



The Times

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A journal of transport timetable history and analysis



Bluebirds of happiness

**Inside: A Blue Solution for the Copper Triangle
Penny Blacks and Mooney Buses**

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On the front cover

The fluted stainless steel rail passenger car never seemed to age— always redolent of tomorrow, but having been born in the 1930s. Variants were still being built in Australia as the Twentieth Century drew to a close. Fifty year old cars are still in use on transcontinental trains in Canada, and modern versions still trundle across Australia's deserts on the *Ghan* and the *Trans Australian*. Budd decided to use this form of monocoque construction in its DRC cars and several RDCs came to Australia, including some that operated on the Commonwealth Railways lines. These seem to have been the inspiration for the South Australian Railways to try its own hand at constructing an equivalent. The result was the Bluebird, shown here in double-track territory in the Adelaide Hills. And, as David Hennell describes in this issue, they found their way into the north of the SAR system, where they often rested cheek-by-jowl with their inspirators, the Budd RDCs.



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Blue solutions- Bluebird to the Copper Triangle

DAVID HENNELL

The last significant improvement in country travel made by the South Australian Railways was the introduction of the air conditioned multiple unit diesel hydraulic Bluebird railcars¹. These

complex and absolutely fascinating. Over the years, the region has been served by broad gauge horse tramways (both inter-town and local), as well as by narrow, broad and standard gauge railways. Sadly,

1927), a morning train operated each way Monday to Saturday between Moonta and Hamley Bridge, connecting with broad gauge Adelaide trains at the latter station. Mostly, these trains crossed at or near Balaklava but from late 1923 the cross had been altered to Port Wakefield. Refreshments could be partaken of at the Port Wakefield refreshment room while the train reversed⁶The Moonta (or, at times, Wallaroo) to Brinkworth train usually ran Monday to Saturday but only worked three days per week during certain periods. It connected with the narrow gauge trains between Hamley Bridge, Gladstone and Port Pine at Brinkworth. These trains, too, made a connection with Adelaide trains at Hamley Bridge. At times, the train from Moonta continued through to Port Pine from Gladstone.

Class	Type	No. constructed
250	second class baggage motor	11
100	first and second class driving trailer	7
280	baggage motor	3

handsome cars had excellent riding characteristics and were fast and very comfortable. Modelled on traditional Budd railcars and the *Overland* saloon sitting cars, their livery was fluted stainless steel and dark blue with a South Australian bird name in yellow plastic script above the window line in the centre of each side of the passenger cars.

Seven 250 class and four 100 class were fitted with buffet modules during 1971 and 1972, thereby allowing most of the system's remaining refreshment rooms to be closed.

After some teething troubles, the Bluebirds entered regular traffic in October 1954, initially operating to Morgan. Subsequently, they were introduced on runs between Adelaide and Victor Harbour, Kingston², Mt. Gambier, Terowie (extended to Peterborough in 1970 upon gauge conversion), Gladstone, Port Pine and Moonta via Port Wakefield. A few cars were converted to standard gauge by Australian National, during the mid 1980s and ran to Broken Hill and occasionally to Whyalla. They were popular, too, for charter travel and reached such unlikely destinations as Lochiel and Sedan.

The last use of Bluebirds in passenger service in South Australia was the *Barossa Wine Train* which operated from Adelaide (North Terrace) to Tanunda, thence empty to Nuriootpa, from 24th May 1998 until 29th April 2003. Some cars have been converted into crew accommodation for use on long distance interstate freight trains.

Rich copper deposits were discovered in the northern parts of Yorke Peninsula near Kadina in 1859 (in the area known as Wallaroo Mines) and in 1861 at Moonta Mines. Smelters and a port were established nearby at Wallaroo, west of Kadina and north of Moonta³. Given their geographical relationship, these three towns are collectively known as the Copper Triangle.

The railway history of the area is very

and despite Wallaroo being a major grain port, all that survives into the 21st century is the Lion's Club of Yorke Peninsula Railway operating as a broad gauge tourist railway between Wallaroo and Bute on the remnants of the Brinkworth line⁴.

One of the interesting features of train services in the Copper Triangle is the local service that operated between Kadina, Wallaroo and Moonta. These trains ran in addition to the through trains to Hamley Bridge and Brinkworth and, after gauge conversion, to Adelaide. The local trains commenced in the 19th century and reached their zenith in the early 1950s. Although basically a workers' and students' service, this combination of through and local trains also provided for shoppers. In earlier days, excursionists were catered for with trains running from Kadina to the beach at Wallaroo Jetty - an ideal outing on a hot summer's evening⁵. Trains to and from Moonta also stopped at the jetty for bathers.

Highlighting the suburban nature of the area, workmen's weekly tickets between Wallaroo and Moonta were introduced on 9th December 1907. Their availability was extended to Kadina on 14th July 1919. Workmen's weeklies were replaced by Monday to Friday periodicals on 16th September 1957 and it is likely that these lasted until the withdrawal of all Moonta rail passenger services on 27th April 1969.

Rail distances from Adelaide to Moonta were (below):

Via	mi	km
Long Plains and Port Wakefield	121¾	196.0
Hamley Bridge and Port Wakefield	134½	216.5
Long Plains, Bumbunga and Snowtown	140¾	225.5
Hamley Bridge, Blyth and Brinkworth	167¾	270.0

The Kadina to Moonta locals travelled a distance of 17¼ mi (27.5 km).

In narrow gauge days (*i.e.* up to 31st July

Connections with Adelaide via Mallala were possible from 28th May 1923 when the broad gauge extension from Long Plains to Bowmans opened and, upon completion north from Bowmans on 3rd September 1923, connections were also made at Snowtown.

The basic narrow gauge service did not alter significantly over the years, however, minor changes to times occurred.

Conversion of SAR's Western System⁷ to broad gauge took place on 1st August 1927 and the service between Moonta, Port Wakefield and Adelaide immediately doubled to one morning and one afternoon/evening train each way Monday to Saturday, generally running via Long Plains but with a few via Hamley Bridge. A Sunday evening train in both directions commenced early in World War II. The service to Brinkworth was largely unchanged, although for a short period the train ran to Redhill instead, connecting at Snowtown for Gladstone via Brinkworth. Gauge conversion also brought about a major reduction in travelling time.

In narrow gauge days, all trains were loco-hauled and usually were mixed trains. After gauge conversion, Model 75 Brill

railcars (which, along with the smaller Model 55s, SAR usually referred to as passenger motors) dominated services to the Copper Triangle. Loco-hauled trains

only normally operated at holiday times or when railcars were in short supply although in some timetables they appeared at weekends.

The public and working timetables dated 30th May 1954 show the last service before the introduction of the Bluebirds. The Country Passenger Services Adelaide Division WTT (our pp 7-12; Book No. 177) has tables arranged historically and geographically, viz: in the order Adelaide to Port Pirie, Hamley Bridge to Moonta via Port Wakefield, Balaklava to Gladstone and then Kadina to Brinkworth. The Port Wakefield WTT pages are illustrated as they include much information about non-station stops⁸ and the Bute pages show SAR's interesting use in broad gauge days of the directions 'up' and 'down' on what is in all other respects just one railway line (this section from Kadina to Brinkworth was entirely 'up' when narrow gauge).

The PTT (our pp 12-14) has three tables covering Adelaide to Moonta (one via Long Plains and Port Wakefield, another via Hamley Bridge and Port Wakefield and the third via Long Plains and Snowtown), a local Kadina to Moonta table and two cross country tables covering the Bute line, these being Port Pine to Moonta via Redhill (not illustrated) and Gladstone to Moonta via Yacka. Somewhat unusually, this is a significantly different format from that used in the WTT. Although not shown in any one table, it was also reasonably convenient to travel to the Copper Triangle Monday to Friday via Hamley Bridge and Blyth with a change of trains at Brinkworth (departing Adelaide at 7 55 a.m. on the Gladstone train) and from the area Tuesday to Saturday via the same route (arriving Adelaide at 3 45 p.m.).

The 30th May 1954 timetables show a rather complex and very interesting service between Adelaide and Moonta. Most trains are through services via Port Wakefield and either Long Plains or Hamley Bridge, although a couple bound for Moonta originate at Bowmans having connected from Adelaide. The trains via Hamley Bridge all make reasonably short connections at Bowmans with Port Pirie line trains via Long Plains and changing trains provided passengers with a journey that was 20 to 30 minutes shorter than by using the through train. The 10 10 a.m. Moonta originating at Bowmans on Monday is formed by the 9 36 p.m. arrival from Adelaide the previous day as shown in the WTT manuscript alteration⁹ (this amendment was made by the timetable's previous owner). The 9 17 a.m. Saturday from Bowmans is formed by a departure from Adelaide at 6 43 a.m. via Long Plains which waits to connect with the 7 00 a.m. Port Pirie train. Note that some of the weekend Adelaide services are worked by a locomotive and cars.

Journeys via Bumbunga and Snowtown by catching Port Pirie trains or via Blyth and Brinkworth using Gladstone trains, naturally, involve longer travelling times than ones via Port Wakefield. Hence, the trains via Bute did not provide additional trips between Adelaide and the Copper Triangle as the more direct trains left their originating station later and arrived at their destination at the same or earlier times. The one exception to this was on Saturday morning when a passenger could reach Adelaide 35 minutes earlier at 11 45 a.m. by catching the train departing Moonta at 6 40 a.m. and changing at Snowtown instead of waiting for the 8 00 a.m. via Port Wakefield which was due into Adelaide at 12 20 p.m.

The combination of local and through trains provided six trips each way between Kadina and Moonta Monday to Friday. The passenger motor that departed Moonta for Adelaide at 8 50 a.m. first worked a return trip to Kadina departing Moonta at 6 40 a.m. Similarly, the evening train to Adelaide at 6 20 p.m. had also left Moonta at 3 30 p.m. for Kadina. The other motor ran the 4 45 p.m. ex. Moonta. The Brinkworth bound railcar laid over for 40 minutes at Wallaroo (where it changed identity from train number 388 to 414) so that it would better serve school students from Wallaroo and the roadside stopping places to Kadina (there was no high school in Wallaroo). Most of the industry in the Copper Triangle was located at Wallaroo - its workers were catered for by the 7 30 a.m. departure from Kadina and both the 6 40 and 7 15 a.m. from Moonta. Suitable trains ran to return them home after their day's labours.

Only one local trip operated on Saturday, the 5 30 p.m. from Moonta, but there were four trains each way when the through trains are taken into account. Sunday saw a single train each way, these being the Adelaide trains.

The passenger motors crossed twice at Wallaroo and once at Moonta Monday to Friday, as well as once at Wallaroo on Saturday. Both of them stabled overnight at Moonta.

Bluebird schedules were introduced on the Adelaide to Moonta run via both Long Plains and Hamley Bridge on Monday, 5th September 1955. The basics of the new timetable were the same as in the previous one but the fine detail was significantly different, especially in terms of the faster journeys that the Bluebirds offered. Loco-hauled passenger trains running to slower schedules regularly appeared during holiday periods until the end of passenger services in 1969. Moonta to Brinkworth services continued to be provided by a Brill 75.

The Monday to Friday changes are shown in Train Notice No. 721 (Standing) of 24th

August 1955 (our pp 15-19). The morning train to Adelaide was altered to depart Moonta at 6 25 a.m. instead of 8 50 a.m. and to run Via Long Plains rather than via Hamley Bridge (with its Long Plains line connection), now arriving Adelaide at 9 47 a.m. Previously, the Adelaide motor had worked the local trip to Kadina (Moonta depart 6 40 a.m., Kadina 7 18 - 7 30, Moonta arrive 8 10) before heading into Town. This alteration meant that there was now no workers' train from Kadina into Wallaroo.

