



# ComRails Volume 6: Track Route Information

Volume6



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

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The ComRails web site ([www.comrails.com](http://www.comrails.com)) can be downloaded as a series of printable documents in PDF format. This volume is an example of one of the volumes in the Comrails series.

The volumes are:

**Volume 1** Overview and Articles Information

**Volume 2** Carriage Information

**Volume 3** Freight Rollingstock Information

**Volume 4** Locomotive and Railcar Information

**Volume 5** War Time History of the Commonwealth Railways

**Volume 6** Route Information

**Volume 7** Master Rollingstock List

**TIMS1** Australian National Traffic Information Management System (TIMS) - Rollingstock Lists - this is a listing of all the rollingstock whose detailed records can be found in TIMS3 to TIMS6

**TIMS2** Australian National Traffic Information Management System (TIMS) - Route Index - basically a listing of all the track speed restrictions and temporary works

**TIMS3** Australian National Traffic Information Management System (TIMS) - Locomotive Rollingstock Records - this is the full detailed entry of all the locomotive rollingstock.

**TIMS4** Australian National Traffic Information Management System (TIMS) - Railcar Rollingstock Records - this is the full detailed entry of all the railcar rollingstock.

**TIMS5** Australian National Traffic Information Management System (TIMS) - Passenger Rollingstock Records - this is the full detailed entry of all the passenger rollingstock.

**TIMS6** Australian National Traffic Information Management System (TIMS) - Wagon Rollingstock Records - this is the full detailed entry of all the freight wagon rollingstock.





**Commonwealth, Australian National and South Australian  
Railways Rollingstock  
Volume 6**

Track Route Information

Chris Drymalik

This document is part of the printed version of the Comrails website. The site is where you will find various bits of information about the Commonwealth Railways, Australian National Railways, Great Southern Railways and the South Australian Railways.

The subject material is the South Australian, Commonwealth and Australian National Railways.

Chris Drymalik

The Comrails web site can be found at <http://comrails.com>

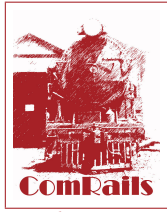
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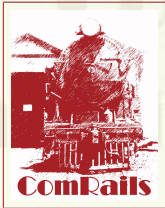
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## 1.1 Adelaide to Port Pirie

This section contains information about the Adelaide to Port Pirie railway

### AN Adelaide Rail Passenger Terminal 0 km

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

### Mile End Goods 0.5 km

**28.10.1990** Mile End Goods 0.5 km [WWT Admt 28.10.1990]

### Islington Freight Terminal 7.5 km

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

### Dry Creek North 15.5 km

**28.10.1990** Dry Creek North 15.5 km [WWT Admt 28.10.1990]

### Salisbury (12.45 m)

- Station

### Direk (17.60 m)

- Station

### Bolivar (32 km)

**28.10.1990** Bolivar 32 km - crossing loop 1230 m [WWT Admt 28.10.1990]

**2009** Although flawed when first designed and built by ANR in 1982, this existing 1100m long loop has been an issue for train working reasons. With only a short loop available, and located just 15kms from Dry Creek yard, obviously one of the trains involved in the cross or pass needs to fit in. Generally it's only grain trains or GSR passenger services that will be involved in any such pathing decision. After the decision by DTEI to build an overpass bridge at the existing Taylors Road level crossing, it allowed ARTC to simply extend this loop towards Dry Creek, on the northern side of the main line, creating the necessary 1800m length. The existing goods siding will be retained as it is used on an ad-hoc basis for departmental work trains [cp 9.2009]

### Virginia (20.74 m)

- Station

### Two Wells 45 km (26.86 m)

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

### Karunye (32.25 m)

- Station

### Mallala 61.5 km (37.25 m)

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

### Calomba (43.25 m)

- Station

### Long Plains 77 km (47 m)

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

### Avon (52.70 m)

- Station

### Kallora (57.25 m)

- Station

### Bowmans 101.5 km (62.87 m)

**30.6.1950** 75 m - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

### Goyder (69.75 m)

- Station

### Nantawarra 120.5 km (75.10 m)

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

### Bumbunga (80.45 m)

- Station

### Snowtown 146 km (89.75 m)

- Junction station for Moonta and Port Pirie lines' - original broad gauge distance 117 m

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

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

### Burnsfield (96 m)

- Station

### Lake View (100.25 m)

- Station



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

**Collinsfield (102 m)**

- Station

**Redhill 173 km (106.5 m)**

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

**Merriton (116.03 m)**

- Station

**Nurom (123.15 m)**

- Station

**Wandearah (119.50 m)**

- Station

**Rocky River 193 km**

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

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

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

Original distances given as 150.5 m via Blyth, and 209.25 M via Terowie

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

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

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

**Warnertown 348 km**

**1923** 106 m - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

**Coonamia 359.5 km — Coonamia 225 km**

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

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

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

**28.10.1990** Coonamia 359.5 km [WWT Admt 28.10.1990]

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

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



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

### **Solomontown — Port Pirie Junction (134.24 m) — Port Pirie Junction (0 m)**

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' as 'Solomontown'

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

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

- Both the name 'Solomontown' and 'Port Pirie Junction' appears to be used interchangeably

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

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

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

### **Port Pirie - Ellen Street (135.65 m)**

- Station

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

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

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

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

**28.10.1990** Port Pirie 362.5 km [WWT Admt 28.10.1990]

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

## **1.2 Balaklava to Moonta**

This section contains information about the Balaklava to Moonta railway

### **Balaklava (66 m)**

- Junction station for Gladstone and Port Wakefield lines'

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

### **Saints (71 m)**

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

### **Bowmans 101.5 km (62.87 m)**

**30.6.1950** 75 m - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

### **Port Wakefield (82 m)**

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

### **South Hummocks (89 m)**

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

### **Melton (99 m)**

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

### **Pakeville (105 m)**

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

### **Thrington**

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

### **Kadina (117 m)**

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

### **Wallaroo Mines**

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

### **Kadina Racecourse**

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



**Wallaroo (123 m)**

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

**Warburton (130 m)**

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

**Cross Roads (133.25 m)**

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

**Yelta (133.75 m)**

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

**Moonta (134.5 m)**

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

### 1.3 Brinkworth to Kadina

This section contains information about the Brinkworth to Kadina railway

**Brinkworth (104 m)**

- Junction station for Gladstone and Snowtown lines'

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

**Condowie (110 m)**

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

**Snowtown 146 km (89.75 m)**

- Junction station for Moonta and Port Pirie lines' - original broad gauge distance 117 m

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

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

**Barunga Gap (124 m)**

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

**Bute (132 m)**

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

**Mona (132 m)**

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

**Willamulka (126 m)**

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

**Kadina (117 m)**

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

### 1.4 Bumbunga to Lochiel

This section contains information about the Bumbunga to Lochiel railway

**Bumbunga (80.45 m)**

- Station

**Lochiel**

### 1.5 Eudunda to Robertstown

This section contains information about the Eudunda to Robertstown railway.

**Eudunda (68 m 54 ch)**

- Junction station for Morgan and Robertstown lines'

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

**Point Pass (76 m 44 ch)**

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

**Robertstown (83 m 00 ch)**

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

### 1.6 Gawler to Angaston

This section contains information about the Gawler to Angaston railway

**Gawler (24 m 61 ch)**

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

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

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

**Gawler North (26 m 16 ch)**

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

**Sandy Creek (31 m 4 ch)**

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

**Lyndoch (35 m 29 ch)**

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

**Rowland's Flat (38 m 44 ch)**

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

**Tanunda (43 m 64 ch)**

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

**Dorrien (46 m 12 ch)**

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

**Nuriootpa (47 m 74 ch)**

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

**Angaston (51 m 42 ch)**

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

**1.7 Gladstone to Wilmington**

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

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

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 194 m via Terowie and 136.25M via Blyth

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

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

**Laura 230 km**

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

**Stone Hut 240.5 km**

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

**Wirrabara 249 km**

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

**Yandiah 259.5 km**

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

**Booleroo Centre 270 km**

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

**Perroomba 278 km**

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

**Melrose 286.5 km**

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

**Terka 300 km**

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

**Wilmington 307 km**

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

**1.8 Hamley Bridge to Gladstone**

This section contains information about the Hamley Bridge to Gladstone railway

**Hamley Bridge (41 m)**

- Junction station for Peterborough and Gladstone lines'

**Gilbert River Bridge**

- Rail Bridge over the 'Gilbert River'

**Stockyard Creek (51 m)**

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

**Owen (54 m)**

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

**Woods (57 m)**

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

**Ridgway**

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

**Balaklava (66 m)**

- Junction station for Gladstone and Port Wakefield lines'

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

**Wakefield River Bridge**

- Rail bridge over the 'Wakefield River'

**Halbury (74 m)**

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

**Hoyleton (79 m)**

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

**Kybunga (87 m)**

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

**Blyth (92 m)**

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

**Hart (99 m)**

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

**Brinkworth (104 m)**

- Junction station for Gladstone and Snowtown lines'

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

**Koolunga (107 m)**

- Station

**Yacka (113 m)**

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

**Broughton River Bridge**

- Rail bridge over the 'Broughton River'

**Gulnare**

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

**Abbeville**

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

**Georgetown (129 m)**

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

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

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 194 m via Terowie and 136.25M via Blyth

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

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

**1.9 Nuriootpa to Truro**

This section contains information about the Nuriootpa to Truro railway

**Nuriootpa (47.90 m)**

- Station

**Kyeema**

- Station

**Stockwell (52.78 m)**

- Station

**Truro (57.91 m)**

- Station

## 1.10 Peterborough to Quorn

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

### **Peterborough 248 km (154 m 11 ch) — Peterborough 109.5 km**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 154 m 11 ch  
**1.7.1979** Peterborough 248 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop ANR WTT 1.7.1979  
**6.10.1991** Peterborough - turntable 25.9m [WWT Admt 6.10.1991]  
**23.3.1992** Peterborough 109.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]

### **BlackRock 270.5 km**

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

### **Orroroo 283.5 km**

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

### **Walloway 294.5 km**

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

### **Eurelia 305.5 km**

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

### **Carrieton 320 km**

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

### **Moockra 331.5 km**

- 1.7.1979** Moockra 331.5 km - Unattended Crossing Loop [WTT 1.7.1979]

### **Hammond 344 km**

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

### **Bruce 356.5 km**

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

### **Quorn 377.5 km (24 m 46 c)**

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

## 1.11 Port Pirie to Broken Hill (Narrow Gauge)

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

Note: Part of the new standard gauge line follows the narrow gauge right of way, though other parts outside of major junctions are on substantially different alignments.

### **Broken Hill (224.5 m)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **Silverton (319.5 m)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **NSW/SA Border**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **Cockburn (299 m 22 ch)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **Mutooroo (291 m 76 ch)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **Mingary (283 m 61 ch)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **Cutana (274 m 74 ch)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

### **McDonald Hill (265 m 72 ch)**

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Olary (256 m 71 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Outalpa (246 m 32 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Wawirra (238 m 62 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Mannahill (233 m 79 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Oulnina (225 m 03 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Winnininnie (216 m 11 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Yunta (206 m 74 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Coolawatinnie (198 m 64 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Paratoo (193 m 30 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Methuen (188 m 54 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Nackara (182 m 43 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Peecharra (177 m 78 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Nantabibbie (175 m 40 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Oodlawirra (169 m 54 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Ucolta (162 m 23 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Peterborough 248 km (154 m 11 ch) — Peterborough 109.5 km**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 154 m 11 ch  
**1.7.1979** Peterborough 248 km (distance from Adelaide) - Resthouse for trainmen - engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop ANR WTT 1.7.1979  
**6.10.1991** Peterborough - turntable 25.9m [WWT Admt 6.10.1991]  
**23.3.1992** Peterborough 109.5 km (distance from Port Pirie) [WWT Admt 23.3.1992]

**Yongala (160 m 28 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Belalie North (168 m)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Jamestown (170 m 70 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Caltowie (183 m 53 ch)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 194 m via Terowie and 136.25M via Blyth  
**1.7.1979** Gladstone 219.5 km (Distance from Adelaide via Blyth) - Gladstone Station 313.5 km (Distance from Adelaide via Peterborough) - Resthouse for trainmen - Fuel station - Turntable - ANR WTT 1.7.1979  
**23.3.1992** Gladstone Station 44 km (distance from Port Pirie) [WWT Admt 23.3.1992]

**Huddleston (143 m)**

1923 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'



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

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'. Original distances given as 150.5 m via Blyth, and 209.25 M via Terowie
- 1.7.1979** Crystal Brook 334.5 km - Attended - Crossing loop 1006 m - ANR WTT 1.7.1979
- 28.10.1990** Crystal Brook 197.5 km - crossing loop 968 m [WWT Admt 28.10.1990]
- 23.3.1992** Crystal Brook 22.5 km (distance from Port Pirie) - crossing loop 964 m [WWT Admt 23.3.1992]

**Warnertown 348 km**

- 1923** 106 m - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
- 1.7.1979** Warnertown 348 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

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

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' as 'Solomontown'
- 23.7.1937** Opened - loop 1530 ft., sidings 18,440 ft[annual report]
- 26.7.1937** Extension of line from Port Augusta to Port Pirie officially opened.
- Both the name 'Solomontown' and 'Port Pirie Junction' appears to be used interchangeably
- 30.6.1937** Drawer locks remain at Port Augusta leg of Triangle & Stockyards ('Prairie') 0 m 50 c[WGC 4/61]
- 5.11.1967** Train order Port Pirie Junction - Stirling North [WN 44/67]
- 12.11.1967** Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

**Port Pirie - Ellen Street (135.65 m)**

- Station

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

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

**1.12 Port Pirie to Broken Hill (Standard Gauge)**

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

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

**Broken Hill 531.5 km — Broken Hill 394.5 km**

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

**Kanandah Siding 526.5 km — Kanandah Siding 390 km**

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

**Bemax Siding 386.7 km**

- Siding

**Pinnacle Mines Siding 377.6 km**

- Siding

**Thackaringa 500 km — Thackaringa 363.5 km**

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

**NSW/SA Border 346.0 km**

- location of the New South Wales/South Australian border

**Cockburn 482.5 km — Cockburn 345.5 km**

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

**Mingary 458 km — Mingary 321 km**

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

**Cutana 443.5 km**

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

**Olary 414.5 km — Olary 277 km**

**1.7.1979** Olary 414.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Olary 277 km - crossing loop 998 m [WWT Admt 23.3.1992]

**Mannahill 377.5 km — Mannahill 239.5 km**

**1.7.1979** Mannahill 377.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Mannahill 239.5 km - crossing loop 1008 m [WWT Admt 23.3.1992]

**Yunta 334 km — Yunta 196 km**

**1.7.1979** Yunta 334 km - attended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Yunta 196 km - crossing loop 1000 m [WWT Admt 23.3.1992]

**Paratoo 306.5 km — Paratoo 168 km**

**1.7.1979** Paratoo 306.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Paratoo 168 km - crossing loop 1000 m [WWT Admt 23.3.1992]

**Hillgrange 285 km — Hillgrange 146 km**

**1.7.1979** Hillgrange 285 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Hillgrange 146 km - crossing loop 1001 m [WWT Admt 23.3.1992]

**2009** The loop will be extended to 1800m. [cp 9.2009]

**Ucolta 261 km**

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

**Peterborough 248 km (154 m 11 ch) — Peterborough 109.5 km**

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 154 m 11 ch

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

**6.10.1991** Peterborough - turntable 25.9m [WWT Admt 6.10.1991]

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

**Yongala 258.5 km — Yongala 98.5 km**

**1.7.1979** Yongala 258.5 km - Unattended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Yongala 98.5 km - crossing loop 1009 m [WWT Admt 23.3.1992]

**Mannanarie 268 km**

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

**Jamestown 283.5 km — Jamestown 74 km**

**1.7.1979** Jamestown 283.5 km - Attended - Crossing loop 1006 m - ANR WTT 1.7.1979

**23.3.1992** Jamestown 74 km - crossing loop 998 m [WWT Admt 23.3.1992]

**Caltowie 297.5 km — Caltowie 60 km**

**1.7.1979** Caltowie 297.5 km - Unattended - Crossing loop 1058 m - ANR WTT 1.7.1979

**23.3.1992** Caltowie 60 km - crossing loop 1054 m [WWT Admt 23.3.1992]

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

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' - 194 m via Terowie and 136.25M via Blyth

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

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

**Gladstone Xing Loop 314.5 km — Gladstone Xing Loop 43 km**

**1.7.1979** Gladstone Xing Loop 314.5 km (distance from Adelaide) - Crossing Loop 1006 m ANR WTT 1.7.1979

**23.3.1992** Gladstone Xing Loop 43 km (distance from Port Pirie) - crossing loop 979 m [WWT Admt 23.3.1992]

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

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'. Original distances given as 150.5 m via Blyth, and 209.25 M via Terowie

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

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

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

#### **Warnertown 348 km**

**1923** 106 m - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

#### **Coonamia 359.5 km — Coonamia 225 km**

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

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

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

**28.10.1990** Coonamia 359.5 km [WWT Admt 28.10.1990]

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

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

#### **Solomontown — Port Pirie Junction (134.24 m) — Port Pirie Junction (0 m)**

**1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' as 'Solomontown'

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

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

- Both the name 'Solomontown' and 'Port Pirie Junction' appears to be used interchangeably

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

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

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

#### **Port Pirie - Ellen Street (135.65 m)**

- Station

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

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

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

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

**28.10.1990** Port Pirie 362.5 km [WWT Admt 28.10.1990]

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

## **1.13 Riverton to Spalding**

This section contains information about the Riverton to Spalding railway

### **Riverton**

- Junction station for Peterborough and Clare/Spalding lines'

### **Rhynie (62 m 71 ch)**

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

### **Woolshed Flat Creek 109.3 km**

- single 32 feet span bridge

### **Undalya (71 m 75 ch)**

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

### **Pine Creek Bridge 116.13 km**

- Rail Bridge over the 'Pine Creek' - 4x 20 feet spans bridge

### **Rice Creek 120.56 km**

- Rail Bridge over the 'Rice Creek' - 10x 10 feet spans bridge

### **Auburn (75 m 32 ch)**

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

### **Wakefield River Bridge 122.24 km**

- Rail bridge over the 'Wakefield River' - 6x 20 feet spans

### **Milkurri**

- Siding

### **Leasingham**

- Station

### **Watervale (81 m 48 ch)**

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

### **Penwortham (84 m)**

- Station

**Talkana (85 m 47 ch)**

- siding

**Seven Hill Creek Bridge**

- Rail bridge over the 'Seven Hill Creeek' - 23 feet span

**Seven Hill (86 m 71 ch)**

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

**Quaryr Road Bridge (87 m 77 ch)**

- rail bridge over 'Quarry Road' - 40 feet span bridge

**Clare Showground siding (88 , 67 ch)**

- Station

**Kuodo (89 m 72 ch)**

- used as stopping point in train notices for Clare Show trains in 1950-60s

**Clare (90 m 50 ch)**

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

**Farrell Flat Road Bridge (91 m 24 ch)**

- Rail bridge over 'Farrell Flat Road'

**Kooramo (93 m 23 ch)**

- Station

**Horse Platform (94 m 79 ch) — Kanipo (94 m 79 ch)**

- Horse platform - unofficially know as 'Kanipo'

**Barinia (95 m 59 ch)**

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

**Milne (101 m 55 ch) — Hilltown (101 m 55 ch)**

**1939** Named changed from 'Milne' to 'Hilltown'

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

**Andrews (105 m 4 ch)**

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

**Broughton River Bridge (113 m 39 ch)**

- Rail bridge over the 'Broughton River'

**Spalding (114 m 74 ch)**

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

**1.14 Roseworthy to Morgan**

This section contains information about the Roseworthy to Morgan railway.

**Roseworthy (30.5 m)**

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

**Freeling (36 m)**

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

**Fords (43 m 50 ch)**

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

**Kapunda (47 m 77 ch)**

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

**Bagots Well (53 m 15 ch)**

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

**Hansborough (58 m)**

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

**Hampden (65 m)**

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

**Eudunda (68 m 54 ch)**

- Junction station for Morgan and Robertstown lines'

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

**Deep Creek (74 m)**

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

**Sutherlands (77.5 m)**

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

**Bower (85 m)**

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

**Mount Mary (90 m)**

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

**Lanosa**

**1955** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Eba (98 m 56 ch)**

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

**Morgan (104 m 62 ch)**

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

**1.15 Roseworthy to Peterborough**

This section contains information about the Roseworthy to Peterborough railway

**Roseworthy**

- Station

**Morgan Line Junction**

- Junction for branch line to Morgan

**Wasleys**

- Station

**Light River Bridge**

- Bridge over the Light River

**Hamley Bridge (41 m)**

- Junction station for Peterborough and Gladstone lines'

**Stockport**

- Station

**Tarlee**

- Station

**Gilbert River Bridge**

- Bridge over the River Gilbert

**Riverton**

- Junction station for Peterborough and Clare/Spalding lines'

**Saddleworth**

- Station

**Brenan**

- Station

**Manoora**

- Station

**Wakefield River Bridge**

- Bridge over the Wakefield River

**Mintaro — Merildin**

- Station

**Farrell Flat**

- Station

**Hanson**

- Station

**Burra**

- Station

**Mount Bryan**

- Station

**Hallett**

- Station

**Ulooloo**

- Station

**Whyte Yarcowie**

- Station

**Kearnan**

- Station

**Terowie**

- Station



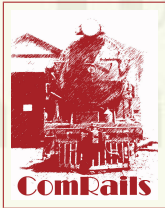
**Peterborough 248 km (154 m 11 ch) — Peterborough  
109.5 km**

**1923** On 'Chief Engineer For Railways Map Showing  
Lines of Railways in South Australia' - 154 m 11 ch

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

**6.10.1991** Peterborough - turntable 25.9m [WWT Admt  
6.10.1991]

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



Volume6

CHAPTER



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## 2.1 Alawoona to Barmera

This section contains information about the Alawoona to Barmera railway

### Alawoona 243.5 km (141.75 m)

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

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

### Malpas

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

### Paruna 265.14 km (164.75 mi)

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

### Meribah 276 km (172 m)

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

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

### Nadda

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

### Taplan 294.91 km (183.25 m)

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

### Nangari 303.4 km (187 m)

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

### Pungonda 303.4 km (188.5 m)

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

### Noora 309.8 km (192.5 m)

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

### Ingalta 309.8 km (192.5 m)

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

### Taldra 317.5 km (197.25 m)

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

### Yamba (204 m)

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

### Koora (207 m) — Wonuarra (207 m)

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

- Seems to have also been originally known as 'Wonuarra'

### Murtho — Chowilla Dam

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

### Paringa 340.5 km

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

**3.6.1990** Paringa 340.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

### Renmark

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

### Calperum Siding

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

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

### Riverland Siding

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

### Spring Cart Gully

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

### Berri

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

### Karoom

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

### Glossop

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

### Barmera

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

## 2.2 Karoonda to Peebinga

This section contains information about the Karoonda to Peebinga railway

### Karoonda 169 km

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

### Nunkeri

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

### Yurgo

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

### Marama

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

### Kulkami 208 km

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

### Mulpata

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

### Wirha

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

### Gurrai 237.5 km

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

### Karte

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

### Kringin

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

### Mootatunga

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

### Peebinga 275 km

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

## 2.3 Karoonda to Waikerie

This section contains information about the Karoonda to Waikerie railway

### Karoonda 169 km

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

### Mindiyarra

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

### Perponda

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

### Kalyan

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

### Goondooloo

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

### Copeville 208.5 km

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



**Kunlara**

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

**Galga 224 km**

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

**3.6.1990** Galga 224 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Mercunda**

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

**Mantung**

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

**Hillmanvillex**

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

**Maggea**

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

**Boolgun**

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

**Holder**

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

**Kanni**

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

**Waikerie 287.5 km**

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

**3.6.1990** Waikerie 287.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**2.4 Taillem Bend to Loxton**

This section contains information about the Taillem Bend to Loxton railway

**Taillem Bend 120.5 km (75 m 16 ch)**

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

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

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

**Naturi**

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

**Kulde**

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

**Wynarka**

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

**Wingamin**

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

**Karoonda 169 km**

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

**3.6.1990** Karoonda 169 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Lowaldie**

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

**Borrika**

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

**Kilpalie**

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

**Sandalwood**

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

**Halidon**

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

**Mindarie 215.2 km**

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

**Wanbi 224.5 km**

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

**Piltenge**

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

**Cobera**

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

**Alawoona 243.5 km (141.75 m)**

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

**Wintrena**

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

**Veitch**

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

**Wilpy**

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

**Pata**

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

**Tookayerta**

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

**Loxton 279 km**

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

**2.5 Tailem Bend to Pinnaroo**

This section contains information about the Tailem Bend to Pinnaroo railway

**Tailem Bend 120.5 km (75 m 16 ch)**

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

**Elwomple**

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

**Moorlands 139 km**

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1990** Moorlands 139 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Grasslands**

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

**Sherlock**

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

**Buccleuch**

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

**Peake 168.5 km**

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1990** Peake 168.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Jabuk 180 km**

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1990** Jabuk 180 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Geranium 189 km**

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

**Parrakie**

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

**Wilkawatt**

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

**Bews**

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

**Lameroo 222 km**

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

**3.6.1990** Lameroo 222 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Yappara**

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

**Parilla 236.5 km**

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

**3.6.1990** Parilla 236.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Chandos**

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

**Pinnaroo 259 km**

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

**South Australian and Victorian Border 265.2 km**

- South Australian and Victorian Border

**2.6 Wanbi to Yinkanie**

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

**Wanbi 224.5 km**

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

**3.6.1990** Wanbi 224.5 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Gluyas**

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

**Caliph**

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

**Bayah**

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

**Tuscan**

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

**Koowa**

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

**Wunkar**

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

**Myrla**

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

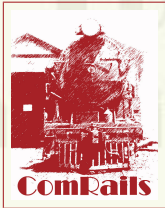
**Wappilka**

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

**Yinkanie**

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





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CHAPTER

3

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### 3.1 Serviceton

This section contains information about the Serviceton railway

#### Adelaide (0.00 m)

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

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

#### Mile End (1 m 28 ch)

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

**3.6.1966** Mile End - 1 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Mile End Goods Yard

- Station

#### Keswick (2 m 32 ch)

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

**3.6.1966** Keswick 2 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Goodwood (3 m 6 ch)

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

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

#### Millswood (3 m 55 ch)

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

**3.6.1966** Millswood - 3 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Unley Park (4 m 28 ch)

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

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

#### Hawthorn (4 m 54 ch)

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

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

#### Mitcham (5 m 26 ch)

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

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

#### Torrens Park (5 m 63 ch)

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

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

#### Clapham (6 m 20 ch)

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

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

#### Lynton (6 m 51 ch)

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

#### Sleep's Hill

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

#### Brick Siding (9.75 m)

- Station

#### Eden Hills (9 m 7 ch)

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

**3.6.1966** Eden Hills - 9 m 7 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Coromandel (11 m 2 ch)

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

**3.6.1966** Coromandel - 11 m 2 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Blackwood (11 m 42 ch)

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

**3.6.1966** Blackwood - 11 m 42 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Glenalta (12 m 20 ch)

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

**3.6.1966** Glenalta - 12 m 20 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Pinera (13 m 4 ch)**

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

**Belair (13 m 52 ch)**

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

**National Park (14 m 6 ch)**

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

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

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

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

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

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

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

**Heathfield (20 m 42 ch)**

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

**Madurta (21 m 12 ch)**

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

**Aldgate (21 m 55 ch)**

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

- 3.6.1966** Aldgate - 21 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

- 2009** Studies continue on the best sighting for a proposed new 180m long crossing loop - which needs to be built in the Mount Lofty to Bridgewater area. The possibility of extending both ends of the existing Mount Lofty station yard has not been completely 'ruled out', how ever is unlikely to occur.[cp 9.2009]

**Jibilla (22 m 29 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Jibilla - 22 m 29 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Carripook (22 m 72 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Carripook - 22 m 72 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Bridgewater (23 m 32 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Bridgewater - 23 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Yantaringa**

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

**Ambleside (27 m 15 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Ambleside - 27 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Balhannah (28 m 38 ch)**

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

**Mount Barker Junction (31 m 27 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Mt. Barker Junction - 31 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]



**Nairne (34 m 67 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Nairne - 34 m 67 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Petwood (39 m 6 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Petwood - 39 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Balyarta (41 m 40 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Balyarta - 41 m 40 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Callington (45 m 8 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Callington - 45 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]  
**2009** This once busy station yard and later key crossing loop was abandoned in the early 1990s, resulting in it being reduced to purely a goods siding for loading ballast. However the Melbourne - Adelaide rail corridor upgrade program led to this site being chosen for a new 1800m long crossing loop. The loop will extend towards Petwood, on the southern side of the main line, crossing the former main line and redundant rail bridge over the creek and heading around tile curve and up the grade. The ballast siding will be rebuilt on the southern side of the new crossing loop - and maybe extended in length .[cp 9.2009]

**Warla (48 m 36 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Warla - 48 m 36 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Monarto South (51 m 29 ch)**

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

**Kinchina (56 m 8 ch)**

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

**Murray Bridge (60 m 23 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Murray Bridge - 60 m 23 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Swanport**

- 2009** Located immediately south of the Princes Highway overpass, about 10kms from Murray Bddge towards Tailem Bend, this new 1800m long crossing loop was necessary as insufficient room and local issues at Murray Bridge deemed that location impossible for loop extension. The formal naming of this location yet to be announced, with some discussion related to it being named 'Monteith' - 5kms further towards Tailem Bend.[cp 9.2009]

**Rabila (63 m 36 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Rabila - 63 m 36 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Monteith (68 m 61 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Monteith - 68 m 61 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Tailem Bend 120.5 km (75 m 16 ch)**

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

**Cooke's Plains (85 m 39 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Cooke's Plains - 85 m 39 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Coomandook (95 m 52 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Coomandook - 95 m 52 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]  
**2009** The existing crossing loop will be extended towards Tailem Bend to result in an 1800m long loop.[cp 9.2009]

**Yumali (99 m 77 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Yumali - 99 m 77 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Ki Ki (104 m 61 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Ki Ki - 104 m 61 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Coonalpyn (113 m 30 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Coonalpyn - 113 m 30 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Culburra (124 m 44 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Culburra - 124 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Tintinara (131 m 70 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Tintinara - 131 m 70 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]  
**2009** The existing crossing loop will be extended towards Keith by approximately 850m to provide the necessary 1800m standard crossing loop length. This will result in two tracks crossing over the local Dump Road - requiring active protection, and potential 'blockage' when trains are stationary.[cp 9.2009]

**Kumorna (137 m 58 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Kumorna - 137 m 58 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Coombe (142 m 28 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Coombe - 142 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Banealla (150 m 37 ch)**

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

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

**Keith (154 m 65 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Keith - 154 m 65 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]  
**2009** A new stand alone 1800m loop will be constructed on the Adelaide side of the station yard, with access to the grain silos provided by a connection into the new crossing.[cp 9.2009]

**Brimbago (162 m 47 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Brimbago - 162 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Wirrega (170 m 8 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Wirrega - 170 m 8 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Cannawigara (175 m 54 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Cannawigara - 175 m 54 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Bordertown (182 m 79 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Bordertown - 182 m 79 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]  
**2009** A new stand alone 1800m loop will be constructed immediately east of Crecoona Terrace level crossing, heading towards Wolseley and on the northern side of the main line. Access to the remaining sidings in the station yard will be provided off the Adelaide end of the crossing loop. Both of the existing main line turnouts in the station yard will be removed. [cp 9.2009]

**Wolseley 307.5 km (191 m 34 ch)**

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

**Serviceton (196 m 13 ch)**

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

**3.2 Mount Pleasant**

This section contains information about the Mount Pleasant railway

**Balhannah (28 m 38 ch)**

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

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

**Oakbank (29.91 m)**

- Station

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

**Mappinga**

- Station

**Riverview**

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

**Woodside (33.18 m)**

- Station

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

**Kayannie**

- Station

**Charlestown (35.91 m)**

- Station

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

**Muralappie**

- Station

**Mount Torrens (40.64 m)**

- Station

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

**Milkappa Road**

- Station

**Birdwood (44.13 m)**

- Station

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

**Crane Road**

- Station

**Narcoonah**

- Station

**Mount Pleasant (49.58 m)**

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

**3.3 Milang**

This section contains information about the Milang railway

**Sandergrove (56 m 5 ch)**

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

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

**Nurragi (59 m 16 ch)**

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

**3.6.1966** Nurragi - 59 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

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

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

**Milang (84 m 34 ch)**

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

**3.6.1966** Milang - 84 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**3.4 Cambrai**

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

**Monarto South (51 m 29 ch)**

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

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

**Pallamana (59 m 57 ch)**

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

**Tepko (64 m 53 ch)**

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

**Apamurra (72 m 59 ch)**

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

**Milendella**

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

**Sanderston (80 m 22 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Sanderston - 80 m 22 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Kanappa**

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

**Cambrai (88 m 53 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Cambrai - 88 m 53 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Sedan**

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

**3.5 Victor Harbor**

This section contains information about the Victor Harbor railway

**Mount Barker Junction (31 m 27 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Mt. Barker Junction - 31 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Littlehampton (33 m 38 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Littlehampton - 33 m 38 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Mount Barker (34 m 37 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Mount Barker - 34 m 37 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Mount Barker Oval**

- Stopping place

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

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Philcox Hill - 38 $\frac{1}{4}$  m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Muralappi**

- Stopping place

**Murapena**

- Stopping place

**Bugle Ranges (40 m 6 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Bugle Ranges - 40 m 6 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Nonedia**

- Stopping place

**Gemmells (43.58 m)**

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

**Panketyi**

- Stopping place

**Strathalbyn (50 m 73 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Strathalbyn - 50 m 73 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Lowanna (54 m)**

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

**Sandergrove (56 m 5 ch)**

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

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

**Finniss (60 m 44 ch)**

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

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

**Gilberts (61.69 m)**

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

**Black Swamp (63 m 48 ch) — Eschol**

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

- A farm in the area was know as 'Eschol' and some references suggest a stopping stop may have been introduced near Black Swamp for the Blind Society

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

**Murtonga**

- Stopping place

**Moonoerp**

- Stopping place

**Currency Creek (66 m 44 ch)**

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

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

**Wirpana**

- Stopping place

**Goolwa (71 m 25 ch)**

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

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

**Tarooki**

- Stopping place

**Tinbalang**

- Stopping place

**Middleton (76 m 27 ch)**

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

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

**Parangal**

- Stopping place

**Port Elliot (78 m 27 ch)**

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

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

**Ocean View**

- Stopping place

**Adare**

- Stopping place

**81m 25c stop (81 m 25 ch)**

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

**Victor Harbor (82 m 19 ch)**

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

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

**3.6 Willunga**

This section contains information about the Willunga railway

**Goodwood (3 m 6 ch)**

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

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

**Clarence Park (3.91 m)**

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

**Emerson (4.43 m)**

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

**Edwardstown (4.90 m)**

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

**Woodlands Park (5.68 m)**

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

**Ascot Park**

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

**Marion (7.06 m)**

- Station

**Oaklands**

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

**Warradale (8.50 m)**

- Station

**Hove**

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

**Brighton (9.69 m)**

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

**South Brighton (10.07 m)**

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

**Seacliff (10.60 m)**

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

**Marino (11.36 m)**

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

**Marino Rocks (11.74 m)**

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

**Hallett's Cove (13.38 m)**

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

**Patpa**

- Station

**Happy Valley (16.41 m)**

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

**Reynella (17.55 m)**

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

**Pimpala (18.41 m)**

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

**Coorara**

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

**Morphett Vale (20.01 m)**

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

**Yetto**

- Station

**Hackham (21.43 m)**

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

**Korro**

- Station

**Noarlunga (24.19 m)**

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

**Moana**

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

**Tuni**

- Station

**McLaren Vale (30.18 m)**

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

**Pikkara**

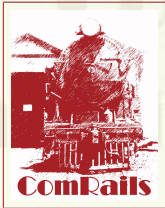
- Station

**Willunga (34.19 m)**

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







Volume6

CHAPTER



## **SOUTH EAST LINES - SOUTH AUSTRALIA**

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## 4.1 Wolseley to Mount Gambier

This section contains information about the Wolseley to Mount Gambier railway

### Wolseley 307.5 km (191 m 34 ch)

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

### Custon

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

### Bangham

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

### Frances 347.5 km

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

### Binnun

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

### Kybybolite

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

### Hynam 375 km

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

### Naracoorte 386 km

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

### Struan

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

### Glenroy

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

### Coonawarra

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

### Penola 434.5 km

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

### Krongart

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

### Kalangadoo 458.5 km

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

### Wepar

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

### Suttons

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

### Wandilo 477 km

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

### Mitchell

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

### Mount Gambier Junction 488 km

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

### Mount Gambier New Yard

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

#### **Mount Gambier 490.5 km**

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

#### **Murrawa**

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

#### **Kromelite**

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

### **4.2 Mount Gambier to Millicent and BeachPort**

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

#### **Mount Gambier 490.5 km**

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

#### **Mount Gambier Junction 488 km**

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

#### **Marte 499 km**

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

#### **Compton**

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

#### **Burnda**

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

#### **Burrungule 506 km**

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

#### **Holloway**

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

#### **Tantanoola 520 km**

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

#### **Cellulose**

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

#### **Snuggery 524.5 km**

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

#### **Nangula**

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

#### **Millicent 534.5 km**

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

#### **Rendelsham**

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

#### **Beachport**

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

### **4.3 Naracoorte to Kingston**

This section contains information about the Naracoorte to Kingston railway

#### **Naracoorte 386 km**

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

**Stewarts**

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

**Lucindale**

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

**Avenue**

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

**Bull Island**

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

**Reedy Creek**

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

**Kingston**

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

**4.4 Wandilo to Glencoe**

This section contains information about the Wandilo to Glencoe railway

**Wandilo 477 km**

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

**3.6.1990** Wandilo 477 km - In 'Australian Nation Working Time Table 3.6.1990' [ANWTT 3.6.1990]

**Medhurst**

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

**Malla**

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

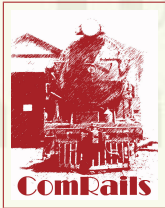
**Kirip**

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

**Glencoe**

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





Volume6

CHAPTER



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

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## 5.1 Port Augusta to Marree

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

This railway passed to Commonwealth ownership on 1 January 1911, but continued to be operated by the South Australian Railways until the Commonwealth Railways took over operations on 1 January 1926. The Commonwealth Government also undertook the extension of the railway to Alice Springs, and this was completed in 1929. In the years following World War II large tonnages of coal were railed from Leigh Creek and heavy demands were placed on the railway. In many ways the original line was inadequate; sharp curves and heavy gradients limited train loads, whilst light track and bridges restricted speeds and axle loads. Consequently a new railway, of 4 ft. 8½ in. gauge, was constructed to avoid the heavier graded terrain, and extended from Stirling North, via Telford (Leigh Creek) to Marree. Completed in 1957, the new line enabled much larger quantities of coal to be carried. The old 3 ft. 6 in. gauge line between Marree and Hawker was closed, but between Stirling North and Hawker it was retained and used to a limited extent for some years. The track between Stirling North and Hawker was closed in 1972 and the section between Stirling North and Quorn handed over to the operations of the Pichi Richi Railway Preservation Society.

The country traversed by the 3 ft. 6 in. section of the Central Australia Railway from Marree to Alice Springs was subject to periodic flooding, and rarely a year passed without washaways and traffic disruptions. It was eventually decided that a railway constructed on higher terrain further west of the existing line would offer a route less subject to flood damage, and so a 4ft. 8½ in. gauge railway, between Tarcoola and Alice Springs was constructed causing the narrow gauge section of the original Central Australia Railway to be closed in 1981.

- 15.12.1879** Section from Port Augusta to Quorn opened - 24 miles 46 chains (39 km) long
- 28.6.1880** Section from Quorn to Hawker opened - 40 miles 58 chains (65 km) long
- 17.5.1882** Section from Beltana to Farina opened - 54 miles 62 chains (88 km) long
- 7.2.1884** Section from Farina to Hergott Springs (Marree) opened - 32 miles 59 chains (52 km) long

- 1.2.1888** Section from Hergott Springs to Coward Springs opened - 80 miles 7 chains (128 km) long
- 1.6.1889** Section from Coward Springs to William Creek opened - 45 miles 17 chains (72 km) long
- 1.11.1889** Section from William Creek to Warrina opened - 67 miles 18 chains (108 km) long
- 7.1.1891** Section from Warrina to Oodnadatta opened - 54 miles 39 chains (87 km) long
- 1.1.1911** line from Port Augusta to Oodnadatta passed to Commonwealth Government ownership but continued to be operated by the South Australian Railways until 1926
- 1.1.1926** Commonwealth Railways took over operations of the line
- 23.12.1928** Section from Oodnadatta to Rumbalara opened - 170 miles 64 chains (274 km) long
- 2.8.1929** Section from Rumbalara to Alice Springs opened - 122 miles 14 chains (196 km) long
- 7.3.1957** Section from Beltana to Brachina closed
- 27.7.1957** Section from Leigh Creek to Marree closed
- 17.7.1958** Section from Brachina to Leigh Creek closed
- 1.6.1972** Section from Port Augusta to Hawker closed
- 1981** Section from Marree to Alice Springs closed

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

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

- 2.1886** Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]
- 30.10.1914** Accounting Stations [MN 2/14]
- 2.1917** Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]
- 12 & 15.11.1917** List of Open Stations [NAA B300/6 5981 Pt 1]
- 1.5.1924** Crossing Loop 1200 ft[GA]
- 30.6.1924** Electric Staff Station by[Annual Report]
- 1.8.1932** Goods Sidings 21,800 ft[GA]
- 11.1934** Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]
- 12.7.1937** 56 m [SAWN 27/37]
- 1.10.1937** Port Augusta 56 miles - [MN 136/37]
- 1.11.1939** Port Augusta 56 m 28 c 45l - [Goods & Livestock]
- 1.3.1950** Loop 1200 ft., Sdgs 21,800 ft.[GA]
- 6.1953** Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]
- 1.1.1961** Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books
- 25.1.1961** Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]
- 1.11.1962** Port Augusta 56¼ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]
- 23.9.1966** 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]

- 2.1973** Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]  
**2.7.1973** Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]  
**17.8.1975** Station in Fast & Slow Mixed Service[Advert.]  
**1.7.1979** Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979  
**17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]  
**1.6.1989** Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

- 2/11.1967** Train Order Port Pirie Junction - Stirling North 5.11.1967 [WN 43 & 44/67]  
**16.10.1972** Again shown as Stirling North[WTT temp.]  
**2.7.1973** Stirling North 85 km - 85 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 [Metrication]  
**1.7.1979** Stirling North 85 km - Carriage watering station ANR WTT 1.7.1979  
**25.10.1987** Last ES[WTT]  
**17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.88 [WTT]

**Port Augusta Racecourse (53 m 28 c)**

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

**Cudmore Hill Road (55 m 24 c)**

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

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

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

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

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

**Sumit (20 m)**

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

**Quorn 377.5 km (24 m 46 c)**

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

**Willochra**

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

**Gordon (45 m 45c)**

- 2.1886** Gordon 45  $\frac{3}{4}$  m - [SAR PTT 2.1886]



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

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

- 2.1886** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 2.1886]  
**2.1917** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 2.1917]  
**11.1934** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 11.1934]  
 - Stirling - narrow gauge 4 m 19 c  
**18.6.1936** Stirling 52 m 08 c 64l - Dual Gauge Open [mn 131/36]  
**6.6.1938** Stirling 52 m - Attended Electric Staff Station (Non Crossing on S.G.) [Working Time Table]  
**1.11.1939** Stirling 52 m 8 c 64l - [Goods & Livestock]  
**1.3.1950** No Loop SG, 12,500ft Sidings[GA]  
**18.9.1952** Dual Gauge to Power Station open[WGC 38/52]  
**6.1953** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 6.1953]  
**16.12.1954** Stirling North 52 m 09 c - Renamed Stirling North[WGC 50/54]  
**1.1.1961** Pass. Fares & Goods Rates Books  
**23.9.1966** 3 ft 6 ins gauge Track removal to Port Augusta [WN 38/66]



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

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

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

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

**Hawker (65 m 24c)**

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

**Hookina (76 m 70c)**

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

**Mern Merna (87 m 05c)**

**2.1886** Mern Merna  $87\frac{1}{4}$  m - [SAR PTT 2.1886]  
**2.1917** Mern Merna  $87\frac{1}{4}$  m - [SAR PTT 2.1917]

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

**Ediowie (101 m) — Edeowie (101 m)**

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

**Brachina (106 m 64c)**

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

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

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

**Parachilna (120 m 73c)**

**2.1886** Parachilna 121 m - [SAR PTT 2.1886]  
**2.1917** Parachilna 121 m - [SAR PTT 2.1917]  
**11.1934** Parachilna 121 m - [SAR PTT11.1934]  
**6.1953** Parachilna 121 m - [SAR PTT 6.1953]

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

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

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

**Telford (169m)**

- 2.1917** Telford 169 m - [SAR PTT 2.1917]

**Lyndhurst**

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

**Farina (198 m 34c)**

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

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

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

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

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

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

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

**5.2 Marree to Oodnadatta**

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

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

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



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

**Beltana (143 m 49c)**

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



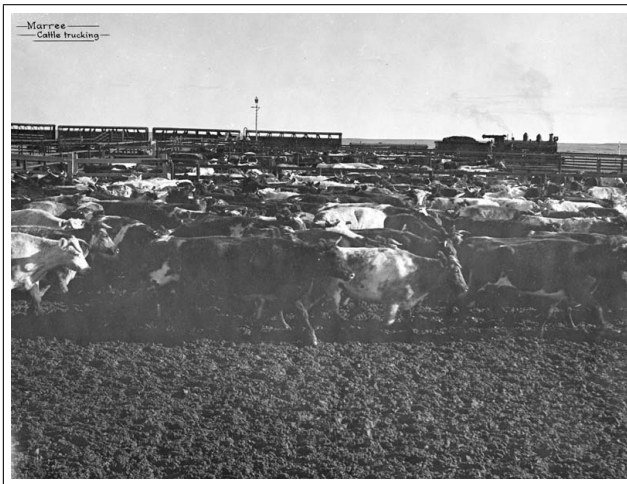
Circa 1930, Central Australia Railway – train view Puttapa Gap - Beltana Copley section (*Chris Drymalik Collection*)

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

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

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

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



circa 1930 - Central Australia Railway trucking cattle  
Marree - engine and yard (*Chris Drymalik Collection*)



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

#### **Callanna (240 m 03c)**

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

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

- 2.1917** Wangianna 253  $\frac{1}{4}$  m - [SAR PTT 2.1917]
- 11.1934** Wangianna 253  $\frac{1}{4}$  m - [SAR PTT11.1934]
- 6.1953** Wangianna 253  $\frac{1}{4}$  m - [SAR PTT 6.1953]
- 2.1973** Wangianna 253  $\frac{1}{4}$  m - [PTT 2.1973]

#### **Alberrie Creek (263 m 66c)**

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

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

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

#### **Lake Eyre (284 m)**

- 6.1953** Lake Eyre 284 m - [SAR PTT 6.1953]

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

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

#### **Margaret Siding (305 m)**

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

#### **Coward Springs (311 m 20c)**

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

#### **Beresford (325 m 69c)**

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

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

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

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

- 2.1917** Irrapatana 343  $\frac{3}{4}$  m - [SAR PTT 2.1917]
- 11.1934** Irrapatana 343  $\frac{3}{4}$  m - [SAR PTT11.1934]
- 6.1953** Irrapatana 343  $\frac{3}{4}$  m - [SAR PTT 6.1953]

#### **William Creek (356 m 36c)**

- 2.1917** William Creek 356  $\frac{1}{2}$  m - [SAR PTT 2.1917]
- 11.1934** William Creek 356  $\frac{1}{2}$  m - [SAR PTT11.1934]
- 6.1953** William Creek 356  $\frac{1}{2}$  m - [SAR PTT 6.1953]
- 2.1973** William Creek 356  $\frac{1}{2}$  m - [PTT 2.1973]





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



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



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



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



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

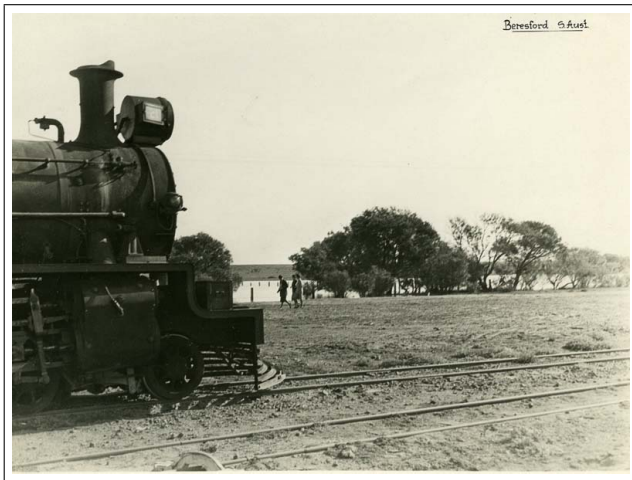
**Douglas (365  $\frac{1}{4}$  m)**

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

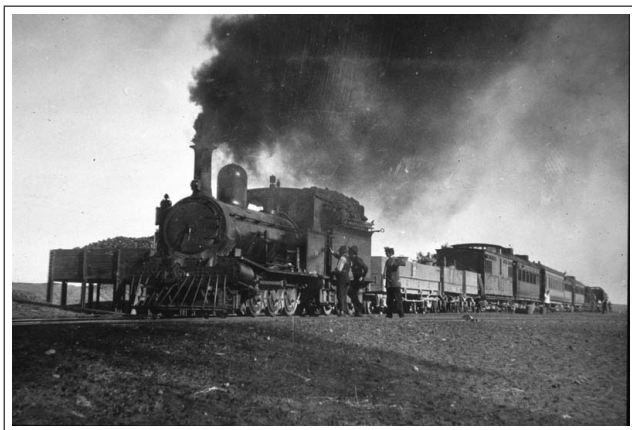
**Anna Creek (372 m 54c)**

**2.1917** Anna Creek 372  $\frac{3}{4}$  m - [SAR PTT 2.1917]

**11.1934** Anna Creek 372  $\frac{3}{4}$  m - [SAR PTT11.1934]



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



5.1925, Central Australia Railway NFB class loco on Ghan - William Creek - the sleeping car is most likely SAR car Nilpena (*Chris Drymalik Collection*)

- 6.1953** Anna Creek 372 $\frac{3}{4}$  m - [SAR PTT 6.1953]
- 2.1973** Anna Creek 372 $\frac{3}{4}$  m - [PTT 2.1973]

