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# COMMONWEALTH RAILWAYS TRANS-AUSTRALIAN LINE

PORT PIRIE JUNCTION — KALGOORLIE

(Standard gauge — 4 ft. 8½ ins.)

## WORKING TIME TABLE

No. 14

EFFECTIVE FROM  
23rd JULY, 1961  
UNTIL FURTHER NOTICE

(For the use of Railway staff only)

ALL PREVIOUS TIMETABLES  
ARE HEREBY CANCELLED

H. WHITE

Chief Traffic Manager

Port Augusta

# COMMONWEALTH RAILWAYS

## TRANS-AUSTRALIAN LINE

# WORKING TIME TABLE No. 14

Effective from 23rd July, 1961 until further notice

Each member of the staff to whom this book is issued must make himself conversant with its contents as far as they concern him, so that he may be thoroughly aware of the alterations and additions made since the previous issue. He must also keep the book up-to-date, by inserting any amendments which may be published by Train or Special Notice or in the Weekly Notice.

He must immediately report any inaccuracies to the Chief Traffic Manager. Suggestions for alterations or additions to the train service must be sent to the Chief Traffic Manager for consideration as early as possible before the next print of the book.

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## (1) GENERAL NOTES REGARDING TABULAR PAGES

1. In the tabular pages, the **ELECTRIC TRAIN STAFF STATIONS** are distinguished by the sign S or \$ being shown against them, and by the station name being printed in bold type.

**STATIONS WHICH ARE REGULARLY OR USUALLY ATTENDED** are shown in capital letters.

2. The following signs, used generally in this book, are to be interpreted as under:—

(AT) Adelaide time.	(T*) Train Control telephone (selector ringer type) in residence of Stationmaster, Ganger and/or other person in charge.
E Depot where locomotives are stabled.	T Train Control telephone (speak-in type) in office or cabin.
e Shed accommodation for locomotives.	(T) Train Control telephone (speak-in type) in residence of Ganger.
F Diesel fuel supply for all purposes.	U Unattended siding.
f Diesel fuel supply for Budd railcars only.	W Locomotive watering station.
J Junction station.	w Locomotive watering station (emergency).
L Locomotive coaling station.	(w) Car watering station.
I Locomotive coaling station (emergency).	X Trains can cross here.
O Turntable.	Y Reversing triangle.
(PT) Perth time.	CP Stop when necessary to set down or pick up passengers only.
R Refreshment room.	CPD Stop when necessary to set down passengers only.
S Electric train staff station.	CPU Stop when necessary to pick up passengers only.
\$ Electric train staff station. (automatic instruments).	CG Stop when necessary to set down or pick up passengers (if conveyed), mails and other traffic as prescribed for train concerned.
† Conditional train-stop signal exists.	CS Stop when necessary to shunt.
T* Train Control telephone (selector ringer type) in office or cabin.	CGS A combination of the signs "CG" and "CS."

The meaning of other signs is given on or opposite the page on which they are used.

3. A SINGLE HEAVY LINE BETWEEN THE ARRIVAL AND DEPARTURE TIMES at a station indicates that a train is tabled to cross or to pass there and the number alongside is the number of the other train concerned.

Thus:  $\frac{6}{6} \frac{00}{10} 40$  or  $\frac{\text{—}}{6} \frac{\text{—}}{10} 65$

The line and number always appears below the arrival time at terminal stations, and above the departure time at starting stations.

A DOUBLE HEAVY LINE BETWEEN THE ARRIVAL AND DEPARTURE TIMES at a station indicates that the train stables there; or (if no departure time is shown) that it terminates there. As in the case of a single heavy line, any number(s) alongside indicate train(s) tabled to cross or to pass there.



## GENERAL NOTES REGARDING TABULAR PAGES (CONT.)

4. At an intermediate station **WHERE A DEPARTURE TIME ONLY IS SHOWN**, the train is tabled to pass through without stopping, unless there is also a sign indicating a conditional stop.

5. (a) **AT ANY PLACE WHERE A TRAIN IS SHOWN TO STOP CONDITIONALLY**, it may do so only for the purpose(s) indicated by the sign in the time-table, unless special instructions otherwise are given on a particular occasion.
- (b) A conditional stop for an authorised purpose must be made upon advice from a Station-master or Train Controller, or from the Guard, that it is required. This advice must be given in due time to the Driver, and also to the Guard if it does not originate from him. In addition, any conditional stop which is shown for the purpose of picking up passengers and/or other traffic must be made by the Driver in response to a recognised stop signal or (at an unattended place) an indication by any person that he wishes the train to stop.
- (c) If there is no work to be done at a station where a conditional stop is indicated, the train must not stop; the arrival time shown (if any) is to be treated as approximately the due passing time; and time should be regained accordingly in running.

6. **SOME TRAINS ARE SHOWN TO RUN REGULARLY ON CERTAIN DAYS OF THE WEEK, AND CONDITIONALLY ON OTHER DAYS. SOME OTHER TIMINGS ARE SHOWN AS PURELY CONDITIONAL.**

No train must be arranged to run on any of these conditional days or timings without the prior approval of the Chief Traffic Manager.

7. **EVERY TRAIN IS ALLOTTED A NUMBER** consisting of three figures, of which:

**THE FIRST FIGURE** always indicates the day of the week on which the train starts from its originating station; i.e. 1 for Sunday, 2 for Monday, etc.

**THE LAST TWO FIGURES** usually indicate the period of the day during which the train starts from its originating station.

DOWN trains (i.e. towards Kalgoorlie) bear ODD numbers.

UP trains (i.e. towards Port Pirie Junction) bear EVEN numbers.

See Page 4.

The number of each tabled train (regular or conditional) is shown at the head of its column in the time-table pages. If two figures only are shown, this indicates that the train can run on more than one day of the week; and on each day when it does run, the appropriate prefix figure for that day must be placed in front of the number.

Numbers for special trains, running on timings not provided in this book, are allotted by Control. If a special train originates from Port Pirie Junction, Stirling North, Port Augusta, Parkeston or Kalgoorlie, it will be given the nearest appropriate vacant number from the "time series," i.e. numbers 10 or 11 and upwards. If it originates from any other station, it will be given a number from the "special series," i.e. 00 or 01 to 08 or 09 inclusive. The appropriate prefix figure for the day of running must again be placed in front of this number, in either case.

8. The **TABLED MAXIMUM SPEED**, shown at the head of each timing column, indicates the basis on which that schedule has been compiled, and corresponds with the equivalent columns in the tables of engine loads and sectional running times on pages 6 to 15.

It also draws attention to the goods and mixed trains scheduled at a maximum speed of 40 m.p.h. which, when they are not conveying vehicles limited to 40 m.p.h., will be expected to run as nearly as possible to the sectional running times for 50 m.p.h. trains.

Over certain sections, timings have been extended beyond the sectional running times shown on pages 7 to 15, to provide for semi-permanent or temporary speed restrictions and other contingencies. Under average conditions, if no speed restrictions are in force (other than those permanent speed restrictions shown on pages 40 to 45) it is expected the sectional running times laid down on Pages 7 to 15 will be maintained, or even bettered under favorable conditions, irrespective of the time-table timings.

It will be the duty of the Driver to maintain the speed of his train as near to the maximum permissible speed as the load and grade will allow, subject to compliance with the instructions on page 47 about running ahead of time.

# Numbering of Trains

Train numbers, as explained in note 7 on page 3, are allotted from the following tables:—

Day:— Prefix figure:—	DOWN TRAINS							UP TRAINS						
	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
	1	2	3	4	5	6	7	1	2	3	4	5	6	7
<b>(A) TIME SERIES</b>														
a.m.														
12.00 to 12.40 . . .	111	211	311	411	511	611	711	110	210	310	410	510	610	710
12.41 to 1.20 . . .	113	213	313	413	513	613	713	112	212	312	412	512	612	712
1.21 to 2.00 . . .	115	215	315	415	515	615	715	114	214	314	414	514	614	714
2.01 to 2.40 . . .	117	217	317	417	517	617	717	116	216	316	416	516	616	716
2.41 to 3.20 . . .	119	219	319	419	519	619	719	118	218	318	418	518	618	718
3.21 to 4.00 . . .	121	221	321	421	521	621	721	120	220	320	420	520	620	720
4.01 to 4.30 . . .	123	223	323	423	523	623	723	122	222	322	422	522	622	722
4.31 to 5.00 . . .	125	225	325	425	525	625	725	124	224	324	424	524	624	724
5.01 to 5.30 . . .	127	227	327	427	527	627	727	126	226	326	426	526	626	726
5.31 to 6.00 . . .	129	229	329	429	529	629	729	128	228	328	428	528	628	728
6.01 to 6.30 . . .	131	231	331	431	531	631	731	130	230	330	430	530	630	730
6.31 to 7.00 . . .	133	233	333	433	533	633	733	132	232	332	432	532	632	732
7.01 to 7.30 . . .	135	235	335	435	535	635	735	134	234	334	434	534	634	734
7.31 to 8.00 . . .	137	237	337	437	537	637	737	136	236	336	436	536	636	736
8.01 to 8.30 . . .	139	239	339	439	539	639	739	138	238	338	438	538	638	738
8.31 to 9.00 . . .	141	241	341	441	541	641	741	140	240	340	440	540	640	740
9.01 to 9.30 . . .	143	243	343	443	543	643	743	142	242	342	442	542	642	742
9.31 to 10.00 . . .	145	245	345	445	545	645	745	144	244	344	444	544	644	744
10.01 to 10.30 . . .	147	247	347	447	547	647	747	146	246	346	446	546	646	746
10.31 to 11.00 . . .	149	249	349	449	549	649	749	148	248	348	448	548	648	748
11.01 to 11.30 . . .	151	251	351	451	551	651	751	150	250	350	450	550	650	750
11.31 to 12.00 . . .	153	253	353	453	553	653	753	152	252	352	452	552	652	752
p.m.														
12.01 to 12.30 . . .	155	255	355	455	555	655	755	154	254	354	454	554	654	754
12.31 to 1.00 . . .	157	257	357	457	557	657	757	156	256	356	456	556	656	756
1.01 to 1.30 . . .	159	259	359	459	559	659	759	158	258	358	458	558	658	758
1.31 to 2.00 . . .	161	261	361	461	561	661	761	160	260	360	460	560	660	760
2.01 to 2.30 . . .	163	263	363	463	563	663	763	162	262	362	462	562	662	762
2.31 to 3.00 . . .	165	265	365	465	565	665	765	164	264	364	464	564	664	764
3.01 to 3.30 . . .	167	267	367	467	567	667	767	166	266	366	466	566	666	766
3.31 to 4.00 . . .	169	269	369	469	569	669	769	168	268	368	468	568	668	768
4.01 to 4.30 . . .	171	271	371	471	571	671	771	170	270	370	470	570	670	770
4.31 to 5.00 . . .	173	273	373	473	573	673	773	172	272	372	472	572	672	772
5.01 to 5.30 . . .	175	275	375	475	575	675	775	174	274	374	474	574	674	774
5.31 to 6.00 . . .	177	277	377	477	577	677	777	176	276	376	476	576	676	776
6.01 to 6.30 . . .	179	279	379	479	579	679	779	178	278	378	478	578	678	778
6.31 to 7.00 . . .	181	281	381	481	581	681	781	180	280	380	480	580	680	780
7.01 to 7.30 . . .	183	283	383	483	583	683	783	182	282	382	482	582	682	782
7.31 to 8.00 . . .	185	285	385	485	585	685	785	184	284	384	484	584	684	784
8.01 to 8.30 . . .	187	287	387	487	587	687	787	186	286	386	486	586	686	786
8.31 to 9.00 . . .	189	289	389	489	589	689	789	188	288	388	488	588	688	788
9.01 to 9.30 . . .	191	291	391	491	591	691	791	190	290	390	490	590	690	790
9.31 to 10.00 . . .	193	293	393	493	593	693	793	192	292	392	492	592	692	792
10.01 to 10.40 . . .	195	295	395	495	595	695	795	194	294	394	494	594	694	794
10.41 to 11.20 . . .	197	297	397	497	597	697	797	196	296	396	496	596	696	796
11.21 to 12.00 . . .	199	299	399	499	599	699	799	198	298	398	498	598	698	798
<b>(B) SPECIAL SERIES</b>														
Special trains	101	201	301	401	501	601	701	100	200	300	400	500	600	700
originating at	to	to	to	to	to	to	to	to	to	to	to	to	to	to
roadside stations	109	209	309	409	509	609	709	108	208	308	408	508	608	708

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(II) MILEAGES, STATION FACILITIES,  
ENGINE LOADS  
AND SECTIONAL RUNNING TIMES

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## Mileages, Station Facilities and Engine Loads

PORT PIRIE JUNCTION — PORT AUGUSTA (Down)									
MILEAGES		STATIONS AND FACILITIES		Length of cross-ing loop (feet)	ENGINE LOADS (Tons)				
from Port Pirie Junct.	Sectional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
						F.	S.	F.	S.
—	—	PT. PIRIE JN.	SXT*EeFJLORW(w)Y	1530	† 520	§ 770	§ 850	§ 850	§ 940
14 $\frac{3}{4}$	14 $\frac{3}{4}$	Pt. Germein	\$UXT W	2550					
20 $\frac{3}{4}$	6	Baroota	†						
27	6 $\frac{1}{4}$	Mambray Crk.	UT(T*)†						
36 $\frac{3}{4}$	9 $\frac{1}{4}$	Nectar Brook	\$UXT W	2309					
43	6 $\frac{1}{4}$	Winninowie	UT(T)†						
52	9	STIRLING NTH.	ST*JLwY						
56 $\frac{1}{4}$	4 $\frac{1}{4}$	PT. AUGUSTA	SXT*EeFJLORW(w)Y	1200					

PORT AUGUSTA — PORT PIRIE JUNCTION (Up)									
MILEAGES		STATIONS AND FACILITIES		Length of cross- ing loop (feet)	ENGINE LOADS (Tons)				
from Kal- goorlie	Sect- ional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
					F.	S.	F.	S.	
1051 $\frac{1}{2}$	—	PT. AUGUSTA	SXT*EeFJLORW(w)Y	1200	† 520	§ 770	§ 850	§ 850	§ 940
1055 $\frac{3}{4}$	4 $\frac{1}{4}$	STIRLING NTH.	ST*JLwY				††		
1064 $\frac{3}{4}$	9	Winninowie	UT(T)†						
1071	6 $\frac{1}{4}$	Nectar Brook	\$UXT W	2309					
1080 $\frac{3}{4}$	9 $\frac{3}{4}$	Mambray Crk.	UT(T*)†						
1087	6 $\frac{1}{4}$	Baroota	†						
1093	6	Pt. Germein	\$UXT W	2550					
1107 $\frac{3}{4}$	14 $\frac{3}{4}$	PT. PIRIE JN.	SXT*EeFJLORW(w)Y	1530					

On the line, distances are marked by mile-posts, and pegs at the intervening half-miles, all reading from Port Pirie Junction.

F. Four traction motors (GM 1 to 11).

S. Six traction motors (GM 12 and onwards).

The specified load indicates the maximum tonnage permitted on departure from the station against which it is shown, and continues in force through all sections until a fresh figure appears in the same column.

† Double GM unit — 920 tons.

§ The tonnage which may be hauled by two locomotives is the combined load of the locomotives used.

DE and MDH Class shunting locomotives : maximum tonnages.

DE Class MDH Class

When shunting . . . . . 500 tons 780 tons (at 7 m.p.h.)

Between Port Augusta and Stirling North ‡ . . 255 tons 530 tons (at 10 m.p.h.)

(‡ Special authority to be obtained from Chief Mechanical Engineer for use of DE or MDH locomotives to haul trains on the main line).

†† Livestock trains only: Between Stirling North and Port Pirie Junction—1060 tons (40 bogies livestock plus brake van).

# Sectional Running Times

7

## PORT PIRIE JUNCTION — PORT AUGUSTA (Down)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)									
	Budd Car		Budd Car and trailer		D.H. Railcar	Class GM				
	70 m.p.h.		65 m.p.h.		50 m.p.h.	60 m.p.h.	50 m.p.h.		40 m.p.h.	
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Thro.	Stopg.	Thro.	Stopg.
PT. PIRIE JN.	0	0	0	0	0	0	0	0	0	0
Pt. Germein	16	16	17	17	24	20	26	26	28	28
Baroota	—	7	—	8	—	—	—	12	—	14
Mambray Creek	—	7	—	9	—	—	—	15	—	16
Nectar Brook	24	12	27	13	29	28	38	20	45	22
Winninowie	—	7	—	8	—	—	—	11	—	12
STIRLING NTH.	—	11	—	12	19	—	26	18	28	19
PT. AUGUSTA	23	7	25	8	9	28	11	11	11	11

## PORT AUGUSTA — PORT PIRIE JUNCTION (Up)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)										
	Budd Car		Budd Car and trailer		D. H. Rler.	L'stock 1060 tns. 6 Trac- tion Motor GM	Class GM				
	70 m.p.h.	65 m.p.h.	50 m.p.h.	60 m.p.h.	50 m.p.h.		40 m.p.h.				
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Thro.	Stopg.	Thro.	Stopg.	
	PT. AUGUSTA	0	0	0	0	0	—	0	0	0	0
STIRLING NTH.	—	7	—	9	11	0	—	12	12	12	12
Winninowie	—	11	—	11	—	—	—	—	19	—	20
Nectar Brook	24	8	26	9	19	32	29	28	12	29	13
Mambray Creek	—	12	—	12	—	—	—	—	16	—	17
Baroota	—	7	—	9	—	—	—	—	14	—	15
Pt. Germein	23	6	26	8	29	42	26	36	12	42	14
PT. PIRIE JN.	16	16	17	17	24	32	21	28	28	30	30

Each section time is for the section terminating at the station against which it appears, after running non-stop from the previous station against which a figure appears in the same column.

