



ComRails Volume 6: Track Route Information

Volume6



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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.

The Comrails web site can be found at <http://comrails.com>
You can email Chris at chris.drymalik@gmail.com, or chris@comrails.com

Chris Drymalik

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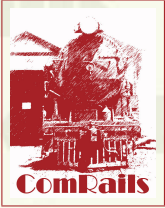
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1.1 Adelaide to Port Pirie

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



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

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)

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)

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

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

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

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]

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

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.

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



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

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 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

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]

1.3 Peterborough to Quorn

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

Peterborough 248 km — Peterborough 109.5 km

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 PTT 11.1934]

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]

1.4 Port Pirie to Broken Hill

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

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 Kandandah Siding 390 km - crossing loop 1014 m [WWT Admt 23.3.1992]

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]

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 — Peterborough 109.5 km

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

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

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

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]

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

- 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.
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]

1.5 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]

1.6 Bumbunga to Lochiel

This section contains information about the Bumbunga to Lochiel railway

Bumbunga (80.45 m)

- Station

Lochiel

1.7 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

1.8 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

- 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

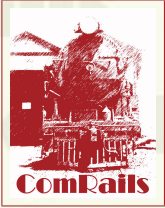
- Station

Peterborough 248 km — Peterborough 109.5 km

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]



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CHAPTER

2

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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

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

Koora — Wonuarra

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

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 Taillem Bend to Pinnaroo

This section contains information about the Taillem Bend to Pinnaroo 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]

3.6.1990 Taillem 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

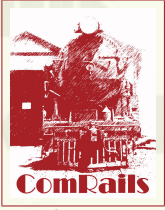
30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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

SOUTH LINES - SOUTH AUSTRALIA

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3.5 Victor Harbor 45

3.6 Willunga 48

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]

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]

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]

Gemmells (43.58 m)

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

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)

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

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

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]

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]

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]

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]

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'



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CHAPTER

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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

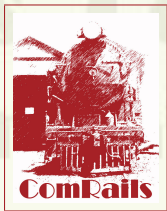
30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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'



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CHAPTER

5

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 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



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]



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

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]

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]**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 PTT 11.1934]

6.1953 $131\frac{3}{4}$ m - Nilpena [SAR PTT 6.1953]



Beltana Station with train and 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 PTT 11.1934]

6.1953 Beltana $143\frac{3}{4}$ m - [SAR PTT 6.1953]

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 – train view Puttapa Gap - Beltana Copley section (*Chris Drymalik Collection*)

2.1917 Leigh's Creek $163\frac{1}{4}$ m - [SAR PTT 2.1917]

11.1934 Copley $163\frac{1}{4}$ m - [SAR PTT 11.1934]

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 PTT 11.1934]

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 PTT 11.1934]

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]

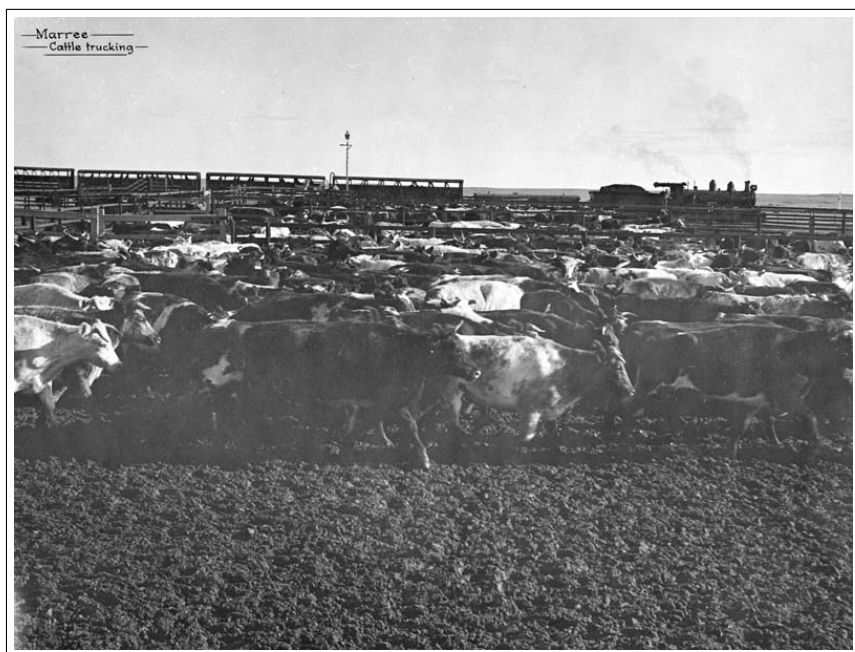
Callanna (240 m 03c)

- 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 Callana 240 m - [PTT 2.1973]

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

- 2.1917** Wangianna $253\frac{1}{4}$ m - [SAR PTT 2.1917]

5. CENTRAL-AUSTRALIAN RAILWAY - NARROW GAUGE - PORT AUGUSTA TO
ALICE SPRINGS



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



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



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*)

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]



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

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]



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

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]



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



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

Beresford (325 m 69c)

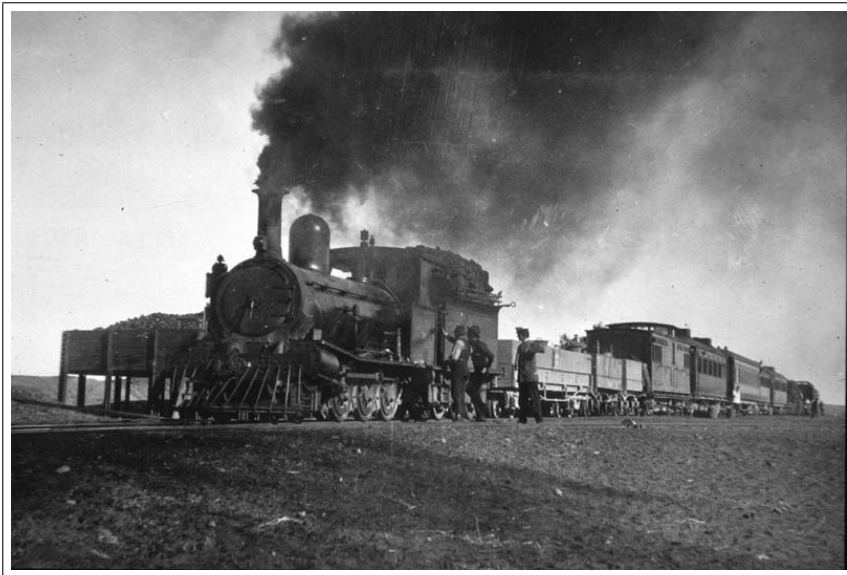
- 2.1917** Beresford $325\frac{3}{4}$ m - [SAR PTT 2.1917]
11.1934 Beresford $325\frac{3}{4}$ m - [SAR PTT11.1934]
6.1953 Beresford $325\frac{3}{4}$ m - [SAR PTT 6.1953]
2.1973 Beresford $325\frac{3}{4}$ m - [PTT 2.1973]

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]



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

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]

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]

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 PTT 11.1934]**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 PTT 11.1934]**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 PTT 11.1934]**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]



Circa 1930 - Central Australia Railway **Ghan** – Heavitree Gap Alice Springs. The car behind the locomotive is the 'NRP 24' (*Chris Drymalik Collection*)

Heavitree

- Station

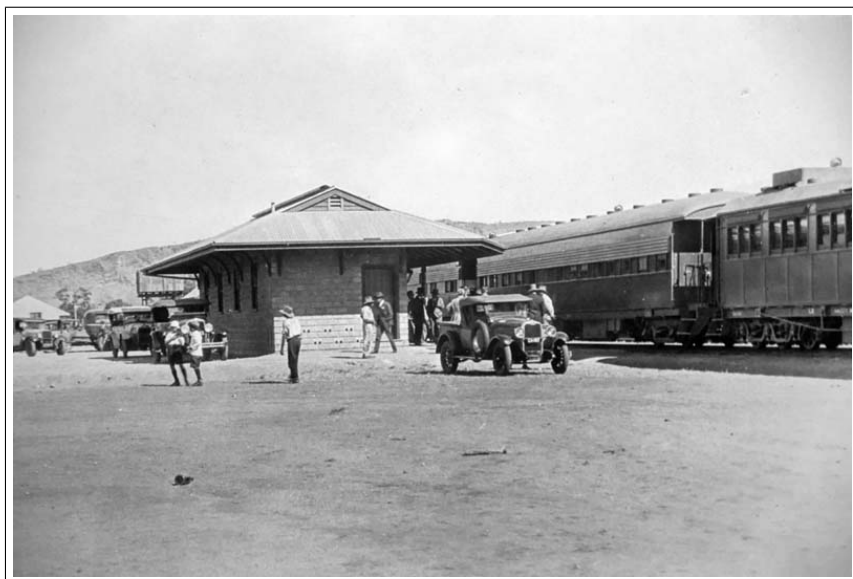
Alice Springs (771 m 11c) — Alice Springs 1335.00 km

11.1934 Alice Springs 771m narrow gauge [SAR PTT 11.1934]

5. CENTRAL-AUSTRALIAN RAILWAY - NARROW GAUGE - PORT AUGUSTA TO
ALICE SPRINGS



NJ 4 arriving at Alice Springs (*Chris Drymalik Collection*)



Circa 1930, Central Australia Railway – Alice Springs station (*Chris Drymalik Collection*)

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]



Volume6

CHAPTER

6

CENTRAL-AUSTRALIAN RAILWAY - STANDARD GAUGE - TARCOOLA TO DARWIN

6.1	Tarcoola to Alice Springs	85
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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 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]

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 705.537kmkm, North Switch 707.483kmkm - 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]

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.



NJ 4 arriving at Alice Springs (*Chris Drymalik Collection*)



Circa 1930, Central Australia Railway – Alice Springs station (*Chris Drymalik Collection*)

- 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]

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]

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]



NJ 4 arriving at Alice Springs (*Chris Drymalik Collection*)



Circa 1930, Central Australia Railway – Alice Springs station (*Chris Drymalik Collection*)

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]

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]

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]

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]

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]

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]

Tennant Creek 1802.50 km

2.1.2004 Tennant Creek Defined as Block Point Location - Crossing Loop 1850
m length - South Yard Location Board 1799.60km, Center 1802.50km,
North Yard Location Board 1805.60Km [ASR Network Operating Guide Pt
32]

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]

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]

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]

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]

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]

2553km BP 2553.00 km

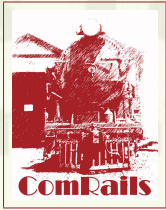
2.1.2004 2553 BP - Defined as Block Point Location - nil loop - Center 2553.00km [ASR Network Operating Guide Pt 32]

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]

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]



Volume6

CHAPTER

7

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 8½ in) 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

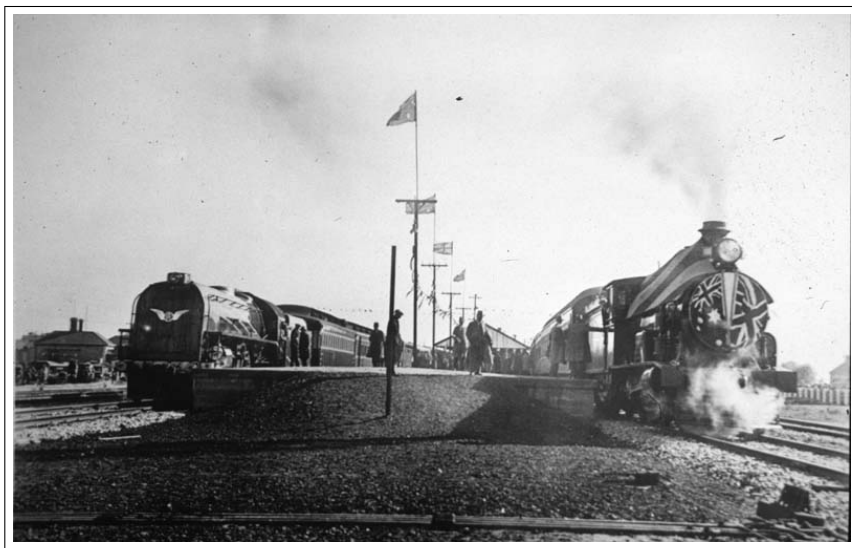
17.10.1917 Track laying machines met near Ooldea

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*)

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

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.



