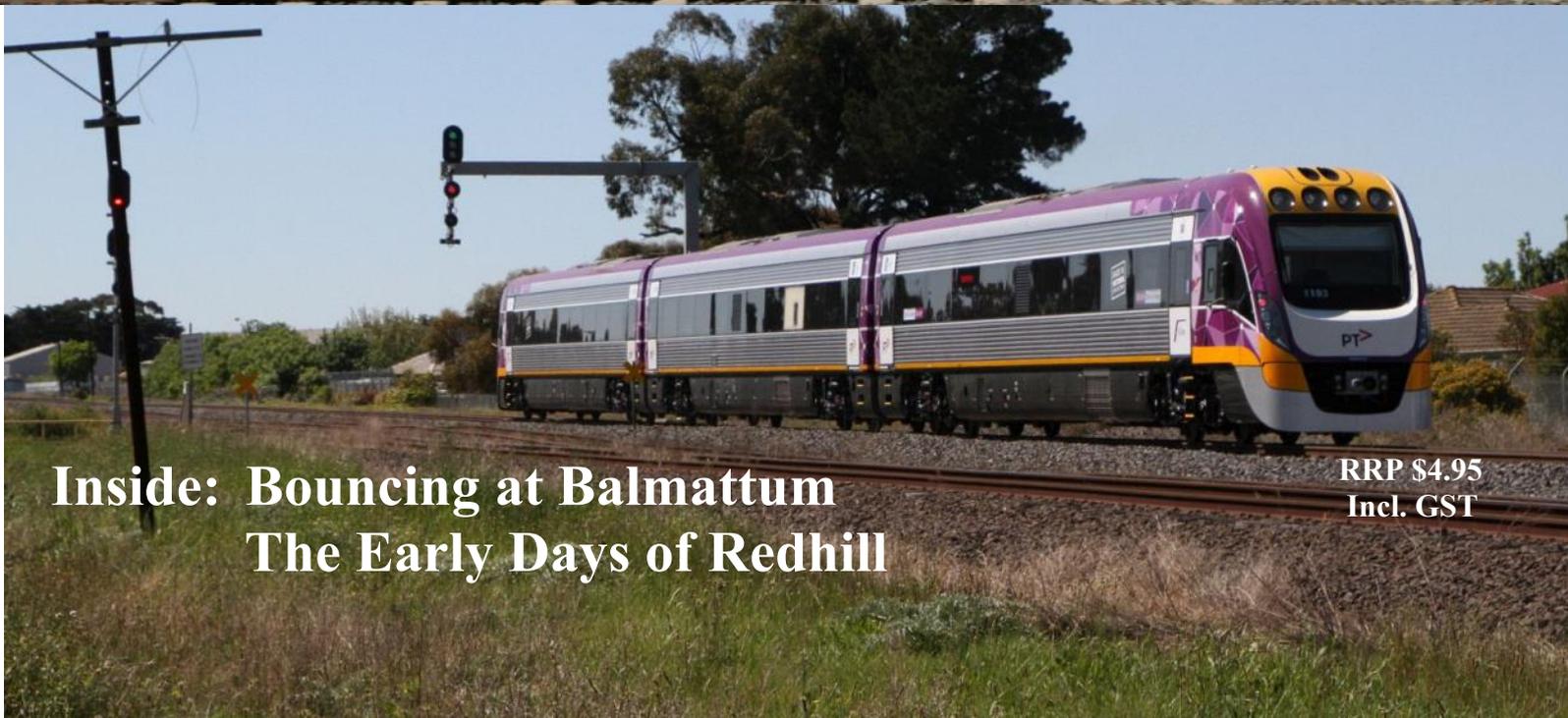


The Times

December 2021

A journal of transport timetable history and analysis



**Inside: Bouncing at Balmattum
The Early Days of Redhill**

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The Times

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—Contents—

DUNCAN MACAUSLAN	<u>WHY WOULD YOU GO TO ROZELLE VIA LEICHHARDT?</u>	3
GEOFF LAMBERT	<u>THE TRIALS AND TRIBULATIONS OF SVS93</u>	4
DAVID HENNEL	<u>THE EARLY DAYS OF REDHILL</u>	8



SM George Pryor in front of the partially demolished tea-rooms and tower - *Benalla Ensign* photo

Once upon a time Benalla had Railway Refreshment Rooms (RRR), but they were demolished half-a-century ago. Never mind ... today we have That Dude and His Wok on the ground floor of what used to be an Hotel. It is an ideal place for Train Watching and—it seems—a handy tuck shop for the crews testing 3VS93 over the last three months. See the Gory Details, starting on page 3.

If you were going to Rozelle why would you get a bus to Leichhardt?

Response from DUNCAN MACAUSLAN

THE FIRST PARAGRAPH OF Richard Peck's article, If you were going to Rozelle why would you get a bus to Leichhardt? needs some clarification.

The steam tram to Leichhardt began first, running as far as Norton and Short Streets from 1 May 1884. It was extended to Darley Road, which at the time intersected with Norton Street, on 10 December 1887. To get from Leichhardt to Rozelle you had to change to the half-hourly Petersham Station to Balmain horse bus.

The first part of the Abbotsford line was opened on 14 October 1890 as a branch off the Leichhardt line at Marion Street. Initially city bound passengers from the branch transferred to Leichhardt trams at Leichhardt Town Hall, not the other way round.

The Leichhardt line was extended by what is now Lilyfield Road and Perry Street to Wharf Road on 21 May 1912, and again along Balmain Road to Cecily Street on 8 December 1941. This was located at Callan Park Gates

only a few metres short of the western boundary of Rozelle and the Municipality of Balmain but still designated Leichhardt.

The horse bus was replaced by the cross-suburban Canterbury to Balmain tram service on 28 September 1913.

When the 440 bus service replaced the Leichhardt tram on 23 November 1958 it extended to Merton Street, Rozelle,

but still designated as Leichhardt.

Attached is a map of the bus routes from the public brochure of November 1958, and also the 1898 horse bus tt.

For full details readers are referred to The Western Lines of the Sydney Tramway System by David Keenan (Transit Press 1993).

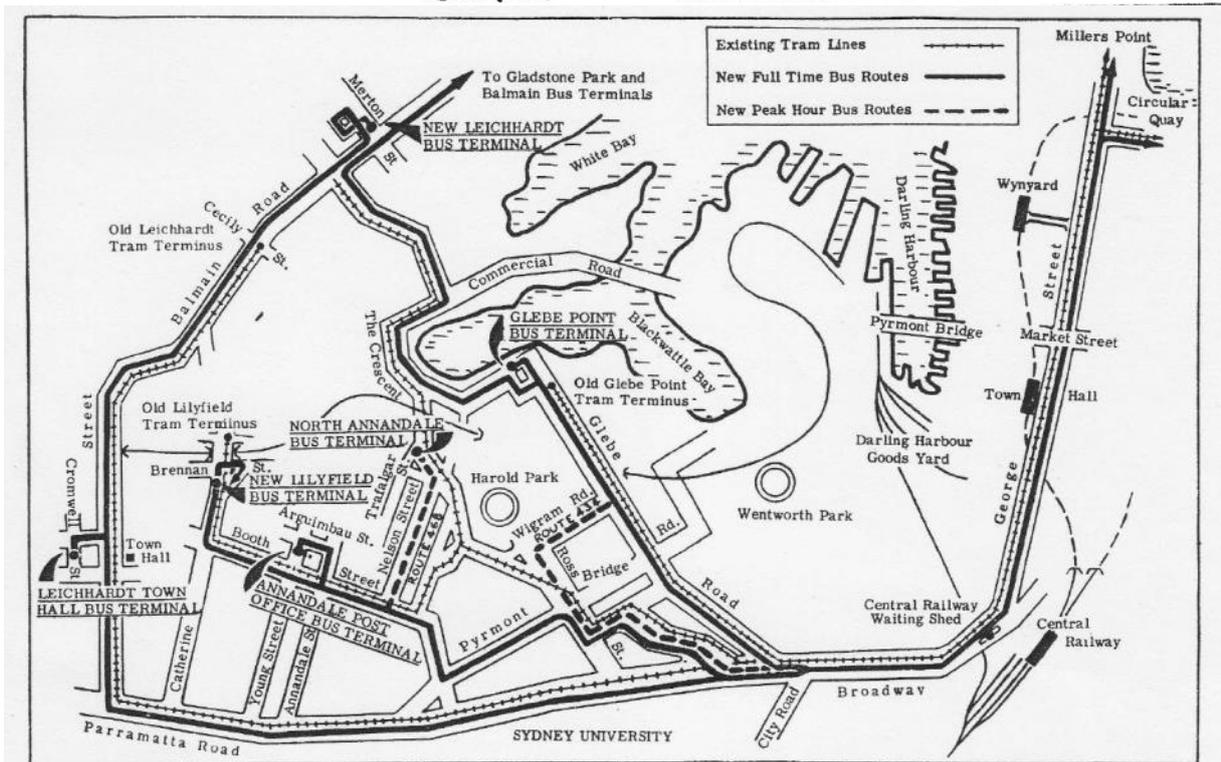
Balmain & Petersham - 'Bus, via Callan Park.

From Balmain.—7.30, 8.0, 8.30e, 9.0, 9.30e, 10.0, 10.30e, 11.0, 11.30e, 12.0 a.m.; 12.30, 1, 1.30e, 2, 2.30e, 3, 3.30e, 4.0, 4.20e, 4.30e, 5, 5.30e, 6, 6.30e, 7, 7.30e, 8, 8.30e, 9, 9.30, 10.0 p.m. From Petersham Station—8.20, 8.45, 9.20, 9.45, 10.15, 10.45, 11.15, 11.45 a.m.; 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.0, 5.20, 5.45, 6.20, 6.45, 7.20, 7.45, 8.15, 8.45, 9.15, 9.45, 10.15, 10.45 p.m.

Saturday.—From Balmain—7.30, 8.30, 9.30, 10.30, 11.30 a.m.; 12.30, 1.0, 1.30, 2.0, 2.30, 3.0, 3.30, 4.0, 4.30, 5.0, 5.30, 6.0, 6.30, 7.0, 7.30, 8.0, 8.30, 9.0, 9.30, 10.0 p.m. From Petersham—8.20, 9.20, 10.15, 11.15 a.m.; 12.15, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.20, 7.45, 8.15, 8.45, 9.15, 9.45, 10.15, 10.45 p.m.