**Box Creek (383 m)**

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

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

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

**Duff Creek (403 m)**

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

**Edward's Creek (413 m 47c)**

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

**Warrina (423 m 54c)**

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

**Peake Creek (433 m)**

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

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

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

**Mount Dutton (452 m 58c)**

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

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

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

**Oodnadatta (478 m 13 c)**

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

**5.3 Oodnadatta to Alice Springs**

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

**Oodnadatta (478 m 13 c)**

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

**Wire Creek (501 m) — Todmorden (501 m)**

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





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

**Alberga (503 m 43c)**

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

**Macumba (505 m)**

**6.1953** Macumba 505 m - [SAR PTT 6.1953]

**Mount Sarah (522m)**

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

**Mount Rebecca (532 m)**

**6.1953** Mount Rebecca 532 m [SAR PTT 6.1953]

**Pedirka (543 m 73c)**

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

**Mount Emery (555 m)**

**6.1953** Mount Emery 555 m [SAR PTT 6.1953]

**Ilbunga (563 m 64c)**

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

**Bloods Creek (577 m)**

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

**Abminga (586 m 66c)**

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

**Wall Creek (599 m)**

**6.1953** Wall Creek 599 m [SAR PTT 6.1953]

**Duffield (609 m)**

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

**Crown Point (619 m)**

**6.1953** Crown Point 619 m [SAR PTT 6.1953]

**Finke (629 m 27c)**

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

**Finke Stockyards**

- Station

**Musgrave (639 m)**

- 6.1953 Musgrave 639 m [SAR PTT 6.1953]

**Rumbalara (648 m 77c)**

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

**Mount Squire (658 m)**

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

**Engoordina (669 m)**

- 6.1953 Engoordina 669 m [SAR PTT 6.1953]

**Bundooma (683 m 15c)**

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

**Maryvale (697 m)**

- 6.1953 Maryvale 697 m [SAR PTT 6.1953]

**Rodinga ( 709 m)**

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

**Deep Well (722 m)**

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

**Ooraminna (730 m)**

- 6.1953 Ooraminna 730 m [SAR PTT 6.1953]

**Mount Polhill (741 m)**

- 6.1953 Mount Polhill 741 m [SAR PTT 6.1953]

**Ewaninga (751 m)**

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

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

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

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

**Macdonnell (765 m)**

- 2.1973 Macdonnell 765 m -[PTT 2.1973]

**Heavitree**

- Station

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

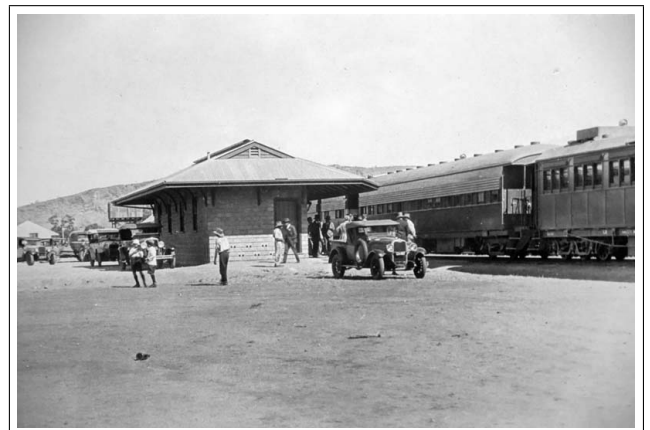
- 11.1934 Alice Springs 771m narrow gauge [SAR PTT 11.1934]
- 6.1953 Alice Springs 771m narrow gauge [SAR PTT 6.1953]
- 2.1973 Alice Springs 771m narrow gauge [PTT 2.1973]
- Alice Springs narrow gauge - 771 miles 11 chains
- 2.1.2004 Alice Springs - Defined as Block Location - Terminal with nil loop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



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

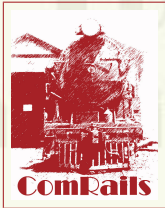


NJ 4 arriving at Alice Springs (Chris Drymalik Collection)



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





Volume6

CHAPTER

6

## CENTRAL-AUSTRALIAN RAILWAY - STANDARD GAUGE - TARCOOLA TO DARWIN

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6.2	Alice Springs to Darwin	61



## 6.1 Tarcoola to Alice Springs

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

- 12.4.1975** Prime Minister Gough Whitlam turned the first sod of the new standard gauge railway from Tarcoola to Alice Springs. Locomotive CL9 was named after the Prime Minister at the ceremony.
- 19.1980** New line from Tarcoola to Alice Springs opens on standard gauge to replace the old narrow gauge line via Marree and Oodnadatta.
- 1997** Commonwealth leased the Tarcoola to Alice Springs line to AustralAsia Rail Corporation. The AustralAsia Railway Corporation was established in 1997 by the Government of the Northern Territory to build the Darwin - Alice Springs railway. 50
- 2000** Awarded of contract to build the Darwin - Alice Springs railway to the Asia Pacific Transport Consortium as a Build Own Operate and Transfer back operation. The Australian Government contributed \$165 million from the Centenary of Federation Fund, the Northern Territory Government contributed \$165 million and the South Australian Government contributed \$150 million to the AustralAsia Rail Corporation for the construction of assets by Asia Pacific Transport Consortium and FreightLink that were later leased for a peppercorn rental to FreightLink. In addition, the three Governments contributed about \$26 million each, a total of \$79 million in further funding to support the Asia Pacific Transport Consortium directly, by way of mezzanine debt financing (subordinated debt), equity and contingent equity.[AustralAsia Railway Corp]
- 17.9.2003** Darwin reached
- 19.5.2008** Freightlink board, shareholders and lenders agreed to sell its ownership of the Adelaide to Darwin rail link after failing to make a profit since the railway line commenced operation.[Financial Review 19.5.2008]
- 6.11.2008** Freightlink goes into voluntary administration after failing to reach agreement with creditors on the terms of a sale of the business.[Northern Territory News. 7.11.2008]

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

- 12 & 15.11.1917** Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]
- 1.5.1924** Crossing Loop 1500 ft [GA]
- 30.6.1924** Tarcoola - Attended ES [Before Annual Report]
- 1.8.1932** Sidings in Addition 1410 ft [GA]
- 12.7.1937** Tarcoola 314 m - [SAWN 27/37]
- 1.11.1939** Tarcoola 313 m 54 c 11l - [Goods and Livestock]

- 1.3.1950** Loop 1500 ft., Siding 1410 ft [GA]
- 24.9.1953** Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]
- 1.1.1961** Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books
- Attended Electric Staff Station [List June 1961]
  - Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994
- 26.10.1961** Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61 ]
- 25.1.1962** Tarcoola 313 $\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62 ]
- 22.2.1962** Loop now 3102 ft [WN8/62]
- 1.11.1962** Tarcoola 313 $\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]
- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962
- 14 & 21.2.1963** Tarcoola 313 $\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]
- 13.1.1972** Extension: West over 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]
- 20.1.1972** Tarcoola 313 $\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]
- 2.3.1972** Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]
- 2.7.1973** Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]
- 17.8.1975** Station in Fast & slow Mixed Service [Advert]
- 1.7.1979** Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979
- 4.8.1985** Tarcoola 504.5 km - Loop now 1979 m [WTT]
- 8.9.1994** Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

### Northgate Block Point 510.850 km

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

### 555km Quarry 555.00 km

- 2.2001** Quarry 553.801km - Dead end siding has crossing loop 809 m long [ARTC MAP TA400016]
- 2.1.2004** 555 Quarry 555.00km - Defined as Block Location - yard with nil loop - South Yard Location Board 554.650km, Center 555.00km, North Yard Location Board 554.970km [ASR Network Operating Guide Pt 32]

### Carnes 566.50 km

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



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

**Wirrida 641.00 km**

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

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

**Manguri 706.50 km**

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

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

**Cadney Park 830.50 km**

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

**Marla 909.00 km**

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

**Chandler 965.50 km**

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

**Marryat 1021.00 km**

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

**Kulgera 1081.50 km**

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

**Impadna 1163.50 km**

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

**Hugh River 1244.50 km**

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

**Mereenie Siding 1313.00 km**

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

**Roe Creek 1318.00 km**

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



NJ 4 arriving at Alice Springs (Chris Drymalik Collection)





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

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

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

## 6.2 Alice Springs to Darwin

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

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

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

**17.9.2003** Darwin reached

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

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

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

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

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



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



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

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

Location Board 1799.60km, Center 1802.50km,  
North Yard Location Board 1805.60Km [ASR  
Network Operating Guide Pt 32]

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

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

**2.1973** Alice Springs 771m narrow gauge [PTT 2.1973]  
- Alice Springs narrow gauge - 771 miles 11 chains

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

**1900 km 1900.00 km**

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

**2004 km 2004.00 km**

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

**1400km BP 1400.00 km**

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

**Newcastle Waters 2093.00 km**

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

**1449km BP 1449.00 km**

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

**2222km BP 2222.00 km**

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

**1503km BP 1503.00 km**

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

**2343km BP 2343.00 km**

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

**Illoquara 1564.250 km**

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

**Katherine 2446.50 km**

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

**1622km BP 1622.00 km**

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

**2553km BP 2553.00 km**

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

**1664km BP 1664.00 km**

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

**2662km BP 2662.00 km**

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

**1735km BP 1735.00 km**

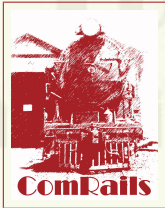
**2.1.2004** 1735 BP - Defined as Block Point Location - nil  
loop - Center 1735.00km [ASR Network Operating  
Guide Pt 32]

**Berrimah 2750.00 km**

**2.1.2004** Berrimah - Defined as Block Point Location -  
terminal with 1850 m loop - South Yard Location  
Board 2747.000km, Center 2750.00km [ASR Network  
Operating Guide Pt 32]

**Tennant Creek 1802.50 km**

**2.1.2004** Tennant Creek Defined as Block Point Location  
- Crossing Loop 1850 m length - South Yard



Volume6

CHAPTER



## **TRANS-AUSTRALIA RAILWAY - PORT PIRIE TO KALGOORLIE**

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## 7.1 Port Pirie to Port Augusta

The Trans-Australian line construction commenced in 1912 with the first through train running in 1917. It is standard gauge and is the link between the railways of Australia's eastern states and that of Western Australia. Construction of the 1,691km (1,051 miles 68 chains) of 1,435 mm (4ft 8½in) gauge line from Port Augusta, South Australia, to Kalgoorlie, Western Australia.

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

- 14.9.1912** Turning the First Sod, By His Excellency the Governor General, Lord Denman, at Port Augusta  
**17.10.1917** Track laying machines met near Ooldea  
**22.11.1917** First train  
**26.7.1937** Extension of line from Port Augusta to Port Pirie opened.

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

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



23.6.1937 - Port Pirie opening (*Commonwealth Railways*)

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

- 1923** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia' as 'Solomontown'  
**23.7.1937** Opened - loop 1530 ft., sidings 18,440 ft[annual report]  
**26.7.1937** Extension of line from Port Augusta to Port Pirie officially opened.  
 - Both the name 'Solomontown' and 'Port Pirie Junction' appears to be used interchangeably  
**30.6.1937** Drawer locks remain at Port Augusta leg of Triangle & Stockyards ('Prairie') 0 m 50 c[WGC 4/61]  
**5.11.1967** Train order Port Pirie Junction - Stirling North [WN 44/67]  
**12.11.1967** Port Pirie Junction Closed & Port Pirie Opened. Mileage Difference 1 m 0 c [WN 44/67]

### Port Pirie - Ellen Street (135.65 m)

- Station

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

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

### Coonamia 359.5 km — Coonamia 225 km

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

### Weeroona (7 m 38 c 64 l)

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

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

- 23.7.1937** Opened 14 m 76ch 78l[Annual Report]  
**6.6.1938** Distance rounded to 15 m - Not Electric Staff Station[Working Time Table]  
**1.11.1939** Port Germein 14 m 56 c 89 l[Goods & Livestock]  
**7.8.1944** Port Germein 14¾ m - Unattended Electric Staff Station[Working Time Table]  
**1.3.1950** Port Germein 14¾ m - Unattended Electric Staff Station - loop 1580 ft., goods siding 924 ft  
**24.9.1953** Loop 1214 ft[WGC 39/53]  
**24.7.1958** Loop now 2550 ft[WGC 30/58]  
**1.1.1961** Port Germein 14 m 57 c [Pass. Fares & Goods Rates Books]  
**25.1.1961** 3 Staff Locks removed[WGC 4/61]  
**6.1961** Port Germein 14¾ - Unattended Electric Staff Station  
**2.11.1967** Train Order Port Pirie Junction - Stirling North - Unattended Crossing Station[WN 44/67]





23.6.1937 - Port Pirie opening (*Commonwealth Railways*)



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

- 2.11.1972** Extension: North Points 15 m 49 c 44ft; South 14 m 45 c 50ft. Loop 5175ft (44 ft = 66.7 links, 50 ft = 75.8 links)[WN 44/72]  
**2.7.1973** 25 km in Pass. Fares 1.7.1973, 24.5 km in WTT 14.10.1973 Loop 1577m[Metrication]  
**1.7.1979** Port Germein 25.5 km - Unattended - Crossing loop 1577 m - ANR WTT 1.7.1979

#### **Baroota 34.5 km (20 m 30 c 0 l)**

- 6.06.1938** Open[SA WN 22/38]  
**1.11.1939** [Goods & Livestock]  
**1.03.1950** Baroota 20 m 52 c 0l - No Siding[GA]  
**1.06.1961** [Pass. Fares & Goods Rates Books]  
**7.1975** Baroota 20 m 52 c - In public timetable July 75 & March 76 (1557 ex Sydney)  
**1.7.1973** 35 km in Pass. Fares 1.7.1973, 34.5 km in WTT 14.10.1973[Metrication]  
**1.7.1979** Baroota 34.5 km - Unattended - ANR WTT 1.7.1979  
**30.8.1979** Baroota 34.5 km - Mentioned in WTT Times[WN 35/79]  
**11.6.1981** Delete all reference[WN 23/81]

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

- 23.7.1937** Open[Annual Report 1937]  
**1.11.1939** In Goods & Livestock book  
**1.3.1950** Goods Siding 340 ft[GA]  
**1.1.1961** Mambray Creek 26 m 75 ch[Pass. Fares & Goods Rates Books]  
**1.2.1961** Staff Locks Removed[WGC 4/61]  
**3.11.1968** In Public Timetable 3.11.1968 to Nov 1979  
**5.11.1967** Unattended Emergency Crossing Station, Goods Loop 401 ft  
**2.11.1967** Mambray Creek 27 m - Train Order Port Pirie Junction - St North 5/11/67[WN 44/67]  
**25.4.1968** 5128 ft Loop open 22.4.1968[WN 17/68]  
**16.5.1968** Loop now 5048 ft 26 m 43 c 93L to 27 m 43 c 06L[WN 20/68]  
**3.11.1968** Unattended Crossing Station, Loop 5040 ft[WTT Amdt]  
**2.7.1973** 45 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1536 m[Metrication]  
**1.7.1979** Mambray Creek 45 - Unattended - Crossing loop 1536 m - ANR WTT 1.7.1979  
**24.1.1985** Goods siding closed 13.12.1984[WN 3/85]

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

- 30.6.1937** Open 23.7.1937 [Annual Report]  
**6.6.1938** Nectar Brook 37 m - Unattended Electric Staff Station by[Working Time Table]  
**1.11.1939** Goods & Livestock book  
**24.9.1953** Loop 1367 ft[WGC 39/53]  
**1.3.1950** Loop 1400 ft, Goods Siding 369 ft[GA]  
**4.12.1955 & 24.6.1956** Loop 1367 ft[WTTs]  
**24.07.1958** Loop now 2309 ft [WGC 30/58]  
**1.1.1961** Pass. Fares & Goods Rates Books  
**25.1.1961** Staff Locks Removed 2.2.1961[WGC 4/61]

- 21 & 28/2/63** Loop 2339 ft (May be Typo)[WN 7 & 8/63]  
**2.11.1967** Train Order Port Pirie Junction - Stirling North 5.11.1967[WN 43 & 44/67]  
**5.11.1967** Nectar Brook 36  $\frac{3}{4}$  m - Unattended Crossing Station  
**9.11.1972** Extn: North Points now 37 m 35c. Loop 3850ft 15.11.1972 [WN 45/72]  
**22.3.1973** Extension: South Points now 36 m 72 c 15.2.1973 5128ft [WN 10 & 12/73]  
**2.7.1973** Nectar Brook 60.5 km - 61 km in Pass. Fares 1.7.1973, 60.5 km in WTT 14.10.1973. Loop 1563 m [Metrication]  
**1.7.1979** Nectar Brook 60.5 km - Unattended - Crossing loop 1563 m - ANR WTT 1.7.1979  
**14.8.1986** Temp Closed 5/8/86, closed as Block Stn [WN 30 & 32/86]  
**4.8.1985** Last Entry[WTT]  
**17.8.1986** shown in [WTT Amdt]

#### **Winninowie 71.5 km (42 m 74 c 25 l)**

- 30.06.1937** Open 23.7.1937[Annual Report]  
**1.11.1939** [Goods & Livestock]  
**1.3.1950** Goods Siding 369 ft[GA]  
**1.1.1961** Winninowie 42 m 74 c - Pass. Fares & Goods Rates Books  
**25.1.1961** Staff Locks Removed 2.2.1961[WGC 4/61]  
**23.2.1970** In Public Timetable 23.2.1970 to August 1973, November 87 to March 94  
**2.11.1967** Train Order Port Pirie Junction - Stirling North 5.11.1967[WN 43 & 44/67]  
**5.11.1967** Winninowie 43 m - Unattended Emergency Crossing Station, Loop 500 ft  
**20.2.1969** Now 43  $\frac{1}{2}$  m ex PP(Careful) Loop now 5470 ft [WN 8/69]  
**2.7.1973** Winninowie 71.5 km - 74 km in Pass. Fares 1.7.1973, 71.5 km in WTT 14.10.73 Loop 1667 m[Metrication]  
**1.7.1979** Winninowie 71.5 km - Unattended - Crossing loop 1667 m - ANR WTT 1.7.1979

#### **Quorn Road (50 m 67 c)**

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

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

- 2.1886** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 2.1886]  
**2.1917** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 2.1917]  
**11.1934** Stirling 4  $\frac{1}{4}$  m - narrow gauge CAR [SAR PTT 11.1934]  
 - Stirling - narrow gauge 4 m 19 c  
**18.6.1936** Stirling 52 m 08 c 64l - Dual Gauge Open [mn 131/36]

- 6.6.1938** Stirling 52 m - Attended Electric Staff Station (Non Crossing on S.G.) [Working Time Table]
- 1.11.1939** Stirling 52 m 8 c 64l - [Goods & Livestock]
- 1.3.1950** No Loop SG, 12,500ft Sidings[GA]
- 18.9.1952** Dual Gauge to Power Station open[WGC 38/52]
- 6.1953** Stirling 4¼ m - narrow gauge CAR [SAR PTT 6.1953]
- 16.12.1954** Stirling North 52 m 09 c - Renamed Stirling North[WGC 50/54]
- 1.1.1961** Pass. Fares & Goods Rates Books
- 23.9.1966** 3 ft 6 ins gauge Track removal to Port Augusta [WN 38/66]
- 2/11.1967** Train Order Port Pirie Junction - Stirling North 5.11.1967 [WN 43 & 44/67]
- 16.10.1972** Again shown as Stirling North[WTT temp.]
- 2.7.1973** Stirling North 85 km - 85 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 [Metrication]
- 1.7.1979** Stirling North 85 km - Carriage watering station ANR WTT 1.7.1979
- 25.10.1987** Last ES[WTT]
- 17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.88 [WTT]

**Port Augusta Racecourse (53 m 28 c)**

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

**Cudmore Hill Road (55 m 24 c)**

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



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

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

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

- 2.1917** Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]
- 12 & 15.11.1917** List of Open Stations [NAA B300/6 5981 Pt 1]
- 1.5.1924** Crossing Loop 1200 ft[GA]
- 30.6.1924** Electric Staff Station by[Annual Report]
- 1.8.1932** Goods Sidings 21,800 ft[GA]
- 11.1934** Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]
- 12.7.1937** 56 m [SAWN 27/37]
- 1.10.1937** Port Augusta 56 miles - [MN 136/37]
- 1.11.1939** Port Augusta 56 m 28 c 45l - [Goods & Livestock]
- 1.3.1950** Loop 1200 ft., Sdgs 21,800 ft.[GA]
- 6.1953** Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]
- 1.1.1961** Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books
- 25.1.1961** Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]
- 1.11.1962** Port Augusta 56¼ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]
- 23.9.1966** 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]
- 2.1973** Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]
- 2.7.1973** Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service[Advert.]
- 1.7.1979** Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979
- 17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]
- 1.6.1989** Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

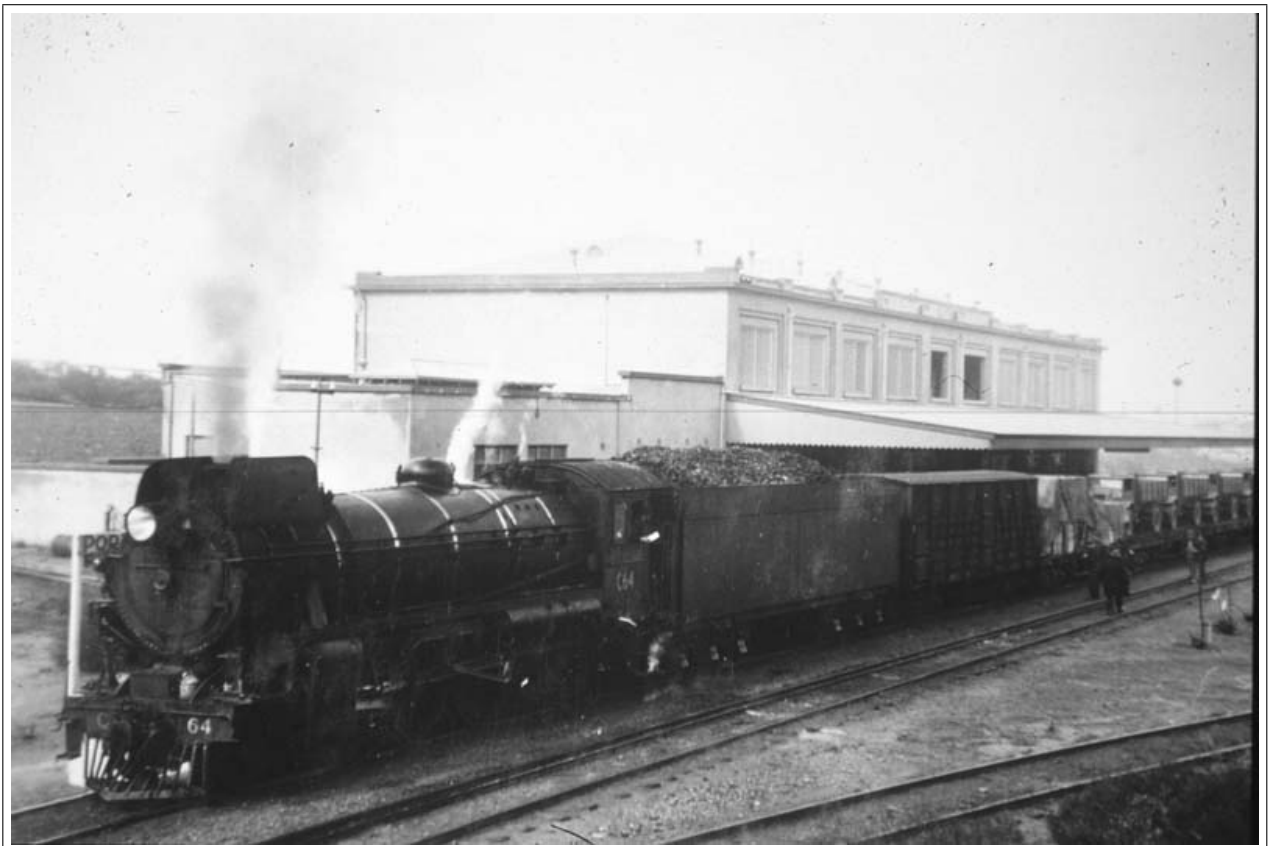
**7.2 Port Augusta to Tarcoola**

This section contains information about the Trans-Australian Railway from Port Augusta to Tarcoola. (A lot of the information in this section is from original notes by Peter Barry)

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

- 2.1886** Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]
- 30.10.1914** Accounting Stations [MN 2/14]
- 2.1917** Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]
- 12 & 15.11.1917** List of Open Stations [NAA B300/6 5981 Pt 1]
- 1.5.1924** Crossing Loop 1200 ft[GA]
- 30.6.1924** Electric Staff Station by[Annual Report]





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

- 1.8.1932** Goods Sidings 21,800 ft[GA]  
**11.1934** Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]  
**12.7.1937** 56 m [SAWN 27/37]  
**1.10.1937** Port Augusta 56 miles - [MN 136/37]  
**1.11.1939** Port Augusta 56 m 28 c 45l - [Goods & Livestock]  
**1.3.1950** Loop 1200 ft., Sdgs 21,800 ft.[GA]  
**6.1953** Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]  
**1.1.1961** Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books  
**25.1.1961** Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]  
**1.11.1962** Port Augusta 56 $\frac{1}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]  
**23.9.1966** 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]  
**2.1973** Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]  
**2.7.1973** Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]  
**17.8.1975** Station in Fast & Slow Mixed Service[Advert.]  
**1.7.1979** Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979
- 17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]  
**1.6.1989** Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89
- Depot (Tassie Street) — Tassie Street (56 m 73 c)**  
**30.06.1914** Mentioned in Annual Report as 'Tassie Street'  
**27.11.1914** Depot (Tassie Street) - Loads of Goods Trains [MN 3/14]  
**4.12.1958** Level Crossing 56 m 73 c[WN 49/58]
- Whyalla Junction (57 m 75 c) — Spencer Junction 95.2 km (57 m 75)**  
**20.4.1972** Whyalla Line Jcn near Tassie St - Open, probably ES [WN 16/72]  
**16.10.1972** Called Tassie Street in this WTT [WTT Temp]  
**21.9.1972** Whyalla Jcn. 57 m 75 c - Open 25.9.1972, probably ES [WN 38/72]  
**28.9.1972** Line to Whyalla open 6.10.1972 [WN 39/72]  
**26.10.1972** Renamed Spencer Jcn [WN 43/72]  
**26.10.1972** Renamed from Whyalla Jcn [WN 43/72]  
**2.7.1973** Spencer Junction 95 km approx. - 95 km in WTT 14.10.1973 [Metrication]  
**14.10.1973** Electric Staff Station by [WTT]  
**26.9.1974** 95.2km approx [WN 38/74]  
**1.7.1979** Spencer Junction Jst 95 km - Crossing loop ANR WTT 1.7.1979

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

#### Ballast Pit Junction (3 m 77 c)

**30.11.1921** Ballast Pit Junction 3 m 77 c - Reopened  
[MN 56/21]

**1.5.1924** Closed by GA

#### Crystal Salt Works (5 m)

**30.11.1921** Crystal Salt Works 5 m - Opened [MN 56/21]

**1.5.1924** Crystal Salt Works 5 m - Siding 460 ft [GA]

**30.11.1925** Closed as Ocean Salt Coy's Siding. Last  
shown [MN 83/25]

**1.7.1929** Crystal Salt Works 5 m - In SA Coaching Books

**10.4.1933** IN CR GA, 10.4.1933.

**1.5.1935** In SA Coaching

#### Siding (Stone) (9 m 14 c)

- Siding (Stone) 9 m 14 c (No. 20 SA)

#### Siding 17 miles (17 m) — Siding 73 miles (73 m)

**1.11.1923** Siding 17 miles - Open CR Pass Fares

**12.7.1937** Renamed 73 m [SAR WN 27/37]

**1.8.1932** Siding 17 miles - Goods Sidings 1650 ft [GA]

#### Siding 73 miles (73 m 9 c 60 l) — Tent Hill 119.5 km (73 m)

**12.7.1937** Siding 73 miles - [SAR WN 27/37]

**1.11.1939** Siding 73 m 9 c 60 l - [Goods & Livestock]

**7.8.1944** Siding 73 miles - Emergency Crossing Station  
[Working Time Table]

**6.6.1949** Emergency Crossing Station facilities deleted  
by [WTT]

**1.3.1950** Siding 73 miles - 1420 ft Loop., 193 ft Goods  
Siding [GA]

**24.6.1956** Loop 1408 ft [WTT]

**1.1.1961** Siding 73 m 10 c - Pass. Fares & Goods Rates  
Books

**25.1.1961** Staff drawer Locks Removed 3.2.1961 [WGC  
4/61]

**1.11.1962** Siding 73 m 10 c - Train Order replaced  
Electric Staff Port Augusta - Tarcoola 11.11.1962  
[WN 44/62]

**28.4.1963** Loop 1408 G [WTT]

**appr 6.12.63** Tent Hill 73 m - Named Tent Hill appr.  
6.12.1963 [5981 Pt 1]

- In Public Timetable 2.5.1965 to March 1994

**27.2.1964** Tent Hill 73 m - Tent Hill 22.3.1964 [WN 9/64]

**2.5.1965** Unattended Emergency Crossing Station  
[WTT]

**1.11.1968** Tent Hill 73 m - Loop Extended West End of  
Goods Siding 5700 ft 72 m 78 c & 74 m 08 c 50L  
3.11.68 [WN 44/68]

**29.11.1968** New Spur 260 ft Points 73 m 20 c 67L  
21.11.68 [WN 48/68]

**2.11.1968** Tent Hill 73 m - Loop 5000 ft Typo [WTT  
Amdts.]

**1.3.1970** Loop 5700 ft [WTT]

**16.10.1972** Tent Hill 73 m - Called Tent Hill in this WTT  
Temp [WTT Temp.]

**2.7.1973** Tent Hill 119.5 km - 120 km in Pass. Fares  
1.7.1973, 119.5 km in WTT 14.10.73 1737 m  
[Metrication]

**1.7.1979** Tent Hill 119.5 km - Unattended - Crossing  
loop 1737 m - ANR WTT 1.7.1979

**1.8.1981** Not shown in Passenger Rates Book

#### Siding 26 m (26 m)

**30.11.1921** Siding 26 m - Opened [MN 56/21]

#### Hesso (33 m 76 c) — Hesso 146.5 km (90 m 25 c 5 l)

**12 & 15.11.1917** Hesso 33 m 76 c - List of Open Stations  
[NAAB300 5981 Pt 1]

**1.5.1924** No Loop [GA]

**1.8.1932** Hesso 33 m 76 c - Goods Sidings 1623 ft [GA]

**12.7.1937** Hesso 90 m - [SAR WN 27/37]

**1.11.1939** Hesso 90 m 25 c 5 l - [Goods & Livestock]

**7.8.1944** Hesso 90  $\frac{1}{4}$  m - Emergency Crossing Station  
[Working Time Table]

**6.6.1949** Emergency Crossing Station facilities deleted  
by [WTT]

**1.3.1950** Hesso 90  $\frac{1}{4}$  m - Loop 1342 ft., Gds Loop 528 ft  
[GA]

**24.9.1953** Crossing Loop Out Of Use by [WGC 39/53]

**8.3.1956** Hesso 90  $\frac{1}{4}$  m - To be reopened with East End  
Extn, & 528 ft Goods Loop reinstated [WGC 10/56]

**16.3.1956** Reopened as Electric Staff Station 21.3.1956.  
Loop 2310 ft [WTT Amdt TC 2/56]

**24.6.1956** Hesso 90  $\frac{1}{4}$  m - Length of loop 2310 ft [WTT  
Amdt]

**6/1956 & 6/1961** Unattended Electric Staff Station  
[WTT Amdt ]

**1.1.1961** Hesso 90 m 25 c - Pass. Fares & Goods Rates  
Books

**25.1.1961** Staff drawer Locks Removed 3.2.1961 [WGC  
4/61]

**23.7.1961** Hesso 90  $\frac{1}{4}$  m - Loop 2307 ft [WTT]

- In Public TT 28.3.1918 to 4/37. Not from 1.9.1937 to  
1.8.1957. In 1.5.1958 to March 1994

**1.11.1962** Hesso 90  $\frac{1}{4}$  m - Train Order replaced Electric  
Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

**21 & 28.2.1963** Loop now 2533 ft [WN 6 & 7/63]

**8.1.1970** Hesso 90  $\frac{1}{4}$  m - East Points now 89 m 27 c 76L,  
Loop now 5280 ft, 14.1.1970 [WN 1/70]

**2.7.1973** Hesso 146.5 km - 146 km in Pass. Fares  
1.7.1973, 146.5 km in WTT 14.10.73 Loop 1609 m  
[Metrication]

**1.7.1979** Hesso 146.5 km - Unattended - Crossing loop  
1609 m - ANR WTT 1.7.1979

#### Bowman & Sons Wood Siding (43 m)

**30.6.1925** Bowman & Sons, Wood Siding 43 m - Opened  
[MN 78/25]

**10.4.1933** 42  $\frac{1}{2}$  m not 43 m [GA]

- 12.7.1937** Bowman & Sons, Wood Siding 99 m - [SAR WN 27/37]  
**1.11.1939** Bowman's Siding 99 m 2 c 13l - [Goods & Livestock]  
**7.8.1944** Omitted [WTT]  
**1.7.1950** Bowman's Siding 99 m 2 c 13l - Last Entry [Pass Fares Book]  
**14.2.1957** Delete all Reference 11.2.1957 [WGC 7/57]

**Bookaloo (52 m 31 c) — Bookaloo 177 km (108 m 61 c 6l)**

- 12 & 15.11.1917** Bookaloo 52 m 31 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** No Loop [GA]  
**30.6.1926** Bookaloo - Converted to Unattended ES [Annual Report]  
**1.7.1929** 53 m not 52 m. S.A.R. Coaching Book  
**1.9.1930** Bookaloo 52 m - Shown as 52 m [WTT]  
**1.8.1932** Crossing Loop 1380 ft [GA]  
**12.7.1937** Bookaloo 109 m - [SAR WN 27/37]  
**1.11.1939** Bookaloo 108 m 61 c 6l - [Goods & Livestock]  
**1.3.1950** Loop 1386 ft., Goods Siding 1360 ft [GA]  
**24.9.1953** Bookaloo 108 m 61 c 6l - Loop 1367 ft [WGC 39/53]  
**16.3.1956** Closed as Electric Staff Station 12.3.1956 [WTT Amdt TC 2/56]  
**1.1.1961** Bookaloo 108 m 61 c - Pass. Fares & Goods Rates Books  
**25.1.1961** Staff drawer Locks Removed 4.2.1961 [WGC 4/61]  
 - Bookaloo 108 m 61 c - In Public Timetable 28.3..3.1918 to April 1937. TT Only 1.9.1937. 1.8.1945 to 1.8.1957. 2.5.1965 to March 1976. Nov 87 to Mar 94.  
 - Missing from I P Timetable November 76 to November 1979.  
**1.11.1962** Bookaloo 108 m 61 c - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]  
**28.4.1963** Loop 1283 ft [WTT]  
**30.5.1963** Bookaloo 108 $\frac{3}{4}$ m - West Extn 1720 ft Loop now 3025 ft In Service [WN 22/63]  
**28.4.1963** Unattended, Typo Attended in [WTT]  
**2.7.1973** Bookaloo 177 km - 157 km (Typo) in Pass. Fares 1.7.1973, 177 km in WTT 14.10.73 Loop 1530 m [Metrication]  
**1.7.1979** Bookaloo 177 km - Unattended - Crossing loop 1530 m - ANR WTT 1.7.1979  
**1.8.1981** In Passenger Rates Book  
**17.11.1991** Bookaloo 177 km - 117 km Typo [WTT Amdt]

**Wood Siding 62 m (62 m)**

- 1.5.1924** Wood Siding 62 m - Noted as open [GA]  
**31.6.1925** Opened [MN 78/25]  
**1.8.1932** Wood Siding 62 m - Siding 530 ft [GA]  
**28.2.1934** Loop Disconnected [MN 126/34]

**Siding 119 m (119 m)**

- 18.12.1958** 119 m Siding - Opened 18.12.58 [WGC 51/58]  
**1.2.1959** Closed by [WGC 6/59]

**Siding 68 m 02 c (68 m 02 c)**

- Siding 68 m 02 ch

**Woocalla (70 m 40 c) — Woocalla 204.5 km (126 m 70 c 29l)**

- 12 & 15.11.1917** Woocalla 70 m 40 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 800 ft [GA]  
**1.8.1932** Woocalla 70 m 40 c - Sidings only, 7064 ft [GA]  
**28.2.1934** South side loop closed [MN 126/34]  
**12.7.1937** Woocalla 127 m - [SAR WN 27/37]  
**1.9.1937** In Public Timetable 28.3.1918 to April 1937. Omitted from TT [Public TT]  
**1.11.1939** Woocalla 126 m 70 c 29l - [Goods & Livestock]  
**1943 - 4** 1200 ft Crossing Loop prepared [War Time Facilities]  
**1.3.1950** Woocalla 126 m 70 c 29l - Sidings. 4200 ft [GA]  
**7.1.1954** Loop Disconnected 13.1.1954 [WGC 1/54]  
**6 & 13.3.1958** Woocalla 126 m 70 c 29l - Reopened as Electric Staff Station 19.3.1958 [WGC 10 & 11/58]  
**13.8.1959** Closed as Electric Staff Station 5.8.1959 [WGC 32/59]  
**1.1.1961** Woocalla 126 m 70 c - Pass. Fares & Goods Rates Books  
**1.3.1961** Staff Drawer Locks Removed 9.3.1961 [WGC 9/61]  
**2/66.** Woocalla 126 m 70 c - Not in Goods Rates Book  
**21.3.1968** Closed to Pass 7.4.1968. Ballast Facs only now. [WN 12/68]  
**11.1.1973** Woocalla 126 m 70 c - For Ballast Siding, Points 126 m 15 c 12.1.1973 [WN 2/73]  
**2.7.1973** Woocalla 204.5 km - 204.5 km in WTT 14.10.73 Loop 160 G [Metrication]  
**9.8.1973** New Ballast Sidings Points face Down Trains Siding North side of line 204.257km 14.8.1973 [WN 32/73]  
**9.8.1973** Woocalla 204.5 km - Old Points 205.723 m removed WN 32/73 9.8.1973 [WN 32/73]  
**18.10.1973** Ballast Siding opened 18.10.73 Diagram 42/73 [WN 41/73]  
**1.8.1976** Woocalla 204.5 km - Length now 161 G [WTT]  
**1.7.1979** Woocalla Ballast Sdg. 204.5 km - Unattended - Good Loop 161 m ANR WTT 1.7.1979  
**1.8.1981** In Passenger Rates Book

**Loop 130 m (130 m) — McLeay 210 km (130 m 11 c)**

- 12.4.1956** 130 m (Loop) - 129 m 69 c to 130 m 32 c Loop under Const. [WGC 15/56]  
**16.3.1956** Opened as Electric Staff Station (Mid pt 130 m 10 $\frac{1}{2}$  ch) [WTT Amdt TC 2/56]  
**24.6.1956** 130 m (Loop) - Loop 2310 ft [WTT]  
**15.5.1957** McLeay approved 15.5.1957 (Named WN 7/58 13.2.1958) [NAA B300 5981]

- 1.1.1961** McLeay 130 m 11 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]
- 6/1961.** McLeay 130 m 11 c - Unattended Electric Staff Station [List]
  - In Public Timetable 1.5.1958 to March 1994
- 23.7.1961** McLeay 130 m - Loop 2314 ft (East Points estd. 129 m 45 c 3 l, West 130 m 57 c) [WTT]
- 1.11.1962** Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
- 28.11.1962** McLeay 130 m - East Extn Points now 129 m 60 c 30.10.1962 Loop now 3302 ft [WN 45/62]
  - McLeay Crossing Stn EastExtn open 16.4.1974 1850m
- 16.1.1972** McLeay 130 m - Called McLeay in this WTT Temp [WTT Temp]
- 2.7.1973** McLeay 210 km - 211 km in Pass. Fares 1.7.1973, 210 km in WTT 14.10.73 Loop 1850 m [Metrication]
- 1.7.1979** McLeay 210 km - Unattended - Crossing loop 1850 m - ANR WTT 1.7.1979
- 1.8.1981** Not shown in Passenger Rates Book

**Birthday (79 m 37 c) — Birthday (135 m 67 c)**

- 12 & 15.11.1917** Birthday 79 m 37 c - List of Open Stations [NAAB300 5981 Pt 1]
- 1.8.1932** Sidings only 1040 ft [GA]
- 12.7.1937** Birthday 136 m - [SAR WN 27/37]
- 1.11.1939** Birthday 135 m 67 c 2l - [Goods & Livestock]
- 7.8.1944** Birthday 136 m - Was Emergency Crossing Station prior to [Working Time Table]
- 6.6.1949** Emergency Crossing Station facilities deleted by [WTT]
- 1.3.1950** Birthday 136 m - Siding 1050 ft [GA]
- 1.1.1961** Birthday 135 m 67 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]
  - Birthday 135 m 67 c - In Public Timetable (Map only) 28.3.1918 to Jan 1931
- 2/66.** In Goods Rates Book
- 28.4.1963** Birthday 135  $\frac{3}{4}$  m - [WTT]
- 2.7.1973** Birthday 220 km - 220 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 323 m G [Metrication]
- 21.2.1985** Goods Loop removed 1.2.1985 [WN 7/85]
- 1.7.1979** Birthday Siding 220 km - Unattended - Good Loop 323 m ANR WTT 1.7.1979
- 7.1975** Birthday 220 km - In IP Time Table [IP Time Table]
- 5.1981** Birthday 220 km - In IP Time Table [IP Time Table]
- 5.1984** Birthday 220 km - In IP Time Table [IP Time Table]
- 4.8.1985** Last Entry [WTT]

**Mt Gunson Coppermine Jcn (86 m 17 c 55 l)**

- Mt Gunson Coppermine Jcn 86 m 17 c 55l - Surveyed but never opened

**Water Station (91  $\frac{1}{2}$  miles)**

- Water Station 91  $\frac{1}{2}$  miles

**Siding to Ballast Pit 93 m 15 c (93 m 15 c)**

- Siding to Ballast Pit 93 m 15 ch

**Siding 94 m (94 m 02 c)**

- Siding 94 m 02 ch

**Wirrappa (93 m 54 c) — Wirrappa 242 km (150 m 10 c 91 l)**

- 12 & 15.11.1917** Wirrappa 93 m 54 c - List of Open Stations [NAAB300 5981 Pt 1]
- 1.8.1924** Sidings only 1420 ft [GA]
- 12.7.1937** Wirrappa 150 m - [SAR WN 27/37]
- 1.11.1939** Wirrappa 150 m 10 c 91l - [Goods & Livestock]
- 7.8.1944** Wirrappa 150 m - Unattended ES by [Working Time Table]
- 5.6.1952** Closed as ES 29.5.1952 Loop & Siding remain [WGC 23/52]
- 1.3.1950** Wirrappa 150 m - Loop 1076 ft., Goods Siding. 238 ft [GA]
- 1.1.1961** Wirrappa 150 m 11 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks Removed after 11.2.1961 [WGC 7/61]
  - Wirrappa 150 m 11 c - In Public Timetable 28.3.1918 to April 1937. TT only, not on Map 1.9.1937 to March 1994
- 1.11.1962** Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
- 28.4.1963** Wirrappa 150  $\frac{1}{4}$  m - Loop 1040 ft [WTT]
- 12.11.67 to 1.3.1970** Typo 149  $\frac{1}{2}$  m in lieu of 150  $\frac{1}{4}$  m [WTT]
- 19.10.1967** Wirrappa 150  $\frac{1}{4}$  m - Loop 5000 ft IS 11.10.67 [WN 37, 40 & 42/67]
- 1.3.1970** 149  $\frac{1}{2}$  m [WTT]
- 2.7.1973** Wirrappa 242 km - 242 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1555 m [Metrication]
- 1.7.1979** Wirrappa 242 km - Unattended - Crossing loop 1555 m - ANR WTT 1.7.1979

**Siding 105 m (105 m 71 c)**

- 30.11.1921** Siding 105 m 71 c - Opened [MN 56/21]
- 16.6.1924** Closed by GA

**Siding 114 miles (114 m) — Pimba (112 m 60 c) — Pimba 273.5 km (169 m 10 c 83 l)**

The Woomera siding branches off at Pimba.

- 114 miles Siding
- 1.5.1924** Pimba - Crossing Loop 1405 ft [GA]
- 30.6.1924** Attended ES [Before Annual Report]
- 12 & 15.11.1917** Pimba (No. 6) 112 m 60 c - List of Open Stations 112 m 60 c [NAAB300 5981 Pt 1]
- 1.8.1932** Sidings in addition to Loop 2400 ft [GA]
- 12.7.1937** Pimba 169 m - [SAR WN 27/37]
- 1.11.1939** Pimba 169 m 10 c 83l - [Goods & Livestock]
- 1.3.1950** Loop 1106 ft., Sidings 2015 ft [GA]
- 24.9.1953** Pimba 169 m 10 c 83l - Loop 1357 ft [WGC 39/53]
- 27.10.1960** West Points now at 169 m 48 ch, Loop now 3000 ft Opened 26.10.60 [WGC 43/60]
- 3.11.1960** Pimba 169 m 10 c 83l - Remeasured as 3008 ft [WGC 44/60]
- 1.12.1960** Staff Drawer Locks removed 28.11.60 [WGC 48/60]
- 1.1.1961** Pimba 169 m 11 c - Pass. Fares & Goods Rates Books
- Attended Electric Staff Station [List June 1961]
- 1.11.1962** Pimba 169 m 11 c - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
- In Public Timetable 28.3.1918 to March 1994
- 14.2.1963** Pimba 169 m 11 c - Loop now 2973 ft [WN 7/63]
- 21.2.1963** Loop now 3072 ft [WN 8/63]
- 28.4.1963** Pimba 169 $\frac{1}{4}$ m - [WTT]
- 2.5.1965** Unattended Crossing Station [WTT]
- 20.11.1966** Pimba 169 $\frac{1}{4}$ m - Choke Blocks on Loop [WTT]
- 11.2.1971** Extn: West Points now 170 m 01c, Loop now 5154ft 17.2.1971 [WN 6/71]
- 2.7.1973** Pimba 273.5 km - 273 km in Pass. Fares 1.7.1973, 273.5 km in WTT 14.10.73, Loop 1571 m [Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service [Advert.]
- 1.8.1976** Pimba 273.5 km - Choke Blocks not recorded [WTT]
- 11.3.1976** Womera Budd Car Withdrawn on Sun 24.3.1976 [WN 10/76]
- 4.3.1971** Stowage Spur 176 m 30 c - 176 m 30 c Stowage Spur open 9.3.1971 Spur faces Westwards trains on North Side. [WN 9/71]
- 1.7.1979** Pimba 273.5 km - Resthouse for trainmen - Unattended - Carriage watering - Crossing loop 1571 m ANR WTT 1.7.1979

#### Woomera 297.5 km

The Woomera siding was never considered a branch line, it was always officially known as a 6 km long siding branching off at Pimba.

- 1.7.1979** Woomera 279.5 km (6 km from Pimba) - Unattended - Good Loop 30 m ANR WTT 1.7.1979

#### Siding 122 $\frac{1}{2}$ miles (22 $\frac{1}{2}$ m) — Siding 187 $\frac{1}{2}$ miles (187 $\frac{1}{2}$ m)

- 122 $\frac{1}{2}$  miles Siding

- 122 $\frac{1}{2}$  miles Siding
- 187 $\frac{1}{2}$ m Siding

#### Siding 125 miles (125 m)

- Siding 125 miles - May be Typo for 128 miles

#### Burando (128 m) — Burando 311 km (187 $\frac{1}{2}$ m)

- 1.11.1923** Burando (1st Site) 128 m - Open CR Pass Fares [Pass. Fares]
- 1.9.1930** No Mention [WTT]
- 1.8.1932** Burando (1st Site) 128 m - Sidings only 1200 ft [GA]
- 28.2.1934** Loop Closed [MN 126/34]
- Burando (1st Site) 128 m - In Public Timetable 30.4.1927 Omitted 1.8.1929
- 13.3.1958** Siding 187 $\frac{1}{2}$ m - Camp train removed but Siding remains [WGC 11/58]
- 10.7.1958** To be removed in Week Ending 19.7.1958 [WGC 28/58]
- 24.7.1958** Siding 187 $\frac{1}{2}$ m - Removed 18.7.1958 [WGC 30/58]

#### Siding 134 miles (134 m)

- Siding 134 miles

#### Siding 135 $\frac{1}{2}$ miles (135 $\frac{1}{2}$ m) — Burando (193 m 44 c)

- Siding 135 $\frac{1}{2}$  miles
- 1942** Burando (2nd Site) 193 $\frac{1}{2}$ m (10 m further on from 1st Site) - Opened As Unattended Electric Staff Station with 1200 ft Crossing Loop [War Time Facilities]
- 1.3.1950** Loop 1040 ft [GA]
- 20.3.1952** Burando (2nd Site) 193 $\frac{1}{2}$ m - Closed as ES 25.3.1952 [WGC 12/52]
- 27.3.1952** Sdg Spiked Out Of Use [WGC 13/52]
- 12.6.1952** Burando (2nd Site) 193 $\frac{1}{2}$ m - Points removed 6.6.1952 [WGC 24/52]
- 1.1.1961** Pass. Fares & Goods Rates Books
- Burando (2nd Site) 193 m 44 c - In Public Timetable 30.4.1927, 2.5.1965 to March 1994
- 14 & 21.2.1963** Control Point [WN 7 & 8/63]
- 1.11.1962** Burando (2nd Site) 193 $\frac{1}{2}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]
- 28.4.1963** Burando (2nd Site) 193 $\frac{3}{4}$ m - [WTT]
- 10.12.1964** Pts East 193 m 39 $\frac{1}{2}$  c, West 194 m 17 $\frac{1}{2}$  c, Loop 3550 ft 4.12.64 [WN 43, 48, 50/64]
- 2.7.1973** Burando (2nd Site) 311 km - 313 km in Pass. Fares 1.7.1973, 311 km in WTT 14.10.73, Loop 1082 m [Metrication]
- 1.4.1976** Extension: West Points 312.000km East Points 309.800km 2078 m 25.3.1976 [WN 13/76]
- 1.7.1979** Burando 311 km - Unattended - Crossing loop 2078 m - ANR WTT 1.7.1979

**Lake Hart (140 m)**

- 31.1.1919** Lake Hart 140 m - Open [MN 42/19]  
**1.5.1924** Private Siding 400 ft [GA]

**Lake Hart (196 m 8 c 59l)**

- 12.7.1937** Lake Hart 196 m - [SAR WN 27/37]  
**1.11.1939** Lake Hart 196 m 8 c 59l - [Goods & Livestock]  
**7.8.1944 & 6.6.1949** Omitted [WTT]  
 - Lake Hart 196 m 8 c 59l - In Public Timetable 30.4.1927 to 1.4.1936 Map only 1.9.1936 to  
**1.7.1950** Lake Hart 196 m 8 c 59l - Last Entry [Pass Fares Book]  
**14.2.1957** Delete all reference 11.2.1957 [WGC 7/57]

**Commonwealth Salt Works Siding**

- 30.11.1921** Commonwealth Salt Works Siding - Opened [MN 56/21]

**Sand Pit Siding 141 m (141 m)**

- 30.11.1921** Sand Pit Siding 141 m - Opened [MN 56/21]  
**15.3.1931** Closed [PF 1/31 & MN 117/31]

**Siding 142 miles (142 m)**

- Siding 142 miles

**Siding 158 miles (158 m)**

- Siding 158 miles

**Wirraminna (157 m 04 c) — Wirraminna 342 km (213 m 36 c 23l)**

- 12 & 15.11.1917** Wirraminna - List of Open Stations 157 m 04 c [NAAB300 5981 Pt 1]  
**30.11.1921** Ballast Pit Siding - 160 m Opened [MN 56/21]  
**1.5.1924** Crossing Loop 1386 ft [GA]  
**16.6.1924** Closed by GA  
**30.6.1926** Wirraminna - Converted to Unattended ES [Annual Report]  
**1.8.1932** Sidings in addition 1540 ft [GA]  
**12.7.1937** Wirraminna 213 m - [SAR WN 27/37]  
**1.11.1939** Wirraminna 213 m 36 c 23l - [Goods & Livestock]  
**1.3.1950** Loop 1386 ft., Sidings. 1878 ft [GA]  
**7.8.1944** Wirraminna 231½ m - [WTT]  
**24.9.1953** Loop 1390 ft [WGC 39/53]  
**1942** Wirraminna 213 m 36 c 23l - Extension of Dead End to provide 1000 ft loop [War Time Facilities]  
**11.11.1960** East end extension 670 ft., Points now at 212 m 70 c 10.11.60 [WGC 44 & 45/60]  
**24.6.1956** Wirraminna 213 m 36 c 23l - Loop now 2310 ft [WTT]  
**8.12.1960** Loop now 3010 ft. New Central Cabin to Follow [WGC 49/60]

- 1.12.1960** Wirraminna 213 m 36 c 23l - Staff Drawer Locks removed 29.11.60 [WGC 48/60]  
 - Unattended Electric Staff Station [List June 1961]  
**1.1.1961** Wirraminna 213 m 36 c - Pass. Fares & Goods Rates Books  
**1.11.1962** Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]  
 - Wirraminna 213 m 36 c - In Public Timetable 28.3.1918 to April 1937. Omitted 1.9.1937. TT only 1.6.1938 to March 1951. December 1951 to March 1994  
**14 & 21.2.1963** Wirraminna 213½ m - Loop now 2935 ft WN 7/63, (3092 ft WN 8/63)  
**28.1.1971** Extn: East Points now 212 m 40c, Loop now 5600ft 20.1.1971 [WN 4/71]  
**28.1.1971** Wirraminna 213½ m - Should read 212 m 48 c & 5000ft [WN 4/71]  
**2.7.1973** Wirraminna 342 km - 342 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1527 m [Metrication]  
**1.7.1979** Wirraminna 342 km - Unattended - Crossing loop 1527 m - ANR WTT 1.7.1979

**Siding 167 m (167 m 25 c)**

- Siding 167 m 25 ch

**Coondambo (Homestead) (174 m 56 c) — Coondambo Homestead Crossing 371 km (231 m 3 c 96l)**

- 1.9.1930** Coondambo (Homestead) 174 m 56 c - Open [Public & WTT]  
**12.7.1937** Coondambo Homestead Crossing 231 m - [SAR WN 27/37]  
**1.11.1939** Coondambo Homestead Crossing 231 m 3 c 96l - [Goods & Livestock]  
**19.5.1952** Coondambo Homestead Crossing 231 m 3 c 96l - Exprees Trains stop here in lieu Coondambo WN 25/52 19.6.1952 [WGC 25/52]  
**1.1.1961** Coondambo Homestead Crossing 231 m 4 c - Pass. Fares & Goods Rates Books  
**30.5.1963** No longer Stopping Place [WN 22/63]  
**22.3.1964 & 31.1.1966** Coondambo Homestead Crossing 231 m 4 c - Not in [WTT amdots.]  
**1.2.1966** Goods Rates Book  
 - Coondambo Homestead Crossing 231 m 4 c - In Public Timetable July 1975 to May 1984. 1846 km ex Sydney  
**2.7.1973** Coondambo Homestead Crossing 371 km - 369 km in Pass. Fares 1.7.1973, 371 km in WTT 14.10.73 [Metrication]  
**1.7.1979** Coondambo Hstd Xing 371 km - ANR WTT 1.7.1979  
 - Closed by 4.8.1985  
**17.1.1991** Reinstated  
**after 22.8.1993** Closed after 22.8.1993 [WTT Amdots.]

