

J. A. Baughton



ADDENDA

TO THE

7th EDITION

OF THE

COACHING BOOK

1st JULY, 1953.

[For the Information of the Staff only]

F. B. HARVEY,
General Traffic Manager

GENERAL TRAFFIC MANAGER'S OFFICE,
ADELAIDE

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COACHING BOOK.

1. Excess Luggage and Commercial Travellers' Samples for Adelaide—Waybilling of.

Excess luggage and commercial travellers' samples, consigned to Adelaide, must not be shown on the same waybill as ordinary parcels traffic.
Separate entries must be prepared, as this traffic is checked in at different locations.

2. Fish for Victoria—Handling at Adelaide.

A "Handling at Adelaide" charge of twopence for each 28 lb. or part thereof is to be made on all fish consigned from Collinsfield, Snowtown, Port Pirie, Kadina, Wallaroo, Moonta, Port Wakefield, *Port Adelaide, Port Broughton, or Port Augusta, to stations in Victoria, and such charge must be added to the South Australian proportion of the through charges.

* In the case of consignments from Port Adelaide, the "Handling at Adelaide" charge is to be made only when such fish is to be iced at Adelaide.
G.T.M., 1528/25.

3. Fish, Fresh, for Melbourne on Overland Express, ex Adelaide, Saturday.

The Victorian Railways advise that fish conveyed from South Australia by the Overland Express on Saturdays, and arriving Melbourne on Sundays is not taken delivery of by the fish companies on Sundays, and no cool storage is available at Spencer Street.

Before fish is accepted for transit by the Overland Express on Saturdays, the Station Master must ascertain from the consignor whether the train will be met in Melbourne and delivery taken on arrival, and if so, the consignment note must be endorsed by the consignor or his agent accordingly. The waybill must also be endorsed to that effect. If not so endorsed the consignment must be refused. This instruction applies not only to Adelaide, but to any station from which fish is forwarded to Melbourne, and required to go forward by the Overland on Saturdays.—S.A.R., 8530/50.

4. Police Force, Members of, and Prisoners Travelling by Rail.

(a) Policemen in uniform, when travelling on duty, and any prisoner, other than a Sheriff's prisoner, *vide* clause (b), in custody of a policeman, are allowed to travel free, second class, between stations. This also applies to railway constables sworn in as special constables travelling on constable's duty, and wearing their badges.

A prisoner does not become a Sheriff's prisoner until handed over to the officer in charge of the gaol. If sentenced to any particular gaol, free travel to the station serving such gaol is allowed.

(b) A Sheriff's prisoner, viz., a prisoner being escorted from one gaol to another, *must hold a ticket*, but the constable in uniform escorting the prisoner travels free. Where the constable in charge of a prisoner does not produce a ticket he should be asked whether the prisoner comes under the above definition and, if so, a ticket must be obtained.

(c) Police escorts, when accompanied by South Australian Railways Pay Clerks on duty, may travel free in first class compartments. Police escorts for other Government departments, for private firms, etc., in custody of cash, must hold tickets in accordance with the class of car occupied.

(d) Commissioned and non-commissioned officers of the Police Force in uniform may travel free, first class, without tickets, and other members of the Force, in uniform, free, second class, without tickets, when on duty, or when proceeding to their stations for duty or returning therefrom.

The following is an extract from the *Police Gazette*, 1921, page 182:—

Special attention is directed to the fact that members of the Police Force are only permitted to travel free on the railways when they are on duty, and that on other occasions they must pay their fares as ordinary members of the travelling public. It has been reported that some constables have travelled whilst off duty, without tickets. Any constables offending in this manner in the future will be severely dealt with.

NOTE.—For free carriage of parcels and bicycles, see Instruction 163.

5. Instructional Passes.

For conditions regarding the issue of instructional passes to officers and employees for travel between home or residential station and/or Adelaide and/or such other station as necessary, for the purpose of attending instruction classes, see clause 34, page 338, of the General Appendix under the heading "Passes, Privilege Tickets, Etc."

6. Mails, Carriage of—Stores and Stationery Account Postmaster-General's Department.

The Postal Department is, in some instances, using ordinary cornsacks for the carriage of parcel post mail matter.

Stations handling such bags at both "receiving" and "forwarding" stations must assure themselves that the bags contain postal matter only, or parcels containing stores and/or stationery account the Postmaster-General's Department not exceeding 30 lb. per parcel in weight.

Any parcel of stores and/or stationery account the Postmaster-General's Department which exceeds 30 lb. in weight must be forwarded as an ordinary parcel.

Any instance discovered of parcels of stores and/or stationery in excess of 30 lb. per parcel must be reported to the General Traffic Manager giving full particulars including weight of bag.—S.A.R., 8924/42.

7. Catering Equipment Account Messrs. Flavel & Sons Ltd.—Rates and Conditions for Carriage by Passenger Train.

In connection with the consigning of catering equipment, such as crockery, cutlery, and other table furnishings by Messrs. Flavel & Sons, Ltd., of Rundle Street, Adelaide, for dispatch by passenger train from Adelaide to South Australian stations and return on a hire basis for shows, fetes, and similar events, the following instructions, rates, and conditions apply:—

The equipment will be consigned as ordinary merchandise and, as such, must not be marked "Fragile" or "With Care."

Full stamped (prepaid) parcels rates will apply on the forward journey, and half stamped (prepaid) parcels rates on the return journey.

Collection and Delivery.—These consignments will be collected from and delivered to the premises of Messrs. Flavel & Sons Ltd. by the Railway Road Motor Collection and Delivery Service, and the collection or delivery charges will be paid in cash to the Road Service driver on each occasion a service is performed. The consignments, after receipt at Adelaide on return, must be promptly delivered.

Payment of Charges and Method of Handling.—Messrs. Flavel & Sons Ltd. will, by affixing stamps to each package according to weight, pay the whole of the rail charges involved (i.e., forward journey freight and return journey freight) when each consignment is handed over at Adelaide on the forward journey.

The Senior Parcels Clerk, Adelaide, to arrange for a careful check to be made of the value of the stamps affixed to each package, to ensure that the charges have been correctly computed, and that the charges are shown on the consignment note-waybill (Form No. 16) separately as follows:—

- (1) Forward journey freight.
- (2) Return journey freight—collected at Adelaide.

Return Journey.—The destination station must prepare entry on ordinary waybill (Form No. 14) showing "Free Return—Charges collected at Adelaide, vide waybill No. of (date)" and must check such consignment against the original waybill to see that no greater weight is returned than received on the forward journey.

As these consignments are carried under special arrangements which provide for an allowance of half rates on the return journey, no refund or allowance will be made should the catering equipment be returned either wholly or in part by means other than the South Australian Railways.—S.A.R., 10478/46.

8. Card Tray and Tables.

Card trays or tables when stocked at stations must, on request, and if available, be placed in a compartment for use of the passengers requiring same.

No charge is to be made for use of these trays or tables.

Station Masters supplying the trays or tables must arrange for the return of same to his station by informing the Guard of the train and also advising the terminal station.—S.A.R., 1874/37.

9. Geegeela, a Stopping Place for Passenger Trains Only, Situated Between Custon and Bangham—Passenger and Parcels Traffic To and From.

Passengers.

Passengers travelling to Geegeela, a stopping place situated between Custon and Bangham, must be charged the fare to the next station in advance. Passengers travelling from Geegeela must be charged the fare from the station immediately preceding.

Parcels, Cream, and Empty Return Cream Cans, also Mails.

Parcels and cream may be picked up at Geegeela on both Up and Down journeys of day passenger trains. A sidings consignment note must be presented, and the station receiving the consignment must prepare a waybill as from Bangham, if on the Up journey, and as from Custon if on the Down journey, such waybills to be endorsed "Account Geegeela." Stamped (prepaid) parcels rates to apply.

Parcels and empty returned cream cans may be accepted for transit to Geegeela, and the waybills for parcels must be made out to Bangham if on the Down journey and to Custon if on the Up journey, such waybills to be endorsed "Account Geegeela." Charges must be prepaid.

Mails will also be handled at Geegeela by day trains.—S.A.R., 1153/40.

10. Co-ordinated Rail and Road Services.

1. ADELAIDE-MOUNT BURR AND MILLICENT.

Rail Adelaide-Kalangadoo, and road Kalangadoo-Mount Burr and Millicent.

Combination fares between Adelaide and Mount Burr or Millicent—

Single.		Return.		Week-end Excursion.	
1st.	2nd.	1st.	2nd.	1st.	2nd.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
60 0	48 0	90 0	71 0	84 0	67 0

Passengers travelling by the combined service other than Adelaide to Mount Burr or Millicent and *vice versa* will require to re-book at Kalangadoo.

The above motor service is conducted by Mr. M. Worden, of Millicent, and tickets from Mount Burr may be obtained by passengers from Mr. Worden when joining at that township.—S.A.R., 309/47.

2. CO-ORDINATED PARCELS SERVICE TO AND FROM MENINGIE, VIA TAILEM BEND.

Under arrangement with Mr. J. C. Wilks, of Meningie, parcels will be carried from any South Australian railway station to Meningie, *via* Tailem Bend, or from Meningie to any South Australian railway station, at the rates applicable between Tailem Bend and such railway station, plus the following charges between Tailem Bend and Meningie:—

	s. d.
For each parcel	1 0

Charges may be made "Paid" or "To pay." If prepaid the stamped "Prepaid" parcels rates apply, and if "To pay" the unstamped parcels rates apply.

For parcels from Meningie the charges for both services must be raised, and where the charges are required to be prepaid, the Railway portion must be calculated at the stamped "Prepaid" parcels rates, and charged to Mr. Wilks's account.

The "To pay" charges on parcels received at Tailem Bend for Meningie must also be debited to such account.

All parcels addressed to Meningie, *via* Tailem Bend, or to c/o J. C. Wilks, Tailem Bend, must be waybilled on "Foreign" waybill to Tailem Bend account Meningie, and for parcels from Meningie, "Foreign" waybills must also be used as from Tailem Bend account Meningie.

Foreign abstracts must be used by both receiving and forwarding stations.

Station Master, Tailem Bend, must keep Mr. Wilks supplied with consignment notes, Forms Nos. 14 and 15, for parcels from Meningie, and supply a statement to the Comptroller not later than the 7th of each month of all parcels carried to or from Meningie, showing the station from or to which forwarded, weight of each package, S.A. rail charges, and Mr. Wilks's road charges.

Mr. Wilks to be supplied with a parcels warehouse book in which must be entered particulars of all parcels received at Tailem Bend for Meningie, and Mr. Wilks advised that signatures must in all cases be obtained and cash received where charges are made "To pay" before delivery of any parcel is given.

Parcels will not be accepted for carriage to Meningie under the "Cash on delivery" system.—S.A.R., 2782/35; S.A.R., 11631/36.

3. ADELAIDE-MORGAN AND RIVER MURRAY TOWNS.

Rail Adelaide-Morgan, and road Morgan, Overland Corner, Cobdogla, Barmera, Glossop, Berri, and Renmark.

Combination fares between Adelaide and River Murray towns—

Single.	Return.	Week-end Excursion.
s. d.	s. d.	s. d.
32 9	54 2	51 2

The above motor service is conducted by Pendle's Motors, Renmark.—G.T.M., 1616/25.

4. ADELAIDE-COLLINSFIELD-MUNDOORA AND PORT BROUGHTON.

(i.) Passenger Fares.

(a) The fares are—

	Single. 2nd class.	Return. 2nd class.	Week-end Excursion.
	s. d.	s. d.	s. d.
Rail— Adelaide-Collinsfield	17 6	26 4	23 4
Road— Collinsfield-Mundoora	2 9	5 0	4 6
Collinsfield-Port Broughton	5 0	9 0	8 0

The following provisions must be observed—

(b) Tickets issued to Mundoora and Port Broughton—

Attended stations will issue single, return, and week-end excursion tickets to Mundoora and Port Broughton at the sum of the rail fare to Collinsfield and the road fare Collinsfield to Mundoora or Port Broughton as the case may be.

The Road Service Proprietor will collect all tickets and hand same over to the Station Agent at Collinsfield on his next trip to that station.

Any passenger travelling to Mundoora or Port Broughton, and whose ticket does not cover road transport, will be charged the road fare by the Road Service Proprietor, and an excess fare ticket issued for same. All fares so collected must be paid to the Station Agent, Collinsfield, on the next trip to that station.

(c) Tickets issued from Port Broughton and Mundoora—

From Port Broughton—Ordinary card tickets will be issued by the Road Service Proprietor to Adelaide only. Excess fare tickets will be issued to Collinsfield, where passengers desiring to travel to other stations must re-book.

From Mundoora—Excess fare tickets will be issued to Collinsfield only, where passengers must re-book to destination.

A passenger desiring to travel First Class will be issued with a ticket to Collinsfield only, where he must re-book to destination.

All fares collected by the Road Service Proprietor must be handed to the Station Agent at Collinsfield on arrival, together with unsold tickets.

(d) General Instructions—

When a passenger presents a departmental warrant or order for either a first or second class ticket, no ticket will be issued by the Road Service Proprietor, who will collect the warrant or order and advise the passenger that the ticket will be obtained and handed to him at Collinsfield.

Students holding students' application forms for tickets at students' concession fares must, when travelling to Mundoora or Port Broughton, only be issued with rail tickets to Collinsfield, and advised to obtain their tickets for the road journey from the Road Service Proprietor. If travelling from Mundoora or Port Broughton they will be issued with ordinary tickets to Collinsfield, and advised to present the forms and obtain their rail tickets from the Ticket Office on arrival at Collinsfield.

The above conditions applicable to students, also apply to any other passengers who may present a form entitling them to rail tickets at concession fares.

(ii.) Parcels Traffic.

(a) Parcels (not exceeding 168 lb. in weight) may be booked through to or from Mundoora and Port Broughton (Eyre Peninsula lines excepted) at the sum of the rail charges to Collinsfield, plus motor charges shown hereunder.

(b) Parcels for Mundoora and Port Broughton.—These must be booked to Collinsfield, account Mundoora or Port Broughton, as the case may be, and the charges both rail and road irrespective of whether from attended or unattended stations must be prepaid, except as set out in sub-clause (d) hereunder.

(c) Parcels from Port Broughton and Mundoora must be booked from Collinsfield account Port Broughton or Mundoora, as the case may be, and the consignments together with the consignment notes (Form No. 14 for both parcels and cream) will be delivered to the Station Agent at Collinsfield immediately on arrival of the road vehicles, to enable him to do the necessary booking before the arrival of the train. Charges will be made "To Pay" except to stations where there is no Resident Accounting Staff (in which case the Road Service Proprietor must collect the whole of the charges and pay same to the Station Agent at Collinsfield), and as set out in subclause (d) hereunder.

(d) Parcels traffic may be made "To Pay" for Inwards Traffic and "Paid" for Outwards Traffic in the case of customers having monthly credit accounts, particulars of which are set out hereunder:—

Barker, H. P.	Munzer, B. F. O.
Cornelius, G. H.	Port Broughton Hospital
Cornish, S. B.	Price, W. H.
Dalling, E. N.	Rerecich, P. D.
District Council of Port Broughton	Roberts, J. E. 40/53
Federal Felters Pty. Ltd.	Short, R. S.
Fraser and Gillies	Stringer, W. W.
Ireland, A. H.	Stringer's Garage
Johns, Dr. R. J.	Summerton, H.
Larcombe, F. K.	Watson, R. H.
Marshall, M.	Whelan, F.
Mildren, R. C.	Wolfe, H.

(e) "Foreign" parcels waybills must be used for this traffic, the rail and motor charges being shown in separate columns.

"Foreign" parcels abstracts with the heading suitably altered must be used, the "Road Motor" and "Rail" proportions being shown separately.

(f) Parcels to or from Mundoora or Port Broughton MUST NOT be accepted under the "Cash on Delivery" arrangement.

Motor Charges.

	Up to 7 lb. and up to 14 lb.	Over 7 lb. and up to 14 lb.	Over 14 lb. and up to 28 lb.	Over 28 lb. and up to 56 lb.	Each additional 28 lb. or part thereof.
	s. d.	s. d.	s. d.	s. d.	s. d.
Between Collinsfield and Mundoora or Port Broughton	0 6	0 9	1 3	2 0	0 9
				Half case (30 lb.).	Full case (60 lb.).
Fresh fruit—				s. d.	s. d.
Between Collinsfield and Port Broughton				0 9	1 3
				Per case	Per crate or basket.
Fish—				s. d.	s. d.
Between Collinsfield and Port Broughton				1 6	2 0
				5gall. can.	10gall. can.
Milk—				s. d.	s. d.
Between Collinsfield and Port Broughton				1 0	2 0
				3gall. can.	5gall. can.
Cream—				s. d.	s. d.
Port Broughton and Collinsfield				1 0	1 6
Mundoora and Collinsfield				1 0	1 3

In each instance empty return milk and cream cans will be carried free.

	Up to 84 lb.	Over 84 lb. and up to 112 lb.	Each additional 28 lb. or part thereof.
	s. d.	s. d.	s. d.
Ice and ice-cream—			
Between Collinsfield and Mundoora or Port Broughton	1 3	1 9	0 3

Empty return ice and ice-cream containers are carried free.

Dogs, bicycles, etc.— Between—	Bicycles, perambulators, etc. Each.	
	s. d.	s. d.
Collinsfield and Mundoorra	1 6	1 6
Collinsfield and Port Broughton	2 9	2 3

Consignors forwarding dogs to either Mundoorra or Port Broughton must be advised to give the Port Broughton Motor Service (postal address, Port Broughton) three days' notice of their intention to forward the dogs, stating date the dogs will reach Collinsfield and the number and description of same, in order that the necessary accommodation may be provided by the Road Service.

Livestock—Calves and sheep— Not exceeding 60 lb. in weight Exceeding 60 lb. in weight	Each. s. d.	
	s. d.	s. d.
Not exceeding 60 lb. in weight	2 0	2 0
Exceeding 60 lb. in weight	3 0	3 0

Packages of clothing, etc., forwarded to charitable institutions, advertised by *Weekly Notice* as being entitled to "Free Rail Carriage" will be carried "free," between Port Broughton or Mundoorra and Collinsfield. The column on the waybill under which the Port Broughton Motor Service charges are shown must be endorsed "Free."

The above service is conducted by the Port Broughton Motor Service, Port Broughton.
—S.A.R., 1295/46.

5. ADELAIDE-IRON KNOB AND KIMBA.

Rail Adelaide-Port Pirie Junction.
Rail or road, as the case may be, Port Pirie Junction-Port Augusta.
Road Port Augusta-Iron Knob and Kimba.

	Adelaide and Kimba.		Port Pirie Junction and Kimba.	
	Single.	Return.	Single.	Return.
Combination tickets and fares—	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2nd class—all sections red—				
Rail—Adelaide-Port Pirie Junction	1 2 9	1 13 10	—	—
Rail or road—Port Pirie Junction-Port Augusta	0 10 0	1 0 0	0 10 0	1 0 0
Road—Port Augusta-Kimba	1 7 6	2 7 0	1 7 6	2 7 0
Through fare	£3 0 3	£5 0 10	£1 17 6	£3 7 0

	Adelaide and Iron Knob.		Port Pirie Junction and Iron Knob.	
	Single.	Return.	Single.	Return.
2nd class—all sections red—	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rail—Adelaide-Port Pirie Junction	1 2 9	1 13 10	—	—
Rail or road—Port Pirie Junction-Port Augusta	0 10 0	1 0 0	0 10 0	1 0 0
Road—Port Augusta-Iron Knob	0 14 0	1 4 0	0 14 0	1 4 0
Through fare	£2 6 9	£3 17 10	£1 4 0	£2 4 0

Parcels Traffic.

Parcels not exceeding 21 lb. in weight (films excepted, see below) may be consigned to Iron Knob or Kimba from Adelaide only for transit by the co-ordinated passenger service. The through charges which must be prepaid are as follows:—

	Weight Not Exceeding—							
	1 lb.	2 lb.	3 lb.	4 lb.	5 lb.	6 lb.	7 lb.	8 lb.
RAIL—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Adelaide-Port Pirie Junction	0 11	1 4	1 6	2 0	2 1	2 2	2 2	2 7
Port Pirie Junction-Port Augusta	1 0	1 1	1 2	1 3	1 3	1 5	1 6	1 8
ROAD—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Port Augusta-Iron Knob-Kimba	0 6	0 7	0 7	0 9	0 9	1 0	1 0	1 2

	Weight Not Exceeding—						
	9 lb.	10 lb.	11 lb.	12 lb.	13 lb.	14 lb.	21 lb.
RAIL—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Adelaide-Port Pirie Junction	2 7	2 7	2 8	3 6	3 6	3 6	5 2
Port Pirie Junction-Port Augusta	1 11	2 0	2 1	2 2	2 2	2 6	2 6
ROAD—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Port Augusta-Iron Knob-Kimba	1 2	1 2	1 2	1 2	1 2	1 2	1 6

FILMS.—Boxes of, in excess of 21 lb. in weight, may be accepted at Adelaide for carriage to Iron Knob and Kimba (charges prepaid) as follows:—

	Weight Not Exceeding—				
	28 lb.	42 lb.	56 lb.	84 lb.	112 lb.
RAIL—	s. d.	s. d.	s. d.	s. d.	s. d.
Adelaide-Port Pirie Junction	6 8	9 8	12 7	15 7	19 0
Port Pirie Junction-Port Augusta	3 6	4 4	6 0	7 4	9 9
ROAD—	s. d.	s. d.	s. d.	s. d.	s. d.
Port Augusta-Kimba and Iron Knob	1 9	2 7	3 6	4 8	5 6

Dogs, Etc.

Dogs or other small animals must not be accepted for transit by the above service unless they are securely crated by the consignor.

The above service is conducted by the West Coast Motor Services Limited, Whyalla.
—S.A.R., 9567/47.

6. ADELAIDE AND WHYALLA: COMBINATION TICKETS AND FARES.

Rail Adelaide-Port Pirie Junction; rail or road, as the case may be, Port Pirie Junction-Port Augusta; and road Port Augusta-Whyalla.

The tickets and fares between Adelaide and Whyalla and Port Pirie Junction and Whyalla are as follows:—

Combination 1st and 2nd Class Tickets.

TICKETS ISSUED AT ADELAIDE.

Single—Adelaide to Whyalla.

	£	s.	d.
Rail—Adelaide to Port Pirie Junction, 1st class—white section	1	8	5
Rail or Road—Port Pirie Junction to Port Augusta, 2nd class—red section	0	10	0
Road—Port Augusta to Whyalla—red section	0	14	0

Through fare £2 12 5

Return—Adelaide to Whyalla.

	£	s.	d.
Rail—Return, Adelaide to Port Pirie Junction, 1st class—white section	2	2	4
Rail or Road—Port Pirie Junction to Port Augusta, 2nd class—red section	0	10	0
Road—Port Augusta to Whyalla and return—red sections	1	8	0
Rail or Road—Port Augusta to Port Pirie Junction, 2nd class—red section	0	10	0

Through fare £4 10 4

Passengers travelling by the 1.15 p.m. East-West Express, Adelaide to Port Pirie Junction, are not permitted to travel Port Pirie Junction to Port Augusta by the East-West Express, but must instead travel by the 4.55 p.m. rail car.

TICKETS ISSUED AT WHYALLA.

Single—Whyalla to Adelaide.

	£	s.	d.
Road—Whyalla to Port Augusta—red section	0	14	0
Rail or Road—Port Augusta to Port Pirie Junction, 2nd class—red section	0	10	0
Rail—Port Pirie Junction to Adelaide, 1st class—white section	1	8	5
Through fare	£2	12	5

Return—Whyalla to Adelaide.

	£	s.	d.
Road—Whyalla to Port Augusta—red section	0	14	0
Rail or Road—Port Augusta to Port Pirie Junction, 2nd class—red section	0	10	0
Rail—Return—Port Pirie Junction to Adelaide, 1st class—white section	2	2	4
Rail or Road—Port Pirie Junction to Port Augusta, 2nd class—red section	0	10	0
Road—Port Augusta to Whyalla—red section	0	14	0

Through fare £4 10 4

SECOND CLASS TICKETS (ALL RED SECTIONS) ISSUED AT ADELAIDE AND PORT PIRIE JUNCTION TO WHYALLA, AND AT WHYALLA TO PORT PIRIE JUNCTION AND ADELAIDE.

	Adelaide and Whyalla.			Port Pirie Junction and Whyalla.		
	Single.	Return.	Week-End Excursion.	Single.	Return.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rail—Adelaide - Port Pirie Junction	1 2 9	1 13 10	1 10 4	—	—	
Rail or road—Port Pirie Junction—Port Augusta	0 10 0	1 0 0	0 16 9	0 10 0	1 0 0	
Road—Port Augusta—Whyalla	0 14 0	1 8 0	0 19 0	0 14 0	1 8 0	
Through fares	£2 6 9	£4 1 10	£3 6 1	£1 4 0	£2 8 0	

Week-end Excursion Tickets are issued (between Adelaide and Whyalla only) on Fridays, Saturdays, and Sundays, available for return up to and including the following Monday, or Tuesday if the Monday be a public holiday, and the journey must not be broken *en route* except for the purpose of changing from one transport to the other. Instruction 18 does not apply to these tickets.

Passengers to or from Port Augusta are not permitted to travel by the East-West and West-East Express trains between Port Augusta and Port Pirie Junction, but must instead travel by the rail car.

Parcels Traffic.

Parcels not exceeding 21 lb. in weight (films excepted, see below) consigned from Adelaide to Whyalla must be waybilled to Whyalla (foreign waybill to be used), rail to Port Pirie Junction, and road Port Pirie Junction to Whyalla, at the following rates:—

	Weight Not Exceeding—										
	1 lb.	2 lb.	3 lb.	4 lb.	5 lb.	6 lb.	7 lb.	10 lb.	11 lb.	14 lb.	21 lb.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
RAIL— Adelaide- Port Pirie Junction	0 11	1 4	1 6	2 0	2 1	2 2	2 2	2 7	2 8	3 6	5 2
ROAD— Port Pirie Junction- Whyalla	1 0	1 2	1 2	1 6	1 6	2 0	2 0	2 4	2 4	2 4	3 0

All charges must be prepaid.

The road rates apply irrespective of railway classification for any particular classes of commodities, except that parcels account the Police Department consigned to Whyalla will be carried "Free" over the Road Motor portion of the journey—see Instruction 163.

Persons tendering packages in excess of 21 lb. should be referred to Lee Transport Company Limited, 33 Pirie Street, Adelaide, telephone C1228.

Films.—Boxes of films in excess of 21 lb. in weight may be accepted at Adelaide for carriage to Whyalla (charges prepaid) as follows:—

	Weight not exceeding—				
	28 lb.	42 lb.	56 lb.	84 lb.	112 lb.
	s. d.	s. d.	s. d.	s. d.	s. d.
Rail— Adelaide-Port Pirie Junction	6 8	9 8	12 7	15 7	19 0
Road— Port Pirie Junction-Whyalla	3 6	5 2	7 0	9 4	11 0

Parcels (not exceeding 21 lb.) from stations other than Adelaide which it is desired shall be carried by the co-ordinated service must be addressed to Whyalla "c/o West Coast Motor Services Ltd." rail to Port Pirie Junction, consigned and waybilled to Port Pirie Junction.

At attended stations the rail charges to Port Pirie Junction must be prepaid. From unattended stations, rail charges shall be made "To pay" and collected from West Coast Motor Services Ltd. by the Station Master, Port Pirie Junction. The company will be responsible for the collection of road motor charges on all consignments other than those dispatched from Adelaide.

West Coast Motor Services Ltd. will only carry parcels by the service leaving Port Pirie Junction at 12.45 p.m. Mondays to Fridays and 11.45 a.m. Saturdays.

Dogs, Etc.

Dogs or other small animals must not be accepted for transit by the above service unless they are securely crated by the consignor.

Parcels and Luggage—Labelling of.

The following arrangements apply in connection with the transport of parcels and luggage to Whyalla.

The Whyalla service connects with the trains as follows:—

At Port Pirie Junction—

7.50 a.m. Mondays to Fridays.

7.00 a.m. Saturdays.

*6.30 p.m. Sundays.

At Port Augusta—

*1.15 p.m. Mondays, Wednesdays and Fridays.

*6.45 p.m. Fridays.

*For the carriage of passengers and luggage only, and not for the carriage of parcels.

Parcels.

Parcels from Adelaide forwarded by No. 277 (7.50 a.m.) on Mondays to Fridays and No. 223 (7.00 a.m.) on Saturdays to be addressed "Whyalla," waybilled to Whyalla, via Port Pirie Junction, and labelled with a special distinctive parcels label to facilitate identification when unloading at Port Pirie Junction. Both rail and road service charges must be prepaid.

SAMPLE OF LABEL.

S. A. R.

PARCEL.

ADELAIDE

TO

WHYALLA via

PORT PIRIE JUNCTION

Parcels from other stations to be addressed "Whyalla—Rail to Port Pirie Junction," waybilled to Port Pirie Junction, and labelled "Whyalla, via Port Pirie Junction." Rail charges must be prepaid.

Luggage.

Luggage of passengers travelling by No. 277 (7.50 a.m.) Mondays to Fridays, No. 223 (7.00 a.m.) on Saturdays, and No. 821 (6.30 p.m.) on Sundays, who are in possession of combination tickets Adelaide to Whyalla and, if journeying through Adelaide, holding ordinary rail tickets to Adelaide, or in possession of combination tickets Port Pirie Junction to Whyalla and rail tickets to Port Pirie Junction, to be labelled with an ordinary "Whyalla via Port Pirie Junction" luggage label.

Luggage of passengers travelling by No. 559 (1.15 p.m.) on Mondays, Wednesdays, and Fridays, and No. 829 (6.45 p.m.) on Fridays, who are in possession of combination tickets available between Adelaide and Whyalla or Port Pirie Junction and Whyalla (in the former case if luggage being booked through Adelaide a rail ticket to Adelaide also to be held) to be labelled with a special distinctive label, *i.e.*, a red luggage label with two light diagonal black-coloured lines across the face, "Adelaide to Whyalla via Port Augusta" for passengers joining at Adelaide, to facilitate identification when transferring at Port Pirie Junction and Port Augusta; and for passengers joining at other stations, with an ordinary luggage label "Whyalla via Port Augusta," a heavy black ink line being drawn diagonally across the label.

Luggage of passengers who do not hold the combination tickets as set out above, but hold tickets to Port Pirie Junction, must only be labelled to Port Pirie Junction and the passengers advised to, immediately on arrival at Port Pirie Junction, purchase their tickets for the journey to Whyalla, claim their luggage, and if travelling by the 1.15 p.m. train on Mondays, Wednesdays, or Fridays, or the 6.45 p.m. train on Fridays, have such luggage re-addressed and labelled to Whyalla.

This service is conducted by West Coast Motor Services Limited, Whyalla.—S.A.R. 9567/47.

In respect to the abovementioned co-ordinated services, children four years and under 14 years of age will be charged half fare.

For information regarding time tables refer to current placards advertising the respective co-ordinated services.

11. Co-ordinated and Connecting Rail and Road Services— Advice of Number of Passengers For.

The Station Master, Adelaide, must immediately after the departure of the train from Adelaide which connects with co-ordinated and connecting services, send telegraphic advice showing number of passengers on the train leaving Adelaide for the connecting service as follows:—

Train.	Passengers for—	Advice to be sent to—
A.M. Pirie, Monday to Saturday	Whyalla	Station Master, Port Pirie (both Ellen Street and Port Pirie Junction)

The Train Porter must make a check of the passengers travelling to Whyalla, and enter particulars in a book provided for the purpose at Bowmans.

The Station Master, Bowmans, must add the number of passengers for Whyalla joining at his station, and telegraph the Station Master, Port Pirie, the total number of Whyalla passengers on the train leaving Bowmans.

Train.	Passengers for—	Advice to be sent to—
East-West train, Monday, Wednesday, and Friday	Whyalla	Station Master, Port Pirie (both Ellen Street and Port Pirie Junction), and Station Master, Port Augusta.
P.M. Pirie, Fridays and Sundays	Whyalla	Station Master, Port Pirie (both Ellen Street and Port Pirie Junction).
A.M. Pirie, Monday, Thursday, and Saturday	Iron Knob and Kimba	Station Master, Port Pirie (both Ellen Street and Port Pirie Junction), and Station Master, Port Augusta).
A.M. Pirie, Monday to Saturday	Mundoora and Port Broughton	Station Master, Snowtown.
All trains	Mount Burr and Millicent	Station Masters, Millicent and Kalangadoo.
All trains	Victor Harbour	Station Master, Victor Harbour. (Should it be known that any parties are joining at intermediate stations, these should be included in the advice.)

Renmark and places intermediate between Morgan and Renmark.
Loxton and Waikerie and places intermediate between Morgan and Loxton } As set out in Instruction No. 12 next hereunder.

Station Masters receiving the information must immediately advise the road service proprietors of the number of passengers for his service.—S.A.R., 5873/44.

12. Adelaide—Morgan—Renmark—Waikerie—Loxton—Rail and Road Services—To Operate Only when Two Trains Work between Adelaide and Morgan.

DOWN TRAINS.

The express train which leaves Adelaide for Morgan at 7.30 a.m. (or such other time as may be substituted therefor) is for the exclusive use of passengers travelling to the Upper Murray towns by the connecting Road Motor Services from Morgan, *viz.*, to Renmark and intermediate towns or to Waikerie and Loxton and intermediate towns (both services operated by Pendle's Motor Service), and will stop, if required, at the stations set out in the Working Time Tables Book only for *bona fide* passengers to join for Upper River destinations by one of the road services mentioned. This train must not be quoted to inquirers for travel to stations intermediate between Adelaide and Morgan inclusive.

Adelaide Ticket Office.—Passengers for this train, other than those holding combination tickets for the rail and road service when applying at the Adelaide Ticket Office for rail tickets to *Morgan* must be interrogated by the Ticket Clerk and not sold a ticket to *Morgan* for travel by this train unless that officer is satisfied that the passenger is proceeding beyond *Morgan* on one of the road services.

Inquiry Bureau and Announcer, Adelaide, must only quote this train when travel is requested to Upper Murray River towns by the rail and road services.

Adelaide Barrier.—The Ticket Checking Staff must not permit through the barrier for this train passengers other than those holding through co-ordinated rail and road tickets, or who indicate, on interrogation, that they are proceeding beyond *Morgan* by one of the road services mentioned. These latter will include holders of season tickets, passes (all kinds), privilege tickets, students' tickets, and ordinary rail tickets to *Morgan*, including through issues from stations other than *Adelaide*.

Provisional Stopping Places (as indicated in the Working Time Tables Book).—Before this train is stopped at any provisional stopping place the Station Master or other Officer concerned must be satisfied that the passengers are proceeding to *Morgan* for travel on one of the Upper River road services.

Advice of Passengers.—After leaving *Adelaide* the Car Porter on this train must, when checking tickets, ascertain from each passenger by which road service it is intended to travel beyond *Morgan*, and record same on the prescribed "Statement of passengers for road motor services at *Morgan*."

Particulars of passengers joining at *Gawler* must be added and the completed statement handed out to the Station Master, *Roseworthy*, without fail.

The Station Master, *Roseworthy*, must be on the platform to receive the statement from the Car Porter, and he must telephone the particulars to the Station Master, *Morgan*, recording on the statement the name of the employee receiving the message and the time thereof.

The Station Master, *Morgan*, must be ready to receive the advice of passengers at 8.25 a.m. each day. On receipt of the information, the lessee of the Refreshment Room must be immediately advised. The licensed road motor operators must be advised the number of passengers for their route, on request, or by prior arrangement. Should there be an unusually large number of passengers travelling, the Station Master, *Morgan*, must endeavour to contact the road service proprietors without delay.

These daily statements must be recorded in a special foolscap book by the Station Masters, *Roseworthy* and *Morgan*. The Station Master, *Roseworthy*, must retain the Rail Car Porter's statement for check for a period of two calendar months before using same for scrap paper.

Morgan Refreshment Room.—The Car Porter on this train must advise passengers that light refreshments, including pies and pasties (in season), sandwiches, cakes, biscuits, tea, coffee, milk, aerated waters, fruit and confectionery will be available in the Refreshment Room on the passenger platform at *Morgan*.

Addressing of Passengers' Luggage.—Passengers before arrival at *Morgan* must be requested to have their luggage clearly and correctly labelled with their names and Upper River destinations. On alighting from the train they should hand their luggage to the bus driver, before proceeding to the Refreshment Room.

Parcels, Newspapers, Mails, and Passengers' Luggage.—This train will convey from *Adelaide*—

1. Mails, newspapers, passengers' luggage for the Renmark Road Motor Service (Pendle's). Parcels for *Morgan* endorsed Pendle's Service.
2. Mails, newspapers, passengers' luggage for the Waikerie and Loxton Road Motor Service (Pendle's). Parcels for *Morgan*, endorsed Pendle's.
3. Mails, newspapers, passengers' luggage and parcels for *Morgan* received in time for dispatch on this train.

