SteamRanger's Heritage
- an insight into our past

This file contains photographs, tables and diagrams accompanying another document elsewhere on this website written by a previous long serving SteamRanger Operations Manager and manager of the 1990/1991 line rehabilitation which gives an excellent insight into the establishment of the SteamRanger Heritage Railway between Mt Barker Junction and Victor Harbor.

The master document describes the Victor branch line in some detail; its initial building and early railway services, discusses the incremental closure of the line by Australian National and includes a detailed chronological account of the physical rehabilitation of the line to operate as a heritage railway

The printed version of this article was published in three successive issues of the *ARHS Bulletin* and contains a large number of photographs, tables and diagrams which, if included in this website version, would result in a very large file which would be difficult to navigate through and would have a long download time. Only some representative photographs and diagrams were included with the master document.

The full set of photographs, tables and diagrams is contained in this file

THE VICTOR HARBOR LINE

by Dean L. Harvey, O.A.M.

ARHS Bulletin Vol 43 Nos 657-659 July, August, September 1992

Accompanying photos, diagrams and tables

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This file includes copies of all the photographs, diagrams and copies of railway notices and timetables that were included in the original printed article.

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An up Victor Harbor Express pauses at Mount Barker station
on 12 April 1952 Photo Doug Colquhoun (courtesy NRM)

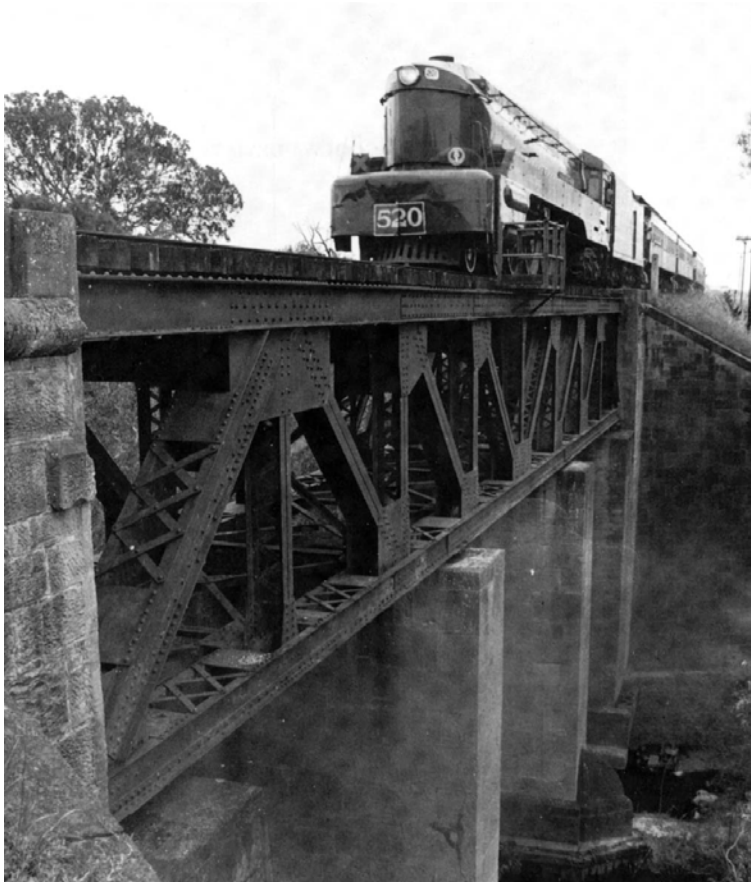
Engine 621 awaits departure at Victor Harbor with an up SteamRanger special on 17 Oct 1971 The historic gates are in the foreground and on the left the PipiRiki siding removed in 1987 Photo: Dean Harvey

Engine 526 working a special up Philcox Hill on 14 Oct 1968 Photo: Roger Currie

840 and 846 at Goolwa with a Victor Harbor goods train in 1980
Photo: John Ramsey

In 1963 Strathalbyn based railcar 55 has just turned ready for another trip to Milang.
Note the bagged barley sheds on the far right - a feature of anm earlier era! Photo: David Worth

Station scene at Strathalbyn in 1935 Photo: Eric Bowes (ARHS collection)



Engine 520 crosses the Finniss River on 8 Oct 1984 Photo: Geoff Doecke

Engine 526 races across Currency Creek bridge with an up South Coast Limited special 18 Oct 1969 Photo: Dean Harvey

Twin 830 diesels making up a goods train at Victor Harbor in May 1969 whilst a Bluebird (250 class) awaits departure time Photo: David Worth

The SAR must have taken the prize for the most magnificent station architecture in Australia; Victor Harbor being an excellent example of their designs. Note the spelling on the station nameboard. September 1968
Photo: I.K.Winney

Birds eye view from the top of the home signal mast showing the northern end of Victor Harbor yard one morning in February 1969. The model 75 railcar is stabled opposite the barracks on the holding road and will soon reverse into the platform for the morning service to Adelaie. The track on the extreme right leads to the turntable.
Photo: David Worth

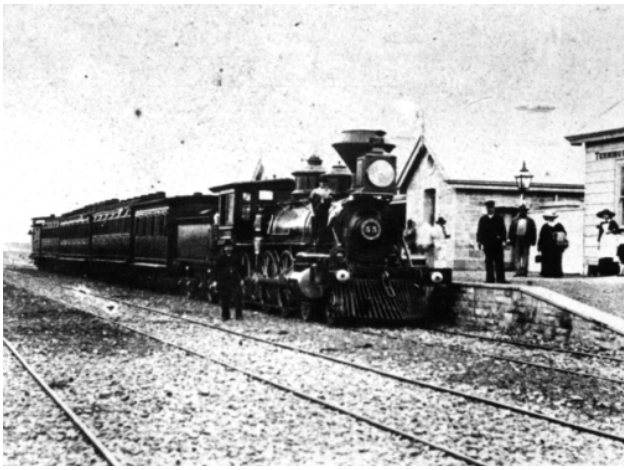
Bluebird 250 the class leader, at Pt Elliot with the up morning passenger run in May 1969.
As only one SAR officer was on duty at Pt Elliot it was normal practice to lower the gates before arrival of the railcar and then return to the station to attend to passengers and goods.
The short boom gates were usually set against road traffic for 5 - 10 minutes, a source of irritation to many locals, who often overcame the delay by zig zagging around the gates to negotiate the crossing. One such vehicle is seen disappearing to the left. The boom gates and gate kiosk were removed shortly afterwards and the siding was terminated on the other side of the road crossing. Photo: David Worth

75 class railcar 46 and trailer coming into Mt Barker station in July 1968. Note the stone goods shed in the background
Photo: David Worth

Engines 621 and 520 at Mt Barker ready to depart with separate consists on the return run to Adelaide on 24 Nov 1991. The two locos had just double headed a combined train from Victor Harbor to Mount Barker and had split for the run through the tunnels in the Mount Lofty Ranges Photo: Geoff Doecke

SteamRanger diesels 909 and 907 swinging round the big curve at 77km before the dash into Strathalbyn over the "mad mile" on an Australia Day special in January 1989 Photo: Geoff Doecke

505 "Sir Tom Bridges" stands alongside the Granite Island horsetram in Victor Harbor yard on a dull day in May 1946
Photo: I K Winney



N class 53 at Strathalbyn to work the afternoon train to Adelaide in 1886 or thereabouts. SAR had only two of these fine looking engines which were built in 1881 but rebuilt in 19034 along more conservative English line, rather similar in appearance to the Rx class. These were the locomotives used on the Victor Harbor Express when it bettered 3 hours for the trip in 1910.
Photo: ARHS collection.

500 James McGuire powered an impressive Society train to Victor Harbor on 17 March 1963 and is seen here at Mount Barker.
Note the Pullman dining car "Adelaide" behind the engineand some of the steel cars preserved later by SteamRanger Photo: ARHS collection

621 and 520 rip across the Currency Creek bridge on 21 Oct 1978 with an up Victor Harbor special. Photo: Roger Currie

Disaster! As 718 derailed on the turntable at Victor Harbor on 2 June 1968, the tender was derailed due to a local lad fiddling with the derail on the approach track to the turntable. Engine 700 assisted with the rerailing and then both engines double headed as far as Mt Barker on the homeward journey. A memorable trip indeed and it was te very last run for 700 and 710 class locomotives Photo: Roger Currie

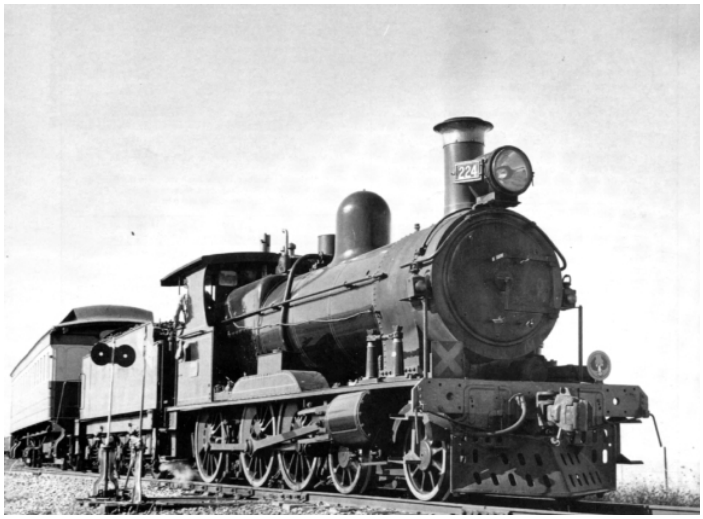
Diesel 964 slows down for the stop at Pt Elliot on a down passenger train in 1982
Photo: John Ramsey

Victor Harbor station on 23 Sept 1984. Rx207 is ready to depart for Goolwa with a Cockle Train while Rx224 stands on the crossing loop
Photo: Geoff Doecke

Rx class locomotives Rx195 and Rx233 at Sandergrove on 30 May 1964 ready to make the first trip to Milang with head end power for 22 years.