23.6.1937 - Port Pirie opening (*Commonwealth Railways*)

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]



13.11.1967 - Port Pirie - GM 35 on first Ghan to arrive at new Port Pirie station.
(Chris Drymalik Collection)

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 $14\frac{3}{4}$ m - Unattended Electric Staff Station[Working Time Table]

1.3.1950 Port Germein $14\frac{3}{4}$ 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 14 $\frac{3}{4}$ - Unattended Electric Staff Station
- 2.11.1967** Train Order Port Pirie Junction - Stirling North - Unattended Crossing Station[WN 44/67]
- 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 $4\frac{1}{4}$ 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]

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 (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]



Port Augusta Station - GM 40 - CR Red and silver (*Chris Drymalik Collection*)

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

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)



Circa 1940,C 64 - Port Augusta (*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 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 95.2 km 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 60l - [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 5l - [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 6 l)

- 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 6 l - [Goods & Livestock]
- 1.3.1950** Loop 1386 ft., Goods Siding 1360 ft [GA]
- 24.9.1953** Bookaloo 108 m 61 c 6 l - 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 29 l)

- 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 59 l)

- 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 23 l)

- 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 Wirramina 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 96 l)

- 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 amds.]
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 Amdts]

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 15l)

- 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 285 $\frac{1}{2}$ miles (285 $\frac{1}{2}$ m)

1942 285 $\frac{1}{2}$ 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) 301 $\frac{3}{4}$ 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)



Tarcoola - Trans-Australian Railway G 2 on Trans-Australian (*Chris Drymalik Collection*)

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 11 l - [Goods and Livestock]
- 1.3.1950** Loop 1500 ft., Siding 1410 ft [GA]
- 24.9.1953** Tarcoola 313 m 54 c 11 l - 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]

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 $337\frac{1}{2}$ 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 $68\frac{1}{2}$ 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 $351\frac{1}{2}$ m Camp 3.12.59. [WGC 48/59]

19.5.1960 Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Renamed Lyons 25.5.1960 [WGC 20/60]

- Staff Drawer Locks removed by [WGC 47/60]

- Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Unattended Electric Staff Station [List June 1961]

23.7.1961 Loop 3060 ft [WTT]

25.11.1962 Lyons (Mid Pt 351 m $68\frac{1}{2}$ ch) - Train Order replaced Electric Staff Tarcoola - Cook

14 & 21.2.1963 Loop 3012 ft [WN 7 & 8/63]

- Lyons (Mid Pt 351 m $68\frac{1}{2}$ 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 - $354\frac{1}{2}$ 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 92l - [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 92l - 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 92l - 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 377½m - 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 377½m - Wynbring Loop Extd East end, 5359 ft, 376 m 53 c 80l New East end Pts. West Points unchanged at 377 m 60 c 61L, 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 377¼m - Now 377¼m [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, 396 $\frac{3}{4}$ 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** Siidng 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 451 $\frac{1}{2}$ m [WN 11, 15, 16/64]
22.3.1964 & 31.1.1966 Named Bates (Unattended Crossing Station) [WTT
 Amendments]
 - Bates 451 $\frac{1}{2}$ 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]



1917 – The first Trans-Australian Express at 408 miles hauled by a G class engine (*Commonwealth Railways*)

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** Siding 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 Station [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 463 $\frac{1}{4}$ 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 463 $\frac{1}{4}$ 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 483 $\frac{1}{4}$ 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 483 $\frac{1}{4}$ 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]

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 Stn, 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 mapsas 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]

7.4 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
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]

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 Stration [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 & 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 38 l - [Goods and Livestock]

1.3.1950 Loongana 771 m 14 c 38 l - Loop 1180 ft., Sidings 1680 ft [GA]

24.9.1953 Loongana 771 m 14 c 38 l - 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 38 l - 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 38 l - 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 800 $\frac{1}{2}$ miles - [WTT]

01-Mar-50 Nurina 800 $\frac{1}{2}$ 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 800 $\frac{1}{4}$ m - 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 800 $\frac{1}{4}$ m - 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 800 $\frac{1}{4}$ m - 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 800 $\frac{1}{4}$ m - 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 76 l - [Goods and Livestock]**1.3.1950** Loop 1390 ft., Siding. 455 ft [GA]**24.9.1953** Haig 827 m 38 c 76 l - 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 827½ m - Loop now 3122 ft [WN 7 & 8/63]**31.1.1966** Haig 827½ m - 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 851½ m - 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 851½ m - 850 m named Wilban [WN 25/67]

6.7.1967 Distance remeasured $851\frac{1}{2}$ m [WN 27/67]

- Wilban $851\frac{1}{2}$ m (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 $79\frac{1}{2}$ c 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 $872\frac{3}{4}$ m - 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 $872\frac{3}{4}$ m - 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 902 $\frac{1}{2}$ m - Loop 3140 ft [WN 7 & 8/63]
2.5.1965 Loop 3200 ft [WTT]
16.12.1971 Naretha 902 $\frac{1}{2}$ m - 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 902 $\frac{1}{2}$ m - 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 188 $\frac{1}{2}$ miles West (863 m) — Crossing Loop 919 miles (919 m 27 c)

- Siding 188 $\frac{1}{2}$ 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 919 $\frac{1}{2}$ miles (919 m 27 ch) (appr 188 $\frac{1}{2}$ m West) - 1400 ft Loop Incomplete [War Time Facilities]

7.8.1944 Last Entry [WTT]

Camp 926 miles (925 $\frac{3}{4}$ m)

4.12.1955 926 m Camp (925 $\frac{3}{4}$ m) - Open by [WTT]

28.4.1963 Revised Distance [WTT]

2.5.1965 925 $\frac{3}{4}$ 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 940 $\frac{1}{2}$ 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 (949 $\frac{3}{4}$ m)

- 4.12.1955** 950 m Camp - Open by [WTT]
28.4.1963 Revised Distance 949 $\frac{3}{4}$ m [WTT]
2.5.1965 949 $\frac{3}{4}$ m Camp - Not Shown [WTT]
12.1.1967 Closed 22.1.1967 [WN 2/67]

Crossing Loop 958 $\frac{1}{2}$ miles (959 m 35 c)

- 1943 - 4** 958 $\frac{1}{2}$ miles (959 m 35 ch) Crossing Loop (appr 148 $\frac{1}{4}$ 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 = $964\frac{1}{2}$ m = 908 m = $143\frac{1}{2}$ 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 $69\frac{1}{2}$ c 3046 ft. [WN 21/64]

2.7.1964 Zanthus $977\frac{1}{2}$ 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 $977\frac{1}{2}$ 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 $\frac{3}{4}$ miles (1020 $\frac{3}{4}$ m) — Chifley 1642 km (1020 m 71 c)

1943 - 4 1020 $\frac{3}{4}$ 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 29 l - 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 25 l - [Goods and Livestock]
- 1.3.1950** Sdgs. 11,080 ft [GA]
- 12.8.1954** Parkeston 1105 m 2 c 25 l - 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

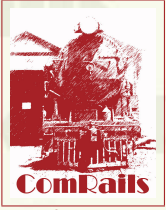
- 25.11.1976

- 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

8

**NORTH AUSTRALIA RAILWAY - DARWIN TO
BIRDUM**

8.1 North Australia Railway 156

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 establisheed 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 $\frac{1}{2}$ 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 cottages 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 Fettleers 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]



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*)

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]

134 $\frac{1}{2}$ 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]

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]

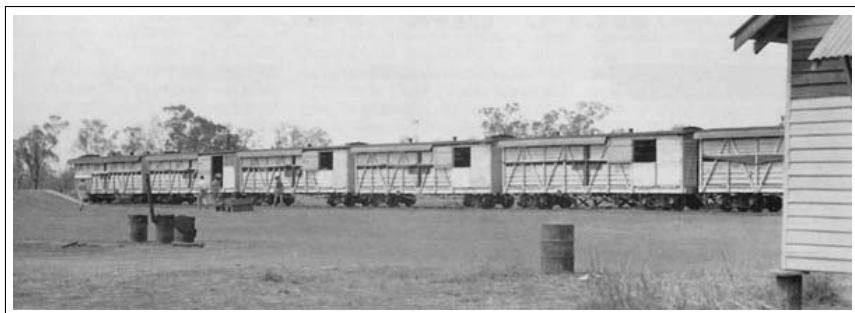
WWII Crossing loop of 528 feet installed [jh nnl]

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]



28.09.1943 - 'NOA' class cars on the Hospital Train at Katherine (*Chris Drymalik Collection*)

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]

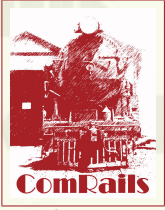
Petrol Sidings (311 m 56 c)

WWII Established as the major fuel transhipment 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]



Volume6

CHAPTER

9

ADELAIDE SUBURBAN

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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)

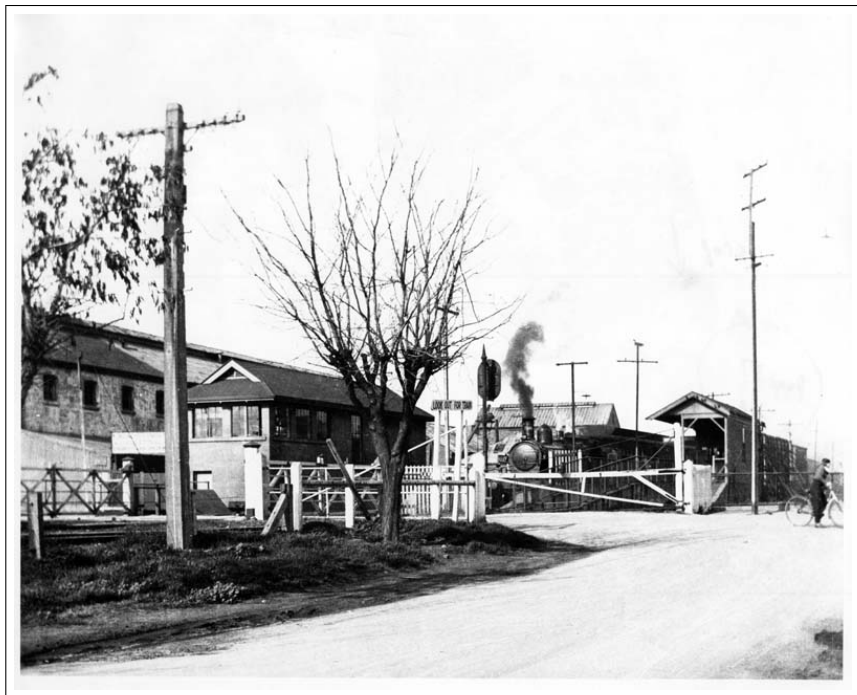
30.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

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]



17.3.1951 - loco SAR F186 on passenger - signal cabin + station + wooden gates
- Kilkenny (*Murray Billett Collection*)