**Siding (Stone) 176 m (176 m 7 c)**

- Siding (Stone) 176 m 7 ch

**Coondambo (177 m 44 c) — Coondambo 375.5 km (233 m 75 c 61 l)**

- 12 & 15.11.1917** Coondambo 177 m 44 c - List of Open Stations 178 m [NAAB300 5981 Pt 1]  
**1.11.1923** 178 m [Pass Fares]  
**12.7.1937** Coondambo 234 m - [SAR WN 27/37]  
**1.5.1932** Sidings 1320 ft [GA]  
**1.11.1939** Coondambo 233 m 75 c 61l - [Goods & Livestock]  
**7.8.1944** Coondambo 234 m - Opened as Unattended Electric Staff Station by [Working Time Table]  
**1.3.1950** Loop 1320 ft [GA]  
 - Coondambo 234 m  
**3.4.1952** Closed as ES 27.3.1952 Goods Siding remains [WGC 14/52]  
**1.1.1961** Coondambo 233 m 76 c - Pass. Fares & Goods Rates Books  
**1.3.1961** Staff Drawer Locks removed 8.3.1961 [WGC 9/61]  
 - Coondambo 233 m 76 c - In Public Timetable 28.3.1918 to 1.8.1929, then June & July 1952, 2.5.1965 to Aug 1973  
**14 & 21.2.1963.** Loop 1340 ft G [WN 7 & 8/63]  
**2.5.1965** Coondambo 233 m 76 c - Unattended Emergency Crossing Station [WTT]  
**2.7.1973** Coondambo 375.5 km - 374 km in Pass. Fares 1.7.1973, 375.5 km in WTT 14.10.73 Loop 401 G [Metrication]  
**1.7.1979** Emergency Facilities Deleted [WTT]  
**1.7.1979** Coondambo Siding 375.5 km - Unattended - Good Loop 401 m ANR WTT 1.7.1979  
**1.8.1981** Coondambo 375.5 km - In Passenger Rates Book  
**6.6.1982** Not Shown in WTT [WTT]  
**2.12.1982** Coondambo 375.5 km - Last Entry [WTT]  
**2009** New 1800m crossing loop to be constructed. [cp 9.2009]

**Siding 188 m (188 m 17 c)**

- Siding 188 m 17 ch

**Siding 188 m (188 m 77 c)**

- Siding 188 m 77 ch

**Siding app 190 m (189 m)**

- 1.11.1923** Siding app 190 m - Open 189 m [Pass Fares]

**Kultanaby 393.5 km (245 m 19 c 42 l)**

- 12.7.1937** Kultanaby 245 m - [SAR WN 27/37]  
**1.5.1932** Sidings 625 ft [GA]  
**1.11.1939** Kultanaby 245 m 19 c 42l - [Goods & Livestock]  
**Oct 1943?** Kultanaby 245 m 19 c 42l - Extension from 620 ft to 1200 ft Loop at Eastern End [War Time Facilities]

- 7.8.1944** Kultanaby 245 m 19 c 42l - Was Emergency Crossing Station prior to WTT [Working Time Table]  
**6.6.1949** Emergency Crossing Station facilities deleted by [WTT]  
**1.3.1950** Kultanaby 245 m 19 c 42l - Loop 1320 ft [GA]  
 - In Public timetable 2.5.1965 to Aug 1973  
**1.1.1961** Kultanaby 245 m 19 c - Pass. Fares & Goods Rates Books  
**1.3.1961** Staff Drawer Locks removed 8.3.1961 [WGC 9/61]  
**1.11.1962** Kultanaby 245 $\frac{1}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]  
 - In Public Timetable 2.5.1965 to March 1994  
**29.11.1962** Kultanaby 245 $\frac{1}{4}$ m - Points 245 m 5 c, 245 m 55 c 22.11.1962 Loop now 3140 ft [WN 48/62]  
**2.5.1965** Unattended Crossing Station [WTT]  
**2.7.1973** Kultanaby 394 km - 394 km in Pass. Fares 1.7.1973, and in WTT 14.10.73, Loop 957 m [Metrication]  
**24.7.1975** Kultanaby 394 km - Extension: EastPts now 392.707km 5.8.1975 1840 m [WN 20 & 29/75]  
**1.8.1976** Kultanaby 393.5 km - Distance now 393.5 km [WTT]  
**1.7.1979** Kultanaby 393.5 km - Unattended - Crossing loop 1840 m - ANR WTT 1.7.1979  
**2.12.1982** Goods Siding 480 m after this WTT(Hand Amdt) [WTT]

**Siding 200 miles (200 m)**

- Siding 200 miles

**Siding 210 miles (210 m) — Kingoonya (208 m 76 c) — Kingoonya 426 km (265 m 31 c 15 l)**

- Siding 210 miles  
**12 & 15.11.1917** Kingoonya (No. 12) 208 m 76 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1400 ft [GA]  
**30.6.1924** Kingoonya - Attended ES [Before Annual Report]  
**1.5.1932** Sidings in Addition 1665 ft [GA]  
**12.7.1937** Kingoonya 265 m - [SAR WN 27/37]  
**1.11.1939** Kingoonya 265 m 31 c 15l - [Goods & Livestock]  
**1.3.1950** Loop 1400 ft., Siding 1665 ft [GA]  
**24.9.1953** Kingoonya 265 m 31 c 15l - Loop 1400 ft [WGC 39/53]  
**22.12.1960** x Loop extension of 800 ft at each end West Points now 265 m 57 $\frac{1}{2}$  c. [WGC 50 & 51/60]  
**1.1.1961** Kingoonya 265 m 31 c - Pass. Fares & Goods Rates Books  
 - Attended Electric Staff Station [List June 1961]  
 - Kingoonya 265 m 31 c - In Public Timetable 28.3.1918 to March 1994  
**23.7.1961** Loop 3040 ft [WTT]  
**1.11.1962** Kingoonya 265 $\frac{1}{2}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN 44/62]

- 14 & 21.2.1963** Loop 3005 ft WN 7/63, 3069 ft WN 8/63  
**2.7.1973** Kingoonya 426.5 km - 426 km in Pass. Fares  
 1.7.1973, 426.5 km in WTT 14.10.73, Loop 916 m  
 [Metrication]  
**1.5.1975** Kingoonya 426.5 km - Extension: East Points  
 now 424.870km 6.5.1975 1761 m [WN 10 & 17/75]  
**17.8.1975** Station in Fast & Slow Mixed Service [Advert]  
**1.8.1976** Kingoonya 426 km - Distance now 426 km  
 [WTT]  
**1.7.1979** Kingoonya 426 km - Crossing loop 1761 m -  
 ANR WTT 1.7.1979  
 - Unattended Crossing Station after 1.7.1979 but by  
 6.6.1982 Typo? Attd by 4.8.1985 Typo ? Unattended  
 by 25.10.87 [WTTs]

**Siding 229 miles (229 m)**

- 1.11.1923** Siding 229 miles - Open CR [Pass Fares]

**Siding 230 miles (230 m)**

- Siding 230 miles  
**30.11.1925** Closed by [MN 83/25]

**Crossing Loop 285½ miles (285½ m)**

- 1942** 285½ miles (Crossing Loop) - Open with 1200 ft  
 Loop and as Unattended ES [War Time Facilities]

**Siding 286 m (286 m)**

- 1.3.1950** Siding 286 m - Loop 1200 ft [GA]  
 - 285½ miles (Crossing Loop) - WTT Amendments  
**3.4.1952** Closed as ES, Siding Out Of Use [WGC 14/52 ]  
**2.10.1952** Points removed by [WGC 40/52]

**Ferguson 469 km (292 m 00 c)**

- 22.3.1964** Ferguson 292 m 00 c - Open as Unattended  
 Crossing Station by 22.3.1964 [WTT Amendments]  
**14.5.1964** Loop South Side, Points 291 m 49 c/292 m 32  
 c 11.5.1964 [WN 17, 18 & 20/64]  
 - Ferguson 292 m 00 c - In Public / IP Timetable 2.11.67  
 to March 1994  
**2.5.1965** Loop 3476 ft [WTT]  
**16.10.1972** Ferguson 292 m 00 c - Called Ferguson in  
 this WTT Temp [WTT Temp]  
**2.7.1973** Ferguson 469 km - 469 km in Pass. Fares  
 1.7.1973, and in WTT 14.10.73 Loop 1830 m  
 [Metrication]  
**23.1.1975** Extension: East Points 467.743km 1829 m  
 4.2.1975 [WN 46 & 47/74, 3/75]  
**1.7.1979** Ferguson 469 km - Unattended - Crossing loop  
 1829 m - ANR WTT 1.7.1979  
**2.12.1982** Ferguson 469 km - Goods Siding 395 m after  
 issue (Hand Amdt) [WTT]  
**28.10.1990** Loop 2500 m, suspect Typo [WTT]

**Camp 296 miles (296 m)**

- 03.10.53** 296 m Camp - Reopened for Matisa Gang 3,  
 working towards Kingoonya [WGC 44/53]  
**12.11.1953** Gang last worked WE 14.11.53 transferred to  
 Brachina, Marree Line [WN 20 & 46/53]

**Stopping Place 245 m (245 m 9 c)**

- 31.7.1924** Stopping Place 245 m 9 c - Open [MN 72/24]  
**31.3.1928** Siding 245 m 35 c in use [MN 100/28]  
**31.3.1928** Siding 245 m 35 c - Open [MN 100/28]

**Siding 245 m (245 m) — Wilgena 485 km (301 m 61 c 57 l)**

- 15.3.1931** Siding 245 m - Open PF 1/31 [MN 117/31]  
**1.5.1932** Sidings 990 ft [GA]  
**1.5.1935** Named by [Pass TT]  
**12.7.1937** Wilgena (2nd Site) 302 m - [SAR WN 27/37]  
**1.11.1939** Wilgena (2nd Site) 301 m 61 c 57l - [Goods  
 and Livestock ]  
**6.6.1938** Typo 301 miles [WTT]  
**Oct 1943 ?** Wilgena (2nd Site) 301 m 61 c 57l - Extension  
 of Loop from 1000 ft to 1200 ft at Eastern End.  
 Emergency Crossing Station [War Time Facilities]  
**6.6.1949** Emergency Crossing Station facilities deleted  
 by [WTT]  
**1.3.1953** Wilgena (2nd Site) 301 m 61 c 57l - Loop 1200  
 ft [GA]  
**1.1.1961** Wilgena (2nd Site) 301 m 62 c - Pass. Fares &  
 Goods Rates Books  
**8.2.1961** Staff Drawer Locks removed 13.2.1961 [WGC  
 6/61]  
 - Wilgena (2nd Site) 301 m 62 c - In Public Timetable  
 1.8.1929 to April 1937, 2.5.1965 to 1.6.1968 Missing  
 3/70 to 8/73. In July 1975 to November 1979  
**14 & 21.2.1963** Wilgena (2nd Site) 301¾ m - Loop 1188  
 (G) [WN 7 & 8/63]  
**2.5.1965** Unattended Emergency Crossing Station  
 [WTT]  
**2.7.1973** Wilgena (2nd Site) 485 km - 485 km in Pass.  
 Fares 1.7.1973, and in WTT 14.10.73 Loop 362 m G  
 [Metrication]  
**1.7.1979** Emergency Facilities Deleted [WTT]  
**1.7.1979** Wilgena 485 km - Unattended - Good Loop  
 362 m ANR WTT 1.7.1979  
**1.8.1981** Wilgena (2nd Site) 485 km - Not shown in  
 Passenger Rates Book  
**23.11.1983** Points removed 11.11.1983 [WN 47/83]  
**6.6.1982** Wilgena (2nd Site) 485 km - Not shown in WTT  
 [WTT]  
 - Closed after Issue TN 6/38 15.11.1983 (Hand Amdt)

**Wilgena (249 m 62 c)**

- 1.11.1923** Wilgena(1st Site) - Open CR [Pass Fares]  
 - Siding 249 m 62 ch  
**15.3.1931** Closed as 249 m [MN 117/31]



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

- 12 & 15.11.1917** Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1500 ft [GA]  
**30.6.1924** Tarcoola - Attended ES [Before Annual Report]  
**1.8.1932** Sidings in Addition 1410 ft [GA]  
**12.7.1937** Tarcoola 314 m - [SAWN 27/37]  
**1.11.1939** Tarcoola 313 m 54 c 11l - [Goods and Livestock]  
**1.3.1950** Loop 1500 ft., Siding 1410 ft [GA]  
**24.9.1953** Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]  
**1.1.1961** Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books  
 - Attended Electric Staff Station [List June 1961]  
 - Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994  
**26.10.1961** Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61]  
**25.1.1962** Tarcoola 313 $\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62]  
**22.2.1962** Loop now 3102 ft [WN8/62]  
**1.11.1962** Tarcoola 313 $\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]  
 - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**14 & 21.2.1963** Tarcoola 313 $\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]  
**13.1.1972** Extension: West xover 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]  
**20.1.1972** Tarcoola 313 $\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]  
**2.3.1972** Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]  
**2.7.1973** Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]  
**17.8.1975** Station in Fast & slow Mixed Service [Advert]  
**1.7.1979** Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979  
**4.8.1985** Tarcoola 504.5 km - Loop now 1979 m [WTT]  
**8.9.1994** Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

**7.3 Tarcoola to Cook**

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

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

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

- 12 & 15.11.1917** Tarcoola (No 10) 257 m 20 c - List of Open Stations [NAA B300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1500 ft [GA]  
**30.6.1924** Tarcoola - Attended ES [Before Annual Report]  
**1.8.1932** Sidings in Addition 1410 ft [GA]  
**12.7.1937** Tarcoola 314 m - [SAWN 27/37]  
**1.11.1939** Tarcoola 313 m 54 c 11l - [Goods and Livestock]  
**1.3.1950** Loop 1500 ft., Siding 1410 ft [GA]  
**24.9.1953** Tarcoola 313 m 54 c 11l - Loop 1496 ft [WGC 39/53]  
**1.1.1961** Tarcoola 313 m 54 c - Pass. Fares & Goods Rates Books  
 - Attended Electric Staff Station [List June 1961]  
 - Tarcoola 313 m 54 c - In Public Timetable 28.3.1918 to March 1994  
**26.10.1961** Loop North side, Extn 1100 ft. East Points now 313 m 23 c 30.10.1961, Completed 6.11.1961, [WN 43/61]  
**25.1.1962** Tarcoola 313 $\frac{3}{4}$ m - New West Points at 313 m 74 c 29.1.1962 [WN 4/62]  
**22.2.1962** Loop now 3102 ft [WN8/62]  
**1.11.1962** Tarcoola 313 $\frac{3}{4}$ m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11.11.1962 [WN][WN 44/62]  
 - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**14 & 21.2.1963** Tarcoola 313 $\frac{3}{4}$ m - Loop now 3060 ft [WN][WN 7 & 8/63]  
**13.1.1972** Extension: West xover 314 m 28 c 10ft 18.1.1972 [WN][WN 2/72]  
**20.1.1972** Tarcoola 313 $\frac{3}{4}$ m - Points at 313 m 78 c removed 24.1.1972 [WN][WN 3/72]  
**2.3.1972** Points' removal delayed to 31.1.1972 5130ft not 5100ft [WN][WN 9/72]  
**2.7.1973** Tarcoola 504.5 km - 504 km in Pass. Fares 1.7.1973, 504.5 km in WTT 14.10.73, Loop 1564 m [Metrication]  
**17.8.1975** Station in Fast & slow Mixed Service [Advert]  
**1.7.1979** Tarcoola 504.5 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1564 m ANR WTT 1.7.1979  
**4.8.1985** Tarcoola 504.5 km - Loop now 1979 m [WTT]  
**8.9.1994** Extensions: East Points now 503.4 km, West Points 505.4 km [sn 35/94]

**Ballast Crusher Siding (262 m) — Ballast Crusher Siding (318 m) — 511 km Quarry (511 km)**

- 30.11.1921** Ballast Crusher Siding 261 m - Open [MN 56/21]  
**30.11.1925** 262 m not 261 m [MN 83/25]  
**1.8.1932** 262 m Quarry Siding - Sidings 2775 ft [GA]  
**1.3.1950** 318 Quarry - Sidings 2174 ft [GA]  
**8.7.1954** Ballast Crusher Siding 318 m - Crossover to Siding removed 1.7.1954. [WGC 27/54]



Tarcoola - Trans-Australian Railway G 2 on Trans-Australian (Chris Drymalik Collection)

- 8.2.1961** Staff Drawer Locks removed 7.3.1961 [WGC 6/61]
- 22.3.1964 & 31.1.1966** Ballast Crusher Siding 318 m - Not in [WTT Amdts.]
- 2.5.1965 ff** In WTT [WTT]
- 2.7.1973** 511 km Quarry - 511 km in WTT 14.10.73 [Metrication]
- 22.1.1976** 510.920km Connected only via by pass loop to Alice Springs Line [WN 3/76]
- 1.7.1979** 511 km Quarry 511 km - Unattended ANR WTT 1.7.1979
- 6.6.1982** Bypass Loop 511 km - Renamed Bypass Loop [WTT]

**Siding 270 miles (270 m)**

- Siding 270 miles

**Siding 280 miles (280m)**

- Siding 280 miles

**Kychering (281 m) — Malbooma (281 m) — Malbooma 541.5 km (337 m 44 c 87 l)**

- 1.5.1920** Kychering - Kychering not Recommended [NAAB300 5981 Pt 1]
- 20.12.1920** Renamed Malbooma [MN 51/20]
- 20.12.1920** Malbooma - Renamed Malbooma [MN 51/20]
- 1.8.1929 to Jan 1931** In Public Timetable
- 15.3.1931** Closed [PF 1/31 & MN 117/31]
- 31.8.1934** Malbooma - Reopened 281 m [MN 127/34]
- 1.4.1936 to April 1937** In Timetable
- 12.7.1937** Malbooma - 338 m [SAR WN 27/37]
- 1.9.1937** Omitted from Timetable
- 6.6.1938** Typo 337 miles [WTT]
- 1.11.1939** Malbooma 337 m 44 c 87l - [Goods and Livestock]
- Oct 1943 ?** Malbooma 337 m 44 c 87l - Extension from 780 ft to 1200 ft Loop at Western End & Emergency Crossing Station [War Time Facilities]

- 6.6.1949** Emergency Crossing Station facilities deleted by [WTT]
- 1.3.1950** Malbooma 337 m 44 c 87l - Loop 1200 ft [GA]
- June 1952 to 28.11.1954** In Public Timetable
- 1.3.1955** In Public Timetable
- 2.5.1965 to March 1994** In Public Timetable
- 1.1.1961** Malbooma 337 m 45 c - Pass. Fares & Goods Rates Books
- 8.2.1961** Staff Drawer Locks removed 14.2.1961 [WGC 6/61]
- 25.11.1962** Malbooma 337½ m - Train Order replaced Electric Staff Tarcoola - Cook
- 20.12.1962** Reopened as Emergency Crossing Station (Control Point) Loop 1203 ft G [WN 51/62]
- 28.4.1963** Malbooma 337½ m - Loop 1203 G [WTT]
- 24.4.1969** Malbooma Loop opened 29.3.1969 North side 5280 ft 336 m 29 c 58L to 337 m 34 c 58L, Goods Loop extn 1115 ft West end Points 337 m 53 c 33L. 337 m not 337½ m (includes Goods Extn) WN 17/69 24.4.1969 [WN 17/69]
- 2.7.1973** Malbooma 541.5 km - 542 km in Pass. Fares 1.7.1973, 541.5 km in WTT 14.10.73 Loop 1610 m [Metrication]
- 1.7.1979** Malbooma 541.5 km - Unattended - Crossing loop 1610 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - loop 1975 m [ARTC ta400013]

**Siding 287 m 77 ch (287 m 77 ch) — Lyons (287 m 77 ch) — Lyons 565 km (351 m 68½ ch)**

- Siding 287 m 77 ch
- 3.12.1959** 352 m Loop - Open 11.12.59. Points at 351 m 43 c & 352 m 14 c. Replaces 351½ m Camp 3.12.59. [WGC 48/59]
- 19.5.1960** Lyons (Mid Pt 351 m 68½ ch) - Renamed Lyons 25.5.1960 [WGC 20/60]
- Staff Drawer Locks removed by [WGC 47/60]
- Lyons (Mid Pt 351 m 68½ ch) - Unattended Electric Staff Station [List June 1961]
- 23.7.1961** Loop 3060 ft [WTT]

**25.11.1962** Lyons (Mid Pt 351 m 68½ ch) - Train Order replaced Electric Staff Tarcoola - Cook

**14 & 21.2.1963** Loop 3012 ft [WN 7 & 8/63]

- Lyons (Mid Pt 351 m 68½ ch) - In Public Timetable 2.5.1965 to March 1994

**14.2.1966** 352 m 00 c Goods Rates Book

**19.2.1970** Lyons 352 m - 354½ m Camp relocated Here 13.2.1970 [WN 7/70]

**26.4.1973** Extension: East Points now 351 m 10 c 17.4.1973 5344ft not 5000ft [WN 13, 15 & 17/73]

**2.7.1973** Lyons 565 km - 565 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1629 m [Metrication]

**1.7.1979** Lyons 565 km - Unattended - Crossing loop 1629 m - ANR WTT 1.7.1979

**28.10.1990** Loop 2500 m, suspect Typo [WTT]

**2.2001** Shown in ARTC line maps - loop 1852 m [ARTC ta400013]

#### **Siding 299 miles (299 m) — Siding 298 miles (298 m)**

**30.11.1921** Siding 299 m 6 c - Read 298 m not 299 m [MN 56/21]

**30.11.1921** Siding 298 m - Prob open in 1920 Altered from 299 miles [MN 56/21]

**1.8.1932** Siding 298 m - Siding 205 ft [GA]

**28.2.1934** Loop Closed [MN 126/34]

#### **Siding 300 miles (300 m)**

- Siding 300 miles (SA No 36)

#### **Crossing Loop (354½ m)**

**1.3.1942** 354½ miles (Crossing Loop) Later Camp Site - 1200 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]

**1.3.1950** Siding 354 m - 1200 ft Loop [GA]

**17.4.1952** Closed as ES Siding Out Of Use 31.3.1952 . [WGC 16/52]

**10.7.1952** 354½ miles (Crossing Loop) Later Camp Site - Points removed 3.7.1952 [WGC 28/52]

**4.12.1952** In Diesel Passgr Time Table 18.11.52 [WGC 49/52]

**4.12.1955** 354½ miles Camp - Camp by [WTT]

- In Public Timetable 2.11.67 & 1.6.1968

**19.2.1970** 354½ miles Camp - Camp Relocated to Lyons 13.2.1970 [WN 7/70]

**1.3.1970** Typo still shown in WTT 1.3.1970 [WTT]

#### **Wynbring (320 m 77 c) — Wynbring (377 m 33 c 92 l)**

**12 & 15.11.1917** Wynbring 320 m 77 c - List of Open Stations [NAAB300 5981 Pt 1]

**1.5.1924** Crossing Loop 1380 ft [GA]

**30.6.1925** Wynbring - Converted to Unattended Electric Staff Station by [Annual Report]

**1.8.1932** Siding in addition 400 ft [GA]

**12.7.1937** Wynbring 377 m - [SAR WN 27/37]

**1.11.1939** Wynbring 377 m 33 c 92 l - [Goods and Livestock]

**18.6.1953** East end Points moved 240 ft East by 18.6.1953 (Mid Pt now 377 m 32 c 09 l). Loop now 1620 ft [WGC 25/53]

**1.3.1950** Wynbring 377 m 33 c 92 l - Loop 1380 ft [GA]

**29.9.1955** West Points 717 ft West 22.9.1955 Loop now 2337 ft (Mid Pt. 377 m 37 c 92 l) [WGC 39/55]

**4.12.55 to 23.7.1961** Wynbring 377 m 33 c 92 l - Loop 2340 ft [WTTs]

**1.12.1960** Staff Drawer Locks removed 1.12.60 [WGC 48/60]

**1.1.1961** Wynbring 377 m 34 c - Pass. Fares & Goods Rates Books

- Unattended Electric Staff Station [List June 1961]

- Wynbring 377½ m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

**14 & 21.2.1963** Loop now 2370 ft [WN 7 & 8/63]

**18.12.1969** Wynbring 377½ m - Wynbring Loop Extd East end, 5359 ft, 376 m 53 c 80 l New East end Pts. West Points unchanged at 377 m 60 c 61 l, 10.12.69. [WN 51/69]

- In Public Timetable 28.3.1918 to 1.7.1937, July 1952 to March 1994

**1.3.1970** Wynbring 377¼ m - Now 377¼ m [WTT]

**28.10.1971** Goods Loop in lieu Spur 792 ft [WN 43/71]

**2.7.1973** Wynbring 606.5 km - 606 km in Pass. Fares 1.7.1973, 606.5 km in WTT 14.10.73 Loop 1633 m [Metrication]

**1.7.1979** Wynbring 606.5 km - Unattended - Crossing loop 1633 m - ANR WTT 1.7.1979

**28.10.1990** Loop 2500 m by [WTT]

**2.2001** Shown in ARTC line maps - Crossing loop 2559 m - Goods Loop 300 m [ARTC ta400013]

#### **Siding 340 miles (340 m)**

**1.11.1923** Siding 340 miles - Open CR [Pass Fares]

**16.6.1924** Closed by GA

#### **Crossing Loop 397 miles (397 m) — Mt. Christie 638 km (396 m 67 c)**

**Mar-42** 397 miles (Crossing Loop) Later site of Camp - 1200 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]

**1.3.1950** Loop 1380 ft [GA]

**Jun-53** 397 miles (Crossing Loop) Later site of Camp - West end Points moved 354 ft West by 4.6.1953.

Loop now 1600 ft. [WGC 23/53]

**11.6.1953** Cabin moved 177 ft West by 19.6.1953 [WGC 24/53]

**4.12.1955** 397 miles (Crossing Loop) Later site of Camp - Loop 2320 ft [WTT]

**15.5.1957** Name Change to Mt. Christie Approved [NAAB300 5981 Pt 3]

**5.9.1957** Mt. Christie - Name Changed from 397 miles; 341 m Pt A, 396¾ m Port Pirie Junction 11.9.1957 [WGC 36/57]

**1.1.1961** Pass. Fares & Goods Rates Books

**9.2.1961** Mt. Christie 396 m 67 c - Staff Drawer Locks removed 15.2.1961 [WGC 6/61]

- Unattended Electric Staff Station [List June 1961]
- Mt. Christie 396 $\frac{3}{4}$ m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962
- 14 & 21.2.1963** Loop now 2406 ft [WN 7 & 8/63]
- Mt. Christie 396 $\frac{3}{4}$ m - In Public Timetable July 1952 to March 1994
- 2.5.1965 to 2.7.1967** Open for Passengers [Public TT]
- 24.2.1972** Mt. Christie 396 $\frac{3}{4}$ m - Extension: West Points 396 m 20 c & 397 m 25 c 18.2.1972 5133 ft [WN 5 to 8/72]
- 2.7.1973** Mt. Christie 638 km - 638 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1565 m [Metrication]
- 1.7.1979** Mt. Christie 638 km - Unattended - Crossing loop 1565 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1850 m - Goods Spur 245 m [ARTC ta400013]

**Mungala 667 km (415 m 12 c)**

- 25.5.1967** Mungala 415 m - Named Mungala [WN 21/67]
- 2/66.** 415 m 12 c [Goods Rates Book]
- 31.8.1967** Mungala 415 m 12 c - Loop Opened 3.9.1967 5000 ft East 414 m 51 c West 415 m 52 c [WN 35/67]
- In Public Timetable 1.11.67 to March 1994
- 2.7.1973** Mungala 667 km - 667 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1533 m [Metrication]
- 1.7.1979** Mungala 667 km - Unattended - Crossing loop 1533 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 2068 m [ARTC ta400013]

**Siding 361 miles (360 m)**

- 1.11.1923** Siding 361 miles - Open 360 m CR [Pass Fares]
- 16.6.1924** Closed by GA

**Crossing Loop 417 miles (416 m 22 c)**

- Oct-43** 417 miles (416 m 22 ch) (Crossing Loop) Later Camp - 1200 ft Loop opened. Emergency Crossing Station [War Time Facilities]
- 6.6.1949** Emergency Crossing Station facilities deleted by [WTT]
- 4.12.1952** 417 miles (416 m 22 ch) (Crossing Loop) Later Camp - In Diesel Passgr Time Table 18.11.52 [WGC 49/52]
- [ ]
- 4.12.1955** ( 416 $\frac{1}{2}$  m) 416 m Camp - Camp by [WTT]
- 28.4.1963** 416 $\frac{1}{4}$ m [WTT]
- 31.8.1967** 416 m Camp - 416 Camp still In Service [WN 35/67]
- 24.10.1968** Closure foreshadowed [WN 43/68]
- 2.11.1968** 416 m Camp - Closed [WTT Amdts]

**Barton 694 km (431 m 74 c 81 l)**

- 12.10.1917** Barton - Open [NAAB300 5981 Pt 1]

- 1.5.1924** Crossing Loop 1380 ft [GA]
- 30.6.1924** Barton - Attended ES [Before Annual Report]
- 1.8.1932** Siding in Addition 365 ft [GA]
- 12.7.1937** Barton 432 miles - [SAR WN 27/37]
- 1.11.1939** Barton 431 m 74 c 81l - [Goods and Livestock ]
- 1.3.1950** Barton 431 m 74 c 81l - Loop 1380 ft., Siding 840 ft [GA]
- 4.6.1953** West End Points moved 200 ft West 5.6.1953. Loop now 1620 ft (Mid Pt now 431 m 76 c 64 l) [WGC 23/53]
- 16.9.1955** Barton 431 m 74 c 81l - Unattended from 16.9.1955 [WGC 37/55]
- 1.1.1961** Barton 431 m 75 c - Pass. Fares & Goods Rates Books
- 1.12.1960** Staff Drawer Locks removed 4.12.60 [WGC 48/60]
- 11.5.1961 & earlier** Barton 431 m 75 c - Loop North Side. East End Extn. Points now 431 m 39 c 5.4.1961 Completed 26.4.1961, 3055 ft WN 18, 3045 ft WN 19 [WGC 13, 16, 18, 19/61]
- If West end unchanged, Mid Pt now 431 m 65 c 84 l, East end 431 m 42 c 77l [Editor's Note re 11.5.1961]
- Barton 431 m 75 c - Unattended Electric Staff Station [List June 1961]
- In Public Timetable, 28.3.1918 to March 1994
- 23.7.1961** Barton 431 m 75 c - Loop 3045 ft [WTT]
- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962
- 28.4.1963** Barton 432 m - Choke Blocks on Loop [WTT]
- 2.7.1973** Barton 693.5 km - 693 km in Pass. Fares 1.7.1973, 693.5 km in WTT 14.10.73 Loop 927 m [Metrication]
- 26.9.1974** West Points of Devn. Installed 681.640m(?) 3.10.74 [WN 38/74]
- 14.8.1975** Barton 693.5 km - Extn West Points now 694.780km Open 5.8.1975 East Points 692.800km 1871 m [WN 28, 29 & 32/75]
- 17.8.1975** Station in Fast & slow Mixed Service [Advert]
- 30.10.1977** Barton 694 km - Distance now 694 km [WTT]
- 1.7.1979** Barton 694 km - Resthouse for trainmen - Unattended - Crossing loop 1871 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1857 m - Camp Spur 220 m - Triangle water road 180 m [ARTC ta400013]

**Crossing Loop 445 Miles (445 m 31 c)**

- October-1943** 445 Miles (445 m 31 ch) (Crossing Loop) - 1200 ft Loop incomplete [War Time Facilities]
- 7.8.1944** Shown in WTT (Last Entry)

**Siding 396 miles (395 m) — Bates 725.5 km (451 m 46)**

- 1.11.1923** Siding 396 miles - Open 395 m CR [Pass Fares]
- 15.3.1931** Closed [PF 1/31 & MN 117/31]
- 16.4.1964** Siding 396 miles(451 m 46 c) Bates - Points at 451 m 16 c/451 m 75 c 16.4.1964. Loop 3423 ft

- 451½ m [WN 11, 15, 16/64]  
**22.3.1964 & 31.1.1966** Named Bates (Unattended Crossing Station) [WTT Amendments]  
 - Bates 451½ m - In Public Timetable 2.5.1965 to March 1994  
 - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**2/66.** Bates 451 m 40 c - Goods Rates Book  
**2.7.1973** Bates 726.5 km - 726 km in Pass. Fares 1.7.1973, 726.5 km in WTT 14.10.73 Loop 1043 m [Metrication]  
**8.4.1976** Bates 726.5 km - Extension: West Points 76.280 km open 13.4.1976 [WN 10 & 14/76]  
**3.6.1976** East Extn open 12.6.1976 1831 m [WN 22/76]  
**1.8.1976** Bates 725.5 km - Distance now 725.5 km [WTT]  
**1.7.1979** Bates 725.5 km - Unattended - Crossing loop 1831 m - ANR WTT 1.7.1979  
**2.2001** Shown in ARTC line maps - Crossing loop 1822 m - Dead End 110 m - Camp Spur 300 m [ARTC ta400013]

#### Siding 407 miles (407 m) — Malbooma (407 m)

- 5.1.1918** Siding 407 miles - Open by [NAAB300 5981 Pt 1]  
**2.9.1920** Malbooma - Named Malbooma [NAAB300 5981 Pt 1]

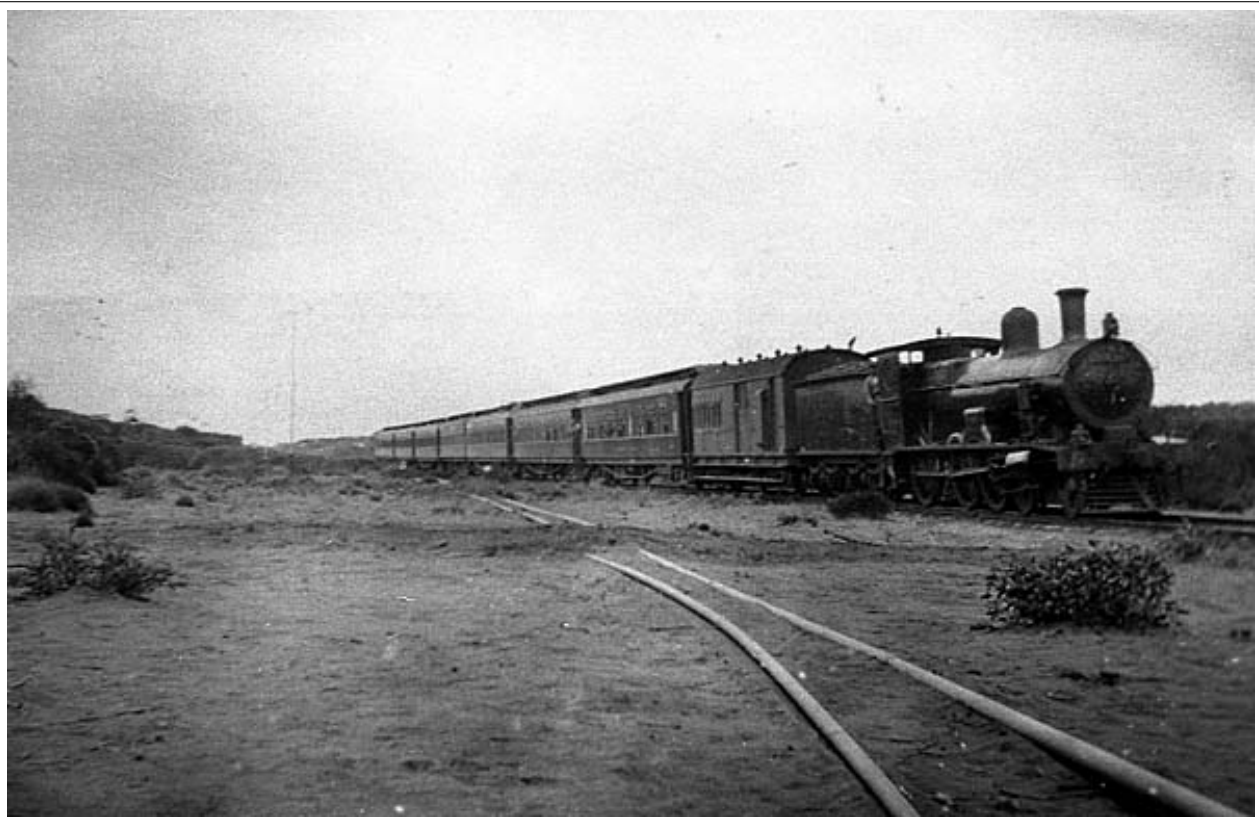
#### Crossing Loop 463 miles (463 m) — Immarna 744.5 km (463 m)

- 30.9.1921** Renamed Immarna [MN 55/21]  
**1.5.1924** Crossing Loop 1385 ft [GA]  
**30.6.1925** Immarna - Converted to Unattended Electric Staff Station by [Annual Report]  
**1.8.1932** Siidngs in Addition 2525 ft [GA]  
**12.7.1937** Immarna 463 miles - [SAR WN 27/37]  
**6.6.1938** Immarna 463 miles - Not mentioned as Electric Staff Stration [WTT]  
**7.8.1944** UES by WTT  
**1.11.1939** Immarna 463 m 29 c 63l - [Goods and Livestock]  
**1.3.1950** Loop 1420 ft., Siding. 356 ft [GA]  
**13.8.1953** Immarna 463 m 29 c 63l - Crossing Loop removed by 13.8.1953, [WGC 33/53]  
**1.1.1961** Pass. Fares & Goods Rates Books  
 - Immarna 463¼ m - In Public Timetable, 28.3.1918 to 1.9.1937. 2.5.1965 to November 1979  
 - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**29.8.1963** Immarna 463¼ m - Control Point UEX Goods Loop North side 979 ft IS 14.8.1963 [WN 35/63]  
**2.7.1973** 745 km in Pass. Fares 1.7.1973, 744.5 km in WTT 14.10.73 Loop 298 m G [Metrication]  
**1.7.1979** Immarna 744.5 km - Emergency Crossing Station facilities deleted by [WTT]  
**1.7.1979** Immarna 744.5 km - Unattended - Good Loop 298 m ANR WTT 1.7.1979

- 1.8.1981** In Passenger Rates Book  
**28.1.1982** Immarna 744.5 km - Temp closure 8.2.1982 [WN 4/82]  
**14.9.1983** Immarna 744.5 km - All points removed WE 3.9.1983 [WN 37/82]  
**14.9.1983** Deleted, Closed [WN 37/82]  
**2.2001** Immarna 744.5 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

#### Deakin (427 m) — Ooldea 776 km (483 m)

- 12 & 15.11.1917** Deakin - List of Open Stations [NAAB300 5981 Pt 1]  
**19.12.1917** Renamed Ooldea [NAAB300 5981 Pt 1]  
**19.12.1917** Ooldea - Renamed Ooldea [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1340 ft [GA]  
**30.6.1926** Ooldea - Converted to Unattended Electric Staff Station by [Annual Report]  
**1.8.1932** Siding in Addition 1145 ft [GA]  
**12.7.1937** Ooldea 483 miles - [SAR WN 27/37]  
**6.6.1938** Ooldea 483 miles - Not mentioned as Electric Staff Stration [WTT]  
**7.8.1944** UES by WTT  
**1.11.1939** Ooldea 483 m 28 c 78l - [Goods and Livestock]  
**1.3.1950** Loop 1368 ft., Siding. 1266 ft [GA]  
**24.9.1953 & 12.8.1954** Ooldea 483 m 28 c 78l - Loop not mentioned [WGC 39/53 & 32/54]  
**12.7.1956** East End Extn open 21.7.1956 Loop now 2310 ft [WGC 28/56]  
**9.8.1956** Ooldea 483 m 28 c 78l - Electric Staff Station Opened 7.8.1956 [WGC 32/56]  
**1.1.1961** Pass. Fares & Goods Rates Books  
**26.4.1962** Ooldea 483 m 29 c - Loop North side, West Extn 690 ft Points 483 m 52 c delayed to 2.5.1962 [WN 17/62]  
**17.5.1962** Loop now 3004 ft [WN 20/62]  
 - Ooldea 483 m 29 c - In Public Timetable 28.3.1918 to October 1941, (Map only from April 1937). 2.5.1965 to March 1994  
**14 & 21.2.1963** Loop now 3065 ft [WN 7 & 8/63]  
 - Ooldea 483¼ m - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**15.3.1973** Extension: East Points now 482 m 55 c 19.3.1973 [WN 11/62]  
**24.5.1973** Ooldea 483¼ m - West Points now 483 m 58 c 24.5.1973 [WN 20 & 21/73]  
**2.7.1973** Ooldea 776 Km - 745 km in Pass. Fares 1.7.1973, 744.5 km in WTT 14.10.73 Loop 1549 m [Metrication]  
**2.8.1973** Opened 25.7.1973 1549 m not 1524 m [WN 30 & 31/73]  
**1.7.1979** Ooldea 776 km - Unattended - Crossing loop 1549 m - ANR WTT 1.7.1979  
**2.2001** Shown in ARTC line maps - Crossing loop 1955 m - Goods Loop 260 m - Camp Spur 190 m - Spur 90 m [ARTC ta400013]



1917 – The first Trans-Australian Express at 408 miles hauled by a G class engine (*Commonwealth Railways*)

**Link Up (486 m 2 c 25 l)**

**7.8.1944** Link Up - 486 m 2 c 25l [WTT]

**Watson (445 m 38 c 98 l)**

- 12 & 15.11.1917** Watson (1st) 445 m 38 c 98l - List of Open Stations [NAAB300 5981 Pt 1]
- 6.3.1925** Closed by [NAAB300 5981 Pt 1]
- Watson (1st) 445 m 38 c 98l - Remained as Passgr. Station & Crossing Station till 447 miles opened
- 1.8.1932** Sidings 1930 ft [GA]
- Watson (1st) 445 m 38 c 98l - In Public Timetable 28.3.1918 to 1.9..3.1937, (Map only from April 1921 to 1.9..9.1937)

**Siding 447 miles (447 m) — Watson (446 m 64 c 02 l) — Watson 809 km (503 m 12 c 47 l)**

- 1.10.1937** Watson (2nd) 446 m 64 c 02l - Named Watson [MN 136/37]
- 30.6.1937** Siding 447 miles - Open 29.3.1937 [Ann Report]
- 1.10.1937** Named Watson [MN 136/37]
- 12.7.1937** Watson (2nd) 502 miles - [SAR WN 27/37]
- 6.6.1938** Watson (2nd) 502 miles - Unattended Electric Staff Station by [WTT]
- 1.11.1939** Watson (2nd) 503 m 12 c 47l - [Goods and Livestock ]
- 1.3.1950** Loop 1340 ft., Sidings. 2680 ft. [GA]
- 7.8.1944** Watson (2nd) 503  $\frac{1}{4}$  m - [WTT]

**24.9.1953** Watson (2nd) 503 m 12 c 47l - Loop 1455 ft. [WGC 39/53]

**27.10.1955** Station Master from 1.11.55 [WGC 43/55]

**28.7.1956** Watson (2nd) 503 m 12 c 47l - West End extn 855 ft. Loop now 2310 ft 12.7.1956 (Mid Pt 503 m 18 c 95l assuming 1455 ft equally disposed about mid pt) [WGC 28/56]

**4.12.55 & 24.6.1956** Loop 1455 ft Typo? [WTT]

**1.1.1961** Watson (2nd) 503 m 12 c - Pass. Fares & Goods Rates Books

**1.12.1960** Staff Drawer Locks Removed 5.12.60 [WGC 48/60]

- Watson (2nd) 503 m 12 c - Unattended Electric Staff Station by [List June 1961]

- In Public Timetable from 1.9.1937 to March 1994

**23.7.1961** Watson (2nd) 503 m 12 c - Loop 2320 ft later 3102 ft. [WTT]

- Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962

**14 & 21.2.1963** Watson (2nd) 503 m - Loop now 3178 ft. Mileage now 503 m [WN 7 & 8/63]

**2.5.1965** Attended Crossing Station [WTT]

**2.11.1968** Unattended Crossing Station [WTT Amdts]

**8.4.1971** Watson (2nd) 503 m - Extn West Points now 503 m 71 c WN 14/71, 8.4.1971. 5076ft 503 m 70 c 39L 26.4.1971 [WN 14/71]

**2.7.1973** Watson (2nd) 809 km - 809 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1547 m [Metrication]

**17.8.1975** Station in Fast & slow Mixed Service [Advert]

- 1.7.1979** Watson 809 km - Unattended - Crossing loop 1547 m - ANR WTT 1.7.1979  
**17.11.1991** Watson (2nd) 809 km - Loop 2500 m by [WTT Amdts]  
**2.2001** Shown in ARTC line maps - Crossing loop 2569 m - Goods Loop 300 m [ARTC ta400013]

#### Crossing Loop 518 miles (518 m 73 ch)

- 1943 - 4** 518 $\frac{3}{4}$  miles (518 m 73 ch) (Crossing Loop) (appr 589 m West) - 1200ft Loop incomplete [War Time Facilities]  
**7.8.1944** Shown in WTT (Last Entry)

#### Reid (460 m)

- 12 & 15.11.1917** Reid (1st) - List of Open Stations [NAAB300 5981 Pt 1]  
**24.1.1918** Closed by [NAAB300 5981 Pt 1]  
**30.11.1921** Reid (1st) 460 m - Location amended to 461 m [MN 56/21]  
**31.7.1924** Staff Drawer Locks Removed [MN 72/24]  
 - Reid (1st) 460 m - In Public Timetable (Map only) 28.3.1918 to January 1931

#### O'Malley (522 m 00 c) — O'Malley (839 km)

- 4.12.1955** 522 m Camp - Open by [WTT]  
**29.1.1963** 522 m Camp O'Malley - Camp Train Stabled [WN 4/63]  
**c 6.12.63** Control Point [5981 Pt 3]  
**27.2.1964** O'Malley 522 m 00 c - Named O'Malley 22.3.1964 [WN 9/64]  
 - In Public Timetable 2.5.1965 to May 1984. Nov 87?  
**2/66.** O'Malley 522 $\frac{1}{2}$  m - 522 m 00 c [Goods Rates Book]  
**18 & 25.4.1968** Loop open 11.4.1968. 522 $\frac{1}{2}$  m not 522 m, Loop 5158 ft [WN 16 & 17/68]  
**7.5.1992** O'Malley 522 $\frac{1}{2}$  m - Closed as Crossing Strn, Control Point in lieu 4.5.1992 [SN 18/92]  
**2.11.1968** 522 $\frac{1}{4}$  m [WTT Amdts]  
**2.7.1973** O'Malley 839 km - 839 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1572 m [Metrication]  
**1.7.1979** O'Malley 839 km - Unattended - Crossing loop 1572 m - ANR WTT 1.7.1979  
**2.2001** O'Malley 839 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

#### Fisher (480 m) — Fisher 860.5 km (535 m 74 c 33 l)

- 12 & 15.11.1917** Fisher - List of Open Stations [NAAB300 5981 Pt 1]  
**30.11.1921** Location amended from 479 m to 480 m [MN 56/21]  
**1.8.1932** Fisher - Siding 1280 ft [GA]  
**12.7.1937** Fisher 536 miles - [SAR WN 27/37]  
**1.11.1939** Fisher 535 m 74 c 33l - [Goods and Livestock]  
**7.8.1944** Fisher 535 m 74 c 33l - Unattended Electric Staff Station by [WTT]  
**1.3.1950** Loop 1280 ft. [GA]

- 24.9.1953 & 12.8.1954** Fisher 535 m 74 c 33l - Loop not Mentioned [WGC 39/53 & 32/54]

- 1.1.1961** Pass. Fares & Goods Rates Books  
 - Fisher 535 m 74 c - In Public Timetable 28.3.1918 to 1.9.1937. 2.5.1965 to March 1994  
 - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962  
**14 & 21.2.1963** Fisher 536 m - Control Point [WN 7 & 8/63]  
**28.4.1963** Loop 3000 ft [WTT]  
**2.5.1963** Fisher 536 m - New Loop now 3218 ft. West Points 536 m 07 c, East Points 535 m 35 c open 27.4.1963 [WN 16 & 18/63]  
**2.7.1973** Fisher 861.5 km - 861 km in Pass. Fares 1.7.1973, 861.5 km in WTT 14.10.73 Loop 953 m [Metrication]  
**5.5.1977** Fisher 860.5 km - Extn East Points now 859.565km open 21.5.1977 Actual 17.5.1977. [WN 15 & 18/77]  
**26.5.1977** Remeasured 859.559km Loop now 1903 m [WN 21/77]  
**2.6.1977** Fisher 860.5 km - Now 860.5km [WN 22/77]  
**1.7.1979** Fisher 860.5 km - Unattended - Crossing loop 1903 m - ANR WTT 1.7.1979  
**2.2001** Shown in ARTC line maps - Crossing loop 1887 m - Camp Spur 500 m - Dead End 110 m [ARTC ta400013]

#### Crossing Loop 553 miles (553 m 17 ch)

- 1943-4** 553 $\frac{1}{4}$  miles (553 m 17 ch) (Crossing Loop) (appr 554 $\frac{1}{2}$  m West) - 1400 ft Loop incomplete [War Time Facilities]  
**7.8.1944** Last Entry [WTT]

#### Thomiar 890 km

- 2.2001** Thomiar 890 km - Shown in ARTC line maps as Block Point [ARTC ta400013]  
**2009** New 1800m crossing loop to be constructed. [cp 9.2009]

#### Cook (512 m 51 c) — Cook 914.5 km (569 m 7 c 43 l)

- 12 & 15.11.1917** Cook 512 m 51 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1340 ft [GA]  
**30.6.1924** Cook - Attended ES [Before Annual Report]  
**1.5.1932** Sidings in Addition 1768 ft [GA]  
**12.7.1937** Cook 569 miles - [SAR WN 27/37]  
**1.11.1939** Cook 569 m 7 c 43l - [Goods and Livestock]  
**1.3.1950** Loop 1409 ft., Sidings. 2878 ft [GA]  
**24.9.1953** Cook 569 m 7 c 43l - Loop 1357 ft [WGC 39/53]  
**1.1.1961** Cook 569 m 7 c - Pass. Fares & Goods Rates Books  
**7.12.1961** Staff Drawer Locks Removed 5.12.1961 [WGC 49/61]  
 - Cook 569 m 7 c - Attended Electric Staff Station [List June 1961]

- 7.12.1961** Loop North Side, West Extn 1100 ft, East 550 ft, West Points now 569 m 737 c, 5.12.1961 [WN 9/61]
- 14.12.1961** Cook 569 m 7 c - East Points now at 568 m 65 c 19.12.1961 [WN 50/61]
- 15.3.1962** Loop now 3245 ft WN 11/62 15.3.1962 [WN 11/62]
- Cook 569 m - In Public Timetable 28.3.1918 to March 1976 Missing Nov 76 to Nov 79. Feb 1981 to March 1994
  - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962
- 29.11.1962** Cook 569 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 14 & 21.2.1963** Loop now 3252 ft [WN 7 & 8/63]
- 23.3.1972** Cook 569 m - Extension: East Points now 568 m 35 c open 13.3.1972 5174ft [WN 9, 10 & 12/72]
- 2.7.1973** Cook 914.5 km - 914 km in Pass. Fares 1.7.1973, 914.5 km in WTT 14.10.73 Loop 1577 m [Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service [Advert]
- 7.4.1977** Cook 914.5 km - Extn West Points 915.636km open 13.4.1977 [WN 14/77]
- 21.4.1977** Length 1876 m West Points' distance now 915.620 m [WN 16/77]
- 5.6.1977** Cook 914.5 km - Distance Unchanged [WTT Amdt 76/11]
- 1.7.1979** Cook 914.5 km - Resthouse for trainmen - Fuel station - Turntable - Carriage watering station - Crossing loop 1876 m ANR WTT 1.7.1979
- 11.6.1992** Extension: West Points were 915.624 now 916.515 km; East Points were 913.639 now 912.450 km [WN 23/92]
- 22.8.1993** Cook 914.5 km - Loop 3962 m by [WTT Amdt]
- 2.2001** Shown in ARTC line maps - Crossing loop 3939 m - Goods Siding 200 m - Water Road 323 m - Water Road 472 m - Triangle - [ARTC ta400013]
- 7.12.1961** Staff Drawer Locks Removed 5.12.1961 [WGC 49/61]
- Cook 569 m 7 c - Attended Electric Staff Station [List June 1961]
- 7.12.1961** Loop North Side, West Extn 1100 ft, East 550 ft, West Points now 569 m 737 c, 5.12.1961 [WN 9/61]
- 14.12.1961** Cook 569 m 7 c - East Points now at 568 m 65 c 19.12.1961 [WN 50/61]
- 15.3.1962** Loop now 3245 ft WN 11/62 15.3.1962 [WN 11/62]
- Cook 569 m - In Public Timetable 28.3.1918 to March 1976 Missing Nov 76 to Nov 79. Feb 1981 to March 1994
  - Train Order replaced Electric Staff Tarcoola - Cook 25.11.1962
- 29.11.1962** Cook 569 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 14 & 21.2.1963** Loop now 3252 ft [WN 7 & 8/63]
- 23.3.1972** Cook 569 m - Extension: East Points now 568 m 35 c open 13.3.1972 5174ft [WN 9, 10 & 12/72]
- 2.7.1973** Cook 914.5 km - 914 km in Pass. Fares 1.7.1973, 914.5 km in WTT 14.10.73 Loop 1577 m [Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service [Advert]
- 7.4.1977** Cook 914.5 km - Extn West Points 915.636km open 13.4.1977 [WN 14/77]
- 21.4.1977** Length 1876 m West Points' distance now 915.620 m [WN 16/77]
- 5.6.1977** Cook 914.5 km - Distance Unchanged [WTT Amdt 76/11]
- 1.7.1979** Cook 914.5 km - Resthouse for trainmen - Fuel station - Turntable - Carriage watering station - Crossing loop 1876 m ANR WTT 1.7.1979
- 11.6.1992** Extension: West Points were 915.624 now 916.515 km; East Points were 913.639 now 912.450 km [WN 23/92]
- 22.8.1993** Cook 914.5 km - Loop 3962 m by [WTT Amdt]
- 2.2001** Shown in ARTC line maps - Crossing loop 3939 m - Goods Siding 200 m - Water Road 323 m - Water Road 472 m - Triangle - [ARTC ta400013]

## 7.4 Cook to Zanthus

This section contains information about the Trans-Australian Railway from Cook to Zanthus.