UP TRAINS.

Morgan.—The Station Master, Morgan, must ensure that the whole of the seating accommodation on the 10.35 a.m. (or such other time as may be substituted therefor) train to Adelaide is available to passengers, including those holding season tickets, passes (all kinds), privilege and students' tickets, off the connecting road motor services, also (on Mondays) passengers from the River Murray boat tours. Tickets must not be issued to local residents until after the arrival of the road service buses, and then only to the limit of vacant seats (if any) for travel to Adelaide only and not to intermediate stations.

Provisional Stopping Places.—This train may be stopped, if required, at the stations set out in the Working Time Tables Book, only for passengers from the connecting road motor services to alight. After leaving Morgan the Car Porter must, when checking tickets, ascertain if any passengers from the connecting road motor services desire to alight at any of such stations, and advise the Motorman accordingly.—S.A.R., 7315/44.

13. Reserved Seats, Country Trains—Clause 18, Page 9.

The charge for the reservation of each seat for a single journey on the South Australian Railways shall be 1s. 3d.

14. Seat Reservations, Country Trains, Restriction Of.

The holder of any ticket or pass may reserve a seat on any train on which seat reservations are made, provided that the holder joins the train at a station at which seat reservations may be made, and there are no restrictions as regards travel.—S.A.R., 2358/49.

15. Week-end Excursions.

(i.) *Between Stations on the South Australian Railways (Eyre Peninsula Lines excepted—See Instruction 16).*

Week-end excursion tickets at week-end excursion fare will be issued on each Friday, Saturday, and Sunday, between all country stations (Broken Hill, Serviceton, and Eyre Peninsula excepted), including journeys through the metropolitan area, or between a country and a metropolitan station, available for return until the following Monday, or Tuesday if the Monday be a public holiday.

The above also applies to tickets issued to Mundoorra, or to or from Port Broughton, the road motor fare between Collinsfield and Mundoorra, 4s. 6d., and Collinsfield-Port Broughton, 8s., to be added to the week-end excursion fare to or from Collinsfield.

The journey cannot be broken except on forfeiture of that portion of the ticket on which the journey be broken at the station where the passenger alights.

The return portions of these tickets expire at midnight on the date to which available, i.e., Monday, or Tuesday if the Monday be a public holiday, except that—

(a) A passenger joining a through train before midnight on the date of expiry will be permitted to continue the journey after midnight only by such through train.

The term "through train" includes the continuation of a train from a break-of-gauge station, but not a connecting train from the destination station of such through train, or from a junction station *en route*. Any passenger holding a ticket to a station beyond the destination station of such through train, or to a station deviating from a junction station, served by such through train, may be permitted, under this clause, to travel to the destination station of the through train, or junction station, as the case may be, but the ticket held will not be available for a further continuation of the journey to the station shown on the ticket by another connecting train.

20/5/3 (b) Passengers holding tickets issued to stations Custon to ^{Wandilo} ~~Mitchells~~, inclusive, may be permitted to travel on the return journey by the train leaving Mount Gambier in the evening, under the conditions set out in clause (a), although the train may be joined after midnight on the date the ticket expires.

- (c) Passengers holding tickets issued to stations Ucolta to Cockburn, inclusive, may be permitted to travel on the return journey by the train (*ex* Broken Hill) leaving Cockburn in the evening, under the conditions set out in clause (a), although the train may be joined after midnight on the date the ticket expires.
- (d) Passengers holding tickets from stations on the Cockburn-Peterborough line, to Peterborough or stations intermediate on such line, may be permitted to travel on the return journey by the train leaving Adelaide in the evening, under the conditions set out in clause (a), although the train may be joined after midnight on the date the ticket expires.
- (e) When the Monday is a public holiday, passengers holding tickets issued from Peterborough and stations to Coonamia, inclusive, to Yongala and stations to Port Pirie, inclusive, may be permitted to travel on the return journey by the train leaving Port Pirie in the evening on Tuesdays under the conditions set out in clause (a), although the train may be joined after midnight on the date the ticket expires.

EXAMPLES.

Under Clause (a).—A ticket issued from Adelaide to Mount Gambier or Beachport would be available for return by the evening train leaving Mount Gambier on Mondays. A ticket issued from Semaphore to Mount Gambier or Beachport would be available for return by the evening train leaving Mount Gambier on Mondays only as far as Adelaide, and a fresh ticket would require to be purchased from Adelaide to Semaphore. A ticket issued from Victor Harbour to Mount Gambier or Beachport would be available for return by the evening train leaving Mount Gambier on Mondays only as far as Mount Barker Junction, and a fresh ticket would require to be purchased from Mount Barker Junction to Victor Harbour.

A ticket issued from Port Pirie to Mannahill would be available for travel on the return journey by the evening train leaving Broken Hill on Mondays only as far as Peterborough, from which station a fresh ticket would require to be purchased from Peterborough to Port Pirie.

Under Clause (b).—A ticket issued from Adelaide to Custon would be available for return from Custon by the evening train leaving Mount Gambier on Mondays, although the train would not be joined until the early hours on Tuesday morning.

Under Clause (c).—A ticket issued from Adelaide to Yunta would be available for return from Yunta by the evening train leaving Broken Hill on Mondays, although the train would not be joined until the early hours on Tuesday morning.

A ticket issued from Port Pirie to Yunta would be available for travel on the return journey from Yunta by the evening train leaving Broken Hill on Mondays, although the train would not be joined until the early hours on Tuesday morning. The ticket would not, however, be available for travel beyond Peterborough.

Under Clause (d).—A ticket issued from Mannahill to Peterborough or any intermediate station between Mannahill and Peterborough, would be available for return by the evening train leaving Adelaide on Mondays, although the train would not be joined until the early hours on Tuesday morning.

Under Clause (e).—A ticket issued from Peterborough to Gladstone would, when the Monday is a public holiday, be available for return by the evening train leaving Port Pirie on Tuesday, although the train would not be joined until the early hours of Wednesday morning.

NOTE.—Week-end excursion tickets are not issued to or from Broken Hill, or to or from Serviceton.

Clause 4 of By-law A states that—

"No passenger, unless he joins the train at a stopping place where tickets are not issued, or unless he be the then holder of an ordinary full fare ticket to the intermediate station at which he alights and also rebooks at the full ordinary rate without deriving any advantage as regards fare by the double booking, shall take a ticket at any intermediate station for the purpose of continuing his journey in the same train as that in which he shall have arrived at such station. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding five pounds."

From this it will be seen that a passenger who intends to travel to Broken Hill should not be issued with a ticket to Cockburn, and before a week-end excursion ticket

is issued to such station the passenger should be asked whether the journey is being continued to Broken Hill, and if so, the week-end excursion to Cockburn refused, and his attention called to clause 4 of By-law A.

The number of passengers who would require week-end excursion tickets to Cockburn would be very few, and applications, particularly from large bodies such as sports teams, should be closely investigated by the ticket issuing officer, by interrogating the applicants before issuing a ticket.—S.A.R., 3695/35, 1593/36, 3382/40.

(ii.) *Between Adelaide and Commonwealth Lines.*

Second class week-end excursion tickets are issued from Adelaide to Port Augusta, Pimba, and Woomera, and *vice versa*, on Fridays, Saturdays, and Sundays, available for return up to and including the following Monday or Tuesday, if the Monday be a public holiday, and the journey must not be broken *en route* except for the purpose of changing trains. Instruction 18 does not apply to these tickets.

The fares are:—

Between Adelaide and—

	s. d.		s. d.		s. d.
Port Augusta .	50 4	Pimba	89 4	Woomera	92 4

Passengers desiring to travel first class between Adelaide and Port Pirie Junction must be issued with change of class excursion tickets at Adelaide or Port Pirie Junction, as the case may be.—S.A.R., 7662/52.

16. Week-end Excursions to Port Lincoln.

Week-end excursion tickets at week-end excursion fare may be issued to Port Lincoln on each Saturday from Minnipa and Kimba and intermediate stations.

These tickets will be available for return until the following Tuesday, and break of journey is not permitted except on forfeiture of the whole of the ticket (both portions on the forward journey or return portion on the return journey) at the station where the passenger alights.

17. Week-end Excursion Fares—Computation of.

The week-end excursion fare (minimum 1s.) shall be the through single fare, plus one-third, fractions of one penny less than one halfpenny being dropped, and one halfpenny and over counted as one penny.

The following table is provided for the purpose of ascertaining the second class week-end excursion fare after ascertaining the second class through single fare. The first class week-end excursion fare is the second class week-end excursion fare, plus twenty-five (25) per cent in accordance with the table set out in Instruction 46.

When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
*0 1	0 1	2 0	2 8	3 11	5 3	5 10	7 9
*0 2	0 3	2 1	2 9	4 0	5 4	5 11	7 11
*0 3	0 4	2 2	2 11	4 1	5 5	6 0	8 0
*0 4	0 5	2 3	3 0	4 2	5 7	6 1	8 1
*0 5	0 7	2 4	3 1	4 3	5 8	6 2	8 3
*0 6	0 8	2 5	3 3	4 4	5 9	6 3	8 4
*0 7	0 9	2 6	3 4	4 5	5 11	6 4	8 5
*0 8	0 11	2 7	3 5	4 6	6 0	6 5	8 7
0 9	1 0	2 8	3 7	4 7	6 1	6 6	8 8
0 10	1 1	2 9	3 8	4 8	6 3	6 7	8 9
0 11	1 3	2 10	3 9	4 9	6 4	6 8	8 11
1 0	1 4	2 11	3 11	4 10	6 5	6 9	9 0
1 1	1 5	3 0	4 0	4 11	6 7	6 10	9 1
1 2	1 7	3 1	4 1	5 0	6 8	6 11	9 3
1 3	1 8	3 2	4 3	5 1	6 9	7 0	9 4
1 4	1 9	3 3	4 4	5 2	6 11	7 1	9 5
1 5	1 11	3 4	4 5	5 3	7 0	7 2	9 7
1 6	2 0	3 5	4 7	5 4	7 1	7 3	9 8
1 7	2 1	3 6	4 8	5 5	7 3	7 4	9 9
1 8	2 3	3 7	4 9	5 6	7 4	7 5	9 11
1 9	2 4	3 8	4 11	5 7	7 5	7 6	10 0
1 10	2 5	3 9	5 0	5 8	7 7	7 7	10 1
1 11	2 7	3 10	5 1	5 9	7 8	7 8	10 3

When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—	When the single fare is—	The week-end excursion fare will be—
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
7 9	10 4	11 0	14 8	14 3	19 0	17 6	23 4
7 10	10 5	11 1	14 9	14 4	19 1	17 7	23 5
7 11	10 7	11 2	14 11	14 5	19 3	17 8	23 7
8 0	10 8	11 3	15 0	14 6	19 4	17 9	23 8
8 1	10 9	11 4	15 1	14 7	19 5	17 10	23 9
8 2	10 11	11 5	15 3	14 8	19 7	17 11	23 11
8 3	11 0	11 6	15 4	14 9	19 8	18 0	24 0
8 4	11 1	11 7	15 5	14 10	19 9	18 1	24 1
8 5	11 3	11 8	15 7	14 11	19 11	18 2	24 3
8 6	11 4	11 9	15 8	15 0	20 0	18 3	24 4
8 7	11 5	11 10	15 9	15 1	20 1	18 4	24 5
8 8	11 7	11 11	15 11	15 2	20 3	18 5	24 7
8 9	11 8	12 0	16 0	15 3	20 4	18 6	24 8
8 10	11 9	12 1	16 1	15 4	20 5	18 7	24 9
8 11	11 11	12 2	16 3	15 5	20 7	18 8	24 11
9 0	12 0	12 3	16 4	15 6	20 8	18 9	25 0
9 1	12 1	12 4	16 5	15 7	20 9	18 10	25 1
9 2	12 3	12 5	16 7	15 8	20 11	18 11	25 3
9 3	12 4	12 6	16 8	15 9	21 0	19 0	25 4
9 4	12 5	12 7	16 9	15 10	21 1	19 1	25 5
9 5	12 7	12 8	16 11	15 11	21 3	19 2	25 7
9 6	12 8	12 9	17 0	16 0	21 4	19 3	25 8
9 7	12 9	12 10	17 1	16 1	21 5	19 4	25 9
9 8	12 11	12 11	17 3	16 2	21 7	19 5	25 11
9 9	13 0	13 0	17 4	16 3	21 8	19 6	26 0
9 10	13 1	13 1	17 5	16 4	21 9	19 7	26 1
9 11	13 3	13 2	17 7	16 5	21 11	19 8	26 3
10 0	13 4	13 3	17 8	16 6	22 0	19 9	26 4
10 1	13 5	13 4	17 9	16 7	22 1	19 10	26 5
10 2	13 7	13 5	17 11	16 8	22 3	19 11	26 7
10 3	13 8	13 6	18 0	16 9	22 4	20 0	26 8
10 4	13 9	13 7	18 1	16 10	22 5	30 0	40 0
10 5	13 11	13 8	18 3	16 11	22 7	40 0	53 4
10 6	14 0	13 9	18 4	17 0	22 8	50 0	66 8
10 7	14 1	13 10	18 5	17 1	22 9	60 0	80 0
10 8	14 3	13 11	18 7	17 2	22 11	70 0	93 4
10 9	14 4	14 0	18 8	17 3	23 0	80 0	106 8
10 10	14 5	14 1	18 9	17 4	23 1	90 0	120 0
10 11	14 7	14 2	18 11	17 5	23 3	100 0	133 4

* These fares are only to be used in ascertaining the second class excursion fare, when the single fare ranges—

From—	To—	From—	To—	From—	To—
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
20 1	20 8	50 1	50 8	80 1	80 8
30 1	30 8	60 1	60 8	90 1	90 8
40 1	40 8	70 1	70 8	100 1	100 8

18. Tickets, Country Lines, Availability of During Periods of Restricted Train Services.

During periods of restricted train services any rail ticket issued for travel or expiring on a date on which no train is working or, in the case of more than one train regularly working and one is cancelled, must be honoured for travel on the first following day on which a train is working. This does not apply in respect to tickets involving travel over the Commonwealth Railways.—S.A.R., 3695/35.

19. Tickets, Country Lines, Alternative Routes During Periods of Restricted Train Services.

During periods of restricted train services any rail ticket issued for travel between stations served by two or more routes must be honoured by any alternative route, if no train is working on the route for which the ticket is held at the time the passenger desires to travel. This does not apply to tickets involving travel over the Commonwealth Railways, except that passengers holding such tickets *via* Port Pirie Junction, may travel over another available route on the South Australian Railways, to or from Port Pirie Junction, or when instructions are issued by the General Traffic Manager in respect to any special occasion.—S.A.R., 3695/35.

20. Tickets—Issue of, to Tube Mills (Kilburn)—Page 28.

Whilst tickets issued to or from Kilburn are also available to or from Tube Mills Platform, and the fare to or from Kilburn applies, in order to meet a request that tickets be issued to Tube Mills and thus prevent employees at the Tube Mills being over-carried, arrangements have been made to stock certain stations with return, workmen's weekly, and weekly periodical tickets, with the name "Tube Mills (Kilburn)" printed thereon.

Stations being supplied with such tickets will only be given tickets for which, as advised by the Manager of the Tube Mills, there is a demand, and therefore may not be supplied with returns and weekly periodical in addition to workmen's weekly.

Stations not supplied with "Tube Mills (Kilburn)" tickets must, when an application is made for a ticket to "Tube Mills," issue a blank ticket and endorse thereon "Tube Mills (Kilburn)."

Stations not supplied with printed tickets to "Tube Mills (Kilburn)" must, when one demand warrants, make application to the Ticket Supply Clerk to be supplied with printed tickets only for the particular variety in demand.—S.A.R., 8451/39.

21. Combination Round Tour Road and Rail Ticket Adelaide-Sydney and Return.

A combination road Adelaide-Sydney (Murray Valley Coaches Pty. Ltd.) and first class rail Sydney-Adelaide coupon ticket is issued at Adelaide by Murray Valley Coaches Pty. Ltd., and the South Australian Government Tourist Bureau, at the following fares:—

	Adult.			Child.		
	£	s.	d.	£	s.	d.
Murray Valley Coaches Pty. Ltd., Adelaide-Sydney road ..	8	15	0	4	7	6
First class rail, Sydney-Adelaide	8	7	0	4	3	6
Total	£17	2	0	£8	11	0

These tickets have a green line down the centre to distinguish them from the ordinary rail issue.

Similar tickets with a red line down the centre are issued at Sydney covering the journey from Sydney to Adelaide by road and the journey from Adelaide to Sydney by rail.

The tickets are available for three months after the date of issue stamped on such tickets, by which date the whole of the journey back to commencing station must be completed.—S.A.R., 11680/46.

22. Tickets Issued for Other than Cash Payment.

When tickets are issued for other than cash payment they must be endorsed "C.Q." (both halves in the case of return or excursion tickets).

This instruction, however, does not apply to tickets issued in exchange for State or Commonwealth Departmental orders, and on which tickets must be stamped or written the words "Departmental" when issued at full fare, and "Departmental Concession" when issued at less than full fare.

Special attention must be given to this instruction as Booking Officers will be required to make good any refunds made as a result of omissions.—S.A.R., 2586/40, S.A.R., 1341/43.

23. Tickets Incorrectly Issued.

The following instructions in respect to the above must be strictly observed, and will apply to tickets issued over the South Australian railway lines and to stations in Victoria and New South Wales.

- No attempt shall be made by an employee to regain control of any ticket which has been incorrectly issued and travelled on, nor shall he endeavour to obtain possession of a full ticket, or portion thereof issued in error to a child.
- When a single ticket has been issued in error for a journey beyond that paid for, the issuing station shall telegraph the station at which the passenger should alight, account for the ticket at its face value, and report the matter the same day to the Comptroller for adjustment. The collecting station must also furnish a report to the Comptroller, attaching the ticket and telegram.
- When a single ticket has been issued in error for a journey short of that paid for, or for a destination on another line, the issuing station must acquaint the intermediate station concerned, or the junction station, as

the case may be, of the fact by telegram, and raise debit for the additional amount involved, if any, by excess fare ticket, which is to be attached to the excess fare return.

The station receiving the telegram referred to above shall collect the wrongly issued ticket, issue a ticket for the remainder of the journey, without charge, taking debit for its value as usual, and take credit by voucher against "Rebooking," attaching the telegram and collected ticket as authority. Any credit due to the issuing station will be arranged by the Revenue Accountant.

If a passenger holding a wrongly issued ticket be not located at the intermediate or junction station, as the case may be, that station must advise the destination station of the circumstances by telegram, such destination station to attach the telegram to the ticket and forward to the Comptroller.

- When a Booking Clerk omits to cut a single ticket issued to a child, he must advise the Conductor or Guard or a suitable intermediate station by telegram to collect the ticket held and issue a ticket for child (card or excess fare) for the remainder of the journey. The Conductor, Guard, or station, as the case may be, must issue the ticket without charge to the passenger, take debit at the ordinary fare for the ticket issued, and take credit by voucher against "Rebooking" for the value of the ticket issued, attaching the telegram and collected ticket as authority.

The station making the error must at once advise the Comptroller, giving full details, including the names of the intermediate and destination stations concerned, to enable him to deal with the matter of credit.

- Return or week-end excursion tickets issued in error must be treated in a similar way, except that an excess fare ticket at the combined total of two single fares (the fare for the remainder of the journey to destination and the fare from destination to original starting station) must be issued by the Guard or Collector of the train or at the intermediate station, whilst alternatively, if the irregularity be adjusted at the destination station, an excess fare ticket at the single fare must be issued by the destination station, covering the return journey to the original starting station. On such excess fare ticket must be shown the journey to be travelled, also full details of the original ticket taken from the passenger, including its number and date.

The debit raised by excess fare must be cleared by voucher against "Rebooking," the whole ticket and telegram being attached to Form 119 as authority.

- Where it has been definitely ascertained by telegram or other reliable means that a ticket has been wrongly dated at the issuing station, the checking station *en route*, or the Guard or Collector of the train, must collect the wrongly dated ticket and issue to the passenger a ticket (card or excess fare) for the remainder of the journey at ordinary fare without charge.

This debit must be cleared by voucher against "Rebooking," the wrongly dated ticket and the telegram (if any) being attached to Form 119 as authority.

- Where a passenger is, for departmental or police reasons, detained overnight at a station short of the destination station shown on the ticket, another ticket must be issued at the detention station without charge to the passenger to enable him to complete his journey.

This debit must be cleared by voucher against "Rebooking," the original ticket and a statement of the cause of the detention being attached as authority.

From the above it will be seen that passengers must not be passed by telegraphic or memo. advice.

For instructions regarding the issue of "No charge" and "Without charge" excess fare tickets, see Instruction 24.—G.T.M., 1088/26.

24. Excess Fare Tickets Issued as "No Charge" and "Without Charge"—Employees Entitled to Issue to Rectify Errors.

"No charge" excess fare tickets may be issued when rectifying errors, etc., only by the following:—

- At the office of the General Traffic Manager above the stamp "For General Traffic Manager."
- At the office of the Station Master, Adelaide, above the stamp "For Station Master, Adelaide."
- By the Senior Ticket Examiner or a member of his ticket examining staff.

The words "No charge" must be inserted in the space provided for "Amount."
These excess fare tickets are subject to audit, and must be honoured when issued as "No charge."

The words "No charge" must not be shown on excess fare tickets except by those authorized in paragraphs (i.), (ii.), and (iii.) above.

All other employees, whether at a station or on a train, impounding a ticket on account of same being defaced or incorrectly issued, must issue an excess fare ticket for the remainder of the journey, without charge to the passenger, the words "Without charge" being entered in the space provided for amounts. Debit for its value must be raised by the accounting station and credit claimed against "Rebooking" in accordance with instructions in Accounts Instruction Book and this Addenda under the heading "Tickets Incorrectly Issued."

When either "No charge" or "Without charge" excess fare tickets are issued in connection with the combination rail and road, or rail and boat tickets, only the rail portion or portions of the ticket must be collected, that for the road or boat service being returned to the holder.

When a "No charge" or "Without charge" excess fare ticket is being issued to replace a ticket impounded on account of same being defaced or incorrectly issued, in accordance with the above instructions, the employee impounding the ticket must only issue such "No charge" or "Without charge" excess fare ticket to the station to which the original ticket was issued, unless the original issuing station confirms that the ticket was wrongly issued to a station short of that applied for, and that such station will be responsible for the difference in fare to cover the journey to the correct station. Such ticket must only be issued for the remainder of the journey.

For example.—A ticket from Gawler to Blackwood, which should have read "Aldgate," and impounded at Adelaide would, if for a single ticket, be replaced by an excess fare ticket Adelaide to Aldgate, and if a return ticket replaced by an excess fare ticket Adelaide to Aldgate and return to Gawler.

The station originally issuing the ticket, if an excess fare ticket has not already been issued for the amount collected in excess of the fare for the ticket actually issued, will subsequently be debited with the difference in fare.

When a confirmation cannot be obtained that the ticket was incorrectly issued, the passenger must be issued with a ticket for the extended journey, and the fare collected, full particulars being taken of the ticket held, the amount paid and the name and address of the holder, who must be informed that the matter will be reported to enable inquiries to be made and the holder subsequently communicated with by letter.—G.T.M., 1088/26; S.A.R., 9812/36; S.A.R., 405/45.

25. Tickets Presented at Adelaide with Faulty or Wrong Dates Thereon, or Not Properly Prepared.

At Adelaide barriers a passenger presenting a ticket with a faulty or wrong date thereon, or not properly prepared, must not be advised to proceed to the ticket office to exchange the ticket, but directed to the Station Master's office, where the error will be rectified, in accordance with Instruction 24 above. The matter must be reported. Should the Barrier Porter nip the ticket before discovering the error, he must, before directing the passenger to the Station Master's office, place his initials on the back of the ticket.—S.A.R., 4729/44.

26. Tickets, Out of Date—Not to be Extended.

A ticket which is out of date, through the holder having missed the last available train on the previous day, must not be extended under the above instructions, but the passenger informed that a new ticket will require to be purchased and that any request for adjustment must be made to the General Traffic Manager, to whom the ticket must be forwarded, giving particulars of circumstances which led to the missing of the train, and quoting the number of the new ticket purchased.

Although the last train may have departed, a ticket may be extended in accordance with the conditions governing the extension of availability of tickets, provided such extension is made before midnight on the day the ticket actually expires.

27. Season Tickets—Lost or Mislaid.

Passengers who have mislaid their monthly, quarterly, half-yearly or yearly tickets, and who purchase a ticket (single, return or week-end excursion) must not be advised that a refund will be made on application to the General Traffic Manager. Should the passenger, however, ask if a refund is obtainable, he may be advised to make application to the General Traffic Manager.

Refunds will not be made on tickets purchased on account of workmen's weekly or weekly periodical tickets having been lost or mislaid.

28. Passengers Travelling by Freight Train—Page 9.

(a) When issuing two separate risk notes to cover both forward and return journeys by freight train, the employee issuing the Risk Notes must be careful to see that the actual date on which the passenger will travel on each journey, is shown on the Risk Notes.—S.A.R., 8806/39.

(b) Holders of Privilege Tickets are not required to sign Risk Notes as the employee, on the application form on which the tickets have been issued, will already have signed an indemnity, indemnifying the Commissioner against all actions, claims and demands in respect to any injury, loss or damage.—S.A.R., 6168/39.

29. Tickets, Passengers Travelling Without—Clause 14, Page 8.

The 3d. booking fee must not be charged when passengers without tickets—

(a) Join trains at stations which are only open for a few hours each week (such as Kilburn, Mile End Passenger and Unley Park), or on special occasions, even though, at the time of joining, the ticket office at such station is open for the sale of tickets.

(b) Join trains at stations at which tickets are sold from an office or building not situated on Railway premises (such as Ascot Park).

(c) Join a train at a station at which tickets are normally issued throughout the day, but which station at the time of joining, is closed either regularly at certain hours or only temporarily. When passengers are excessed under this clause the excess fare ticket must be indorsed "O.C.," denoting "office closed."—S.A.R., 3647/46.

30. Concessional Periodical Tickets, Account Employees, Apprentices, Articled Clerks and Pupil Teachers, Under the Age of 25 Years—Page 42.

(a) When an applicant for a Concessional Periodical Ticket requires a ticket to a station beyond that which is nearest to his place of employment, for the purpose of attending educational classes, an Employees', Apprentices', etc., Concessional Periodical Ticket, at half fare, may be issued to the station nearest the school in lieu of the station nearest the place of employment, provided the applicant is attending a registered school for not less than the minimum number of days required, and that on the side of the application Form No. 182, a certificate is given by the school master of the school attended, showing the number of days of attendance each week. If attending more than one school a certificate must be given by the head master of each school attended.

For example:—A youth living at Semaphore whose place of employment is at Bowden, could if attending school at Adelaide, be issued a ticket from Semaphore to Adelaide on compliance with the above conditions.

(b) When the holder of an Employees', Apprentices', etc., Concessional Periodical Ticket wishes to deviate from a junction station, covered by such ticket, to travel to another station for the purpose of attending educational classes, a Students' Periodical Concession Ticket may be issued as from the junction station at which deviating to the station nearest school, provided the form of application No. 181 is endorsed "Holding Employees', etc., Concessional Ticket No. from to," and subject to the applicant attending a registered school for not less than the minimum number of days required.

For example:—The holder of an Employees', Apprentices', etc., Concessional Periodical Ticket from Henley Beach to Port Adelaide, if attending a registered school at Adelaide, for not less than the minimum number of days required, may be issued a Students' Season Ticket as from Woodville to Adelaide on compliance with the above conditions.—S.A.R., 1499/44.

31. Tickets—Alternative Routes.

(a) PASSENGERS FROM UNATTENDED STATIONS ON THE MOUNT BARKER JUNCTION-VICTOR HARBOUR AND MILANG TRACKS TO STATIONS EAST OF MOUNT BARKER JUNCTION AND VICE VERSA, PAGE 30.

(i) Passengers from unattended stations on the Victor Harbour and Milang tracks to South Australian stations east of Mount Barker Junction, must be issued an excess fare ticket through to destination at the sum of the fares from joining station to Mount Barker Junction, as set out in the Country Fare Tables Book—Adelaide and Murray Bridge Divisions—Southern broad and narrow gauge tracks, and from Mount Barker Junction to destination, as set out under the respective tracks, except that for passengers travelling to stations on the Naracoorte-Kingston and Mount Gambier-Beachport tracks, such passengers must only be booked to Naracoorte or Mount Gambier, as the case may be, and advised to there re-book to destination.

- (ii) Passengers from unattended stations east of Mount Barker Junction to stations on the Victor Harbour and Milang tracks (passengers from unattended stations on the Beachport-Mount Gambier and Kingston-Naracoorte tracks excepted, who must be booked to Mount Gambier or Naracoorte, as the case may be, and advised to there rebook to destination) must be issued an excess fare ticket through to destination at the sum of the fares from commencing station to Mount Barker Junction and Mount Barker Junction to destination, as set out in the Country Fare Tables Book—Adelaide and Murray Bridge Division—Southern broad and narrow gauge tracks.

(iii) Tickets issued as set out above will enable holders to travel *via* Aldgate without additional payment or form of authority.—S.A.R., 446/42.

(b) ALTERNATIVE ROUTES UNDER CLAUSE (c), page 30.—Tickets issued under this clause must be indorsed the route for which charged, irrespective of whether the ticket is available over the longer route, when train arrangements over the shorter route do not permit.

Should a passenger, when purchasing a ticket, desire to travel over the longer route when train arrangements over the shorter route permit of the journey being taken by such route or, when train arrangements over the shorter route do not so permit, desire to break the journey over the longer route between the station at which the routes diverge and the station at which the routes rejoin, the fare for the longer route must be charged, and the ticket indorsed accordingly. Should a ticket over the shorter route already be held, and the holder desire to travel by a longer route when train arrangements over the shorter route permit of the journey being taken over such route, ordinary fare for the extra mileage involved must be charged, and an excess fare ticket issued therefor.

The above only applies to tickets issued between stations on the South Australian Railways and not to tickets issued to or from Broken Hill (except as shown in instruction 32), or stations on other railway systems.—G.T.M., 1968/28.

(c) TICKETS ISSUED *VIA* ADELAIDE FOR TRAVEL TWICE OVER THE SAME ROUTE.—Except as provided under the alternative route conditions in the Coaching Book and as set out hereunder, tickets must not be issued for a journey between two stations and covering travel over a section of a line deviating from a point immediately between the stations named on the ticket, thus providing travel twice over the same section for a single journey.

For instance a passenger desiring to travel from Murray Bridge to Victor Harbour, *via* Adelaide, should—

- (i) Take out a ticket from Murray Bridge to Adelaide and at Adelaide purchase another ticket from Adelaide to Victor Harbour, or
- (ii) Take out a ticket Murray Bridge to Victor Harbour and, if break of journey permitted, a return ticket from Mount Barker Junction to Adelaide.
- (iii) In the case of week-end excursion tickets, as break of journey is not permitted, tickets would have to be taken out in accordance with paragraph (i) above.

The exception referred to above is as follows:—

Passengers from—

- (i) Smithfield and stations north thereof, to Direk and stations north thereof and *vice versa*;
- (ii) Cavan, Pooraka and Northfield to stations north of Dry Creek and *vice versa*;
- (iii) North Adelaide and stations to Salisbury, inclusive, to stations north of Salisbury and *vice versa*,

desiring to travel *via* Adelaide, shall be charged the sum of the fares from commencing station to Adelaide and Adelaide to destination in the case of single and return tickets, and the through single fare (*i.e.*, sum of the fares in and out of Adelaide) plus one-third in the case of week-end excursion tickets.

Blank tickets must be used, and endorsed "*via* Adelaide," both portions if a return or week-end excursion ticket.—S.A.R., 13441/29.

32. Sydney-Adelaide (via Broken Hill) Tickets, and Broken Hill-Adelaide, Ballarat, Melbourne, Sydney, Snowtown, Kadina, Wallaroo, and Moonta Tickets, Alternative Routes—Pages 153 and 155.

- (i.) Holders of single and circular tickets available from Sydney to Adelaide, *via* Broken Hill and *vice versa*, may be permitted to travel *via* Port Pirie under the following arrangements:—

At Peterborough or Adelaide, as the case may be, the holder must be issued with an excess fare ticket as authority to travel *via* Port Pirie. The excess to be charged to be the second class return fare between Peterborough and Port Pirie.

If a first class ticket be held, the holder will be entitled to travel first class between Port Pirie and Adelaide.

- (ii) Holders of tickets from Broken Hill to Adelaide, Ballarat, Melbourne, and Sydney and *vice versa*, and return tickets between Sydney and Adelaide *via* Broken Hill may, if desirous of travelling between Broken Hill and Adelaide by any route other than *via* Terowie, be excessed for such alternative route on payment of second class country single fare for the additional mileage involved, irrespective of whether a first or second class ticket be held. The holder of a first class ticket would, of course, be entitled to travel first class over that portion of the alternative route on which first class accommodation is provided, subject to the first class mileage on the alternative route not exceeding that on the direct route.

- (iii) Notwithstanding the provision of clause (b) of instruction 31, holders of tickets from Broken Hill to Snowtown, Kadina, Wallaroo, and Moonta, and *vice versa*, may, when there is no train connection between Gladstone and Snowtown, travel *via* Port Pirie Junction without extra payment or form of authority, provided the journey be not broken between Gladstone and Snowtown.

G.T.M., 1968/28; S.A.R., 906/38.

33. Passengers Desiring to Travel to a Station Beyond that for which their Tickets are Available—Clause 5, Page 31.

Metropolitan stations holding printed return tickets for issue on behalf of another station (for instance, Semaphore, holds return tickets from Woodville to Adelaide) must only issue such tickets (charging the fare as set out in the Metropolitan Passenger Fare Tables Book) to the holders of season tickets or the return halves of return tickets.

Passengers purchasing return tickets, and on the forward journey desiring to have such tickets extended for travel to a station in advance, must be charged the fare as set out in paragraph (a), subclause (i.), clause 5, page 31 of the Coaching Book and an excess fare ticket issued. Printed card tickets must not be used for this purpose.—S.A.R., 9587/34.

34. Sleeping Berths, Children Occupying—Page 148.

When a child, 4 years and under 14 years of age, occupies a sleeping berth on the Commonwealth Railways (Port Pirie Junction-Kalgoorlie) and on the Western Australian Railways (Kalgoorlie-Perth)—

- (i) with a parent or guardian, or
- (ii) with another child 4 years and under 14 years of age who has paid the full sleeping berth fee,

an allowance of the full sleeping berth charge, which forms portion of the through inclusive fare of such child's ticket, must be made.

Form No. P37 (Commonwealth Railways) "application for one sleeping berth to accommodate two persons" must be used.—S.A.R., 6296/36.

35. Sleeping Berth Fees—Clause 24, Page 11.

The sleeping berth fees are as follows:—

	Each berth.
	£ s. d.
*Terowie and Broken Hill (first class only)	0 15 0
Adelaide and Mount Gambier (first class only)	0 15 0
Serviceton or intermediate S.A. stations to Adelaide on Overland Express (first class only) in Roomette or Twinette cars	1 6 0
In other cars	1 0 0
Port Augusta to Alice Springs (first class—two nights)	2 0 0
Port Augusta to Alice Springs (second class—two nights)	1 5 0

The sleeping berth fees in the smoking vestibule of first class sleeping cars are as follows:—

*Terowie and Broken Hill	0 12 6
Adelaide and Mount Gambier	0 12 6
Serviceton or intermediate stations to Adelaide on Overland Express	0 15 0

*Includes reserved seat between Adelaide and Terowie.

36. Special Sleeping Berth Tickets, Terowie and Broken Hill.

These are issued in books of 12 to holders of first class quarterly, half-yearly, and yearly tickets for travel between Adelaide and Broken Hill at 12s. 0d. each ticket, subject to the following minimum number of tickets being taken up:—

Description of rail ticket.	Min. No. of sleeping berth tickets.
Quarterly	12
Half-yearly	12
Yearly	24

These tickets will be available only during the currency of the periodical ticket held, and in connection with which such sleeping berth tickets have been issued.

Additional books of tickets may be taken up during the currency of the periodical ticket held, and should any tickets in such additional books remain unused on expiration of the periodical ticket, a refund of the full value of same will be made.

Refunds on the original minimum special sleeping berth tickets taken up will only be made should a refund be claimed on the periodical ticket, and in calculating such refund all special sleeping berth tickets used will be charged for at the ordinary sleeping berth fee of 15s. 0d.

Before issue, the periodical ticket held must be sighted and the date of expiry and particulars of ticket inserted on each of the special tickets contained in the books. The periodical ticket must be sighted each time a reservation is made.

