

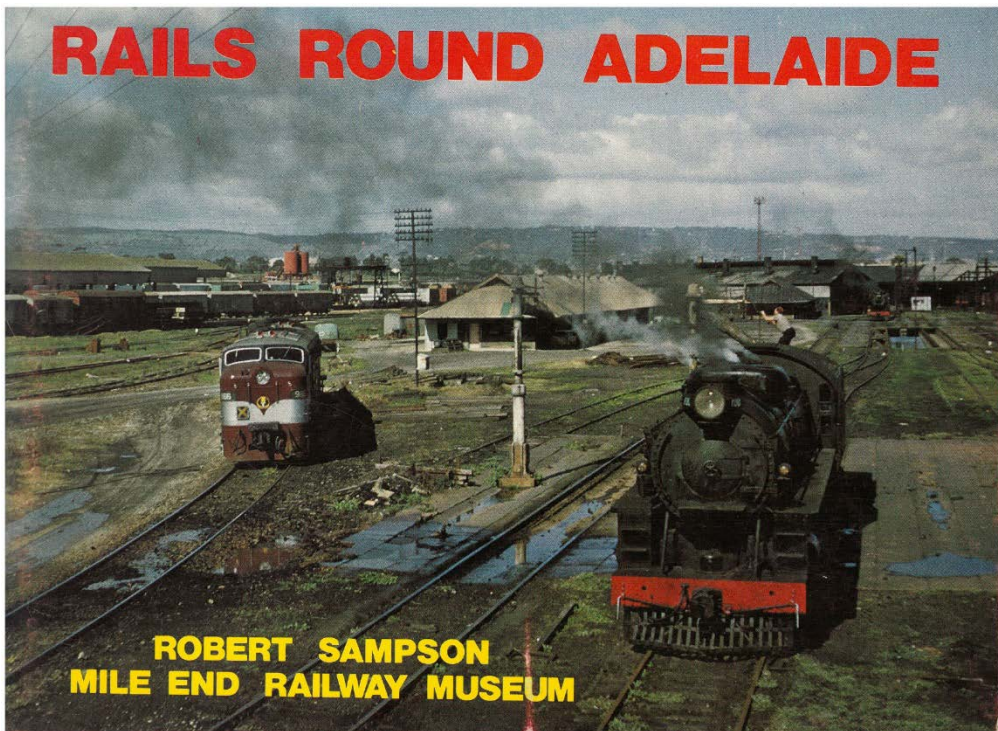
Lot 36

The Bay Line

A HISTORY OF TRANSPORT TO GLENELG



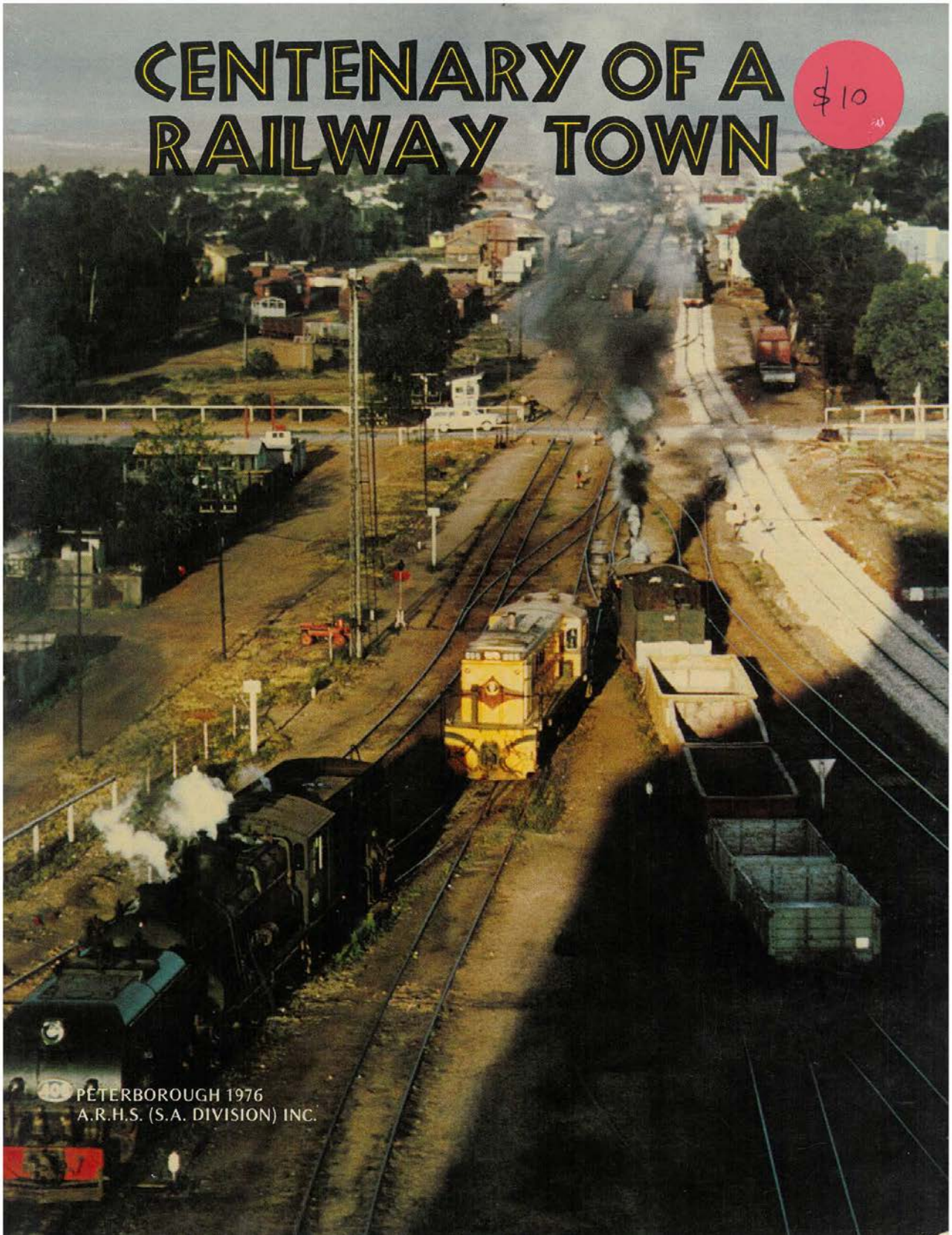
Lot 37



Lot 38

