



| 52 DOWN | | | | | | | | | | | | | | | SIMLA TO | | | | | | | | | | KALKA (NARROW-GAUGE) | | | | | | | | | | UP 53 |
|------------------|------------|------------------------|------------------|-------------|-------------------------------|-----------|-----------------------|---|---------------|--|---------------------------|---|---|---|-------------|----------------|--------------|---------------|------------------|-----------------------|---|---------------|------------|--|----------------------|-------------------|---------|--------|--------|-----|--|--|--|--|-------|
| Distance in Kms. | | EC rake | | 8 KS | W/C Shuttle | 2KS | 4KS | 4KS | 6 KS | 10 KS | 12KS | Kms. 95.37 (Telegraph post sign run along the track hence not numbered) | | * Minimum running time for trains running through | | 7KS | W/C Shuttle | 3 KS | 3 KS Dup. | 5 KS | 1 KS | * 9 KS | 11 KS | EC rake | Station Code | | | | | | | | | | |
| From KLK | In between | Height above sea level | Except Sun. only | Passgr I II | Shuttle II except Sunday only | Mail I II | Mail-Cum-Rail Motor I | Duplicate Rail Motor to be run as & - from post | Express I, II | Pass. I, II to be run as and when required | P. Mixed Exp. | Name of station | Max. permissible speed → R.M. 30 → 2DM 25 | Booked speed in KMPH → | Rail Motors | Passgr. Trains | Goods Trains | Passgr. I, II | II except Sunday | Mail Cum Rail Motor I | Duplicate Rail Motor to be run as and when required | Express I, II | Mail I, II | Pass. I, II To be run as and when required | | Parcel Mixed Exp. | EC rake | | | | | | | | |
| 22½ | 22½ | 22½ | 27 | 27 | 22½ | 22 | 22½ | 22½ | 27 | 22½ | 22½ | 27 | 22½ | 22½ | 27 | 22½ | 22½ | 27 | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | | | | | | | | | |
| 95.57 | 2.64 | 2375 | 8 05 | 12 40 | 1610 | 1430 | 1625 | 1655 | 1730 | 1800 | 9.25d | शिमला SIMLA N1 P2 W | | 27 | 22½ | 22½ | 22½ | 22½ | 27 | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | 22½ | a | SML | | | | | | | |
| 92.93 | 3.52 | 204 | 8 15 | 12 49 | 1620 | 1439 | 1633 | 1703 | 1739 | 1809 | 9.24a 9.39d | समरहिल Summer Hill N1 P2 | | 6½ | 8 | 8 | 8 49 | 8 30 | 10 40 | 11 32 | 12 30 | 12 18 | 13 54 | 15 15 | 12 17 | 17 44 | 1630 | d a | SHZ | | | | | | |
| 89.41 | 4.77 | 195½ | 13 02 | 13 04 | 1453 | 1503 | 1644 | 1724 | 1753 | 1824 | 09.50a 10.00d | जूठोग Jutogh N1 | | 10½ | 13 | 13 | 8 38 | 8 36 | 10 31 | 11 21 | 12 06 | 13 06 | 13 41 | 14 58 | 17 21 | 19 4 | d a | JTO | | | | | | | |
| 84.64 | 6.83 | 193 | 13 21 | 13 23 | 1517 | 1518 | 1656 | 1736 | 1807 | 1836 | 10.14a 10.25d 3 KS. | तारा देवी Taradevi N1 P3 R1 W | | 14½ | 18 | 18 | 8 22 | 8 20 | 10 20 | 11 09 | 11 51 | 13 26 | 14 13 | 16 51 | 14 43 | 17 01 | d a | TVI | | | | | | | |
| 77.81 | 5.58 | 1830 | 13 43 | 13 45 | 1538 | 1539 | 1712 | 1752 | 1829 | 1906 | 10.48a 11.32d 5 KS | सोहमी Shoghi N1 P3 | | 12½ | 15 | 15 | 8 00 | 7 58 | 10 03 | 10 10 | 11 42 | 12 27 | 12 55 | 14 22 | 16 16 | 14 23 | 16 16 | d a | SGS | | | | | | |
| 72.23 | 7.31 | 1701 | 14 01 | 14 03 | 1555 | 1556 | 1725 | 1805 | 1846 | 1917 | 11.48a 11.50d | कथलीघाट Kathleeghat N1 P3 R2 | | 16 | 19 | 19 | 7 42 | 7 41 | 9 50 | 10 18 | 11 11 | 12 38 | 13 12 | 15 50 | 14 06 | 16 00 | 13 22 | 15 50 | d a | KEJ | | | | | |
| 64.92 | 6.68 | 14 | 14 24 | 14 26 | 1617 | 1618 | 1742 | 1822 | 1906 | 1937 | 12.11a 12.21d | कनौहे Kanoh N1 P3 R1 FEW | | 15 | 18 | 18 | 7 20 | 7 18 | 9 33 | 10 01 | 10 51 | 12 17 | 12 16 | 13 26 | 15 19 | 13 24 | 15 09 | d a | KANO | | | | | | |



**Inside: By narrow gauge to Simla
 Trouble in Paradise
 55 years of South Australian timetables
 A lot of hot air in Devon**

RRP \$2.95
Incl. GST

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

June 2006

Issue No. 267 Vol 23 No. 06

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On the front cover

Looking like a Roman aqueduct, this railway bridge is on the Shimla narrow gauge line in India's north-west. The Working Time Table for this line is reviewed in this issue



In this issue we deal with a timetable for a most unusual railway— one where the driver stayed in the station and drove his train by remote control— sucking it along like a milkshake through a straw. Shown to the left is the railway in question— the South Devon atmospheric railway. The railway became famous later for being one of the most photographed sections of line in the world— every beach-goer had a snap of the trains running along the sea wall. Here we see an early attempt. You can see the pumping station in the right distance.

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The Times on-line

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of *The Times*

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MAIN LINE (Goods Trains)
SIMLA TO KALKA (NARROW GAUGE)

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Diesel Trains will run at the booked speed of 20 KMPH and 10' loco requirement time provided at BOF only. Running Time 5' 12" 1' stopping time will not be provided for DN. Diesel Trains at any Station.

| Name of Station | Rail Motors | Passenger Trains Through | Minimum running time for trains running through | | | D.94 | | D-106 | |
|---------------------------|-------------|--------------------------|---|---------------|---------------|-----------|-----------|-----------|-----------|
| | | | Through Goods | Through Goods | Through Goods | 1st Goods | 2nd Goods | 1st Goods | 2nd Goods |
| Max. permissible speed | | | 15/25 | 15/25 | | | | | |
| Booked speed | | | | | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 |
| SIMLA N1 P2 FW | 6-1/2 | 8 | 8 | | | | | | |
| Summer Hill N1 P2 | 8 | 10 | 10 | 00 45 | 5 30 | 13 10 | 18 35 | 21 30 | 23 15 |
| Jutogh N1 | 10-1/2 | 13 | 13 | 00 55 | 5 41 | 13 35 | 19 00 | 21 40 | 23 25 |
| Taradevi N1 P3 R1 | 14-1/2 | 18 | 18 | 01 05 | 5 51 | 13 45 | 19 20 | 22 05 | 23 45 |
| Shoghi N1 P3 | 12-1/2 | 15 | 15 | 1 21 | 6 07 | 14 03 | 19 50 | 22 15 | 24 00 |
| Kathleeghat N1 P3 R2 | 16 | 19 | 19 | 1 40 | 6 22 | 14 18 | 20 00 | 22 30 | 24 15 |
| Kanoh N1 P3 R1W | 15 | 18 | 18 | 2 10 | 6 50 | 14 45 | 20 30 | 23 00 | 24 45 |
| Kandaghat N1 P2 | 12-1/2 | 15 | 15 | 2 48 | 7 25 | 15 15 | 20 20 | 23 25 | 25 00 |
| Salogra N1 P3 L1 | 5-1 | 7 | 7 | 3 01 | 8 10 | 15 34 | 20 40 | 23 10 | 24 20 |
| Solan Brewery N1 P3 R1 | 9 | 11 | 11 | 3 28 | 8 35 | 16 10 | 21 00 | 23 40 | 25 05 |
| Solan N1 OR1 | 9-1/2 | 11 | 11 | 3 45 | 9 30 | 16 22 | 21 20 | 24 00 | 25 15 |
| Barog N1 P2 R2 FW | 8 | 10 | 10 | 4 05 | 10 00 | 16 35 | 21 30 | 24 15 | 25 30 |
| Kumarhatti N1 P2 R1 | 12-1/2 | 15 | 15 | 4 15 | 10 10 | 16 45 | 21 40 | 24 30 | 25 45 |
| Dharampur Punjab N1 P2 R1 | 14 | 17 | 17 | 4 45 | 10 57 | 17 00 | 22 25 | 25 00 | 26 15 |
| Sonwara N1 P3 R1 WG | 12 | 14 | 14 | 5 20 | 11 40 | 17 15 | 22 40 | 25 10 | 26 30 |
| Jabli N1 P3 R1 W | 15 | 14 | 14 | 5 45 | 12 00 | 17 35 | 23 05 | 25 40 | 26 55 |
| Koti N1 P3 R1 (W) | 12-1/2 | 15 | 15 | 6 05 | 12 20 | 17 55 | 23 25 | 26 00 | 27 15 |
| Gumman R1 (Miles 4.49) | 10-1/2 | 13 | 13 | 6 22 | 12 55 | 18 10 | 23 45 | 26 20 | 27 35 |
| Taksal | 12-1/2 | 15 | 15 | 7 48 | 13 30 | 18 55 | 24 50 | 27 20 | 28 35 |
| KALKA N1 P3 FW | | | | 8 01 | 13 55 | 19 20 | 25 10 | 27 40 | 28 55 |
| Hours on Road | | | | 7:15 | 7:25 | 7:10 | 6:35 | 5:45 | 6:45 |

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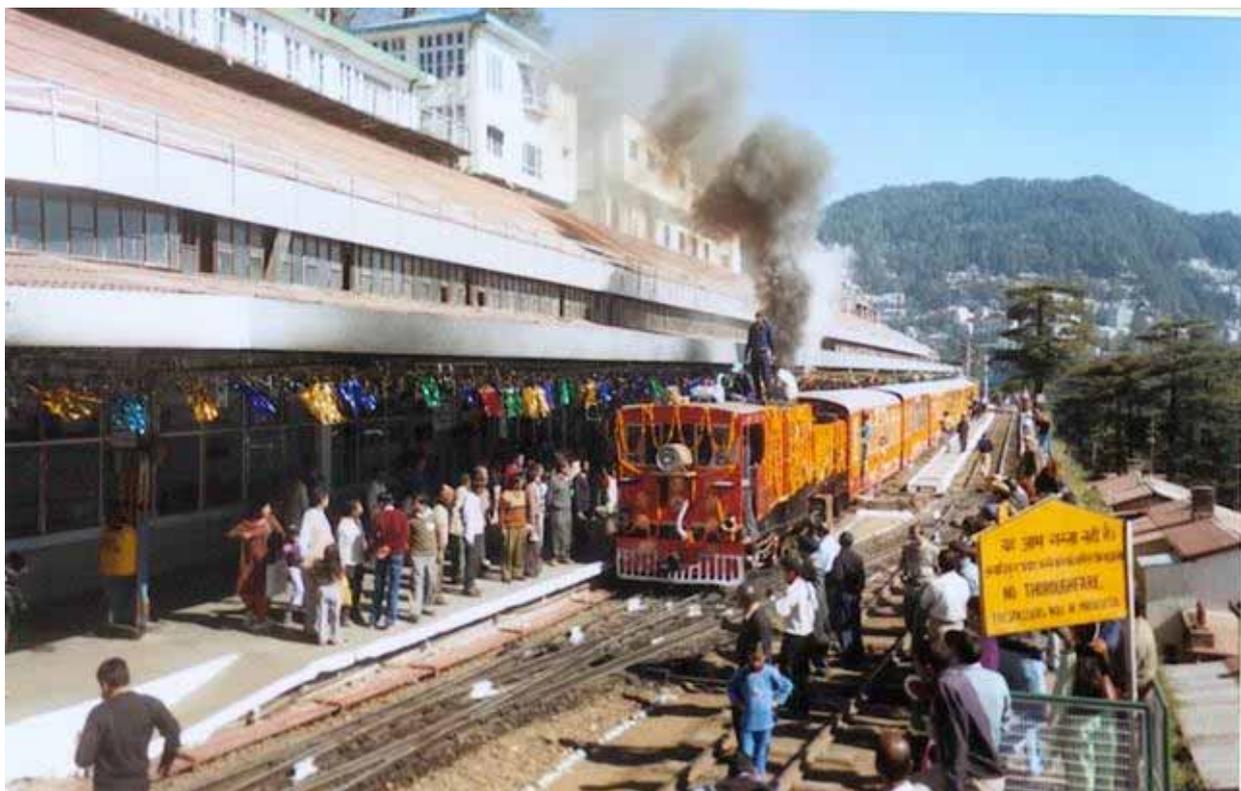
MAIN LINE (Goods Trains)
KALKA TO SIMLA (NARROW GAUGE)

138

Diesel Engine will run at the booked speed of 20 KMPH and 10' loco requirement time provided at BOF only. Running Time 5'—18".

| Name of Station | Rail Motors | Passenger Train | Minimum running time for trains running through | 1st UCS | | 3rd UCS | | 5th UCS | | 7th UCS | | 9th UCS | | D-55 | |
|-----------------------------|-------------|-----------------|---|---------------|---------------|---------------|---------------|-------------|---------------|---------------|---------------|---------|-------|-------|-------|
| | | | | Through Goods | Through Goods | Through Goods | Through Goods | Van & Shig. | Goods Special | Goods Special | Goods Special | | | | |
| Max. permissible speed | | | 19/30 | 15/25 | | | | | | | | | | | |
| Booked speed | | | | | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 | 12/7 |
| KALKA N1 P2 FW | 12 1/2 | 15 | 20 | 4 30 | 12 00 | 14 00 | 16 00 | 18 00 | 20 00 | 22 00 | 24 00 | 26 00 | 28 00 | 30 00 | 32 00 |
| Taksal N1 P3 R1 (mile 4.49) | 13 1/2 | 15 | 25 | 4 50 | 12 20 | 14 20 | 16 20 | 18 20 | 20 20 | 22 20 | 24 20 | 26 20 | 28 20 | 30 20 | 32 00 |
| Gumman N1 P3 R1 | 14 | 15 | 23 | 5 05 | 12 35 | 14 35 | 16 35 | 18 35 | 20 35 | 22 35 | 24 35 | 26 35 | 28 35 | 30 35 | 32 00 |
| Koti N1 P3 R1 (W) | 14 1/2 | 14 | 23 | 5 22 | 12 53 | 14 53 | 16 53 | 18 53 | 20 53 | 22 53 | 24 53 | 26 53 | 28 53 | 30 53 | 32 00 |
| Jabli N1 P3 RW | 14 1/2 | 14 | 21 | 5 39 | 13 09 | 15 09 | 17 09 | 19 09 | 21 09 | 23 09 | 25 09 | 27 09 | 29 09 | 31 09 | 32 00 |
| Sonwara N1 P3 R1 Wg. | 14 | 17 | 26 | 5 58 | 13 25 | 15 25 | 17 25 | 19 25 | 21 25 | 23 25 | 25 25 | 27 25 | 29 25 | 31 25 | 32 00 |
| Dharampur H.P. N1 P2 R1 | 14 1/2 | 15 | 22 | 6 20 | 13 45 | 15 45 | 17 45 | 19 45 | 21 45 | 23 45 | 25 45 | 27 45 | 29 45 | 31 45 | 32 00 |
| Kumarhatti N1 P3 R1 | 14 | 15 | 22 | 6 35 | 14 00 | 16 00 | 18 00 | 20 00 | 22 00 | 24 00 | 26 00 | 28 00 | 30 00 | 32 00 | 32 00 |
| Barog N1 P2 P2 FW | 8 | 10 | 16 | 6 41 | 14 05 | 16 05 | 18 05 | 20 05 | 22 05 | 24 05 | 26 05 | 28 05 | 30 05 | 32 00 | 32 00 |
| Solan N1 P3 R1 | 9 | 11 | 15 | 7 05 | 14 29 | 16 29 | 18 29 | 20 29 | 22 29 | 24 29 | 26 29 | 28 29 | 30 29 | 32 00 | 32 00 |
| Solan Brewery N1 P3 R1 | 9 1/2 | 11 | 17 | 7 19 | 14 43 | 16 43 | 18 43 | 20 43 | 22 43 | 24 43 | 26 43 | 28 43 | 30 43 | 32 00 | 32 00 |
| Salogra N1 P3 R1 | 5 | 7 | 10 | 7 35 | 15 00 | 17 00 | 19 00 | 21 00 | 23 00 | 25 00 | 27 00 | 29 00 | 31 00 | 32 00 | 32 00 |
| Kandaghat N1 P2 R1W | 12 1/2 | 18 | 12 | 7 45 | 15 10 | 17 10 | 19 10 | 21 10 | 23 10 | 25 10 | 27 10 | 29 10 | 31 10 | 32 00 | 32 00 |
| Kanoh N1 P3 R1 (W) | 15 | 18 | 27 | 8 05 | 15 30 | 17 30 | 19 30 | 21 30 | 23 30 | 25 30 | 27 30 | 29 30 | 31 30 | 32 00 | 32 00 |
| Kathleeghat N1 P3 R2 | 16 | 19 | 21 | 8 28 | 16 03 | 18 03 | 20 03 | 22 03 | 24 03 | 26 03 | 28 03 | 30 03 | 32 00 | 32 00 | 32 00 |
| Shoghi N1 P3 R1 | 12 1/2 | 15 | 23 | 8 51 | 16 26 | 18 26 | 20 26 | 22 26 | 24 26 | 26 26 | 28 26 | 30 26 | 32 00 | 32 00 | 32 00 |
| Taradevi N1 P3 R1 W | 14 1/2 | 18 | 25 | 9 10 | 16 35 | 18 35 | 20 35 | 22 35 | 24 35 | 26 35 | 28 35 | 30 35 | 32 00 | 32 00 | 32 00 |
| Jutogh N1 P3 R1 | 10 1/2 | 13 | 29 | 9 30 | 17 05 | 19 05 | 21 05 | 23 05 | 25 05 | 27 05 | 29 05 | 31 05 | 32 00 | 32 00 | 32 00 |
| Summer Hill N1 P2 | 8 | 10 | 15 | 9 48 | 17 23 | 19 23 | 21 23 | 23 23 | 25 23 | 27 23 | 29 23 | 31 23 | 32 00 | 32 00 | 32 00 |
| SIMLA N1 P2 PW | 6 1/2 | 8 | 10 | 10 15 | 17 40 | 19 40 | 21 40 | 23 40 | 25 40 | 27 40 | 29 40 | 31 40 | 32 00 | 32 00 | 32 00 |
| Hours on Road | 5:20 | 5:45 | 5:40 | 6:00 | 7:40 | 8:30 | 7:30 | 5:40 | 6:15 | | | | | | |