The sectional running times include provision for the permanent speed restrictions on account of curves, etc.



## Mileages, Station Facilities and Engine Loads

## PORT AUGUSTA — COOK (Down)

MILEAGES		STATIONS AND FACILITIES		Length of cross- ing loop (feet)	ENGINE LOADS (Tons)				
from Port Pirie Junct.	Sect- ional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
						F.	S.	F.	S.
56 $\frac{1}{4}$	—	PT. AUGUSTA	SXT*EeFJLORW(w)Y	1200	† 520	§ 770	§ 850	§ 850	§ 940
73	16 $\frac{3}{4}$	73 Miles	UT†						
90 $\frac{1}{4}$	17 $\frac{1}{2}$	Hesso	SUXT						
108 $\frac{3}{4}$	18 $\frac{1}{2}$	Bookaloo	T(T*)W†	2307					
127	18 $\frac{1}{4}$	Woocalla	UT†						
130	3	McLeay	SUXT	2314					
136	6	Birthday	U						
150 $\frac{1}{4}$	14 $\frac{1}{4}$	Wirrappa	U(T*)†w						
169 $\frac{3}{4}$	19 $\frac{1}{2}$	PIMBA	SXT(T*)JIY	3008					
193 $\frac{1}{2}$	23 $\frac{3}{4}$	Burando	T						
213 $\frac{1}{2}$	20	Wirraminna	SUXT(T*)lwY	3010					
231	17 $\frac{1}{2}$	Cdbo. Hstd. Xg.	†						
234	3	Cdambo. Sdg.	UT						
245 $\frac{1}{4}$	11 $\frac{1}{4}$	Kultanaby	U						
265 $\frac{1}{2}$	20 $\frac{1}{4}$	KINGOONYA	SXT*(T*)fWY	3040					
301 $\frac{1}{2}$	36 $\frac{1}{4}$	Wilgena	U						
313 $\frac{3}{4}$	12	TARCOOLA	SXT*(T*)eflW(w)Y	1496					
318	4 $\frac{1}{4}$	318 M. Qry.	U						
337 $\frac{1}{4}$	19 $\frac{1}{4}$	Malbooma	UT†						
352	14 $\frac{1}{4}$	Lyons	SUXT	3060					
354 $\frac{1}{2}$	2 $\frac{1}{2}$	354 $\frac{1}{2}$ M. Camp	T						
377 $\frac{1}{2}$	23	Wynbring	SUXT(T*)	2340					
397	19 $\frac{1}{2}$	Mr. Christie	SUXT(T*)	2320					
416 $\frac{1}{2}$	19 $\frac{1}{2}$	416 M. Camp	T						
432	15 $\frac{1}{2}$	Barton	SUXT(T*)IY	3045					
463 $\frac{1}{4}$	31 $\frac{1}{4}$	Immarna	T						
483 $\frac{1}{4}$	20	Ooldea	UT(T*)	2310					
503 $\frac{1}{4}$	20	WATSON	SUXT*(T*)	2320					
522	18 $\frac{3}{4}$	522 M. Camp	T						
536	14	Fisher	T(T*)						
569	33	COOK	SXT*(T*)eFIW(w)Y	1357					

PIMBA-WOOMERA (Stores Siding, Woomera West) — 4  $\frac{1}{2}$  miles. Crossing loop, Woomera West — 100 feet.

On the line, distances are marked by mile-posts, and pegs at the intervening half-miles, all reading from Port Pirie Junction.

F. Four traction motors (GM 1 to 11).

S. Six traction motors (GM 12 and onwards).

The specified load indicates the maximum tonnage permitted on departure from the station against which it is shown, and continues in force through all sections until a fresh figure appears in the same column.

† Double GM unit — 920 tons.

§ The tonnage which may be hauled by two locomotives is the combined load of the locomotives used.

# Sectional Running Times

9

## PORT AUGUSTA — COOK (Down)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)									
	Budd Car		Budd Car and trailer		D. H. Railcar	Class GM				
	70 m.p.h.		65 m.p.h.		50 m.p.h.	60 m.p.h.	50 m.p.h.		40 m.p.h.	
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Thro.	Stopg.	Thro.	Stopg.
PT. AUGUSTA	0	0	0	0	0	0	0	0	0	0
73 Miles	—	18	—	21	—	—	—	30	—	34
Hesso	36	19	41	21	48	46	54	28	62	31
Bookaloo	—	20	—	22	—	—	—	35	—	39
Woocalla	—	20	—	22	—	—	—	28	—	31
McLeay	43	5	47	6	56	56	62	8	71	8
Birthday	—	8	—	9	—	—	—	17	—	18
Wirrappa	—	15	—	17	—	—	—	26	—	29
PIMBA	46	25	49	26	62	57	73	39	84	44
Burando	—	26	—	—	—	—	—	42	—	43
Wirraminna	46	21	—	—	61	58	71	33	75	36
Cdbo. Hstd. Xg.	—	21	—	—	—	—	—	25	—	29
Cdbo. Sdg.	—	4	—	—	—	—	—	8	—	9
KINGOONYA	57	34	—	—	72	58	75	49	87	57
Wilgena	—	35	—	—	—	—	—	56	—	64
TARCOOLA	50	14	—	—	70	63	71	19	84	24
Malbooma	—	—	—	—	—	—	—	44	—	47
Lyons	39	—	—	—	—	53	68	28	75	31
354½ M. Camp	—	—	—	—	—	—	—	6	—	9
Wynbring	27	—	—	—	—	37	45	45	48	48
Mr. Christie	21	—	—	—	—	27	38	38	41	41
416 M. Camp	—	—	—	—	—	—	—	39	—	41
Barton	37	—	—	—	—	56	66	31	71	34
Immarna	—	—	—	—	—	—	—	58	—	67
Ooldea	57	—	—	—	—	72	85	31	97	34
WATSON	18	—	—	—	—	25	29	29	34	34
522 M. Camp	—	—	—	—	—	—	—	26	—	41
Fisher	—	—	—	—	—	—	—	21	—	28
COOK	64	—	—	—	—	71	85	48	118	57

PIMBA — WOOMERA (Stores Siding, Woomera West) — Budd railcar: 8 mins.

Each section time is for the section terminating at the station against which it appears, after running non-stop from the previous station against which a figure appears in the same column.

The sectional running times include provision for the permanent speed restrictions on account of curves, etc.

## Mileages, Station Facilities and Engine Loads

## COOK — KALGOORLIE (Down)

MILEAGES		STATIONS AND FACILITIES		Length of cross- ing loop (feet)	ENGINE LOADS (Tons)				
from Port Pirie Junct.	Sectional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
						F.	S.	F.	S.
569	—	COOK	SXT*(T*)eFIW(w)Y	1357	† 520	§ 770	§ 850	§ 850	§ 940
594 $\frac{3}{4}$	25 $\frac{3}{4}$	594 $\frac{3}{4}$ M. Camp	T						
623	28 $\frac{1}{2}$	Hughes	SUXT(T*)	3120					
639	16	639 M. Camp	T						
655 $\frac{3}{4}$	16 $\frac{3}{4}$	Deakin	T(T*)						
688	32	Reid	SUXT(T*)WY	3030					
707 $\frac{1}{2}$	19 $\frac{1}{2}$	Forrest	UT(T*)						
742	34 $\frac{1}{2}$	Mundrabilla	SUXT(T*)	2340					
757	15	757 M. Camp							
771 $\frac{1}{4}$	14 $\frac{1}{4}$	Loongana	SUXT(T*)wY	2452					
800 $\frac{1}{2}$	29 $\frac{1}{4}$	Nurina	UT(T*)w						
827 $\frac{1}{2}$	27	Haig	SUXT(T*)	1424					
872 $\frac{3}{4}$	45 $\frac{1}{4}$	RAWLINNA	SXT*(T*)eIW(w)Y	1353					
902 $\frac{1}{2}$	29 $\frac{3}{4}$	Naretha	SUXT	2313					
913	10 $\frac{1}{2}$	913 Miles	U						
926	13	926 M. Camp	(T*)						
940 $\frac{1}{2}$	14 $\frac{1}{2}$	Kitchener	SUXT	1610					
950	9 $\frac{1}{2}$	950 M. Camp							
977 $\frac{1}{2}$	27 $\frac{1}{2}$	Zanthus	SUXT(T*)lwY	1610					
1002	24 $\frac{1}{2}$	Coonana	UT(T*)w			§ 720	§ 800	§ 770	§ 860
1018	16	1018 M. Camp							
1021	3	Chifley	SUXT	3180					
1039	18	Karonie	SUXT(T*)	1417					
1057	18	Randells	U						
1071 $\frac{1}{4}$	14 $\frac{1}{4}$	Curtin	SUXT(T*)	2315					
1092 $\frac{3}{4}$	21 $\frac{1}{2}$	Golden Ridge	(T)						
1105	12 $\frac{1}{4}$	PARKESTON	SXT*(T*)EeFJLW(w)Y	777					
1107 $\frac{3}{4}$	2 $\frac{3}{4}$	KALGOORLIE	SXJR(w)	800					

On the line, distances are marked by mile-posts, and pegs at the intervening half-miles, all reading from Port Pirie Junction.

F. Four traction motors (GM 1 to 11).

S. Six traction motors (GM 12 and onwards).

The specified load indicates the maximum tonnage permitted on departure from the station against which it is shown, and continues in force through all sections until a fresh figure appears in the same column.

† Double GM unit — 920 tons.

§ The tonnage which may be hauled by two locomotives is the combined load of the locomotives used.

# Sectional Running Times

11

## COOK — KALGOORLIE (Down)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)								
	Budd Car		Budd Car and trailer		Class GM				
	70 m.p.h.		65 m.p.h.		60 m.p.h.	50 m.p.h.		40 m.p.h.	
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Stopg.	Thro.	Stopg.
<b>COOK</b>	0				0	0	0	0	0
594 $\frac{3}{4}$ M. Camp	—				—	—	34	—	43
<b>Hughes</b>	52				59	70	40	88	49
639 M. Camp	—				—	—	23	—	29
Deakin	—				—	—	24	—	32
<b>Reid</b>	62				70	88	49	109	56
Forrest	—				—	—	30	—	34
<b>Mundrabilla</b>	52				58	73	47	90	60
757 M. Camp	—				—	—	22	—	29
<b>Loongana</b>	27				33	40	22	52	27
Nurina	—				—	—	46	—	49
<b>Haig</b>	54				70	85	43	92	47
<b>RAWLINNA</b>	42				49	65	65	79	79
<b>Naretha</b>	30				36	44	44	54	54
913 Miles	—				—	—	17	—	20
926 M. Camp	—				—	—	18	—	23
<b>Kitchener</b>	36				45	52	25	63	26
950 M. Camp	—				—	—	16	—	22
<b>Zanthus</b>	38				40	60	48	74	56
Coonana	—				—	—	51	—	55
1018 M. Camp	—				—	—	28	—	30
<b>Chifley</b>	52				69	78	7	87	8
<b>Karonie</b>	19				27	39	39	40	40
Randells	—				—	—	29	—	33
<b>Curtin</b>	34				49	53	19	60	26
Golden Ridge	—				—	—	33	—	40
<b>PARKESTON</b>	32				42	48	19	64	27
<b>KALGOORLIE</b>	5				8	—	—	—	—

Each section time is for the section terminating at the station against which it appears, after running non-stop from the previous station against which a figure appears in the same column.

The sectional running times include provision for the permanent speed restrictions on account of curves, etc.



## Mileages, Station Facilities and Engine Loads

## KALGOORLIE—COOK (Up)

MILEAGES		STATIONS AND FACILITIES		Length of cross- ing loop (feet)	ENGINE LOADS (Tons)				
from Kal- goorlie	Sect- ional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
					F.	S.	F.	S.	
—	—	KALGOORLIE	SXJR(w)	800	† 520				
2 $\frac{3}{4}$	2 $\frac{3}{4}$	PARKESTON	SXT*(T*)EeFJLW(w)Y	777		\$ 720	\$ 800	\$ 770	\$ 860
15	12 $\frac{1}{2}$	Golden Ridge							
36 $\frac{1}{2}$	21 $\frac{1}{2}$	Curtin	SUXT(T*)	2315					
50 $\frac{3}{4}$	14 $\frac{1}{4}$	Randells	U						
68 $\frac{3}{4}$	18	Karonie	SUXT(T*)	1417					
86 $\frac{3}{4}$	18	Chifley	SUXT	3180					
89 $\frac{3}{4}$	3	1018 M. Camp							
105 $\frac{3}{4}$	16	Coonana	UT(T*)w			\$ 770	\$ 850	\$ 850	\$ 940
130 $\frac{1}{2}$	24 $\frac{1}{2}$	Zanthus	SUXT(T*)lwY	1610					
157 $\frac{3}{4}$	27 $\frac{1}{2}$	950 M. Camp							
167 $\frac{1}{4}$	9 $\frac{1}{2}$	Kitchener	SUXT	1610					
181 $\frac{3}{4}$	14 $\frac{1}{2}$	926 M. Camp	(T*)						
194 $\frac{3}{4}$	13	913 Miles	U						
205 $\frac{1}{4}$	10 $\frac{1}{2}$	Naretha	SUXT	2313					
235	29 $\frac{1}{2}$	RAWLINNA	SXT*(T*)eiW(w)Y	1353					
280 $\frac{1}{2}$	45 $\frac{1}{2}$	Haig	SUXT(T*)	1424					
307 $\frac{1}{2}$	27 $\frac{1}{2}$	Nurina	UT(T*)w						
336 $\frac{1}{2}$	29	Loongana	SUXT(T*)wY	2452					
350 $\frac{3}{4}$	14 $\frac{1}{4}$	757 M. Camp							
365 $\frac{3}{4}$	15	Mundrabilla	SUXT(T*)	2340					
400 $\frac{1}{4}$	34 $\frac{1}{2}$	Forrest	UT(T*)						
419 $\frac{3}{4}$	19 $\frac{1}{2}$	Reid	SUXT(T*)WY	3030					
452	32 $\frac{1}{2}$	Deakin	T(T*)						
468 $\frac{3}{4}$	16 $\frac{3}{4}$	639 M. Camp	T						
484 $\frac{3}{4}$	16	Hughes	SUXT(T*)	3120					
513	28 $\frac{1}{2}$	594 $\frac{3}{4}$ M. Camp	T						
538 $\frac{3}{4}$	25 $\frac{1}{4}$	COOK	SXT*(T*)eFIW(w)Y	1357					

On the line, distances are marked by mile-posts, and pegs at the intervening half-miles, all reading from Port Pirie Junction.

F. Four traction motors (GM 1 to 11).

S. Six traction motors (GM 12 and onwards).

The specified load indicates the maximum tonnage permitted on departure from the station against which it is shown, and continues in force through all sections until a fresh figure appears in the same column.

† Double GM unit — 920 tons.

\$ The tonnage which may be hauled by two locomotives is the combined load of the locomotives used.

## KALGOORLIE — COOK (Up)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)								
	Budd Car		Budd Car and trailer		Class GM				
	70 m.p.h.		65 m.p.h.		60 m.p.h.	50 m.p.h.		40 m.p.h.	
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Stopg.	Thro.	Stopg.
KALGOORLIE	0				0	—	—	—	—
PARKESTON	5				8	0	0	0	0
Golden Ridge	—				—	—	23	—	25
Curtin	31				43	55	36	61	40
Randells	—				—	—	26	—	32
Karonie	33				50	54	28	65	35
Chifley	18				24	32	32	33	33
1018 M. Camp	—				—	—	7	—	8
Coonana	—				—	—	40	—	44
Zanthus	46				61	84	45	99	55
950 M. Camp	—				—	—	43	—	50
Kitchener	38				41	55	16	65	18
926 M. Camp	—				—	—	24	—	28
913 Miles	—				—	—	21	—	23
Naretha	36				46	55	18	65	20
RAWLINNA	30				38	42	42	48	48
Haig	42				49	68	68	79	79
Nurina	—				—	—	50	—	47
Loongana	54				70	87	41	92	49
757 M. Camp	—				—	—	22	—	27
Mundrabilla	27				33	41	23	52	29
Forrest	—				—	—	45	—	60
Reid	52				64	71	30	90	34
Deakin	—				—	—	48	—	56
639 M. Camp	—				—	—	25	—	32
Hughes	62				70	89	24	109	29
594½ M. Camp	—				—	—	39	—	49
COOK	52				59	70	35	88	43

Each section time is for the section terminating at the station against which it appears, after running non-stop from the previous station against which a figure appears in the same column.