An up goods train hauled by DE 840 rumbles along the coast towards Port Elliot and not long before cessation of freight services by AN in 1980
Photo: John Ramsey

Engines 621 and 520 have just arrived at Victor Harbor with the 12 car inaugural Southern Encounter on 18th October 1986 following rehabilitation of the Strathalbyn to Victor Harbor railway. This was the first occasion when volunteer SteamRanger crews were used Photo: Roger Currie



Rx224 leaving Goolwa Depot with the Cockle Train for its first run of the day on 4 January 1988. Note the two switchstands, one of which is provided to bolt lock the switch for the main line. Goolwa Depot is situated 2km from Goolwa and this arrangement enales trains to negotiate the facing switch at speed when not calling at the depot. Photo: Roger Currrie

On 27 October 1987 this AN train was derailed at 75km. The ballast was en-route to te Victor Harbor Tourist Railway for use by SteamRanger. Engines 942 and 949 with the leading AVAY brakevan and three hopper wagons not derailed went on to run ballast near Middleton - the rest didn't make it! Photo: Dean Harvey

520 heads out of Mt Barker on 8 October 1984 with a typical *Southern Encounter* consist of Centenary cars. Photo: Geoff Doecke

Rx207 and DE351 with a combined sleeper and ballast train at 76km about 5km from Strathalbyn on 19 September 1990 Photo: Roger Currie

Rx207 and DE351 ready to leave Strathalbyn with a load of new sleepers and rake of ballast wagons - the latter loaded high up in the ranges so that the ballast can be run downhill on the return journey on account of load considerations..
Scene taken on 19 September 1990 Photo: Roger Currie

Back in 1951 the down morning passenger train from the city had just arrived in Victor Harbor hauled by a massive 720 class engine.
Photo: Doug Colquhoun (courtesy NRM archives)

Rx207 ready to depart Strathalbyn on 13 October 1990 with a transfer movement from Mount Barker to Goolwa Depot. Rx207 had workjed to Mt Barker earlier in the day to meet an AN 830 class loco with loading from SteamRanger's Dry Creek Depot. The used sleepers from the upgrading project were attached at Strathalbyn for use at Goolwa Depot as lighting up wood for the steam locomoives. Photo: Dean Harvey

Loco 723 at Mt Lofty heading towards Victor Harbor, January 1950
Photo: Lionel Bates (NRM archives)

Rx224 works an early SteamRanger Cockle Train along the coast to Victor Harbor on 10 May 1975 Photo: Geoff Doecke

Loco 526 races across Currency Creek bridge with the up *South Coast Limited* special on 18 Oct 1969 Photo: Dean Harvey

Brill railcar 58 and a down goods train hauled by steam loco 505 stand at Victor Harbor in May 1951 Photo: I K Winney

SteamRanger Z class hopper wagons and ballast plough hauled by DE engine 351 running ballast near Gemmels in October 1990 during the major track upgrading project
Photo: Roger Currie

Resleepeing at the 100km mark near Black Swamp in the Strathalbyn to Victor Harbor CEP upgrading project in 1986-87. At one stage there were 96 people on the payroll in this project, whereas in the 1900-91 project between Mt Barker Junction and Strathalbyn the maximum was eight workers and then only for a short time. Photo: Dean Harvey

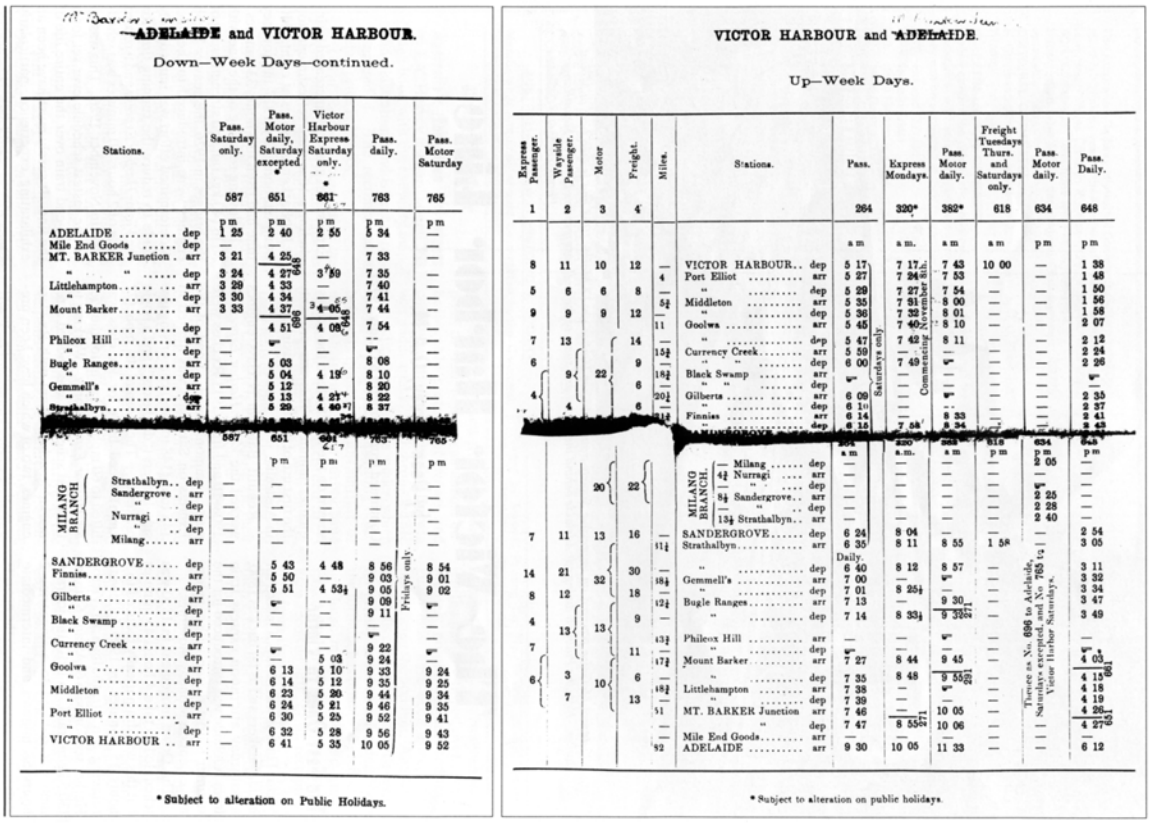
Volunteers replacing sleepers on No1 Goods Siding at Mount Barker in 1986. This siding is a loop and is used to run engines round a consist when trains terminate here. The poor quality of the sleepers already removed can be observed
Photo: Dean Harvey

A novel way to transport a section car over Black Swamp bridgw when the rails were removed for bridge retimbering. Photo: Dean Harvey

Ater running one train load of ballast DE351 pauses at Gemmels so that three of the SteamRanger Z class hopper wagons can be reloaded Photo: Roger Currie

Volunteers Phil Neville and Kym Critchley unload sleepers at positions indicated by Dean Harvey (walking alongside) near Gemmels on 15 July 1990
Photo: Andrew Gramp

Butch Collett hard at work on the "dog knocker" at Swamp Creek bridge on 30th April 1991 Photo: Dean Harvey



ADELAIDE and VICTOR HARBOUR.

Down—Week Days—continued.

Stations.	Pass. Saturday only.	Pass. Motor daily. Saturday excepted *	Victor Harbour Express Saturday only. *	Pass. daily.	Pass. Motor Saturday
	587	651	661	763	765
ADELAIDE ..... dep	p m 1 25	p m 2 40	p m 2 55	p m 5 34	p m —
Mile End Goods ..... dep	—	—	—	—	—
MT. BARKER Junction . arr	3 21	4 25	—	7 33	—
" " ..... dep	3 24	4 27	3 39	7 35	—
Littlehampton ..... arr	3 29	4 33	—	7 40	—
" ..... dep	3 30	4 34	—	7 41	—
Mount Barker ..... arr	3 33	4 37	4 05	7 44	—
" ..... dep		4 51	4 08	7 54	—
Philcox Hill ..... arr	—	—	—	—	—
" ..... dep	—	—	—	—	—
Bugle Ranges ..... arr	—	5 03	—	8 08	—
" ..... dep	—	5 04	4 19	8 10	—
Gemmell's ..... arr	—	5 12	—	8 20	—
" ..... dep	—	5 13	4 27	8 22	—
Strathalbyn ..... arr	—	5 26	4 40	8 37	—
	587	651	661	763	765
		p m	p m	p m	p m
MILANG BRANCH. Strathalbyn.. dep	—	—	—	—	—
Sandergrove . arr	—	—	—	—	—
" dep	—	—	—	—	—
Nurragi .... arr	—	—	—	—	—
" .... dep	—	—	—	—	—
Milang ..... arr	—	—	—	—	—
SANDERGROVE ..... dep	—	5 43	4 48	8 56	8 54
Finniss ..... arr	—	5 50	—	9 03	9 01
" ..... dep	—	5 51	4 53½	9 05	9 02
Gilberts ..... arr	—	—	—	9 09	—
" ..... dep	—	—	—	9 11	—
Black Swamp ..... arr	—	—	—	—	—
" ..... dep	—	—	—	—	—
Currency Creek ..... arr	—	—	—	9 22	—
" ..... dep	—	—	—	9 24	—
Goolwa ..... arr	—	6 13	5 10	9 33	9 24
" ..... dep	—	6 14	5 12	9 35	9 25
Middleton ..... arr	—	6 23	5 20	9 44	9 34
" ..... dep	—	6 24	5 21	9 46	9 35
Port Elliot ..... arr	—	6 30	5 25	9 52	9 41
" ..... dep	—	6 32	5 28	9 56	9 43
VICTOR HARBOUR .. arr	—	6 41	5 35	10 05	9 52

Fridays only

* Subject to alteration on Public Holidays.