DLI-138



Down at the Eden station

How the station master fell from grace and what the serpents and the apples had to do with it. A parable from the pen of JIM STOKES.

The TGR line from Strahan Wharf to Zeehan was opened on 4 February 1892. To support the initial service of two Mixed trains in each direction a crossing station was established 17 miles 50 chains north of Strahan Wharf in the valley of the Badger River. The Minister for Lands approved a suggestion by the Resident Engineer that the station be given the Aboriginal name *Kolbah*, which was stated to mean 'Badger River near' (badger being the local name for wombat). However the TGR decided instead to call the station *Eden*, a choice that may have had at least a tinge of irony.

Eden was the most remote attended station on the TGR, being situated in a virtually uninhabited area of button grass moorland, forest and quartzite ridges. [A timetable of July 1892, from the local paper, on our page 6, shows that trains crossed at Eden twice per day—Ed]. This led to unusual safeworking problems. The Launceston Examiner reported on 22 March 1892 that the northbound Mixed had been delayed for an hour at Eden the previous morning because the stationmaster had gone for a walk in the bush the day before and got lost. A search party was dispatched. However Eden's period as an

attended station was a short one, the Examiner reporting on 31 August 1892 that the Mixed train service would be reduced to once daily because of the prevailing recession. The second service was restored on Mondays and Saturdays in 1894 and on the remaining weekdays in 1897, but trains were scheduled to avoid crossings at intermediate stations. Eden remained in intermittent use as a goods siding until the late 1930s, mainly for firewood and timber. It last appeared in the working timetable in 1945 and the public timetable in 1948.

In Biblical terms Eden was adequately provided with serpents (in the local form of tiger snakes), but apples were scarce. This prompted somebody with a typically West Coast sense of humour to plant an apple tree there. The Hobart Mercury of 31 March 1909 reported as follows:

'By yesterday's mail from the West Coast, Mr J.J. Macdonald, Superintendent of Railway Telegraphs, was the recipient of one of the first fruits of an apple tree, which was planted some years ago in the wild button-grass plains at Eden, on the Strahan – Zeehan railway route. The tree bore two apples this season, one of which is the subject of this paragraph, and which



can be viewed at this office.'

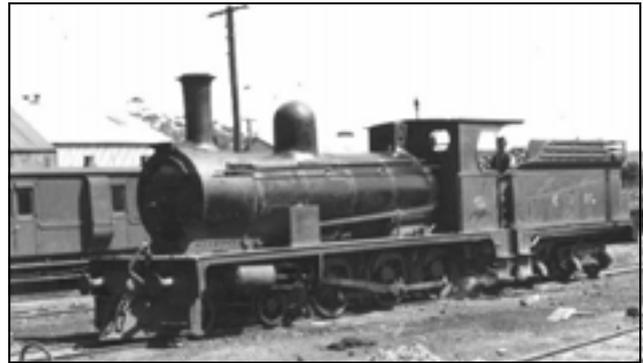
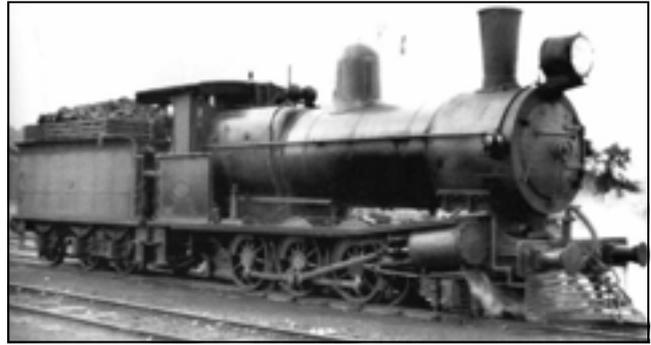
The railway formation at Eden disappeared under the new Strahan – Zeehan main road in the 1980s, but the station site is still marked by the row of radiata pine trees planted in the early days and there might yet be a descendant of the original apple tree lurking in the undergrowth.



Photographs of Eden are rare. This is at Koyule, a few miles down the line, but conveys the feel of the Eden landscape quite well. There appear to be no apple trees.

| <u>Strahan Wharf to Zeehan</u> | | | |
|--------------------------------|--------|----------|------|
| Station | | Weekdays | |
| | | A.M. | P.M. |
| Strahan Wharf | Depart | 8-30 | 4-10 |
| West Strahan | Arrive | 8-36 | 4-18 |
| " | Depart | 8-40 | 4-20 |
| Henty | | 9-17 | 4-57 |
| Mallana | | 9-24 | 5-04 |
| Eden | | 9-49 | 5-29 |
| Oceana Junction | Arrive | 10-14 | 5-57 |
| " | Depart | 10-20 | 6-00 |
| Zeehan | Arrive | 10-40 | 6-20 |

| <u>Zeehan to Strahan Wharf</u> | | | |
|--------------------------------|--------|-------|------|
| Zeehan | Depart | 9-00 | 4-40 |
| Oceana Junction | Arrive | 9-16 | 4-56 |
| " | Depart | 9-21 | 5-01 |
| Eden | | 9-50 | 5-30 |
| Mallana | | 10-08 | 5-48 |
| Henty | | 10-15 | 5-55 |
| West Strahan | Arrive | 10-50 | 6-30 |
| " | Depart | 10-52 | 6-32 |
| Strahan Wharf | Arrive | 11-00 | 6-40 |



1210

PRIVATE. 1000 | 7 | 93

TASMANIAN GOVERNMENT RAILWAYS.

WORKING TIME TABLE

PASSENGER AND GOODS TRAFFIC.

FOR THE GUIDANCE AND EXCLUSIVE USE OF OFFICERS AND SERVANTS.

To be Observed on and after
THE 1st JULY, 1893.
And until further notice.

Station Masters, Locomotive Foremen, Inspectors of Permanent Way, and all officials in immediate charge are responsible for supplying all Servants under their charge with a copy of the Book of Rules and Regulations, and current Time Table.

Every Officer and Servant of the Department must make himself conversant with the Time Table, in order that he may be thoroughly acquainted with any alterations that may have been made.

All Working Time Tables prior to this date are now cancelled.

All Servants of the Department are invited to point out any Errors in Print which may have escaped notice.

TASMANIA:
Gulder, Rowles & Co., Printers, 127, Liverpool Street, Hobart, and at Zeehan.

27

STRAHAN-ZEEHAN LINE.

L. SECTION.

| MILEAGE | | | | DOWN. | 2 | P.M. |
|---------|---------|-------------------|---------|----------------------|--------|------|
| From. | | Between Stations. | | | | |
| Miles. | Chains. | Miles. | Chains. | | | |
| ... | ... | ... | ... | Strahan Wharf† | Depart | 3 30 |
| 1 | 0 | 1 | 0 | West Strahan (CW)† | Arrive | 3 35 |
| | | | | ditto | Depart | 3 40 |
| 11 | 10 | 10 | 10 | Henty* | | 4 15 |
| 12 | 60 | 1 | 50 | Mallana* | | 4 22 |
| 17 | 50 | 4 | 70 | Eden* | Arrive | 4 40 |
| | | | | ditto | Depart | 4 42 |
| 24 | 66 | 7 | 16 | Oceana Junction (W)† | Arrive | 5 7 |
| | | | | ditto | Depart | 5 13 |
| 26 | 43 | 1 | 57 | Austral Siding | | |
| 27 | 35 | | 72 | Silver Bell Siding | | |
| 28 | 30 | | 75 | Zeehan† | Arrive | 5 30 |

| MILEAGE. | | | | UP. | 1 | A.M. |
|----------|---------|-------------------|---------|----------------------|--------|-------|
| From. | | Between Stations. | | | | |
| Miles. | Chains. | Miles. | Chains. | | | |
| ... | ... | ... | ... | Zeehan† | Depart | 9 45 |
| 1 | 75 | | 75 | Silver Bell Siding | | |
| 3 | 67 | | 72 | Austral Siding | | |
| 3 | 44 | 1 | 37 | Oceana Junction (W)† | Arrive | 10 1 |
| | | | | ditto | Depart | 10 6 |
| 10 | 60 | 7 | 16 | Eden* | Arrive | 10 33 |
| | | | | ditto | Depart | 10 35 |
| 15 | 50 | 4 | 70 | Mallana* | | 10 53 |
| 17 | 29 | 1 | 50 | Henty* | | 11 0 |
| 27 | 30 | 10 | 10 | West Strahan (CW)† | Arrive | 11 35 |
| | | | | ditto | Depart | 11 37 |
| 28 | 30 | 1 | 0 | Strahan Wharf† | Arrive | 11 45 |

PRIVATE.

1844 $\frac{1}{4}$

GOVERNMENT RAILWAYS OF TASMANIA.



Working Time Table

FOR

Passenger, Mixed, and Goods Trains and Motors over all Lines

FOR THE GUIDANCE AND EXCLUSIVE USE OF OFFICERS AND SERVANTS.

OPERATING FROM 12.1 A.M.

Monday, 6th August, 1945

AND UNTIL FURTHER NOTICE

Station Masters, Locomotive Foremen, Inspectors of Permanent Way, and all officials in immediate charge are responsible for supplying all employees under their charge with a copy of the Book of Rules and Regulations, current Time Table, and Appendix to Working Time Table.

Every Officer and Employee of the Department must make himself conversant with the Time Table, in order that he may be thoroughly acquainted with any alterations that may have been made.

All Working Time Tables prior to this date are cancelled, and are to be destroyed (covers excepted).

TASMANIA:

H. H. FIMBLETT, GOVERNMENT PRINTER, HOBART

18671

1945



STRAHAN-ZEEHAN LINE.

| MILEAGE | DOWN | Mon., Wed., Fri. | | MILEAGE | UP | Mon., Wed., Fri. | |
|---------------------|-------------------------|------------------|--------|--------------|-------------------------|------------------|--------|
| | | 2 | 4 | | | 1 | 3 |
| From Regatta Point. | STATIONS. | Goods. | Empty. | From Zeehan. | STATIONS. | Empty. | Goods. |
| | | A.M. | P.M. | | | A.M. | P.M. |
| ... | Regatta Point † ... | 10 35 | 3 55 | ... | Zeehan † (CW) ... | ... | 1 30 |
| ... | Bantick's Siding ... | ... | ... | 1 | Silver Bell Jun.† ... | ... | ... |
| ... | Grining's Siding ... | ... | ... | ... | Ditto ... | ... | a |
| 1 | Strahan Wharf† ... | 10 40 | 4 0 | 1 1/2 | Smelters ... | ... | ... |
| ... | Ditto ... | 10 43 | 4 5 | 1 1/2 | Austral Siding ... | ... | a |
| 1 1/2 | Pine Export Co. Sd. ... | ... | ... | 3 1/2 | Oceans (W) ... | ... | a |
| 3 | W. Strahan† (CW) ... | 10 48 | 4 10 | 10 1/2 | Eden ... | ... | a |
| ... | Ditto ... | 10 50 | ... | 11 1/2 | Blacklow ... | ... | a |
| 3 | Stella ... | a | ... | 12 1/2 | Firewood ... | ... | a |
| 4 1/2 | Bellinger ... | a | ... | 15 1/2 | Fowler's Siding ... | ... | a |
| 8 | Beach Road ... | a | ... | 18 1/2 | Koyule ... | ... | a |
| 13 | Koyule ... | a | ... | 21 1/2 | Beach Road ... | ... | a |
| 18 1/2 | Fowler's Siding ... | a | ... | 24 1/2 | Bellinger ... | ... | a |
| 10 1/2 | Firewood ... | a | ... | 26 1/2 | Stella ... | ... | a |
| 17 1/2 | Blacklow ... | a | ... | 27 1/2 | W. Strahan† (CW) ... | ... | 3 13 |
| 18 1/2 | Eden ... | a P.M. | ... | ... | Ditto ... | 10 5 | 3 18 |
| 25 1/2 | Oceans (W) ... | a | ... | 27 1/2 | Pine Export Co. Sd. ... | ... | ... |
| 27 1/2 | Austral Siding ... | a | ... | 28 1/2 | Strahan Wharf† ... | 10 10 | 3 22 |
| 28 1/2 | Silver Bell Jun.† ... | a | ... | ... | Ditto ... | 10 15 | 3 32 |
| ... | Ditto ... | ... | ... | 28 1/2 | Grining's Siding ... | ... | ... |
| 29 1/2 | Smelters ... | ... | ... | 29 | Bantick's Siding ... | ... | ... |
| 29 1/2 | Zeehan† (CW) ... | 12 40 | ... | 29 1/2 | Regatta Point† ... | 10 20 | 3 35 |

NOTE.—If engine of No. 1 train is required at Strahan Wharf for additional shunting, D.P. Strahan Wharf will arrange. Guard attends to Staff working at West Strahan and Silver Bell Junction. Shunting engine works between Zeehan and Smelters as required by D.S.M. Zeehan.

MOUNT LYELL MINING AND RAILWAY CO. LTD.

| | Week Days. | | Week Days. |
|---------------|--------------|---------------|--------------|
| Queensdown | A.M. 7 45 | Regatta Point | P.M. 4 30 |
| Regatta Point | 9 45 | Queensdown | 6 45 |

Goods trains run each day as required.

An editorial survey of South Australian Railways public timetables 1923 – 1977

VICTOR ISAACS presents a review of SAR public timetables. In the next issue is another SAR timetable review— this time of WTTs by David Parsons.

This article surveys the publishing style of the Public Timetables of the former South Australian Railways.

1923 is the earliest SAR Public Timetable I have sighted. The May 1923 and December 1923 editions are respectively marked 7th and 8th editions. Apparently SAR PTTs were numbered from 1 until they reached 100 in the early 1920s, and then started again from 1. The timetables were British-style books of just over 200 small pages, 185 mm by 120 mm. The order of the contents was general information, suburban services, country, then connecting road, and river and coastal steamer services. These timetable books indicated what type of train provided each country service: Passenger, Mixed or (rarely) Goods train with carriage attached.

