27	...	...	7 37	7 46	7 49	...
7 17	6 57	7 22	7 31	F	7 44	7 50	7 59	8 1	...
...	6 57	7 25	7 34	7 42	R	7 49	7 58	8 1	...
...	6 57	7 29	7 38	7 52	R	7 59	8 8	8 10	8 13
7 28	7 7	7 33	7 42	*	7 52	7 58	8 7	8 10	...
...	7 14	7 36	7 45	F	7 58	8 4	8 13	8 15	...
...	7 14	7 38	7 47	...	...	7 54	8 3	8 6	...

‡ Operates from Depot.
* Run via Russell Avenue, Napoleon Street and Sandringham.
F Run via Fontainbleau Street.
R Run via Rocky Point Road direct.

Rockdale—Kogarah—Sans Souci—Dolls Point—
continued.

Mondays to Fridays—*continued.*

Rockdale.	Train departs St. James Station.	Kogarah.	Ramsgate.	Sans Souci.	Dolls Point.	Ramsgate.	Kogarah.	Train departs for St. James Station.	Rockdale.
dep. a.m.	a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	a.m.	arr. a.m.
7 36	7 14	7 41	7 50	7 57	‡7 56	7 58	8 7	8 10	...
...	...	...	...	...	R	8 4	8 13	8 15	...
...	...	...	...	...	...	8 8	8 17	8 20	...
...	7 20	7 47	7 56	8 9	R	8 16	8 25	8 28	...
...	7 20	7 49	7 58	8 5	8 13	8 19	8 28	8 32	8 33
...	7 20	7 51	8 0	*	8 10	8 16	8 25	8 28	...
7 51	7 31	7 56	8 5	8 12	8 20	8 26	8 35	8 38	...
...	7 31	8 0	8 9	...	...	8 12	8 21	8 24	...
...	7 38	8 5	8 14	...	...	8 19	8 28	8 32	...
...	7 38	8 8	8 17	*	8 27	8 33	8 42	8 44	...
8 4	7 38	8 9	8 18	8 26	R	8 33	8 42	8 44	8 47
...	7 38	8 9	8 18	8 25	8 33	8 39	8 48	8 51	...
...	7 38	8 13	8 22	†8 24	...	...	...	...	...
...	7 38	8 16	8 25	8 32	8 40	8 46	8 55	8 57	9 0
...	7 38	8 19	8 28	...	...	8 32	8 41	8 44	...
...	7 57	8 23	8 32	†8 34	...	...	...	...	...
8 22	8 2	8 27	8 36	8 43	8 51	8 57	9 6	9 9	9 11
...	8 2	8 29	8 38	8 45	8 53	†8 57	...	...	...
...	8 10	8 37	8 46	8 54	R	†8 59	...	...	...
8 36	8 10	8 41	8 50	8 57	9 5	†9 9	...	...	...
...	...	...	...	...	...	8 53	9 2	9 5	...
...	...	...	...	...	...	9 6	9 15	9 18	...
...	8 19	8 46	8 55	9 2	9 10	9 16	9 25	9 30	9 30
...	8 19	8 50	8 59	9 7	R	†9 12	...	...	...
8 52	8 29	8 58	9 7	9 14	9 22	9 28	9 37	9 41	9 42
9 5	8 42	9 10	9 19	9 26	9 34	9 40	9 49	9 53	9 54
...	8 49	9 17	9 26	...	...	9 38	9 47	9 53	...
9 21	8 58	9 27	9 36	9 43	9 51	9 57	10 6	10 10	10 11
9 36	9 12	9 42	9 51	9 58	10 6	10 12	10 21	10 24	10 26
9 51	9 28	9 57	10 6	10 13	10 21	10 27	10 36	10 43	10 41
10 6	9 45	10 12	10 21	10 28	10 36	10 42	10 51	10 56	10 56
10 21	10 0	10 27	10 36	10 43	10 51	10 57	11 6	11 11	11 11
10 36	10 15	10 42	10 51	10 58	11 6	11 12	11 21	11 26	11 26
10 52	10 31	10 58	11 7	11 14	11 22	11 28	11 37	11 42	11 42
11 7	10 45	11 13	11 22	11 29	11 37	11 43	11 52	11 56 p.m.	11 57
11 22	11 0	11 28	11 37	11 44	11 52	11 58	12 7 p.m.	12 11	12 12
11 37	11 15	11 43	11 52	11 59	12 7 p.m.	12 13	12 22	12 26	12 27
11 52 p.m.	11 30	11 58	12 7 p.m.	12 14	12 22	12 28	12 37	12 41	12 42
12 7 p.m.	11 45	12 13	12 22	12 29	12 37	12 43	12 52	12 56	12 57

R Run via Rocky Point Road direct.
* Run via Russell Avenue, Napoleon Street and Sandringham.
† Operates to Depot.

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would not have had a running time of at least 23 minutes. The Pinkenba line had Sunday trains and Ascot short workings as well. The Belmont Tramway was opened by the Belmont Shire Council on 25th May 1912 and operated by QR until 16th April 1924 when it closed through lack of patronage. The line was re-opened by the recently-formed Brisbane City Council during April 1925 but it was closed permanently on 30th October 1926.

10. Name the isolated Tasmanian railway that regularly had timetable information about another mode of transport. Hobart to Bellerive by steamer, thence Bellerive to Sorell by train. Steamers departed from New Wharf in Hobart and left from the Railway Wharf at Bellerive. See *The Times* February 1991 for a timetable.

11. Rockdale - Kogarah - Sans Souci trolley bus. The normal route was Rockdale - Kogarah - Sans Souci - Dolls Point - Sandringham - Kogarah - Rockdale. Apart from short workings to Ramsgate and occasional normal route trips, the three peak period routes were (not all services were to/from Rockdale):

● Rockdale - Kogarah - Sans Souci - Kogarah - Rockdale (shown as R on the timetable)

● Rockdale - Kogarah - Dolls Point - Sandringham - Kogarah - Rockdale (F in the timetable)

● Rockdale - Kogarah - Sandringham - Dolls Point - Sandringham - Kogarah - Rockdale (* in the timetable) (*DGT TT 23 November 1952, above*).

12. On what date would a passenger leaving Alice Springs on 5-May-1900 arrive in Adelaide?

Our passenger departing Alice Springs on Saturday 5th May 1900 would arrive in Oodnadatta on either Sunday 13th May or Monday 14th May depending on whether the nine days is inclusive or exclusive of the departure day. The train departed Oodnadatta at 7 00 a.m. on Tuesday 15th May as shown in the timetable so our passenger spent Tuesday night at Hergott Springs (later Marree) and Wednesday night at Quorn, arriving in Adelaide on the evening of Thursday 17th May at 7 22 p.m. *The Ghan* is just a little bit faster! (*SAR PTT May 1900 pp. 93, 95,97- Up Services only, our page 7*). And the Editor might observe that the calendar mentioned as appearing in this timetable would be of a type none of our current readers would ever live through- a year divisible by 4, but which was NOT a Leap Year. How would this have affected your calculations?

PORT AUGUSTA AND TEROWIE.
UP.

Miles.	Stations.	Train. Mixed.	Single. 1st	Single. 2nd	Return. 1st	Return. 2nd
		a m	s d	s d	s d	s d
—	PORT AUGUSTA.. dep	6 30	—	—	—	—
24¼	Quorn .... arr	8 2	4 2	2 7	6 3	3 11
	" .... dep	8 18			—	
32	Kingswood .... "	8 38	1 4	0 10	2 0	1 3
37¼	Bruce .... "	8 56	2 2	1 4	3 3	2 0
45¾	Hammond .... "	9 23	3 6	2 2	5 3	3 3
53¾	Moockra .... "	9 48	4 10	3 0	7 3	4 6
60¼	Carrieton .... "	10 15	6 0	3 9	9 0	5 8
69¾	Eurelia .... "	10 46	7 6	4 8	11 3	7 0
76¾	Walloway .... "	11 10	8 8	5 5	13 0	8 2
83¼	Orroroo .... "	11 38	9 10	6 2	14 9	9
		p m				
91½	Black Rock .... "	12 4	11 2	7 0	16 9	10 6
103¼	Petersburg .... arr	12 44	13 6	8 5	20 3	12 8
—	" .... dep	12 53				
112¼	Gumbowie .... "	1 16	1 2	0 9	1 9	1 2
119¼	TEROWIE .... arr	1 34	2 6	1 7	3 9	2 5
	" for Adelaide dep	2 10	—	—	—	—
	(see page 70)					
259¼	ADELAIDE ...... arr	7 22	23 2	14 6	34 9	21 9

HERGOTT SPRINGS AND OODNADATTA.
UP.