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]

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 $5\frac{1}{2}$ 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 $6\frac{1}{4}$ 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 $7\frac{1}{2}$ 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 $7\frac{1}{4}$ 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 $8\frac{1}{2}$ 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 $8\frac{1}{2}$ 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 $8\frac{1}{2}$ 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 $9\frac{1}{2}$ 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 $10\frac{1}{4}$ 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 $10\frac{3}{4}$ 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 $11\frac{1}{2}$ m - 11 m 34 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Midlunga (11 m 56 ch)

3.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Midlunga $11\frac{3}{4}$ m - 11 m 56 ch - In 'Metropolitan and Country Time and Fare Tables' [SAR PTT 3.6.1966]

Osborne (12 m 12 ch)

3.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Osborne $12\frac{1}{4}$ 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)

3.6.1950 On 'Chief Engineer For Railways Map Showing Lines of Railways in South Australia'

3.6.1966 Outer Harbour $13\frac{3}{4}$ 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)

3.6.1950 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]

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 1 $\frac{1}{2}$ 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



c.1925 - loco SAR P class on passenger train - view of jetty area - Moseley Square - Glenelg (*Murray Billett Collection*)

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

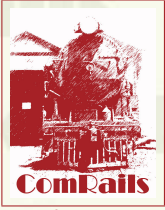
Gillman

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

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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10.3 Yeelanna to Mount Hope 194

10.4 Wandana to Penong 195

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'

Cockaleechie 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'

Moody 100 km (62 m 6 ch)

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

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'

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'

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

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

Barley Siding 2.8 km (1 m 68 ch)

- Australian Wheat Board Loop Siding

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)

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'

McLachlan 156 km (96 m 65 ch)

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'

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'

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'

Ceduna 431.9 km (267 m 78 ch)

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

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'

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'

Koonibba 457.5 km (283 m 54 ch)

7.2.1924 Opened. [pk]

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

14.2.1966 Closed. [pk]

Uworra 469 km (291 m 5 ch)

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'

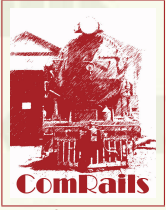
Gypsum Fields 501.5 km (311 m) — Kevin 501.5 km (311 m)

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'



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CHAPTER

11

OTHER LINES

11.1 Port Augusta to Whyalla Railway 198

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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CHAPTER

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- Borrika** Taillem Bend to Loxton (page 25)
- Bowden** Adelaide to Woodville – 1 m 56 ch (page 168)
- Bowman & Sons Wood Siding** TAR (Port Augusta to Tarcoola) – 43 m (page 105)
- Bowmans** Adelaide to Port Pirie – 62.87 m – 101.5 km (page 4)

Box Creek CAR NG (Marree to Oodnadatta) – 383 m (page 76)
Brachina CAR NG (Port Augusta to Marree) – 106 m 64c (page 66)
Brenan Roseworthy to Peterborough (page 15)
Brick Siding Serviceton – 9.75 m (page 33)
Bridge Creek North Australia Railway – 96 m 5 c (page 162)
Bridgewater Serviceton – 23 m 32 ch (page 36)
Brighton Willunga – 9.69 m (page 49)
Brimbago Serviceton – 162 m 47 ch (page 40)
Broadmeadows Salisbury to Gawler – 17 m 28 ch (page 180)
Brock's Creek North Australia Railway – 103 m 70c (page 162)
Broken hill Port Pirie to Broken Hill – 394.5 km (page 9)
Broken hill Port Pirie to Broken Hill – 531.5 km (page 9)
Bruce Peterborough to Quorn – 356.5 km (page 8)
Buccleuch Taillem Bend to Pinnaroo (page 27)
Buckleboo Cummins to Buckleboo – 174 m – 280.c km (page 188)
Bugle Ranges Victor Harbor – 40 m 6 ch (page 46)
Bull Island Naracoorte to Kingston (page 58)
Bumbunga Bumbunga to Lochiel – 80.45 m (page 13)
Bumbunga Adelaide to Port Pirie – 80.45 m (page 4)
Bundooma CAR NG (Oodnadatta to Alice Springs) – 683 m 15c (page 80)
Bunora Cummins to Buckleboo – 138 m 72 ch – 224 km (page 187)
Burando TAR (Port Augusta to Tarcoola) – 128 m (page 111)
Burando TAR (Port Augusta to Tarcoola) – 187½ m – 311 km (page 111)
Burando TAR (Port Augusta to Tarcoola) – 193 m 44 c (page 111)
Burnda Mount Gambier to Millicent (page 56)
Burnsfield Adelaide to Port Pirie – 96 m (page 4)
Burra Roseworthy to Peterborough (page 15)
Burrundie North Australia Railway – 123 m 67 c (page 162)
Burrungule Mount Gambier to Millicent – 506 km (page 56)
Butler Cummins to Buckleboo – 73 m 8 c – 117.5 km (page 186)

C

Cadney Park CAR-SG (Tarcoola to Alice Springs) – 830.50 km (page 87)
Caliph Wanbi to Yinkanie (page 29)
Callanna CAR NG (Marree to Oodnadatta) – 240 m 03c (page 69)
Callington Serviceton – 45 m 8 ch (page 37)
Calomba Adelaide to Port Pirie – 43.25 m (page 3)
Calperum Siding Alawoona to Barmera (page 19)
Caltowie Port Pirie to Broken Hill – 297.5 km (page 11)
Caltowie Port Pirie to Broken Hill – 60 km (page 11)
Cambrai Cambrai and Sedan – 88 m 53 ch (page 45)
Camden Glenelg North (page 181)
Camp 1018 miles TAR (Zanthus to Kalgoorlie) – 1018 m (page 149)
Camp 296 miles TAR (Port Augusta to Tarcoola) – 296 m (page 117)

- Camp 757 miles** TAR (Cook to Zanthus) – 757 m (page 138)
Camp 857 miles TAR (Cook to Zanthus) – 857 m (page 142)
Camp 926 miles TAR (Cook to Zanthus) – $925\frac{3}{4}$ m (page 144)
Camp 950 miles TAR (Cook to Zanthus) – $949\frac{3}{4}$ m (page 145)
Cannawigara Serviceton – 175 m 54 ch (page 41)
Capietha Port Lincoln to Thevenard – 184 m 8 ch – 296.5 km (page 193)
Caralue Cummins to Buckleboo – 130 m 68 ch – 210.8 km (page 187)
Cardonia TAR (Zanthus to Kalgoorlie) (page 150)
Carnes CAR-SG (Tarcoola to Alice Springs) – 566.50 km (page 86)
Carrieton Peterborough to Quorn – 320 km (page 8)
Carripook Serviceton – 22 m 72 ch (page 36)
Cavan Dry Creek to Northfield – 7 m 45 ch (page 177)
Ceduna Port Lincoln to Thevenard – 267 m 78 ch – 431.9 km (page 194)
Cellulose Mount Gambier to Millicent (page 57)
Chandada Port Lincoln to Thevenard – 184 m 8 ch – 296.5 km (page 193)
Chandler CAR-SG (Tarcoola to Alice Springs) – 965.50 km (page 87)
Chandos Tailem Bend to Pinnaroo (page 28)
Charlestown Mount Pleasant – 35.91 m (page 42)
Cheltenham Racecourse Woodville to Glanville – 5 m 32 ch (page 171)
Cheltenham Siding Woodville to Glanville – 5.18 m (page 171)
Cheltenham Woodville to Glanville – 5 m 38 ch (page 172)
Chidda Dry Creek to Salisbury – 11 m 63 ch (page 178)
Chifley TAR (Zanthus to Kalgoorlie) – 1020 m 71 c – 1642 km (page 149)
Chillundie Port Lincoln to Thevenard – 246 m 15 ch – 397 km (page 194)
Chinbingina Port Lincoln to Thevenard – 229 m 39 ch – 370.5 km (page 193)
Chinta Wandana to Penong – 264 m 35 ch – 426.5 km (page 195)
Chowilla Dam Alawoona to Barmera (page 19)
Clapham Serviceton – 6 m 20 ch (page 33)
Clarence Park Willunga – 3.91 m (page 48)
Cobera Tailem Bend to Loxton (page 25)
Cockaleechie Cummins to Buckleboo – 52 m 31 ch – 84.5 km (page 186)
Cockburn Port Pirie to Broken Hill – 345.5 km (page 9)
Cockburn Port Pirie to Broken Hill – 482.5 km (page 9)
Collings North Australia Railway – 246 m 47 c (page 165)
Collinsfield Adelaide to Port Pirie – 102 m (page 4)
Commercial Road Port Adelaide Woodville to Glanville – 7 m 22 ch (page 173)
Commonwealth Salt Works Siding TAR (Port Augusta to Tarcoola) (page 112)
Compton Mount Gambier to Millicent (page 56)
Condada Port Lincoln to Thevenard – 164 m 41 ch – 265 km (page 192)
Cook TAR (Cook to Zanthus) – 512 m 51 c (page 132)
Cook TAR (Cook to Zanthus) – 569 m 7 c 43 l – 914.5 km (page 132)
Cook TAR (Tarcoola to Cook) – 512 m 51 c (page 131)
Cook TAR (Tarcoola to Cook) – 569 m 7 c 43 l – 914.5 km (page 131)
Cooke's Plains Serviceton – 85 m 39 ch (page 39)

Coomaba Port Lincoln to Thevenard – 61 m 46 ch – 99 km (page 190)

Coomandook Serviceton – 95 m 52 ch (page 39)

Coombe Serviceton – 142 m 28 ch (page 40)

Coomunga Port Lincoln to Thevenard – 13 m 27 ch – 21.6 km (page 189)

Coonalpyn Serviceton – 113 m 30 ch (page 39)

Coonamia Port Pirie to Broken Hill – 225 km (page 12)

Coonamia Port Pirie to Broken Hill – 359.5 km (page 12)

Coonamia Adelaide to Port Pirie – 225 km (page 5)

Coonamia Adelaide to Port Pirie – 359.5 km (page 5)

Coonamia TAR (Port Pirie to Port Augusta) – 225 km (page 96)

Coonamia TAR (Port Pirie to Port Augusta) – 359.5 km (page 96)

Coonana TAR (Zanthus to Kalgoorlie) (page 149)

Coonana TAR (Zanthus to Kalgoorlie) – 1002 m – 1611 km (page 148)

Coonawarra Wolseley to Mount Gambier (page 54)

Coondambo (Homestead) TAR (Port Augusta to Tarcoola) – 174 m 56 c (page 113)

Coondambo Homestead Crossing TAR (Port Augusta to Tarcoola) – 231 m 3 c 96 l – 371 km (page 113)

Coondambo TAR (Port Augusta to Tarcoola) – 177 m 44 c (page 114)

Coondambo TAR (Port Augusta to Tarcoola) – 233 m 75 c 61 l – 375.5 km (page 114)

Coorara Willunga (page 50)

Copeville Karoonda to Waikerie – 208.5 km (page 22)

Copley CAR NG (Port Augusta to Marree) – 163 m 13c (page 67)

Coromandel Serviceton – 11 m 2 ch (page 34)

Cortlinye Cummins to Buckleboo – 161 m 33 c – 260 km (page 188)

Cortlinye Cummins to Buckleboo – 165m 31 ch – 266.6 km (page 188)

Coward Springs CAR NG (Marree to Oodnadatta) – 311 m 20c (page 73)

Crane Road Mount Pleasant (page 43)

Crossing Loop 1020 $\frac{3}{4}$ miles TAR (Zanthus to Kalgoorlie) – 1020 $\frac{3}{4}$ m (page 149)