VICTOR HARBOUR and ADELAIDE.

Up—Week Days.

Express Passenger. 1	Wayside Passenger. 2	Motor 3	Freight. 4	Miles.	Stations.	Pass. 264	Express Mondays. 320*	Pass. Motor daily. 382*	Freight Tuesdays Thurs. and Saturdays only. 618	Pass. Motor daily. 634	Pass. Daily. 648
						a m	a m.	a m	a m	p m	p m
8	11	10	12	—	VICTOR HARBOUR.. dep	5 17	7 17	7 43	10 00	—	1 38
				4	Port Elliot ..... arr	5 27	7 24	7 53	—	—	1 48
5	6	6	8	—	" ..... dep	5 29	7 27	7 54	—	—	1 50
				5½	Middleton ..... arr	5 35	7 31	8 00	—	—	1 56
9	9	9	12	—	" ..... dep	5 36	7 32	8 01	—	—	1 56
				11	Goolwa ..... arr	5 45	7 40	8 10	—	—	2 07
7	13		14	—	" ..... dep	5 47	7 42	8 11	—	—	2 12
				15½	Currency Creek ..... arr	5 59	—	—	—	—	2 24
6	9	22	9	—	" " ..... dep	6 00	7 49	—	—	—	2 26
				18½	Black Swamp ..... arr	—	—	—	—	—	—
			6	—	" " ..... dep						
4				20½	Gilberts ..... arr	6 09	—	—	—	—	2 35
	4		6	—	" ..... dep	6 10	—	—	—	—	2 37
				21½	Finniss ..... arr	6 14	—	8 33	—	—	2 41
				—	" ..... dep	6 15	7 58	8 34	—	—	2 43
						264	320	382	618	634	648
						a m	a m.	a m	p m	p m	p m
		20	22		MILANG BRANCH. — Milang ..... dep	—	—	—	—	2 05	—
				4½	— Nurragi ..... arr	—	—	—	—	—	—
				—	" .... dep	—	—	—	—	—	—
				8½	Sandergrove.. arr	—	—	—	—	—	—
				—	" .. dep	—	—	—	—	—	—
				13½	Strathalbyn.. arr	—	—	—	—	—	—
7	11	13	16	—	SANDERGROVE..... dep	6 24	8 04	—	—	—	2 54
				11½	Strathalbyn..... arr	6 35	8 11	8 55	1 58	—	3 05
						Daily.					
					" ..... dep	6 40	8 12	8 57	—	—	3 11
14	21	32	30	—	Gemmell's ..... arr	7 00	—	—	—	—	3 32
8	12		18	18½	" ..... dep	7 01	8 25½	—	—	—	3 34
				12½	Bugle Ranges ..... arr	7 13	—	9 30	—	—	3 47
4			9	—	" ..... dep	7 14	8 33½	9 32	—	—	3 49
	13	13		13½	Philcox Hill ..... arr	—	—	—	—	—	—
7				—	" ..... dep	—	—	—	—	—	—
			11	17½	Mount Barker ..... arr	7 27	8 44	9 45	—	—	4 03
6	3	10	6	—	" ..... dep	7 35	8 48	9 55	—	—	4 15
	7			18½	Littlehampton ..... arr	7 38	—	—	—	—	4 18
			13	—	" ..... dep	7 39	—	—	—	—	4 19
				51	MT. BARKER Junction arr	7 46	—	10 05	—	—	4 26
				—	" dep	7 47	8 55	10 06	—	—	4 27
				82	Mile End Goods..... arr	—	—	—	—	—	—
					ADELAIDE ..... arr	9 30	10 05	11 33	—	—	6 12

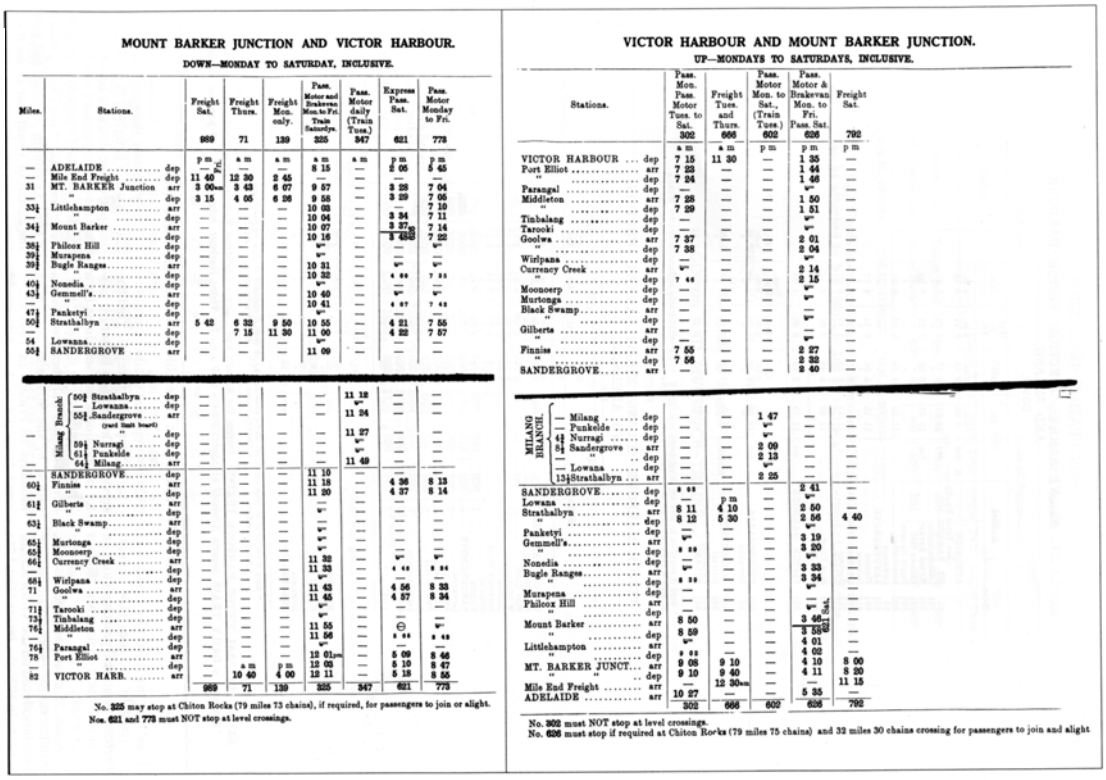
Thrice as No. 696 to Adelaide, Saturdays excepted, and No. 765 to Victor Harbor Saturdays.

Fridays only

* Subject to alteration on public holidays.

From SAR Working Timetable dated 1 November 1926.
(For some years the SAR had separate Working Timetables for freight traffic.)

SAR Working Timetable dated 1 November 1926
(for some years the SAR had separate Working Timetables for freight traffic)



MOUNT BARKER JUNCTION AND VICTOR HARBOUR.

DOWN—MONDAY TO SATURDAY, INCLUSIVE.

Miles.	Stations.	Freight Sat. 989	Freight Thurs. 71	Freight Mon. only. 139	Pass. Motor and Brakevan Mon. to Fri. Train Saturdys. 325	Pass. Motor daily (Train Tues.) 347	Express Pass. Sat. 621	Pass. Motor Monday to Fri. 775
	ADELAIDE ..... dep	p m Pic.	a m	a m	a m	a m	p m	p m
—	Mile End Freight ..... dep	11 40	12 30	2 45	8 15	—	2 05	5 45
31	MT. BARKER Junction arr	3 00	3 43	6 07	9 57	—	3 28	7 04
—	" ..... dep	3 15	4 05	6 26	9 58	—	3 29	7 06
33½	Littlehampton ..... arr	—	—	—	10 03	—	—	7 10
—	" ..... dep	—	—	—	10 04	—	3 34	7 11
34½	Mount Barker ..... arr	—	—	—	10 07	—	3 37	7 14
—	" ..... dep	—	—	—	10 16	—	3 43	7 22
38½	Philcox Hill ..... dep	—	—	—	—	—	—	—
39½	Murapena ..... dep	—	—	—	—	—	—	—
39½	Bugle Ranges ..... arr	—	—	—	10 31	—	—	—
—	" ..... dep	—	—	—	10 32	—	4 00	7 55
40½	Nonedia ..... dep	—	—	—	—	—	—	—
43½	Gemmell's ..... arr	—	—	—	10 42	—	—	—
—	" ..... dep	—	—	—	10 41	—	4 07	7 55
47½	Panketyi ..... dep	—	—	—	—	—	—	—
50½	Strathalbyn ..... arr	5 42	6 32	9 50	10 55	—	4 21	7 55
—	" ..... dep	—	7 15	11 30	11 00	—	4 22	7 57
54	Lowanna ..... dep	—	—	—	—	—	—	—
55½	SANDERGROVE ..... arr	—	—	—	11 09	—	—	—
	Milang Branch: 50½ Strathalbyn .... dep	—	—	—	—	11 12	—	—
	— Lowanna ..... dep	—	—	—	—	11 24	—	—
	55½ Sandergrove .. arr (part limit board)	—	—	—	—	—	—	—
—	" ..... dep	—	—	—	—	11 27	—	—
	59½ Nurragi ..... dep	—	—	—	—	—	—	—
	61½ Punkelde ..... dep	—	—	—	—	—	—	—
	64½ Milang ..... arr	—	—	—	—	11 49	—	—
—	SANDERGROVE ..... dep	—	—	—	11 10	—	4 36	8 13
60½	Finniss ..... arr	—	—	—	11 18	—	4 37	8 14
—	" ..... dep	—	—	—	11 20	—	—	—
61½	Gilberts ..... arr	—	—	—	—	—	—	—
—	" ..... dep	—	—	—	—	—	—	—
63½	Black Swamp ..... arr	—	—	—	—	—	—	—
—	" ..... dep	—	—	—	—	—	—	—
65½	Murtonga ..... dep	—	—	—	—	—	—	—
65½	Mooncorp ..... dep	—	—	—	—	—	—	—
66½	Currency Creek ..... arr	—	—	—	11 32	—	4 48	8 24
—	" ..... dep	—	—	—	11 33	—	—	—
68½	Wirlpana ..... dep	—	—	—	—	—	—	—
71	Goolwa ..... arr	—	—	—	11 43	—	4 56	8 33
—	" ..... dep	—	—	—	11 45	—	4 57	8 34
71½	Tarooki ..... dep	—	—	—	—	—	—	—
73½	Tinbalang ..... dep	—	—	—	—	—	—	—
76½	Middleton ..... arr	—	—	—	11 55	—	—	—
—	" ..... dep	—	—	—	11 56	—	5 08	8 48
76½	Parangal ..... dep	—	—	—	—	—	—	—
78	Port Elliot ..... arr	—	—	—	12 01	—	5 09	8 46
—	" ..... dep	—	a m	p m	12 03	—	5 10	8 47
82	VICTOR HARB. ..... arr	—	10 40	4 00	12 11	—	5 18	8 55
		989	71	139	325	347	621	775