Sundays.—From Balmain—8.30, 9.30e, 10.30, 11.10, 12.0 a.m., 1.30e, 2, 2.15, 2.30e, 2.45, 3, 3.30e, 3.45, 4, 4.15, 4.30e, 5, 5.15, 5.30e, 5.45, 6, 6.30e, 6.45, 7, 7.15, 7.30e, 8, 8.15, 8.30e, 8.45, 9, 9.30 p.m.

From Petersham Station—9.50, 10.20, 11.15, 12.15 a.m.; 1.10, 2.15, 2.45, 3.0, 3.15, 3.30, 3.45, 4.15, 4.30, 4.45, 5.0, 5.15, 5.45, 6.0, 6.15, 6.30, 6.45, 7.15, 7.30, 7.45, 8.0, 8.15, 8.45, 9.0, 9.15, 9.30, 9.45, 10.15 p.m.
 eCatch Marrickville 'Bus.



3VS93 and its myriad Special Train Notices

Geoff Lambert, with help from THAT DUDE WITH HIS WOK

ON A DAY IN SEPTEMBER 2021, a timetabler named Beth Jarret at ARTC issued Train Alteration Advice (TAA) 1158-2021, the details of which have been lost. A little later, on 22-Sep-2021, she issued Amendment 2 to this TAA, covering Special Trains on the Victorian North East Standard Gauge (NESG) line from 23rd September to 10th October, titled "VLINE velocity consist testing under Absolute Occupation" [on the East line ONLY].

These two TAAs were not, strictly speaking, Special Train Notices in the usual sense of the word. Rather, they created "Train Paths" for V/Line to use. The only real "Path Information" in them were the times allocated to the to-and-fro between Seymour and Seymour Loop. There was no particular imperative for the path to be used and no particular reason why it could not start later, nor finish earlier [which did seem to happen on a few days]. To complicate matters, a new ARTC Master Train Plan [MTP] came into effect on 26th September.

Five days later, an unrecorded timetabler at the Victorian PTC produced, and "Passenger Train Services" issued, Special Train Notice S.21.6824, covering special trains for the NESG (North East Standard Gauge) from September 27th to October 1st.

Three days later, a second Special Train Notice — S.21.6840 — appeared. This Notice covered a similar set of Special Trains to run from 2nd October to 4th October.

Over the next few weeks, the torrent of Special Train Notices continued well beyond the 10th October date indicated by TAA 1158.

What was this all about?

Well - at about the same time, the people who make the V/Line phone app sent an alert that summarised what was going on: *Coaches will replace some Albury line trains from Friday 1st October to Friday 22nd October to allow for the testing of more modern*

S.21/8020



S.21/8020

V/Line Network Planning
452 Flinders St. Melbourne
Phone: 0427 564 838 JCP
28th October 2021

FP53A PARTIAL INTRODUCTION OF V'LOCITY TRAINS TO ALBURY SERVICES STAGE 1

COMMENCING 22/11/2021

V/Line will progressively introduce V'Locity operations to the standard gauge Albury services as deliveries and commissioning of the new standard gauge V'Locity units are completed. As we will be operating a very small pool in the initial phases it is intended to maintain the existing public timetable schedules between Melbourne and Albury to enable loco hauled services to substitute for the new V'Locity units if the need arises. In the initial phase of this deployment the service will operate without a buffet service.

For timetable planning purposes the consist types will be referred to as 3VS to avoid confusion with the broad gauge fleet. These changes are subject to the successful completion of trials that are currently being undertaken and formal approval of these units to operate on the ARTC network. If there are any delays to these processes this implementation will be deferred to a later date and such will be advised by separate S.circular. The following service alterations will take place:

and comfortable Vlocity trains on the Albury Line. Albury line replacement services will originate and terminate from the Wodonga Water Tower.

Comments:

- In connection with the above Tests, the following units will operate to the schedules shown below, Pending Crew Availability
- 3VS93 to be prepared ...
- Daily VLine Services 8615 and 8620 have been cancelled by VLine in order to facilitate testing.
- Possession Windows are reliant on XPT's continuing to Originate / Terminate at Albury. [this was a spin-off from the COVID lockdown arrangements which were anticipated to continue until 10th October].
- Operator impact 2; *ad hoc* services are to be planned clear of conflicts with mandatory services; mandatory trains run as planned, some services will be diverted to alternate track; late running services may be delayed

A typical ARTC note might say

Available Test Paths

8643 on Mon 27/09/2021 will depart

Seymour Loco 0910, arrive Seymour Platform 0914 depart 0924, pass Seymour Loop 0930 entering Absolute Occupation for test purposes.

8640 on Mon 27/09/2021 will depart Seymour Loop 1731, arrive Seymour Platform 1736 depart 1746, arrive Seymour Loco 1750 terminate.

The VLine equivalent put it this way:

MONDAY 27TH SEPTEMBER 2021

DOWN: 8643 – Consist: 3VS93

*Seymour Loco Dep 09 10
Seymour Platform Arr 09 14- Pilot to board and provide safety briefing.
Depart 09 24
Seymour Loop arr 09 30-Enter
Absolute Occupation*

UP: 8640 – Consist: 3VS93

*Seymour Loop Dep. 17 31-(Exit
Occupation)
Seymour Platform Arr 17 36, Dep
17:46
Seymour Loco Arr. 17 50– Stable as
required*

What is Vlocity car set 3VS93?

This car-set, on Broad Gauge, would have been 3VL93. It is one of at least two car sets (the other is 3VS94),



What might the chart at left represent?

Well—it’s a kind of modern equivalent to the old-fashioned, paper-tape Flaman Speed Recorder. Except that, in this case it is bidirectional with the outward trip recorded left to right and the return trip going from right to left. This is a randomised simulation of the final test run of 3VS93 between Seymour and Albury on 29th October. This sort of chart gives us an idea of what speeds the cars were pushed to (they were not **supposed** to exceed 80 km/h (ahem!).



Perhaps it makes more sense like this?

Here we have the standard graphical timetable of this same trip, but with a twist (or a lack of a twist?). The red-line represents, essentially two trains (the Down and the Up) plotted in the usual manner against the kilometre posts. The blue line represents the same trip plotted against the total elapsed distance. So now we can see WHERE the cars stopped for testing and how long they spent there. Sometimes these charts would have shown a lot of backing and filling, as seen on each day charts.

which have been transmogrified to run the Albury Service currently run by loco-hauled standard gauge N-sets. The main modification, apart from the obvious gauge change, has been the installation of a Buffet Service Bar in the middle of the middle car. At the time of the testing described here, the buffet had not been installed.

An Absolute Occupation

“Occupation”, aka “possession” is a method of locking down a section of line to perform work of any kind. Usually this is for track work. In Victoria, ARTC leases the line from Victoria and Victoria has insisted that rules, signalling and safeworking conform to Victorian Standards. Therefore ARTC has a separate rule book (“TA20”) just for Victoria. Pages 26-30 of Section 15 of TA20, Version 5.2 deal with Absolute Occupations. These rules were substantially updated in July 2020. Absolute occupations are now authorised by a TAA, whereas they were previously authorised by an “SWO circular”. Ten working days notice must be given for such an Occupation. Extra conditions apply if a “Special Train” needs to enter the Occupation—including that the signalling system must be in operation and displaying the correct aspects. This, presumably, applied to 3VS93.

The red rectangles on our rear cover show the Occupations “windows”

graphical MTP show for each weekday for the Seymour [SER]-Benalla [BEN] section. These were fairly broad for most days, with only Tuesdays being somewhat restricted.

What were they testing?

Unless there was some mention of what was being tested in the original issue of TAA1158, the Special Train Notices were silent on answers to this question. An Avenel resident, David Langley, was of the opinion that the testing was all to do with “*various pieces of equipment - brakes, acceleration etc. - on the set now [that] the wheels are a little nearer each other. Presumably replicating all the testing that went on with VL01*”.

How did they test?

I don’t know. The trains were, in effect, allowed to do whatever they wanted to within the Possession—it was like “yard working”. The train spent many hours in the section each day. From logic and from observations made by those at lineside, the train must have spent a good deal of time stationary or moving very slowly. General opinion has it that the train travelled to different sites along the line and performed some sort of shuttling back and forth at the sites.