Miles.	Stations.	Mixed Tuesday, May 1st, and then as below. *	Fares. Single. 1st	Single. 2nd	Return. 1st	Return. 2nd
		a m	s d	s d	s d	s d
—	OODNADATTA.. dep	7 0	—	—	—	—
25½	Mount Dutton .... "	8 8	4 4	2 9	6 6	4 2
35	Algebuckina ...... "	8 38	5 10	3 8	8 9	5 6
54¼	Warrina .... "	9 35	9 2	5 9	13 9	8 8
64½	Edward's Creek .. "	10 6	10 10	6 9	16 3	10 2
85½	Boorthanna ...... "	11 0	14 4	9 0	21 6	13 6
105½	Anna Creek ...... "	11 55	17 8	11 1	26 6	16 8
		p m				
121¾	William Creek .... arr	12 36	20 4	12 9	30 6	19 2
	" .. dep	1 21	—	—	—	—
134¼	Irrappatana ...... "	1 58	22 6	14 1	33 9	21 2
144½	Strangways Springs "	2 29	24 2	15 1	36 3	22 8
152½	Beresford .... "	2 55	25 6	15 11	38 3	23 11
167	Coward Springs .. "	3 37	27 10	17 5	41 9	26 2
184½	Stuart's Creek .... "	4 25	30 10	19 3	46 3	28 11
204½	Bopeechee .... "	5 17	34 2	21 4	51 3	32 0
214½	Davenport........ "	5 46	35 10	22 5	53 9	33 8
225	Wangianna ...... "	6 16	37 6	23 5	56 3	35 2
238	Callanna .... "	6 55	39 8	24 10	59 6	37 3
247	HERGOTT SP... arr	7 18	41 2	25 9	61 9	38 8
		a m				
—	" .. dep	† 7 40	—	—	—	—
		p m				
453¼	Quorn .... arr	6 35	—	—	—	—
		a m				
—	" (daily).... dep	8 18	—	—	—	—
		p m				
688	ADELAIDE...... arr	7 22	—	—	—	—

* May 15th, 29th; June 12th, 26th; July 10th, 24th; August 7th, 21st; September 4th, 18th; October 2nd.   † Mondays, Wednesdays, and Fridays.

D

GREAT NORTHERN LINE—UP.

Miles.	Stations.	Mixed Trains. Each Week Day.	Mondays, Wednesdays, and Fridays.	Single. 1st	Single. 2nd	Return. 1st	Return. 2nd
		a m p m	a m	s d	s d	s d	s d
—	HERGOTT SPRINGS............... dep	— —	7 40	—	—	—	—
8	Mundowdna...................... "	—	8 1	1 4	0 10	2 0	1 3
20¼	Wirrawilla .... "	—	8 34	3 6	2 2	5 3	3 3
32¾	Farina .... "	—	9 17	5 6	3 5	8 3	5 2
48¾	Lyndhurst .... "	—	10 0	8 2	5 1	12 3	7 8
62	Leigh's Creek Coal Siding .... "	—	10 36				
68	Leigh's Creek .... "	—	11 2	11 4	7 1	17 0	10 8
			p m				
87½	Beltana .... "	—	12 20	14 8	9 2	22 0	13 9
99½	Blackfellows Creek .... "	—	12 51	16 8	10 5	25 0	15 8
110¾	Parachilna (Blinman) .... "	—	1 38	18 6	11 7	27 9	17 5
117½	Meadows .... "	—	1 58	19 8	12 4	29 6	18 6
124¼	Brachina .... "	—	2 19	20 10	13 0	31 3	19 6
130¾	Edeowie......................... "	—	2 36	21 10	13 8	32 9	20 6
144	Mernmerna .... "	—	3 16	24 0	15 0	36 0	22 6
154¼	Hookina .... "	—	3 43	25 10	16 2	38 9	24 3
165¾	Hawker......................... arr	—	4 19	27 8	17 4	41 6	26 0
	" .... dep	*5 50	4 37	—	—	—	—
175¾	Wilson .... "	*6 23	5 10	29 4	18 4	44 0	27 6
185½	Gordon .... "	*6 50	5 36	31 0	19 5	46 6	29 2
196	Willochra....................... "	*7 18	6 4	32 8	20 5	49 0	30 8
206½	Quorn........................... arr	*7 50 6 45	6 35	34 6	21 7	51 9	32 5
	" .... dep	9 5 7 0	7 0	—	—	—	—
211¼	Summit .... "	9 36 7 23	7 23	35 4	22 1	53 0	33 2
216¾	Woolshed Flat.................... "	10 1 7 45	7 45	36 2	22 7	54 3	33 11
220	Saltia .... "	10 16 7 58	7 58	36 8	22 11	55 0	34 5
227	Stirling .... "	10 41 8 18	8 18	37 10	23 8	56 9	35 6
231¼	PORT AUGUSTA.................... arr	10 54 8 30	8 30	38 8	24 2	58 0	36 3

FROM THE SOUTH see page 92.

* Fridays only.

12.   ADELAIDE-ALICE SPRINGS-DARWIN SERVICE.—15/56.—(9.4.56.)

Commencing on Monday, 30th April, 1956, and continuing until further notice, the mixed train service between Adelaide and Alice Springs, with sleeping and dining cars attached between Port Augusta and Alice Springs, will be increased to two trains, each way, weekly, as follows :—

Adelaide to Alice Springs, Mondays and Thursdays.			Alice Springs to Adelaide, Thursdays and Saturdays. *Sunday (WN 16/56*		
		a.m.			p.m.
Adelaide .... dep	8 30		Alice Springs .... dep	5 00	
		p.m.	Saturdays and Tuesdays.		
Port Pirie Junction........... arr	12 50				a.m.
Change Trains.			Quorn .... arr	8 16	
Port Pirie Junction......... dep	1 20		" .... dep	8 40	
Port Augusta .... arr	2 56		Port Augusta .... arr	10 05	
Change Trains.			Change Trains.		
Port Augusta .... dep	4 15		Port Augusta .... dep	11 05	
Quorn .... arr	5 53				p.m.
" .... dep	6 23		Port Pirie Junction...... arr	12 29	(Sats.)
Wednesdays and Saturdays.				12 21	(Tues.)
		a.m.	Change Trains.		
Alice Springs .... arr	9 30		Port Pirie Junction...... dep	2 05	(Sats.)
				2 15	(Tues.)
			Adelaide .... arr	5 57	(Sats.)
				5 30	(Tues.)

The 5.00 p.m. train from Alice Springs on Thursdays and Sundays arriving Adelaide 5.57 p.m. Saturdays and 5.30 p.m. Tuesdays, connects same day with Overland for Melbourne, with the exception that on Tuesday, 8th May, the train will not arrive Adelaide until 9.45 p.m., due to being held at Alice Springs until 9.00 p.m. on Sunday, 6th May.

Commencing with train departing Adelaide on Thursday, 3rd May, connection will be made at Alice Springs with a co-ordinated road and rail passenger service being introduced between Alice Springs and Darwin, to the following schedules :—

To DARWIN.

Train—
Adelaide .... dep	8 30 a.m.	Mondays, Thursdays
Alice Springs .... arr	9 30 a.m.	Wednesdays, Saturdays

Bus—
Alice Springs .... dep	10 30 a.m.	Wednesdays, Saturdays
Stay Overnight at Tennant Creek.		
Larrimah .... arr	6 25 p.m.	Thursdays, Sundays
Stay Overnight.		

Rail Car—
Larrimah .... dep	7 00 a.m.	Fridays, Mondays
Darwin .... arr	6 05 p.m.	Fridays, Mondays

FROM DARWIN.

Rail Car—
Darwin .... dep	8 00 a.m.	Sundays, Thursdays
Larrimah .... arr	7 05 p.m.	Sundays, Thursdays
Stay Overnight.		

Bus—
Larrimah .... dep	8 00 a.m.	Mondays, Fridays
Stay overnight at Tennant Creek.		
Alice Springs .... arr	6 15 p.m.	Tuesdays, Saturdays

Train—
Alice Springs .... dep	5 00 p.m.	Thursdays, Sundays
Adelaide .... arr	5 57 p.m.	Saturdays
	5 30 p.m.	Tuesdays

Through single fares, including all meals and hotel accommodation between Alice Springs (excluded) and Larrimah (included) and meal at Pine Creek on rail journey between Larrimah and Darwin, are :—

Adult.	Child 4 Years and under 14 Years of Age.
£ s. d.	£ s. d.
15 0 0	9 0 0

Road Bus luggage allowances—

    Adults, 112 lb.