CENTENARY OF A RAILWAY TOWN

\$10



48 PETERBOROUGH 1976
A.R.H.S. (S.A. DIVISION) INC.

Lot 39

STEEL WHEELS *ON RAILWAY* TO WHYALLA



William A. Bayley

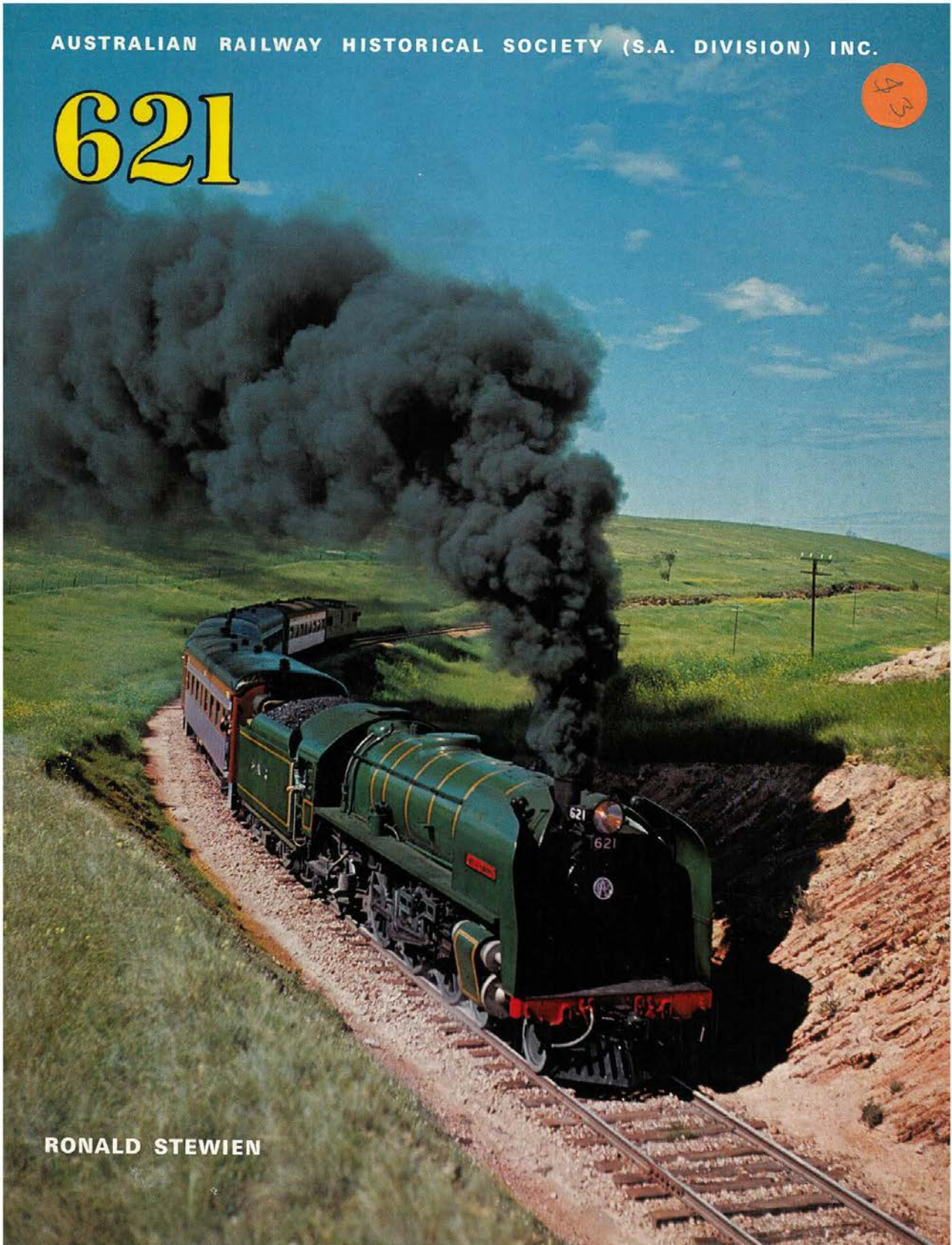
FELLOW OF THE ROYAL AUSTRALIAN HISTORICAL SOCIETY

Lot 40

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (S.A. DIVISION) INC.