The sectional running times include provision for the permanent speed restrictions on account of curves, etc.

## Mileages, Station Facilities and Engine Loads

## COOK — PORT AUGUSTA (Up)

MILEAGES		STATIONS AND FACILITIES		Length of cross- ing loop (feet)	ENGINE LOADS (Tons)				
from Kal- goorlie	Sect- ional				Class GM				
					60 m.p.h.	50 m.p.h.		40 m.p.h.	
						F.	S.	F.	S.
538 <sup>3</sup> <sub>4</sub>	—	COOK	SXT*(T*)eFIW(w)Y	1357	† 520	§ 770	§ 850	§ 850	§ 940
571 <sup>3</sup> <sub>4</sub>	33	Fisher	T(T*)						
585 <sup>3</sup> <sub>4</sub>	14	522 M. Camp	T						
604 <sup>1</sup> <sub>2</sub>	18 <sup>3</sup> <sub>4</sub>	WATSON	SUXT*(T*)	2320					
624 <sup>1</sup> <sub>2</sub>	20	Ooldea	UT(T*)	2310					
644 <sup>1</sup> <sub>2</sub>	20	Inmarna	T						
675 <sup>3</sup> <sub>4</sub>	31 <sup>1</sup> <sub>4</sub>	Barton	SUXT(T*)IY	3045					
691 <sup>3</sup> <sub>4</sub>	16	416 M. Camp	T						
710 <sup>3</sup> <sub>4</sub>	19	Mt. Christie	SUXT(T*)	2320					
730 <sup>1</sup> <sub>2</sub>	19 <sup>1</sup> <sub>2</sub>	Wynbring	SUXT(T*)	2340					
753 <sup>1</sup> <sub>2</sub>	23	354 <sup>1</sup> <sub>2</sub> M. Camp	T						
755 <sup>3</sup> <sub>4</sub>	2 <sup>1</sup> <sub>2</sub>	Lyons	SUXT	3060					
770 <sup>1</sup> <sub>2</sub>	14 <sup>1</sup> <sub>2</sub>	Malbooma	UT†						
789 <sup>3</sup> <sub>4</sub>	19 <sup>1</sup> <sub>2</sub>	318 M. Quarry	U						
794 <sup>1</sup> <sub>2</sub>	4 <sup>1</sup> <sub>4</sub>	TARCOOLA	SXT*(T*)efIW(w)Y	1496					
806 <sup>1</sup> <sub>2</sub>	12	Wilgena	U						
842 <sup>1</sup> <sub>2</sub>	36 <sup>1</sup> <sub>4</sub>	KINGOONYA	SXT*(T*)fWY	3040					
862 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>4</sub>	Kultanaby	U						
873 <sup>3</sup> <sub>4</sub>	11 <sup>1</sup> <sub>4</sub>	Cdambo. Sdg.	UT						
876 <sup>3</sup> <sub>4</sub>	3	Cdbo. Hstd. Xg	†						
894 <sup>1</sup> <sub>2</sub>	17 <sup>1</sup> <sub>2</sub>	Wirraminna	SUXT(T*)IwY	2334					
914 <sup>1</sup> <sub>2</sub>	20	Burando	T						
938 <sup>1</sup> <sub>2</sub>	24 <sup>1</sup> <sub>2</sub>	PIMBA	SXT(T*)JIY	3008					
957 <sup>1</sup> <sub>2</sub>	19	Wirrappa	U(T*)†w						
972 <sup>1</sup> <sub>2</sub>	14 <sup>1</sup> <sub>2</sub>	Birthday	U						
977 <sup>3</sup> <sub>4</sub>	5 <sup>3</sup> <sub>4</sub>	McLeay	SUXT	2314					
980 <sup>3</sup> <sub>4</sub>	3	Woocalla	UT†						
999 <sup>1</sup> <sub>2</sub>	18 <sup>1</sup> <sub>2</sub>	Bookaloo	UXT(T*)W†						
1017 <sup>1</sup> <sub>2</sub>	18 <sup>1</sup> <sub>2</sub>	Hesso	SUXT	2307					
1034 <sup>3</sup> <sub>4</sub>	17 <sup>1</sup> <sub>2</sub>	73 Miles	UT†						
1051 <sup>1</sup> <sub>2</sub>	16 <sup>3</sup> <sub>4</sub>	PT. AUGUSTA	SXT*EeFJLORW(w)Y	1200					

WOOMERA (Store Siding, Woomera West) — Pimba — 4<sup>1</sup><sub>4</sub> miles. Crossing loop, Woomera West — 100 feet.

On the line, distances are marked by mile-posts, and pegs at the intervening half-miles, all reading from Port Pirie Junction.

F. Four traction motors (GM 1 to 11).

S. Six traction motors (GM 12 and onwards).

The specified load indicates the maximum tonnage permitted on departure from the station against which it is shown, and continues in force through all sections until a fresh figure appears in the same column.

† Double GM unit — 920 tons.

§ The tonnage which may be hauled by two locomotives is the combined load of the locomotives used.

# Sectional Running Times

15

## COOK — PORT AUGUSTA (Up)

STATIONS	SECTIONAL RUNNING TIMES (Minutes)									
	Budd Car		Budd Car and trailer		D.H. Railcar	Class GM				
	70 m.p.h.		65 m.p.h.			50 m.p.h.	60 m.p.h.	50 m.p.h.		40 m.p.h.
	Thro.	Stopg.	Thro.	Stopg.	Thro.	Thro.	Thro.	Stopg.	Thro.	Stopg.
COOK	0					0	0	0	0	0
Fisher	—					—	—	45	—	57
522 M. Camp	—					—	—	20	—	28
WATSON	64					69	84	27	118	39
Ooldea	19					26	30	30	36	36
Immarna	—					—	—	41	—	42
Barton	56					78	84	47	102	62
416 M. Camp	—					—	—	33	—	36
Mt. Christie	37					53	66	37	73	41
Wynbring	21					28	33	33	41	41
354½ M. Camp	—					—	—	38	—	44
Lyons	27					35	41	7	47	9
Malbooma	—					—	—	27	—	32
TARCOOLA	40	0			0	51	63	40	76	47
Wilgena	—	15			—	—	—	24	—	26
KINGOONYA	48	34			70	63	71	52	89	66
Cdambo Sdg.	—	34			—	—	—	49	—	58
Cdbo. Hstd. Xg.	—	4			—	—	—	7	—	9
Wirraminna	57	21			72	58	75	26	91	30
Burando	—	21			—	—	—	34	—	38
FIMBA	48	28	0	0	61	60	76	46	85	50
Wirrappa	—	23	—	25	—	—	—	37	—	42
Birthday	—	15	—	17	—	—	—	26	—	29
McLeay	44	8	48	8	61	54	72	17	83	18
Woocalla	—	4	—	5	—	—	—	7	—	7
Bookaloo	—	20	—	22	—	—	—	28	—	31
Hesso	41	19	46	22	56	53	64	35	66	34
73 Miles	—	18	—	21	—	—	—	28	—	31
PT. AUGUSTA	35	18	41	21	48	45	54	30	67	39

WOOMERA (Stores Siding, Woomera West) — PIMBA — Budd railcar: 8 mins.

Each section time is for the section terminating at the station against which it appears, after running non-stop from the previous station against which a figure appears in the same column.

The sectional running times include provision for the permanent speed restrictions on account of curves, etc.



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(III) SCHEDULES

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## PORT PIRIE JUNCTION — PORT AUGUSTA (Down)

Electric train staff system under Train Control, Port Augusta

	23	39	41
	Stock or Goods Conditional Daily	Schools Railcar School Days	Stock or Goods Cond. Daily
TABLED MAX. SPEED	50 m.p.h.	50 m.p.h.	50 m.p.h.
	a.m.	a.m.	a.m.
PT. PIRIE JCT. - - d.	4.30	—	9.00 34
Pt. Germein - - a.	4.56	—	9.26
	d. 5.04 14	—	9.43 †
Baroota - - - —	—	(From Quorn Road crossing. See page 23).	—
Mambray Creek - - —	—	—	—
Nectar Brook - - a.	5.42	—	10.21 †
	d. 5.44 86	—	10.30 76
Winninowie - - - —	—	—	—
STIRLING NTH. - - a.	6.14	8.17	11.00
	—	74	—
	d. —	8.28	—
PT. AUGUSTA - - a.	—	8.45	—

	51	753	57
	Reg. Goods, Thurs. Cond. Other Days	Budd and Trailer Saturday	Budd and Trailer Monday to Friday
Adelaide - - d.	—	7.00 a.m.	8.00 a.m.
Pt. Pirie Jct. - a.	—	11.28 a.m.	12.16 p.m.
TABLED MAX. SPEED	50 m.p.h.	65 m.p.h.	65 m.p.h.
	a.m.	a.m.	p.m.
PT. PIRIE JCT. - d.	10.38 74	11.50 576	1.00* 36
Port Germein - a.	11.04	12.07 p.m.	1.17
	d. 11.06 76	12.35 636, 712	1.18
Baroota - - - —	—	C.G.	C.G.
Mambray Creek - —	—	C.G.	C.G.
Nectar Brook - a.	11.44	1.02	1.45
	d. 12.05 p.m. 36	1.04	1.47 30
Winninowie - - —	—	C.G.	C.G.
STIRLING NTH. - a.	12.35	1.28	2.10
	— 30	—	—
	d. 1.15	1.29	2.11
PT. AUGUSTA - a.	(To Marree Thur.)	1.37	2.19
Pt. Augusta - - d.	—	—	2.45 ‡
	—	—	5.15 p.m. §

\* Leaves platform 12.45 p.m. (departure advertised to public) for crossing loop or Sub.

‡ Forward to Woomera 2.45 p.m. Wednesdays and Fridays.

§ Forward to Marree 5.15 p.m. Mondays and Thursdays.

† 15 minutes earlier from Port Germein to Nectar Brook on Wednesdays, Saturdays and Sundays.

FOR OTHER NOTES, ETC., SEE PAGE 19.

**PORT PIRIE JUNCTION — PORT AUGUSTA (Down)**  
Electric train staff system under Train Control, Port Augusta

	63 Reg. Goods Tue. * Conditional exc. Sun.	70 Schools Railcar School Days	67 Stock or Goods Conditional exc. Sun.
Adelaide - - - d.	—	—	—
Pt. Pirie Jct. - - a.	—	—	—
<b>TABLED MAX. SPEED</b>	<b>40 m.p.h.</b>	<b>50 m.p.h.</b>	<b>50 m.p.h.</b>
	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>
<b>PT. PIRIE JCT. - d.</b>	<b>2.00</b>		<b>3.25 30</b>
<b>Pt. Germein - - a.</b>	<b>2.28</b>		<b>3.51 68</b>
<b>d.</b>	<b>2.30</b>		<b>4.10</b>
Baroota - - - - —	—		—
Mambray Creek - —	—		—
<b>Nectar Brook - - a.</b>	<b>3.16</b>		<b>4.48</b>
<b>d.</b>	<b>3.40</b>	From Quorn Road Crossing. See page 23).	<b>4.50</b>
Winninowie - - —	—		—
<b>STIRLING NTH. - a.</b>	<b>4.14</b>	<b>4.42</b>	<b>5.20</b>
<b>d.</b>	<b>4.50 *</b>	—	—
<b>PT. AUGUSTA - - a.</b>	<b>5.01 *</b>	—	—
Pt. Augusta - - d.	—	—	—

  

	73 Budd M. W. F.	75 Express Reg. M. T. W. F. Sat. Cond. Sun. Th.	77 Fast Goods Sun. M. W. F. Sat.	79 Fast Mixed T. Th.	83 Shunt Goods M. W. F.
Adelaide - - - d.	1.05 p.m.	1.05 p.m. †	—	1.05 p.m. **	—
Pt. Pirie Jct. - - a.	4.15 p.m.	4.15 p.m. †	—	4.15 p.m. **	—
<b>TABLED MAX. SPEED</b>	<b>70 m.p.h. ††</b>	<b>60 m.p.h.</b>	<b>50 m.p.h.</b>	<b>50 m.p.h.</b>	<b>40 m.p.h.</b>
	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>	<b>p.m.</b>
<b>PT. PIRIE JCT. - d.</b>	<b>4.35 68</b>	<b>5.15 70</b>	<b>6.00</b>	<b>6.00</b>	<b>7.00</b>
<b>Pt. Germein - - a.</b>	<b>4.52</b>	<b>5.35</b>	<b>6.26</b>	<b>6.26</b>	<b>7.28</b>
<b>d.</b>	<b>4.53</b>	<b>5.37</b>	<b>6.28</b>	<b>6.28</b>	<b>7.50 46</b>
Baroota - - - - —	<b>C.P.</b>	—	—	<b>C.G.</b>	<b>C.G.</b>
Mambray Creek - —	<b>C.P.</b>	—	—	<b>C.G.</b>	<b>C.G.S.</b>
<b>Nectar Brook - - a.</b>	<b>5.18</b>	<b>6.06</b>	<b>7.06</b>	<b>7.11</b>	<b>8.48 90.</b>
<b>d.</b>	<b>5.20</b>	<b>6.08</b>	<b>7.08 46</b>	<b>7.13 46</b>	<b>9.05 52</b>
Winninowie - - —	<b>C.P.</b>	—	—	<b>C.G.</b>	<b>C.G.S.</b>
<b>STIRLING NTH. - a.</b>	<b>5.43</b>	—	—	<b>C.G.</b>	<b>9.40</b>
<b>d.</b>	<b>5.44</b>	<b>6.31 46</b>	<b>7.39</b>	<b>7.49</b>	<b>10.15</b>
<b>PT. AUGUSTA - - a.</b>	<b>5.52</b>	<b>6.40</b>	<b>7.50</b>	<b>8.00</b>	<b>10.26</b>
Pt. Augusta - - d.	6.15 ††	6.50	8.45 §	8.45 p.m.	—

\* Regular Goods to Port Augusta, Tuesdays.

† Sundays (condl.) and Saturdays: Adelaide dep. 12.55 p.m.; Port Pirie Junction, arrive 4.35 p.m.

§ Port Augusta depart 10.40 p.m. Sundays and Mondays.

\*\* Conditional connection ex. Adelaide on Thursdays.

†† On Wednesdays, works with trailer (65 m.p.h.) and departs Port Augusta 6.15 p.m. for Marree.

FOR OTHER NOTES, ETC., SEE PAGE 19.

## PORT PIRIE JUNCTION — PORT AUGUSTA (Down)

Electric train staff system under Train Control, Port Augusta

	187 Budd Sunday	93 Stock Conditional	95 Budd Condl.
Adelaide - - - - - d.	4.15 p.m.	—	6.52 p.m.
Pt. Pirie Jct. - - - - - a.	7.58 p.m.	—	10.32 p.m.
<b>TABLED MAX. SPEED</b>	<b>65 m.p.h.</b>	<b>50 m.p.h.</b>	<b>70 m.p.h.</b>
	p.m.	p.m.	p.m.
<b>PT. PIRIE JCT.</b> - - - - - d.	8.15	9.50 <sup>90</sup>	10.45
<b>Pt. Germein</b> - - - - - a.	8.31	10.16	11.01
	8.32 146	10.18	11.02
Baroota - - - - - —	C.P.	—	C.P.
Mambray Creek - - - - - —	C.P.	—	C.P.
<b>Nectar Brook</b> - - - - - a.	8.56	10.54	11.26
	8.58 152	10.56	11.28
Winninowie - - - - - —	C.P.	—	C.P.
<b>STIRLING NTH.</b> - - - - - a.	9.20	11.25	11.50
	9.21	—	11.51
<b>PT. AUGUSTA</b> - - - - - a.	9.28 177	—	11.58
Pt. Augusta - - - - - d.	{ 9.45 p.m. for Woomera 10.00 p.m. for Marree		12 20 a.m.

**DOWN**

Budd railcars: For staff exchange, etc., one minute is tabled at Port Germein, and 2 minutes at Nectar Brook. However, it is expected that 1½ minutes will normally be taken at each place.

All down Budd car schedules include time (between Nectar Brook and Stirling North) for TWO conditional stops of 30 seconds each. If conditional stops are made between Port Germein and Nectar Brook, or if a total of more than two conditional stops are made, the excess time may if necessary be booked as a delay. If no conditional stops (or only one) are made between Nectar Brook and Stirling North, time should be regained accordingly.

**UP**

Budd railcars: For staff exchange, etc., one minute is tabled at Nectar Brook, and 2 minutes at Port Germein. However, it is expected that 1½ minutes will normally be taken at each place.