Crossing Loop 1072 miles TAR (Zanthus to Kalgoorlie) – 1071 m 20 c – 1722.5 km (page 152)

Crossing Loop 285 $\frac{1}{2}$ miles TAR (Port Augusta to Tarcoola) – 285 $\frac{1}{2}$ m (page 116)

Crossing Loop 397 miles TAR (Tarcoola to Cook) – 397 m (page 124)

Crossing Loop 417 miles TAR (Tarcoola to Cook) – 416 m 22 c (page 125)

Crossing Loop 445 Miles TAR (Tarcoola to Cook) – 445 m 31 c (page 126)

Crossing Loop 463 miles TAR (Tarcoola to Cook) – 463 m (page 127)

Crossing Loop 518 miles TAR (Tarcoola to Cook) – 518 m 73 ch (page 130)

Crossing Loop 553 miles TAR (Tarcoola to Cook) – 553 m 17 ch (page 131)

Crossing Loop 594 $\frac{3}{4}$ miles TAR (Cook to Zanthus) – 594 $\frac{3}{4}$ m (page 133)

Crossing Loop 672 miles TAR (Cook to Zanthus) – 672 m (page 136)

Crossing Loop 724 miles TAR (Cook to Zanthus) – 724 m 40 c (page 138)

Crossing Loop 856 miles TAR (Cook to Zanthus) – 856 m (page 141)

Crossing Loop 919 miles TAR (Cook to Zanthus) – 919 m 27 c (page 144)

Crossing Loop 958 $\frac{1}{2}$ miles TAR (Cook to Zanthus) – 959 m 35 c (page 145)
Crossing Loop TAR (Tarcoola to Cook) – 354 $\frac{1}{2}$ m (page 123)
Crown Point CAR NG (Oodnadatta to Alice Springs) – 619 m (page 79)
Croydon Adelaide to Woodville – 2 m 49 ch (page 168)
Crystal Brook Port Pirie to Broken Hill – 197.5 km (page 11)
Crystal Brook Port Pirie to Broken Hill – 22.5 km (page 11)
Crystal Brook Port Pirie to Broken Hill – 334.5 km (page 11)
Crystal Brook Adelaide to Port Pirie – 197.5 km (page 5)
Crystal Brook Adelaide to Port Pirie – 22.5 km (page 5)
Crystal Brook Adelaide to Port Pirie – 334.5 km (page 5)
Crystal Salt Works TAR (Port Augusta to Tarcoola) – 5 m (page 104)
Cudmore Hill Road CAR NG (Port Augusta to Marree) – 55 m 24 c (page 64)
Cudmore Hill Road TAR (Port Pirie to Port Augusta) – 55 m 24 c (page 100)
Culburra Serviceton – 124 m 44 ch (page 39)
Cullen North Australia Railway – 160 m 36 c (page 163)
Cummins Cummins to Buckleboo – 41 m 70 ch – 67.5 km (page 186)
Cummins Port Lincoln to Thevenard – 41 m 70 ch – 67.5 km (page 190)
Cungena Port Lincoln to Thevenard – 190 m 35 ch (page 193)
Cunyarie Cummins to Buckleboo – 169 m 60 ch – 273.5 km (page 188)
Curdumurka CAR NG (Marree to Oodnadatta) – 293 m 77c (page 73)
Currency Creek Victor Harbor – 66 m 44 ch (page 47)
Custon Wolseley to Mount Gambier (page 53)
Cutana Port Pirie to Broken Hill – 443.5 km (page 9)

D

Darke Peak Cummins to Buckleboo – 123 m 24 ch – 198.5 km (page 187)
Darke's Peak Cummins to Buckleboo – 123 m 24 ch – 198.5 km (page 187)
Darwin River North Australia Railway – 42 m 56 c (page 159)
Darwin North Australia Railway – 0 m (page 157)
Deakin TAR (Cook to Zanthus) – 599 m (page 135)
Deakin TAR (Cook to Zanthus) – 655 m 67 c 88 l – 1054 km (page 135)
Deakin TAR (Tarcoola to Cook) – 427 m (page 128)
Deep Well CAR NG (Oodnadatta to Alice Springs) – 722 m (page 80)
Denman TAR (Cook to Zanthus) – 595 m – 956.5 km (page 133)
Depot (Tassie Street) TAR (Port Augusta to Tarcoola) (page 103)
Depot (Tassie Street) Port Augusta to Whyalla (page 198)
Direk Adelaide to Port Pirie – 17.60 m (page 2)
Dorrien Gawler to Angaston – 46 m 12 ch (page 13)
Douglas CAR NG (Marree to Oodnadatta) – 365 $\frac{1}{4}$ m (page 76)
Draper Glanville to Outer Harbour – 10 m 66 ch (page 174)
Drekurmi Cummins to Buckleboo – 161 m 33 c – 260 km (page 188)
Drekurmi Cummins to Buckleboo – 165m 31 ch – 266.6 km (page 188)
Dry Creek North Adelaide to Port Pirie – 15.5 km (page 2)
Dry Creek Adelaide to Dry Creek – 6 m 47 ch (page 177)

Dry Creek Dry Creek to Northfield – 6 m 47 ch (page 177)
Dry Creek Dry Creek to Rosewater – 6 m 47 ch (page 184)
Dry Creek Dry Creek to Salisbury – 6 m 47 ch (page 178)
Duck Ponds Port Lincoln to Thevenard – 7 m 53 ch – 12.4 km (page 189)
Dudley Park Adelaide to Dry Creek – 3 m 5 ch (page 176)
Duff Creek CAR NG (Marree to Oodnadatta) – 403 m (page 76)
Duffield CAR NG (Oodnadatta to Alice Springs) – 609 m (page 79)

E

East Grange Woodville to Grange and Henley Beach – 7 m 34 ch (page 170)
Eden Hills Serviceton – 9 m 7 ch (page 34)
Edeowie CAR NG (Port Augusta to Marree) – 101 m (page 66)
Edillilie Port Lincoln to Thevenard – 31 m 62 ch – 51.3 km (page 190)
Ediowie CAR NG (Port Augusta to Marree) – 101 m (page 66)
Edith River North Australia Railway – 175 m 78 c (page 163)
Edward's Creek CAR NG (Marree to Oodnadatta) – 413 m 47c (page 76)
Edwardstown Willunga – 4.90 m (page 48)
Elizabeth South Salisbury to Gawler – 14 m 75 ch (page 180)
Elizabeth Salisbury to Gawler – 16 m 01 ch (page 180)
Elsey North Australia Railway – 280 m 75 c (page 165)
Elwomple Taillem Bend to Pinnaroo (page 27)
Emerson Willunga – 4.43 m (page 48)
Emungalan North Australia Railway – 199 m 18 c (page 164)
Engoordina CAR NG (Oodnadatta to Alice Springs) – 669 m (page 80)
Ethelton Woodville to Glanville – 8 m 8 ch (page 173)
Eurelia Peterborough to Quorn – 305.5 km (page 8)
Ewaninga CAR NG (Oodnadatta to Alice Springs) – 751 m (page 80)
Exeter Glanville to Semaphore – 8 m 68 ch (page 173)

F

Farina CAR NG (Port Augusta to Marree) – 198 m 34c (page 68)
Farrell Flat Roseworthy to Peterborough (page 15)
Ferguson TAR (Port Augusta to Tarcoola) – 292 m 00 c – 469 km (page 117)
Fergusson River North Australia Railway – 165 m 60c (page 163)
Finke Stockyards CAR NG (Oodnadatta to Alice Springs) (page 79)
Finke CAR NG (Oodnadatta to Alice Springs) – 629 m 27c (page 79)
Finniss Victor Harbor – 60 m 44 ch (page 46)
Finsbury Woodville to Finsbury and Gillman – 6 m 13 ch (page 176)
Firdan North Australia Railway – 27 m 17c (page 159)
Fisher TAR (Tarcoola to Cook) – 480 m (page 130)
Fisher TAR (Tarcoola to Cook) – 535 m 74 c 33 l – 860.5 km (page 130)
Five Mile Siding Port Lincoln to Thevenard – 4 m 75 ch – 7.9 km (page 189)
Forestville Glenelg South (page 182)

Forrest TAR (Cook to Zanthus) – 651 m (page 137)
Forrest TAR (Cook to Zanthus) – 707 m 41 c 49 l – 1137.5 km (page 137)
Fountain Head North Australia Railway – 107 m 66 c (page 162)
Four Mile Quarry Port Lincoln to Thevenard – 4 m – 6.5 km (page 189)
Frances Bay Freight Yard North Australia Railway – 0 m (page 157)
Frances Creek North Australia Railway – 145 m (page 163)
Frances Wolseley to Mount Gambier – 347.5 km (page 53)

G

Galga Karoonda to Waikerie – 224 km (page 23)
Gawler North Gawler to Angaston – 26 m 16 ch (page 13)
Gawler Oval Gawler to Angaston – $25\frac{3}{4}$ m (page 12)
Gawler Gawler to Angaston – 24 m 61 ch (page 12)
Gawler Salisbury to Gawler – 24 m 61 ch (page 181)
Gemmells Victor Harbor – 43.58 m (page 46)
Geranium Tailem Bend to Pinnaroo – 189 km (page 28)
Gilbert River Bridge Roseworthy to Peterborough (page 15)
Gilberts Victor Harbor – 61.69 m (page 46)
Gillman Woodville to Finsbury and Gillman (page 176)
Gillman Dry Creek to Rosewater (page 184)
Gladstone Station Port Pirie to Broken Hill – 313.5 km (page 11)
Gladstone Station Port Pirie to Broken Hill – 44 km (page 11)
Gladstone Station Gladstone to Wilmington – 313.5 km (page 6)
Gladstone Station Gladstone to Wilmington – 44 km (page 6)
Gladstone Xing Loop Port Pirie to Broken Hill – 314.5 km (page 11)
Gladstone Xing Loop Port Pirie to Broken Hill – 43 km (page 11)
Gladstone Port Pirie to Broken Hill – 219.5 km (page 11)
Gladstone Gladstone to Wilmington – 219.5 km (page 6)
Glanville Woodville to Glanville – 8 m 44 ch (page 173)
Glanville Glanville to Outer Harbour – 8 m 44 ch (page 174)
Glanville Glanville to Semaphore – 8 m 44 ch (page 173)
Glenalta Serviceton – 12 m 20 ch (page 34)
Glencoe Wandilo to Glencoe (page 59)
Glenelg Glenelg North (page 182)
Glenelg Glenelg South (page 183)
Glenroy Wolseley to Mount Gambier (page 54)
Glossop Alawoona to Barmera (page 20)
Gluyas Wanbi to Yinkanie (page 29)
GMH Elizabeth Salisbury to Gawler – 14 m 10 ch (page 180)
Goddard's Creek Siding TAR (Cook to Zanthus) – 908 m (page 146)
Goddards TAR (Cook to Zanthus) – 1551.01 km (page 146)
Golden Ridge TAR (Zanthus to Kalgoorlie) – 1037 m (page 152)
Golden Ridge TAR (Zanthus to Kalgoorlie) – 1092 m 58 c – 1758 km (page 152)
Golf Links Woodville to Grange and Henley Beach (page 171)