This difficulty was overcome by the introduction of a bus from Kadina to the Cresco fertiliser works just south of Wallaroo. The train that it replaced had stopped on the main line adjacent to the factory. As the down bus ran via Wallaroo Mines, it would have traversed the unsealed road beside the railway so that all the level crossing stops were served although this routing is not stated in Train Notice No. 721 or in subsequent issues of the working timetable. The up bus probably returned to Kadina along the main road (which is away from the railway) as there is no intermediate time given for Wallaroo Mines and the running time is 5 minutes less. The Kadina bound bus also connected at Wallaroo with the 7 40 a.m. arrival from Moonta, thus saving through Kadina passengers the longish wait at Wallaroo. The bus trips were given train numbers and the vehicle was accompanied by a transportation employee, no doubt for the issuing and collection of tickets.

This alteration also resulted in there now being six services between Kadina and Wallaroo a day Monday to Friday but only five between Wallaroo and Moonta. Also, this change marks the beginning of the wind down of the Copper Triangle local service, albeit probably unintentionally¹⁰.

The weekday evening train to Adelaide was altered to depart Moonta 40 minutes earlier and arrive Adelaide 84 minutes earlier. Changes to the times of the trains from Adelaide were also largely due to the decreased running times. There were only minor alterations to the Brinkworth line schedules as the train from Snowtown now ran slightly earlier from Willamulka to Moonta. Altered crosses at Wallaroo necessitated small changes to some of the afternoon locals.

The Saturday changes probably¹¹ occurred over two consecutive weekends. TN No. 722 (Standing), also of 24th August 1955, indicates that from Saturday (10th September), the morning down was altered to depart Adelaide significantly later. However, travelling on the 7 00 a.m. Port Pirie passenger to Snowtown and changing to the passenger motor from Brinkworth meant that a passenger arrived at Moonta at 2 26 p.m. but this was nevertheless later

than by travelling on the 10 25 a.m. from Adelaide which had arrived at 2 00 p.m. so it didn't provide an additional service. The morning train to Adelaide now departed Moonta at 6 25 a.m. instead of 8 00 a.m. For safeworking reasons, the 6 40 a.m. to Snowtown and Brinkworth was consequently altered to leave Moonta at 6 46 but it regained its former schedule at Kadina. It is interesting to note that the train to Brinkworth continued to provide an extra service from Moonta to Adelaide. However, a journey via Bute now commenced later than one on the direct train and deposited a passenger in Adelaide well after the train via Port Wakefield rather than before it as was previously the case. Reduced running times affected the afternoon up and evening down trains which maintained their existing routing. No longer was there a cross at Wallaroo on a Saturday but one occurred at Moonta instead.

The following Saturday (17th September) saw the new 6 25 a.m. from Moonta put back to 6 40 a.m. but with the same arrival time in Adelaide at 10 02 a.m. This change was advised in TN No. 791 (Standing) for which WN 38/55 does not give an issue date. As a consequence, the new 6 46 a.m. to Snowtown and Brinkworth was delayed until 7 02 a. m. from Moonta. Its Snowtown arrival was still 8 55 a.m. despite being the same vehicle type and a 22 minute reduction in running over the pre-Bluebird times, only 6 minutes of which were due to shorter station stops. As the Bute to Snowtown section is very hilly, perhaps it no longer hauled a trailer on Saturday. The 75 continued to depart Snowtown for Brinkworth at 10 06 a.m. after connecting with the 7 00 a.m. Port Pirie from Adelaide.

Sunday's changes commenced on 11th September 1955 and are only due to running time reductions with both trains continuing to run via Hamley Bridge. Details appeared in TN No. 718 (Standing), also of 24th August.

A new Adelaide Division passenger WTT (Book No. 180) was issued to commence on Sunday, 8th January 1956. Apart from minor tinkering with a few of the times, the only change was the deletion of the 10 25 a.m. Adelaide to Moonta and 2 35 p.m. Moonta to Adelaide on Saturday. However, it was still possible to reach the Copper Triangle on a Saturday morning as the 12 12 p.m. from Brinkworth still made a long connection at Snowtown (10 00 a.m. to 12 34 p.m.) with the morning Port

Pine which continued to depart Adelaide at 7 00 a.m.

Further small changes were made in the WTT and PTT dated 26th August 1956. Relevant tables from this PTT are illustrated (our pp 20-22).

In some timetables, the Kadina to Cresco Coy. Works bus was shown as going to Cresco but as originating at Wallaroo on the return, whereas it served Cresco in both directions in others. The bus was withdrawn on 28th January 1961, as stated in TN375.

Despite being nominally a Bluebird-only service between Adelaide and Moonta, the day train on Wednesday was operated by a Brill passenger motor rather than by a Bluebird as this enabled the changeover of the Moonta - Brinkworth car to take place. This working was specified in later working timetables in which the 75s appeared as 'Psg. Motor' and the Bluebirds as '250 Psg. Motor'.

Average running times, based on the different schedules rather than numbers of trains running, for the through trains between Adelaide and Moonta are as shown in the Table below (The first week's running time of 3 h 37 mm for the Saturday morning up has been disregarded and the second week's permanent 3 h 22 mm one is used instead).

During the mid 1950s, there were seven scheduled goods trains to Wallaroo each week, four running from Mile End via Long Plains and Port Wakefield, as well as three from Snowtown. Three of them continued from Wallaroo to Moonta although, technically, they were different trains. There would have been many extra goods trains when grain was moving to Wallaroo. The Snowtown to Brinkworth section was served by Gladstone goods trains that ran via Long Plains to avoid the reversal that was necessary at Balaklava if they ran via Hamley Bridge and Blyth. There was no scheduled goods service between Balaklava and Bowmans.

The introduction of the Bluebirds to the Copper Triangle service, with their increased comfort and faster journeys, probably helped stem the drift of passengers away from rail. In the end, however, it was not to be and lack of political will saw the last public passenger motor of any sort leave Moonta, Wallaroo and Kadina on Saturday 26th April 1969.

Endnote:s

In chemistry, soluble copper compounds usually dissolve in water to form a blue solution.

- 1 Only the introduction in 1964 of the AD, BD and ABD air conditioned sitting cars, also based on the AJ and BJ *Overland* saloon cars, occurred subsequently but, as their numbers were small and they mainly operated on the Port Pine line, this improvement did not have the same impact as did the Bluebirds' introduction ten years earlier.
- 2 Kingston S.E., not Kingston-upon-Murray. SAR didn't use the appendage 'S.E.'.
- 3 The name Moonta is properly the Aboriginal 'moonta moonterra' meaning a place of impenetrable scrub. The name Kadina maintains the sound of 'caddy-yeena' which means lizard plain. The native words 'wadla-wanu' (meaning wallaby's urine) were twisted to 'wallawaroo' and, as this was too long to stamp on wool bales, the name was clipped to Wallaroo. (Taken from SAR's Names of Stations with Their Meanings and Derivations, compiled by Alfred N. Day, 1915.)
- 4 A standard gauge grain terminal has been built about 2.5 km from Snowtown in the direction of Kadina and is operated as part of Snowtown yard. This traffic goes to Port Adelaide. [The tourist line has closed—proofreaders].
- 5 Wednesday and Saturday were the usual days for this traffic.
- 6 The narrow gauge railway at Port Wakefield was a dead end with the wharf at the southern extremity of a north-south yard. The line to Balaklava headed to the east and that to Kadina to the west. A new station on the east-west part of the Balaklava line was constructed for the coming of the broad gauge and the eastern leg of the route into the old station yard was converted to serve the goods yard. Thus, the apparent triangle at Port Wakefield had two sides narrow gauge and two sides broad gauge but all three sides were never in use for revenue traffic at the same time.
- 7 SAR's narrow gauge Western System was controlled from Peterborough as part of the Peterborough Division and comprised the sections of track from Hamley Bridge to Moonta via Port

Date	Vehicle type	Via	Down h mm	Up h mm
30th May 1954	Model 75	Long Plains	4 07	4 10
		Hamley Bridge	4 52	4 54
5th September 1955	Bluebird	Long Plains	3 32	3 23
		Hamley Bridge	4 06	4 06

Wakefield, Balaklava to Gladstone via Blyth and Brinkworth to Kadina via Snowtown. The Western System ceased to exist upon conversion to broad gauge as these lines were incorporated into the Adelaide Division.

- 8 There were many other authorised level crossing stops in addition to those mentioned in the timetable footnotes. These are listed elsewhere in the WTT. The stop at 122 mi 40 ch was equipped with a waiting shelter and was named Sunnyside.
- 9 As printed in the 30th May 1954 WTT, this passenger motor came from Spalding but the Riverton - Spalding rail passenger service had been replaced by the Hamley Bridge - Riverton - Jamestown road bus service six days earlier on 24th May 1954. The consequent alteration to the WTT was covered by a Standing Train Notice.
- 10 At the end of Copper Triangle passenger services in 1969, the only local trips remaining ran Monday to Friday and were: Moonta 3 10 p.m., Kadina 3 43 - 4 05, Wallaroo 4 20 - 5 13, Kadina 5 27 - 5 40, Moonta 6 21. These were worked by the Brinkworth Model 75. The 5 40 p.m. from Kadina crossed the 5 37 p.m. Adelaide bound Bluebird at Wallaroo.
- 11 The first set of Saturday alterations - those for 10th September - appeared in Weekly Notice 36/55 issued on 5th September 1955 and cover TN 722 (Standing) dated 24th August 1955. The second set were included in WN 3 8/55 issued on 19th September and are

contained in TN 791 which amended TN 722 from Saturday 17th September, two days earlier. It is possible that the 10th September changes were amended by a one day only TN which would not have been published in WN prior to its amendments being made permanent. Hence, it is possible that the 6 25 a.m. from Moonta to Adelaide

and 6 46 a.m. from Moonta to Snowtown and Brinkworth trains may not have operated to these times and that the morning train only ran to the 6 40 a.m. and 7 02 a.m. ones.

Glenn Cumming's assistance in supplying information is gratefully acknowledged.



HAMLEY BRIDGE, BALAKLAVA, KADINA AND MOONTA.

MONDAYS TO SATURDAYS (inclusive).—DOWN.

Train Order System under Train Control between Hamley Bridge and Moonta.

COUNTRY.

72

Miles from Adelaide.	Stations.	Pass. Motor Mon.	Pass. Motor Mon. to Fri.	Pass. Motor Sat.	Pass. Motor Mon. to Fri.	Pass. Motor Sat.	Pass. Mon., Wed., Fri.	Pass. Motor Mon. to Fri.	Pass. Motor Mon. to Fri.	Pass. Motor Sats.	Pass. Motor Mon. to Fri.
		103	155	155	159	223	281	303	399	399	555
—	ADELAIDE dep	a m 3 25	a m —	a m —	a m —	a m —	a m 7 55	a m ⊗	p m —	p m —	p m —
14½	HAMLEY BDG. ★LJO ² WX arr	4 42	—	—	—	—	9 30	—	—	—	—
—	" dep	4 43	—	—	—	—	9 38	—	—	—	—
51½	Stockyard Creek UX arr	—	—	—	—	—	9 50	—	—	—	—
—	" dep	4 57	—	—	—	—	9 51	—	—	—	—
54½	Owen X arr	—	—	—	—	—	9 57	—	—	—	—
—	" dep	5 03	—	—	—	—	9 59 ⁵⁷⁰	—	—	—	—
57	Woods UX arr	—	—	—	—	Connects with No. 221	10 04	Connect with No. 277 Monday	—	—	—
—	" dep	5 09	—	—	—	—	10 05	—	—	—	—
61½	Ridgway UX arr	—	—	—	—	—	—	—	—	—	—
—	" dep	—	—	—	—	—	—	—	—	—	—
66½	BALAKLAVA ... RJOWX arr	5 25	—	—	—	—	10 22	—	—	—	—
—	" dep	Work No. 155.	5 43	5 47	—	—	10 37	—	—	—	—
71½	Saints UX arr	—	5 51	5 55	—	—	—	—	—	—	—
—	" dep	—	5 52	5 56	—	—	—	—	—	—	—
75½	BOWMANS ★△JRX arr	—	5 59	6 03	—	—	—	—	—	—	—
—	" dep	—	—	—	—	—	—	—	—	—	—
			Thence to Adelaide as No. 176.	Thence to Adelaide as No. 178.		9 17			10 10		

COUNTRY.