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

### Cook (512 m 51 c) — Cook 914.5 km (569 m 7 c 43 l)

- 12 & 15.11.1917** Cook 512 m 51 c - List of Open Stations [NAAB300 5981 Pt 1]
- 1.5.1924** Crossing Loop 1340 ft [GA]
- 30.6.1924** Cook - Attended ES [Before Annual Report]
- 1.5.1932** Sidings in Addition 1768 ft [GA]
- 12.7.1937** Cook 569 miles - [SAR WN 27/37]
- 1.11.1939** Cook 569 m 7 c 43l - [Goods and Livestock]
- 1.3.1950** Loop 1409 ft., Sidings. 2878 ft [GA]
- 24.9.1953** Cook 569 m 7 c 43l - Loop 1357 ft [WGC 39/53]
- 1.1.1961** Cook 569 m 7 c - Pass. Fares & Goods Rates Books

### Koonalda 936 km

- 2.2001** Koonalda 936 km - Shown in ARTC line maps as Block Point [ARTC ta400013]

### Crossing Loop 594 $\frac{3}{4}$ miles (594 $\frac{3}{4}$ m) — Denman 956.5 km (595 m)

- 1-Mar-1942** 594 $\frac{3}{4}$  miles (Crossing Loop) Later Camp (Appr 513 m West) - [War Time Facilities]
- 7.2.1952** Closed 31.1.1952, Reopened 4.2.1952 [WGC 6/52]
- 1.3.1950** 595 Siding - Loop 1400 ft [GA]
- 24.4.1952** 594 $\frac{3}{4}$  miles (Crossing Loop) Later Camp (Appr 513 m West) - Closed as ES & Siding. Out of Use 17.4.1952 [WGC 17/52]
- 2.10.1952** Points Removed by [WGC 40/52]
- 4.12.1955** 594 $\frac{3}{4}$ m Camp - Open by [WTT]



- 14.9.1962** 595 m - New Unattended ES Station 595 m Proposed Denman [5981 Pt 3]
- 25.10.1962** New Loop South Side 3000 ft East Points 594 m 50 c 15.10.1962 Named Denman 4.11.1962 [WN 43/62]
- 17.1.1963** Denman 595 m 02 c - West Points 595 m 35 c 8.1.1963 Loop now 3130 ft [WN 3/63]
- 28.4.1963** Loop 3130 ft [WTT]  
- Denman 595 m 02 c - In Public Timetable 2.11.67 to March 1994
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 2/66.** Denman 595 m 00 c - Goods Rates Book
- 5.7.1973** Extension: West Open 21.6.1973 5000ft = 1520 m 1620 m [WN 27/73]
- 2.7.1973** Denman 956.5 km - 957 km in Pass. Fares 1.7.1973, 956.5 km in WTT 14.10.73 Loop 1620 m [Metrication]
- 1.7.1979** Denman 956.5 km - Unattended - Crossing loop 1620 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1855 m - Dead End 700 m [ARTC ta400013]

#### **Hughes (567 m) — Hughes 1001.5 km (623 m)**

- 12 & 15.11.1917** Hughes 567 m - List of Open Stations [NAAB300 5981 Pt 1]
- 1.5.1921** Crossing Loop 1621 ft [GA]
- 30.6.1925** Hughes - Converted to Unattended Electric Staff Station by [Annual Report]
- 1.8.1932** Siding in Addition 960 ft [GA]
- 12.7.1937** Hughes 623 miles - [SAR WN 27/37]
- 1.11.1939** Hughes 623 m 6 c 60l - [Goods and Livestock]
- 1.3.1950** Loop 1635 ft., Siding 1535 ft [GA]
- 24.9.1953** Hughes 623 m 6 c 60l - Loop 1625 ft [WGC 39/53]
- 22.12.1960** East End extended by 700 ft 23.11.60. Loop now 3120 ft (Mid Pt now 623 m 7 c 32 l) [WGC 47 & 51/60]
- 1.1.1961** Hughes 623 m 7 c - Pass. Fares & Goods Rates Books
- 1.12.1960** Staff Drawer Locks removed 7.12.60 [WGC 48/60]  
- Hughes 623 m 7 c - Unattended Electric Staff Station [List June 1961]  
- In Public Timetable 28.3.1918 to 1.6.1937, June 1952 to March 1994
- 14 & 21.2.1963** Hughes 623 m 7 c - Loop now 3233 ft [WN 7 & 8/63]
- 2.7.1964** Loop again 3120 ft [WN 27/64]
- 29.11.1962** Hughes 623 m 7 c - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 6.12.1973** Extension: West Points now 1002.670 m 11.12.73 [WN 49/73]
- 9.5.1974** Hughes 623 m 7 c - West Points now 1002.672km 1582 m expected, Actual 1515 m 30.4.1974 [WN 13, 14, 16 & 18/74]
- 2.7.1973** Hughes 1001.5 km - 1002 km in Pass. Fares

1.7.1973, 1001.5 km in WTT 14.10.73 Loop 1515 m Typo ? [Metrication]

- 1.7.1979** Hughes 1001.5 km - Unattended - Crossing loop 1515 m - ANR WTT 1.7.1979
- 28.10.1990** Loop 2500 m by [WTT Amdt]
- 2.2001** Shown in ARTC line maps - Crossing loop 2567 m - Goods Loop 290 m - Water Road 140 m - Dead End 430 m [ARTC ta400013]

#### **Siding 577 miles (577 m)**

- 1.11.1923** Siding 577 m. East = 474 m West - Open CR [Pass Fares]
- 16.6.1924** Closed by GA

#### **Siding 639 miles (639 m)**

- 10.1943** 639 Miles (639 m 13 ch) (Crossing Loop)(appr 468 $\frac{1}{2}$ m West) - 1400 ft Loop & Unattended Electric Staff Station opened [War Time Facilities]
- Mar-50** 639 Siding - Loop 1600 ft [GA]
- 24.4.1952** Closed as Electric Staff Station & Siding Out of Use 19.4.1952 [WGC 17/52]  
- 639 Miles (639 m 13 ch) (Crossing Loop)(appr 468 $\frac{1}{2}$ m West)
- 2.10.1952** Points removed by [WGC 40/52]
- 4.12.1955** 639 m Camp - Open by [WTT]
- 28.4.1963** 639 $\frac{1}{4}$ m Camp - Revised Distance [WTT]

#### **Siding 599 miles (599 m) — Deakin (599 m) — Deakin 1054 km (655 m 67 c 88 l)**

- 12 & 15.11.1917** Siding 599 m - List of Open Stations [NAAB300 5981 Pt 1]
- 19.12.1919** Named Deakin by [NAAB300 5981 Pt 1]
- 19.12.1919** Deakin - Named Deakin by [NAAB300 5981 Pt 1]
- 30.10.1924** Staff Locks Removed [MN 73/24]
- 12.7.1937** Deakin 656 miles - [SAR WN 27/37]
- 1.11.1939** Deakin 655 m 67 c 88l - [Goods and Livestock ]
- 3.1942** Deakin 655 m 67 c 88l - 1400 ft Crossing Loop & Unattended Electric Staff Station opened [War Time Facilities]
- 1.3.1950** Loop 1400 ft [GA]  
- Deakin 655 m 67 c 88 l
- 24.4.1952** Closed as Electric Staff Station & Siding Out of Use 19.4.1952 [WGC 17/52]
- 2.10.1952** Deakin 655 m 67 c 88l - Points removed by [WGC 40/52]  
- In Public Timetable 28.3.1918 to April 1937, Map only 1.6.1937 to October 1941, 2.5.1965 to March 1994
- 1.1.1961** Deakin 655 m 68 c - Pass. Fares & Goods Rates Books
- 10.1.1963** Loop South Side now 3093 ft, East Points 655 m 376 c, West Points 656 m 02 c 21.12.1962 [WN 2/63]
- 29.11.1962** Deakin 655 $\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

- 22.3.1973** Extension: East open 27.3.1973 5000ft [WN 12/73]  
**5.4.1973** Deakin 655 $\frac{3}{4}$ m - Loop remeasured: 5137ft 27.3.1973 [WN 14/73]  
**2.7.1973** Deakin 1054 km - 1054 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1566 m [Metrication]  
**1.7.1979** Deakin 1054 km - Unattended - Crossing loop 1566 m - ANR WTT 1.7.1979  
**2.2001** Shown in ARTC line maps - Crossing loop 1850 m - Dead End 240 m [ARTC ta400013]

**Crossing Loop 672 miles (672 m)**

- 1943 - 4** 672 miles (671 m 54 ch) (Crossing Loop)(appr 436 $\frac{1}{4}$ m West) - 1400 ft Loop incomplete [War Time Facilities]  
**7.8.1944** Last Entry [WTT]

**Siding 632 miles (632 m) — Reid (632 m) — Reid 1106.5 km (688 m 5 c 52 l)**

- 6.9.1919** Siding 632 m. East = 419 m West - Open by [NAA B300 4344]  
**6.3.1925** Reid Recommended [NAAB300 5981 Pt 1]  
**1.8.1932** Siding 632 m. East = 419 m West - Siding 640 ft [GA]  
**1.10.1937** Reid - Named Reid [MN 136/37]  
**12.7.1937** Reid 688 miles - [SAR WN 27/37]  
**6.6.1938** Reid 688 miles - Open as Unattended Electric Staff Station by [WTT]  
**1.11.1939** Reid 688 m 5 c 52l - [Goods and Livestock ]  
**7.8.1944** Reid 688 m 5 c 52l - Attended ES by [WTT]  
**1.3.1950** Loop 1400 ft., Siding. 1350 ft [GA]  
**24.9.1953** Reid 688 m 5 c 52l - Loop 1468 ft [WGC 39/53]  
**3.10.1957** West end Extn of 847 ft 27.9.1957 Loop now 2315 ft (Mid Pt now 688 m 11 c 43 l) [WGC 40/57]  
**17.10.1957** Reid 688 m 5 c 52l - Remeasured as 2230 ft (Mid Pt now 688 m 11 c 29 l) [WGC 42/57 ]  
**8.12.1960** East end extended 770 ft loop now 3010 ft 23.11.60 (Mid Pt now 688 m 5 c 62 l) [WGC 49/60]  
**1.1.1961** Reid 688 m 6 c - Pass. Fares & Goods Rates Books  
**1.12.1960** Staff Drawer Locks removed 8.12.60 [WGC 48/60]  
**5.1.1961** Reid 688 m 6 c - Loop Remeasured, now 3030 ft [WN 1/61]  
 - In Public Timetable 18.10.1920 to March 1994  
**14 & 21.2.1963** Reid 688 m 6 c - Loop now 3137 ft [WN 7 & 8/63]  
**29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**15.3.1973** Reid 688 m 6 c - Extension: West Points now 688 m 62 c 50l open 7.3.1973 5000ft, Now 5189ft [WN 6, 9 & 11/73]  
**2.7.1973** Reid 1106.5 km - 1106 km in Pass. Fares 1.7.1973, 1106.5 km in WTT 14.10.73 Loop 1582 m [Metrication]  
**1.7.1979** Reid 1106.5 km - Unattended - Crossing loop 1582 m - ANR WTT 1.7.1979

- 6.6.1982** Loop now 1566 m [WTT]  
**2.2001** Shown in ARTC line maps - Crossing loop 1854- Goods Loop 29 m [ARTC ta400013]

**Quarry Siding 634 miles (634 m)**

- 28.2.1935** Siding 634 m Quarry - Open [MN 128/35]  
**4.5.1936** Ballast Siding. 634 m - [WTT]  
**4.5.1936** Only Entry [WTT]  
**30.6.1937** Closed 28 May 1937 [Annual Report]

**Forrest (651 m) — Forrest 1137.5 km (707 m 41 c 49 l)**

- 12 & 15.11.1917** Forrest - List of Open Stations [NAAB300 5981 Pt 1]  
**1.11.1923** 651 m CR [Pass Fares]  
**1.5.1924** Forrest - Crossing Loop 1470 ft [GA]  
**30.6.1926** Converted to Unattended Electric Staff Station by [Annual Report]  
**12.7.1937** Forrest 708 miles - [SAR WN 27/37]  
**6.6.1938** Forrest 708 miles - Not mentioned as Electric Staff Station [WTT]  
**1.11.1939** Forrest 707 m 41 c 49l - [Goods and Livestock ]  
**6.6.1938** Typo 707 miles [WTT]  
**7.8.1944** Forrest 707 m 41 c 49l - Attended Electric Staff Station by [WTT]  
**6.6.1949** Unattended Electric Staff Station by [WTT]  
**1.3.1950** Forrest 707 m 41 c 49l - Loop 1459 ft., Siding. 250 ft [GA]  
**1.5.1952** Closed as Electric Staff Station but Goods Siding. Remains 23.4.1952 [WGC 18/52]  
**1.1.1961** Forrest 707 m 41 c - Pass. Fares & Goods Rates Books  
**8.2.1961** Staff Drawer Locks removed 17.2.1961 [WGC 6/61]  
 - Forrest 707 m 41 c - In Public Timetable 28.3.1918 to 1.9.1937 Map only 1.6.1938 to Oct 1941, 2.5.1965 to March 1994  
**6.12.1962** Reopened as Crossing Loop 1539 ft with Train Order [WN 49/62]  
**30.5.1963** Forrest 707 m 41 c - West End Extn Points 708 m appr. 3075 ft 24.5.1963 [WN 21 & 22/63]  
**29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**4.3.1971** Forrest 707 $\frac{1}{2}$ m - Goods Loop 1852ft 707 m 16 c to 707 m 50 c [WN 9/71]  
**11.2.1971** Extension: East Points now 706 m 72c, Loop now 5280ft [WN 6/71]  
**2.7.1973** Forrest 1137.5 km - 1137 km in Pass. Fares 1.7.1973, 1137.5 km in WTT 14.10.73 Length 1609 m [Metrication]  
**17.8.1975** Station in Fast & Slow Mixed Service [Advert]  
**1.7.1979** Forest 1137.5 km - Unattended - Crossing loop 1606 m - ANR WTT 1.7.1979  
**28.10.1990** Loop 2500 m by (Dist 1137.5 m Typo) [WTT Amdt ]  
**2.2001** Shown in ARTC line maps - Crossing loop 2567 m - Goods Loop 550 m - Camp Spur 370 m [ARTC ta400013]

**Crossing Loop 724 miles (724 m 40 c)**

- 10.1943** 724 $\frac{1}{2}$  miles (724 m 40 ch)(Crossing Loop)(app 384 m West) - 1400 ft Loop Incomplete [War Time Facilities]  
**7.8.1944** Last Entry [WTT]

**Siding 742 miles — Mundrabilla 1192 km (741 m 52 c)**

- Mar-42** 741 $\frac{3}{4}$  miles (Crossing Loop) Later camp (Appr 366 m West) - 1400 ft Loop & Unattended Electric Staff Station Opened [War Time Facilities]  
**07-Aug-44** 742 miles - [WTT]  
**Mar-50** 742 Siding - Loop 1400 ft [GA]  
**24.9.1953** 742 miles - Loop 1301 ft [WGC 39/53]  
**17.12.1953** West end Points moved westward by 545 ft Loop now 1846 ft [WGC 51/53]  
**8.9.1955** 742 miles - East end Points East by 464 ft. Loop now 2310 ft 9.9.1955 [WGC 36/55]  
**4.12.1955 ff** Loop 2340 ft [WTT]  
**15.5.1957** Mundrabilla - Name Mundrabilla approved 15.5.1957 [NAAB300 5981 Pt 3]  
**8.8.1957** Name change adopted 18.8.1957 686 m ex Pt Augusta [WGC 32/57]  
**1.1.1961** Mundrabilla 741 m 52 c - Pass. Fares & Goods Rates Books  
**8.2.1961** Staff Drawer Locks removed 17.2.1961 [WGC 6/61]  
 - Mundrabilla 741 m 52 c - Unattended Electric Staff Station [List June 1961]  
 - In Public Timetable June 1952 to March 1994  
**14 & 21.2.1963** Mundrabilla 741 m 52 c - Loop now 2543 ft [WN 7 & 8/63]  
**23.5.1963** Loop North Side now 3125 ft., Extn East end Points 741 m 15 c 14.5.1963 [WN 21/63]  
**29.11.1962** Mundrabilla 741 $\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**14.6.1973** Extension: East Points now 740 m 60 c open 20.6.1973 5000ft (= 1520 m ) [WN 14 & amp; 24/73]  
**19.7.1973** Mundrabilla 1192 km - Loop remeasured 1583 m [WN 29/73]  
**2.7.1973** Mundrabilla 1192 km - 1192 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1583 m [Metrication]  
**1.7.1979** Mundrabilla 1192 km - Unattended - Crossing loop 1583 m - ANR WTT 1.7.1979  
**6.6.1982** Loop now 1623 m [WTT]  
**2.2001** Shown in ARTC line maps - Crossing loop 1853 m - Camp Spur 290 m [ARTC ta400013]

**Camp 757 miles (757 m)**

- 4.12.1952** 757 m (Camp) - In Diesel Passgr. Time Table 18.11.52 [WGC 49/52]  
 - In Passenger Timetable, 2.11.67 & 1.6.1968  
**13.2.1969** 757 m (Camp) - Camp disbanded 2.3.1969 [WN 7/69]  
**1.3.1970** Shown in WTT 1.3.1970 in error [WTT]

**Loongana (714 m 55 c) — Loongana 1239.5 km (771 m 14 c 38 l)**

- 12 & 15.11.1917** Loongana 714 m 55 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1180 ft [GA]  
**30.6.1924** Loongana - Attended ES [Before Annual Report]  
**1.8.1932** Sidings in Addition 1680 ft [GA]  
**12.7.1937** Loongana 771 miles - [SAR WN 27/37]  
**1.11.1939** Loongana 771 m 14 c 38l - [Goods and Livestock ]  
**1.3.1950** Loongana 771 m 14 c 38l - Loop 1180 ft., Sidings 1680 ft [GA]  
**24.9.1953** Loongana 771 m 14 c 38l - Loop 1155 ft. [WGC 39/53]  
**12.8.1954** Loop now 2050 ft by [WGC 32/54]  
**8.9.1955** Loongana 771 m 14 c 38l - East Points 260 ft East. Loop now 2310 ft 10.9.1955 [WGC 36/55]  
**4.12.55 ff** Loop 2452 ft [WTT]  
**16.9.1955** Loongana 771 m 14 c 38l - Station Master Withdrawn 9.9.1955 [WGC 37/55]  
**1.1.1961** Pass. Fares & Goods Rates Books  
**9.2.1961** Loongana 771 m 14 c - Staff Drawer Locks removed 18.2.1961 [WGC 6/61]  
 - Unattended Electric Staff Station [List June 1961]  
**14 & 21.2.1963** Loongana 771 m 14 c - Loop now 2453 ft [WN 7 & 8/63]  
 - In Public Timetable 28.3.1918 to March 1994  
**29.11.1962** Loongana 771 $\frac{1}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**5.3.1970** Extd Loop open 27.3.1970 5342 ft Unattended Crossing Loop [WN 9/70]  
**2.7.1973** Loongana 1239.5 km - 1240 km in Pass. Fares 1.7.1973, 1239.5 km in WTT 14.10.73, Loop 1628 m [Metrication]  
**1.7.1979** Loongana 1239.5 km - Unattended - Crossing loop 1628 m - ANR WTT 1.7.1979  
**6.6.1982** Loop now 1651 m [WTT]  
**28.10.1990** Loongana 1239.5 km - Dist 1239.5 km Typo. Loop 2500 m by [WTT Amdt.]  
**2.2001** Shown in ARTC line maps - Crossing loop 2508 m - Goods Loop 359 m - Triangle 125 m with three goods sidings [ARTC ta400013]

**Siding 737 miles (737 m)**

- 30.11.1921** Siding 737 m - 737 m Siding Opened [MN 56/21]  
**16.6.1924** Closed by GA

**Siding 742 miles (742 m)**

- -  
**18.10.1920** Siding 742 m (= 798 m ex Pt Pirie Jcn) - Open & in Public Timetable [Public TT]  
**18.10.1920** Only Mention [Public TT]

**Siding 744 miles (744 m) — Nurina 1287 km (800 m 25 c 81 l)**

- 1.5.1924** Siding 744 m - Open [GA]  
**1.8.1932** Siding 906 ft [GA]  
**1.10.1937** Nurina 800 miles - Named Nurina [MN 136/37]  
**1.11.1939** Nurina 800 m 25 c 81l - [Goods and Livestock ]  
**March-42** Nurina 800 m 25 c 81l - Loop extended to 1400 ft & Unattended Electric Staff Station Opened [War Time Facilities]  
**07-Aug-44** Nurina 800½ miles - [WTT]  
**01-Mar-50** Nurina 800½ miles - Loop 1400 ft [GA]  
**1.5.1952** Closed as Electric Staff Station but Goods Siding. Remains 27.4.1952 [WGC 18/52]  
**1.1.1961** Nurina 800 m 26 c - Pass. Fares & Goods Rates Books  
**15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]  
 - Nurina 800 m 26 c - In Public Timetable 2.5.1965 to March 1994  
**14 & 21.2.1963** Control Point [WN 7 & 8/63]  
**28.4.1963** Nurina 800¼m - Revised Distance [WTT]  
**18.11.1965** New Loop West Points 800 m 70 c 19.11.65 3347 ft [WN 39 & 46/65]  
**29.11.1962** Nurina 800¼m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**1/66 & 12.1.1967** Unattended Crossing Station [WTT]  
**20.11.1966** Nurina 800¼m - Control Point [WTT]  
**7.5.1970** Goods Loop 1200 ft 24.4.1970, West end of xing Loop [WN 18/70]  
**1.2.1973** Nurina 800¼m - Extension: open 2.3.1973 Points Now at 800 m 00 c 00l & 801 m 03 c 06L [WN 5/73]  
**15.7.1973** East extn delayed West Extn open 23.3.1973 3900ft [WN 11/62]  
**2.7.1973** Nurina 1287 km - 1287 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1524 m [Metrication]  
**12.7.1973** Nurina 1287 km - East Extn open 18.7.1973 1524 m [WN 28/73]  
**1.7.1979** Nurina 1287 km - Unattended - Crossing loop 1524 m - ANR WTT 1.7.1979  
**6.6.1982** Loop now 1557 m [WTT]  
**4.8.1985** Nurina 1287 km - Loop now 1577 m Typo? [WTT]  
**2.2001** Shown in ARTC line maps - Crossing loop 1945 m - Goods Loop 371 m [ARTC ta400013]

**Siding 281 miles west (771 m) — Haig (771 m) — Haig 1330.5 km (827 m 38 c 76 l)**

- 12 & 15.11.1917** Siding 281 miles = 771 miles - List of Open Stations [NAAB300 5981 Pt 1]  
**31.10.1919** Named Haig [WN 45/19]  
**31.10.1919** Haig - Named Haig by 30.9.1919 [WN 45/19]  
**1.5.1924** Crossing Loop 1390 ft [GA]

- 30.6.1925** Haig - Converted to Unattended ES by [Annual Report]  
**1.8.1932** Siding in Addition 900 ft [GA]  
**12.7.1937** Haig 827 miles - [SAR WN 27/37]  
**1.11.1939** Haig 827 m 38 c 76l - [Goods and Livestock ]  
**1.3.1950** Loop 1390 ft., Siding. 455 ft [GA]  
**24.9.1953** Haig 827 m 38 c 76l - Loop 1424 ft [WGC 39/53]  
**1.1.1961** Haig 827 m 39 c - Pass. Fares & Goods Rates Books  
**15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]  
 - Haig 827 m 39 c - Unattended Electric Staff Station [List June 1961]  
 - In Public Timetable 28.3.1918 to April 1937, June 1952 to November 1987  
**31.5.1962** Haig 827 m 39 c - Extn 800 ft Each end, Points 827 m 13 c 23.4.1962, 827 m 67 c 30.4.1962, 3100 ft [WN 22/62]  
**29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**14 & 21.2.1963** Haig 827½m - Loop now 3122 ft [WN 7 & 8/63]  
**31.1.1966** Haig 827½m - Loop now 3347 ft [WTT Amdt.]  
**20.11.66, 12.11.67, 1.3.1970** Typo 3122 ft [WTT]  
**2.7.1973** Haig 1330.5 km - 1331 km in Pass. Fares 1.7.1973, 1330.5 km in WTT 14.10.73 Loop 952 m [Metrication]  
**1.7.1979** Haig 1330.5 km - Unattended - Crossing loop 952 m - ANR WTT 1.7.1979  
**4.8.1985** 1300.5 Typo Read 1330.5 [WTT]  
**7.5.1992** Haig 1330.5 km - Closed as Crossing Stn, Control Pt in lieu 4.5.1992 [SN 18/92]  
**2.2001** Shown in ARTC line maps - Crossing loop 1858 m - Enineers Siding 86 m [ARTC ta400013]

**Crossing Loop 856 miles (856 m)**

- 10.1943** 850 miles (849 m 60 ch) Crossing Loop (Appr 258 m West) - 1400 ft Loop Opened with Emergency Crossing Facilities [War Time Facilities]  
**7.8.1944** 850 miles (849 m 60 ch) Crossing Loop (Appr 258 m West) - Emergency Crossing Station by [WTT]  
**7.8.1944** Last Entry [WTT]

**Wilban 1369.5 km (851 m 55 c)**

- 3.8.1967** Wilban 851½m - Opened 6.8.1967 [WN 31/67]  
**17.8.1967** East Points 851 m 13 c, West Points 852 m 16 c 5000 ft [WN 33/67]  
**22.6.1967** Wilban 851½m - 850 m named Wilban [WN 25/67]  
**6.7.1967** Distance remeasured 851½m [WN 27/67]  
 - Wilban 851½m (851 m 55 c) - In Public Timetable 12.11.67 to March 1994  
**2/66.** Distance 851 m 55 c [Goods Rates Book]  
**2.7.1973** Wilban 1369.5 km - 1369 km in Pass. Fares 1.7.1973, 1369.5 km in WTT 14.10.73 Loop 1524 m [Metrication]

- 1.7.1979** Wilban 1369.5 km - Unattended - Crossing loop - ANR WTT 1.7.1979  
**17.11.1991** Loop 2500 m by [WTT Amdt ]  
**2.2001** Shown in ARTC line maps - Crossing loop 2490 m [ARTC ta400013]

#### Camp 857 miles (857 m)

- 4.12.1952** 857 m Camp - In Diesel Passgr. Time Table 18.11.52 Only Entry? [WGC 49/52]

#### Rawlinna (816 m 10c) — Rawlinna 1403 km (872 m 51 c 37 l)

- 12 & 15.11.1917** Rawlinna 816 m 10 c - List of Open Stations [NAAB300 5981 Pt 1]  
**1.5.1924** Crossing Loop 1390 ft [GA]  
**30.6.1924** Rawlinna - Attended ES by [Annual Report]  
**1.8.1932** Siding in Addition 900 ft [GA]  
**12.7.1937** Rawlinna 873 miles - [SAR WN 27/37]  
**1.11.1939** Rawlinna 872 m 51 c 37l - [Goods and Livestock ]  
**1.3.1950** Loop 1390 ft., Sidings 900 ft [GA]  
**24.9.1953** Rawlinna 872 m 51 c 37l - Loop 1353 ft [WGC 39/53]  
**1.1.1961** Rawlinna 872 m 51 c - Pass. Fares & Goods Rates Books  
 - Attended Electric Staff Station [List June 1961]  
**3.12.1961** Rawlinna 872 m 51 c - x Loop North side West extn 750 ft Points now 872 m 79½c 11.12.1961 [WN 49/61]  
 - In Public Timetable 28.3.1918 to March 1994  
**29.3.1962** Rawlinna 872 m 51 c - East Extn Points now 872 m 26 c 4.4.1962, Loop now 3085 ft [WN 13/62]  
**14 & 21.2.1963** Loop now 3122 ft [WN 7 & 8/63]  
**29.11.1962** Rawlinna 872¾m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**8.10.1971** Extn East Points now 871 m 70 c 1.7.1971 [WN 43/71]  
**25.11.1971** Rawlinna 872¾m - Complete 1.12.71 Loop now 5280ft [WN 47/61]  
**3.2.1972** Loop now 5076ft [WN 5/72]  
**2.7.1973** Rawlinna 1403 km - 1403 km in Pass. Fares 1.7.1973, and in WTT 14.10.73, Loop 1547 m [Metrication]  
**1.7.1979** Rawlinna 1403 km - Resthouse for trainmen - Carriage watering station - Crossing loop 1547 m - ANR WTT 1.7.1979  
**17.8.1975** Station in Fast & Slow Mixed service [Advert]  
**6.6.1982 & 4.8.1985** Rawlinna 1403 km - Loop now 1574 m Typo? [WTT]  
**2.2001** Shown in ARTC line maps - Crossing loop 1856 m - Goods Loop 170 m - Dead End 355 m - Triangle - Spur to Quarry[ARTC ta400013]

#### Naretha (846 m) — Naretha 1450.5 km (902 m 41 c 45 l)

- 12 & 15.11.1917** Naretha - List of Open Stations [NAAB300 5981 Pt 1]

- 1.5.1924** Crossing Loop 1360 ft [GA]  
**30.6.1925** Naretha - Converted to Unattended ES by [Annual Report]  
**1.8.1932** Sidings in Addition 6635 ft [GA]  
**12.7.1937** Naretha 903 miles - [SAR WN 27/37]  
**6.6.1938** Typo 902 miles [WTT]  
**1.11.1939** Naretha 902 m 41 c 45l - [Goods and Livestock ]  
**1.3.1950** Loop 1360 ft., Sidings. 4800 ft [GA]  
**5.6.1952** Naretha 902 m 41 c 45l - Closed as Electric Staff Station but Loop & Siding. Remain 1.5.1952 [WGC 23/52]  
**8.3.1956** East End Extn. [WGC 10/56]  
**15.4.1956** Naretha 902 m 41 c 45l - Reopened as ES 14.4.1956 [WGC 16/56]  
**24.6.1956** Loop 2310 ft(Mid Pt now 902 m 34 c 25 l) [WTT]  
**1.1.1961** Naretha 902 m 41 c - Pass. Fares & Goods Rates Books  
**15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]  
 - Naretha 902 m 41 c - Unattended Electric Staff Station [List June 1961]  
**21.12.1961** x Loop North side, East Points now at 901 m 79 c 690 ft extn. 5.12.1961 Loop now 3031 ft [WN 51/61]  
 - Naretha 902 m 41 c - In Public Timetable 28.3.1918 to 1.9.1937, 1.5.1958 to March 1994  
**23.7.1961** Loop 2313 ft [WTT]  
**21.6.1962** Naretha 902 m 41 c - ES Cabin relocated 27.6.1962 [WN 25/62]  
**29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]  
**14 & 21.2.1963** Naretha 902½m - Loop 3140 ft [WN 7 & 8/63]  
**2.5.1965** Loop 3200 ft [WTT]  
**16.12.1971** Naretha 902½m - Extn East Points 901 m 70 c 20.12.71 [WN 50/71]  
**6.1.1972** Should read 901 m 47 c 5280ft 11.1.1972 [WN 1/71]  
**16.11.1972** Naretha 902½m - Loop now 5334ft [WN 46/72]  
**2.7.1973** Naretha 1450.5 km - 1450 km in Pass. Fares 1.7.1973, 1450.5 km in WTT 14.10.73 Loop 1626 m [Metrication]  
**1.7.1979** Naretha 1450.5 km - Unattended - Crossing loop 1626 m - ANR WTT 1.7.1979  
**2.2001** Shown in ARTC line maps - Crossing loop 1850 m - Goods Loop 426 m [ARTC ta400013]

#### Siding 857 miles (857 m) — Siding 913 miles (913 m 22 c)

- 28.2.1935** Siding 857 m (2nd Lime Siding) - Open by [PF 1/35 & MN 128/35]  
**6.6.1938** Siding 913 miles (2nd Lime Siding) - [WTT]  
**1.11.1939** Siding 913 m 22 c 45l (2nd Lime Siding) - [Goods and Livestock ]  
**7.8.1944 & 6.6.1949** Not Mentioned [WTTs]  
 - Siding 913 m 22 c 45l (2nd Lime Siding) - Sidings. 594 ft

**4.12.1955** Still Open [WTT]

**1.1.1961** Siding 913 m 22 c (2nd Lime Siding) - Pass. Fares & Goods Rates Books

**15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

**29.3.1962** Siding 913 m 22 c (2nd Lime Siding) - Points renewed 913 m 16 c & 913 m 28 c [WN 13/62]

**2.6.1966** Closure foreshadowed [WN 22/66]

**25.5.1967** Siding 913 m 22 c (2nd Lime Siding) - Points removed 16.5.1967 [WN 21/67]

**Siding 188½ miles West (863 m) — Crossing Loop 919 miles (919 m 27 c)**

- Siding 188½ miles = 863 m East

**1.11.1923** Siding 188 miles = 863 m East - Open as 1st Lime Siding CR [Pass Fares]

**1.8.1932** 862 m Siding - Siding 1350 ft [GA]

**28.2.1935** Closed by PF 1/35 [MN 128/35]

**1943-1944** 919½ miles (919 m 27 ch) (appr 188½ m West) - 1400 ft Loop Incomplete [War Time Facilities]

**7.8.1944** Last Entry [WTT]

**Camp 926 miles (925¾ m)**

**4.12.1955** 926 m Camp (925¾ m) - Open by [WTT]

**28.4.1963** Revised Distance [WTT]

**2.5.1965** 925¾ m Camp - Not Shown [WTT]

**24.8.1967** Camp disbanded 22.8.1967 [WN 34/67]

**Boonderoo 1484 km**

**30.10.1977** Boonderoo 1484 km (927.5 m) - First Entry [WTT]

**4.8.1977** East Points 1483.000km West Points 1485.135km. Open 9.11.77. [WN 31/77]

**8.12.1977** Boonderoo 1484 Km - Loop 1925m., Name Boonderoo approved [WN 44 & 49/77]

- In Public Timetable November 1979(?), May 1984 & March 1994

**1.7.1979** Boonderoo 1484 km - Unattended - Crossing loop 1925 m - ANR WTT 1.7.1979

**1.8.1981** Boonderoo 1484 Km - Not shown in Passenger Fares Book

**2.2001** Shown in ARTC line maps - Crossing loop 1978 m [ARTC ta400013]

**Kitchener (884 m) — Kitchener 1512.5 km (940 m 42 c 55 l)**

**12 & 15.11.1917** Siding 885 miles - List of Open Stations [NAAB300 5981 Pt 1]

**19.12.1917** Named Kitchener [NAAB300 5981 Pt 1]

**19.12.1917** Kitchener (No 15) 884 m - Named Kitchener [NAAB300 5981 Pt 1]

**1.8.1932** Siding 1340 ft [GA]

**12.7.1937** Kitchener 941 miles - [SAR WN 27/37]

**6.6.1938** Kitchener 941 miles - Unattended Electric Staff Station by [WTT]

**6.6.1938** Typo 940 miles [WTT]

**1.11.1939** Kitchener 940 m 42 c 55l - 3.787878788 [Goods and Livestock]

**1.3.1950** Loop 1340 ft [GA]

**4.6.1953** Kitchener 940 m 42 c 55l - West End Points moved 250 ft West 3.6.1953. Loop Now 1610 ft (Mid Pt now 940 m 44 c 45 l) [WGC 23/53]

**1.1.1961** Kitchener 940 m 43 c - Pass. Fares & Goods Rates Books

**15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]

- Kitchener 940 m 43 c - Unattended Electric Staff Station [List June 1961]

- In Public Timetable 28.3.1918 to 18.10.1920, Map only May 1921 to April 1937, 1.8.1945 (Typo Jan 52) to March 1994

**14 & 21.2.1963** Kitchener 940 m 43 c - Loop 1699 ft [WN 7 & 8/63]

**23/7 & 1.10.1964** East Extn Points now 939 m 77 c Loop 3500 ft [WN 30 & 40/64]

**29.11.1962** Kitchener 940½ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]

**1.8.1968** Goods spur converted to Loop Points added East End 25.7.1968 [WN 31/68]

**11.7.1974** Kitchener 1512.5 km - Extension: West Points now 1513.662km 1885 m 17.7.1974 [WN 27/74]

**2.7.1973** Kitchener 1512.5 km - 1512 km in Pass. Fares 1.7.1973, 1512.5 km in WTT 14.10.73 Loop 1885 m [Metrication]

**1.7.1979** Kitchener 1512.5 km - Unattended - Crossing loop 1885 m - ANR WTT 1.7.1979

**2.2001** Shown in ARTC line maps - Crossing loop 1871 m - Goods Loop 300 m [ARTC ta400013]

**Camp 950 miles (949¾ m)**

**4.12.1955** 950 m Camp - Open by [WTT]

**28.4.1963** Revised Distance 949¾ m [WTT]

**2.5.1965** 949¾ m Camp - Not Shown [WTT]

**12.1.1967** Closed 22.1.1967 [WN 2/67]

**Crossing Loop 958½ miles (959 m 35 c)**

**1943 - 4** 958½ miles (959 m 35 ch) Crossing Loop (appr 148¼ m(?) West) - 1400 ft Loop Incomplete [War Time Facilities]

**7.8.1944** Last Entry [WTT]

**Siding 145 miles west (145 m)**

**1.11.1923** Siding 145 miles = 906 m East - Open CR [Pass Fares]

**Goddard's Creek Siding (908 m) — Goddards 1551.01 km**

**31.7.1924** Goddard's Creek Siding = 964½ m = 908 m = 143½ m - Goddard's Creek Siding-Staff Drawer Locks removed [MN 72/24]

**1.5.1924** Listed [GA]

- 2.2001** Goddards 1551.01 km - Shown in ARTC line maps shown as Block Point [ARTC ta400013]
- 2009** New 1800m crossing loop to be constructed. [cp 9.2009]
- Zanthus (130 m 35 c West) — Zanthus 1572 km (977 m 30 c 57 l)**
- 12 & 15.11.1917** Zanthus (2nd Location 130 m 35 ch) - List of Open Stations [NAAB300 5981 Pt 1]
- 1.5.1924** Crossing Loop 1440 ft [GA]
- 340.6.1925** Zanthus - Attended ES by [Annual Report]
- 1.8.1932** Sidings in Addition 735 ft [GA]
- 12.7.1937** Zanthus 977 miles - [SAWN 27/37]
- 1.11.1939** Zanthus 977 m 30 c 57l - [Goods and Livestock]
- 1.3.1950** Loop 1350 ft., Siding. 735 ft [GA]
- 28/5 & 4.6.1953** Zanthus 977 m 30 c 57l - West End Points moved 250 ft West 27.5.1953. Loop now 1610 ft (Mid Pt now 977 m 32 c 47 l) [WGC 22 & 23/53]
- 22.12.1955** Unattended from 20.12.55 [WGC 51/55]
- 1.1.1961** Zanthus 977 m 31 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
- Zanthus 977 m 31 c - Unattended Electric Staff Station [List June 1961]
  - In Public Timetable 28.3.1918 to March 1994
- 14 & 21.2.1963** Zanthus 977 m 31 c - Loop 1776 ft [WN 7 & 8/63]
- 21.5.1964** West Extn Points now 977 m 69½ c 3046 ft. [WN 21/64]
- 2.7.1964** Zanthus 977½ m - Loop 3450 ft East Extn IS [WN 27/64]
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 20.11.1966** Zanthus 977½ m - Choke Blocks on Loop [WTT]
- 2.7.1973** Zanthus 1572 km - 1572 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1830 m [Metrication]
- 13.6.1974** Extension: West Points now 1573.314km 21.6.1974 1830 m [WN 23/74]
- 17.8.1975** Zanthus 1572 km - Station in Fast & Slow Mixed Service [Advert]
- 1.7.1979** Choke Blocks Deleted by [WTT]
- 1.7.1979** Zanthus 1572 km - Resthouse for trainmen - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1830 m - Goods Loop 189 m - Camp Spur 334 m - Triangle 122 m [ARTC ta400013]

### Zanthus to Kalgoorlie

This section contains information about the Trans-Australian Railway from Zanthus to Kalgoorlie.