The only significant interstate service the SAR was involved with, to Melbourne, appears immediately after the Southern line table. Then other interstate tables, Rockhampton-Brisbane-Sydney-Melbourne-Adelaide-Broken Hill and Melbourne-Adelaide-Perth, follow. Minor interstate services: to Heywood and Ouyen appeared in the appropriate part of the country service. Following the Broken Hill line table, there was a table for Broken Hill –Menindie (sic). The Great Northern Line to Oodnadatta (one train a fortnight beyond Marree!) appeared with no indication that it was not owned by the SAR (although it was still operated by the SAR). This publication included such delicious exotica is the horse tramways at Victor Harbour (note: then spelt with a ‘u’), Gawler Station-Gawler Town, East Moonta-Moonta-Moonta Bay, Moonta-Hamley Flat and Port Broughton-Mundoora (one tram a day). There were many advertisements. As I only have scrappy photocopies, I do not know if there was a map or not.

Probably in 1924, the style of SAR PTTs completely changed. The edition of November 1926 (marked 4th edition) was an American style folder. The pages were now 210 by 210 mm. The colour cover on quality paper showed a picture of an impressive steam locomotive thundering through the countryside. The change in style was, no doubt, due to the influence of then Commissioner W.A. Webb. He was then in the middle of his ultimately futile struggle to drag the SAR out of the 1860s

into something resembling an efficient system, including the introduction of American methods.

The Port Broughton-Mundoora horse tramway no longer appeared (although it still had a table number marked on the map). Nor did the Victor Harbour tramway (although it was still operating). Indeed the train service to Victor Harbour was now overshadowed in the book by the SAR’s Road Motor service. In a retrograde step, the type of train was no longer indicated, with the exception of those trains operated by “Motor”. The Moonta and Gawler horse tramways were grouped together at the back of the book, following the interstate services.

Also now missing were mileages from Adelaide. There were two maps: suburban and country. The Willunga line (beyond Marino Rocks) appeared in both the suburban and country sections.

The difficult-to-read “Read Across” style for suburban timetables was introduced.

The next Public Timetable I am able to refer to is that of May 1935 (25th edition). Perhaps as a result of the depression, the paper quality was not as good. The predominantly green cover had a photograph of a 500 class locomotive in an “as built” condition. All horse tramways had now disappeared. This book included tables for some unlikely journeys in the mid-north, where the SAR had a network of interconnecting lines. An extreme example is Moonta to Broken Hill. Actually this was two tables, offering a choice of travel via Balaklava and Hamley Bridge, or via Brinkworth and Gladstone! (This is probably a reflection of the former importance of the Moonta area for mining.) Mileages make a welcome reappearance in this book.

This book includes what must be the worst, most difficult-to-read timetable ever inflicted upon the Australian public. This is of SAR’s South line, that is, every passenger train that moved over that line, whether it is only for the 3 miles to Goodwood (before turning off to the Marino line) or the 198 miles to Serviceton, or indeed the 483 miles to Melbourne. Then, just to make sure the table is incomprehensible, the trains are all jumbled up together in the American style: “Daily” (which did not mean daily at all, but meant Monday to

Saturdays), Monday to Fridays, Saturdays only or Sundays only. Similar nonsense is provided for the North line table, with all trains whether a suburban train going six miles to Dry Creek or a country train 154 miles to Peterborough together, and all days together.

The Great Northern Line (no longer designated as such) now extended to Alice Springs (still only once a fortnight) and was now indicated as a Commonwealth line.

A nice, quaint touch in this edition, and subsequently to the 1973 edition is a hole drilled in the top left-hand corner, so the timetable could be strung up.

A 1936 edition is basically similar, except that the front cover illustration has reverted to a drawing rather than a photograph.

The SAR issued separate small metropolitan and country public timetable booklets between the late 1930s and 1951. At first these were issued concurrently with the large editions.

The SAR also published small card timetables for individual stations in the Adelaide suburban area. It is believed that these were a post WWII initiative and they lasted until 1971. From 1972, free sheet timetables for each suburban line were printed. These are the predecessors of the free line timetables now issued by Trans-Adelaide.

The Public Timetable of 7 June 1953 was the first complete issue after the War. Its cover illustration was a line drawing of SAR’s new 900 class mainline Diesel-Electric locomotives.

The PTT of 30 May 1954 had a large page size, 215 mm by 245 mm. The edition number was no longer given. The attractive colour cover had a drawing of no. 900 “Lady Norrie” and another 900 class locomotive speeding the Overland across the plains.

This was the first timetable following the conversion of the Naracoorte-Mount Gambier line from narrow to broad gauge, and times there were “subject to alteration”.

This style of timetable book was maintained in subsequent editions. In 1954, 1958, 1963, 1965, 1967, 1969, 1971 and 1973 Lady Norrie graced the front cover. She gave way to an attractive photograph

of Bluebird Rail Cars in the Adelaide Hills in the 1956, 1957, 1960, 1962, 1964 1966 1968, 1970 and 1972 editions. This photograph kept reappearing despite the fact that is depicted a mistake – the Rail Cars are displaying a North line rather than a South line destination plate.

A most peculiar feature was introduced in the edition of 20 July 1969. The timetable now included an insert on pink paper entitled "Goods Section". This mainly comprised a lengthy list of "Nominated Loading Days". One wonders what the passengers to say, suburban Brighton, made of this information. Were they fascinated to discover, for example, that the station brand for Galga was GAL, and goods for Galga could be loaded at Mile End on Tuesday, Thursday and Friday, but only on Monday and Thursday at Port Adelaide, and in particular, that freight had to be stowed on the East side of the wagon? There were also stations lists for the Eyre Peninsula, Central Australian and Trans Australian Railways, but these only gave the station brands. Finally there was a list of non-railway towns in SA with their nearest station (but not distances from the stations). The Goods Section remained in the 1970, 1971, 1972 and 1973 editions.

The transcontinental "Indian Pacific" and the short-lived standard gauge Peterborough to Broken Hill local passenger service commenced in January 1970 but were not shown until the next issue of a PTT of 5

July 1970.

The edition of 1 July 1973 introduced the public to CR's short-lived passenger service to Whyalla. In this edition mileages were replaced by kilometres.

A radical change occurred for SAR's 30 June 1974 Public Timetable. The publication now went to a small page size: 150 mm by 210 mm. The format of the suburban timetables went to a more conventional and easier-to-read column format. By 1974 there were few country lines left in SA with passenger services, but the addition of general information and SAR advertisements meant this section was still half of the book. Part of this section comprised the Commonwealth Railways' local services within SA.

Alas, Lady Norrie no longer graced the front cover, displaced by two 930 class on the Overland approaching Adelaide station, with Bluebirds and Red Hens in the background. There were three maps in the centre of the book: suburban, northern country and southern country.

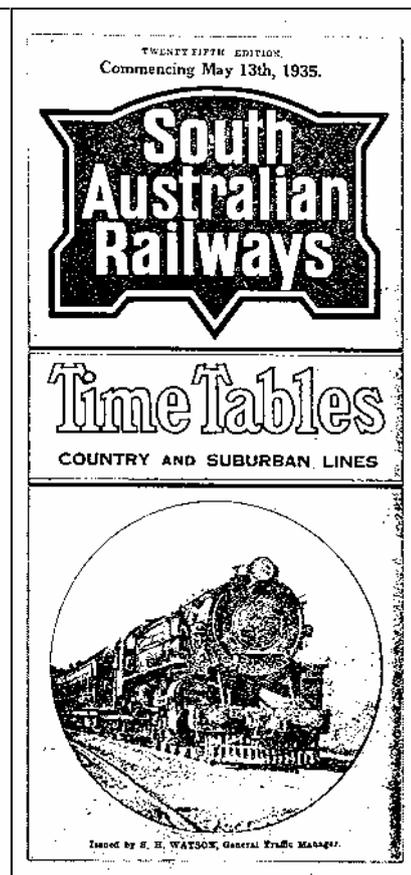
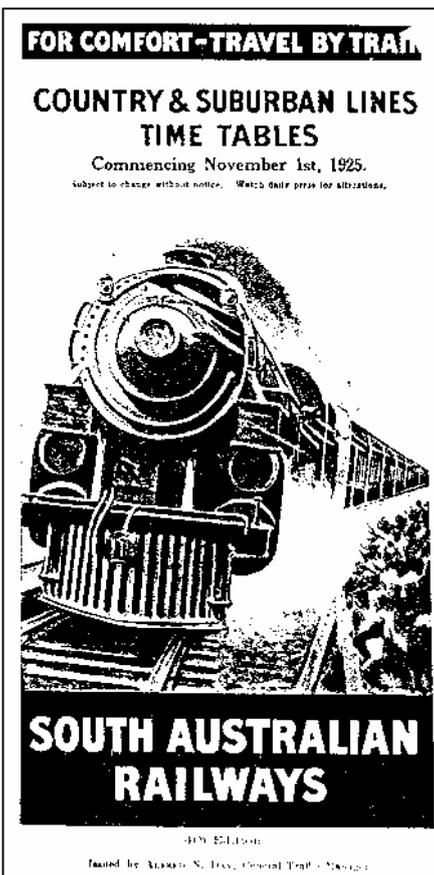
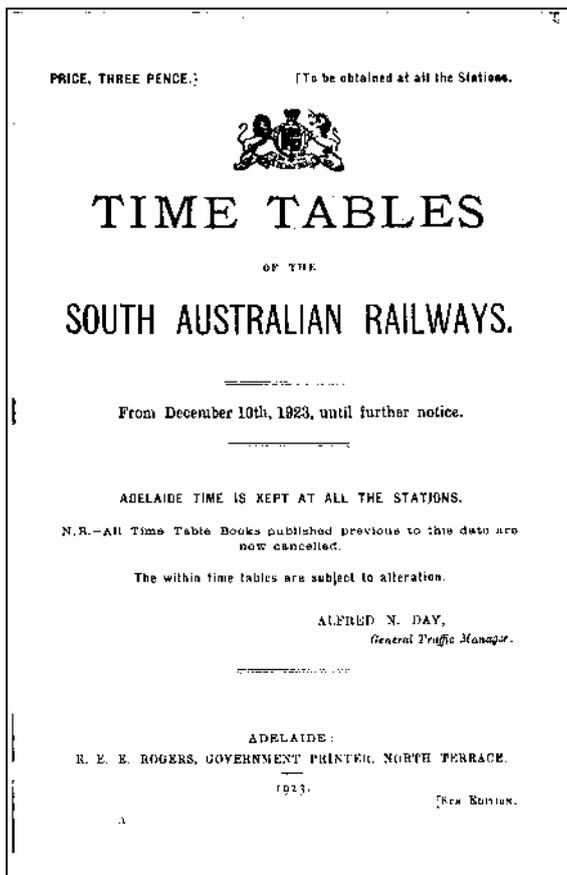
The 27 July 1975 edition was similar, except that the front cover photograph was two 930 class on the Murray River bridge hauling, of course, the Overland. To pedants (like me), in this edition Victor Harbor finally lost its 'u'.

The Public Timetable of 25 July 1976 brought more important changes. The

South Australian Railways were no more. Country lines had now been taken over by the Federal Government. However they were not yet integrated with the Commonwealth Railways. For two halcyon years, SA still operated these lines as if nothing had happened, while the Feds picked up the large deficit. The Public Timetable book therefore was now headed "South Australia State Transport Authority – Rail Division". Contrary to what one might expect, the arrangement was now reversed: country services occupied the first half of the book and suburban services the back half. The centre country maps were replaced by fold-out maps at the back of the book. The front cover photograph reverted to the two 930s on the Overland approaching Adelaide. The book included two pages devoted to advertising the Australian Railway Historical Society, SA Division, and one page for the Pichi Richi Railway – so there were lots of pictures of puffers. The front cover photograph reverted to the "Overland" departing Adelaide.

The final edition was dated 10 July 1977 and also headed "South Australia State Transport Authority – Rail Division". The front cover photo was now of Bluebirds in the Adelaide Hills. The only country passenger trains surviving on former SAR lines were to Broken Hill, Port Pirie, Gladstone, Peterborough, Mount Gambier, Kingston and Victor Harbor – but even

(Continued on page 22)



South Australian Railways



METROPOLITAN AND COUNTRY TIME AND FARE TABLES

From
30th MAY, 1954, until Further Notice

Price: One Shilling

F. B. HARVEY, General Traffic Manager

South Australian Railways



METROPOLITAN AND COUNTRY TIME AND FARE TABLES

From
28th JUNE, 1964, until Further Notice

Price: One Shilling

T. S. ROGERS, General Traffic Manager

RAILWAY HISTORICAL SOCIETY
W.C.T. DIVISION
LIBRARY

614

South Australian Railways



TIME TABLES

INCLUDING FARES, PARCELS RATES
AND GENERAL INFORMATION

From 30th June, 1974 until further notice

Price 10c

P. E. SHEARER
Acting General Traffic Manager

South Australian Railways



TIME TABLES

INCLUDING FARES, PARCELS RATES
AND GENERAL INFORMATION

From 27th July, 1975 until further notice

25c

P. E. SHEARER
Acting General Traffic Manager

South Australia
State Transport Authority—
Rail Division



TIME TABLES

INCLUDING FARES, PARCELS RATES
AND GENERAL INFORMATION

From 25th July, 1976 until further notice

P. E. SHEARER
Acting General Traffic Manager

25c

South Australia
State Transport Authority—
Rail Division



TIME TABLES

INCLUDING FARES, PARCELS RATES
AND GENERAL INFORMATION

From 10th July, 1977 until further notice

Price: 25 cents
P. E. SHEARER
General Traffic Manager

GENERAL EXCURSION ARRANGEMENTS

Metropolitan Lines.

SATURDAY EXCURSIONS.

On each Saturday throughout the year the Suburban Excursion Tickets are issued to and from all booking stations distant not more than 16 miles from Adelaide on the undermentioned metropolitan lines, except on Morphettville and Cheltenham race days as below. They will not be issued for, nor honored by, through country trains, only by the suburban service of trains—

- (a) Adelaide, Semaphore, and Outer Harbour line.
- (b) Adelaide and Henley Beach line.
- (c) Adelaide and Glenelg line.
- (d) Adelaide and Northfield line.
- (e) Adelaide, Brighton, and Marino Rocks line.
- (f) Adelaide and Sleepy's Hill line.

These tickets are available each way on the day of issue only, and the journey cannot be broken with them either way without surrendering that portion of ticket upon which the journey is broken.

MORPHETTVILLE AND CHELTENHAM RACE DAYS.

On Morphettville Race Days the SUBURBAN EXCURSION TICKETS ARE NOT ISSUED to McDonalds, St. Leonards, or Glenelg, from Adelaide between the hours of 12.0 noon and 1.10 p.m., NOR WILL THEY BE RECOGNISED ON ANY TRAIN leaving Adelaide between those hours. The issue of the excursion tickets will be resumed by the 1.20 p.m. train from South Terrace and 1.15 p.m. from North Terrace.

On Cheltenham Race Days the SUBURBAN EXCURSION TICKETS ARE NOT ISSUED from Adelaide or any Port line station to any station involving a journey through Cheltenham, between the hours of 12.0 noon and 1.6 p.m.; NOR WILL THEY BE RECOGNISED ON ANY TRAIN leaving Adelaide or Port Adelaide between those hours. The issue of the excursion tickets will be resumed by the trains leaving Adelaide for Semaphore and Largs at 1.7 p.m.; for Outer Harbour at 1.35 p.m.; Largs for Adelaide at 1.15 p.m.; Semaphore for Adelaide at 1.20 p.m.; Port Adelaide for Adelaide at 1.15 p.m.; and Outer Harbour for Adelaide at 1.30 p.m.

Metropolitan Lines—continued.

SUMMER SEASIDE EXCURSIONS.

From November to April inclusive the Suburban Excursion Tickets are issued on Mondays, Tuesdays, Thursdays, and Fridays, by trains timed to leave Adelaide between 6 p.m. and 9.35 p.m. inclusive; and on Wednesdays, by all trains timed to leave Adelaide up to 9.35 p.m. inclusive to the undermentioned stations—

- (a) To Port Adelaide, Semaphore, Largs, Outer Harbour, Grange, Marlborough Street, Kirkcaldy, and Henley Beach, from Adelaide and certain Port line issuing stations.
- (b) To Glenelg from Adelaide (North and South Terraces).
- (c) To Hove, Brighton, Seacliff, Marino, and Marino Rocks, from Adelaide and certain Brighton line stations.