All up Budd car schedules include time (between Nectar Brook and Port Germein) for TWO conditional stops of 30 seconds each. If conditional stops are made between Stirling North and Nectar Brook, or if a total of more than two conditional stops are made, the excess time may, if necessary, be booked as a delay. If no conditional stops (or only one) are made between Nectar Brook and Port Germein, time should be regained accordingly.

The time allowed for a stop is:

Budd car — One minute acceleration, plus actual standing time.

Budd car and trailer — 1½ minutes acceleration, plus actual standing time.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.



## PORT AUGUSTA — PORT PIRIE JUNCTION (Up)

Electric train staff system under Train Control, Port Augusta

	66 Stock or Goods Conditional daily	692 Budd Saturday	72 Stock or Goods Conditional daily
Pt. Augusta - - - a.	—	1.00 a.m.	—
TABLED MAX. SPEED	50 m.p.h.	70 m.p.h.	50 m.p.h.
	a.m.	a.m.	a.m.
PT. AUGUSTA - - - d.	—	1.30	—
STIRLING NTH. - - - a.	—	1.37	—
	12.25	1.38	2.05 214
Winninowie - - - -	—	C.P.	—
Nectar Brook - - - a.	12.57	1.56	2.37
	12.59	1.57	2.39
Mambray Creek - - -	—	C.P.	—
Baroota - - - -	—	C.P.	—
Pt. Germein - - - a.	1.41	2.26	3.21
	1.43	2.28	3.23
PT. PIRIE JCT. - - - a.	2.15	2.44	3.55
Pt. Pirie Jct. - - - d.	—	3.00 a.m.	—
Adelaide - - - - a.	—	6.20 a.m.	—
	14 Shunt Goods Mon. to Sat.	86 Stock or Goods Cond. daily	728 Budd and Trailer Saturday
Pt. Augusta - - - a.	—	—	—
TABLED MAX. SPEED	40 m.p.h.	50 m.p.h.	65 m.p.h.
	a.m.	a.m.	a.m.
PT. AUGUSTA - - - d.	1.45	—	6.30
STIRLING NTH. - - - a.	1.57	—	6.39
	3.00 72	5.00	6.40
Winninowie - - - -	C.G.S.	—	C.G.
Nectar Brook - - - a.	3.45	5.32	6.58
	4.00	5.55 23	6.59
Mambray Creek - - -	C.G.S.	—	C.G.
Baroota - - - -	C.G.	—	C.G.
Pt. Germein - - - a.	4.58	6.37	7.32
	5.25 23	6.39	7.34
PT. PIRIE JCT. - - - a.	5.55	7.11	7.51
Pt. Pirie Jct. - - - d.	—	—	8.02 a.m.
Adelaide - - - - a.	—	—	11.40 a.m.

FOR NOTES, SEE PAGE 19.

## PORT AUGUSTA — PORT PIRIE JUNCTION (Up)

Electric train staff system under Train Control, Port Augusta

	34 *	39
	Budd and Trailer Mon. to Fri.	Schools Railcar School days
Pt. Augusta - - - a.	‡	—
TABLED MAX. SPEED	65 m.p.h.	50 m.p.h.
	a.m.	a.m.
PT. AUGUSTA - - - d.	7.30	—
STIRLING NTH. - - a.	7.39	—
	d. 7.40	8.05
Winninowie - - - —	C.G.	(To Quorn Road Crossing. See page 23).
Nectar Brook - - a.	7.58	
	d. 7.59	
Mambray Creek - - —	C.G.	
Baroota - - - —	C.G.	
Pt. Germein - - - a.	8.32	—
	d. 8.34	—
PT. PIRIE JCT. - - a.	8.51 41	—
Pt. Pirie Jct. - - - d.	9.12 a.m.	—
Adelaide - - - a.	12.47 p.m.	—

  

	74	76	12
	Goods M, T, Th, F. (Condl. Sun.)	Fast Mixed Wed, Sat.	Stock Condl. (Not Thur.)
Pt. Augusta - - - a.	{ 4.43 a.m. Th, F, Sun. 5.53 a.m. M, T.	8.51 a.m.	—
TABLED MAX. SPEED	50 m.p.h.	50 m.p.h.	50 m.p.h.
	a.m.	a.m.	a.m.
PT. AUGUSTA - - - d.	8.00	9.30	—
STIRLING NTH. - - a.	8.12	—	—
	d. 8.22 39	9.42	10.25
Winninowie - - - —	—	—	—
Nectar Brook - - a.	8.53	10.13	10.57
	d. 8.55	10.15 41	10.59
Mambray Creek - - —	—	—	—
Baroota - - - —	—	—	—
Pt. Germein - - - a.	9.33	10.53	11.41
	d. 9.35 41	11.10 51	11.45 **
PT. PIRIE JCT. - - a.	10.05 51	11.40	12.17 **
			p.m.
Pt. Pirie Jct. - - - d.	—	1.20 p.m. §	—
Adelaide - - - a.	—	5.15 p.m. §	—

\* No. 222 Mondays; No. 522 Thursdays.

‡ Port Augusta arr. 7.05 a.m. from Woomera on Mondays and Thursdays; and 7 a.m. from Marree on Tuesdays and Fridays.

\*\* On Saturdays, Port Germein dep. 1 p.m., Port Pirie Junction arr. 1.32 p.m.

§ Saturdays only. On Wednesdays when Express running, dep. Port Pirie Junction 1.35 p.m., arr. Adelaide 5.30 p.m.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

**PORT AUGUSTA — PORT PIRIE JUNCTION (Up)**  
Electric train staff system under Train Control, Port Augusta

	36 Express M, T, Th, F, Sat. Condl. Sun. Wed.	30 Goods Mon. ‡ Condl. Stock Sat exc.	68 Budd M, W, Th, F.
Pt. Augusta - - - a.	11.10 a.m.	—	1.00 p.m. §
<b>TABLED MAX. SPEED</b>	<b>60 m.p.h.</b>	<b>50 m.p.h.</b>	<b>70 m.p.h. §</b>
<b>PT. AUGUSTA - - - d.</b>	<b>a.m.</b> 11.25	<b>p.m.</b> 12.15 ‡	<b>p.m.</b> 3.00
<b>STIRLING NTH. - - - a.</b>	—	12.27 ‡	3.08
	d. 11.34	1.05 41, 51	3.09
Winninowie - - - —	—	—	C.P.
Nectar Brook - - - a.	11.53	1.36	3.27
	d. 11.55 51	1.53 57	3.28 63
Mambray Creek - - - —	—	—	C.P.
Baroota - - - —	—	—	C.P.
Pt. Germein - - - a.	12.26 p.m.	2.31	3.59
	d. 12.28 753, 712	2.50 63	4.01 67
<b>PT. PIRIE JCT. - - - a.</b>	<b>12.50</b> 57	<b>3.12</b> 67	<b>4.18</b> 73
Pt. Pirie Jct. - - - d.	1.35 p.m. *	—	5.40 p.m.
Adelaide - - - a.	5.30 p.m. *	—	9.47 p.m.

  

	170 Budd Sunday (Condl. T, Sat.)	70 Schools railcar School days	46 Stock condl.	52 Stock condl.	90 Budd Condl.
Pt. Augusta - a.	—	—	—	—	—
<b>TABLED MAX. SPEED</b>	<b>70 m.p.h.</b>	<b>50 m.p.h.</b>	<b>50 m.p.h.</b>	<b>50 m.p.h.</b>	<b>70 m.p.h.</b>
<b>PT. AUGUSTA - d.</b>	<b>p.m.</b> 3.45	<b>p.m.</b> 4.10	<b>p.m.</b> —	<b>p.m.</b> —	<b>p.m.</b> 77, 79
<b>STIRLING NTH. - a.</b>	3.52	4.27	—	—	8.30 79
	d. 3.53	4.30 63	6.35 75	8.25	8.37
Winninowie - —	C.P.	—	—	—	8.38
Nectar Brook - a.	4.11	(To Quorn road crossing see page 23).	7.06 77,	8.56 83,	C.P.
	d. 4.12	—	7.20 79	8.58 187	8.56 83
Mambray Creek - —	C.P.	—	—	—	8.58
Baroota - - —	C.P.	—	—	—	C.P.
Pt. Germein - a.	4.41	—	8.02 83,	9.40	C.P.
	d. 4.43	—	8.04 187	9.42	9.26
<b>PT. PIRIE JCT. - a.</b>	<b>5.00 75</b>	<b>—</b>	<b>8.36 **</b>	<b>10.14</b>	<b>9.28</b> 9.44 93
Pt. Pirie Jct. - d.	5.34 p.m. Sun.	—	—	—	—
Adelaide - - a.	9.48 p.m. Sun.	—	—	—	—

\* On Saturday (and Sundays, conditional), Port Pirie Junction dep. 1.20 p.m.; Adelaide arr. 5.15 p.m.

‡ Regular Goods ex. Port Augusta, Mondays.

§ Arrives Port Augusta ex. Marree 1 p.m. Mondays and Thursdays, and works with trailer (65 m.p.h.).

\*\* On Sundays, Port Germein dep. 8.40 p.m.; Port Pirie Jct. arr. 9.12 p.m.

FOR TRANSPORT NOTES ETC., SEE PAGES 47 AND ONWARDS.

# SCHOOL RAILCAR SERVICE, STIRLING NORTH — PORT AUGUSTA

Each day, Monday to Friday (excluding Public Holidays and school vacations), a railcar will convey children from Stirling North township (Quorn Road Crossing) and station to Cudmore Hill level crossing (for Willsden Primary School) and to Port Augusta, and return to schedules shown below.

No. 39			No. 70		
a.m.			p.m.		
Stirling North .. .. .	d.	8.05	Port Augusta .. .. .	d.	4.10
Quorn Road Crossing ..	a.	8.10	Cudmore Hill Crossing	a.	4.14
	d.	8.13		d.	4.17
Stirling North .. .. .	a.	8.17	Stirling North .. .. .	a.	4.27
		— 74			— 63
	d.	8.28		d.	4.30
Cudmore Hill Crossing	a.	8.38	Quorn Road Crossing ..	a.	4.34
	d.	8.41		d.	4.37
Port Augusta .. .. .	a.	8.45 a.m.	Stirling North .. .. .	a.	4.42

UP

DOWN

UP

DOWN

## NOTES:

- School children will entrain and detrain at Quorn Road Crossing (50m. 67ch.), Stirling North, Cudmore Hill Crossing (55m. 24ch.), and Port Augusta platform.
- When approaching the Quorn Road Crossing each morning, exceptional care is to be exercised, due to the presence of children. The Guard must travel in the vestibule with the door open, and maintain a sharp lookout on the side opposite the Driver's seat, and be prepared to stop the car in an emergency by use of the appropriate bell code, viz. 3 rings. Extreme vigilance is to be exercised also by the Driver.
- At Cudmore Hill Crossing, the railcar is to stop adjacent to the low level platform provided. Detraining and entraining at this point will be under the supervision of a school teacher, but Railway staff are to exercise care and assist as necessary.
- Tickets or passes are not required by bona-fide school children travelling on these services. If room is available, passengers other than school children may be accepted if in possession of a free pass, or on payment of the prescribed fare. The Guard must submit a statement showing details of passengers conveyed.
- The Stationmaster, Stirling North, is to maintain a record of the daily trips conveying school children, and render an account to the Education Department each month.
- The railcar is to be cleaned and serviced at Stirling North, and also cleaned, serviced and watered at Port Augusta.



PORT AUGUSTA — COOK (DOWN)

Electric train staff system, under Train Control, Port August

	295 Budd Conditional Tuesday	313 Shunt Goods Tuesday	313 Shunt Goods (Alternative)
Adelaide . . . . . d.	6.52 p.m. Mon.	—	(When No. 295
Pt. Pirie Jct. . . . . d.	10.45 p.m. Mon.	—	Budd runs)
Pt. Augusta . . . . . a.	11.58 p.m. Mon.	—	
<b>TABLED MAX. SPEED</b>	<b>70 m.p.h.</b>	<b>40 m.p.h.</b>	<b>40 m.p.h.</b>
<b>PORT AUGUSTA</b> . . . . . d.	a.m. 12.20	a.m. 12.45	a.m. 1.30
73 Miles . . . . . —	C.P.	C.G.S.	C.G.S.
Hesso . . . . . a.	12.58	1.57	2.42
. . . . . d.	1.00	1.59	2.44
Bookaloo . . . . . a.	—	—	—
. . . . . d.	C.P.	C.G.S.	C.G.S.
Woocalla . . . . . a.	—	—	—
. . . . . d.	C.P.	C.G.S.	C.G.S.
McLeay . . . . . a.	1.52	3.05	3.50
. . . . . d.	1.54	3.40 174	5.35 174, 322
Birthday . . . . . —	C.P.	C.G.S.	C.G.S.
Wirrappa . . . . . a.	—	—	—
. . . . . d.	C.P.	C.G.S.	C.G.S.
Pimba . . . . . a.	2.52	5.26	7.21
. . . . . d.	3.00 174	—	236
<b>WOOMERA WEST</b> . . . . . a.	3.10	—	—
Burando . . . . . a.	—	—	—
. . . . . d.	—	—	—
Wirraminna . . . . . a.	—	—	—
. . . . . d.	—	—	—
Coondambo H'stead. Xg. . . a.	—	—	—
. . . . . d.	—	—	—
Coondambo Siding . . . . . a.	—	—	—
. . . . . d.	—	—	—
<b>KINGOONYA</b> . . . . . a.	—	—	—
. . . . . d.	—	—	—
Wilgena . . . . . —	—	—	—
<b>TARCOOLA</b> . . . . . a.	—	—	—
. . . . . d.	—	—	—
Malbooma . . . . . —	—	—	—
Lyons . . . . . a.	—	—	—
. . . . . d.	—	—	—
Wynbring . . . . . a.	—	—	—
. . . . . d.	—	—	—
Mt. Christie . . . . . a.	—	—	—
. . . . . d.	—	—	—
Barton . . . . . a.	—	—	—
. . . . . d.	—	—	—
Ooldea . . . . . a.	—	—	—
. . . . . d.	—	—	—
<b>WATSON</b> . . . . . a.	—	—	—
. . . . . d.	—	—	—
<b>COOK</b> . . . . . { (AT) a.	—	—	—
. . . . . { (AT) d.	—	—	—
. . . . . { (PT) d.	—	—	—

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## PORT AUGUSTA — COOK (DOWN)

Electric train staff system, under Train Control, Port Augusta

TABLED MAX. SPEED	45	535 <i>Tea &amp; Sugar</i>	
	Shunt Goods Conditional	Slow	Mixed
	40 m.p.h.	40 m.p.h.	
PORT AUGUSTA . . . . . d.	—	a.m. Thur. <i>535</i>	
73 Miles . . . . . a.	—	7.30*	
	—	8.04	
Hesso . . . . . a.	—	8.29	
	—	9.00	
	—	10.25	436
Bookaloo . . . . . a.	—	11.04	
	—	11.29	
Woocalla . . . . . a.	—	12.00	
	—	12.50 p.m.	
McLeay . . . . . a.	—	12.58	
	—	1.04	
Birthday . . . . . a.	—	1.32	
	—	1.42	
Wirrappa . . . . . a.	—	2.11	a.m. Fri.
	—	2.41	
Pimba . . . . . a.	a.m.	3.31 p.m.	
	10.00		4.00 579, 474
WOOMERA WEST . . . . . a.	—		—
Burando . . . . . a.	—		4.41
	—		5.23
Wirraminna . . . . . a.	C.G.		5.59
	11.45 520		536
	12.15 p.m.		7.03
Coondambo H'stead Xg. . . . .	—		7.33
Coondambo Siding . . . . . a.	C.G.S.		7.52
	—		8.12
KINGOONYA . . . . . a.	2.00		9.09
	2.30		10.45
Wilgena . . . . . a.	C.G.S.		11.49
	—		12.04 p.m.
TARCOOLA . . . . . a.	4.15 p.m.		12.28
	—		3.00
Malbcoma . . . . . a.	—		3.57
	—		4.22
Lyons . . . . . a.	—		4.53
	—		4.55
354½ M. Camp . . . . . a.	—		5.04
	—		5.24
Wynbring . . . . . a.	—		6.12
	—		7.05 576
	—		7.56
Mt. Christie . . . . . a.	—		8.26
	—		9.07
416 M. Camp . . . . . d.	—		9.37
Barton . . . . . a.	—	p.m. Sat.	10.11 p.m.
	—	12.31 677	636, 675
Immarna . . . . . a.	—	1.38	
	—	1.58	
Ooldea . . . . . a.	—	2.32	
	—	3.00 674	
WATSON . . . . . a.	—	3.34	
	—	5.45	
522 M. Camp . . . . . a.	—	6.26	
	—	6.51	
Fisher . . . . . a.	—	7.19	
	—	7.44	
COOK . . . . . (AT) a.	—	8.41	
	—	520, 736	

\* No. 535 may depart Port Augusta platform at or after 6.45 a.m. (as advertised to public).