    Children on half-fare tickets, 56 lb.

Any luggage in excess of the free allowance will be charged for at 3d. per lb.

The usual free allowances will apply on the rail section of the journey.

ADELAIDE-ALICE SPRINGS-DARWIN SERVICE—*continued.*

Tickets, Alice Springs to Darwin, will shortly be supplied to Adelaide and Port Pirie Junction ticket offices, also at Port Augusta, Quorn, and Alice Springs on the Commonwealth Railways. Until such tickets have been supplied passengers for Darwin must be advised to rebook at Alice Springs.

Co-ordinated service from Darwin will leave that station commencing on Sunday, 6th May, and run to schedule set out herein. Tickets from Darwin to Alice Springs may be purchased only at Darwin.

S.A.R., 2053/56.

SAR WN 15/56 pp. 312,313

Wolseley-Mount Gambier Line—Mixed Gauge Train Working—continued.

Speed Restriction over Fixed Points.

The maximum speed of trains moving in either direction over fixed points must not exceed 10 m.p.h. The positions of all fixed points on the main line are shown on the diagram. Triangular targets are provided on each side of the fixed points as an indication to Enginemen.

Triangle at 217m., near Frances—Speed Restriction.

The speed of both "up" and "down" broad gauge trains when passing over switches at the triangle must not exceed 10 m.p.h.

Turntables.

Wolseley—
    Broad Gauge—Class 710, 700, 620, Rx, S and rail cars.
    Narrow Gauge—All classes of engines and rail cars.

Naracoorte—
    Broad Gauge—All classes of engines and rail cars.
    Narrow Gauge—All classes of engines and rail cars.

Refreshments.

Refreshments at Wolseley and Naracoorte will be available as follows:—
    Wolseley—Nos. 231, 857, 290, 802.
    Naracoorte—Nos. 231, 290, 802.

Nos. 231, 857, 802 and 290 are amended between Wolseley and Mount Gambier as under:—

		Ltd. Mxd. Daily. No. 231. BG	Ltd. Mxd. Sun., Tues., Thurs. No. 857. BG
		a.m.	p.m.
Adelaide	dep.	7 05	7 20
		p.m.	a.m.
Wolseley	arr.	2 00	1 19 M., W., F.
	dep.	2 15	1 34
Custon	arr.	2 26	1 45
	dep.	2 28	1 47
Bangham	arr.	2 47	☞
	dep.	2 49	Pass 2 06
Frances	arr.	3 05	2 22
	dep.	3 13	2 30
Binnum	arr.	3 28	2 45
	dep.	3 29	2 46
Kybybolite	arr.	3 39	2 56
	dep.	3 41	2 58
Hynam	arr.	3 53	3 10
	dep.	3 55	3 11
Naracoorte	arr.	4 07	3 23
		NG	NG
	dep.	4 27	3 50
Struan	arr.	4 56	4 18
	dep.	4 57	4 19
Glenroy	arr.	5 19	4 40
	dep.	5 20	4 41
Coonawarra	arr.	5 34	4 54
	dep.	5 35	4 56
Penola	arr.	5 52	5 12
	dep.	5 57	5 22
Krongart	arr.	☜	☞
	Pass	6 19	5 44
Kalangadoo	arr.	6 35	6 02
	dep.	6 40	6 09
Wepar	arr.	6 50	☞
	dep.	6 51	Pass 6 19
Suttons	arr.	7 01	☞
	dep.	7 02	Pass 6 30
Wandilo	arr.	7 13	6 42
	dep.	7 14	6 44
Mitchells	arr.	☜	☞
	Pass	7 30	6 59
Mt. Gambier J.	Pass	7 35	7 05
Mt. Gambier	arr.	7 40	7 10

Wolseley-Mount Gambier Line—Mixed Gauge Train Working—continued.

		Ltd. Mixed. Daily. No. 802. NG	Ltd. Mxd. Mon., Wed., Fri. No. 290. NG
		a.m.	p.m.
Mt. Gambier	dep.	7 45	9 30
Mt. Gambier J.	Pass	7 50	9 35
Mitchells	arr.	☜	☞
	Pass	7 55	9 40
Wandilo	arr.	8 09	9 55
	dep.	8 10	9 57
Suttons	arr.	8 21	☞
	dep.	8 22	Pass 10 09
Wepar	arr.	8 32	☞
	dep.	8 33	Pass 10 20
Kalangadoo	arr.	8 43	10 32
	dep.	8 45	10 36
Krongart	arr.	☜	☞
	Pass	9 01	10 52
Penola	arr.	9 21	11 15
	dep.	9 26	11 23
Coonawarra	arr.	9 42	11 41
	dep.	9 43	11 43
Glenroy	arr.	9 56	11 57
	dep.	9 57	12 00 T., Th., Sat.
Struan	arr.	10 18	12 23
	dep.	10 19	12 25
Naracoorte	arr.	10 48	12 57
		BG	BG
	dep.	11 20	1 31
Hynam	arr.	11 33	1 44
	dep.	11 34	1 46
Kybybolite	arr.	11 46	1 58
	dep.	11 47	2 00
Binnum	arr.	11 58	2 11
	dep.	11 59	2 13
		p.m.	
Frances	arr.	12 14	2 28
	dep.	12 22	2 36
Bangham	arr.	12 41	☞
	dep.	12 39	Pass 2 53
Custon	arr.	1 00	3 12
	dep.	1 01	3 14
Wolseley	arr.	1 12	3 25
	dep.	1 28	3 40
Adelaide	arr.	8 10	10 05

Nos. 231, 857, 802 and 290 will be worked with an "S" class engine between Wolseley and Naracoorte. *Load*—200 tons.

"DP" cars containing perishables for Naracoorte and stations beyond will be attached to No. 857 on Tuesdays and Thursdays. Transfer to be effected over the Naracoorte passenger platform. The empty cars to be returned by No. 290 Thursdays and Saturdays.

Nos. 301, 875, 286 and 798 are amended between Wolseley and Serviceton as under:—

		No. 301 (Eng. and G.B.).	No. 875 (Light Eng.).				No. 286 (Light Eng.).	No. 798 (Eng. and G.B.).
		p.m.	a.m.				a.m.	p.m.
Wolseley	dep.	2 10	1 30	Serviceton		dep.	3 10	12 50
Serviceton	arr.	2 20	1 40	Wolseley		arr.	3 20	1 00

Naracoorte-Kingston.

To remain as at present:—

Up.			Mon., Wed., Fri., Sat. a.m.	Down.			Mon., Wed., Fri., Sat. p.m.
Kingston		dep.	8 05	Naracoorte		dep.	5 00
Naracoorte		arr.	10 20	Kingston		arr.	7 15

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WOLSELEY AND MOUNT GAMBIER.
DOWN—MONDAYS TO SATURDAYS, INCLUSIVE.

Stations.	★ Pass. Mon., Wed. & Friday. 901	N.G. Freight, Mon., when Nec. 125	N.G. Pass. Motor, Wed. & Thurs. 139	N.G. Freight, Wed. when Nec. 227	N.G. Freight, Tues., Thurs., Fri. 303	N.G. Mixed, Mon. 321	N.G. Mixed, Wed. 371
	a m	a m	a m	a m	p m	p m	p m
ADELAIDE ... dep	*	—	—	—	—	—	—
WOLSELEY ... arr	3 01	—	—	—	—	—	—
... dep	3 16½	1 45	—	6 00	—	—	—
Custon ... arr	3 30	—	—	—	—	—	—
... dep	3 32	—	—	—	—	—	—
Geegeela ... dep	•	—	—	—	—	—	—
Bangham ... arr	•	—	—	—	—	—	—
... dep	3 55	—	—	—	—	—	—
Frances ... arr	4 16	—	—	—	—	—	—
... dep	4 24	—	—	—	—	—	—
Binnum ... arr	4 39	—	—	—	—	—	—
... dep	4 41	—	—	—	—	—	—
Kybybolite ... arr	4 52	—	—	—	—	—	—
... dep	4 54	—	—	—	—	—	—
Hynam ... arr	5 06	—	—	—	—	—	—
... dep	5 08	—	—	—	—	—	—
NARACOORTE ... arr	‡5 27	6 15	—	10 30	—	—	—
... dep	6 00	7 00	—	—	—	—	—
Struan ... arr	6 28	—	—	—	—	—	—
... dep	6 29	—	—	—	—	—	—
Glenroy ... arr	6 49	—	—	—	—	—	—
... dep	6 51	—	—	—	—	—	—
Coonawarra ... arr	7 04	—	—	—	—	—	—
... dep	7 06	—	—	—	—	—	—
Penola ... arr	7 22	—	—	—	—	—	—
... dep	7 32	—	—	—	—	—	—
Krongart ... arr	•	—	—	—	—	—	—
... dep	7 54	—	—	—	—	—	—
Kalangadoo ... arr	8 12	—	From Beach-port as No. 252.	—	From Millicent as No. 374.	From Glencoe as No. 354.	From Beach-port as No. 418.
... dep	8 19	—		—			
Wepar ... arr	8 29	—		—			
... dep	8 35	—		—			
Suttons ... arr	8 47	—		—			
... dep	—	—		—		4 13	
WANDILO ... arr	9 00	—		—		4 20	
... dep	9 02	—		—			
Mitchells ... arr	•	—		—			
... dep	9 17	—		—			
MT. GAMBIER JUNC. arr	—	—		—			
... dep	9 23	12 53pm	10 56	—	8 53	4 39	6 39
MOUNT GAMBIER ... arr	9 28	1 00	10 55	—	4 00	4 46	6 45