When presented for reservation, particulars of seat and berth reserved must be entered on the ticket, and such ticket signed by the officer making the reservation.

The number of the book and ticket must be entered on the sleeping car diagram. A return of all books issued must be forwarded to the Comptroller, attached to the ticket classification, at the end of each month showing:—

- (i) No. of book issued.
- (ii) To whom issued.
- (iii) Periodical ticket held, *i.e.*, yearly or half-yearly.
- (iv) Between what stations available.
- (v) Date of expiry of periodical ticket.

The special sleeping berth tickets are only available up to the date shown thereon. The ticket must be collected in the same manner as other sleeping berth tickets.

Booking officers and Conductors must examine the special sleeping berth ticket and compare same with the periodical ticket held. If they do not agree the special sleeping berth ticket must be rejected and the full sleeping berth fee of 15s. collected.—S.A.R., 5545/36.

37. Sleeping Cabins—Sole Use of.

INTRASYSTEM.

The sole use of a two-berth sleeping cabin between Adelaide and Mount Gambier and between Terowie and Broken Hill will only be granted provided the passenger in addition to holding a first class rail ticket and a sleeping berth ticket for the journey pays a surcharge of:—

- (a) One additional first class rail fare Terowie to Broken Hill and one additional sleeping berth fee, when travelling to or from Broken Hill.
- (b) One additional first class rail fare Adelaide to Naracoorte (when the broad gauge is extended beyond Naracoorte, then to the station to which such broad gauge is extended and to which the sleeping car works) and one additional sleeping berth fee, when travelling to or from Naracoorte or beyond.
- (c) The surcharge rail fare shall be based on a single fare for a single ticket or a single journey (*i.e.*, one way) on a return or week-end excursion ticket; and at the return fare (or week-end excursion if a week-end excursion ticket be held) if the sole use is arranged for the return journey and the charges paid at the same time as arrangements are made for the sole use on the forward journey.
- (d) Holders of concession tickets will only be granted sole use on payment (in addition to the concession fare and sleeping berth fee) of the surcharges applicable to the holders of ordinary tickets as set out above.

INTERSYSTEM.

The sole use of a sleeping cabin on an intersystem journey can only be arranged through the Senior Ticket Clerk, Adelaide, to whom all requests must be referred.—S.A.R., 1742/48.

38. Tickets Issued via Shorter Route and Used via Longer Route under Subclause (o), Clause 3, Pages 30 and 31, Excessing from Second to First Class.

When a passenger holding a second class ticket for travel *via* the shorter route and instead travels *via* a longer route under the conditions set in subclause (o), clause 3, pages 30 and 31 of the Coaching Book, and desires the ticket to be excessed first class, the following will apply:—

The actual second class fare between the stations covered by first class travel, calculated on the longer route travelled to be ascertained and excess collected in accordance with the table set out in Instruction 46.

For example, a passenger holding a second class ticket, Balaklava to Adelaide, *via* Hamley Bridge (*i.e.*, the shorter route) and under subclause (o), clause 3, pages 30 and 31 of the Coaching Book, travels *via* Bowmans, no additional fare for travelling over the longer route would be charged. If, however, he desired to travel first class from Bowmans to Adelaide, he would be required to pay excess, the same as if a ticket were held from Bowmans to Adelaide, and not for that portion of the journey covered by first class travel on the shorter route, *viz.*, Hamley Bridge to Adelaide.—S.A.R., 5820/32.

39. Monthly Tickets—Issue of from any Date in One Month—Paragraph (ii.), Subclause (e), Clause 1, Page 33.

Applications for monthly tickets as set out in paragraph (ii.), subclause (e), clause 1, page 33, of the Coaching Book, must be forwarded to the Ticket Supply Clerk with particulars of the special circumstances under which such tickets are required.—S.A.R., 9309/29.

40. Season Tickets from Stations Goodwood and South Thereof to Mile End Loco via Adelaide.

When a request is made for a Season Ticket to be issued from Goodwood or stations south thereof to Mile End Loco. (which must be *via* Adelaide) such ticket may be issued at the fare for the total mileage from the commencing station to Adelaide and Adelaide to Keswick.

For example:—

A passenger travelling from Brighton and requiring a monthly ticket—

Mileage—	
Brighton to Adelaide	9 55 23
Adelaide to Keswick	2 30 25
	<hr/>
	12 05 48

= 12 miles—Monthly fare 48s. 9d. Brighton to Mile End Loco.

41. Local and Intersystem Concession Tickets—Endorsing and Excessing of—Pages 6, 38 to 44, and 165 and 166.

Holders of second class concession tickets may be permitted to travel first class between any two points on the journey for which a ticket is held, on payment as follows:—For local travel over the South Australian lines see paragraph vi.), subclause (e), clause 5, page 6, of the Coaching Book. For Intersystem travel, including the Silverton Tramway Company's lines, on payment of half the difference between the first and second class return concession fares on either the forward or return journey when return tickets are held, or the difference between the first and second class single concession fares when single tickets are held, for the journey between the stations shown on the ticket. If not for the whole journey covered by the ticket, the difference between first and second class single concession fares for the journey between the two points it is desired to travel first class, Intersystem tickets cannot be excessed for return journeys.

42. Wayside Fares—Page 32, Clause 6.

(I.) PASSENGERS JOINING AT UNATTENDED STATIONS REQUIRING SINGLE RETURN OR WEEK-END EXCURSION TICKETS TO STATIONS TO WHICH GUARDS ARE NOT PERMITTED TO ISSUE.—For passengers joining at unattended stations and requiring single, return or week-end excursion tickets between any two country stations or a country and metropolitan station, which cannot be issued through to destination by the Guard of the train, the following will apply:—

The Guard must issue an excess fare single, return or week-end excursion ticket, as the case may be, to the next booking or junction station, or to Adelaide, if the journey be through Adelaide, and advise the passenger to there rebook to destination.

(II.) PASSENGERS HOLDING DEPARTMENTAL OR CONCESSION TICKET ORDERS TO STATIONS TO WHICH GUARDS ARE PERMITTED TO ISSUE.—For passengers joining at unattended stations and holding Departmental or concession ticket orders for the issue of tickets to stations, the fares for which are set out in a Country or Metropolitan Passenger Fare Tables Book, Guards must issue tickets to destination, care being taken to endorse on the excess fare ticket issued "Departmental Order No.....," "Student under 16 years," "Student 16 years and over," or "Concession," as the case may be, and enter the number of the excess fare ticket on the order or form, which must be handed in to the station at which excess is paid in.

(III.) PASSENGERS HOLDING DEPARTMENTAL ORDERS TO STATIONS TO WHICH GUARDS ARE NOT PERMITTED TO BOOK.—For passengers joining at unattended stations and holding Departmental orders for issue of tickets to stations, the fares for which are not set out in the Country or Metropolitan Fare Tables Book, Guards must issue tickets to destination endorsing on the excess fare ticket in the money column the number of the Departmental order and enter the number of the excess fare ticket on the order which must be handed into the station at which excess is paid in.—S.A.R., 5820/32.

(IV.) CASH COLLECTED BY GUARDS—DISPOSAL OF.—When a Guard of a train on which there is no safe has more money in his possession than it is desirable to carry, he must pay a lump sum in at one or more stations *en route*, obtaining a printed receipt for same, and hand in the receipt to the station at which the excess fares are being debited.

The station receiving the money must debit surplus cash, and the station at which the excess is debited must transfer the amount to the station at which paid in.

43. First Class Fares, Calculation of.

In calculating a first class fare the through second class single return, week-end excursion, monthly, quarterly, half-yearly, or yearly fare must first be ascertained, and the increased amount added in accordance with the table set out in instruction 46.

The first class weekly periodical fare shall be one-quarter of the first class monthly fare.

44. Tickets—Excessing Second to First Class—Page 5.

When tickets are excessed for travel from second to first class, the following information must be shown on the excess fare receipt, *vide* examples below:—

Examples.

Tickets issued from Semaphore to Keith, the journey Adelaide to Keith being excessed for travel first class.

1. Single—

In first, Adelaide to Keith
On 2nd single, No.....
Semaphore to Keith.

2. Return or Week-end Excursion Tickets, forward half only—

In first, Adelaide to Keith
On 2nd return (or week-end excursion), No....., forward half Semaphore to Keith.

3. Return or Week-end Excursion Tickets, return half only—

In first, Keith to Adelaide.
On 2nd return (or week-end excursion), No., return half, Semaphore to Keith.

4. Return or Week-end Excursion Tickets, both halves—

In first, Adelaide to Keith and return
On 2nd return (or week-end excursion), No.
Semaphore to Keith.

S.A.R., 6778/30.

For excessing second to first class under subclause (o), clause 3, pages 30 and 31, of Coaching Book, see instruction 38.—S.A.R., 5820/32.

45. Passengers Travelling in First Class Cars with Second Class Tickets—Charging and Excessing of.

Passengers found travelling in first class cars and only in possession of second class tickets or passes for the journey, must be issued excess fare tickets and charges collected as follows:—

The excess to be charged shall only be for the first class travel actually undertaken or to be undertaken by the passenger.

- (a) A passenger in first class with a second class single ticket

Collect the difference between the first and second class ordinary single fares for the journey covered by first class travel, *i.e.*, the amount shown in the second column set out in instruction 46.

- (b) A passenger in first class with a second class return or week-end excursion ticket

For either the forward or return journey (*i.e.*, a single journey) collect 12½ per cent or one-eighth of the second class return or week-end excursion fare for the journey covered by first class travel, *i.e.*, the amount shown in the third column set out in instruction 46.

For both forward and return journeys, collect double the charge as for a single journey on a return or week-end excursion ticket for the journey covered by first class travel, *i.e.*, the amount shown in the fourth column set out in instruction 46.

- (c) A passenger in first class with a second class periodical ticket (workmen's weekly excepted, see subclause (h))

For a single journey, collect 12½ per cent or one-eighth of the second class return or week-end excursion fare, as the case may be, for the journey covered by first class travel, *i.e.*, the amount shown in the third column set out in instruction 46.

For a return journey, collect double the charge as for a single journey on a return or week-end excursion ticket, as the case may be, for the journey covered by first class travel, *i.e.*, the amount shown in the fourth column set out in instruction 46.

- (d) A passenger in first class with a second class pass

For each single journey collect 12½ per cent of the second class return fare, or if return journey desired, 25 per cent of the second class return fare between the points travelled first class, *i.e.*, the amounts shown in the third and fourth columns respectively set out in instruction 46.

- (e) A passenger in first class with a second class privilege ticket

Collect first class ordinary single, return, or week-end excursion fare for the journey as required, plus booking fee.

The privilege ticket must be impounded and forwarded to the General Traffic Manager with full report, including particulars of excess fare ticket issued and amount collected.

- (f) A passenger travelling on a half single ticket or the forward portion of a half return or week-end excursion ticket, who should be in possession of a full single, return, or week-end excursion ticket

Collect the difference between the half and full single, return, or week-end excursion fares as the case may be.

- (g) A passenger travelling on the return portion of a half return or week-end excursion ticket who should be in possession of a full fare ticket. Collect the difference between the half and full return or week-end excursion fares, provided that at the time the ticket would first be used, *i.e.*, the date shown on the ticket, the passenger was not entitled to a half fare ticket.
- (h) A passenger travelling first class with a workman's weekly ticket. Collect first class single or return fare as required for the whole distance travelled, plus booking fee.
- (i) Passengers holding second class concession tickets may be excessed for travel first class as follows:—
- Single tickets Collect 25 per cent of the second class concession fare between the points travelling first class, *i.e.*, the amount shown in the second column set out in instruction 46 hereof.
- Return tickets For each single journey, *i.e.*, each forward or return half, collect 12½ per cent of the second class return concession fare between the points travelling first class, *i.e.*, the amount shown in the third column set out in instruction 46 hereof.

If passengers, however, are travelling on concession tickets marked "student" or "vacation," the excess must be charged as follows:—

- Single tickets Collect 25 per cent (minimum 3d.) of the concession fare applicable to such student between the points travelling first class.
- Return tickets For each single journey, *i.e.*, each forward or return half, collect 12½ per cent (minimum 3d.) of the return concession fare applicable to such student between the points travelling first class.

Half the amounts charged adults, with a minimum of 1d., must be charged for children 4 years but under 14 years of age. Within the metropolitan area, halfpence, when occurring, to be charged.

In each instance where passengers are found travelling in first class cars with second class tickets (unless joining at an unattended station or an attended station which is closed at time of joining) or travelling on a half ticket instead of a full fare ticket, the booking fee must be charged.

Rule No. 54 of the Rule Book is repeated hereunder for the guidance and observance of the Staff, when insufficient second class accommodation is on a composite train.

(i) *Country Travel*.—When there is insufficient second class accommodation on a train, a Station Master or the Guard at an unattended station may, without extra charge, place passengers holding second class tickets in first class surplus seats. This applies to passengers travelling between any two country stations or between a country and a metropolitan station. When this is necessary the Guard of the Train, ticket checking station, destination station and Controller must be immediately advised and a report forwarded to the Superintendent. If a Guard be relieved he must advise the relief Guard.

(ii) *Metropolitan Travel*.—When the second class accommodation on a metropolitan or country train becomes overcrowded, the Guard of such train may permit passengers holding second class tickets, and undertaking a metropolitan journey only, to travel in first class compartments on payment of the difference in fares for that portion of the journey being undertaken in the higher class. In such cases the booking fee is not to be charged, and the excess fare ticket must be indorsed "No fee."

(iii) The provisions of By-law A, and amendments thereto, must be carried out in cases other than those mentioned in (i) and (ii) above.—S.A.R., 10427/47.

46. Table Showing the Amount to be Added to a Second Class Fare to Obtain a First Class Fare, or Excess to be Charged when Excessing from Second to First Class.

When the 2nd Class Fare is—	Amount to be added (<i>i.e.</i> , 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (<i>i.e.</i> , 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets from 2nd to 1st Class, <i>vide</i> page 6, Subclause (e), clause 5, of the Coaching Book.		Amount to be added (<i>i.e.</i> , 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, <i>vide</i> Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
0 1	—	—	—	—
0 2	0 1	—	—	—
0 3	0 1	—	—	—
0 4	0 1	0 1	0 2	—
0 5	0 1	0 1	0 2	—
0 6	0 2	0 1	0 2	—
0 7	0 2	0 1	0 2	—
0 8	0 2	0 1	0 2	—
0 9	0 2	0 1	0 2	—
0 10	0 3	0 1	0 2	—
0 11	0 3	0 1	0 2	—
1 0	0 3	0 2	0 4	0 3
1 1	0 3	0 2	0 4	—
1 2	0 4	0 2	0 4	—
1 3	0 4	0 2	0 4	0 3
1 4	0 4	0 2	0 4	—
1 5	0 4	0 2	0 4	—
1 6	0 5	0 2	0 4	0 3
1 7	0 5	0 2	0 4	—
1 8	0 5	0 3	0 6	—
1 9	0 5	0 3	0 6	0 3
1 10	0 6	0 3	0 6	—
1 11	0 6	0 3	0 6	—
2 0	0 6	0 3	0 6	0 3
2 1	0 6	0 3	0 6	—
2 2	0 7	0 3	0 6	—
2 3	0 7	0 3	0 6	0 3
2 4	0 7	0 4	0 8	—
2 5	0 7	0 4	0 8	—
2 6	0 8	0 4	0 8	0 3
2 7	0 8	0 4	0 8	—
2 8	0 8	0 4	0 8	—
2 9	0 8	0 4	0 8	0 3
2 10	0 9	0 4	0 8	—
2 11	0 9	0 4	0 8	—
3 0	0 9	0 5	0 10	0 6
3 1	0 9	0 5	0 10	—
3 2	0 10	0 5	0 10	—
3 3	0 10	0 5	0 10	0 6
3 4	0 10	0 5	0 10	—
3 5	0 10	0 5	0 10	—
3 6	0 11	0 5	0 10	0 6
3 7	0 11	0 5	0 10	—
3 8	0 11	0 6	1 0	—
3 9	0 11	0 6	1 0	0 6
3 10	1 0	0 6	1 0	—

TABLE SHOWING THE AMOUNT TO BE ADDED TO A SECOND CLASS FARE TO OBTAIN A FIRST CLASS FARE, ETC.—*continued.*

When the 2nd Class Fare is—	Amount to be added (<i>i.e.</i> , 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (<i>i.e.</i> , 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets from 2nd to 1st Class, <i>vide</i> page 6, Subclause (e), clause 5, of the Coaching Book.		Amount to be added (<i>i.e.</i> , 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, <i>vide</i> Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
3 11	1 0	0 6	1 0	—
4 0	1 0	0 6	1 0	0 6
4 1	1 0	0 6	1 0	—
4 2	1 1	0 6	1 0	—
4 3	1 1	0 6	1 0	0 6
4 4	1 1	0 7	1 2	—
4 5	1 1	0 7	1 2	—
4 6	1 2	0 7	1 2	0 6
4 7	1 2	0 7	1 2	—
4 8	1 2	0 7	1 2	—
4 9	1 2	0 7	1 2	0 6
4 10	1 3	0 7	1 2	—
4 11	1 3	0 7	1 2	0 9
5 0	1 3	0 8	1 4	—
5 1	1 3	0 8	1 4	—
5 2	1 4	0 8	1 4	0 9
5 3	1 4	0 8	1 4	—
5 4	1 4	0 8	1 4	—
5 5	1 4	0 8	1 4	0 9
5 6	1 5	0 8	1 4	—
5 7	1 5	0 8	1 4	—
5 8	1 5	0 9	1 6	—
5 9	1 5	0 9	1 6	0 9
5 10	1 6	0 9	1 6	—
5 11	1 6	0 9	1 6	—
6 0	1 6	0 9	1 6	0 9
6 1	1 6	0 9	1 6	—
6 2	1 7	0 9	1 6	—
6 3	1 7	0 9	1 6	0 9
6 4	1 7	0 10	1 8	—
6 5	1 7	0 10	1 8	—
6 6	1 8	0 10	1 8	0 9
6 7	1 8	0 10	1 8	—
6 8	1 8	0 10	1 8	—
6 9	1 8	0 10	1 8	0 9
6 10	1 9	0 10	1 8	—
6 11	1 9	0 10	1 8	—
7 0	1 9	0 11	1 10	1 0
7 1	1 9	0 11	1 10	—
7 2	1 10	0 11	1 10	—
7 3	1 10	0 11	1 10	1 0
7 4	1 10	0 11	1 10	—
7 5	1 10	0 11	1 10	—
7 6	1 11	0 11	1 10	1 0
7 7	1 11	0 11	1 10	—
7 8	1 11	1 0	2 0	—
7 9	1 11	1 0	2 0	1 0
7 10	2 0	1 0	2 0	—

TABLE SHOWING THE AMOUNT TO BE ADDED TO A SECOND CLASS FARE TO OBTAIN A FIRST CLASS FARE, ETC.—*continued.*

When the 2nd Class Fare is—	Amount to be added (<i>i.e.</i> , 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (<i>i.e.</i> , 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets from 2nd to 1st Class, <i>vide</i> page 6, Subclause (e), clause 5, of the Coaching Book.		Amount to be added (<i>i.e.</i> , 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, <i>vide</i> Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
7 11	2 0	1 0	2 0	—
8 0	2 0	1 0	2 0	1 0
8 1	2 0	1 0	2 0	—
8 2	2 1	1 0	2 0	—
8 3	2 1	1 0	2 0	1 0
8 4	2 1	1 1	2 2	—
8 5	2 1	1 1	2 2	—
8 6	2 2	1 1	2 2	1 0
8 7	2 2	1 1	2 2	—
8 8	2 2	1 1	2 2	—
8 9	2 2	1 1	2 2	1 0
8 10	2 3	1 1	2 2	—
8 11	2 3	1 1	2 2	—
9 0	2 3	1 2	2 4	1 3
9 1	2 3	1 2	2 4	—
9 2	2 4	1 2	2 4	—
9 3	2 4	1 2	2 4	1 3
9 4	2 4	1 2	2 4	—
9 5	2 4	1 2	2 4	—
9 6	2 5	1 2	2 4	1 3
9 7	2 5	1 2	2 4	—
9 8	2 5	1 3	2 6	—
9 9	2 5	1 3	2 6	1 3
9 10	2 6	1 3	2 6	—
9 11	2 6	1 3	2 6	—
10 0	2 6	1 3	2 6	1 3
10 1	2 6	1 3	2 6	—
10 2	2 7	1 3	2 6	—
10 3	2 7	1 3	2 6	1 3
10 4	2 7	1 4	2 8	—
10 5	2 7	1 4	2 8	—
10 6	2 8	1 4	2 8	1 3
10 7	2 8	1 4	2 8	—
10 8	2 8	1 4	2 8	—
10 9	2 8	1 4	2 8	1 3
10 10	2 9	1 4	2 8	—
10 11	2 9	1 4	2 8	—
11 0	2 9	1 5	2 10	1 6
11 1	2 9	1 5	2 10	—
11 2	2 10	1 5	2 10	—
11 3	2 10	1 5	2 10	1 6
11 4	2 10	1 5	2 10	—
11 5	2 10	1 5	2 10	—
11 6	2 11	1 5	2 10	1 6
11 7	2 11	1 5	2 10	—
11 8	2 11	1 6	3 0	—
11 9	2 11	1 6	3 0	1 6
11 10	3 0	1 6	3 0	—

TABLE SHOWING THE AMOUNT TO BE ADDED TO A SECOND CLASS FARE TO OBTAIN A FIRST CLASS FARE, ETC.—continued.

When the 2nd Class Fare is—	Amount to be added (i.e., 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (i.e., 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets from 2nd to 1st Class, vide page 6, Subclause (e), clause 5. of the Coaching Book.		Amount to be added (i.e., 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, vide Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
11 11	3 0	1 6	3 0	—
12 0	3 0	1 6	3 0	1 6
12 1	3 0	1 6	3 0	—
12 2	3 1	1 6	3 0	—
12 3	3 1	1 6	3 0	1 6
12 4	3 1	1 7	3 2	—
12 5	3 1	1 7	3 2	—
12 6	3 2	1 7	3 2	1 6
12 7	3 2	1 7	3 2	—
12 8	3 2	1 7	3 2	—
12 9	3 2	1 7	3 2	1 6
12 10	3 3	1 7	3 2	—
12 11	3 3	1 7	3 2	—
13 0	3 3	1 8	3 4	1 9
13 1	3 3	1 8	3 4	—
13 2	3 4	1 8	3 4	—
13 3	3 4	1 8	3 4	1 9
13 4	3 4	1 8	3 4	—
13 5	3 4	1 8	3 4	—
13 6	3 5	1 8	3 4	1 9
13 7	3 5	1 8	3 4	—
13 8	3 5	1 9	3 6	—
13 9	3 5	1 9	3 6	1 9
13 10	3 6	1 9	3 6	—
13 11	3 6	1 9	3 6	—
14 0	3 6	1 9	3 6	1 9
14 1	3 6	1 9	3 6	—
14 2	3 7	1 9	3 6	—
14 3	3 7	1 9	3 6	1 9
14 4	3 7	1 10	3 8	—
14 5	3 7	1 10	3 8	—
14 6	3 8	1 10	3 8	1 9
14 7	3 8	1 10	3 8	—
14 8	3 8	1 10	3 8	—
14 9	3 8	1 10	3 8	1 9
14 10	3 9	1 10	3 8	—
14 11	3 9	1 10	3 8	—
15 0	3 9	1 11	3 10	2 0
15 1	3 9	1 11	3 10	—
15 2	3 10	1 11	3 10	—
15 3	3 10	1 11	3 10	2 0
15 4	3 10	1 11	3 10	—
15 5	3 10	1 11	3 10	—
15 6	3 11	1 11	3 10	2 0
15 7	3 11	1 11	3 10	—
15 8	3 11	2 0	4 0	—
15 9	3 11	2 0	4 0	2 0
15 10	4 0	2 0	4 0	—

TABLE SHOWING THE AMOUNT TO BE ADDED TO A SECOND CLASS FARE TO OBTAIN A FIRST CLASS FARE, ETC.—continued.

When the 2nd Class Fare is—	Amount to be added (i.e., 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (i.e., 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets from 2nd to 1st Class, vide page 6, Subclause (e), clause 5. of the Coaching Book.		Amount to be added (i.e., 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, vide Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
15 11	4 0	2 0	4 0	—
16 0	4 0	2 0	4 0	2 0
16 1	4 0	2 0	4 0	—
16 2	4 1	2 0	4 0	—
16 3	4 1	2 0	4 0	2 0
16 4	4 1	2 1	4 2	—
16 5	4 1	2 1	4 2	—
16 6	4 2	2 1	4 2	2 0
16 7	4 2	2 1	4 2	—
16 8	4 2	2 1	4 2	—
16 9	4 2	2 1	4 2	2 0
16 10	4 3	2 1	4 2	—
16 11	4 3	2 1	4 2	—
17 0	4 3	2 2	4 4	2 3
17 1	4 3	2 2	4 4	—
17 2	4 4	2 2	4 4	—
17 3	4 4	2 2	4 4	2 3
17 4	4 4	2 2	4 4	—
17 5	4 4	2 2	4 4	—
17 6	4 5	2 2	4 4	2 3
17 7	4 5	2 2	4 4	—
17 8	4 5	2 3	4 6	—
17 9	4 5	2 3	4 6	2 3
17 10	4 6	2 3	4 6	—
17 11	4 6	2 3	4 6	—
18 0	4 6	2 3	4 6	2 3
18 1	4 6	2 3	4 6	—
18 2	4 7	2 3	4 6	—
18 3	4 7	2 3	4 6	2 3
18 4	4 7	2 4	4 8	—
18 5	4 7	2 4	4 8	—
18 6	4 8	2 4	4 8	2 3
18 7	4 8	2 4	4 8	—
18 8	4 8	2 4	4 8	—
18 9	4 8	2 4	4 8	2 3
18 10	4 9	2 4	4 8	—
18 11	4 9	2 4	4 8	—
19 0	4 9	2 5	4 10	2 6
19 1	4 9	2 5	4 10	—
19 2	4 10	2 5	4 10	—
19 3	4 10	2 5	4 10	2 6
19 4	4 10	2 5	4 10	—
19 5	4 10	2 5	4 10	—
19 6	4 11	2 5	4 10	2 6
19 7	4 11	2 5	4 10	—
19 8	4 11	2 6	5 0	—
19 9	4 11	2 6	5 0	2 6
19 10	5 0	2 6	5 0	—

TABLE SHOWING THE AMOUNT TO BE ADDED TO A SECOND CLASS FARE TO OBTAIN A FIRST CLASS FARE, ETC.—*continued.*

When the 2nd Class Fare is—	Amount to be added (i.e., 25 per cent of the 2nd Class Single, Return, or Weekend Excursion Fare, as the case may be) to the 2nd Class Fare, to obtain the 1st Class Fare; or Excess to be Charged when Excessing Single Tickets from 2nd to 1st Class.	Amount to be charged (i.e., 12½ per cent of Return, Weekend Excursion, Concession (Return) Tickets as the case may be) when Excessing (either way) Return, Weekend Excursion, Concession (Return), or Season Tickets, from 2nd to 1st Class, <i>vide</i> page 6, subclause (e), clause 5, of the Coaching Book.		Amount to be added (i.e., 12½ per cent of the 2nd Class Season Ticket Fare) to the 2nd Class Season Ticket Fare to obtain the 1st Class Season Ticket Fare, <i>vide</i> Pages 46 and 80 of the Coaching Book.
		Either Forward or Return Half.	Both Forward and Return Halves.	
<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
19 11	5 0	2 6	5 0	—
20 0	5 0	2 6	5 0	2 6
30 0	7 6	3 9	7 6	5 9
40 0	10 0	5 0	10 0	5 0
50 0	12 6	6 3	12 6	6 3
60 0	15 0	7 6	15 0	7 6
70 0	17 6	8 9	17 6	8 9
80 0	20 0	10 0	20 0	10 0
90 0	22 6	11 3	22 6	11 3
100 0	25 0	12 6	25 0	12 6
200 0	—	—	—	25 0
300 0	—	—	—	37 6
400 0	—	—	—	50 0
500 0	—	—	—	62 6
600 0	—	—	—	75 0
700 0	—	—	—	87 6
800 0	—	—	—	100 0
900 0	—	—	—	112 6
1,000 0	—	—	—	125 0
1,100 0	—	—	—	137 6
1,200 0	—	—	—	150 0
1,300 0	—	—	—	162 6
1,400 0	—	—	—	175 0

47. Workmen's Weekly Tickets—Pages 36 and 37.

(a) For the convenience of men travelling to take up duty first thing on Monday mornings, workmen's weekly tickets to Outer Harbour may be issued for and will be available by the last down trains on Sunday night.

(b) Harbors Board Employees working shifts on the pilot vessel and Signal Station at Outer Harbour may obtain at Outer Harbour workmen's weekly tickets from their residential station to Outer Harbour. Such tickets will be endorsed "concession" and will be available for travel on the forward journey to Outer Harbour by trains due to arrive at that station at any time after 12.00 noon. The Station Master, Outer Harbour, is in possession of a list supplied by the Harbors Board Wharfinger of the men entitled to this concession, which is checked at intervals and any necessary alterations made.

(c) Workmen's weekly tickets to Osborne or Outer Harbour will be issued at Glanville to S.A. Harbors Board Employees on dredging work, on presentation of a ticket order, the fare for which must be debited against the Harbors Board.

These tickets must be endorsed "concession" and will be available for travel on the forward journey by trains due to arrive at Outer Harbour at any time after 12.00 noon.—S.A.R., 1626/36.

(d) Holders of workmen's weekly tickets, available from Moonta, Yelta, Cross Roads and Warbuto to Wallaroo Mines and Kadina, may travel by the second morning movement from Moonta daily. This arrangement is authorized on account of the long wait such passengers would have at Wallaroo if they travelled by the first available train.—S.A.R., 6386/43.

48. Workmen's Weekly Tickets—Exchange of at Certain Stations for Weekly Periodical Tickets for Ensuing Week.

(a) The holder of a workman's weekly ticket issued at Bowden to either Osborne, Woodville, or Finsbury may, on handing in the current workman's weekly ticket at any time after 12 noon on the Friday, be issued with a weekly periodical ticket for the ensuing week.

(b) The holder of a workman's weekly ticket issued at Kilkenny or Croydon to Osborne may, on handing in the current workman's weekly ticket at any time after 12 noon on the Saturday be issued with a weekly periodical ticket for the ensuing week.

(c) The holder of a workman's weekly ticket, issued at North Gawler to Tube Mills (Kilburn) may, on handing in the current workman's weekly ticket at any time after 12 noon on the Saturday, be issued with a weekly periodical ticket for the ensuing week.

(d) The workman's weekly ticket must, in each instance, be endorsed on the back with the number of the weekly periodical ticket issued in exchange therefor, and treated exactly as if it were a weekly periodical ticket, i.e., set aside for inspection by the Ticket Examining Staff and other authorized Officers.—S.A.R., 7863/43.

49. Workmen's Weekly Tickets—Excessing of to Cover Availability of a Weekly Periodical Ticket.

When excessing a workman's weekly ticket to cover availability of a weekly periodical ticket, the number of the workman's weekly ticket, stations between which available, date to which available, and Weekly Notice symbol No. stamped on the workman's weekly ticket must be shown on the excess fare ticket, which must also be endorsed "Male" or "Female," according to the sex of the actual holder of the ticket. If excessed at booking office this information must first be ascertained from person presenting workman's weekly ticket. The No. of the excess fare ticket must also be endorsed on the back of the workman's weekly ticket in addition to the abbreviation "XC."—S.A.R., 8070/41.

50. Weekly Periodical Tickets—Renewal of on Fridays and Saturdays—Page 36.

Stations (other than Adelaide) issuing weekly periodical tickets must, when same are renewed on Fridays and Saturdays, collect and retain the old tickets until the following Monday, when they must be placed in the ticket tins for forwarding to the Comptroller.

As soon after exchange as possible the tickets handed in must be nipped, as an indication that they have been cancelled.

These tickets are to be made available to the Ticket Examiners, Inspectors of station accounts, or other supervising Officer whenever requested, and such Officers will compare the numbers collected with the numbers issued during the period, *i.e.*, Friday and Saturday.

Weekly periodical tickets which have been nipped must not be honoured for travel, but instead ordinary fare must be collected, the name and address of the holder taken, and full particulars forwarded to the General Traffic Manager.—S.A.R., 6503/42.

51. Railway Employees' Season Tickets.

Railway Employees whose homes are situated on the south and Willunga lines and working at Mile End, irrespective of Branch, may obtain season tickets between their residential station and Adelaide.—C.A., 193/17.

52. Railway Employees' Monthly and Quarterly Tickets—Metropolitan Area.

Railway Employees metropolitan monthly and quarterly tickets must be issued direct from printed stocks held at stations.

Form No. 759, properly filled in and certified by the Authorizing Officer, must be forwarded to the station required to issue the ticket. These forms must not be forwarded to the Ticket Supply Clerk, but must be retained as authority for issue of tickets at reduced fare and attached to form 119 at the end of each month claiming credit.

Railway Employees entitled to tickets at quarter fare, *i.e.*, those in receipt of remuneration not exceeding £80 per annum, must be issued the concession season ticket applicable to "Employees and others under the age of 25 years," *vide* clause 12, pages 42 and 43, of the Coaching Book.

All monthly and quarterly tickets issued to Railway Employees at reduced rates also students' concession tickets issued to children of Railway Employees, must be clearly endorsed in block capitals with the letters "R.E."

The following must be observed in regard to the amount debitable:—

<i>Tickets issued.</i>	<i>Debits (deposit to be added).</i>
Ordinary stock season indorsed "R.E." by issuing Officer.	Fare charged to public; credit to be claimed for difference between debit and concession rate applicable as set out above.
Special stock season overprinted "R.E." in red.	Half-fare charged to public. No credit, but Form 759 to be attached to credit list (Form 119) as authority for issue.
Special print requisitioned from Ticket Supply Clerk as per form No. 759.	Half fare charged to public, no credit, and Form 759 to be receipted and returned to the Ticket Supply Clerk immediately.

S.A.R., 9228/38.

53. Commercial Travellers—Page 38, Clause 14, Subclause (d).

The certificate must be attached by the Booking Officer to the application form. The present printed form of application will be used, but those for members of the Commercial Travellers' Association must be kept separate from those for non-members, and the form must be headed accordingly.

54. Junior Cadets Royal Australian Naval College—Concession Fares.

Junior cadets whose ages range from 13½ to under 17 years of age who are students at the Royal Australian Naval College, Crib Point, Victoria, do not receive any remuneration whatsoever and are therefore entitled to students' concession fares when travelling:—

- Intersystem.*—Between their homes and college for enrolment or during vacation.
- Local.*—Between stations on the South Australian Railways during vacation, provided home is situated in South Australia.

These conditions apply irrespective of whether the fare is paid for in cash or by the presentation of a warrant, provided that the required concession certificate is presented at the time of booking and the conditions of issue are complied with.

Concessions are not granted to Naval, Army or Air Force staff cadets, all of whom are 17 years of age or over, and who are regarded by their respective Departments as being in receipt of wages.—S.A.R., 4650/50.

55. Concession Fares in Operation.

The following are the only concessions in fares now granted for local and intersystem travel:—

LOCAL.

(1) Students travelling—

- From home to school for the sole purpose of receiving instructions.
- From home to school for enrolment.
- On leaving school for home at end of school term.
- Returning home from school during the school term.

NOTE.—Students attending the University of Adelaide for the study of Agricultural Science are entitled to students' concession tickets from Adelaide to Roseworthy for the purpose of attending the Roseworthy Agricultural College to receive instruction, on presentation of form 181, signed by the Registrar of the University of Adelaide and endorsed "Travelling to Roseworthy to receive instruction in subjects of University degree course."—S.A.R., 3014/45.

FARES.

Single journeys—

- Under 16 years of age—One-third adult single fare.
- 16 years and over—One-half adult single fare.

Return journeys—

- Under 16 years of age—One-third adult return fare.
- 16 years and over—One-half adult return fare.

The above also applies to students travelling between—

- Broken Hill and South Australian stations.
- Stations on the Commonwealth Railways (within the boundaries of South Australia up to and including Hughes on the Trans-Australian Railway and including Central and Northern Australia) and stations on the South Australian Railways.

In respect to tickets for travel to stations on the Commonwealth Railways (except at Adelaide, where one form may be presented), two forms will be required, one for presentation at commencing station for a ticket to Port Pirie Junction or Quorn, and the other for presentation at Port Pirie Junction or Quorn for a ticket to destination.

The Commonwealth fares for tickets issued at Port Pirie Junction and Quorn are:—

Single journeys—

- Under 16 years of age—One-third adult single fare.
- 16 years and over—One-half adult single fare.

