

CALENDAR, 1949.

OCTOBER.

Su.	2	9	16	23	30
M.	3	10	17	24	31
Tu.	4	11	18	25	
W.	5	12	19	26	
Th.	6	13	20	27	
F.	7	14	21	28	
S.	1	8	15	22	29

NOVEMBER.

Su.	6	13	20	27	
Mo.	7	14	21	28	
Tu.	1	8	15	22	29
W.	2	9	16	23	30
Th.	3	10	17	24	
F.	4	11	18	25	
S.	5	12	19	26	

DECEMBER.

Su.	4	11	18	25	
M.	5	12	19	26	
Tu.	6	13	20	27	
W.	7	14	21	28	
Th.	1	8	15	22	29
F.	2	9	16	23	30
S.	3	10	17	24	31

1950.

JANUARY.

Su.	1	8	15	22	29
M.	2	9	16	23	30
Tu.	3	10	17	24	31
W.	4	11	18	25	
Th.	5	12	19	26	
F.	6	13	20	27	
S.	7	14	21	28	

FEBRUARY.

Su.	5	12	19	26	
M.	6	13	20	27	
Tu.	7	14	21	28	
W.	1	8	15	22	
Th.	2	9	16	23	
F.	3	10	17	24	
S.	4	11	18	25	

MARCH.

Su.	5	12	19	26	
M.	6	13	20	27	
Tu.	7	14	21	28	
W.	1	8	15	22	29
Th.	2	9	16	23	30
F.	3	10	17	24	31
S.	4	11	18	25	

APRIL.

Su.	2	9	16	23	30
M.	3	10	17	24	31
Tu.	4	11	18	25	
W.	5	12	19	26	
Th.	6	13	20	27	
F.	7	14	21	28	
S.	1	8	15	22	29

MAY.

Su.	7	14	21	28	
M.	8	15	22	29	
Tu.	2	9	16	23	30
W.	3	10	17	24	31
Th.	4	11	18	25	
F.	5	12	19	26	
S.	6	13	20	27	

JUNE.

Su.	4	11	18	25	
M.	5	12	19	26	
Tu.	6	13	20	27	
W.	7	14	21	28	
Th.	1	8	15	22	29
F.	2	9	16	23	30
S.	3	10	17	24	

JULY.

Su.	2	9	16	23	30
M.	3	10	17	24	31
Tu.	4	11	18	25	
W.	5	12	19	26	
Th.	6	13	20	27	
F.	7	14	21	28	
S.	1	8	15	22	29

AUGUST.

Su.	6	13	20	27	
M.	7	14	21	28	
Tu.	1	8	15	22	29
W.	2	9	16	23	30
Th.	3	10	17	24	31
F.	4	11	18	25	
S.	5	12	19	26	

SEPTEMBER.

Su.	3	10	17	24	
M.	4	11	18	25	
Tu.	5	12	19	26	
W.	6	13	20	27	
Th.	7	14	21	28	
F.	1	8	15	22	29
S.	2	9	16	23	30

OCTOBER.

Su.	1	8	15	22	29
M.	2	9	16	23	30
Tu.	3	10	17	24	31
W.	4	11	18	25	
Th.	5	12	19	26	
F.	6	13	20	27	
S.	7	14	21	28	

NOVEMBER.

Su.	5	12	19	26	
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Th.	2	9	16	23	30
F.	3	10	17	24	
S.	4	11	18	25	

DECEMBER.

Su.	3	10	17	24	31
M.	4	11	18	25	
Tu.	5	12	19	26	
W.	6	13	20	27	
Th.	7	14	21	28	
F.	1	8	15	22	29
S.	2	9	16	23	30

FOR THE USE OF RAILWAY STAFF ONLY.

COMMONWEALTH RAILWAYS.

WORKING TIME TABLES

FOR

CENTRAL AUSTRALIA LINES

PORT AUGUSTA AND QUORN.
QUORN AND ALICE SPRINGS.

EFFECTIVE FROM AUGUST 29th, 1949,
UNTIL FURTHER NOTICE.

ALL PREVIOUS TIME TABLES ARE
HEREBY CANCELLED.

Each member of the Staff to whom this Book is issued must make himself conversant with the contents thereof, so that he may be thoroughly advised of the alterations and additions made since the previous issue.

F. O. SKINNER,
Chief Traffic Manager.

PORT AUGUSTA, AUGUST, 1949.

COMMONWEALTH RAILWAYS.

WORKING TIME TABLES.

**From August 29th, 1949, until
further notice.**

CALCULATING SPEED OF TRAINS.

The number of seconds taken to cover half a mile, and one mile divided into 1800 and 3600 respectively, will give the speed per hour at which a train is travelling. Thus — $1800 \div 80 = 22\frac{1}{2}$ miles per hour.

EXPLANATORY SIGNS, Etc.

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

- | | |
|---|---|
| C. Train Control centre. | W. Loco. watering station. |
| E. Depots where engines are stabled. | X. Trains can cross here. |
| J. Junction station. | <input type="checkbox"/> Shed accommodation for engines. |
| L. Loco. coaling station. | \triangle Reversing triangle. |
| O. Turntable. | ∇ Stop when necessary to pick up or set down passengers. |
| R. Refreshment Room station. | |
| U. Unattended station. | |

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

Whenever provisional stops (∇) are provided in the Time Tables for passengers to alight at stations enroute, Guards must ascertain whether there are any passengers to alight and instruct the train crew accordingly.

II. The line between the arrival and departure times opposite stations and figures at the side thus $\frac{6\ 00}{6\ 10}$ or $\frac{---}{6\ 10}$ indicate the stations appointed for certain trains to cross or pass each other, also the number of the train to be so crossed or passed. The line and figures always appear after the arrival time at terminal stations and before the departure time at commencing stations.

III. At all stations where timings are not shown or where the departure time only is shown in SMALL FIGURES (6 22) the train must be considered as a non-stopping one, except where provisional stops (∇) are shown. The small figures indicate the sectional running time. At stations where the departure time is shown in LARGE FIGURES (6 22), the train must stop and enginemen must reach such station so as to leave punctually at the stated time.

IV. Where a train is mentioned as running on certain days only, it must not be arranged to work on the remaining days of the week, except when so arranged by the Chief Traffic Manager.

V. Trains will be numbered in the following manner :—

DOWN trains—ODD numbers. UP trains—EVEN numbers.

Port Augusta to Quorn—ODD. Alice Springs to Quorn—EVEN.
Quorn to Alice Springs—ODD. Quorn to Port Augusta—EVEN.

Trains will be numbered in accordance with the following diagram :—

Day	DOWN.							UP.						
	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Prefix Number.....	1	2	3	4	5	6	7	1	2	3	4	5	6	7
Trains originating at roadside stations	11	21	31	41	51	61	71	10	20	30	40	50	60	70
	13	23	33	43	53	63	73	12	22	32	42	52	62	72
	15	25	35	45	55	65	75	14	24	34	44	54	64	74
	17	27	37	47	57	67	77	16	26	36	46	56	66	76
	19	29	39	49	59	69	79	18	28	38	48	58	68	78
Day	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Prefix Number.....	1	2	3	4	5	6	7	1	2	3	4	5	6	7
12.01 to 12.40	111	211	311	411	511	611	711	110	210	310	410	510	610	710
12.41 to 1.20	113	213	313	413	513	613	713	112	212	312	412	512	612	712
1.21 to 2.00	115	215	315	415	515	615	715	114	214	314	414	514	614	714
2.01 to 2.40	117	217	317	417	517	617	717	116	216	316	416	516	616	716
2.41 to 3.20	119	219	319	419	519	619	719	118	218	318	418	518	618	718
3.21 to 4.00	121	221	321	421	521	621	721	120	220	320	420	520	620	720
4.01 to 4.40	123	223	323	423	523	623	723	122	222	322	422	522	622	722
4.41 to 5.20	125	225	325	425	525	625	725	124	224	324	424	524	624	724
5.21 to 6.00	127	227	327	427	527	627	727	126	226	326	426	526	626	726
6.01 to 6.40	129	229	329	429	529	629	729	128	228	328	428	528	628	728
6.41 to 7.20	131	231	331	431	531	631	731	130	230	330	430	530	630	730
7.21 to 8.00	133	233	333	433	533	633	733	132	232	332	432	532	632	732
8.01 to 8.40	135	235	335	435	535	635	735	134	234	334	434	534	634	734
8.41 to 9.20	137	237	337	437	537	637	737	136	236	336	436	536	636	736
9.21 to 10.00	139	239	339	439	539	639	739	138	238	338	438	538	638	738
10.01 to 10.40	141	241	341	441	541	641	741	140	240	340	440	540	640	740
10.41 to 11.20	143	243	343	443	543	643	743	142	242	342	442	542	642	742
11.21 to 12.00	145	245	345	445	545	645	745	144	244	344	444	544	644	744
12.01 to 12.40	147	247	347	447	547	647	747	146	246	346	446	546	646	746
12.41 to 1.20	149	249	349	449	549	649	749	148	248	348	448	548	648	748
1.21 to 2.00	151	251	351	451	551	651	751	150	250	350	450	550	650	750
2.01 to 2.40	153	253	353	453	553	653	753	152	252	352	452	552	652	752
2.41 to 3.20	155	255	355	455	555	655	755	154	254	354	454	554	654	754
3.21 to 4.00	157	257	357	457	557	657	757	156	256	356	456	556	656	756
4.01 to 4.40	159	259	359	459	559	659	759	158	258	358	458	558	658	758
4.41 to 5.20	161	261	361	461	561	661	761	160	260	360	460	560	660	760
5.21 to 6.00	163	263	363	463	563	663	763	162	262	362	462	562	662	762
6.01 to 6.40	165	265	365	465	565	665	765	164	264	364	464	564	664	764
6.41 to 7.20	167	267	367	467	567	667	767	166	266	366	466	566	666	766
7.21 to 8.00	169	269	369	469	569	669	769	168	268	368	468	568	668	768
8.01 to 8.40	171	271	371	471	571	671	771	170	270	370	470	570	670	770
8.41 to 9.20	173	273	373	473	573	673	773	172	272	372	472	572	672	772
9.21 to 10.00	175	275	375	475	575	675	775	174	274	374	474	574	674	774
10.01 to 10.40	177	277	377	477	577	677	777	176	276	376	476	576	676	776
10.41 to 11.20	179	279	379	479	579	679	779	178	278	378	478	578	678	778
11.21 to 12.00	181	281	381	481	581	681	781	180	280	380	480	580	680	780

Trains leaving Quorn or Alice Springs between the hour will carry the number allotted to that period and will also carry the prefix number allotted to the day on which the train commences. Thus if a train leaves Quorn at 5.15 a.m. on Wednesday it will carry the number 425 and the same train on Thursday will carry the number 525. The roadside numbers (top columns) are allotted to trains leaving an initial roadside station after midnight and before the passage of the first train after midnight. These will also carry the corresponding prefix number for the day of commencement.