No Passenger or Mixed trains operate between Mt. Gambier and Heywood (Vic.), but a freight train is scheduled to depart Mt. Gambier at 9.30 p.m. Sundays and Tuesdays, 5.30 p.m. Fridays, and 9.00 a.m. Saturdays for Heywood, also arrive Mt. Gambier from Victoria at 4.00 p.m. Mondays 8.30 p.m. Wednesdays, 2.00 p.m. Fridays, and 6.00 p.m. Saturdays.

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83

WOLSELEY AND MOUNT GAMBIER.
DOWN—MONDAYS TO SATURDAYS, INCLUSIVE.

Stations.	N.G. Pass. Motor, Mon. and Fri. 369	★ Pass. Mon. to Sat. 279	N.G. Freight, Sat. 469	N.G. Freight, Sat. When Nec. 509	N.G. Freight, Mon. to Fri. also Sun. when necessary. 529	N.G. Freight, Mon. to Friday. 563
ADELAIDE ... dep	—	7 55am	—	—	—	—
WOLSELEY ... arr	—	2 17pm	—	—	—	—
... dep	—	2 32	3 00	5 00	7 00	10 45
Custon ... arr	—	2 46	—	—	—	—
... dep	—	2 47	—	—	—	—
Geegeela ... dep	—	•	—	—	—	—
Bangham ... arr	—	3 10	—	—	—	—
... dep	—	3 12	—	—	—	—
Frances ... arr	—	3 32	—	—	—	—
... dep	—	3 40	—	—	—	—
Binnum ... arr	—	3 55	—	—	—	—
... dep	—	3 56	—	—	—	—
Kybybolite ... arr	—	4 07	—	—	—	—
... dep	—	4 09	—	—	—	—
Hynam ... arr	—	4 21	—	—	—	—
... dep	—	4 23	—	—	—	—
NARACOORTE ... arr	—	‡4 42	7 55	9 40	11 15	3 35am
... dep	—	5 02	8 50	10 30	12 30am	5 27
Struan ... arr	—	5 31	—	—	—	—
... dep	—	5 32	—	—	—	—
Glenroy ... arr	—	5 54	—	—	—	—
... dep	—	5 55	—	—	—	—
Coonawarra ... arr	—	6 09	—	—	—	—
... dep	—	6 10	—	—	—	—
Penola ... arr	—	6 27	—	—	—	—
... dep	From Beach-port as No. 450.	6 32	—	—	—	—
Krongart ... arr	—	•	—	—	—	—
... dep	—	6 54	—	—	—	—
Kalangadoo ... arr	—	7 10	—	—	—	—
... dep	—	7 14	—	—	—	—
Wepar ... arr	—	7 24	—	—	—	—
... dep	—	7 25	—	—	—	—
Suttons ... arr	—	7 35	—	—	—	—
... dep	—	7 36	—	—	—	—
WANDILO ... arr	—	7 47	—	—	—	—
... dep	—	7 49	—	—	—	—
Mitchells ... arr	—	•	—	—	—	—
... dep	—	8 05	—	—	—	—
MT. GAMBIER JUNC. arr	—	—	—	—	—	—
... dep	6 08	8 10	3 02am	4 12am	6 53	12 02pm
MOUNT GAMBIER ... arr	6 13	8 15	3 09	4 19	7 00	12 09
	369	279	469	509	529	563

MOUNT GAMBIER AND WOLSELEY.
UP—MONDAYS TO SATURDAYS (INCLUSIVE).

Stations.	N.G. Freight, Mon., when Nec. 24	N.G. Freight, Mon. and Wed. also Sat. when nec. 168	★ Limited Mixed, Mon. to Sat. 802	N.G. Freight, Tues. and Thurs. 214	N.G. Pass. Motor, Mon., Fri. 236	N.G. Freight, Fri. 242	N.G. Mixed, Wed. 246	N.G. Mixed, Mon. 248
MOUNT GAMBIER ... dep	1 00am	7 00am	7 45am	9 00am	9 45am	10 00am	10 10am	10 15am
MT. GAMBIER JUNC. arr	—	—	—	—	—	—	—	—
... dep	1 07	7 07	7 50	9 07	9 50	10 07	10 17	10 22
Mitchells ... arr	—	—	•	—	—	—	—	—
... dep	—	—	7 55	—	—	—	—	10 46
WANDILO ... arr	—	—	8 09	—	—	—	—	—
... dep	—	To Millicent as No. 59.	8 10	To Millicent as No. 107.	To Beach-port as No. 123.	To Millicent as No. 127.	To Beach-port as No. 129.	10 49 To Glencoe as No. 155.
Suttons ... arr	—	—	8 21	—	—	—	—	—
... dep	—	—	8 22	—	—	—	—	—
Wepar ... arr	—	—	8 32	—	—	—	—	—
... dep	—	—	8 35	—	—	—	—	—
Kalangadoo ... arr	—	—	8 43	—	—	—	—	—
... dep	—	—	8 47	—	—	—	—	—
Krongart ... arr	—	—	•	—	—	—	—	—
... dep	—	—	9 03	—	—	—	—	—
Penola ... arr	—	—	9 23	—	—	—	—	—
... dep	—	—	9 28	—	—	—	—	—
Coonawarra ... arr	—	—	9 44	—	—	—	—	—
... dep	—	—	9 45	—	—	—	—	—
Glenroy ... arr	—	—	9 58	—	—	—	—	—
... dep	—	—	9 59	—	—	—	—	—
Struan ... arr	—	—	10 20	—	—	—	—	—
... dep	—	—	10 21	—	—	—	—	—
NARACOORTE ... arr	6 24	—	10 50‡ Pass.	—	—	—	—	—
... dep	7 20	—	11 14	—	—	—	—	—
Hynam ... arr	—	—	11 33	—	—	—	—	—
... dep	—	—	11 34	—	—	—	—	—
Kybybolite ... arr	—	—	11 46	—	—	—	—	—
... dep	—	—	11 47	—	—	—	—	—
Binnum ... arr	—	—	11 58	—	—	—	—	—
... dep	—	—	11 59	—	—	—	—	—
Frances ... arr	—	—	12 14pm	—	—	—	—	—
... dep	—	—	12 22	—	—	—	—	—
Bangham ... arr	—	—	12 42	—	—	—	—	—
... dep	—	—	12 44	—	—	—	—	—
Geegeela ... dep	—	—	•	—	—	—	—	—
Custon ... arr	—	—	1 06	—	—	—	—	—
... dep	—	—	1 07	—	—	—	—	—
WOLSELEY ... arr	12 11pm	—	1 21	—	—	—	—	—
... dep	—	—	1 36	—	—	—	—	—
ADELAIDE ... arr	—	—	8 10	—	—	—	—	—
	24	168	802	214	236	242	246	248

For trains stopping at Authorized Stopping Places see Page 78.

MOUNT GAMBIER AND WOLSELEY.
UP—MONDAYS TO SATURDAYS (INCLUSIVE).