Goodilla North Australia Railway – 86 m 27 c (page 162)
Goodwood Road Glenelg South (page 182)
Goodwood Serviceton – 3 m 6 ch (page 32)
Goodwood Willunga – 3 m 6 ch (page 48)
Goolwa Victor Harbor – 71 m 25 ch (page 47)
Goondooloo Karoonda to Waikerie (page 22)
Gordon CAR NG (Port Augusta to Marree) – 45 m 45c (page 65)
Gorrie North Australia Railway – 303 m 4 c (page 165)
Goyder Adelaide to Port Pirie – 69.75 m (page 4)
Grange Woodville to Grange and Henley Beach – 8 m 16 ch (page 171)
Grantham Port Lincoln to Thevenard (page 189)
Grasslands Tailem Bend to Pinnaroo (page 27)
Green Fields Dry Creek to Salisbury – 9.50 m (page 178)
Grove Hill North Australia Railway – 113 m 25 c (page 162)
Gurrai Karoonda to Peebinga – 237.5 km (page 21)
Gypsum Fields Wandana to Penong – 311 m – 501.5 km (page 196)

H

Hackham Willunga – 21.43 m (page 50)
Haig TAR (Cook to Zanthus) – 771 m (page 141)
Haig TAR (Cook to Zanthus) – 827 m 38 c 76 l – 1330.5 km (page 141)
Halidon Tailem Bend to Loxton (page 25)
Hallett's Cove Willunga – 13.38 m (page 49)
Hallett Roseworthy to Peterborough (page 16)
Hamley Bridge Roseworthy to Peterborough (page 14)
Hammond Peterborough to Quorn – 344 km (page 8)
Hanson Roseworthy to Peterborough (page 15)
Happy Valley Willunga – 16.41 m (page 49)
Hawker CAR NG (Port Augusta to Marree) – 65 m 24c (page 66)
Hawthorn Serviceton – 4 m 54 ch (page 33)
Hayhurst Glenelg South – 3.86 m (page 182)
Heathfield Serviceton – 20 m 42 ch (page 35)
Heavitree CAR NG (Oodnadatta to Alice Springs) (page 81)
Helling North Australia Railway – 183 m 59 c (page 164)
Helmsdale Glenelg South – 5.11 m (page 183)
Hendon Woodville to Hendon – 6 m 9 ch (page 170)
Henley Beach Woodville to Grange and Henley Beach (page 171)
Hergott Springs CAR NG (Marree to Oodnadatta) – 231 $\frac{1}{4}$ m (page 69)
Hergott Springs CAR NG (Port Augusta to Marree) – 231 $\frac{1}{4}$ m (page 69)
Hesso TAR (Port Augusta to Tarcoola) – 33 m 76 c (page 105)
Hesso TAR (Port Augusta to Tarcoola) – 90 m 25 c 5 l – 146.5 km (page 105)
Hillgrange Port Pirie to Broken Hill – 146 km (page 10)
Hillgrange Port Pirie to Broken Hill – 285 km (page 10)
Hillmanvillex Karoonda to Waikerie (page 23)

Hilra Salisbury to Penfield – 13 m 55 ch (page 179)
Hilton Glenelg North (page 181)
Hobler North Australia Railway – 296 m 36 c (page 165)
Holdens Woodville to Hendon – 4 m 71 ch (page 170)
Holder Karoonda to Waikerie (page 23)
Holloway Mount Gambier to Millicent (page 56)
Hookina CAR NG (Port Augusta to Marree) – 76 m 70c (page 66)
Horseshoe Creek North Australia Railway – 169 m 58 c (page 163)
Hove Willunga (page 49)
Howley North Australia Railway – 100 m 37c (page 162)
Hugh River CAR-SG (Tarcoola to Alice Springs) – 1244.50 km (page 88)
Hughes TAR (Cook to Zanthus) – 567 m (page 134)
Hughes TAR (Cook to Zanthus) – 623 m – 1001.5 km (page 134)
Hynam Wolseley to Mount Gambier – 375 km (page 53)

I

Ilbunga CAR NG (Oodnadatta to Alice Springs) – 563 m 64c (page 79)
Illoquara CAR-SG (Alice Springs to Darwin) – 1564.250 km (page 92)
Immarna TAR (Tarcoola to Cook) – 463 m – 744.5 km (page 127)
Impadna CAR-SG (Tarcoola to Alice Springs) – 1163.50 km (page 88)
Ingalta Alawoona to Barmera – 192.5 m – 309.8 km (page 19)
Irrapatana CAR NG (Marree to Oodnadatta) – $343\frac{3}{4}$ m (page 75)
Irrapatana CAR NG (Marree to Oodnadatta) – $343\frac{3}{4}$ m (page 75)
Islington Freight Terminal Adelaide to Port Pirie – 7.5 km (page 2)
Islington Adelaide to Dry Creek – 3.69 m (page 177)

J

Jabuk Tailem Bend to Pinnaroo – 180 km (page 27)
Jamestown Port Pirie to Broken Hill – 283.5 km (page 11)
Jamestown Port Pirie to Broken Hill – 74 km (page 11)
Jibilla Serviceton – 22 m 29 ch (page 36)

K

Kalanbi Wandana to Penong – 270 m 56 ch – 436.5 km (page 195)
Kalangadoo Wolseley to Mount Gambier – 458.5 km (page 54)
Kaldow Port Lincoln to Thevenard – 55 m 15 ch – 89 km (page 190)
Kalgoorlie TAR (Zanthus to Kalgoorlie) – 1051 m (page 154)
Kalgoorlie TAR (Zanthus to Kalgoorlie) – 1107 m 54 c 93 l – 1781.5 km (page 154)
Kallora Adelaide to Port Pirie – 57.25 m (page 4)
Kalyan Karoonda to Waikerie (page 22)
Kanandah Siding Port Pirie to Broken Hill – 390 km (page 9)

Kanandah Siding Port Pirie to Broken Hill – 526.5 km (page 9)

Kanappa Cambrai and Sedan (page 45)

Kanni Karoonda to Waikerie (page 23)

Kanyaka North Australia Railway – 51 m 3 c (page 159)

Kapinnie Yeelanna to Mount Hope – 64 m 63 ch – 104.5 km (page 195)

Kapinnie Yeelanna to Mount Hope – 65 m 30 ch – 105 km (page 195)

Karcultaby Port Lincoln to Thevenard – 170 m 11 ch – 274 km (page 192)

Karkarook Cummins to Buckleboo – 110 m 78 ch – 178.8 km (page 187)

Karkoo Port Lincoln to Thevenard – 58 m 7 ch – 93.6 km (page 190)

Karonie TAR (Zanthus to Kalgoorlie) – 1038 m 74 c 35 l – 1670.5 km (page 150)

Karonie TAR (Zanthus to Kalgoorlie) – 983 m (page 150)

Karoom Alawoona to Barmera (page 20)

Karoonda Taillem Bend to Loxton – 169 km (page 24)

Karoonda Karoonda to Peebinga – 169 km (page 20)

Karoonda Karoonda to Waikerie – 169 km (page 22)

Karte Karoonda to Peebinga (page 21)

Karunye Adelaide to Port Pirie – 32.25 m (page 3)

Katherine Loco North Australia Railway – 200 m 49c (page 164)

Katherine Old Loco North Australia Railway – 201 m 21 c (page 164)

Katherine South North Australia Railway – 202 m 34 c (page 165)

Katherine CAR-SG (Alice Springs to Darwin) – 2446.50 km (page 93)

Katherine North Australia Railway – 200 m 65c (page 164)

Kayannie Mount Pleasant (page 42)

Kearnan Roseworthy to Peterborough (page 16)

Keith Serviceton – 154 m 65 ch (page 40)

Keswick Serviceton – 2 m 32 ch (page 32)

Kevin Wandana to Penong – 311 m – 501.5 km (page 196)

Ki Ki Serviceton – 104 m 61 ch (page 39)

Kiana Yeelanna to Mount Hope – 69 m 78 ch – 113 km (page 195)

Kielpa Cummins to Buckleboo – 115 m – 185.3 km (page 187)

Kilburn Adelaide to Dry Creek – 4 m 63 ch (page 177)

Kilkenny Adelaide to Woodville – 3 m 57 ch (page 168)

Kilpalie Taillem Bend to Loxton (page 25)

Kilto Port Lincoln to Thevenard – 55 m 15 ch – 89 km (page 190)

Kimba Cummins to Buckleboo – 151 m 67 ch – 244.6 km (page 188)

Kinchina Serviceton – 56 m 8 ch (page 38)

Kingoonya TAR (Port Augusta to Tarcoola) – 208 m 76 c (page 116)

Kingoonya TAR (Port Augusta to Tarcoola) – 265 m 31 c 15 l – 426 km (page 116)

Kingston Naracoorte to Kingston (page 58)

Kirip Wandilo to Glencoe (page 59)

Kirkcaldy Woodville to Grange and Henley Beach (page 171)

Kitchener TAR (Cook to Zanthus) – 884 m (page 144)

Kitchener TAR (Cook to Zanthus) – 940 m 42 c 55 l – 1512.5 km (page 144)

Knuckey's Lagoon North Australia Railway – 10 m 10 c (page 158)

Kononda Cummins to Buckleboo – 119 m 56 ch – 192.8 km (page 187)

Koonalda TAR (Cook to Zanthus) – 936 km (page 133)
Koonibba Wandana to Penong – 283 m 54 ch – 457.5 km (page 196)
Koora Alawoona to Barmera (page 19)
Koowa Wanbi to Yinkanie (page 29)
Kopi Port Lincoln to Thevenard – 108 m 62 ch – 175.2 km (page 191)
Korro Willunga (page 50)
Kowulka Wandana to Penong – 305 m 43 ch – 492.5 km (page 196)
Kringin Karoonda to Peebinga (page 21)
Kromelite Wolseley to Mount Gambier (page 55)
Krongart Wolseley to Mount Gambier (page 54)
Kudla Salisbury to Gawler – 21 m 15 ch (page 180)
Kulde Tailem Bend to Loxton (page 24)
Kulgera CAR-SG (Tarcoola to Alice Springs) – 1081.50 km (page 88)
Kulkami Karoonda to Peebinga – 208 km (page 21)
Kultanaby TAR (Port Augusta to Tarcoola) – 245 m 19 c 42 l – 393.5 km (page 115)
Kumorna Serviceton – 137 m 58 ch (page 40)
Kunlara Karoonda to Waikerie (page 23)
Kurralta Park Glenelg North – 3.25 m (page 181)
Kyancutta Port Lincoln to Thevenard – 126 m 9 ch – 203.1 km (page 192)
Kybybolite Wolseley to Mount Gambier (page 53)
Kychering TAR (Tarcoola to Cook) – 281 m (page 121)
Kyeema Nuriootpa to Truro (page 14)

L

Lady Alice Camp North Australia Railway – 135 m 44 c (page 163)
Lake Eyre CAR NG (Marree to Oodnadatta) – 284 m (page 73)
Lake Hart TAR (Port Augusta to Tarcoola) – 140 m (page 112)
Lake Hart TAR (Port Augusta to Tarcoola) – 196 m 8 c 59 l (page 112)
Lake View Adelaide to Port Pirie – 100.25 m (page 4)
Lameroo Tailem Bend to Pinnaroo – 222 km (page 28)
Largs North Glanville to Outer Harbour – 10 m 16 ch (page 174)
Largs Glanville to Outer Harbour – 9 m 49 ch (page 174)
Larrimah North Australia Railway – 311 m 22 c (page 165)
Laura Gladstone to Wilmington – 230 km (page 7)
Leigh Creek CAR NG (Port Augusta to Marree) – 163 $\frac{1}{4}$ m (page 67)
Light River Bridge Roseworthy to Peterborough (page 14)
Lincoln Gap Port Augusta to Whyalla – 121.5 km (page 199)
Link Up TAR (Tarcoola to Cook) – 486 m 2 c 25 l (page 129)
Littlehampton Victor Harbor – 33 m 38 ch (page 45)
Lochiel Bumbunga to Lochiel (page 14)
Lock Port Lincoln to Thevenard – 92 m 142 ch – 148.5 km (page 191)
Locomotive Depot and Workshops North Australia Railway (page 158)
Long Gully Serviceton – 16 m 68 ch (page 35)