These tickets are available each way on the day of issue only, and the journey cannot be broken either way without surrendering that portion of the ticket on which the journey is broken.

They are not available on the forward journey after the last train above specified for issuing.

NATIONAL PARK, BELAIR.

A SPECIAL PICNIC TRAIN for SCHOOLS and LARGE PARTIES LEAVES ADELAIDE for BELAIR at 10.0 a.m. on SATURDAYS during SUMMER, according to the requirements of traffic, at SUBURBAN EXCURSION FARES.

The Superintendent, Adelaide, should be given at least three days' notice when large parties intend travelling. Should the bookings be heavy, additional trains are provided at suitable times.

A guaranteed Special Train can be arranged at low fares.

SOUTH COAST SATURDAY EXPRESS.

During the summer a Special Express leaves Adelaide at 4.0 p.m. each Saturday, reaching Victor Harbour at 8.32 p.m., returning the following Monday (public holidays excepted), leaving Victor Harbour at 7.6 a.m., and arriving at the City at 10.38 a.m.. This Special only stops at Mount Barker, Strathalbyn, Finnis, Geolwa, Middleton, and Port Elliot.

10-Dec-1923

WOSELEY AND MOUNT GAMBIER.

| Miles. | Stations. | UP. | | | | | | | |
|---------|-------------------|--------|--------------|--------|---------------|-------|--|--|--|
| | | Pass. | GOODS. | MIXED. | MIXED. | | | | |
| | | Daily. | † P.H. only. | Mon. | Wed. and Fri. | | | | |
| — | MT. GAMBIER | dep | | | | | | | |
| 3 1/2 | Mitchella | " | ↑ | ↑ | ↑ | ↑ | | | |
| 3 3/4 | Wandilo | " | ↑ | ↑ | ↑ | ↑ | | | |
| 12 1/2 | Suttons | " | ↑ | ↑ | ↑ | ↑ | | | |
| 16 1/2 | Weparr | " | ↑ | ↑ | ↑ | ↑ | | | |
| 20 | Kalangadoo | " | ↑ | ↑ | ↑ | ↑ | | | |
| 26 1/2 | Krongart | " | ↑ | ↑ | ↑ | ↑ | | | |
| 34 1/2 | Powrie | " | 9 14 | 5 0 | 8 53 | 8 53 | | | |
| 40 1/2 | Coonawarra | " | 9 29 | 5 25 | 9 16 | 9 16 | | | |
| 45 1/2 | Glenroy | " | 9 44 | 5 48 | 9 36 | 9 36 | | | |
| 54 | Struan | " | 10 1 | 6 38 | 10 10 | 10 10 | | | |
| 65 | Naracoorte | arr | 10 26 | 7 15 | 10 41 | 10 41 | | | |
| | " | dep | 10 46 | 7 49 | 11 10 | 11 10 | | | |
| 72 | Hysam | " | 11 8 | 8 15 | 11 43 | 11 43 | | | |
| 77 1/2 | Kybyholite | " | 11 24 | 8 40 | 12 5 | 12 5 | | | |
| 83 1/2 | Binnam | " | 11 40 | 9 5 | 12 27 | 12 27 | | | |
| 89 | Frances | " | 12 0 | 9 40 | 12 55 | 12 55 | | | |
| 99 1/2 | Bangham | " | ↑ | ↑ | ↑ | ↑ | | | |
| 104 1/2 | Custom | " | 12 49 | 10 40 | 2 0 | 2 11 | | | |
| 113 1/2 | WOLSELEY | arr | 1 4 | 11 0 | 2 20 | 2 20 | | | |
| | " | dep | 1 32 | — | 3 25 | 3 59 | | | |
| 305 | ADELAIDE | arr | 9 12 | — | 10 38 | 9 55 | | | |

Passengers change trains at Woseley.
 * Express. † Stops only when required.
 † A carriage will be attached to this train.
 Sleeping car on this train from Mount Gambier to Woseley.
 Berth fee, 10s.
 REFRESHMENT STATIONS—ADELAIDE, WOLSELEY, AND NARACOORTE.

NARACOORTE AND KINGSTON.

| Miles. | Stations. | DOWN. | | UP. | |
|--------|-------------------|------------|------------|------------|------------|
| | | Mixed a.m. | Mixed p.m. | Mixed a.m. | Mixed p.m. |
| — | ADELAIDE | dep | 7 35 | — | — |
| | " | arr | 11 1/2 | — | — |
| — | NARACOORTE | arr | 5 51 | 20 | — |
| | " | dep | 6 20 | 23 1/2 | — |
| 7 1/2 | Stewart's | " | 6 47 | 31 1/2 | — |
| 21 | Lucindale | " | 7 36 | 44 1/2 | — |
| 29 1/2 | Avenue | " | 8 4 | 52 1/2 | — |
| 32 1/2 | Bull Island | " | 8 22 | — | — |
| 46 1/2 | Reedy Creek | " | 8 52 | — | — |
| 52 1/2 | KINGSTON | arr | 9 26 | 29 1/2 | — |
| | " | arr | — | — | 9 12 |

Kingston line passengers to or from stations north or south of Naracoorte change trains at Naracoorte.

REFRESHMENT STATION—NARACOORTE.

"HELP THE BLIND TO HELP THEMSELVES,"
 And purchase "RENOWN" Brand
BRUSHWARE and SEAGRASS FURNITURE.

Also Manufacturers of
BASKETS, MATS, COCOANUT MATTING, and MATTRESSES.
 PIANOS TUNED.

ROYAL INSTITUTION FOR THE BLIND
 NORTH ADELAIDE. (INC.)

10-Dec-1923

MORGAN LINE.

| Miles. | Stations. | UP—WEEK DAYS ONLY. | | |
|---------|--------------------|--------------------|-------|------|
| | | Pass. Daily. | Pass. | |
| | | a.m. | p.m. | |
| — | MORGAN | dep | — | 2 0 |
| 6 | Eba | " | — | 2 16 |
| 14 1/2 | Mount Mary | " | — | 2 36 |
| 19 1/2 | Howes | " | — | 2 51 |
| 27 1/2 | Sutherland | " | — | 3 11 |
| 30 1/2 | Deep Creek | " | — | ↑ |
| 36 | Endunda | arr | — | 3 34 |
| | " | dep | 5 50 | 3 40 |
| 39 1/2 | Hampden | " | 6 4 | 3 48 |
| 46 1/2 | Hansborough | " | 6 21 | 4 4 |
| 51 1/2 | Hagot's Well | " | 6 37 | 4 16 |
| 56 1/2 | Kapunda | arr | 6 53 | 4 31 |
| — | " | dep | 7 0 | 4 41 |
| 61 | Forde | " | 7 11 | 4 52 |
| 67 1/2 | Freeling | " | 7 28 | 5 8 |
| 74 1/2 | Roseworthy | arr | 7 40 | 5 20 |
| | " | dep | 7 42 | 5 21 |
| 104 1/2 | ADELAIDE | arr | 8 55 | 6 40 |

g Arrives Adelaide at Platform No. 12 11
 † Stop only if required. g See footnote, page 165.

REFRESHMENT STATIONS—ADELAIDE AND KAPUNDA.

Remember that courtesy begets courtesy. If a passenger has any complaint to make, see the officer in charge of the station or the guard of the train immediately.

10-Dec-1923

RIVERTON, CLARE, AND SPALDING.

| Miles. | Stations. | DOWN. | |
|---------|-------------------|--------------|-------|
| | | Pass. Daily. | Pass. |
| — | ADELAIDE | dep | 7 16 |
| 83 | Riverton | arr | 9 52 |
| | " | dep | 10 10 |
| 67 1/2 | Rhyrie | " | 10 22 |
| 72 | Undalya | " | 10 30 |
| 76 1/2 | Auburn | " | 10 47 |
| 81 1/2 | Waterfalls | " | 11 6 |
| 87 | Seren Hills | " | 11 25 |
| 90 1/2 | CLARE | arr | 11 36 |
| | " | dep | 12 7 |
| 93 1/2 | Barinia | " | 12 27 |
| 101 1/2 | Milne | " | 12 52 |
| 108 | Andrews | " | 1 18 |
| 115 | SPALDING | arr | 1 35 |

Passengers change trains at Riverton.

| Miles. | Stations. | UP. | |
|--------|------------------|------------------------|-------|
| | | Mixed Tu, Th, and Sat. | Pass. |
| — | SPALDING | dep | p.m. |
| 7 | Andrews | " | 12 45 |
| 13 1/2 | Milne | " | 1 12 |
| 19 1/2 | Barinia | " | 1 38 |
| 24 1/2 | CLARE | arr | 1 58 |
| | " | dep | 2 15 |
| 28 | Sereohills | " | 2 46 |
| 33 1/2 | Waterfalls | " | 3 0 |
| 36 1/2 | Auburn | " | 3 17 |
| 43 | Undalya | " | 3 34 |
| 47 1/2 | Rhyrie | " | 3 44 |
| 52 | Riverton | arr | 4 1 |
| | " | dep | 4 13 |
| 115 | ADELAIDE | arr | 4 40 |

Passengers change trains at Riverton.

F

MOONTA, KADINA, AND BRINKWORTH

WEEK DAYS.

| Miles. | UP. | | DOWN. | |
|--------|--------------------|--------------|----------------|--------------|
| | Stations. | Mixed Daily. | Stations. | Mixed Daily. |
| — | MOONTA | 7 50 | BRINKWORTH | 11 50 |
| 1 1/2 | Yelta | 7 55 | Condowie | 12 0 |
| 2 1/2 | Cross Roads | 7 58 | Snowtown (b) | 12 45 |
| 3 1/2 | Paramatta | — | Barunga Gap | 1 22 |
| 4 1/2 | Warburto | — | Bute | 2 2 |
| 10 1/2 | Walleroo Jetty | — | Mona | 2 15 |
| 11 1/2 | Walleroo | 8 21 | Willamulka | 2 35 |
| 16 | Walleroo Mines | 8 28 | KADINA | 2 57 |
| 17 | KADINA | 8 42 | Walleroo | 3 15 |
| 26 1/2 | Walleroo | 8 50 | Walleroo Mines | 3 21 |
| 32 1/2 | Willamulka | 9 12 | Walleroo | 3 33 |
| 35 1/2 | Mona | 9 28 | Walleroo Jetty | — |
| 43 1/2 | Bute | 9 42 | Warburto | — |
| 55 1/2 | Barunga Gap | 10 13 | Paramatta | — |
| 60 1/2 | Snowtown | 11 7 | Cross Roads | — |
| 63 1/2 | Condowie | 11 23 | Yelta | — |
| | BRINKWORTH (a) arr | 11 45 | MOONTA | — |

(b) Passengers leave Adelaide at 7:31 a.m. for Snowtown, and there change for Kadina line.
(a) Change here for Adelaide.

REFRESHMENT STATION—BRINKWORTH.

- DO NOT travel First Class on a Second Class ticket.
- DO NOT travel beyond the station shown on ticket.
- DO NOT travel without a ticket.
- DO NOT travel with an out of date ticket.
- DO NOT refuse to show ticket promptly to the examiner.
- DO NOT carry merchandise as luggage.
- DO NOT damage or remove railway property.

PORT BROUGHTON AND MUNDOORA TRAMWAY.

DOWN—DAILY (EXCEPT SUNDAYS).

| Miles. | Stations. | Passenger. |
|--------|--------------------|------------|
| — | Pt. Broughton P.O. | dep. 6 40 |
| 10 | Mundoora | arr. 8 0 |

UP—DAILY (EXCEPT SUNDAYS).

| Miles. | Stations. | Passenger. |
|--------|--------------------|------------|
| — | Mundoora | dep. 5 10 |
| 10 | Pt. Broughton P.O. | arr. 4 25 |

EAST MOONTA AND MOONTA BAY TRAMWAY.

UP—MONDAYS TO THURSDAYS (INCLUSIVE).

| Miles. | Stations. | a.m. | 11 a.m. | p.m. | 3 p.m. | 5 p.m. |
|--------|-------------|------------|---------|------|--------|--------|
| — | Moonta Bay | dep. — | 11 40 | — | — | — |
| 2 1/2 | Moonta | arr. — | 12 0 | — | — | — |
| 4 | East Moonta | dep. 10 0 | 12 3 | 1 5 | 2 0 | 2 40 |
| | East Moonta | arr. 10 15 | 12 18 | 1 20 | 2 15 | 2 55 |

DOWN—MONDAYS TO THURSDAYS (INCLUSIVE).

| Miles. | Stations. | a.m. | 11 a.m. | p.m. | 3 p.m. | 5 p.m. | 7 p.m. | 9 p.m. |
|--------|-------------|------------|---------|------|--------|--------|--------|--------|
| — | East Moonta | dep. 10 20 | 12 20 | 1 40 | 2 20 | 3 0 | 3 40 | 4 20 |
| 1 1/2 | Moonta | arr. 10 35 | 12 35 | 1 55 | 2 35 | 3 15 | 3 55 | 4 35 |
| 4 | Moonta Bay | dep. 10 40 | — | — | — | — | — | — |
| | Moonta Bay | arr. 11 0 | — | — | — | — | — | — |

* These cars run during Dec., Jan., and Feb. only.

10-Dec-1923

ADELAIDE, PORT AUGUSTA, Table 38— contd. PORT AUGUSTA, ADELAIDE.

| READ DOWN. | | | READ UP. | | |
|-------------------------|--------------------|---------------|--------------------------|--------------------|------|
| Mon., Wed., Thur., Sat. | Express Fri., Sun. | STATIONS. | Mon., Wed., Thurs., Sat. | Express Fri., Sun. | |
| 7 15 a.m. | 10 45 a.m. | ADELAIDE | 7 34 | 7 50 | — |
| 8 04 | 8 45 | Quorn | dep. 9 03 | 10 17 | — |
| 9 30 | 8 55 | Summit | arr. 8 15 | 10 07 | 5 47 |
| 9 53 | — | Woolshed Flat | 8 01 | — | 5 32 |
| 10 21 | 9 34 | Saltia | 7 34 | 9 26 | 5 05 |
| 10 36 | — | Stirling | 7 17 | — | 4 44 |
| 11 01 | — | PT. AUGUSTA | 6 49 | — | 4 15 |
| 11 14 | 10 15 | | 6 35 | 8 27 | 4 00 |

1-Nov-1925

MARREE, OODNADATTA. Table 39. OODNADATTA, MARREE.

| READ DOWN. | STATIONS. | READ UP. |
|--|--------------------|---|
| Thursdays. 8 a.m. 7 15 | ADELAIDE | 7 34 p.m. |
| arr. 8 04 | Quorn | dep. 9 03 |
| Thursday, Nov. 5th, thence fortnightly. dep. 7 30 p.m. | | arr. 7 26 a.m. Weds. dep. 8 55 p.m. Tues. |
| arr. 6 26 a.m. Friday, Nov. 6th thence fortnightly. | MARREE | arr. 7 52 |
| dep. 7 30 | Marree | 7 30 |
| 8 01 | Callanna | 6 37 |
| 8 38 | Waugiana | 6 05 |
| 9 08 | Alberria Creek | 5 25 |
| 9 35 | Boppechee | 4 32 |
| 10 30 | Stuart's Creek | 3 40 |
| 11 16 | Coward Springs | |
| p.m. | | |
| 12 01 | Berestford | 2 58 |
| 12 27 | Strangways Springs | 2 28 |
| 12 58 | Strapatana | 1 58 |
| 2 16 | William Creek | 1 25 |
| | | |
| 3 07 | Anna Creek | 11 58 |
| 4 01 | Boorthanna | 11 00 |
| 4 57 | Edward's Creek | 10 08 |
| 5 28 | Warrina | 9 35 |
| 6 20 | Alghabuckina | 8 38 |
| 6 54 | Mount Dutton | 8 11 |
| arr. 7 57 | OODNADATTA | 7 00 |

dep. a.m. Tuesday, Nov. 10th, thence fortnightly.

Table 16.