Stations.	N.G. Freight, Mon. 288	N.G. Freight, Tues., Wed., Thurs., Friday. 308	N.G. Freight, Sat. 320	N.G. Freight, Mon. and Wed. 400	N.G. Pass. Motor, Wed. 444	★ Limited Mixed, Mon., Wed., Friday. 152	N.G. Freight, Tues. Thurs. Friday. 448	N.G. Pass. Motor, Tues. 488
MOUNT GAMBIER ... dep	11 30am	12 45pm	1 20pm	4 30	6 25	6 30pm	7 00pm	8 35pm
MT. GAMBIER JUNC. arr	—	—	—	4 37	—	—	—	—
... dep	11 37	12 52	1 27	4 50	6 25	6 35	7 07	8 40
Mitchells ... arr	—	—	—	—	—	6 40	—	—
... dep	—	—	—	—	—	6 55	—	—
WANDILO ... arr	—	—	—	—	—	6 57	—	—
... dep	—	—	—	—	To Beach-port as No. 351.	—	—	To Beach-port as No. 407.
Suttons ... arr	—	—	—	—	—	7 09	—	—
... dep	—	—	—	—	—	—	—	—
Wepar ... arr	—	—	—	—	—	7 20	—	—
... dep	—	—	—	—	—	7 25	—	—
Kalangadoo ... arr	—	—	—	—	—	7 40	—	—
... dep	—	—	—	—	—	7 44	—	—
Krongart ... arr	—	—	—	—	—	—	—	—
... dep	—	—	—	—	—	8 00	—	—
Penola ... arr	—	—	—	—	—	8 23	—	—
... dep	—	—	—	—	—	8 31	—	—
Coonawarra ... arr	—	—	—	—	—	8 49	—	—
... dep	—	—	—	—	—	8 51	—	—
Glenroy ... arr	—	—	—	—	—	9 05	—	—
... dep	—	—	—	—	—	9 08	—	—
Struan ... dep	—	—	—	—	—	9 34	—	—
NARACOORTE ... arr	5 50pm	7 10	7 10	11 00	—	‡10 07 Pass.	2 45am	—
... dep	6 45	8 00	8 00	12 01am	—	10 30	3 40	—
Hynam ... arr	—	—	—	—	—	10 49	—	—
... dep	—	—	—	—	—	10 51	—	—
Kybybolite ... arr	—	—	—	—	—	11 03	—	—
... dep	—	—	—	—	—	11 05	—	—
Binnum ... arr	—	—	—	—	—	11 16	—	—
... dep	—	—	—	—	—	11 18	—	—
Frances ... arr	—	—	—	—	—	11 33	—	—
... dep	—	—	—	—	—	11 41	—	—
Bangham ... arr	—	—	—	—	—	—	—	—
... dep	—	—	—	—	—	12 02am	—	—
Geegeela ... dep	—	—	—	—	—	—	—	—
Custon ... arr	—	—	—	—	—	12 25	—	—
... dep	—	—	—	—	—	12 28	—	—
WOLSELEY ... arr	11 36	1 08am	1 08am	7 00	—	12 42	9 45	—
... dep	—	—	—	—	—	12 49	—	—
ADELAIDE ... arr	—	—	—	—	—	7 25	—	—
	288	308	320	400	444	152	448	488

13. Give details of the coordinated rail and road service between Alice Springs and Darwin. Twice weekly 3rd May 1956 to 19th October 1956 and once a week 30 June 1957 to mid October 1957 (its withdrawal is in SAR Weekly Notice of 18th November 1957). The fine detail of the service was frequently altered during its two periods of operation so only the initial service is illustrated. (*SAR WN 15/56 pp. 312,313,our p. 8*))

14. What significant events occurred on the SAR Mt Gambier system on the following dates: 6-Feb-1950, 5-Mar-1950, 23-Jul-1951, 24-Jun-1953?

● 6th February 1950 - mixed gauge working commenced between Wol-

seley and Naracoorte - only broad gauge passenger and mixed trains (with narrow gauge connections at Naracoorte) operated at this stage; this meant the withdrawal of the narrow gauge sleeping car between Wolseley and Mount Gambier occurred at this time so passengers on the overnight trains were obliged to sit up (*WN 3/50 of 23/01/50 pp. 36 - 37 - service commencing 6th February 1950, our page 9*)

● 5th March 1950 - alteration to the times permitted the introduction of sleeping cars between Adelaide and Naracoorte; no doubt there had been passenger complaints about the initial times, especially those for changing trains

at Naracoorte! (*WTT 6th March 1950 pp. 82 - 85, 88 - 91, our page 10*)

● 23rd July 1951 - the narrow gauge passenger service between Naracoorte and Mt. Gambier was replaced by a temporary road bus to allow for completion of the gauge conversion; the goods service was converted in stages (*WN 29/51 of 23/07/51 pp. 508 - 509, below*)

● 24th June 1953 - the temporary road bus between Naracoorte and Mt. Gambier replaced by broad gauge passenger trains. Note that this broad gauge service to Mount Gambier appears in the PTT dated 7th June 1953 although it didn't operate until the later date. (*PTT 7th June 1953 p. 51, our page 12*)

GENERAL INSTRUCTIONS—*contd.*　　508　　　W.N. N

8.　　NARACOORTE-MOUNT GAMBIER SERVICE.—29/51.—(23.7.51.)

　Commencing Monday, 23rd July, 1951, the Limited Mixed train services Naracoorte and Mount Gambier will be discontinued, and instead road motor will be provided for the movement of passengers, luggage, mails, parcels, perishab other coaching traffic between Naracoorte and Mount Gambier. Connection will with broad gauge passenger trains at Naracoorte as under:—

From Adelaide—
　Day train due Naracoorte at 4.42 p.m.
　Night " " " " 5.27 a.m.

To Adelaide—
　Day train departing Naracoorte at 11.14 a.m.
　Night " " " " 10.45 p.m.

The following road motor services will operate under contract:—
　1. *Passenger buses.*—Contractor—T. M. Bradey.
　2. (a) *Motor Truck and Trailer* ..　} Contractor—W. G. Chaplin.
　　　(b) *Semi-trailer and Trailer* ..　}

　The passenger buses will convey passengers, luggage and mails.

　The motor trucks and semi-trailers will transport perishables and parcels luggage, etc.

　Each road vehicle will be accompanied by a uniformed Railway Employee, be responsible for the checking and collection of tickets and the issue of ti passengers joining at unattended points *en route*, in accordance with current insti

　The Employee on the motor truck and semi-trailer services will be responsible correct delivery and collection of consignments at terminal stations and inter points *en route*.

　An operating report must be compiled for each service and handed to the Master at the terminal station.

　Road bills must be prepared for each service and any cash collected for or parcels must be paid in to the Station Master. The contractors will su competent driver for each vehicle who will give any reasonable assistance requ the loading and unloading of the vehicles at terminals and intermediate stopping

　1. *Passenger buses* will travel the main highway between Naracoorte and Mount C and set down and pick up passengers for the following points:—Struan-Glenroy-Coon Penola-Tarpeena-Suttons Turn-off, Mount Gambier. Passengers to and from Kala Mount Burr and Millicent will alight at Nangwarry where connections will be made v co-ordinated road passenger service to and from Millicent. The time tables for the pa services are as follows:—

ADELAIDE-NARACOORTE-MOUNT GAMBIER.

NANGWARRY-KALANGADOO-MILLICENT.

Co-ordinated Train and Road Motor Service Effective from 23rd July, 1951.

TIME TABLE.

Down.

Rail—			Mon. to Sat. a.m.	Sun., Tues., Thur p.m.
Adelaide	dep.	7.55	8.35
				Mon., Wed., Fri.
			p.m.	a.m.
Naracoorte	arr.	4.43	5.27
Road Motor—				
Naracoorte Railway Station	dep.	5.02	5.45
Struan	dep.	5.24	6.08
Glenroy	dep.	5.47	6.31
Coonawarra	dep.	5.58	6.42
Penola	dep.	6.17	7.02
Nangwarry	arr.	6.37	7.22
"	dep.	6.44	7.26
Tarpeena	dep.	6.57	7.38
Suttons Turn-off	dep.	7.02	7.42
Mount Gambier Railway Station	arr.	7.25	8.05

W.N. No. 29/51.　　　509　　　GENERAL INSTRUCTIONS—*conta.*

NARACOORTE-MOUNT GAMBIER SERVICE—*continued.*

Co-ordinated Road Service—

		Mon., Wed., Fri. p.m.	Tues., Thurs., Sat. p.m.	Mon., Wed., Fri. a.m.
Nangwarry	dep.	8.22	7.25	8.55
Kalangadoo	arr.	8.35	7.38	9.10
Mount Burr	arr.	9.25	8.35	7.50
Millicent	arr.	9.40	8.50	8.05

Up.