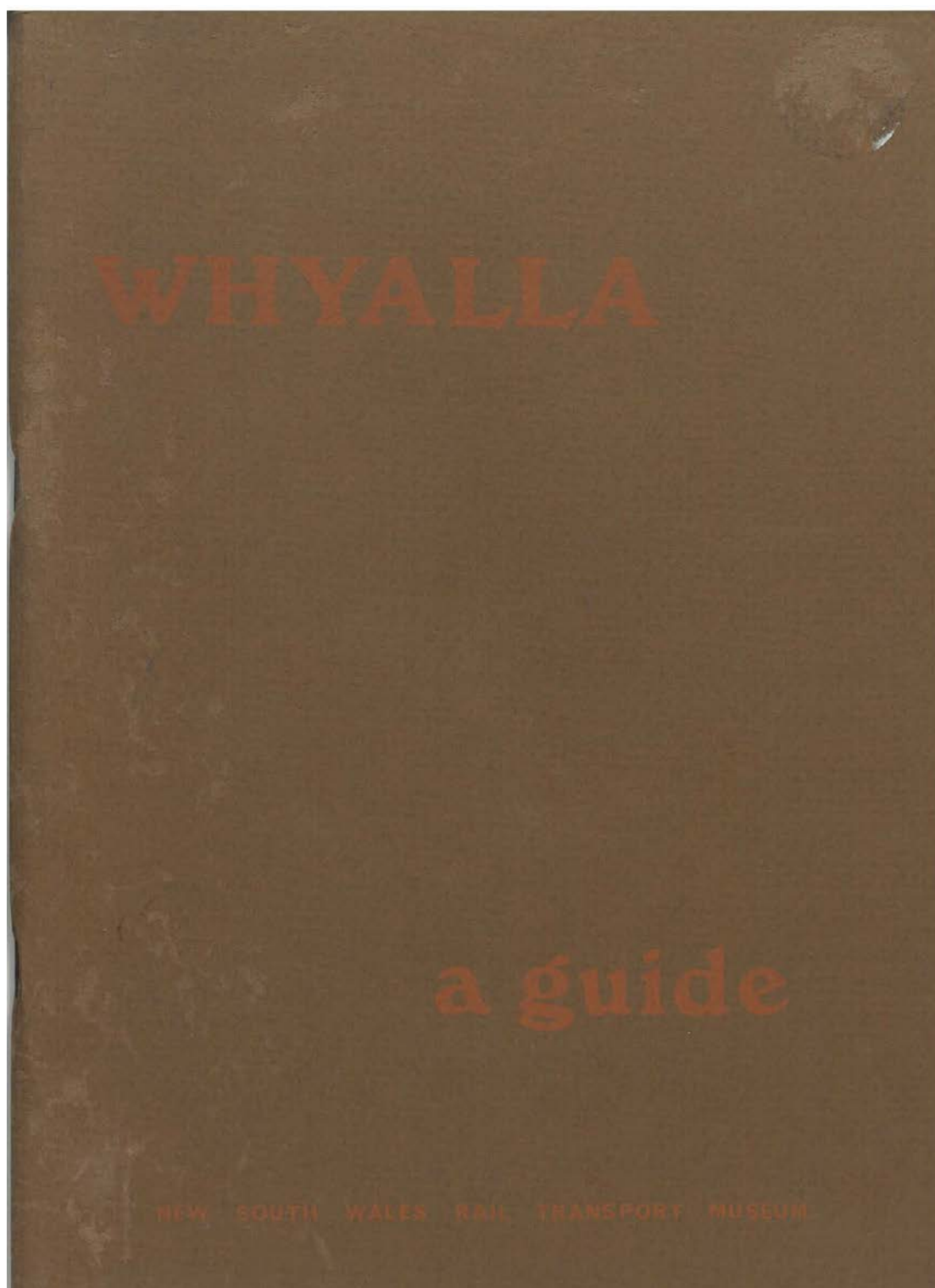
621

43



RONALD STEWIEN

Lot 41