VI. Each Station Master and Officer in charge must carefully examine these time tables, so far as his own station is concerned, and immediately report any inaccuracies to the Chief Traffic Manager.

GENERAL INSTRUCTIONS.

COMPUTING WEIGHT OF TRAINS.

Weight of trains must be computed in the following manner:—

COACHING VEHICLES.—See General Appendix.

GOODS VEHICLES.—Painted tare weight, plus weight of contents except as shown below.

The weight of empty or partly loaded vehicles must be calculated as follows:—

Four-wheel Vehicles.—Empty or loaded with less than 3 tons:—Weight of contents added to tare weight plus 1 ton.

Bogie Vehicles.—Empty or loaded with less than 2 tons:—Weight of contents added to tare weight, plus $1\frac{1}{2}$ tons.

LIVESTOCK VEHICLES.—Painted tare weight plus weight of contents, as shown below:—

Cattle and horses	10cwt. each.
Calves	2cwt. each.
Sheep	$\frac{3}{4}$ cwt. each.
Pigs	1cwt. each.

WATER WAGONS.—Painted tare weight, plus weight of contents, i.e. (1gall. water=10 lb.).

TENDER GINS.—Painted tare weight, plus weight of contents.—

In computing gross tonnage of goods vehicles, under 10cwt. must be dropped, 10cwt. or over to be reckoned as 1 ton.

The maximum load of freight and mixed trains, whether A or B Schedule may be increased 6 tons for adjustment of load.

LENGTH OF TRAINS.

The maximum length of trains must not exceed equal to 50 four-wheel vehicles, but when a "push" engine is employed, the length may be increased to equal 60 four-wheel vehicles, excluding the push engine.

One bogie vehicle is equal to two four-wheel vehicles.

Cars NSS, NRC, NARNBR, NABPA, ND, NDA, and NRP are equal to three four-wheel vehicles.

MAKING UP AND/OR GAINING TIME.

When trains are running late, Enginemen must make up time where possible and where the load permits, gain time and run ahead of time over sections, subject to the maximum speed and speed restrictions for the track.

MARSHALLING OF VEHICLES FITTED WITH TRAIN PIPE.

When it is necessary to attach vehicles fitted with train pipe only, the number of such vehicles marshalled together in any one place on the train must not exceed two (2).

MARSHALLING OF NON-AIR AND NON-PIPED VEHICLES.

When it is necessary to attach non-air and non-piped vehicles to a train, such vehicles must be marshalled next inside the brakevan. Non-air and non-piped vehicles must not be attached to trains working beyond Farina.

TRAINS RUNNING AHEAD OF SCHEDULE.

Passenger and mixed trains must not depart from stations ahead of time except where otherwise provided for.

GENERAL INSTRUCTIONS—continued.**DELAYS TO TRAINS.**

Every effort must be made by all concerned connected with train working to avoid delays to trains. Officers must ensure that members of their staff are impressed with the importance of delays being avoided. All parcels, luggage, etc., must be placed in the most convenient position for quick handling.

ENGINE FAILURES.—In the event of trouble developing in the locomotive which may result in delays to the train or its total failure the Engineman must promptly advise Control, giving full details, so that the necessary steps can be taken to provide a relief engine if required. The Engineman of the relief engine must proceed as expeditiously as circumstances permit.

REPORTS OF TRAIN DELAYS.

When compiling train running statements, and when reporting to the Train Controller, Guards must account for all time occupied in excess of that provided in the schedules, stating briefly the cause of delays. Station masters must forward reports by first train, giving explanation of all delays at their stations.

The Engineman must report engine failures to his superior officer, giving full details of the failure and when possible, the cause. The Loco. Officer must dispatch this report, together with other reports, by the first possible train.

TRAIN WORKING.

Guards must not leave the brakevan when the train is travelling except in case of emergency or when necessary to examine or collect tickets between stations.

He must not, however, leave the brakevan when, owing to gradients, curves obstructing the view, or from any other cause it is necessary for him to remain therein for the safe and proper working of the train.

FOR EXAMPLE.—Guards must not leave the brakevan of Down trains while travelling from the bottom of the gradient to Summit, nor Up trains from Quorn to Summit, and must be especially alert on these sections to use the brake power available if necessary. Special attention is drawn to General Rules 160 and 161.

ENGINE HEADLIGHTS.

Engine headlights must be dimmed when entering an attended station and any unattended station where a crossing of an opposing train is effected and must remain so until the departure from such station.

LOCO. ALLOWANCES.

The maximum time allowed at various stations for locomotive purposes are as set out in the schedule for each line and does not include time required for detaching and attaching water tanks.

GOODS RUNNING SCHEDULES.

The schedule running time of goods and livestock trains shown in the Working Time Tables opposite stations, indicates the time allowed (in minutes) to run to that station from the previous station so indicated.

Trains "running through" stations must work to the "Through" schedule over the next section.

Columns A and B of goods schedule indicate the running time allowed with loads as under:—

"A" 80 per cent of full schedule load or under.

"B" over 80 per cent of full schedule load.

Guards of goods trains must advise the Engineman of the correct tonnage of trains and the number of vehicles before commencing the journey and at points where tonnage is increased or decreased.

GENERAL INSTRUCTIONS—continued.**BRAKE POWER.****Use of Hand Brakes on Trains not equipped with Westinghouse Brake.**

All trains on which less than one-third of the vehicles are equipped with effective Westinghouse brake complete, must be properly controlled by the use of hand-brakes. Before departing from a starting station at which a Train Examiner is employed, the hand brake on each vehicle and the brakevan must be tested by the Examiner who must ensure that they are in proper working condition. At other stations from which trains start the Guard must satisfy himself that the hand brakes are in efficient condition. This will also apply to vehicles attached en route. The Guard must advise the Engineman of the condition of hand brakes. The Engineman must see that this information is available. Vehicles with defective hand brakes must not be allowed to run on any train unless there is sufficient brake power on the remainder of the train to effectively control the train down the steepest grade.

When approaching long falling grades of 1 in 60 or steeper, the train is to be brought to a stand before reaching the top of a falling grade and the Fireman and Guard must apply hand brakes as the whole of the train is drawn on to the falling grade. The Fireman is to apply brakes from the front of the train and the Guard from the rear. When the Engineman feels that sufficient brakes have been applied, he must signal the Fireman and Guard by one long blast of the engine whistle.

The engine, tender, and brakevan brakes must be off when the train commences to descend the grade so that this brake power may be held in reserve for use if necessary.

Should the Engineman, after starting on the down grade, consider that the brakes already applied are not sufficient to ensure effective control, he must bring the train to a stand and the Fireman and Guard must apply additional hand brakes as instructed by the Engineman.

The Engineman will be held responsible for the proper control of his train down falling grades. When approaching a station or stopping place, the train must be under thorough control.

Attention is directed to Rule 161 which indicates the Duties of Guards in regard to the working of brakevan hand brakes when mixed or goods trains are travelling down steep grades and are not controlled by the continuous Westinghouse brake in order to steady the trains and assist the Engineman. Guard must also apply the brakevan hand brake on all occasions where stops are made. This is necessary in order to reduce the amount of jolting experienced when trains are not controlled by the Westinghouse brake.

Enginemen must pay particular attention to the handling of their trains in order to reduce jolting to a minimum.

Passenger trains must be composed of vehicles fully equipped with the Westinghouse brake in effective operation. The bogie brakevan must also be worked on these trains.

GENERAL INSTRUCTIONS—continued.

Crews changing over on relay working are allowed 15 minutes to do so.

MAXIMUM SPEEDS.

The maximum rate of speed is the highest speed permitted on any portion of the track.

The maximum rate of speed in respect to the tracks or portion of tracks are subject to modification by :—

1. Special rates of speeds shown hereunder.
2. Temporary speed restrictions as advised from time to time.

SPECIAL RATES OF SPEED.

	Miles Per Hour.
(a) When diverging from the straight track over facing points	15
(b) When running on to the straight over trailing points...	15
(c) When passing over facing points	15
(d) When pushing vehicles	20
(e) When running tender first	25
(f) When traversing triangles in station yards	5
(g) Over weighbridges	3
(h) Port Augusta wharf NM, T, and NB engines	10
(i) Shunting in Tassie Street, Port Augusta, and between Harbour Master's residence and Shell Depot	8
(j) All narrow gauge roads at Port Augusta, unless otherwise shown	15

(1) **LIST OF MAXIMUM TRACK SPEEDS AND MODIFICATIONS.**

Maximum Speed Miles per Hour.	Section.	Exception to Maximum Speed.	Miles per Hour.
30	Port Augusta Woolshed Flat Quorn Hawker	On curves between 238m. and 250m.	20
		Trains entering Quorn end of yard	8
		On curves between—	
		282m. 20c. and 285m. 77c.	20
	285m. 77c. and 286m. 14c.	25	
	286m. 14c. and 286m. 60c.	20	
	Hookina Mern Merna	300m. 20c. and 300m. 77c.	20
		300m. 77c. and 301m. 03c.	25
		301m. 03c. and 301m. 40c.	20
	Edeowie Beltana	356m. 40c. and 358m. 00c.	} 20
		359m. 00c. and 359m. 20c.	
		360m. 60c. and 361m. 30c.	
		361m. 31c. and 361m. 46c. ....		25
	Puttapa	364m. 12c. and 364m. 28c.	25
		364m. 28c. and 364m. 60c.	20
		367m. 15c. and 367m. 28c.	25
		367m. 28c. and 368m. 13c.	20
		368m. 13c. and 368m. 25c.	} 25
		368m. 25c. and 368m. 28c.	
		368m. 28c. and 368m. 37c.	
368m. 37c. and 368m. 40c.			
Copley Marree Bopeechee	Between 492½m. and 493m. (vertical curves)	} 20	
Lake Eyre Oodnadatta Alberga	Between 716m. and 718m. (vertical curves)	} 20	
	718½m. and 719m. (vertical curves)		
Macumba Stevenson Creek	746m. and 752m. (vertical curves)	} 20	
Pedirka Finke	843m. and 847m. (vertical curves)	} 20	
Musgrave	857½m. and 858m. (vertical curves)	} 20	
Rumbalara Mount Squire	869m. and 871m. (vertical curves)	} 20	
Engoordina Alice Springs		} 20	

Enginemen and Firemen must keep a sharp lookout for hand signals protecting temporary repairs not advised.

MAXIMUM TRACK SPEEDS AND MODIFICATIONS—continued.

(m) When running over the vertical curves between 492 $\frac{3}{4}$ miles and 493 miles, also between 716 miles and 871 miles. Guards must so arrange their work in the brakevan so as to be free to assist the Engineman by applications of the hand brake when required.

When travelling over these sections the Westinghouse brake should not be applied except in case of emergency. In addition to the above section there are other rapid changes of grade, and Enginemen and Guards must make themselves conversant with each locality and act in accordance with the above instructions.

The Shed Foreman, Quorn, must ensure that the hand brake gear on all narrow-gauge brakevans is maintained in good working order and that the drawgear on all vehicles is thoroughly examined prior to train departure. Any slackness in drawgear must be adjusted by the Train Examiner.