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

### Zanthus (130 m 35 c West) — Zanthus 1572 km (977 m 30 c 57 l)

- 12 & 15.11.1917** Zanthus (2nd Location 130 m 35 ch) - List of Open Stations [NAAB300 5981 Pt 1]
- 1.5.1924** Crossing Loop 1440 ft [GA]
- 340.6.1925** Zanthus - Attended ES by [Annual Report]
- 1.8.1932** Sidings in Addition 735 ft [GA]
- 12.7.1937** Zanthus 977 miles - [SAWN 27/37]
- 1.11.1939** Zanthus 977 m 30 c 57l - [Goods and Livestock]
- 1.3.1950** Loop 1350 ft., Siding. 735 ft [GA]
- 28/5 & 4.6.1953** Zanthus 977 m 30 c 57l - West End Points moved 250 ft West 27.5.1953. Loop now 1610 ft (Mid Pt now 977 m 32 c 47 l) [WGC 22 & 23/53]
- 22.12.1955** Unattended from 20.12.55 [WGC 51/55]
- 1.1.1961** Zanthus 977 m 31 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
- Zanthus 977 m 31 c - Unattended Electric Staff Station [List June 1961]
  - In Public Timetable 28.3.1918 to March 1994
- 14 & 21.2.1963** Zanthus 977 m 31 c - Loop 1776 ft [WN 7 & 8/63]
- 21.5.1964** West Extn Points now 977 m 69½ c 3046 ft. [WN 21/64]
- 2.7.1964** Zanthus 977½ m - Loop 3450 ft East Extn IS [WN 27/64]
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 20.11.1966** Zanthus 977½ m - Choke Blocks on Loop [WTT]
- 2.7.1973** Zanthus 1572 km - 1572 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 1830 m [Metrication]
- 13.6.1974** Extension: West Points now 1573.314km 21.6.1974 1830 m [WN 23/74]
- 17.8.1975** Zanthus 1572 km - Station in Fast & Slow Mixed Service [Advert]
- 1.7.1979** Choke Blocks Deleted by [WTT]
- 1.7.1979** Zanthus 1572 km - Resthouse for trainmen - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1830 m - Goods Loop 189 m - Camp Spur 334 m - Triangle 122 m [ARTC ta400013]

### Siding 980½ miles (980½ m)

- 24.3.1955** 980½ m Siding - Still open [WGC 12/55]
- 30.8.1961** Staff Drawer Locks removed by [WGC 35/61]
- 9.5.1963** 981 1/2 m Siding - Points to be removed [WN 19/63]

### Zanthus

- Zanthus (1st Location) approx 120 miles West

**Siding 106 miles west (945 m) — Siding 945 miles (945 m)  
— Coonana 1611 km (1002 m)**

- -
- 12 & 15.11.1917** Siding 106 miles - List of Open Stations [NAAB300 5981 Pt 1]
- 5.9.1918** Loads of Trains [MN 40/18]
- 1.5.1924** Siding 945 m - [GA]
- 31.8.1922** Siding 946 miles East = 105 miles - Renamed 946 m by [WN 60/22]
- 1.8.1934** Sidings 1775 ft [GA]
- 1.10.1937** Coonana (3rd Location) - Named Coonana 1002 miles [MN 126/37]
- 1.11.1939** Coonana (3rd Location) 1002 m 4 c 88l - [Goods and Livestock ]
- 1.3.1942** Coonana (3rd Location) 1002 m 4 c 88l - New 1400 ft Crossing Loop & Unattended Electric Staff Station [War Time Facilities]
- 1.3.1950** Coonana (3rd Location) 1002 m 4 c 88l - Loop 1460 ft., Siding. 650 ft [GA]
- 5.6.1952** Closed as Electric Staff Station. Loop & Siding Remain 4.5.1952 [WGC 23/52]
- 1.1.1961** Coonana (3rd Location) 1002 m 5 c - Pass. Fares & Goods Rates Books
- 15.2.1961** Staff Drawer Locks removed after 17.2.1961 [WGC 7/61]
- Coonana (3rd Location) 1002 m 5 c - Not Electric Staff Station [List June 1961]
- 15.3.1962** Ballast Siding In Service 43 c North from Jcn [WN 11/62]
- Coonana (3rd Location) 1002 m 5 c - In Public Timetable as 946 m 30.4.1927 to April 1937. 2.5.1965 to March 1994
- 6.12.1962** Reopened as Unattended Crossing Loop 1390 ft with Train Order [WN 49/62]
- 28.4.1963** Coonana (3rd Location) 1002 m 5 c - Loop 1390 ft Goods only [WTT]
- 9.7.1964** New South side Loop 3300 ft [WN 28/64]
- 29.11.1962** Coonana (3rd Location) 1002 m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 2.7.1973** Coonana (3rd Location) 1611 km - 1611 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1868 m [Metrication]
- 4.4.1974** Extension: East Points now 1609.672km Open 11.4.1974 1868 m [WN 13/74]
- 1.7.1979** Coonana 1611 km - Unattended - Crossing loop 1868 m - ANR WTT 1.7.1979
- 1.8.1981** Coonana 1611 km - Not shown in Passenger Fares Book
- 2.2001** Shown in ARTC line maps - Crossing loop 1867 m - Goods Loop 323 m [ARTC ta400013]

**Coonana**

- Coonana (1st Location)

**Coonana**

- Coonana (No 6) (2nd Location)

**Camp 1018 miles (1018 m)**

- 23.9.1954** 1018 m Camp - Opened by [WGC 38/54]
- 23.7.1961 & 28.4.1963** Closed after 23.7.1961 & pre 28.4.1963 [WTT]

**Crossing Loop 1020<sup>3</sup>/<sub>4</sub> miles (1020<sup>3</sup>/<sub>4</sub> m) — Chifley 1642 km (1020 m 71 c)**

- 1943 - 4** 1020<sup>3</sup>/<sub>4</sub> miles (1021 m)(appr 87 m West) - 1200 ft Loop Incomplete [War Time Facilities]
- 7.8.1944** Last Entry [WTT]
- 14.6.1956** 1021 m - Opened as Electric Staff Station 10.6.1956 [WGC 24/56]
- 15.5.1957** Name change to Chifley approved [NAA B300 5981 Pt 3]
- 8.5.1958** Chifley - Named 28.4.1958 965 m ex Pt Augusta [WGC 19/58]
- 1.1.1961** Chifley 1020 m 71 c - Pass. Fares & Goods Rates Books
- 1.12.1960** Staff Drawer Locks removed 10.12.60 [WGC 48/60]
- 11.5.1961** Chifley 1020 m 71 c - x Loop South side West Extn 630 ft Points now 1021 m 23 c 11.4.1961 Complete 10.5.1961 Loop now 3180 ft [WN 19/61]
- Unattended Electric Staff Station [List June 1961]
- Chifley 1020 m 71 c - In Public Timetable 2.5.1965 to May 1984, November 1987?
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 14 & 21.2.1963** Chifley 1020 m 71 c - Loop 3247 ft [WN 7 & 8/63]
- 1.12.1994** Closed as Crossing Pt, Control Pt in lieu 24.11.94 [SN 47/94]
- 14.1.1971** Chifley 1020 m 71 c - Extension: West End Points now 1021 m 51c, Loop now 5000ft 20.1.1971 [WN 2/71]
- 21.3.1974** Extension: East Points now 1669.239km 1683 m 26.3.1974 [WN 11/74]
- 2.7.1973** Chifley 1642 km - 1642 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1532 m [Metrication]
- 1.7.1979** Chifley 1642 km - Unattended - Crossing loop 1532 m - ANR WTT 1.7.1979
- 1.12.1994** Closed as Crossing Pt, Control Pt in lieu 24.11.94 [SN 47/94]
- 2.2001** Shown in ARTC line maps as Block Point [ARTC ta400013]
- 2009** New 1800m crossing loop to be constructed. [cp 9.2009]

**Boorganna**

- Boorganna

**Cardonia**

- Cardonia



**Karonie (983 m) — Karonie 1670.5 km (1038 m 74 c 35 l)**

- 12 & 15.11.1917** Karonie - List of Open Stations  
[NAAB300 5981 Pt 1]
- 30.11.1921** Location amended from 982 m to 983 m  
[MN 56/21]
- 1.5.1924** Karonie - Crossing Loop 1420 ft [GA]
- 30.6.1926** Karonie - Converted to Unattended ES by  
[Annual Report]
- 1.8.1932** Sidings in Addition 700 ft [GA]
- 1.10.1937** Karonie 1039 miles - [MN 126/37]
- 1.11.1939** Karonie 1038 m 74 c 35l - [Goods and  
Livestock]
- 1.3.1950** Loop 1520 ft., Siding 760 ft [GA]
- 24.9.1953** Karonie 1038 m 74 c 35l - Loop 1425 ft [WGC  
39/53]
- 14.6.1956** Closed as ES 10.6.1956 WN 24/56 14.6.1956  
[WGC 24/56]
- 24.4.1958** Karonie 1038 m 74 c 35l - To be reopened as  
Electric Staff Station 29.4.1958 [WGC 17/58]
- 5.6.1958** Reopening as ES postponed to 17.6.1958  
[WGC 23/58]
- 5.6.1958** Karonie 1038 m 74 c 35l - Branch 3 m 6 c to  
Ballast Quarry opened 17.6.1958 [WGC 23/58]
- In Public Timetable 28.3.1918 to April 1937, TT  
1.9.1937 to Oct 1941, TT & Map 1.8.1945 to  
28.11.1954, 1.5.1961 to March 1994
- 1.12.1960** Karonie 1038 m 74 c 35l - Staff Drawer Locks  
removed 11.12.60 [WGC 48/60]
- 1.1.1961** Pass. Fares & Goods Rates Books
- 28.7.1961** Karonie 1038 m 74 c - Loop 1417 ft [WTT]  
- Unattended Electric Staff Station [List June 1961]
- 14 & 21.2.1963** Karonie 1038 m 74 c - Loop 1338 ft [WN  
7 & 8/63]
- 25.4.1963** Loop North Side, Extn East 1700 ft, Points  
East end now 1038 m 35 c 9.4.1963 Loop now 3044 ft  
[WN 14 & 17/63]
- 29.11.1962** Karonie 1039 miles - Train Order replaced  
Electric Staff Cook - Parkeston 10.12.1962 [WN  
48/62]
- 2.7.1973** Karonie 1670.5 km - 1671 km in Pass. Fares  
1.7.1973, 1670.5 km in WTT 14.10.73 Loop 1683 m  
[Metrication]
- 1.7.1979** Karonie 1670.5 km - Crossing Loop 1683 m  
ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1852  
m - Spur Line [ARTC ta400013]

**Blamey 1692 km**

- 1.7.1979** Blamey 1692 Km (1056.9 miles) - First Entry,  
Loop 1850 m, Unattended Crossing Station [WTT]  
- In IP Timetable May 1984 to March 1994
- 19.7.1979** Blamey 1692 km - East Points 1691.000km  
West Points 1693.000km Open Named Blamey. Loop  
length 1850 m [WN 29/79]
- 6.6.1982** Loop now 1896 m [WTT]
- 2.2001** Shown in ARTC line maps - Crossing loop 1901  
m [ARTC ta400013]

**Randalls (51 m West) — Randalls 1699.5 km (1056 m 77 c 50 l)**

- Randalls (2nd Site) 51 miles
- 12 & 15.11.1917** Randells - List of Open Stations  
[NAAB300 5981 Pt 1]
- 30.11.1921** Location amended from 1000 m to 1001 m  
[MN 56/21]
- 1.8.1932** Randells - Siding 600 ft [GA]
- 1.10.1937** Randells 1057 miles - [MN 126/37]
- 6.6.1938** Typo Randalls [WTT]
- 1.11.1939** Randells 1056 m 77 c 50l - [Goods and  
Livestock]
- 1943 - 4** Randells 1056 m 77 c 50l - Extension to 1200 ft  
at Western end of Loop Incomplete [War Time  
Facilities]
- 1.3.1950** Sdg. 600 ft [GA]
- 1.1.1961** Randells 1056 m 78 c - Pass. Fares & Goods  
Rates Books
- 15.2.1961** Staff Drawer Locks removed after 17.2.1961  
[WGC 7/61]
- Randells 1056 m 78 c - Never in Public Timetable pre  
23.2.1970 then to May 1981, Typo Randalls Nov 87 to  
March 94
- 29.11.1962** Train Order replaced Electric Staff Cook -  
Parkeston 10.12.1962 [WN 48/62]
- 28.4.1964** Randells 1056 $\frac{3}{4}$ m - Revised Distance [WTT]
- 2.7.1973** Randells 1699.5 km - 1700 km in Pass. Fares  
1.7.1973, 1699.5 km in WTT 14.10.73 Loop 198 m G  
[Metrication]
- 30.9.1976** Unattended Emergency Crossing Point  
4.10.76 [WN 39/76]
- 1.7.1979** Randells 1699.5 km - Emergency Crossing  
Facilities Deleted by [WTT]
- 1.7.1979** Randells 1699.5 km - Good Loop 198 m ANR  
WTT 1.7.1979
- 11.6.1981** Delete all reference [WN 23/81]

**Randalls (49 m 48 c West)**

- Randalls 49 m 48 c (1st Site)

**Siding 1014 miles (1014 m)**

- 24.8.1921** Siding 1014 m (Loading Platform for  
syndicate at Mt. Juglah at 37 mile peg) - Traffic  
Commenced 13.8.1921 [NAA B300 6586]
- 11.7.1922** Platform Construction approved [NAA B300  
6586]
- 1925** Siding 1014 m (Loading Platform for syndicate at  
Mt. Juglah at 37 mile peg) - Open [WA Rates & Fares]
- 22.3.1934** Platform Burned down 4 or 5.3.1934 [NAA  
B300 6586]
- Siding 1014 m (Loading Platform for syndicate at Mt.  
Juglah at 37 mile peg) - In Public Timetable  
30.4.1927 & 1.8.1929 Map only 1.9.1930
- 1.8.1929** Last Consecutive Entry, then sporadic to  
Public 1.1.1937 [Public]

**Crossing Loop 1072 miles 1722.5 km (1071 m 20 c)**

- 10.1943** 1072 miles(1071 m 20 ch) Crossing Loop (appr 35 $\frac{3}{4}$ m West) - Loop 1200 ft & Unattended Electric Staff Station opened [War Time Facilities]
- 1.3.1950** 1072 miles(1071 m 20 ch) Crossing Loop (appr 35 $\frac{3}{4}$ m West) - Loop 1400 ft [GA]
- 5.6.1952** Closed as Electric Staff Station Siding. Out of Use 7.5.1952 [WGC 23/52]
- 3.10.1952** 1072 miles(1071 m 20 ch) Crossing Loop (appr 35 $\frac{3}{4}$ m West) - Points Removed by [WGC 40/52]
- 14.6.1956** Reopened as Electric Staff Station 10.6.1956 [WGC 24/56]
- 24.6.1956** 1072 miles(1071 m 20 ch) Crossing Loop (appr 35 $\frac{3}{4}$ m West) - Loop 2310 ft (Mid Pt now 1071 m 11 c 59 l, based on 1200 ft Loop) [WTT]
- 15.5.1957** Name Curtin approved 15.5.1957 [NAAB300 5981 Pt 3]
- 8.5.1958** Curtin - Named 28.4.1958 1015 m ex Pt Augusta [WGC 19/58]
- 1.12.1960** Staff Drawer Locks removed 12.12.60 [WGC 48/60]
- 1.1.1961** Curtin 1071 m 12 c - Pass. Fares Book ( 11 c in Goods Rates Book)
- 28.7.1961** Loop now 2315 ft [WTT]  
- Curtin 1071 m 12 c - Unattended Electric Staff Station [List June 1961]
- 9.11.1961** Loop South Side, West extn 690 ft Points now 1071 m 44 c, 14.11.1961 [WN 45/61]
- 23.11.1961** Curtin 1071 m 12 c - Loop now 3144 ft [WN 47/61]  
- In Public Timetable 2.4.1965 to March 1994
- 12.4.1962** Curtin 1071 m 12 c - ES Cabin relocated 13.4.1962 [WN 15/62]
- 14 & 21.2.1963** Loop 3150 ft [WN 7 & 8/63]
- 28.4.1963** Curtin 1072 m - Revised Distance [WTT]
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 2/66.** Curtin 1072 m 11 c - Revised Distance [Goods Rates Book ]
- 2.7.1973** Curtin 1722.5 km - 1723 km in Pass. Fares 1.7.1973, 1722.5 km in WTT 14.10.73 Loop 1830 m [Metrication]
- 23.5.1974** Extension: East Points now 1721.369km 30.5.1974 1830 m [WN 20/74]
- 1.7.1979** Curtin 1722.5 km - Unattended - Crossing loop 1830 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1874 m [ARTC ta400013]

**Golden Ridge (1037 m) — Golden Ridge 1758 km (1092 m 58 c)**

- 12 & 15.11.1917** Golden Ridge - List of Open Stations [NAAB300 5981 Pt 1]
- 1.8.1932** Siding 1410 ft [GA]
- 1.10.1937** Golden Ridge 1093 miles - [MN 126/37]]
- 1.11.1939** Golden Ridge 1092 m 58 c 29l - [Goods and Livestock ]

- 7.8.1944** Golden Ridge 1092 m 58 c 29l - Emergency Crossing Station by [WTT]
- 7.8.1949** Emergency Crossing Facilities removed by [WTT]  
- Golden Ridge 1092 m 58 c 29 l
- 1.3.1950** Loop 1236 ft [GA]
- 5.6.1952** Golden Ridge 1092 m 58 c 29l - Siding Closed 7.5.1952 [WGC 23/52]
- 19.6.1952** Points removed 13.6.1952 [WGC 25/52]
- 1.1.1961** Golden Ridge 1092 m 58 c - Pass. Fares & Goods Rates Books  
- In Public Timetable 28.3.1918 to 1.9.1937, 23.2.1970 to March 1994
- 29.11.1962** Golden Ridge 1092 $\frac{3}{4}$ m - Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 21.3.1968** Loop on South side open 19.3.1968 5509 ft 1092 m 51 c to 1093 m 60 c Mid Pt 1093 m 20 c Std Distce 1093 $\frac{1}{4}$ m not 1092 $\frac{3}{4}$ m [WN 12/68]
- 2.11.1968** Golden Ridge 1093 $\frac{1}{4}$ m - 1093 $\frac{1}{4}$ m [WTT Amdts]
- 2.7.1973** Golden Ridge 1758 km - 1758 km in Pass. Fares 1.7.1973, and in WTT 14.10.73 Loop 1679 m [Metrication]
- 1.7.1979** Golden Ridge 1758 km - Unattended - Crossing loop 1679 m - ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1958 m - Camp Spur 275 m [ARTC ta400013]

**Parkeston (1049 m) — Parkeston 1776 km (1105 m 2 c 25 l)**

- 12 & 15.11.1917** Parkeston - List of Open Stations [NAAB300 5981 Pt 1]
- 1.5.1924** Parkeston - Crossing Loop 800 ft [GA]
- 1.8.1932** Sidings in Addition 11, 080 ft [GA]
- 1.10.1937** Parkeston 1105 miles - [MN 126/37]]
- 1.11.1939** Parkeston 1105 m 2 c 25l - [Goods and Livestock ]
- 1.3.1950** Sdgs. 11,080 ft [GA]
- 12.8.1954** Parkeston 1105 m 2 c 25l - Loop 777 ft (Not in WGC 39/53 24.9.1953) [WGC 32/54]
- 1.1.1961** Parkeston 1105 m 2 c - Pass. Fares & Goods Rates Books  
- Attended Electric Staff Station [List June 1961]  
- Parkeston 1105 m 2 c - In Public Timetable 28.3.1918 to March 1994
- 29.11.1962** Train Order replaced Electric Staff Cook - Parkeston 10.12.1962 [WN 48/62]
- 9.9.1966** Parkeston 1105 m - East Extn., Loop now 920 ft [WN 36/66]
- 28.1.1971** Parkeston 1105 m - Extension: Loop now 1104 m to 1105 m 07 c 5280ft 3.2.1971 [WN 4/71]
- 18.2.1971** West Points 1105 m 68 3.375/121/2c, Loop now 5515ft(?) [WN 7/71]
- 2.7.1973** Parkeston 1776.5 km - 1776 km in Pass. Fares 1.7.1973, 1776.5 km in WTT 14.10.73 Loop 1682 m [Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service [Advert]
- 1.7.1979** Parkeston 1776.5 km - Electric Staff between

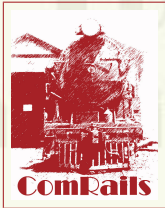
Parkeston & Kalgoorlie replaced by Train Orders by [WTT]

- 1.7.1979** Parkeston 1776 km - Resthouse for trainmen - engine stabling depot - Fule Depot Turntable - - Carriage watering station - Crossing loop 1682 m ANR WTT 1.7.1979
- 1.12.1994** Parkeston 1776.5 km - Extension: East Points now 1775.305 km ( prob 215 m towards Pt Aug) SN 47/94 1.12.94 [SN 47/94]

**Kalgoorlie (1051 m) — Kalgoorlie 1781.5 km (1107 m 54 c 93 l)**

- Kalgoorlie (Goods) (In Accounting Stations only)
- 12 & 15.11.1917** Kalgoorlie - List of Open Stations [NAAB300 5981 Pt 1]
- 30.6.1924** Kalgoorlie - Attended ES by [Annual Report]
- 1.10.1937** Kalgoorlie 1108 miles - [MN 126/37]
- 1.8.1932** Sidings 500ft [GA]
- 1.11.1939** Kalgoorlie 1107 m 54 c 93l - [Goods and Livestock]
- 1.3.1950** Loop 800 ft., Siding.500 ft [GA]
- 1.1.1961** Kalgoorlie 1107 m 55 c - Pass. Fares & Goods Rates Books
- 25.11.1976
- Kalgoorlie 1781.5 km - 1782 km in Pass. Fares 1.7.1973, 1781.5 km in WTT 14.10.73
- 1.7.1979** Electric Staff between Parkeston & Kalgoorlie replaced by Train Orders by [WTT]
- 1.7.1979** Kalgoorlie 1781.5 km - Refreshment room - Carriage watering station - Crossing loop ANR WTT 1.7.1979
- 2.2001** Shown in ARTC line maps - Crossing loop 1865 m - Engineers Siding 720 m - Triangle - Yard with 10 roads [ARTC ta400013]





Volume6

CHAPTER



## **NORTH AUSTRALIA RAILWAY - DARWIN TO BIRDUM**

8.1 North Australia Railway . . . . .	99
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## 8.1 North Australia Railway

This section contains information about the North Australia Railway (NAR). The NAR ran from Palmerston (Darwin) in the north to Pine Creek in south. It was 234km (145 miles 78 chains) long, opened on 1.10.1889 and officially closed 14.2.1981.

The NORTH AUSTRALIA RAILWAY was the name given to the Northern Territory 3 ft. 6 in. gauge railway that extended south from Darwin to Birdum. The South Australian Government commenced this line, known then as the Palmerston to Pine Creek Railway, and opened it in 1889. When the administration of the Northern Territory passed from South Australia to the Commonwealth Government on 1 January 1911 the railway was transferred to Commonwealth ownership, under the control of the Administrator of the Northern Territory. At this time it was known as the Northern Territory Railway, but was transferred to the control of the Commonwealth Railways Commissioner in 1918. Prior to this date the Commonwealth Railways seemed to have exercised a large influence over decisions about the railway, as well as providing some locomotives and other rollingstock. It was renamed the North Australia Railway in 1926 and extensions to Birdum were completed in 1929, but during and following World War II the effective railhead was Larrimah, a few miles north.

The railway gained increased importance in the 1960's and early 70's through the haulage of iron ore from the Frances Creek deposits, about 140 miles south of Darwin. Ore traffic exceeded one million tons per annum, but unfortunately world ore prices dropped forcing the mine to close and other traffic was not enough to justify keeping the railway open. The line eventually ceased all operations in 1976.

### Stokes Hill Jetty — Town Jetty

- 1887** First jetty (timber) completed. [jh nnl]
- 1897** Timber jetty closed because it was in danger of collapse. [jh nnl]
- 1898** Construction of new iron jetty commenced - it was reported completed a decade later. [jh nnl]
- 1922** One rail track along the bridge section replaced by a cattle race to facilitate of live beasts. [jh nnl]
- 1930s** A small side jetty built leading to the eastern side of the bridge and used as a flying boat terminal. [jh nnl]
- 19.2.1942** Part of the bridge section destroyed by Japanese air-raid. [jh nnl]
- 1942** Army engineers built a temporary bridge to enable loading to continue.[jh nnl]
- 1957** New concrete wharf replaced Stokes Hill Wharf. [jh nnl]

### Boom Jetty

- 1941** A substantial depot was built at the foot of Fort Hill with a shallow draught concrete jetty. It was

connected by a spur line which ran from the Darwin yard. [jh nnl]

### Palmerston (0 m) — Darwin (0 m) — Frances Bay Freight Yard (0 m)

- Orinally named Palmerston
- Renamed Darwin
- 1926** Railway/Government store and siding built. [jh nnl]
- 1934** Sorting Shed (Bond Store) burnt down and replaced by a more modern structure [jh nnl]
- 11.1972** Major collision between ore train and NJ engines in yard.
- 1973** Yard renamed to 'Frances Bay Freight Yard'. [jh nnl]

### Petrol Sidings (Peel Street) (0 m 73 c)

- WWII** Army petrol station and distribution centre for Darwin. [jh nnl]
- before 1963** Sidings disconnected. [jh nnl]

### Public Works Vacuum and Naval Victualling Sidings (1 m 51 c)

- 1914** Noted a Government Works Store at this location [jh nnl]
- 1926** Abolished when new storehouse built in the Darwin Yard. [jh nnl]
- 1930s** Siding established to serve Vacuum Oil. [jh nnl]
- WWII** Additional siding built at location to serve the Naval Victualling Store. [jh nnl]
- 1963** Tank siding Disconnected. [jh nnl]
- 1967** Navalsiding Disconnected. [jh nnl]

### One and Half Mile (1 ½ m)

- 1932** One and Half Mile - Mentioned in general Appendix [GA]

### B.I.O. Co. Oil Store

- 1932** B.I.O. Co. Oil Store - Mentioned in general Appendix [GA]

### Parap (2 m)

- Triangle junction built to serve the Meat Works siding. The junction was in the form of a triangle to enable cattle trains from the south to enter and frozen carcasses to process to Darwin without reversing.[jh nnl]
- 1950s** Meat Works siding removed. Triangle retained as a reversing point for diesel electric locomotives. [jh nnl]

### North Australia Meat Company Ltd — Vestey's Siding (2 m 63c)

- 1918** Known as Vestey's Siding [jh nnl]

**1932** North Australia Meat Company Ltd. - Mentioned in general Appendix [GA]

**1950s** Meat Works siding removed - the remnants of the branch used as a private siding by the Hastings Deering Co., to unload earth moving machinery. [jh nnl]  
- [jh nnl]

**Locomotive Depot and Workshops — 2½ Mile (Old Loco) (2 m 40c)**

**1917** Staff Station opened [jh nnl]

**1917** Staff Station closed [jh nnl]

**Three Miles (3 m)**

**1918** Cattle trucking yards installed on the up side of main line [jh nnl]

**RAAF Siding (6 m 07c)**

**WWII** Spur siding leading to to the RAAF base at the up end of the Winnellie Loop [jh nnl]

**1950s** A triangle was built leading off the spur. This was used to reverse trains and unload wagons of stone from Darwin River. [jh nnl]

**Winnellie (6 m 51 c)**

**WWII** Loop Siding of 633 feet established. [jh nnl]

**Knuckey's Lagoon (10 m 10 c)**

- Siding 600 feet in length. [jh nnl]

**1967** Siding extended to 1335 feet. [jh nnl]

**Southport Road**

**1932** Southport Road - Mentioned in general Appendix [GA]

**McMinns (20 m 2 c)**

- Loop siding of 689 feet. [jh nnl]

**1967** Loop extended to 2104 feet. [jh nnl]

**22 Mile (22 m) — Wishart (22 m)**

- Appears in some working time tables as a stopping spot without loop - a number of fettlers cotages were here as headquarters for a maintenance gang. [jh nnl]

- Nmaed 'Wishart' after a contractor who built the first Palmerston jetty. [jh nnl]

**Millar (22 m 50c)**

**1968** Loading point for iron ore from Mount Bunday mine. [jh nnl]

**1972** Siding was disconnected. [jh nnl]

**Firdan (27 m 17c)**

**WWII** Siding near Stuart Highway that served the Army field supply depot. The siding was 2350 feet in length. [jh nnl]

**by 1973** Consisted of a crossing loop only of 3630 feet. [jh nnl]

**Noonamah (29 m 16c)**

**WWII** War time facility that consisted of a triangle on the down side to serve as a RAAF depot. [jh nnl]

- Closed shortly after the end of WWII [jh nnl]

**Southport (37 m 54 c)**

- Original SAR loop siding of 650 feet. [jh nnl]

**1958** Shown as a crossing place. [jh nnl]

**Darwin River (42 m 56 c)**

- Water spot during steam days [jh nnl]

**1952** Triangle installed on down side to act as loading point for quarry rubble used for construction of Darwin RAAF base [jh nnl]

**by 1958** Shown as a crossing place [jh nnl]

**1968** Siding used to store surplus cattle wagons [jh nnl]

**Beetson (46 m 28 c)**

**1915** Fettlers camp established [jh nnl]

**WWII** Site of 800 foot crossing loop [jh nnl]

**1967** Loop extended to 2530 feet. [jh nnl]

**Kanyaka (51 m 3 c)**

- Station

**Rum Jungle (56 m 42 c)**

- SAR station with a single loop siding of 669 feet. [jh nnl]

**58 Mile camp (58 m)**

**1932** Listed in General Appendix as a Fettlers Camp [jh nnl]

**Batchelor (60 m 20 c)**

**1912** Station established to server 'Batchelor Demonstration Farm'. Consisted of a loop siding of 477 feet [jh nnl]

**WWII** Loop extended by 624 feet and a petrol unloading point installed [jh nnl]

**1950-60s** Used as the loading point by the Rum Jungle uranium and cooper mines [jh nnl]

**1967** Reverted to a simple loop siding of 2081 feet [jh nnl]

**Simms (62 m 57 c)**

**1943** Crossing station with 800 foot loop [jh nnl]



**Ballast Siding (67 m)**

- Millars second ballast pit was located here. [jh nnl]
- WWII** Dead end siding installed. [jh nnl]

**Stapleton Creek (69 m 24 c) — Stapleton (69 m 24 c)**

- Original SAR station known as 'Stapleton Creek' [jh nnl]
- by WWII** Loop length 1122 feet. [jh nnl]  
**by 1973** Loop extended to 2409 feet. [jh nnl]

**Snake Creek (74 m 55 c)**

- 1942** Siding built to serve large Naval Armaments Depot [jh nnl]  
**1969** Siding disconnected from main line [jh nnl]

**Adelaide River North (76 m)**

- WWII** Served the Army's main supply base [jh nnl]

**Adelaide River (76 m 72 c)**

- 1925** Yard extended - triangle, cattle yards and loading race installed at the northern end [jh nnl]  
**WWII** Two additional roads and a spur to stable ambulance installed [jh nnl]  
**1967** Layout simplified and the crossing loop extended to 2060 feet [jh nnl]

**Goodilla (86 m 27 c)**

- Opened with the line to Pine Creek [jh nnl]
- 1918** Closed [jh nnl]  
**WWII** Reinstalled with a loop of 800 feet [jh nnl]  
**Post WWII** Turnouts removed [jh nnl]  
**1967** Loop restored with a length of 1888 feet [jh nnl]

**88 Mile (88 m)**

- 1918** Copper ore loading at this point on the main line [jh nnl]

**Bridge Creek (96 m 5 c)**

- Station

**Howley (100 m 37c)**

- Original SAR three road station with 700 foot sidings [jh nnl]
- 1967** Reduced to a single crossing loop of 2343 feet [jh nnl]

**Brock's Creek (103 m 70c)**

- Established to serve the nearby Zatopan mine and Brock's Creek township - loop siding of 300 feet [jh nnl]
- WWII** RAAF aviation spirit depot [jh nnl]

**Fountain Head (107 m 66 c)**

- Original three road SAR station with 700 foot sidings [jh nnl]
- 1916** Cattle yards and loading race installed [jh nnl]  
**1967** Yard reduced to a single loop siding of 1600 feet. [jh nnl]

**112 Mile (112 m)**

- Site of Fettle's cottages [jh nnl]

**Grove Hill (113 m 25 c)**

- Original three road SAR station with 700 foot sidings [jh nnl]

**Burrundie (123 m 67 c)**

- Original three road SAR station with 700 foot sidings [jh nnl]
- 1967** Loop extended to 2104 feet. [jh nnl]

**Spring Hill (129 m 3 c)**

- Station

**Boomleera (131 m 10 c)**

- Original three road SAR station with 700 foot sidings [jh nnl]
- WWII** Shown as having a loop of 900 feet [jh nnl]

**134½ Mile (134 m 40 c) — Roney (134 m 40 c)**

- Junction for the 10 mile spur line serving the Frances Creek ore mine [jh nnl]
- 11.1966** Named 'Roney' [jh nnl]

**Frances Creek (145 m)**

- 1966** Opened as loading point for ore on the Frances Creek Ore mine spur line [jh nnl]  
**1975** Closed [jh nnl]

**Lady Alice Camp (135 m 44 c)**

- before 1918** Site of Fettle's cottages and ore mine [jh nnl]

**Union Reefs (138 m 32 c)**

- Original three road SAR station with 700 foot sidings [jh nnl]

**Pine Creek (145 m 78c)**

- 1914** Yard enlarged by the construction of additional sidings [jh nnl]



October 1942 - Adelaide River troop train showing converted cattle cars and passenger car on North Australia Railway  
*(Chris Drymalik Collection)*



02.08.1944 - 'NOA' class cars on the Hospital Train at Adelaide River *(Chris Drymalik Collection)*

**Cullen (160 m 36 c)**

**1917** Established as a stopping place with waiting shed when Emungalan extension opened. [jh nnl]  
**WWII** Crossing loop of 900 feet installed [jh nnl]

**Fergusson River (165 m 60c)**

**1917** Shown as a water stop for locomotives [jh nnl]

**Horseshoe Creek (169 m 58 c)**

- Loop siding of 761 feet [jh nnl]

**Edith River (175 m 78 c)**

**1924** Opened as a loading point for stone used in the construction of the Katherine River bridge [jh nnl]  
**1927** Closed [jh nnl]  
**WWII** Loop siding installed [jh nnl]  
 - Loop siding disconnected [jh nnl]  
**1970** Loop siding reconnected [jh nnl]

**Helling (183 m 59 c)**

**WWII** Crossing loop of 800 feet [jh nnl]

**191 Mile (191 m)**

**1932** Listed as a Fettle's camp [jh nnl]

**Emungalan (199 m 18 c)**

**1917** Terminus of the line [jh nnl]  
**1926** Abolished when Katherine station opened [jh nnl]  
**WWII** Crossing loop of 528 feet installed [jh nnl]  
**1969** Loop removed [jh nnl]

**Katherine Loco (200 m 49c)**

**1942** Site of the Evacuated Workshops and locomotive running depot [jh nnl]  
**10.1948** Workshops moved back to Darwin [jh nnl]

**Katherine (200 m 65c)**

**1926** Opened after completion of Katherine River bridge [jh nnl]  
**WWII** Spur siding of 1352 feet installed [jh nnl]

**Katherine Old Loco (201m 21 c)**

**1926** Construction siding built to serve as the depot for the Birdum extension [jh nnl]  
**1942** Original site of the Evacuated Workshops [jh nnl]

**Katherine South (202 m 34 c)**

**WWII** Petrol unloading point and crossing loop of 600 feet [jh nnl]  
**1973** Loop extended to 2155 feet [jh nnl]

**Tindal (208 m 60 c)**

**1960s** Established to serve the RAAF base [jh nnl]

**Blain (214 m 19 c)**

**WWII** Crossing loop of 800 feet [jh nnl]

**Marranboy (230 m 41 c)**

**1928** Opened as a loop of 830 feet [jh nnl]

**Collings (246 m 47 c)**

**WWII** Loop siding of 900 feet [jh nnl]

**Mataranka (264 m 52 c)**

**1.7.1928** Terminus of Line [jh nnl]  
**4.9.1929** Line extension beyond Mataranka opened [jh nnl]

**Elsey (280 m 75 c)**

**WWII** Crossing loop of 900 feet [jh nnl]

**Hobler (296 m 36 c)**

**WWII** Crossing loop of 900 feet [jh nnl]

**Gorrie (303 m 4 c)**

**WWII** Crossing loop of 900 feet [jh nnl]

**Larrimah (311 m 22 c)**

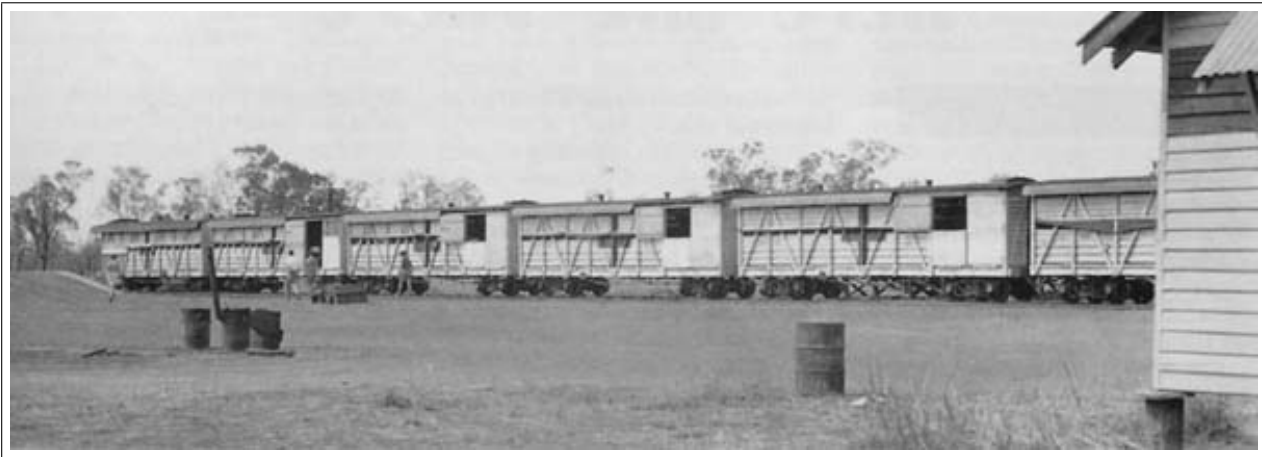
- Site of the Army transit camp [jh nnl]  
**1958** Became the operation end of the line when a triangle was installed. [jh nnl]

**Petrol Sidings (311 m 56 c)**

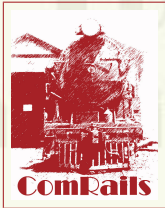
**WWII** Established as the major fuel transshipment point. [jh nnl]

**Birdum (316 m 17 c)**

**4.9.1929** Opened as the terminus of the line [jh nnl]  
**1958** Ceased to be a functional station as all services terminate at 'Larrimah' [jh nnl]



28.09.1943 - 'NOA' class cars on the Hospital Train at Katherine (*Chris Drymalik Collection*)



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CHAPTER



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## 9.1 Adelaide to Woodville

This section contains information about the Adelaide to Woodville railway

### Adelaide (0.00 m)

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

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

### Bowden (1 m 56 ch)

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

**3.6.1966** Bowden  $1\frac{3}{4}$  m - 1 m 56 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Croydon (2 m 49 ch)

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

**3.6.1966** Croydon  $2\frac{1}{2}$  m - 2 m 49 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### West Croydon (3 m 17 ch)

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

**3.6.1966** West Croydon  $3\frac{1}{4}$  m - 3 m 17 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Kilkenny (3 m 57 ch)

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

**3.6.1966** Kilkenny  $3\frac{3}{4}$  m - 3 m 57 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Woodville Park (4 m 18 ch)

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

**3.6.1966** Woodville Park  $4\frac{1}{4}$  m - 4 m 18 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Woodville (4 m 48 ch)

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

**3.6.1966** Woodville  $4\frac{1}{2}$  m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

## 9.2 Woodville to Hendon

This section contains information about the Woodville to Hendon railway

### Woodville (4 m 48 ch)

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

**3.6.1966** Woodville  $4\frac{1}{2}$  m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Holdens (4 m 71 ch)

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

**3.6.1966** Holdens 5 m - 4 m 71 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Albert Park (5 m 54 ch)

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

**3.6.1966** Albert Park  $5\frac{3}{4}$  m - 5 m 54 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### Hendon (6 m 9 ch)

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

**3.6.1966** Hendon  $6\frac{1}{4}$  m - 6 m 9 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

## 9.3 Woodville to Grange

This section contains information about the Woodville to Grange and Henley Beach railway

### Woodville (4 m 48 ch)

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

**3.6.1966** Woodville  $4\frac{1}{2}$  m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

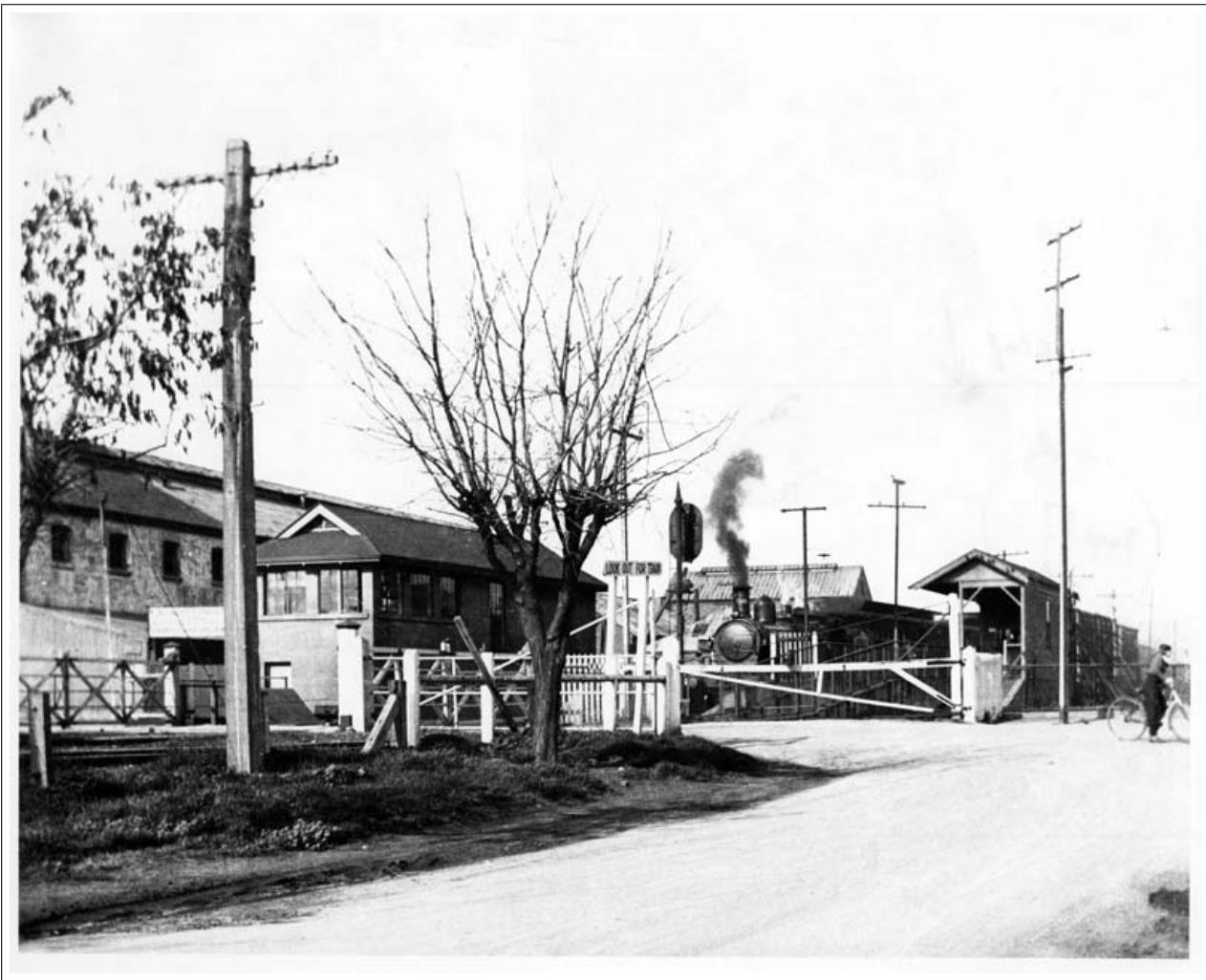
### Seaton Park (6 m 13 ch)

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

**3.6.1966** Seaton Park  $6\frac{1}{2}$  m - 6 m 13 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### East Grange (7 m 34 ch)

**3.6.1966** East Grange 7 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]



17.3.1951 - loco SAR F186 on passenger - signal cabin + station + wooden gates - Kilkenny (*Murray Billett Collection*)

#### **Golf Links**

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

#### **Grange (8 m 16 ch)**

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Grange 8 $\frac{1}{4}$  m - 8 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Kirkcaldy**

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

#### **Marlborough Street**

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

#### **Henley Beach**

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

### **9.4 Woodville to Glanville**

This section contains information about the Woodville to Glanville railway

#### **Woodville (4 m 48 ch)**

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Woodville 4 $\frac{1}{2}$  m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Cheltenham Siding (5.18 m)**

- Station

#### **Cheltenham Racecourse (5 m 32 ch)**

**3.6.1966** Cheltenham Racecourse 5 m 32 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]



**Cheltenham (5 m 38 ch)**

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

**3.6.1966** Cheltenham 5½ m - 5 m 38 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Alberton (6 m 28 ch)**

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

**3.6.1966** Alberton 6¼ m - 6 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Rosewater Junction**

The 'Rosewater Junction' is where the lines from 'Dry Creek', 'Woodville' and 'Glanville' meet. It is immediately south of the Grand Junction Road bridge.

- Railway Junction



,loco SAR K68 shunting wagons in yard - good shed - Port Dock - Searcy Collection (*Murray Billett Collection*)

**Port Adelaide Dock (7 m 34 ch)**

Port Dock was not on the main line to Outer Harbour, it branched off just after 'Alberton' near the 'Rosewater Junction'.

**3.6.1966** Port Adelaide Dock 7½ m - 7 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Commercial Road Port Adelaide (7 m 22 ch)**

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

**3.6.1966** Commercial Road Port Adelaide 7¼ m - 7 m 22 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Ethelton (8 m 8 ch)**

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

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

**Glanville (8 m 44 ch)**

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

**3.6.1966** Glanville 8½ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**9.5 Glanville to Semaphore**

This section contains information about the Glanville to Semaphore railway

**Glanville (8 m 44 ch)**

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

**3.6.1966** Glanville 8½ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Exeter (8 m 68 ch)**

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

**3.6.1966** Exeter - 8 m 68 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Semaphore (9 m 27 ch)**

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

**3.6.1966** Semaphore - 9 m 27 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**9.6 Glanville to Outer Harbour**

This section contains information about the Glanville to Outer Harbour railway

**Glanville (8 m 44 ch)**

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

**3.6.1966** Glanville 8½ m - 8 m 44 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Peterhead (9 m 7 ch)**

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

**3.6.1966** Peterhead 9 m 7 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Largs (9 m 49 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Largs 9½ m - 9 m 49 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Largs North (10 m 16 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Largs North 10¼ m - 10 m 16 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Draper (10 m 66 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Draper 10¾ m - 10 m 66 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Taperoo (11 m 34 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Taperoo 11½ m - 11 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Midlunga (11 m 56 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Midlunga 11¾ m - 11 m 56 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Osborne (12 m 12 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Osborne 12¼ m - 12 m 12 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Yerlo (13 m 1 ch)**

- 3.6.1966** Yerlo 13 m 1 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Outer Harbour (13 m 52 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Outer Harbour 13¾ m - 13 m 52 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**9.7 Woodville to Finsbury**

This section contains information about the Woodville to Finsbury and Gillman railway

**Woodville (4 m 48 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Woodville 4½ m - 4 m 48 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Actil**

- Station

**Woodville North**

- Station

**No.18 She**

- Station

**Finsbury (6 m 13 ch)**

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

**Gillman**

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

**9.8 Adelaide to Dry Creek**

This section contains information about the Adelaide to Dry Creek railway

**Adelaide (0.00 m)**

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

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

**North Adelaide (1 m 46 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** North Adelaide 1½ m - 1 m 46 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Ovingham (2m 21 ch)**

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

**3.6.1966** Ovingham  $2\frac{1}{4}$  m - 2m 21 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Dudley Park (3 m 5 ch)**

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

**3.6.1966** Dudley Park 3 m 5 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Islington (3.69 m)**

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

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

#### **Kilburn (4 m 63 ch)**

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

**3.6.1966** Kilburn 4 m 63 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Tube Mills (5 m 10 ch)**

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

**3.6.1966** Tube Mills 5 m 10 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Dry Creek (6 m 47 ch)**

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

**3.6.1966** Dry Creek  $6\frac{1}{2}$  m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### **9.9 Dry Creek to Northfield**

This section contains information about the Dry Creek to Northfield railway

#### **Dry Creek (6 m 47 ch)**

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

**3.6.1966** Dry Creek  $6\frac{1}{2}$  m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Cavan (7 m 45 ch)**

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

**3.6.1966** Cavan  $7\frac{1}{2}$  m - 7 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Pooraka (8 m 2 ch)**

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

**3.6.1966** Pooraka 8 m 2 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Northfield (8 m 71 ch)**

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

**3.6.1966** Northfield 9 m - 8 m 71 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Stockade**

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

### **9.10 Dry Creek to Salisbury**

This section contains information about the Dry Creek to Salisbury railway

#### **Dry Creek (6 m 47 ch)**

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

**3.6.1966** Dry Creek  $6\frac{1}{2}$  m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Green Fields (9.50 m)**

- Station

#### **Parafield Gardens (10.25 m)**

- Station

#### **Parafield (11 m 2 ch)**

**3.6.1966** Parafield 11 m - 11 m 2 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Spains Road — Chidda (11 m 63 ch)**

**30.6.1950** Spains Road - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**3.6.1966** Chidda  $11\frac{3}{4}$  m - 11 m 63 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### **Salisbury (12 m 45 ch)**

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

**3.6.1966** Salisbury 12 $\frac{1}{2}$  m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### 9.11 Salisbury to Penfield

This section contains information about the Salisbury to Penfield railway

#### Salisbury (12 m 45 ch)

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Salisbury 12 $\frac{1}{2}$  m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Hilra (13 m 55 ch)

**3.6.1966** Hilra 13 $\frac{1}{2}$  m - 13 m 55 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Penfield No.1 (14 $\frac{1}{2}$ m)

**3.6.1966** Penfield No.1 14 $\frac{1}{2}$  m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Penfield No.2 (15 m)

**3.6.1966** Penfield No.2 15 $\frac{3}{4}$  m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Penfield No.3 (16 m)

**3.6.1966** Penfield No.3 16 $\frac{3}{4}$  m - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

### 9.12 Salisbury to Gawler

This section contains information about the Salisbury to Gawler railway

#### Salisbury (12 m 45 ch)

**30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'  
**3.6.1966** Salisbury 12 $\frac{1}{2}$  m - 12 m 45 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Nurlutta (13 m 34 ch)

**3.6.1966** Nurlutta 13 $\frac{1}{2}$  m - 13 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### GMH Elizabeth (14 m 10 ch)

**3.6.1966** G.M.H. Elizabeth 14 m 10 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Elizabeth South (14 m 75 ch)

**3.6.1966** Elizabeth South 14 m 75 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Elizabeth (16 m 01 ch)

**3.6.1966** Elizabeth 16 m 01 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Womma (16 m 78 ch)

**3.6.1966** Womma 17 m - 16 m 78 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Broadmeadows (17 m 28 ch)

**3.6.1966** Broadmeadows 17 $\frac{1}{2}$  m - 17 m 28 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Smithfield (18 m 65 ch)

**3.6.1966** Smithfield 18 $\frac{3}{4}$  m - 18 m 65 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Kudla (21 m 15 ch)

**3.6.1966** Kudla 21 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Tambelin (23 m 15 ch)

**3.6.1966** Tambelin 23 $\frac{1}{4}$  m - 23 m 15 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Para (23 m 76 ch)

**3.6.1966** Para 24 m - 23 m 76 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

#### Gawler (24 m 61 ch)

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

### 9.13 Glenelg North

This section contains information about the Glenelg North railway

#### Adelaide (0.00 m)

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

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

**Thebarton**

- Station

**Hilton**

- Station

**Richmond**

- Station

**Kurralta Park (3.25 m)**

- Station

**Plympton**

- Station

**Camden**

- Station

**Novar Gardens (5.88 m)**

- Station

**McDonalds**

- Station

**St Leonards**

- Station

**Glenelg****9.14 Glenelg South**

This section contains information about the Glenelg South railway

**Victoria Square (0.00 m)**

- Station

**South Terrace**

- Station

**Wayville**

- Station

**Goodwood Road**

- Station

**Forestville**

- Station

**Black Forest**

- Station

**Hayhurst (3.86 m)**

- Station

**South Plympton**

- Station

**Morphettville**

- Station

**Helmsdale (5.11 m)**

- Station

**Miller's Corner**

- Station

**Glenelg**

- Station

**9.15 Woodville to Glanville**

This section contains information about the Dry Creek to Rosewater (Loop) railway

**Dry Creek (6 m 47 ch)**

- 30.6.1950** On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'
- 3.6.1966** Dry Creek 6 $\frac{1}{2}$  m - 6 m 47 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

**Bishop**

- Crossing Loop

**Wingfield**

- Station

**One Steel**

- Branches off main line

**North Arm Road**

- Station

**Gillman**

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

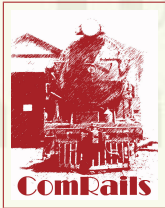


c.1925 - loco SAR P class on passenger train - view of jetty area - Moseley Square - Glenelg (*Murray Billett Collection*)

### **Rosewater Junction**

The 'Rosewater Junction' is where the lines from 'Dry Creek', 'Woodville' and 'Glanville' meet. It is immediately south of the Grand Junction Road bridge.