READ DOWN. ADELAIDE, WOLSELEY, MOUNT GAMBIER, AND BEACHPORT LINE. READ UP.

| READ DOWN. | | ADELAIDE, WOLSELEY, MOUNT GAMBIER, AND BEACHPORT LINE. | | READ UP. | |
|------------|-----------------|--|--------------------------------|----------|---------------------------|
| Daily. | Thurs. | Tues. | Miles. | | |
| 7 45 a.m. | 6 35 p.m. | 6 35 p.m. | 1. ADELAIDE | B | 6 48 |
| | | | 13. Mile End (Passenger) | | 9 00 |
| | | | " (Freight) | | |
| 7 53 | | | 24. Keswick | | |
| | | | 3. Goodwood | | 6 41 |
| | | | 34. Millswood | | |
| | | | 4. Unley Park | | |
| 8 01 | | | 44. Hawthorn | | |
| | | | 54. Mitcham | | 6 38 |
| | | | 57. Torrens Park | | |
| | | | 6. Clapham | | |
| | | | 7. Sleep's Hill | | |
| | | | 9. Eden | | a |
| | | | 114. Blackwood | | a |
| | | | 134. Belair | | a |
| | | | 184. Long Gully | | 6 10 |
| 8 45 | | | 18. Upper Sturt | | |
| 8 52 | | | 19. Mount Lofty | | 6 01 |
| | | | 20. Heathfield | | |
| 9 01 | | | 21. Aldgate | | 6 52 |
| 9 07 | | | 23. Bridgewater | | 6 42 |
| 9 16 | | | 27. Ambleside Railway | | 5 29 |
| 9 21 | | | 28. Balhannah | | 5 24 |
| 9 31 | 8 09 | 8 09 | 31. MT. BARKER JUNC. | | 7 29 |
| 9 40 | | | 35. Nairne | | 4 85 |
| | | | 45. Callington | | 4 09 |
| 10 13 | | | 51. BARTO SOUTH | R dep. | 4 22 |
| 10 28 | 9 06 | 9 08 | 60. Murray Bridge | R dep. | 4 03 |
| 10 40 | 9 25 | 9 25 | dep. " | arr. | 3 50 |
| 10 56 | | | 68. Montefit | | |
| 11 06 | 9 49 | 9 49 | arr. 75. TALLEM BEND | dep. | 3 25 |
| 11 10 | 9 57 | 9 57 | dep. " | arr. | 3 22 |
| 11 26 | | | 85. Cooke's Plains | | 3 07 |
| 11 42 | | | 95. Coomandook | | 2 51 |
| 11 51 | | | 99. Yumali | | 2 44 |
| 11 59 | | | 104. Ki Ki | | 2 38 |
| 12 14 p.m. | | | 114. Coonslype | | 2 29 |
| 12 29 | | | 124. Colbarras | | 2 04 |
| 12 40 | 11 17 | 11 17 | 131. Tullinnra | | 1 54 |
| | | | 137. Kumorra | | |
| | | | 142. Coomba | | |
| | | | 150. Renessla | | |
| 1 18 | 11 48 | 11 48 | 154. Keith | | 1 17 |
| | | | 162. Brimbaga | | |
| 1 43 | | | 170. Wieraga | | 12 53 |
| | | | 175. Cannawigara | | |
| 2 05 | 12 29 a.m. Fri. | 12 29 am Wed. | 183. Bordertown | | 12 31 |
| 2 19 | 12 43 | 12 43 | arr. 191. WOLSELEY | a dep. | 12 15 |
| | | | dep. " | arr. | 11 55 |
| 2 40 | 1 10 | 1 10 | 196. Guston | | 11 45 |
| 2 51 | 1 27 | 1 27 | 205. Hangan | | 1 29 |
| | | | 216. Francis | | |
| 3 38 | 2 27 | 2 27 | 221. Bindoon | | 11 07 |
| 3 49 | 2 44 | 2 44 | 227. Kyrbollie | | 10 47 |
| | | | 233. Elvorn | | 10 35 |
| 4 01 | 3 00 | 3 00 | arr. 240. NARACOORTE | R dep. | 10 23 |
| 4 13 | 3 18 | 3 18 | dep. " | arr. | 10 08 |
| 4 27 | 3 37 | 3 37 | 251. Struen | | 9 53 |
| 4 42 | 3 57 | 3 57 | 259. Glenroy | | 9 32 |
| 5 04 | 4 28 | 4 28 | 264. Coonawarra | | 9 15 |
| 5 21 | 4 53 | 4 53 | 270. Penola | | 9 04 |
| 5 32 | 5 11 | 5 11 | 278. Krongart | | 8 51 |
| 5 54 | 5 38 | 5 38 | 285. Kalangadoo | | 8 14 |
| | | | 288. Wapar | | |
| 6 23 | 6 23 | 6 28 | 292. Suttons | | |
| | | | 296. Wandilo | | 7 50 |
| 6 46 | 6 55 | 6 55 | 302. Mitchells | | |
| 7 0 | 7 29 arr. | 7 20 | 306. MOUNT GAMBIER | dep. | 7 30 a.m. Dally. |
| | | | dep. " | arr. | 7 16 p.m. Mon., Wed. Fri. |
| | | | 808. MOUNT GAMBIER | arr. | 16 00 |
| | | | 808. Compton | | 5 49 |
| | | | 810. Burnda | | |
| | | | " Kelgt's Siding | | |
| | | | 816. Burrungule | | 5 14 |
| | | | 821. Holloway | | |
| | | | 825. Tansnoola | | 4 40 |
| | | | 828. Snogery | | 4 25 |
| | | | 841. Nangla | | 4 14 |
| | | | arr. 834. Millicent | dep. | p.m. 4 00 |
| | | | dep. " | arr. | 3 52 |
| | | | 889. Bannys | | |
| | | | 842. Rendselham | | 3 27 |
| | | | 856. BEACHPORT | | p.m. 2 40 |
| | | | | | 15 31 |
| | | | | | 5 20 |
| | | | | | |
| | | | | | 4 58 |
| | | | | | |
| | | | | | 4 35 |
| | | | | | 4 23 |
| | | | | | 4 14 |
| | | | | | 4 00 |
| | | | | | 3 52 |
| | | | | | |
| | | | | | 3 27 |
| | | | | | p.m. 2 40 |
| | | | | | Wed. only. |

NOTE: "Daily" means Mondays to Saturdays inclusive.



TABLE 13.

ADELAIDE, TALEM BEND, AND BARMERA.

| READ DOWN. | | | | READ UP. | | | |
|------------------------|--------|----------------------|--------|----------|--|--|--|
| Mon., Wed., Fri. | Miles. | Stations. | | | | | |
| s.m. | | | | | | | |
| 7 05 | dep | — ADELAIDE | R. arr | 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 9 59 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 11 | dep | 60 MURRAY BRIDGE | arr | 5 04 | | | |
| 10 38 | arr | 74½ TALEM BEND | dep | 4 40 | | | |
| 11 02 | dep | 74½ TALEM BEND | arr | 4 15 | | | |
| 11 24 | | 84½ Natari | arr | 3 54 | | | |
| 11 37 | | 89 Kulde | arr | 3 42 | | | |
| 11 50 | | 94½ Wynarka | arr | 3 28 | | | |
| p.m. | | | | | | | |
| 12 06 | | 101½ Wingamin | arr | 3 11 | | | |
| 12 13 | arr | 105 KAROONDA | R. dep | 3 03 | | | |
| 12 29 | dep | 105 KAROONDA | arr | 2 47 | | | |
| 12 43 | | 111½ Lowalide | arr | 2 35 | | | |
| 12 58 | | 115½ Borrika | arr | 2 25 | | | |
| 1 05 | | 120½ Kilpalle | arr | 2 14 | | | |
| 1 13 | | 122½ Sandalwood | arr | 2 08 | | | |
| 1 25 | | 127½ Halidon | arr | 1 54 | | | |
| 1 40 | | 133 Mindarie | arr | 1 42 | | | |
| 1 53 | arr | 139½ WANBI | dep | 1 28 | | | |
| 1 58 | dep | 139½ WANBI | arr | 1 16 | | | |
| 2 05 | | 142½ Piltenge | arr | 1 10 | | | |
| 2 12 | | 145½ Cobera | arr | 1 03 | | | |
| 2 24 | arr | 151½ ALAWOONA | R. dep | 12 50 | | | |
| 2 34 | dep | 157½ ALAWOONA | arr | 12 38 | | | |
| 2 47 | | 157½ Malpas | arr | 12 25 | | | |
| 3 01 | | 164½ Faruns | arr | 12 11 | | | |
| | | | | p.m. | | | |
| 3 16 | | 171½ Merihah | arr | 11 56 | | | |
| 3 31 | | 178½ Nadda | arr | 11 42 | | | |
| 3 49 | | 183 Taplan | arr | 11 31 | | | |
| 3 58 | | 187½ Nangari | arr | 11 15 | | | |
| 4 11 | | 191 Noora | arr | 11 02 | | | |
| 4 20 | | 195½ Ingalla | arr | 10 52 | | | |
| 4 26 | | 197 Taldira | arr | 10 46 | | | |
| 4 41 | | 203½ Yamba | arr | 10 31 | | | |
| 4 49 | | 208½ Wonuarra | arr | 10 24 | | | |
| 5 00 | | 211½ Faringa | arr | 10 11 | | | |
| 5 14 | | 213½ Renmark | arr | 10 04 | | | |
| 5 25 | | 217½ Calperum | arr | 9 43 | | | |
| 5 38 | | 222 Springcart Gully | arr | 9 30 | | | |
| 5 52 | | 225 Herri | arr | 9 21 | | | |
| 6 01 | | 228½ Karoom | arr | 9 05 | | | |
| 6 05 | | 229½ Glossop | arr | 9 00 | | | |
| 6 18 | | — Farmers Crossing | arr | 8 48 | | | |
| 6 20 | arr | 234½ BARMERA | dep | 8 45 | | | |
| | | | | a.m. | | | |

R Refreshment room station.



TABLE 14.

ADELAIDE, TALEM BEND, AND WAIKERIE.

| READ DOWN. | | | | READ UP. | | | |
|------------------------|--------|--------------------|--------|----------|--|--|--|
| Mon., Wed., Fri. | Miles. | Stations. | | | | | |
| s.m. | | | | | | | |
| 7 05 | dep | — ADELAIDE | R. arr | 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 9 59 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 11 | dep | 60 MURRAY BRIDGE | arr | 5 04 | | | |
| 10 38 | arr | 74½ TALEM BEND | dep | 4 40 | | | |
| 11 02 | dep | 74½ TALEM BEND | arr | 4 15 | | | |
| 11 24 | | 84½ Natari | arr | 3 54 | | | |
| 11 37 | | 89 Kulde | arr | 3 42 | | | |
| 11 50 | | 94½ Wynarka | arr | 3 28 | | | |
| p.m. | | | | | | | |
| 12 06 | | 101½ Wingamin | arr | 3 11 | | | |
| 12 13 | arr | 105 KAROONDA | R. dep | 3 03 | | | |
| 12 35 | dep | 105 KAROONDA | arr | 2 27½ | | | |
| 12 58 | | 111½ Mindiyarra | arr | 2 04 | | | |
| 1 17 | | 116 Perponda | arr | 1 41 | | | |
| 1 35 | | 119½ Kalyan | arr | 1 23 | | | |
| 2 00 | | 124½ Goondooloo | arr | 12 53 | | | |
| 2 24 | | 129½ Copeville | arr | 12 25 | | | |
| | | | | p.m. | | | |
| 2 51 | | 135 Kunlara | arr | 11 53 | | | |
| 3 15 | | 139½ Galpa | arr | 11 25 | | | |
| 3 41 | | 145 Marunda | arr | 10 57 | | | |
| 4 08 | | 149½ Mantung | arr | 10 31 | | | |
| 4 23 | | 154 Hillmanville | arr | 10 07 | | | |
| 4 41 | | 157½ Maggea | arr | 9 55 | | | |
| 4 58 | | 161½ Boolgun | arr | 9 31 | | | |
| 5 20 | | 168½ Holder | arr | 9 05 | | | |
| 5 40 | | 173½ Kanni | arr | 8 45 | | | |
| 5 55 | arr | 178½ WAIKERIE | dep | 8 25 | | | |
| | | | | a.m. | | | |

† Change trains.

R Refreshment room station.

TABLE 15.

ADELAIDE, TALEM BEND, AND PEEBINGA.

| READ DOWN. | | | | READ UP. | | | |
|------------|--------|--------------------|--------|----------|--|--|--|
| Mon. | Miles. | Stations. | | | | | |
| a.m. | | | | | | | |
| 7 05 | dep | — ADELAIDE | R. arr | 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 9 59 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 11 | dep | 60 MURRAY BRIDGE | arr | 5 04 | | | |
| 10 38 | arr | 74½ TALEM BEND | dep | 4 40 | | | |
| 11 02 | dep | 74½ TALEM BEND | arr | 4 15 | | | |
| 11 24 | | 84½ Natari | arr | 3 54 | | | |
| 11 37 | | 89 Kulde | arr | 3 42 | | | |
| 11 50 | | 94½ Wynarka | arr | 3 28 | | | |
| p.m. | | | | | | | |
| 12 06 | | 101½ Wingamin | arr | 3 11 | | | |
| 12 13 | arr | 105 KAROONDA | R. dep | 3 03 | | | |
| 12 38 | dep | 105 KAROONDA | arr | 2 30½ | | | |
| 1 06 | | 110½ Nunkeri | arr | 1 50 | | | |
| 1 32 | | 115½ Yurgo | arr | 1 25 | | | |
| 2 05 | | 123 Marama | arr | 12 48 | | | |
| 2 33 | | 129 Kulkami | arr | 12 16 | | | |
| | | | | p.m. | | | |
| 3 10 | | 135½ Mulpata | arr | 11 42 | | | |
| 3 39 | | 142½ Wirba | arr | 11 05 | | | |
| 4 07 | | 147½ Gurrui | arr | 10 42 | | | |
| 4 39 | | 155½ Kaite | arr | 10 12 | | | |
| 5 09 | | 162½ Kringin | arr | 9 44 | | | |
| 5 29 | | 168½ Mootatunga | arr | 9 28 | | | |
| 5 46 | arr | 171 PEEBINGA | dep | 9 10 | | | |
| | | | | a.m. | | | |

† Change trains.

R Refreshment room station.



TABLE 16.

ADELAIDE, TAILLEM BEND, AND YINKANIE.

| READ DOWN. | | | | READ UP. | | | |
|---------------|--------|---------------------|--------|------------------|--|--|--|
| Mon., Wed. | Miles. | Stations. | | | | | |
| a.m. 7 05 | dep | — ADELAIDE | R. arr | p.m. 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 9 59 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 11 | dep | " | arr | 5 04 | | | |
| 10 38 | arr | 74½ TAILLEM BEND | dep | 4 40 | | | |
| 11 02 | dep | " | arr | 4 15 | | | |
| | | (See Table No. 13). | | | | | |
| p.m. 1 53 | arr | 139½ WANBI | dep | 1 28 | | | |
| 2 08 | dep | " | arr | 12 55 | | | |
| 2 27 | | 144½ Glynas | | 12 39 | | | |
| 2 42 | | 147½ Caliph | | 12 18 | | | |
| | | | | p.m. | | | |
| 3 00 | | 151½ Bayah | | 11 48 | | | |
| 3 13 | | 154 Tuscan | | 11 26 | | | |
| 3 30 | | 157½ Kooys | | 10 58 | | | |
| 3 44 | | 159½ Wulkar | | 10 36 | | | |
| 4 03 | | 163½ Myrla | | 10 29 | | | |
| 4 23 | | 166½ Wappilka | | 10 13 | | | |
| 4 38 | arr | 170½ YINKANIE | arr | 9 55 | | | |
| | | | | a.m. | | | |
| | | | | Tues., Thurs. | | | |

‡ Change trains. R Refreshment room station.

TABLE 18.

ADELAIDE, NARACOORTE, AND KINGSTON.

| READ DOWN. | | | | READ UP. | | | |
|---------------------------------|--------|--------------------|--------|---------------------------------|--|--|--|
| Mon., Wed., Fri., Sat. | Miles. | Stations. | | | | | |
| a.m. 8 10 | dep | — ADELAIDE | R. arr | p.m. 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 10 38 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 48 | dep | " | arr | 5 04 | | | |
| | | (See Table No. 8). | | | | | |
| p.m. 4 27 | arr | 239½ NARACOORTE | R. dep | p.m. 11 18 | | | |
| 4 45 | dep | " | arr | 11 04 | | | |
| | | | | | | | |
| 5 05 | | 247½ Stewarts | | 10 22 | | | |
| 5 41 | | 280½ Lucindale | | 9 50 | | | |
| 6 02 | | 289 Avenue | | 9 25 | | | |
| 6 12 | | 272½ Bull Island | | 8 15 | | | |
| 6 33 | | 280½ Reedy Creek | | 8 55 | | | |
| 7 00 | arr | 292½ KINGSTON | dep | 8 25 | | | |
| | | | | a.m. | | | |
| | | | | Mon., Wed., Fri., Sat. | | | |

‡ Change trains. R Refreshment room station.
● Stop if required at authorized level crossings between Naracoorte and Kingston.