Co-ordinated Road Service—

		a.m.	a.m.	p.m.
Millicent	dep.	7.10	7.30	6.40
Mount Burr	dep.	7.25	7.45	6.55
Kalangadoo	dep.	8.17	8.40	7.50
Nangwarry	arr.	8.30	8.53	8.05

		Mon. to Sat. a.m.	Mon., Wed., Fri. p.m.
Road Motor—			
Mount Gambier Railway Station	dep.	8.45	8.10
Suttons Turn-off	dep.	9.07	8.33
Tarpeena	dep.	9.11	8.37
Nangwarry	arr.	9.22	8.48
"	dep.	9.26	8.51
Penola	dep.	9.49	9.15
Coonawarra	dep.	10.03	9.29
Glenroy	dep.	10.16	9.43
Struan	dep.	10.34	10.02
Naracoorte Railway Station	arr.	10.54	10.22

Rail—			
Naracoorte	dep.	11.14	10.45
			Tues., Thurs., Sat.
		p.m.	a.m.
Adelaide	arr.	8.10	7.25

SCHEDULE "A" PASSENGER BUS SERVICE.

　Passengers for destinations on the road motor sections *must be booked* to railway destinations as at present.

Destination.	Alight at—
Struan	Struan House.
Glenroy	Bitumen turn-off to Glenroy siding.
Coonawarra	Coonawarra store.
Penola	Penola station.
Krongart	Penola, thence freight train.
Kalangadoo	}
Millicent	} Nangwarry, thence co-ordinated road bus service.
Mount Burr	}
Wepar	Tarpeena.
Suttons	Suttons Turn-off.
Mount Gambier	Mount Gambier.

　All concerned are advised that railway station names *only* are to be shown on tickets. The names of Nangwarry, Tarpeena, Suttons Turn-off *must not* be written on tickets. The issue of concession and privilege tickets and those by departmental orders must be handled in the same manner as if travel by train throughout.

　Passengers with tickets for Krongart siding must either alight at Penola on the down journey and travel to Krongart by the first available freight train or leave the passenger bus at the Kalpen turn-off.

　Passengers with tickets for Wepar and Wandilo will alight at Nangwarry and travel to Kalangadoo by co-ordinated service, thence first available freight train to destination.

　Passengers desirous of travelling from Mount Gambier to Wandilo, Wepar and Krongart may do so by freight trains. There is no road motor connection *via* Nangwarry to and from those stations.

TABLE 8.

ADELAIDE, TAILEM BEND, WOLSELEY, SERVICETON, AND MOUNT GAMBIER.

READ DOWN.   **READ UP.**

Mon. to Sat.	Mon. to Sat.	Daily, inc. Sun.	Sun., Tues., Thurs.		Stations.					
p.m.	a.m.	p.m.	p.m.		Miles.		a.m.	a.m.	p.m.	
—	8 10	7 00	8 45 M., W., F.	dep. ...	— ADELAIDE R. ..... arr		7 44	9 00	8 03	—
			a.m.		See Table No. 7.					
—	11 11	10 08	12 06	arr ... 74¾	TAILEM BEND....... dep		4 25	5 47	4 40	—
—	11 18	10 10	12 14	dep " " ..... arr			4 17	5 45	4 32	—
—	11 33	t a	*	 85	Cookes Plains		*	g u	4 18	—
—	11 48	t z	*	.... 95¼	Coomandook		*	x u	4 03	—
—	11 56	—	*	.... 99½	Yumali		*	—	3 55	—
	p.m.									
—	12 05	t	*	.... 104¼	Ki Ki		*	u	3 46	—
—	12 19	t z	1 12	 114	Coonalpyn................		3 19	x u	3 31	—
—	12 33	—	*	 124	Culburra		—	—	3 16	—
—	12 48	t z	1 41	.... 131¼	Tintinara.................		2 54	x u	3 05	—
—	12 57	—	*	.... 137½	Kumorna		*	—	*	—
—	1 06	—	*	.... 141¾	Coombe		*	—	2 44	—
—	1 19	—	—	 150	Banealla		—	—	*	—
		a.m.								
—	1 29	12 06	2 15	.... 154¼	Keith		2 17	3 53	2 25	—
—	1 43	—	*	 162	Brimbago		*	—	2 12	—
—	1 56	t	*	.... 169½	Wirrega..................		*	u	2 00	—
—	2 05	—	—	.... 175¼	Cannawigara		—	—	*	—
—	2 28	12 52	3 16	.... 182½	Bordertown..............		1 35	3 13	1 30	—
—	2 41	1 07	3 31	arr ... 191	WOLSELEY R. ..... dep		1 12	2 56	1 09	—
2 50	—	1 12	—	dep ...	" .... arr		—	2 51	—	12 40
3 00	—	1 25	—	arr. 195¾	SERVICETON R. .. dep		—	2 40	—	12 30
—	2 55	—	3 43	dep ... 191	WOLSELEY R. ..... arr		12 53	—	12 54	—
—	3 07	—	3 57	 196	Custon .... arr		12 39	—	12 43	—
							a.m. Tu., Th., Sat.	From Melbourne.		
—	3 15	—	*	....	Geegeela		*	See	12 35	—
—	3 24	To	*	.... 205¼	Bangham		*	Table	12 26	—
—	3 42	Mel-	4 32	.... 215¼	Frances		11 59	No. 41.	12 09	—
									p.m.	
—	3 55	bourne	4 45	.... 221½	Binnum		11 43		11 54	—
—	4 04	See	4 55	 227	Kybybolite		11 31		11 44	—
—	4 15	Table	5 06	.... 232¾	Hynam		11 20		11 33	—
—	4 27	No. 41.	5 20	arr ... 239¾	NARACOORTE R. . dep		11 04		11 18	—
—	4 39	—	5 32	dep ...	" . arr		10 52	—	11 06	—
—	4 58	—	5 51	 251	Struan		10 34	—	10 48	—
—	5 15	—	6 08	.... 259½	Glenroy		10 17	—	10 31	—
—	5 26	—	6 19	.... 264¼	Coonawarra		10 06	—	10 20	—
—	5 40	—	6 33	.... 270¼	Penola		9 53	—	10 07	—
—	6 00	—	6 53	.... 278½	Krongart		9 32	—	9 46	—
—	6 20	—	7 13	.... 284¾	Kalangadoo		9 14	—	9 29	—
—	6 27	—	7 20	.... 288¼	Wepar		9 05	—	9 20	—
—	*	—	*	.... 292¼	Suttons		*	—	*	—
—	6 52	—	7 45	.... 296¼	Wandilo		8 40	—	8 55	—
—	7 10	—	8 03	arr 304¾	MOUNT GAMBIER.... dep		8 20	—	8 35	—
							p.m.	a.m.	a.m.	p.m.
							Mon., Wed., Fri.	Daily Sun. inc.	Mon. to Sat.	Mon. to Sat.

* Stop if required to pick up or set down passengers.
g Stop if required on Monday, Wednesday, Friday, Sunday, to pick up passengers for Adelaide.
a Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide.
t Stop if required to pick up passengers for eastern States.   u Stop if required to set down passengers from eastern States.
x Stop if required on Monday, Wednesday, Friday, Sunday, to set down passengers from Wolseley, Bordertown, and Keith, also to pick up passengers for Tailem Bend, Murray Bridge, and Adelaide.
z Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide, Murray Bridge, and Tailem Bend, also to pick up passengers for Keith, Bordertown, and Wolseley.
R refreshment room station.
The times between Naracoorte and Mount Gambier are subject to alteration.

15. How does the 1945 Swan River ferry timetable (illustrated p 15 Feb. The Times) differ from that of 2002? The extension to Coode Street in the September to April period - ferries only operate to Mends Street, South Perth during May to August. On page 13, we show the modern timetable for Swan River ferries.

Bonus question. What existing railway station was previously known as Middle Brighton and North Brighton? Hove, on the Noarlunga Centre line in Adelaide - opened as North Brighton on 12th January 1914, being renamed Middle Brighton notified in WN 16/14 dated 20th April 1914 and renamed again as Hove as per WN 23/20 of 7th June 1920. How many of you thought that it was in Melbourne?

Barrack St - Mends St		Mends St - Barrack St		Barrack St - Coode St		Coode St - Barrack St	
Departs Barrack St Perth	Arrives Mends St South Perth	Departs Mends St South Perth	Arrives Barrack St Perth	Departs Barrack St Perth	Arrives Coode St South Perth	Departs Coode St Perth	Arrives Barrack St Perth

Legend

* Weekdays only (excludes public holiday).

W Fridays & Saturdays only (excludes public holidays).

C Mends Street to Coode Street service.

Trip Duration

Approximately 13 minutes Barrack St to Coode St
Approximately 7 minutes Barrack St to Mend St
Approximately 7 minutes Mends St to Barrack St.
Approximately 13 minutes Coode St to Barrack St.