- Railway Junction



Volume6

CHAPTER

10

## EYRE PENINSULA LINES

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## 10.1 Cummins to Buckleboo

This section contains information about the Cummins to Buckleboo railway

**Cummins 67.5 km (41 m 70 ch)**

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

**Uranno 79.6 km (49 m 30 ch)**

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

**Cockaleeche 84.5 km (52 m 31 ch)**

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

**Moreenia 93.9 km (58 m 23 ch)**

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

**Railcar Stopping Place 97 km (60 m 6 ch)**

**10.9.1945** Designated as sopping place

**Moody 100 km (62 m 6 ch)**

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

**Moody Tank 101.5 km (63 m 0 ch)**

**between 1915 and 1920** Opned as watering place

**Ungarra 108.1 km (67 m 5 ch)**

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

**Butler 117.5 km (73 m 8 c)**

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

**Railcar Stopping Place 124 km (77 m 10 ch)**

**10.9.1945** Designated as sopping place

**Mount Hill 128.2 km (79 m 43 ch)**

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

**Railcar Stopping Place 135 km (83 m)**

**1950** Shown in Working Time Table

**Wharminda 140.5 km (87 m 17 ch)**

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

**Verran 153.9 km (95 m 43 ch)**

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

**Taragoro 164.1 km (101 m 68 ch)**

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

**Rudall 172.7 km (107 m 13 ch)**

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

**Karkarook 178.8 km (110 m 78 ch)**

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

**Kielpa 185.3 km (115 m)**

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

**Kononda 192.8 km (119 m 56 ch)**

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

**Darke's Peak 198.5 km (123 m 24 ch) — Darke Peak 198.5 km (123 m 24 ch)**

**30.6.1950** Darke Peake - On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

**Caralue 210.8 km (130 m 68 ch)**

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

**Waddikee 218.3 km (135 m 43 ch)**

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

**Bunora 224 km (138 m 72 ch)**

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

**Balumbah 230.6 km (143 m 8 ch)**

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

**Toopoorra 238.5 km (148 m 9 ch)**

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

**Kimba 244.6 km (151 m 67 ch)**

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

**Nammuldi 253.5 km (157 m 21 ch)**

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

**Cortlinye 260 km (161 m 33 c) — Drekurmi 260 km (161 m 33 c)**

**11.1.1926** Good traffic accepted. [pk]

**5.8.1926** Opened as unnamed siding when the line opened. [pk]

**24.5.1926** Named 'Cortlinye'. [pk]

**5.8.1926** Swapped names with the next siding and became 'Drekurmi'. [pk]

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

**Drekurmi 266.6 km (165m 31 ch) — Cortlinye 266.6 km (165m 31 ch)**

**11.1.1926** Good traffic accepted. [pk]

**24.5.1926** Named 'Drekurmi'. [pk]

**5.8.1926** Opened with the line officially named as 'Cortlinye' - swapped named with previous siding. [pk]

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

**Cunyarie 273.5 km (169 m 60 ch)**

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

**Buckleboo 280.c km (174 m)**

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

**10.2 Port Lincoln to Thevenard**

This section contains information about the Port Lincoln to Thevenard railway

**Kirton Point Jetty**

**5.12.1907** Jetty on Boston Bay Port Lincoln opened

**Brennens Jetty**

**1923** Jetty on Boston Bay Port Lincoln opened

**Port Lincoln 0 km (0 m)**

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

**One Mile Siding 1.6 km (1 m)**

- SA Wheat Harvest Board Siding

**Barley Siding 2.3 km (1 m 32 ch)**

- Australian Barley Board Siding

**BarleySiding 2.8 km (1 m 68 ch) — Ravendale 2.8 km (1 m 68 ch)**

- Australian Wheat Board Loop Siding

**Eyre Peninsula Co-operation Ltd Siding 3.2 km (2 m 9 ch) — Government Produce Department Siding 3.2 km (2 m 9 ch) — Samcor Siding 3.2 km (2 m 9 ch)**

**17.3.1924** Opened

**Four Mile Quarry 6.5 km (4 m)**

- Served the ballast quarry on Northside Hill

**Five Mile Siding 7.9 km (4 m 75 ch) — Grantham**

- Originally built as Australian Wheat Board Siding

**Duck Ponds 12.4 km (7 m 53 ch)**

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

**Coomunga 21.6 km (13 m 27 ch)**

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

**Pearlah 30.3 km (18 m 60 ch) — Vennings 30.3 km (18 m 60 ch)**

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

**Wanilla 38.9 km (23 m 47 ch)**

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

**Warunda 44 km (27 m 23 ch)**

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

**Mortlock 51.3 km (31 m 62 ch) — Edillilie 51.3 km (31 m 62 ch)**

**18.11.1907** Opened as 'Mortlock'.

**10.1908** Renamed 'Edillilie'

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

**Pillana 58.8 km (36 m 35 ch)**

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

**Cummins 67.5 km (41 m 70 ch)**

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

**Wildeloo 75 km (46 m 47 ch)**

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

**Yeelanna 81.7 km (50 m 55 ch)**

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

**Kilto 89 km (55 m 15 ch) — Kaldow 89 km (55 m 15 ch)**

**5.5.1913** Opened - named 'Kilto' [pk]

**11.11.1918** Renamed 'Kaldow' [pk]

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

**Karkoo 93.6 km (58 m 7 ch)**

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

**Coomaba 99 km (61 m 46 ch)**

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

**Tooligie 113.4 km (70 m 27 ch)**

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

**Peachina 122.6 km (76 m 9 ch)**

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

**Murdinga 128.2 km (80 m 2 ch)**

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

**Warrachie 137.4 km (85 m 25 ch)**

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

**Terre 148.5 km (92 m 142 ch) — Lock 148.5 km (92 m 142 ch)**

**5.5.1913** Opened - named 'Terre' [pk]

**26.12.1921** Renamed 'Lock' [pk]

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

**97 Miles 156 km (96 m 65 ch) — McLachlan 156 km (96 m 65 ch)**

**28.9.1914** Officially opened

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

**Kopi 175.2 km (108 m 62 ch)**

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

**Nantuma 183 km (113 m 49 ch)**

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

**Warrambo 190.2 km (117 m 76 ch)**

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

**Kyancutta 203.1 km (126 m 9 ch)**

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

**Polkinney**

- Located just north of Kynancutta as an early stopping place

**Wannamana 210 km (130 m 12 ch)**

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

**Wudinna 216.2 km (134 m 18 ch)**

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

**Pygery 222.1 km (137 m 73 ch)**

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

**Pinbong 227.5 km (141 m 26 ch)**

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

**Yaninee 237.6 km (147 m 42 ch)**

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

**Poldinna 245.5 km (152 m 22 ch)**

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

**Minnipa 253.4 km (157 m 29 ch)**

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

**Minnipa Ballast Siding 259.5 km (160 m 72 ch)**

**25.11.1969** Opened'

**Condada 265 km (164 m 41 ch)**

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

**Karcultaby 274 km (170 m 11 ch)**

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

**Poochera 287.2 km (178 m 27 ch)**

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

**Chandada 296.5 km (184 m 8 ch) — Capietha 296.5 km (184 m 8 ch)**

**23.5.1916** Opened - named 'Chandada' [pk]

**13.6.1925** Renamed 'Capietha' [pk]

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

**Cungena (190 m 35 ch)**

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

**Yantanaby 320.1 km (198 m 63 ch)**

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

**Wirrula 333.2 km (207 m)**

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

**Pimbaacla 345.3 km (214 m 36 ch)**

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

**Nunjikompita 357.6 km (222 m 6 ch)**

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

**Chinbingina 370.5 km (229 m 39 ch)**

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

**Puntabie 379.5 km (235 m 48 ch)**

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

**Mudamuckla 388 km (241 m 1 ch)**

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

**Chillundie 397 km (246 m 15 ch)**

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

**Beautiful Valley 402.6 km (250 m 6 ch) — Maltee 402.6 km (250 m 6 ch)**

**8.2.1915** Opened - named 'Beautiful Valley' [pk]

**12.6.1916** Renamed 'Maltee' [pk]

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

**Wandana 416.1 km (258 m 33 ch)**

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

**Penong Junction 4429.7 km (260 m 70 ch)**

**13.2.1966** Opened as junction of new Kevin line

**Temporary Junction (267 m 16 ch)**

**6.9.1965** Opened to allow access to new Kevin line under construction

**Ceduna 431.9 km (267 m 78 ch)**

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

**Murat Bay Siding**

**7.2.1916** Long siding from Ceduna Station to goods shed

**Australian Wheat Board Siding 432.5 km (268 m 58 ch)**

- Station

**Thevenard 434.2 km (269 m 42 ch)**

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

### 10.3 Yeelanna to Mount Hope

This section contains information about the Yeelanna to Mount Hope railway

**Yeelanna 81.7 km (50 m 55 ch)**

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

**Ningana 87.4 km (54 m 34 ch)**

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

**Yeltukka 93 km (57 m 53 ch)**

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

**Kapinnie 104.5 km (64 m 63 ch) — Kapinnie 105 km (65 m 30 ch)**

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

**1954** Station moved to higher ground due to sustained flooding after rain. [pk]

**Kiana 113 km (69 m 78 ch)**

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

**Mount Hope 119 km (73 m 67 ch)**

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

### 10.4 Wandana to Penong

This section contains information about the Wandana to Penong railway

**Wandana 416.1 km (258 m 33 ch)**

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

**Penong Junction 4429.7 km (260 m 70 ch)**

**13.2.1966** Opened as junction of new Kevin line

**Temporary Junction (267 m 16 ch)**

**6.9.1965** Opened to allow access to new Kevin line under construction

**Chinta 426.5 km (264 m 35 ch)**

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

**Kalanbi 436.5 km (270 m 56 ch)**

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

**Wiabuna 450 km (279 m 28 c)**

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

**Chatana 457.5 km (283 m 54 ch) — Koonibba 457.5 km (283 m 54 ch)**

**7.2.1924** Opened - was named 'Chatana' after local homestead, before opening, but changed to 'Koonibba' two weeks later[pk]

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

**14.2.1966** Closed. [pk]

**Koonibba 469 km (291 m 5 ch) — Uworra 469 km (291 m 5 ch)**

**7.2.1924** Opened - was named 'Koonibba' but changed to 'Uworra' when 'Chatana' renamed 'Koonibba'[pk]

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

**Watraba 480.5 km (297 m 72 ch)**

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

**Kowulka 492.5 km (305 m 43 ch)**

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

**Gypsum Fields 501.5 km (311 m) — Kevin 501.5 km (311 m)**

Branches off main line to 'Penong' at 'Kowulka'.

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

**Penong 500 km (310 m 14 ch)**

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

**Moule 445.6 km (276 m 77 ch)**

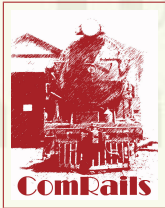
**13.2.1966** Opened

**Charra 466.2 km (289.5 m)**

**13.2.1966** Opened

**Gypsum Field 501.5 km (311 m) — Kevin**

**11.4.1950** Opened - 311M via Wandana and Kowulka,  
304.2M via Penong Junction



Volume6

CHAPTER

11

**OTHER LINES**

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This section contains information about various traffic routes operated by the *South Australian* and *Commonwealth Railways*.

## 11.1 Port Augusta to Whyalla Railway

This section contains information about the Port Augusta to Whyalla Railway.

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

- 2.1886** Port Augusta 0 m - narrow gauge [SAR PTT 2.1886]
- 30.10.1914** Accounting Stations [MN 2/14]
- 2.1917** Port Augusta 0 m - narrow gauge CAR [SAR PTT 2.1917]
- 12 & 15.11.1917** List of Open Stations [NAA B300/6 5981 Pt 1]
- 1.5.1924** Crossing Loop 1200 ft.[GA]
- 30.6.1924** Electric Staff Station by[Annual Report]
- 1.8.1932** Goods Sidings 21,800 ft.[GA]
- 11.1934** Port Augusta 0m - narrow gauge CAR [SAR PTT 11.1934]
- 12.7.1937** 56 m [SAWN 27/37]
- 1.10.1937** Port Augusta 56 miles - [MN 136/37]
- 1.11.1939** Port Augusta 56 m 28 c 45l - [Goods & Livestock]
- 1.3.1950** Loop 1200 ft., Sdgs 21,800 ft.[GA]
- 6.1953** Port Augusta 0 m - narrow gauge [SAR PTT 6.1953]
- 1.1.1961** Port Augusta 56 m 28 c - Pass. Fares & Goods Rates Books
- 25.1.1961** Drawer Locks remain at Wheel Truing Yard (Up end) and Tassie St[WGC 4/61]
- 1.11.1962** Port Augusta 56 $\frac{1}{4}$  m - Train Order replaced Electric Staff Port Augusta - Tarcoola 11/11/62 [WN 44/62]
- 23.9.1966** 3 ft 6 ins gauge Track removal to Stirling North[WN 38/66]
- 2.1973** Port Augusta 0 m - narrow gauge CAR [PTT 2.1973]
- 2.7.1973** Port Augusta 92 km - 92 km in Pass. Fares 1.7.1973, and in WTT 14.10.1973 Loop 366 m[Metrication]
- 17.8.1975** Station in Fast & Slow Mixed Service[Advert.]
- 1.7.1979** Port Augusta 92 km - Engine stabling depot - Fuel station - Turntable - Refreshment room - Crossing loop 366 m - Carriage watering station - ANR WTT 1.7.1979
- 17.1.1988** Stirling North - Pt Augusta Train Order replaces Electric Staff by 17.1.1988 [WTT]
- 1.6.1989** Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988)WN 22/89

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

- 30.06.1914** Mentioned in Annual Report as 'Tassie Street'

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

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

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

- 20.4.1972** Whyalla Line Jcn near Tassie St - Open, probably ES [WN 16/72]
- 16.10.1972** Called Tassie Street in this WTT [WTT Temp]
- 21.9.1972** Whyalla Jcn. 57 m 75 c - Open 25.9.1972, probably ES [WN 38/72]
- 28.9.1972** Line to Whyalla open 6.10.1972 [WN 39/72]
- 26.10.1972** Renamed Spencer Jcn [WN 43/72]
- 26.10.1972** Renamed from Whyalla Jcn [WN 43/72]
- 2.7.1973** Spencer Junction 95 km approx. - 95 km in WTT 14.10.1973 [Metrication]
- 14.10.1973** Electric Staff Station by [WTT]
- 26.9.1974** 95.2km approx [WN 38/74]
- 1.7.1979** Spencer Junction Jst 95 km - Crossing loop ANR WTT 1.7.1979
- 1.6.1989** Pt Augusta - Spencer Jcn Train Order 6.6.1989 (Typo WTT 17.1.1988) WN 22/89

**Ballast Siding 110.5 km**

- 1.7.1979** Ballast Siding 110.5 km - Unattended - Good Loop 366 m ANR WTT 1.7.1979

**Lincoln Gap 121.5 km**

- 1.7.1979** Lincoln Gap 121.5 km - Unattended - Crossing loop 1529 m - ANR WTT 1.7.1979

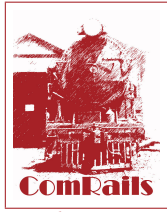
**Roopena 143 km**

- 1.7.1979** Roopena 143 km - Unattended - Crossing loop 1529 m - ANR WTT 1.7.1979

**Whyalla 168 km**

- 1.7.1979** Whyalla 168 km (76 km from Port Augusta)- Resthouse for trainmen - Carriage watering station - Crossing loop ANR WTT 1.7.1979





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- Cannawigara** Serviceton – 175 m 54 ch (page 30)
- Capietha** Port Lincoln to Thevenard – 184 m 8 ch – 296.5 km (page 120)
- Caralue** Cummins to Buckleboo – 130 m 68 ch – 210.8 km (page 117)
- Cardonia** TAR (Zanthus to Kalgoorlie) (page 92)
- Carnes** CAR-SG (Tarcoola to Alice Springs) – 566.50 km (page 59)
- Carrieton** Peterborough to Quorn – 320 km (page 9)
- Carripook** Serviceton – 22 m 72 ch (page 28)
- Cavan** Dry Creek to Northfield – 7 m 45 ch (page 111)
- Ceduna** Port Lincoln to Thevenard – 267 m 78 ch – 431.9 km (page 120)
- Cellulose** Mount Gambier to Millicent (page 40)
- Chandada** Port Lincoln to Thevenard – 184 m 8 ch – 296.5 km (page 120)
- Chandler** CAR-SG (Tarcoola to Alice Springs) – 965.50 km (page 60)
- Chandos** Taillem Bend to Pinnaroo (page 23)
- Charlestown** Mount Pleasant – 35.91 m (page 31)
- Charra** Wandana to Penong – 289.5 m – 466.2 km (page 121)
- Chatana** Wandana to Penong – 283 m 54 ch – 457.5 km (page 121)
- Cheltenham Racecourse** Woodville to Glanville – 5 m 32 ch (page 108)
- Cheltenham Siding** Woodville to Glanville – 5.18 m (page 108)
- Cheltenham** Woodville to Glanville – 5 m 38 ch (page 109)
- Chidda** Dry Creek to Salisbury – 11 m 63 ch (page 111)
- Chifley** TAR (Zanthus to Kalgoorlie) – 1020 m 71 c – 1642 km (page 92)
- Chillundie** Port Lincoln to Thevenard – 246 m 15 ch –

- 397 km (page 120)
- Chinbingina** Port Lincoln to Thevenard – 229 m 39 ch – 370.5 km (page 120)
- Chinta** Wandana to Penong – 264 m 35 ch – 426.5 km (page 121)
- Chowilla Dam** Alawoona to Barmera (page 19)
- Clapham** Serviceton – 6 m 20 ch (page 27)
- Clare Showground siding** – 88 – 67 ch (page 14)
- Clare** Riverton to Spalding – 90 m 50 ch (page 14)
- Clarence Park** Willunga – 3.91 m (page 34)
- Cobera** Tailem Bend to Loxton (page 22)
- Cockaleechie** Cummins to Buckleboo – 52 m 31 ch – 84.5 km (page 117)
- Cockburn** Port Pirie to Broken Hill (SG) – 345.5 km (page 11)
- Cockburn** Port Pirie to Broken Hill (SG) – 482.5 km (page 11)
- Cockburn** Port Pirie to Broken Hill (NG) – 299 m 22 ch (page 9)
- Collings** North Australia Railway – 246 m 47 c (page 103)
- Collinsfield** Adelaide to Port Pirie – 102 m (page 4)
- Commercial Road Port Adelaide** Woodville to Glanville – 7 m 22 ch (page 109)
- Commonwealth Salt Works Siding** TAR (Port Augusta to Tarcoola) (page 74)
- Compton** Mount Gambier to Millicent (page 40)
- Condada** Port Lincoln to Thevenard – 164 m 41 ch – 265 km (page 120)
- Condowie** Brinkworth to Kadina – 110 m (page 6)
- Cook** TAR (Cook to Zanthus) – 512 m 51 c (page 84)
- Cook** TAR (Cook to Zanthus) – 569 m 7 c 43 l – 914.5 km (page 84)
- Cook** TAR (Tarcoola to Cook) – 512 m 51 c (page 83)
- Cook** TAR (Tarcoola to Cook) – 569 m 7 c 43 l – 914.5 km (page 83)
- Cooke's Plains** Serviceton – 85 m 39 ch (page 29)
- Coolawatinnie** Port Pirie to Broken Hill (NG) – 198 m 64 ch (page 10)
- Coomaba** Port Lincoln to Thevenard – 61 m 46 ch – 99 km (page 119)
- Coomandook** Serviceton – 95 m 52 ch (page 29)
- Coombe** Serviceton – 142 m 28 ch (page 30)
- Coomunga** Port Lincoln to Thevenard – 13 m 27 ch – 21.6 km (page 118)
- Coonalpyn** Serviceton – 113 m 30 ch (page 30)
- Coonamia** Port Pirie to Broken Hill (SG) – 225 km (page 13)
- Coonamia** Port Pirie to Broken Hill (SG) – 359.5 km (page 13)
- Coonamia** Adelaide to Port Pirie – 225 km (page 4)
- Coonamia** Adelaide to Port Pirie – 359.5 km (page 4)
- Coonamia** TAR (Port Pirie to Port Augusta) – 225 km (page 65)
- Coonamia** TAR (Port Pirie to Port Augusta) – 359.5 km (page 65)
- Coonana** TAR (Zanthus to Kalgoorlie) (page 92)
- Coonana** TAR (Zanthus to Kalgoorlie) – 1002 m – 1611 km (page 92)
- Coonawarra** Wolseley to Mount Gambier (page 39)
- Coondambo (Homestead)** TAR (Port Augusta to Tarcoola) – 174 m 56 c (page 74)
- Coondambo Homestead Crossing** TAR (Port Augusta to Tarcoola) – 231 m 3 c 96 l – 371 km (page 74)
- Coondambo** TAR (Port Augusta to Tarcoola) – 177 m 44 c (page 75)
- Coondambo** TAR (Port Augusta to Tarcoola) – 233 m 75 c 61 l – 375.5 km (page 75)
- Coorara** Willunga (page 34)
- Copeville** Karoonda to Waikerie – 208.5 km (page 20)
- Copley** CAR NG (Port Augusta to Marree) – 163 m 13c (page 48)
- Coromandel** Serviceton – 11 m 2 ch (page 27)
- Cortlinye** Cummins to Buckleboo – 161 m 33 c – 260 km (page 118)
- Cortlinye** Cummins to Buckleboo – 165m 31 ch – 266.6 km (page 118)
- Coward Springs** CAR NG (Marree to Oodnadatta) – 311 m 20c (page 49)
- Crane Road** Mount Pleasant (page 31)
- Cross Roads** Balaklava to Moonta – 133.25 m (page 6)
- Crossing Loop 1020 $\frac{3}{4}$  miles** TAR (Zanthus to Kalgoorlie) – 1020 $\frac{3}{4}$  m (page 92)
- Crossing Loop 1072 miles** TAR (Zanthus to Kalgoorlie) – 1071 m 20 c – 1722.5 km (page 94)
- Crossing Loop 285 $\frac{1}{2}$  miles** TAR (Port Augusta to Tarcoola) – 285 $\frac{1}{2}$  m (page 76)
- Crossing Loop 397 miles** TAR (Tarcoola to Cook) – 397 m (page 79)
- Crossing Loop 417 miles** TAR (Tarcoola to Cook) – 416 m 22 c (page 80)
- Crossing Loop 445 Miles** TAR (Tarcoola to Cook) – 445 m 31 c (page 80)
- Crossing Loop 463 miles** TAR (Tarcoola to Cook) – 463 m (page 81)
- Crossing Loop 518 miles** TAR (Tarcoola to Cook) – 518 m 73 ch (page 83)
- Crossing Loop 553 miles** TAR (Tarcoola to Cook) – 553 m 17 ch (page 83)
- Crossing Loop 594 $\frac{3}{4}$  miles** TAR (Cook to Zanthus) – 594 $\frac{3}{4}$  m (page 84)
- Crossing Loop 672 miles** TAR (Cook to Zanthus) – 672 m (page 86)
- Crossing Loop 724 miles** TAR (Cook to Zanthus) – 724 m 40 c (page 87)
- Crossing Loop 856 miles** TAR (Cook to Zanthus) – 856 m (page 88)
- Crossing Loop 919 miles** TAR (Cook to Zanthus) – 919 m 27 c (page 90)
- Crossing Loop 958 $\frac{1}{2}$  miles** TAR (Cook to Zanthus) – 959 m 35 c (page 90)
- Crossing Loop** TAR (Tarcoola to Cook) – 354 $\frac{1}{2}$  m (page 79)
- Crown Point** CAR NG (Oodnadatta to Alice Springs) – 619 m (page 53)
- Croydon** Adelaide to Woodville – 2 m 49 ch (page 107)
- Crystal Brook** Port Pirie to Broken Hill (SG) – 197.5 km (page 12)
- Crystal Brook** Port Pirie to Broken Hill (SG) – 22.5 km



(page 12)  
**Crystal Brook** Port Pirie to Broken Hill (SG) – 334.5 km (page 12)  
**Crystal Brook** Port Pirie to Broken Hill (NG) – 197.5 km (page 11)  
**Crystal Brook** Port Pirie to Broken Hill (NG) – 22.5 km (page 11)  
**Crystal Brook** Port Pirie to Broken Hill (NG) – 334.5 km (page 11)  
**Crystal Brook** Adelaide to Port Pirie – 197.5 km (page 4)  
**Crystal Brook** Adelaide to Port Pirie – 22.5 km (page 4)  
**Crystal Brook** Adelaide to Port Pirie – 334.5 km (page 4)  
**Crystal Salt Works** TAR (Port Augusta to Tarcoola) – 5 m (page 70)  
**Cudmore Hill Road** CAR NG (Port Augusta to Marree) – 55 m 24 c (page 46)  
**Cudmore Hill Road** TAR (Port Pirie to Port Augusta) – 55 m 24 c (page 68)  
**Culburra** Serviceton – 124 m 44 ch (page 30)  
**Cullen** North Australia Railway – 160 m 36 c (page 103)  
**Cummins** Cummins to Buckleboo – 41 m 70 ch – 67.5 km (page 117)  
**Cummins** Port Lincoln to Thevenard – 41 m 70 ch – 67.5 km (page 119)  
**Cungena** Port Lincoln to Thevenard – 190 m 35 ch (page 120)  
**Cunyarie** Cummins to Buckleboo – 169 m 60 ch – 273.5 km (page 118)  
**Curdimurka** CAR NG (Marree to Oodnadatta) – 293 m 77c (page 49)  
**Currency Creek** Victor Harbor – 66 m 44 ch (page 33)  
**Custon** Wolseley to Mount Gambier (page 39)  
**Cutana** Port Pirie to Broken Hill (SG) – 443.5 km (page 12)  
**Cutana** Port Pirie to Broken Hill (NG) – 274 m 74 ch (page 9)

## D

**Darke Peak** Cummins to Buckleboo – 123 m 24 ch – 198.5 km (page 117)  
**Darke's Peak** Cummins to Buckleboo – 123 m 24 ch – 198.5 km (page 117)  
**Darwin River** North Australia Railway – 42 m 56 c (page 100)  
**Darwin** North Australia Railway – 0 m (page 99)  
**Deakin** TAR (Cook to Zanthus) – 599 m (page 85)  
**Deakin** TAR (Cook to Zanthus) – 655 m 67 c 88 l – 1054 km (page 85)  
**Deakin** TAR (Tarcoola to Cook) – 427 m (page 81)  
**Deep Creek** Roseworthy to Morgan – 74 m (page 14)  
**Deep Well** CAR NG (Oodnadatta to Alice Springs) – 722 m (page 54)  
**Denman** TAR (Cook to Zanthus) – 595 m – 956.5 km (page 84)  
**Depot (Tassie Street)** TAR (Port Augusta to Tarcoola) (page 69)  
**Depot (Tassie Street)** Port Augusta to Whyalla (page 125)

**Direk** Adelaide to Port Pirie – 17.60 m (page 3)  
**Dorrien** Gawler to Angaston – 46 m 12 ch (page 7)  
**Douglas** CAR NG (Marree to Oodnadatta) – 365 $\frac{1}{4}$  m (page 51)  
**Draper** Glanville to Outer Harbour – 10 m 66 ch (page 110)  
**Drekurmi** Cummins to Buckleboo – 161 m 33 c – 260 km (page 118)  
**Drekurmi** Cummins to Buckleboo – 165m 31 ch – 266.6 km (page 118)  
**Dry Creek North** Adelaide to Port Pirie – 15.5 km (page 3)  
**Dry Creek** Adelaide to Dry Creek – 6 m 47 ch (page 111)  
**Dry Creek** Dry Creek to Northfield – 6 m 47 ch (page 111)  
**Dry Creek** Dry Creek to Rosewater – 6 m 47 ch (page 113)  
**Dry Creek** Dry Creek to Salisbury – 6 m 47 ch (page 111)  
**Duck Ponds** Port Lincoln to Thevenard – 7 m 53 ch – 12.4 km (page 118)  
**Dudley Park** Adelaide to Dry Creek – 3 m 5 ch (page 111)  
**Duff Creek** CAR NG (Marree to Oodnadatta) – 403 m (page 52)  
**Duffield** CAR NG (Oodnadatta to Alice Springs) – 609 m (page 53)

## E

**East Grange** Woodville to Grange and Henley Beach – 7 m 34 ch (page 107)  
**Eba** Roseworthy to Morgan – 98 m 56 ch (page 15)  
**Eden Hills** Serviceton – 9 m 7 ch (page 27)  
**Edeowie** CAR NG (Port Augusta to Marree) – 101 m (page 47)  
**Edillilie** Port Lincoln to Thevenard – 31 m 62 ch – 51.3 km (page 119)  
**Ediowie** CAR NG (Port Augusta to Marree) – 101 m (page 47)  
**Edith River** North Australia Railway – 175 m 78 c (page 103)  
**Edward's Creek** CAR NG (Marree to Oodnadatta) – 413 m 47c (page 52)  
**Edwardstown** Willunga – 4.90 m (page 34)  
**Elizabeth South** Salisbury to Gawler – 14 m 75 ch (page 112)  
**Elizabeth** Salisbury to Gawler – 16 m 01 ch (page 112)  
**Elsey** North Australia Railway – 280 m 75 c (page 103)  
**Elwomple** Tailem Bend to Pinnaroo (page 22)  
**Emerson** Willunga – 4.43 m (page 34)  
**Emungalan** North Australia Railway – 199 m 18 c (page 103)  
**Engoordina** CAR NG (Oodnadatta to Alice Springs) – 669 m (page 54)  
**Eschol** Victor Harbor (page 33)  
**Ethelton** Woodville to Glanville – 8 m 8 ch (page 109)  
**Eudunda** Roseworthy to Morgan – 68 m 54 ch (page 14)  
**Eudunda** Eudunda to Robertstown – 68 m 54 ch (page 6)  
**Eurelia** Peterborough to Quorn – 305.5 km (page 9)

**Ewaninga** CAR NG (Oodnadatta to Alice Springs) – 751 m (page 54)  
**Exeter** Glanville to Semaphore – 8 m 68 ch (page 109)  
**Eyre Peninsula Co-operation Ltd Siding** Port Lincoln to Thevenard – 2 m 9 ch – 3.2 km (page 118)

## F

**Farina** CAR NG (Port Augusta to Marree) – 198 m 34c (page 48)  
**Farrell Flat Road Bridge** Riverton to Spalding – 91 m 24 ch (page 14)  
**Farrell Flat** Roseworthy to Peterborough (page 15)  
**Ferguson** TAR (Port Augusta to Tarcoola) – 292 m 00 c – 469 km (page 76)  
**Fergusson River** North Australia Railway – 165 m 60c (page 103)  
**Finke Stockyards** CAR NG (Oodnadatta to Alice Springs) (page 54)  
**Finke** CAR NG (Oodnadatta to Alice Springs) – 629 m 27c (page 54)  
**Finniss** Victor Harbor – 60 m 44 ch (page 33)  
**Finsbury** Woodville to Finsbury and Gillman – 6 m 13 ch (page 110)  
**Firdan** North Australia Railway – 27 m 17c (page 100)  
**Fisher** TAR (Tarcoola to Cook) – 480 m (page 83)  
**Fisher** TAR (Tarcoola to Cook) – 535 m 74 c 33 l – 860.5 km (page 83)  
**Five Mile Siding** Port Lincoln to Thevenard – 4 m 75 ch – 7.9 km (page 118)  
**Fords** Roseworthy to Morgan – 43 m 50 ch (page 14)  
**Forestville** Glenelg South (page 113)  
**Forrest** TAR (Cook to Zanthus) – 651 m (page 86)  
**Forrest** TAR (Cook to Zanthus) – 707 m 41 c 49 l – 1137.5 km (page 86)  
**Fountain Head** North Australia Railway – 107 m 66 c (page 101)  
**Four Mile Quarry** Port Lincoln to Thevenard – 4 m – 6.5 km (page 118)  
**Frances Bay Freight Yard** North Australia Railway – 0 m (page 99)  
**Frances Creek** North Australia Railway – 145 m (page 101)  
**Frances** Wolseley to Mount Gambier – 347.5 km (page 39)  
**Freeling** Roseworthy to Morgan – 36 m (page 14)

## G

**Galga** Karoonda to Waikerie – 224 km (page 21)  
**Gawler North** Gawler to Angaston – 26 m 16 ch (page 7)  
**Gawler Oval** Gawler to Angaston – 25  $\frac{3}{4}$  m (page 6)  
**Gawler** Gawler to Angaston – 24 m 61 ch (page 6)  
**Gawler** Salisbury to Gawler – 24 m 61 ch (page 112)  
**Gemmells** Victor Harbor – 43.58 m (page 32)  
**Georgetown** Hamley Bridge to Gladstone – 129 m (page 8)  
**Geranium** Tailem Bend to Pinnaroo – 189 km (page 22)

**Gilbert River Bridge** Hamley Bridge to Gladstone (page 7)  
**Gilbert River Bridge** Roseworthy to Peterborough (page 15)  
**Gilberts** Victor Harbor – 61.69 m (page 33)  
**Gillman** Woodville to Finsbury and Gillman (page 110)  
**Gillman** Dry Creek to Rosewater (page 113)  
**Gladstone Station** Port Pirie to Broken Hill (SG) – 313.5 km (page 12)  
**Gladstone Station** Port Pirie to Broken Hill (SG) – 44 km (page 12)  
**Gladstone Station** Port Pirie to Broken Hill (NG) – 313.5 km (page 10)  
**Gladstone Station** Port Pirie to Broken Hill (NG) – 44 km (page 10)  
**Gladstone Station** Hamley Bridge to Gladstone – 313.5 km (page 8)  
**Gladstone Station** Hamley Bridge to Gladstone – 44 km (page 8)  
**Gladstone Station** Gladstone to Wilmington – 313.5 km (page 7)  
**Gladstone Station** Gladstone to Wilmington – 44 km (page 7)  
**Gladstone Xing Loop** Port Pirie to Broken Hill (SG) – 314.5 km (page 12)  
**Gladstone Xing Loop** Port Pirie to Broken Hill (SG) – 43 km (page 12)  
**Gladstone** Port Pirie to Broken Hill (SG) – 219.5 km (page 12)  
**Gladstone** Port Pirie to Broken Hill (NG) – 219.5 km (page 10)  
**Gladstone** Hamley Bridge to Gladstone – 219.5 km (page 8)  
**Gladstone** Gladstone to Wilmington – 219.5 km (page 7)  
**Glanville** Woodville to Glanville – 8 m 44 ch (page 109)  
**Glanville** Glanville to Outer Harbour – 8 m 44 ch (page 109)  
**Glanville** Glanville to Semaphore – 8 m 44 ch (page 109)  
**Glenalta** Serviceton – 12 m 20 ch (page 27)  
**Glencoe** Wandilo to Glencoe (page 41)  
**Glenelg** Glenelg North (page 113)  
**Glenelg** Glenelg South (page 113)  
**Glenroy** Wolseley to Mount Gambier (page 39)  
**Glossop** Alawoona to Barmera (page 20)  
**Gluyas** Wanbi to Yinkanie (page 23)  
**GMH Elizabeth** Salisbury to Gawler – 14 m 10 ch (page 112)  
**Goddard's Creek Siding** TAR (Cook to Zanthus) – 908 m (page 90)  
**Goddards** TAR (Cook to Zanthus) – 1551.01 km (page 90)  
**Golden Ridge** TAR (Zanthus to Kalgoorlie) – 1037 m (page 94)  
**Golden Ridge** TAR (Zanthus to Kalgoorlie) – 1092 m 58 c – 1758 km (page 94)  
**Golf Links** Woodville to Grange and Henley Beach (page 108)  
**Goodilla** North Australia Railway – 86 m 27 c (page 101)  
**Goodwood Road** Glenelg South (page 113)



**Goodwood** Serviceton – 3 m 6 ch (page 27)  
**Goodwood** Willunga – 3 m 6 ch (page 33)  
**Goolwa** Victor Harbor – 71 m 25 ch (page 33)  
**Goondooloo** Karoonda to Waikerie (page 20)  
**Gordon** CAR NG (Port Augusta to Marree) – 45 m 45c (page 46)  
**Gorrie** North Australia Railway – 303 m 4 c (page 103)  
**Government Produce Department Siding** Port Lincoln to Thevenard – 2 m 9 ch – 3.2 km (page 118)  
**Goyder** Adelaide to Port Pirie – 69.75 m (page 3)  
**Grange** Woodville to Grange and Henley Beach – 8 m 16 ch (page 108)  
**Grantham** Port Lincoln to Thevenard (page 118)  
**Grasslands** Taillem Bend to Pinnaroo (page 22)  
**Green Fields** Dry Creek to Salisbury – 9.50 m (page 111)  
**Grove Hill** North Australia Railway – 113 m 25 c (page 101)  
**Gulnare** Hamley Bridge to Gladstone (page 8)  
**Gurrai** Karoonda to Peebinga – 237.5 km (page 20)  
**Gypsum Field** Wandana to Penong – 311 m – 501.5 km (page 122)  
**Gypsum Fields** Wandana to Penong – 311 m – 501.5 km (page 121)

## H

**Hackham** Willunga – 21.43 m (page 34)  
**Haig** TAR (Cook to Zanthus) – 771 m (page 88)  
**Haig** TAR (Cook to Zanthus) – 827 m 38 c 76 l – 1330.5 km (page 88)  
**Halbury** Hamley Bridge to Gladstone – 74 m (page 8)  
**Halidon** Taillem Bend to Loxton (page 21)  
**Hallett's Cove** Willunga – 13.38 m (page 34)  
**Hallett** Roseworthy to Peterborough (page 15)  
**Hamley Bridge** Hamley Bridge to Gladstone – 41 m (page 7)  
**Hamley Bridge** Roseworthy to Peterborough – 41 m (page 15)  
**Hammond** Peterborough to Quorn – 344 km (page 9)  
**Hampden** Roseworthy to Morgan – 65 m (page 14)  
**Hansborough** Roseworthy to Morgan – 58 m (page 14)  
**Hanson** Roseworthy to Peterborough (page 15)  
**Happy Valley** Willunga – 16.41 m (page 34)  
**Hart** Hamley Bridge to Gladstone – 99 m (page 8)  
**Hawker** CAR NG (Port Augusta to Marree) – 65 m 24c (page 47)  
**Hawthorn** Serviceton – 4 m 54 ch (page 27)  
**Hayhurst** Glenelg South – 3.86 m (page 113)  
**Heathfield** Serviceton – 20 m 42 ch (page 28)  
**Heavitree** CAR NG (Oodnadatta to Alice Springs) (page 54)  
**Helling** North Australia Railway – 183 m 59 c (page 103)  
**Helmsdale** Glenelg South – 5.11 m (page 113)  
**Hendon** Woodville to Hendon – 6 m 9 ch (page 107)  
**Henley Beach** Woodville to Grange and Henley Beach (page 108)  
**Hergott Springs** CAR NG (Marree to Oodnadatta) – 231  $\frac{1}{4}$  m (page 48)

**Hergott Springs** CAR NG (Port Augusta to Marree) – 231  $\frac{1}{4}$  m (page 48)  
**Hesso** TAR (Port Augusta to Tarcoola) – 33 m 76 c (page 70)  
**Hesso** TAR (Port Augusta to Tarcoola) – 90 m 25 c 5 l – 146.5 km (page 70)  
**Hillgrange** Port Pirie to Broken Hill (SG) – 146 km (page 12)  
**Hillgrange** Port Pirie to Broken Hill (SG) – 285 km (page 12)  
**Hillmanville** Karoonda to Waikerie (page 21)  
**Hilltown** Riverton to Spalding – 101 m 55 ch (page 14)  
**Hilra** Salisbury to Penfield – 13 m 55 ch (page 112)  
**Hilton** Glenelg North (page 113)  
**Hobler** North Australia Railway – 296 m 36 c (page 103)  
**Holdens** Woodville to Hendon – 4 m 71 ch (page 107)  
**Holder** Karoonda to Waikerie (page 21)  
**Holloway** Mount Gambier to Millicent (page 40)  
**Hookina** CAR NG (Port Augusta to Marree) – 76 m 70c (page 47)  
**Horse Platform** Riverton to Spalding – 94 m 79 ch (page 14)  
**Horseshoe Creek** North Australia Railway – 169 m 58 c (page 103)  
**Hove** Willunga (page 34)  
**Howley** North Australia Railway – 100 m 37c (page 101)  
**Hoyleton** Hamley Bridge to Gladstone – 79 m (page 8)  
**Huddleston** Port Pirie to Broken Hill (NG) – 143 m (page 10)  
**Hugh River** CAR-SG (Tarcoola to Alice Springs) – 1244.50 km (page 60)  
**Hughes** TAR (Cook to Zanthus) – 567 m (page 85)  
**Hughes** TAR (Cook to Zanthus) – 623 m – 1001.5 km (page 85)  
**Hynam** Wolseley to Mount Gambier – 375 km (page 39)

## I

**Ilbunga** CAR NG (Oodnadatta to Alice Springs) – 563 m 64c (page 53)  
**Illoquara** CAR-SG (Alice Springs to Darwin) – 1564.250 km (page 62)  
**Immarna** TAR (Tarcoola to Cook) – 463 m – 744.5 km (page 81)  
**Impadna** CAR-SG (Tarcoola to Alice Springs) – 1163.50 km (page 60)  
**Ingalta** Alawoona to Barmera – 192.5 m – 309.8 km (page 19)  
**Irrapatana** CAR NG (Marree to Oodnadatta) – 343  $\frac{3}{4}$  m (page 49)  
**Irrapatana** CAR NG (Marree to Oodnadatta) – 343  $\frac{3}{4}$  m (page 49)  
**Islington Freight Terminal** Adelaide to Port Pirie – 7.5 km (page 3)  
**Islington** Adelaide to Dry Creek – 3.69 m (page 111)

## J

**Jabuk** Taillem Bend to Pinnaroo – 180 km (page 22)

- Jamestown** Port Pirie to Broken Hill (SG) – 283.5 km (page 12)
- Jamestown** Port Pirie to Broken Hill (SG) – 74 km (page 12)
- Jamestown** Port Pirie to Broken Hill (NG) – 170 m 70 ch (page 10)
- Jibilla** Serviceton – 22 m 29 ch (page 28)
- K**
- Kadina Racecourse** Balaklava to Moonta (page 5)
- Kadina** Brinkworth to Kadina – 117 m (page 6)
- Kadina** Balaklava to Moonta – 117 m (page 5)
- Kalanbi** Wandana to Penong – 270 m 56 ch – 436.5 km (page 121)
- Kalangadoo** Wolseley to Mount Gambier – 458.5 km (page 39)
- Kaldow** Port Lincoln to Thevenard – 55 m 15 ch – 89 km (page 119)
- Kalgoorlie** TAR (Zanthus to Kalgoorlie) – 1051 m (page 95)
- Kalgoorlie** TAR (Zanthus to Kalgoorlie) – 1107 m 54 c 93 l – 1781.5 km (page 95)
- Kallora** Adelaide to Port Pirie – 57.25 m (page 3)
- Kalyan** Karoonda to Waikerie (page 20)
- Kanandah Siding** Port Pirie to Broken Hill (SG) – 390 km (page 11)
- Kanandah Siding** Port Pirie to Broken Hill (SG) – 526.5 km (page 11)
- Kanappa** Cambrai and Sedan (page 32)
- Kanipo** Riverton to Spalding – 94 m 79 ch (page 14)
- Kanni** Karoonda to Waikerie (page 21)
- Kanyaka** North Australia Railway – 51 m 3 c (page 100)
- Kapinnie** Yeelanna to Mount Hope – 64 m 63 ch – 104.5 km (page 121)
- Kapinnie** Yeelanna to Mount Hope – 65 m 30 ch – 105 km (page 121)
- Kapunda** Roseworthy to Morgan – 47 m 77 ch (page 14)
- Karcultaby** Port Lincoln to Thevenard – 170 m 11 ch – 274 km (page 120)
- Karkarook** Cummins to Buckleboo – 110 m 78 ch – 178.8 km (page 117)
- Karkoo** Port Lincoln to Thevenard – 58 m 7 ch – 93.6 km (page 119)
- Karonie** TAR (Zanthus to Kalgoorlie) – 1038 m 74 c 35 l – 1670.5 km (page 93)
- Karonie** TAR (Zanthus to Kalgoorlie) – 983 m (page 93)
- Karoom** Alawoona to Barmera (page 19)
- Karoonda** Tailem Bend to Loxton – 169 km (page 21)
- Karoonda** Karoonda to Peebinga – 169 km (page 20)
- Karoonda** Karoonda to Waikerie – 169 km (page 20)
- Karte** Karoonda to Peebinga (page 20)
- Karunye** Adelaide to Port Pirie – 32.25 m (page 3)
- Katherine Loco** North Australia Railway – 200 m 49c (page 103)
- Katherine Old Loco** North Australia Railway – 201 m 21 c (page 103)
- Katherine South** North Australia Railway – 202 m 34 c (page 103)
- Katherine** CAR-SG (Alice Springs to Darwin) – 2446.50 km (page 62)
- Katherine** North Australia Railway – 200 m 65c (page 103)
- Kayannie** Mount Pleasant (page 31)
- Kearnan** Roseworthy to Peterborough (page 15)
- Keith** Serviceton – 154 m 65 ch (page 30)
- Keswick** Serviceton – 2 m 32 ch (page 27)
- Kevin** Wandana to Penong (page 122)
- Kevin** Wandana to Penong – 311 m – 501.5 km (page 121)
- Ki Ki** Serviceton – 104 m 61 ch (page 30)
- Kiana** Yeelanna to Mount Hope – 69 m 78 ch – 113 km (page 121)
- Kielpa** Cummins to Buckleboo – 115 m – 185.3 km (page 117)
- Kilburn** Adelaide to Dry Creek – 4 m 63 ch (page 111)
- Kilkenny** Adelaide to Woodville – 3 m 57 ch (page 107)
- Kilpalie** Tailem Bend to Loxton (page 21)
- Kilto** Port Lincoln to Thevenard – 55 m 15 ch – 89 km (page 119)
- Kimba** Cummins to Buckleboo – 151 m 67 ch – 244.6 km (page 118)
- Kinchina** Serviceton – 56 m 8 ch (page 29)
- Kingonya** TAR (Port Augusta to Tarcoola) – 208 m 76 c (page 75)
- Kingonya** TAR (Port Augusta to Tarcoola) – 265 m 31 c 15 l – 426 km (page 75)
- Kingston** Naracoorte to Kingston (page 41)
- Kirip** Wandilo to Glencoe (page 41)
- Kirkcaldy** Woodville to Grange and Henley Beach (page 108)
- Kirton Point Jetty** Port Lincoln to Thevenard (page 118)
- Kitchener** TAR (Cook to Zanthus) – 884 m (page 90)
- Kitchener** TAR (Cook to Zanthus) – 940 m 42 c 55 l – 1512.5 km (page 90)
- Knuckey's Lagoon** North Australia Railway – 10 m 10 c (page 100)
- Kononda** Cummins to Buckleboo – 119 m 56 ch – 192.8 km (page 117)
- Koolunga** Hamley Bridge to Gladstone – 107 m (page 8)
- Koonalda** TAR (Cook to Zanthus) – 936 km (page 84)
- Koonibba** Wandana to Penong – 283 m 54 ch – 457.5 km (page 121)
- Koonibba** Wandana to Penong – 291 m 5 ch – 469 km (page 121)
- Koora** Alawoona to Barmera – 207 m (page 19)
- Kooramo** Riverton to Spalding – 93 m 23 ch (page 14)
- Koowa** Wanbi to Yinkanie (page 23)
- Kopi** Port Lincoln to Thevenard – 108 m 62 ch – 175.2 km (page 119)
- Korro** Willunga (page 34)
- Kowulka** Wandana to Penong – 305 m 43 ch – 492.5 km (page 121)
- Kringin** Karoonda to Peebinga (page 20)
- Kromelite** Wolseley to Mount Gambier (page 40)
- Krongart** Wolseley to Mount Gambier (page 39)
- Kudla** Salisbury to Gawler – 21 m 15 ch (page 112)
- Kulde** Tailem Bend to Loxton (page 21)

- Kulgera** CAR-SG (Tarcoola to Alice Springs) – 1081.50 km (page 60)
- Kulkami** Karoonda to Peebinga – 208 km (page 20)
- Kultanaby** TAR (Port Augusta to Tarcoola) – 245 m 19 c 42 l – 393.5 km (page 75)
- Kumorna** Serviceton – 137 m 58 ch (page 30)
- Kunlara** Karoonda to Waikerie (page 21)
- Kuodo** Riverton to Spalding – 89 m 72 ch (page 14)
- Kurralta Park** Glenelg North – 3.25 m (page 113)
- Kyancutta** Port Lincoln to Thevenard – 126 m 9 ch – 203.1 km (page 119)
- Kybunga** Hamley Bridge to Gladstone – 87 m (page 8)
- Kybybolite** Wolseley to Mount Gambier (page 39)
- Kychering** TAR (Tarcoola to Cook) – 281 m (page 78)
- Kyeema** Nuriootpa to Truro (page 8)
- L**
- Lady Alice Camp** North Australia Railway – 135 m 44 c (page 101)
- Lake Eyre** CAR NG (Marree to Oodnadatta) – 284 m (page 49)
- Lake Hart** TAR (Port Augusta to Tarcoola) – 140 m (page 74)
- Lake Hart** TAR (Port Augusta to Tarcoola) – 196 m 8 c 59 l (page 74)
- Lake View** Adelaide to Port Pirie – 100.25 m (page 3)
- Lameroo** Tailem Bend to Pinnaroo – 222 km (page 23)
- Lanosa** Roseworthy to Morgan (page 15)
- Largs North** Glanville to Outer Harbour – 10 m 16 ch (page 110)
- Largs** Glanville to Outer Harbour – 9 m 49 ch (page 110)
- Larrimah** North Australia Railway – 311 m 22 c (page 103)
- Laura** Gladstone to Wilmington – 230 km (page 7)
- Leasingham** Riverton to Spalding (page 13)
- Leigh Creek** CAR NG (Port Augusta to Marree) – 163 $\frac{1}{4}$  m (page 48)
- Light River Bridge** Roseworthy to Peterborough (page 15)
- Lincoln Gap** Port Augusta to Whyalla – 121.5 km (page 125)
- Link Up** TAR (Tarcoola to Cook) – 486 m 2 c 25 l (page 82)
- Littlehampton** Victor Harbor – 33 m 38 ch (page 32)
- Lochiel** Bumbunga to Lochiel (page 6)
- Lock** Port Lincoln to Thevenard – 92 m 142 ch – 148.5 km (page 119)
- Locomotive Depot and Workshops** North Australia Railway (page 100)
- Long Gully** Serviceton – 16 m 68 ch (page 28)
- Long Plains** Adelaide to Port Pirie – 47 m – 77 km (page 3)
- Loongana** TAR (Cook to Zanthus) – 714 m 55 c (page 87)
- Loongana** TAR (Cook to Zanthus) – 771 m 14 c 38 l – 1239.5 km (page 87)
- Loop 130 m** TAR (Port Augusta to Tarcoola) – 130 m (page 71)
- Lowaldie** Tailem Bend to Loxton (page 21)
- Lowanna** Victor Harbor – 54 m (page 33)
- Loxton** Tailem Bend to Loxton – 279 km (page 22)
- Lucindale** Naracoorte to Kingston (page 41)
- Lyndhurst** CAR NG (Port Augusta to Marree) (page 48)
- Lyndoch** Gawler to Angaston – 35 m 29 ch (page 7)
- Lynton** Serviceton – 6 m 51 ch (page 27)
- Lyons** TAR (Tarcoola to Cook) – 287 m 77 ch (page 78)
- Lyons** TAR (Tarcoola to Cook) – 351 m 68 $\frac{1}{2}$  ch – 565 km (page 78)
- M**
- Macdonnell** CAR NG (Oodnadatta to Alice Springs) – 765 m (page 54)
- Macumba** CAR NG (Oodnadatta to Alice Springs) – 505 m (page 53)
- Madurta** Serviceton – 21 m 12 ch (page 28)
- Maggea** Karoonda to Waikerie (page 21)
- Malbooma** TAR (Tarcoola to Cook) – 281 m (page 78)
- Malbooma** TAR (Tarcoola to Cook) – 337 m 44 c 87 l – 541.5 km (page 78)
- Malbooma** TAR (Tarcoola to Cook) – 407 m (page 81)
- Malla** Wandilo to Glencoe (page 41)
- Mallala** Adelaide to Port Pirie – 37.25 m – 61.5 km (page 3)
- Malpas** Alawoona to Barmera (page 19)
- Maltee** Port Lincoln to Thevenard – 250 m 6 ch – 402.6 km (page 120)
- Mambray Creek** TAR (Port Pirie to Port Augusta) – 26 m 74 c 78 l – 45 km (page 67)
- Manguri** CAR-SG (Tarcoola to Alice Springs) – 706.50 km (page 60)
- Mannahill** Port Pirie to Broken Hill (SG) – 239.5 km (page 12)
- Mannahill** Port Pirie to Broken Hill (SG) – 377.5 km (page 12)
- Mannahill** Port Pirie to Broken Hill (NG) – 233 m 79 ch (page 10)
- Mannanarie** Port Pirie to Broken Hill (SG) – 268 km (page 12)
- Manoora** Roseworthy to Peterborough (page 15)
- Mantung** Karoonda to Waikerie (page 21)
- Mappinga** Mount Pleasant (page 31)
- Marama** Karoonda to Peebinga (page 20)
- Margaret Siding** CAR NG (Marree to Oodnadatta) – 305 m (page 49)
- Marino Rocks** Willunga – 11.74 m (page 34)
- Marino** Willunga – 11.36 m (page 34)
- Marion** Willunga – 7.06 m (page 34)
- Marla** CAR-SG (Tarcoola to Alice Springs) – 909.00 km (page 60)
- Marlborough Street** Woodville to Grange and Henley Beach (page 108)
- Marranboy** North Australia Railway – 230 m 41 c (page 103)
- Marree** CAR NG (Marree to Oodnadatta) – 231 m 14c (page 48)
- Marree** CAR NG (Port Augusta to Marree) – 231 m 14c (page 48)