Return journeys—

- Under 16 years of age—Two-thirds adult single fare.
- 16 years and over—Full adult single fare.

All the above tickets must be endorsed "Student," "Under 16 years," or "16 years and over."

(2) STUDENTS' VACATION FARES.—Applicable to students attending a registered school in South Australia (including Central and Northern Australia) or Broken Hill, or attending a school in another State and resident in South Australia (including Central or Northern Australia) or Broken Hill.

- Between any two stations on the South Australian Railways.
- Between Broken Hill and South Australian Railway stations; and
- Between stations on the Commonwealth Railways (within the boundaries of South Australia up to and including Hughes on the Trans-Australian Railway and including Central and Northern Australia) and stations on the South Australian Railways, at the fares set out in clause 1 hereof.

All the above tickets must be endorsed "Vacation," "Under 16 years," or "16 years and over," and the date of expiry endorsed on back of return half.

Single tickets must be endorsed "Student."

(3) STUDENTS—MINIMUM 6 (FOR RETURN JOURNEYS ONLY), TRAVELLING FOR EDUCATIONAL PURPOSES DURING THE SCHOOL TERM—ON APPROVAL OF THE GENERAL TRAFFIC MANAGER.

(a) Between stations on the South Australian Railways.

(b) Between stations on the South Australian Railways and stations on the Commonwealth Railways (within the boundaries of South Australia up to and including Hughes on the Trans-Australian Railway, and including Central and Northern Australia). In this connection application must be made to the General Traffic Manager, Adelaide, in sufficient time to enable the approval of the Commonwealth Railways to be obtained before the certificate can be endorsed by the General Traffic Manager.

Tickets to be endorsed "Education," "Under 16 years," or "16 years and over."

(4) TEACHERS, IRRESPECTIVE OF NUMBER, ACCOMPANYING STUDENTS TRAVELLING FOR EDUCATIONAL PURPOSES UNDER CLAUSE 3 HEREOF.—Between country stations or a country and metropolitan station (South Australian Railways only). Return tickets endorsed "Conductor" at ordinary return fare less 10 per cent.

(5) STUDENTS (UNDER 16 YEARS OF AGE) ATTENDING PUBLIC SCHOOLS AND TRAVELLING FOR TREATMENT BY SCHOOL DENTIST.—Return tickets at two-thirds adult single fare. Tickets to be endorsed "School dentist" and the date of availability for return, viz., seven days after date of issue, endorsed on the back of the return half.

(6) JUNIOR CADETS WHO ARE STUDENTS AT THE ROYAL AUSTRALIAN NAVAL COLLEGE AT CRIB POINT, VICTORIA, WHOSE HOMES ARE IN SOUTH AUSTRALIA, WHOSE AGES RANGE FROM 13½ TO UNDER 17 YEARS OF AGE, AND WHO ARE NOT IN RECEIPT OF ANY REMUNERATION WHATSOEVER.—The concessions set out in clauses 1 and 2 hereof apply irrespective of whether the fare is paid for in cash or by the presentation of a warrant, provided the required concession certificate is also presented at the same time. (See instruction 54.)

(7) STUDENTS WHO ARE AWARDED STUDENTSHIPS AT THE TEACHERS COLLEGE, AND ARE IN RECEIPT OF REMUNERATION FROM ALL SOURCES EXCEEDING THE RATE OF £60 PER ANNUM.—Return tickets (endorsed "Studentship") at week-end excursion fare—during vacation periods—available for return under the same conditions as students' vacation tickets. Not available between stations within the metropolitan area.

(8) UNIVERSITY STUDENTS RECEIVING ALLOWANCES UNDER THE COMMONWEALTH GOVERNMENT SCHEME FOR FINANCIAL ASSISTANCE AND TRAINEES UNDER THE COMMONWEALTH RECONSTRUCTION TRAINING SCHEME, ARE ISSUED STUDENTS' CONCESSION TICKETS UNDER THE SAME CONDITIONS APPLICABLE TO ORDINARY STUDENTS, EXCEPT THAT THE VALUE OF THE ASSISTANCE GIVEN IS NOT TO BE TREATED AS REMUNERATION.

(9) APPRENTICES OR PROBATIONERS ATTENDING CLASSES UNDER THE TECHNICAL EDUCATION OF APPRENTICES ACT, OR STUDENTS ATTENDING POSTAL OR RAILWAY CLASSES, OR COUNTRY WOODWORK CENTRES UNDER THE EDUCATION DEPARTMENT, WHOSE REMUNERATION EXCEEDS THE RATE OF £60 PER ANNUM.—Students' return concession tickets—at half ordinary return fare. Minimum—country, first class 1s. 6d., second class 1s. 3d.; metropolitan, first class, 1s., second class 9d. Tickets to be endorsed "Student 16 years and over."

Students whose remuneration does not exceed the rate of £60 per annum would be entitled to ordinary students' concession fares.

(10) UNIVERSITY EXAMINATIONS, ADELAIDE AND COUNTRY CENTRES.—Return tickets at week-end excursion fare issued to individual students and teachers accompanying, in the proportion of one teacher to not less than six students from any one station. Minimum charge—3s. 3d. first class, 2s. 6d. second class. Tickets to be endorsed "Concession." Availability to be one month.

(11) TEACHERS OF BRANCH CLASSES OF GOVERNMENT TECHNICAL SCHOOLS BRANCH CLASSES OF THE SCHOOL OF MINES AND INDUSTRIES AND OF THE SCHOOL OF ARTS AND CRAFTS IN THE COUNTRY.—Return tickets at week-end excursion fare. Minimum charge 3s. 3d. first class, 2s. 6d. second class.

Tickets to be endorsed "Concession."

Availability to be one month.

(12) ATTENDANTS ACCOMPANYING BLIND CIVILIANS IN POSSESSION OF A BLIND PERSON'S PASS.—

(a) Metropolitan area—Ordinary fare.

(b) Between metropolitan and country stations or between two country stations (including journeys through the metropolitan area).

(i) Single tickets—Ordinary single fare.

(ii) Return tickets—Full adult week-end excursion fare. Tickets to be endorsed "Blind attendant." Availability same as ordinary return tickets.

(c) Between Broken Hill and South Australian Railway stations, same conditions as set out in subclause (b) hereof.

(13) BLIND, DEAF AND DUMB INSTITUTION, BRIGHTON.—Inmates of the Blind, Deaf and Dumb Institution at Brighton are granted concession fares between Hove and Adelaide at the following fares, on presentation of an order or certificate issued by Headmaster or Superintendent of the institution:—

	Second class.	
	Single.	Return.
	s. d.	s. d.
Adults	0 8	1 4
Children, 4 years and over, but under 14 years of age	0 4	0 8

S.A.R., 6663/52.

(14) LIVESTOCK, OWNERS OR DROVERS ACCOMPANYING.—When accompanying—

(a) One or two full van-loads—Second class return tickets at week-end excursion fare (one attendant to each van-load). Tickets to be endorsed "Drover." Available for return within seven days after date of issue.

(b) Three or more full van-loads—

i. Three to 13 vans—One second class free pass.

ii. Fourteen vans or more—Two second class free passes.

Each owner or drover travelling on a drover's pass or concession ticket may take two dogs with him free of charge.

See Tariff No. 5—Freight and Livestock Rates Book for complete instructions.

(15) LIVESTOCK FOR SHOWS—ATTENDANTS ACCOMPANYING.—The attendant, before commencing the forward journey, must, when purchasing tickets, obtain Form 93, with certificate I. duly completed by the Station Master, and pay full fare to and from the place of exhibition.

When the freight on a full van has been paid and the attendant returns with all or part of the exhibit to the original forwarding station, upon presentation of Form 93 with certificate II. duly completed, a refund of the fare paid will be made. When the full consignment is sold, the attendant is not entitled to a refund of the fare paid.

INTERSYSTEM.

(16) STUDENTS TRAVELLING BETWEEN HOME AND SCHOOL.

(a) From home to school for sole purpose of enrolment.

(b) When leaving school for home at end of school term.

(c) When the student is finally leaving school for home and not returning, provided that the application form is endorsed by the person authorized to sign same.

In the above instances, single tickets only to be issued, at the following fares:—

Under 16 years of age—One-third adult single fare.

16 years of age and over—One-half adult single fare.

Tickets to be endorsed "Student," "Under 16 years" or "16 years and over."

Break of journey not permitted except at Adelaide, Melbourne, Goulburn, Sydney, Brisbane, Rockhampton, Perth, and Kalgoorlie on the basis of two complete days for each of the abovementioned stations passed through, exclusive of day of arrival and day of departure. Not necessary that break shall be so limited at each of the above stations passed through. For instance, Adelaide-Sydney, the journey would have to be completed on the 8th day after issue, i.e., if issued to commence travel on 1st the journey must be completed on the 9th.

The holder could, if desired, spend the whole of the break at Melbourne or Goulburn, or divide the period as desired, provided Sydney be reached on the ninth day.

(17) STUDENTS TRAVELLING FROM SCHOOL TO HOME AND RETURN DURING VACATION.—Return tickets endorsed "Vacation" to be issued at double the fare for single tickets. On the butt of such ticket must be endorsed the date to which available, i.e., 14 days after the last day of vacation—the commencing and finishing dates of vacation to be inserted on the students' concession certificate.

Break of journey on forward trip is permitted at Adelaide, Melbourne, Goulburn, Sydney, Brisbane, Rockhampton, Perth, and Kalgoorlie, under the same conditions as students' single tickets.

Return journey.—At any stations *en route* provided the journey to destination is completed not later than the date to which available as shown on the ticket, *i.e.*, 14 days after the last day of vacation.

(18) SCHOLARSHIP GRANTS—STUDENTS IN RECEIPT OF.—Grants made to students for bursaries, scholarships, etc., do not debar them from obtaining students' concession tickets in accordance with the conditions of issue. Such grants must not be treated as remuneration, either locally or intersystem.

The term remuneration means money or kind earned for services rendered, but not interest from bonds, banks, etc.—S.A.R., 9406/41; S.A.R., 9096/41.

(19) BLIND PERSONS, OR BLIND PERSONS WITH ATTENDANT.

(a) *Blind Persons*.—Single tickets at two-thirds single fare or return tickets at single fare plus one-third.

Tickets to be endorsed "Blind person," and are available under the same conditions as ordinary single and return tickets.

(b) *Blind Persons and Attendant*.—One ticket endorsed "Blind person and attendant," to cover both blind person and attendant.

Single tickets at two-thirds single fare.

Return tickets at single fare plus one-third.

Tickets are available under the same conditions as ordinary single and return tickets.

S.A.R., 4650/50.

56. Students' (Free) Term Tickets.

With regard to the issue of students' (free) term tickets, *vide* clauses 337 to 349, pages 40 and 41 of the Accounts Instructions Book, as Form No. 179 provides that same may be signed by the head teacher holding written authority from the Education Department, the Railways Department is not concerned as to whether the certificate presented has been signed by an authorized head teacher, as it would be impossible for Employees accepting the certificate to know whether the Head Teacher had the written authority or not.

Should any irregularity occur in the signing of these certificates the Education Department will take the necessary action.

Provided Form 176 and 179 are properly filled in, they must be accepted and no question raised as to whether or not the head teacher had the written authority from the Education Department.

These tickets must not be honoured on Sundays or public holidays.—S.A.R., 525/44; G.T.M., 5035/24.

57. Employees and Others Alighting or Joining at Mile End Freight Platform.

Employees and other passengers travelling from or to Adelaide and alighting or joining a train at Mile End Freight Platform, must hold tickets to or from Keswick; and those travelling from or to Keswick or stations south thereof, and alighting or joining at Mile End Freight Platform must be in possession of tickets to or from Mile End Passenger.—G.T.M., 6051/21.

58. Reserved Seats—Broken Hill Express, Account Passengers from Branch Lines Joining at Peterborough.

When a passenger holding a rail ticket for the journey applies at a station for a seat to be reserved on the Down Broken Hill express train, the passenger joining at Peterborough, the station accepting the application must telegraph the Senior Ticket Clerk for the necessary reservation, giving the name of the applicant, date of joining train at Peterborough (*i.e.*, the date the train leaves Adelaide), class of travel, and number of seats required, collecting the seat reservation fees of 1s. 3d. for each passenger, giving an official receipt for same, and taking to debit as surplus cash the amount collected for such reservation.

The applicant to be advised that before leaving the station at which applying, the receipt must be presented at the ticket office for the reserved seat ticket, or for a refund of cash paid if there be no seats available.

The Senior Ticket Clerk must enter on the narrow gauge car diagram "name of passenger joining" plus the words "Joining at Peterborough," and advise the station applying in the following form, the telegram also being addressed to the Station Master, Peterborough:—

"Pina.....First (or Second) Class
(Name of station applying.)
Seats..... Car..... allotted.....joining
(Herein insert in words numbers of (Name of person.)
seats and number of car.)
Peterborough.....day.....
(Insert name of day.) (Insert date express leaves Adelaide.)

The station applying must on receipt of advice issue excess fare ticket with full particulars of reservation, and hand same to passenger in exchange for the official receipt issued.

If reservation cannot be made the Senior Ticket Clerk must advise the station accordingly and a refund shall be made by the Station Master on presentation by the applicant of the official receipt issued, the refund being made by "Cash" voucher on Form 116, and the official receipt collected from passenger, and attached to such voucher.—S.A.R., 1296/44.

59. Circular Tickets—New South Wales, Victoria, South Australia and Silverton Tramway Company Limited—Page 153.

Circular tickets Adelaide-Broken Hill-Sydney-Melbourne-Adelaide, also for the reverse route, are stocked at Adelaide.

When a passenger desires to commence and finish the journey at an intermediate South Australian station, the following arrangements will apply and the station at which application is made must refer to the Senior Ticket Clerk, Adelaide, giving full details of the station on the direct route at which such passenger will join and the direction in which such passenger desires to travel.

(a) A passenger desiring to join the train at a station intermediate between Adelaide and Cockburn (including the latter) and travelling *via* Broken Hill, Sydney, Melbourne, and Adelaide to commencing station.

A round trip ticket Adelaide-Broken Hill-Sydney-Melbourne-Adelaide will be issued by the Senior Ticket Clerk, Adelaide, at the round trip fare. The bottom coupon, *i.e.*, Adelaide-Cockburn, will be detached by the Senior Ticket Clerk, Adelaide, who, in lieu thereof, will issue two excess fare single tickets as follows:—

One for a single journey from the station of joining to Cockburn, dated for the commencing date of travel as shown on original ticket. In lieu of any amount being shown, the excess fare ticket to be endorsed "In lieu of.....class circular ticket No....."

The other for a single ticket Adelaide to station at which alighting (*i.e.*, station from which journey originally commenced) and to be endorsed "Available until....." *i.e.*, six months after date of issue of circular ticket, and in lieu of any amount being shown, the excess fare ticket to be endorsed "In lieu of.....class circular ticket No....."

The detached coupon of the circular ticket, together with the excess fare return and excess fare book, must at the end of the month be forwarded by the Senior Ticket Clerk, Adelaide, to the Comptroller as authority for the issue of the excess fare tickets, without charge.

(b) The arrangement set out in clause (a) hereof will also apply to passengers desiring to join at a station intermediate between Adelaide and Serviceton (including the latter) and travelling *via* Melbourne-Sydney-Broken Hill and Adelaide to commencing station, in which case the Adelaide-Serviceton coupon is to be detached by the Senior Ticket Clerk, Adelaide, and the first excess fare ticket issued from station at which joining to Serviceton.

(c) A passenger desiring to join the train at a station intermediate between Adelaide and Cockburn (including the latter) and travelling *via* Adelaide, Melbourne, Sydney, and Broken Hill to commencing station.

The passenger must be issued an excess fare single ticket available from the station at which joining to Adelaide at the same time as the circular ticket Adelaide-Melbourne-Sydney-Broken Hill-Adelaide is issued, together with a receipt for the full amount collected for both the excess fare and the circular tickets. The receipt to show particulars of tickets issued, *i.e.*, number, class, and, in respect to the excess fare ticket, the name of the commencing station.

The excess fare ticket must be endorsed "Issued in conjunction with..... class circular ticket No....." and the value of the travel covered by the excess fare ticket must be entered on such ticket in the usual way.

The passenger must be advised that on completion of the journey at the actual commencing station, the remaining portion of the circular ticket, together with the receipt issued, must be handed to the Station Master at the detraining station, requesting that officer to forward same to the General Traffic Manager to arrange refund of the full value of the excess fare ticket issued.

(d) The arrangement set out in clause (c) hereof will also apply to passengers desiring to join at a station intermediate between Adelaide and Serviceton (including the latter), and travelling *via* Adelaide, Broken Hill, Sydney, and Melbourne to commencing station.

(e) The Senior Ticket Clerk, Adelaide, will issue all excess fare tickets when issuing the circular ticket, and transfer the total debit to the station to which tickets are forwarded, at the same time as the tickets are forwarded, debit for the excess fare tickets issued under clauses (c) and (d) hereof being the only excess fare debit to be transferred.

(f) The station actually handing over the tickets to passengers under clauses (c) and (d) hereof must issue the receipt for the total amount collected.—R.C., 4444/27.

60. Tickets—Issue of To or From Mount Gambier and Pinnaroo Borders.

Although Pinnaroo and Mount Gambier borders are shown on page 172 of the Coaching Book for mileage purposes only, tickets must be issued to or from such borders as follows:—

(a) To the holders of Victorian periodical tickets or passes, whose tickets or passes entitle them to travel over the Victorian Railways to or from such borders.

(b) To South Australian and Commonwealth Railway employees who present privilege ticket orders made out "to or from" Mount Gambier or Pinnaroo borders.

—S.A.R., 2123/34.

61. Special Fares To and From Wharves at Port Adelaide—Page 96.

Whenever an extra train runs to Outer Harbour in lieu of Port Wharf on account of a vessel being diverted to the Outer Harbour, the Guard and Collectors must obtain a stock of single and return journey block tickets Outer Harbour to Adelaide for issue to passengers requiring same.

Passengers holding the return halves of tickets issued from Adelaide or intermediate stations to Port Wharves must only be required to pay the single fare from Outer Harbour to Glanville, the return half of the Port Wharf ticket being available from Glanville to destination.—S.A.R., 9441/42.

62. Passengers Travelling in Smoking Compartments—Page 203.

The provisions of clause 37, By-law "A," must be interpreted as indicating that the only persons who are not to be permitted to travel in smoking compartments are as set out hereunder:—

(a) Holders of half-fare single, half-fare return, half-fare week-end excursion, half-fare privilege, or half-fare season tickets, issued to children under 14 years of age, when *unaccompanied* by a person permitted to travel in a smoking compartment.

(b) Holders of third-fare students' single, return, or season tickets, issued to students under 16 years of age when such students are *unaccompanied* by a person permitted to travel in a smoking compartment.

All other persons, including holders of half-fare students' tickets (16 years and over), and employees, apprentices, etc., season tickets, are to be permitted to travel in smoking compartments.—S.A.R., 6663/44.

63. Privilege Tickets—Excessing of to a Station Beyond the Destination Station Shown on Ticket.

Any person holding a pass or privilege ticket who travels beyond the distance for which it is available must pay the full ordinary fare for the extra distance so travelled, and the booking fee specified in By-law A.

The only exception to this practice is where a privilege ticket is issued to a station *via* the shorter route and the return journey is made *via* the longer route, *vide* the provisions of clause 43, subclause x, page 346 of the General Appendix, and section 465 of the Accounts Instruction Book. When so excessed the charge for the additional mileage shall be the same as for a separate privilege ticket.—S.A.R., 9608/34.

64. Privilege Tickets—Passengers Joining Trains where Tickets Not Issued.

A passenger holding a privilege ticket order, joining a train where tickets are not issued, must be issued a ticket through to the destination station shown on the order. The full privilege charge shown on the order must be collected and the amount entered on the excess fare ticket, the "why excessed" column to show "privilege" with the employee's name.

The number of the excess fare ticket is to be written on the face of the privilege order.

The privilege order must be handed in by the Collector at the station at which the excess is paid in, the Station Master taking debit on excess fare returns for the amount collected.

The privilege ticket order must be attached to the credit list (Form 119), as authority for the debit at privilege ticket rate, as shown on the excess fare return.

NOTE.—Officers whose duty it is to enter on privilege ticket orders, whether for presentation at an accounting station or to the Guard on a train, the amount to be charged, and whose signature appears on the line "Entered by" will be held responsible for the correctness of same, and officers and employees issuing the tickets will be required to account for the amounts shown on such orders.—S.A.R., 7117/36.

65. Privilege Tickets—Commonwealth Railway Employees, Availability of over South Australian Railways.

The availability of privilege tickets issued to Commonwealth Railway employees for travel over the South Australian Railways is:—

Single tickets One month

Return tickets—

Forward journey One month

Return journey Three months

The journey may be broken at any station *en route*.

Officers issuing privilege tickets on account of Commonwealth Railway employees must endorse the back of return tickets as follows:—

Forward half—Commonwealth one month.

Return half—Commonwealth three months.

Certain Commonwealth stations have printed privilege tickets for travel from Port Pirie Junction and Quorn, which will have printed thereon the availability of both the forward and return portions.—S.A.R., 7599/34; 2750/31.

66. Thos. Cook & Son—Wagons-Lits (Australasia) Pty. Ltd.—Issue and Sale of Tickets.

An agreement has been entered into between the Railways Commissioner and Messrs. Thos. Cook & Son—Wagons-Lits (Australasia) Pty. Ltd., tourist agents and bankers, whereby the latter are permitted to issue tickets or sell railway travel as follows:—

(a) To persons arriving in Australia from overseas, single, return, or excursion when available), provided such tickets are issued within six months of the date of arrival in Australia.

(b) To persons who have booked with the agents for a journey from a port in the Commonwealth of Australia to a place overseas, single tickets from any station in South Australia to the port of embarkation. The period during which a ticket may be sold or issued to any such person shall be the period of one calendar month next preceding the date fixed for the departure from the Commonwealth of Australia on her voyage overseas, of the vessel by which the particular person has booked his or her passage.

(c) To any person who has booked with the agents for a journey from a place in South Australia to any approved tourist resort situate in or out of South Australia.

Messrs. Thos. Cook & Son—Wagons-Lits (Australasia) Pty. Ltd., are supplied with tickets to various places, but when a journey is required to be taken for which tickets are not held, the passenger will present an order issued by "Cook's Tours" on the station from which the ticket is required, and the passenger must be issued a ticket in accordance therewith free of charge.

Debit must be raised against Messrs. Thos. Cook & Son—Wagons-Lits (Australasia) Pty. Ltd. for the amount involved, which must be transferred to the Outstandings Clerk at the end of the month, together with the orders covering such issues.

Orders for tickets under clauses (a) and (b) hereof will be issued on the stations from which required, and those for tickets under clause (c) hereof will be issued on the Government Tourist Bureau in the State in which the tour is to be taken out.—S.A.R., 13145/29.

67. Albury-Sydney De Luxe Cabin—Page 147.

The de luxe cabin contains two sleeping berths and other equipment, and has considerably more room than the ordinary two-berth compartment.

The charge for the use of this cabin will be in addition to the rail fare, irrespective of whether it is used by one or two persons. When used by two persons the charge will be equally divided.

Ministers and Members of Parliament, judges, gold pass holders, railway employees travelling on passes, or the holders of rail tickets for such journey may occupy the "de luxe" cabin provided they pay by cash or voucher the charge fixed for use of such cabin.

Railway pass holders will not be allowed to occupy the cabin if required for use by other passengers.

Even though every other berth on the express may be occupied, the "de luxe" cabin shall not be used unless the charge fixed for its use is paid, either by cash or voucher, in addition to which each occupier must hold a ticket or pass for the journey.—S.A.R., 1973/38.

68. Students' Tickets—Issue of, Intersystem—Page 165.

In all cases where specially printed intersystem student tickets are not stocked, the tickets must be cut in the same manner as ordinary half-fare tickets, and in addition endorsed—

Student	or	Student
under 16 years.		16 years or over.

as the case may be.

69. Return Tickets—Availability of on the Return Journey when Issued in Conjunction with Similar Tickets on Another Railway System (Broken Hill, Stations on the Central Australia Line, and Stations Hughes to Port Germein Inclusive on the Trans-Australian Line Excepted).

Passengers holding return tickets which together constitute an Intersystem journey may on the return journey have such tickets excessed, making them available for the period, viz., six months, the same as if a through Intersystem ticket had been issued.

An excess fare ticket must be issued without charge, and the following information shown on the ticket:—

- (1) The commencing station of the journey, together with the number of the rail ticket available from such station.
- (2) The destination station of the journey, together with the number of the rail ticket available to such station.
- (3) The words "Intersystem journey—Available to.....," i.e., six months after the date of issue of the first ticket purchased.

In addition, the number of the excess fare ticket must be shown on the back of each System's ticket.

The above also applies in respect to a local ticket held by a passenger holding a through Intersystem ticket, but in such cases it will not be necessary to endorse on the Intersystem ticket the number of the excess fare ticket issued.

Example.

A passenger from Parkes, New South Wales, to Adelaide, South Australia, and return would be issued with a return ticket Parkes to Broken Hill, and at Broken Hill purchase a return ticket, Broken Hill to Adelaide.

Normally the availability of these tickets would be governed by the conditions on the System of issue.

However, each being a portion of an Intersystem journey they may, on application, be extended as set out above by the issue of an excess fare ticket.

Assuming the ticket issued at Parkes was numbered 2056, and was dated 10th April, 1952, and that from Broken Hill numbered 5873, and dated 15th April, 1952, and application was made on 26th May, the information shown on the excess fare ticket would read:—

S. A. R.
EXCESS FARE.

No.....

26th May, 1952.

From ADELAIDE (5873)—i.e., Number of ticket issued Broken Hill to Adelaide.

To PARKES (2056)—i.e., Number of ticket issued Parkes to Broken Hill.

Why Excessed—Intersystem journey available to 10th October, 1952, i.e., six months after date shown on ticket, Parkes to Broken Hill.

Amount—Nil.

.....
Signature of Employee Issuing the Excess Fare Ticket.

When an excess fare ticket with such information is presented, the journey then being from the South Australian Railways to another system, the tickets for the whole journey must be sighted, and if such tickets cover a local journey and an Intersystem journey, such as Bowmans to Adelaide and Adelaide to Sydney, the excess fare ticket must be collected with the Bowmans to Adelaide ticket, whilst if a ticket be held to the border and another from the border to destination, such as Adelaide to Broken Hill, and Broken Hill to Parkes, the passenger should retain the excess fare ticket for presentation with the Broken Hill to Parkes ticket on the journey between those stations.—S.A.R., 11275/43.

70. Intersystem Fares—Calculating of—Pages 146 to 161.

Stations requiring to calculate fares on other System's Railways must not use the milages shown in the Intersystem Through Booking of Parcels, etc., Book, but must calculate all milages from the Passenger Fare Books of the System concerned according to the route to be travelled.—S.A.R., 11748/41.

70A. Intersystem Service Orders Issued Before and Presented After Increase in Fares.

When an Intersystem Service Order is issued and, subsequent to its issue but before being presented, fares have been increased the following will apply:—

- (i.) The fare applicable on the date the order is issued only must be charged when issuing the ticket even though fares have, in the meantime been increased, provided that the service order is presented within 28 days after date of issue, and that the journey be commenced within 28 days after issue of such order.
- (ii.) In such cases credit must be claimed for the difference between the fare in force at the date of issue of order and the increased fare.
- (iii.) Should an error have been made in the amount collected, as shown on the service order, and the amount that should have been collected, the difference must be collected from the holder when the amount has been short collected, and refunded when over-collected. In the latter case a cash voucher Form 116 must be prepared.
- (iv.) Should the order be presented or travel commenced after the expiry of the 28 days, the increased fare is to apply.

Example.—A service order is issued on 22nd November, at Brisbane, on the Adelaide Ticket Office for a ticket from Adelaide to Brisbane for travel on the 18th December, or even an unknown date, and on the first December fares are increased.

Provided the order be presented within 28 days after issue (i.e., not later than the 20th December) for travel commencing not later than the 20th December, the fare applicable on the 22nd November would be charged, credit being claimed for the difference.

Should the order be presented or the date of travel be commenced after the 20th December, the increased fare as at 1st December would apply.—S.A.R., 3960/52.

71. Queensland—Passengers from South Australia for Destinations North of Brisbane.

In order that passengers from South Australia for stations in Queensland, North of Brisbane, may arrange for reservations to be made for them joining trains at Brisbane, for stations North thereof, the following arrangements must be observed by the Senior Ticket Clerk, Adelaide:—

1. The Booking Officer, Brisbane, to be telegraphed for the reservations required, quoting sex of passenger when for sleeping berth, issue a rail ticket Adelaide to Brisbane and make the necessary reservations *en route*.
2. The passenger to be informed of what is being done, and issued with a service order for £2 deposit, such order setting out particulars of ticket required for travel beyond Brisbane, quoting date leaving Brisbane and whether sleeping berth or reserved seat.
3. The passenger to be instructed to present the Service Order at the C.B.O., Brisbane, together with balance of money required, when the necessary tickets would be issued.
4. Should the fare and charges amount to less than the amount collected as deposit, the balance will be refunded at Brisbane, a receipt being taken on the back of the Service Order.
5. The passenger must also be informed that before leaving Adelaide it would be well to contact the Booking Office to ascertain whether the reservations had been made, and, if so, have particulars of same noted on the Service Order.
6. With regard to Railway employees travelling on passes in Queensland, seat reservations may be made 14 days in advance of the day of travelling. Sleeping berths may be reserved, if available, on the day of departure with the following exceptions.

On the Brisbane—Townsville Mail Trains departing from Brisbane on Mondays, Wednesdays and Fridays, and the Townsville-Brisbane train *ex* Townsville on Sundays, Tuesdays and Fridays, certain first class and a limited number of second class berths are set aside for pass holders and may be reserved 14 days in advance. Seat reservations for Interstate travel may be made 28 days in advance and are restricted to the second division.—S.A.R., 8646/49.

72. Sleeping Berth and Meal Charges Kalgoorlie-Perth Account Holders Staff Leave Passes.

The charges for sleeping berth and meals between Kalgoorlie and Perth account holders of staff leave passes are:—

Sleeping berths—	s.	d.
1st class	21	0
2nd class	11	0
Meals (2)—		
Adult	13	6
Child	6	0

S.A.R., 3536/51.

73. Meals (Compulsory), Charges for when Tickets are Issued on Orders from the Chief Secretary's Department, South Australia, or Premiers' Departments of Other States.

Orders issued by the above Departments, when for tickets which include compulsory meals, will bear either of the following endorsements:—"Inclusive of compulsory meals" or "Exclusive of compulsory meals."

When the order bears the endorsement "Exclusive of compulsory meals," the value of the compulsory meals must be collected from the holder of the order when issuing the tickets.—S.A.R., 8419/39.

74. Tickets—Trans-Australian and Western Australian—Applications for at Stations other than Adelaide—Page 160.

When a station exchanges a ticket for travel over the Commonwealth (Trans-Australian) or Western Australian lines, for an excess fare receipt showing amount of deposit paid at another station, together with the balance of the fare for such ticket, he must take credit on (New) Form No. 119 account "Tickets" for the amount shown on the excess fare receipt, quote the number of the excess fare receipt, and attach it to the credit list as a voucher.

Station Masters, when applying to the Senior Ticket Clerk, Adelaide, for accommodation on the Trans-Australian or Western Australian lines, must also state—

- (a) Station at which passenger will join East-West Express.

- (b) Whether ticket will be picked up at Adelaide, or whether it is desired that same shall be forwarded to either the station at which the ticket was ordered, or at a station on the East-West route, such as Snowtown.

These tickets do not entitle the holders to travel from branch lines to the stations on the direct route at which it is intended to join the East-West Express.

Adelaide holds return tickets for issue from Adelaide and Port Pirie Junction to Kalgoorlie, Perth and Fremantle, provided that, at the time of booking, the accommodation for the homeward journey be available, and particulars can be endorsed on the ticket at the time of application. Applications for these tickets must be made to the Senior Ticket Clerk, Adelaide. The deposit to be collected for a return ticket is double that for a single ticket.—S.A.R., 3707/41; S.A.R., 851/51.

75. Passengers for Western Australia—Excessing of from Second to First Class.

Second class tickets available from Adelaide, Port Pirie Junction, and stations in the Eastern States to Perth, must only be excessed for travel first class for the whole of the journey from Adelaide or Port Pirie Junction, as may be required.

A passenger desiring to travel second class to Kalgoorlie, and first class Kalgoorlie to Perth, must be advised to apply to the conductor of the Commonwealth Train, who will be in a position to know what accommodation he would have available on the Kalgoorlie-Perth Express, and whether it would be possible to allot the applicant a first class berth on payment of the excess amount.—S.A.R., 4554/44.

76. Tickets To or From Western Australia, Extension of Availability when No Accommodation Available.

In cases where a passenger to or from Western Australia cannot travel owing to there being no accommodation available for the journey between South Australia and Western Australia when applied for, his ticket will be available for the first following train on which accommodation is available, and the journey beyond Adelaide or Kalgoorlie must then be continued by the next connecting train, without further break, until the destination station, shown on the ticket is reached.

To obtain this privilege, application must be made to the General Traffic Manager, Adelaide, the Chief Traffic Manager, Perth, or the Station Master, Kalgoorlie, not later than the day prior to the day on which he would need to depart from Adelaide or Kalgoorlie to complete the journey within the availability of his ticket.—S.A.R., 3378/34.

77. Tickets, Intersystem—Application for at Stations Other than Adelaide—Page 149, Clause 15.

- (a) For travel to Eastern States, Broken Hill and Central Australia Line.

- (i.) When application is made at a station other than Adelaide for sleeping berth or reserved seat accommodation on the Overland Melbourne express (also for accommodation from Melbourne to Sydney); on the Broken Hill express (also accommodation on the Silver City Comet Broken Hill-Sydney train); and on the train from Adelaide to Alice Springs, the value of the sleeping berth and/or reserved seat services, plus 2s. for each rail ticket ordered must be collected, and a receipt issued before application is made to the Senior Ticket Clerk, Adelaide, for the accommodation to be reserved, stating what rail tickets, if any, required, and where tickets are to be picked up. If rail tickets held, full particulars, including ticket numbers, must be quoted, and the value of the sleeping berth and/or reserved seat services only collected.
- (ii.) The receipt is then to be presented at the station nominated for picking up the tickets and accepted as part payment for the full value of the tickets issued, the balance being collected in cash. Credit for the amount shown on the receipt must be claimed on form 119, the receipt to be attached as authority for credit.
- (iii.) If the tickets are not taken up, or if the person making the application requests they be cancelled, the Senior Ticket Clerk, Adelaide, must be wired to cancel the accommodation, and full particulars forwarded to the General Traffic Manager together with the receipt and any tickets prepared but not taken up by applicant, in order that a refund may be made of the amount paid as shown on receipt, less refund fees due.
- (iv.) If the tickets have been taken up and the applicant subsequently desires to cancel, the Senior Ticket Clerk, Adelaide, must be wired to cancel the accommodation and the tickets forwarded to the General Traffic Manager, stating date and time tickets were handed in for cancellation, in order that the necessary refund may be made.

- (v.) When application is made to a station from an outlying district by telephone or other means, and not by personal contact, the Stationmaster must take up with the Senior Ticket Clerk, Adelaide, for the necessary reservation and advise the applicant of the amount of deposit which must be paid within a reasonable time, otherwise any reservations arranged will be cancelled and the accommodation re-allotted.
- (vi.) A Stationmaster accepting an application under the arrangement set out in subclause (v.) hereof, must advise the Senior Ticket Clerk, Adelaide, as soon as the deposit has been paid, or if not paid in what is considered a reasonable time, having regard to the district in which the applicant is resident, and the time it would take for the deposit to be forwarded, advise the Senior Ticket Clerk that as the deposit has not been received within a reasonable time the accommodation should be released for re-allotment.
- (vii.) Whenever a station other than Adelaide is nominated for picking up the tickets the station so nominated must at the same time be forwarded a copy of the telegram sent to the Senior Ticket Clerk, who will, when replying, forward a copy of his reply to such nominated station.
- (b) For travel to Western Australia, see Instruction 74.—S.A.R., 9220/51.

78. Tickets—Issue of to Certain Victorian Stations—Page 159.

When a ticket is issued from a South Australian Station to a Victorian Station both situated on the direct line between Adelaide and Melbourne the fare shall be the sum of the fares from commencing station to Serviceton and Serviceton to destination, such fare, however, not to exceed the fare from Adelaide to Melbourne.

Stations holding Intersystem Excess Fare Tickets, may issue such tickets through to the stations set out on page 159 of the Coaching Book under the heading "Fares from Serviceton to certain Victorian stations," at the sum of the fare to Serviceton, and the fare from Serviceton to the Victorian station.