No. 325 may stop at Chiton Rocks (79 miles 73 chains), if required, for passengers to join or slight.
Nos. 621 and 775 must NOT stop at level crossings.

VICTOR HARBOUR AND MOUNT BARKER JUNCTION.

UP—MONDAYS TO SATURDAYS, INCLUSIVE.

Stations.	Pass. Mon. Pass. Motor Tues. to Sat. 302	Freight Tues. and Thurs. 666	Pass. Motor Mon. to Sat., (Train Tues.) 602	Pass. Motor & Brakevan Mon. to Fri. Pass. Sat. 626	Freight Sat. 792
	a m	a m	p m	p m	p m
VICTOR HARBOUR ... dep	7 15	11 30	—	1 35	—
Port Elliot ..... arr	7 23	—	—	1 44	—
" ..... dep	7 24	—	—	1 46	—
Parangal ..... dep	—	—	—	—	—
Middleton ..... arr	7 28	—	—	1 50	—
" ..... dep	7 29	—	—	1 51	—
Tinbalang ..... dep	—	—	—	—	—
Tarooki ..... dep	—	—	—	—	—
Goolwa ..... arr	7 37	—	—	2 01	—
" ..... dep	7 38	—	—	2 04	—
Wirlpana ..... dep	—	—	—	—	—
Currency Creek ..... arr	—	—	—	2 14	—
" ..... dep	7 48	—	—	2 15	—
Mooncorp ..... dep	—	—	—	—	—
Murtonga ..... dep	—	—	—	—	—
Black Swamp ..... arr	—	—	—	—	—
" ..... dep	—	—	—	—	—
Gilberts ..... arr	—	—	—	—	—
" ..... dep	—	—	—	—	—
Finniss ..... arr	7 55	—	—	2 27	—
" ..... dep	7 56	—	—	2 32	—
SANDERGROVE..... arr	—	—	—	2 40	—
MILANG BRANCH. — Milang ..... dep	—	—	1 47	—	—
— Punkelde ..... dep	—	—	—	—	—
4½ Nurragi ..... dep	—	—	—	—	—
8½ Sandergrove .. arr	—	—	2 09	—	—
— " .. dep	—	—	2 13	—	—
— Lowana ..... dep	—	—	—	—	—
13½ Strathalbyn ... arr	—	—	2 25	—	—
SANDERGROVE..... dep	8 59	—	—	2 41	—
Lowana ..... dep	—	p m	—	—	—
Strathalbyn ..... arr	8 11	4 10	—	2 50	—
" ..... dep	8 12	5 30	—	2 56	4 40
Panketyi ..... dep	—	—	—	—	—
Gemmell's..... arr	8 20	—	—	3 19	—
" ..... dep	8 20	—	—	3 20	—
Nonedia ..... dep	—	—	—	—	—
Bugle Ranges..... arr	8 29	—	—	3 33	—
" ..... dep	8 29	—	—	3 34	—
Murapena ..... dep	—	—	—	—	—
Philcox Hill ..... arr	—	—	—	—	—
" ..... dep	8 50	—	—	3 46	—
Mount Barker ..... arr	8 59	—	—	3 59	—
" ..... dep	—	—	—	4 01	—
Littlehampton ..... arr	9 02	—	—	4 02	—
" ..... dep	9 08	9 10	—	4 10	8 00
MT. BARKER JUNCT.... arr	9 10	9 40	—	4 11	8 20
" " ..... dep	—	12 30	—	—	11 15
Mile End Freight ..... arr	10 27	—	—	5 35	—
ADELAIDE ..... arr	302	666	602	626	792

No. 302 must NOT stop at level crossings.
No. 626 must stop if required at Chiton Rocks (79 miles 75 chains) and 32 miles 30 chains crossing for passengers to join and alight.

SAR Working Timetable dated 13 November 1939
(shortly after the outbreak of World War II)

SCHEDULE OF ENGINE LOADS.

PASSENGER TRAINS.—COUNTRY.—DOWN AND UP.

Between—		Class of Engine.									
Station.	Station.	930	900	500	720	700, 740	600	520	620, 750	Rx.	S
Adelaide	Tailem Bend ...										
	Express ...	700*	700*	500	295	280	270	270	200	145	
	Stopping	350	350	400	295	280	270	270	200	145	
Adelaide	Willunga	—	—	—	—	300	—	270	200	160	
Balhannah	Mount Pleasant	—	—	—	—	280	—	270	200	145	
Mt. Barker Junc..	Strathalbyn	350	350	400	295	280	280	270	200	145	65
Strathalbyn	Victor Harbour .	350	350	500	400	400	400	400	300	200	140
Strathalbyn	Milang	—	—	—	—	—	—	—	—	300	
Monarto South ..	Sedan	—	—	—	—	—	—	—	—	300	

* Twin Locomotives.

A montage of passenger train locomotive loads pieced together from the appropriate sections of the SAR 1946, 1957 and 1958 Working Timetables. Note that except for the 930 and 900 classes, all the other figures refer to steam locomotive classes. (In later years the South Australian Railways re-used some class numbers of scrapped steam locomotives for new diesel-electric classes.)

Schedule of Engine Loads.

GOODS AND LIVESTOCK TRAINS.

MOUNT BARKER JUNCTION AND VICTOR HARBOUR.

DOWN.

Section between—	Class of Engine.											Grade Number.
	500		520	600	620	700	720		750	Rx.	S.	
	With Booster.	Without Booster.					With Booster.	Without Booster.				
	Tons.											
Mount Barker Junction-Mount Barker	*1200	*1200	*805	*805	*805	*1200	*1200	*1200	—	400	120	9
Mount Barker-Philcox Hill	610	530	330	370	240	410	525	415	—	220	120	1
Philcox Hill-Strathalbyn.....	*1200	*1200	*805	*805	*805	*1200	*1200	*1200	—	400	120	9
Strathalbyn-Goolwa	1270	1270	600	860	430	715	895	730	—	370	200	5
Goolwa-Victor Harbour.....	800	700	540	600	390	625	785	635	—	320	200	3

* Minimum of hand brakes to be applied on equal to 20 vehicles, vide Rule 354—"Stopping freight or mixed trains when necessary before descending steep grades" for the purpose of this working. One bogie equals two four-wheeled vehicles.

VICTOR HARBOUR AND MOUNT BARKER JUNCTION—UP.

Section between—	Class of Engine.											Grade Number.
	500		520	600	620	700	720		750	Rx.	S.	
	With Booster.	Without Booster.					With Booster.	Without Booster.				
	Tons.											
Victor Harbour-Gilberts	805	700	540	600	390	535	670	540	—	320	200	5
Gilberts-Strathalbyn	1100	890	580	650	420	850	1055	870	—	350	200	4
Strathalbyn-Bugle Ranges	600	510	320	350	230	395	510	400	—	190	120	1
Bugle Ranges-Philcox Hill	650	550	330	380	240	415	535	420	—	210	120	1
Philcox Hill-Mount Barker	*1200	*1200	*805	*805	*805	*1200	*1200	*1200	—	400	120	9
Mount Barker-Mount Barker Junction	650	550	320	400	230	415	535	420	—	220	120	2

STRATHALBYN—SANDERGROVE—MILANG—DOWN AND UP.

Strathalbyn-Milang	—	—	—	—	—	—	—	—	500	500	300	4

* Minimum of hand brakes to be applied on equal to 20 vehicles, vide Rule 354, "Stopping of goods trains when necessary, before descending steep grades." For the purpose of this working one bogie equals two/four-wheeled vehicles.

A montage of goods engine loads from the appropriate pages of the SAR 1947 and 1957 Working Timetables.

TABLE 16.

ADELAIDE, MOUNT BARKER JUNCTION, VICTOR HARBOUR, AND MILANG.

DOWN.