TABLE 17.

ADELAIDE, TAILLEM BEND, AND LOXTON.

| READ DOWN. | | | | READ UP. | | | |
|------------------------|--------|---------------------|--------|---------------------------|--|--|--|
| Mon., Wed., Fri. | Miles. | Stations. | | | | | |
| a.m. 7 05 | dep | — ADELAIDE | arr | p.m. 8 11 | | | |
| | | (See Table No. 7). | | | | | |
| 9 59 | arr | 60 MURRAY BRIDGE | R. dep | 5 18 | | | |
| 10 11 | dep | " | arr | 5 04 | | | |
| 10 38 | arr | 64½ TAILLEM BEND | dep | 4 40 | | | |
| 11 02 | dep | " | arr | 4 15 | | | |
| | | (See Table No. 13). | | | | | |
| p.m. 2 24 | arr | 151½ ALAWOONA | R. dep | 12 50 | | | |
| 2 38 | dep | " | arr | 12 33 | | | |
| | | | | | | | |
| 3 01 | | 154½ Wintrena | | * | | | |
| | | 157½ Veitch | | 12 14 | | | |
| | | | | p.m. | | | |
| 3 14 | | 159½ Wilpy | | 11 58 | | | |
| 3 32 | | 164 Pata | | 11 35 | | | |
| 3 52 | | 168½ Tookayerta | | 11 11 | | | |
| 4 06 | arr | 173½ LOXTON | dep | 10 50 | | | |
| | | | | a.m. | | | |
| | | | | Tues., Thurs., Sat. | | | |

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

TABLE 19.

ADELAIDE, WANDILO, AND GLENCOE.

| READ DOWN. | | | | READ UP. | | | |
|--------------|--------|--------------------|--------|----------------|--|--|--|
| Sun. | Miles. | Stations. | | | | | |
| p.m. 8 45 | dep | — ADELAIDE | R. arr | a.m. 7 44 | | | |
| | | (See Table No. 7). | | | | | |
| 11 25 | arr | 60 MURRAY BRIDGE | R. dep | 5 05 | | | |
| 11 40 | dep | " | arr | 4 50 | | | |
| | | | | a.m. | | | |
| Mon. 5 13 | arr | 239½ NARACOORTE | R. dep | Tues. 11 20 | | | |
| | | (See Table No. 8). | | | | | |
| 5 25 | dep | " | arr | 11 02 | | | |
| 7 50 | arr | 305 MOUNT GAMBIEE | dep | 8 45 | | | |
| 10 15 | dep | " | arr | 14 48 | | | |
| | | | | | | | |
| 10 49 | | 296 WANDILO | | 4 20 | | | |
| | | 300½ Medhurst | | * | | | |
| 11 22 | | 302½ Malla | | 3 43 | | | |
| 11 34 | | 304 Kirip | | 3 27 | | | |
| 11 41 | arr | 305½ GLENCOE | arr | 3 10 | | | |
| | | | | p.m. | | | |
| | | | | Mon. | | | |

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



TABLE 24.

ADELAIDE AND MOONTA, VIA HAMLEY BRIDGE AND BALAKLAVA.

READ DOWN.

READ UP.

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

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



TABLE 25.

ADELAIDE, BUTE, AND MOONTA, VIA SNOWTOWN.

READ DOWN.

READ UP.

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

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

TABLE 26.

MOONTA AND KADINA.

DOWN.

| Stations. | Mon. to Fri. | Sat. | Mon. to Fri. | Mon. to Fri. | Sat. | Mon. to Fri. | Mon. to Fri. | Sat. | Sun. | Mon. to Fri. | Sat. |
|---------------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| KADINA dep | a.m. 7 30 | a.m. 10 56 | a.m. 11 49 | p.m. 1 44 | p.m. 1 44 | p.m. 4 50 | p.m. 5 40 | p.m. 6 30 | p.m. 9 29 | p.m. 9 33 | p.m. 10 24 |
| Walleroo Mines | 7 34 | 11 00 | 11 54 | 1 48 | 1 48 | 4 54 | 5 44 | 6 34 | 9 33 | 9 37 | 10 28 |
| Walleroo arr | 7 45 | 11 09 | 12 02 | 1 59 | 1 59 | 5 05 | 5 54 | 6 43 | 9 42 | 9 46 | 10 37 |
| Warburto dep | 7 46 | 11 12 | 12 05 | 2 03 | 2 06 | 5 15 | 5 55 | 6 48 | 9 44 | 9 54 | 10 39 |
| Cross Roads | * | * | * | * | * | * | * | * | * | * | * |
| Yelta | * | 11 29 | 12 22 | 2 22 | 2 26 | 5 35 | * | 7 07 | 10 03 | 10 13 | 10 57 |
| MOONTA arr | 8 10 | 11 33 | 12 26 | 2 27 | 2 30 | 5 39 | 6 16 | 7 11 | 10 07 | 10 17 | 11 02 |

UP.

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

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

TABLE 1—continued.

ADELAIDE, FINSBURY, PORT ADELAIDE, SEMAPHORE, AND OUTER HARBOUR.

Mondays to Fridays inclusive.

| Adelaide, R. | Bowden. | Croydon. | West Croydon. | Kilkenny. | Woodville Park. | Woodville. | Cheltenham. | Alberton. | Pt. Adelaide Dock. | Com. Rd. Pt. Adelaide. | Etchelon. | Glanville (for Semaphore). | Esater. | Semaphore. | Glanville (for Largs). | Peterhead. | Largs. | Largs North. | Draspat. | Taperoo. | Midlands. | Osborne. | Yarbo. | Outer Harbour. |
|--------------|---------|----------|---------------|-----------|-----------------|------------|-------------|-----------|--------------------|------------------------|-----------|----------------------------|---------|------------|------------------------|------------|--------|--------------|----------|----------|-----------|----------|--------|----------------|
| 3.20 | 3.24 | 3.27 | 3.29 | 3.31 | 3.33 | 3.35 | 3.38 | 3.41 | 3.44 | 3.44 | 3.46 | 3.48 | 4.02 | 4.05 | 4.00 | 4.02 | 4.04 | 4.06 | 4.09 | 4.12 | 4.14 | * | * | 4.20 |
| 3.28 | 3.34 | 3.37 | 3.39 | 3.41 | 3.43 | 3.45 | 3.48 | 3.51 | 3.54 | 3.54 | 3.58 | 4.00 | 4.02 | 4.05 | 4.00 | 4.02 | 4.04 | 4.06 | 4.09 | 4.12 | 4.14 | * | * | 4.20 |
| 3.30 | 3.37 | 3.40 | 3.42 | 3.44 | 3.46 | 3.48 | 3.51 | 3.54 | 3.57 | 3.57 | 3.59 | 4.01 | 4.04 | 4.07 | 4.01 | 4.03 | 4.05 | 4.07 | 4.10 | 4.13 | 4.15 | * | * | 4.21 |
| 3.32 | 3.39 | 3.42 | 3.44 | 3.46 | 3.48 | 3.50 | 3.53 | 3.56 | 3.59 | 3.59 | 4.01 | 4.02 | 4.05 | 4.08 | 4.02 | 4.04 | 4.06 | 4.08 | 4.11 | 4.14 | 4.16 | * | * | 4.22 |
| 3.34 | 3.41 | 3.44 | 3.46 | 3.48 | 3.50 | 3.52 | 3.55 | 3.58 | 4.01 | 4.01 | 4.03 | 4.04 | 4.07 | 4.10 | 4.03 | 4.05 | 4.07 | 4.09 | 4.12 | 4.15 | 4.17 | * | * | 4.23 |
| 3.36 | 3.43 | 3.46 | 3.48 | 3.50 | 3.52 | 3.54 | 3.57 | 4.00 | 4.03 | 4.03 | 4.05 | 4.06 | 4.09 | 4.12 | 4.04 | 4.06 | 4.08 | 4.10 | 4.13 | 4.16 | 4.18 | * | * | 4.24 |
| 3.38 | 3.45 | 3.48 | 3.50 | 3.52 | 3.54 | 3.56 | 3.59 | 4.02 | 4.05 | 4.05 | 4.07 | 4.08 | 4.11 | 4.14 | 4.05 | 4.07 | 4.09 | 4.11 | 4.14 | 4.17 | 4.19 | * | * | 4.25 |
| 3.40 | 3.47 | 3.50 | 3.52 | 3.54 | 3.56 | 3.58 | 4.01 | 4.04 | 4.07 | 4.07 | 4.09 | 4.10 | 4.13 | 4.16 | 4.06 | 4.08 | 4.10 | 4.12 | 4.15 | 4.18 | 4.20 | * | * | 4.26 |
| 3.42 | 3.49 | 3.52 | 3.54 | 3.56 | 3.58 | 4.00 | 4.03 | 4.06 | 4.09 | 4.09 | 4.11 | 4.12 | 4.15 | 4.18 | 4.07 | 4.09 | 4.11 | 4.13 | 4.16 | 4.19 | 4.21 | * | * | 4.27 |
| 3.44 | 3.51 | 3.54 | 3.56 | 3.58 | 4.00 | 4.02 | 4.05 | 4.08 | 4.11 | 4.11 | 4.13 | 4.14 | 4.17 | 4.20 | 4.08 | 4.10 | 4.12 | 4.14 | 4.17 | 4.20 | 4.22 | * | * | 4.28 |
| 3.46 | 3.53 | 3.56 | 3.58 | 4.00 | 4.02 | 4.04 | 4.07 | 4.10 | 4.13 | 4.13 | 4.15 | 4.16 | 4.19 | 4.22 | 4.09 | 4.11 | 4.13 | 4.15 | 4.18 | 4.21 | 4.23 | * | * | 4.29 |
| 3.48 | 3.55 | 3.58 | 4.00 | 4.02 | 4.04 | 4.06 | 4.09 | 4.12 | 4.15 | 4.15 | 4.17 | 4.18 | 4.21 | 4.24 | 4.10 | 4.12 | 4.14 | 4.16 | 4.19 | 4.22 | 4.24 | * | * | 4.30 |
| 3.50 | 3.57 | 4.00 | 4.02 | 4.04 | 4.06 | 4.08 | 4.11 | 4.14 | 4.17 | 4.17 | 4.19 | 4.20 | 4.23 | 4.26 | 4.11 | 4.13 | 4.15 | 4.17 | 4.20 | 4.23 | 4.25 | * | * | 4.31 |
| 3.52 | 3.59 | 4.02 | 4.04 | 4.06 | 4.08 | 4.10 | 4.13 | 4.16 | 4.19 | 4.19 | 4.21 | 4.22 | 4.25 | 4.28 | 4.12 | 4.14 | 4.16 | 4.18 | 4.21 | 4.24 | 4.26 | * | * | 4.32 |
| 3.54 | 4.01 | 4.04 | 4.06 | 4.08 | 4.10 | 4.12 | 4.15 | 4.18 | 4.21 | 4.21 | 4.23 | 4.24 | 4.27 | 4.30 | 4.13 | 4.15 | 4.17 | 4.19 | 4.22 | 4.25 | 4.27 | * | * | 4.33 |
| 3.56 | 4.03 | 4.06 | 4.08 | 4.10 | 4.12 | 4.14 | 4.17 | 4.20 | 4.23 | 4.23 | 4.25 | 4.26 | 4.29 | 4.32 | 4.14 | 4.16 | 4.18 | 4.20 | 4.23 | 4.26 | 4.28 | * | * | 4.34 |
| 3.58 | 4.05 | 4.08 | 4.10 | 4.12 | 4.14 | 4.16 | 4.19 | 4.22 | 4.25 | 4.25 | 4.27 | 4.28 | 4.31 | 4.34 | 4.15 | 4.17 | 4.19 | 4.21 | 4.24 | 4.27 | 4.29 | * | * | 4.35 |
| 4.00 | 4.07 | 4.10 | 4.12 | 4.14 | 4.16 | 4.18 | 4.21 | 4.24 | 4.27 | 4.27 | 4.29 | 4.30 | 4.33 | 4.36 | 4.16 | 4.18 | 4.20 | 4.22 | 4.25 | 4.28 | 4.30 | * | * | 4.36 |
| 4.02 | 4.09 | 4.12 | 4.14 | 4.16 | 4.18 | 4.20 | 4.23 | 4.26 | 4.29 | 4.29 | 4.31 | 4.32 | 4.35 | 4.38 | 4.17 | 4.19 | 4.21 | 4.23 | 4.26 | 4.29 | 4.31 | * | * | 4.37 |
| 4.04 | 4.11 | 4.14 | 4.16 | 4.18 | 4.20 | 4.22 | 4.25 | 4.28 | 4.31 | 4.31 | 4.33 | 4.34 | 4.37 | 4.40 | 4.18 | 4.20 | 4.22 | 4.24 | 4.27 | 4.30 | 4.32 | * | * | 4.38 |
| 4.06 | 4.13 | 4.16 | 4.18 | 4.20 | 4.22 | 4.24 | 4.27 | 4.30 | 4.33 | 4.33 | 4.35 | 4.36 | 4.39 | 4.42 | 4.19 | 4.21 | 4.23 | 4.25 | 4.28 | 4.31 | 4.33 | * | * | 4.39 |
| 4.08 | 4.15 | 4.18 | 4.20 | 4.22 | 4.24 | 4.26 | 4.29 | 4.32 | 4.35 | 4.35 | 4.37 | 4.38 | 4.41 | 4.44 | 4.20 | 4.22 | 4.24 | 4.26 | 4.29 | 4.32 | 4.34 | * | * | 4.40 |
| 4.10 | 4.17 | 4.20 | 4.22 | 4.24 | 4.26 | 4.28 | 4.31 | 4.34 | 4.37 | 4.37 | 4.39 | 4.40 | 4.43 | 4.46 | 4.21 | 4.23 | 4.25 | 4.27 | 4.30 | 4.33 | 4.35 | * | * | 4.41 |
| 4.12 | 4.19 | 4.22 | 4.24 | 4.26 | 4.28 | 4.30 | 4.33 | 4.36 | 4.39 | 4.39 | 4.41 | 4.42 | 4.45 | 4.48 | 4.22 | 4.24 | 4.26 | 4.28 | 4.31 | 4.34 | 4.36 | * | * | 4.42 |
| 4.14 | 4.21 | 4.24 | 4.26 | 4.28 | 4.30 | 4.32 | 4.35 | 4.38 | 4.41 | 4.41 | 4.43 | 4.44 | 4.47 | 4.50 | 4.23 | 4.25 | 4.27 | 4.29 | 4.32 | 4.35 | 4.37 | * | * | 4.43 |
| 4.16 | 4.23 | 4.26 | 4.28 | 4.30 | 4.32 | 4.34 | 4.37 | 4.40 | 4.43 | 4.43 | 4.45 | 4.46 | 4.49 | 4.52 | 4.24 | 4.26 | 4.28 | 4.30 | 4.33 | 4.36 | 4.38 | * | * | 4.44 |
| 4.18 | 4.25 | 4.28 | 4.30 | 4.32 | 4.34 | 4.36 | 4.39 | 4.42 | 4.45 | 4.45 | 4.47 | 4.48 | 4.51 | 4.54 | 4.25 | 4.27 | 4.29 | 4.31 | 4.34 | 4.37 | 4.39 | * | * | 4.45 |
| 4.20 | 4.27 | 4.30 | 4.32 | 4.34 | 4.36 | 4.38 | 4.41 | 4.44 | 4.47 | 4.47 | 4.49 | 4.50 | 4.53 | 4.56 | 4.26 | 4.28 | 4.30 | 4.32 | 4.35 | 4.38 | 4.40 | * | * | 4.46 |
| 4.22 | 4.29 | 4.32 | 4.34 | 4.36 | 4.38 | 4.40 | 4.43 | 4.46 | 4.49 | 4.49 | 4.51 | 4.52 | 4.55 | 4.58 | 4.27 | 4.29 | 4.31 | 4.33 | 4.36 | 4.39 | 4.41 | * | * | 4.47 |
| 4.24 | 4.31 | 4.34 | 4.36 | 4.38 | 4.40 | 4.42 | 4.45 | 4.48 | 4.51 | 4.51 | 4.53 | 4.54 | 4.57 | 4.60 | 4.28 | 4.30 | 4.32 | 4.34 | 4.37 | 4.40 | 4.42 | * | * | 4.48 |
| 4.26 | 4.33 | 4.36 | 4.38 | 4.40 | 4.42 | 4.44 | 4.47 | 4.50 | 4.53 | 4.53 | 4.55 | 4.56 | 4.59 | 4.62 | 4.29 | 4.31 | 4.33 | 4.35 | 4.38 | 4.41 | 4.43 | * | * | 4.49 |
| 4.28 | 4.35 | 4.38 | 4.40 | 4.42 | 4.44 | 4.46 | 4.49 | 4.52 | 4.55 | 4.55 | 4.57 | 4.58 | 4.61 | 4.64 | 4.30 | 4.32 | 4.34 | 4.36 | 4.39 | 4.42 | 4.44 | * | * | 4.50 |
| 4.30 | 4.37 | 4.40 | 4.42 | 4.44 | 4.46 | 4.48 | 4.51 | 4.54 | 4.57 | 4.57 | 4.59 | 4.60 | 4.63 | 4.66 | 4.31 | 4.33 | 4.35 | 4.37 | 4.40 | 4.43 | 4.45 | * | * | 4.51 |
| 4.32 | 4.39 | 4.42 | 4.44 | 4.46 | 4.48 | 4.50 | 4.53 | 4.56 | 4.59 | 4.59 | 4.61 | 4.62 | 4.65 | 4.68 | 4.32 | 4.34 | 4.36 | 4.38 | 4.41 | 4.44 | 4.46 | * | * | 4.52 |
| 4.34 | 4.41 | 4.44 | 4.46 | 4.48 | 4.50 | 4.52 | 4.55 | 4.58 | 4.61 | 4.61 | 4.63 | 4.64 | 4.67 | 4.70 | 4.33 | 4.35 | 4.37 | 4.39 | 4.42 | 4.45 | 4.47 | * | * | 4.53 |
| 4.36 | 4.43 | 4.46 | 4.48 | 4.50 | 4.52 | 4.54 | 4.57 | 4.60 | 4.63 | 4.63 | 4.65 | 4.66 | 4.69 | 4.72 | 4.34 | 4.36 | 4.38 | 4.40 | 4.43 | 4.46 | 4.48 | * | * | 4.54 |
| 4.38 | 4.45 | 4.48 | 4.50 | 4.52 | 4.54 | 4.56 | 4.59 | 4.62 | 4.65 | 4.65 | 4.67 | 4.68 | 4.71 | 4.74 | 4.35 | 4.37 | 4.39 | 4.41 | 4.44 | 4.47 | 4.49 | * | * | 4.55 |
| 4.40 | 4.47 | 4.50 | 4.52 | 4.54 | 4.56 | 4.58 | 4.61 | 4.64 | 4.67 | 4.67 | 4.69 | 4.70 | 4.73 | 4.76 | 4.36 | 4.38 | 4.40 | 4.42 | 4.45 | 4.48 | 4.50 | * | * | 4.56 |
| 4.42 | 4.49 | 4.52 | 4.54 | 4.56 | 4.58 | 4.60 | 4.63 | 4.66 | 4.69 | 4.69 | 4.71 | 4.72 | 4.75 | 4.78 | 4.37 | 4.39 | 4.41 | 4.43 | 4.46 | 4.49 | 4.51 | * | * | 4.57 |
| 4.44 | 4.51 | 4.54 | 4.56 | 4.58 | 4.60 | 4.62 | 4.65 | 4.68 | 4.71 | 4.71 | 4.73 | 4.74 | 4.77 | 4.80 | 4.38 | 4.40 | 4.42 | 4.44 | 4.47 | 4.50 | 4.52 | * | * | 4.58 |
| 4.46 | 4.53 | 4.56 | 4.58 | 4.60 | 4.62 | 4.64 | 4.67 | 4.70 | 4.73 | 4.73 | 4.75 | 4.76 | 4.79 | 4.82 | 4.39 | 4.41 | 4.43 | 4.45 | 4.48 | 4.51 | 4.53 | * | * | 4.59 |
| 4.48 | 4.55 | 4.58 | 4.60 | 4.62 | 4.64 | 4.66 | 4.69 | 4.72 | 4.75 | 4.75 | 4.77 | 4.78 | 4.81 | 4.84 | 4.40 | 4.42 | 4.44 | 4.46 | 4.49 | 4.52 | 4.54 | * | * | 4.60 |
| 4.50 | 4.57 | 4.60 | 4.62 | 4.64 | 4.66 | 4.68 | 4.71 | 4.74 | 4.77 | 4.77 | 4.79 | 4.80 | 4.83 | 4.86 | 4.41 | 4.43 | 4.45 | 4.47 | 4.50 | 4.53 | 4.55 | * | * | 4.61 |
| 4.52 | 4.59 | 4.62 | 4.64 | 4.66 | 4.68 | 4.70 | 4.73 | 4.76 | 4.79 | 4.79 | 4.81 | 4.82 | 4.85 | 4.88 | 4.42 | 4.44 | 4.46 | 4.48 | 4.51 | 4.54 | 4.56 | * | * | 4.62 |
| 4.54 | 4.61 | 4.64 | 4.66 | 4.68 | 4.70 | 4.72 | 4.75 | 4.78 | 4.81 | 4.81 | 4.83 | 4.84 | 4.87 | 4.90 | 4.43 | 4.45 | 4.47 | 4.49 | 4.52 | 4.55 | 4.57 | * | * | 4.63 |
| 4.56 | 4.63 | 4.66 | 4.68 | 4.70 | 4.72 | 4.74 | 4.77 | 4.80 | 4.83 | 4.83 | 4.85 | 4.86 | 4.89 | 4.92 | 4.44 | 4.46 | 4.48 | 4.50 | 4.53 | 4.56 | 4.58 | * | * | 4.64 |
| 4.58 | 4.65 | 4.68 | 4.70 | 4.72 | 4.74 | 4.76 | 4.79 | 4.82 | 4.85 | 4.85 | 4.87 | 4.88 | 4.91 | 4.94 | 4.45 | 4.47 | 4.49 | 4.51 | 4.54 | 4.57 | 4.59 | * | * | 4.65 |
| 5.00 | 5.07 | 5.10 | 5.12 | 5.14 | 5.16 | 5.18 | 5.21 | 5.24 | 5.27 | 5.27 | 5.29 | 5.30 | 5.33 | 5.36 | 4.46 | 4.48 | 4.50 | 4.52 | 4.55 | 4.58 | 4.60 | * | * | 4.66 |
| 5.02 | 5.09 | 5.12 | 5.14 | 5.16 | 5.18 | 5.20 | 5.23 | 5.26 | 5.29 | 5.2 | | | | | | | | | | | | | | |