The train rarely seemed to get as far as Benalla and “shuttling” never seems to

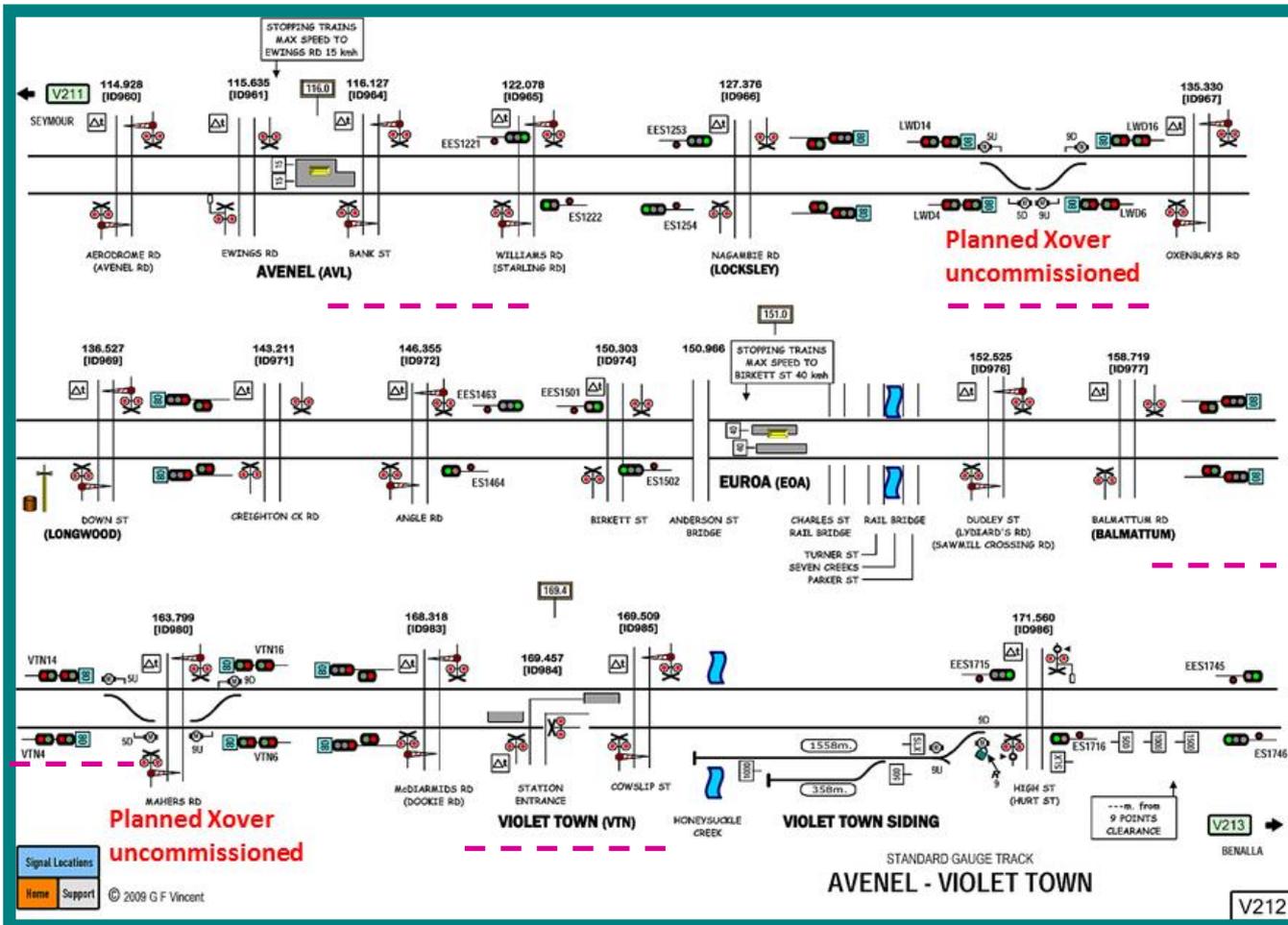
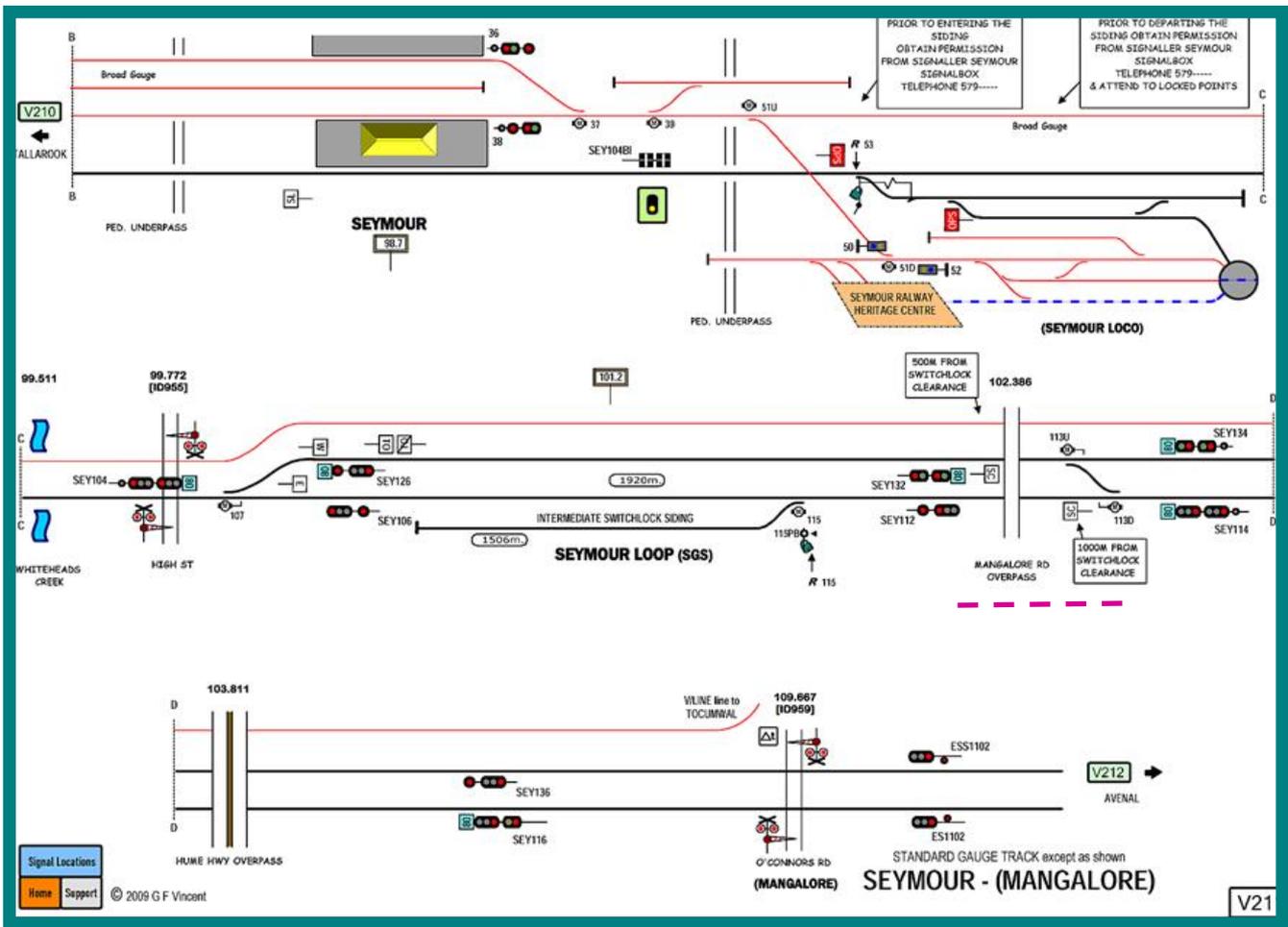
have occurred north of about Violet Town.

Where did they test?

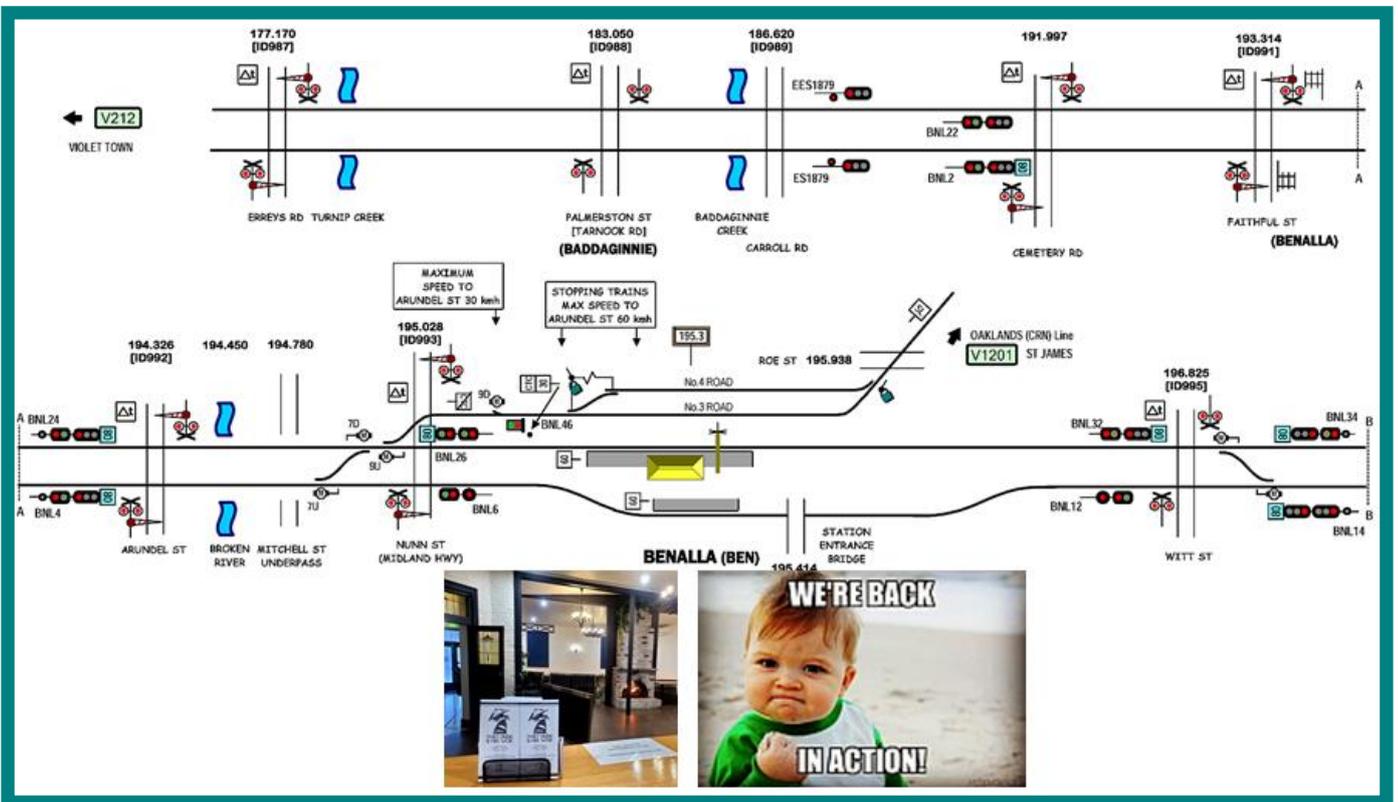
“Wherever they wanted to”. Prior to the main line tests, some tests were conducted within the South Dynon Loco Yard [SDL]. This was part of a driver familiarisation program. “Interface Testing” also occurred at South Dynon on 19th October.

Out on the main lines, Vline obviously needed some section of track that could be closed down without adversely affecting trains. That meant somewhere in the twin-track sections between Seymour and Wodonga—preferably close to Seymour. This, in turn, really meant the Seymour-Benalla section. This is an inconveniently-long section because there are no cross-overs between these two places. Two have been installed, but they have yet to be commissioned.