Miles.	Stations.	Sat.	Sat.	Mon. to Fri.	Sun.	
		a.m.	p.m.	p.m.	p.m.	
—	ADELAIDE ..... R. dep	9 00	12 55	6 10	6 10	
	(See Table No. 7)					
31	MT. BARKER JCT. ... dep	10 21	2 10	7 25	7 21	
33¼	Littlehampton	—	*	*	*	
34¼	Mount Barker ..... dep	10 31	2 20	7 35	7 30	
38¼	Philcox Hill	—	*	*	*	
39¼	Bugle Ranges	—	*	*	*	
50¼	Strathalbyn.....	‡10 59	‡2 49	8 07	8 00	
54	Lowanna.....	—	—	—	—	
55¼	SANDERGROVE	—	*	*	*	
60¼	Finniss	11 15	3 06	8 24	8 17	
61¼	Gilberts	—	*	*	*	
66¼	Currency Creek	—	3 16	8 34	8 27	
71¼	Goolwa	11 33	3 26	8 45	8 37	
76¼	Middleton	11 42	3 36	8 55	8 47	
78¼	Port Elliot.....	11 48	3 42	9 02	8 53	
81¼	81m 25c stop	a	a	a	a	
82¼	VICTOR HARBOUR ... arr	11 55	3 49	9 09	9 00	

		Sat.	Sat.	Fri.	Tues., Wed.,	Fri.
		a.m.	p.m.	p.m.	a.m.	p.m.
50¼	STRATHALBYN ..... dep	‡11 20	‡3 10	‡8 30	§11 45	§12 45
54	Lowanna	*	*	*	*	*
					p.m.	
55¼	SANDERGROVE	11 35	3 25	8 46	12 00	1 00
59¼	Nurragi	*	*	*	*	*
61¼	Punkulde	*	*	*	*	*
64¼	MILANG ..... arr	11 57	3 47	9 07	12 22	1 22

* Stop if required to pick up or set down passengers. ‡ Change trains at Strathalbyn for Milang
a Stop if required to set down passengers. § No connection. R Refreshment room station.

VICTOR HARBOUR, MILANG, MOUNT BARKER JUNCTION, AND ADELAIDE.

UP.

Stations.	Mon. to Fri.	Sat.	Sat.	Sun.
	a.m.	a.m.	p.m.	p.m.
VICTOR HARBOUR ..... dep	8 45	8 35	5 25	5 05
81m 25c stop	b	b	b	b
Port Elliot.....	8 53	8 43	5 33	5 13
Middleton	8 57	8 47	5 37	5 17
Goolwa	9 06	8 56	5 46	5 26
Currency Creek	9 14	9 04	5 54	5 34
Gilberts	*	*	*	*
Finniss	9 23	9 13	6 02	5 42
SANDERGROVE	*	*	*	*
Lowanna	—	—	—	—
Strathalbyn.....	9 40	9 30	6 16	5 56
Bugle Ranges	*	*	*	*
Philcox Hill	*	*	*	*
Mount Barker ..... dep	10 18	10 08	6 54	6 36
Littlehampton	*	*	*	*
MOUNT BARKER JUNCTION	*	10 20	*	6 45
(See Table No. 7).				
ADELAIDE ..... R. arr	11 35	11 30	8 20	8 00

	Sat.	Tues., Wed., Fri.	Sat.	Fri
	p.m.	p.m.	p.m.	p.m.
MILANG ..... dep	1 35	2 07	5 10	9 40
Punkulde	*	*	*	*
Nurragi	*	*	*	*
SANDERGROVE	1 59	2 33	5 33	10 06
Lowanna	*	*	*	*
STRATHALBYN ..... arr	§2 12	§2 45	‡5 45	§10 18

* Stop if required to pick up or set down passengers. b Stop if required to pick up passengers.
§ No connection. ‡ Change trains. R Refreshment room station.

EXTRA SEASONAL VICTOR HARBOUR TRAINS. During the Schools and Colleges Christmas Vacation from mid-December to early February a **DAILY TRAIN** departs Adelaide at approximately 8.50 a.m. for Victor Harbour, returning at 5.00 p.m. for Adelaide.

From the 1967 SAR Public Timetable—well into the diesel era.

SCHEDULE OF ENGINE LOADS

PASSENGER TRAINS—COUNTRY—DOWN AND UP

Between—		Class of Engine							
Station	Station	700		930		900		830	
		Single	Twin	Single	Twin	Single	Twin	Single	Twin
					tonnes				
Adelaide.....	Tailem Bend ..	650	800	500	800	410	800	250	500
Mt. Barker Jct..	Victor Harbour	500	800	400	800	350	700	200	400

C.M.E., 1216/61. C.M.E., 1116/57. C.M.E., 2003/53.

Bogie Goods and Livestock vehicles suitable for passenger train operations can be attached to Nos. **905** and **166** up to the abovementioned load limits.

TABLE 16.

ADELAIDE, MOUNT BARKER JUNCTION, VICTOR HARBOUR, AND MILANG.

DOWN.

Miles.	Stations.	Sat.	Sat.	Mon. to Fri.	Sun.
		a.m.	p.m.	p.m.	p.m.
—	ADELAIDE ..... R. dep	9 00	12 55	6 10	6 10
	(See Table No. 7)				
31	MT. BARKER JCT. ... dep	10 21	2 10	7 25	7 21
33¼	Littlehampton	—	*	*	*
34¼	Mount Barker ..... dep	10 31	2 20	7 35	7 30
38¼	Philcox Hill	—	*	*	*
39¼	Bugle Ranges	—	*	*	*
50¼	Strathalbyn	‡10 59	‡2 49	8 07	8 00
54	Lowanna	—	—	—	—
55¼	SANDERGROVE	—	*	*	*
60¼	Finniss	11 15	3 06	8 24	8 17
61¼	Gilberts	—	*	*	*
66¼	Currency Creek	—	3 16	8 34	8 27
71¼	Goolwa	11 33	3 26	8 45	8 37
76¼	Middleton	11 42	3 36	8 55	8 47
78¼	Port Elliot	11 48	3 42	9 02	8 53
81¼	81m 25c stop	a	a	a	a
82¼	VICTOR HARBOUR ... arr	11 55	3 49	9 09	9 00

		Sat.	Sat.	Fri.	Tues., Wed.,	Fri.
		a.m.	p.m.	p.m.	a.m.	p.m.
50¼	STRATHALBYN ..... dep	‡11 20	‡3 10	‡8 30	§11 45	§12 45
54	Lowanna	*	*	*	*	*
					p.m.	
55¼	SANDERGROVE	11 35	3 25	8 46	12 00	1 00
59¼	Nurragi	*	*	*	*	*
61¼	Punkulde	*	*	*	*	*
64¼	MILANG ..... arr	11 57	3 47	9 07	12 22	1 22

* Stop if required to pick up or set down passengers. ‡ Change trains at Strathalbyn for Milang
a Stop if required to set down passengers. § No connection. R Refreshment room station.

VICTOR HARBOUR, MILANG, MOUNT BARKER JUNCTION, AND ADELAIDE.

UP.

Stations.	Mon. to Fri.	Sat.	Sat.	Sun.
	a.m.	a.m.	p.m.	p.m.
VICTOR HARBOUR ..... dep	8 45	8 35	5 25	5 05
81m 25c stop	b	b	b	b
Port Elliot	8 53	8 43	5 33	5 13
Middleton	8 57	8 47	5 37	5 17
Goolwa	9 06	8 56	5 46	5 26
Currency Creek	9 14	9 04	5 54	5 34
Gilberts	*	*	*	*
Finniss	9 23	9 13	6 02	5 42
SANDERGROVE	*	*	*	*
Lowanna	—	—	—	—
Strathalbyn	9 40	9 30	6 16	5 56
Bugle Ranges	*	*	*	*
Philcox Hill	*	*	*	*
Mount Barker ..... dep	10 18	10 08	6 54	6 36
Littlehampton	*	*	*	*
MOUNT BARKER JUNCTION	*	10 20	*	6 45
(See Table No. 7).				
ADELAIDE ..... R. arr	11 35	11 30	8 20	8 00

	Sat.	Tues., Wed., Fri.	Sat.	Fri
	p.m.	p.m.	p.m.	p.m.
MILANG ..... dep	1 35	2 07	5 10	9 40
Punkulde	*	*	*	*
Nurragi	*	*	*	*
SANDERGROVE	1 59	2 33	5 33	10 06
Lowanna	*	*	*	*
STRATHALBYN ..... arr	§2 12	§2 45	‡5 45	§10 18

* Stop if required to pick up or set down passengers. b Stop if required to pick up passengers.
§ No connection. ‡ Change trains. R Refreshment room station.

EXTRA SEASONAL VICTOR HARBOUR TRAINS. During the Schools and Colleges Christmas Vacation from mid-December to early February a **DAILY TRAIN** departs Adelaide at approximately 8.50 a.m. for Victor Harbour, returning at 5.00 p.m. for Adelaide.

From the 1967 SAR Public Timetable—well into the diesel era.

LIMIT OF LOADS OF ENGINES, 5FT. 3IN. GAUGE.

(The tabulated statement refers to merchandise trains only.)

SOUTHERN SYSTEM.

ADELAIDE, STRATHALBYN, AND SERVICETON LINE.