FOR TRANSPORT NOTES ETC., SEE PAGES 47 AND ONWARDS.

**PORT AUGUSTA — COOK (DOWN)**  
Electric train staff system, under Train Control, Port Augusta

	57 Budd and trailer Wed., Fri.	75 Express Reg: M, T, W, F, Sat. Condl. Sun., Thur.	187 Budd Sunday
Adelaide . . . . . d.	8.00 a.m.	1.05 p.m. ‡	4.15 p.m.
Pt. Pirie Jct. . . . . d.	1.00 p.m. *	5.15 p.m.	8.15 p.m.
Pt. Augusta . . . . . a.	2.19 p.m.	6.40 p.m.	9.28 p.m.
<b>TABLED MAX. SPEED</b>	<b>65 m.p.h.</b>	<b>60 m.p.h.</b>	<b>70 m.p.h.</b>
	p.m.	p.m.	p.m.
<b>PORT AUGUSTA</b> . . . . . d.	2.45	6.50	9.45 177
73 Miles . . . . . a.	—	—	—
	C.G.	—	C.P.
Hesse . . . . . a.	3.28	7.41	10.28
	452	520	10.25
	3.30	7.42	—
Bookaloo . . . . . a.	3.52	—	—
	2.53	—	C.P.
Woocalla . . . . . a.	4.15	—	—
	4.16	—	C.P.
McLeay . . . . . a.	4.22	8.37	11.17
	4.24	8.39	11.19
Birthday . . . . . a.	4.33	—	—
	4.34	—	C.P.
Wirrappa . . . . . a.	4.51	—	—
	4.52	—	C.P.
Pimba . . . . . a.	5.23	9.42	12.17 a.m. Mon.
	40	692	12.23 774
	5.30	9.44	12.31 a.m. Mon.
<b>WOOMERA WEST</b> . . . . . a.	5.40	—	—
Burando . . . . . a.	—	—	—
	—	—	—
Wirraminna . . . . . a.	—	11.05	—
	—	11.07	74
Coondambo H'stead. Xg. . . a.	—	—	—
	—	—	—
Coondambo Siding . . . . a.	—	—	—
	—	—	—
<b>KINGOONYA</b> . . . . . a.	—	12.21 a.m.	—
	—	† C.P.U. 76	—
	—	12.23 a.m.	—
Wilgena . . . . . —	—	—	—
<b>TARCOOLA</b> . . . . . a.	—	1.31	—
	—	1.36	520
Malbooma . . . . . —	—	† C.P.D.	—
Lyons . . . . . a.	—	2.42	—
	—	3.25	36
Wynbring . . . . . a.	—	4.05	—
	—	4.07	—
Mt. Christie . . . . . a.	—	4.37	—
	—	4.39	—
Barten . . . . . a.	—	5.37	—
	—	5.39	—
Ooldea . . . . . a.	—	6.59	—
	—	7.01	—
<b>WATSON</b> . . . . . a.	—	7.31	—
	—	7.35	—
COOK . . . . . { (AT) a.	—	8.46	—
	(AT) d.	9.15	—
	(PT) d.	7.45	—

\* Advertised departure time of No. 57 from Port Pirie Junction: 12.45 p.m.

‡ 12.55 p.m. ex Adelaide on Saturdays, and on Sunday when running.

† See note XII on page 45.

FOR TRANSPORT NOTES ETC. SEE PAGES 47 AND ONWARDS.

KEVIN  
↓ 27

✓

\* Advertised departure time from Port Augusta station: 8.00 p.m.  
† Advertised departure time from Port Augusta station: 9.45 p.m.  
‡ 30 minutes earlier, Port Augusta depart to Pimba arrive on Monday nights when No. 395 conditional Budd runs.  
§ On Tuesdays; also on Thursdays when conditional Express runs.  
¶¶ When no opposing Express to be crossed at Klingeonya, to leave that station 4.30 a.m., and arrive at Tarcoola 5.45 a.m.

## COOK — KALGOORLIE (DOWN)

Electric train staff system, under Train Control, Port Augusta

TABLED MAX. SPEED	535			
	Slow Mixed			
	Monday	Monday when No. 175 runs	Tuesday	Tuesday when No. 336 runs
	40 m.p.h.	40 m.p.h.	40 m.p.h.	40 m.p.h.
COOK . . . . . (AT) d.	a.m.	a.m.		
	7.15	2.30		
	5.45	1.00		
594½ M. Camp . . . . . a.	6.28	1.43		
	6.48	2.03		
Hughes . . . . . a.	7.38	2.53		
	8.25 174	3.13		
639 M. Camp . . . . . a.	8.54	3.42		
	9.12	4.02		
Deakin . . . . . a.	9.44	4.34		
	10.02	4.54		
Reid . . . . . a.	10.58	5.50 174		
	11.45	6.50		
Forrest . . . . . a.	12.19 p.m.	7.24		
	1.04	8.04		
Mundrabilla . . . . . a.	2.04	9.04		
	2.22	9.22		
757 M. Camp . . . . . a.	2.51	9.51		
	3.09	10.09	a.m.	a.m.
Loongana . . . . . a.	3.36 p.m.	10.36 a.m.	Tues.	Tues.
Loongana . . . . . d.	236,	175,	4.37 276	12.15
Nurina . . . . . a.	177	236,	5.26	1.04
		177	5.46	1.24
Haig . . . . . a.			6.33	2.11 276
			7.03	3.02
RAWLINNA . . . . . a.			8.22	4.21
			10.00	8.15
Naretha . . . . . a.			10.54	9.09
			11.14	9.29
913 Miles . . . . . a.			11.34	9.49
(Lime Sdg.) . . . . . d.			12.14 p.m.	10.29
926 M. Camp . . . . . a.			12.37	10.52
			12.57	11.12
Kitchener . . . . . a.			1.23	11.38 336
			1.25	12.40 p.m.
950 M. Camp . . . . . a.			1.47	1.02
	a.m.		2.07	1.22
Zanthus . . . . . a.	Wed.		3.03 p.m.	2.18 p.m.
	6.30 277		275,	275,
Coonana . . . . . a.	7.25		374	374
	8.10			
Chifley . . . . . a.	8.44			
	8.50			
Karonie . . . . . a.	9.30 436			
	10.25			
Randells . . . . . a.	10.58			
	11.18			
Curtin . . . . . a.	11.46			
	12.05 p.m.			
Golden Ridge . . . . . a.	12.45			
	1.05			
PARKESTON . . . . . a.	1.45 p.m.			

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.



KEVIN 29

# COOK — KALGOORLIE (DOWN)

Electric train staff system, under Train Control, Port Augusta

	75 Express Reg: Sun, T, W, Th, Sat Condl. M, F,	77 Fast Goods Sun, M, T, Th, Sat.	79 Fast Mixed Wed, Fri.
TABLED MAX. SPEED	60 m.p.h.	50 m.p.h.	50 m.p.h.
COOK . . . . .	a.m. 8.46 9.15 7.45	p.m. 3.10 4.15 2.45	p.m. 3.35 4.00 2.30
594½ M. Camp . . . . .	— — —	— — —	3.05 3.06 3.47
Hughes . . . . .	8.44 8.46	3.57 3.59	3.47 3.53
639 M. Camp . . . . .	— — —	— — —	4.16 4.17 4.41
Deakin . . . . .	— — —	— — —	4.42 5.34
Reid . . . . .	9.56 9.58	5.30 5.55	36 5.50
Forrest . . . . .	— — —	— — —	6.20 6.27 7.14
Mundrabilla . . . . .	10.56 10.58	7.02 7.04	7.20 CG
757 M. Camp . . . . .	— — —	— — —	8.11
Loongana . . . . .	11.31 11.33	7.50 7.52	8.17
Nurina . . . . .	— — —	— — —	9.03 9.04 9.47
Haig . . . . .	12.43 p.m. 12.45 1.34	9.16 9.18 10.22	9.53 10.58
RAWLINNA . . . . .	2.00 2.36	11.30 12.16 a.m.	11.30 12.16 a.m.
Naretha . . . . .	2.38 — —	12.45 — —	12.22 12.43 12.44
913 Miles . . . . .	— — —	— — —	CG 1.30 1.36
(Lime Siding) . . . . .	— — —	— — —	CG 2.44 2.50
926 M. Camp . . . . .	3.23 3.25	1.43 1.49	1.36 CG
Kitchener . . . . .	— — —	— — —	2.44 2.50 3.41
950 M. Camp . . . . .	4.19 4.21	2.52 2.58	3.42 4.20 4.26
Zanthus . . . . .	535, 520	535, 520	5.00 5.06 5.53
Cconana . . . . .	— — —	— — —	5.54 6.07
Chifley . . . . .	5.32 5.34	4.23 4.29	520 6.13
Karonie . . . . .	6.01 6.03	5.03 5.09	CG 7.15 a.m.
Randells . . . . .	— — —	— — —	36 7.00 pm Th: 9.40 pm Sat
Curtin . . . . .	6.53 6.55	6.05 6.11	9.03 am F: 11.20 am Su
Golden Ridge . . . . .	— — —	— — —	— — —
PARKESTON . . . . .	7.45 8.05	7.10 a.m. 36	— — —
KALGOORLIE . . . . .	8.15 p.m.	—	—
Kalgoorlie . . . . .	9.40 p.m.	—	—
Perth . . . . .	11.03 a.m. *	—	—

‡ Passenger carriage(s) shunted to Kalgoorlie passenger station under local arrangements.  
 \* Perth arr. 11.30 a.m. Sundays.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## KALGOORLIE — COOK (UP)

Electric train staff system, under Train Control, Port Augusta

		520	
		Slow Mixed	
		Thursday	Friday
TABLED MAX. SPEED		40 m.p.h.	40 m.p.h.
PARKESTON . . . . .	d.	a.m.	
Golden Ridge . . . . .	a.	4.00	When No. 575
	d.	4.24	not running
Curtin . . . . .	a.	5.09	When No. 575
	d.	5.49	Express runs
	d.	6.25	
Randells . . . . .	a.	6.57	
	d.	7.27	
Karonie . . . . .	a.	8.02	
	d.	8.42	
Chifley . . . . .	a.	9.15	
	d.	11.55	
Coonana . . . . .	a.	12.53 p.m.	
	d.	2.08	
Zanthus . . . . .	a.	3.12 p.m.	
Zanthus . . . . .	d.	475, 576	
950 M. Camp . . . . .	a.		a.m.
	d.		Fri.
Kitchener . . . . .	a.		4.30 477
	d.		5.20
926 M. Camp . . . . .	a.		5.50
	d.		6.08
913 Miles . . . . .	a.		6.10
(Lime Siding) . . . . .	d.		6.36
Naretha . . . . .	a.		6.56
	d.		7.19
RAWLINNA . . . . .	a.		8.09
	d.		8.29
Haig . . . . .	a.		8.54
	d.		9.42 a.m. 575,
Nurina . . . . .	a.		12.10 p.m. 636
	d.		1.29
Loongana . . . . .	a.		4.20 636
Loongana . . . . .	d.		5.07
757 M. Camp . . . . .	a.		5.32
	d.		6.21 p.m.
Mundrabilla . . . . .	a.		579
	d.		
Forrest . . . . .	a.		
	d.		
Reid . . . . .	a.		
	d.		
Deakin . . . . .	a.		
	d.		
639 M. Camp . . . . .	a.		
	d.		
Hughes . . . . .	a.		
	d.		
594 M. Camp . . . . .	a.		
	d.		
COOK . . . . .	(PT) a.		
	(AT) a.		

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## KALGOORLIE — COOK (UP)

Electric train staff system, under Train Control, Port Augusta

	36 Express Reg: Sun, M, W, Th, F. Condl. T, Sat.	74 Fast Goods Sun, T, W, F, Sat.	76 Fast Mixed Mon, Thur.
Perth . . . . . d.	6.20 p.m. *	—	6.00 pm Sun: 4.55 pm Wed.
Kalgoorlie . . . . . a.	7.35 a.m. ‡	—	7.35 am Mon: 7.05 am Thur.
<b>TABLED MAX. SPEED</b>	<b>60 m.p.h.</b>	<b>50 m.p.h.</b>	<b>50 m.p.h.</b>
<b>KALGOORLIE</b> . . . . . d.	a.m. 8.00	p.m. —	p.m. —
<b>PARKESTON</b> . . . . . a.	8.08	—	—
. . . . . d.	8.23 77, 79	5.30	5.30
Golden Ridge . . . . . —	—	—	CG
Curtin . . . . . a.	9.09	6.28 75 ✓	6.33 75
. . . . . d.	9.11	7.02	7.02
Randells . . . . . a.	—	—	7.28
. . . . . d.	—	—	7.29
Karonie . . . . . a.	10.01 535 x	8.00	8.03
. . . . . d.	10.03	8.06	8.09
Chifley . . . . . a.	10.27 520 x	8.36	8.39
. . . . . d.	10.29	8.38	8.41
Coonana . . . . . a.	—	—	9.24
. . . . . d.	—	—	9.25
Zanthus . . . . . a.	11.32	10.03	10.11
. . . . . d.	11.34	10.09	10.17
950 M. Camp . . . . . —	—	—	CG
Kitchener . . . . . a.	12.24 p.m.	11.04	11.17
. . . . . d.	12.26	11.06	11.19
926 M. Camp . . . . . —	—	—	CG
913 Miles . . . . . a.	—	—	11.57
(Lime Sdg.) . . . . . d.	—	—	11.58
Naretha . . . . . a.	1.12	12.02 a.m.	12.25 a.m.
. . . . . d.	1.14	12.31 77, 79	12.31 77
<b>RAWLINNA</b> . . . . . a.	1.52 75, -	1.15	1.15
. . . . . d.	2.00	1.40	1.40
Haig . . . . . a.	2.49	2.46	2.46
. . . . . d.	2.51	2.48	2.52
Nurina . . . . . a.	—	—	3.37
. . . . . d.	—	—	3.38
Loongana . . . . . a.	4.02 535 x	4.16	4.21 535
. . . . . d.	4.04	4.18	4.27
757 M. Camp . . . . . —	—	—	CG
Mundrabilla . . . . . a.	4.38	5.03	5.15
. . . . . d.	4.40	5.05	5.21
Forrest . . . . . a.	—	—	6.06
. . . . . d.	—	—	6.12
Reid . . . . . a.	5.42 77, 79	6.20	6.49
. . . . . d.	5.44	6.24	6.55
Deakin . . . . . a.	—	—	7.42
. . . . . d.	—	—	7.44
639 M. Camp . . . . . a.	—	—	8.09
. . . . . d.	—	—	8.10
Hughes . . . . . a.	6.54	7.54 535,	8.35 75
. . . . . d.	6.56	8.55 75	8.55
594½ M. Camp . . . . . a.	—	—	9.24
. . . . . d.	—	—	9.35
<b>COOK</b> . . . . . { (PT) a.	7.55 535	10.05	10.09
. . . . . { (AT) a.	9.25	11.35 a.m.	11.39 a.m.
. . . . . { (AT) d.	9.50 p.m.	12.00 noon	12.00 noon

\* On Sundays, Perth depart 6.00 p.m.

‡ On Sundays, Kalgoorlie arrive 7.51 a.m.