On 23rd September, David Langley reported on the VicRail Newsgroup that “*Apparently VS93 is mucking about up Balmattum way*”. Four days later he posted “*The up and down Albury’s did run this morning and a “squarker” went north at 0945 heading to deepest darkest Balmattum it seems and because of it there are no more Albury trains until tonight* “. That gives some idea where some of



The purple dashed lines in these track charts are the inferred places where the cars paused and/or went into a "Back 'n' Fill dance



the tests occurred. The dotted violet lines on the track plans are my attempts to illustrate where most of the testing occurred. Tests seemed to have been conducted at about the locations of the “non-commissioned” crossovers, although whether this was a coincidence or was planned is a mystery.

In addition to testing on the SER-BEN section, two tests were made between Seymour and Donnybrook South [DBS] on 27th and 28th October. These were put on at less than a day’s notice. In most respects, these specials were a mirror image of those previously run to the north of Seymour and operated in the same time windows and under Absolute Occupation conditions for the entire single line. Normally, a Broad Gauge train crossing the SG track at Kilmore East would have made such a thing impossible.

Why the East Line?

The **East** line seems to have been chosen because the **West** Line was almost uninhabited on the test days. This meant that any interfering Southbound trains scheduled for the East Line could be reassigned to the West Line. The railcar generally set out for the north after the passage of Vline pass. #8610 and exited it before the passage of Vline pass. 8630. The other Up pass. which could have got in the way was 8620 and so it was cancelled and, in consequence, so was

the associated Down #8615. Another train that could have got in the way was the daytime XPT. Vline were let off the hook to some extent on this because of the COVID shutdown, during which the XPT ran Sydney-Albury-Sydney only. The table below shows the traffic density for each day of the testing period, as per the MTP and **during the testing period.**

Why was testing sometimes at stations and sometimes between them?

I don’t know why—I am not even sure that testing occurred at stations at all. Testing at stations would make sense if platform clearances were being tested—but if that were so, ALL platforms between Melbourne Souther Cross [SX] and Albury [ALB] would have to have been part of the testing. Loitering around stations might have more to do with lunch than anything else.

Why was speed limited to 80 km/h outside the occupation on some days?

I don’t know the answer to this either. Initially, no speed limit was notified but, in early October, most Notices for the Occo. had this speed limit imposed **[and printed in red ink]**. This more or less implies that previous tests had revealed some sort of a problem. These limits applied only inside the Occo—they did not apply to the transfer runs nor to the Albury runs.

Where did they have lunch?

This is not exactly a trivial question. On first sight it seems they had lunch “anyoldwhere”, However, we do know from observers in Benalla that the cars visited Benalla three times and on two of those days the crew seemed to have grabbed lunch from the Thai restaurant

Day	Occo Window		MTP		During testing	
	Start	Finish	# Up	# Down	# Up	# Down
Sunday	9:30	17:31	4	3	2	1
Monday	9:30	17:31	4	2	2	0
Tuesday	8:46	14:11	3	2	1	0
Wednesday	9:26	17:31	5	3	3	1
Thursday	9:33	17:31	5	3	3	1
Friday	10:38	17:31	4	3	2	1
Saturday	10:30	17:31	3	3	1	1

opposite. It seems that, on at least one of these visits, the Vlocities were “stabled” on #4 road which is—strictly speaking—outside the Occo boundary’

Then what happened?

Towards the end of the saga, the cars were meant to do a return trip from Seymour to Albury. This was cancelled the evening before, but re-instated without a Special Train Notice the next morning. On this day it did two return trips to Benalla. Finally at the end of it all, the return trip to Albury eventually did run (charts on page 5) and, the next morning, quickly returned to South Dynon. I guess the judgement on the cars was that they passed muster ... a day or so later, V/Line issued the NSP amendment which started our story.

Mission Accomplished?

No, ... two new S-Notice appeared:

- S.21/6956 on 18th November, scheduling three days (22-24 Nov) of training for Conductors at the dead end of Platform 2 at SX
- S.21/6960 scheduling a return trip SX -Chiltern on 19th November. Lineside observers noted that this train only got as far as Benalla—from which it turned back after lunch. Trains 1816/8620 were cancelled to allow this, as had been done for all previous tests.

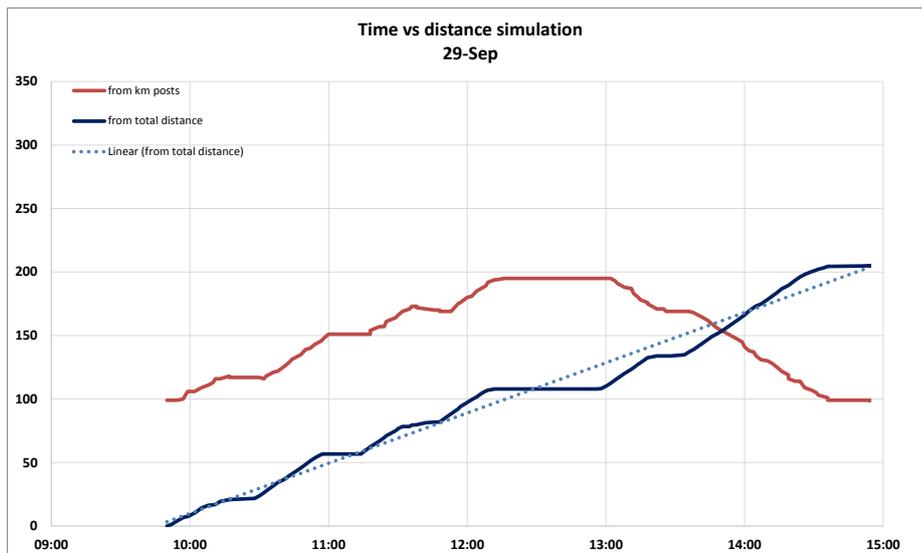
V/Line also issued at least three Special Train Notices in relation to work on the Stabling Sidings at Albury. No underlying motive for the work seems to exist but it surely has something to do with the advent of the VLocities.

On 22 to 24 Nov, 8615 and 8620 were still loco-hauled and 3VS93 duly made its three trips to SX,

V/Line Weekly Operational Notice #47, announced procedures for the cleaning of SG Railcars at South Dynon Loco were to commence from Friday 26 November. This would seem to be to clean 3VS93’s first trip later that day. But, then, a new flurry of issued, cancelled and amended S-Notices followed.

The Big Day?

Did it happen? ... err ... no it didn’t happen on Friday and it didn’t happen



Inferred/simulated Graphical Schedule for 29 Sep 2021, when the cars made a return trip to Benalla. They seems to have left late and returned early.

on Saturday ... perhaps one day, sometime, never.

Even if it were commence while this magazine is at the printery, it seems as though it will be a long time before things are regularised.

On 21 Nov, V/Line issued a curious S-Notice in the 7000 series, for the weekend of 18/19 December, which:

- Cancelled all three Down “Loco-haul Pass” trains on Saturday
- Cancelled two Up “Loco-haul Pass” trains on Saturday
- Cancelled 8605 Down 07:05 “Pass” on Sunday
- Cancelled 8615 Down 12:05 “Loco-haul Pass” on Sunday
- Cancelled all three Up “Loco-haul Pass” on Sunday. How this fits in with what 3VS93 was doing remains to be determined

A summary of the known Special Train Notices for this affair appears on the lower half of our rear cover. There may be more—not all escape into the aether. As detailed in this Month’s Table Talk, the number of Notices of this type (6000 series) reached an all time high of more than 1000 this year. A new numbering system had to be created for them. An alarmingly high proportion of Special Train Notice were cancelled within days—sometimes hours—of being issued. In some instances, it seems, 3VS93 Notices were issued without cross-checking with the people who had to run the trains

Post-mortem

It is probably too early for a post-mortem—3VS93 may yet arise from the crypt but, it seems to me, that this whole affair has underscored a number of entrenched problems at V/Line. I asked David Langley, (ex V/Line Signal Technician) whether he thought the problem was a consequence of:

- Flexibility;
 - Confusion or;
 - Incompetence
- His answer was “Yep”

The patience of people of North East Victoria with their train service dipped below vanishing point years ago. Almost every day there are alerts for

- Cancelled Trains
- Delayed Trains
- Partial Buffet services

In November, there have been 54 of these notifications - two per day, more or less. It is little wonder that so many potential passengers drive to Seymour and catch a Sprinter railcar to SX ... the “old reliables” according to long-time travellers, observers and analysts.

It used to be that ARTC and V/Line copped equal amounts of flak—but, these days, V/Line reigns supreme.

Thanks to Marcus Wong of [V/Line cars](#) for the cover photos.

Comment on this article – [Letter to the Editor](#)

Return to [Contents Page](#)

The early days of Redhill

DAVID HENNELL

IN 1925, THERE WERE A LOT of country railways north of Adelaide – the lines to Angaston & Truro, Morgan & Robertstown, Terowie, Spalding and Redhill were broad gauge and there were narrow gauge connections at Hamley Bridge for Port Pirie, Wilmington and Moonta via Port Wakefield & via Bute. Plus the narrow gauge connections at Terowie to Port Pirie via Gladstone, Port Augusta via Quorn, Oodnadatta and to Cockburn thence via the Silverton Tramway Company's line into Broken Hill. The South Australian Railways operated the section from Port Augusta through Quorn to Oodnadatta on behalf of the Commonwealth Railways until 31st December 1925.

In 2021, there's just one railway – admittedly it's standard gauge and it goes to Perth, Darwin and Sydney, Brisbane & Canberra (and, if you're pedantic, Melbourne).

The history of the railway that we know as the Port Pirie line (i.e. the broad gauge line from Adelaide) is very interesting and very involved.