73

82½	Port Wakefield WX arr	—	—	—	—	9 29	—	10 21	—	—	—
—	" dep	—	—	—	—	9 33	—	10 26	—	—	—
89½	South Hummocks ... UX arr	—	—	—	—	9 44	—	10 36	—	—	—
—	" dep	—	—	—	—	9 50 ⁴¹⁰	—	10 42 ⁴⁶²	—	—	—
99½	Melton WX arr	—	—	—	—	10 14	—	11 06	From Brinkworth	—	—
—	" dep	—	—	—	—	10 17	—	11 10	—	—	—
105½	Paskeville X arr	—	—	—	—	10 28	—	11 21	From Brinkworth	—	—
—	" dep	—	—	—	—	10 32	—	11 25	See footnotes.	—	—
109½	Thrington UX arr	—	—	—	—	10 39	—	11 32	—	—	—
—	" dep	—	—	—	—	10 40	—	11 33	—	—	—
117½	KADINA 04JWX arr	—	—	—	—	10 52	—	11 45	1 41	1 41	—
—	" dep	—	—	—	7 30	10 56	—	11 49	1 44	1 44	4 50
118½	Walloo Mines U arr	—	—	—	7 33	10 59	—	11 52	1 47	1 47	4 53
—	" dep	—	—	—	7 34	11 00	—	11 53	1 48	1 48	4 54
123½	Walloo □CEOWX arr	—	—	—	7 45 ³⁸⁸	11 09	—	12 02 ^{pm}	1 59	1 59 ²	* 5 05 ⁰⁸⁶
—	" dep	—	—	—	7 46 ³⁸⁸	11 12	—	12 05	2 03	2 06 ⁷¹²	5 15 ⁰⁸⁶
129½	Warburto U dep	—	—	—	—	—	—	—	—	—	—
133½	Cross Roads U arr	—	—	—	—	11 28	—	12 21	2 21	2 25	5 34
—	" dep	—	—	—	—	11 29	—	12 22	2 22	2 26	5 35
133½	Yelta U dep	—	—	—	—	—	—	—	—	—	—
134½	MOONTA OWX arr	—	—	—	8 10	11 33	—	12 26	2 27	2 30	5 39
		103	155	155	159	223	281	303	399	399	555

* No. 555 must stop opposite "Cresco" works and old Wallaroo jetty, if required. No. 281 must stop if required at authorized level crossings.
 No. 555 must stop at 119 miles 79chs., if required, for school children to alight.
 No. 399 Saturdays must stop if required at Wallaroo old jetty to pick up or set down passengers. ⊗ Leave Adelaide 8.30 a.m. Tuesday to Friday.

COUNTRY.

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HAMLEY BRIDGE, BALAKLAVA, KADINA, AND MOONTA.

MONDAYS TO SATURDAYS (Inclusive)—DOWN—continued.

*Correction
accidental
originally
correct*

Stations.	Pass. Motor Mon. to Fri.	Pass. Motor Sats.	Pass. Mon. only.	Pass. Motor Mon. to Fri.	Pass. Sat.	Pass Mtr Mon., Tu. Wed., Th.	Pass. Motor Sundays.	Pass. Motor Sunday.
	591	621	679	755	779	785	751	857
	p m	p m	p m	p m	p m	p m	p m	p m
ADELAIDE dep	—	—	4 05	—	6 00	6 05	5 25	—
HAMLEY BRIDGE arr	—	—	5 35	—	7 23	—	6 43	—
“ “ dep	—	—	5 41	—	7 36	via	6 52	8 55 ⁰⁰⁸
Stockyard Creek arr	—	—	5 53	—	7 50	Long	7 04	—
“ “ dep	—	—	5 54	—	7 51	Plains	7 05	9 03
Owen arr	—	—	6 00	—	7 57	—	7 10	9 15
“ dep	—	—	6 01	—	7 58	—	7 12	9 16
Woods arr	—	—	—	—	—	—	—	—
“ dep	—	—	—	—	—	—	—	—
Ridgway arr	—	—	—	—	—	—	—	—
“ dep	—	—	—	—	—	—	—	—
BALAKLAVA arr	—	—	6 23	—	† 8 20	—	7 34	9 36
“ dep	—	—	6 36	7 40	8 27	—	7 41 ⁹⁰⁸	9 40
Saints arr	—	—	—	7 49	8 35	—	7 49	—
“ dep	—	—	—	To	8 36	—	7 50	—
BOWMANS arr	—	—	Glad-	7 57	8 43 [†]	7 55	7 57	9 58
“ dep	—	—	stone.	Stable.	8 53 [†]	8 08	8 07	—

Connects with No. 835 (7.05 p.m.) at Adelaide.

Connects with Nos. 777 and 904 at Bowmans.

Pass Motor Sunday
8 35
p m
7 05
8 25
8 35
8 55
8 26
8 55
8 26
9 16
9 20
9 26
9 36

COUNTRY.

75

Port Wakefield arr	—	—	—	—	9 03	8 19 ⁰⁰⁸	8 18	—
“ dep	—	—	—	—	9 08	8 23 ⁰⁰⁸	8 21	—
South Hummocks arr	—	—	—	—	—	—	—	Stable Work No. 308 Monday.
“ dep	—	—	—	—	9 17	8 33	8 31	Stable Work No. 308 Monday.
Melton arr	—	—	—	—	9 39	8 55	8 53	—
“ dep	—	—	—	—	9 45	8 57	8 55	—
Paskeville arr	—	—	—	—	9 55	9 08	9 06	—
“ dep	—	—	—	—	9 57	9 10	9 08	—
Thrington arr	—	—	—	—	—	—	—	—
“ dep	—	—	—	—	10 04	9 16	9 14	—
KADINA arr	—	—	—	—	10 18	9 28	9 26	—
“ dep	5 40	6 30	—	—	10 24	9 33	9 29	—
Wallaroo Mines arr	5 43	6 33	—	—	10 27	9 36	9 32	—
“ dep	5 44	6 34	—	—	10 28	9 37	9 33	—
Wallaroo arr	5 54	6 43	—	—	10 37	9 46	9 42	—
“ dep	5 55	6 48	—	—	10 39	9 54	9 44	—
Warburto dep	—	—	—	—	—	—	—	—
Cross Roads arr	—	7 06	—	—	10 56	10 12	10 02	—
“ dep	—	7 07	—	—	10 57	10 13	10 03	—
Yelta dep	—	—	—	—	—	—	—	—
MOONTA arr	6 16 ⁹²⁰	7 11	—	—	11 02	10 17	10 07	—
	591	621	679	755	779	785	751	857
								835

No. 785 (steam train Friday) may stop if required at authorized level crossing between Salisbury and Moonta.
 † Gladstone line passengers change to No. 809.
 No. 779 must stop if required at authorized level crossings between Roseworthy and Moonta for passengers to join or alight.
 No. 679 may stop if required at authorized level crossings north of Roseworthy.
 No. 591 must stop if required at 121 miles 38 chains (level crossing) to pick up or set down passengers.

MOONTA, KADINA, BALAKLAVA, AND HAMLEY BRIDGE.

MONDAYS TO SATURDAYS (inclusive.)—UP.

Train order system under train control between Moonta and Hamley Bridge.

Miles from Moonta.	Stations.	Pass. Motor Mon. to Fri.	Pass. Motor Saturday	Pass. Motor Mon. to Fri.	Pass. Mon. and Tues.	Pass. Motor Mon. to Fri.	Pass. Saturday	Pass. Motor Mon. to Friday.	Pass. Motor Mon. to Fri.	Pass. Tues., Thurs. and Sat. Pass. Motor Wed. Fri.
		340	344	368	370	414	410	462	494	594
		a m	a m	a m	a m	a m	a m	a m	a m	p m
—	MOONTA dep	6 40	6 40	7 15	—	—	8 00	8 50	—	—
¾	Yelta arr	—	—	—	—	—	—	—	—	—
—	“ dep	—	—	—	—	—	—	—	—	—
1½	Cross Roads arr	—	6 44	7 19	—	—	8 04	8 54	—	—
—	“ dep	—	6 45	7 20	—	—	8 05	8 55	—	—
5½	Warburto arr	—	—	—	—	—	—	—	—	—
—	“ dep	—	—	—	—	—	—	—	—	—
11½	Wallaroo arr	7 03	7 05	7 40	—	—	8 25	9 13	—	—
—	“ dep	7 04	7 07	7 40 ¹⁵⁹	—	8 20	8 30	9 17	—	—
16½	Wallaroo Mines . . . arr	7 14	7 20	Then	—	8 33	8 40	9 26	—	—
—	“ dep	7 15	7 21	work	—	8 34	8 41	9 27	—	—
17½	KADINA arr	7 18	7 24	No. 414	—	8 37	8 44	9 30	—	—
—	“ dep	—	7 27	to Snowtown.	—	8 42	8 48	9 34	—	—

COUNTRY.

76

25	Thrington arr	—	—	—	—	—	9 00	9 49	—	—
—	“ dep	—	To	—	—	To	9 01	9 50	—	—
29½	Paskeville arr	—	Brinkworth	—	—	Brinkworth	9 09	9 59	—	—
—	“ dep	—	—	—	—	—	9 11	10 03	—	—
35	Melton arr	—	—	—	—	—	9 21	10 13	—	From
—	“ dep	—	—	—	—	—	9 25	10 16	—	Wilmington and Gladstn.
45	South Hummocks arr	—	—	—	—	—	9 47 ³²³	10 38 ³⁰³	—	Tues. to Sat.
—	“ dep	—	—	—	—	—	9 50 ³²³	10 41 ³⁰³	—	—
52½	Port Wakefield . . . arr	—	—	—	From Gladstone.	—	10 02	10 52	—	—
—	“ dep	—	—	—	—	—	10 06	10 57	—	—
59	BOWMANS arr	—	—	—	—	—	10 19	*11 11	—	—
—	“ dep	—	—	—	—	—	10 32	11 30	—	—
63	Saints arr	—	—	—	—	—	—	11 37	—	—
—	“ dep	—	—	—	—	To	—	11 38	—	—
67½	BALAKLAVA . . . arr	—	—	—	9 15	Adelaide	—	11 46	—	1 21
—	“ dep	—	—	—	9 28	via	—	—	11 50	1 36
73½	Ridgway arr	—	—	—	—	Long Plains.	—	—	—	—
—	“ dep	—	—	—	—	—	—	—	—	—
77½	Woods arr	—	—	—	9 46	—	—	—	—	1 52
—	“ dep	—	—	—	9 47	—	—	—	—	1 53
80	Owen arr	—	—	—	9 53 ¹⁸²	—	—	—	12 10pm	1 58
—	“ dep	—	—	—	9 59 ¹⁸²	—	—	—	12 11	2 00
83	Stockyard Creek . . . arr	—	—	—	10 05	—	—	—	12 16	2 06
—	“ dep	—	—	—	10 06	—	—	—	12 17	2 07
90	HAMLEY BDGE. arr	—	—	—	10 19	—	—	—	12 23	2 21
—	“ dep	—	—	—	10 25	—	—	—	12 29	2 28
134½	ADELAIDE arr	—	—	—	11 40	—	12 20pm	—	1 40	3 45
		340	344	368	370	414	410	462	494	594

COUNTRY.

77

No. 414 must stop at 119 miles 79 chns., if required for school children to join and 121 mls. 38 chns. (level crossing) for passengers to
 * No. 462 connects with No. 460 (ex Port Pirie) at Bowmans for Adelaide via Long Plains. [join or alight.
 No. 370 must stop if required at authorized level crossings between Gladstone and Roseworthy.
 No. 410 must stop if required at authorized level crossings between Moonta and Bowmans for passengers to join or alight.
 No. 594 must stop if required at authorized level crossings between Gladstone and Hamley Bridge for passengers to join or alight.
 No. 368 must stop at Overway Bridge, Wallaroo for passengers to alight, also opposite Cresco Works and Old Jetty Crossing if required for passengers to alight.