Train Examiners at all points must thoroughly examine hand brakes in brakevans and drawgear on all vehicles as opportunity offers.

(n) Instructions regarding temporary speed limitations in respect of particular places or trains will be issued as required from time to time and signals exhibited for the guidance of the running staff.

The signals referred to above are of two designs and are constructed of posts with boards or discs for day signals and lamps for night signal, as shown hereunder:—

(i.) Warning Signal—

By Day—A board fishtailed at each end, painted yellow in front with the word "WARNING" shown thereon in black letters. The back of the board is painted green. A number plate, indicating the permissible speed in miles per hour over the restricted section, will be fitted to the board.

By Night—Two lamps fixed one on each side of the post approximately one foot below the warning board, and each lamp, when lighted, will exhibit a purple light in front and a green back light.

(ii.) Caution Signal—

By Day—A disc painted yellow in front with the word "CAUTION" shown thereon in black letters. The back of the disc is painted green.

By Night—One lamp fixed approximately one foot below the caution disc, and, when lighted, will exhibit a purple light in front and a white back light.

The warning signals must be placed at a distance of not less than 800 yds. or as much further as the circumstances of the case render necessary, from the nearer end on each side of the portion of the line over which restricted speed is necessary.

MAXIMUM TRACK SPEEDS AND MODIFICATIONS—continued.

The Caution Signals must be placed at a distance of 100yds. from the nearer end on each side of the portion of the line over which restricted speed is necessary.

The rate of speed which must not be exceeded when warning and caution signals are exhibited will be advised in instructions issued by the Chief Traffic Manager, but should a temporary restriction be necessary before notification can be given, Enginemen must, on seeing the warning and caution boards, or hand signals, reduce speed as provided in Rules 140, 209, and 212, Book of General Rules.

As a temporary limitation of speed may be necessary at any point under circumstances where it has not been possible to give notice, Enginemen and all concerned must be always on the lookout and be prepared to stop or run at reduced speed. Special attention is directed to the necessity for all concerned keeping strict watch after rain, particularly at doubtful places, so that temporary restrictions may be introduced, if necessary. If there is any doubt as to the safety of the track this precaution must be promptly taken. Should the Engineman, Fireman, or Guard find the road out of order, he must report the matter at once to Control, and also notify the nearest Station Master or Ganger.

As provided in Rule 212 (a), Book of General Rules, when caution boards are not erected, detonators must be placed 800yds. on each side of the portion of the line over which the reduced speed is to operate and hand signals exhibited.

The Working Time Table does not cancel any temporary speed restrictions in force at the time of issue.

PORTABLE TELEPHONES.

Directions for Use.

Connect the loose ends of twin flexible wire to terminals A and B on the telephone, then connect the rods together and attach to the line wires indicated below, by means of two brass hooks as near as possible to a pole. Slide the hooks along the wires backwards and forwards several times to remove dust and so ensure a good contact. When it is necessary to use portable telephone away from stations or sidings, the collapsible rod is to be attached to both wires by means of the two brass hooks provided.

When the apparatus is connected, as described, give the code ring, repeating the same until the attention of the station is secured. The code ring however must NOT be given between Oodnadatta and Alice Springs, but the person using the portable telephone must speak to Control and obtain directions.

When the station on either side can be heard in the receiver, the person using the portable telephone must depress the button in the hand piece of the combination in order to close the circuit, enabling him to speak to either end of the line.

Metallic telephone circuits are provided on the Central Australia Line. The wires to which rods must be connected are as follows:—

Position of Wires.

Counting from left to right, facing towards Alice Springs:—

Line Section	Party Line	Train Control Line
Port Augusta—Stirling .	3rd and 4th wires top arm	7th and 8th wires, bottom arm
Stirling—Quorn	3rd and 4th wires, 2nd arm from top	5th and 6th wires, top arm
Quorn—Quorn Junction	1st and 2nd wires, 2nd arm from top	7th and 8th wires, 2nd arm from top
Quorn Junction—Wilson	7th and 8th wires on arm	5th and 6th wires on arm
Wilson—Hookina	5th and 6th wires on arm	7th and 8th wires on arm
Hookina—365 Miles . . .	3rd and 4th wires on arm	5th and 6th wires on arm
365 Miles—Copley	5th and 6th wires on top arm .	7th and 8th wires on top arm
Copley—Marree	3rd and 4th wires on top arm .	5th and 6th wires on top arm
Marree—Oodnadatta . . .	3rd and 4th wires on arm (or wires nearest pole on each side)	5th and 6th wires on arm
Oodnadatta—Alice Springs	Party line and Train Control are both on same pair of wires, i.e., the two extreme right hand wires on top arm whether on railway or postal poles	

Portable telephone rods must not be allowed to remain connected with lines any longer than necessary.

TELEPHONE CALLS.

PORT AUGUSTA.		335 Miles Gang	----
Station Master	---	Nilpena	---
Telegraph Room (Switchboard) —		* Beltana	---
PORT PIRIE JUNCTION.		Copley	---
Signal Box (Switchboard) . . .	----	383 Miles Gang	----
Dining Car Office	-----	Lyndhurst	----
Battery Shop	-----	Farina	----
C. R. Goods Office	---	Farina Cottages	----
		* Marree	----
		Marree Roadmaster	----
		Marree Post Office	---
Stirling	----	Wangianna	----
S.M.'s. Residence	-----	Curdimurka	-----
Saltia	-----	Coward Springs	-----
Woolshed Flat	----	Beresford	-----
		Irrapatanna	----
		William Creek	-----
		Anna Creek	---
		* Edward Creek	----
		Warrina	---
		Mt. Dutton	---
		Oodnadatta	-----
		Oodnadatta Roadmaster . . .	-----
		Oodnadatta—Alice Springs	-----
		(see page 11).	
* QUORN.			
Roadmaster	----		
Station Master	---		
Station Master's Residence . .	-----		
Loco. Shed Foreman	----		
Willochra	---		
Gordon	-----		
Wilson	-----		
Hawker	-----		
Hookina	---		
Mern Merna	-----		
Mern Merna Cottages	-----		
Edeowie	-----		
Brachina	-----		
Commodore	-----		
Parachilna	-----		

Emergency call (serious illness) -----

* Repeating Station.

INSTRUCTIONS.

Port Augusta.

The 5 and 30 ton cranes must not be allowed on the wharf unless specially authorised by the Engineer for Ways and Works.

The speed of NM, T, and NB class engines on the wharf must not exceed 10 miles per hour.

The speed in shunting in Tassie Street and between Harbour Master's residence and the Shell Depot must not exceed 8 miles per hour.

The speed on all narrow gauge roads, unless otherwise shown, must not exceed 15 miles per hour.

PORT AUGUSTA-QUORN.

Instructions.

The load of a train worked by class NM or T engine from Quorn to Port Augusta, assisted by a "push" engine Quorn to Summit must not exceed 450 tons except during adverse weather conditions, when the load must not exceed 400 tons.

When trains exceed a load of 270 tons, one third of the number of vehicles (bogie vehicles equal two four-wheel vehicles) must be equipped with effective Westinghouse brake and where the Westinghouse pipe is continuous throughout the train, the Westinghouse brake of the "push" engine is to be coupled to the train and the isolating cock on the "push" engine is to be closed.

Brake Power.

Every train, other than a passenger train on which all the vehicles are equipped with the Westinghouse brake complete, when travelling between Port Augusta and Quorn, must stop at the Summit in both Down and Up directions and hand brakes must be applied by the Fireman and Guard on all loaded trucks and 50 per cent of all empty trucks.

The hand brakes which are operated by unweighted lever must be pinned in an effective operating position, care is to be taken to avoid the skidding of wheels. Brakes with weighted levers must not be pinned down. All hand brakes on vehicles must be lifted at Stirling on the Up journey and at Quorn on the Down journey.

Examiners must ensure that the Westinghouse brake on all vehicles attached to passenger trains is in good order, also the hand brake in the brakevan. They must also examine the hand brakes on all vehicles leaving Quorn.

SALTIA—All trucks from this siding for Woolshed Flat and other stations on the Down journey must be taken to Stirling and attached there.

Trucks from Port Augusta and Stirling for Saltia must be taken to Woolshed Flat and attached to Up trains. Engines of Down trains must not be detached from the train at Saltia and before being detached from Up trains the Guard's brake must be fully applied and secured and all hand brakes on vehicles applied. Guards must not leave the brakevan of Down trains whilst travelling from the bottom of the gradient to Summit, nor Up trains from Quorn to Summit and must be specially alert on these sections to use the brake power available if necessary.

Running Schedules—Goods and livestock trains.

PORT AUGUSTA and QUORN.

Schedule of Engine Loads—Mixed, goods, and livestock trains.

Loads. Mixed, Goods, and Live; stock Trains.	Class. N.M. and T.		Tons.	Stations.	Miles from Port Augusta.	Sectional Mileage.	Running Time between Stations.				Max. Loco. Time.
	A	B					Goods and Livestock.		2 Wayside.		
							1 Through.	1 Through.	A	B	
							Min.	Min.	Min.	Min.	
							0	0	0	0	
			320	PORT AUGUSTA	—	41	12	15	26	15	
			162	Stirling	41	7	24	27	17	29	
			162	Saltia	111	3	16	18	27	19	
			162	Woolshed Flat	142	5	25	28	12	30	
			162	Summit	20	4	12	13	12	13	
			—	QUORN	242	—	—	—	—	—	

Electric Staff Block system between Port Augusta and Stirling. Train order system under Train Control between Stirling and Quorn.

PORT AUGUSTA and QUORN.

DOWN.

Miles from Port Augusta.	Stations.	Mixed. Tuesday 357	Mixed. Thurs. Friday 559 659	Goods Wednes. 425
		p m	p m	a m
—	PORT AUGUSTA	4 00	4 30	5 30
4 $\frac{1}{4}$	Stirling	4 12	4 42	5 43
—	"	4 15	4 45	5 48
11 $\frac{1}{4}$	Saltia	—	—	—
—	"	—	—	—
14 $\frac{3}{4}$	Woolshed Flat	4 52	5 22	6 30
—	"	4 55	5 25	6 33
20	Summit	—	—	—
—	"	—	—	—
24 $\frac{3}{4}$	QUORN	5 30	6 00	7 13

The load of No. 357 and 559/659 must consist of vehicles fitted with Westinghouse air brake, or train pipe, in effective operation.

B

Schedule of Engine Loads. Mixed, Goods, and Livestock trains.

Running Schedules. Goods and livestock trains.

QUORN and PORT AUGUSTA.