- Marryat** CAR-SG (Tarcoola to Alice Springs) – 1021.00 km (page 60)
- Marte** Mount Gambier to Millicent – 499 km (page 40)
- Maryvale** CAR NG (Oodnadatta to Alice Springs) – 697 m (page 54)
- Mataranka** North Australia Railway – 264 m 52 c (page 103)
- McDonald Hill** Port Pirie to Broken Hill (NG) – 265 m 72 ch (page 9)
- McDonalds** Glenelg North (page 113)
- McLachlan** Port Lincoln to Thevenard – 96 m 65 ch – 156 km (page 119)
- McLaren Vale** Willunga – 30.18 m (page 35)
- McLeay** TAR (Port Augusta to Tarcoola) – 130 m 11 c – 210 km (page 71)
- McMinns** North Australia Railway – 20 m 2 c (page 100)
- Meadows** CAR NG (Port Augusta to Marree) –  $113\frac{3}{4}$  m (page 47)
- Medhurst** Wandilo to Glencoe (page 41)
- Melrose** Gladstone to Wilmington – 286.5 km (page 7)
- Melton** Balaklava to Moonta – 99 m (page 5)
- Mercunda** Karoonda to Waikerie (page 21)
- Mereenie Siding** CAR-SG (Tarcoola to Alice Springs) – 1313.00 km (page 60)
- Meribah** Alawoona to Barmera – 172 m – 276 km (page 19)
- Merildin** Roseworthy to Peterborough (page 15)
- Mern Merna** CAR NG (Port Augusta to Marree) – 87 m 05c (page 47)
- Merriton** Adelaide to Port Pirie – 116.03 m (page 4)
- Methuen** Port Pirie to Broken Hill (NG) – 188 m 54 ch (page 10)
- Middleton** Victor Harbor – 76 m 27 ch (page 33)
- Midlunga** Glanville to Outer Harbour – 11 m 56 ch (page 110)
- Milang** Milang – 84 m 34 ch (page 31)
- Mile End Goods Yard** Serviceton (page 27)
- Mile End Goods** Adelaide to Port Pirie – 0.5 km (page 3)
- Mile End** Serviceton – 1 m 28 ch (page 27)
- Milendella** Cambrai and Sedan (page 32)
- Milkappa Road** Mount Pleasant (page 31)
- Milkurri** Riverton to Spalding (page 13)
- Millar** North Australia Railway – 22 m 50c (page 100)
- Miller's Corner** Glenelg South (page 113)
- Millicent** Mount Gambier to Millicent – 534.5 km (page 40)
- Millswood** Serviceton – 3 m 55 ch (page 27)
- Milne** Riverton to Spalding – 101 m 55 ch (page 14)
- Mindarie** Tailem Bend to Loxton – 215.2 km (page 22)
- Mindiyarra** Karoonda to Waikerie (page 20)
- Mingary** Port Pirie to Broken Hill (SG) – 321 km (page 11)
- Mingary** Port Pirie to Broken Hill (SG) – 458 km (page 11)
- Mingary** Port Pirie to Broken Hill (NG) – 283 m 61 ch (page 9)
- Minnipa Ballast Siding** Port Lincoln to Thevenard – 160 m 72 ch – 259.5 km (page 120)
- Minnipa** Port Lincoln to Thevenard – 157 m 29 ch – 253.4 km (page 120)
- Mintaro** Roseworthy to Peterborough (page 15)
- Mitcham** Serviceton – 5 m 26 ch (page 27)
- Mitchell** Wolseley to Mount Gambier (page 39)
- Moana** Willunga (page 34)
- Mona** Brinkworth to Kadina – 132 m (page 6)
- Monarto South** Cambrai and Sedan – 51 m 29 ch (page 31)
- Monarto South** Serviceton – 51 m 29 ch (page 29)
- Monteith** Serviceton – 68 m 61 ch (page 29)
- Moockra** Peterborough to Quorn – 331.5 km (page 9)
- Moody Tank** Cummins to Buckleboo – 63 m 0 ch – 101.5 km (page 117)
- Moody** Cummins to Buckleboo – 62 m 6 ch – 100 km (page 117)
- Moonoerp** Victor Harbor (page 33)
- Moonta** Balaklava to Moonta – 134.5 m (page 6)
- Moorlands** Tailem Bend to Pinnaroo – 139 km (page 22)
- Mootatunga** Karoonda to Peebinga (page 20)
- Moreenia** Cummins to Buckleboo – 58 m 23 ch – 93.9 km (page 117)
- Morgan Line Junction** Roseworthy to Peterborough (page 15)
- Morgan** Roseworthy to Morgan – 104 m 62 ch (page 15)
- Morphett Vale** Willunga – 20.01 m (page 34)
- Morphettville** Glenelg South (page 113)
- Mortlock** Port Lincoln to Thevenard – 31 m 62 ch – 51.3 km (page 119)
- Moule** Wandana to Penong – 276 m 77 ch – 445.6 km (page 121)
- Mount Barker Junction** Serviceton – 31 m 27 ch (page 28)
- Mount Barker Junction** Victor Harbor – 31 m 27 ch (page 32)
- Mount Barker Oval** Victor Harbor (page 32)
- Mount Barker** Victor Harbor – 34 m 37 ch (page 32)
- Mount Bryan** Roseworthy to Peterborough (page 15)
- Mount Dutton** CAR NG (Marree to Oodnadatta) – 452 m 58c (page 52)
- Mount Emery** CAR NG (Oodnadatta to Alice Springs) – 555 m (page 53)
- Mount Ertiva** CAR NG (Oodnadatta to Alice Springs) – 761 m (page 54)
- Mount Ertwa** CAR NG (Oodnadatta to Alice Springs) – 761 m (page 54)
- Mount Gambier Junction** Mount Gambier to Millicent – 488 km (page 40)
- Mount Gambier Junction** Wolseley to Mount Gambier – 488 km (page 39)
- Mount Gambier New Yard** Wolseley to Mount Gambier (page 39)
- Mount Gambier** Mount Gambier to Millicent – 490.5 km (page 40)
- Mount Gambier** Wolseley to Mount Gambier – 490.5 km (page 40)
- Mount Hill** Cummins to Buckleboo – 79 m 43 ch – 128.2 km (page 117)
- Mount Hope** Yeelanna to Mount Hope – 73 m 67 ch – 119 km (page 121)



- Mount Lofty** Serviceton – 19 m 41 ch (page 28)  
**Mount Mary** Roseworthy to Morgan – 90 m (page 15)  
**Mount Pleasant** Mount Pleasant – 49.58 m (page 31)  
**Mount Polhill** CAR NG (Oodnadatta to Alice Springs) – 741 m (page 54)  
**Mount Rebecca** CAR NG (Oodnadatta to Alice Springs) – 532 m (page 53)  
**Mount Sarah** CAR NG (Oodnadatta to Alice Springs) – 522m (page 53)  
**Mount Squire** CAR NG (Oodnadatta to Alice Springs) – 658 m (page 54)  
**Mount Torrens** Mount Pleasant – 40.64 m (page 31)  
**Mt Gunson Coppermine Jcn** TAR (Port Augusta to Tarcoola) – 86 m 17 c 55 l (page 72)  
**Mt. Christie** TAR (Tarcoola to Cook) – 396 m 67 c – 638 km (page 79)  
**Mudamuckla** Port Lincoln to Thevenard – 241 m 1 ch – 388 km (page 120)  
**Mulpata** Karoonda to Peebinga (page 20)  
**Mundownda** CAR NG (Port Augusta to Marree) – 223 $\frac{1}{4}$  m (page 48)  
**Mundrabilla** TAR (Cook to Zanthus) – 741 m 52 c – 1192 km (page 87)  
**Mungala** TAR (Tarcoola to Cook) – 415 m 12 c – 667 km (page 80)  
**Muralappi** Victor Harbor (page 32)  
**Muralappie** Mount Pleasant (page 31)  
**Murapena** Victor Harbor (page 32)  
**Murat Bay Siding** Port Lincoln to Thevenard (page 120)  
**Murdinga** Port Lincoln to Thevenard – 80 m 2 ch – 128.2 km (page 119)  
**Murrawa** Wolseley to Mount Gambier (page 40)  
**Murray Bridge** Serviceton – 60 m 23 ch (page 29)  
**Murtho** Alawoona to Barmera (page 19)  
**Murtonga** Victor Harbor (page 33)  
**Musgrave** CAR NG (Oodnadatta to Alice Springs) – 639 m (page 54)  
**Mutooroo** Port Pirie to Broken Hill (NG) – 291 m 76 ch (page 9)  
**Myrla** Wanbi to Yinkanie (page 23)
- ## N
- Nackara** Port Pirie to Broken Hill (NG) – 182 m 43 ch (page 10)  
**Nadda** Alawoona to Barmera (page 19)  
**Nairne** Serviceton – 34 m 67 ch (page 29)  
**Nammuldi** Cummins to Buckleboo – 157 m 21 ch – 253.5 km (page 118)  
**Nangari** Alawoona to Barmera – 187 m – 303.4 km (page 19)  
**Nangula** Mount Gambier to Millicent (page 40)  
**Nantabibbie** Port Pirie to Broken Hill (NG) – 175 m 40 ch (page 10)  
**Nantawarra** Adelaide to Port Pirie – 75.10 m – 120.5 km (page 3)  
**Nantuma** Port Lincoln to Thevenard – 113 m 49 ch – 183 km (page 119)  
**Naracoorte** Naracoorte to Kingston – 386 km (page 40)  
**Naracoorte** Wolseley to Mount Gambier – 386 km (page 39)  
**Narcoonah** Mount Pleasant (page 31)  
**Naretha** TAR (Cook to Zanthus) – 846 m (page 89)  
**Naretha** TAR (Cook to Zanthus) – 902 m 41 c 45 l – 1450.5 km (page 89)  
**National Park** Serviceton – 14 m 6 ch (page 28)  
**Naturi** Taillem Bend to Loxton (page 21)  
**Nectar Brook** TAR (Port Pirie to Port Augusta) – 36 m 69 c 28 l – 60.5 km (page 67)  
**Newcastle Waters** CAR-SG (Alice Springs to Darwin) – 2093.00 km (page 62)  
**Nilpena** CAR NG (Port Augusta to Marree) – 131 $\frac{3}{4}$  m (page 48)  
**Ningana** Yeelanna to Mount Hope – 54 m 34 ch – 87.4 km (page 121)  
**No.18 She** Woodville to Finsbury and Gillman (page 110)  
**Noarlunga** Willunga – 24.19 m (page 34)  
**Nonedia** Victor Harbor (page 32)  
**Noonamah** North Australia Railway – 29 m 16c (page 100)  
**Noora** Alawoona to Barmera – 192.5 m – 309.8 km (page 19)  
**North Adelaide** Adelaide to Dry Creek – 1 m 46 ch (page 110)  
**North Arm Road** Dry Creek to Rosewater (page 113)  
**North Australia Meat Company Ltd** North Australia Railway (page 99)  
**North Creek** CAR NG (Marree to Oodnadatta) – 463 $\frac{3}{4}$  m (page 52)  
**Northfield** Dry Creek to Northfield – 8 m 71 ch (page 111)  
**Northgate Block Point** CAR-SG (Tarcoola to Alice Springs) – 510.850 km (page 59)  
**Novar Gardens** Glenelg North – 5.88 m (page 113)  
**NSW/SA Border** Port Pirie to Broken Hill (SG) – 346.0 km (page 11)  
**NSW/SA Border** Port Pirie to Broken Hill (NG) (page 9)  
**Nunjikompita** Port Lincoln to Thevenard – 222 m 6 ch – 357.6 km (page 120)  
**Nunkerri** Karoonda to Peebinga (page 20)  
**Nurina** TAR (Cook to Zanthus) – 800 m 25 c 81 l – 1287 km (page 88)  
**Nuriootpa** Gawler to Angaston – 47 m 74 ch (page 7)  
**Nuriootpa** Nuriootpa to Truro – 47.90 m (page 8)  
**Nurlutta** Salisbury to Gawler – 13 m 34 ch (page 112)  
**Nurom** Adelaide to Port Pirie – 123.15 m (page 4)  
**Nurragi** Milang – 59 m 16 ch (page 31)
- ## O
- O'Malley** TAR (Tarcoola to Cook) – 522 m 00 c (page 83)  
**O'Malley** TAR (Tarcoola to Cook) – 839 km (page 83)  
**Oakbank** Mount Pleasant – 29.91 m (page 31)  
**Oaklands** Willunga (page 34)  
**Ocean View** Victor Harbor (page 33)  
**Olary** Port Pirie to Broken Hill (SG) – 277 km (page 12)  
**Olary** Port Pirie to Broken Hill (SG) – 414.5 km (page 12)

- Olary** Port Pirie to Broken Hill (NG) – 256 m 71 ch (page 10)
- One and Half Mile** North Australia Railway – 1½ m (page 99)
- One Mile Siding** Port Lincoln to Thevenard – 1 m – 1.6 km (page 118)
- One Steel** Dry Creek to Rosewater (page 113)
- Oodlawirra** Port Pirie to Broken Hill (NG) – 169 m 54 ch (page 10)
- Oodnadatta** CAR NG (Marree to Oodnadatta) – 478 m 13 c (page 52)
- Oodnadatta** CAR NG (Oodnadatta to Alice Springs) – 478 m 13 c (page 52)
- Ooldea** TAR (Tarcoola to Cook) – 483 m – 776 km (page 81)
- Ooraminna** CAR NG (Oodnadatta to Alice Springs) – 730 m (page 54)
- Orroroo** Peterborough to Quorn – 283.5 km (page 9)
- Osborne** Glanville to Outer Harbour – 12 m 12 ch (page 110)
- Oulnina** Port Pirie to Broken Hill (NG) – 225 m 03 ch (page 10)
- Outalpa** Port Pirie to Broken Hill (NG) – 246 m 32 ch (page 10)
- Outer Harbour** Glanville to Outer Harbour – 13 m 52 ch (page 110)
- Ovingham** Adelaide to Dry Creek – 2m 21 ch (page 110)
- Owen** Hamley Bridge to Gladstone – 54 m (page 8)
- P**
- Pakeville** Balaklava to Moonta – 105 m (page 5)
- Pallamana** Cambrai and Sedan – 59 m 57 ch (page 32)
- Palmerston** North Australia Railway – 0 m (page 99)
- Panketyi** Victor Harbor (page 32)
- Para** Salisbury to Gawler – 23 m 76 ch (page 112)
- Parachilna** CAR NG (Port Augusta to Marree) – 120 m 73c (page 47)
- Parafield Gardens** Dry Creek to Salisbury – 10.25 m (page 111)
- Parafield** Dry Creek to Salisbury – 11 m 2 ch (page 111)
- Parangal** Victor Harbor (page 33)
- Parap** North Australia Railway – 2 m (page 99)
- Paratoo** Port Pirie to Broken Hill (SG) – 168 km (page 12)
- Paratoo** Port Pirie to Broken Hill (SG) – 306.5 km (page 12)
- Paratoo** Port Pirie to Broken Hill (NG) – 193 m 30 ch (page 10)
- Parilla** Tailem Bend to Pinnaroo – 236.5 km (page 23)
- Paringa** Alawoona to Barmera – 340.5 km (page 19)
- Parkeston** TAR (Zanthus to Kalgoorlie) – 1049 m (page 94)
- Parkeston** TAR (Zanthus to Kalgoorlie) – 1105 m 2 c 25 l – 1776 km (page 94)
- Parrakie** Tailem Bend to Pinnaroo (page 23)
- Paruna** Alawoona to Barmera – 164.75 mi – 265.14 km (page 19)
- Pata** Tailem Bend to Loxton (page 22)
- Patpa** Willunga (page 34)
- Peachina** Port Lincoln to Thevenard – 76 m 9 ch – 122.6 km (page 119)
- Peake Creek** CAR NG (Marree to Oodnadatta) – 433 m (page 52)
- Peake** Tailem Bend to Pinnaroo – 168.5 km (page 22)
- Pearlah** Port Lincoln to Thevenard – 18 m 60 ch – 30.3 km (page 118)
- Pedirka** CAR NG (Oodnadatta to Alice Springs) – 543 m 73c (page 53)
- Peebinga** Karoonda to Peebinga – 275 km (page 20)
- Pecharra** Port Pirie to Broken Hill (NG) – 177 m 78 ch (page 10)
- Penfield No.1** Salisbury to Penfield – 14½ m (page 112)
- Penfield No.2** Salisbury to Penfield – 15 m (page 112)
- Penfield No.3** Salisbury to Penfield – 16 m (page 112)
- Penola** Wolsley to Mount Gambier – 434.5 km (page 39)
- Penong Junction** Wandana to Penong – 260 m 70 ch – 4429.7 km (page 121)
- Penong Junction** Port Lincoln to Thevenard – 260 m 70 ch – 4429.7 km (page 120)
- Penong** Wandana to Penong – 310 m 14 ch – 500 km (page 121)
- Penortham** Riverton to Spalding – 84 m (page 13)
- Perponda** Karoonda to Waikerie (page 20)
- Perroomba** Gladstone to Wilmington – 278 km (page 7)
- Peterborough** Port Pirie to Broken Hill (SG) – 109.5 km (page 12)
- Peterborough** Port Pirie to Broken Hill (SG) – 154 m 11 ch – 248 km (page 12)
- Peterborough** Port Pirie to Broken Hill (NG) – 109.5 km (page 10)
- Peterborough** Port Pirie to Broken Hill (NG) – 154 m 11 ch – 248 km (page 10)
- Peterborough** Peterborough to Quorn – 109.5 km (page 9)
- Peterborough** Peterborough to Quorn – 154 m 11 ch – 248 km (page 9)
- Peterborough** Roseworthy to Peterborough – 109.5 km (page 16)
- Peterborough** Roseworthy to Peterborough – 154 m 11 ch – 248 km (page 16)
- Peterhead** Glanville to Outer Harbour – 9 m 7 ch (page 109)
- Petrol Sidings (Peel Street)** North Australia Railway – 0 m 73 c (page 99)
- Petrol Sidings** North Australia Railway – 311 m 56 c (page 103)
- Petwood** Serviceton – 39 m 6 ch (page 29)
- Philcox Hill** Victor Harbor – 38¼ m (page 32)
- Pikkara** Willunga (page 35)
- Pillana** Port Lincoln to Thevenard – 36 m 35 ch – 58.8 km (page 119)
- Piltenge** Tailem Bend to Loxton (page 22)
- Pimba** TAR (Port Augusta to Tarcoola) – 112 m 60 c (page 72)
- Pimba** TAR (Port Augusta to Tarcoola) – 169 m 10 c 83 l – 273.5 km (page 72)
- Pimbaacla** Port Lincoln to Thevenard – 214 m 36 ch –

- 345.3 km (page 120)
- Pimpala** Willunga – 18.41 m (page 34)
- Pinbong** Port Lincoln to Thevenard – 141 m 26 ch – 227.5 km (page 119)
- Pine Creek Bridge** Riverton to Spalding – 116.13 km (page 13)
- Pine Creek** North Australia Railway – 145 m 78c (page 101)
- Pinera** Serviceton – 13 m 4 ch (page 28)
- Pinnacle Mines Siding** Port Pirie to Broken Hill (SG) – 377.6 km (page 11)
- Pinnaroo** Tailem Bend to Pinnaroo – 259 km (page 23)
- Plympton** Glenelg North (page 113)
- Point Pass** Eudunda to Robertstown – 76 m 44 ch (page 6)
- Poldinna** Port Lincoln to Thevenard – 152 m 22 ch – 245.5 km (page 120)
- Polkinney** Port Lincoln to Thevenard (page 119)
- Poochera** Port Lincoln to Thevenard – 178 m 27 ch – 287.2 km (page 120)
- Pooraka** Dry Creek to Northfield – 8 m 2 ch (page 111)
- Port Adelaide Dock** Woodville to Glanville – 7 m 34 ch (page 109)
- Port Augusta Racecourse** CAR NG (Port Augusta to Marree) – 53 m 28 c (page 46)
- Port Augusta Racecourse** TAR (Port Pirie to Port Augusta) – 53 m 28 c (page 68)
- Port Augusta** CAR NG (Port Augusta to Marree) – 0 m 00 c (page 45)
- Port Augusta** CAR NG (Port Augusta to Marree) – 56 m 28 c 45l – 92 km (page 45)
- Port Augusta** TAR (Port Augusta to Tarcoola) – 0 m 00 c (page 68)
- Port Augusta** TAR (Port Augusta to Tarcoola) – 56 m 28 c 45l – 92 km (page 68)
- Port Augusta** TAR (Port Pirie to Port Augusta) – 0 m 00 c (page 68)
- Port Augusta** TAR (Port Pirie to Port Augusta) – 56 m 28 c 45l – 92 km (page 68)
- Port Augusta** Port Augusta to Whyalla – 0 m 00 c (page 125)
- Port Augusta** Port Augusta to Whyalla – 56 m 28 c 45l – 92 km (page 125)
- Port Elliot** Victor Harbor – 78 m 27 ch (page 33)
- Port Germein** TAR (Port Pirie to Port Augusta) – 14 m 76 c 78 l – 25.5 km (page 65)
- Port Lincoln** Port Lincoln to Thevenard – 0 m – 0 km (page 118)
- Port Pirie - Ellen Street** Port Pirie to Broken Hill (SG) – 135.65 m (page 13)
- Port Pirie - Ellen Street** Port Pirie to Broken Hill (NG) – 135.65 m (page 11)
- Port Pirie - Ellen Street** Adelaide to Port Pirie – 135.65 m (page 5)
- Port Pirie - Ellen Street** TAR (Port Pirie to Port Augusta) – 135.65 m (page 65)
- Port Pirie - Mary Elie Street** Port Pirie to Broken Hill (SG) – 0 m – 262.5 km (page 13)
- Port Pirie - Mary Elie Street** Port Pirie to Broken Hill (NG) – 0 m – 262.5 km (page 11)
- Port Pirie - Mary Elie Street** Adelaide to Port Pirie – 0 m – 262.5 km (page 5)
- Port Pirie - Mary Elie Street** TAR (Port Pirie to Port Augusta) – 0 m – 262.5 km (page 65)
- Port Pirie Junction** Port Pirie to Broken Hill (SG) – 0 m (page 13)
- Port Pirie Junction** Port Pirie to Broken Hill (SG) – 134.24 m (page 13)
- Port Pirie Junction** Port Pirie to Broken Hill (NG) – 0 m (page 11)
- Port Pirie Junction** Port Pirie to Broken Hill (NG) – 134.24 m (page 11)
- Port Pirie Junction** Adelaide to Port Pirie – 0 m (page 5)
- Port Pirie Junction** Adelaide to Port Pirie – 134.24 m (page 5)
- Port Pirie Junction** TAR (Port Pirie to Port Augusta) – 0 m (page 65)
- Port Pirie Junction** TAR (Port Pirie to Port Augusta) – 134.24 m (page 65)
- Port Pirie** Port Pirie to Broken Hill (SG) – 362.5 km (page 13)
- Port Pirie** Port Pirie to Broken Hill (NG) – 362.5 km (page 11)
- Port Pirie** Adelaide to Port Pirie – 362.5 km (page 5)
- Port Pirie** TAR (Port Pirie to Port Augusta) – 362.5 km (page 65)
- Port Wakefield** Balaklava to Moonta – 82 m (page 5)
- Public Works Vacuum and Naval Victualling Sidings** North Australia Railway – 1 m 51 c (page 99)
- Pungonda** Alawoona to Barmera – 188.5 m – 303.4 km (page 19)
- Punkulde** Milang – 61  $\frac{3}{4}$  m (page 31)
- Puntabie** Port Lincoln to Thevenard – 235 m 48 ch – 379.5 km (page 120)
- Puttapa** CAR NG (Port Augusta to Marree) – 153  $\frac{3}{4}$  m (page 48)
- Pygery** Port Lincoln to Thevenard – 137 m 73 ch – 222.1 km (page 119)

## Q

- Quarry Siding 634 miles** TAR (Cook to Zanthus) – 634 m (page 86)
- Quaryr Road Bridge** Riverton to Spalding – 87 m 77 ch (page 14)
- Quorn Road** TAR (Port Pirie to Port Augusta) – 50 m 67 c (page 67)
- Quorn** CAR NG (Port Augusta to Marree) – 24 m 46 c – 377.5 km (page 46)
- Quorn** Peterborough to Quorn – 24 m 46 c – 377.5 km (page 9)

## R

- RAAF Siding** North Australia Railway – 6 m 07c (page 100)
- Rabila** Serviceton – 63 m 36 ch (page 29)

- Railcar Stopping Place** Cummins to Buckleboo – 77 m  
10 ch – 124 km (page 117)
- Railcar Stopping Place** Cummins to Buckleboo – 83 m –  
135 km (page 117)
- Railcar Stopping Place** Cummins to Buckleboo – 60 m 6  
ch – 97 km (page 117)
- Randalls** TAR (Zanthus to Kalgoorlie) – 49 m 48 c West  
(page 93)
- Randalls** TAR (Zanthus to Kalgoorlie) – 1056 m 77 c 50 l  
– 1699.5 km (page 93)
- Randalls** TAR (Zanthus to Kalgoorlie) – 51 m West (page  
93)
- Ravendale** Port Lincoln to Thevenard – 1 m 68 ch – 2.8  
km (page 118)
- Rawlinna** TAR (Cook to Zanthus) – 816 m 10c (page 89)
- Rawlinna** TAR (Cook to Zanthus) – 872 m 51 c 37 l –  
1403 km (page 89)
- Redhill** Adelaide to Port Pirie – 106.5 m – 173 km (page  
4)
- Reedy Creek** Naracoorte to Kingston (page 41)
- Reid** TAR (Cook to Zanthus) – 632 m (page 86)
- Reid** TAR (Cook to Zanthus) – 688 m 5 c 52 l – 1106.5 km  
(page 86)
- Reid** TAR (Tarcoola to Cook) – 460 m (page 83)
- Rendelsham** Mount Gambier to Millicent (page 40)
- Renmark** Alawoona to Barmera (page 19)
- Reynella** Willunga – 17.55 m (page 34)
- Rhynie** Riverton to Spalding – 62 m 71 ch (page 13)
- Rice Creek** Riverton to Spalding – 120.56 km (page 13)
- Richmond** Glenelg North (page 113)
- Ridgway** Hamley Bridge to Gladstone (page 8)
- Riverland Siding** Alawoona to Barmera (page 19)
- Riverton** Roseworthy to Peterborough (page 15)
- Riverton** Riverton to Spalding (page 13)
- Riverview** Mount Pleasant (page 31)
- Robertstown** Eudunda to Robertstown – 83 m 00 ch  
(page 6)
- Rocky River** Adelaide to Port Pirie – 193 km (page 4)
- Rodinga** CAR NG (Oodnadatta to Alice Springs) – 709 m  
(page 54)
- Roe Creek** CAR-SG (Tarcoola to Alice Springs) – 1318.00  
km (page 60)
- Roney** North Australia Railway – 134 m 40 c (page 101)
- Roopena** Port Augusta to Whyalla – 143 km (page 125)
- Rosewater Junction** Woodville to Glanville (page 109)
- Rosewater Junction** Dry Creek to Rosewater (page 114)
- Roseworthy** Roseworthy to Morgan – 30.5 m (page 14)
- Roseworthy** Roseworthy to Peterborough (page 15)
- Rowland's Flat** Gawler to Angaston – 38 m 44 ch (page  
7)
- Rudall** Cummins to Buckleboo – 107 m 13 ch – 172.7 km  
(page 117)
- Rum Jungle** North Australia Railway – 56 m 42 c (page  
100)
- Rumbalara** CAR NG (Oodnadatta to Alice Springs) – 648  
m 77c (page 54)
- S**
- Saddleworth** Roseworthy to Peterborough (page 15)
- Saints** Balaklava to Moonta – 71 m (page 5)
- Salisbury** Salisbury to Gawler – 12 m 45 ch (page 112)
- Salisbury** Salisbury to Penfield – 12 m 45 ch (page 112)
- Salisbury** Adelaide to Port Pirie – 12.45 m (page 3)
- Salisbury** Dry Creek to Salisbury – 12 m 45 ch (page 111)
- Saltia** CAR NG (Port Augusta to Marree) – 11 $\frac{1}{4}$  m (page  
46)
- Samcor Siding** Port Lincoln to Thevenard – 2 m 9 ch –  
3.2 km (page 118)
- Sand Pit Siding 141 m** TAR (Port Augusta to Tarcoola) –  
141 m (page 74)
- Sandalwood** Taillem Bend to Loxton (page 21)
- Sandergrove** Milang – 56 m 5 ch (page 31)
- Sandergrove** Victor Harbor – 56 m 5 ch (page 33)
- Sanderston** Cambrai and Sedan – 80 m 22 ch (page 32)
- Sandy Creek** Gawler to Angaston – 31 m 4 ch (page 7)
- Seacliff** Willunga – 10.60 m (page 34)
- Seaton Park** Woodville to Grange and Henley Beach – 6  
m 13 ch (page 107)
- Sedan** Cambrai and Sedan (page 32)
- Semaphore** Glanville to Semaphore – 9 m 27 ch (page  
109)
- Serviceton** Serviceton – 196 m 13 ch (page 31)
- Seven Hill Creek Bridge** Riverton to Spalding (page 14)
- Seven Hill** Riverton to Spalding – 86 m 71 ch (page 14)
- Sherlock** Taillem Bend to Pinnaroo (page 22)
- Siding (Stone) 176 m** TAR (Port Augusta to Tarcoola) –  
176 m 7 c (page 74)
- Siding (Stone)** TAR (Port Augusta to Tarcoola) – 9 m 14 c  
(page 70)
- Siding 1014 miles** TAR (Zanthus to Kalgoorlie) – 1014 m  
(page 93)
- Siding 105 m** TAR (Port Augusta to Tarcoola) – 105 m 71  
c (page 72)
- Siding 106 miles west** TAR (Zanthus to Kalgoorlie) – 945  
m (page 92)
- Siding 114 miles** TAR (Port Augusta to Tarcoola) – 114 m  
(page 72)
- Siding 119 m** TAR (Port Augusta to Tarcoola) – 119 m  
(page 71)
- Siding 122 $\frac{1}{2}$  miles** TAR (Port Augusta to Tarcoola) – 22 $\frac{1}{2}$   
m (page 73)
- Siding 125 miles** TAR (Port Augusta to Tarcoola) – 125 m  
(page 73)
- Siding 134 miles** TAR (Port Augusta to Tarcoola) – 134 m  
(page 73)
- Siding 135 $\frac{1}{2}$  miles** TAR (Port Augusta to Tarcoola) –  
135 $\frac{1}{2}$  m (page 73)
- Siding 142 miles** TAR (Port Augusta to Tarcoola) – 142 m  
(page 74)
- Siding 145 miles west** TAR (Cook to Zanthus) – 145 m  
(page 90)
- Siding 158 miles** TAR (Port Augusta to Tarcoola) – 158 m  
(page 74)
- Siding 167 m** TAR (Port Augusta to Tarcoola) – 167 m 25  
c (page 74)



- Siding 17 miles** TAR (Port Augusta to Tarcoola) – 17 m (page 70)
- Siding 187½ miles** TAR (Port Augusta to Tarcoola) – 187½ m (page 73)
- Siding 188 m** TAR (Port Augusta to Tarcoola) – 188 m 17 c (page 75)
- Siding 188 m** TAR (Port Augusta to Tarcoola) – 188 m 77 c (page 75)
- Siding 188½ miles West** TAR (Cook to Zanthus) – 863 m (page 90)
- Siding 200 miles** TAR (Port Augusta to Tarcoola) – 200 m (page 75)
- Siding 210 miles** TAR (Port Augusta to Tarcoola) – 210 m (page 75)
- Siding 229 miles** TAR (Port Augusta to Tarcoola) – 229 m (page 76)
- Siding 230 miles** TAR (Port Augusta to Tarcoola) – 230 m (page 76)
- Siding 245 m** TAR (Port Augusta to Tarcoola) – 245 m (page 76)
- Siding 259 miles** CAR-SG (Tarcoola to Alice Springs) – 259 m (page 59)
- Siding 259 miles** TAR (Port Augusta to Tarcoola) – 259 m (page 77)
- Siding 259 miles** TAR (Tarcoola to Cook) – 259 m (page 77)
- Siding 26 m** TAR (Port Augusta to Tarcoola) – 26 m (page 70)
- Siding 270 miles** TAR (Tarcoola to Cook) – 270 m (page 78)
- Siding 280 miles** TAR (Tarcoola to Cook) – 280m (page 78)
- Siding 281 miles west** TAR (Cook to Zanthus) – 771 m (page 88)
- Siding 286 m** TAR (Port Augusta to Tarcoola) – 286 m (page 76)
- Siding 287 m 77 ch** TAR (Tarcoola to Cook) – 287 m 77 ch (page 78)
- Siding 298 miles** TAR (Tarcoola to Cook) – 298 m (page 79)
- Siding 299 miles** TAR (Tarcoola to Cook) – 299 m (page 79)
- Siding 300 miles** TAR (Tarcoola to Cook) – 300 m (page 79)
- Siding 340 miles** TAR (Tarcoola to Cook) – 340 m (page 79)
- Siding 361 miles** TAR (Tarcoola to Cook) – 360 m (page 80)
- Siding 396 miles** TAR (Tarcoola to Cook) – 395 m (page 80)
- Siding 407 miles** TAR (Tarcoola to Cook) – 407 m (page 81)
- Siding 447 miles** TAR (Tarcoola to Cook) – 447 m (page 82)
- Siding 577 miles** TAR (Cook to Zanthus) – 577 m (page 85)
- Siding 599 miles** TAR (Cook to Zanthus) – 599 m (page 85)
- Siding 632 miles** TAR (Cook to Zanthus) – 632 m (page 86)
- Siding 639 miles** TAR (Cook to Zanthus) – 639 m (page 85)
- Siding 68 m 02 c** TAR (Port Augusta to Tarcoola) – 68 m 02 c (page 71)
- Siding 73 miles** TAR (Port Augusta to Tarcoola) – 73 m (page 70)
- Siding 73 miles** TAR (Port Augusta to Tarcoola) – 73 m 9 c 60 l (page 70)
- Siding 737 miles** TAR (Cook to Zanthus) – 737 m (page 87)
- Siding 742 miles** TAR (Cook to Zanthus) (page 87)
- Siding 742 miles** TAR (Cook to Zanthus) – 742 m (page 87)
- Siding 744 miles** TAR (Cook to Zanthus) – 744 m (page 88)
- Siding 857 miles** TAR (Cook to Zanthus) – 857 m (page 89)
- Siding 913 miles** TAR (Cook to Zanthus) – 913 m 22 c (page 89)
- Siding 94 m** TAR (Port Augusta to Tarcoola) – 94 m 02 c (page 72)
- Siding 945 miles** TAR (Zanthus to Kalgoorlie) – 945 m (page 92)
- Siding 980½ miles** TAR (Zanthus to Kalgoorlie) – 980½ m (page 91)
- Siding app 190 m** TAR (Port Augusta to Tarcoola) – 189 m (page 75)
- Siding to Ballast Pit 93 m 15 c** TAR (Port Augusta to Tarcoola) – 93 m 15 c (page 72)
- Silverton** Port Pirie to Broken Hill (NG) – 319.5 m (page 9)
- Simms** North Australia Railway – 62 m 57 c (page 100)
- Sleep's Hill** Serviceton (page 27)
- Smithfield** Salisbury to Gawler – 18 m 65 ch (page 112)
- Snake Creek** North Australia Railway – 74 m 55 c (page 101)
- Snowtown** Brinkworth to Kadina – 89.75 m – 146 km (page 6)
- Snowtown** Adelaide to Port Pirie – 89.75 m – 146 km (page 3)
- Snuggery** Mount Gambier to Millicent – 524.5 km (page 40)
- Solomontown** Port Pirie to Broken Hill (SG) (page 13)
- Solomontown** Port Pirie to Broken Hill (NG) (page 11)
- Solomontown** Adelaide to Port Pirie (page 5)
- Solomontown** TAR (Port Pirie to Port Augusta) (page 65)
- South Australian and Victorian Border** Taillem Bend to Pinnaroo – 265.2 km (page 23)
- South Brighton** Willunga – 10.07 m (page 34)
- South Hummocks** Balaklava to Moonta – 89 m (page 5)
- South Plympton** Glenelg South (page 113)
- South Terrace** Glenelg South (page 113)
- Southport Road** North Australia Railway (page 100)
- Southport** North Australia Railway – 37 m 54 c (page 100)
- Spains Road** Dry Creek to Salisbury (page 111)
- Spalding** Riverton to Spalding – 114 m 74 ch (page 14)
- Spencer Junction** TAR (Port Augusta to Tarcoola) – 57 m

- 75 – 95.2 km (page 69)
- Spencer Junction** Port Augusta to Whyalla – 57 m 75 – 95.2 km (page 125)
- Spring Cart Gully** Alawoona to Barmera (page 19)
- Spring Hill** North Australia Railway – 129 m 3 c (page 101)
- St Leonards** Glenelg North (page 113)
- Stapleton Creek** North Australia Railway – 69 m 24 c (page 101)
- Stapleton** North Australia Railway – 69 m 24 c (page 101)
- Stewarts** Naracoorte to Kingston (page 41)
- Stirling North** CAR NG (Port Augusta to Marree) – 52 m 09 c – 85 km (page 46)
- Stirling North** TAR (Port Pirie to Port Augusta) – 52 m 09 c – 85 km (page 67)
- Stirling** CAR NG (Port Augusta to Marree) – 4 m 19c (page 46)
- Stirling** CAR NG (Port Augusta to Marree) – 52 m 08 c 64l (page 46)
- Stirling** TAR (Port Pirie to Port Augusta) – 4 m 19c (page 67)
- Stirling** TAR (Port Pirie to Port Augusta) – 52 m 08 c 64l (page 67)
- Stockade** Dry Creek to Northfield (page 111)
- Stockport** Roseworthy to Peterborough (page 15)
- Stockwell** Nuriootpa to Truro – 52.78 m (page 8)
- Stockyard Creek** Hamley Bridge to Gladstone – 51 m (page 7)
- Stokes Hill Jetty** North Australia Railway (page 99)
- Stone Hut** Gladstone to Wilmington – 240.5 km (page 7)
- Stopping Place 245 m** TAR (Port Augusta to Tarcoola) – 245 m 9 c (page 76)
- Strangways Springs** CAR NG (Marree to Oodnadatta) – 333½ m (page 49)
- Strathalbyn** Victor Harbor – 50 m 73 ch (page 32)
- Struan** Wolsley to Mount Gambier (page 39)
- Stuart's Creek** CAR NG (Marree to Oodnadatta) – 294 m (page 49)
- Sumit** CAR NG (Port Augusta to Marree) – 20 m (page 46)
- Sutherlands** Roseworthy to Morgan – 77.5 m (page 14)
- Suttons** Wolsley to Mount Gambier (page 39)
- Swanport** Serviceton (page 29)
- T**
- Tailem Bend** Tailem Bend to Loxton – 75 m 16 ch – 120.5 km (page 21)
- Tailem Bend** Tailem Bend to Pinnaroo – 75 m 16 ch – 120.5 km (page 22)
- Tailem Bend** Serviceton – 75 m 16 ch – 120.5 km (page 29)
- Taldra** Alawoona to Barmera – 197.25 m – 317.5 km (page 19)
- Talkana** Riverton to Spalding – 85 m 47 ch (page 14)
- Tambelin** Salisbury to Gawler – 23 m 15 ch (page 112)
- Tantanoola** Mount Gambier to Millicent – 520 km (page 40)
- Tanunda** Gawler to Angaston – 43 m 64 ch (page 7)
- Taperoo** Glanville to Outer Harbour – 11 m 34 ch (page 110)
- Taplan** Alawoona to Barmera – 183.25 m – 294.91 km (page 19)
- Taragoro** Cummins to Buckleboo – 101 m 68 ch – 164.1 km (page 117)
- Tarcoola** CAR-SG (Tarcoola to Alice Springs) – 257 m 20 c (page 59)
- Tarcoola** CAR-SG (Tarcoola to Alice Springs) – 313 m 54 c 11 l – 504.5 km (page 59)
- Tarcoola** TAR (Port Augusta to Tarcoola) – 257 m 20 c (page 77)
- Tarcoola** TAR (Port Augusta to Tarcoola) – 313 m 54 c 11 l – 504.5 km (page 77)
- Tarcoola** TAR (Tarcoola to Cook) – 257 m 20 c (page 77)
- Tarcoola** TAR (Tarcoola to Cook) – 313 m 54 c 11 l – 504.5 km (page 77)
- Tarlee** Roseworthy to Peterborough (page 15)
- Tarooki** Victor Harbor (page 33)
- Tassie Street** TAR (Port Augusta to Tarcoola) – 56 m 73 c (page 69)
- Tassie Street** Port Augusta to Whyalla – 56 m 73 c (page 125)
- Telford** CAR NG (Port Augusta to Marree) – 169m (page 48)
- Temporary Junction** Wandana to Penong – 267 m 16 ch (page 121)
- Temporary Junction** Port Lincoln to Thevenard – 267 m 16 ch (page 120)
- Tennant Creek** CAR-SG (Alice Springs to Darwin) – 1802.50 km (page 62)
- Tent Hill** TAR (Port Augusta to Tarcoola) – 73 m – 119.5 km (page 70)
- Tepto** Cambrai and Sedan – 64 m 53 ch (page 32)
- Terka** Gladstone to Wilmington – 300 km (page 7)
- Terowie** Roseworthy to Peterborough (page 15)
- Terre** Port Lincoln to Thevenard – 92 m 142 ch – 148.5 km (page 119)
- Thackaringa** Port Pirie to Broken Hill (SG) – 363.5 km (page 11)
- Thackaringa** Port Pirie to Broken Hill (SG) – 500 km (page 11)
- Thebarton** Glenelg North (page 113)
- Thevenard** Port Lincoln to Thevenard – 269 m 42 ch – 434.2 km (page 121)
- Thomiar** TAR (Tarcoola to Cook) – 890 km (page 83)
- Three Miles** North Australia Railway – 3 m (page 100)
- Thrington** Balaklava to Moonta (page 5)
- Tinbalang** Victor Harbor (page 33)
- Tindal** North Australia Railway – 208 m 60 c (page 103)
- Tintinara** Serviceton – 131 m 70 ch (page 30)
- Todmorten** CAR NG (Oodnadatta to Alice Springs) – 501 m (page 52)
- Tookayerta** Tailem Bend to Loxton (page 22)
- Toolgie** Port Lincoln to Thevenard – 70 m 27 ch – 113.4 km (page 119)
- Toopoorra** Cummins to Buckleboo – 148 m 9 ch – 238.5 km (page 118)

**Torrens Park** Serviceton – 5 m 63 ch (page 27)  
**Town Jetty** North Australia Railway (page 99)  
**Truro** Nuriootpa to Truro – 57.91 m (page 8)  
**Tube Mills** Adelaide to Dry Creek – 5 m 10 ch (page 111)  
**Tuni** Willunga (page 35)  
**Tuscan** Wanbi to Yinkanie (page 23)  
**Two Wells** Adelaide to Port Pirie – 26.86 m – 45 km (page 3)

## U

**Ucolta** Port Pirie to Broken Hill (SG) – 261 km (page 12)  
**Ucolta** Port Pirie to Broken Hill (NG) – 162 m 23 ch (page 10)  
**Ulooloo** Roseworthy to Peterborough (page 15)  
**Undalya** Riverton to Spalding – 71 m 75 ch (page 13)  
**Ungarra** Cummins to Buckleboo – 67 m 5 ch – 108.1 km (page 117)  
**Union Reefs** North Australia Railway – 138 m 32 c (page 101)  
**Unley Park** Serviceton – 4 m 28 ch (page 27)  
**Upper Sturt** Serviceton – 18 m 17 ch (page 28)  
**Uranno** Cummins to Buckleboo – 49 m 30 ch – 79.6 km (page 117)  
**Uworra** Wandana to Penong – 291 m 5 ch – 469 km (page 121)

## V

**Veitch** Tailem Bend to Loxton (page 22)  
**Vennings** Port Lincoln to Thevenard – 18 m 60 ch – 30.3 km (page 118)  
**Verran** Cummins to Buckleboo – 95 m 43 ch – 153.9 km (page 117)  
**Vestey's Siding** North Australia Railway – 2 m 63c (page 99)  
**Victor Harbor** Victor Harbor – 82 m 19 ch (page 33)  
**Victoria Square** Glenelg South – 0.00 m (page 113)  
**Virginia** Adelaide to Port Pirie – 20.74 m (page 3)

## W

**Waddikee** Cummins to Buckleboo – 135 m 43 ch – 218.3 km (page 117)  
**Waikerie** Karoonda to Waikerie – 287.5 km (page 21)  
**Wakefield River Bridge** Hamley Bridge to Gladstone (page 8)  
**Wakefield River Bridge** Roseworthy to Peterborough (page 15)  
**Wakefield River Bridge** Riverton to Spalding – 122.24 km (page 13)  
**Wall Creek** CAR NG (Oodnadatta to Alice Springs) – 599 m (page 53)  
**Wallaroo Mines** Balaklava to Moonta (page 5)  
**Wallaroo** Balaklava to Moonta – 123 m (page 6)  
**Walloway** Peterborough to Quorn – 294.5 km (page 9)  
**Wanbi** Tailem Bend to Loxton – 224.5 km (page 22)  
**Wanbi** Wanbi to Yinkanie – 224.5 km (page 23)

**Wandana** Wandana to Penong – 258 m 33 ch – 416.1 km (page 121)  
**Wandana** Port Lincoln to Thevenard – 258 m 33 ch – 416.1 km (page 120)  
**Wandearah** Adelaide to Port Pirie – 119.50 m (page 4)  
**Wandilo** Wandilo to Glencoe – 477 km (page 41)  
**Wandilo** Wolseley to Mount Gambier – 477 km (page 39)  
**Wangianna** CAR NG (Marree to Oodnadatta) – 253 $\frac{1}{4}$  m (page 49)  
**Wanilla** Port Lincoln to Thevenard – 23 m 47 ch – 38.9 km (page 118)  
**Wannamana** Port Lincoln to Thevenard – 130 m 12 ch – 210 km (page 119)  
**Wappilka** Wanbi to Yinkanie (page 23)  
**Warburton** Balaklava to Moonta – 130 m (page 6)  
**Warla** Serviceton – 48 m 36 ch (page 29)  
**Warnertown** Port Pirie to Broken Hill (SG) – 348 km (page 13)  
**Warnertown** Port Pirie to Broken Hill (NG) – 348 km (page 11)  
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**Warrachie** – 85 m 25 ch – 137 (page 119)  
**Warradale** Willunga – 8.50 m (page 34)  
**Warrambo** Port Lincoln to Thevenard – 117 m 76 ch – 190.2 km (page 119)  
**Warrina** CAR NG (Marree to Oodnadatta) – 423 m 54c (page 52)  
**Warunda** Port Lincoln to Thevenard – 27 m 23 ch – 44 km (page 118)  
**Wasleys** Roseworthy to Peterborough (page 15)  
**Water Station** TAR (Port Augusta to Tarcoola) – 91 $\frac{1}{2}$  miles (page 72)  
**Watervale** Riverton to Spalding – 81 m 48 ch (page 13)  
**Watraba** Wandana to Penong – 297 m 72 ch – 480.5 km (page 121)  
**Watson** TAR (Tarcoola to Cook) – 446 m 64 c 02 l (page 82)  
**Watson** TAR (Tarcoola to Cook) – 503 m 12 c 47 l – 809 km (page 82)  
**Watson** TAR (Tarcoola to Cook) – 445 m 38 c 98 l (page 82)  
**Wawirra** Port Pirie to Broken Hill (NG) – 238 m 62 ch (page 10)  
**Wayville** Glenelg South (page 113)  
**Weeroona** TAR (Port Pirie to Port Augusta) – 7 m 38 c 64 l (page 65)  
**Wepar** Wolseley to Mount Gambier (page 39)  
**West Croydon** Adelaide to Woodville – 3 m 17 ch (page 107)  
**Wharminda** Cummins to Buckleboo – 87 m 17 ch – 140.5 km (page 117)  
**Whyalla Junction** TAR (Port Augusta to Tarcoola) – 57 m 75 c (page 69)  
**Whyalla Junction** Port Augusta to Whyalla – 57 m 75 c (page 125)  
**Whyalla** Port Augusta to Whyalla – 168 km (page 125)  
**Whyte Yarcowie** Roseworthy to Peterborough (page 15)  
**Wiabuna** Wandana to Penong – 279 m 28 c – 450 km (page 121)

- Wilban** TAR (Cook to Zanthus) – 851 m 55 c – 1369.5 km (page 88)
- Wildeloo** Port Lincoln to Thevenard – 46 m 47 ch – 75 km (page 119)
- Wilgena** TAR (Port Augusta to Tarcoola) – 301 m 61 c 57 l – 485 km (page 76)
- Wilgena** TAR (Port Augusta to Tarcoola) – 249 m 62 c (page 76)
- Wilkawatt** Taillem Bend to Pinnaroo (page 23)
- Willamulka** Brinkworth to Kadina – 126 m (page 6)
- William Creek** CAR NG (Marree to Oodnadatta) – 356 m 36c (page 49)
- Willochra** CAR NG (Port Augusta to Marree) (page 46)
- Willunga** Willunga – 34.19 m (page 35)
- Wilmington** Gladstone to Wilmington – 307 km (page 7)
- Wilpy** Taillem Bend to Loxton (page 22)
- Wilson** CAR NG (Port Augusta to Marree) – 55½ m (page 47)
- Wingamin** Taillem Bend to Loxton (page 21)
- Wingfield** Dry Creek to Rosewater (page 113)
- Winnellie** North Australia Railway – 6 m 51 c (page 100)
- Winnininnie** Port Pirie to Broken Hill (NG) – 216 m 11 ch (page 10)
- Winninowie** TAR (Port Pirie to Port Augusta) – 42 m 74 c 25 l – 71.5 km (page 67)
- Wintrena** Taillem Bend to Loxton (page 22)
- Wire Creek** CAR NG (Oodnadatta to Alice Springs) – 501 m (page 52)
- Wirha** Karoonda to Peebinga (page 20)
- Wirlpana** Victor Harbor (page 33)
- Wirrabara** Gladstone to Wilmington – 249 km (page 7)
- Wirraminna** TAR (Port Augusta to Tarcoola) – 157 m 04 c (page 74)
- Wirraminna** TAR (Port Augusta to Tarcoola) – 213 m 36 c 23 l – 342 km (page 74)
- Wirrappa** TAR (Port Augusta to Tarcoola) – 150 m 10 c 91 l – 242 km (page 72)
- Wirrappa** TAR (Port Augusta to Tarcoola) – 93 m 54 c (page 72)
- Wirrawilla** CAR NG (Port Augusta to Marree) – 210¾ m (page 48)
- Wirrega** Serviceton – 170 m 8 ch (page 30)
- Wirrida** CAR-SG (Tarcoola to Alice Springs) – 641.00 km (page 60)
- Wirrula** Port Lincoln to Thevenard – 207 m – 333.2 km (page 120)
- Wishart** North Australia Railway – 22 m (page 100)
- Wolseley** Wolseley to Mount Gambier – 191 m 34 ch – 307.5 km (page 39)
- Wolseley** Serviceton – 191 m 34 ch – 307.5 km (page 30)
- Womma** Salisbury to Gawler – 16 m 78 ch (page 112)
- Wonuarra** Alawoona to Barmera – 207 m (page 19)
- Woocalla** TAR (Port Augusta to Tarcoola) – 126 m 70 c 29 l – 204.5 km (page 71)
- Woocalla** TAR (Port Augusta to Tarcoola) – 70 m 40 c (page 71)
- Wood Siding 62 m** TAR (Port Augusta to Tarcoola) – 62 m (page 71)
- Woodlands Park** Willunga – 5.68 m (page 34)
- Woods** Hamley Bridge to Gladstone – 57 m (page 8)
- Woodside** Mount Pleasant – 33.18 m (page 31)
- Woodville North** Woodville to Finsbury and Gillman (page 110)
- Woodville Park** Adelaide to Woodville – 4 m 18 ch (page 107)
- Woodville** Woodville to Finsbury and Gillman – 4 m 48 ch (page 110)
- Woodville** Woodville to Glanville – 4 m 48 ch (page 108)
- Woodville** Woodville to Grange and Henley Beach – 4 m 48 ch (page 107)
- Woodville** Woodville to Hendon – 4 m 48 ch (page 107)
- Woodville** Adelaide to Woodville – 4 m 48 ch (page 107)
- Woolshed Flat Creek** Riverton to Spalding – 109.3 km (page 13)
- Woolshed Flat** CAR NG (Port Augusta to Marree) – 14½ m (page 46)
- Woomera** TAR (Port Augusta to Tarcoola) – 297.5 km (page 73)
- Wudinna** Port Lincoln to Thevenard – 134 m 18 ch – 216.2 km (page 119)
- Wunkar** Wanbi to Yinkanie (page 23)
- Wynarka** Taillem Bend to Loxton (page 21)
- Wynbring** TAR (Tarcoola to Cook) – 320 m 77 c (page 79)
- Wynbring** TAR (Tarcoola to Cook) – 377 m 33 c 92 l (page 79)

## X-Y

- Yacka** Hamley Bridge to Gladstone – 113 m (page 8)
- Yamba** Alawoona to Barmera – 204 m (page 19)
- Yandiah** Gladstone to Wilmington – 259.5 km (page 7)
- Yaninee** Port Lincoln to Thevenard – 147 m 42 ch – 237.6 km (page 120)
- Yantanaby** Port Lincoln to Thevenard – 198 m 63 ch – 320.1 km (page 120)
- Yantaringa** Serviceton (page 28)
- Yappara** Taillem Bend to Pinnaroo (page 23)
- Yeelanna** Yeelanna to Mount Hope – 50 m 55 ch – 81.7 km (page 121)
- Yeelanna** Port Lincoln to Thevenard – 50 m 55 ch – 81.7 km (page 119)
- Yelta** Balaklava to Moonta – 133.75 m (page 6)
- Yeltukka** Yeelanna to Mount Hope – 57 m 53 ch – 93 km (page 121)
- Yerlo** Glanville to Outer Harbour – 13 m 1 ch (page 110)
- Yetto** Willunga (page 34)
- Yinkanie** Wanbi to Yinkanie (page 23)
- Yongala** Port Pirie to Broken Hill (SG) – 258.5 km (page 12)
- Yongala** Port Pirie to Broken Hill (SG) – 98.5 km (page 12)
- Yongala** Port Pirie to Broken Hill (NG) – 160 m 28 ch (page 10)
- Yumali** Serviceton – 99 m 77 ch (page 30)
- Yunta** Port Pirie to Broken Hill (SG) – 196 km (page 12)
- Yunta** Port Pirie to Broken Hill (SG) – 334 km (page 12)
- Yunta** Port Pirie to Broken Hill (NG) – 206 m 74 ch (page 10)

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**Yurgo** Karoonda to Peebinga (page 20)

## **Z**

**Zanthus** TAR (Cook to Zanthus) – 130 m 35 c West (page 91)

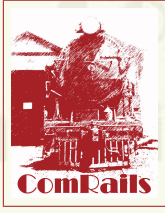
**Zanthus** TAR (Cook to Zanthus) – 977 m 30 c 57 l – 1572 km (page 91)

**Zanthus** TAR (Zanthus to Kalgoorlie) – 130 m 35 c West (page 91)

**Zanthus** TAR (Zanthus to Kalgoorlie) – 977 m 30 c 57 l – 1572 km (page 91)

**Zanthus** TAR (Zanthus to Kalgoorlie) (page 91)





Volume6

**APPENDIX**

**A Abbreviations and Glossary of Terms**

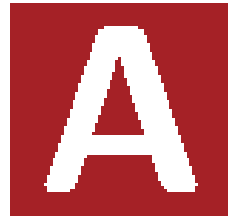
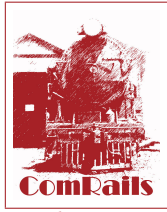
**149**

**B References and Bibliography**

**161**







## ABBREVIATIONS AND GLOSSARY OF TERMS

### A

**AAR wheel arrangement** The AAR wheel arrangement system is a method of classifying locomotive wheel arrangements that was developed by the Association of American Railroads. It is similar to the European UIC classification, and it is widely used in North America to describe diesel and electric locomotives. It is not used for steam locomotives; instead, the Whyte notation is used. This system counts axles instead of wheels. Letters refer to powered axles, and numbers to unpowered axles. 'A' refers to one powered axle, 'B' to two powered axles in a row, 'C' to three powered axles in a row, and 'D' to four powered axles in a row. '1' refers to one idler axle, and '2' to two idler axles in a row. A dash ('-') separates trucks, or wheel assemblies. A plus sign ('+') refers to articulation.