Class of Engines.	Between Adelaide and Mitcham.		Between Mitcham and Mount Lofty.		Between Mount Lofty, Nairne, and Mount Barker.		Between Nairne and Murray Bridge.		Between Mount Barker and Strathalbyn.		Between Murray Bridge and Serviceton.	
	Up Journey	Down Journey	Up Journey	Down Journey	Up Journey	Down Journey	Up Journey	Down Journey	Up Journey	Down Journey	Up Journey	Down Journey
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class R or American Passenger.	260 or 26 vehicles	220 or 22 vehicles	210 or 21 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	— — vehicles	— — vehicles
Class Q and K	200 or 20 vehicles	170 or 17 vehicles	160 or 16 vehicles	120 or 12 vehicles	140 or 14 vehicles	140 or 14 vehicles	120 or 12 vehicles	120 or 12 vehicles	120 or 12 vehicles	120 or 12 vehicles	310 or 31 vehicles	310 or 31 vehicles
Class D	Between Murray Bridge and Serviceton 230 tons or 23 vehicles.											
Class S	Between Murray Bridge and Serviceton equal to 30 loaded vehicles and brakevan.											

NOTE.—On all broad-gauge lines when the trucks used are large ones, and fully loaded, the number must be reduced, as the tonnage shown must not be exceeded.

The limit of load for passenger trains drawn by an English R class engine between Adelaide and Murray Bridge, or Adelaide and Strathalbyn is 7 bogie vehicles; Q class engine 5 bogie vehicles. Between Murray Bridge and Serviceton Q class engine 7 bogie vehicles, exclusive of water tanks, whether they be ordinary carriages, mail vehicles, or bogie brakes; S class engines, 10 bogie vehicles.

The load of any up or down passenger train between Adelaide and Strathalbyn, and Adelaide and Murray Bridge, drawn by two engines, must not exceed equal to 11 bogies.

The load for a passenger train drawn by two engines between Murray Bridge and Serviceton must not exceed equal to 16 bogie carriages.

To save the running of a pilot engine on the up Express, the stationmaster, Murray Bridge, may reduce the load if such can be done without seriously inconveniencing the passengers.

For stock trains six bogie vehicles and two small brakevans constitute a load for R class engines between Adelaide and Murray Bridge, and Adelaide and Strathalbyn.

With the exception of goods trains from Philcox Hill to Mount Barker (see next clause), more than twenty wagons, and one bogie brakevan must not be attached between Mitcham and Murray Bridge and Mitcham and Strathalbyn.

Limit of load on Goods trains from Philcox Hill to Mount Barker is 24 loaded trucks and 2 brakevans; but in all cases the brake levers must be dropped.

Goods trains working between Murray Bridge and Serviceton must not exceed 30 loaded trucks and brakevan unless special instructions are given to the contrary.

Limit of load for L class engines between Murray Bridge and Serviceton is equal to 28 loaded trucks and brakevan.

STRATHALBYN AND VICTOR HARBOUR LINE.

Engines.	Strathalbyn and Goolwa.		Goolwa and Victor Harbour. Mixed Train.	
	Down.	Up.	Down.	Up.
	Tons.	Tons.	Tons	Tons.
Engines 23 and 24 (G class)	110	70	70	70
" H class	200	150	150	150

Add 20 per cent. for Goods train not timed to stop at Port Elliot.

STRATHALBYN AND MILANG LINE.

Engines.	Down Journey.	Up Journey.
K class	300 tons	270 tons
H "	200 "	180 "
G "	100 "	90 "

Worked on Absolute Block between Adelaide and Strathalbyn. Permissive Block beyond.

ADELAIDE AND VICTOR HARBOUR.

Down—Week Days.

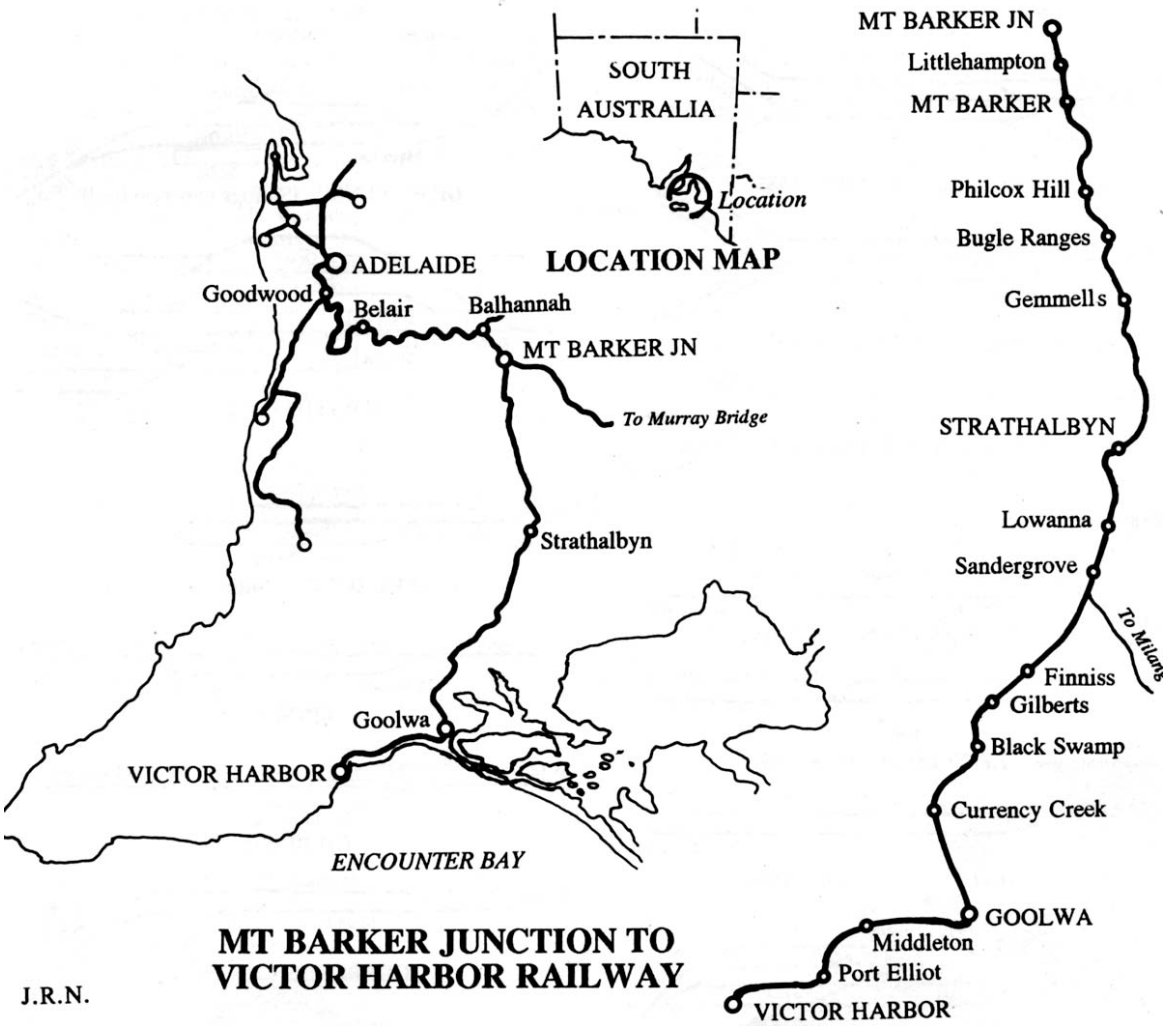
Miles.	STATIONS.	Goods when necessary. 34		Goods when necessary. 35	Goods when necessary. 36	Pass. when necessary. 37	Pass. when necessary. 38	Pass. 39	Goods when necessary. 40	Goods. 41	Goods when necessary. 42	Pass. Saturdays only. 43	Pass. when necessary. 44	Goods when necessary. 45	Pass. when necessary. 46	Pass. 47	Goods when necessary. Saturday, excepted. 48
—	ADELAIDE ..... dep.	a.m. —		a.m. 5 5	a.m. —	a.m. —	a.m. —	a.m. 7 30	a.m. —	a.m. 9 10	a.m. 10 0	p.m. 1 30	—	p.m. —	—	p.m. 5 25	p.m. —
3½	MOUNT BARKER JUNC. arr.	—		7 27	—	—	—	9 9	—	p.m. 12 18	p.m. 12 38 40	3 12	—	—	—	7 9	—
—	" " " dep.	—		7 31	8 3 35	—	—	9 10	11 3	12 20	12 53	3 13	—	—	—	7 10	—
3½	Littlehampton ..... arr.	—		—	—	—	—	9 16	—	12 29	1 2	3 19	—	—	—	7 16	—
—	" ..... dep.	—		—	—	—	—	9 17	—	12 32	1 5	3 20	—	—	—	7 17	—
3½	Mount Barker ..... arr.	—		7 46 35	8 18	—	—	9 21	11 18	12 38	1 11	3 24 41	—	—	—	7 21	—
—	" " ..... dep.	—		8 0	— 37	—	—	9 30	11 35	12 55 40	1 30	43.	—	—	—	7 28 48. 47	—
3½	Philcox Hill ..... arr.	—		—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	" " ..... dep.	—		—	—	—	—	9 40	—	—	—	—	—	—	—	7 38	—
4 0	Bugle Ranges ..... arr.	—		8 24	—	—	—	9 45	11 59 40	1 19	1 54	—	—	—	—	7 43	—
—	" " ..... dep.	—		8 29	—	—	—	9 46	12 1	1 24	1 59	—	—	—	—	7 44	—
4 3½	Gemmell's ..... arr.	—		—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	" ..... dep.	—		—	—	—	—	9 58	—	—	—	—	—	—	—	7 56	—
5 1	Strathalbyn ..... arr.	—		9 4	—	—	—	10 14	12 36	1 59	2 34	—	—	—	—	8 12	—
—	" ..... dep.	5 0		—	—	—	—	Mixed 10 23	—	—	—	—	—	4 0 41	—	8 20 46	8 5
5 6	SANDERGROVE ..... arr.	5 13		—	—	—	—	10 34	—	—	—	—	—	4 13	—	—	8 18
	MILANG BRANCH — Strathalbyn ... dep.	—		—	—	—	—	10 35	—	—	—	—	—	—	—	—	—
	MILANG BRANCH 5½ Sandergrove ... arr.	—		—	—	—	—	10 48	—	—	—	—	—	—	—	—	—
	MILANG BRANCH — " ... dep.	—		—	—	—	—	10 49	—	—	—	—	—	—	—	—	—
	MILANG BRANCH 13½ Milang ..... arr.	—		—	—	—	—	11 10	—	—	—	—	—	—	—	—	—
—	SANDERGROVE ..... dep.	5 14		—	—	—	—	10 35	—	—	—	—	—	4 14	—	8 31	8 19
6 0½	Finniss ..... arr.	—		—	—	—	—	10 45	—	—	—	—	—	—	—	—	—
—	" ..... dep.	—		—	—	—	—	10 47	—	—	—	—	—	—	—	8 42	—
6 2	Gilberts ..... arr.	—		—	—	—	—	10 52	—	—	—	—	—	—	—	—	—
—	" ..... dep.	—		—	—	—	—	10 53	—	—	—	—	—	—	—	8 45	—
6 3½	Black Swamp ..... arr.	—		—	—	—	—	10 58	—	—	—	—	—	—	—	8 50	—
—	" ..... dep.	—		—	—	—	—	Water 11 2	—	—	—	—	—	—	—	8 53	—
6 6½	Currency Creek ..... arr.	—		—	—	—	—	11 10	—	—	—	—	—	—	—	—	—
—	" " ..... dep.	—		—	—	—	—	11 11	—	—	—	—	—	—	—	9 1	—
7 1½	Goolwa ..... arr.	5 55 35		—	—	—	—	11 25	—	—	—	—	—	4 55 44	—	9 12	9 0
—	" ..... dep.	6 10		—	—	9 45	—	11 30	—	—	—	—	—	5 5	5 20	9 14	9 15
7 5½	Middleton ..... arr.	—		—	—	9 56	—	11 40	—	—	—	—	—	—	5 31	—	—
—	" ..... dep.	—		—	—	9 57	11 0	11 42	—	—	—	—	3 15	—	5 32	9 23	—
7 8	Port Elliot ..... arr.	—		—	—	10 7	11 10	11 51	—	—	—	—	3 25	—	5 42	—	—
—	" ..... dep.	—		—	—	10 8	11 11	11 55	—	—	—	—	3 26	—	5 43	9 31	—
8 1½	VICTOR HARBOUR ..... arr.	6 45		—	—	10 20	11 23	p.m. 12 7	—	—	—	—	3 38	5 40	5 55 46	9 41	9 40