All arrivals times are only approximate and depend upon weather conditions, loading and unloading of wheel chairs and school groups etc.

Legend

— Ferry Route
⊙ Ferry Terminal
⊷ Railway
⊜ Bus Station
● Train Station
○ Train Station with Train Conversion

🐾 Zoo Route

Attractions

1 Parliament House
2 WACA Museum
3 Perth Mint

4 WA Museum
5 Art Gallery of WA
6 PICA
7 Kings Park
8 Old Mill
9 Perth Zoo
10 His Majesty's Theatre

11 Perth Concert Hall
12 Playhouse
13 Perth Entertainment Centre
14 Scitech Discovery Centre
15 Northbridge

Barrack St - Mends St		Mends St - Barrack St	
Departs Barrack St Perth	Arrives Mends St South Perth	Departs Mends St South Perth	Arrives Barrack St Perth

Legend and Trip Duration

* Weekdays only, excluding Public Holidays.

Approximately 7 minutes Barrack St to Mend St
Approximately 7 minutes Mends St to Barrack St

Ferry services on the Swan River began in 1829 two years after the colony was settled. Using whale boats this service ran between Fremantle and Guildford once a month. For the early settlers river travel was comparatively fast and more comfortable than the rough bush tracks that ran along the rivers edge.

In 1897 a channel was dredged between Barrack Street Jetty and Mends Street and by 1898 there was a regular service between these two points.

Today the trip is swift and comfortable giving easy access between the South Perth foreshore and the city.

There are many interesting destinations accessible in the city area. The Central Area Transit bus services (departing from Barrack Street Jetty) can connect you to many of these, others are within the Free Transit Zone or are within walking distance.

The South Perth foreshore area boasts many fine restaurants, scenic walks and two of Perth's premier tourist destinations– Perth Zoo (open 9:00am to 5:00 pm daily) and the Old Mill (open 10:00am to 4:00 pm daily).

A Transperth Tourist Information brochure can be obtained from Transperth InfoCentres located at the City Busport, Plaza Arcade, Perth Train Station and Wellington Street Bus Station. It lists many of Perth's tourist attractions, with opening hours and a description on how to get there using Transperth services.

Ferry

Ferry timetable only serving:

Perth
Perth Zoo
South Perth

Jetties

Barrack Street Jetty
Mends Street Jetty
Coode Street Jetty (Summer Only)

Transperth

Across the Swan today. The graphics and timetables shown here are the modern equivalent of those referred to in #15 of David Hennell's quiz Q&A. They have been download from the Transperth website.

1894 NSWR General Appendix to the Working Time Table

Coming up for auction this month is a pioneering railway document, one of the very first Working Time Table Appendices ever issued in Australia. **THE EDITOR** *reviews it.*

In the auction catalogue mailed with this issue of The Times is a rare item, a NSW Railways General Appendix to The Working Timetable from 1894. This was the second in a long line of such publications stretching from the 1890s to the 1980s. I describe below some of the features which might pique your interest and stir your competitive bidding tendencies. Should you come to own it, you will become one of probably only two such owners on the planet.

Appendices to railway Working Timetables have been described in some generic detail in the Times in the past (May & June 2001), so we won't go into great detail about their pedigree here. Suffice it to say that Australian railways began producing them about 1890 and, in doing so, they were copying a standard type of document agreed to by English railway companies through the Railway Clearing House. NSW produced its first General Appendix in 1891 and its first local Appendix a year later.

At the time of the 1894 Appendix, a standard publication format had yet to emerge (this happened after 1907) and the 1894 GA, you could say, is rather idiosyncratic. It certainly is interesting and gives an insight not only into contemporary railway operating methods, but also attitudes and priorities of the times.

The 151-page book began with a reiteration of the general Railway By-Laws, the sort of thing customers could also find pasted to the walls of railway stations. They were "do's" and "don'ts" (mostly "don'ts") covering a range of activities from ticket offences and the hire of horse-cabs to the closing of gates and the bathing of dogs in railway dams. The book then jumps into what was to become the standard opening gambit of all such books-safety considerations including, especially, the procedures to be
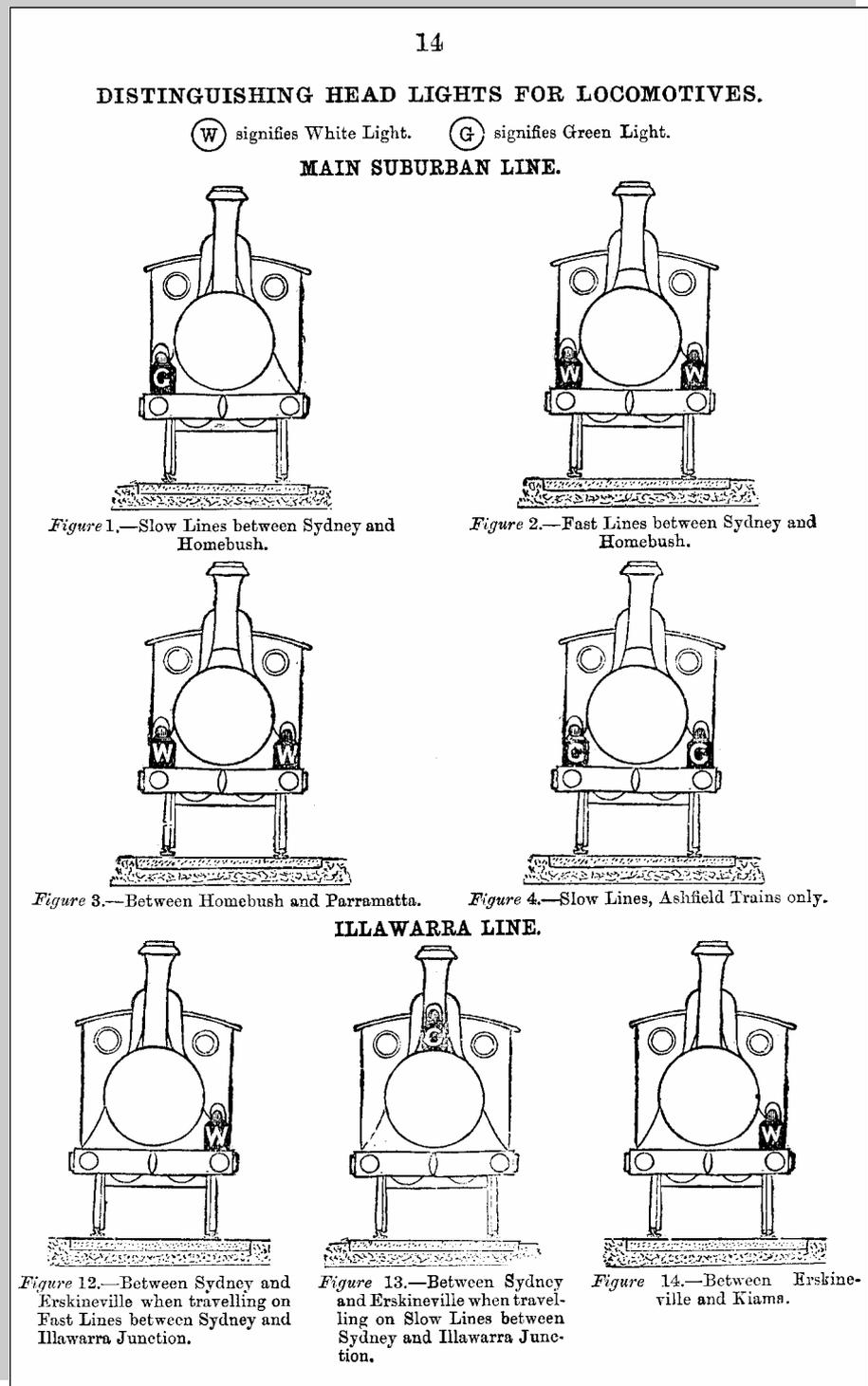
followed in case of accidents or obstructions.

There follows an extensive section on engine head signals (above), with illustrations of each. In days when the telephone was not yet in

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DISTINGUISHING HEAD LIGHTS FOR LOCOMOTIVES.

(W) signifies White Light.　(G) signifies Green Light.

MAIN SUBURBAN LINE.

Figure 1.—Slow Lines between Sydney and Homebush.

Figure 2.—Fast Lines between Sydney and Homebush.

Figure 3.—Between Homebush and Parramatta.

Figure 4.—Slow Lines, Ashfield Trains only.

ILLAWARRA LINE.

Figure 12.—Between Sydney and Erskineville when travelling on Fast Lines between Sydney and Illawarra Junction.

Figure 13.—Between Sydney and Erskineville when travelling on Slow Lines between Sydney and Illawarra Junction.