Stations not in possession of Intersystem Excess Fare Tickets must issue an ordinary ticket to Serviceton and advise the passenger to obtain a ticket from the Train Porter prior to reaching Serviceton, to any of the stations shown at which it is desired to alight.

The Train Porter of the Overland Melbourne Express must obtain from the Senior Ticket Clerk an Intersystem Excess Fare Book, and when checking the tickets of sitting passengers *en route* between Adelaide and Serviceton, must question all passengers holding tickets to Serviceton only (including South Australian Season Tickets and Passes) as to whether they are travelling beyond that station into Victoria, and if so, whether they are in possession of a ticket to cover the Victorian travel. If a ticket covering travel in Victoria be not held, the Train Porter must issue an Intersystem Excess Fare Ticket to any one of the main line stations at the fares set out on page 159 of the Coaching Book. The fares from Serviceton to Melbourne are set out on page 150 of such book.

Similarly, passengers joining the Overland Melbourne Express at unattended stations must be booked through from originating station to the Victorian Station by the Train Porter.

The above arrangements have been introduced to avoid as far as possible rebooking at Serviceton, and the issuing stations, also Train Porters, must give this matter their close attention.—S.A.R., 2292/39.

79. Intersystem Excess Fare Tickets Issue of on Government Departmental Orders to Stations to which Printed Tickets are not stocked.

Stations (including Train Porters on the Overland Melbourne Express) holding Intersystem Excess Fare tickets may issue such tickets to stations on other Railway Systems in exchange for Government Departmental orders or warrants. If the fare is shown in the Coaching Book or can be calculated in accordance with Instruction 78, the fare must be inserted on the excess fare ticket. If the fare is not shown or cannot be calculated, the number of the order or warrant, and name of Department issuing must instead be inserted where provision is made for the fare to be shown, and application subsequently made to the General Traffic Manager for quotation of the fare. If issued by a Train Porter on the Overland Melbourne Express, the station at which the excess is paid in must make the necessary application to the General Traffic Manager.

80. General Parcels Rates—Page 119.

Parcels not shown in the alphabetical classification as being subject to ordinary parcels rates plus 50 per cent, or elsewhere in the Coaching Book at more than ordinary parcels rates, or at special rates, shall be charged ordinary parcels rates in accordance with the scale of charges set out on pages 121 and 122 of the Coaching Book, with the exception

that the following commodities will be charged at the reduced parcels or special rates set out or referred to alongside each item, the charges, except where specially mentioned, being calculated on the bulk weight. For minimum charges on perishables see instruction 81.

The following classification must not be used in calculating charges for intersystem consignments, which must be computed in accordance with the Intersystem Through Booking of Parcels, Etc., Book.

A
Advertising matter (commercial) for display on Railway premises, hoardings, etc., to be so endorsed on consignment note and charges prepaid—Quarter (each package separately).
Autotype boxes (library pictures)—Half (minimum 8d.) (each package separately).

B
Bacon—Half.
Bait for fishing—Half.
Beans and peas (fresh), special rates for—See clause (c), Instruction 81.
Bone, green, cut—Half.
Books, library—Half (minimum 8d.) (each package separately). See Instructions 148, and 152 to 157.
Books, magazines, etc., forwarded to S.A. Railway employees by Missionary Volunteer Society—See Instruction 149.
Books and magazines for Missions and Hostels to certain stations on Commonwealth Railways—See Instruction 150.
Books, magazines and other literature for Welfare Officer, Commonwealth Railways—See Instruction 151.
Bread—Half.
Bridles belonging to horses in horse boxes—Free.
Butchers' small goods, consisting of cooked meats (not tinned), dripping, frankfurts, heads and feet, puddings (black and white), fritz, sausages, saveloys, ham and bacon—Half.
Butter—Half.
Butterine—Half.

C
Cake (other than wedding)—Half.
Cheese—Half.
Cinematograph films—See instruction 80A.
"Copha"—See shortening.
Cream, in cans (not exceeding 12gall. capacity)—See page 134 of Coaching Book and Instructions 138, 139, 141, and 143 hereof.
Cream, in cans (exceeding 12gall. capacity)—Half.
Cream, in bottles or tins, packed in cases—Half.
Cream, synthetic, such as Homo, Dairy Whip, Kitty Kitchen Whip, Mellow Whip—Half.
Cream cans (other than synthetic), returned empty—Free (see Empty Returns).
Cuttings (may be packed in moss or soil for protection)—Half.

D
Dates—Half.
Dripping—Half.

E
Eggs (other than when shown on consignment note "For hatching")—Half.
Egg pulp—Half.
Empty Returns—
Bread boxes—See Instruction 134.
Cans used for live fish for stocking purposes account S.A. Government Fisheries Department—Free.
Cream cans (other than synthetic)—Free (see Instructions 140, 142 and 145).
Fish baskets and boxes—Free by freight train.
Ice, Ice Cream, or Ice Cream Mixture cans or containers—See Instructions 132 and 133.
Milk cans—Free (see Instruction 142).
Milk containers with bottles or cartons—Free by freight train (see Instruction 144).
Pigeons (homing) hampers or boxes—Free (see Instruction 118).

F
Ferns (other than tree, staghorn, or elk-horn), not packed in soil—Half.
Fish, including shell fish such as oysters, crayfish or shrimps packed in boxes, baskets, cases or crates, or oysters in bags, fresh, frozen or cooked (bottled excepted)—Half stamped rates whether charges "paid" or "to pay."—See Instructions 2, 3 and 166.
A free allowance at the rate of 20 lb. of ice or 10 lb. of seaweed per cwt. (including containers) is made on consignments of fish referred to above.
Fish packed in bags, bagging or calico or in boxes, crates or baskets, the tops or sides of which are only covered with bagging or some similar material, must not be accepted.
When calculating the charges for fish, any weight in excess of 1cwt. must be charged for on the basis of and proportionate to the rate prescribed for each additional 28 lb. or part thereof. Any fraction of one penny must be counted as one penny.

Example.—153 lb., 200 miles.

	s.	d.
First cwt.	11	6
Plus 28 lb.	2	5
Plus 1 $\frac{1}{2}$ s of 2s. 5d. . . .	1	2

S.A.R., 5375/35. 15 1
Fish, dried or smoked—Half.
Fish, live for stocking purposes account S.A. Government Fisheries Department—Free (see Instruction 165).

Flowers (fresh cut) when not made up with other materials such as wreaths—Half.
 Food, fresh (prepared)—Half.
 Fruit (dried or pulped)—Half.
 Fruit and Tomatoes (fresh)—Half.
 Fruit and Tomatoes (fresh), case rate—See page 132 of Coaching Book.
 Fruit and tomatoes (fresh), special rate for—See clause (c), Instruction 81.

G
 Game (dead)—Half.
 Grass, pampus—Half.
 Grubs (for bait)—Half.

H
 Ham—Half.
 Hares (dead)—Half.
 Honey—Half.
 Honeycomb—Half.

I
 Ice Cream or Ice Cream Mixture—Third (see Instruction 131).
 Ice, dry (solidified carbon dioxide)—Quarter.
 Ice, wet (in bags or cases packed in sawdust, or in water-tight containers)—Quarter.
 Invalid chairs, perambulators and cots, occupied or accompanied—Free. The invalid need not travel in the chair, perambulator or cot, but may instead travel in a passenger compartment.

L
 Lard—Half.
 Leaves, green—Half.
 Lemon peel—Half.
 Library books—Half (minimum 8d.) (each package separately). See Instructions 148 and 152 to 157 inclusive.
 Linotype exchanges—Quarter (minimum 8d.) (each package separately).

M
 Magazines and books for Missions and Hostels to certain stations on Commonwealth Railways—See Instruction 150.
 Magazines, books and other literature for Welfare Officer, Commonwealth Railways—See Instruction 151.
 Magazines, books, etc., forwarded to South Australian Railway Employees by Missionary Volunteer Society—See Instruction 149.
 Margarine—Half.
 Meat, fresh, salt, chilled or frozen (not preserved or tinned)—Half.
 Melons (rock or water), in bags, cases or crates—Half.
 Milk, fresh (in cans not exceeding 12gall. capacity)—See page 134 of Coaching Book.
 Milk, fresh (exceeding 12gall. capacity)—Half.
 Milk, fresh (in bottles or cartons) in cases or carton containers—Half.
 Milk, concentrated liquid (not condensed or powdered), in tins—Half.
 Milk cans, returned empty—Free (see Instruction 142).

Moss (for floral purposes)—Half.
 Note.—Moss lawn is charged ordinary parcels rates. (S.A.R., 6266/51).
 Mushrooms—Half (freight charges must be prepared).

N
 Newspapers and periodicals—See Instructions 146, 147, 158 and 167.
 Nuts (edible)—Half.

O
 Oars—
 Accompanying boats—Free.
 Accompanying scullers and rowing crews (all members of crews traveling by rail)—Free, as portion of luggage allowance.
 Olives (fresh)—Half. (The case fruit rate does not apply to olives.)
 Oysters—See fish.

P
 Pastry—Half.
 Peas and beans (fresh), special rates for—See clause (c), Instruction 81.
 Parambudola (doll's peram.), accompanied by child—Free.
 Perambulators (adult's)—See invalid chairs, etc.
 Pigeons, homing—Half (each package separately). See page 132 of Coaching Book and Instruction 117 hereof.
 Pigeon hampers (homing), returned empty—Free (see Instruction 118).
 Pigeons, squab (dead)—Half.
 Plants—See seedlings.
 Poultry (dead, fresh, chilled or frozen)—Half.

R
 Rabbits, in fur (dead, fresh)—Half stamped parcels rates whether "paid" or "to pay."
 Rabbits, dressed (fresh, chilled or frozen)—Half.

S
 Saddle—
 With horse in horse box—Free.
 With passenger, as part of luggage allowance—Free.
 Seedlings (vegetable, flower, tomato, and tobacco), in bundles and packed in moss or soil for protection, but not growing therein—half.
 Plants, seedlings, small shrubs and trees packed in moss or soil for protection or in pots or other suitable containers must be accepted for carriage in open crates of sufficient strength to safely carry the weight of the contents, also permit of a free circulation of air.
 Trees of suitable size must be accepted in bundles packed with the roots protected with moss or soil and bagging.—S.A.R., 10559/51.

Note.—Ordinary parcels rates apply to plants and seedlings growing in soil and to trees (including fruit and rose) in cases, bundles or pots.—S.A.R., 7069/51.
 Shell fish—See fish.

Shortening (for cooking purposes), such as "Copa" and "White Cloud" when not in tins—Half.
 Show exhibits—Free return, see page 130 of Coaching Book.
 Small goods (butchers)—Half.
 Sports goods, any one of the following articles may be consigned between any two South Australian Railway stations, including Quorn via Kingswood, and Serviceton, at a special charge of 11d., either "prepaid" or "to pay":—

Baseball bat
 Basketball
 Cricket bat
 Croquet mallet
 Football
 Golf stick
 Hockey stick
 Tennis racquet (with or without press)
 Vigoro bat
 1doz. golf balls in cardboard box
 1doz. tennis balls in cardboard box
 Stereo plates and stereo matrix—Quarter, minimum 8d. (each package separately).
 Sulkies, trotting (in pieces)—See page 120 of Coaching Book.
 Sulkies, trotting (set up)—
 (i.) Loaded in same box as horse—4d. per mile, minimum 10s.
 (ii.) Loaded in a truck, by passenger train—Only by and under special arrangements.
 (iii.) Not to be accepted for conveyance in brakevans.
 (iv.) When forwarded for use at registered trotting meetings, loaded in the same box as horse, shall be charged the rate for trotting sulkies (set up) as prescribed in paragraph (i.).
 On the return journey such sulkies loaded in the same box as horses, shall be carried free of charge.

Sweet corn—Half.

80A. Cinematograph Films Returned to Adelaide—Rates for.

Films forwarded by British Empire Films (Pty.) Ltd., and members of the Film Renters Association of Australia, from Adelaide to stations in South Australia and on the Commonwealth Railways, also to Broken Hill, are, on the return journey to Adelaide to be charged half parcels rates over the South Australian Railways.

The half parcels rates also apply in respect to films when forwarded to one station and taken across country to another station, and to films which may be forwarded on from one station to another before being finally returned to Adelaide, in either of which case the half parcels rates will apply only for the final movement to Adelaide, provided it does not exceed the initial forward mileage on the outward journey. Should, on the final journey to Adelaide, the mileage exceed that on the initial forward journey, the additional mileage must be charged for at ordinary parcels rates.

In order to obtain half parcels rates on the final movement to Adelaide, each consignment note and waybill, irrespective of where the films may be lodged, must be endorsed "Originally forwarded from Adelaide to"

(Station.)

The following are entitled to the above concession:—

British Empire Films (Pty.) Ltd.	R.K.O. Radio Pictures (A/sia) Pty. Ltd.
Columbia Pictures Pty. Ltd.	United Artists (A/sia) Pty. Ltd.
Fox Film Corporation (Aust.) Pty. Ltd.	Universal Pictures Pty. Ltd.
Metro-Goldwyn Mayer Pty. Ltd.	Warner Bros. First National Pictures Pty. Ltd.
Paramount Film Service Pty. Ltd.	

S.A.R., 15769/29.

61

T
 Tomatoes—See fruit.

V
 Vegetables, fresh (in bags, cases or crates), of a highly perishable nature, including asparagus, brussels sprouts, beans (green), cabbages, cauliflowers, celery, cress, cucumbers, lettuce, parsley, peas (green), radishes, rhubarb, spring onions, spinach—Half.

The following vegetables are not considered perishable—artichokes, red-beet, carrots, chokos, eschalots, garlic, leeks, vegetable and bush marrows, melons (pie, for making jam), onions, parsnips, potatoes, pumpkins, trombones and like vegetables, turnips, squash—and must be charged ordinary parcels rates (each package separately).

Non-perishable vegetables, when forwarded between South Australian Railway stations in single cases or packages, with fruit, perishable green vegetables, or perishable green vegetables and fruit—and for which latter half parcels rates are applicable, may, when not more than 25 per cent of the contents of such parcel or package consists of vegetables for which ordinary rates apply, as set out above, be accepted and charged for at half parcels rates, provided that the consignment does not consist of more than one case or package. The single case fruit rate will not apply when the case contains other than fresh fruit and/or tomatoes.

W
 Wattle blossom and branches—Half.
 "White Cloud"—See shortening.
 Wreathings (green, for decoration purposes)—Half.

Y
 Yachts, model, accompanied—See Instruction 121.

81. Perishable Parcels.

(a) Perishable articles, as shown in the classification (see Instruction 80), shall be charged at the rates prescribed in such classification, with a minimum charge as for 1 lb.

Charges are computed on the bulk weight for all consignments (mixed or otherwise) of the perishable articles mentioned.

All perishable articles not provided for as above shall be charged ordinary parcels rates (see Instruction 120.)

The conveyance of certain perishable articles at reduced rates is dependent on van accommodation, and the Commissioner may limit the weight to be carried or charge full parcels rates.

Delivery charges apply in the same way as for ordinary parcels.

(b) When a parcel is tendered with a consignment notes describing the contents as perishables, the person tendering the parcel must be questioned as to the contents, and if the employee is satisfied that the parcel contains only articles which are listed in the classification (see Instruction 80), or as provided for in Instruction 120 for carriage at reduced rates, then such package and the consignment note must be accepted and charged for at the concession rate.

If the package contains perishables or other goods which are not specified as being entitled to the concession rates, full charges must be raised and the note endorsed "N.C.", i.e., abbreviation for "no concession."—S.A.R., 6620/42.

(c) Special Rates.—The following special rates apply to peas, beans, tomatoes, and fresh fruit, forwarded from Port Pirie, Nurom, Merriton, Collinsfield, and Two Wells to Adelaide, account Wholesale Fruit Merchants of Adelaide Ltd., and S.A. Fruit Growers and Market Gardens Association.

	From— Port Pirie, Nurom, Merriton and Collinsfield.		Two Wells.
	s.	d.	s. d.
Peas and beans, per crate (the gross weight of which does not exceed 50 lb.) or 2bush. bag	1	7	1 0
Peas and beans, per 5bush. bag	4	0	2 6
Tomatoes, fresh fruit, asparagus, cucumbers and, gherkins, per standard half-case	0	11	0 9

Consignments *ex* the Commonwealth Line, consigned to Port Pirie and reconsigned to Adelaide will be given transit at the above rates, plus 2d. per half-case, or 2bush. or 5bush. bag to cover handling at Port Pirie.—S.A.R., 8028/50.

82. Refrigerated Perishable Goods—Acceptance of at Bowden on Sundays.

Refrigerated perishable goods, such as ice cream and compressed yeast, will be accepted on the "up" side at Bowden Station between the hours of 2 p.m. and 4.30 p.m. on Sundays for dispatch to Adelaide and subsequent dispatch therefrom by passenger trains leaving Adelaide on Sunday nights.

The Station Master, Bowden, must telephone the Station Master, Adelaide, not later than 5 p.m. on Sundays, the number of packages and the train (which must arrive at Adelaide not later than 5.35 p.m.) by which they will be forwarded from his station.

The Station Master, Adelaide, must arrange that the officer in charge seeks this information not later than 5 p.m., and makes the necessary arrangements for the attendance at the brakevan of the incoming train for the handling of the consignments and their subsequent distribution and dispatch by the country trains the same evening.—S.A.R., 5763/42.

83. Perishable Parcels Consigned to Alice Springs.

Although the freight charges on consignments of perishables to Alice Springs are required to be prepaid, should undercharges be raised on any of these consignments, the Station Master, Alice Springs, will recharge such undercharges to the forwarding station, which station will be responsible for collection from the consignor, or failing that, from the employee accepting the consignment.—S.A.R., 6742/42.

84. Seedlings, Shrubs, Etc.—Free Carriage of from Adelaide Account South Australian Railways.

Seedlings, shrubs, etc., delivered by Kemps Nurseries Ltd. and Harris Scarfe Ltd. to the Adelaide Parcels Office, addressed to the South Australian Railways at various Railway locations, are to be accepted and forwarded to destination O.S. Free.—S.A.R., 2636/49.

85. Fragile or Bulky Articles.

Any packages which contain fragile articles, or which are frail or very bulky in proportion to their weight, are charged 50 per cent above parcels rate. See classified list, pages 119 and 120 of the Coaching Book.

86. General Conditions for the Carriage of Parcels, Etc.— Pages 97 to 99.

Non-liability of the Commissioner and Alternative Rates for Carriage of Owner's Risk or Commissioner's Risk.—Clauses 1, 2, and 3, pages 97 to 99.

A parcel must not be accepted for conveyance at Commissioner's risk unless both the freight charge and the Commissioner's risk rate are prepaid in cash, except in the case of a parcel forwarded by a Government department on an order or warrant, in which case both the freight charge and the Commissioner's risk rate must be debited, by the forwarding station, to the account of such department.—S.A.R., 7030/46.

The following explanation is given for the application of the Insurance and Commissioner's Risk Charges:—

Clause 1.—*Non-liability of the Commissioner.*

- (i.) A parcel containing any of the articles (other than gold, silver, and copper coin, bullion, and bank notes) mentioned in subclause (a), the value of which does not exceed £3, is carried at the risk of the Commissioner without additional payment, and a parcel exceeding £3 in value, but on which additional charges to cover insurance or Commissioner's risk have not been paid, is accepted at the risk of the Commissioner up to the value of £3 only.
- (ii.) A parcel containing any of the articles (other than gold, silver and copper coin, bullion and bank notes) mentioned in subclause (a), the value of which exceeds £3 but does not exceed £10, and required to be carried at Commissioner's risk, is charged the additional rate, viz., 3d. up to £5, and 6d. over £5 and up to £10, set out in subclause (a), clause 3, page 99. If consigned to a station on another system, the charge shall be 3d. or 6d. as the case may be for each system over which travelled, except that between Melbourne and Adelaide, or between stations situated intermediate between Melbourne and Adelaide, where through vans are used, the total additional charge shall be 3d. up to £5 and 6d. over £5 and up to £10, each system being credited with 1½d. and 3d. respectively.
- (iii.) A parcel containing any of the articles (other than gold, silver and copper coin, bullion and bank notes, silk in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, furs, or lace, or any of them) mentioned in subclause (a), exceeding £10 in value, and required to be carried at the risk of the Commissioner, is charged the additional rate, viz., per cent of the declared value, as set out in the scale of charges, *vide* subclause (b), paragraph (iii.). These charges apply for the through journey from starting to finishing station, whether confined to a local or intersystem journey; in the latter case the charge being subsequently divided amongst the systems concerned.

Clause 3.—*Alternative Rates for Carriage at Owner's Risk or Commissioner's Risk.*

The following applies to all parcels containing articles (including silk in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, furs, or lace, or any of them) not mentioned in subclause (a), clause 1, page 97:—

- (i.) A parcel not exceeding £3 in value is carried at the risk of the Commissioner without additional payment; and a parcel exceeding £3 in value, but on which additional charges to cover insurance or Commissioner's risk have not been paid, is accepted at the risk of the Commissioner up to the value of £3 only.
Parcels, £3 or under in value, may however, at the request of the consignor, be accepted for carriage at Commissioner's risk on payment of the same rate and subject to the same conditions applicable to parcels over £3 and not exceeding £5 in value forwarded at Commissioner's risk, and such parcels must be given the same care and attention which is given to any other parcel forwarded at the risk of the Commissioner.
- (ii.) A parcel exceeding £3 in value required to be carried at Commissioner's risk is charged the additional rates, according to the value, set out in subclause (a).

- (iii.) On intersystem consignments the rates set out in subclause (a) apply separately for each system, including Silverton Tramway Co. Ltd. lines and Federal Capital Territory—Queenbeyan-Canberra Railway, which are to be treated at separate systems, with the exception that the liability in respect to consignments tendered for transit to stations in Queensland is limited to £100.

Consignments forwarded between Adelaide and Melbourne, or between stations intermediate between Adelaide and Melbourne, where through vans are used will be subject to one insurance charge for the through journey to be equally divided between Victoria and South Australia.

As the above explanation is given only for the application of the insurance and Commissioner's risk charges, the acceptance of parcels at insurance or Commissioner's risk will still be governed by the conditions set out in clauses 1, 2, and 3, pages 97 to 99.

87. Urgent Agricultural Implement and Machinery Parts.

Urgent consignments of agricultural implement and machinery parts not exceeding 84 lb. in weight, will be carried by passenger train at freight rates on those days on which no freight train is available.

Such consignments must be tendered at Freight Depots, Mile End or Port Adelaide, with the usual Freight Consignment Note which must be endorsed "Urgent Agricultural Implement (or Machinery) Part to be forwarded by passenger train." Freight invoices must be used for these consignments, which will not be accepted at the Passenger Parcels Offices.—S.A.R., 10656/36.

88. Silver Bar and Granulated Silver—Page 136.

Consignments of silver bars and granulated silver (owner's risk) forwarded from Broken Hill Associated Smelters Pty. Ltd., Port Pirie, are to be charged ordinary parcels rates, on bulk weight. If required to be forwarded at Commissioner's risk, the additional charges set out in clause 5, page 136, of the Coaching Book will also apply.

89. Livestock (Animals) Waybilling of—Pages 141 and 142.

Except in respect to dogs, ordinary composite consignment note-waybills must be used. For dogs forwarded either locally on Intersystem, see Instruction No. 164.

90. Parcels Traffic from Attended Stations, when Staff not on Duty.

Parcels traffic from attended stations before the opening or after the closing of the station for the day must be dealt with as follows:—

The Guard or Rail Car Porter must pick up any consignments to go forward by his train or car that have been left at the station during the period the station staff is not on duty.

The receipt portion (if attached to the consignment note) must be signed and endorsed "sent forward by No.....", and left at the forwarding station.

The consignment note must be taken forward with the consignment and delivered to the receiving station, full particulars of consignment to be shown on road bill which must be endorsed "Station closed".

The receiving station must prepare a waybill in triplicate, and send one copy to the forwarding station and the other copy to the Comptroller.

The charges must in each case be based on the Stamped Parcels (Prepaid) Rates, and the waybill endorsed "Forwarding station closed".

Consignments to unattended stations must only be taken forward if stamped with value of freight charges and Stamped Parcels Waybill lodged, or if not stamped provided the consignor is present to pay the freight charges. In the latter case the accounting station for the receiving unattended station must prepare the waybill in triplicate, one copy being sent to each the forwarding station and the Comptroller.—C.A., 444/28.

91. Articles Commonly Used for Passengers' Luggage Booked as Parcels—Labelling of.

When articles such as suitcases, kitbags, trunks, etc., commonly used for passengers' luggage are instead booked as parcels, special care must be taken to see that these are properly labelled at the dispatching station with a parcels label, and all old luggage and parcels labels removed. Such articles must be readily distinguishable as parcels at the receiving station, thus avoiding error of free delivery as passenger's luggage.—S.A.R., 3228/52.

92. Storage Charges—Page 101.

Although these free storage periods are provided, every effort must be made by the Railway Staff to effect delivery as soon after arrival as possible.

In the event of consignments being allowed to remain at stations after the expiration of the free storage period, the storage charges must be levied and should there be any circumstances which warrant a revision of the debit, full particulars must be promptly reported to the General Traffic Manager.—S.A.R., 3621/37.

93. Explosives and Freight of a Dangerous Nature—Page 101.

For the guidance of the Staff the following is a list of some of the explosives and freight of a dangerous nature which have definitely been determined dangerous and MUST NOT be carried by passenger train. This list is not exhaustive and will be added to from time to time:—

- (1) Carbon Tetrachloride—poisonous and throws off heavy vapour if uncorked.
- (2) Bromine—liable to fire if damaged and mixes with some organic matter such as sawdust. Fumes very dangerous.
- (3) Ethylene—explosive when mixed with air.
- (4) Methyl Chloride—gives off poisonous vapour.
- (5) Acetylene Gas—explosive.

Acetylene gas may, however, be accepted for carriage in brake-vans of passenger trains, if required by defence or munitions establishments, and then only on presentation of a demand order signed by the Inspector of Explosives, and subject to the concurrence of the army authorities having been obtained for the dispatch of such loading at the prescribed passenger freight charges. The approval of the General Traffic Manager must be obtained in each instance.—S.A.R., 8525/42.

- (6) Motor spirit, aircraft dopes or finishes and other highly inflammable liquids—Samples of motor spirit, aircraft dopes or finishes, and other highly inflammable liquids, may, however, be accepted for carriage between Adelaide and Melbourne, and between Adelaide and Sydney, specially packed in one gallon consignments, under the following conditions:—

- (a) One gallon of spirit to be placed in one gallon tin and hermetically sealed.
- (b) This tin to be placed in a four gallon capacity tin, the space to be evenly and firmly packed with sawdust, and the tin hermetically sealed.
- (c) The four gallon tin to then be encased in a case, the timber of which must be not less than one-half inch thick, and completely lined with felt one-quarter inch thick, and of such dimensions that the latter tin (*i.e.*, four gallon) will be a snug fit inside the felt lining.
- (d) The wooden case must have two bands of half-inch hoop steel properly spaced in a horizontal direction, and two reinforcing wires in a vertical direction and clearly branded on top "MOTOR SPIRIT," "AIRCRAFT DOPES OR FINISHES, ETC." (as the case may be) "HIGHLY INFLAMMABLE—THIS SIDE UP."

- (e) Only one consignment of one gallon is to be accepted for carriage by any one passenger train.

—S.A.R., 5777/41.

94. Batteries Account Signal and Telegraph Engineer—Carriage of by Passenger Trains.

In cases of urgency, batteries consigned by the Signal and Telegraph Engineer may be accepted for transit by passenger trains.

The batteries are packed in wood wool, and on the lid of the crate is painted "Sulphuric Acid—Do not tip".

The crates must be lifted by the handles provided and may be conveyed on platform trollies, but must not, in any circumstances, be placed on sack trucks.—S.A.R., 224/41.

95. Free Luggage—Receptacles for.

Should a passenger, not being in possession of a receptacle commonly used for the carrying of personal effects, tender his effects for carriage as passenger's luggage in any other receptacle, such as a sugar bag, kerosene case, etc., this must only be accepted as passenger's luggage on the employee accepting same being satisfied that the

contents are genuine personal effects, and the passenger presenting such articles must be advised that owing to unsuitable packing, its conveyance, so far as any damage is concerned, would be entirely at the risk of the owner.

Particulars of such cases must be entered in a book, showing the date, train, destination, owner's name, and description of the package, with any other information which may be of service in case of a complaint as to damage.

When luggage, for transit intersystem, is tendered in receptacles other than those commonly used for the conveyance of personal effects, the above conditions also apply, but the employee accepting same must, after satisfying himself that the receptacle only contains *bona fide* passenger's luggage, endorse thereon "contents examined" and affix his signature.—S.A.R., 8899/44.

96. Luggage Account Passengers from South Australia to New South Wales via Broken Hill—Page 154.

Irrespective of whether through tickets are held, luggage for passengers travelling to stations in New South Wales must only be checked and labelled to Broken Hill, and through passengers must be advised that immediately on arrival at Broken Hill, they should claim their luggage and make their own arrangements for the transport of themselves and their luggage from Sulphide Street to Crystal Street station.

All passengers travelling to stations beyond Broken Hill must be advised that the luggage will only be booked to Broken Hill, and failure to collect same on arrival at Broken Hill (Sulphide Street) will result in the luggage being left behind, causing delay, inconvenience, and possibly additional cost in having same transported to destination.—S.A.R., 1979/44; S.A.R., 1844/50.

97. Luggage—Carried at Commissioner's Risk—Pages 97, 106 and 107.

When luggage is tendered for carriage at Commissioner's risk, in addition to a white parcels label, and, if available, an "Insured" label, being attached to the package, a luggage check must be issued with the luggage, the number of the luggage check being shown on the label.

Guards of trains must have their attention specially called to items of insured luggage, and in turn similarly advise station Staff at which unloading. If handing over to another guard at transfer station, or *en route*, the guard taking over must be advised particulars.—S.A.R., 1656/44.

98. Luggage Account Holders of Privilege Tickets and/or Passes—Insurance of.

Holders of privilege tickets and/or passes may insure luggage delivered to the Commissioner for carriage in the brakevan or baggage compartment in accordance with the rates and conditions applicable to other passengers.—S.A.R., 7231/50.

99. Luggage Transfer at Adelaide—Ticket Form No. 274A.

These transfer tickets, consecutively numbered, and used for transferring luggage at Adelaide, are stocked at all attended stations (Port Lincoln Division excepted). Their use is confined to departmental purposes, the lower portion (detachable) being for use at Adelaide.

The luggage transfer ticket must be used only for luggage which is to be transferred at Adelaide *en route* to destination station, and each separate package must bear a separate label.

The dispatching station must affix the transfer ticket to the package and fill in the stations from and to, and at Adelaide the detachable lower portion must be detached and filed, the remaining top portion forwarded, still affixed, with the luggage from Adelaide to destination station, there to be detached and filed. When the destination station is unattended, the Guard or Rail Car Porter must detach the label and hand same in to the next attended station in advance where it must be filed.

The directions printed on both sides of the ticket must be complied with, and any existing instructions, regarding the handling of luggage generally, are not affected by the issue of Form 274A.—S.A.R., 2383/46.

100. Luggage—Handling and Labelling of to Avoid Loss.

In view of the large number of payments of heavy claims on account of lost luggage, the Staff is requested to pay special attention to the handling of passengers' luggage, and the following points should be observed:—

- (1) Each article of luggage must be clearly addressed and labels securely attached by the passenger.

- (2) Staff should see that all old labels are removed before acceptance for dispatch.
- (3) Departmental "stick on" luggage labels should be affixed to the package.
- (4) Passenger's ticket should be sighted in order to ascertain that the addresses on the luggage agree with the passenger's destination.
- (5) Luggage should be forwarded by the first train to destination and carefully safeguarded prior to dispatch and removed to a place of safety immediately on arrival at destination.
- (6) Luggage found on Railway premises must be forwarded by the first train to the address (if any) marked thereon; if not addressed, or if labelled or addressed to the station at which it is found and unclaimed, it should be kept on hand for 24 hours and advice sent to the Claims Agent.—S.A.R., 968/43.

101. Luggage—Rail Ticket to be Sighted Before Acceptance.

Instances have occurred of luggage checks having been issued by the Staff without first sighting the rail ticket, with the result that passengers by other services, *i.e.*, road and air, could, through such irregularity, obtain free transport of luggage by rail.

Members of the Staff issuing luggage checks must, prior to the issue of such checks, ensure that the rail ticket is tendered and either nip same with luggage nippers, where provided, or endorse the ticket with the letter "L." Passengers tendering luggage for which checks are not being issued, must also be required to produce the rail ticket which must either be nipped with the luggage nippers, where provided, or endorsed with the letter "L." In each instance care must be taken to see that the nip or endorsement is made on that portion of the ticket covered by the journey then being undertaken.—S.A.R., 1807/47.

102. Passengers' Luggage Checks—Page 105.

Intersystem Checking of Luggage.

A passenger joining at a station north of Adelaide and travelling, *via* Adelaide, to a station on another railway system, desiring his luggage to be checked through to destination, must, on presentation of the rail ticket covering the journey to Adelaide, be issued with luggage checks to Adelaide, and the luggage waybilled to the Station Master, Adelaide, that officer being immediately advised full particulars, including the intersystem station to which the luggage is to be checked, by either telegraph or telephone.

The Station Master, Adelaide, must arrange for the passenger to be met on arrival of the train, and, on production of the intersystem rail ticket, have the luggage checked and waybilled to either the destination station shown on the ticket or to an intermediate station, as desired by the passenger, handing the necessary portions of the luggage checks to such passenger.

Every possible assistance must be rendered the passenger to have the luggage checked promptly.

The above also applies to a passenger travelling from a station south of Adelaide to an intersystem booking station from which to continue the journey intersystem, in which case the intersystem booking station concerned must be advised particulars of the luggage and the station to which same is to be checked.—S.A.R., 4633/32.

103. Free Allowance Workmen's Tools, Etc.—Page 108, Clause 12.

The free allowance does not apply to picks, shovels, bars, or ladders. (Window cleaning ladder excepted when accompanied by workman.)

104. Equipment (Dental and Medical) Account Education Department—Free Carriage of.

(a) Dental Inspectors of the Education Department when travelling over the South Australian Railways, will each be permitted to carry with them, free of charge, appliances (including a dental chair) for use in connection with their duties, and personal effects, in excess of the regulation luggage allowance.

(b) Medical Inspectors of the Education Department, when travelling over the South Australian Railways will each be permitted to carry with them, free of charge, a box measuring approximately 27in. x 14in. x 11in. (containing medical appliances used in connection with their duties) provided the weight of such box, with personal effects, does not exceed the regulation luggage allowance. Any weight in excess of such allowance must be charged for.

(c) In each instance the Dental and Medical Inspectors must be in possession of an authority issued by the General Traffic Manager, expiring on the 31st December of each year, and must be sighted before acceptance of the articles.—R.C., 2027/22.

105. Commercial Travellers' Samples—Pages 109 to 115.

(a) Any person representing wholesale firms may travel as a commercial traveller and under the conditions governing the carriage of commercial travellers' samples over the South Australian lines (intercapital journeys excepted), provided that he or she holds the Commercial Travellers' Association certificate (whether South Australian or other States), or a permit signed by the General Traffic Manager.

(b) Intercapital journeys may only be made on a permit issued by the General Traffic Manager, South Australia; the Chief Commercial Manager, Melbourne; the Commercial Manager, Sydney; the General Manager, Brisbane; or the Chief Traffic Manager, Perth.

(c) Break of journey waybill showing the gross weight of samples and the excess rate separately must be used for the outwards and inwards journeys, or for each separate section over a series of routes when the commercial traveller holds a sectional or all-lines ticket.

(d) The weights of samples must be carefully checked at each station *en route*, and any increase on the gross weight previously shown must be charged for. Any variation of 7 lb. or less must not be taken into consideration. Any decrease must, however, be reported by letter to the General Traffic Manager.

(e) All samples, whether they be under the allowance prescribed or not, must be consigned on the proper consignment note, and if a consignment note be not supplied, the samples must not be forwarded until such consignment note is supplied. The traveller need not personally consign his samples, provided the person deputed by him produces the permit or certificate and rail ticket.

If this instruction be not observed it will be readily seen that, without a consignment note, the Commissioner will be carrying samples at Commissioner's risk. This must not be, unless the consignment note declares that the samples are carried at Commissioner's risk.

(f) Form No. 137 must be kept up-to-date by each Station Master or other officer deputed for the work, and forwarded in time to reach the General Traffic Manager by 9.00 a.m. on the Wednesday following the close of the week for which the return is compiled. It must show, in addition to the particulars provided for on the form, whether the traveller hold a Commercial Travellers' Association certificate or a General Traffic Manager's permit by showing on the form "C.T.A." or "G.T.M.", and the No. of either; and if the Commercial Travellers' Association certificate or General Traffic Manager's permit be issued by another State, the name of the State issuing must also be shown.