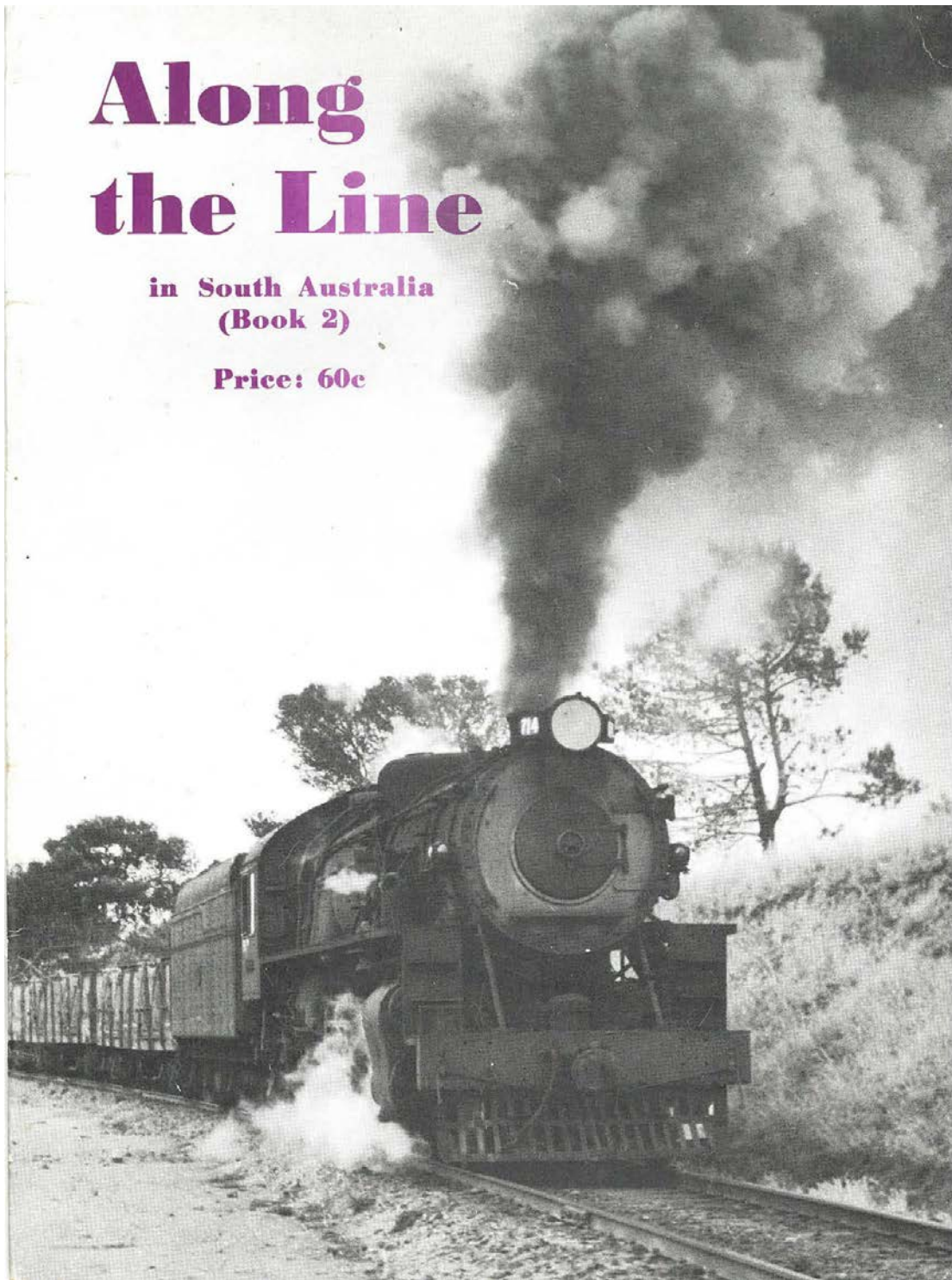


Lot 42

Along the Line

in South Australia
(Book 2)