The opening dates for the various sections are:-

goods traffic was carried by construction trains from Salisbury (the junction with the Gawler line in the (now) Adelaide northern suburbs) to Direk and Virginia from 4th January 1916 and progressively on to Long Plains by 3rd July 1916 SAR Weekly Notice WN 4/17 of 29th January 1917 shows a timetable for mixed trains running to Long Plains despite the line not being officially open

- Salisbury to Long Plains formally opened 21st April 1917
- Long Plains to Bowmans 28th May 1923
- Bowmans to Snowtown 3rd September 1923
- Snowtown to Redhill 5th September 1925

It was intended that the new line would provide a fast direct route from

Adelaide to Port Augusta speeding up the east-west traffic on the Trans-Australian Railway to Western Australia by replacing the long, slow and inconvenient route from Adelaide via Terowie (break of gauge), Quorn and the fabulous Pichi Richi Pass. There would also be one fewer breaks of gauge and its attendant transshipping inconvenience and expense (i.e. Terowie and Port Augusta were replaced by Port Pirie). A bonus was to be significantly improved access to Port Pirie rather than that via Hamley Bridge (break of gauge), Blyth and Gladstone.

Would the new line be broad gauge or standard gauge or partly dual broad and standard gauge? This dilemma (problem?) is thoroughly discussed in other publications. The state government at the time, and for many years both before and after, was desperate to keep standard gauge as far away from Adelaide as possible.

Its routing was also very political (political bickering over railways was rampant in all colonies and states but South Australia raised it to the level of an art form). Many possible routes were investigated, some of which were wildly impractical such as via Horrocks Pass through the Flinders Ranges north west of Wilmington. Would the new railway go from Long Plains to Snowtown via Balaklava? No. Or from Long Plains to Snowtown via Port Wakefield? No. Both routings would have been sensible. The well-established towns Balaklava and Port Wakefield were then served by narrow gauge trains but a journey to Adelaide involved a break of gauge (and refreshments) at Hamley Bridge.

So instead it was built via Bowmans, a tiny hamlet about halfway between Balaklava and Port Wakefield and a ghost hamlet nowadays. And it took over 20 years to complete, with the broad gauge extension beyond Redhill to Port Pirie Junction (aka Solomontown) and Port Pirie (Ellen St.) opening on 23rd July 1937. This

extension opened concurrently with the Commonwealth Railways' new standard gauge line from Port Augusta to Port Pirie Junction via the narrow gauge line to Stirling (as it then was) thence south.

The sharp curves at both ends of Bowmans and Snowtown for the new approximately north-south broad gauge railway were necessary to serve the existing station yards as the original narrow gauge lines were approximately east-west at both places. Conversion to standard gauge (opened on 1st December 1932) saw the old Bowmans yard and its attendant curves bypassed but the curves remain at Snowtown.

'What's in a name?' you may well ask. For some years, the South Australian Railways' management (or was it the timetables office?) was unsure – was it Red Hill or Redhill? Some SAR documents refer to the place as 'Red Hill' and concurrent ones call it 'Redhill'. This uncertainty became ridiculous in the Adelaide Division WTT book dated 2nd November 1925 where both spellings were used indiscriminately. Eventually, SAR realised that the town is actually one word. [The two word name of Red Hill was used for the terminus of a short and short-lived 1921 branch line on Victoria's Mornington Peninsula, although the station was actually located in Red Hill South.]

To further complicate operations, the new broad gauge line resulted in both Bowmans and Snowtown becoming dual gauge locations but this inconvenient situation only lasted until 1st August 1927 when the narrow gauge Western System of the Peterborough Division (i.e. Hamley Bridge to Gladstone and both ways to Moonta) was converted to broad gauge and logically transferred to the Adelaide Division.

Let's now investigate the 2nd November 1925 Adelaide Division WTT book's pages dealing with the Redhill line – I'm going to use the spelling 'Redhill' throughout this discussion except where the other spelling is needed.

The opening of the railway from Snowtown to Redhill on 5th

		M - Sa	M - F	Su, Sa		Su - Sa	M - Sa
		a.m.	p.m.	p.m.		a.m.	p.m.
Adelaide	d	7 35	4 50	6 50	<i>Connection</i>		<i>Pt. Pirie</i>
Snowtown	a	10 45	<u>8 23</u>	<u>10 23</u>	Snowtown	d	6 55
<i>Connection</i>		<i>Pt. Pirie</i>			Adelaide	a	<u>10 25</u>
							<u>3 37</u>

		M - Sa	M - F	Su	Sa
		a.m.	p.m.	p.m.	p.m.
Adelaide	d	7 35	4 50	6 50	6 50
Snowtown	a	10 45	8 23	10 23	10 23
	d	10 50	8 25	10 25	10 35
Redhill	a	<u>11 29</u>	<u>9 44</u>	<u>11 04</u>	<u>11 44</u>
		M - Sa	Su	M - Sa	
		a.m.	a.m.	a.m.	
Redhill	d	5 40	6 14	11 50	
				p.m.	
Snowtown	a	6 43	6 53	12 29	
	d	6 55	6 55	12 37	
Adelaide	a	<u>10 25</u>	<u>10 25</u>	<u>3 37</u>	

September 1925 simply saw the extension of the existing Snowtown trains to Redhill.

The August 1925 edition of Whillas & Ormiston's ABC Diary and Time Table [top] shows the following Snowtown service (Bowmans locals that provided Moonta connections are omitted as they're not relevant):-

The 5th September 1925 opening Redhill (but shown as Red Hill) service is taken from SAR Weekly Notice WN 32/25 and other sources, also omitting Bowmans locals 2nd above.

Some of the trains ran as mixed north of Snowtown hence the significant variation in running times.

Port Pirie connections with the narrow gauge trains from/to Moonta/Wallaroo to Gladstone thence Port Pirie remained at Snowtown. A co-ordinated road service from Redhill to Port Pirie along the main road via Crystal Brook on the Port Pirie to Peterborough narrow gauge line was introduced on 1st February 1926. It had a chequered history and finally (and unsurprisingly) ceased upon the opening of the extension of the broad

gauge to Port Pirie. There is a degree of irony that the present standard gauge line follows this route to Crystal Brook, given that broad gauge didn't, although the reason is readily apparent.

The 2nd November 1925 timetable shows a remarkably busy line for one worked by permissive block safeworking. The section from Salisbury to Snowtown has 4 trains each way Monday to Saturday and 1 each way on Sunday for a total of 50 moves per week. That averages a train through Mallala every 3 h 22 min over the entire week. The schedule for a down conditional extra freight train is included but the corresponding up schedule is for a train originating at Long Plains – these would be relief trains on days of heavy loading. Understandably, the freight trains give way to the passenger trains.

Note the use of "Daily" to mean "Monday to Saturday". This gives rise to the common usage of "Daily, Sat. exc." to mean "Monday to Friday". The use of "Daily, Sundays Included" is the standard usage for trains that ran 7 days a week although it seems strange to our eyes. The weird one is "Daily, Sun. excptd.". Isn't this just "Daily" in the then current usage? The reason for this, though, is obvious as No. 204 runs as a passenger train to Snowtown on Sunday morning (and to a later schedule) whereas it's a mixed on other days. The same times apply to No. 204 south of Snowtown every day so the non-standard labelling is to be expected for reasons of clarity.

One feature of SAR WTTs was that both arrival and departure times are given for passenger trains for most non-suburban stations irrespective of the type of safeworking in use on the line concerned. The length of time at stations is determined by many factors – the importance of the station for passenger traffic as well as pickups and takeouts (SAR-speak for parcels and other vangoods), locomotive watering, crosses and other safeworking requirements,

EXPLANATORY SIGNS.

The following signs used generally throughout this book are to be interpreted as under:—

I Where this sign appears in a column it signifies that the train will only stop to set down and pick up passengers as required. Those requiring to alight must notify the guard at the previous booked stopping place, and passengers who wish to join the train must inform the officer in charge. Arrangements must then be made to stop the train in accordance with instructions shown under the heading "Trains running through Stations," on pages 105 and 106 of the Appendix (Part I).

In cases where trains are shown to stop conditionally to set down passengers, guards must inquire at preceding regular stopping place.

- | | |
|---|--|
| \$ Automatic electric staff block station. | P Train record book station in connection with permissive block working. |
| A Authorised to issue crossing and proceed orders. | R Refreshment room. |
| B Winter's block section station. | S Electric staff block section station. |
| C Loco. coaling station. | T Telephone block working. |
| D Equipped with electric staff drawer lock. | U Unattended station or siding under three-position automatic block signalling. |
| W Loco. watering station. | X Trains can cross here. |
| E Depots where engines are stabled. | <input type="checkbox"/> Shed accommodation for engines is erected. |
| I Interlocked station. | △ Reversing triangle. |
| J Junction station. | |
| L Lock and block working. | |
| O Turntable. | |

The meaning of other signs used is given at the foot of the page whereon they appear.

SALISBURY—RED HILL.

TICKET COLLECTION.

Down.—At Adelaide, examine and nip by the Staff.
 At Salisbury, examine by the Staff, and collect any for that station.
 At Long Plains, examine, nip, and collect those for that station, also for Avon, Kallora, and Bowmans.
 At Bowmans, examine and collect those for Goyder, Nantawarra, Bumbunga, and Snowtown, the Guard to collect those from passengers alighting at unattended sidings.
 Up.—At Snowtown, examine and nip by station staff.
 At Bowmans, examine and nip.
 At North Adelaide, examine, nip, and collect those for that station and Adelaide.

Passengers alighting at roadside stations, down and up, to have their tickets collected by the station staff, the Guard collecting those at unattended sidings.

Down—All Tickets must be examined and collected at Snowtown for stations in advance to Red Hill. Guard to issue excess fare tickets to passengers joining at roadside stations.

Up—All Tickets must be examined and collected at Red Hill for all stations to and including Snowtown. Guard to issue excess fare tickets to passengers joining at roadside stations.

PERISHABLE TRAFFIC.

Perishable traffic from Mile End to Red Hill *only* will be forwarded in the Red Hill line brakevan of No. 297 passenger train. Perishable traffic for other stations will be conveyed by No. 227 to Snowtown, thence by No. 673 and No. 751.

FREIGHT TRAFFIC.

Down—Freight will be conveyed by No. 227 freight to Red Hill on Mondays, and on other days by No. 227 to Snowtown, thence by No. 673, Mondays to Fridays inclusive, and by No. 751 Saturdays.