**MOONTA, KADINA, BALAKLAVA, AND
HAMLEY BRIDGE.**

MONDAYS TO SATURDAYS (inclusive.)—UP—continued.

Passenger trains and passenger motors, Wallaroo to Moonta, and Moonta to Wallaroo, must stop at the old Jetty crossing on Saturdays and public holidays, with the exception of Nos. 410 and 462.

Stations.	Pass. Motor Sat.	Pass. Motor Mon. to Fri.	Pass. Motor Mon. to Fri.	Pass. Motor Mon. to Fri.	Pass. Motor Sat.	Pass. Motor Mon. to Fri.	Pass. Motor Mon. to Fri.	Pass. Sat.	Pass. Sun.
	712	804	850	860	896	910	920	924	900
MOONTA dep	p m 1 40	p m 3 30	p m —	p m 4 45	p m 5 30	p m —	p m 6 20 ¹⁶⁹	p m —	p m 4 55
Yelta arr	—	—	—	—	—	—	—	—	—
“ dep	—	—	—	—	—	—	—	—	—
Cross Roads arr	1 44	—	—	—	5 34	—	6 24	—	4 59
“ dep	1 45	—	—	—	5 35	—	6 25	—	5 00
Warburto dep	—	—	—	—	—	—	—	—	—
Walleroo arr	2 03	3 53	—	5 09	5 53	—	† 6 43	—	5 20
“ dep	2 06 ¹⁶⁹	3 57	—	5 15 ¹⁶⁹	5 56	—	6 45	—	5 22
Walleroo Mines arr	2 15	4 07	—	5 25	6 07	—	6 54	—	5 32
“ dep	2 16	4 08	—	5 26	6 08	—	6 55	—	5 33
KADINA arr	2 19	4 11	—	5 29	6 12	—	6 58	—	5 36
“ dep	2 22	—	—	—	—	—	7 05	—	5 38

Thrington arr	—	—	—	—	—	—	—	—	—
“ dep	2 37	—	—	—	—	—	7 20	Adelaide	5 50
Paskeville arr	2 46	—	—	—	—	—	7 29	dep.	5 58
“ dep	2 47	—	—	—	—	—	7 30	6 25 p.m.	6 00
Melton arr	2 57	—	—	—	—	—	7 40	as	6 10
“ dep	3 00	—	—	—	—	—	7 42	No. 805	6 15
South Hummocks arr	—	—	—	—	—	—	—	via	—
“ dep	3 21	—	—	—	—	—	8 04	Long	6 38
Port Wakefield arr	3 33	—	—	—	—	—	8 16 ¹⁶⁹	Plains.	6 48
“ dep	3 35	—	—	—	—	—	8 22 ¹⁶⁹	—	6 50
BOWMANS arr	3 46	—	6 40	—	—	—	8 33	8 23 ¹⁶⁹	7 02
“ dep	3 58	—	6 54	—	—	8 10	8 45	8 50 ¹⁶⁹	7 20
Saints arr	—	—	—	—	—	—	—	8 57	—
“ dep	—	—	—	—	—	—	—	8 58	7 28
BALAKLAVA arr	—	—	7 09	—	—	8 25	—	9 06	7 36
“ dep	—	—	—	—	—	—	—	9 10	7 38 ¹⁶⁹
Ridgway arr	—	—	—	—	—	—	—	To Adelaide	—
“ dep	—	—	—	—	—	—	—	via Long Plains.	—
Woods arr	—	—	—	—	—	—	—	To Gladstone as No. 809	—
“ dep	—	—	—	—	—	—	—	—	7 59
Owen arr	—	—	—	—	—	—	—	—	8 00
“ dep	—	—	—	—	—	—	—	—	8 06
Stockyard Creek arr	—	—	—	—	—	—	—	—	8 07
“ dep	—	—	—	—	—	—	—	—	8 21 ¹⁶⁹
HAMLEY BDGE. arr	—	—	—	—	—	—	—	—	8 30 ¹⁶⁹
“ dep	—	—	—	—	—	—	—	—	9 52
ADELAIDE arr	5 42	—	—	—	—	—	10 29	—	—

† No. 920 Stop at old Jetty crossing when required for passengers to join.
 No. 896 Saturdays must stop if required at Wallaroo old and new jetties to pick up or set down passengers.
 No. 900 must stop if required at authorized level crossings between Moonta and Gawler for passengers to join or alight.

KADINA AND BRINKWORTH.

INSTRUCTIONS.

A closed goods vehicle may be attached at Kadina to No. 414, on Tuesdays, Thursdays, and No. 344 Saturdays for Bute. The load in this vehicle must not exceed 5 tons. This car will arrive at Kadina by No. 849 Tuesday and Thursday and No. 807 Saturday. When attached to Passenger Motor between Kadina and Bute, the speed must not exceed the speed shown on page 9.

Regularly scheduled rail car trains, and steam trains running in lieu of such rail car trains, must stop if required for passengers to join or alight at the under-mentioned level crossings, unless otherwise directed in time table schedules:—

Station	Level Crossing	Mileage.
KADINA	—	—
Willamulka	126½	129m. 75ohs.
Mona	132½	—
Bute	136	—
Barunga Gap	144	145m. 71oh.
Snowtown	150½	—
Condowie	157½	160m. 15oh.
BRINKWORTH	163½	—

TELEPHONES FOR EMERGENCY USE.

Block Telephones for emergency use are situated as under:—
 Between Bute and Barunga Gap 139m. 12ohs.
 Between Barunga Gap and Snowtown 147m. 32ohs.

KADINA AND SNOWTOWN.—UP.—MONDAYS TO SATURDAYS (INCLUSIVE).

Train Order System under Train Control between Kadina and Brinkworth.

Miles from		Stations.		Pass. Motor	Pass. Motor
Adelaide.	Kadina.			Satur.	Mon. to Fri.
				344	414
117½	—	KADINA O4JWX	dep	Fr. Moonta 7 27am	Fr. Wallaroo 8 42am
126¾	9½	Willamulka UX	arr	7 47	9 02
—	—	"	dep	7 48	9 03
132¾	15½	Mona UX	arr	8 02	9 17
—	—	"	dep	8 03	9 13
136	18½	Bute WX	arr	8 11	9 26
—	—	"	dep	8 15	9 30
144	26½	Barunga Gap UX	arr	8 41	9 56
—	—	"	dep	8 42	9 57
150¾	33½	SNOWTOWN ★△EJWX	arr	8 55	10 10

SNOWTOWN AND BRINKWORTH.—DOWN.

Miles from		Stations.		Pass. Motor	Pass. Motor
Adelaide via Kadina	Snowtown			Satur.	Mon. to Fri.
				255	299
150¾	—	SNOWTOWN ★△EJWX	arr	a m	a m
—	—	"	dep	10 06	11 06
157	6½	Condowie UX	arr	10 22	11 21
—	—	"	dep	10 23	11 22
163¾	13	BRINKWORTH JOWX	arr	10 38	11 37

BRINKWORTH AND SNOWTOWN.—UP.—MONDAY TO SATURDAY (INCLUSIVE).

Train Order System under Train Control between Brinkworth and Kadina.

Miles from Adelaide via Blyth.	Brinkworth.	Stations.	Pass. Motor. Mon. to Sat. 478
104½	—	BRINKWORTH JOWX	dep 12 12pm
—	6¾	Condowie UX	arr 12 21
—	—	“	dep 12 22
—	13	SNOWTOWN ★△EJWX	arr 12 32
—	—	“	dep —

SNOWTOWN AND KADINA.—DOWN.

Miles From Snowtown	Stations.	Pass. Motor. Mon. to Sat. 399
—	SNOWTOWN ★△AEJWX	dep p m 12 34
6¾	Barunga Gap UX	arr 12 49
—	“	dep 12 50
14½	Bute WX	arr 1 04
—	“	dep 1 07
18	Mona UX	arr 1 13
—	“	dep 1 14
24½	Willamulka UX	arr 1 24
—	“	dep 1 25
33½	KADINA OJWX	arr 1 41

COUNTRY.

86

TABLE 23.

ADELAIDE, MOONTA, VIA LONG PLAINS AND BOWMANS.

READ DOWN.

READ UP.

Sat.	Mon.	Tues. to Fri.	Sun.	Mon. to Fri.	Sat.	Miles.	Stations.						
a.m. 7 00	a.m. 7 50	a.m. 8 30	p.m. 6 00	p.m. 6 05	p.m. 6 25	dep.	—	ADELAIDE R arr	p.m. 12 20	p.m. 1 17	p.m. 5 42	p.m. 9 58	p.m. 10 28
—	—	—	—	—	—	.....	1½	North Adelaide	—	—	—	—	—
—	—	—	—	—	—	.....	2½	Ovingham	—	—	—	—	—
—	—	—	—	—	—	.....	3	Dudley Park	—	—	—	—	—
—	—	—	—	—	—	.....	3½	Islington	—	—	—	—	—
—	—	—	—	—	—	.....	4½	Kilburn	—	—	—	—	—
—	—	—	—	—	—	.....	5½	Tube Mills	—	—	—	—	—
7 13	8 03	—	—	—	b	.....	6½	DRY CREEK	—	—	a	a	a
—	—	—	—	—	—	.....	11	Parafield	—	—	—	a	—
—	—	—	—	—	—	.....	11½	Chidda	—	—	—	—	—
7 24	8 14	—	b	6 27	6 47	.....	12½	SALISBURY	a	a	5 21	a	10 08
*	*	—	—	6 34	*	.....	17	Direk	*	—	—	*	*
7 38	8 28	—	6 38	6 42	7 04	.....	20½	Virginia	11 46	12 42	5 08	9 20	9 54
7 48	8 39	—	6 48	6 52	7 18	.....	21½	Two Wells	11 36	12 32	4 58	9 08	9 44
7 57	8 48	—	*	*	*	.....	32½	Korunye	11 27	12 23	*	*	*
8 09	9 01	—	7 05	7 10	7 39	.....	37½	Mallala	11 18	12 13	4 41	8 48	9 28
8 19	9 11	—	*	*	*	.....	43½	Calamba	11 09	12 03	—	8 37	—
—	—	—	—	—	—	.....	—	—	—	—	p.m.	—	—
8 26	9 18	—	7 22	7 30	7 59	.....	47	Long Plains	11 03	11 55	4 26	8 30	9 11
8 37	9 29	—	*	*	*	.....	52½	Avon	10 52	11 48	—	*	*
8 45	9 38	—	7 40	7 46	8 19	.....	57½	Kallora	10 44	11 37	4 09	8 12	*
†8 54	†9 47	10 03	†7 50	7 55	†8 23	arr.	63	BOWMANS R dep	10 32	11 27	3 58	8 00	8 45
9 17	10 10	10 10	8 07	8 08	8 53	dep.	—	—	10 19	†11 11	3 46	†7 02	8 33
9 33	10 26	10 26	8 21	8 23	9 08	.....	69½	Port Wakefield	10 06	10 57	3 35	6 50	8 22
9 50	10 42	10 42	*	*	*	.....	76½	South Hummocks	9 50	10 41	—	*	*
10 17	11 10	11 10	8 58	8 57	9 45	.....	86½	Melton	9 25	10 16	3 00	6 15	7 42
10 32	11 25	11 25	9 08	9 10	9 57	.....	92½	Paskeville	9 11	10 03	2 47	6 00	7 30
10 40	11 33	11 33	*	*	*	.....	96½	Thrington	9 01	9 50	—	*	*
10 56	11 49	11 49	9 29	9 33	10 24	.....	104½	KADINA	8 48	9 34	2 22	5 38	7 05
11 00	11 53	11 53	9 33	9 37	10 28	.....	105½	Walleroo Mines	8 41	9 27	2 16	5 33	6 55
—	—	—	—	—	—	—	—	—	—	—	—	—
11 12	12 05	12 05	9 44	9 54	10 39	.....	110½	Walleroo	8 30	9 17	2 06	5 22	6 45
*	*	*	*	*	*	.....	116½	Warburto	*	*	*	*	*
11 29	12 22	12 22	10 03	10 13	10 57	.....	120½	Cross Roads	8 05	8 55	1 45	5 00	6 25
*	*	*	*	*	*	.....	121	Yelta	*	*	*	*	*
11 33	12 26	12 26	10 07	10 17	11 02	arr.	121½	MOONTA dep	8 00	8 50	1 40	4 55	6 20
—	—	—	—	—	—	.....	—	—	a.m.	a.m.	p.m.	p.m.	p.m.
									Sat.	Mon. to Fri.	Sat.	Sun.	Mon. to Fri.