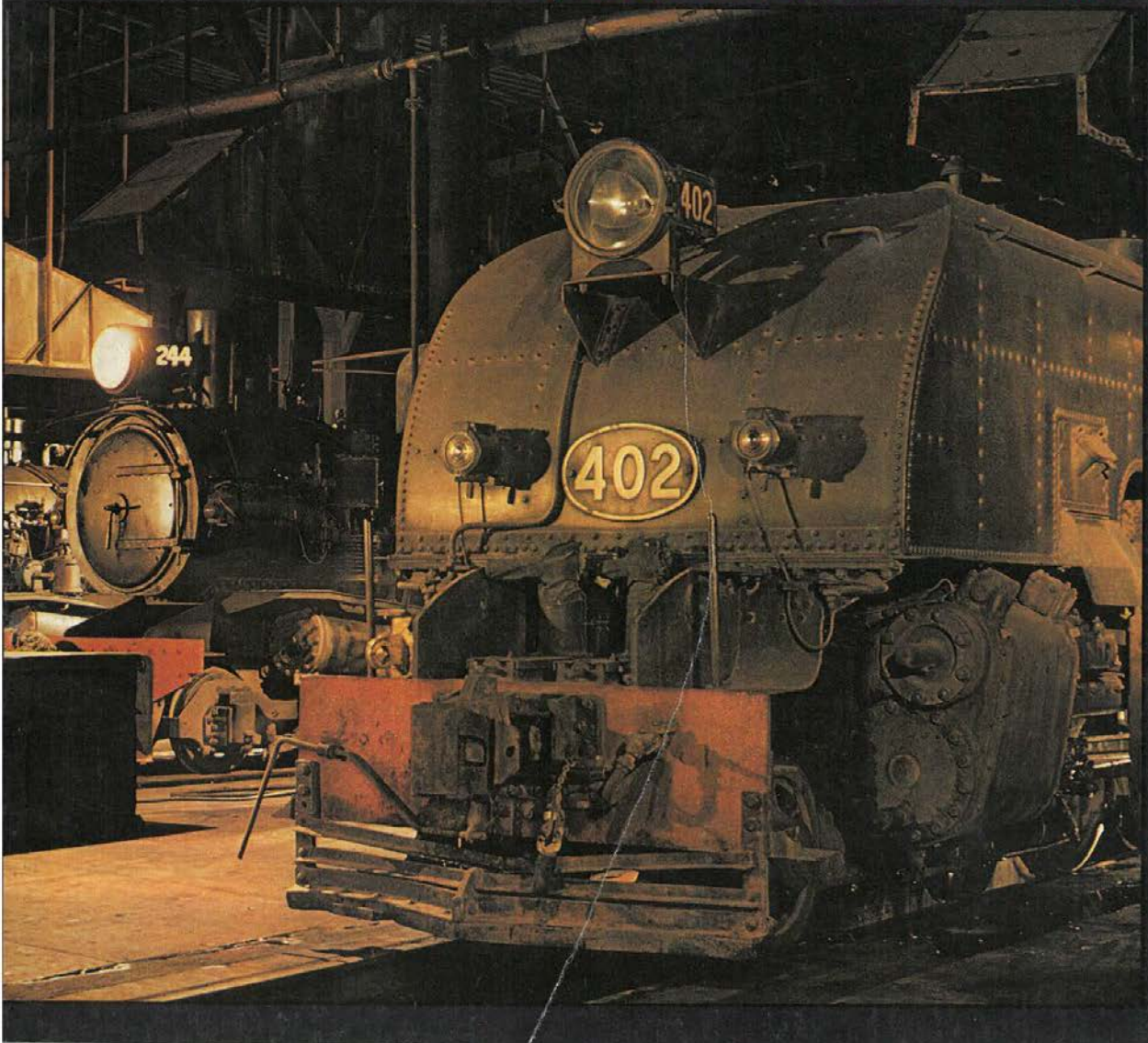
Price: 60c



Lot 43

PROCEED TO PETERBOROUGH

By Colquhoun, Stewien and Thomas



Lot 44

500

**THE 4-8-2 AND 4-8-4
LOCOMOTIVES OF THE