Up—Freight will be conveyed by No. 652 on Tuesdays, and on other days by No. 204 to Snowtown (Sundays excepted), thence by No. 652.

SCHEDULE OF ENGINE LOADS.

SALISBURY AND SNOWTOWN.

The loads for engines, DOWN and UP, between Dry Creek and Snowtown are as follows:—

	Freight.		Pass.
	Up.	Down.	
"Q" Class.....	500 tons	300 tons	180 tons
"F," "J," "K," "M," or "S" Class	540 tons	340 tons	200 tons
"Rx" and "N" Class	680 tons	650 tons	300 tons

SNOWTOWN AND RED HILL.

Class.	Passenger.		Mixed.		Freight.	
	Down.	Up.	Down.	Up.	Down.	Up.
Q	180	180	250	400	300	500
F, S. and M.	200	200	290	440	340	540
Rx	300	300	450	580	500	680

refreshments (although not on this line until late 1926/early 1927, at Bowmans), etc. All trains stopped at most stations to record the time of their passing in the permissive block book, these stations being labelled P. Only Direk, Calomba and Avon were exempt as there wasn't a block book there and this explains why some trains are tabled to stop only if required at them. Crossing and proceed orders are able to be issued only at the more important (i.e. attended) stations, marked A. It's well worthwhile checking out the crosses and passes (overtakes) – No. 204 is especially interesting as it shows just how busy the line was at times.

The 2nd November 1925 times show a slight tinkering of the opening ones of 5th September, no doubt based on operating experience. Apart from

interstate trains, it was very unusual for SAR to run country trains on a Sunday morning other than at times to Mount Barker on the Victor Harbor line. The 6 12 a.m. from Redhill (just from Snowtown prior to Redhill's opening) only worked for a total of about 4 years in the mid to late 1920s. The evening train from Adelaide to Redhill departed later at weekends than Monday to Friday as was common nationally.

The Bowmans locals are shown as 'To Moonta' or 'From Moonta'. This was then technically impossible due to gauge differences but is explained in the foot or side notes.

Freight traffic was most important at the time – a Daily freight train ran to Snowtown and it extended to Redhill once a week but conditionally on other

[SALISBURY and REDHILL.

WEEK DAYS.

Worked on Permissive Block between Salisbury and Redhill.
 DOWN.

Mls. from Adelaide.	Stations.	Freight		Pass. daily. 297	Pass. Daily. 327
		extra when necessary 1	daily. 227		
—	ADELAIDE.. dep	a m	a m	a m	a m
—	Mile End Gds. dep	—	5 00	7 25	8 02
12½	Salisbury.. A arr	—	6 40	7 58	8 35
—	" .. dep	3 30	6 45	7 59	8 37
17	Direk ... X arr	3 42	6 57	—	8 47
—	" .. dep	3 50	7 15	—	8 48
20½	Virginia PX arr	4 00	7 25	8 15	8 57
—	" .. dep	4 10	7 45	8 16	9 00
27	Two Wells APXW arr	4 28	8 03	8 28	9 13
—	" .. dep	5 05	8 48	8 30	9 19
32½	Korunye PX arr	5 18	9 01	8 41	9 30
—	" .. dep	5 28	9 42	8 42	9 31
37½	Mallala APX arr	5 42	9 57	8 52	9 41
—	" .. dep	6 22	10 20	8 56	9 42
43½	Calomba .. X arr	6 39	10 37	—	9 53
—	" .. dep	6 54	10 47	—	9 54
47½	Long Plains AP arr	7 06	10 59	9 14	10 01
—	" WX Δ dep	7 24	11 25	9 17	10 05
52½	Avon ... X arr	7 39	11 40	—	10 15
—	" .. dep	7 46	12 01	—	10 16
57½	Kallora.. PX arr	8 12	12 14	9 35	10 25
—	" .. dep	8 12	12 24	9 36	10 26
62½	Bowmans A Δ arr	8 28	12 40	9 46	10 36
—	" CJPX dep	10 07	1 36	9 48	—
69½	Goyder .. PX arr	10 27	1 56	10 00	—
—	" .. dep	10 37	2 05	10 01	To Moonta.
74	Nantawarra arr	10 52	2 20	10 10	—
—	" WX dep	11 02	2 40	10 15	—
80½	Bumbunga PX arr	11 22	3 00	10 26	—
—	" .. dep	11 32	3 15	10 27	—
89½	SNOWTOWN.. arr	11 56	3 37	10 44	—
—	" APJ Δ dep	—	4 18	10 50	—
96	Burnsfield PX arr	—	4 36	11 03	—
—	" .. dep	—	4 46	11 04	—
100½	Lake View PX arr	—	5 00	11 13	—
—	" .. dep	—	5 10	11 14	—
102	Collinsfield PX arr	—	5 16	11 19	—
—	" .. dep	—	5 26	11 20	—
106½	Redhill ACE arr	—	5 39	11 29	—
—	PX Δ	—	—	—	—

Passengers for Port Pirie line change trains at Snowtown, Passengers for Moonta line change trains at Bowmans.

days, the other Burnsfield to Redhill traffic has the evening down and morning up passenger service running as a mixed north of Snowtown. Also, freight could have come from Hamley Bridge to Bowmans or Snowtown on the narrow gauge although, given the transshipping required at Hamley Bridge, would have been a rare event. Instructions for the carriage of perishable and freight traffic are given in precise detail.

The railway was comparatively flat, with the ruling grade being 1 in 100 in both directions. SAR locomotives at the time were not particularly powerful – Commissioner Webb's big power was yet to arrive. The Schedule of Engine Loads gives loads for 8 classes of locomotive from Dry Creek to Snowtown but only for 5 classes beyond. Also, one needs to read the

SALISBURY and RED HILL—continued.
WEEK DAYS—continued.

Worked on Permissive Block between Salisbury and Red Hill.
DOWN—continued.

Stations.	Pass. daily, Sat. exc. 673	Pass. Sat. and Sun. only. 751	Pass. Sundays only. 751
ADELAIDE .. dep	p m 4 50	p m 6 52	p m
Mile End Gds. dep	—	—	—
Salisbury arr	5 18	7 21	—
“ .. dep	5 19	7 22	—
Direk .. arr	5 28	7 31	—
“ .. dep	5 29	7 32	—
Virginia .. arr	5 37	7 40	—
“ .. dep	5 39	7 42	—
Two Wells .. arr	5 52	7 55	—
“ .. dep	5 57	8 00	—
Korunye .. arr	6 07	8 10	—
“ .. dep	6 08	8 11	—
Mallala .. arr	6 18	8 21	—
“ .. dep	6 20	8 23	—
Calomba .. arr	6 32	8 35	—
“ .. dep	6 33	8 36	—
Long Plains .. arr	6 42	8 45	—
“ .. dep	6 47	8 50	—
Avon .. arr	6 58	9 01	—
“ .. dep	6 59	9 02	—
Kallora .. arr	7 08	9 11	—
“ .. dep	7 09	9 12	—
Bowmans .. arr	7 20	9 23	—
“ .. dep	7 22	9 25	—
Goyder .. arr	7 35	9 38	—
“ .. dep	7 36	9 39	—
Nantawarra .. arr	7 47	9 50	—
“ .. dep	7 52	9 55	—
Bumbunga .. arr	8 05	10 08	—
“ .. dep	8 06	10 09	—
SNOWTOWN .. arr	8 24	10 27	—
“ .. dep	Mixed 8 38	Mix. Sats. 10 40	10 29
Burnsfield .. arr	8 54	10 56	10 42
“ .. dep	8 59	11 01	10 43
Lake View .. arr	9 10	11 12	10 52
“ .. dep	9 18	11 20	10 53
Collinsfield .. arr	9 24	11 26	10 58
“ .. dep	9 36	11 38	10 59
RED HILL .. arr	9 47	11 43	11 08

Passengers from Moonta line change trains at Bowmans.
“ “ Port Pirie line change trains at Snowtown.
Boxes containing red flag are provided at Avon, Calomba, and Direk, for the purpose of enabling intending passengers to signal the drivers of the daily passenger trains so that they will stop to allow them to join. The instructions to the public regarding these flags are painted on the lids of the boxes.

SALISBURY and REDHILL.

WEEK DAYS—continued.

Worked on Permissive Block between Salisbury and Redhill.
UP.

Miles.	Stations.	Mixed daily, Sun. exceptd. 204	Pass. Sundays. 204	Pass. daily. 310	Pass. daily 366	Freight when nec. 628	Freight Tu, other days when nec. 652
—	Red Hill .. dep	a m 5 30	a m 6 12	a m —	a m 11 50	p m —	a m 11 00
44	Collinsfield arr	5 40	6 22	—	12 30	—	11 13
—	“ .. dep	5 50	6 23	—	12 01 ^{pm}	—	11 25 ³⁰
64	Lake View arr	5 56	6 27	—	12 06	—	11 31
—	“ .. dep	6 04	6 28	—	12 07 ³⁰	—	11 41
104	Burnsfield arr	6 15	6 36	—	12 15 ⁴⁵	—	11 55
—	“ .. dep	6 20	6 37	—	12 16	—	12 35 ³⁰
164	SNOWTOWN arr	6 33	6 48	—	12 28	—	12 52 ³⁰
—	“ .. dep	Pass. daily, Sundays included. 6 50	6 50	—	12 40	—	Freight daily. 1 40
254	Bumbunga arr	7 09	—	—	12 57	—	2 05
—	“ .. dep	7 10	—	—	12 58	—	2 15
324	Nantawarra arr	7 23	—	From Moonta. 1 09	—	—	2 35 ³⁰
—	“ .. dep	7 28	—	1 13	—	—	2 45 ³⁰
37	Goyder .. arr	7 38	—	1 22	—	—	3 00
—	“ .. dep	7 39	—	1 23	—	—	3 10
43½	Bowmans .. arr	7 52	—	1 35 ³⁰	—	—	3 30
—	“ .. dep	7 54	—	11 40	—	—	4 30
49	Kallora .. arr	8 05	—	11 51	—	—	4 45
—	“ .. dep	8 06	—	11 53	—	—	4 50
53½	Avon .. arr	8 16	—	12 01	—	—	5 03
—	“ .. dep	8 17	—	12 02	—	—	5 08
58½	Lng. Plains arr	8 28	—	12 13	—	—	5 23
—	“ .. dep	8 33	—	12 18	—	4 33	5 35
63	Calomba .. arr	8 42	—	—	—	4 45	5 47
—	“ .. dep	8 43	—	—	—	4 58	5 58
69	Mallala .. arr	8 55	—	12 37	—	5 15	6 15 ³⁰
—	“ .. dep	8 59	—	12 38	—	5 40	6 55
74	Korunye .. arr	9 08	—	12 47	—	5 55 ³⁰	7 09
—	“ .. dep	9 09	—	12 48	—	6 10	7 17
79	Two Wells .. arr	9 18	—	12 57	—	6 23	7 30
—	“ .. dep	9 25	—	12 58	—	7 03	8 20 ³⁰
86	Virginia .. arr	9 37	—	1 09	—	7 21 ¹⁵	8 38
—	“ .. dep	9 39	—	1 10	—	7 42 ¹⁵	8 57
89	Direk .. arr	9 47	—	—	—	7 52	9 07
—	“ .. dep	9 48	—	—	—	7 57	9 12
93	Salisbury .. arr	9 57	—	1 26	—	8 09	9 24
—	“ .. dep	9 59	—	1 28	—	8 15	9 3
106½	ADELAIDE .. arr	10 25	—	1 58	—	8 47	To Mile End.