* Stop if required to pick up or set down passengers.
b Stop if required to pick up passengers.

† Change trains.

a Stop if required to set down passengers.

R Refreshment room station.

TABLE 24.

ADELAIDE AND MOONTA, VIA HAMLEY BRIDGE AND BALAKLAVA.
READ DOWN. READ UP.

Mon. to Fri.	Sat.	Mon. to Fri.	Sun.	Sat.	Sun.	Miles.	Stations.					
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	dep.	— ADELAIDE R.	arr	p.m.	p.m.	p.m.	p.m.
—	—	—	5 25	6 00	7 05	1 1/2	North Adelaide	—	1 40	9 52	—	—
—	—	—	—	—	b	2 1/2	Ovingham	—	—	—	—	—
—	—	—	—	—	b	3	Dudley Park	—	—	—	—	—
—	—	—	—	—	b	3 1/2	Islington	—	—	—	—	—
—	—	—	—	—	b	4 1/2	Kilburn	—	—	—	—	—
—	—	—	—	—	b	5 1/2	Tube Mills	—	—	—	—	—
—	—	—	b	6 13	b	6 1/2	DRY CREEK	*	9 38	—	—	—
—	—	—	—	6 21	b	11	Parafield	—	—	—	—	—
—	—	—	—	6 25	b	11 1/2	Chidda	—	—	—	—	—
—	—	—	—	—	b	12 1/2	SALISBURY	*	9 28	—	—	—
—	—	—	—	—	b	13 1/2	Nurlutta	—	—	—	—	—
—	—	—	—	6 35	b	17	Womma	—	—	—	—	—
—	—	—	—	—	b	18 1/2	Smithfield	*	a	—	—	—
—	—	—	—	—	b	21	Kudla	—	—	—	—	—
—	—	—	—	—	b	23 1/2	Tambelin	—	—	—	—	—
—	—	—	—	—	b	24	Para	—	—	—	—	—
—	—	—	6 09	6 48	7 50	24 1/2	GAWLER	*	9 07	—	—	—
—	—	—	6 21	7 01	8 02	30 1/2	ROSEWORTHY	*	8 56	—	—	—
—	—	—	6 33	7 13	8 13	36 1/2	Wasleys	*	8 44	—	—	—
—	—	—	6 52	7 36	8 35	44 1/2	HAMLEY BRIDGE	12 29	8 30	—	—	—
—	—	—	7 05	7 51	*	51 1/2	Stockyard Creek	12 17	8 07	—	—	—
—	—	—	7 12	7 58	8 58	54 1/2	Owen	12 11	8 00	—	—	—
—	—	—	*	*	*	57	Woods	*	*	—	—	—
—	—	—	*	*	*	61 1/2	Ridgway	*	*	—	—	—
—	—	—	7 34	8 20	9 16	66 1/2	BALAKLAVA R. dep	11 50	7 38	—	—	To Gladstone 9 10
5 43	5 47	7 40	7 41	8 27	9 20	dep.	—	arr	11 46	7 36	7 09	9 06
5 52	5 56	7 50	7 50	8 36	*	71 1/2	Saints	arr	11 38	*	*	8 58
5 59	6 03	7 57	7 57	8 43	9 36	75 1/2	BOWMANS R.	dep	11 30	7 20	6 54	8 50
6 11	6 15	8 45	8 07	8 53	—	82 1/2	Port Wakefield	arr	11 11	7 02	6 40	8 28
To Adelaide via Long Plains Table 22	To Adelaide via Long Plains Table 22	To Adelaide via Long Plains Table 22	8 21	9 08	—	89 1/2	South Hummocks	—	10 57	6 50	From Adelaide via Long Plains Table 22	From Adelaide via Long Plains Table 22
—	—	—	*	*	—	99 1/2	Melton	—	10 41	*	—	—
—	—	—	8 55	9 45	—	105 1/2	Paskeville	—	10 16	6 15	—	—
—	—	—	9 08	9 57	—	109 1/2	Thrington	—	10 03	6 00	—	—
—	—	—	*	*	—	117 1/2	KADINA	9 50	9 34	5 38	—	—
—	—	—	9 29	10 24	—	118 1/2	Walleroo Mines	9 27	9 17	5 33	—	—
—	—	—	9 33	10 28	—	123 1/2	Walleroo	9 27	5 22	22	—	—
—	—	—	9 44	10 39	—	129 1/2	Warburto	*	*	*	—	—
—	—	—	*	*	—	133 1/2	Cross Roads	8 55	5 00	—	—	—
—	—	—	10 03	10 57	—	133 1/2	Yelta	*	*	—	—	—
—	—	—	*	*	—	134 1/2	MOONTA	dep	8 50	4 55	—	—
—	—	—	10 07	11 02	—	—	—	—	a.m.	p.m.	p.m.	p.m.

* Stop if required to pick up or set down passengers. † Change trains.
 a Stop if required to set down passengers. b Stop if required to pick up passengers.
 R refreshment room station.

TABLE 25.

ADELAIDE, BUTE, AND MOONTA, VIA SNOWTOWN.
READ DOWN. READ UP.

Sat.	Mon. to Fri.	Miles.	Stations.		
a.m.	a.m.	dep.	— ADELAIDE R.	arr	a.m. p.m.
7 00	7 50	—	See Table No. 22	—	11 45 1 17
8 54	9 47	arr. 63	BOWMANS R.	dep	10 08 11 27
9 12	10 05	dep.	—	arr	9 52 11 09
9 59	10 59	arr. 89 1/2	SNOWTOWN	dep	9 03 10 23
p.m.	p.m.	dep.	—	arr	18 55 10 10
12 34	12 34	96 1/2	Barunga Gap	—	8 42 9 57
12 50	12 50	104 1/2	Bute	—	8 15 9 30
1 07	1 07	107 1/2	Mona	—	8 03 9 18
1 14	1 14	113 1/2	Willamulka	—	7 48 9 03
1 25	1 25	123	KADINA	dep	7 27 8 42
1 41	1 41	123 1/2	Walleroo Mines	arr	7 24 8 37
1 44	1 44	124	Walleroo	dep	7 21 8 34
1 48	1 48	128 1/2	Warburto	dep	7 07 8 20
2 06	2 03	134 1/2	MOONTA	dep	7 05 7 40
*	*	138 1/2	Cross Roads	—	6 45 7 20
2 26	2 22	139 1/2	Yelta	—	* *
*	*	140 1/2	MOONTA	dep	6 40 7 15
2 30	2 27	—	—	—	a.m. a.m.
					Sat. Mon. to Fri.

* Stop if required to pick up or set down passengers. † Change trains.
 R refreshment room station.

TABLE 26.
MOONTA AND KADINA.
DOWN.

Stations.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Sun.	Mon. to Fri.	Sat.
KADINA dep	a.m. 7 30	a.m. 10 58	a.m. 11 49	p.m. 1 44	p.m. 1 44	p.m. 4 50	p.m. 5 40	p.m. 6 30	p.m. 9 29	p.m. 9 33	p.m. 10 24
Wallaroo Mines	7 34	11 00	11 54	1 48	1 48	4 54	5 44	6 34	9 33	9 37	10 28
Wallaroo arr	7 45	11 09	12 02	1 59	1 59	5 05	5 54	6 43	9 42	9 46	10 37
" dep	7 46	11 12	12 05	2 03	2 06	5 15	5 55	6 48	9 44	9 54	10 39
Warburto	*	*	*	*	*	*	*	*	*	*	*
Cross Roads	*	11 29	12 22	2 22	2 26	5 35	*	7 07	10 03	10 13	10 57
Yelta	*	*	*	*	*	*	*	*	*	*	*
MOONTA arr	8 10	11 33	12 26	2 27	2 30	5 39	6 16	7 11	10 07	10 17	11 02

UP.

Stations.	Mon. to Fri.	Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sun.	Sat.	Mon. to Fri.
MOONTA dep	a.m. 6 40	a.m. 6 40	a.m. 7 15	a.m. 8 00	a.m. 8 50	p.m. 1 40	p.m. 3 30	p.m. 4 45	p.m. 4 55	p.m. 5 30	p.m. 6 20
Yelta	*	*	*	*	*	*	*	*	*	*	*
Cross Roads	*	6 45	7 20	8 05	8 55	1 45	*	*	5 00	5 35	6 25
Warburto	*	*	*	*	*	*	*	*	*	*	*
Wallaroo arr	7 03	7 05	7 40	8 25	9 13	2 03	3 53	5 09	5 20	5 53	6 43
" dep	7 04	7 07	8 20	8 30	9 17	2 06	3 57	5 15	5 22	5 56	6 45
Wallaroo Mines	7 15	7 21	8 34	8 41	9 27	2 16	4 08	5 26	5 33	6 08	6 55
KADINA arr	7 18	7 24	8 37	8 44	9 30	2 19	4 11	5 29	5 36	6 12	6 58

* Stop if required to pick up or set down passengers.

TABLE 36.
GLADSTONE AND MOONTA VIA BUTE.

READ DOWN.		READ UP.	
Tues. to Sat.	Stations.		
c † a.m.		b † p.m.	d † p.m.
10 45	dep. GLADSTONE R.	1 25	11 57
11 04	.... Georgetown	1 09	11 41
*	.... Abbeville	*	*
11 23	.... Gulnare	12 50	11 23
11 37	.... Yacka	12 26	11 01
*	.... Boucaut	*	*
† 11 56	arr. BRINKWORTH	12 07	10 41
Mon. to Sat.		p.m.	p.m.
12 12	dep. "	† 11 37	† 10 38
12 22	.... Condowie	11 22	10 23
12 32	arr. SNOWTOWN	11 06	10 06
12 34	dep. "	10 10	8 55
12 50	.... Barunga Gap	9 57	8 42
1 07	.... Bute	9 30	8 15
1 14	.... Mona	9 18	8 03
1 25	.... Willamulka	9 03	7 48
1 41	arr. KADINA	8 42	7 27
1 44	dep. "	8 37	7 24
1 48	.... Wallaroo Mines	8 34	7 21
2 03	.... Wallaroo	8 20	7 07
*	.... " .....	7 40	7 05
*	.... Warburto	*	*
2 22	.... Cross Roads	7 20	6 45
*	.... Yelta	*	*
2 27	arr. MOONTA	7 15	6 40
		a.m.	a.m.
		Mon. to Fri.	Sat.

* Stop if required to pick up or set down passengers.

† Change trains.

b Connects with trains to Wilmington and Peterborough.

c Connects with trains from Wilmington and Peterborough.

d Connects with train to Peterborough.

R Refreshment room station.

T.N. No. 721 (Standing) of 24th August, 1955.

Commencing on Monday, 5th September, and until further notice, the following will apply :—

The following trains are cancelled :—

Mondays to Fridays.