TABLE 1—continued.

OUTER HARBOUR, SEMAPHORE, PORT ADELAIDE, FINSBURY, AND ADELAIDE.

Mondays to Fridays inclusive.

| Outer Harbour. | Yerlo. | Osborne. | Midluna. | Taperoo. | Draper. | Largs North. | Largs. | Peterhead. | Glanville (arrive). | Semaphore. | Exeter. | Glanville (depart). | Ethelton. | Com. Rd. Pt. Adelaide. | Ft. Adelaide Dock. | Albionton. | Cheltenham. | Woodville. | Woodville Park. | Kilkenny. | West Croydon. | Croydon. | Rowden. | Adelaide R. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|--------|----------|----------|----------|---------|--------------|--------|------------|---------------------|------------|---------|---------------------|-----------|------------------------|--------------------|------------|-------------|------------|-----------------|-----------|---------------|----------|---------|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-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| 5 56 | * | * | 6 01 | 6 03 | 6 05 | 6 08 | 6 10 | 6 12 | 6 15 | 6 13 | 6 16 | 6 18 | 6 20 | 6 23 | | 6 28 | 6 29 | 6 12 | 6 14 | 6 16 | 6 18 | 6 20 | 6 22 | 6 24 | 6 26 | 6 28 | 6 30 | 6 32 | 6 34 | 6 36 | 6 38 | 6 40 | 6 42 | 6 44 | 6 46 | 6 48 | 6 50 | 6 52 | 6 54 | 6 56 | 6 58 | 6 00 | 6 03 | 6 06 | 6 09 | 6 11 | 6 13 | 6 15 | 6 17 | 6 19 | 6 21 | 6 23 | 6 25 | 6 27 | 6 29 | 6 31 | 6 33 | 6 35 | 6 37 | 6 39 | 6 41 | 6 43 | 6 45 | 6 47 | 6 49 | 6 51 | 6 53 | 6 55 | 6 57 | 6 59 | 7 01 | 7 03 | 7 05 | 7 07 | 7 09 | 7 11 | 7 13 | 7 15 | 7 17 | 7 19 | 7 21 | 7 23 | 7 25 | 7 27 | 7 29 | 7 31 | 7 33 | 7 35 | 7 37 | 7 39 | 7 41 | 7 43 | 7 45 | 7 47 | 7 49 | 7 51 | 7 53 | 7 55 | 7 57 | 7 59 | 8 01 | 8 03 | 8 05 | 8 07 | 8 09 | 8 11 | 8 13 | 8 15 | 8 17 | 8 19 | 8 21 | 8 23 | 8 25 | 8 27 | 8 29 | 8 31 | 8 33 | 8 35 | 8 37 | 8 39 | 8 41 | 8 43 | 8 45 | 8 47 | 8 49 | 8 51 | 8 53 | 8 55 | 8 57 | 8 59 | 9 01 | 9 03 | 9 05 | 9 07 | 9 09 | 9 11 | 9 13 | 9 15 | 9 17 | 9 19 | 9 21 | 9 23 | 9 25 | 9 27 | 9 29 | 9 31 | 9 33 | 9 35 | 9 37 | 9 39 | 9 41 | 9 43 | 9 45 | 9 47 | 9 49 | 9 51 | 9 53 | 9 55 | 9 57 | 9 59 | 10 01 | 10 03 | 10 05 | 10 07 | 10 09 | 10 11 | 10 13 | 10 15 | 10 17 | 10 19 | 10 21 | 10 23 | 10 25 | 10 27 | 10 29 | 10 31 | 10 33 | 10 35 | 10 37 | 10 39 | 10 41 | 10 43 | 10 45 | 10 47 | 10 49 | 10 51 | 10 53 | 10 55 | 10 57 | 10 59 | 11 01 | 11 03 | 11 05 | 11 07 | 11 09 | 11 11 | 11 13 | 11 15 | 11 17 | 11 19 | 11 21 | 11 23 | 11 25 | 11 27 | 11 29 | 11 31 | 11 33 | 11 35 | 11 37 | 11 39 | 11 41 | 11 43 | 11 45 | 11 47 | 11 49 | 11 51 | 11 53 | 11 55 | 11 57 | 11 59 | 12 01 | 12 03 | 12 05 | 12 07 | 12 09 | 12 11 | 12 13 | 12 15 | 12 17 | 12 19 | 12 21 | 12 23 | 12 25 | 12 27 | 12 29 | 12 31 | 12 33 | 12 35 | 12 37 | 12 39 | 12 41 | 12 43 | 12 45 | 12 47 | 12 49 | 12 51 | 12 53 | 12 55 | 12 57 | 12 59 | 1 01 | 1 03 | 1 05 | 1 07 | 1 09 | 1 11 | 1 13 | 1 15 | 1 17 | 1 19 | 1 21 | 1 23 | 1 25 | 1 27 | 1 29 | 1 31 | 1 33 | 1 35 | 1 37 | 1 39 | 1 41 | 1 43 | 1 45 | 1 47 | 1 49 | 1 51 | 1 53 | 1 55 | 1 57 | 1 59 | 2 01 | 2 03 | 2 05 | 2 07 | 2 09 | 2 11 | 2 13 | 2 15 | 2 17 | 2 19 | 2 21 | 2 23 | 2 25 | 2 27 | 2 29 | 2 31 | 2 33 | 2 35 | 2 37 | 2 39 | 2 41 | 2 43 | 2 45 | 2 47 | 2 49 | 2 51 | 2 53 | 2 55 | 2 57 | 2 59 | 3 01 | 3 03 | 3 05 | 3 07 | 3 09 | 3 11 | 3 13 | 3 15 | 3 17 | 3 19 | 3 21 | 3 23 | 3 25 | 3 27 | 3 29 | 3 31 | 3 33 | 3 35 | 3 37 | 3 39 | 3 41 | 3 43 | 3 45 | 3 47 | 3 49 | 3 51 | 3 53 | 3 55 | 3 57 | 3 59 | 4 01 | 4 03 | 4 05 | 4 07 | 4 09 | 4 11 | 4 13 | 4 15 | 4 17 | 4 19 | 4 21 | 4 23 | 4 25 | 4 27 | 4 29 | 4 31 | 4 33 | 4 35 | 4 37 | 4 39 | 4 41 | 4 43 | 4 45 | 4 47 | 4 49 | 4 51 | 4 53 | 4 55 | 4 57 | 4 59 | 5 01 | 5 03 | 5 05 | 5 07 | 5 09 | 5 11 | 5 13 | 5 15 | 5 17 | 5 19 | 5 21 | 5 23 | 5 25 | 5 27 | 5 29 | 5 31 | 5 33 | 5 35 | 5 37 | 5 39 | 5 41 | 5 43 | 5 45 | 5 47 | 5 49 | 5 51 | 5 53 | 5 55 | 5 57 | 5 59 | 6 01 | 6 03 | 6 05 | 6 07 | 6 09 | 6 11 | 6 13 | 6 15 | 6 17 | 6 19 | 6 21 | 6 23 | 6 25 | 6 27 | 6 29 | 6 31 | 6 33 | 6 35 | 6 37 | 6 39 | 6 41 | 6 43 | 6 45 | 6 47 | 6 49 | 6 51 | 6 53 | 6 55 | 6 57 | 6 59 | 7 01 | 7 03 | 7 05 | 7 07 | 7 09 | 7 11 | 7 13 | 7 15 | 7 17 | 7 19 | 7 21 | 7 23 | 7 25 | 7 27 | 7 29 | 7 31 | 7 33 | 7 35 | 7 37 | 7 39 | 7 41 | 7 43 | 7 45 | 7 47 | 7 49 | 7 51 | 7 53 | 7 55 | 7 57 | 7 59 | 8 01 | 8 03 | 8 05 | 8 07 | 8 09 | 8 11 | 8 13 | 8 15 | 8 17 | 8 19 | 8 21 | 8 23 | 8 25 | 8 27 | 8 29 | 8 31 | 8 33 | 8 35 | 8 37 | 8 39 | 8 41 | 8 43 | 8 45 | 8 47 | 8 49 | 8 51 | 8 53 | 8 55 | 8 57 | 8 59 | 9 01 | 9 03 | 9 05 | 9 07 | 9 09 | 9 11 | 9 13 | 9 15 | 9 17 | 9 19 | 9 21 | 9 23 | 9 25 | 9 27 | 9 29 | 9 31 | 9 33 | 9 35 | 9 37 | 9 39 | 9 41 | 9 43 | 9 45 | 9 47 | 9 49 | 9 51 | 9 53 | 9 55 | 9 57 | 9 59 | 10 01 | 10 03 | 10 05 | 10 07 | 10 09 | 10 11 | 10 13 | 10 15 | 10 17 | 10 19 | 10 21 | 10 23 | 10 25 | 10 27 | 10 29 | 10 31 | 10 33 | 10 35 | 10 37 | 10 39 | 10 41 | 10 43 | 10 45 | 10 47 | 10 49 | 10 51 | 10 53 | 10 55 | 10 57 | 10 59 | 11 01 | 11 03 | 11 05 | 11 07 | 11 09 | 11 11 | 11 13 | 11 15 | 11 17 | 11 19 | 11 21 | 11 23 | 11 25 | 11 27 | 11 29 | 11 31 | 11 33 | 11 35 | 11 37 | 11 39 | 11 41 | 11 43 | 11 45 | 11 47 | 11 49 | 11 51 | 11 53 | 11 55 | 11 57 | 11 59 | 12 01 | 12 03 | 12 05 | 12 07 | 12 09 | 12 11 | 12 13 | 12 15 | 12 17 | 12 19 | 12 21 | 12 23 | 12 25 | 12 27 | 12 29 | 12 31 | 12 33 | 12 35 | 12 37 | 12 39 | 12 41 | 12 43 | 12 45 | 12 47 | 12 49 | 12 51 | 12 53 | 12 55 | 12 57 | 12 59 | 1 01 | 1 03 | 1 05 | 1 07 | 1 09 | 1 11 | 1 13 | 1 15 | 1 17 | 1 19 | 1 21 | 1 23 | 1 25 | 1 27 | 1 29 | 1 31 | 1 33 | 1 35 | 1 37 | 1 39 | 1 41 | 1 43 | 1 45 | 1 47 | 1 49 | 1 51 | 1 53 | 1 55 | 1 57 | 1 59 | 2 01 | 2 03 | 2 05 | 2 07 | 2 09 | 2 11 | 2 13 | 2 15 | 2 17 | 2 19 | 2 21 | 2 23 | 2 25 | 2 27 | 2 29 | 2 31 | 2 33 | 2 35 | 2 37 | 2 39 | 2 41 | 2 43 | 2 45 | 2 47 | 2 49 | 2 51 | 2 53 | 2 55 | 2 57 | 2 59 | 3 01 | 3 03 | 3 05 | 3 07 | 3 09 | 3 11 | 3 13 | 3 15 | 3 17 | 3 19 | 3 21 | 3 23 | 3 25 | 3 27 | 3 29 | 3 31 | 3 33 | 3 35 | 3 37 | 3 39 | 3 41 | 3 43 | 3 45 | 3 47 | 3 49 | 3 51 | 3 53 | 3 55 | 3 57 | 3 59 | 4 01 | 4 03 | 4 05 | 4 07 | 4 09 | 4 11 | 4 13 | 4 15 | 4 17 | 4 19 | 4 21 | 4 23 | 4 25 | 4 27 | 4 29 | 4 31 | 4 33 | 4 35 | 4 37 | 4 39 | 4 41 | 4 43 | 4 45 | 4 47 | 4 49 | 4 51 | 4 53 | 4 55 | 4 57 | 4 59 | 5 01 | 5 03 | 5 05 | 5 07 | 5 09 | 5 11 | 5 13 | 5 15 | 5 17 | 5 19 | 5 21 | 5 23 | 5 25 | 5 27 | 5 29 | 5 31 | 5 33 | 5 35 | 5 37 | 5 39 | 5 41 | 5 43 | 5 45 | 5 47 | 5 49 | 5 51 | 5 53 | 5 55 | 5 57 | 5 59 | 6 01 | 6 03 | 6 05 | 6 07 | 6 09 | 6 11 | 6 13 | 6 15 | 6 17 | 6 19 | 6 21 | 6 23 | 6 25 | 6 27 | 6 29 | 6 31 | 6 33 | 6 35 | 6 37 | 6 39 | 6 41 | 6 43 | 6 45 | 6 47 | 6 49 | 6 51 | 6 53 | 6 55 | 6 57 | 6 59 | 7 01 | 7 03 | 7 05 | 7 07 | 7 09 | 7 11 | 7 13 | 7 15 | 7 17 | 7 19 | 7 21 | 7 23 | 7 25 | 7 27 | 7 29 | 7 31 | 7 33 | 7 35 | 7 37 | 7 39 | 7 41 | 7 43 | 7 45 | 7 47 | 7 49 | 7 51 | 7 53 | 7 55 | 7 57 | 7 59 | 8 01 | 8 03 | 8 05 | 8 07 | 8 09 | 8 11 | 8 13 | 8 15 | 8 17 | 8 19 | 8 21 | 8 23 | 8 25 | 8 27 | 8 29 | 8 31 | 8 33 | 8 35 | 8 37 | 8 39 | 8 41 | 8 43 | 8 45 | 8 47 | 8 49 | 8 51 | 8 53 | 8 55 | 8 57 | 8 59 | 9 01 | 9 03 | 9 05 | 9 07 | 9 09 | 9 11 | 9 13 | 9 15 | 9 17 | 9 19 | 9 21 | 9 23 | 9 25 | 9 27 | 9 29 | 9 31 | 9 33 | 9 35 | 9 37 | 9 39 | 9 41 | 9 43 | 9 45 | 9 47 | 9 49 | 9 51 | 9 53 | 9 55 | 9 57 | 9 59 | 10 01 | 10 03 | 10 05 | 10 07 | 10 09 | 10 11 | 10 13 | 10 15 | 10 17 | 10 19 | 10 21 | 10 23 | 10 25 | 10 27 | 10 29 | 10 31 | 10 33 | 10 35 | 10 37 | 10 39 | 10 41 | 10 43 | 10 45 | 10 47 | 10 49 | 10 51 | 10 53 | 10 55 | 10 57 | 10 59 | 11 01 | 11 03 | 11 05 | 11 07 | 11 09 | 11 11 | 11 13 | 11 15 | 11 17 | 11 19 | 11 21 | 11 23 | 11 25 | 11 27 | 11 29 | 11 31 | 11 33 | 11 35 | 11 37 | 11 39 | 11 41 | 11 43 | 11 45 | 11 47 | 11 49 | 11 51 | 11 53 | 11 55 | 11 57 | 11 59 | 12 01 | 12 03 | 12 05 | 12 07 | 12 09 | 12 11 | 12 13 | 12 15 | 12 17 | 12 19 | 12 21 | 12 23 | 12 25 | 12 27 | 12 29 | 12 31 | 12 33 | 12 35 | 12 37 | 12 39 | 12 41 | 12 43 | 12 45 | 12 47 | 12 49 | 12 51 | 12 53 | 12 55 | 12 57 | 12 59 | 1 01 | 1 03 | 1 05 | 1 07 | 1 09 | 1 11 | 1 13 | 1 15 | 1 17 | 1 19 | 1 21 | 1 23 | 1 25 | 1 27 | 1 29 | 1 31 | 1 33 | 1 35 | 1 37 | 1 39 | 1 41 | 1 43 | 1 45 | 1 47 | 1 49 | 1 51 | 1 53 | 1 55 | 1 57 | 1 59 | 2 01 | 2 03 | 2 05 | 2 07 | 2 09 | 2 11 | 2 13 | 2 15 | 2 17 | 2 19 | 2 21 | 2 23 | 2 25 | 2 27 | 2 29 | 2 31 | 2 33 | 2 35 | 2 37 | 2 39 | 2 41 | 2 43 | 2 45 | 2 47 | 2 49 | 2 51 | 2 53 | 2 55 | 2 57 | 2 59 | 3 01 | 3 03 | 3 05 | 3 07 | 3 09 | 3 11 | 3 13 | 3 15 | 3 17 | 3 19 | 3 21 | 3 23 | 3 25 | 3 27 | 3 29 | 3 31 | 3 33 | 3 35 | 3 37 | 3 39 | 3 41 | 3 43 | 3 45 | 3 47 | 3 49 | 3 51 | 3 53 | 3 55 | 3 57 | 3 59 | 4 01 | 4 03 | 4 05 | 4 07 | 4 09 | 4 11 | 4 13 | 4 15 | 4 17 | 4 19 | 4 21 | 4 23 | 4 25 | 4 27 | 4 29 | 4 31 | 4 33 | 4 35 | 4 37 | 4 39 | 4 41 | 4 43 | 4 45 | 4 47 | 4 49 | 4 51 | 4 53 | 4 55 | 4 57 | 4 59 | 5 01 | 5 03 | 5 05 | 5 07 | 5 09 | 5 11 | 5 13 | 5 15 | 5 17 | 5 19 | 5 21 | 5 23 | 5 25 | 5 27 | 5 29 | 5 31 | 5 33 | 5 35 | 5 37 | 5 39 | 5 41 | 5 43 | 5 45 | 5 47 | 5 49 | 5 51 | 5 53 | 5 55 | 5 57 | 5 59 | 6 01 | 6 03 | 6 05 | 6 07 | 6 09 | 6 11 | 6 13 | 6 15 | 6 17 | 6 19 | 6 21 | 6 23 | 6 25 | 6 27 | 6 29 | 6 31 | 6 33 | 6 35 | 6 37 | 6 39 | 6 41 | 6 43 | 6 45 | 6 47 | 6 49 | 6 51 | 6 53 | 6 55 | 6 57 | 6 59 | 7 01 | 7 03 | 7 05 | 7 07 | 7 09 | 7 11 | 7 13 | 7 15 | 7 17 | 7 19 | 7 21 | 7 23 | 7 25 | 7 27 | 7 29 |