A	B	Loads. Mixed, Goods and Live-Stock Trains.		Stations.	Miles from Adelaide.	Sec-tional Mile-age.	Running Time Between Stations.				Max. Loco. Time.		
		Class. N.M. and T.					Goods and Livestock.		1. Through.			2. Wayside.	
		Tons.	Tons.				Min.	Max.	Min.	Max.		Min.	Max.
		216	270	QUORN	234 $\frac{1}{2}$	—	0	0	0	0	—	—	
		360	450	Summit	239 $\frac{1}{2}$	4 $\frac{3}{4}$	22	25	22	25	17	17	
		400	500	Woolshed Flat	244 $\frac{1}{2}$	5 $\frac{1}{4}$	15	16	16	16	13	13	
		400	500	Saltia	248	3 $\frac{1}{2}$	11	12	12	12	18	18	
		400	500	Stirling	255	7	17	17	17	17	18	18	
		—	—	PORT AUGUSTA	259 $\frac{1}{2}$	4 $\frac{1}{4}$	10	11	11	11	12	12	

QUORN and PORT AUGUSTA.

UP.

Miles from Adelaide.	Stations.	Mixed Wednes.	Mixed Thurs.	Mixed Tuesdays
		250	570	322
		a m	a m	a m
234½	QUORN	11 00	10 00	4 10
239¼	Summit	—	—	—
244½	Woolshed Flat	11 40	10 40	4 50
248	Saltia	11 43	10 43	4 53
255	Stirling	12 12	11 13	5 28
	PORT AUGUSTA	12 17	11 18	5 33
259¼		12 30	11 30	5 45

The load of No. 250, 570/322, must consist of vehicles fitted with Westinghouse air brake, or train pipe, in effective operation.

GENERAL NOTES.

No. 559 mixed Port Augusta to Alice Springs on Thursdays and No. 250 mixed Alice Springs to Port Augusta on Mondays will work with sleeping cars, sitting-up cars and dining cars attached, and will handle the following traffic :—

- (a) Passengers, mails, luggage and parcels traffic to and from all scheduled stopping places Quorn to Alice Springs inclusive.
(Note :—Sleeping berths will only be allotted to passengers for Marree or south thereof after all passengers for stations north of Marree have been provided for.)
- (b) Perishable traffic for stations Oodnadatta to Alice Springs inclusive.
- (c) Goods traffic for Alice Springs.

No. 250 will convey perishable and small consignments of goods traffic for scheduled stopping places between Alice Springs and Oodnadatta.

Only bogie waggons are to be attached to these trains.

THESE TRAINS ARE NOT TO PERFORM ROADSIDE WORK EXCEPT AS SHOWN ABOVE.

No. 463 goods Quorn to Alice Springs Wednesdays will convey perishable traffic for stations Telford to Mt. Dutton inclusive ; goods and livestock for stations Callana to Oodnadatta inclusive and goods and livestock for Alice Springs.

No. 573 goods Quorn to Alice Springs Thursdays will convey goods and livestock for stations Oodnadatta to Alice Springs inclusive.

No. 357 mixed Port Augusta to Marree on Tuesdays will carry passengers, mails, parcels, luggage, and perishables for all stations between Port Augusta and Marree and will convey goods traffic for stations Telford to Marree inclusive.

No. 570 mixed Marree to Port Augusta Thursdays will convey passengers, mails, parcels, and luggage from all stations Marree to Port Augusta, but will pick up goods traffic from stations Marree to Telford inclusive only.

No. 659 mixed Port Augusta to Quorn on Fridays, and No. 731 mixed Quorn to Marree on Saturdays will convey passengers, mails, parcels, luggage, perishables, goods, and livestock Port Augusta to Quorn and all stations Quorn to Marree.

No. 214 mixed Marree to Quorn on Mondays, and No. 322 mixed Quorn to Port Augusta on Tuesdays will convey passengers, mails, luggage, parcels, goods, and livestock from all stations Marree to Quorn and from Quorn to Port Augusta.

GENERAL NOTES.—Continued

No. **425** goods Port Augusta to Telford on Wednesdays will convey goods, livestock, and perishable traffic to and from stations Willochra to Telford inclusive.

No. **48** goods Telford to Beltana on Wednesdays, and No. **50** goods Beltana to Quorn on Thursdays will convey goods and livestock traffic to and from stations Telford to Quorn inclusive.

Pay and postal car will work on alternate weeks as follows:—

Quorn-Telford by No. **425** Wednesdays ;
Telford-Oodnadatta by No. **463** Thursdays ;
Oodnadatta-Alice Springs by No. **573** Saturdays ;
Returning from Alice Springs by No. **250** Mondays.

PROVISIONS AND CAMP WATER.

Provisions for camps Quorn to Marree will be served by No. **731** on Saturdays. Camps Callana to Oodnadatta will be served by No. **463**. These supplies to go forward from Port Augusta by No. **425** on Wednesdays. Camps at these locations will also be watered by the same train.

Camps north of Oodnadatta will be served by No. **573**. Orders for supplies are to be placed accordingly in good time.

PERISHABLE TRAFFIC.

On dates as advised by the Chief Traffic Manager, the following will be the programme for working of NFB's, NVS's, and ice boxes.

NFB's **1142** and **1143** will arrive Quorn ex Terowie on Thursdays loaded with perishable traffic in time for onward dispatch to Alice Springs by No. **559** mixed.

The NFB's will be returned from Alice Springs by No. **250** mixed on Mondays, arriving Quorn on Wednesdays, and will be dispatched same day to Terowie.

An NVS van loaded with perishable traffic for stations Callana to Oodnadatta inclusive, will be dispatched from Quorn by No. **463** on Wednesdays. This van must be returned by the first available "UP" train to Quorn for dispatch again on the following Wednesday.

An ice box on NGS waggon loaded with perishable traffic for stations Willochra to Marree inclusive, will be dispatched from Quorn by No. **425** goods on Wednesdays for Telford and onward from Telford by No. **463** to Marree. This NGS will be returned to Quorn by No. **570** ex Marree on Thursdays. The NGS will be dispatched loaded from Quorn by No. **731** on Saturdays to Marree and returned by No. **214** on Mondays to Quorn in time for loading and dispatch on Wednesdays.

GENERAL NOTES.—Continued

An ice box on NGS waggon will run between Port Augusta and Quorn on the following weekly programme:—

Leave Port Augusta, loaded with ice, by No. **425** on Wednesdays, return to Port Augusta by first train.

Leave Port Augusta, loaded with ice, by goods train on Thursdays, return to Port Augusta by No. **570** on Fridays.

BRAKEVAN WORKING.

NHBR 30 will work on No. **559** and No. **250**.

NH 4 will work on Nos. **357/731, 214/570**.

No. **559** mixed train may run ahead of time enroute but must not depart from the following stations before scheduled time:—

Quorn	Marree	Oodnadatta
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No. **250** mixed train may run ahead of time enroute, but must not depart from the following stations before scheduled time:—

Alice Springs	Oodnadatta	Marree
---------------	------------	--------

Nos. **357, 731, 214**, and **570** Marree mixed trains may run ahead of time enroute but must not depart from the following stations more than thirty (30) minutes ahead of schedule:—

Farina	Beltana	Hawker	Parachilna	Copley
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The load of all mixed trains working between Quorn, Marree, Oodnadatta, and Alice Springs must consist of vehicles fitted with Westinghouse air-brake or train pipe complete, and in effective operation.

QUORN-TELFORD CONDITIONAL COAL TRAINS.
TRAIN ORDER SYSTEM UNDER TRAIN CONTROL.

		Sunday.				Monday.				Tuesday.				
		139	157	173	221	239	255	273	321	339	355	375		
QUORN	.... dep	9 40 am	3 50 pm	9 20 pm	3 40 am	9 30 am	3 15 pm	9 20 pm	3 40 am	9 30 am	3 20 pm	9 30 pm		
BELTANA	.... arr	4 46 pm	10 58 pm	4 30 am Mon.	10 34 am	4 33 pm	9 37 pm	3 52 am	10 46 am	4 26 pm	10 03 pm	4 13 am		
"	.... dep	5 06 pm	11 18 pm	5 03 am	10 54 am	4 53 pm	9 57 pm	4 12 am	11 06 am	4 46 pm	10 23 pm	5 18 am		
TELFORD	.... arr	6 05 pm	12 53 am Mon.	6 22 am	12 29 pm	6 28 pm	11 16 pm	5 45 am Tues.	12 26 am	6 38 pm	12 00 pm	6 38 am		

22

		Wednesday.				Thursday.				Friday.				
		431	453	473	517	539	557	579	625	639	657	671		
QUORN	.... dep	7 30 am	2 10 pm	9 20 pm	2 30 am	9 30 am	4 00 pm	11 05 pm	4 25 am	9 50 am	3 20 pm	8 20 pm		
BELTANA	.... arr	2 50 pm	9 17 pm	4 09 am	9 46 am	4 02 pm	10 12 pm	5 25 am	11 13 am	4 46 pm	10 00 pm	4 18 am		
"	.... dep	3 10 pm	9 37 pm	4 50 am	10 06 am	4 22 pm	10 33 pm	5 45 am	11 33 am	5 06 pm	10 20 pm	4 38 am		
TELFORD	.... arr	4 45 pm	11 12 pm	6 25 am Thur.	11 41 am	5 46 pm	12 56 am Fri.	7 16 am Fri.	12 53 pm	6 31 pm	11 56 pm	5 56 am Sat.		

Saturday.

		743	757	773
QUORN	.... dep	11 00 am	3 14 pm	9 10 pm
BELTANA	.... arr	5 46 pm	10 46 pm	3 54 am
"	.... dep	10 33 am	11 06 pm	4 30 am
TELFORD	.... arr	7 40 pm	12 20 am Sun.	5 48 am

TELFORD-QUORN CONDITIONAL COAL TRAINS.
TRAIN ORDER SYSTEM UNDER TRAIN CONTROL.

		Sunday.				Monday.				Tuesday.			
		100	102	104	106	200	202	204	206	300	302	304	306
TELFORD	.... dep	2 35 am	8 10 am	2 40 pm	9 10 pm	3 10 am	10 00 am	3 00 pm	9 00 pm	3 10 am	9 10 am	2 45 pm	9 34 pm
BELTANA	.... arr	4 24 am	10 03 am	4 30 pm	10 57 pm	4 58 am	12 03 pm	4 49 pm	11 08 pm	5 22 am	10 59 am	4 31 pm	11 34 pm
"	.... dep	4 44 am	10 23 am	4 50 pm	11 17 pm	5 18 am	12 23 pm	5 09 pm	11 28 pm	5 42 am	11 19 am	4 51 pm	11 54 pm
QUORN	.... arr	11 35 am	4 47 pm	11 13 pm Mon.	5 38 am	12 21 pm	7 00 pm	12 07 am Tues.	6 33 am Tues.	12 29 pm	6 09 pm	11 15 pm	6 47 am Wed.