Examples are: A1A-A1A, B-1, B-A1A, D-D, 2-D+D-2.

**Air Brake** This is the most common type of train brake. It was used on both the South Australian and Commonwealth Railways.

**Air Suspension** The bogie of a vehicle is fitted with rubber air cushions or bags. Compressed air is fed into the bags under the control of a valve to ensure the correct pressure is maintained.

**A.L.A.R.C** See Australian Locomotive and Railway Carriage Company.

**Alice, The** Inaugrated on 21<sup>st</sup> November 1983, The Alice was promoted as an all first class journey between Sydney and Alice Springs. No economy seating was provided on the train. Poor patronage lead to the service being terminated on 2 November 1987

**A.N.** See Australian National.

**A.N.R.C.** See Australian National Railway Commission.

**A.R.H.S. (SteamRanger)** Australian Railway Historical Society. In South Australia they operate train services under the name SteamRanger.

**A.R.T.C.** See Australian Rail Track Corporation.

**Articulated Vehicle** Two adjacent railway vehicles are mounted on one bogie. It has the benefit of reducing the number of bogies required for a train and hence the weight and maintenance requirements.

**A.S.R.** See Australia Southern Railway.

**AustralAsia Railway Corporation** The AustralAsia Railway Corporation is a statutory body established under the AustralAsia Railway Corporation Act 1996 and supported by South Australia through complementary legislation. The Corporation was established in 1997 by the Northern Territory and South Australian Governments to manage the awarding of a Build, Own, Operate and Transfer back (BOOT) concession and to enter into contractual arrangements with the successful consortium for the construction of the rail line from Alice Springs to Darwin.

**Australian Locomotive & Railway Carriage Company (Murraylander)** The Australian Loco & Railway Carriage Company was formed in 1999 by Steve Moritz, Bob Butrimis and Bruce Roberts to take over the operational assests of the *Murraylander*. A joint vature company was formed on a 50/50 basis by Aust Locomotive & Railway Carriage Co. and the Victorian Railway Co (trading as West Coast Railway) to operate the *Murraylander* and various other charters. They are also a rollingstock provider specialising in the hire of power vans, crew cars and passenger carriages for use on the standard gauge systems.

**Australian National (A.N.)** This was the operating business name of the 'Australian National Railway Commission', which was owned by the Commonwealth of Australia.

**Australian National Railway Commission (A.N.R.C.)** This railway organisation was owned by the Commonwealth of Australia. Its operations extended from Kalgoorlie to Alice Springs and to the boarders with Victoria and New South Wales, as well as all railways in the state of Tasmania. It was formed in 1975 from the former Commonwealth, South Australian (non-suburban) and Tasmanian

railways. It traded under the name ***Australian National***.

Australian National Railways took over the operation of the country passenger and goods services in South Australia as from 1<sup>st</sup> March 1978. In 1997 the freight business was sold to Australia Southern Railroad and the passenger business to Great Southern Railroad.

**Asia Pacific Transport Consortium** In 2000, the AustralAsia Rail Corporation awarded the contract to build and operate the Adelaide to Darwin railway line as a Build, Own, Operate and Transfer back project to the the Asia Pacific Transport Consortium, which consists of: Kellogg Brown & Root, John Holland Group, Carillion, Macmahon Holdings & Australian Railroad Group. The Asia Pacific Transport Consortium contracted FreightLink to implement the project and to operate the railway. The Asia Pacific Transport Consortium leases some assets on the Darwin - Alice Springs section from the AustralAsia Rail Corporation, and subleases of the Alice Springs - Tarcoola, South Australia railway from the Australian Government through the AustralAsia Rail Corporation.

**Australian Rail Track Corporation (A.R.T.C.)** The interstate rail corridors operated by ***Australian National*** were transferred to the Australian Rail Track Corporation as part of the 1997 sale. The Australian Rail Track Corporation, which is owned by the Commonwealth of Australia, commenced full operation on 1 July 1998.

Since formation it has negotiated various agreements gaining it access to the main rail corridors from Perth to Brisbane.

**Australia Southern Railroad (A.S.R.)** The freight business of ***Australian National*** was sold to the Australia Southern Railroad, a consortium consisting of Genesee and Wyoming Inc, and Clyde Engineering and Transfield, on 28 August 1997. They took over operation from 8 November 1997.

**Axle** The circular shaft connecting two wheels.

**Axlebox** The axlebox attaches the axle end to the bogie frame. The axle rotates within the axlebox allowing the wheel to turn.

**Axle Load** The weight that is applied by one axle, on a carriage or engine, to the track. Generally axle load refers to the maximum weight permitted on a single axle.

## B

**Ballast** The material most commonly used to form the road bed of a railway track. It usually consists of crushed rock.

**Bogie** A bogie is the name given to the structure that holds 4 or 6 wheels in pairs under one end a railway vehicles. It rotates on a pivot that allows it to turn and follow curves in the track.

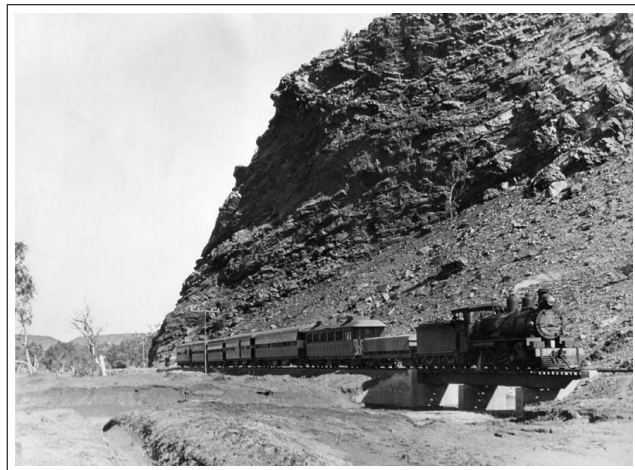
**Broad Gauge** A broad gauge railway has track 5 foot 3 inches (1600mm) spacing between rails.

## C

**C.A.R.** See Central Australia Railway.

**Caboose** A term used in the United States to describe a brake van.

**Central Australia Railway (C.A.R.)** The Central Australia Railway extended from Port Augusta through Quorn and Marree to Alice Springs (originally called Stuart until the name changed on 26<sup>th</sup> January 1932). It was narrow gauge. The railway was originally built to Oodnadatta by the South Australian Railways and transferred to Commonwealth ownership on 1<sup>st</sup> January 1911. The South Australian Railways continued to operated the line until operation was taken over by the Commonwealth Railways from 1926.



The Ghan in Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)



The Ghan with original cars

In 1926 construction began on the Oodnadatta to Alice Springs section of the line, a distance of approximately 292 miles. The line opened to rail traffic on 2<sup>nd</sup> August 1929, with the first passenger train arriving shortly after 2pm on 6 August. It had been scheduled to arrive at 9:30am.

The old Central Australia Railway was replaced by the Tarcoola to Alice Springs Railway in 1980.

**C.L.T.B.** See Commonwealth of Australia Land Transport Board.

**COMENG** Commonwealth Engineering Pty Ltd, Granville, N.S.W,

**Commonwealth of Australia Land Transport Board** (C.L.T.B.) The Commonwealth of Australia Land Transport Board was formed during World War II to control the movement of Transport in Australia. It was responsible for providing various rollingstock items to the Commonwealth railways on loan to facilitate the war effort.

**Commonwealth Railways (C.R.)** The 'Commonwealth Railways' were owned the Commonwealth of Australia. They were set up initially to operate the railway from Port Augusta to Kalgoorlie (Trans-Australian Railway), but eventually took over the operation of the line to Alice Springs (Central Australia Railway) and Darwin (North Australia Railway) lines as well. They were amalgamated with the 'South Australian Railway' in 1975 to form 'Australian National'.

**C.R.** See Commonwealth Railways.

## D

**Driving Trailer** An unpowered passenger vehicle with a driver's cab, at one or both ends, used to remotely control a power car or locomotive.

**Dynamic Braking** A train braking system that use the traction motors of the locomotive as generators to retard the train speed.

## F

**FreightLink** FreightLink is a railway freight operator the Adelaide-Darwin railway. In May 2008 the Consortium of banks and infrastructure companies behind Freightlink decided to sell the railway and its operating company. During November 2008 the company was placed into voluntary administration.

## G

**Ghan, The** *The Ghan* train commenced operation for the Commonwealth Railways when they took over the narrow gauge Central Australia Railway from the

South Australian Railways in 1926. It ran between Port Augusta and Oodnadatta initially, being extended to Alice Springs in 1929.

When the new standard gauge Marree line opened in 1957 the journey was broken into two. A standard gauge run from Port Pirie to Marree, with the rest of the journey remaining on narrow gauge.

Following completion of the standard gauge Tarcoola to Alice Springs line in 1980, the train was rerouted becoming an all standard gauge journey from Port Pirie using only modern rollingstock in the regular consists. This modern train was initially called the *New Ghan* on all marketing material, but eventually the *New* was dropped. In the late 1980s as part of a major refurbishment of the rollingstock the train was re-marketed as *The Legendary Ghan*.

The last narrow gauge north bound *Ghan* left Marree on 24<sup>th</sup> November 1980, returning south on 26<sup>th</sup> November 1980.

**Ghan Preservation Society, MacDonnell Siding, Alice Springs**

The Ghan Preservation Society of based at MacDonnell Siding, just outside Alice Springs. They are in possession of the line from MacDonnell Siding to Ewaninga Siding, 23km south of Alice Springs. They operate some original 1960s *Ghan* rollingstock and have several NSU class diesels.

**G.S.R.** See Great Southern Railway.

**Great Southern Railway (G.S.R.)** The passenger business of *Australian National* was sold to the Great Southern consortium on 28<sup>th</sup> August 1997. They took over operation from 1<sup>st</sup> November 1997. A large number of the remaining passenger vehicles were sold as part of the passenger business. They later shortened their name to *great Southern Rail*.

On their website in 2006 Great Southern Railway described their history as follows:

In late 1997, Great Southern Railway was the successful bidder for the Passenger Rail business of Australian National. This made Great Southern Railway the first government owned transcontinental passenger business to be privatised in Australia. Great Southern Railway originally consisted of a consortium of Australian and International financiers, operators and service providers. These partners all contributed solid financial backing. In October 1999, Serco Asia Pacific bought out the other partners, placing the company in a strong position for future growth.

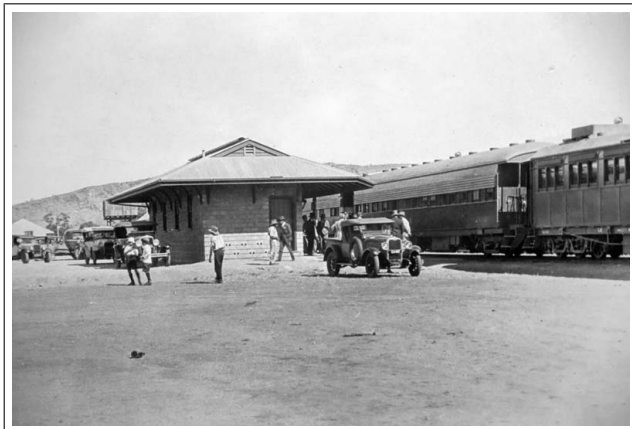
In March 2015 Serco sold GSR to private equity firm Allegro Funds.

In June 2019 the 'Great Southern Rail' brand was replaced with individual journey brands of 'The





C 67 Port Augusta, circa 1936



Ghan at Alice Springs, circa 1930 (*Chris Drymalik Collection*)



The Ghan outside Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)

Ghan, 'Indian Pacific', 'The Overland' and 'Great Southern', with the business name being changed to 'Journey Beyond Rail Expeditions'

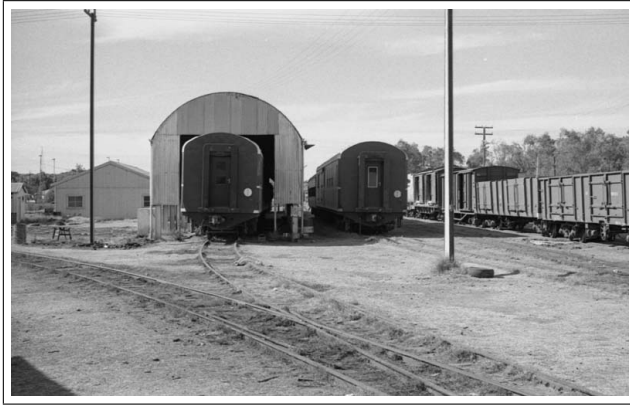
## I

**Indian Pacific** The Indian Pacific had its inaugural run on 23<sup>rd</sup> February 1970 when the first through passenger service operated between Sydney and Perth. The standard gauge connection had actually been completed by 12<sup>th</sup> January 1970. The carriages were owned by the Commonwealth, but were considered Joint Stock for maintenance costings.

Passengers for Adelaide initially had to change



The narrow gauge Ghan at Alice Springs, circa 1960s



28.8.1976 - Alice Springs - general view of brake vans and wagons in yard (*Murray Billett*)



2.04.2004, Keswick - Indian Pacific Logo Board (*Phil Leonard*)

trains at Port Pirie until the service was re-routed. The first Indian Pacific into Keswick Passenger terminal was on 17<sup>th</sup> August 1986.



21.03.2004, Keswick - Ghan Logo board (*Phil Leonard*)

**Intercapital Daylight** The Intercapital Daylight service ran daily between Melbourne and Sydney on the standard gauge line.

**Intermodal** Intermodal is the term used to describe freight traffic involving transfer of containers to and from road and rail vehicles. Sometimes referred to as container traffic.

**Iron Triangle Limited, The** The Iron Triangle Limited service ran by Australian National between Adelaide, Port Pirie, Port Augusta and Whyalla on standard gauge using Budd Railcars. The service began on 2<sup>nd</sup> April 1986 as a special run, with regular working from 21<sup>st</sup> April 1986. It finished 31<sup>st</sup> December 1990.

## J

**Journey Beyond Rail Expeditions** From June 2019, 'Journey Beyond Rail Expeditions' became the operators of 'The Ghan', 'Indian Pacific', 'The Overland' and 'Great Southern'. They had previously been called 'Great Southern Railway'.

## K

**Keswick Rail Terminal** The Keswick Rail Terminal was built by Australian National in the suburb of Keswick, Adelaide, South Australia as its main passenger terminal. It was officially opened on 15<sup>th</sup> June 1984.



Indian Pacific car logo

## L

**Loading Gauge** Maximum dimensions to which a vehicle can be built or loaded without risk of striking a lineside structure.

**L.C.L.** Less than Container Load. LCL traffic was the term used to describe any traffic, such as parcels, that was less than a full container in size.

## M

**MainTrax N.T.** MainTrax N.T. are the firm who operate the *Old Ghan* from MacDonnell Siding to Ewaingra under contract from The Ghan Preservation Society.

**Match Wagon** A vehicle equipped with different types of couplers at each end and placed between vehicles where the couplers are of different types. The most common use of this type of vehicle was with mobile crane wagons.

**Motor car** A passenger vehicle in a multiple unit train which is provided with traction power equipment.

**Motorrail** Motorail is a rail transport service where passengers can take their automobile along with them on their journey. Passengers are carried in normal passenger cars or in sleeping cars on longer journeys, while the cars are loaded into car carriers, or flatcars.

**Mile End Railway Museum** The Mile End Railway Museum was founded in 1963 and moved to Port Adelaide in 1988 to become the Port Dock Station Railway Museum.

**Murraylander** See Australian Loco & Railway Carriage Company.

## N

**North Australia Railway (N.A.R.)** - Palmerston to Pine Creek Railway The North Australia Railway extended from Darwin to Birdum. It was built as a narrow gauge railway. Originally it had been built as the Palmerston division of the South Australian Railways, but was transferred to Commonwealth Government control in 1911. It extended to Emungalan on the Katherine River in May 1917 and eventually to Birdum whilst Commonwealth Railway control.

Initially, after handover to the Commonwealth Government on 1<sup>st</sup> January 1911, the line was run by the Northern Territory Administrator until 30<sup>th</sup> June 1918 when it was handed to the Commonwealth Railways. Records of the period suggest that the Commonwealth Railways had a big influence on the line prior to the official transfer of control as they provided the Administrator with assistance in the purchase of rollingstock and other items. The last train ran on this line on 30<sup>th</sup> June 1976.

**N.A.R.** See North Australia Railway.

**Narrow Gauge** A narrow Gauge railway has track with 3 foot 6 inch (1067mm) spacing between rails.

**National Rail Corporation (N.R.)** The National Rail Corporation took over the interstate freight business of Australian National. It was jointly owned by the Commonwealth, Victorian and New South Wales Governments.

**National Railway Museum Port Adelaide** The National Railway Museum Port Adelaide was founded in 1963 as the Mile End Railway Museum. They move to the Port Adelaide site in 1988 and were known as Port Dock Station Railway Museum. On 21<sup>st</sup> October 2001 it was renamed the *National Railway Museum Port Adelaide*

**N.R.** See National Rail Corporation.

**New South Wales Government Railways (N.S.W.G.R.)**  
The New South Wales Government Railways operated all the railways in the state of New South Wales. At various time they were reorganised and had minor changes made to their name. They have operated under names such as 'New South Wales Railways', 'Freight Corp', and the 'New South Wales Public Transport Commission'.

**New South Wales Public Transport Commission (N.S.W.P.T.C.)**  
See New South Wales Government Railways.

**Northern Rivers Railway.** The Northern Rivers Railway operate on the line between Murwillumbah and Casino in New South Wales. Commencing in 1999, they operated a passenger service called the *Ritz Rail* train between Murwillumbah and Byron Bay. Operated Under the name 'Ritz Rail'

## O

**Overland, The** The original service called *The Overland* was the nightly train that ran between Adelaide and Melbourne. It was jointly owned by the Victorian and South Australian railways, until 1976 when Australian National took over the South Australian part of the operation. Australian National became the single operator of *The Overland* in 1994.

This service was taken over by Great Southern Railways following the sale of Australian National. In 1999 the remaining in service cars were repainted in a new colour scheme and logo graphics.

A completely new look for *the Overland* was launched in May 2007. This included a new colour scheme, refurbished car and the removal of all sleeping cars as it was now an exclusively daylight only service several times per week.

What is believed to be the last service of 'The Overland' arrived in Adelaide on the 24 March 2020.

## P

**Pichi Richi Railway (P.R.R.)** Pichi Richi Railway Preservation Society is based at Quorn, South





Darwin station with train



Adelaide River Troop Train October 1942



Overland logo on side of Tawarri 9.2.1999 (Chris Drymalik)

Australia. They operate narrow gauge trains over the three lines that radiate out from the Quorn station.

**Port Dock Station Railway Museum** The Port Dock Station Railway Museum was founded in 1963 as the Mile End Railway Museum. They move to the Port Adelaide site in 1988.

On 21<sup>st</sup> October 2001 it was renamed the *National Railway Museum Port Adelaide*

## Q

**QGR** Queensland Government Railways - See Queensland Railways.

**Q.R.** See Queensland Railways.

**Queensland Railways (Q.R.)** The Queensland Railways were operated by the State of Queensland.

## R

**Railcar** Self-powered vehicle capable of operating as a single unit and often passenger carrying.

**References Abbreviations** At various points references are sited by placing a code inside of square brackets '[ ]'. The various codes can be on the References and Bibliography page.

## S

**S.A.R.** See South Australian Railways.

**Semi Permanent Coupling** Coupling between vehicles provided for normally fixed formation consists. This form of coupling is usually only disconnected in a workshop.

**Shunt** To marshal vehicles in a given order to form a train consist.

**Spirit of Progress** Victorian Railways train that ran between Melbourne and Albury to connect with the New South Wales train for Sydney. It commenced operation in November 1937. After the completion of the standard gauge line from Albury to Melbourne, in 1962, it ran nightly between Melbourne and Sydney.

In the 1986, the train was combined with **Southern Aurora** to become the north bound **Sydney Express** and the southbound **Melbourne Express**. The service was withdrawn in the 1990s.

**Standard Gauge** A standard gauge railway has track with 4 foot 8½ inches (1435mm) between rails.

**SteamRanger** See Australian Railway Historical Society.

**South Australian Railways.** The railways in the state of South Australia were operated by the state government. In 1975 the 'South Australian Railways' were sold the Commonwealth of Australia, who combined them with the Commonwealth Railways to form Australian National.

**SAR&CR Joint Stock** South Australian and Commonwealth Railways Joint Stock operated on the East-West service between Port Augusta and Terowie via Quorn between 1917 and 1936. All the vehicles were owned by the South Australian Railways with only the costs being shared. Following cessation of this service, many of the cars were rebuilt.

**Southern Aurora** The Southern Aurora operated nightly between Sydney and Melbourne in both directions and commenced running on 16<sup>th</sup> April 1962 shortly after the new standard gauge connection opened between Melbourne and Sydney. It was jointly owned by the New South Wales and Victorian railways and used cars similar in design to stainless steel cars built by Comeng for the Commonwealth Railways.

In 1986 the train was combined with **Spirit of Progress** to become the north bound **Sydney Express**; and the southbound **Melbourne Express**. The service was withdrawn in November 1993 when it was replaced by an XPT railcar service.

**Southern Spirit** The Southern Spirit is a special passenger train operated by Great Southern Railway. Each journey incorporates a series of wayside stops and off train excursions to various tourist destinations.

It first run was called **The Grand Tour** and ran from Uluru (Ayers Rock) to Brisbane, via Alice Springs, Adelaide, Melbourne and Sydney over 14 days from 9 January 2010 to 22 January 2010. The train was hauled by NR84 and NR85 (at separate times) and included carriages FAM2389, HGM296, ER909, BRG974, BRG168, BRG175, AFC307, DF934, BRG972, BRG171, ARM990, HM957 and HGM903.

**South Spur Rail Services** South Spur Rail Services are a Western Australia based private operator who have a number of contracts for hauling ballast, rail and sleeper trains. They operated a Restaurant Train service called **Spirit of the West**, using Australian Railway Historical Society coaches and a specially painted K class diesel locomotive, as an offshoot company called the Midland Railway Company.

**Spirit of the West** see South Spur Rail Services.

**State Rail Authority of New South Wales (SRA)** The State Rail Authority was the government authority responsible for the operation and maintenance of railways in the Australian state of New South Wales between 1980 and 2003. The State Rail Authority (SRA) was established in 1980 after the separation of the Public Transport Commission into the SRA, responsible for trains, and the Urban Transport Authority (UTA), responsible for buses and ferries.

**State Transport Authority of South Australia.** The State Transport Authority of South Australia was formed as a result of the sale of the South Australian Railways to the Commonwealth in 1975. It took over the operation of the suburban rail system in Adelaide. It changed its name to Trans-Adelaide in July 1994.

It is a Government organisation answerable to the South Australian Minister of Transport.

**Steamtown Peterborough Railway Preservation Society Inc.**

**Steamtown** was based at Peterborough in the mid-north of South Australia. The society was formed in 1977 and ran its first public train in 1981. **Steamtown** had a number of working locomotives (both setam and diesel) obtained from Western Australia and several former Commonwealth Railways diesel locomotives. Most of the passenger rollingstock they operated was originally used on the Commonwealth Railways Trans-Australian Railway.

The train operated on the narrow gauge line between Peterborough and Eurelia. In October 2003 the society was disbanded and all assets passed to the local council who intended using the core part of the collection as a static museum based in the Peterborough Roundhouse precinct.

**Sydney/Melbourne Express** The Sydney/Melbourne Express was an intercapital passenger train service that operated between the Australian cities of



Melbourne and Sydney between 1986 and 1993. It was operated jointly by V/Line and the State Rail Authority of New South Wales the name depended on the direction of travel.

The Sydney/Melbourne Express was formed from the merger of the Spirit of Progress and Southern Aurora to cut operating costs of the intercapital rail service with the first train operating on September 2, 1986. The last Melbourne Express ran on the night of Saturday November 20, 1993 ex Sydney, with the last Sydney Express running ex Melbourne on Sunday 21 November, 1993.

## T

**Tea and Sugar** The *Tea and Sugar* train was a service that operated between Port Augusta, South Australia and Parkeston, Western Australia. The train provided the basic needs of the railway staff living in the remote regions through which the train operated. It commenced operation in 1915 during construction of the line and eventually end up with a number of specialised vehicles, including a butcher car, retail store car, community service car, and pay car.

The last west bound *Tea and Sugar* train departed Port Augusta on Wednesday 28<sup>th</sup> August 1996, whilst the last east bound departed Parkeston on Friday 30<sup>th</sup> August 1996. The service was withdrawn because of the decline in the number of rail workers living in the remote regions the train serviced.

**Track Gauge** The distance between the inner faces of the rail of a railway track. In Australia the main gauges are broad, narrow and standard.

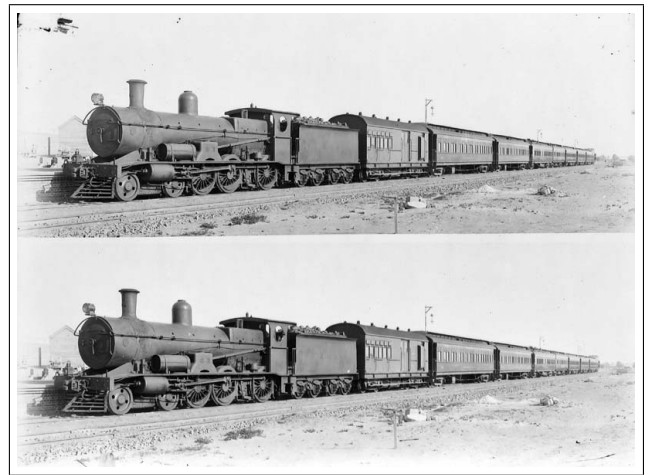
**Trailer Car** A passenger vehicle in a multiple unit train which has no traction power equipment.

**Trans-Adelaide** See State Transport Authority of South Australia.

**Trans-Australian Passenger Train** The Trans-Australian Passenger train ran between Port Augusta and Kalgoorlie. It began in 1917 and was eventually cancelled in 1991 following poor patronage and a severe cut back in the frequency of the service.

Initially it was all sleeping class with only irregular way side situp passenger accomodation being provided. In the 1960s regular situp was provided, but this was eventually withdrawn. Situp was again introduced in 1981 when it was added to the Trans-Australian and Indian Pacific services.

In 1983 the Trans-Australian was reduced from 4 to 3 services and the economy class sleeping cars were replaced by additional first class cars. Later the same year another Trans-Australian service was removed so that The Alice train could be inaugurated.



Trans-Australian, circa 1917 (*Chris Drymalik Collection*)



Trans-Australian with GM 1 and wooden cars, circa 1951

The Trans-Australian was cut to a single weekly service on 9<sup>th</sup> February 1991, leaving Adelaide each Wednesday, but this was short lived as this service was cancelled later that year.



First Express at 408 miles, 1917

**Trans-Australian Railway (T.A.R.)** This railway extends from Port Pirie to Kalgoorlie. The first sod for the Port Augusta to Kalgoorlie section was turned on 14 September 1912 with the line being completed on 17<sup>th</sup> October 1917. An extension to Port Pirie was opened on 23 July 1937 when the

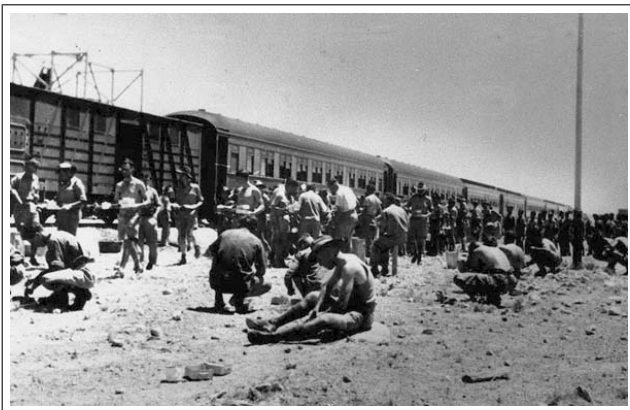
South Australian Railways extended the line from Red Hill. It is standard gauge.



Ghan logo on car side

**Tarcoola to Alice Springs Railway (T.A.S.)** Tarcoola to Alice Springs Railway. Work commenced 12<sup>th</sup> April 1975 on a replacement for the narrow gauge track from Marree to Alice Springs. The new route, via Tarcoola, was opened in 1980. It is standard gauge.

**TIMS** Australian Nationals Traffic Information Management System (TIMS), was closely linked to a system for tracking wagons known as the 'Wagon Maintenance System (WMS)'.



A troop train on Port Augusta Wharf

**Troop Train** During World War II special trains were run that carried only military troops. These were generically referred to as 'Troop Trains'.

Due to a shortage on rollingstock on the North Australia Railway and Trans-Australian Railway a number of cattle vans were converted to carry troops as part of this operation.

## U

### UIC classification of locomotive axle arrangements

The UIC classification of locomotive axle

arrangements is a system for describing the wheel arrangement of locomotives, multiple units and trams. It is provided by the International Union of Railways. The United States use a simplified form (AAR wheel arrangement) for modern locomotives. It is a more versatile system than Whyte notation for classifying steam locomotives by wheel arrangement.

The UIC notation counts pairs of wheels (called "wheelsets" or informally "axles").

**Upper-case letters** Designate a number of consecutive driving axles, starting at A for a single axle. C thus indicates three consecutive pairs of driving wheels.

**Numbers** Designate consecutive non-driving axles, starting with 1 for a single axle.

**Lower-case 'o'** On many electric and diesel-electric locomotives, axles are individually driven by electric traction motors - this is indicated by suffixing the driving wheel letter with a lower-case 'o'.

**Prime sign ' '** Indicates that the axles are mounted on a bogie.

**Plus sign +** Indicates that the locomotive or multiple unit consists of permanently coupled and mechanically separated individual vehicles.

**Brackets** Can be used to group letters and numbers describing the same bogie. For example, (A1A) indicates a three axle bogie with the outer two axles driven. When brackets are used a prime is not needed to indicate a bogie. Mallet locomotives can be indicated by bracketing the front power unit - for example, the Union Pacific Big Boy - denoted 4-8-8-4 in Whyte notation, is designated (2' D)D2' in UIC notation.

Garratt-type locomotives are indicated by bracketing or placing plus signs between all individual units.

**Other Suffixes** The designation can also have additional suffixes, denoting other features of the locomotive:

**h** Superheated Steam

**n** Saturated Steam

**v:** Compound

**Turb** Turbine

**number** number of cylinders

**t** Tank locomotive

**G** Freight train purpose . Also used to indicate shunting locomotives

**P:** Passenger train purpose

**S** Fast train purpose

## V

**VicRail** See Victorian Railways.

**Victorian Railways (V.R.) – VicRail, V/Line** The railways in the state of Victoria were called the 'Victorian Railways'. They were owned by the state of Victoria, Australia and were eventually split into a number of operational units which traded under various names such as VicRail, 'V/LINE' and 'The Met'.

**Vinelander** The Vinelander was an overnight passenger train operated by the Victorian Railways between Melbourne and Mildura, Victoria, Australia. The Vinelander first ran on 9 August 1972 and offered sleeping, sitting and motorail facilities. It ceased operation on 12 September 1993.

**V/Line** See Victorian Railways.

**V.R.** See Victorian Railways.

## W

**W.A.G.R.** See Western Australia Government Railways.

**Wegmann** 'Waggonfabrik Wegmann' of Kassel Germany built a number of carriages during the 1950s for the Trans-Australian Service.

**Western Australia Government Railways (W.A.G.R.)**

The Western Australia Government Railways were owned by the state of Western Australia. They operated services on both narrow and standard gauge.

**Westwaggon Bogies** Many Commonwealth Railways cars were fitted with 'Westwaggon' bogies. These had been purchased from the 'Wegmann' Company in 1951 at a cost of £174,062 for 64 bogies. The purpose of these bogies was to improve the riding quality of existing wooden cars and bring them up to the standard of the new all-steel rollingstock purchased from the 'Wegmann' Company the same year. Despite buying 64 bogies, a shortage developed as some were used under additional steel passenger cars purchased in the late 1950s. As speeds increased the bogies were unable to cope with the poor track condition. This led to new bogies being purchased and the Westwaggon bogies becoming surplus. Having been made to be readily gauge convertible (Standard to Narrow), and because of their good riding quality at low speeds, were possible all wooden cars used on the narrow gauge Ghan were fitted with these bogies. By the time most wooden cars were being withdrawn in 1980 many of the cars had been fitted.

**WMS** Australian Nationals Wagon Monitoring System (WMS), it was closely linked to a system for train

movements known as the 'Traffic Information Management System (TIMS)'.

### Whyte notation for locomotive axle arrangements

Whyte notation is a way of classifying steam locomotives by wheel arrangement. The Whyte system counts the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels, groups of numbers being separated by dashes. Thus, a locomotive with two leading axles (and thus four wheels) in front, then three driving axles (six wheels) and followed by one trailing axle (two wheels) is classified as a 4-6-2. Articulated locomotives such as Garratts, have a '+' between the arrangements of each engine (e.g. 4-6-2+2-6-4). Simpler articulated types where there are no unpowered axles between powered axles, have extra groups of numbers in the middle. Thus a Big Boy is a 4-8-8-4; there are two leading axles, one group of four driving axles, another group of four driving axles, and then two trailing axles.

Various suffixes are sometimes used, but they are not universal. Some of the more common ones are:

**T** indicates a tank locomotive. In British practice, this is sometimes extended to indicate the type of tank locomotive: T means side tank, PT pannier tank, ST saddle tank, WT well tank. T+T means a tank locomotive that has a tender for additional coal or water capacity.

**R** In Europe suffix R means rack (0-6-0RT) or it could mean reversible (0-6-0TR).

**F** indicates a fireless locomotive (0-4-0F). Note that this locomotive has no tender.

**ca** compressed air (i.e., running on compressed air from a tank instead of steam).

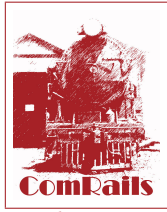
**ng** narrow-gauge locomotives (i.e., less than 56.5 in / 1435 mm)

In Britain, a small diesel or petrol locomotive is classified in the same way as steam locomotives, e.g. 0-4-0, 0-6-0, followed by D for diesel, P petrol, and another letter describing the transmission: E for electric, H hydraulic, M mechanical. Thus 0-6-0DE denotes a six-wheel diesel locomotive with electric transmission.

Where the axles are coupled by chains or shafts (rather than side-rods), or are individually driven, the terms 4w, 6w or 8w are generally used. Thus 4wPE indicates a four-wheel petrol locomotive with electric transmission. For large diesel locomotives the standard UIC classification is used.







Volume6

A P P E N D I X



## REFERENCES AND BIBLIOGRAPHY

**Some of the sources used to verify the information contained in these pages are:**

**ah** Correspondence with Alan Hegler.

**ARHS-bul** Australian Railway Historical Society; *Bulletin*; various editions

**ausrollingstock** Yahoo group 'ausrollingstock' at groups.yahoo.com/group/ausrollingstock/.

- Australian Railway Historical Society (Victorian Division); *Newsrail*; monthly periodical; various editions.
- Australian Railway Historical Society (South Australian Division); *Recorder*; monthly periodical.
- Baggage, Jack and Barrington, Rodney; *The History of Pichi Richi Railway*; Pichi Richi Railway Preservation Society Inc; 1984.
- Banger, Chris and Medlin, Peter; *Ninety years of The E Cars - Part 2*; Newsrail; September 1996.
- Beckhaus, John; *Commonwealth Railways Passenger Cars*; Modelling the Railways of SA Convention.
- Beckhaus, John; *CR Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Broad Gauge Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Narrow Gauge Passenger fleet*; Unpublished Draft.
- Beckhaus, John; *SAR Railcar fleet*; Unpublished Draft.

**blc** Details extracted from Barry Lewis Collection records at National Railway Museum.

- Mack, David; *Little Coastal Railways of the Adelaide plains*, Hyde Park Press; 1986.

**cc** Correspondence with Chris Carpenter.

**CP\_mm.yyyy** Catchpoint Magazine edition mm.yyyy (month.year). Catchpoint is produced by the Port Dock Station Railway Museum.

**cr\_nnnn** Commonwealth Railways Central Office File *nnnn*. - most of these are stored at the National Archives of Australia series B300.

**cr\_plan** Commonwealth Railways Rollingstock Plan.

**db** Correspondence with Dylan Badenoch.

**dc** Correspondence with Doug Colquhoun.

**dc** Correspondence with Doug Johnson.

**dp** Parsons D.B; *3'6" Gauge Passenger Rolling Stock of South Australian Railways*; Australian Railway Historical Society Bulletin; 1958.

**sf** Correspondence with David Stosser.

- Fitzgerald, Anthony; *Australian National's GM Class*; Australian Model Railway Magazine, April 1997.

**facebook-sare** Facebooks group - South Australian Railway Enthusiasts.

**GA** General Appendix.

**gh** Correspondence with Geoff Hann. .

**jb** Correspondence with John Beckhaus.

**jbo** Correspondence with John Bollans.

**jg** Correspondence with John Green.

**jh\_nnl** Jim Harvey *The Never-Never Line, The story of the North Australia Railway*.

**gp** Correspondence with Gerald Petrie.

**GSR** Great Southern Railway Literature and Press Releases.

**hw** Correspondence with Hugh Williams.

**kb** Correspondence with Kym Bird, also included reference to historic articles

- The 300-400 Class Railcars and 829-860 Class Trailer Cars of the South Australian Railways, Australian Railway Historical Society Bulletin; p219-238, October 1985, Vol.26 No.576; p243-261, November 1985, Vol.26 No.577; p279-283 December 1985, Vol.26 No.578.

- The Fageol Railcars of the S.A.R,Australian Railway Historical Society Bulletin; p219-238, October 1985, Vol.37 No.588.
  - Brill Railcars of the South Australian Railways,Australian Railway Historical Society Bulletin; p213-236, October 1991, Vol.32 No.528; p237-260, November 1991, Vol.32 No.529; p272-282 December 1991, Vol.32 No.530; p1-8, January 1992, Vol.33 No.531.
- md** Michael Dix correspondence.
- mr** Correspondence with Matthew Reid of Edmonton, Alberta, Canada.
- MN** Monthly Notice - The Commonwealth Railways issues published notices on a monthly basis to staff.
- MERM** Mile End Railway Museum
- NAA** National Archives of Australia - normally will be followed by a series reference number.
- newsrail** Newsrail Magazine edition mm.yyyy (month.year).
- NRM** National Railway Museum correspondence.
- pf** Correspondence with Paul Quinn.
- ph** Correspondence with Peter Hinksman.
- pk** Correspondence with Peter Knife, or referenced in his book 'Peninsula Pioneer'
- pl** Correspondence with Phil Leonard.
- pm** Correspondence with Peter Medlin.
- pmi** Correspondence with Peter Michalak.
- pq** Correspondence with Paul Quinn.
- pr** Correspondence with Philippa Rogers.
- PTT** Public Time Table.
- railsa** RailSA Australia Forums - formerly at 'www.railsa.org'
- rpf** Railpage Australia Forums at www.railpage.com.au.
- RRC** South Australian, Commonwealth and Australian National Railways *Rollingstock Record Cards*. These were large cardboard cards, one per vehicle, maintained by the workshops that showed all major alterations and repairs done to that vehicle. They are generally a lot more accurate than the computerised 'TIMS' records. See the 'TIMS' reference for more details.
- SAR** South Australian Railways record or docket reference.
- South Australian Railways; *Annual report to Parliament*; South Australian Parliamentary Paper No.47.
  - South Australian Railways; *Rollingstock Record Cards*; Port Dock Museum Collection.
  - South Australian Railways Institute; *South Australian Railways Institute Magazine*; periodical; various editions.
- sf** Correspondence with Steve Ford.
- sh** Correspondence with Stuart Hicks.
- sm** Correspondence with Steven Moritz.
- SN** Special Notice.
- st** Correspondence with Simon Thompson.
- Smith, Roderick *Named Carriages*; Rail news Victoria; March 1998
- th** Correspondence with Trevor Horman.
- TIMS/WMS** Information extracted from *Australian Nationals Computerised Traffic Information Management System (TIMS)* The records that have been extracted from TIMS, and the Computerised Wagon Monitoring System (WMS), are not always very accurate. Frequently significant alterations did not make it into the system. An example is the upgrade of 'Ghan' cars. These cars only show the date of the work order for modifications being issued in 1988 with very little information about when the actual work took place. For some cars this was not until 18 months later. Port Augusta still maintained paper based manual rollingstock record cards of changes long after they supposedly moved over to 'TIMS', so generally 'TIMS' shows the date the work was approved/proposed rather than when it was actually carried out.
- Vline-news** State Transport Authority of Victoria; *VLINE News*, journal.
- wh** Correspondence with Wayne Hoskin.
- WN** Weekly Notice.
- WTT** Working Time Table.
- Commonwealth Railways Files - Central Office**
- Listed below are the title of the Commonwealth Railways Central Office files consulted to create this information.
- These files are stored at Australian Archives Adelaide Office - series B300.

File No	File Active Date	File Title
47pt1-5	1912-1926	'Q' class locomotives.
101pt1-2	1911-28	Diesel locomotives.
107Pt1-4	1912-15	'G' class locomotives.
307	1911-27	Cranes general.
486	1912-1920	Shovel, 'Marion' steam, Port Augusta.
576		Rollingstock - locomotives general
631pt1-2	1913-16	8 No. 'G' class locomotives - Bladwin Co.
1033pt1-2	1913-50	Baldwin locomotives.
1513	1914-23	Temporary passenger cars
1729	1916	Rollingstock for through express (street railway carriages)
2248pt1	1914-29	Particulars of rollingstock (general) TAR
2425	1923-82	Vans - travelling stores - two for retail business
3581		Design of proposed Express Passenger Engines.
4089pt2	1920-51	Dining cars for through express
5373pt1-4	1918-62	Special service car
5389pt1-2	1922-41	Lounge cars TAR
5409		Travelling Butchers vans - TAR
5472	1918-54	3 'YB' vans, brakevans
5500pt2-4	1917-54	Dining car, sleeping car etc TAR Proposed with a view to improvement
5638		Question of providing extra Dining car (can't find 17.1.89)
5740	1916-18	History of B44 no N.G. N9.
5909	1919-42	"HR" vans
6205pt1	1913-30	Classification of rollingstock
6251/4	1935-36	Theft of gold from train between Quorn and Alice Springs May 1935
6251/5	6.1935	Attempted robbery of Mail TAR
6312pt10	1956-60	Rollingstock for through express
6312pt2	1916-23	Rollingstock for through express
6312pt3	1924-28	Rollingstock for through express
6312pt4	1928-29	Rollingstock for through express
6312pt8	1946-51	Rollingstock for through express
6312pt9	1951-56	Rollingstock for through express
6423pt1	1917-33	Special car No.2
6423pt2	1941-65	Special car No.2
6431pt1	1913-24	Photographs of rollingstock
6431pt2	1927-65	Photographs of rollingstock
6440pt1	1914-25	Rollingstock capital value of stock, Pt Augusta-Oodnadatta railway
6440pt3	1960-67	Rollingstock CAR
6447p1-6	1913-45	NM class locomotives CAR.
6459	1923-44	Passenger cars CAR
6462	1913-52	Sleeping cars 3'6" gauge CAR
6717	1926-42	Special car - CAR
6762		Locos Oodnadatta - Alice Springs
6826	1926-28	Three 2nd class 50ft passenger cars NBPA
6879		Dining car
6880	1926-59	Hospital car - CAR
6896pt2		Particulars of rollingstock TAR
6897		Rollingstock General - Northern Territory.
6897		Rollingstock statements - NAR
6900/17	1920	Inspections - Commissioners inspection of line & trial trip with special service car
6900/58	8.1929	Commissioners visit of inspection CAR
6938pt2	1929-79	Dining cars - CAR
7633	1932-59	Air conditioning of carriages
7782p1-4	1934-	New Psgr loco Pt (C class)
8191	1939-70	Passenger cars NAR

8391		Particular of present state of locos and rollingstock April 1943 for CLTB
8488	1944-61	Historical Articles relative to Commonwealth Railways.
8713pt1	1946-57	Locomotive experiments with Gas Turbine
8807pt1	11.1948	Testimonials to Mr G.A.Gahan
8941	1949-65	Pullman cars - TAR
9168pt1-2	1953	Inaugral run of new train TAR

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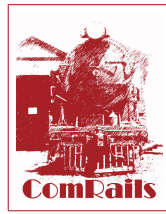
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