Figure 14.—Between Erskineville and Kiama.

widespread use, a signalman needed these to find out the nature of the train that suddenly appeared at his home signal, and so where to send it. This was followed by a half-dozen pages headed 'Working of Trains'. This was a counterpart of a similarly-named section in the rule-book and it draws attention to the fact that the 'Appendix' was really an Appendix to the rule book as well as the Working Time Table. In later years, this was made more explicit and the GA became mostly an appendix to the rule book rather than the WTT.

A miscellany of instructions followed- 'Instructions to Gatekeepers', 'Telegrams on Railway Business', … 'Tickets and Excess Fares', 'Platform Traffic'- a host of instructions that would later find their way into separate instruction books which themselves grew to rival the Appendices in size.

One of these was the section on the 'Westinghouse automatic and continuous Brake' they spelled it that way in the GA, although the word 'Break' was still in use in the English equivalent. The debate about these things apparently occupied a good deal of the time of the Committees who wrote these books.

Another was the general subject of tickets and their examination, occupying no fewer than 13 pages, including an exhaustive list of ticket-examination stations. On Saturday evenings, potential fare evaders travelling on the 6:30 pm to Newcastle had to be alert at Honeysuckle Point, for it was here that, like a random breath test squad, the ticket examiners were likely to swoop. Who now remembers where Honeysuckle Point station was?

Under a major heading **'General Instructions to Station-masters and others'**, we find 20 pages of instructions of all sorts. Covered are discipline of staff, consumption of gas and maintenance of clocks and watches. Did you know, for instance that the telegraphic code word *Zeal* meant '**Clock totally failed– send Repairer first train'**. One can imagine a middle of the night mercy dash to repair a broken pendulum. There is half a page on the use of Fire-extinguishers in Pullman Cars, a Rube Goldberg apparatus that looks more like someone's concept

of a Russian samovar.

'Loading of goods traffic' occupies several pages of this section, with particular attention being paid to awkward timber and to bales of wool (below).

On page 87, the safeworking appendices commence. By safeworking, I refer mostly to the methods of working trains safely between signal boxes via the block system. The term 'safeworking' while not exclusively Australian, was certainly more popular here than in other places. Safeworking matters were long a dominant feature of Australian railway Appendices. They also, at different times and different places, appeared bound in with the rule book or were issued as separate stand-alone publications. But in NSW they always remained in the GA although, after 1935, a separate volume was issued just for them. At the time of

the 1894 rule book, the NSW Railways were experimenting with a rather large number of safeworking systems and they all appear in separate sections in the 1894 GA, comprising the last third of the book.

Pride of place among these must surely go to the instructions for working Tyers Electric Train Tablet. Edward Tyers had patented this single-line method in 1878 and, by 1894, had further patented 5 improved versions. The NSWR had samples of his No 1, No 2, No. 3, No 4 and No. 5 instruments on the system and all appeared in the GA- with pictures and with their own special instructions. It is probably true to say that, in this textual and pictorial coverage, the 1894 GA was unique (our page 16).

The review copy of the GA is bound in maroon cloth covered limp cards and is in good condition.


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Wool Loading.—In order that the fullest advantage may be taken of the carrying capacity of trucks, and the use of rope lashings reduced, the attention of the Staff is drawn to the following diagrams illustrating the correct method of loading properly pressed wool bales.

It must be borne in mind that the system only applies where the trucks used are of the standard and high-sided type, and the wool is properly pressed.

Special care must be taken that the bales are so loaded as to break all joints, and the lashings made tight and secure.

The diagram indicates the loading of 4-wheel trucks; but the same principle may be applied in loading high-sided bogie trucks, a belt rope on third tier, and four lashings across the truck being used in addition to the fore and aft lashings.

The gauge must in all cases be observed, and care taken that the bales are loaded closely together.
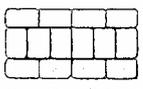
Bottom Tier (14 *bales*),
or
12 *Bales, thus* :
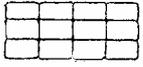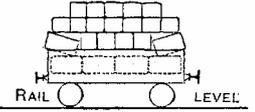
Side elevation of loaded truck.
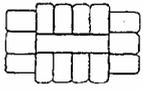
Second Tier (14 *bales*).
The ends of the bales to rest on the edges of the truck, overhanging 4 inches, and sloping in towards bottom tier.
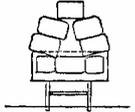
Cross section through loaded truck.
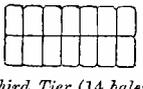
Third Tier (14 *bales*).
The bales in this tier having the slope given by the second tier to meet in the centre.
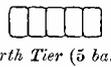
Fourth Tier (5 *bales*).
To be loaded in the centre of the third tier in such a manner as will serve to bind the load.
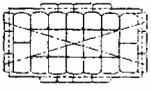
Method of lashing.
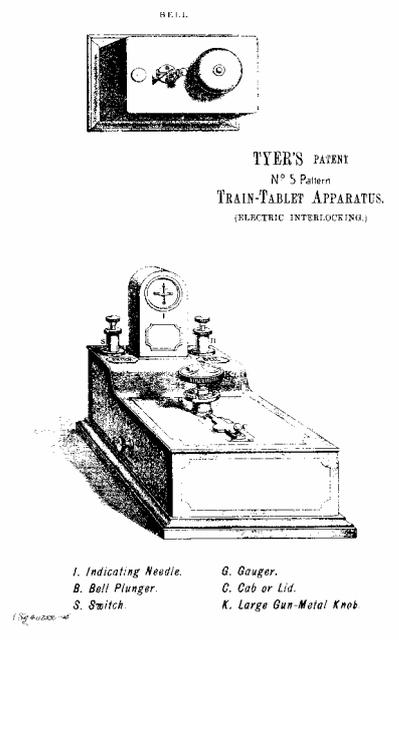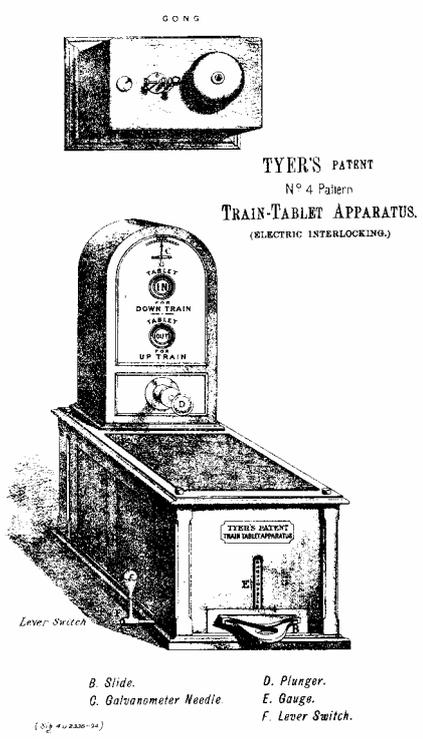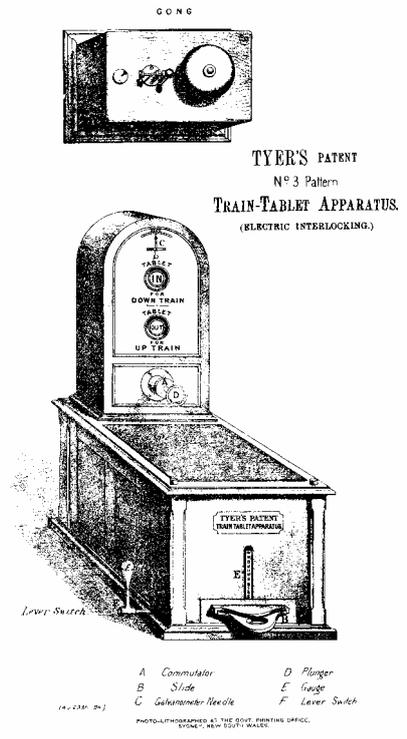
We'll warrant a picture like this has never appeared before. It shows reproductions of full-page photolithographs of the NSWR's entire collection of electric single-line block-working instruments, as they appeared in the 1894 General Appendix. There are 5 Tyers Electric Train Tablet instruments Nos. 1 to 5 and a Webb and Thompson large Electric Train Staff instrument. The balance of numbers belie the fact that Electric Staff soon came to dominate the single-line safeworking scene in NSW, a legacy of Commissioner Eddy, an import from the L&NWR, where the Electric Staff was invented. Electric Staff is still in use in NSW, but Electric Tablet has long gone. Although the tablet instruments differed, the 3, 4 and 6 (not illustrated) used the same sorts of tablets.