23

		Wednesday.				Thursday.				Friday.			
		400	402	404	406	500	502	504	506	600	602	604	606
TELFORD	.... dep	3 28 am	8 40 am	1 17 pm	7 40 pm	2 50 am	9 18 am	2 10 pm	7 46 pm	3 35 am	9 30 am	2 55 pm	8 32 pm
BELTANA	.... arr	5 15 am	10 48 am	3 05 pm	9 30 pm	4 45 am	11 18 am	4 00 pm	9 37 pm	5 39 am	11 20 am	4 42 pm	10 18 pm
"	.... dep	5 35 am	11 08 am	3 25 pm	9 50 pm	5 05 am	11 38 am	4 20 pm	9 57 pm	5 59 am	11 40 am	5 02 pm	10 38 pm
QUORN	.... arr	12 25 pm	5 35 pm	11 16 pm	4 25 am Thur.	12 32 pm	6 50 pm	10 55 pm	6 15 am Fri.	12 40 pm	6 44 pm	12 13 am Sat.	4 46 am Sat.

Saturday.

		700	702	704	706
TELFORD	.... dep	2 42 am	8 40 am	2 40 pm	10 09 pm
BELTANA	.... arr	4 29 am	10 27 am	4 09 pm	12 17 am
"	.... dep	4 49 am	10 47 am	4 29 pm	12 37 am
QUORN	.... arr	12 02 pm	5 34 pm	11 12 pm	7 22 am Sun.

QUORN and MARREE.

DOWN.

Loads. Mixed, Goods and Live- Stock Trains.		Class. N.M. and T.		Stations.	Miles from Adelaide.	Sec- tional Mile- age.	Running Time Between Stations.				Max. Loco. Time.	
A	B	A	B				Goods and Livestock.		2. Wayside.			
							1. Through.	2. Wayside.	A	B		Min.	Min.
		Tons.	Tons.									
		480	600	QUORN	234½	—	0	0	0	0	0	—
		480	600	Willochra	245½	10½	23	23	23	25	25	—
		296	370	Gordon	255½	10	27	29	29	32	32	—
		344	430	Wilson	265½	10½	29	31	31	34	34	—
		400	500	Hawker	275	10	24	26	26	28	28	10
		296	370	Hookina	286	11½	31	33	34	36	36	—
		344	430	Mern Merna	297	10½	27	29	29	32	32	—
		440	550	Edeowie	310	13½	39	40	40	42	42	—
		440	550	Brachina	316½	6	15	16	17	20	20	10
		440	550	Commodore	323½	6½	17	18	19	22	22	—
		344	430	Parachilna	330½	7½	19	22	22	26	26	—
		328	410	Nilpena	341½	10½	29	32	32	35	35	—
		264	330	Beltana	353½	12	34	36	36	39	39	10

264	330	UX	10	30	33	36	10
440	550	WX	9½	26	28	27	30
328	410	UX	5¾	14	15	16	17
408	510	UX	13½	29	30	31	32
440	550	U△LWX	16½	36	37	37	39
440	550	UX	12	28	29	29	31
440	550	UX	12½	28	29	29	31
344	430	□△CELX	8	18	20	20	23

* The time allowed for locomotive purposes at Marree includes the detaching of engine, running to and from the Loco. Depot and attaching the engine.

MARREE and OODNADATTA.

DOWN.

Loads. Mixed, Goods and Live- Stock Trains.		Stations.	Miles from Adelaide.	Sec- tional Mile- age.	Running Time Between Stations.						Max. Loco. Time.
A	B				Goods and Livestock.		2. Wayside.		Min.		
Class. N.M. and T.											
A	B	A	B	A	B	Min.	A	B	Min.		
Tons.		Tons.									
344	430	MARREE	441	—	0	0	0	0	0	—	
400	500	Callana	450	□△CELX	22	23	24	26	26	10	
344	430	Wangianna	463	UX	29	31	31	33	33	—	
344	430	Alberrie Creek	473½	UX	27	29	29	32	32	10	
344	430	Boopeechee	483	UX	23	24	25	26	26	—	
344	430	Lake Eyre	494	UX	24	25	25	26	26	—	
440	550	Curdimurka	503½	UX	21	23	23	25	25	10	
440	550	Margaret Siding	512½	UX	21	23	23	26	26	—	
344	430	Coward Springs	521	△UX	19	21	21	24	24	—	
440	550	Beresford	535½	UX	33	35	36	38	38	15	
344	430	Strangways	543	UX	20	23	22	25	25	—	
344	430	Irrapatanna	553½	UX	26	28	28	31	31	—	
344	430	William Creek	566½	△UX	35	37	37	40	40	—	

344	430	Douglas	573½	UX	21	23	23	25	25	—
376	470	Anna Creek	582½	UX	21	23	23	25	25	10
376	470	Box Creek	592½	UX	27	29	29	31	31	—
400	500	Boorthanna	602½	UX	26	28	28	30	30	—
400	500	Duff Creek	613½	UX	27	29	29	31	31	—
400	500	Edward Creek	623½	△WX	24	26	26	28	28	10
344	430	Warrina	633½	UX	23	25	25	28	28	—
344	430	Peake Creek	643½	UX	21	23	23	25	25	—
344	430	Algeuckina	653	UX	23	25	25	28	28	—
344	430	Mount Dutton	662½	△UX	25	27	27	29	29	15
344	430	North Creek	673½	UX	34	36	36	39	39	—
344	430	OODNADATTA	688	□△CELX	41	43	43	46	46	60*

* The time allowed for locomotive purposes at Oodnadatta includes the detaching of the engine, running to and from the Loco. Depot and attaching the engine.

OODNADATTA and ALICE SPRINGS.

DOWN.

A	Loads. Mixed, Goods and Live- Stock Trains.		Stations.	Miles from Adelaide.	Sec- tional Mile- age.	Running Time Between Stations.				Max. Loco. Time.
	A	B				Goods and Livestock.		2. Wayside.		
						1. Through.	A		B		Min.
						Min.	Min.	Min.	Min.	
	Tons.	Tons.								
	344	430	OODNADATTA	688	—	0	0	0	0	—
	344	430	Todmorden	701½	13½	34	36	36	38	—
	344	430	Wire Creek	709	7½	—	—	—	—	—
	344	430	Alberga	713½	4¼	30	32	32	34	10
	344	430	Macumba	721½	8	24	24	26	26	—
	344	430	Mount Sarah	732	10¾	23	25	25	27	—
	344	430	Mount Rebecca	742½	10½	33	35	35	38	—
	344	430	Pedirka	753½	11	41	41	43	43	10
	344	430	Mount Emery	765	11½	30	32	32	34	—
	344	430	Ilbunga	773½	8½	18	20	20	22	10
	344	430	Bloods Creek	786½	13½	31	33	33	35	—
	344	430	Abminga	796½	9¾	23	24	24	25	60*
	344	430	Wall Creek	808½	12	29	31	31	33	—

	344	430	Duffield	818½	10	22	23	23	24	—
	344	430	Crown Point	828¾	10¼	24	26	26	28	—
	344	430	Finke	839	10¼	24	26	31	33	15
	344	430	Musgrave	848¾	9¾	29	29	23	25	—
	344	430	Rumbalara	858¾	10	22	23	26	28	—
	344	430	Mount Squire	868	9½	24	26	26	28	—
	344	430	Engoordina	878¾	10¾	26	28	28	31	10
	344	430	Bundooma	893	14¼	36	38	38	41	—
	344	430	Maryvale	907	14	37	39	39	41	—
	344	430	Rodonga	918½	11¼	30	31	31	34	—
	344	430	Deepwell	932¾	14½	40	42	42	45	—
	344	430	Ooraminna	940	7½	19	21	21	23	—
	344	430	Mount Pollhill	950¾	10¾	27	29	29	32	—
	344	430	Ewaminga	960½	9¾	26	28	28	31	—
	344	430	Mount Ertiva	970½	10	24	26	26	29	—
	344	430	Heavitree	977½	6¾	16	17	17	19	—
	—	—	ALICE SPRINGS	981	3¾	9	10	10	11	—

* The time allowed for locomotive purposes at Abminga includes the detaching of engine, running to and from the Loco. Depot and attaching the engine.

QUORN and MARREE.

DOWN.

Train Order System under Train Control between Quorn and Marree.

Miles from Adelaide.	Stations.	Train Order System under Train Control between Quorn and Marree.						Cond. Goods Saturday	Cond. Goods Wednesday	Cond. Goods Thursday	* Mixed Goods Thursday
		Cond. Goods Satur.	Cond. Goods Monday	Mixed Tuesday	Goods Wednesday	Cond. Goods Wednesday	Cond. Goods Thursday				
		13	267	357	425	463	511	531	559		
		a m	p m	p m	a m	p m	a m	a m	p m		
		12 40	7 15	6 40	8 15	5 45	12 30	6 50	7 15		
234½	QUORN			6 40	8 15	5 45	12 30	6 50	7 15		
245¼	Willochra			7 03	8 40						
—	"			7 08	8 50				7 38		
255¼	Gordon			7 35	9 20 ⁹						
—	"			7 40	9 30 ⁹				8 05		
265½	Wilson			8 17	10 07						
—	"			8 22	10 15				8 42		
275½	Hawker			8 48	10 41				9 08		
—	"			9 03	11 16				9 24		
286¾	Hookina			9 39 ⁹	11 50						
—	"			9 44 ⁹	12 00				10 00		
297	Mern Merna			10 13	12 32 ⁹						
—	"			10 18	12 42 ⁹				10 29		
310¼	Edeowie			10 58	1 24						
—	"			11 03	1 39				11 09		

316¾	Brachina			11 19	1 56				11 25	
—	"			11 29	2 15				11 35	
323½	Commodore			11 48	2 34					
—	"			11 53	2 44					
330¾	Parachilna			12 12 ^{am}	3 06				11 54 ^{1/2}	
—	"			12 27	3 25				12 13 ^{am}	
341½	Nilpena			—	3 59				12 28	
—	"			12 59	4 05				1 00	
353½	Beltana			1 39	4 42				1 36 ⁹	
—	"			1 50	5 25				1 46 ⁹	
363½	Puttapa			—	—				—	
—	"			2 26	6 11				2 22	
373¼	Copley			2 53 ⁹	6 39				2 50	
—	"			3 03 ⁹	7 18				3 00	
379	Telford			3 26	7 34				3 21	
—	"			4 00	—				3 25	
392½	Lyndhurst			4 32	—				3 56	
—	"			4 52	—				4 00	
408¾	Farina			5 28 ⁹	—				4 37	
—	"			5 48 ⁹	—				4 52	
420¾	Wirrawilla			6 19	—				—	
—	"			6 24	—				5 21	
433	Mundowdna			—	—				—	
—	"			6 53	—				5 49	
—	"			a m 7 15	—				—	
441	MARREE			a m 7 15	—				—	
—	"			8 25	—				5 22	
		13	267	357	425	463	511	531	*559	

* See page 19 for Instructions.

QUORN and MARREE.

DOWN—continued.