SOUTH AUSTRALIAN RAILWAYS**

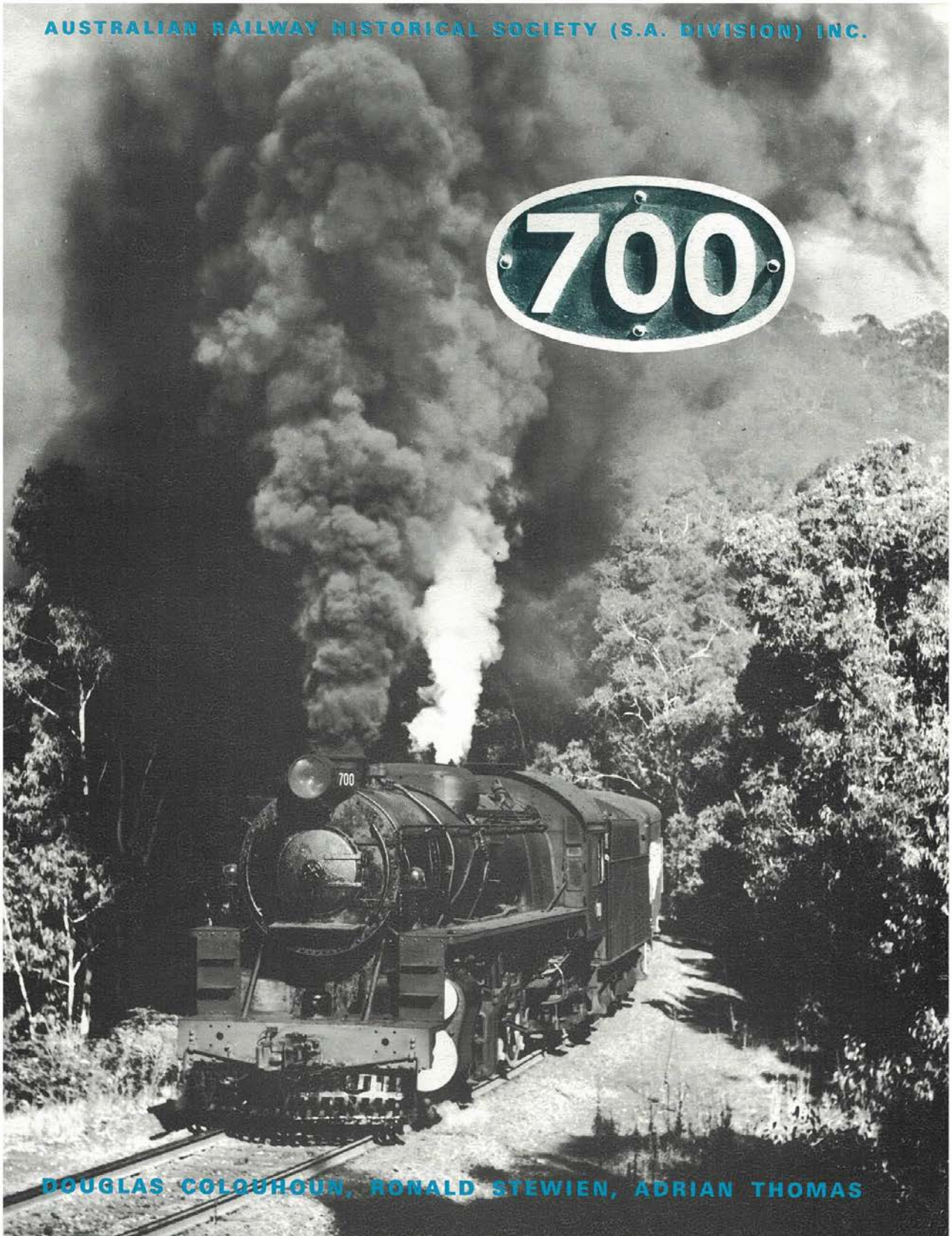


DOUGLAS COLQUHOUN, RONALD STEWIEN, ADRIAN THOMAS

Lot 45

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (S.A. DIVISION) INC.