The form must be personally signed by the Station Master, who must see that all particulars provided for on the form are shown.

Each return must be consecutively numbered, so that it can be readily seen if any are missing. If samples are not handled, a "Nil" return is not required.

(g) All telegrams and letters in respect to commercial travellers' samples must have the personal attention of the Station Master or officer in charge.

(h) Records of each traveller's trip are kept in the General Traffic Manager's Office, and unless the instructions contained in the foregoing be observed in their entirety it is impossible for a correct record to be kept, and results in much unnecessary correspondence.

(i) To enable a proper check to be made each station must keep a record showing full particulars of all samples received and dispatched.

(j) When commercial travellers' samples are booked in advance of the traveller (*vide* clause 8, page 111 of the Coaching Book), the traveller must show his rail ticket to the forwarding officer. If the traveller be not a holder of a rail ticket, the forwarding officer must see that the traveller subsequently purchases a ticket to the station to which the samples have been consigned. If a ticket be not purchased the forwarding officer must telegraph the receiving station to raise full parcels rates on the full weight of the samples.

106. Bicycles, Perambulators, Motor Cycles, Etc., Placed on the Property of the Commissioner—Clause 15, Cloakroom Regulations and Charges—Page 117.

Where bicycles, perambulators, or motor cycles are left on Railway premises, at stations other than Adelaide, without having been delivered to an authorized employee of the Commissioner for custody under the Cloakroom or Storage Regulations and Conditions, all concerned must see that such articles are placed in the most suitable position available, out of the way of and preventing them from being an obstruction to passengers.

Bicycles must be so stored as to create a tidy appearance, and are not to be left in shelter sheds to the exclusion of passengers.

Station Masters and officers in charge must give this matter their personal attention and thus avoid complaints of bicycles being an obstruction to passengers or creating an untidy appearance.—S.A.R., 10574/41; S.A.R., 11484/36.

107. Weekly Bicycle Storage at Adelaide—Page 116.

Weekly bicycle storage at Adelaide, for railway employees holding periodical tickets and working at stations other than Adelaide, is 1s. per week.—S.A.R., 5851/31.

108. Articles Deposited in the Cloakroom at Adelaide for Delivery to a Specified Applicant.

When a person desires to lodge one or more articles in the cloakroom for subsequent delivery to a specified person to whom the depositor is unable to hand the cloakroom ticket or tickets, in sufficient time, a cloakroom ticket must be issued for each article, and instead of the portion to be handed to the depositor being detached, such portion must be left intact on the cloakroom ticket attached to the article and such article handed over to the excess luggage clerk, to whom the depositor must be referred to make the necessary arrangements.

The excess luggage clerk must prepare the form of authority (in duplicate), entering thereon the name of the person to whom delivery of the article, or articles, is to be given, the number of such articles and the number or numbers of the cloakroom tickets affixed to such article or articles, and have such form signed by the person depositing, the original remaining in the book and the duplicate handed to the depositor as a receipt for the article or articles deposited. The excess luggage clerk to then enter on each cloakroom ticket the name of the person to whom to be delivered, together with the number of the form signed by the depositor.

On application being made for delivery of such article or articles, the name of the person applying must first be ascertained to see if same agrees with the name of the person to whom delivery is to be given, and if so, the cloakroom ticket, or tickets, must be detached, any storage charges due collected, and delivery effected, the signature of the person taking delivery to be taken at the foot of the original form, the number of which is shown on the cloakroom ticket, or tickets.—S.A.R., 8047/45.

109. Parcels Traffic.

(a) *Adelaide and Angaston*.—Parcels, etc., consigned from Adelaide to Angaston and *vice versa* are to be charged at the 51 miles zone rates.—S.A.R., 2128/32.

(b) *Adelaide and Mount Gambier*.—Parcels, etc., consigned from Adelaide, Keswick, Goodwood, or Millswood to Mount Gambier and *vice versa* are to be charged at the 300 miles zone rates.—S.A.R., 7826/36.

(c) *Adelaide and Victor Harbour-Milang Lines*.—Parcels, etc., consigned from Adelaide to Strathalbyn or stations intermediate between Strathalbyn, Victor Harbour and Milang, inclusive, and *vice versa*, are to be charged at the 51 miles zone rates.

Parcels consigned between any two stations intermediate between Adelaide, Milang and Victor Harbour, are to be charged ordinary mileage rates subject to the 51 miles rate applying as a maximum.—S.A.R., 1092/36.

(d) *Port Dock and North Line Stations*.—The charging distance between Port Adelaide Dock and North Line stations shall be *via* the shorter route, viz., Dry Creek-Port Adelaide (Dock) Loop.—S.A.R., 3057/39.

110. Press Matter—Waybilling of.

(a) *Stamped*.—Must be entered on separate waybills, Form 16. The weight of each package and value of stamps must be shown.

(b) *Unstamped*.—Must be entered on separate waybills, Form 14.—S.A.R., 1586/51.

111. Parcels Forwarded to care of a Road Service Proprietor.

Parcels from attended stations addressed and/or consigned to care of a road service proprietor must not be accepted unless the freight charges have been prepaid.

Parcels from unattended stations may, however, be accepted, and the charges made "to pay," and must be collected by the destination station from the road service proprietor.

Parcels must not be accepted under the C.O.D. rates and conditions when consigned to care of a road service proprietor.—S.A.R., 7946/42; S.A.R., 7862/42.

112. Stamped (Pre-paid) Parcels Traffic—Page 121.

The following instructions in connection with stamped (prepaid) parcels rates are issued for the guidance of the Staff.
Stamps shall be used, when freight is prepaid, in respect of consignments of single articles (milk or cream in cans excepted) to all stations or sidings within the State, the freight on which is separately computed on each article.

(1) *Stamps must not be used, although freight is prepaid in respect of—*

- (a) Consignments of more than one article, the freight charges on which are computed on the bulk weight or at reduced rates.
- (b) Cans of milk or cream singly or in numbers.
- (c) Consignments from an unattended station or siding, or from a station at which it is not convenient to stock stamps, or from certain railway agencies.
- (d) Consignments to a station in another State, or to a station on another railway system, with the exception of packages of newspapers for which each State's stamps are used at certain authorized stations.
- (e) Eyre Peninsula Through Booking.
- (f) Gold dust, bullion, and specie.
- (g) Combined Rail and Road Through Booking.
- (h) On consignments on which freight is prepaid by Government warrants or orders, or when persons having an authorized credit account request the railage to be debited to such accounts, the charges shall be computed at the unstamped parcels rate, except—
 - (i.) on consignments as set out in subclause (a) hereof, or in subclause (b) clause (4) hereof, when the stamped parcels rates will apply or,
 - (ii.) on consignments forwarded from unattended stations, the charges for which are debited to the consignor's authorized credit account, when the stamped prepaid parcels rates will apply, or
 - (iii.) on consignments of single cases of fruit or tomatoes, when the single case rate will apply.
- (i) The charges for consignments specified in subclauses (a), (c), (d), (e), (f), and (g) shall be computed at the stamped parcels rate, and (b) at the milk or cream rate, and debits raised by cash entry.

(2) Credit is not granted for consignments of outward traffic within the State, except for consignments specified under clause (1), subclauses (a) and (b), in which cases credit may be granted to customers having an authorized account and as provided for in subclause (h).

(3) Stamps may only be sold for cash.

(4) Stamped parcels rates shall apply when the charges are "to pay," on—

- (a) Consignments to a station in another State, or to a station on another railway system.
- (b) Consignments from unattended stations, railway agencies, and certain stations at which station clerks, station agents, porters in charge, and caretakers are located.

The following is a list of stations at which the above are located, and from which stamped parcels rates shall apply when the charges are made "to pay":—

Albert Park	Kybybolite
Apamurra	Largs North
Ascot Park	Long Plains
Bumbunga	Marlborough Street
Burnsfield	Melrose
Clarence Park	Merriton
Collinsfield	Millswood
Dudley Park	Mount Mary
Dorrien	Nantawarra
Eden	Nurom
Grange	Peterhead
Gulnare	Port Elliot
Halbury	Rowland Flat
Hampden	Sandy Creek
Hawthorn	Seacliff
Hove	Seaton Park
Hoyleton	Smithfield
Kallora	Torrens Park
Keswick	Two Wells
Kirkcaldy	Virginia

(5) C.O.D. Traffic—

If the consignor desires to stamp the parcel, he may do so; the C.O.D. waybills must be used as in the past.

If the freight charges be not prepaid, or the parcel stamped, the stamped parcels rates will not apply.

(6) The charges on all other consignments waybilled to pay, including items on which a "paid on" is granted, shall be computed at the unstamped parcels rate.

(7) *Description of Stamps.*—Stamps of the following denominations, viz., 1d., 2d., 3d., 4d., 5d., 6d., 7d., 8d., 9d., 10d., 11d., 1s., 2s., 5s., will be supplied in sheets of 48 each, as required.

The purchasers of parcels stamps have been given permission to perforate them with the initials of the firm or person similar to the perforations on postage stamps. A rubber stamped endorsement of the name of the consignor tendering parcels may also be accepted on the stamps.

(8) *Affixing of Stamps.*—Stamps to the value of the freight charges must be affixed as nearly as possible in the same relative position on the parcel as is the postage stamp on a letter, i.e., on the top right-hand corner immediately above or near the address. When the package does not admit of this, the freight stamps must be attached on a separate and secure label.

(9) Stamps must in all cases be affixed by the sender.

(10) The denominations have been selected so that in the majority of cases not more than two stamps will be required on any parcel, and it is imperative that the minimum number of stamps shall be used on each parcel. The stamps must not, under any circumstances, be overlapped.

(11) *Cancelling of Stamps.*—The cancellation of stamps at the forwarding station must, in every instance, be performed by an employee immediately after they have been affixed to the parcel. The cancelling must be done with the hand cancelling stamps specially provided for the purpose.

(12) Stations will use a cancelling stamp showing the station Code No., no letter being shown, except at stations where more than one employee is on duty during the 24 hours.

Special ink for use in cancelling the stamps will be provided, and on no account must any other be used for this purpose.

(13) A stamp must not be accepted if it bears any evidence of having been previously used.

(14) At the destination station, in order that the weight and charges may be properly checked in the Parcels Office, a parcel must not be delivered to a consignee from the train, or from the platform.

(15) If an article be received with an uncanceled stamp, the stamp must be cancelled, and the matter reported immediately to the Comptroller, and all irregularities, such as stamps on parcels disagreeing with amount shown on waybill, must be immediately reported to the General Traffic Manager and the Comptroller.

(16) All old freight stamps must be removed as completely as possible from any article offered for dispatch, particular attention being given to empty return pigeon hampers and ice cream containers.

(17) Excess luggage will be charged for at the stamped parcels rate, but must be entered on a cash waybill. Stamps must not be used.

(18) *Consigning and Waybilling.*—All stamped parcels for transmission must be accompanied by a combined consignment note and waybill, Form No. 16, which will be prepared by the consignor in triplicate, one portion must go forward with the parcel and one kept for office use. The third portion is the consignor's receipt. The value of stamps on the parcel must agree with the charges on the waybill. Cash and stamped entries must not appear on the same waybill.

(19) When waybilling freight "prepaid" by warrant or order on which the unstamped parcels rate is charged, the order number must be shown opposite the entry, and when the prepaid amount is chargeable to a credit account (see clause 1, subclause (h)), that information must be shown, to enable the receiving station to check the rate.

(20) Stamped parcels waybills must be numbered consecutively, commencing with No. 1 each month.

(21) Receipts must be taken in the Parcels Warehouse Book for all stamped parcels.

(22) *Undercharges and Overcharges.*—Undercharges on stamped parcels must be collected and adjusted by undercharge sheets, at stamped parcels rates. Stamps representing the amount undercharged must be cancelled and affixed to the undercharge sheet, and forwarded to the Revenue Accountant at the close of the month with Monthly Returns. These undercharge sheets must not be abstracted.

(23) Overcharges on stamped parcels must not be refunded without the authority of the Revenue Accountant.

(24) Stamped parcels waybills will not be shown on abstracts, but the waybills must be securely fastened together at the close of each month and labelled outwards and inwards in separate bundles for reference when required.

(25) Stamped parcels received at Adelaide and other stations by Railway Motor Service for despatch by Rail, and found to be insufficiently stamped, must be dealt with as follows:—

The waybill must be endorsed "Undercharge," and a "to pay" cash waybill prepared showing the amount undercharged, the undercharge at stamped parcels rates must be collected by the receiving station before delivery of the parcel.

(26) *Requisition for Stamps*.—Requisitions on Form No. 384 for supplies of not less than one sheet of any denomination of the stamps shall be made to the Comptroller as required, and stocks on hand must not be allowed to diminish lower than a fortnight's requirements.

(27) In any instance in which it is necessary to telegraph for stamps already requisitioned for, the denominations that are urgently required, and the date of the requisition must be stated.

If, however, the supply be exhausted, the stamped rate, where applicable, will be imposed, and the freight shown on the waybill by cash entry, with the endorsement "No stamps."

(28) Receipts must be returned to the Comptroller not later than the day following that on which the stamps are received.

(29) Every requisition and receipt for stamps must be signed personally by the Stationmaster.

(30) *Custody of Stamps*.—All stamps must be kept under lock and key when not in use.

(31) At stations where the Station Master does not personally sell stamps to the public, he must keep the stock of stamps in the safe, and also keep a Stamp Book, in which must be recorded:—

(a) Particulars and value of all stamps received from the Comptroller.

(b) Particulars and value of stamps supplied to Staff; and

(c) A balance at the close of each month, showing particulars as per sample herewith:—

	£	s.	d.		£	s.	d.
To Balance from previous month	50	0	0	By Cash remitted	30	0	0
To Stamps received during current month	20	0	0	Stamps on hand:—			
				S.M.	25	0	0
				Clerk	15	0	0
					40	0	0
	£70	0	0		£70	0	0

(32) Receipt must be taken by the Station Master in this book for stamps supplied to the Staff.

(33) All stamps received from the Comptroller must be entered in the Station Parcels Stamps Account Book, and taken to debit on the current month's summary of parcels debits. All stamps in hand at the close of the month must be shown "Outstanding."

(34) *Railway Agencies, etc.*—Stamps will not be supplied to Railway Agents, or to certain other stations. Consignments will be dealt with as provided for in clause 1, subclause (c), and clause 4, subclause (b).—C.A., 337/24; S.A.R., 8605/34; S.A.R., 9422/40.

113. Live Poultry (Other than Day-old and Month-old Chickens)— Inspection, Loading, and Storing of.

Consignments of live poultry must be given every attention by the Staff to ensure satisfactory transport, particularly when the weather is warm or hot.

Crates, coops, and boxes must, as far as possible, comply with the dimensions specified in the Coaching Book. It will be satisfactory if 72 square inches of floor space is available for each medium sized bird, provided the crate is in sound condition, well ventilated, has the floor closely boarded, the door securely fastened, and is of the required height (according to the number of birds caged therein).

Geese or turkeys must not be placed in the same crates as fowls or ducks.

A centre division must be placed in crates containing 12 or more ducks to prevent crowding in corners and possible suffocation.

At Stations.—Live poultry awaiting dispatch or unloaded from trains for delivery, must not be exposed to the sun or to adverse weather conditions, but must be placed under cover. If placed in freight sheds, parcels offices, or other buildings, care must be exercised in storing, as it is essential that there is free circulation of air around the crates.

In summer the birds are very susceptible to heat, and in the winter months the birds will die if exposed to rain or cold winds.

Station Staffs and Guards must replenish supplies of drinking water in the crates or coops where journeys of 50 miles and over are involved.

Live poultry must be loaded in the best available position in the brakevan, and, if necessary, other goods must be moved to make room. The best position in the brakevan is between the doors of the baggage compartment, where the windows can be opened when necessary to improve the air circulation. Live poultry must not be loaded into the corners or against the end of brakevans.

The Staff at attended stations must closely inspect the consignments when accepted for dispatch and indorse on the consignment note and entry full particulars regarding the number of birds dead or in a distressed condition. At unattended stations Guards must observe the condition before loading and if there is apparent distress amongst the birds, particulars must be recorded on the consignment note. Stationmasters must see that all consignments for stations on lines not having a regular daily service are forwarded in time to make the necessary connections. Information regarding extra trains must be sought from the Superintendent or Train Controller. *Live chickens* must be handled in accordance with instructions set out in instruction 114.—S.A.R., 6343/32.

114. Live Chickens—Receipt, Handling and Stowing of.

Boxes containing live chickens must be carefully handled and not exposed to the sun or draughts in parcels offices, station verandahs, or brakevans. They must be placed where the maximum ventilation is available and not exposed to extremes of heat or cold winds.

Water receptacles when provided by consignors, must be replenished by the staff at suitable points.

Fresh air is essential for the safe conveyance of chickens, but the boxes must not be placed near a fire or in a hot room before transit or whilst awaiting delivery at destination.

Consignments of live chickens must be given prompt dispatch and forwarded to ensure proper train connections if transfer or branch line services are involved.

The conditions of each consignment must be noted on arrival and every effort made to effect prompt delivery to consignee.

Boxes must be carried on the flat, using both hands and not lifted by the string tied around the box. Boxes must not be tilted or capsized, otherwise some of the chickens will be suffocated or injured.

Boxes must be stowed separately and not placed under or against other boxes or packages which will prevent the admission of fresh air to the holes at the bottom edges of the sides and ends, or the escape of the natural heat of the birds, through the ventilation holes in the top of the box. *This is important.*

Windows in brakevans must be lowered, according to the prevailing weather conditions, to improve the ventilation, but the boxes of chickens must not be brought into direct contact with extremes of heat or cold winds.

If chickens must be conveyed in the Motorman's compartment of a rail car, because other suitable space is not available, the boxes must be so loaded that the chickens are not affected by the heat or fumes from the motor. *Boxes must not be placed on top of the motor covering, irrespective of weather conditions, as this position is too warm.*

Chickens will die if the ventilation holes are blocked for 15 minutes. This indicates the special care which is necessary to avoid losses.

Two or more boxes tied together must not be accepted from a consignor unless the boxes are spaced not less than two inches (2in.) apart by pieces of timber, cardboard, ventilation strips, or other material not less than two inches deep secured in position crosswise between the boxes. If boxes are not satisfactorily spaced, the consignor must be requested to untie them; each box must then be weighed and charged for as a separate package, care being taken to see that each box is labelled in accordance with the consignment note. Not more than three boxes are to be tied together.

Station Masters at dispatching stations must carefully examine all boxes tendered for transport and ensure that they are not less than the sizes prescribed in the Coaching Book, properly ventilated, and labelled with the name and address of the consignor and consignee, and that the name of the *rail destination station* is plainly visible.

If an offensive odor can be detected as coming from the box, the consignor must be requested to open it for inspection. If he refuses to do so, the consignment must not be accepted.—S.A.R., 9303/44.

115. Birds and Small Animals, Live, Handling of.

Containers with small live animals and birds must be carefully handled, and during summer months particularly, stowed in vans, parcel offices, and freight sheds, where the maximum ventilation is available. Young birds, particularly, must not be exposed to extremes of heat or cold winds. Water receptacles, when provided by consignors, must be replenished by the staff at suitable points.

116. Live Poultry, Birds, Small Animals, Etc., Arriving at Destination After Station Closed.

Consignments of live poultry, pigeons, birds, small animals, etc., which arrive at the destination (attended) station during the hours when such station is closed, must be placed on the platform in a sheltered position and the waybill indorsed by the Guard that this has been done. If the consignee is at the station on arrival of train to take delivery of the consignment, receipt must be obtained on the waybill.—S.A.R., 400/44; S.A.R., 8105/36.

117. Homing Pigeons, Acceptance of at Adelaide.

Homing pigeons, for dispatch from Adelaide by the morning trains, Tuesdays to Saturdays inclusive, must be accepted the evening previous, provided such pigeons are delivered not later than 9.00 p.m.—S.A.R., 7369/42.

118. Homing Pigeon Hampers—Cleaning of Prior to Return.

Stationmasters receiving pigeons for release, must have the hampers and crates cleared of all droppings, litter, etc., after the birds have been released, and before the hampers are returned.—S.A.R., 3928/33.

119. Films—Acceptance of at Adelaide on Sundays.

On special occasions which necessitates the films reaching their destination in time for screening on the Monday evening, parcels containing films may be accepted at the Adelaide Cloak Room on Sundays to go forward by the first available train after receipt.—S.A.R., 5763/42.

120. Non-perishable Vegetables when Forwarded in Single Cases or Packages with Fruit, Perishable Green Vegetables, or Perishable Green Vegetables and Fruit, Rate for.

Parcels or packages consigned between stations on the South Australian Railways only, as fresh fruit, green (*i.e.*, perishable) vegetables, or green vegetables and fresh fruit, for which half parcels rates are applicable, may, when not more than 25 per cent of the contents of such parcel or package consists of vegetables, for which ordinary rates apply, such as potatoes, onions, carrots, parsnips, pumpkins, jam melons, etc., be accepted and charged for at half parcels rates, provided that the consignment does not consist of more than one case or package. The single case fruit rate will not apply when the case contains other than fresh fruit and/or tomatoes.

Consignments for Intersystem Stations, will be charged ordinary parcels rates if containing vegetables which are not classified as perishables.—S.A.R., 6620/42.

121. Model Yachts, Accompanied, Carriage of.

Model yachts accompanied by owner, or other responsible person are carried by rail to the Adelaide beaches and return from stations distant not more than 15 miles at a special charge of 11d. each way for each yacht.

Yachts to be not more than approximately 3ft. in length, and must not exceed 28 lb. in weight.

In each instance the Station Master, or in the case of an unattended station the guard of the train, must issue an excess fare ticket for either a single journey (11d.) or a return journey (1s. 10d.) as required endorsing the excess fare ticket "Freight on Model Yacht."

This arrangement embraces journeys passing through Adelaide, and all handling of the yachts in and out of train, or at points of transfer must be performed by the owner or person in charge of same.

This instruction does not apply to children's toy yachts and boats, which are carried free in the carriage, when accompanied.—S.A.R., 2976/36.

122. Parcels Traffic between Port Adelaide and Stations Ethelton to Semaphore and Outer Harbour, Inclusive.

Parcels traffic from Port Adelaide for stations Ethelton to Semaphore and Outer Harbour, inclusive, and *vice versa*, will be consigned or delivered at the Port Dock Station.

All entries must be made out to or from Port Dock, but the parcels will be handled between Commercial Road and Port Dock Stations by the latter Staff. The Station Masters, Port Dock and Commercial Road, must co-operate in every way to ensure that consignments are not delayed. Particular attention must be given to consignments of fresh meat and other perishables, also letters containing ships' mails, as delay of any kind will result in serious complaints.

The foregoing instructions include luggage booked for delivery at Port Adelaide.

The public must neither receive nor dispatch parcels at Commercial Road Station.—S.A.R., 8850/38.

123. Tobacco and Cigarettes—Handling of Consignments of, from Adelaide and Mile End.

In connection with the handling of consignments of tobacco and cigarettes from Adelaide and Mile End, the following instructions apply:—

Adelaide Station.

(1) Consignments tendered at the Parcels Office, Adelaide, must be handled in the following manner.

(2) Any consignments showing the slightest sign of damage or interference to the wrapping MUST NOT BE accepted for transit.

(3) The Scales Porter receiving the parcel must enter in the record of "Tobacco Book":—

- Date of receipt.
- Consignor.
- Weight.
- Consignee.
- Destination station.

He must then hand the parcel to the Parcels Porter authorized to receive it (see clause (4)) and obtain his signature in the "Tobacco Book."

(4) Parcels Porters will be rostered to receive parcels of tobacco, cigarettes, etc., from the Scales Porter, and will be responsible for depositing such parcels in the approved hamper provided for the storage of consignments.

(5) The Parcels Record Book of tobacco consignments must be kept in the tobacco hamper.

(6) Two keys are provided for the tobacco hamper, to be allotted as follows:—

- One for the use of the Parcels Porter referred to in clause (4).
- One to be held by the Station Master.

(7) The Parcels Porter on evening shift, after checking the parcels and locking the hamper, must hand the key to the Supervisor, who will inspect the hamper with the employee concerned and, if satisfied that same has been secured and locked, deposit the key in the safe. The Supervisor next morning will inspect the hamper with the morning Parcels Porter and, if in order, hand the key to that employee.

(8) Parcels of tobacco will be forwarded from Adelaide once a day where train service permits, only by the nominated passenger trains, which, for the present, are:—

Barmera line	Mondays, Wednesdays, Fridays	7.05 a.m.
Loxton and Waikerie line	Mondays, Wednesdays, Fridays	7.05 a.m.
Yinkanie line	Mondays, Wednesdays	7.05 a.m.
Pinnaroo line	Daily	7.05 a.m.
†Wolsley and Mt. Gambier lines	Daily	8.10 a.m.
†Kington line	Daily	8.10 a.m.
Beachport line	Daily	8.10 a.m.
Terowie line	Mondays, Thursdays, Fridays	6.50 a.m.
Gladstone line	Mondays to Fridays	7.55 a.m.
Port Pirie and Moonta lines	Mondays to Fridays	7.50 a.m.
	Saturdays	7.00 a.m.
Morgan line	Daily—To stations beyond Endunda	7.30 a.m.
Kapunda and Robertstown line	Daily	9.05 a.m.
Victor Harbour line	Mondays to Thursdays	4.55 p.m.
	Fridays	6.20 p.m.
	Saturdays	8.50 a.m.
Mount Pleasant line	Fridays (Woodside only)	5.15 p.m.
Willunga line	Mondays to Fridays	5.10 p.m.
Angaston line	Mondays to Fridays	9.20 a.m.
	Saturdays	7.55 a.m.
Burra line	Mondays to Fridays	5.05 p.m.
Spalding line	Tuesdays, Thursdays	5.05 p.m.
	Mondays, Wednesdays, Fridays	6.15 p.m.
Broken Hill line	Mondays, Wednesdays, Fridays	6.15 p.m.

† Tobacco will not be forwarded to Frances, Kybybolite, Hynam, Glenroy, Lucindale, or Reedy Creek by the 8.10 a.m. train on Saturdays.

Tobacco firms to be advised by the Senior Parcels Clerk from time to time of any alterations to these services.

(9) The Parcels Porter referred to in clause (4) will be responsible for forwarding parcels of tobacco in approved containers by the nominated trains, and he must obtain a certificate in the "Tobacco Book" from the Supervising Officer concerned that each parcel entered has been forwarded. In addition to waybills a statement showing number of train, date, consignor, consignee, destination, and number of parcels must accompany the container; the statement must be checked and endorsed by the Supervising Officer, who must hand it to the Guard.

(10) The Guard must sign on the Parcels Office copy of the hamper waybill for the key of the Tobacco Hamper.

(11) Guards must, as early as is possible after train departure, check the contents of the hamper with the statement handed to him by the Supervising Officer, after which he must lock the hamper and retain the key.

(12) Guards must certify on the waybill particulars of delivery of every consignment at or to stations.

(13) Guards handing over to another Guard, either *en route* or at a transfer station, must deliver any parcels still in his care to the Guard concerned and obtain his receipt in the Guard's Value Receipt Book for same and for the key of the container.

(14) Guards on arrival at destination must certify on the statement that all parcels have been put out at the respective stations, and hand the statement together with the key of the container, if any, to the Station Master at such destination station, or, where the destination station is unattended, to the Station Master at the first attended station passed through after the last consignment has been delivered, obtaining a receipt for the statement and key (which receipt must show the number of such statement and the number of the key) in the Guard's Value Receipt Book.

The Station Master receiving the statement and container key, must value same in the one envelope, to the Senior Parcels Clerk, Adelaide, by the first train after receipt showing the number of the statement and the number of the key in his Station Value Book and on the Waybill accompanying, and endorse the Value envelope "Tobacco Statement No. and Key No." The Senior Parcels Clerk on receipt must file the statement for reference.

Should the Guard of the train be returning to Adelaide working the next return movement, such as the return of the Adelaide-Morgan, Adelaide-Angaston, or Adelaide-Semaphore train, in lieu of handing out the statement and key, as set out above, he may bring the statement, key and container back to Adelaide and deliver the statement and key to the Excess Luggage Clerk, obtaining a receipt for same in his Value Receipt Book in which the numbers of such statement and key must be entered.

(15) Guards must, when a container is forwarded, hand over the empty container to the Station Master at the station at which the statement and key are delivered, and the receipt given for the statement and key in the Guards Value Receipt Book will be an indication that the container was also handed over.

The Station Master must waybill the container to the Senior Parcels Clerk, Adelaide, by the first train.

Mile End Station.

(16) Consignments forwarded by goods trains from Mile End must be handled in the following manner:—

(17) A Check Porter will be rostered to receive consignments at the regular point of acceptance, which for the present is at the NORTH end of the SOUTH Outwards platform. No other employee is permitted to accept consignments of tobacco and cigarettes.

(18) Any consignment showing the slightest sign of damage or interference to the wrapping MUST NOT BE accepted.

(19) The Check Porter referred to in clause 17 will, upon receipt of consignments, record in the "Tobacco Book" the following particulars:—

- Date of receipt.
- Consignor.
- Weight.
- Consignee.
- Destination station.

After which the consignments must be placed in the special container provided for storage. This container when not in use for receipt or discharge of contents must be kept locked.

(20) The Tobacco Record Book must be kept in the special container.

(21) The keys (2) of the special container will be kept in the Assistant Station Master's safe, and one will be issued each morning to the Check Porter in charge of this traffic. This latter key must be signed for on issue, and the Assistant Station Master receiving same on completion of the day's work must inspect the container with the Check Porter and satisfy himself that same has been securely locked prior to accepting the key and clearing the Key Record Book.

(22) The Check Porter in charge of these consignments must at 4.45 p.m. each day (or at such other times as may be directed by the Superintendent Freight, Mile End), arrange the dispatch of all consignments as follows in accordance with the authorized schedule:—

(a) *Consignments Dispatched in Tobacco Hampers.*—After placing the packages in the hampers the Check Porter must lock same and waybill the key to destination station, giving the following particulars:—

- No. of the lock.
- No. of the hamper.
- No. of the van in which loaded.
- No. of the train by which dispatched.
- Date of dispatch.

Waybills and keys for hampers must be delivered by the Check Porter to the Officer-in-Charge of the Freight Office, who will be responsible for their dispatch.

(b) *Consignments Forwarded Loose in a Station Sundry Van.*—The Check Porter will procure the services of a horse trolley and personally supervise the delivery and stowage of every consignment (including the locked hampers). As far as is practicable doors of vans must be closed, secured, and sealed immediately the Checker has completed the delivery of tobacco consignments.

NOTE.—As far as is practicable hampers must be used for consignments beyond the break-of-gauge stations and for broad-gauge stations when closed vans are not available. Keys for hampers beyond break-of-gauge stations must be waybilled to the transfer station concerned, and the Station Master thereat will deliver same to the Guard of the train, who must handle the consignments, keys, and hampers as prescribed in clauses 11, 12, 13, 14, and 15 of this Instruction, except that "Senior Parcels Clerk, Adelaide" shall be read as "Superintendent Freight, Mile End."

(23) The Officer-in-Charge at stations receiving hampers must place the contents in a secure position for delivery and waybill the empty hamper and key thereof to Mile End by first train.

(24) The Officer-in-Charge of any station where it is necessary to break the seal of a van conveying consignments of tobacco must personally supervise the opening and resealing of such van.

25. The Officer-in-Charge at junction and/or transfer stations must make adequate arrangements for the safe custody of consignments during the time they are held at such station.—S.A.R., 9728/42; S.A.R., 5546/50.

124. Eyre Peninsula Parcels and Luggage Traffic.

PARCELS.

THROUGH BOOKING.

1. Under arrangements with the Adelaide Steamship Coy. Ltd., and the South Australian Harbors Board, parcels may be booked *via* Port Adelaide and Port Lincoln to and from all South Australian Railway stations at the ordinary parcels rates set out herein for the total distance carried over the railway lines, in addition to the following steamer freight, wharfage, and handling charges, with the exceptions as set out in clause 2:—

Weight of parcel not exceeding—	Adelaide Steamship Company's freight charges.	S.A. Harbors Board wharfage (including charges at both dispatching and destination ports).	South Australian Railways handling charges.	Total.
lb.	s. d.	s. d.	s. d.	s. d.
3	6 0	0 6	0 7	7 1
7	6 0	0 6	0 7	7 1
14	6 0	0 6	0 7	7 1
28	6 0	0 6	0 9	7 3
42	6 0	0 9	1 1	7 10
56	6 0	0 9	1 1	7 10
84	6 0	0 10	1 9	8 7
112	6 0	0 10	1 9	8 7
140	9 0	0 10	2 0	11 10
168	9 0	0 10	2 0	11 10
196	9 0	0 10	2 0	11 10
224	9 0	0 10	2 0	11 10
252	10 0	0 10	2 8	13 6
280	10 0	0 10	2 8	13 6
308	12 0	0 10	2 8	15 6
336	12 0	0 10	2 8	15 6

When consignment of perishables, including fruit at the single case rate carried over South Australian Railways, are charged for on the bulk weight, the railway handling charges will also be computed on the bulk weight. When the aggregate weight of any such consignment exceeds 3 cwt., the railway handling charges will be 7d. for each additional hundredweight or part thereof.

The maximum measurement for both Adelaide Steamship Company and the Harbors Board shall be:—

Adelaide Steamship Company—

Up to 112 lb., not exceeding 2 cub. ft.
Over 112 lb. and up to 336 lb., not exceeding 4 cub. ft.

S.A. Harbors Board—

Up to 28 lb., not exceeding 1 cub. ft.
Over 28 lb. and up to 56 lb., not exceeding 2 cub. ft.
Over 56 lb. and up to 336 lb., not exceeding 8 cub. ft.

Any consignment exceeding the maximum measurement for weight as above is charged steamer freight and wharfage at the following rates:—

Steamer freight.	Harbors Board wharfage.
Up to 4 cub. ft.	Up to 2 cub. ft. Exceeding 2 cub. ft.
s. d.	s. d. s. d.
9 0	0 9 0 10

The above minimum rate does not apply in respect to the Adelaide Steamship Company's charges for consignments 5 cub. ft. and over.

Any consignment measuring 5 cub. ft. or over will be charged 2s. per cub. ft. or part thereof steamer freight. For example:—A consignment measuring 10 cub. ft. would be charged £1. Any consignment measuring over 8 cub. ft. will be charged an additional 1½d. per cub. ft. wharfage for each cubic foot or part thereof exceeding 8 cub. ft.

2. Notwithstanding the charges set out in clause 1, the articles set out hereunder will be charged steamer freight, wharfage, and railway handling as follows, but where no wharfage or railway handling charges are shown the rates for wharfage and railway handling set out in clause 1 will apply.

Batteries, *Wet* (to be so described on consignment note and waybill), Adelaide Steamship Company's charges 117s. per ton (40 cub. ft.)—

Minimum—9s. up to 1cwt. or 2 cub. ft.
12s. 3d. over 1cwt. or 2 cub. ft.

Bicycles.—Handling charge, 10d.; wharfage, 1s. 6d.; steamer freight, accompanied, 17s.; unaccompanied, 29s. 6d.

Books.—From Institutes Association and the Public Library of Adelaide to Institute Societies on Eyre Peninsula and *vice versa*.—See Instruction 152.

Cream.—In 3gall., 5gall., or 10gall. cans may be booked from stations on Eyre Peninsula, *via* Port Lincoln and Port Adelaide. The ordinary rail charges will apply, plus 18s. 4d. for each 3gall. or 5gall. can, and 21s. 1d. for each 10gall. can when carried in refrigerator, or 8s. 9d. for each 3gall. or 5gall. can, and 10s. 3d. for each 10gall. can when carried on deck as Adelaide Steamship Company's charges, and on weights of 28 lb., 40 lb., and 70 lb., respectively, for South Australian Harbors Board wharfage and South Australian Railways handling charges.

When two or more cans of cream are forwarded from the one consignor to the one consignee, the Adelaide Steamship Company's charges will be:—

In refrigerator—18s. 4d. per can.
On deck—

3gall. or 5gall. cans.—Single can, 8s. 9d.; 2 and up to 19 cans, 7s. 9d. per can; 20 cans and over, 6s. 6d. per can.

10 gall. cans.—Single can, 10s 3d.; 2 and up to 19 cans, 8s. 9d. per can; 20 cans and over, 7s. 9d. per can.

Cream cans—empty returns—are carried free in respect to railway transit and handling and Harbors Board's wharfage charges, but will be charged 3s. 7d. for each can up to 10gall. capacity as Adelaide Steamship Company's charges.

Cinematograph Films (to be so described on the consignment note and waybill), Adelaide Steamship Company's charges:—

16 millimetre safety cellulose acetate base—78s. per ton (40 cub. ft.)—
Minimum—6s. up to 1cwt. or 2 cub. ft.