Long Plains Adelaide to Port Pirie – 47 m – 77 km (page 3)
Loongana TAR (Cook to Zanthus) – 714 m 55 c (page 139)
Loongana TAR (Cook to Zanthus) – 771 m 14 c 38 l – 1239.5 km (page 139)
Loop 130 m TAR (Port Augusta to Tarcoola) – 130 m (page 107)
Lowaldie Taillem Bend to Loxton (page 25)
Lowanna Victor Harbor – 54 m (page 46)
Loxton Taillem Bend to Loxton – 279 km (page 26)
Lucindale Naracoorte to Kingston (page 58)
Lyndhurst CAR NG (Port Augusta to Marree) (page 68)
Lyndoch Gawler to Angaston – 35 m 29 ch (page 13)
Lynton Serviceton – 6 m 51 ch (page 33)
Lyons TAR (Tarcoola to Cook) – 287 m 77 ch (page 122)
Lyons TAR (Tarcoola to Cook) – 351 m 68½ ch – 565 km (page 122)

M

Macdonnell CAR NG (Oodnadatta to Alice Springs) – 765 m (page 81)
Macumba CAR NG (Oodnadatta to Alice Springs) – 505 m (page 78)
Madurta Serviceton – 21 m 12 ch (page 35)
Maggea Karoonda to Waikerie (page 23)
Malbooma TAR (Tarcoola to Cook) – 281 m (page 121)
Malbooma TAR (Tarcoola to Cook) – 337 m 44 c 87 l – 541.5 km (page 121)
Malbooma TAR (Tarcoola to Cook) – 407 m (page 126)
Malla Wandilo to Glencoe (page 59)
Mallala Adelaide to Port Pirie – 37.25 m – 61.5 km (page 3)
Malpas Alawoona to Barmera (page 18)
Maltee Port Lincoln to Thevenard – 250 m 6 ch – 402.6 km (page 194)
Mambray Creek TAR (Port Pirie to Port Augusta) – 26 m 74 c 78 l – 45 km (page 98)
Manguri CAR-SG (Tarcoola to Alice Springs) – 706.50 km (page 87)
Mannahill Port Pirie to Broken Hill – 239.5 km (page 10)
Mannahill Port Pirie to Broken Hill – 377.5 km (page 10)
Mannanarie Port Pirie to Broken Hill – 268 km (page 11)
Manoora Roseworthy to Peterborough (page 15)
Mantung Karoonda to Waikerie (page 23)
Mappinga Mount Pleasant (page 42)
Marama Karoonda to Peebinga (page 21)
Margaret Siding CAR NG (Marree to Oodnadatta) – 305 m (page 73)
Marino Rocks Willunga – 11.74 m (page 49)
Marino Willunga – 11.36 m (page 49)
Marion Willunga – 7.06 m (page 48)
Marla CAR-SG (Tarcoola to Alice Springs) – 909.00 km (page 87)
Marlborough Street Woodville to Grange and Henley Beach (page 171)
Marranboy North Australia Railway – 230 m 41 c (page 165)
Marree CAR NG (Marree to Oodnadatta) – 231 m 14c (page 69)

Marree CAR NG (Port Augusta to Marree) – 231 m 14c (page 69)
Marryat CAR-SG (Tarcoola to Alice Springs) – 1021.00 km (page 87)
Marte Mount Gambier to Millicent – 499 km (page 56)
Maryvale CAR NG (Oodnadatta to Alice Springs) – 697 m (page 80)
Mataranka North Australia Railway – 264 m 52 c (page 165)
McDonalds Glenelg North (page 182)
McLachlan Port Lincoln to Thevenard – 96 m 65 ch – 156 km (page 191)
McLaren Vale Willunga – 30.18 m (page 50)
McLeay TAR (Port Augusta to Tarcoola) – 130 m 11 c – 210 km (page 107)
McMinns North Australia Railway – 20 m 2 c (page 158)
Meadows CAR NG (Port Augusta to Marree) – 113 $\frac{3}{4}$ m (page 66)
Medhurst Wandilo to Glencoe (page 58)
Melrose Gladstone to Wilmington – 286.5 km (page 7)
Mercunda Karoonda to Waikerie (page 23)
Mereenie Siding CAR-SG (Tarcoola to Alice Springs) – 1313.00 km (page 88)
Meribah Alawoona to Barmera – 172 m – 276 km (page 18)
Merildin Roseworthy to Peterborough (page 15)
Mern Merna CAR NG (Port Augusta to Marree) – 87 m 05c (page 66)
Merriton Adelaide to Port Pirie – 116.03 m (page 4)
Middleton Victor Harbor – 76 m 27 ch (page 47)
Midlunga Glanville to Outer Harbour – 11 m 56 ch (page 175)
Milang Milang – 84 m 34 ch (page 44)
Mile End Goods Yard Serviceton (page 32)
Mile End Goods Adelaide to Port Pirie – 0.5 km (page 2)
Mile End Serviceton – 1 m 28 ch (page 32)
Milendella Cambrai and Sedan (page 44)
Milkappa Road Mount Pleasant (page 43)
Millar North Australia Railway – 22 m 50c (page 159)
Miller's Corner Glenelg South (page 183)
Millicent Mount Gambier to Millicent – 534.5 km (page 57)
Millwood Serviceton – 3 m 55 ch (page 32)
Mindarie Tailm Bend to Loxton – 215.2 km (page 25)
Mindiyarra Karoonda to Waikerie (page 22)
Mingary Port Pirie to Broken Hill – 321 km (page 9)
Mingary Port Pirie to Broken Hill – 458 km (page 9)
Minnipa Port Lincoln to Thevenard – 157 m 29 ch – 253.4 km (page 192)
Mintaro Roseworthy to Peterborough (page 15)
Mitcham Serviceton – 5 m 26 ch (page 33)
Mitchell Wolseley to Mount Gambier (page 55)
Moana Willunga (page 50)
Monarto South Cambrai and Sedan – 51 m 29 ch (page 44)
Monarto South Serviceton – 51 m 29 ch (page 37)
Monteith Serviceton – 68 m 61 ch (page 38)
Moockra Peterborough to Quorn – 331.5 km (page 6)
Moody Cummins to Buckleboo – 62 m 6 ch – 100 km (page 186)
Moorlands Tailm Bend to Pinnaroo – 139 km (page 27)

Mootatunga Karoonda to Peebinga (page 21)
Moreenia Cummins to Buckleboo – 58 m 23 ch – 93.9 km (page 186)
Morgan Line Junction Roseworthy to Peterborough (page 14)
Morphett Vale Willunga – 20.01 m (page 50)
Morphettville Glenelg South (page 183)
Mortlock Port Lincoln to Thevenard – 31 m 62 ch – 51.3 km (page 190)
Mount Barker Junction Serviceton – 31 m 27 ch (page 36)
Mount Barker Junction Victor Harbor – 31 m 27 ch (page 45)
Mount Barker Victor Harbor – 34 m 37 ch (page 45)
Mount Bryan Roseworthy to Peterborough (page 16)
Mount Dutton CAR NG (Marree to Oodnadatta) – 452 m 58c (page 77)
Mount Emery CAR NG (Oodnadatta to Alice Springs) – 555 m (page 79)
Mount Ertiva CAR NG (Oodnadatta to Alice Springs) – 761 m (page 81)
Mount Ertwa CAR NG (Oodnadatta to Alice Springs) – 761 m (page 81)
Mount Gambier Junction Mount Gambier to Millicent – 488 km (page 56)
Mount Gambier Junction Wolseley to Mount Gambier – 488 km (page 55)
Mount Gambier New Yard Wolseley to Mount Gambier (page 55)
Mount Gambier Mount Gambier to Millicent – 490.5 km (page 56)
Mount Gambier Wolseley to Mount Gambier – 490.5 km (page 55)
Mount Hill Cummins to Buckleboo – 79 m 43 ch – 128.2 km (page 186)
Mount Hope Yeelanna to Mount Hope – 73 m 67 ch – 119 km (page 195)
Mount Lofty Serviceton – 19 m 41 ch (page 35)
Mount Pleasant Mount Pleasant – 49.58 m (page 43)
Mount Polhill CAR NG (Oodnadatta to Alice Springs) – 741 m (page 80)
Mount Rebecca CAR NG (Oodnadatta to Alice Springs) – 532 m (page 78)
Mount Sarah CAR NG (Oodnadatta to Alice Springs) – 522m (page 78)
Mount Squire CAR NG (Oodnadatta to Alice Springs) – 658 m (page 80)
Mount Torrens Mount Pleasant – 40.64 m (page 42)
Mt Gunson Coppermine Jcn TAR (Port Augusta to Tarcoola) – 86 m 17 c 55 l (page 109)
Mt. Christie TAR (Tarcoola to Cook) – 396 m 67 c – 638 km (page 124)
Mudamuckla Port Lincoln to Thevenard – 241 m 1 ch – 388 km (page 194)
Mulpata Karoonda to Peebinga (page 21)
Mundownda CAR NG (Port Augusta to Marree) – 223 $\frac{1}{4}$ m (page 69)
Mundrabilla TAR (Cook to Zanthus) – 741 m 52 c – 1192 km (page 138)
Mungala TAR (Tarcoola to Cook) – 415 m 12 c – 667 km (page 124)
Muralappie Mount Pleasant (page 42)
Murdinga Port Lincoln to Thevenard – 80 m 2 ch – 128.2 km (page 191)
Murrawa Wolseley to Mount Gambier (page 55)
Murray Bridge Serviceton – 60 m 23 ch (page 38)
Murtho Alawoona to Barmera (page 19)
Musgrave CAR NG (Oodnadatta to Alice Springs) – 639 m (page 79)
Myrla Wanbi to Yinkanie (page 30)

N

- Nadda** Alawoona to Barmera (page 18)
- Nairne** Serviceton – 34 m 67 ch (page 37)
- Nammuldi** Cummins to Buckleboo – 157 m 21 ch – 253.5 km (page 188)
- Nangari** Alawoona to Barmera – 187 m – 303.4 km (page 18)
- Nangula** Mount Gambier to Millicent (page 57)
- Nantawarra** Adelaide to Port Pirie – 75.10 m – 120.5 km (page 4)
- Nantuma** Port Lincoln to Thevenard – 113 m 49 ch – 183 km (page 191)
- Naracoorte** Naracoorte to Kingston – 386 km (page 57)
- Naracoorte** Wolseley to Mount Gambier – 386 km (page 54)
- Narcoonah** Mount Pleasant (page 43)
- Naretha** TAR (Cook to Zanthus) – 846 m (page 143)
- Naretha** TAR (Cook to Zanthus) – 902 m 41 c 45 l – 1450.5 km (page 143)
- National Park** Serviceton – 14 m 6 ch (page 34)
- Naturi** Taillem Bend to Loxton (page 24)
- Nectar Brook** TAR (Port Pirie to Port Augusta) – 36 m 69 c 28 l – 60.5 km (page 99)
- Newcastle Waters** CAR-SG (Alice Springs to Darwin) – 2093.00 km (page 93)
- Nilpena** CAR NG (Port Augusta to Marree) – 131 $\frac{3}{4}$ m (page 67)
- Ningana** Yeelanna to Mount Hope – 54 m 34 ch – 87.4 km (page 194)
- No.18 She** Woodville to Finsbury and Gillman (page 176)
- Noarlunga** Willunga – 24.19 m (page 50)
- Noonamah** North Australia Railway – 29 m 16c (page 159)
- Noora** Alawoona to Barmera – 192.5 m – 309.8 km (page 19)
- North Adelaide** Adelaide to Dry Creek – 1 m 46 ch (page 176)
- North Arm Road** Dry Creek to Rosewater (page 184)
- North Australia Meat Company Ltd** North Australia Railway (page 158)
- North Creek** CAR NG (Marree to Oodnadatta) – 463 $\frac{3}{4}$ m (page 77)
- Northfield** Dry Creek to Northfield – 8 m 71 ch (page 178)
- Northgate Block Point** CAR-SG (Tarcoola to Alice Springs) – 510.850 km (page 86)
- Novar Gardens** Glenelg North – 5.88 m (page 182)
- Nunjikompita** Port Lincoln to Thevenard – 222 m 6 ch – 357.6 km (page 193)
- Nunkeri** Karoonda to Peebinga (page 20)
- Nurina** TAR (Cook to Zanthus) – 800 m 25 c 81 l – 1287 km (page 140)
- Nuriootpa** Gawler to Angaston – 47 m 74 ch (page 13)
- Nuriootpa** Nuriootpa to Truro – 47.90 m (page 14)
- Nurlutta** Salisbury to Gawler – 13 m 34 ch (page 180)
- Nurom** Adelaide to Port Pirie – 123.15 m (page 4)
- Nurragi** Milang – 59 m 16 ch (page 43)