700



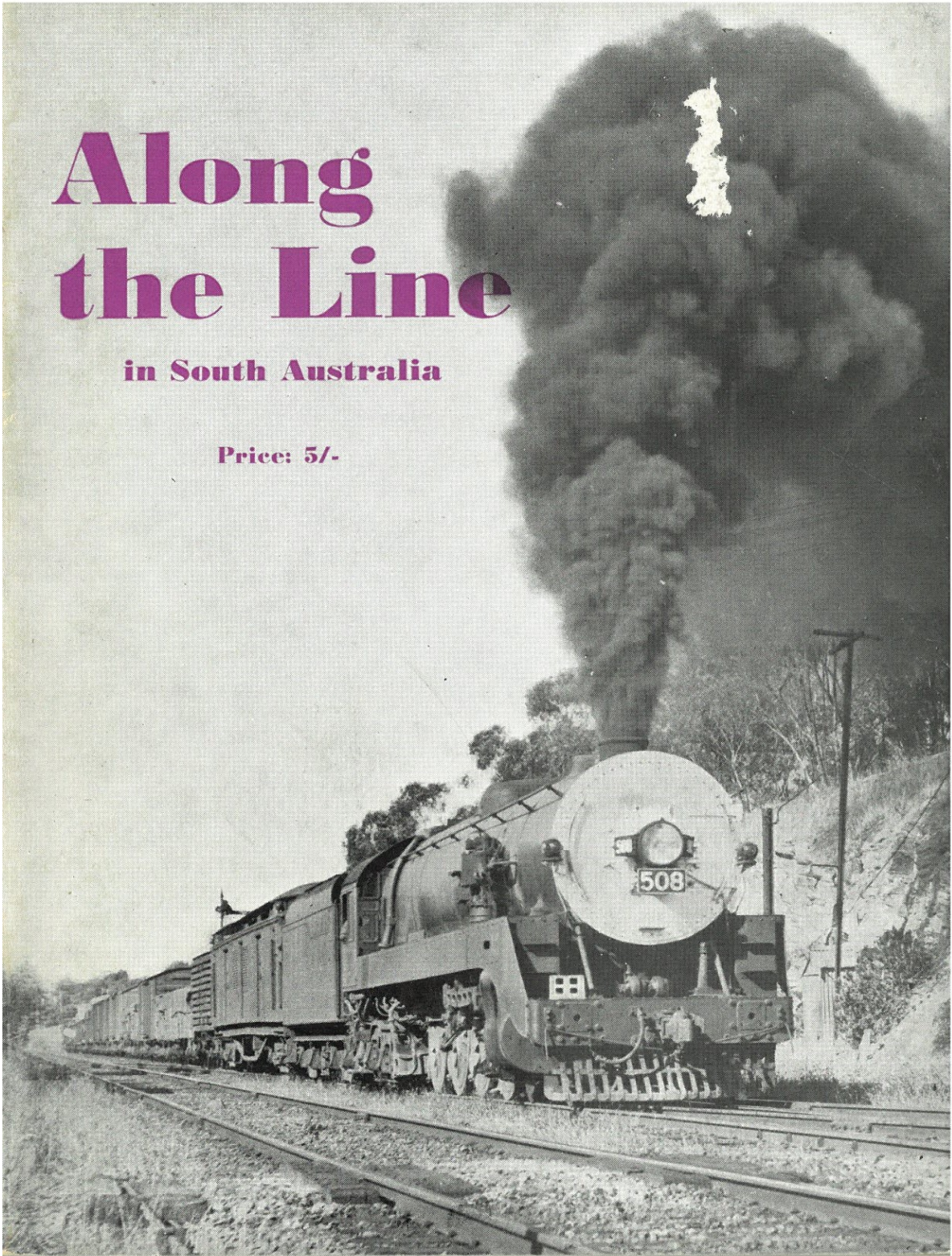
DOUGLAS COLOUGHAN, RONALD STEWIEN, ADRIAN THOMAS

Lot 46

Along the Line

in South Australia

Price: 5/-



Lot 47

Reprinted from the "South Australian Railways Institute Magazine."

Centenary of the Adelaide and Port Railway 21st April, 1956

THE history of railway construction and operation of a century of rail-roading provides an interesting study. Financial and political situations and discussions had to be settled before the first rails were laid, but once a start was made, steady progress was maintained, until South Australia had the honour of being the first to build a State-owned steam operated railway in the British Empire—a claim which can be established beyond doubt. Throughout the years South Australia has built a railway system adequate to fulfil the vital function of transporting the pastoral, agricultural, and mineral products of the country and providing means of communication between centres of population.



Adelaide Station 1872 as originally built in 1856, note clock and station bell (in left).

Within ten years of the proclamation of the Province a few pioneers wanted to know why George Stephenson should be supplying locomotive traction to Englishmen and South Australians be left to wield the bullock whip, taxing both their strength and their vocabularies.

On 26th March, 1847, the first Ordinance for regulating the construction of railways was passed. This ordinance No. 7 was "To consolidate in one Ordinance certain provisions usually inserted in Acts and authorizing the making of railways." A formidable looking measure containing 194 sections. This Act did not authorize the construction of any specific railway, but set out in considerable detail the conditions, responsibilities, limitations, and privileges applying to any companies that might be empowered by "special Acts" to construct and operate railways.

An agitation began late in the forties in favour of linking the city and the chief seaport, and a company was formed in 1848 for that purpose.

A private Act was passed, authorizing the Adelaide City and Port Railway Company to construct and operate a railway extending from "The stone quarry below the Legislative Council Building, along the Port Road to Port Adelaide, with a branch to the North Arm." The gauge was to have been 4ft. 8½in., and the

Lot 48



**Planning a new railway:
Alice Springs to Darwin**

History of survey and planning 1981 – 1999:

a personal account by Des Smith

December 2003

Lot 49

The Never-Never Line

The Story of the North Australia Railway



J. Y. Harvey

Lot 50