§ Passenger carriages shunted from Kalgoorlie passenger station under local arrangements.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## COOK — PORT AUGUSTA (Up)

Electric train staff system, under Train Control, Port Augusta

TABLED MAX. SPEED	74 Fast Goods Wed, Thur, Sat.		74 Fast Goods Sun, Mon.		76 Fast Mixed Tue, Fri.	
	50 m.p.h.		50 m.p.h.		50 m.p.h.	
COOK . . . . .	(PT) a.	10.05 a.m.	10.05 a.m.		10.09 a.m.	
	(AT) a.	11.35 a.m.	11.35 a.m.		11.39 a.m.	
	(AT) d.	12.00 noon	12.00 noon		12.00 noon	
Fisher . . . . .	a.	—	—		12.45 p.m.	
	d.	—	—		12.46	
522 M. Camp . . . . .	a.	—	—		1.06	
	d.	—	—		1.07	
WATSON . . . . .	a.	1.28 p.m.	1.28 p.m.		1.37	
	d.	2.05 77, 379	2.05 77		2.05 277, 579	
Ooldea . . . . .	a.	2.37 535	2.37		2.37	
	d.	2.43	2.43		2.43	
Immarna . . . . .	a.	—	—		3.23	
	d.	—	—		3.24	
Barton . . . . .	a.	4.12	4.12		4.16	
	d.	4.14	4.14		4.22	
416 M. Camp . . . . .	a.	—	—		4.57	
	d.	—	—		4.58	
Mt. Christie . . . . .	a.	5.27	5.27		5.37	
	d.	5.29	5.29		5.43	
Wynbring . . . . .	a.	6.03	6.03		6.18	
	d.	6.05	6.05		6.24 535	
354½ M. Camp . . . . .	a.	—	—		7.06	
	d.	—	—		7.07	
Lyons . . . . .	a.	6.47	6.47		7.13	
	d.	6.49	6.49		7.15	
Malbooma . . . . .	a.	—	—		7.43	
	d.	—	—		7.44	
TARCOOLA . . . . .	a.	7.59	7.59		8.26	
	d.	8.15	8.15		10.45	
Wilgena . . . . .	—	—	—		CG	
KINGOONYA . . . . .	a.	9.32	9.32		12.07 a.m.	
	d.	9.34	9.34		12.40 75	
Coondambo Siding . . . . .	a.	—	—		1.29	
	d.	—	—		1.30	
Coondambo H'std. Xg. . . . .	a.	—	—		1.37	
	d.	—	—		1.38	
Wirraminna . . . . .	a.	10.52 75	10.52 75		2.08 379, 677	
	d.	11.20	11.20		2.50	
Burando . . . . .	a.	—	—		3.29	
	d.	—	—		3.30	
Pimba . . . . .	a.	12.49 a.m.	12.49 a.m.		4.24	
	d.	1.00 77, 579	* 2.10 77 187,		4.34	
Wirrappa . . . . .	—	—	—		CG	
Birthday . . . . .	—	—	—		CG	
McLeay . . . . .	a.	2.18	* 3.28		6.02	
	d.	2.20	* 3.30 313		6.04	
Woocalla . . . . .	a.	—	—		6.11	
	d.	—	—		6.12	
Bookaloo . . . . .	—	—	—		CG	
Hesso . . . . .	a.	3.26	* 4.34		7.20	
	d.	3.28	* 4.36		7.26	
73 Miles . . . . .	—	—	—		CG	
Tassie Street . . . . .	a.	4.18	* 5.28		8.21	
	d.	4.38	* 5.48		8.46	
PORT AUGUSTA . . . . .	a.	4.43 a.m.	* 5.53 a.m.		8.51 a.m. W, Sat.	
Pt. Augusta . . . . .	d.	8.00 a.m.	8.00 a.m.		9.30 a.m.	
Pt. Pirie Jct. . . . .	a.	10.05 a.m.	10.05 a.m.		11.40 a.m.	
Adelaide . . . . .	a.	—	—		‡	

\* When No. 295 Budd runs, No. 174 works 45 minutes later from Pimba to Port Augusta.

‡ Adelaide arr. 9.48 p.m. Wednesday, 5.15 p.m. Saturday.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## COOK — PORT AUGUSTA (UP)

Electric train staff system, under Train Control, Port Augusta

	22 Budd and trailer Reg: Mon, Thur. Condl: Tue, Fri.	36 Express Reg: Sun, M, W, Th, F. Condl: Tue, Sat.	52 Shunt Goods Reg: Wednesday Condl: Thur. exc.
TABLED MAX. SPEED	65 m.p.h.	60 m.p.h.	40 m.p.h.
COOK . . . . . { (PT) a. (AT) a. (AT) d.		p.m. 7.55 9.25 9.50	
WATSON . . . . . a. d.		10.59 11.03	
Ooldea . . . . . a. d.		11.33 11.35	
Barton . . . . . a. d.		12.55 a.m. 12.57	
416 M. Camp . . . . . a. d.		— —	
Mt. Christie . . . . . a. d.		1.54 1.56	
Wynbring . . . . . a. d.		2.28 2.30	
354½ M. Camp . . . . . a. d.		— —	
Lyons . . . . . a. d.		3.05 75 3.07	
Malbooma . . . . . a. d.		C.P.U. —	
TARCOOLA . . . . . a. d.		4.12 4.20	
KINGOONYA . . . . . a. d.		5.26 C.P.	
Wirraminna . . . . . a. d.	a.m. Mon., Thur.	5.28 77, 79 6.36 535 6.38	p.m.
WOOMERA WEST . . . . . d.	4.00	—	—
Pimba . . . . . a. d.	4.10 4.17	7.51 7.53	— 12.25
Wirrappa . . . . . a. d.	4.47 4.48	— —	C.G.S. —
Birthday . . . . . —	C.G.	—	C.S.
McLeay . . . . . a. d.	5.20 5.22	9.06 9.08	1.53 1.59
Woocalla . . . . . a. d.	5.26 5.27	— —	C.G.S. —
Bookaloo . . . . . a. d.	5.50 5.51	— —	C.G.S. —
Hesso . . . . . a. d.	6.18 6.20	10.06 535 10.08	3.05 57 3.41
73 Miles . . . . . —	C.G.	—	—
Tassie Street . . . . . a. d.	— —	— —	5.00 5.40
PORT AUGUSTA . . . . . a.	7.05 a.m. 535	11.10 a.m.	5.45 p.m.
Pt. Augusta . . . . . d.	7.30 a.m.	11.25 a.m.	—
Pt. Pirie Jct. . . . . a.	8.51 a.m.	12.50 p.m.	—
Adelaide . . . . . a.	12.47 p.m.	5.30 p.m. *	—

\* Arrive Adelaide 5.15 p.m. Saturdays.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.



## COOK — PORT AUGUSTA (UP)

Electric train staff system, under Train Control, Port Augusta

	520 Slow Mixed		40 Cdl. Sh. Goods (Not Sun, Mon.)	692 Budd Friday
	Sunday	Monday		
TABLED MAX. SPEED	40 m.p.h.	40 m.p.h.	40 m.p.h.	70 m.p.h.
COOK .. . . . (AT) d.	a.m. 4.30			
Fisher .. . . . a.	5.27			
522 M. Camp .. . . . a.	5.33			
522 M. Camp .. . . . d.	6.01			
WATSON .. . . . a.	6.08			
WATSON .. . . . d.	6.47			
WATSON .. . . . a.	7.55 775			
Ooldea .. . . . d.	8.31			
Ooldea .. . . . a.	8.37			
Immarna .. . . . d.	9.19			
Immarna .. . . . a.	9.25			
Barton .. . . . d.	10.27			
Barton .. . . . a.	11.30 777			
416 M. Camp .. . . . d.	12.06 p.m.			
416 M. Camp .. . . . a.	12.12			
Mt. Christie .. . . . d.	12.53			
Mt. Christie .. . . . a.	12.59			
Wynbring .. . . . d.	1.40			
Wynbring .. . . . a.	1.51			
354½ M. Camp .. . . . d.	2.45			
354½ M. Camp .. . . . a.	2.51			
Lyons .. . . . d.	3.00			
Lyons .. . . . a.	3.02			
Malbooma .. . . . d.	3.34	a.m.		
Malbooma .. . . . a.	4.00	Monday		
TARCOOLA .. . . . d.	4.47 p.m.	136	a.m.	
TARCOOLA .. . . . a.		177	8.30 77, 79	
Wilgena .. . . . d.		7.30	C.G.S.	
Wilgena .. . . . a.		7.54	—	
KINGOONYA .. . . . d.		8.04	—	
KINGOONYA .. . . . a.		9.12	10.15 535	
Coondambo Siding .. . . . d.		10.12	10.45	
Coondambo Siding .. . . . a.		11.10	C.G.S.	
Coondambo H'std. Xg. —		11.20	—	
Wirraminna .. . . . d.		C.G.	—	
Wirraminna .. . . . a.		12.01 p.m.	12.40 p.m.	
Burando .. . . . d.		12.21	1.05	
Burando .. . . . a.		12.59	—	p.m.
WOOMERA WEST .. . . . d.		1.09	—	Friday
WOOMERA WEST .. . . . a.		—	—	10.00
Pimba .. . . . d.		2.05	2.45 57	10.08 675
Pimba .. . . . a.		4.15	6.45	10.15
Wirrappa .. . . . d.		5.03	C.G.S.	10.43
Wirrappa .. . . . a.		5.08	—	10.44
Birthday .. . . . d.		5.37	C.G.S.	11.07
Birthday .. . . . a.		5.39	—	11.08
McLeay .. . . . d.		5.57	8.16 75	11.16 677
McLeay .. . . . a.		6.03	8.50	11.18
Woocalla .. . . . d.		6.10	C.G.S.	11.22
Woocalla .. . . . a.		6.15	—	11.23
Bookaloo .. . . . d.		6.46	C.G.S.	11.47
Bookaloo .. . . . a.		6.56	—	11.48
Hesso .. . . . d.		7.30 275	9.55 77, 79	12.14 a.m. Sat.
Hesso .. . . . a.		8.15	10.15	12.16
73 Miles .. . . . d.		8.46	C.G.S.	12.34
73 Miles .. . . . a.		8.47	—	12.36
Tassie Street .. . . . d.		10.00 277	11.34	—
Tassie Street .. . . . a.		10.40	12.14 a.m.	—
PORT AUGUSTA .. . . . d.		10.45 p.m.	12.19 a.m.	1.00 a.m. Sat.
Port Augusta .. . . . a.		—	—	1.30 a.m.
Port Pirie Jn. .. . . . d.		—	—	2.44 a.m.
Adelaide .. . . . a.		—	—	6.20 a.m.

FOR TRANSPORT NOTES, ETC., SEE PAGES 47 AND ONWARDS.

## (IV) STANDARD RAILCAR WORKINGS

(In marshalled order, reading from front)

Day	Train	Budd Car	B.M. trailer	Goods van	From	To	Remarks
Sun.	170	1	-	-	P. Augusta	P. Pirie Jn.	-
		{ 1 (Car 1)	-	-	P. Pirie Jn.	P. Augusta	Fwd. to Marree
	187	{ 1 (Car 3)	-	-	P. Pirie Jn.	Woomera W.	-
		-	1 (Car 2)*	-	P. Pirie Jn.	P. Augusta	Fwd. to Marree
Mon.	222	1	-	1	Woomera W.	P. Pirie Jn.	-
	257	1 (Car 1)	1 Car 2)†	-	P. Pirie Jn.	P. Augusta	Fwd. to Marree (A)
	268	1 (Car 1)	1 (Car 2)*	-	P. Augusta	P. Pirie Jn.	Ex Marree (A)
	273	1	-	-	P. Pirie Jn.	P. Augusta	-
		{ 1 (Car 3)	-	-	P. Augusta	P. Pirie Jn.	Att. P. Augusta
Tue.	334	{ 1 (Car 1)	1 Car 2)†	-	P. Augusta	P. Pirie Jn.	Ex Marree
		{ 2	-	-	P. Pirie Jn.	P. Augusta	-
	357	{ -	-	1	P. Pirie Jn.	P. Augusta	To Marree No. 369
		{ -	-	1	P. Pirie Jn.	P. Augusta	To Telford No. 369
Wed.	434	1	-	1	P. Augusta	P. Pirie Jn.	-
	457	1	-	1	P. Pirie Jn.	Woomera W.	-
	468	1	-	-	P. Augusta	P. Pirie Jn.	-
	473	1 (Car 1)	1 (Car 2)*	-	P. Pirie Jn.	P. Augusta	Fwd. to Marree
Thur.	522	1	-	1	Woomera W.	P. Pirie Jn.	-
	557	1 (Car 1)	1 Car 2)†	-	P. Pirie Jn.	P. Augusta	Fwd. to Marree (A)
	568	1 (Car 1)	1 (Car 2)*	-	P. Augusta	P. Pirie Jn.	Ex Marree (A)
Fri.	634	1 (Car 1)	1 Car 2)†	-	P. Augusta	P. Pirie Jn.	Ex Marree
		{ 1 (Car 1)	-	-	P. Pirie Jn.	P. Augusta	-
	657	{ 1 (Car 3)	-	1	P. Pirie Jn.	Woomera W.	-
		{ -	-	1	P. Pirie Jn.	P. Augusta	To Marree by No. 693
	668	1	-	-	P. Augusta	P. Pirie Jn.	-
	673	1	-	-	P. Pirie Jn.	P. Augusta	-
	692	1	-	-	Woomera W.	P. Pirie Jn.	Forms part of No. 187
Sat.	728	1	-	1	P. Augusta	P. Pirie Jn.	-
	753	1	-	1	P. Pirie Jn.	P. Augusta	-

(A) Alice Springs connection.

\* BM 76.

† BM 78.

Schools railcars Nos. 39 and 70 (School days):—

One DH railcar.

One Brill sitting-up trailer (Class B).

One DH railcar.

(Semi-permanently coupled for driving from either end).

**(V) STANDARD WORKINGS OF PASSENGER CARRIAGES, ETC.****(1) Express trains.**

The composition of Express trains will be as arranged by the Superintendent (Passenger Services)

**(2) Mixed and Goods trains**

Passenger carriages to be attached as follows:—

- (a) One passenger carriage:  
No. 535 Slow Mixed, Port Augusta to Parkeston ‡  
No. 520 Slow Mixed, Parkeston to Port Augusta ‡
  - (b) One passenger carriage and one passenger dinette carriage:  
No. 379 Fast Mixed, Port Pirie Junction to Parkeston ‡  
No. 579 Fast Mixed, Port Pirie Junction to Parkeston ‡  
No. 576 Fast Mixed, Parkeston to Port Pirie Junction. ‡  
No. 774 Fast Goods, Parkeston to Port Pirie Junction ‡
  - (c) One passenger dinette carriage:  
No. 777 Fast Goods, Port Pirie Junction to Parkeston  
No. 276 Fast Mixed, Parkeston to Port Pirie Junction ‡
  - (d) A passenger dinette carriage is attached to other Fast Goods trains conveying drivers of semi-trailers, as arranged by the Superintendent (Transportation).
- ‡ Shunted to and from Kalgoorlie passenger station under local arrangements.

**(3) Combined pay, postal and brake-van**

(HP. 67) works regularly as follows:—

Working (Pay week) No. 535 Port Augusta to Parkeston.

Empty (Alternate week) No. 520 Parkeston to Port Augusta.

The Guard's compartment of this van is to be marshalled next to the passenger carriage.

**(4) Provision store service vans**

(VPA. 1339 and 1340) work regularly as follows:—

- One van           No. 535 Port Augusta to Cook.  
                  No. 520 Cook to Port Augusta.
- One van           No. 520 Parkeston to Cook.  
                  No. 535 Cook to Parkeston.

**(5) Butcher's service vans**

(FA 640 and 658) work regularly as follows:—

- One van           No. 535 Port Augusta to Parkeston.
- (Alternate weeks) No. 520 Parkeston to Port Augusta.
- One van           No. 520 Parkeston to Port Augusta.
- (Alternate weeks) No. 535 Port Augusta to Parkeston.

## (VI) SPEEDS OF TRAINS

1. THE MAXIMUM SPEED AT WHICH A TRAIN MAY TRAVEL OVER ANY PARTICULAR PORTION OF THE LINE IS THE LOWEST OF ANY OF THE FOLLOWING SPEEDS WHICH APPLIES:—

- (a) Any maximum speed prescribed for the whole of the line concerned.
- (b) The maximum permitted speed for the locomotive, railcar, etc.
- (c) The maximum permitted speed for the rolling-stock attached to the train.
- (d) Any special rate of speed prescribed for particular kinds of locations or movements, wherever they occur.
- (e) Any permanent local speed restriction on account of curves, etc.
- (f) Any special temporary speed restriction.

2. Each type of restriction is set out separately below.

TRANS AUSTRALIAN RAILWAY

(a) MAXIMUM SPEED PRESCRIBED FOR THE WHOLE OF THE LINE:—  
NIL

(b) MAXIMUM PERMITTED SPEEDS FOR LOCOMOTIVES, RAILCARS, ETC.:—

	Cab leading * miles per hour	Single unit running in reverse miles per hour
(i) Budd railcars (Class CB), single or in multiple:		
without trailer - - - - -	70	50 ‡
with Brill trailer attached at rear - - -	65	40 ‡
(ii) GM class locomotives - - - - -	60 §	50 § ‡‡
(iii) NSU class locomotives (on standard-gauge bogies)	50	50 ‡‡
(iv) DH class railcars - - - - -	50	40 **
(v) MDH class locomotives - - - - -	30	30
(vi) DE class locomotives - - - - -	25	25
		miles per hour
(vii) Motor inspection cars:		
Over level crossings provided with flashing light signals - - - - -	10	10
Elsewhere - - - - -	50	10
(viii) Motor section cars:		
Over level crossings - - - - -	10	
On curves of 20 chains' radius or less -	15	
Elsewhere - - - - -	20	
(ix) Motor quadricycles:		
Over level crossings - - - - -	10	
Elsewhere - - - - -	15	
(x) Hand section cars - - - - -	15	
(xi) Foot tricycles and hand trolleys - - - -	8	

## NOTES

§ A GM locomotive with the air-brake operative on only one bogie must be restricted in speed as follows:—

If light engine, or with three or fewer braked bogie vehicles attached—

In station yards - - - - -	10
On main line (level, or rising grade) - - -	30
On main line (falling grade) - - - - -	10

If attached to four or more bogie vehicles with air-brake fully operative thereon — Normal speeds.

‡‡ Multiple GM or NSU unit, driven from rear cab - - - - - 40

\*\* Or multiple DH unit, driven from rear cab

\* Or multiple unit driven from leading cab.