- No. 103 (3.25 a.m.), Adelaide to Balaklava, Mondays.
- No. 340 (6.40 a.m.), Moonta to Kadina.
- No. 159 (7.30 a.m.), Kadina to Moonta.
- No. 303 (10.10 a.m.), Bowmans to Moonta, Monday (connect with No. 277).
- No. 303 (8.30 a.m.), Adelaide to Moonta, Tuesdays to Fridays.
- No. 462 (8.50 a.m.), Moonta to Balaklava.
- No. 494 (11.50 a.m.), Balaklava to Adelaide.
- No. 920 (6.20 p.m.), Moonta to Adelaide.

W.N. No. 36/55.

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GENERAL INSTRUCTIONS—contd.

WORKING TIME TABLES BOOK—continued.

The following train is amended :—

No. 785 (6.05 p.m.), between Adelaide and Moonta.

The following trains will work :—

	Class 250		Class 250		Class 250		Class 250		
	Pass.	Motor.	Pass.	Motor.	Pass.	Motor.	Pass.	Motor.	
	Mon. to Fri.		Mon. to Fri.		Mon. to Fri.		Mon. to Fri.		
	No. 393.		No. 785. Amended		No. 254.		No. 876.		
	a.m.		p.m.		a.m.		p.m.		
Adelaide	dep	10 15	dep	6 05	Moonta	dep	6 25	dep	5 40
Dry Creek	pass	10 25	pass	6 15	Yelta	pass	—	pass	—
Salisbury	arr	—	arr	6 23	Cross Roads	pass	—	pass	—
"	pass	10 33	dep	6 24	Warburto	pass	—	pass	—
Direk	pass	—	pass	—	Wallaroo	arr	6 45	arr	6 00
Virginia	arr	—	arr	6 34	"	dep	6 48	dep	6 02
"	pass	10 43	dep	6 35	Wallaroo Mines	arr	6 55	arr	6 09
Two Wells	pass	10 52	arr	6 43	"	dep	6 56	dep	6 10
"	pass	—	dep	6 44	Kadina	arr	6 59	arr	6 13
Korunye	pass	—	pass	—	"	dep	7 03	dep	6 17
Mallala	pass	11 05	arr	6 57	Thrington	arr	7 14	arr	—
"	pass	—	dep	6 58	"	dep	7 15	pass	6 28
Calomba	pass	—	pass	—	Paskeville	arr	7 22	arr	6 35
Long Plains	pass	11 18	arr	7 10	"	dep	7 24	dep	6 36
"	pass	—	dep	7 11	Melton	arr	7 33	arr	6 45
Avon	pass	—	pass	—	"	dep	7 35	dep	6 47
Kallora	arr	11 32	arr	—	South Hummocks	arr	7 53	arr	—
"	dep	11 39	pass	7 24	"	dep	7 54	pass	7 05
Bowmans	arr	11 48	arr	7 33	Port Wakefield	arr	8 04	arr	7 15
"	dep	11 57	dep	7 41	"	dep	8 06	dep	7 17
Port Wakefield	arr	12 09	arr	7 53	Bowmans	arr	8 17	arr	7 28
"	dep	12 11	dep	7 55	"	dep	8 25	dep	7 37
South Hummocks	arr	12 21	arr	—	Kallora	arr	—	arr	—
Melton	dep	12 22	pass	8 05	"	pass	8 34	pass	7 46
"	arr	12 40	arr	8 23	Avon	pass	—	pass	—
"	dep	12 42	dep	8 25	Long Plains	arr	—	arr	—
Paskeville	arr	12 51	arr	8 34	"	pass	8 47	pass	7 59
"	dep	12 54	dep	8 36	Calomba	pass	—	pass	—
Thrington	arr	1 00	arr	—	Mallala	arr	—	arr	8 11
"	dep	1 01	pass	8 42	"	pass	9 00	dep	8 12
Kadina	arr	1 12	arr	8 53	Korunye	pass	—	pass	—
"	dep	1 16	dep	8 57	Two Wells	pass	9 12	arr	8 24
Wallaroo Mines	arr	1 19	arr	9 00	"	pass	—	dep	8 25
"	dep	1 20	dep	9 01	Virginia	arr	—	arr	8 33
Wallaroo	arr	1 27	arr	9 08	"	pass	9 20	dep	8 34
"	dep	1 30	dep	9 12	Direk	pass	—	pass	—
Warburto	pass	—	pass	—	Salisbury	arr	—	arr	—
Cross Roads	pass	—	pass	—	"	pass	9 30	pass	8 44
Yelta	pass	—	pass	—	Dry Creek	arr	—	arr	—
Moonta	arr	1 50	arr	9 32	"	pass	9 37	pass	8 54
					Adelaide	arr	9 47	arr	9 05

KADINA-WALLAROO (CRESCO COY.) BUS SERVICE.

Commencing on Monday, 5th September, and Mondays to Fridays, inclusive, until further notice, a Road Bus Service will work between Kadina and Wallaroo (Cresco Coy. Works) in lieu of No. 159 as follows :—

No. 177.		No. 386.	
a.m.		a.m.	
Kadina	dep 7 25	Cresco Coy. Works.....	dep 7 46
Wallaroo Mines	dep 7 29	Wallaroo	dep 7 50
Wallaroo	dep 7 40	Kadina.....	arr 8 00
Cresco Coy. Works	arr 7 45		

A transportation employee must accompany No. 177 and No. 386.

Ordinary rail tickets must be held by passengers travelling by the above bus.

GENERAL INSTRUCTIONS—contd.

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W.N. No. 36/55.

WORKING TIME TABLES BOOK—continued.

T.N. No. 722 (Standing) of 24th August, 1955.

Commencing on Saturday, 10th September, and each Saturday until further notice the following will apply :—

Saturdays.

The following trains are cancelled :—

- No. 205 (6.43 a.m.) Adelaide to Bowmans.
- No. 223 (9.17 a.m.) Bowmans to Moonta.
- No. 410 (8.00 a.m.) Moonta to Adelaide.
- No. 712 (1.40 p.m.) Moonta to Adelaide.
- No. 779 (6.00 p.m.) Adelaide to Moonta.

and instead the following will work :—

Class 250		Class 250	
—Pass		—Pass	
Motor		Motor	
No. 403		No. 791*	
a m		p m	
Adelaide	dep 10 25	Adelaide	dep 6 10
Dry Creek	pass 10 35	Dry Creek	arr —
Salisbury	pass 10 43	“	pass 6 20
Direk	pass —	Parafield	pass 6 27
Virginia	pass 10 53	Salisbury	arr 6 28
Two Wells	arr 11 02	Smithfield	dep 6 28
“	dep 11 08	“	arr 6 36
Korunye	pass —	Gawler	arr 6 44
Mallala	pass 11 21	“	dep 6 48
Calomba	pass —	Roseworthy	arr 6 57
Long Plains	arr 11 33	“	dep 6 58
“	dep 11 35	Wasleys	arr 7 08
Avon	pass —	“	dep 7 09
Kallora	arr 11 48	Hamley Bridge	arr 7 21
“	dep 11 50	“	dep 7 23
Bowmans	arr 11 59	Stockyard Ck.	arr 7 33
“	dep 12 07	“	dep 7 34
Port Wakefield	arr 12 19	Owen	arr 7 38
“	dep 12 21	“	dep 7 39
South Hummocks	arr 12 31	Woods	pass 7 39
“	dep 12 32	Ridgeway	pass 7 56
Melton	arr 12 50	Balaklava	arr 8 00
“	dep 12 52	“	dep 8 07
Paskeville	arr 1 01	Saints	arr 8 08
“	dep 1 04	“	dep 8 16
Thrington	arr 1 10	Bowmans	arr 8 16
“	dep 1 11	“	dep 8 30
Kadina	arr 1 22	Port Wakefield	arr 8 42
“	dep 1 26	“	dep 8 44
Wallaroo Mines	arr 1 29	South Hummocks	arr 8 54
“	dep 1 30	“	pass 8 54
Wallaroo	arr 1 37	Melton	arr 9 12
“	dep 1 40	“	dep 9 14
Warburto	pass 1 40	Paskeville	arr 9 23
Cross Roads	pass 1 40	“	dep 9 25
Yelta	pass 1 40	Thrington	arr 9 31
Moonta	arr 2 00	“	pass 9 31
		Kadina	arr 9 42
		“	dep 9 45
		Wallaroo Mines	pass 9 56
		Wallaroo	arr 10 00
		“	dep 10 00
		Warburto	pass 10 00
		Cross Roads	pass 10 00
		Yelta	pass 10 00
		Moonta	arr 10 20

WORKING TIME TABLES BOOK—*continued.*

T.N. No. 722 (*Standing*).

		Class 250 —Pass Motor. No. 276 a m	Class 250 —Pass Motor. No. 732 p m
Moonta	dep	6 25	dep 2 35
Yelta	pass	☐	pass ☐
Cross Roads	pass	☐	pass ☐
Warburto	pass	☐	pass ☐
Wallaroo	arr	6 45	arr 2 55
“	dep	6 48	dep 2 57
Wallaroo Mines	arr	6 55	arr —
“	dep	6 56	pass ☐
Kadina	arr	6 59	arr 3 07
“	dep	7 03	dep 3 10
Thrington	arr	7 14	arr ☐
“	dep	7 15	pass 3 21
Paskeville	arr	7 22	arr 3 28
“	dep	7 24	dep 3 29
Melton	arr	7 33	arr 3 38
“	dep	7 35	dep 3 40
South Hummocks	arr	7 53	arr ☐
“	dep	7 54	pass 3 58
Port Wakefield	arr	8 04	arr 4 08
“	dep	8 06	dep 4 10
Bowmans	arr	8 17	arr 4 21
“	dep	8 31	dep 4 32
Kallora	arr	8 40	arr 4 41
“	dep	8 47 ²⁷¹	dep 4 43
Avon	pass	—	pass ☐
Long Plains	arr	9 00	arr 4 56
“	dep	9 02	dep 4 58
Calomba	pass	—	pass ☐
Mallala	pass	9 14	arr 5 10
“			dep 5 11
Korunye	pass	—	pass ☐
Two Wells	pass	9 26	arr 5 23
“			dep 5 25
Virginia	pass	9 34	arr 5 33
“			dep 5 35
Direk	pass	—	pass ☐
Salisbury	arr	⊖	arr ☐
“	pass	9 44	pass 5 45
Dry Creek	pass	9 51	arr ☐
“			pass 5 53
Adelaide	arr	10 02	arr 6 02

* Nos. 276 and 791 must be worked with Class 250-100 Car-Trailer-Car.

Saturdays.

No. 344 (6.40 a.m.), Moonta to Snowtown, is amended between Moonta and Kadina as follows:—

		No. 344 a m	
Moonta	dep	6 46	
Yelta	dep	☐	
Cross Roads	dep	☐	
Warburto	dep	☐	
Wallaroo	arr	7 09	
“	dep	7 10	
Wallaroo Mines	arr	7 21	
“	dep	7 22	
Kadina	arr	7 25	
“	dep	7 27	thence to Schedule.

19. WORKING TIME TABLES BOOK No. 177 (ADELAIDE DIVISION.—38/55.—(19.9.55.)

T.N. No. 791 (Standing).