Stations.	Goods Thursday	Cond. Goods Friday	611	615	Cond. Goods Friday	631	Mixed Saturday	731	Cond. Goods Saturday	763
QUORN	9 00	12 25	611	615	6 50	7 00	731	5 45		
Willochra	—	—	—	—	—	7 25 ^{am}	—	—	—	
"	—	—	—	—	—	7 30 ^{am}	—	—	—	
Gordon	—	—	—	—	—	8 02	—	—	—	
"	—	—	—	—	—	8 12	—	—	—	
Wilson	—	—	—	—	—	8 45	—	—	—	
"	—	—	—	—	—	8 55	—	—	—	
Hawker	—	—	—	—	—	9 23	—	—	—	
"	—	—	—	—	—	10 03	—	—	—	
Hookina	—	—	—	—	—	10 37	—	—	—	
"	—	—	—	—	—	10 50	—	—	—	
Mern Merna	—	—	—	—	—	11 22	—	—	—	
"	—	—	—	—	—	11 33	—	—	—	
Edeowie	—	—	—	—	—	12 23 ^{pm}	—	—	—	
"	—	—	—	—	—	12 33	—	—	—	
Brachina	—	—	—	—	—	12 53	—	—	—	
"	—	—	—	—	—	1 08	—	—	—	

Commodore	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Parachilna	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Nilpena	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Beltana	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Puttapa	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Copley	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Telford	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Lyndhurst	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Farina	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Wirrawilla	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
Mundowdna	arr	—	—	—	—	—	—	—	—	—
"	dep	—	—	—	—	—	—	—	—	—
MARREE	arr	8 54 ^{am}	11 48 ^{am}	1 28 ^{pm}	6 40 ^{pm}	11 05 ^{am}	—	—	—	—
"	dep	Friday	—	—	—	11 29	—	—	4 29 ^{am}	Sunday
		573	611	615	631	731	763			

MARREE and OODNADATTA. DOWN.

Train Order System under Train Control between Marree and Oodnadatta.

Miles from Adelaide.	Stations.	Goods Conditional.		
		13	67	63
441	MARREE	p m 1 21	a m 8 25	a m 6 00
450	Callana	—	—	—
463	Wangianna	—	—	—
473½	Alberrie Creek	—	—	—
483½	Bopeechee	—	—	—
494½	Lake Eyre	—	—	—
503½	Curdimurka	—	—	—
512½	Margaret Siding	—	—	—
521	Coward Springs	—	—	—
535½	Beresford	—	—	—
545½	Strangways	—	—	—

552½	Irrapatanna	—	—	—
566½	William Creek	—	—	—
573½	Douglas	—	—	—
582½	Anna Creek	—	—	—
592½	Box Creek	—	—	—
602½	Boorthanna	—	—	—
613½	Duff Creek	—	—	—
623½	Edward Creek	—	—	—
633½	Warrina	—	—	—
643½	Peake Creek	—	—	—
653	Algebuckina	—	—	—
662½	Mount Dutton	—	—	—
673½	North Creek	—	—	—
688	OODNADATTA	a m 3 00	p m 10 20	p m 7 48
		4 05	11 20	8 48
		To Alice Springs	To Alice Springs	To Alice Springs
		13	67	63

MARREE and OODNADATTA.

DOWN—continued.

Stations.	Cond. Goods	631	Cond. Goods	631	Mixed, Friday	559	Goods, Friday	573
MARREE	dep	p m 6 22	—	p m 7 40	a m 7 02	—	a m 9 57	—
Callana	arr	—	—	—	7 28	—	—	—
Wangianna	arr	—	—	—	7 48	—	—	—
Alberrie Creek	dep	—	—	—	8 21	—	—	—
"	arr	—	—	—	8 53	—	—	—
Bopeechee	dep	—	—	—	9 03	—	—	—
"	arr	—	—	—	9 28	—	—	—
Lake Eyre	dep	—	—	—	9 53	—	—	—
"	arr	—	—	—	—	—	—	—
Curdimurka	dep	—	—	—	10 18	—	—	—
"	arr	—	—	—	10 28	—	—	—
Margaret Siding	dep	—	—	—	10 54	—	—	—
"	arr	—	—	—	11 14	—	—	—
Coward Springs	dep	—	—	—	11 16	—	—	—
"	arr	—	—	—	11 54	—	—	—
Beresford	dep	—	—	—	12 09 ^{pm}	—	—	—
"	arr	—	—	—	—	—	—	—
Strangways	dep	—	—	—	12 31	—	—	—
"	arr	—	—	—	—	—	—	—

Irrapatanna	arr	—	—	—	1 01	—	—	—
"	dep	—	—	—	1 38	—	—	—
William Creek	arr	—	—	—	1 48	—	—	—
"	dep	—	—	—	2 05	—	—	—
Douglas	arr	—	—	—	2 28	—	—	—
"	dep	—	—	—	2 38	—	—	—
Anna Creek	arr	—	—	—	3 09	—	—	—
"	dep	—	—	—	3 37	—	—	—
Box Creek	arr	—	—	—	4 06	—	—	—
"	dep	—	—	—	4 32	—	—	—
Boorthanna	arr	—	—	—	4 52	—	—	—
"	dep	—	—	—	5 24	—	—	—
Duff Creek	arr	—	—	—	5 49	—	—	—
"	dep	—	—	—	6 04	—	—	—
Edward Creek	arr	—	—	—	6 32	—	—	—
"	dep	—	—	—	6 59	—	—	—
Warrina	arr	—	—	—	7 14	—	—	—
"	dep	—	—	—	7 53	—	—	—
Peake Creek	arr	—	—	—	8 36	—	—	—
"	dep	—	—	—	10 15	—	—	—
Algebuckina	arr	—	—	—	10 15	—	—	—
"	dep	—	—	—	Friday to Alice Springs	—	—	—
Mount Dutton	arr	—	—	—	7 14	—	—	—
"	dep	—	—	—	7 53	—	—	—
North Creek	arr	—	—	—	7 53	—	—	—
"	dep	—	—	—	8 36	—	—	—
OODNADATTA	arr	a m 9 15	a m 9 15	p m 8 36	a m 12 50	—	—	—
"	dep	10 15	10 15	10 15	2 20	—	—	—
"	arr	Fri. to Alice Springs	Sat. to Alice Springs	Friday to Alice Springs	Sat. to Alice Springs	—	—	—
"	dep	581	631	559	573	—	—	—

OODNADATTA and ALICE SPRINGS. DOWN.

Train Order System under Train Control between Oodnadatta and Alice Springs.

Miles from Adelaide.	Stations.	Goods Conditional.		
		13	67	63
688	OODNADATTA	a m	p m	p m
701½	Todmorden	4 05	11 20	8 48
709	Wire Creek	—	—	—
713½	Alberga	—	—	—
721½	Macumba	—	—	—
732	Mount Sarah	—	—	—
742½	Mount Rebecca	—	—	—
753½	Pedirka	—	—	—
765	Mount Emery	—	—	—
773½	Ilbunga	—	—	—
786½	Bloods Creek	—	—	—
796½	Abminga	9 54 ^{am}	6 12 ^{am}	3 42 ^{am}
808½	Wall Creek	10 55	7 12	4 50

818½	Duffield	UX arr	—	—
828½	Crown Point	UX arr	—	—
839	Finke	UXW arr	—	—
848½	Musgrave	UX arr	—	—
858½	Rumbalara	UX arr	—	—
868	Mount Squire	UX arr	—	—
878½	Engoordina	UX arr	—	—
893	Bundooma	UXW arr	—	—
907	Maryvale	UX arr	—	—
918½	Rodonga	UX arr	—	—
932½	Deepwell	UX arr	—	—
940	Ooraminna	UX arr	—	—
950½	Mount Polhill	UX arr	—	—
960½	Ewaninga	UX arr	—	—
970½	Mount Ertiva	UX arr	—	—
977½	Heavitree	—	—	—
981	ALICE SPRINGS	UXW arr	9 33 ^{pm}	5 00 ^{pm} 2 46 ^{pm}

OODNADATTA and ALICE SPRINGS.

DOWN—continued.

Stations.	Cond. Goods 31	Mixed, Friday 559	Goods Saturday 573
OODNADATTA	a m 10 15	p m 10 15	a m 2 20
Todmorden	dep	arr	—
"	arr	dep	—
Wire Creek	dep	arr	—
"	arr	dep	—
Alberga	dep	arr	—
"	arr	dep	—
Macumba	dep	arr	—
"	arr	dep	—
Mount Sarah	dep	arr	—
"	arr	dep	—
Mount Rebecca	dep	arr	—
"	arr	dep	—
Pedirka	dep	arr	—
"	arr	dep	—
Mount Emery	dep	arr	—
"	arr	dep	—
Ilbunga	dep	arr	—
"	arr	dep	—
Bloods Creek	dep	arr	—
"	arr	dep	—
Abminga	dep	arr	—
"	arr	dep	—
Wall Creek	dep	arr	—
"	arr	dep	—
	4 22 ^{pm}	4 08	8 26 ^{am}
	5 22	5 08	10 00

Duffield	arr	6 05	—
"	dep	—	—
Crown Point	arr	—	—
"	dep	—	—
Finke	arr	6 59	—
"	dep	7 29	—
Musgrave	arr	—	—
"	dep	—	—
Rumbalara	arr	8 35	—
"	dep	8 49	—
Mount Squire	arr	—	—
"	dep	—	—
Engoordina	arr	—	—
"	dep	—	—
Bundoona	arr	9 49	—
"	dep	10 28	—
Maryvale	arr	10 38	—
"	dep	—	—
Rodinga	arr	—	—
"	dep	—	—
Deepwell	arr	11 52	—
"	dep	—	—
Ooraminna	arr	12 47 ^{pm}	—
"	dep	—	—
Mount Polhill	arr	—	—
"	dep	—	—
Ewaninga	arr	—	—
"	dep	—	—
Mount Ertiva	arr	2 09	—
"	dep	—	—
Heavitree	arr	—	—
"	dep	—	—
ALICE SPRINGS	arr	—	—
	am 3 38	pm 3 10	pm 10 52
	31	559	573

ALICE SPRINGS and OODNADATTA.

UP.