On Saturdays only.

Up—Week Days.

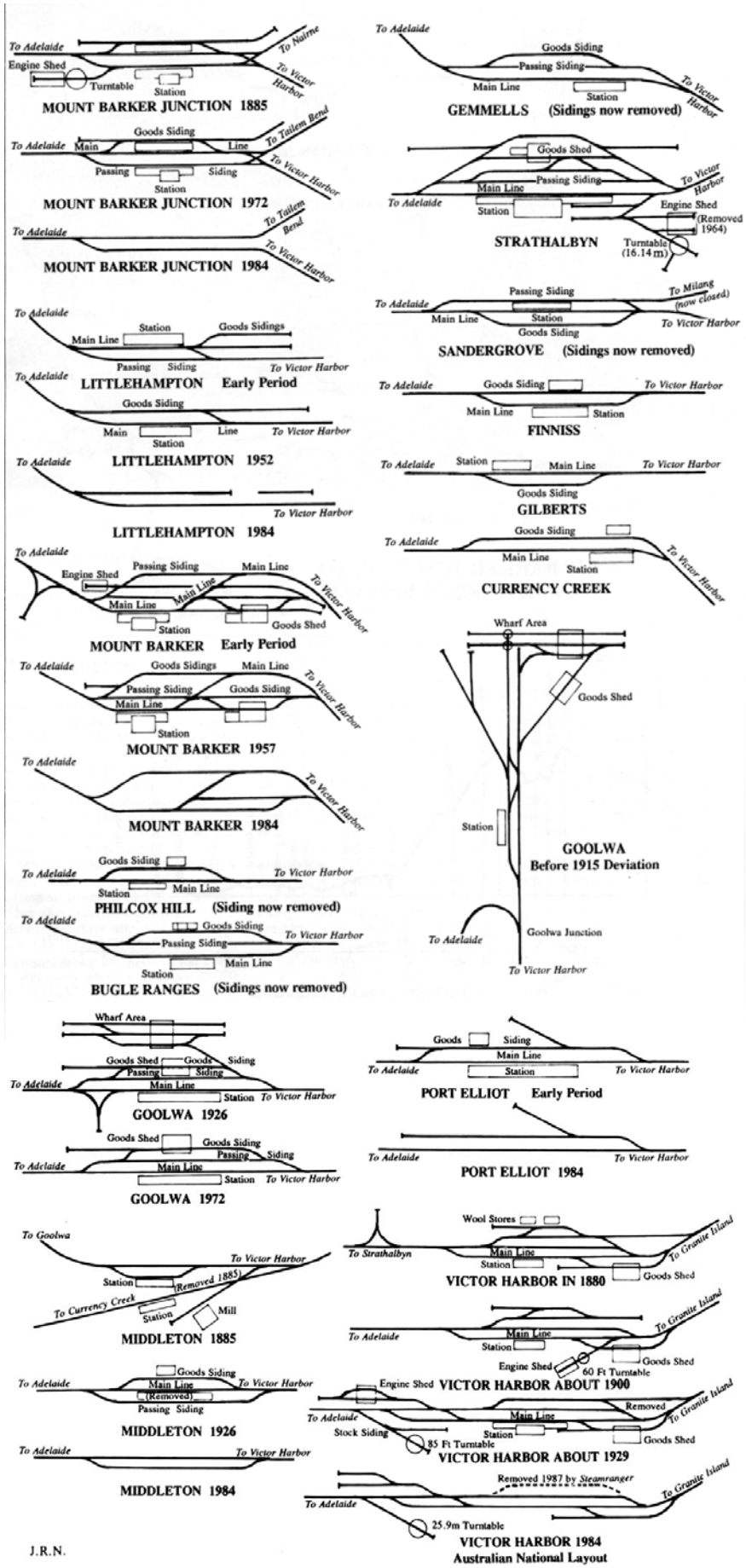
Miles.	STATIONS.	Pass. 35.	Goods when necessary. 36.	Goods when necessary. 37.	Pass. when necessary. 38.	Pass. when necessary. 39.	Goods when necessary. 40.	Mixed. 41.	Pass. when necessary. 42.	Goods when necessary. 43.	Pass. when necessary. 44.	Goods. 45.	Goods when necessary. 46.	Pass. Sat. only. 47.	Goods w'n necessary. Saty. excepted. 48.	Goods when necessary. 49.
—	VICTOR HARBOUR ..... dep.	a.m. 5 35	a.m. 8 0	a.m. —	a.m. 9 0	a.m. 10 30	a.m. —	p.m. 2 10	p.m. 2 30	p.m. —	p.m. 4 30	p.m. —	p.m. 6 10 46	p.m. —	p.m. —	p.m. 10 30
3½	Port Elliot ..... arr.	5 45	—	—	9 12	10 42	—	2 21	2 42	—	4 42	—	—	—	—	—
—	" ..... dep.	5 46	—	—	9 13	10 43	—	2 23	2 43	—	4 43	—	—	—	—	—
6½	Middleton ..... arr.	—	—	—	9 23	10 53	—	2 31	2 53	—	4 53	—	—	—	—	—
—	" ..... dep.	5 53	—	—	9 24	—	—	2 33	—	—	4 54	—	—	—	—	—
10½	Goolwa ..... arr.	6 2 34	8 35	—	9 35	—	—	2 43	—	—	5 5 45	—	6 45	—	—	11 5
—	" ..... dep.	6 4	8 40	—	—	—	—	2 47	—	—	—	—	6 50	—	—	11 10
15½	Currency Creek ..... arr.	6 16	—	—	—	—	—	3 0	—	—	—	—	—	—	—	—
—	" ..... dep.	6 17	—	—	—	—	—	3 1	—	—	—	—	—	—	—	—
18½	Black Swamp ..... arr.	6 23	—	—	—	—	—	3 7	—	—	—	—	—	—	—	—
—	" ..... dep.	6 26	—	—	—	—	—	3 10	—	—	—	—	—	—	—	—
19½	Gilberts ..... arr.	—	—	—	—	—	—	3 14	—	—	—	—	—	—	—	—
—	" ..... dep.	6 30	—	—	—	—	—	3 15	—	—	—	—	—	—	—	—
21½	Finniss ..... arr.	—	—	—	—	—	—	3 20	—	—	—	—	—	—	—	—
—	" ..... dep.	6 34	—	—	—	—	—	3 21	—	—	—	—	—	—	—	—
25½	SANDERGROVE ..... arr.	—	9 25	—	—	—	—	3 32	—	—	—	—	7 35	—	—	11 35
	MILANG BRANCH — Milang ..... dep.	—	—	—	—	—	—	2 40	—	—	—	—	—	—	—	—
	MILANG BRANCH 8½ Sandergrove ... arr.	—	—	—	—	—	—	3 3	—	—	—	—	—	—	—	—
	MILANG BRANCH — " ... dep.	—	—	—	—	—	—	3 6	—	—	—	—	—	—	—	—
	MILANG BRANCH 13½ Strathalbyn ..... arr.	—	—	—	—	—	—	3 21	—	—	—	—	—	—	—	—
—	SANDERGROVE ..... dep.	6 45	9 26	—	—	—	—	3 33	—	—	—	—	7 36	—	—	11 36
30½	Strathalbyn ..... arr.	6 50	9 40	—	—	—	—	3 45 Pass. 45	—	—	—	—	7 50 47	—	—	12 10
—	" ..... dep.	7 0	—	—	—	—	11 15	3 55	—	3 0	—	4 30	—	—	6 0	—
38	Gemmell's ..... arr.	—	—	—	—	—	—	—	—	3 25	—	4 55	—	—	6 25	—
—	" ..... dep.	7 19	—	—	—	—	—	4 14	—	3 30	—	5 0	—	—	6 30	—
41½	Bugle Ranges ..... arr.	7 30	—	—	—	—	11 53 40	4 25	—	3 44	—	5 14	—	—	6 44	—
—	" " ..... dep.	7 31	—	—	—	—	11 59	4 26	—	3 50	—	5 18	—	—	6 48	—
43½	Philcox Hill ..... arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	" ..... dep.	7 36	—	—	—	—	—	4 31	—	—	—	—	—	—	—	—
47½	Mount Barker ..... arr.	7 45 35	—	— 38	—	—	12 26 41	4 40 43 down.	—	4 17 41 up. 43 down.	—	5 45	—	—	7 15	—
—	" " ..... dep.	7 50	—	8 25	—	—	12 38	4 50 43 up.	—	5 5	—	6 0	—	7 35 47	7 35 47	—
48½	Littlehampton ..... arr.	—	—	—	—	—	—	—	—	5 10	—	6 5	—	7 40	—	—
—	" ..... dep.	7 55	—	—	—	—	—	4 55	—	5 14	—	6 10	—	7 41	—	—
50½	MOUNT BARKER JUNC. arr.	8 2 36	—	8 40	—	—	12 53 42	5 2	—	—	—	6 20	—	7 48	7 50	—
—	" " " dep.	8 4	—	—	—	—	1 4	5 3	—	5 24	—	6 23	—	7 50	8 4	—
81½	ADELAIDE ..... arr.	9 43	—	—	—	—	3 23	6 50	—	8 36	—	9 26	—	9 37	10 15	—