Commencing on Saturday, 17th September, and each following Saturday, until further notice, the following alterations to passenger service will take effect :—

T.N. No. 722 sheets Nos. 1, 2, and 3, of 24th August, 1955, is cancelled, and the following will apply :—

The following trains are cancelled :—

- No. 205 (6.43 a.m.), Adelaide to Bowmans.
- No. 223 (9.17 a.m.), Bowmans to Moonta.
- No. 410 (8.00 a.m.), Moonta to Adelaide.
- No. 712 (1.40 p.m.), Moonta to Adelaide.
- No. 779 (6.00 p.m.), Adelaide to Moonta.

and instead the following will work :—

	pass. Motor. No. 276.		Pass. Motor. No. 791.
	a.m.		p.m.
Moonta	dep 6 40	Adelaide	dep 6 10
Yelta	dep 7 00	Dry Creek	arr +
Cross Roads	dep 7 02	"	pass 6 20
Warburto	dep 7 09	Parafield	pass 7 00
Wallaroo	arr 7 10	Salisbury	arr 6 27
"	dep 7 13	"	dep 6 28
Wallaroo Mines	arr 7 15	Smithfield	arr ⊖
"	dep 7 26	"	pass 6 36
Kadina	arr 7 27	Gawler	arr 6 44
"	dep 7 34	"	dep 6 48
Thrington	arr 7 36	Roseworthy	arr 6 57
"	dep 7 45	"	dep 6 58
Paskeville	arr 7 47	Wasleys	arr 7 08
"	dep 8 05	"	dep 7 09
Melton	arr 8 06	Hamley Bridge	arr 7 21
"	dep 8 16	"	dep 7 23
South Hummocks	arr 8 18	Stockyard Creek	arr 7 33
"	dep 8 29	"	dep 7 34
Port Wakefield	arr 8 37	Owen	arr 7 38
"	dep 8 47	"	dep 7 39
Bowmans	arr 9 00	Woods	pass 7 56
"	dep 9 02	Ridgeway	pass 8 00
Calomba	pass 9 14	Balaklava	arr 7 56
Mallala	pass 9 26	"	dep 8 00
Korunye	pass 9 34	Saints	arr 8 07
Two Wells	pass 9 44	"	dep 8 08
Virginia	pass 9 51	Bowmans	arr 8 16
Direk	pass ⊖	"	dep 8 30
Salisbury	arr ⊖	"	dep 8 42
"	pass 9 44	"	dep 8 44
Dry Creek	pass 9 51	South Hummocks	arr 8 44
Adelaide	arr 10 02	"	pass 8 54
		Melton	arr 9 12
		"	dep 9 14
		Paskeville	arr 9 23
		"	dep 9 25
		Thrington	arr 9 25
		"	pass 9 31
		Kadina	arr 9 42
		"	dep 9 45
		Wallaroo Mines	pass 9 45
		Wallaroo	arr 9 56
		"	dep 10 00
		Warburto	pass 9 56
		Cross Roads	pass 9 56
		Yelta	pass 10 00
		Moonta	arr 10 20

Load—Class 250, trailer 100, class 250.

WORKING TIME TABLES BOOK NO. 177 (ADELAIDE DIVISION)—continued.

No. 344 (6.40 a.m.), Moonta to Snowtown, is amended between Moonta and Snowtown, as follows:—

		No. 344.	
		a.m.	
Moonta	dep	7 02	
Yelta	dep	7 02	
Cross Roads	dep	7 02	
Warburto	dep	7 02	
Walleroo	arr	7 25	
Walleroo Mines	dep	7 26	
“	arr	7 35	
Kadina	dep	7 36	
“	arr	7 39	
Willamulka	dep	7 40	
“	arr	7 56	
Mona	dep	7 57	
“	arr	8 09	
Bute	pass	8 09	
“	arr	8 16	
“	dep	8 19	
Barunga Gap	arr	8 42	
“	dep	8 43	
Snowtown	arr	9 55	

W.N. No. 36/55.

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GENERAL INSTRUCTIONS—contd.

7. WORKING TIME TABLES BOOK NO. 177 (ADELAIDE DIVISION).—36/55—(5.9.55.)

T.N. No. 718 (Standing) of 24th August, 1955.

ADELAIDE—HAMLEY BRIDGE—MOONTA LINE.

Commencing on Sunday, 11th September, and each Sunday until further notice the following will apply:—

Sundays.

The following trains are cancelled:—

No. 900 (4.55 p.m.), Moonta to Adelaide; No. 751 (5.25 p.m.), Adelaide to Moonta, and instead the following will work:—

Sundays.		Sundays.	
Passenger Motor (Class 250).		Passenger Motor (Class 250)	
No. 757		No. 876*	
p m		p m	
Adelaide	dep 5 35	Moonta	dep 5 00
“	arr 5 45	Yelta	pass 5 00
Dry Creek	pass 5 45	Cross Roads	pass 5 00
Salisbury	pass 5 52	Warburto	pass 5 00
Smithfield	pass 5 59	Walleroo	arr 5 20
Gawler	arr 6 06	“	dep 5 22
“	dep 6 08	Walleroo Mines	arr 5 29
Roseworthy	arr 6 18	“	dep 5 30
“	dep 6 19	Kadina	arr 5 33
Wasleys	arr 6 29	“	dep 5 35
“	dep 6 30	Thrington	arr 5 46
Hamley Bridge	arr 6 42	“	dep 5 46
“	dep 6 44	Paskeville	arr 5 53
Stockyard Creek	arr 6 54	“	dep 5 55
“	dep 6 55	Melton	arr 6 04
Owen	arr 6 59	“	dep 6 06
“	dep 7 00	South Hummocks	arr 6 06
Woods	pass 7 00	“	pass 6 24
Ridgway	pass 7 00	Port Wakefield	arr 6 34
Balaklava	arr 7 17	“	dep 6 36
“	dep 7 22	Bowmans	arr 6 47
Saints	arr 7 29	“	dep 6 59
“	pass 7 29	Saints	arr 7 06
Bowmans	arr 7 37	“	pass 7 14
“	dep 7 52	Balaklava	arr 7 14
Port Wakefield	arr 8 04	“	dep 7 19
“	dep 8 06	Ridgway	pass 7 19
South Hummocks	arr 8 15	Woods	pass 7 36
“	pass 8 15	Owen	arr 7 36
Melton	arr 8 33	“	dep 7 37
“	dep 8 34	Stockyard Creek	arr 7 41
Paskeville	arr 8 40	“	dep 7 42
“	dep 8 45	Hamley Bridge	arr 7 52
Thrington	arr 8 51	“	dep 7 58
“	pass 8 51	“	arr 8 10
Kadina	arr 9 02	Wasleys	arr 8 10
“	dep 9 04	“	dep 8 12
Walleroo Mines	arr 9 07	Roseworthy	arr 8 22
“	dep 9 08	“	arr 8 23
Walleroo	arr 9 15	Gawler	arr 8 30
“	dep 9 17	“	dep 8 32
Warburto	pass 9 17	Smithfield	arr 8 40
Cross Roads	pass 9 17	“	pass 8 40
Yelta	pass 9 37	Salisbury	arr 8 48
Moonta	arr 9 37	“	pass 8 49
		Dry Creek	pass 8 56
		Adelaide	arr 9 06

* No. 876 must be worked with class 250-100 Car-trailer-car.

TABLE 23.

ADELAIDE, MOONTA, VIA LONG PLAINS AND BOWMANS.

READ DOWN.

READ UP.

Mon. to Fri.	Sun.	Mon. to Fri.	Sat.	Miles.	Stations.					
a.m. 10 15	p.m. 5 45	p.m. 6 05	p.m. 6 25	dep.	— ADELAIDE	R arr	p.m. 9 50	p.m. 10 02	p.m. 9 56	p.m. 9 05
—	—	—	—	1½	North Adelaide	—	—	—	—	—
—	—	—	—	2½	Ovingham	—	—	—	—	—
—	—	—	—	3	Dudley Park	—	—	—	—	—
—	—	—	—	3½	Islington	—	—	—	—	—
—	—	—	—	4½	Kilburn	—	—	—	—	—
—	—	—	—	5½	Tube Mills	—	—	—	—	—
—	—	—	b	6½	DRY CREEK	—	—	—	a	a
—	—	—	—	11	Parafield	—	—	—	a	—
—	—	—	—	11½	Chidda	—	—	—	a	—
—	b	6 24	6 47	12½	SALISBURY	—	a	a	—	a
—	—	*	*	17	Direk	—	—	a	a	a
—	6 20	6 35	7 03	20½	Virginia	†	†	—	9 20	8 34
—	6 32	6 44	7 16	21½	Two Wells	†	†	—	9 08	8 25
—	*	*	*	32½	Korunye	9 16	—	—	*	*
—	6 49	6 58	7 36	37½	Mallala	—	—	—	8 48	8 12
—	*	*	*	43½	Calomba	†	†	—	*	*
—	7 06	7 11	7 54	47	Long Plains	†	9 02	—	8 30	*
—	*	*	*	52½	Avon	—	—	—	*	*
—	7 24	*	8 12	57½	Kallora	—	—	—	8 12	*
11 44	† 7 33	7 33	† 8 21	arr.	63 BOWMANS	R dep	8 25	8 36	8 00	7 37
11 52	7 50	7 41	8 25	dep.	" "	arr	8 17	8 28	6 47†	7 28
p.m. 12 06	8 04	7 55	8 39	69½	Port Wakefield	—	8 06	8 18	6 36	7 17
12 17	*	*	*	76½	South Hummocks	—	7 54	8 06	*	*
12 37	8 32	8 25	9 09	86½	Melton	—	7 35	7 47	6 06	6 47
12 49	8 43	8 36	9 20	92½	Paskeville	—	7 24	7 36	5 55	6 36
12 56	*	*	*	96½	Thrington	—	7 15	7 28	*	*
1 11	9 02	8 57	9 40	104½	KADINA	—	7 03	7 16	5 35	6 17
1 15	9 06	9 01	*	105½	Walleroo Mines	—	6 56	7 10	5 30	6 10
1 25	9 15	9 12	9 55	110½	Walleroo Mines	—	6 48	7 02	5 22	6 02
*	*	*	*	116½	Warburto	—	*	*	*	*
*	*	*	*	130½	Cross Roads	—	*	*	*	*
*	*	*	*	121	Yelta	—	*	*	*	*
1 45	9 35	9 32	10 15	arr.	121½ MOONTA	dep	6 25	6 40	5 00	5 40
							a.m.	a.m.	p.m.	p.m.
							Mon. to Fri.	Sat.	Sun.	Mon. to Fri.

* Stop if required to pick up or set down passengers. † Change trains. a Stop if required to set down passengers.
 b Stop if required to pick up passengers. R Refreshment room station.
 † Stop if required to pick up passengers for Adelaide only.

TABLE 24.

ADELAIDE AND MOONTA, VIA HAMLEY BRIDGE AND BALAKLAVA.

READ DOWN.

READ UP.

Mon. to Fri.	Sat.	Tues. Wed. Fri.	Sun.	Sat.	Sun.	Miles.	Stations.			
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	dep.	— ADELAIDE R. ...	arr	p.m. 9 03	p.m.
—	—	—	5 35	6 10	6 35	1½	North Adelaide	—	—	—
—	—	—	—	—	b	2½	Ovingham	—	—	—
—	—	—	—	—	b	3	Dudley Park	—	—	—
—	—	—	—	—	b	3½	Islington	—	—	—
—	—	—	—	—	b	4½	Kilburn	—	—	—
—	—	—	—	—	b	5½	Tube Mills	—	—	—
—	—	—	—	—	b	6½	DRY CREEK	—	—	—
—	—	—	—	—	b	11	Parafield	—	—	—
—	—	—	—	—	b	11½	Chidda	—	—	—
—	—	—	6 28	—	—	12½	SALISBURY	—	8 43	—
—	—	—	—	—	—	13½	Nurlutta	—	—	—
—	—	—	—	—	—	17	Womma	—	—	—
—	—	—	—	—	b	18½	Smithfield	—	a	—
—	—	—	—	—	—	21	Kudla	—	—	—
—	—	—	—	—	—	23½	Tambelin	—	—	—
—	—	—	—	—	—	24	Para. ...	—	—	—
—	—	—	8 08	6 48	7 17	24½	GAWLER	—	8 28	—
—	—	—	6 18	6 58	b	30½	ROSEWORTHY	—	8 20	—
—	—	—	6 29	7 07	7 39	36½	Wasleys	—	8 09	—
—	—	—	6 42	7 23	8 00	44½	HAMLEY BRIDGE	—	7 56	—
—	—	—	6 53	7 34	*	51½	Stockyard Creek	—	—	—
—	—	—	6 58	7 39	8 21	54	Oven	—	7 35	—
—	—	—	—	—	*	57	Woods	—	*	—
—	—	—	—	—	*	61½	Ridgway	—	*	—
—	—	—	7 15	7 56	8 40	arr.	66½ BALAKLAVA R. ...	dep	7 18	To Gladstone 8 56
5 43	5 47	7 40	7 21	8 00	—	dep.	71½ Saints	arr	7 11	7 18
5 52	5 56	7 50	—	—	—	71½	Saints	—	—	8 52
5 59	6 03	† 7 57	7 37	8 13	—	arr.	75½ BOWMANS R. ...	dep	6 56	7 03
6 11	6 15	8 06	7 50	8 25	—	dep.	82½ Port Wakefield	arr	6 47	6 51
To	To	To	8 04	8 39	—	82½	Port Wakefield	—	6 36	From
Adelaide	Adelaide	Adelaide	8 22	9 09	—	89½	South Hummocks	—	6 06	Adelaide
via	via	via	8 43	9 20	—	99½	Melton	—	5 55	Adelaide
Long Plains	Long Plains	Long Plains	9 02	9 40	—	109½	Thrington	—	5 35	Long Plains
Table 22	Table 22	Table 22	9 06	9 06	—	117½	KADINA	—	5 30	Table 22
—	—	—	9 15	9 55	—	131½	Walleroo Mines	—	5 22	Table 22
—	—	—	*	*	—	123½	Walleroo	—	*	*
—	—	—	*	*	—	129½	Warburto	—	*	*
—	—	—	*	*	—	133½	Cross Roads	—	*	*
—	—	—	*	*	—	133½	Yelta	—	*	*
—	—	—	9 35	10 15	—	arr.	134½ MOONTA	dep	5 00	—
									p.m.	p.m.
									Mon. to Fri.	Sat.