O

- O'Malley** TAR (Tarcoola to Cook) – 522 m 00 c (page 130)

O'Malley TAR (Tarcoola to Cook) – 839 km (page 130)
Oakbank Mount Pleasant – 29.91 m (page 42)
Oaklands Willunga (page 48)
Olary Port Pirie to Broken Hill – 277 km (page 10)
Olary Port Pirie to Broken Hill – 414.5 km (page 10)
One and Half Mile North Australia Railway – 1½ m (page 157)
One Mile Siding Port Lincoln to Thevenard – 1 m – 1.6 km (page 189)
One Steel Dry Creek to Rosewater (page 184)
Oodnadatta CAR NG (Marree to Oodnadatta) – 478 m 13 c (page 77)
Oodnadatta CAR NG (Oodnadatta to Alice Springs) – 478 m 13 c (page 77)
Ooldea TAR (Tarcoola to Cook) – 483 m – 776 km (page 128)
Ooraminna CAR NG (Oodnadatta to Alice Springs) – 730 m (page 80)
Orroroo Peterborough to Quorn – 283.5 km (page 8)
Osborne Glanville to Outer Harbour – 12 m 12 ch (page 175)
Outer Harbour Glanville to Outer Harbour – 13 m 52 ch (page 175)
Ovingham Adelaide to Dry Creek – 2m 21 ch (page 176)

P

Pallamana Cambrai and Sedan – 59 m 57 ch (page 44)
Palmerston North Australia Railway – 0 m (page 157)
Para Salisbury to Gawler – 23 m 76 ch (page 181)
Parachilna CAR NG (Port Augusta to Marree) – 120 m 73c (page 66)
Parafield Gardens Dry Creek to Salisbury – 10.25 m (page 178)
Parafield Dry Creek to Salisbury – 11 m 2 ch (page 178)
Parap North Australia Railway – 2 m (page 157)
Paratoo Port Pirie to Broken Hill – 168 km (page 10)
Paratoo Port Pirie to Broken Hill – 306.5 km (page 10)
Parilla Tailem Bend to Pinnaroo – 236.5 km (page 28)
Paringa Alawoona to Barmera – 340.5 km (page 19)
Parkeston TAR (Zanthus to Kalgoorlie) – 1049 m (page 153)
Parkeston TAR (Zanthus to Kalgoorlie) – 1105 m 2 c 25 l – 1776 km (page 153)
Parrakie Tailem Bend to Pinnaroo (page 28)
Paruna Alawoona to Barmera – 164.75 mi – 265.14 km (page 18)
Pata Tailem Bend to Loxton (page 26)
Patpa Willunga (page 49)
Peachina Port Lincoln to Thevenard – 76 m 9 ch – 122.6 km (page 191)
Peake Creek CAR NG (Marree to Oodnadatta) – 433 m (page 77)
Peake Tailem Bend to Pinnaroo – 168.5 km (page 27)
Pearlah Port Lincoln to Thevenard – 18 m 60 ch – 30.3 km (page 189)
Pedirka CAR NG (Oodnadatta to Alice Springs) – 543 m 73c (page 78)
Peebinga Karoonda to Peebinga – 275 km (page 22)
Penfield No.1 Salisbury to Penfield – 14½ m (page 179)
Penfield No.2 Salisbury to Penfield – 15 m (page 179)
Penfield No.3 Salisbury to Penfield – 16 m (page 179)

- Penola** Wolseley to Mount Gambier – 434.5 km (page 54)
- Penong** Wandana to Penong – 310 m 14 ch – 500 km (page 196)
- Perponda** Karoonda to Waikerie (page 22)
- Perroomba** Gladstone to Wilmington – 278 km (page 7)
- Peterborough** Port Pirie to Broken Hill – 109.5 km (page 10)
- Peterborough** Port Pirie to Broken Hill – 248 km (page 10)
- Peterborough** Peterborough to Quorn – 109.5 km (page 8)
- Peterborough** Peterborough to Quorn – 248 km (page 8)
- Peterborough** Roseworthy to Peterborough – 109.5 km (page 16)
- Peterborough** Roseworthy to Peterborough – 248 km (page 16)
- Peterhead** Glanville to Outer Harbour – 9 m 7 ch (page 174)
- Petrol Sidings (Peel Street)** North Australia Railway – 0 m 73 c (page 157)
- Petrol Sidings** North Australia Railway – 311 m 56 c (page 165)
- Petwood** Serviceton – 39 m 6 ch (page 37)
- Philcox Hill** Victor Harbor – 38 $\frac{1}{4}$ m (page 46)
- Pikkara** Willunga (page 51)
- Pillana** Port Lincoln to Thevenard – 36 m 35 ch – 58.8 km (page 190)
- Piltenge** Taillem Bend to Loxton (page 25)
- Pimba** TAR (Port Augusta to Tarcoola) – 112 m 60 c (page 110)
- Pimba** TAR (Port Augusta to Tarcoola) – 169 m 10 c 83 l – 273.5 km (page 110)
- Pimbaacla** Port Lincoln to Thevenard – 214 m 36 ch – 345.3 km (page 193)
- Pimpala** Willunga – 18.41 m (page 50)
- Pinbong** Port Lincoln to Thevenard – 141 m 26 ch – 227.5 km (page 192)
- Pine Creek** North Australia Railway – 145 m 78c (page 163)
- Pinera** Serviceton – 13 m 4 ch (page 34)
- Pinnaroo** Taillem Bend to Pinnaroo – 259 km (page 29)
- Plympton** Glenelg North (page 181)
- Poldinna** Port Lincoln to Thevenard – 152 m 22 ch – 245.5 km (page 192)
- Poochera** Port Lincoln to Thevenard – 178 m 27 ch – 287.2 km (page 193)
- Pooraka** Dry Creek to Northfield – 8 m 2 ch (page 178)
- Port Adelaide Dock** Woodville to Glanville – 7 m 34 ch (page 172)
- Port Augusta Racecourse** CAR NG (Port Augusta to Marree) – 53 m 28 c (page 64)
- Port Augusta Racecourse** TAR (Port Pirie to Port Augusta) – 53 m 28 c (page 100)
- Port Augusta** CAR NG (Port Augusta to Marree) – 0 m 00 c (page 62)
- Port Augusta** CAR NG (Port Augusta to Marree) – 56 m 28 c 45l – 92 km (page 62)
- Port Augusta** TAR (Port Augusta to Tarcoola) – 0 m 00 c (page 102)
- Port Augusta** TAR (Port Augusta to Tarcoola) – 56 m 28 c 45l – 92 km (page 102)
- Port Augusta** TAR (Port Pirie to Port Augusta) – 0 m 00 c (page 100)
- Port Augusta** TAR (Port Pirie to Port Augusta) – 56 m 28 c 45l – 92 km (page 100)
- Port Augusta** Port Augusta to Whyalla – 0 m 00 c (page 198)
- Port Augusta** Port Augusta to Whyalla – 56 m 28 c 45l – 92 km (page 198)

Port Elliot Victor Harbor – 78 m 27 ch (page 47)

Port Germein TAR (Port Pirie to Port Augusta) – 14 m 76 c 78 l – 25.5 km (page 97)

Port Lincoln Port Lincoln to Thevenard – 0 m – 0 km (page 189)

Port Pirie - Ellen Street Port Pirie to Broken Hill – 135.65 m (page 12)

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 96)

Port Pirie - Mary Elie Street Port Pirie to Broken Hill – 0 m – 262.5 km (page 12)

Port Pirie - Mary Elie Street Adelaide to Port Pirie – 0 m – 262.5 km (page 6)

Port Pirie - Mary Elie Street TAR (Port Pirie to Port Augusta) – 0 m – 262.5 km (page 96)

Port Pirie Junction Port Pirie to Broken Hill – 0 m (page 12)

Port Pirie Junction Port Pirie to Broken Hill – 134.24 m (page 12)

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 95)

Port Pirie Junction TAR (Port Pirie to Port Augusta) – 134.24 m (page 95)

Port Pirie Port Pirie to Broken Hill – 362.5 km (page 12)

Port Pirie Adelaide to Port Pirie – 362.5 km (page 6)

Port Pirie TAR (Port Pirie to Port Augusta) – 362.5 km (page 96)

Public Works Vacuum and Naval Victualling Sidings North Australia Railway – 1 m 51 c (page 157)

Pungonda Alawoona to Barmera – 188.5 m – 303.4 km (page 18)

Punkulde Milang – $61\frac{3}{4}$ m (page 43)

Puntabie Port Lincoln to Thevenard – 235 m 48 ch – 379.5 km (page 193)

Puttapa CAR NG (Port Augusta to Marree) – $153\frac{3}{4}$ m (page 67)

Pygery Port Lincoln to Thevenard – 137 m 73 ch – 222.1 km (page 192)

Q

Quarry Siding 634 miles TAR (Cook to Zanthus) – 634 m (page 137)

Quorn Road TAR (Port Pirie to Port Augusta) – 50 m 67 c (page 100)

Quorn CAR NG (Port Augusta to Marree) – 24 m 46 c – 377.5 km (page 65)

Quorn Peterborough to Quorn – 24 m 46 c – 377.5 km (page 8)

R

RAAF Siding North Australia Railway – 6 m 07c (page 158)

Rabila Serviceton – 63 m 36 ch (page 38)

Randalls TAR (Zanthus to Kalgoorlie) – 49 m 48 c West (page 151)

Randalls TAR (Zanthus to Kalgoorlie) – 1056 m 77 c 50 l – 1699.5 km (page 151)

Randalls TAR (Zanthus to Kalgoorlie) – 51 m West (page 151)

Rawlinna TAR (Cook to Zanthus) – 816 m 10c (page 142)