Loads. Mixed, Goods and Live- Stock Trains.		Stations.	Miles from Alice Springs.	Sec- tional Mile- age.	Running Time Between Stations.				Max. Loco. Time.
Class. N.M. and T.					Goods and Livestock.		2. Wayside.		
A	B	A	B	A	B	A	B	A	B
Tons.		Tons.		Min.		Min.		Min.	
344	430	ALICE SPRINGS	—	—	—	0	0	0	—
344	430	Heavitree	3 $\frac{3}{4}$	3 $\frac{3}{4}$	9	10	10	11	—
344	430	Mount Eriva	10 $\frac{1}{2}$	6 $\frac{3}{4}$	15	16	16	17	—
344	430	Ewanga	20 $\frac{1}{2}$	10	24	26	26	29	—
344	430	Mount Polhill	30 $\frac{1}{2}$	9 $\frac{3}{4}$	25	27	27	29	—
344	430	Ooraminna	41	10 $\frac{1}{2}$	26	28	28	30	—
344	430	Deepwell	48 $\frac{1}{2}$	7 $\frac{1}{2}$	21	23	23	25	—
344	430	Rodriga	62 $\frac{3}{4}$	14 $\frac{1}{2}$	33	35	34	36	—
344	430	Maryvale	74	11 $\frac{1}{2}$	29	30	31	33	—
344	430	Bundooma	88	14	36	38	38	40	10
344	430	Engoordina	102 $\frac{1}{2}$	14 $\frac{1}{2}$	37	39	39	42	—
344	430	Mount Squire	113	10 $\frac{1}{2}$	25	27	27	30	—
344	430	Rumbalara	122 $\frac{1}{2}$	9 $\frac{1}{2}$	23	25	25	27	10

344	430	Musgrave	132 $\frac{1}{2}$	10	20	22	22	24	—
344	430	Finke	142	9 $\frac{3}{4}$	26	28	28	31	15
344	430	Crown Point	152 $\frac{1}{2}$	10 $\frac{1}{2}$	25	27	27	29	—
344	430	Duffield	162 $\frac{1}{2}$	10 $\frac{1}{2}$	24	26	26	28	—
344	430	Wall Creek	172 $\frac{1}{2}$	10	22	23	23	24	—
344	430	Abminga	184 $\frac{1}{2}$	12	29	31	31	33	60*
344	430	Bloods Creek	194 $\frac{1}{2}$	9 $\frac{3}{4}$	22	24	24	26	—
344	430	Ilbunga	207 $\frac{1}{2}$	13 $\frac{1}{2}$	31	33	33	35	10
344	430	Mount Emery	216	8 $\frac{1}{2}$	21	23	23	25	—
344	430	Pedirka	227 $\frac{1}{2}$	11 $\frac{1}{2}$	26	28	28	30	10
344	430	Mount Rebecca	238 $\frac{1}{2}$	11	41	41	43	43	—
344	430	Mount Sarah	249	10 $\frac{1}{2}$	28	30	30	32	—
344	430	Macumba	259 $\frac{3}{4}$	10 $\frac{3}{4}$	24	26	26	28	—
344	430	Alberga	267 $\frac{3}{4}$	8	23	25	25	27	10
344	430	Wire Creek	272	4 $\frac{1}{2}$	—	—	—	—	—
344	430	Todmorden	279 $\frac{1}{2}$	7 $\frac{1}{2}$	35	37	37	39	—
—	—	OODNADATTA	293	13 $\frac{1}{2}$	34	36	36	38	60*

* The time allowed for locomotive purposes at Abminga and Oodnadatta includes the detaching of engine, running to and from Loco. Depot, and attaching the engine.

OODNADATTA AND MARREE.

UP.

Loads. Mixed, Goods and Live- Stock Trains.		Class. N.M. and T.		Stations.	Miles from Alice Springs.	Sec- tional Mile- age.	Running Time Between Stations.				Max. Loco. Time.
A	B	A	B				1. Through.		2. Wayside.		
Tons.	Tons.	Min.	Min.				Min.	Min.	Min.	Min.	
360	450	0	0	OODNADATTA..... □△CELX	293	—	0	0	0	—	
360	450	39	41	North Creek..... UX	307½	14½	41	43	43	15	
344	430	27	29	Mount Dutton..... △UWX	318½	11	29	31	31	—	
344	430	25	27	Algebuckina..... UX	328	9¾	27	29	29	—	
344	430	26	28	Peake Creek..... UX	337¾	9¾	28	30	30	—	
440	550	26	28	Warrina..... UX	347½	9¾	28	30	30	—	
400	500	26	28	Edward Creek..... △WX	357	10	28	31	31	10	
400	500	29	31	Duff Creek..... △UX	367¾	10½	31	33	33	—	
400	500	28	30	Boorthanna..... UX	378½	10¾	30	32	32	—	

400	500	23	25	Box Creek..... UX	388½	10	23	25	27	10
400	500	24	26	Anna Creek..... UWX	398½	10	24	26	28	—
400	500	20	22	Douglas..... UX	407	8¾	22	24	24	—
400	500	17	19	William Creek..... △UX	414¾	7¾	19	21	21	—
400	500	33	35	Irrapatanna..... UX	427½	12¾	33	37	37	—
400	500	24	26	Strangways..... UX	437	10	24	26	28	—
400	500	18	20	Beresford..... UWX	445	7¾	20	22	22	15
344	430	37	39	Coward Springs..... △UX	460	14¾	37	39	41	—
344	430	19	21	Margaret Siding..... UX	468	8¾	19	21	23	—
344	430	22	24	Curdimurka..... UX	477	9	22	24	26	10
344	430	25	27	Lake Eyre..... UX	486¾	9½	25	27	30	—
344	430	26	28	Bopeechee..... UX	497	10¾	26	28	30	—
344	430	29	31	Alberrie Creek..... UWX	507½	10¾	29	31	34	10
344	430	32	34	Wangianna..... UX	518	10¾	32	34	37	—
344	430	30	32	Callana..... UWX	531	13	30	32	34	10
—	—	24	26	MARREE..... □△CELX	540	9	24	27	29	60*

* The time allowed for locomotive purposes at Marree includes the detaching of engine, running to and from the Loco. Depot, and attaching the engine.

Schedule of Engine Loads.—Mixed, Goods and Livestock Trains.

Running Schedules.—Goods and Livestock Trains

MARREE and QUORN.

UP.

A	B	Loads.		Stations.	Miles from Alice Springs.	Sec-tional Mile-age.	Running Time Between Stations.				Max. Loco. Time.		
		Mixed, Goods and Live-Stock Trains.					Goods and Livestock.		1. Through.			2. Wayside.	
		Class. N.M. and T.							A	B		A	B
		Tons.	Tons.				Min.	Min.	Min.	Min.			
		A	B	MARREE	540	—	0	0	0	0	—		
		440	550	Mundowdna	548	8	20	22	22	24	—		
		440	550	Wirrawilla	560	12½	29	31	31	33	—		
		440	550	Farina	572	12	28	30	30	32	10		
		296	370	Lyndhurst	588	16½	37	39	39	42	—		
		296	370	Telford	602	13½	34	37	36	40	—		
		296	370	Copley	607	5¾	18	20	20	22	10		
		264	330	Puttapa	617	9¾	30	32	31	34	—		
		264	330	Beltana	627	10	30	31	31	33	—		
		296	370	Nilpena	639	12	28	30	30	32	—		

		360	450	Parachilna	650	10¾	25	27	27	29	—
		360	450	Commodore	657	7¾	18	19	19	20	—
		360	450	Brachina	664	6¾	16	18	18	20	10
		280	350	Edeowie	670	6	15	17	17	19	—
		344	430	Mern Merna	684	13¾	38	41	40	43	—
		264	330	Hookina	694	10½	22	24	24	26	—
		296	370	Hawker	705	11½	36	38	38	41	—
		440	550	Wilson	715	10	26	29	28	32	—
		440	550	Gordon	725	10½	20	22	22	23	—
		324	405	Willochra	735	10	22	23	23	24	—
		—	—	QUORN	746	10¾	27	29	29	32	—

ALICE SPRINGS AND OODNADATTA.

UP.

Train Order System under Train Control between Alice Springs and Oodnadatta.

Miles from Alice Springs.	Stations.	Cond. Goods.	Cond. Goods.	Cond. Goods.
		42	50	66
		a m	p m	a m
		10 55	1 50	9 30
—	ALICE SPRINGS □△CELWX dep			
3 $\frac{3}{4}$	Heavitree arr			
—	“ dep			
10 $\frac{1}{2}$	Mount Ertiva UX arr			
—	“ dep			
20 $\frac{1}{2}$	Ewaninga UX arr			
—	“ dep			
30 $\frac{1}{4}$	Mount Polhill UX arr			
—	“ dep			
41	Ooraminna UX arr			
—	“ dep			
48 $\frac{1}{4}$	Deepwell UX arr			
—	“ dep			
62 $\frac{3}{4}$	Rodinga UX arr			
—	“ dep			
74	Maryvale UX arr			
—	“ dep			
88	Bundooma UWX arr			
—	“ dep			
102 $\frac{1}{4}$	Engoordina UX arr			
—	“ dep			
113	Mount Squire UX arr			
—	“ dep			
122 $\frac{1}{4}$	Rumbalara UX arr			
—	“ dep			
132 $\frac{1}{4}$	Musgrave UX arr			
—	“ dep			

142	Finke UWX arr						
—	“ dep						
152 $\frac{1}{4}$	Crown Point UX arr						
—	“ dep						
162 $\frac{1}{2}$	Duffield UX arr						
—	“ dep						
172 $\frac{1}{2}$	Wall Creek UX arr						
—	“ dep						
184 $\frac{1}{2}$	Abminga □△ELX arr						
—	“ dep						
194 $\frac{1}{4}$	Bloods Creek UX arr						
—	“ dep						
207 $\frac{1}{2}$	Ibunga UWX arr						
—	“ dep						
216	Mount Emery UX arr						
—	“ dep						
227 $\frac{1}{2}$	Pedirka UWX arr						
—	“ dep						
238 $\frac{1}{2}$	Mount Rebecca UX arr						
—	“ dep						
249	Mount Sarah UX arr						
—	“ dep						
259 $\frac{3}{4}$	Macumba UX arr						
—	“ dep						
267 $\frac{3}{4}$	Alberga UWX arr						
—	“ dep						
272	Wire Creek W arr						
—	“ dep						
279 $\frac{1}{2}$	Todmorden UX arr						
—	“ dep						
293	Oodnadatta △CELX arr						
—	“ dep						
		a m	p m	a m	p m	a m	p m
		8 28	10 59	6 51	4 02	3 30	6 45
		4 46	12 00	7 44	5 02	4 30	7 45
		To Quorn	To Quorn	To Quorn	To Quorn	To Quorn	To Quorn
		42	50	66	88	102	120

ALICE SPRINGS AND OODNADATTA.

UP—continued.