load tables carefully as the Dry Creek – Snowtown section has the up loads' column preceding the down loads' one but the Snowtown – Redhill section gives the down loads first. Oh, dear.

The line speed is 60 mi/h (96 km/h), that is until you read the footnote which tells us that this is the planned future line speed and that the current one is a mere 40 mi/h (64 km/h). The reduced speeds applicable to some curves indicate that some of them were quite sharp, down to 20 ch (400 m) radius, as those of us who've travelled on the line will testify.

The instructions page covers that wonderful feature peculiar to the SAR of ticket checking and collection requirements. The listing in the WTT shows the details for the Salisbury to Snowtown section in both directions first, with those to Redhill almost as an afterthought. How the instructions

could be carried out to the letter without delaying the train is a mystery. Down trains at Salisbury are mostly allowed just 1 minute to do: "At Salisbury, examine by the staff, and collect any for that station." Surely a physical impossibility to check the tickets of all passengers on the train in just 1 minute. Also, wouldn't Salisbury passengers have alighted as the station staff boarded?

The Redhill timetable evolved over the next few years as traffic grew and a permanent traffic pattern became established. Changes also came about with Webb's introduction of the Model 75 railcars ('Barwell Bulls') in 1926 and the gauge conversion of the Western System in 1927. For short while, passengers travelled from Adelaide to Redhill via Hamley Bridge and Brinkworth but from Redhill to Adelaide it was directly via Bowmans and Long Plains – unnecessarily complicated and

confusing. In the early 1930s, the passenger service settled into the format shown here and that applied until the extension to Port Pirie in 1937.

The 6th June 1933 PTT shows this standard service. We have a morning Redhill train in both directions which cross at Bowmans. Other trains on the line are Moonta trains via Port Wakefield and a local to Bowmans. The 8 05 a.m. Redhill from Adelaide connects at Bowmans with a railcar from Balaklava to Moonta. That gives a twice daily service to Moonta via Port Wakefield. No doubt the ladies in the Bowmans refreshment room were kept very busy. (The Moonta service in all its routings is extremely complex and interesting but hardly fair on the passengers or railway staff.)

There's still a problem with the name here. It's 'Redhill' everywhere in the timetable except in the p. 54 footnote

LIST OF MAXIMUM SPEEDS, &c., 5ft. 3in. Gauge—*continued.*

Miles per Hour.	Locality.	Exceptions to Speeds given in first column.	Miles per Hour.
60	Salisbury	On curves between—	
		12m. 47c. and 13m. 40c.	25
		37m. 36c. and 37m. 52c.	25
	Snowtown	46m. 39c. and 46m. 67c.	25
60	Snowtown	Reverse curves at Junction with Brinkworth line between 90 miles 04 chains and 90 miles 07 chains	15
		Snowtown Up Distant and Up Home signals between 90 miles 14 chains and 92 miles 32 chains	40
		Curves south of Burnsfield between 95 miles 63 chains and 95 miles 73 chains	30
		Curves south of Collinsfield between 101 miles 72 chains and 101 miles 78 chains	30
		Curves south of Red Hill between 105 miles 76 chains and 106 miles 07 chains, Up journey only	30
		Curves south of Red Hill and switches to triangle between 105 miles 76 chains and 106 miles 07 chains, on down journey	15
	Red Hill		
		NOTE.—Facing switches not interlocked, or when entering or leaving the main line upon a crossover road, whether interlocked or non-interlocked . . .	15
		Until further notice the maximum speed must not exceed 40 miles per hour.	

referring to the combined rail and motor tickets to Port Pirie and on the map where it's 'Red Hill'!

A brief note on the safeworking systems in use: permissive block is a form of time interval working designed for quiet lines. It was replaced by train order working from Salisbury to Redhill on 24th July 1927 and the opening of the extension to Port Pirie (Ellen St.) saw the introduction of automatic electric staff

throughout.

The Salisbury to Bowmans broad gauge section was closed for conversion to standard gauge on 4th November 1982. Bowmans to Snowtown finished on 15th November 1982 and Snowtown to Port Pirie succumbed on 28th November 1982. The standard gauge line from the northern Adelaide suburbs to Crystal Brook opened for freight traffic on 1st

December 1982, to Mile End Goods Yard on 18th May 1983 and into Adelaide Rail Passenger Terminal (usually Adelaide Terminal, later Keswick Terminal and currently Adelaide Parklands) on 18th May 1984.

Comment on this article – [Letter to the Editor](#)

Return to [Contents Page](#)

NOTE—"Daily" means Mondays to Saturdays, inclusive.

Table 21.

ADELAIDE AND REDHILL LINE,
via Salisbury and Snowtown.

READ DOWN.

READ UP.

Daily.	Mon. to Fri., inc.	Mon. to Fri., inc.	Sat. only.	Sat. only.	Miles.	STATIONS.						
a.m.						ADELAIDE.....R	11 48	12 35	1 00	5 35	8 35
8 05	4 10	5 38	6 10	7 10		1 1/2	Nth. Adelaide	11 44	12 31	12 56	5 31	8 31
8 10	c	†	b	b		2 1/2	Ovingham	11 41	a	12 53	a	a
8 13	c	†	b	b		3	Dudley Park			12 50		
8 18	c	5 49	6 20	b		3 1/2	Islington	*	a	*	a	a
						5	Kilburn					
8 24	4 25	5 55	6 26	7 24		6 1/2	DRY CREEK	11 32	12 18	12 44	5 20	8 19
			6 36			11	Parafield	*	*			
8 33	4 37	6 08	6 40	7 36		12 1/2	SALISBURY	11 20	12 06	12 32	5 08	8 07
									p.m.			
8 48	—	*	*	—		17	Direk	11 11	*	*	*	*
8 57	—	6 24	6 56	7 50		21 1/2	Virginia	11 03	*	*	*	*
9 09	—	6 35	7 07	8 01		27	Two Wells	10 52	11 43	12 09	*	*
9 21	—	*	*	—		32	Koranye	10 43	*	12 01	4 38	*
										p.m.		
9 32	5 18	6 54	7 26	8 20		37	Mallala	10 34	11 28	11 53	*	*
9 44	—	*	*	—		43	Calomba	10 23	*	*	*	*
9 52	—	7 12	7 44	—		47	Long Plains	10 16	*	*	*	7 12
10 06	—	*	*	—		53	Avon	10 06	*	*	*	*
10 17	—	7 31	8 03	—		57	Kallora	9 58	*	*	*	*
10 28	6 00	7 42	8 14	9 02	arr.	63	BOWMANS R dep.	9 48	10 48	11 13	3 50	6 43
10 40	6 10	—	—	9 14	dep.	—	—	9 36	10 38	11 03	3 41	6 33
10 52	—	—	—	—	—	69	Goyder arr.	—	10 28	10 53	—	—
11 03	—	—	—	—	—	74	Nantawarra	—	10 19	10 41	—	—
11 14	—	—	—	—	—	80	Bumbunga	—	10 08	10 30	—	—
								From Moonta			From Moonta.	From Moonta.
11 29	To Moonta.	—	—	To Moonta.	arr.	90	SNOWTOWN dep.	9 53	10 15	10 15	—	—
11 33	—	—	—	—	dep.	—	—	9 49	10 11	10 11	—	—
11 44	—	—	—	—	—	96	Burnsfield arr.	9 39	10 01	10 01	—	—
11 52	—	—	—	—	—	101	Lake View	9 31	9 53	9 53	—	—
											From Moonta.	From Moonta.
						102	Collinsfield	9 25	9 47	9 47	—	—
12 00	—	—	—	—	—	106	REDHILL	9 13	9 35	9 35	—	—
12 08	—	—	—	—	—			a.m.	a.m.	a.m.	p.m.	p.m.
								Daily.	only.	Mon. to Fri. inc.	only.	Mon. to Fri. inc.

NOTE—"Daily" means Mondays to Saturdays inclusive.

Table 21—continued.

ADELAIDE AND REDHILL LINE
via Hamley Bridge, Balaklava, and
Bowmans.

READ DOWN.

Daily.	Miles.	STATIONS.					
a.m.		ADELAIDE.....R				
7 17		1 1/2	North Adelaide				
7 23		2 1/2	Ovingham				
7 26		3	Dudley Park				
7 29		3 1/2	Islington				
7 32		5	Kilburn				
		6 1/2	DRY CREEK				
7 38		11	Parafield				
7 48		12 1/2	SALISBURY				
7 53		19	Smithfield				
8 05		25	GAWLER.....R				
8 16	arr.	—	—				
8 22	dep.	—	—				
8 35		30	ROSEWORTHY				
8 49		36	Wasleys				
9 04	arr.	45	HAMLEY BRIDGE				
9 09	dep.	—	—				
9 23		52	Stockyard Creek				
9 29		55	Owen				
9 34		57	Woods				
9 41		61	Ridgway				
10 17	arr.	67	BALAKLAVA				
10 26	dep.	—	—				
10 33		—	Saints				
10 40	arr.	—	BOWMANS.....R				
10 52	dep.	—	—				
11 03		—	Goyder				
11 14		—	Nantawarra				
11 14		—	Bumbunga				
11 33		—	SNOWTOWN				
11 44		—	Burnsfield				
11 52		—	Lake View				
12 00		—	Collinsfield				
12 08		—	REDHILL				

* 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 only.

c Stop if required to pick up passengers for stations Port Wakefield and beyond.