30-May-1954



TABLE 8.

ADELAIDE, TALEM BEND, WOLSELEY, SERVICETON, AND MOUNT GAMBIER.

| READ DOWN. | | | | READ UP. | | | | |
|--------------|--------------|------------------|---------------------|--------------------|------|------|------|------|
| Mon. to Sat. | Mon. to Sat. | Daily, inc. Sun. | Sun., Tues., Thurs. | Stations. | | | | |
| | 8 10 | 7 00 | 8 45 | dep. ADELAIDE R. | arr. | 7 44 | 9 00 | 8 11 |
| | 11 11 | 10 08 | 12 03 | 741 TALEM BEND | dep. | 4 25 | 5 47 | 4 40 |
| | 11 18 | 10 10 | 12 14 | 85 Conks Plains | arr. | 4 17 | 5 35 | 4 32 |
| | 11 33 | 10 15 | 12 25 | 951 Commandook | arr. | 4 10 | 5 25 | 4 18 |
| | 11 45 | 10 20 | 12 30 | 1041 Ki Ki | arr. | 4 05 | 5 15 | 4 03 |
| | 11 58 | 10 25 | 12 35 | 114 Conalysa | arr. | 3 55 | 5 00 | 3 55 |
| | 12 05 | 10 30 | 12 40 | 124 Culburra | arr. | 3 45 | 4 50 | 3 46 |
| | 12 19 | 10 35 | 12 45 | 131 Tattlers | arr. | 3 35 | 4 40 | 3 31 |
| | 12 33 | 10 40 | 12 50 | 1371 Katarina | arr. | 3 25 | 4 30 | 3 16 |
| | 12 48 | 10 45 | 12 55 | 1411 Coombe | arr. | 3 15 | 4 20 | 3 05 |
| | 12 57 | 10 50 | 1 00 | 150 Banralla | arr. | 3 05 | 4 10 | 3 00 |
| | 1 06 | 10 55 | 1 05 | 1541 Keith | arr. | 2 55 | 4 00 | 2 44 |
| | 1 19 | 11 00 | 1 10 | 182 Brimbago | arr. | 2 45 | 3 50 | 2 35 |
| | 1 29 | 11 05 | 1 15 | 1891 Wirreea | arr. | 2 35 | 3 40 | 2 25 |
| | 1 42 | 11 10 | 1 20 | 1871 Canawarra | arr. | 2 25 | 3 30 | 2 15 |
| | 1 56 | 11 15 | 1 25 | 1821 Bordertown | arr. | 2 15 | 3 20 | 2 05 |
| | 2 05 | 11 20 | 1 30 | 191 WOLSELEY R. | arr. | 2 05 | 3 10 | 1 55 |
| | 2 28 | 11 25 | 1 35 | 196 Custom | arr. | 1 55 | 3 00 | 1 45 |
| | 2 41 | 11 30 | 1 40 | 1951 SERVICETON R. | arr. | 1 45 | 2 50 | 1 35 |
| | 2 50 | 11 35 | 1 45 | 191 WOLSELEY R. | arr. | 1 35 | 2 40 | 1 25 |
| | 3 07 | 11 40 | 1 50 | 196 Custom | arr. | 1 25 | 2 30 | 1 15 |
| | 3 15 | 11 45 | 1 55 | 2051 Gargools | arr. | 1 15 | 2 20 | 1 05 |
| | 3 24 | 11 50 | 2 00 | 2131 Bannham | arr. | 1 05 | 2 10 | 0 55 |
| | 3 42 | 11 55 | 2 05 | 2211 Binnam | arr. | 0 55 | 2 00 | 0 45 |
| | 4 04 | 12 00 | 2 10 | 2321 Hyman | arr. | 0 45 | 1 50 | 0 35 |
| | 4 15 | 12 05 | 2 15 | 2391 NARACORTE R. | arr. | 0 35 | 1 40 | 0 25 |
| | 4 27 | 12 10 | 2 20 | 251 Struan | arr. | 0 25 | 1 30 | 0 15 |
| | 4 38 | 12 15 | 2 25 | 2591 Glenroy | arr. | 0 15 | 1 20 | 0 05 |
| | 4 55 | 12 20 | 2 30 | 2641 Conawarra | arr. | 0 05 | 1 10 | 0 00 |
| | 5 10 | 12 25 | 2 35 | 2681 Froala | arr. | 0 00 | 1 05 | 0 00 |
| | 5 23 | 12 30 | 2 40 | 2781 Krongari | arr. | 0 00 | 1 00 | 0 00 |
| | 5 38 | 12 35 | 2 45 | 2841 Kalabaroo | arr. | 0 00 | 0 55 | 0 00 |
| | 6 05 | 12 40 | 2 50 | 2921 Stations | arr. | 0 00 | 0 50 | 0 00 |
| | 6 16 | 12 45 | 2 55 | 2981 Wandio | arr. | 0 00 | 0 45 | 0 00 |
| | 6 39 | 12 50 | 3 00 | 3041 MOUNT GAMBIER | arr. | 0 00 | 0 40 | 0 00 |
| | 7 03 | 12 55 | 3 05 | | | | | |

* Stop if required to pick up or set down passengers.
 † Stop if required to pick up passengers for Adelaide.
 ‡ Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide.
 § Stop if required to pick up passengers for eastern States.
 ¶ Stop if required to set down passengers from eastern States.
 x Stop if required on Monday, Wednesday, Friday, Sunday, to set down passengers from Wolsley, Bordertown, and Keith, also to pick up passengers for Talem Bend, Murray Bridge, and Adelaide.
 * Stop if required on Monday, Wednesday, Friday, Saturday, to set down passengers from Adelaide, Murray Bridge, and Talem Bend, also to pick up passengers for Keith, Bordertown, and Wolsley.
 R refreshment room station.
 The lines between Naracorte and Mount Gambier are subject to alteration.

TABLE 9—continued

TARCOOLA, WOOMERA, WHYALLA, PORT AUGUSTA, PORT PIRIE AND ADELAIDE

| To Adelaide | Sun. (e) | Mon. Thurs. (e) | Mon. Thurs. (e) | Tues. Wed. Fri. (e) | Wed. (e) |
|---------------------|----------|-----------------|-----------------|---------------------|----------|
| TARCOOLA | dep | | | | |
| Wilgena | | | | | |
| Kingscote | | | | | |
| Coonambie Homestead | | | | | |
| Wirraminna | | | | | |
| PIMBA | arr | | | | |
| WOOMERA | | | | | |
| PIMBA | | | | | |
| Wirrappa | | | | | |
| Birthday | | | | | |
| Bookaloo | | | | | |
| Hesso | | | | | |
| Tent Hill | | | | | |
| PORT AUGUSTA | R arr | | | | |
| WHYALLA | dep | | | | |
| PORT AUGUSTA | R arr | | | | |
| PORT AUGUSTA | R dep | | | | |
| Stirling North | | | | | |
| Wainmowie | | | | | |
| Nectar Brook | | | | | |
| Mambray Creek | | | | | |
| Baroota | | | | | |
| Port Gezeamin | | | | | |
| PORT PIRIE | R arr | | | | |

See page 68 for explanation of symbols.

TABLE 9—continued

TARCOOLA, WOOMERA, WHYALLA, PORT AUGUSTA, PORT PIRIE AND ADELAIDE—continued

| To Adelaide | Fri. (e) | Fri. (e) | Sat. (e) | Mon. Tues. Fri. |
|---------------------|----------|----------|----------|-----------------|
| TARCOOLA | dep | | | |
| Wilgena | | | | |
| Kingscote | | | | |
| Coonambie Homestead | | | | |
| Wirraminna | | | | |
| PIMBA | arr | | | |
| WOOMERA | | | | |
| PIMBA | | | | |
| Wirrappa | | | | |
| Birthday | | | | |
| Bookaloo | | | | |
| Hesso | | | | |
| Tent Hill | | | | |
| PORT AUGUSTA | R arr | | | |
| WHYALLA | dep | | | |
| PORT AUGUSTA | R arr | | | |
| PORT AUGUSTA | R dep | | | |
| Stirling North | | | | |
| Wainmowie | | | | |
| Nectar Brook | | | | |
| Mambray Creek | | | | |
| Baroota | | | | |
| Port Gezeamin | | | | |
| PORT PIRIE | R arr | | | |

See page 68 for explanation of symbols.

30-Jun-1974