9s. over 1cwt. or 2 cub. ft.

Inflammable—nitro-cellulose base 156s. per ton (40 cub. ft.)—

Minimum—12s. up to 1cwt. or 2 cub. ft.

18s. over 1cwt. or 2 cub. ft.

Fish.—Adelaide Steamship Company's charges:—

On deck.—Fish—in boxes, baskets, or loose—

117s. per ton (40 cub. ft.); minimum, 6s. up to 2 cub. ft.

In refrigerator. Fish—whole or filleted, in boxes or cartons—

Bulk weight.

	s. d.
Up to 112 lb., not exceeding 2 cub. ft.	12 0
Up to 168 lb., not exceeding 3 cub. ft.	18 0
Over 3 cub. ft.—total consignment to be charged 5s. 10d. per cub. ft.	

Fish.—S.A. Harbors Boards wharfage charges (including charges at both dispatching and destination ports)—

	s. d.
Each package not exceeding 14 lb.	0 2
Each package exceeding 14 lb.	0 4

Loose—

Port Lincoln, 1s. 3d. per ton; minimum charge, 6d.

Port Adelaide, 5s. per ton; minimum charge, 6d.

Icecream.—In tubs—Adelaide Steamship Company's charges—

On deck, 78s. per ton (40 cub. ft.); minimum, up to 2 cub. ft., 6s., over 2 cub. ft., 9s.

Ice cream tubs returned empty, 39s. per ton (40 cub. ft.); minimum, 6s.

Motor Cycles and Sidecars, and Autocycles—

Motor cycle without sidecar, steamship charges, accompanied, 62s. 6d.; unaccompanied, 73s.; wharfage, 3s.

Motor cycle with sidecar attached, steamship charges, accompanied, 107s.; unaccompanied, 214s.; wharfage, 4s.

Autocycles—steamship charges, accompanied, 36s. 6d.; unaccompanied, 49s. 6d.; wharfage, 3s.

Oysters.—Adelaide Steamship Company's charges:—1 bag, 15s. 8d.; 2 or more bags, 9s. 3d. each.

Tobacco and Cigarettes.—Adelaide Steamship Company's charges:—97s. 6d. per ton (40 cub. ft.); minimum, 9s. up to 1cwt. or 2 cub. ft.; 12s. 3d. over 1cwt. or 2 cub. ft.

3. Parcels booked from Port Adelaide to Port Lincoln or from Port Lincoln to Port Adelaide, are charged the 15 miles section rate according to weight, plus handling, steamer and wharfage charges.

4. The "Commissioner's Risk" rate does not apply to this traffic.

5. Consignments of livestock, live birds, coin, or bank notes are not accepted for "through" transit.

6. Consignments of explosives or freight of a dangerous nature are not accepted for "through" transit. Arrangements for such traffic must be made direct between the consignor and the Adelaide Steamship Company, Ltd.

7. The "through" charges do not apply to excess luggage of any description.

8. (a) (i.) The charges due to the Adelaide Steamship Company and the Harbors Board are based on the aggregate weight, or measurement, as the case may be, on any number of packages consigned from one consignor to one consignee, and not on each single package, and will be included in the "through" charges.

(ii.) When parcels are tendered by the one consignor for the one consignee, on different dates, or at different hours on the same date, and are entered on the same waybill, the Adelaide Steamship Company's and the Harbors Board's charges must be calculated on separate weights or measurements, instead of the aggregate weight or measurement, as set out in paragraph (i.) hereof, and the waybill endorsed "separate consignments," to enable the receiving station to properly check the charges.

(b) Notwithstanding any reduction in charges for the carriage of consignments of perishable articles over the South Australian railways, the full charges on each consignment, according to weight or measurement, due to the Adelaide Steamship Company and the Harbors Board must be included in the "through" charges.

9. The charges on all consignments of perishable traffic carried under the "through" conditions must be prepaid, subject to the collection of any undercharge by the destination station. Parcels of a perishable nature must be plainly branded "Perishables."

10. In calculating the through rail charges, the aggregate distance forms the basis:—

Example 1.—14 lb. parcel, Mount Barker to Cummins (charges prepaid).

	Rail			Freight.	Handling.	Adelaide	Harbors
	M.	C.	L.			S.S. Co.	Board.
Mt. Barker to Pt. Adelaide ..	41	37	32	} 2s. 11d.	7d.	6s. 0d.	6d.
Pt. Lincoln to Cummins	41	79	20				

$$83 \quad 36 \quad 52 = 83$$

Example 2.—14 lb. parcel, Mount Barker to Cummins (freight to pay).

	Rail			Freight.	Handling.	Adelaide	Harbors
	M.	C.	L.			S.S. Co.	Board.
Mt. Barker to Pt. Adelaide ..	41	37	32	} 3s. 8d.	7d.	6s. 0d.	6d.
Pt. Lincoln to Cummins	41	79	20				

$$83 \quad 36 \quad 52 = 83$$

11. Each parcel must be fully addressed, plainly show the railway destination station, and be correctly labelled to such station with a parcels label.

12. The "through" booking of inter-system consignments involving transit by sea between Port Adelaide and Port Lincoln is prohibited, but consignments from Eyre Peninsula stations for inter-system stations, and also consignments from inter-system stations for Eyre Peninsula stations, may be booked to Port Adelaide for rebooking to destination. This also applies to consignments between Eyre Peninsula stations and Port Broughton or Mundoorra.

13. *Cubic Measurement—Ascertaining of.*—Any portion of a cubic foot counts as one cubic foot, and in ascertaining the cubic measurement of a consignment, the length must be multiplied by the greatest width and by the greatest depth, no allowance being made where a parcel narrows at any point. Actually the cubic measurement of a parcel must be the same as if it were contained in a square or rectangular box.

LUGGAGE.

1. Passengers' luggage is not carried free by the Adelaide Steamship Co. Ltd., under the "through booking of parcels" arrangements.

2. Such luggage must be labelled only to the railway destination station to which the passenger holds a rail ticket, *i.e.*, Adelaide or Port Adelaide when travelling to Eyre Peninsula, and Port Lincoln when travelling from Eyre Peninsula.

3. Passengers whose luggage is carried free by rail, or at excess luggage rates, are responsible for handling same from the rail terminal (or point of delivery by the Railways Department) to the steamer, and *vice versa*.

4. Luggage which is carried at times other than when accompanying the passenger, or when the passenger does not take delivery as set out above, necessitating handling by the Railways and the Steamship Company, must be charged rail freight, rail handling charges at ports, steamer and wharfage charges, the same as if carried as ordinary parcels.—S.A.R., 4875/49.

125. Eyre Peninsula Parcels Traffic Through Booking—Preparation and Disposition of Waybills.

For traffic between the mainland and Eyre Peninsula, five (5) copies of waybills must be prepared. One copy is to be retained at the forwarding station, and the remaining four (4) sent with the consignment to the Station Master at the outwards port who will forward one copy with the consignment to the destination station, and hand one copy each to the representatives of the Adelaide Steamship Co. Ltd., and the South Australian Harbors Board, while the final copy must be retained by the Station Master, Port Lincoln, for traffic *ex* Eyre Peninsula, or be forwarded to him by the Station Master, Port Adelaide (together with the copy for the destination station) for traffic to Eyre Peninsula.—S.A.R., 6595/30.

126. Periodical Bicycle Rail Tickets, Metropolitan Area—Issue of—Page 138.

Periodical bicycle rail tickets are issued to holders of workmen's weekly, weekly periodical, or other season tickets between any two stations within the metropolitan area, including North Gawler, at the rates shown on page 138 of the Coaching Book.

Weekly tickets may be issued to the holders of any periodical ticket, and on collection of the fee an excess fare ticket must be issued at the booking office at which the rail periodical ticket is purchased.

The following information must be shown on excess fare tickets:—

Date	} These names to correspond with the station names shown on rail ticket held.
Station from	
Station to	} Weekly bicycle ticket.
Why issued	
Amount	} Available to

No. of rail ticket held.

*Type of rail ticket held.

*Abbreviations—

W.W.—Workmen's weekly.	Q—Quarterly.
W.P.—Weekly periodical.	H.Y.—Half-yearly.
M—Monthly.	Y—Yearly.

Form No. 177, for both the passenger and bicycle ticket, must be forwarded to the Ticket Supply Clerk. The applicants must not be issued with passenger monthly or quarterly tickets from their stocks.

The weekly bicycle or combination passenger and bicycle ticket must be inspected each time a bicycle is delivered to the brakevan to see that same is in date and the stations shown thereon agree with the stations shown on the label.—S.A.R., 6216/40.

127. Perambulators, Etc., and Bicycles at Owner's Risk—Pages 136 and 137.

(a) For the carriage of children's perambulators, go-carts, pushcarts, sulkies, and other baby conveyances, the following definition will apply to denote the charges to be made when carried between stations on the South Australian, Commonwealth, Western Australian, and Silverton Tramway Company's Railways:—

(i.) Perambulators, large or small—Full rate.

(ii.) All other baby carriages or conveyances, whether folded or not—Half rates.

The above definition, however, does not apply in respect to charges on the Victorian, New South Wales, or Queensland Railways.—S.A.R., 1193/45.

(b) Return tickets for perambulators, etc., and bicycles, when accompanied by passengers holding return or week-end excursion tickets or any ticket providing for a return journey, must be issued when a request for a return ticket is made, the charge being double that for a single journey.

Where a printed ticket for a return journey at the double single journey value is not stocked, an excess fare ticket must be issued, the "Why issued" column showing "Return perambulator," "Return bicycle," etc., as the case may be. No waybills are required to be issued when excess fare tickets are issued, nor must excess parcels labels be used.

These tickets will be available for return in accordance with the period of availability of the rail ticket held by the person accompanying the article.

Excess fare ticket issued must be endorsed with name of passenger, and the address label affixed to the perambulator, bicycle, etc., must be endorsed with the number of the excess fare ticket.

Applicants must not be issued with a single perambulator, bicycle, etc., ticket, and advised to obtain another ticket on return.—S.A.R., 10145/38; S.A.R., 9201/50.

128. Bicycle, Perambulator, Etc., Tickets—Preparation of— Pages 136 and 137.

Stations holding tickets for issue to passengers accompanying bicycles, perambulators, etc., must use the station name rubber stamp, and always have a sufficient supply stamped ready for immediate use.

At the time of issue a rubber dating stamp must be used.

Care must be taken to see that the imprint of both the station name and the date of issue is clearly endorsed on the ticket.

The ticket must be completed by plainly writing the name of the destination station either in ink or indelible pencil.

In no instance must ordinary black lead pencil be used.

Any station receiving a ticket on which ordinary black lead pencil has been used must immediately bring the matter under the notice of his Superintendent.—S.A.R., 1642/37.

129. Departmental Canvas Covers for Bicycles—Page 137.

In connection with the conditions regarding the hire of Departmental canvas covers for bicycles, vide page 137 of the Coaching Book, the staff is advised that these covers must only be used on bicycles consigned to South Australian railway stations and to Broken Hill.

The prescribed hire charges are to be entered on the invoice or waybill.

Departmental covers received on bicycle, consigned by passenger or freight trains, must be removed at destination station on delivery of bicycles.

Departmental covers forwarded on bicycle consigned to unattended stations must not be left on bicycles, but instead removed by the Guard and handed to the Station Master at the next attended station.

The covers are numbered and branded S.A.R. and, in order that the best use may be made of this equipment, it is essential that in every instance covers received at country stations are given prompt return and waybilled by passenger train to the Parcels Office, Adelaide.—S.A.R., 1578/48.

130. Egg Traffic—Special Label for.

Label No. 300B "Eggs—Handle With Care" must be used by stations handling consignments of eggs.

This label is only to be used in connection with consignments of eggs forwarded by passenger trains, and must be attached to each case or package of eggs.—S.A.R., 6617/42.

131. Ice Cream—Method to be Adopted when Delayed.

In cases where consignments of ice cream may become a total loss through over-carriage, non-delivery, delay, or other causes, arrangements have been made with the Alaska Ice Cream and Produce Co. Ltd. and Amscol Ltd. to provide upon request by the Station Master, Adelaide, sufficient dry ice for placing in the ice cream containers for preserving the ice cream. Ice cream as packed by these companies will remain frozen for 24 hours.

Station Masters at receiving stations must therefore immediately advise the Station Master, Adelaide, giving full particulars of any consignments on hand through such causes, and on receipt of this advice the Station Master, Adelaide, must immediately telephone the company concerned (LU4127 for Alaska and C3543 for Amscol), supply full particulars of the ice cream on hand, and obtain instructions for disposal or protection.

The Station Master at receiving station must, before contacting the Station Master, Adelaide, make inquiries regarding disposal at invoice cost to local consumers, failing which he must arrange for such ice cream to be placed in local freezing chambers where available.

When dry ice is supplied by either of the firms mentioned, free rail transit must be given by first available train, the consignment being waybilled on ordinary waybill from Station Master, Adelaide, to destination station, no charge to be entered, but reference—"Instruction 131 of Addenda to the Coaching Book" quoted as authority for free rail transit.

The Station Master, at the receiving station to equalize distribution of the dry ice in the containers according to the number held, and any further direction received from the Station Master, Adelaide.

A report must be promptly submitted to the Claims Agent, advising full particulars of action taken, quoting waybill number, attaching a copy of the original waybill, also copy of the waybill where dry ice is supplied, and in report give full particulars of the consignment and cause of delay, over-carriage, etc.—S.A.R., 8937/46.

132. Returned Empty Ice, Ice Cream, or Ice Cream Mixture Cans or Containers.

Returned empty ice, ice cream, or ice cream mixture cans or containers are charged 5d. for each consignment of 28 lb. or part thereof for each 100 miles or part thereof, minimum 5d. This charge is on bulk weight for each consignment, and must be prepaid.

When ice cream cans or containers are consigned full on the forward journey and the charges for the empty returns are included in the outwards charges, they must be waybilled "free" on the return journey. (See Instruction 133.)

133. Empty Return Ice Cream Containers—Pre-payment of charges on Forward Journey.

The charges for the conveyance of empty return ice cream containers account the following firms are to be debited on the waybill for the full container on the forward journey, and the empty return containers must be waybilled as returned empty free.

Name of firm.	Station.
*Alaska Ice Cream Produce Coy. Ltd.	Bowden
Adelaide Milk Supply Co-op. Coy. Ltd.	Adelaide
Clare Ice and Cold Stores	Clare
Laura Ice and Produce Coy. Ltd.	Laura
Laura Ice and Produce Coy. Ltd.	Gladstone

The charges for the empty return container must be shown on a separate line on the outwards waybill for the full container, and the waybill for the returned empty container must be endorsed with the number and date of the original entry for the full container.

* Empty returns for Alaska Ice Cream Produce Coy. Ltd. must be waybilled to North Adelaide if from north line stations and to Bowden if from south line stations.—S.A.R., 7737/37.

134. Empty Return Bread Boxes.

Empty return bread boxes not exceeding 21 lb. in weight will be charged 5d. each up to 100 miles, and 5d. each for each additional 100 miles or part thereof.

135. C.O.D. Parcels Traffic—Pages 138 and 139.

(a) The amount to be collected need not be shown on the special label headed "C.O.D. Parcel" if objected to by the consignor. Care must be exercised, however, to see that the value of such consignment is clearly and fully declared on the consignment note, and also on the waybill.—G.T.M., 3260/24.

(b) Consignments must not be accepted for transit under the C.O.D. parcels traffic conditions when forwarded to or from a railway ticket agency, except in special instances, to and from stations as may be advised from time to time as Railway Ticket Agency Stations to or from which C.O.D. parcels may be forwarded.—S.A.R., 2226/34.

(c) Unclaimed C.O.D. parcels must not be reconsigned and rebooked to another station for delivery except on the written authority of the consignor.

Should a consignee desire to take delivery of the parcel at another station he must take up with the consignor to supply the necessary written authority, or pay the full charges, including value of parcel, and tender a fresh consignment note.

When approval has been given by the consignor for an unclaimed C.O.D. parcel to be rebooked to another station for delivery, the original amount to be collected, including freight charges and commission, must be recharged. Charges must also be raised for freight between the stations concerned. The Comptroller must be advised by the station to which the parcel was rebooked whether same has been delivered, giving actual date.

136. C.O.D. Parcels Traffic—Cheques Not to be Accepted for.

Customers cheques must not be accepted in payment for C.O.D. traffic, and if consignees present cheques for such traffic they must be asked to cash same elsewhere and seek the release of the consignment in cash.—S.A.R., 7776/34.

137. Free Carriage During Periods of Annual Leave of Officers' or Employees' Children's Perambulator, Push-cart, Go-cart, Sulky or Conveyance of Similar Nature, or Officers' or Employees' Push Bicycle.

During periods of annual leave, officers or employees of the South Australian Railways, or the wife of an officer or employee, accompanied by an officer or employee's child, when travelling on staff leave passes, are permitted to have child's perambulator, push-cart, go-cart, sulky, or any conveyance of a similar nature used for the transport of a child, carried free over the South Australian Railways, and this must be suitably addressed and labelled to destination station with the passengers' luggage label. The number of the pass held by the officer or employee must be endorsed on the label. No waybill will be necessary, and the article will be accepted and carried by the Commissioner solely at the owner's risk.

A push bicycle may be carried under similar conditions, but the concession is restricted to either a bicycle or perambulator, push-cart, etc.

The concession of free carriage is only granted if the Staff Leave Pass is endorsed at the time the article is lodged for transit, and the number of the pass endorsed on the label.

If carried under ordinary booking arrangements, application for a refund of the charges paid will not be entertained.

The concession will not apply when a privilege ticket is used.—S.A.R., 1350/37.

138. Cream Traffic—Page 134.

A reduction of fifteen (15) per cent on scheduled cream rates will apply to bulk consignments of cream railed from depots, as set out hereunder:—

Consignor.	From.	Station.	Consignee.	To.	Station.
A. W. Sandford & Co. Ltd.	Crystal Brook	Hamley Bridge	A. W. Sandford & Co. Ltd.	Adelaide	
		Saddleworth			
		Willunga			
		Wirrabara			
Bordertown Dairy Produce Coy.	Bordertown		A. W. Sandford & Co. Ltd.	Adelaide	
Bordertown Dairy Produce Coy.	Bordertown		River Bend Co-op. Trading Co. Ltd.	Tailem Bend	
Jamestown Butter and Trading Co.	Jamestown		R. J. Finlayson Ltd.	Balaklava	
R. J. Finlayson Ltd.	Gladstone		R. J. Finlayson Ltd.	Balaklava	
Golden North Dairies	Laura		R. J. Finlayson Ltd.	Balaklava	
Golden North Dairies	Port Pirie		R. J. Finlayson Ltd.	Murray Bridge	
R. J. Finlayson Ltd.	Wanbi				
Murray Valley Creamery					
Bordertown Creamery Ltd.	Bordertown		R. J. Finlayson Ltd.	Murray Bridge	
Millicent Dairying Ltd.	Millicent		R. J. Finlayson Ltd.	Murray Bridge	
Kalangadoo Dairying Ltd.	Kalangadoo		R. J. Finlayson Ltd.	Murray Bridge	

—S.A.R., 286/34—S.A.R., 8863/50.

139. Cream for Balaklava and Adelaide ex Gladstone, Jamestown and Peterborough.

When, on account of train arrangements, cream is forwarded—

- From Gladstone and Jamestown to Balaklava via Port Pirie Junction the route via Georgetown must be charged.
- From Peterborough to Adelaide via Port Pirie Junction or Georgetown the route via Terowie must be charged.

—S.A.R., 366/42.

140. Cream—Carriage of from One Station and Return of Empty Cans to Another Station.

(a) Cream may be consigned from Freeling, Lyndoch, Angaston, and Nuriootpa by Messrs. A. W. Sandford & Co. Limited's collector to A. W. Sandford & Co. Limited, Adelaide, irrespective of whether the station name shown on the can and lid be Freeling, Lyndoch, Angaston, or Nuriootpa.

The empty cans are to be returned free to Nuriootpa, from which point Messrs. A. W. Sandford's collector will deliver to the various consignees. Each can, however, both on the lid and the can, must have a distinctive label pasted over the original impression, showing the station to which it is being returned.

Station Masters, Freeling, Lyndoch, and Angaston must advise the Station Master, Nuriootpa, of all full cans so forwarded in order that a check may be made by the Station Master, Nuriootpa, of empty cans returned to his station, and thus ensure that no empty cans are returned free if not forwarded full by rail on the forward journey.

(b) Cream may be consigned from Gladstone by Messrs. A. W. Sandford & Co. Limited to Adelaide in cans bearing the station name Laura. The empty cans are to be accepted for free transit from Adelaide to Laura. The Station Masters, Laura and Gladstone, however, must check up the empty return cans with the number of cans forwarded full, in order to see that no empty cans are returned free if not forwarded full by rail on the forward journey.

(c) Cream may be consigned from North Gawler, Gawler, Smithfield, and Salisbury by Messrs. A. E. Hall & Co. Ltd., to Adelaide, irrespective of whether the station name shown on the can and lid be North Gawler, Gawler, Smithfield, or Salisbury.

The empty cans are to be returned free to North Gawler, from which point Messrs. A. E. Hall & Co. Ltd.'s collector will deliver to various consignees. Each can, however, both on the lid and the can, must have a distinctive label pasted over the original impression showing the station to which it is to be returned.

Station Masters, Gawler, Smith, and Salisbury must advise Station Master, North Gawler, of all full cans so forwarded in order that a check may be made by the Station Master, North Gawler, of empty cans returned to his station, and thus ensure that no empty cans are returned free if not forwarded full by rail on the forward journey.—S.A.R., 12620/29.

141. Cream—Not to be Stowed Close to Certain Commodities.

Under the "Dairy Industry Act," cream must not be stowed in close proximity to hides, skins, rabbits, poultry, crates of fish, or other commodities having an odour liable to contaminate the cream.

When stowing railway vehicles, cream must be kept as far as possible from the commodities mentioned above.—S.A.R., 10213/44.

142. Empty Returned Cream and Milk Cans—Checking of.

Station Masters and Staff at stations from which the empty cans are returned must exercise vigilance to ensure that no cans are carried free by rail where such cans have been forwarded full to the factory by road, or which are new and not empty returns. The cans will not be consigned, and must not be waybilled.

Although forwarding stations are required to exercise vigilance to ensure that the empty return cans were carried by rail full on the forward journey, receiving stations must check all empty cans returned free to their stations or unattended stations under their control with the original forwarding waybill in order to prevent cans, which have been carried full on the forward journey by means other than rail, from being carried free by rail on the return journey.

It must also be clearly understood by persons or firms delivering such cans for transit by rail as empty returns that the Commissioner will not entertain any claims whatsoever in connection with cans alleged to have been lost or damaged during transit by rail.—S.A.R., 5783/33; S.A.R., 769/30.

143. Cream and Milk Cans, Handling of.

All concerned must exercise every care in handling cream and milk cans at loading, transhipping, and off-loading points, to prevent loss through cans being upset. Cans must be stowed in a manner that will minimize the risk of falling over en route.

The handles provided on the cans must be used for lifting same.

Staff at attended stations must endorse sender's receipt and consignment note when lids of cans of cream tendered for carriage by rail are not properly secured or tied.

When reporting instances of spilling of cream from cans, the Staff must indicate the type of can and details of any failure by the consignor to properly secure the lid.—S.A.R., 7636/50.

144. Returned Empty Milk Bottles and Cartons in Containers.

Empty milk bottles and cartons in containers returned after the full bottles or cartons have been conveyed on the forward journey by passenger train are to be returned to forwarding station (Mile End for Adelaide) per freight train "free," in accordance with the Freight Rates Book.—S.A.R., 3237/46; S.A.R., 3460/52.

145. Empty Return Ten (10) Gallon Cream Cans Account A. A. Brice and Company.

Messrs. A. A. Brice & Coy. may dispatch their empty return 10gall. cream cans from Adelaide to Riverton and Wanbi without the lids. The lids from the cans they return will be enclosed in one of their 10gall. service cans, which are straight up and down, and which will be used on the return journey for the conveyance of cream.

There will be no extra charge for the service rendered, the same number of empty cans being returned free as are received full.—S.A.R., 9361/37.

146. Newspapers, Periodicals and Magazines—Other Railway Systems to South Australia—Debiting of Charges on.

The South Australian charges for newspapers, periodicals, and magazines, viz., quarter parcels rates, minimum in accordance with the Intersystem Through Booking of Parcels, Etc., Book, forwarded from Victoria to stations on the South Australian Railway, are prepaid, either by South Australian parcels stamps to the value of the freight charges being affixed to each package or debit as a "Paid" item on the waybill.

Stations receiving parcels of newspapers, periodicals, or magazines from other railway systems must check each package separately to ascertain whether the correct value of stamps has been affixed and cancelled, or if not stamped, that a "Paid" waybill has been received for each package.—S.A.R., 9481/44.

147. Newspapers from Victoria—Weighing and Checking of Charges at Pinnaroo, Mount Gambier, Wolseley and Tailem Bend.

All newspapers received from Melbourne as set out hereunder:—

At.	For.
Pinnaroo, via Pinnaroo Border	Pinnaroo and stations beyond
Mt. Gambier, via Mt. Gambier Border	Mt. Gambier and stations beyond
Wolseley, via Serviceton	Wolseley and stations on the South-East lines
Tailem Bend, via Serviceton	Tailem Bend and stations on the Pinnaroo, Peebinga, Barmera, Loxton, Yinkanie, or Waikerie lines

must be weighed at Pinnaroo, Mt. Gambier, Wolseley, or Tailem Bend, as the case may be, the South Australian charges ascertained and checked with the value of stamps affixed to the newspapers, or with the paid cash waybill, and where it is found that insufficient stamps have been affixed, or the amount shown on the waybill is short of the correct charge, a "To pay" waybill must be issued on Melbourne, setting out particulars of the undercharge, which station will then collect from the newspaper proprietors concerned.

The above arrangement only applies to newspapers received from Melbourne. If received from any other Victorian station with insufficient stamps or the amount shown on the waybill is short of the correct charge, the General Traffic Manager (Passenger Section) must be advised full particulars.—S.A.R., 2832/32.

148. Library Books and Autotype Boxes (Library Pictures).

These are carried between circulating libraries, Adelaide, and subscribers and libraries at country stations; also between country circulating libraries and subscribers or libraries at country stations, at half parcels rates each way. Minimum charge 8d.

The above charges will only apply provided the boxes or packages are distinctly marked with the name of the circulating library, and the station from which the books or autotype boxes are forwarded on the outward journey.

If consigned from a circulating library to a country library, the books or autotype boxes need not be returned direct to the original forwarding station, but may be forwarded by rail, to a library at another station at the above rates, provided the name of the original forwarding circulating library be shown on the box or package, the books or autotype boxes being subsequently returned to the original forwarding station.

When collection or delivery by the railways is desired, full collection or delivery charges must be made.

149. Books, Magazines, and Other Literature Account South Australian Railway Employees.

When forwarded from one station to another station on the South Australian Railways by the Missionary Volunteer Society, books, magazines and other literature are carried at half parcels rates. The charges must be prepaid.

150. Books and Magazines for Missions and Hostels on the Commonwealth Railways.

Parcels of books and magazines consigned to Missions and Hostels from Adelaide, Melbourne, and Sydney (via Broken Hill) to Woolshed Flat, Saltia, or any station north of Parachilna (Central Australia Line) or to any station between Port Augusta (exclusive) and Wynbring (inclusive) on the Trans Australian Line, are carried at half parcels rates over the South Australian Railways—Adelaide to Port Pirie Junction or Quorn; Serviceton to Port Pirie Junction or Quorn; or Cockburn to Port Pirie Junction or Quorn; as the case may be, and at half parcels rates over the Commonwealth Railways. The charges must be prepaid.—S.A.R., 5991/34. S.A.R., 5054/34.

151. Literature for Welfare Officer, Commonwealth Railways.

Literature consigned by the Victoria League in South Australia, to the Welfare Officer, Commonwealth Railways, Port Augusta, will be charged newspaper rates to Port Pirie Junction, and will be carried free from Port Pirie Junction to Port Augusta. Consignments of literature from Victoria addressed to the abovenamed officer will be charged quarter parcel rates to Port Pirie Junction and will be carried free thence to Port Augusta.—S.A.R., 10666/36.

152. Books from the Institutes Association and the Public Library, Adelaide, to Institute Societies on Eyre Peninsula and Vice Versa—Steamship Charges for.

Books forwarded from the Institute's Association, Adelaide, and the Public Library, Adelaide, to Institute Societies on Eyre Peninsula, also from Institute Societies on Eyre Peninsula, to the Institutes Association or Public Library, Adelaide, will be carried "Free" by the Adelaide Steamship Company Limited between Port Adelaide and Port Lincoln.

Steamship charges must be raised when consigned to or from private individuals.—S.A.R., 6227/43.

153. Public Library, Museum and Art Gallery of South Australia—Country Lending Service.

Library books, educational and not fiction, forwarded on loan from the Public Library, Museum, and Art Gallery of South Australia to Institutes or private persons, or returned from such institutes or private persons to the Public Library, Museum and Art Gallery of South Australia will be carried at one-quarter stamped (prepaid) parcels rates, minimum, 6d. at owner's risk.

On the forward journey the freight charges will be prepaid.

On the return journey the freight for parcels from attended stations "Must be Prepaid," and from unattended stations made "To Pay," and it will be the responsibility of forwarding Attended Stations to collect any undercharges on such return journey consignments.

Special labels will be used both for forward and return journeys and parcels of books unclaimed after seven (7) days must be returned to the Public Library, Museum and Art Gallery of South Australia, Adelaide, at the above charges, which must be made "to pay."

When forwarded to stations on the Commonwealth Railways, the Commonwealth charges are to be based on half parcels rates.—S.A.R., 8091/38.

154. Murray Law Library Books.

Forwarded on loan from the Law Society of South Australia, Inc., 22 Pirie Street, Adelaide, to legal practitioners, or returned to the Law Society of South Australia, Inc., will be carried at one quarter stamped (prepaid) parcels rates, minimum 6d. at owner's risk.

On the forward journey the freight charges will be prepaid.

On the return journey from attended stations freight charges, also delivery charge of 1s. 3d. must be prepaid, and if from unattended stations, these charges must be made "To Pay," and it will be the responsibility of forwarding attended stations to collect any undercharges on such return journey consignments.

Special labels will be used both for forward and return journeys, and parcels of books unclaimed after seven (7) days must be returned to the Law Society of South Australia, Inc., at the above charges, which must be made "To Pay."—S.A.R., 8091/38.

155. Library Books—Free Return.

Between stations in South Australia, also Broken Hill, and between Victorian and South Australian stations, also Broken Hill.

Parcels of library books on hire from Circulating Libraries, as set out hereunder, shall be charged full parcels rates on forward journey and returned free.

To obtain this concession, proprietors of libraries must register with the Department and adopt a distinctive label approved by the Commissioner.

The following is a list of libraries registered for full parcels rates to be charged on the forward journey with free return provided each package bears a distinctive label.

Adelaide—

F. W. Preece and Son,
34 King William Street.

Melbourne—

Robertson and Mullens Ltd.,
107-113 Elizabeth Street.

Central Catholic Library,
352 Collins Street.

S.A.R., 4185/37.

156. Library Books Account The Royal College of Surgeons, Melbourne.

Library books account the Royal College of Surgeons, Melbourne, are to be charged half parcels rates on both the forward and return journeys.—S.A.R., 4185/37.

157. Commonwealth National Library Books.

Library books Canberra to Alice Springs account Commonwealth National Library, Canberra, are charged half parcels rates, minimum 8d., over the South Australian Railways.—S.A.R., 2862/38.

158. Newspapers, Periodicals and Magazines—Page 131.

(i.) *Red Cross Publications*.—The newspapers, periodicals, and magazines rates apply to Australian Red Cross publications forwarded between stations on the South Australian Railways, although such publications are not registered with the Postmaster-General for transmission by post.—S.A.R., 10319/47.

(ii.) Consignments of, from Adelaide when stamped, not to be waybilled.

Waybills will not be prepared for newspapers, periodicals and magazines consigned from Adelaide, and on which stamps to the value of the freight charges have been affixed, and such consignments are to be handled at receiving stations in the same manner as *Advertiser* and *News* and *Mail* newspapers received from Adelaide, with the exception that the value of stamps affixed to the packages must be checked to see that same agree with the charges for the carriage of newspapers, periodicals and magazines.

It is important that the parcels stamps should be cancelled in every case before dispatch of the periodicals.—S.A.R., 10012/39.

159. Tourist Literature, Etc.

Free carriage of tourist literature, time tables, placards, lantern slides, films, etc., for use in the development of Tourist travel in Australia, will be granted over the whole of the States and Commonwealth Railways. This will be confined to consignments

forwarded between any of the following:—The Australian National Publicity Association, Government Tourist Bureaux, Commonwealth Railways, State Railways. A label similar to that shown below must be used:—

AUSTRALIAN COMMONWEALTH AND STATE RAILWAYS.

TOURIST LITERATURE.

RAILWAY TIME TABLES.

Waybill Free.

From

To

Note.—This label is only to be used on parcels of Australian Literature, Railway Time Tables, Placards, Lantern Slides, Films, etc., dispatched by Railway Administrations, Government Tourist Bureaux, or The Australian National Publicity Association, to other Railway Administrations, Government Tourist Bureaux, or The National Publicity Association.

Parcels of publicity matter other than as set out above consigned by Railway Administrations or Government Tourist Bureaux to Tourist Agencies (including Shipping Companies, Travel Firms, and Banks) care the nearest Station Master, shall be carried free except that ordinary parcels rates shall be charged for the South Australian portion of the journey on consignments to or from South Australia or passing over that System.—S.A.R., 12593/29, 6816/32.

The free carriage of tourist literature, etc., set out above also applies to consignments of the New Zealand Government Tourist Bureau and to the Canberra Tourist Bureau.—S.A.R., 9229/36. 6220/37.

160. Exhibits for Display at Government Tourist Bureaux—Free Carriage of.

Free conveyance of Exhibits for display at Government Tourist Bureaux is granted when forwarded between Capital Cities from one Government Tourist Bureau to another Government Tourist Bureau, subject to heavy and bulky consignments being forwarded by freight trains.—S.A.R., 7136/38, 3489/36.

161. Railway Advertising Matter—Carriage of Intersystem.

Railway (not commercial see instruction 80) advertising matter is carried free between the various Railway Systems.—S.A.R., 11011/36.

162. Theatrical Luggage—Intercapital.

Theatrical luggage, account approved companies only, is carried between Capital Cities under special conditions. G.T.M., 5469/26. S.A.R., 628/47.

163. Police Department Parcels.

(a) Packages, including bicycles, each not exceeding 200 lb. in weight, bearing in addition to the address the name of the sender and the words "On Government Service," will be carried free. All such consignments must be so waybilled or invoiced. Parcels consigned to stations beyond Port Pirie Junction or Quorn will be charged for over the Commonwealth Railway portion of the journey, and parcels consigned to Whyalla will be carried free over the road motor portion of the journey.

(b) Bicycles when accompanied by Police Constables between stations within the Metropolitan area need not be waybilled.—G.T.M., 1239/15. 8685/18.

(c) Parcels consigned by Police Officers to Auditor-General, Adelaide, will be carried free.—S.A.R., 4052/48.

NOTE.—Parcels of Statistics forwarded to or from Police Departments on behalf of the Government Statistician are not entitled to "free carriage" and should not bear the Police Department's label "Free under Contract."—S.A.R., 668/36.

164. Dogs—Pages 141 and 142.

(A) UNACCOMPANIED BY OWNERS.

(i.) These must be waybilled as a value, and treated accordingly.

(ii.) No dog, whether loose (i.e., on collar or chain) or in owner's box, must be placed in the brakevan of a train unless the Guard is in attendance to receive the dog, together with the waybill, and give receipt for same as a value.

(iii.) Guards must refuse to accept a dog unless the waybill is handed over at the same time and the value book produced for his receipt.

(iv.) On reaching the destination station or a station at which the dog is required to be transferred to another train, the Guard must hand over the dog and waybill to the Station Master or an authorized employee at such destination station or to the Guard of the train to which the dog is to be transferred, and obtain a receipt in his value book.

(v.) If the Guard of the train to which the dog is to be transferred is not available, the dog and waybill must be handed over to the Station Master or an authorized employee at such transfer station and a receipt obtained in the value book.

(vi.) The Station Master at such transfer stations must then deal with the dog and waybill and treat same as a value as if the dog were being forwarded from his station.

(vii.) When a dog is picked up at an unattended station the Guard must hand over the dog, together with the consignment note in accordance with the above, and take a receipt for same in his value book.

(viii.) When a dog is to be left at an unattended station the Guard must certify in his value book date and time dog left at such station. If loose, the chain must be secured to any suitable object available, care being taken to see that the dog is placed in such a position as will give it reasonable shade at any time.