* Stop if required to pick up or set down passengers. † Change trains. a Stop if required to set down passengers.
 a Stop if required to set down passengers. b Stop if required to pick up passengers.
 R refreshment room station.

TABLE 25.

ADELAIDE, BUTE, AND MOONTA, VIA SNOWTOWN.

READ DOWN.

READ UP.

Sat.	Mon. to Fri.	Miles.	Stations.			
a.m. 7 00	a.m. 8 30	dep. —	ADELAIDE R.	arr	12 15	1 15
			See Table No. 22		p.m. 10 30	p.m. 11 24
8 59	10 18	arr. 63	BOWMANS R.	dep	10 16	11 12
9 11	10 32	dep. —		arr	9 23	10 21
10 00	11 20	arr. 89½	SNOWTOWN	dep		
p.m. 12 34	p.m. 12 34	dep.		arr	19 10	110 10
12 50	12 50	.... 96½	Barunga Gap		8 57	9 56
1 07	1 07	.... 104½	Bute		8 33	9 30
*	*	.... 107½	Mona		*	9 18
1 24	1 24	.... 113½	Willamulka		8 10	9 03
1 39	1 39	arr. 123	KADINA	dep	7 53	8 42
1 41	1 41	dep. —		arr	7 50	8 37
1 45	1 45	.... 124	Walleroo Mines		7 47	8 34
1 57	1 57	.... 128½	Walleroo	dep	7 35	8 20
				arr	7 33	7 40
*	*	.... 134½	Warburto		*	*
2 16	2 16	.... 138½	Cross Roads		7 15	7 20
*	*	.... 139½	Yelta		*	*
2 20	2 20	arr 140½	MOONTA	dep	7 10	7 15
					a.m.	a.m.
					Sat.	Mon. to Fri.

* Stop if required to pick up or set down passengers.
R refreshment room station.

‡ Change trains.

TABLE 26.

MOONTA AND KADINA.

DOWN.

Stations.	Bus. Mon. to Fri.	Mon. to Fri.	Mon. to Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Mon. to Fri.	Sun.	Sat.
KADINA	a.m. 7 25	p.m. 1 11	p.m. 1 41	p.m. 4 50	p.m. 5 40	p.m. 6 30	p.m. 8 57	p.m. 9 02	a.m. 9 49
Walleroo Mines	7 29	1 15	1 45	4 54	5 44	6 34	9 01	9 06	*
Walleroo	—	1 22	1 55	5 05	5 54	6 43	9 08	9 13	9 52
“	arr 7 40	1 25	1 57	5 10	6 02	6 45	9 12	9 15	9 55
Warburto	—	*	*	*	*	*	*	*	*
Cross Roads	Cresco Works arr. 7.45	*	2 16	*	*	7 04	*	*	*
Yelta	*	*	*	*	*	*	*	*	*
MOONTA	arr —	1 45	2 10	5 30	6 23	7 08	9 32	9 35	10 15

UP.

Stations.	Bus. Mon. to Fri.	Mon. to Fri.	Sat.	Sat.	Mon. to Fri.	Mon. to Fri.	Mon. to Fri.	Sun.	Sat.	Mon. to Fri.
MOONTA	a.m. —	a.m. 6 25	a.m. 6 40	a.m. 7 10	a.m. 7 15	p.m. 3 30	p.m. 4 45	p.m. 5 00	p.m. 5 30	p.m. 5 40
Yelta	—	*	*	*	*	*	*	*	*	*
Cross Roads	—	*	*	7 15	7 20	3 35	4 50	*	5 35	*
Warburto	—	*	*	*	*	*	*	*	*	*
Walleroo	arr —	6 45	7 00	7 33	7 40	3 53	5 08	5 20	5 53	6 00
“	dep 7 50	6 48	7 02	7 35	8 20	3 57	5 13	5 22	5 55	6 02
Walleroo Mines	—	6 56	7 10	7 47	8 34	4 08	5 24	5 30	6 08	6 10
KADINA	arr 8 00	6 59	7 13	7 50	8 37	4 11	5 27	5 33	6 11	6 13

* Stop if required to pick up or set down passengers.

TABLE 36.
GLADSTONE AND MOONTA VIA BUTE.

READ DOWN.

READ UP.

Mon.	Tues. to Sat.	Stations.		b † p.m.	d † p.m.
a.m.	o † a.m.	dep.	GLADSTONE R. arr	1 25	11 40
e 6 45	10 45	.....	Georgetown	1 09	11 24
7 05	11 04	.....	Abbeville	*	*
*	*	.....	Guinare	12 48	11 04
7 20	11 22	.....	Yacka	12 26	10 42
7 37	11 38	.....	Boucaut	*	*
*	*	arr.	BRINKWORTH..... dep	12 07	10 24
7 54	11 57			p.m.	p.m.
Mon. to Sat.		dep.	"	11 53	10 37
p.m.		.....	Condownie	11 41	10 22
12 12		arr.	SNOWTOWN	11 28	10 05
12 22		dep.	"	10 10	9 10
12 32		.....	Barunga Gap	9 56	8 57
12 34		.....	Bute	9 30	8 33
12 50		.....	Mona	9 18	*
1 07		.....	Willamulka	9 03	8 10
*		arr.	KADINA	8 42	7 53
1 24		dep.	"	8 37	7 50
1 38		.....	Wallaroo Mines	8 34	7 47
1 41		arr.	Wallaroo	8 20	7 36
1 45		dep.	"	7 40	7 33
1 55		.....	Warburto	*	*
1 57		.....	Cross Roads	7 20	7 15
*		.....	Yelta	*	*
2 19		arr.	MOONTA	7 15	7 10
*				a.m.	a.m.
2 20				Mon. to Fri.	Sat.

* Stop if required to pick up or set down passengers.
 † Change trains.
 b Connects with trains to Wilmington and Peterborough.
 c Connects with trains from Wilmington and Peterborough.
 d Connects with train to Peterborough.
 e Connects with train from Peterborough.
 R Refreshment room station.



Penny Blacks and Mooney Buses

ALBERT ISAACS and ROBERT HENDERSON write:

Letters

From Albert Isaacs

Although this letter is motivated by an article in *The Times* (No.304, July 2009, "Railway Paper", page 12) it is not actually concerned with TT collecting. However, a collector is a collector is a collector – therefore, this could be of interest to readers.

Under the sub-heading "RULES", you make the following comment about Rules Books: "one could hardly collect them on the basis of the variety of information they contained – this would be collecting on the same basis as collecting Penny Black stamps." To answer this statement, let me take off my AATTC hat and replace it with my hat as a former stamp dealer and an Honorary Life Member of the Australian

Philatelic Traders' Association.

The British Penny Black stamp was issued in 1840 and holds an important place in history as it is usually regarded as the world's first postage stamp. (However, there is as much debate over this as there is over what is the first railway – in both cases, debate revolves around the definitions: "What is a postage stamp?" / "What is a railway?") In the case of the first postage stamp, there is even a NSW contender for the title, dating back to 1838 when the NSW Post Office was only 29 years old.) However, let us return to the Penny Black. The first stamp collectors appeared on the scene just as soon as the Penny Black was issued and when there was really only one prepaid adhesive postage stamp in the whole world. The reason why they became instantly collectable was that

the Penny Black (along with the 1841 2d Blue and Penny Red) had small check letters in the lower left and lower right corners. These denoted the stamp's place on an uncut sheet of stamps. Therefore, it was possible to collect the stamps and reconstruct a sheet.

Thus, a hobby was born.

However, because of this, the collecting of Penny Blacks was anything but boring, even when it was the world's only prepaid adhesive postage stamp.

Now I'll put my TT collector's hat back on and continue to read the July AATTC mailout.



From Robert Henderson

Thanks to Jim O'Neil for chronicling the timetable history of the Hawkesbury River Station-Mooney Mooney bus route in the August 2009 issue of The Times.

I do not understand Jim's comment about the March 2009 timetable, when he says that the Saturday shopping trip goes only to Berowra, not Hornsby. The actual timetable seems to suggest otherwise.

Jim mentions the short time allowed for shopping at Brooklyn, but, having been there on occasions and seen the shops, I would suggest that few people would do substantial amounts of shopping there. The Mooney Mooney bus is more in the nature of a feeder to the railway station for school students, Peat Island Hospital employees and those without other transport.

I travelled on the route in the days when the owner previous to the Hornsby Bus Group was JEL (Jim) Talbot. Jim Talbot was also the driver of this one-bus route. In fact, he continued to drive it for a period after he sold out to Jim Knox's Hornsby Bus Group. During the Talbot era, the bus terminated in the driveway of his house in Point Road, Mooney Mooney. The timetable was so arranged that time was available for him to enjoy his afternoon cup of tea at home between trips.

I enclose a copy of one of Talbot's timetables from the 1960s/1970s, complete with handwritten amendments, as received from the operator. You will notice that the service then ran seven days a week.

It should be noted that the bus route has never crossed either of the Mooney Mooney bridges which are depicted on page 6 of the August issue. Those bridges, which span the upper reaches of Mooney Mooney Creek, are quite some kilometres to the north of the bus route.

TALBOT'S TRANSPORT SERVICE	
BUS TIMETABLE	
MOONEY TO HAWKESBURY STN.	HAWKESBURY STN. TO MOONEY
Mon.-Fri.	Mon.-Fri.
A.M.	A.M.
5.20	5.40
6.35	7.10
7.25	8.00 7-50
8.55	9.25
10.15 Fri. only	Fri. only 11.00
P.M.	P.M.
2.00 Fri. only	3.15
2.30	4.30
3.50	5.15
4.45	6.15
5.50	7.10
6.35	
A.M.	A.M.
5.20	5.40
6.35	7.10
9.00	10.00
10.20	11.00
P.M.	P.M.
1.00	1.25
2.00 3-30	2.20
4.00	4.50
5.15	6.15
6.35	7.00
A.M.	A.M.
5.20 5-45	5.40 6-05
6.50	7.15
8.15	8.45
9.10	9.30
10.15	11.00
P.M.	P.M.
3.45	4.20
5.00	5.20
5.50	6.20
6.35	7.00
HOLIDAYS AND GOOD FRIDAY BUSES	
SAME AS FRIDAY 611-1006.	
FOR HIRE CAR — Phone: Mooney Mooney 206	