† Stop if required to pick up passengers for stations beyond Salisbury.

Rail cars may be stopped at various crossings (excepting between Adelaide and Parafield) by notifying the car porter.

Passengers to and from Port Pirie may obtain combined rail and motor tickets via Red Hill.

R—REFRESHMENT ROOM STATION



RX Class no. 207 on trip to Redhill

TANYA'S QUIZ #6

- (a) Which former Adelaide suburban step down platform derived its name from the adjacent Australian Cotton & Textile Industries Limited factory?

(b) Which very outer suburban junction in Townsville's name comes from the nearby North Queensland Meat Exporting Company?
- (a) Which Australian double track electrified automatically signalled suburban line terminated in a munitions area?

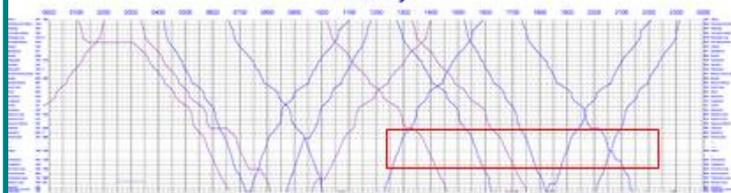
(b) Which Australian double track non-electrified automatically signalled suburban railway terminated in a munitions area?
- (a) Which Australian cities operated trolleybuses?

(b) Which New Zealand cities operated trolleybuses?
- What would be the motive power of the type of chair found at the original terminus of the Cambrai line in South Australia?
- What are the most recent names of the QR stations of South Brisbane Junction, South Coast Junction and Southport Junction?
- (a) Which VR branch line terminus had the order of 2 letters in its name reversed on 21st October 1929? Why? (b) What event brought about the unplanned demise of this station?

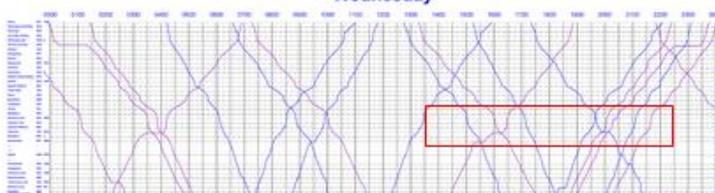


**Albury to Melbourne
MTP Effective 24th May 2021**

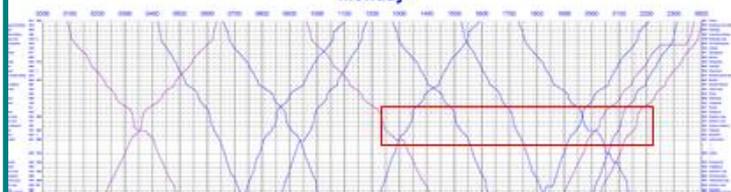
Sunday



Wednesday



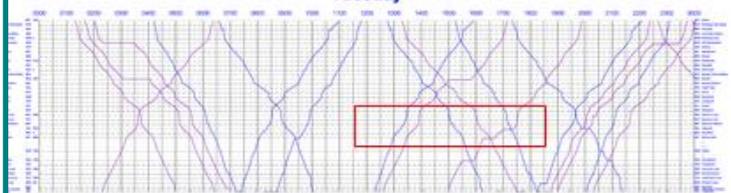
Monday



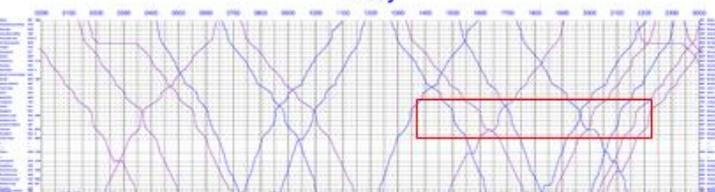
Thursday



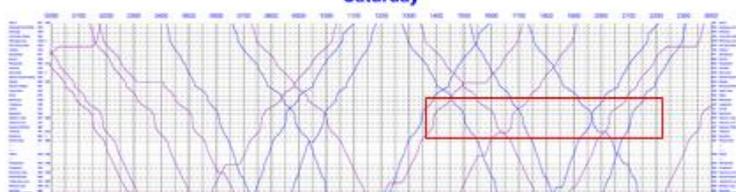
Tuesday



Friday



Saturday



The May 2021 ARTC for the NESG showing the Occupation windows for each day of the testing week for 3VS93

Notice #	System	Date of issue	Start date	End Date	Description	Notes
1158	ARTC	Unknown	Unknown	Unknown	VLINE VELOCITY CONSIST TESTING UNDER ABSOLUTE OCCUPATIONS	Contents not known
1158(2)	ARTC	22-Sep-21	23-Sep-21	10-Oct-21	VLINE VELOCITY CONSIST TESTING UNDER ABSOLUTE OCCUPATIONS	Reason for re-issue not known
6730	V/Line	20-Aug-21	6-Sep-21	8-Sep-21	Driver Familiarisation Mon 6th to Wed 8th September 2021	
6732	V/Line	20-Aug-21	7-Sep-21	8-Sep-21	CANCELS AND REPLACES S.21.6730 Driver Familiarisation Tues 7th to Thur 9th September 2021	
6751	V/Line	18-Oct-21	19-Oct-21		3VS93 Interface Testing South Dynon Tuesday 19th October 2021	STN number appears to be wrong
6759	V/Line	16-Sep-21	17-Sep-21		3VS93 SG transfer SDL - SER Fri 17th September 2021	
6778	V/Line	9-Sep-21	14-Sep-21		SG Test Run SDL - SER Tues 14th September 2021	
6782	V/Line	16-Sep-21	20-Sep-21	24-Sep-21	SG Vlocity Test SLO - SER Mon 20th to Fri 24th September 2021	
6783	V/Line	10-Sep-21	16-Sep-21		CANCELS AND REPLACES S.21.6778 DRAFT SG Test Run SDL - SER and RTN Thur 16th September 2021	
6793	V/Line	16-Sep-21	17-Sep-21		CANCELS S.21.6759 3VS93 SG transfer SDL - SER Fri 17th September 2021	
6798	V/Line	20-Sep-21	21-Sep-21		3VS93 SG transfer SDL - SER Tue 21st September 2021	
6803	V/Line	20-Sep-21	22-Sep-21		SG Test Run SDL - SER Wed 22nd September 2021	
6809	V/Line	21-Sep-21	22-Sep-21		3VS93 SG transfer SDL - SER Wed 22nd September 2021	Re-issue with 80 m/h max spees
6824	V/Line	23-Sep-21	27-Sep-21	1-Oct-21	SG Vlocity Test SLO - SER Mon 27th Sept to Fri 1st Oct 2021	
6840	V/Line	30-Sep-21	2-Oct-21	4-Oct-21	SG Vlocity Test SLO - SER Sat 2nd to Mon 4th Oct 2021	
6859	V/Line	4-Oct-21	5-Oct-21		SG VS93 Transfer SER - SDL Tue 5th October 2021	
6864	V/Line	4-Oct-21	8-Oct-21	14-Oct-21	3VS93 SG SDL - SER Fri 8 to Thur 14th October 2021	
6883	V/Line	11-Oct-21	13-Oct-21		SG VS93 Transfer SER - SDL Wed 13th October 2021	
6904	V/Line	19-Oct-21	21-Oct-21	22-Oct-21	3VS93 SG SDL - SER Wed 20th to Fri 22nd October 2021	
6918	V/Line	22-Oct-21	23-Oct-21		3VS93 SG SER - ALB and RTN Sat 23rd October 2021	Cancelled
6919	V/Line	22-Oct-21	24-Oct-21		SG VS93 Test Runs SER -SDL Sun 24th October 2021	
6920	V/Line	22-Oct-21	24-Oct-21		Cancellation of 6918	
NA	V/Line	NA	24-Oct-21		Partial re-instatement of 6918 [SER-BEN-SER-BEN-SER]	Two return trips
6922	V/Line	26-Oct-21	27-Oct-21	28-Oct-21	3VS93 SG SLO - DBS Wed 27th to Thu 28th October 2021	Seymour-Donnybrook Yo-Yos
6923	V/Line	27-Oct-21	29-Oct-21		6923 3VS93 SG SER - ALB and RTN Fri 29th October 2021	This train ran
6926	V/Line	27-Oct-21	30-Oct-21		6926 SG VS93 Test Runs SER -SDL Sat 30th October 2021	This train ran early
8020	V/Line	28-Oct-21	22-Nov-21	na	FP53A Stage 1 Introduction of V'locity units to Albury services commencing 22-11-21 NSP TFN	
6956	V/Line	18-Nov-21	22-Nov-21	24-Nov-21	3VS93 Conductor training at SX	
6960	V/Line	17-Nov-21	19-Nov-21		Empty cars test run SDL-SER-CHIL-SER-SDL	Never got past Benalla
7515	V/Line	17-Nov-21	18-Dec-21	19-Dec-21	Various train cancellations due to occupation of Albury Stabling sidings	
6987	V/Line	24-Nov-21	26-Nov-21	10-Dec-21	E3VS93 Ety cars SDL to SX to position for 8615 Down (staff training)	
6A11	V/Line	26-Nov-21	26-Nov-21	10-Dec-21	Cancellation of 6987 (late cancellation on Thurs afternoon	
6A01	V/Line	24-Nov-21	26-Nov-21	30-Nov-21	Weekend testing of 3VS94 between Seymour and Benalla	
6A06	V/Line	26-Nov-21	26-Nov-21	3-Dec-21	Restricts speed of 3VS94 to 80 km/h outside of Occo	

List of 35 Special Train Notices associated with the testing of 3VS93