‡ Multiple Budd railcar units, driven other than from leading cab of movement - 40

### Speeds of Trains (Continued)

#### (c) MAXIMUM PERMITTED SPEEDS FOR ROLLING-STOCK, ETC.

	miles per hour
(i) Brill cars - - - - -	65
(ii) Bogie goods vehicles fitted with "ride control" bogies - - -	60
(iii) Brake-vans : classes HP, HR and YB - - - - -	50
(iv) Tank wagons of all descriptions, loaded or empty - - - - -	40
(v) All other bogie goods vehicles - - - - -	50
(vi) Four-wheeled vehicles * - - - - -	40
(vii) Jordan spreader-ditcher machine, when closed down and prepared for transit by train - - - - -	40
(viii) 30-ton breakdown crane - - - - -	25
(ix) Trains conveying two or more vehicles loaded with continuous lengths of welded rail, or deck-mounted with track for the pick-a-backing of narrow-gauge rolling-stock:—	
Around curves listed in clause (e. iii) - - - - -	Half the re- stricted speeds in clause (e iii)
Over curves and through turnouts and crossovers in station yards - - - - -	5
Elsewhere - - - - -	40

\* Four-wheeled vehicles are not to be run in diesel-hauled trains on the Trans-Australian line without the special permission of the Chief Mechanical Engineer.

#### (d) SPECIAL RATES OF SPEED PRESCRIBED FOR PARTICULAR KINDS OF LOCATIONS OR MOVEMENTS, WHEREVER THEY OCCUR:—

	miles per hour
(i) In the straight direction (facing or trailing) over switch-and- lock points fitted with indicator (when the Driver is satisfied they are fully and correctly set) - - - - -	60
(ii) In the straight direction (facing or trailing) over other types of points (except fixed points) - - - - -	40
(iii) To or from the diverging line, over any points (except fixed points) - - - - -	25
(iv) In any direction over fixed points - - - - -	15
(v) When pushing vehicles - - - - -	20
(vi) While exchanging staffs:	
At night, where no fixed lighting - - - - -	8
Under other circumstances - - - - -	15
(vii) While picking up an authorisation or train order - - - - -	6
(viii) While traversing a leg of triangle - - - - -	10
(ix) When passing over a weighbridge - - - - -	3

## Speeds of Trains (Continued)

### (e) PERMANENT LOCAL SPEED RESTRICTIONS ON ACCOUNT OF CURVES, ETC.:—

#### (i) Individual curve restrictions:

At each single restricted curve, a board is placed on the left-hand side of the line, as viewed by the Driver of an approaching train, and 20 chains ( $\frac{1}{4}$  mile) from the commencement of the curve in each direction. This board bears a figure which indicates (in miles per hour) the maximum speed permitted while the train is traversing the curve.

When a special temporary speed restriction indicated by warning and caution boards (see under (f) below) extends over a single restricted curve, and requires a lower speed than the curve speed restriction to be observed, the curve restriction boards will be taken down or covered over while the special temporary speed restriction is in force.

#### (ii) "Blanket" curve restrictions:

Where there is a series of restricted curves in close succession, a single "blanket" restriction covers the whole series of curves. In this case, each end of the restricted stretch is indicated by a pair of larger boards, one on each side of the track. These boards bear figures which indicate (in miles per hour) the maximum speed permitted until the train passes a similar pair of boards at the other end of the restricted area. On the back of the latter boards, the letter "N" indicates that normal speed may be resumed.

When one such "blanket" restriction is followed immediately by another "blanket" restriction of different speed, the pair of boards at the end of the first restriction bear, instead of the letter "N," the maximum speed (in miles per hour) permitted over the area of the succeeding "blanket" restriction.

When a special temporary speed restriction indicated by warning and caution boards (see under (f) below) extends on to a "blanket" curve restriction, the boards at the ends of the "blanket" restriction will not be taken down or covered. These latter boards must be taken as defining the local "speed of the line," which in turn is modified by any lower speed imposed by the special temporary speed restriction. Any warning board (for a temporary speed restriction) which is located within the area covered by a "blanket" restriction, will bear, on the back of the warning board, a speed plate indicating the permitted maximum speed for the continuing "blanket" restriction.



## Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc. (Continued)

(iii) The following permanent speed restrictions exist:—

	ON INDIVIDUAL CURVES BETWEEN				ALL TRACK BETWEEN				MILES PER HOUR
	M.	C.	M.	C.	M.	C.	M.	C.	
<u>MAIN LINE</u>									
Pt. Pirie Jn.	00	00							
Pt. Germein									60
Nectar Brook									
			51	00					
Stirling North	51	69	52	21					15
	55	16	55	49					50
Port Augusta	55	79	56	53					15
					56	53	56	73 (Down)*	20
					56	73	57	14 (Up)*	25
	57	24	57	56					45
	58	32	58	60					50
	60	02	60	55					60
	60	71	61	43					50
	61	61	62	06					45
					62	33	68	25	50
	69	33	72	74					60
	79	24	79	42					50
	89	71	90	21					60
Hesso									
	92	11	94	45					50
	95	12	95	40					60
					96	04	97	60	50
	99	21	123	45					60
	123	66	125	00					50
	125	42	125	59					60
	126	15	126	68					50
	126	78	127	21					60
	127	52	128	02					50
	128	52							
McLeay									60
			134	09					
	136	29	139	01					50
	139	25	141	20					60
	141	67	142	09					50
	142	40	145	23					60
					145	68	147	57	50
	148	36	150	61					45
					151	43	154	47	35
					154	60	156	15	50
	156	31	157	54					60
	159	28	159	50					35
	159	78	160	12					60
	160	33	160	59					35

\* Approach track circuit for flashing light signals, Tassie Street level crossing (56m 73 ch.).

## Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc. (Continued)  
(iii) (Continued)

	ON INDIVIDUAL CURVES BETWEEN				ALL TRACK BETWEEN				MILES PER HOUR
	M.	C.	M.	C.	M.	C.	M.	C.	
<u>MAIN LINE</u> (Cont.)									
	161	03	162	29					50
	163	18							
Pimba									60
			179	16					
	181	47	181	62	179	56	181	47	35
	182	23	182	44					50
	183	04	183	19					55
	184	16	184	34					60
	185	14	185	30					55
	186	12	187	46					60
	188	02	188	20					50
	188	43	190	27					60
									50
	193	01	193	21	191	21	192	09	50
	193	69	195	48					60
	195	64	203	09					50
	206	60	208	57					60
	210	32							60
Wirraminna									
			227	71					60
	229	04	229	28					50
	230	09	232	31					60
	232	78	233	22					50
	235	09							
Kingoonya									60
			283	56					
	284	24	285	60					50
	285	67	289	28					55
	289	63	295	45					60
	296	51	297	39					55
	300	48	306	49					60
	309	46							
Tarcoola									50
			316	38					
	321	24	321	48					60
	323	44	323	70					50
	326	15	336	57					60

## Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc. (Continued)  
(iii) (Continued)

	ON INDIVIDUAL CURVES BETWEEN				ALL TRACK BETWEEN				MILES PER HOUR
	M.	C.	M.	C.	M.	C.	M.	C.	
<u>MAIN LINE</u> (Cont.)									
	341	14	342	77					50
	345	04	345	22					60
	346	10	347	40					50
	349	78	350	23					60
Lyons									
	354	55	354	76					50
	355	31	360	38					60
	360	76	361	20					55
	362	76	366	22					60
	367	30	370	67					50
	376	15							
Wynbring									60
			380	20					
	381	08	381	72					55
	382	32	382	46					60
					383	25	385	40	45
	387	22	387	40					55
	389	06	389	21					60
	391	21	391	46					55
	392	48	393	62					45
	394	11	395	70					55
	395	72	396	46					50
Mt. Christie									
					398	02	399	25	45
	400	05	401	56					60
	401	62	401	79					55
	402	14	403	27					60
					403	74	405	02	50
	406	60	406	75					50
	407	57	408	17					55
	408	62	408	76					60
					409	12	412	19	40
					412	20	415	40	50
	415	58	416	02					45
	416	35	417	76					60
	418	36	420	30					50
	420	30	420	44					60
	420	74	421	18					50
	421	23	421	40					55
	421	43	421	67					45
	421	76	422	13					55
	422	20	422	49					50
	423	10	423	40					60

## Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc. (Continued)  
(iii) (Continued)

	ON INDIVIDUAL CURVES BETWEEN				ALL TRACK BETWEEN				MILES PER HOUR
	M.	C.	M.	C.	M.	C.	M.	C.	
<b>MAIN LINE</b> (Cont.)									
	423	47	424	31					35
	424	39	424	71					50
	424	73	425	15					45
	425	33	425	46					50
	425	61	425	74					60
	426	31	426	51					45
	426	64	427	08					50
	427	11	427	45					45
	427	53	427	71					60
	427	79	428	44					50
	428	62	429	39					45
	429	56	430	27					50
	431	02	431	61					60
<b>Barton</b>					432	49	433	73	45
					434	28	436	54	50
	437	01	437	62					60
	438	57	439	37					50
	439	40	440	06					55
	440	13	441	18					60
	441	71	443	36					50
	444	23	444	37					60
	445	50	447	02					50
	447	03	447	34					55
	447	60	448	05					50
	448	48	450	07					55
	450	51	450	66					50
					452	01	471	76	50
					471	78	476	57	45
					476	74	481	52	50
	482	38	482	54					60
	482	58	483	07					50
<b>Ooidea</b>									
	485	57	496	03					60
<b>Watson</b>									
-----									
<b>Loongana</b>									
	793	11	798	13					60
	798	58	798	77					50
	799	21	801	19					60
<b>Haig</b>	840	11	840	21					60
<b>Rawlinna</b>									
<b>Naretha</b>	889	17	933	22					60

## Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc. (Continued)  
(iii) (Continued)

	ON INDIVIDUAL CURVES BETWEEN				ALL TRACK BETWEEN				MILES PER HOUR
	M.	C.	M.	C.	M.	C.	M.	C.	
<b>MAIN LINE (Cont.)</b>									
Kitchener	944	08	964	32					60
Zanthus	1004	31	1006	08					60
	1008	11	1008	28	1006	15	1007	49	50
	1008	52	1008	78					60
Chifley	1032	42	1038	12					50
Karonie									60
Curtin	1041	36							60
			1078	24					
			1082	20					
	1080	17	1083	69					55
	1083	60							50
	1086	15	1086	30					55
	1090	64	1091	03					50
	1091	21	1091	38					60
	1092	27	1093	58					50
	1096	03	1096	15					60
	1096	70	1097	02					50
	1104	50	1104	63					60
Parkeston	1105	09	1105	46					45
	1106	06	1106	27					45
	1106	43	1106	68					50
	1106	74	1107	32					35
<b>Kalgoorlie</b>									

## SIDINGS, ETC.

		miles per hour
Stirling North —	Over main line facing points . . . . .	15
Power Station Spur	Inside outermost points at Curlew Point . . . . .	10
	Elsewhere on spur line :—	
	When there is more than one train on the spur line at the same time	15
	When propelling . . . . .	15
	When hauling, or light engine, and no other train is on the spur . . . .	40
*****		
Port Augusta Yard	Apex of triangle and Workshops gate (Direct road) . . . . .	10
	Workshops gate and Yacht Club . . . . .	15
	Yacht Club and Yuda street crossing . . . . .	5
	Wharf sidings . . . . .	10
	Station and Tassie Street (Shunting movements over shunting neck or main line) . . . . .	10

### Speeds of Trains (Continued)

Permanent local speed restrictions on account of curves, etc., (Continued)

(iii) (Continued)

#### SIDINGS, ETC. (Cont.)

Woomera Spur	Apex of Pimba triangle and Woomera (Technical Area) - - - - -	50
.....		
Karonie Ballast Spur	Apex of Karonie triangle and ballast terminal - - - - -	20
.....		
Parkeston Yard	All yard sidings - - - - -	15
.....		

#### (f) SPECIAL TEMPORARY SPEED RESTRICTIONS

- (i) Indications of special temporary speed restrictions will be given:—  
by placing of detonators and the exhibition of hand signals, denoting a speed of 15 m.p.h. or less, as prescribed in General Rules 140 and 212 (a) and (b);  
or by the provision of warning and caution signal boards, after the issue of notifications, as prescribed in General Rules 212 (c) to (e) inclusive.
- (ii) Notification of the provision of warning and caution boards will be given by the Chief Traffic Manager through the Weekly Notice at the first opportunity after receipt of advice from the Chief Civil Engineer.  
However, in the event of such arrangements being set up at short notice, advice thereof may be issued by memorandum, telegraph or telephone, and must be conveyed to the affected Drivers and Guards by the Stationmasters at the appropriate stopping-stations next in the rear of the point of restriction, or in default by the Train Controller direct to the Trainmen.
- (iii) In emergency, a temporary limitation of speed may have to be imposed at any point, under circumstances which preclude the possibility of any prior notice whatever. Enginemen and others concerned must always be on the look-out for hand-signals of this nature, and must be prepared to stop or to run at reduced speed as prescribed in General Rules 140 and 212 (a) and (b). Such a look-out is specially necessary after rain, and at locations where the track is known to be particularly liable to damage by water or heat.
- (iv) If there is any doubt as to the safety of the track, Enginemen and others concerned must promptly take appropriate precautions. If the track is found to be actually out of order, and if it is not clear that the necessary protection and repairs are being undertaken, the Guard (Fireman in the case of a light engine) must promptly report the facts to the Train Controller. If the Controller cannot be contacted, or if he so directs, the facts must be reported to the nearest Ganger or Stationmaster.
- (v) Budd railcars (including those hauling Brill cars) may exceed by 5 m.p.h. any temporary local speed restriction of 20 m.p.h. or over, imposed on account of track conditions.

3. GENERAL. If any train fails to comply with any of the speed restrictions set out herein, the employee detecting the irregularity must bring the facts to the notice of his immediate senior officer.



**(VII) RESTRICTIONS ON MOVEMENTS OF LOCOMOTIVES AND ROLLING-STOCK**

(i) Location	(ii) Unit	(iii) PROHIBITED on these lines	(iv) MAY WORK on these lines ONLY
Port Pirie Junction	Heavy-lift wagon RF. 1347	See column (iv)	Crossing loop. Triangle. Through road to transfer shed. Middle road to transfer area. "Joe's road" in gantry area.
Port Pirie Junction	"Twin" motor car carrier RH. 78	Road beneath gantry crane.	—
Port Pirie Junction	Semi-trailers, etc. ‡	Junction platform road. Road under footbridge. Gantry crane road. "Joe's road" in gantry area.	—
Port Augusta	Heavy-lift wagon RF. 1347	See column (iv)	Main "Back Road," triangle to Tassie Street. Weighbridge loop. End-loading ramp roads. Wheel-truing loop. Way and Works siding.
Port Augusta	"Twin" motor car carrier RH. 78	Diesel servicing bays in Workshops.	—
Port Augusta	Semi-trailers, etc. ‡	Main line (No. 1 platform road) in station between station name-board and 20 yards west of over- head pipeline. Crossing loop and "shunt- ing neck," between 20 yards east of Flinders Terrace overbridge, and 20 yards west of over- head pipeline.	—
Port Augusta	Any locomotive OTHER THAN GM, DE & MDH classes	Elevated road over coal bins.	—
Port Augusta	GM and MDH class locomotives	On wagon weighbridge table.	—
Parkeston	Heavy-lift wagon RF. 1347	See column (iv)	Main line. Crossing loop. No. 3 road. Outer road to end-loading ramp.
Parkeston	Semi-trailers, etc. ‡	Transfer platform. Gantry road.	—
West of Parkeston	Heavy-lift wagon RF. 1347	Any line west of Parkeston	—
West of Parkeston	Semi-trailers, etc. ‡	Any line west of Parkeston	—
Kalgoorlie	Budd railcar (CB)	No. 5 platform (C.R. "No. 2 road").	—
All other locations, T.A.R.	Heavy-lift wagon RF. 1347	See column (iv)	Main line and recognised crossing loops.
All other locations, T.A.R.	Semi-trailers, etc. ‡	See column (iv)	Main line and recognised crossing loops.
All locations, T.A.R.	Semi-trailers, etc. ‡	Into or through buildings or similar structures.	—

NOTE (‡) — Restrictions marked ‡ refer to wagons laden with motor lorries, pantechicons and similar high loading, which exceed the normal loading gauge, but are within the "relaxed" dimensions in Clause 74 (7) of the General Appendix (Part 1).

**(VIII) RUNNING AHEAD OF TIME****(a) Expresses.**

Westbound Expresses must not leave Port Pirie Junction or Port Augusta ahead of time. Eastbound Expresses must not leave Kalgoorlie ahead of time. At Port Augusta, the advertised departure-time of No. 36 (for passengers ex West Coast bus, Saturdays), is 11.05 a.m. If circumstances permit, No. 36 may depart Port Augusta at that time on Saturdays, or earlier on other days, provided the Train Controller agrees it is advantageous to do so.