When the Stationmasters, Goolwa and Victor Harbour, find it necessary to run Nos. 34, 45, and 48 down, and Nos. 36, 46, and 49 up as wool or goods specials, the Stationmaster, Goolwa, must requisition the Fitter in charge and Stationmaster, Strathalbyn, for power, guard, &c., and advise the Permanent Way Gangs, in writing, between Goolwa and Strathalbyn. The Stationmaster, Victor Harbour, will be held responsible for advising Stationmasters and Gangs between his station and Goolwa.

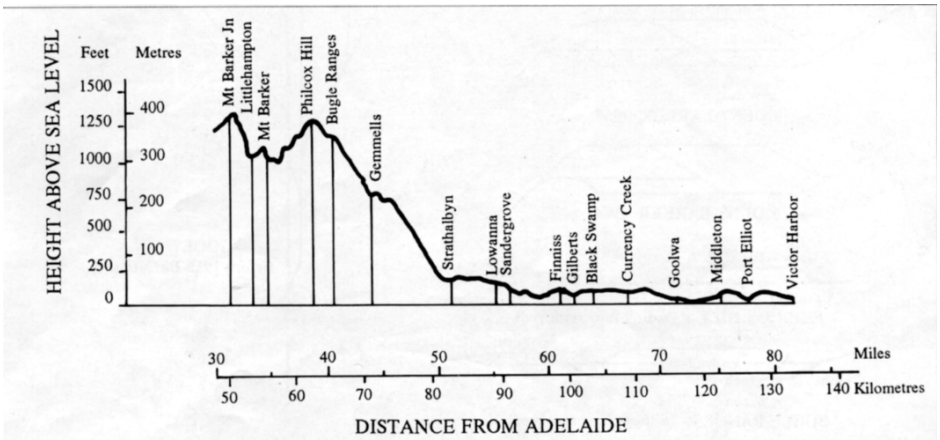


MT BARKER JUNCTION TO VICTOR HARBOR RAILWAY

J.R.N.

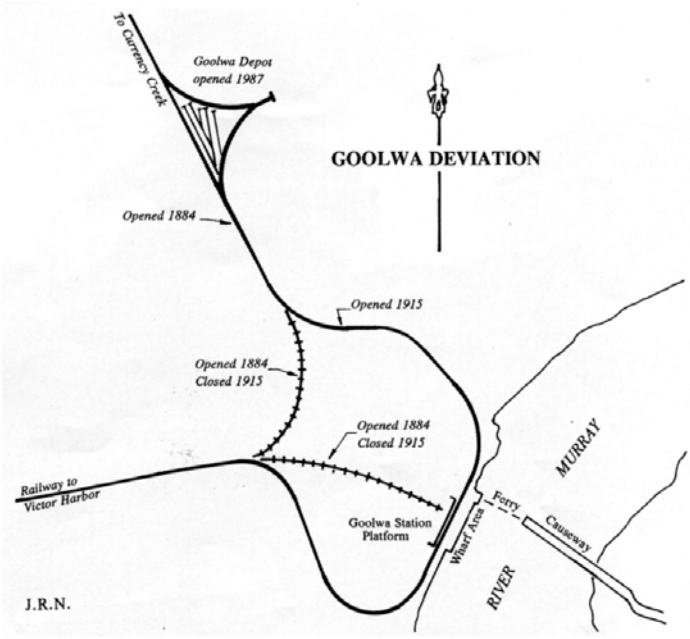


MOUNT BARKER JUNCTION TO VICTOR HARBOR YARD DIAGRAMS



MT BARKER JUNCTION TO VICTOR HARBOR RAILWAY
GRADE DIAGRAM

J.R.N.



LIMIT OF LOADS OF ENGINES, 5FT. 3IN. GAUGE.

(The tabulated statement refers to week-day trains only.)

SOUTHERN SYSTEM.

ADELAIDE, STRATHALBYN, AND SERVICETON LINE.

Class of Engines.	Between Adelaide and Mitcham.		Between Mitcham and Mount Lofty.		Between Mount Lofty, Nairne, and Mount Barker.		Between Nairne and Murray Bridge.		Between Mount Barker and Strathalbyn.		Between Murray Bridge and Serviceton.	
	Up Journey.	Down Journey.	Up Journey.	Down Journey.	Up Journey.	Down Journey.	Up Journey.	Down Journey.	Up Journey.	Down Journey.	Up Journey.	Down Journey.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class R or American Passenger.	260 or 26 vehicles	220 or 22 vehicles	210 or 21 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	170 or 17 vehicles	— — vehicles	— — vehicles
Class Q and K	200 or 20 vehicles	170 or 17 vehicles	160 or 16 vehicles	120 or 12 vehicles	140 or 14 vehicles	140 or 14 vehicles	120 or 12 vehicles	120 or 12 vehicles	120 or 12 vehicles	120 or 12 vehicles	310 or 31 vehicles	310 or 31 vehicles
Class D	Between Murray Bridge and Serviceton 230 tons or 23 vehicles.											
Class S	Between Murray Bridge and Serviceton equal to 30 loaded vehicles and brakevan.											

NOTE.—On all broad-gauge lines when the trucks used are large ones, and fully loaded, the number must be reduced, as the tonnage shown must not be exceeded.

The limit of load for passenger trains drawn by an English R class engine between Adelaide and Murray Bridge, or Adelaide and Strathalbyn is 7 bogie vehicles; Q class engine 5 bogie vehicles. Between Murray Bridge and Serviceton Q class engine 7 bogie vehicles, exclusive of water tanks, whether they be ordinary carriages, mail vehicles, or bogie brakes; S class engines, 10 bogie vehicles.

The load of any up or down passenger train between Adelaide and Strathalbyn, and Adelaide and Murray Bridge, drawn by two engines, must not exceed equal to 11 bogies.

The load for a passenger train drawn by two engines between Murray Bridge and Serviceton must not exceed equal to 16 bogie carriages.

To save the running of a pilot engine on the up Express, the stationmaster, Murray Bridge, may reduce the load if such can be done without seriously inconveniencing the passengers.

For stock trains six bogie vehicles and two small brakevans constitute a load for R class engines between Adelaide and Murray Bridge, and Adelaide and Strathalbyn.

With the exception of goods trains from Philcox Hill to Mount Barker (see next clause), more than twenty wagons, and one bogie brakevan must not be attached between Mitcham and Murray Bridge and Mitcham and Strathalbyn.

Limit of load on Goods trains from Philcox Hill to Mount Barker is 24 loaded trucks and 2 brakevans; but in all cases the brake levers must be dropped.

Goods trains working between Murray Bridge and Serviceton must not exceed 30 loaded trucks and brakevan unless special instructions are given to the contrary.

Limit of load for L class engines between Murray Bridge and Serviceton is equal to 28 loaded trucks and brakevan.

STRATHALBYN AND VICTOR HARBOUR LINE.

Engines.	Strathalbyn and Goolwa. Mixed Train.		Goolwa and Victor Harbour.	
	Down.	Up.	Down.	Up.
	Tons.	Tons.	Tons	Tons.
Engines 23 and 24 (G class)	110	70	70	70
" H class	200	150	150	150

Add 20 per cent. for Goods train not timed to stop at Port Elliot.

STRATHALBYN AND MILANG LINE.

Engines.	Down Journey.	Up Journey.
K class	300 tons	270 tons
H "	200 "	180 "
Q "	100 "	90 "