Stations.	Goods		Mixed		Cond.	
	Mondays.	Goods	Mondays.	Goods	Goods	48
ALICE SPRINGS.....	a m	3 40	p m	2 00	p m	1 00
Heavitree.....	arr	—	—	—	—	—
“.....	dep	—	—	—	—	—
Mount Ertiva.....	arr	—	2 27	—	—	—
“.....	dep	—	2 53	—	—	—
Ewanninga.....	arr	—	2 58	—	—	—
“.....	dep	—	—	—	—	—
Mount Polhill.....	arr	—	3 27	—	—	—
“.....	dep	—	—	—	—	—
Ooraminna.....	arr	—	3 55	—	—	—
“.....	dep	—	4 18	—	—	—
Deepwell.....	arr	—	4 30	—	—	—
“.....	dep	—	5 06	—	—	—
Rodinga.....	arr	—	5 11	—	—	—
“.....	dep	—	—	—	—	—
Maryvale.....	arr	—	5 44	—	—	—
“.....	dep	—	6 22	—	—	—
Bundooma.....	arr	—	6 32	—	—	—
“.....	dep	—	7 14	—	—	—
Engoordina.....	arr	—	7 19	—	—	—
“.....	dep	—	—	—	—	—
Mount Squire.....	arr	—	7 49	—	—	—
“.....	dep	—	8 14	—	—	—
Rumbalara.....	arr	—	8 29	—	—	—
“.....	dep	—	—	—	—	—
Musgrave.....	arr	—	—	—	—	—
“.....	dep	—	8 53	—	—	—

Finke.....	arr	—	9 21 ^{pm}	—	—	—
“.....	dep	—	9 56	—	—	—
Crown Point.....	arr	—	—	—	—	—
“.....	dep	—	10 25	—	—	—
Duffield.....	arr	—	10 51	—	—	—
“.....	dep	—	10 56	—	—	—
Wall Creek.....	arr	—	—	—	—	—
“.....	dep	—	11 20	—	—	—
Abmunga.....	arr	—	11 51	—	10 51 ^{pm}	—
“.....	dep	—	2 35	—	11 56	—
Bloods Creek.....	arr	—	—	—	—	—
“.....	dep	—	1 22	—	—	—
Ilbunga.....	arr	—	1 55	—	—	—
“.....	dep	—	2 05	—	—	—
Mount Emery.....	arr	—	—	—	—	—
“.....	dep	—	2 30	—	—	—
Pedirka.....	arr	—	2 58	—	—	—
“.....	dep	—	3 13	—	—	—
Mount Rebecca.....	arr	—	—	—	—	—
“.....	dep	—	3 56	—	—	—
Mount Sarah.....	arr	—	4 26	—	—	—
“.....	dep	—	4 36	—	—	—
Macumba.....	arr	—	—	—	—	—
“.....	dep	—	5 04	—	—	—
Alberga.....	arr	—	—	—	—	—
“.....	dep	—	5 41	—	—	—
Wire Creek.....	arr	—	—	—	—	—
“.....	dep	—	—	—	—	—
Todmorden.....	arr	—	—	—	—	—
“.....	dep	—	6 20	—	—	—
OODNADATTA.....	arr	—	6 56 ^{am}	—	5 56 ^{am}	—
“.....	dep	—	8 28 ^{pm}	—	7 11	—
“.....	arr	—	9 40	—	To	Quorn.
“.....	dep	—	To	—	To	Quorn.
Quorn.	250	—	—	—	48	—

* See page 19 for Instructions.

OODNADATTA AND MARREE.

Train Order System under Train Control between Oodnadatta and Marree.

UP.

Miles from Alice Springs.	Stations.	Cond. Goods 42	Cond. Goods 50	Cond. Goods 66	Cond. Goods 38
293	OODNADATTA	a m 4 46	a m 7 44	p m 1 00	a m 4 30
307 $\frac{1}{2}$	North Creek	—	—	—	—
318 $\frac{1}{2}$	Mount Dutton	—	—	—	—
—	“	—	—	—	—
328	Algebuckina	—	—	—	—
—	“	—	—	—	—
337 $\frac{3}{4}$	Peake Creek	—	—	—	—
—	“	—	—	—	—
347 $\frac{1}{2}$	Warrina	—	—	—	—
—	“	—	—	—	—
357 $\frac{1}{2}$	Edward Creek	—	—	—	—
—	“	—	—	—	—
367 $\frac{3}{4}$	Duff Creek	—	—	—	—
—	“	—	—	—	—
378 $\frac{1}{2}$	Boorthanna	—	—	—	—
—	“	—	—	—	—
388 $\frac{1}{2}$	Box Creek	—	—	—	—
—	“	—	—	—	—
398 $\frac{1}{2}$	Anna Creek	—	—	—	—
—	“	—	—	—	—

407 $\frac{1}{4}$	Douglas	—	—	—	—
—	“	—	—	—	—
414 $\frac{3}{4}$	William Creek	—	—	—	—
—	“	—	—	—	—
427 $\frac{1}{2}$	Irrapatanna	—	—	—	—
—	“	—	—	—	—
437 $\frac{1}{2}$	Strangways	—	—	—	—
—	“	—	—	—	—
445 $\frac{1}{4}$	Beresford	—	—	—	—
—	“	—	—	—	—
460	Coward Springs	—	—	—	—
—	“	—	—	—	—
468 $\frac{1}{4}$	Margaret Siding	—	—	—	—
—	“	—	—	—	—
477 $\frac{1}{4}$	Curdimurka	—	—	—	—
—	“	—	—	—	—
486 $\frac{3}{4}$	Lake Eyre	—	—	—	—
—	“	—	—	—	—
497 $\frac{1}{2}$	Bopeechee	—	—	—	—
—	“	—	—	—	—
507 $\frac{1}{4}$	Alberrie Creek	—	—	—	—
—	“	—	—	—	—
518	Wangianna	—	—	—	—
—	“	—	—	—	—
531	Callana	—	—	—	—
—	“	—	—	—	—
540	MARREE	pm 7 24	pm 10 07	am 3 15	pm 7 15
—	“	—	—	—	—
—	“	To Quorn	To Quorn	To Quorn	To Quorn
—	“	42	50	66	38

OODNADATTA and MARREE.

UP—continued.

Stations.	Goods.	Mixed	Cond. Goods.	Cond. Goods.
	220	250	48	52
OODNADATTA.....	p m 9 40	a m 8 11	a m 7 11	p m 8 00
North Creek.....	arr	—	—	—
Mount Dutton.....	dep	8 54	—	—
“.....	arr	9 23	—	—
“.....	dep	9 38	—	—
Algeuckina.....	arr	—	—	—
“.....	dep	10 07	—	—
Peake Creek.....	arr	10 35	—	—
“.....	dep	10 50	—	—
Warrina.....	arr	—	—	—
“.....	dep	11 18	—	—
Edward Creek.....	arr	11 44	—	—
“.....	dep	12 14 ^{pm}	—	—
Duff Creek.....	arr	—	—	—
“.....	dep	12 47	—	—
Boorthanna.....	arr	—	—	—
“.....	dep	1 17	—	—
Box Creek.....	arr	—	—	—
“.....	dep	1 42	—	—
Anna Creek.....	arr	2 08	—	—
“.....	dep	2 18	—	—

Douglas.....	arr	—	—	—
“.....	dep	2 42	—	—
William Creek.....	arr	—	—	—
“.....	dep	3 04	—	—
Irrapatanna.....	arr	3 39	—	—
“.....	dep	3 44	—	—
Strangways.....	arr	—	—	—
“.....	dep	4 12	—	—
Beresford.....	arr	4 32	—	—
“.....	dep	4 47	—	—
Coward Springs.....	arr	—	—	—
“.....	dep	5 30	—	—
Margaret Siding.....	arr	—	—	—
“.....	dep	5 55	—	—
Curdimurka.....	arr	6 19	—	—
“.....	dep	6 29	—	—
Lake Eyre.....	arr	—	—	—
“.....	dep	6 57	—	—
Bopeechee.....	arr	—	—	—
“.....	dep	7 25	—	—
Alberrie Creek.....	arr	7 56	—	—
“.....	dep	8 06	—	—
Wangianna.....	arr	8 43	—	—
“.....	dep	8 45	—	—
Callana.....	arr	9 19	—	—
“.....	dep	9 44	—	—
MARREE.....	p m 12 17	10 11	p m 9 11	a m 5 50
“.....	arr	1 27	10 28	6 55
“.....	dep	To Quorn	To Quorn	To Quorn
	220	250	48	52

MARREE and QUORN.

UP.

Train Order System under Train Control between Marree and Quorn.

Miles from Alice Springs.	Stations.	Cond. Goods 142	Cond. Goods 150	Cond. Goods 166	Mixed Monday 214	Goods Monday 220	Mixed Monday 250	Cond. Goods. 266	Cond. Goods 342	Cond. Goods 350
540	MARREE □△CELX dep	p m 8 26 Monday	p m 11 07 Monday	a m 4 32 Tuesday	a m 2 00	p m 1 27 Tuesday	Tuesday 11 28 ^{pm}	a m 4 25 Wednes.	p m 8 26 Wednes.	p m 11 28 Wednes.
548	Mundowdna UX arr	—	—	—	2 24	—	—	—	—	—
560½	Wirrawilla UX dep	—	—	—	2 29	—	11 50 Wednes.	—	—	—
572½	Farina U△LWX arr	—	—	—	3 02	—	12 19 ^{am}	—	—	—
588½	Lyndhurst UX dep	—	—	—	3 32	—	12 47	—	—	—
602	Telford UX arr	—	—	—	4 07	—	12 57	—	—	—
607¾	Copley WX arr	—	—	—	4 49	—	1 39	—	—	—
617½	Puttapa UX dep	—	—	—	5 14	—	1 43	—	—	—
627½	Beltana △ELOWX. arr	—	—	—	5 54	—	2 23	—	—	—
639½	Nilpena UX arr	—	—	—	6 24	—	2 27	—	—	—
—	—	—	—	—	6 46	—	2 49 ^{pm}	—	—	—
—	—	—	—	—	7 16	—	2 59 ^{pm}	—	—	—
—	—	—	—	—	8 04	—	3 33	—	—	—
—	—	—	—	—	8 35	—	4 04	—	—	—
—	—	—	—	—	9 15	—	4 14	—	—	—
—	—	—	—	—	9 57	—	—	—	—	—
—	—	—	—	—	10 02	—	4 46	—	—	—

650¼	Parachilna △X arr	—	—	—	10 28	—	5 13	—	—	—
657½	Commodore UX dep	—	—	—	11 00	—	5 28	—	—	—
664¼	Brachina UWX arr	—	—	—	11 19	—	—	—	—	—
670¼	Edeowie UX dep	—	—	—	11 25	—	5 48	—	—	—
684	Mern Merna UWX arr	—	—	—	11 43	—	6 06	—	—	—
694¼	Hookina UWX arr	—	—	—	11 58	—	6 23	—	—	—
705½	Hawker △LOWX arr	—	—	—	12 16 ^{pm}	—	6 42	—	—	—
715½	Wilson UX arr	—	—	—	12 26	—	—	—	—	—
725¾	Gordon UX dep	—	—	—	1 15	—	7 21	—	—	—
735¾	Willochra UX arr	—	—	—	1 20	—	7 45	—	—	—
746½	QUORN □CEJLOWX arr	—	—	—	1 46	—	7 48	—	—	—
—	—	—	—	—	1 56	—	8 26	—	—	—
—	—	—	—	—	2 36	—	8 36	—	—	—
—	—	—	—	—	3 36	—	—	—	—	—
—	—	—	—	—	4 08	—	9 04	—	—	—
—	—	—	—	—	4 40	—	9 26	—	—	—
—	—	—	—	—	5 03	—	9 36	—	—	—
—	—	—	—	—	5 13	—	9 58	—	—	—
—	—	—	—	—	5 37	—	—	—	—	—
—	—	—	—	—	5 42	—	—	—	—	—
—	—	a m 7 58 Tuesday	a m 10 31 Tuesday	p m 4 20 Tuesday	p m 6 13 Thence as No. 322 Tuesday	a m 12 32 Wednesday	a m 10 25 To Port Augusta	p m 4 08 Wednesday	a m 8 42 Thursday	a m 10 25 Thursday
—	—	142	150	166	214	220	250	266	342	350

MARREE and QUORN