Elsewhere, the Expresses may run ahead of time as circumstances permit. In general, Eastbound Expresses should not arrive at Port Augusta more than 20 minutes ahead of time, and Expresses should not run more than 30 minutes ahead of time elsewhere, but this will be subject to the direction of the Train Controller.

**(b) Budd Railcars.**

Westbound Budd railcars must not leave Port Pirie Junction or Port Augusta ahead of time, but elsewhere may run ahead of time as circumstances permit.

Eastbound Budd railcars must not leave Woomera or Port Augusta ahead of time, but elsewhere may run ahead of time as circumstances permit.

**(c) Fast and Slow Mixed Trains.**

Westbound Fast and Slow Mixed trains must not leave Port Pirie Junction or Port Augusta ahead of the advertised time of departure from the platform, but elsewhere may run ahead of time as circumstances permit.

Eastbound Fast and Slow Mixed trains must not leave Parkeston ahead of time, but elsewhere may run ahead of time as circumstances permit.

**(d) Fast and Through Goods Trains.**

Fast Goods trains must not leave Port Augusta before the advertised time of departure from the platform; nor must they leave Parkeston ahead of time.

Elsewhere, Fast and Through Goods trains may start and run ahead of time.

**(e) General.**

Running ahead of time is subject to the direction of the Train Controller at all times. When it is approved, all concerned must make every endeavour to advise the Fetting gangs, for the purposes of their safety, of any work in section which they may have to do with the trains, and (in the case of the Slow Mixed trains) their convenience in obtaining supplies and pay.

**(IX) CONDITIONAL STOPS**

The schedules provide for conditional stops as follows:—

**(a) Expresses.**

The Express schedules provide for a conditional stop of two minutes at Kingoonya, only for the purpose of picking up (Westbound) or setting down (Eastbound) passengers holding sleeping berth reservations to (or from) Kalgoorlie or beyond; or for the issue of a crossing notice or authorisation order. For each such stop not made, at least 4 minutes should be regained in running.

Expresses may also stop at Malbooma when required, to set down (Westbound) or pick up (Eastbound) FIRST-CLASS fare-paying passengers from (or to) Port Augusta or beyond. The Malbooma stop, when made, may be booked as a delay, to the extent of the actual duration of the stop, plus up to 7 minutes for acceleration.

**(b) Budd Railcars.**

At each place, west of Port Augusta, where a conditional stop is shown, the schedule includes time for a stop of 30 seconds and for acceleration. For each conditional stop not made, time should be regained in running, to the extent of 1½ minutes (Budd car only) or 2 minutes (Budd car and trailer).

Re conditional stops between Port Pirie Junction and Port Augusta, see notes on page 19.

**(c) Fast and Slow Mixed Trains.**

At each place where a conditional stop is shown, the schedule includes one minute for standing time, and for acceleration 4 minutes (50 m.p.h. trains) or 3 minutes (40 m.p.h. trains).

For each such stop not made, time should be regained accordingly in running.

## (IX) CONDITIONAL STOPS (Continued)

## (d) Goods Trains.

In goods train schedules, the amount of time included to cover conditional stops (for roadside traffic or shunting), if not specifically stated, can be ascertained by comparing the time allowed between electric train staff stations with the recognised through running time for the section as shown on pages 7 to 15.

## (e) General.

The procedure for arranging and observing a conditional stop by any particular train is set out in note 5 on page 3.

## (X) TRAINS NOT TO MAKE UNSCHEDULED STOPS

Except as otherwise provided in the Rules and Regulations, or in circumstances of danger or acute emergency, trains may not stop at places where they are not tabled to do so, nor may conditional stops be made for purposes other than those authorised in the schedules, without the prior approval of the Chief Traffic Manager.

Special stops by the Express trains will be authorised only in cases of real emergency or importance.

## (XI) GENERAL TRANSPORT NOTES

## (1) Expresses.

(a) **Passengers.** The Express trains are authorised to convey only the following descriptions of passengers:—

- (i) Passengers holding sleeping berth reservations from Port Pirie Junction or Port Augusta (or beyond), or from Pimba (when required), Kingoonya (when required) or Tarcoola, to Kalgoorlie (or beyond); and vice versa.
- (ii) A limited number of FIRST-CLASS fare-paying passengers from Port Augusta (or beyond) to Malbooma (conditional stop); and vice versa.
- (iii) Passengers ex Coober Pedy mail vehicle from Kingoonya to Port Augusta or beyond (No. 136 only).
- (iv) Passengers ex West Coast buses, from Port Augusta for Port Pirie Junction or beyond (No. 636 only).
- (v) Fruit Fly Inspectors from Port Augusta to Pimba, and from Pimba to Port Pirie Junction.
- (vi) Railway staff, compelled to travel on duty by Express trains, subject to the prior approval (permanent or special) of the Chief Traffic Manager.
- (vii) Holders of annual leave free passes and sleeping berth reservations, travelling from Port Augusta (or east thereof) or from Kalgoorlie (or west thereof) to scheduled stopping-places, Lyons to Haig inclusive; and vice versa.
- (viii) Such other passengers as the Chief Traffic Manager may permit to travel, in emergency or other special circumstances.

(b) **Intermediate Van Traffic.** The Express trains will not convey van traffic to or from intermediate stations, except:—

- (i) The minimum reasonable luggage of passengers as set out in paragraph (a) above.
- (ii) Mails to and from scheduled stopping-places. Also mails ex the Coober Pedy mail vehicle, from Kingoonya to Port Augusta and beyond (No. 136 only).
- (iii) Newspapers and medicines for scheduled stopping-places; and small rolls of newspapers and secure packages of medicines for throwing out at other places at the sole risk of the consignee.
- (iv) Such other traffic as may be specially authorised from time to time by the Chief Traffic Manager.

(c) Passengers and intermediate van traffic other than the foregoing are not to be accepted by Stationmasters, Senior Conductors or Guards, for conveyance by Express trains, without special permission from the Chief Traffic Manager, which in the case of Departmental travel or traffic must be sought in advance by the Branch concerned.

**(XI) GENERAL TRANSPORT NOTES (Continued)****(2) Budd Railcars.**

(a) **Passengers.** Budd railcars may convey passengers only to and from tabled and conditional stopping-places.

(b) **Van Traffic.** Budd railcar services are authorised to convey only the reasonable minimum luggage of passengers, mails, newspapers and periodicals, books, medicines, small packages and consignments of perishables, revenue-earning parcels traffic, and small parcels for Departmental staff. Also cartoned milk, cream and ice-cream containers (full or empty), heavy luggage of passengers, and returned empty containers ex revenue-earning parcels traffic, on services provided with trailer.

Traffic other than the foregoing is not to be accepted by Stationmasters or Guards for conveyance by Budd car services, without special permission from the Chief Traffic Manager, which in the case of Departmental traffic must be sought in advance by the Branch concerned.

In any event, the size and weight of packages will be governed by the capacity of the vehicle concerned (i.e. Budd car or trailer), and the staff and time available for loading and off-loading.

**(3) Fast Mixed and Through Goods Trains.**

(a) **Passengers.** Fast mixed trains may convey passengers to and from tabled and conditional stopping-places; provided that they must not, without the prior approval of the Chief Traffic Manager, convey passengers from Malbooma (or east thereof) to Parkeston (or west thereof), or vice versa, except the drivers of road vehicles pickabacked by the same train.

Through Goods trains not provided with a passenger coach must not convey passengers, except as laid down for drovers accompanying livestock conveyed by the train, or except as specially approved by the Chief Traffic Manager.

(b) **Van Traffic.** Fast Mixed and Through Goods trains are authorised to convey only the following descriptions of van traffic, and these only to or from regular or conditional stopping-places:—

The minimum reasonable luggage and belongings of passengers, mails, newspapers and periodicals, medicines, small packages and consignments of perishables, small consignments of cartoned milk, cream or ice-cream containers (full or empty), revenue-earning parcels traffic and the returned empty containers thereof, small parcels for Departmental staff, bags of Departmental linen, and small packages and consignments of other Departmental traffic.

Traffic other than the foregoing, or to or from places where a regular or conditional stop is not tabled, is not to be accepted by Stationmasters or Guards, for conveyance by Fast Mixed or Through Goods trains, without special permission from the Chief Traffic Manager, which in the case of Departmental traffic must be sought in advance by the Branch concerned.

In any event, the size and weight of packages will be governed by the capacity of the brake-van or other vehicle concerned, and the staff and time available for loading and offloading.

**(XII) IMPORTANT OPERATING INSTRUCTIONS****(1)**

Certain important operating instructions are extracted or summarised in the following pages, merely for quick and easy reference by Trainmen, etc. The fuller instructions in the General Appendix and elsewhere continue in full force, except for certain figures and minor details which are superseded by those shown in this book, pending formal revision of the General Appendix.

**(2) Computing Weight of Trains**

The gross weight of each vehicle is to be computed as follows:—

**COACHING VEHICLES:** In accordance with the average tare weight shown on page 291 or 294 of the General Appendix (Part I), or elsewhere, without adding anything for the weight of any contents there may be. (EXCEPTION: 10 tons to be allowed for the contents of the mail van on Express trains).

**GOODS AND LIVESTOCK VEHICLES, AND RAILWAY SERVICE VEHICLES OTHER THAN COACHING:** The painted tare weight of the vehicle; plus the weight of the contents (if any), computed as follows:—

**(XII) IMPORTANT OPERATING INSTRUCTIONS (Continued)****Livestock:**

Cattle or horses . . . . .	10 cwt. each animal
Calves . . . . .	2 " " "
Sheep . . . . .	3 " " "
Pigs . . . . .	1 " " "

**Water in tank wagons:** 10 lbs. for each gallon of water.

**Other traffic:** Weight of contents as shown on wagon label.

When the gross weight of a wagon has been computed in this way for the purposes of train load, an odd 10 cwt. or above must be reckoned as one ton, and an odd figure of less than 10 cwt. must be dropped. This gives the gross weight of the wagon to the nearest whole ton.

The total gross load of the train, when found by adding together the gross weights of the vehicles as computed above, may be allowed to exceed the authorised load for the locomotive(s) by anything up to 6 tons, but no more without the special permission of the Chief Mechanical Engineer.

**(3) Maximum Length of Trains**

Whatever the authorised load (in weight) for the locomotive(s), the length of a train may not exceed 50 bogie vehicles or the equivalent, except by special permission of the Chief Mechanical Engineer. For this purpose two four-wheeled vehicles equal one bogie vehicle, but four-wheeled vehicles must not be attached to diesel-hauled trains without the special permission of the Chief Mechanical Engineer.

**(4) Marshalling of Mixed and Goods Trains**

(a) When a goods train comprises loaded and empty vehicles, the loaded vehicles should as far as possible be placed at the engine end of the train, but any other special instructions regarding the marshalling order of vehicles are not to be departed from in order to do this.

(b) Vehicles not fitted with complete Westinghouse brake, or which have the Westinghouse brake cut out, may not exceed one-quarter of the total load of a mixed train, nor one-half of the total load of a goods train. Moreover, not more than three of such vehicles may be marshalled together in any one place in the train. If there is a larger number of such vehicles than this, one or more vehicles with the air brake fully operative must be placed between each group of three vehicles (or fewer) on which it is not.

(c) Open wagons Gb. 1089 and 1222, when loaded with full tanks of wine, must be marshalled behind the brake-van. These wagons are fitted with a Westinghouse brake gauge, with hinged tail discs, and with brackets on which oil-burning side and tail lamps must be exhibited by night.

**(5) "Empty-Loaded" Westinghouse Brake Equipment on Certain Vehicles**

Certain standard gauge goods vehicles, denoted by a hollow white square painted on each side, are fitted with a special "empty-loaded" version of the Westinghouse brake. The operating cock of the additional volume reservoir is opened or closed by operating handles, showing "E" (empty) or "L" (loaded), provided on both sides of the vehicle and working together through a rod connection. When the handle is in the "L" position, additional air-braking power is provided.

When the contents of one of these vehicles weigh half the tare weight or more, the operating handle should be in the "L" position.

When the vehicle is empty, or the contents weigh less than half the tare weight, the handle should be in the "E" position.

**(XIII) MISCELLANEOUS INSTRUCTIONS****(1) Time Zones**

(a) For train-working purposes, time is observed as follows:—

Adelaide time, Port Pirie Junction to Cook (inclusive).

Perth time (one hour, 30 minutes behind Adelaide time), Cook (exclusive) to Kalgoorlie.

(b) Time-pieces must be adjusted as follows:—

**On DOWN trains:—**

Put back one hour, 30 minutes immediately before leaving Cook.

**On UP trains:—**

Advanced one hour 30 minutes immediately after arriving at Cook.

(c) Adelaide time is observed for all local purposes at Cook station.

**(2) Preparation and Stabling Allowances for Locomotives and Railcars**

The following are the maximum normal allowances of time for the preparation and stabling of diesel units:—

	Preparation (mins.)	Stabling (mins.)
Budd railcars—		
One car	45	30
Each additional car	30	15
G.M. locomotives—		
Single unit	60	30
Double unit	75	45

These times include 15 minutes for the crew booking on or booking off duty respectively.

**(3) Brake-Test Allowances**

The following are the maximum normal allowances of time for the testing of brakes and final examination of an outgoing train:—

(a) When performed by a Train Examiner, or other competent employee of the Mechanical Engineering Branch other than an Engineman of the train being tested:

(i) Passenger trains of up to 530 tons, the passenger cars being fitted with roller bearings	12 mins.
(ii) Passenger trains of up to 530 tons, the passenger cars being fitted with solid bearings and brasses	14 mins.
(iii) Passenger trains of over 530 tons	20 mins.
(iv) Other trains:	
Up to and including 30 in length	10 mins.
Over 30 and up to 50 in length	15 mins.
Over 50 and up to 62 in length	20 mins.
Over 62 and up to 80 in length	25 mins.
Over 80 and up to 100 in length	30 mins.

(b) When performed by an Engineman of the train being tested:

Allowances as above, plus 5 minutes in each case.

The marshalling of the train should be completed in sufficient time for tests as set out above. Unless these allowances are exceeded, any delay to the train cannot be booked against "Examiner" or "brake test," but must be booked against the shunting or other real cause.

**(4) Intermediate Attention to Passenger Carriages on Fast and Slow Mixed and Goods Trains**

Sitting-up carriages on Fast Mixed and Fast Goods trains, and on Slow Mixed trains, are to be internally cleaned (including lavatories) and watered at Tarcoola, Cook and Rawlinna. On the Slow Mixed trains, similar cleaning is to be given also at Pimba, Barton, Loongana and Zanthus. The Guards and (where available) station staff should co-operate to carry out this and other station work to the best advantage and without delay to the train.

On Westbound Fast Mixed trains, the water supply in the cars is to be topped up as necessary at Port Augusta.



### (5) Slow Mixed Trains : Special Instructions

(a) The attention of all concerned is directed to the standing instructions regarding the working of the Slow Mixed trains. The more important of them are summarised below.

(b) Traffic requiring the assistance of gangs for offloading.

Stationmasters, Guards and Train Controllers must co-operate in ensuring that Gangers are given advance notice (through the Roadmaster, or direct) when there is traffic on the train which will require the assistance of the gang for offloading.

(c) Bulky or awkward traffic for loading en route.

When there is bulky or awkward traffic to be loaded en route, the Stationmaster or Ganger concerned must give adequate information to the Train Controller, so that a suitable wagon can be selected and all concerned be advised of its position in the train. The traffic and any loading gear must then be placed as near as possible to the position where the vehicle is expected to come to a stand.

(d) Work in section.

If any work in section appears unlikely to be finished within any time-limit which has been fixed by the Train Controller, the latter's approval must be obtained by the Guard before the time is exceeded. This approval must be sought sufficiently early for the train to be moved on at the time originally appointed, if the Controller is not able to grant an extension of time.

(e) Service of camps.

Everything required for the service and watering of the camp, and all traffic for loading, must be in readiness before the train arrives.

All persons requiring service must be ready to attend promptly when the train arrives. The engine whistle must be sounded as a final warning, as the train approaches the camp.

Employees and/or their dependents must immediately distribute themselves equally between the Stores van, the Butcher's van and the Pay van (when attached). The persons in charge of these vehicles must be kept continuously occupied until each has attended to the reasonable requirements of all customers.

All available employees and their dependents must be served first. Non-Railway customers will then be served up to departure time.

Sumping of water, and the offloading or loading of any traffic, must be started as soon as the train arrives.

Provided all is otherwise ready, the train must be despatched as soon as the tabled allowance of time has expired, unless the Van Sticreman or Butcher requests otherwise on any particular occasion. Reasons for any detention of the train for service purposes must be reported by the Stationmaster or Guard. However, allowance must be made for any unusual interruption to the service through shunting, etc.

All concerned must co-operate to avoid delay to the train. Any lack of co-operation must be reported by the Stationmaster or Guard to the Chief Traffic Manager, and local action to obtain an improvement must also be taken wherever possible.