Rawlinna TAR (Cook to Zanthus) – 872 m 51 c 37 l – 1403 km (page 142)
Redhill Adelaide to Port Pirie – 106.5 m – 173 km (page 4)
Reedy Creek Naracoorte to Kingston (page 58)
Reid TAR (Cook to Zanthus) – 632 m (page 136)
Reid TAR (Cook to Zanthus) – 688 m 5 c 52 l – 1106.5 km (page 136)
Reid TAR (Tarcoola to Cook) – 460 m (page 130)
Rendelsham Mount Gambier to Millicent (page 57)
Renmark Alawoona to Barmera (page 19)
Reynella Willunga – 17.55 m (page 49)
Richmond Glenelg North (page 181)
Riverland Siding Alawoona to Barmera (page 20)
Riverton Roseworthy to Peterborough (page 15)
Riverview Mount Pleasant (page 42)
Rocky River Adelaide to Port Pirie – 193 km (page 5)
Rodinga CAR NG (Oodnadatta to Alice Springs) – 709 m (page 80)
Roe Creek CAR-SG (Tarcoola to Alice Springs) – 1318.00 km (page 88)
Roney North Australia Railway – 134 m 40 c (page 163)
Roopena Port Augusta to Whyalla – 143 km (page 199)
Rosewater Junction Woodville to Glanville (page 172)
Rosewater Junction Dry Creek to Rosewater (page 184)
Roseworthy Roseworthy to Peterborough (page 14)
Rowland's Flat Gawler to Angaston – 38 m 44 ch (page 13)
Rudall Cummins to Buckleboo – 107 m 13 ch – 172.7 km (page 187)
Rum Jungle North Australia Railway – 56 m 42 c (page 159)
Rumbalara CAR NG (Oodnadatta to Alice Springs) – 648 m 77c (page 80)

S

Saddleworth Roseworthy to Peterborough (page 15)
Salisbury Salisbury to Gawler – 12 m 45 ch (page 180)
Salisbury Salisbury to Penfield – 12 m 45 ch (page 179)
Salisbury Adelaide to Port Pirie – 12.45 m (page 2)
Salisbury Dry Creek to Salisbury – 12 m 45 ch (page 179)
Saltia CAR NG (Port Augusta to Marree) – 11 $\frac{1}{4}$ m (page 65)
Sand Pit Siding 141 m TAR (Port Augusta to Tarcoola) – 141 m (page 112)
Sandalwood Taillem Bend to Loxton (page 25)
Sandergrove Milang – 56 m 5 ch (page 43)
Sandergrove Victor Harbor – 56 m 5 ch (page 46)
Sanderston Cambrai and Sedan – 80 m 22 ch (page 45)
Sandy Creek Gawler to Angaston – 31 m 4 ch (page 13)
Seacliff Willunga – 10.60 m (page 49)
Seaton Park Woodville to Grange and Henley Beach – 6 m 13 ch (page 170)
Sedan Cambrai and Sedan (page 45)
Semaphore Glanville to Semaphore – 9 m 27 ch (page 173)
Serviceton Serviceton – 196 m 13 ch (page 41)

Sherlock Taillem Bend to Pinnaroo (page 27)

Siding (Stone) 176 m TAR (Port Augusta to Tarcoola) – 176 m 7 c (page 114)

Siding (Stone) TAR (Port Augusta to Tarcoola) – 9 m 14 c (page 104)

Siding 1014 miles TAR (Zanthus to Kalgoorlie) – 1014 m (page 151)

Siding 105 m TAR (Port Augusta to Tarcoola) – 105 m 71 c (page 109)

Siding 106 miles west TAR (Zanthus to Kalgoorlie) – 945 m (page 148)

Siding 114 miles TAR (Port Augusta to Tarcoola) – 114 m (page 110)

Siding 119 m TAR (Port Augusta to Tarcoola) – 119 m (page 106)

Siding 122½ miles TAR (Port Augusta to Tarcoola) – 22½ m (page 111)

Siding 125 miles TAR (Port Augusta to Tarcoola) – 125 m (page 111)

Siding 134 miles TAR (Port Augusta to Tarcoola) – 134 m (page 111)

Siding 135½ miles TAR (Port Augusta to Tarcoola) – 135½ m (page 111)

Siding 142 miles TAR (Port Augusta to Tarcoola) – 142 m (page 112)

Siding 145 miles west TAR (Cook to Zanthus) – 145 m (page 145)

Siding 158 miles TAR (Port Augusta to Tarcoola) – 158 m (page 112)

Siding 167 m TAR (Port Augusta to Tarcoola) – 167 m 25 c (page 113)

Siding 17 miles TAR (Port Augusta to Tarcoola) – 17 m (page 104)

Siding 187½ miles TAR (Port Augusta to Tarcoola) – 187½ m (page 111)

Siding 188 m TAR (Port Augusta to Tarcoola) – 188 m 17 c (page 115)

Siding 188 m TAR (Port Augusta to Tarcoola) – 188 m 77 c (page 115)

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Siding 200 miles TAR (Port Augusta to Tarcoola) – 200 m (page 115)

Siding 210 miles TAR (Port Augusta to Tarcoola) – 210 m (page 116)

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- Siding 639 miles** TAR (Cook to Zanthus) – 639 m (page 135)
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Siding 94 m TAR (Port Augusta to Tarcoola) – 94 m 02 c (page 109)
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Yaninee Port Lincoln to Thevenard – 147 m 42 ch – 237.6 km (page 192)
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Yerlo Glanville to Outer Harbour – 13 m 1 ch (page 175)
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Yinkanie Wanbi to Yinkanie (page 30)
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Z

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Zanthus TAR (Cook to Zanthus) – 977 m 30 c 57 l – 1572 km (page 146)
Zanthus TAR (Zanthus to Kalgoorlie) – 130 m 35 c West (page 147)
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APPENDIX



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 21st 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 Buttrims and Bruce Roberts to take over the operational assets of the *Murraylander*. A joint venture 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 borders 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 1st 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 26th January 1932). It was narrow gauge. The railway was originally built to Oodnadatta by the South Australian Railways and transferred to Commonwealth ownership on 1st January 1911. The South Australian Railways continued to operate the line until operation was taken over by the Commonwealth Railways from 1926.



The Ghan in Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)

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 2nd 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.,



The Ghan with original cars

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.



C 67 Port Augusta, circa 1936

Commonwealth Railways (C.R.) The 'Commonwealth Railways' were owned by 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

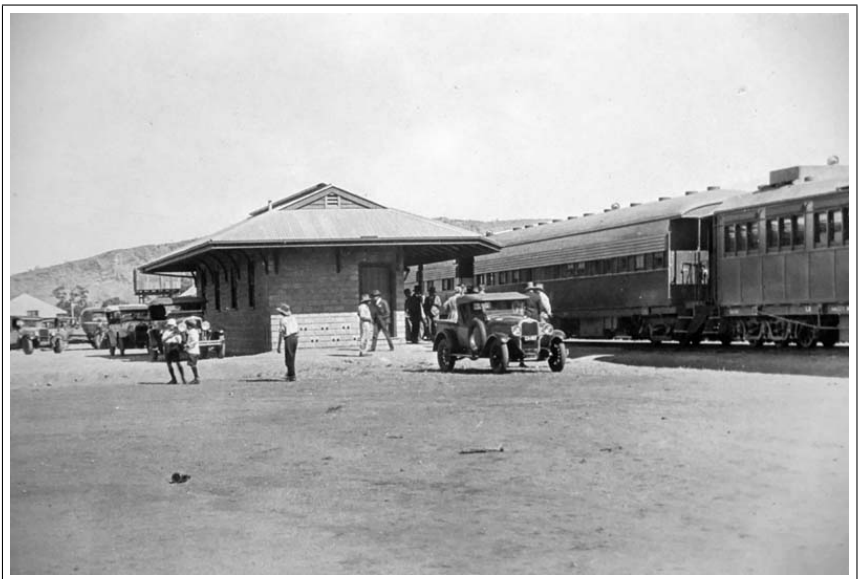
Driving Trailer An unpowered passenger vehicle with a driver's cab, at one or both ends, used to remotely control a power car or locomotive.

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 at Alice Springs, circa 1930 (*Chris Drymalik Collection*)

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.



The Ghan outside Heavitree Gap, circa 1930 (*Chris Drymalik Collection*)

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 24th November 1980, returning south on 26th November 1980.

Ghan Preservation Society, MacDonnell Siding, Alice Springs The Ghan Preservation Society is 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 28th August 1997. They took over operation from 1st November 1997. A large number



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)



21.03.2004, Keswick - Ghan Logo board (*Phil Leonard*)

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 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 23rd February 1970 when the first through passenger service operated between Sydney and Perth. The standard gauge connection had actually been completed by 12th January 1970. The carriages were owned by the Commonwealth, but were considered Joint Stock for maintenance costings.



Indian Pacific car logo

Passengers for Adelaide initially had to change trains at Port Pirie until the service was re-rerouted. The first Indian Pacific into Keswick Passenger terminal was on 17th August 1986.

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 2nd April 1986 as a special run, with regular working from 21st April 1986. It finished 31st December 1990.



2.04.2004, Keswick - Indian Pacific Logo Board (*Phil Leonard*)

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 15th June 1984.

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 Ewaingana 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 Motorrail 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



Darwin station with train

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.



Adelaide River Troop Train October 1942

Initially, after handover to the Commonwealth Government on 1st January 1911, the line was run by the Northern Territory Administrator until 30th 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 30th 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 21st 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 opertaed 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 logo on side of Tawarri 9.2.1999 (*Chris Drymalik*)

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 beleived 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 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 21st 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 brakets '[]'. 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 16th 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 steam 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 Eureka. 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 endup with a number of specialised vehicles, including at butcher car, retail store car, community service car, and pay car.

The last west bound *Tea and Sugar* train departed Port Augusta on Wednesday 28th August 1996, whilst the last east bound departed Parkeston on Friday 30th 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. The Trans-Australian was cut to



Trans-Australian, circa 1917 (*Chris Drymalik Collection*)



Trans-Australian with GM 1 and wooden cars, circa 1951

a single weekly service on 9th 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 17th 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.

Tarcoola to Alice Springs Railway (T.A.S.) Tarcoola to Alice Springs Railway. Work commenced 12th 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.

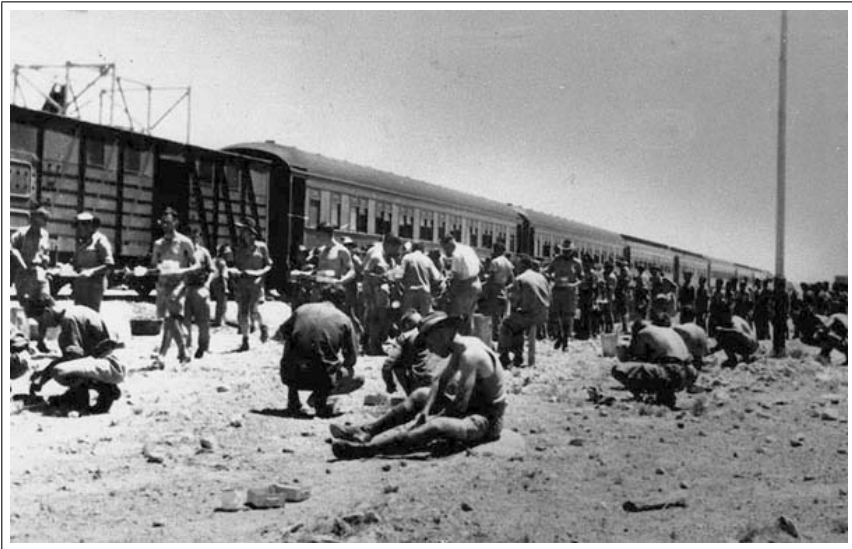
TIMS Australian Nationals Traffic Information Management System (TIMS), was closely linked to a system for tracking wagons known as the 'Wagon Maintenance System (WMS)'.

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.



Ghan logo on car side



A troop train on Port Augusta Wharf

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.



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.
- Bagger, 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.

jpg 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; ***V/LINE 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	Inaugural run of new train TAR

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