(ix.) When a dog is placed at an unattended station, and the consignee is not there to take delivery, the Guard must inform the next attended station in advance in order that should the dog not be removed in reasonable time, further action may be taken in the matter.

(x.) Consignments for intersystem stations must be handled similarly and, if the Guard of such other system refuses to give a receipt in the value book for the dog, notation must be made in such book that the dog and waybill have been handed over, showing name of the other system's employee, train, and date.

(xi.) At Port Pirie Junction, Quorn, and Pinnaroo, the dog and waybill must be handed over by the Guard to the Station Master, and a receipt obtained in the value book. It will then be the responsibility of the Station Master for seeing that the dog and waybill are forwarded by the right train and, if unable to obtain a receipt in their value book from the Guard of the system by which being forwarded, notation must be made in the station's value book showing name of Guard, train, and date.

(xii.) At Cockburn, the Station Master must inspect the brakevan to see if any dogs for Broken Hill or beyond are on the train, and, if so, and the Silverton Tramway Company's Guard refuses to give a receipt in the Guard's value book, the Station Master, Cockburn, must do so, subsequently making an entry in his own book showing name of Guard, train, and date by which the dog or dogs and waybill went forward from Cockburn.

(xiii.) At terminal stations the Station Master must, immediately the brakevan has been unloaded, make an inspection of such van (including the fixed dog boxes) to ensure that no dog has been left therein.

(xiv.) At break of gauge transfer stations or at junction stations similar inspections must be made, and this must be done prior to the departure of the connecting train from such transfer or junction station.

(xv.) Dogs for Victoria, Tasmania (*via* Victoria and for which a health certificate is required), New South Wales (including Broken Hill), and Queensland are only to be accepted on the approval of the General Traffic Manager first being obtained. Each request must state date on which it is desired the dog shall leave the forwarding station in order that the accommodation, if available, on the intersystem train may be reserved.

(xvi.) When dogs are forwarded in owners' crates or boxes the approval of the General Traffic Manager is not required, as it is not then necessary to provide special accommodation.—S.A.R., 7462/29.

(B) GENERAL INSTRUCTIONS REGARDING HANDLING OF.

In connection with the carriage of dogs by passenger train, the following must be observed:—

(i.) METROPOLITAN TRAINS.—When there is neither a brakevan dog box nor a portable dog box on the train, the dog, if accompanied by a passenger, may be permitted to be taken into the baggage compartment on a leash, provided the passenger remains with the dog to prevent it from committing a nuisance. When unaccompanied, a portable dog box must be ordered and the dog placed therein.

(ii.) COUNTRY TRAINS.—Where it is considered that the fixed dog box in the brakevan will not accommodate the dog without cramping, the Station Master must arrange for a portable dog box to be sent from the nearest station supplied with these boxes, and advise the consignor to return with the dog on a given date.

When a dog is too big to be carried in a portable dog box, the Livestock Agent must be contacted to supply a sheep crate, and a charge of 6s. made for the hire of such crate, in addition to the ordinary dog rate.—S.A.R., 2448/47.

(iii.) DOGS WHEN CARRIED LOOSE, irrespective of whether accompanied by owner or not, must bear a label attached to the collar, showing the name of the consignee and the destination station.

If a label has not been provided by the consignor, one must be provided by the employee accepting the dog, and the required information shown thereon before being attached to the dog's collar.—S.A.R., 11893/43.

(iv.) DOGS SLIPPING THEIR COLLARS.—As dogs with small heads easily slip their collars, an owner of this type of dog, when same is not forwarded in a dog crate or basket, must be requested to secure the animal with a "Martindale" instead of the usual collar.—S.A.R., 610/47.

(v.) DOGS ESCAPING IN TRANSIT.—When a dog escapes, the Station Master must immediately arrange for capture, and failing recovery report the loss to the local police, and in the case of coursing dogs to any local coursing body.

At Adelaide, the Police Department, Central 5454, must be advised as early as possible, also the Dogs Rescue Home, at Mitcham, U 2912, supplying full details as to the description of the dog. Telegraphic or telephonic advice must be given to Claims Agent for insertion of an advertisement in the daily press under "Lost and Found."—S.A.R., 610/47.

(vi.) DOGS—CERTIFICATES FOR, WHEN FORWARDED INTERSYSTEM.—See Instruction 175.

(C) "DOGS"—RETURN TICKETS FOR.

These tickets are similar to return tickets issued for children's perambulators and will be distinguished by the word "Dog" being overprinted in red.

The Senior Parcels and Ticket Clerks, Adelaide, and such stations where the demand for dog return tickets warrants the stocking of these tickets, must make application to the Ticket Supply Clerk for their supply.

Stations holding such tickets must account for them on summary of H.C. & D. debits (Form No. 128), which must show the opening, closing number unsold, and total issues.—S.A.R., 11893/43.

(D) CONSIGNING, WAYBILLING, AND CARRIAGE OF.

Dogs and puppies (loose), with collar and chain, whether accompanied or not (except when accompanied between stations within the metropolitan area and for which return tickets are issued) must be waybilled on Form No. 22 ("Horses, carriages, and dogs with collar and chain" waybill). The consignment note (Form No. 14) must be filled in and signed by the consignor before acceptance of the consignment.

Dogs and puppies forwarded in owners' cases or crates, or in crates specially hired from the Commissioner, must be consigned and waybilled on composite consignment note No. 14 or No. 16. If the Commissioner's crate has been hired, this must be prominently shown on the waybill, and the receiving station must send the empty crate to Adelaide by the first possible train after receipt. When a crate is hired from the Commissioner, dogs and puppies placed therein must each be provided with a collar and chain. A DOG CARRIED IN A HIRED CRATE OF THE COMMISSIONER AT COMMISSIONER'S RISK, MUST ONLY BE REMOVED FROM SUCH CRATE BY THE CONSIGNEE AFTER HE HAS GIVEN A RECEIPT FOR SAME. Consignment notes (Form No. 14) and foreign waybills must be used for dogs consigned to other systems.—S.A.R., 5411/52.

165. Live Fish for Stocking Purposes, Account South Australian Government Fisheries Department.

These are carried free over the South Australian Railways. The empty cans from such fish will be returned free. No concession in fares is granted to persons travelling with such fish.

166. Fish Traffic from 347½ Miles Beachport Line.

The following passenger motors, Beachport to Mount Gambier, must stop at 347½ miles, between Beachport and Mount Gambier, for the purpose of picking up consignments of fish:—

No. 123—(9.50 a.m. *ex* Mt. Gambier Junction) Mondays and Fridays.

No. 129—(10.17 a.m. *ex* Mt. Gambier Junction) Wednesdays.

No. 418—(3.00 p.m. *ex* Beachport) Wednesdays.

No. 450—(5.00 p.m. *ex* Beachport) Mondays and Fridays.

The fish will be in boxes weighing approximately 1cwt. each, and fishermen will be present to assist load the consignment into the brakevan.

Parcel consignment notes must be presented, made out as from Beachport, and charges raised accordingly.—S.A.R., 6254/44.

167. Newspapers Account Advertiser, News and Mail.

Newspapers account Advertiser Newspapers Limited and News and Mail Limited are carried to and from Adelaide only, under contract, and must, therefore, not be charged for, irrespective of whether carried one way by road.

The return of newspapers (without charges being shown on waybill) to the Advertiser and News applies only to the following papers:—

Advertiser Newspapers Ltd.—	News and Mail Ltd.—
<i>Advertiser</i>	<i>News</i>
<i>Chronicle</i>	<i>Mail</i>
<i>Express and Journal</i>	<i>Radio Call.</i>

When newspapers account Advertiser Newspapers Limited and News and Mail Limited are forwarded from stations other than Adelaide (unless to Adelaide) they must be charged for as ordinary packages of newspapers, except as set out hereunder.

When newspapers account these companies are carried by road from Adelaide to a country station for subsequent forwarding by rail, unless special instructions have been issued to stations at which these newspapers are delivered by road, they will not be entitled to "free" transit under the contract conditions and must be charged for at the rates and conditions applicable to the carriage of newspapers.

Any station which has not received special instructions, viz.:—

"That newspapers, account these companies arriving from Adelaide by road and delivered to their station for forwarding by rail, are to be forwarded free of charge,"

and receiving such newspapers by road for forwarding by rail, must immediately advise the General Traffic Manager (Passenger Section) giving full particulars.

The charges on parcels of returned newspapers containing newspapers, magazines, or periodicals other than those shown above, irrespective of whether consigned to the Advertiser or News and Mail Newspapers, must be charged for at the rates and under the conditions applicable to newspapers, periodicals, and magazines, and the charges prepaid.—S.A.R., 8027/29, 3455/32, 1496/45, R.C., 2477/27, and G.T.M. 389/25.

Newspapers account Advertiser Newspapers Ltd. and News and Mail Ltd. forwarded from Adelaide to stations on the Commonwealth Trans-Australian Railways and to stations Gordon to Marree inclusive, on the Central Australia Railway, and *vice versa*, are carried over the Commonwealth Railways under contract, and parcels of such newspapers will not be accompanied by a waybill.

Parcels of newspapers account stations beyond Maree on the Commonwealth Central Australia Railways will, when forwarded, be booked in the normal manner and be accompanied by a waybill.—S.A.R., 6212/47.

168. Women's Weekly—Transport of from Adelaide.

Women's Weekly publications are carried from Adelaide to South Australian mainland railway stations under contract, payment being made in a lump sum weekly to the Senior Parcels Clerk, Adelaide, and are, therefore, not to be stamped or accompanied by waybills.

The outside wrappings clearly indicate that the packages contain *Women's Weekly*.—S.A.R., 8539/46.

169. Through Booking of Parcels—Commonwealth (Trans-Australian and Central Australia) Lines—Pages 167 and 168.

Parcels for unattended stations on the Commonwealth (Trans-Australian and Central Australia) lines must be waybilled to the accounting station for such siding, *e.g.*:—

For a parcel consigned to Coondambo from Adelaide, the heading would be Adelaide to Kingoonya, account Coondambo, the charges being made on the actual mileage carried to destination siding.

Waybills must be numbered according to the sequence number for the station, not the siding.

Abstracts must show the stations only, *e.g.*, the instance quoted above would appear in the abstracts as Adelaide to Kingoonya.

Parcels of a perishable nature, including livestock, for the following unattended stations on the Trans-Australian line:—

Station.	Distance from Pt. Pirie June. Miles.	Station.	Distance from Pt. Pirie June. Miles.
Siding	73	Kultanaby	245
Hesso	90	Wilgena	302
Bowman's Siding	99	Malbooma	338
Woolculla	127	Lime Siding	913
Birthday	136	Randells	1,057
Lake Hart	196	Golden Ridge	1,093

must only be accepted if same can be forwarded so as to reach Port Augusta by the last train immediately prior to the departure of the weekly mixed train which, subject to alteration, leaves that station at 11.05 p.m. each Wednesday.

170. Alice Springs, Parcels for—Prepayment of Charges on Certain Consignments.

Freight charges must be prepaid on—

- (a) all parcels addressed to members of the Defence Forces, rail to Alice Springs;
- (b) all perishable parcels consigned to civilians, rail to Alice Springs.

Should undercharges be raised on any of the above consignments, the Station Master, Alice Springs, will recharge such undercharges to the forwarding station, which will be responsible for collection from either the consignor, or, failing that, from the employee accepting the consignment.—S.A.R., 6742/42.

171. Fruit and Vegetables Consigned to Employees of the Commonwealth Railways.

Fresh fruit and vegetables, including potatoes and onions, consigned to Commonwealth Railway employees will be carried freight free over Commonwealth lines by goods and mixed trains as follows:—

Trans-Australian Railway.—When consigned *via* Port Pirie Junction to employees located at stations, sidings, and mileages other than Port Pirie Junction, Port Augusta, and Parkeston.

Central Australia Railway.—When consigned *via* Port Pirie Junction or Quorn to employees located at Woolshed Flat or stations, sidings, and mileages Willochra to Alice Springs inclusive.

Consignments for free carriage to destinations on the Trans-Australian line must be consigned for despatch from Port Pirie Junction on Tuesdays and Wednesdays.

Consignments for free carriage to Woolshed Flat and locations Willochra to Marree, Central Australia Railway, must be consigned for despatch from Port Pirie Junction on Tuesdays and Fridays or from Quorn on Tuesdays and Saturdays. Similar consignments for stations beyond Marree must be forwarded for despatch from Port Pirie Junction on Thursdays, or from Quorn on Thursdays.

The consignment note and waybill must be endorsed "Commonwealth Railway Employee," and the consignment note and package must bear the full address of the employee.

The route by which forwarded and charged must be shown on the waybill, and the South Australian charges on consignments to unattended stations must be prepaid.—S.A.R., 9860/29.

172. Trees, Plants, Fruits, Nuts, Etc., Transported by Rail between other Commonwealth States and South Australia and between Certain Stations in South Australia.

The following enumerates the trees, plants, fruits, nuts, etc., for which certificates or declarations are required by the Agricultural Department when transported by rail between other Commonwealth States and South Australia (1), and between certain stations in South Australia (2):—

- (1) INTO SOUTH AUSTRALIA FROM VICTORIA, NEW SOUTH WALES, QUEENSLAND, WESTERN AUSTRALIA, TASMANIA, CENTRAL AUSTRALIA, AND OUT OF OR ACROSS SOUTH AUSTRALIA.

INTO SOUTH AUSTRALIA.

Grape vines and any portion are totally prohibited.

Trees, plants, fruits, nuts, and other products of trees and plants:—

All receptacles containing, or which have contained, trees, plants, fruit, nuts, or vegetables or other products of trees and plants or parts of trees and plants.

Casks, cases, and other receptacles (other than bottles) which contain or have contained wine, wine vinegar, brandy, grape juice, or grape spirit. (See (a).)

Apparatus, implements, or machines used, or have been used, in the manufacture of wine or the growing of grape vines or handling of grapes.

Trees and plants or other products of trees and plants, etc., as enumerated above, may only be introduced by rail into South Australia as follows:—

Through Mount Gambier or Pinnaroo for inspection at Mount Gambier or Pinnaroo. (See (b).)

Through Wolseley, Cockburn, or Port Augusta, must be consigned direct to or via Adelaide, for inspection at Adelaide, except that if through Serviceton for Wolseley or South-Eastern stations the inspection will be made at Wolseley. (See (b).)

(a) When casks and other receptacles used in the wine, spirit, or vinegar trade (other than bottles) are returned empties they may be forwarded direct to destination station if accompanied by a declaration from the sender that they have been stored, and have not been taken into any vineyards or been in contact with grapes or other fruit whilst out of this State. It is necessary for the certificates to be carefully checked with consignments, and for the casks to be inspected before use. The local inspector of the Department of Agriculture should, where practicable, be notified of their arrival. When casks and other receptacles are not accompanied by the necessary declaration, they must be held for treatment.

(b) In effect, consignments of plants, fruits, nuts, potatoes, or other vegetables may be sent by rail via Mount Gambier or Pinnaroo, at which stations same must be held for inspection and treatment, if necessary. When sent through other routes, consignments must be forwarded to Adelaide for inspection and treatment, if necessary, except that if forwarded through Serviceton for Wolseley or South-Eastern stations the inspection will be made at Wolseley. Such consignments must not be first delivered at wayside stations.

Fruit is admitted to South Australia under the following conditions:—

From New South Wales and Queensland.—Bananas, pineapples, passion fruit, paw paw, and strawberries are admitted on inspection in sound condition.

Mangoes, custard apples, citrus, and other fruits are prohibited unless accompanied by a fruit fly certificate.

From Victoria.—Apples, pears, quinces, apricots, peaches, plums, and nectarines must be accompanied by a certificate relating to oriental peach moth.

Citrus and other fruits admitted on inspection.

From Western Australia.—All fruit is prohibited unless accompanied by a fruit fly certificate.

From Tasmania.—All fruit is admitted on inspection, but must be accompanied by certificate as to origin.

Trees, plants, bulbs, potatoes, onions, and all root vegetables from all States (except Tasmania and Western Australia) must be accompanied by a phylloxera declaration and be free from soil (unless pot grown).

Citrus Trees.—Unless accompanied by a certificate of fumigation under departmental supervision, citrus trees must be consigned to Adelaide for treatment.

Nuts from all sources are admitted, on inspection, in sound condition.

ACROSS SOUTH AUSTRALIA.

Fruit may be transported by rail across South Australia only through Cockburn, thence through Port Augusta to Western Australia, or vice versa, and must be loaded and conveyed in covered and locked trucks only. No other goods shall be loaded in such trucks conveying such fruit, and these trucks must not be opened in South Australia except for the purpose of transshipment, and then only by a railway employee duly authorized. An inspector of the Department of Agriculture of South Australia may, however, inspect when desired. Such fruit (where necessary) must be accompanied by a certificate relative to fruit fly, signed by a Government inspector of orchards stations in the district where such fruit is grown.

OUT OF SOUTH AUSTRALIA.

To Victoria.

Subterranean Clover.—The Victorian Agricultural Department advises that subterranean clover or any of its varieties or hybrids or any portion thereof (including the seed) is not permitted to enter Victoria unless accompanied by a certificate from the South Australian Agricultural Department that such has been fumigated in accordance with the Victorian Vegetation and Vine Diseases Act, 1928.

When subterranean clover (including the seed) is being forwarded to Victoria, the following conditions will apply:—

(1) The consignment must be accompanied by a certificate from the South Australian Agricultural Department that the clover has been vacuum-fumigated, and each bag must be sealed and stencilled.

(2) If not accompanied by a certificate from the South Australian Agricultural Department, consignment must be sent to Hydro-Vacuum Fumigation Company, Melbourne, or Sterilizers Pty. Ltd., Melbourne.

With regard to (1), the bags must be inspected at either Mount Gambier or Serviceton.

With regard to (2), if the clover is for any station in Victoria other than Melbourne, it will be necessary for the consignor to make the necessary arrangements with whichever firm the clover is sent for fumigation, for such to be forwarded after treatment.

NOTE.—The South Australian Agricultural Department's vacuum-fumigation plant is located at Port Adelaide.

To New South Wales.

Vegetables and Living Plants to stations in New South Wales (Broken Hill excepted) must have a South Australian certificate relative to freedom from disease and insect pests.

Fruit for Broken Hill must be packed in new cases.

Subterranean Clover.—Where consignments of subterranean clover seed are forwarded to destinations in New South Wales entailing transit through Victoria, the Victorian Department of Agriculture will not insist on production of fumigation certificate providing the seed is consigned direct to the New South Wales railway station concerned.—S.A.R., 6556/40.

To Western Australia.

Apples, pears, quinces, grapes, grape vine cuttings, and rooted grape vines are totally prohibited from entering Western Australia.

Secondhand fruit cases are prohibited from entering Western Australia, whether they contain fruit or other goods, unless the consignor produces a certificate from the South Australian Department of Agriculture that the cases have been steamed. In such instances the certificate must accompany the waybill.

Bananas.—From 1st May to 30th September, consignments of bananas must not be accepted for transit to Western Australia, unless the consignor makes a declaration on the consignment note that the fruit has been treated with "Shirlan" and stencils the cases "Shirlan Treated." The waybill must be endorsed accordingly.—S.A.R., 4325/53.

Moss Lawn.—Certificate required from grower and Horticultural Department.—S.A.R., 6266/51.

Honey, hives, and bee keepers' appliances must be accompanied by a certificate from the Department of Agriculture.—S.A.R., 6556/40.

(2) BETWEEN CERTAIN STATIONS IN SOUTH AUSTRALIA.

The following restrictions apply when forwarding to stations in the River Murray Valley, viz.:—Eba, Morgan, Kanni, Waikerie, Myrla, Wappilka, Yinkanie, Pata, Tookayerta, Loxton, Yamba, and stations thence to Barmera, inclusive:—

Citrus trees or parts thereof or citrus fruits must not be accepted without certificate of fumigation.

Fruit or vegetables may be accepted in new cases, boxes, or bags, but are prohibited in secondhand cases, boxes, or bags unless accompanied by a certificate of disinfection. If it be noticed that freight or parcels are consigned in secondhand receptacles mentioned which have, or there is good reason to suspect may have, previously contained or come into contact with fruit of any sort, the attention of the consignor should be drawn to the liability of both goods and receptacles being seized and destroyed by an inspector of the Agricultural Department.

Empty secondhand cases, boxes, or bags, or other receptacles (whether returned empties or not) which have already contained fruit of any sort or have been in contact with any case or receptacle which has contained fruit of any sort must not be accepted unless first consigned to Mile End for disinfection by the Agricultural Department at

their plant at Mile End. For exceptions see (†). A charge of 1½d. per case or box and 1d. per bag is made for such service, but these charges must not be debited by Station Masters. Even after disinfection it is necessary for the local inspector at destination stations (enumerated above) to inspect and pass them before they may be used.

Inspectors of the Agricultural Department are stationed at

Adelaide	Moorook	Naracoorte	Port Augusta
Barmera	Morgan	Penola	Renmark
Berri	Mount Gambier	Pinnaroo	Waikerie
Loxton	Murray Bridge	Port Adelaide	Wolseley

- (†) When fruit in cases, boxes, or bags is consigned from stations in the River Murray Valley to stations outside this area, and such fruit is removed from the containers without leaving the station premises, or does not come into contact with other fruit during transit, the empty containers may be returned direct from the destination station without first sending to Mile End for disinfection: Provided, however, that consent must be first obtained from the General Traffic Manager's office, and the Station Master must be in a position to assert that the cases, boxes, or bags have not left the station premises, and have not, to his knowledge, come into contact with other fruit from outside this area during transit.

173. Fruit, in Bags—Transport of.

Transport of fruit in bags in South Australia is prohibited except in regard to:—

- (1) Fruit in clean, sound bags, forwarded for processing at factories in the manufacture of jams, preserves, fruit juices, dehydration, etc., provided that the quantity of each kind of fruit exceeds 500 lb. and is dispatched direct to a person or firm for any of the above purposes. The consignment note, also invoice or waybill, must be endorsed, indicating the purpose for which the fruit is to be used.
- (2) Fruit in clean, sound bags, consigned to a *bona fide* charitable institution, provided such bags are marked clearly "For charitable purposes and not for sale." Consignment note, also invoice or waybill, to be endorsed "For charitable purposes and not for sale."
- (3) In all cases a declaration must be furnished by the consignor on the consignment note that the bags have not previously contained bonedust, superphosphate, artificial manures of any kind, or potatoes.—S.A.R., 6556/40; S.A.R., 3729/34.

The foregoing is collated for the information and observance of the staff.—S.A.R., 6342/31; S.A.R., 6556/40.

174. Fruit, Vegetables, Plants, Cereals, Etc.—Inspection Fees.

INSPECTION FEES ON FRUIT, VEGETABLES, PLANTS, CEREALS, ETC.—
Inspection fees as shown herein are chargeable on fruit (dried fruit excepted), vegetables, plants, cereals, etc., consigned by passenger train to destinations in Queensland and New South Wales other than Sydney, but including Albury, also including Broken Hill when from South Australia, and these charges must be shown separately on the waybills.

The Inspection fees for consignments from South Australia to Broken Hill, or from South Australia to New South Wales *via* Broken Hill (other than Sydney) must be added to and included in the Silverton Tramway Co., Ltd. charges.

The Inspection fees should not be included on waybills for consignments addressed to Sydney as the Department of Agriculture makes arrangements to collect these charges at Sydney.

To NEW SOUTH WALES FROM OTHER STATES.

(Minimum Charge, 6d.)

	s.	d.
Bananas in bunches, per bunch	0	0½
Bananas or pineapples in cases or crates, per case or crate	0	1
Strawberries, per 10 trays or portion thereof	0	1
Fruit not specified—		
In cases not exceeding 1 bushel, per case	0	0½
In cases exceeding 1 bushel, per case	0	1
In bags, per bag	0	1½

Cucumbers, tomatoes and chillies—

In cases not exceeding 1 bushel, per case	0	0½
In cases exceeding 1 bushel, per case	0	1

Melons, marrows and pumpkins—

Per case or bag	0	1
Per crate	0	2

Melons and pumpkins in bulk, for every 5cwt. or portion thereof

	0	2
--	---	---

Cauliflowers and cabbages—

In bulk, per 5cwt. or portion thereof	0	2
In crates, per crate	0	2
In bags, per bag	0	1

Potatoes—

In Chapman sacks, per 15 sacks or portion thereof	0	6
In packages less than Chapman sacks, per 15 sacks or portion thereof	0	3

Eschalots, not intended for planting, and onions, per 10 bags or portion thereof

	0	3
--	---	---

Vegetables, not elsewhere specified, for every 10 cases or portion thereof

	0	3
--	---	---

Vegetables, not elsewhere specified, per 10 bags or portion thereof

	0	3
--	---	---

Bulbs, corms, tubers and rhizomes, including eschalots for planting and asparagus roots, but excluding onions and potatoes—

Up to 100 centals, per cental	0	2
For every additional 10 centals	0	2

Nuts—Per bag or case

	0	1
--	---	---

Cuttings, stocks and scions—

For every consignment of not more than 1,000	0	6
For every additional 1,000 or part thereof up to 5,000	1	0
Above 5,000, per 1,000 or part thereof	0	6

Seedling plants—

Up to 100 plants	0	6
For every additional 100 plants or part thereof up to 500	0	2
For every 100 plants or part thereof above 500	0	1

Plants, not already specified—

In consignments not exceeding 10 plants, per plant	0	1
In consignments exceeding 10 plants, but not exceeding 50 plants	1	0
In consignments exceeding 50 plants, but not exceeding 100 plants	2	0
For every additional 100 plants in each consignment, up to 500 plants	1	0
For every additional 500 plants in each consignment above 500 and up to 20,000	1	0
For every additional 1,000 plants in each consignment above 20,000	1	0

For sorting potatoes at any port or place of entry or quarantine station, per hour occupied in supervision by an Inspector

	3	0
--	---	---

To QUEENSLAND FROM OTHER STATES.

(Minimum Charge for Fruit, 1d.)

	s.	d.
Bananas in bunches, per bunch	0	0½
Bananas or pineapples in cases or crates, per bushel or portion thereof	0	0½
Fruit, other than pineapples and bananas, in cases not exceeding 1 bushel, per case	0	0½
Fruit, other than pineapples and bananas, in cases not exceeding 1 bushel, per half bushel	0	0½
Cucumbers, tomatoes and chillies, per bushel or portion thereof	0	0½
Melons (any variety), per dozen or part thereof	0	1
Cauliflowers and cabbages, in crates or in bulk, per 5 cwt. or portion thereof	0	2
Potatoes—Per ton of 15 bags	0	6
Vegetables, other than specified, for every 10 bags or cases, not to exceed 1 ton	0	3
Plants, bulbs, corms, tubers, rhizomes (other than onions or potatoes)—		
½ cwt. or under, per consignment	0	6
Over ½ cwt., but not exceeding 1 cwt.	1	6
For every additional 1 cwt. or part thereof	1	0
Nuts—Per cwt.	0	1
Cereals, pulse, grass and other similar seeds—		
Up to 100 sacks, per sack	0	0½
From 100 sacks to 400 sacks, per 20 sacks or portion thereof	0	3
From 400 sacks and upwards, per 20 sacks or portion thereof	0	2

175. Livestock—Into and From South Australia.

PARTICULARS OF DECLARATIONS AND CERTIFICATES REQUIRED FOR INTRODUCTION OF STOCK INTO SOUTH AUSTRALIA BY LAND, AND CERTIFICATES REQUIRED WHEN FORWARDING STOCK FROM SOUTH AUSTRALIA.

INTO SOUTH AUSTRALIA.		
Kind of Stock.	From.	Requirements.
Horses, Asses (Donkeys), Mules and Camels	W.A.	Declaration and certificate on Form 1 with endorsement 7.
	Q ^{ld} .	Special Form B (blue).
	N.T.	
Stud Cattle	N.S.W.	Declaration and certificate on Form 1 with endorsements 4 and 5.
	Vic.	
	Tas.	Declaration and certificate on Form 1 with endorsements 4, 5 and 7.
	W.A.	
	Q ^{ld} .	Special Form B (blue) with endorsement.
	N.T.	
Dairy Cattle other than Stud	All States.	As for Stud Cattle, excluding paragraphs 2, 3 and 4 of endorsement 4.
Beef Cattle other than Stud (Stores)	N.S.W.	Declaration and certificate on Form 1.
	Vic.	
	Tas.	Declaration and certificate on Form 1 with endorsement 7.
	W.A.	
	N.T.	Special Form B (blue).
	Q ^{ld} .	
Cattle for Immediate Slaughter . .	Q ^{ld} .	Special Form A (red).
	N.T.	
Sheep and Goats	N.S.W.	Declaration and certificate on Form 1.
	Vic.	
	Tas.	Declaration and certificate on Form 1 with endorsement 7.
	W.A.	
	N.T.	Special Form B (blue).
	Q ^{ld} .	
Fowls, Guinea Fowls and Turkeys	All States.	Declaration and certificate on Form 1 with endorsement 8 (I.L.T.).
Ferrets, Ducks, Geese and Pigeons	All States.	Declaration and certificate on Form 1.
Stud Swine	All States.	Declaration and certificate on Form 1 with endorsement 6.
Other Swine	All States.	Declaration and certificate on Form 1 with endorsement 6 (excluding paragraph 2).

The above requirements are supplied for the information of the railway Staff.

With the exception of fowls, guinea fowls and turkeys, all stock without certificates should be permitted to proceed to their destination, but in such cases, it is desired that the incident be reported to one of the Border Inspectors stationed at Cockburn, Renmark, Pinnaroo, Wolseley and Mount Gambier.

In the case of fowls, guinea fowls and turkeys arriving by the Melbourne Express without the required certificate, such stock must not be released without reference to the Chief Inspector of Stock.

FROM SOUTH AUSTRALIA.

Kind of Stock.	To.
Horses	Queensland Western Australia Tasmania △ Northern Territory
Asses (donkeys), mules	Queensland Western Australia Tasmania △ Northern Territory
Cattle	All systems
Goats	Queensland Western Australia Tasmania △ Northern Territory
Sheep	Queensland Western Australia Tasmania △ Northern Territory
Pigs (swine)	Victoria Queensland Western Australia Tasmania △ Northern Territory
Dogs	Queensland Western Australia Tasmania
Cats	Queensland † New South Wales Western Australia Northern Territory
Poultry and Pigeons (alive), see Instruction 177	Victoria † New South Wales Queensland Western Australia ⊙ Tasmania †† Northern Territory
Rabbits of all kinds	* All systems
All other animals	Western Australia Northern Territory
All other birds	Western Australia Northern Territory

† Certificate of freedom from stickfast flea, in addition to health certificate is required. Poultry and pigeons may only be introduced into New South Wales from South Australia *via* Broken Hill.

‡ Cats many only be introduced into New South Wales from South Australia *via* Broken Hill.

†† The export of poultry (alive) to Northern Territory, *i.e.*, Abminga and beyond, is prohibited.—S.A.R., 7566/44.

△ Prior permit required from Chief Veterinary Officer, Alice Springs. This permit must accompany stock.

* When forwarding to New South Wales and Queensland, special permission must be obtained from the Stock and Brands Department, in addition to the certificate, prior to dispatch.

⊙ Ducks and geese will be admitted only if accompanied by sample Form XA. Twenty-four hours notice must be given by importer to the Chief Veterinary Officer, Hobart. The entry of other poultry is prohibited.

Stations dispatching livestock intersystem and for which certificates are required, must telegraph transfer stations and destinations as follows:—

“Dog (or poultry, etc.) by train tonight health certificate attached to waybill.”

In the case of Broken Hill, or routing *via* Broken Hill, the Manager, Sulphide Street, must be included in the telegram.—S.A.R., 282/43.

SPECIAL NOTE.—

- (a) Certificates for circus animals must be obtained before transit both to and from South Australia.
- (b) Stock Inspectors are stationed at:—
- | | |
|-----------------------------|---------------|
| Adelaide | Oodnadatta |
| Pinnaroo | Serviceton |
| Quorn | Jamestown |
| Cook (S.A. and W.A. border) | Alice Springs |
| Murray Bridge | Mount Gambier |
| Renmark | |

176. Stickfast Flea Area—Hundreds of Copley, Gillen, Crozier and Davenport.

Under the Stock and Poultry Diseases Act, 1934, the hundreds of Copley, Gillen, Crozier, and Davenport, have been declared a stickfast flea area, and all dogs, cats, fowls, guinea fowls, turkeys, geese, and pigeons, and all fittings (such as crates, coops, baskets, etc.) and fodder (including hay, straw, grain, etc., or any articles which are at any time about or in contact with such animals or birds) must not be removed unless the written approval of the Chief Inspector of Stock is first obtained.

The introduction of pigeons into these hundreds is also prohibited. This, in effect, debar pigeons from entering or passing through the area bounded by the stations Port Germein, Summit and Port Augusta.—S.A.R., 3687/33.

177. Poultry and Pigeons from South Australia to New South Wales Account "Stickfast Flea."

Live fowls, ducks, geese, turkeys, pigeons, and guinea fowls are prohibited from entering New South Wales from South Australia owing to the presence of the Stickfast Flea unless the following conditions are complied with:—

- (a) The owner or consignor shall present to the Inspector a declaration to the effect that such birds are free from Stickfast Flea (*Echidnophaga gallinacea*), and that they have not been within fifty miles of any place declared to be a quarantine area on account of the presence of Stickfast Flea.
- (b) The owner or consignor shall have obtained from the Inspector a certificate to the effect that he has personally examined the birds and found them free from Stickfast Flea, and that the birds have not been within fifty miles of any quarantine area on account of the presence of Stickfast Flea. This certificate shall be indorsed by the Inspector with the words "Licence is hereby issued for the birds referred to herein to cross the Stickfast Flea Quarantine Line."
- (c) The owner or consignor shall present such licence to the Inspector at the crossing place at which is its proposed to introduce such birds.

Inspector referred to in clauses (a) and (b) means a Government Veterinary Officer or Inspector of Stock of South Australia.

Clause (c) amplified means that the condition enumerated must be complied with or failing this the certificate received from the South Australian Government Veterinary Officer or Inspector of Stock must accompany the consignment.—S.A.R., 3687/33.

178. Live Poultry and Pigeons Received by Rail from Stations in New South Wales and Victoria.

Station Masters and Officers-in-Charge must forward to the General Traffic Manager a return showing the following particulars of live poultry and pigeons received at stations under their control *ex* stations in New South Wales and Victoria, each month:—

- Name of consignor and address, if known.
Station from.
Name of consignee and address.
Station to.
Number and description of birds.
Date of consignment received.

Health certificates must be attached to the return.

Health certificates received with consignments from other Interstate stations must also be forwarded to the General Traffic Manager for submission to the Department of Agriculture.

Returns must reach the General Traffic Manager not later than seven days after the close of the month in which consignments were received.—S.A.R., 6307/46.

179. Protection of Animals and Birds.

Under the Animals and Birds Protection Act, there are three classes of animals and birds—those totally protected (Second Schedule); those partly protected, *i.e.*, protected during some part of the year (Third Schedule); and those unprotected (Fourth Schedule). In order to assist in carrying out this law, Station Masters and others concerned must refuse to accept for carriage on the railways any consignment of animals and birds during their protected period unless the consigner is in possession of a permit or certificate as set out below, or alternatively presents some form of authority such as a letter or telegram, from the Fisheries and Game Department.

SECOND SCHEDULE.

TOTALLY PROTECTED.

The undermentioned animals and birds are protected during the whole of the year:—
All animals and birds not included in the Third Schedule (partly protected) and Fourth Schedule (unprotected) are protected at all times, so also are the following:—

- (a) Any animals or birds on a Sanctuary.
(b) Kangaroos occurring in counties Adelaide, Hindmarsh, and District Council district of Dudley, K.I.
(c) Rock and Toolach Wallabies.
(d) White Kangaroos.
(e) Seals, found within St. Vincent and Spencer Gulfs north of a line from Cape Catastrophe to Cape Borda, thence along the northern shore of Kangaroo Island to Cape Hart and from Cape Hart to the mouth of the Murray River.

THIRD SCHEDULE.

The undermentioned animals and birds are protected during the periods shown hereunder:—

PART I.—ANIMALS.

Deer (fallow)	From July 1st to December 31st.
Kangaroos (all species except white)	From October 1st to March 31st.
Kanagaroo (Eyre Peninsula)	From March 1st to July 31st.
Wallaby (except rock wallaby), all species)	From October 1st to March 31st.
Wombats (all species)	From July 1st to December 31st.

PART II.—BIRDS.

Kind of Bird.	Closed Season.
Bald eot	1st July to 13th February.
Ducks (all species)	1st July to 13th February.
Emu	1st September to 30th April.
Greenshank	1st March to 30th September.
Maned goose	1st July to 13th February.
Mutton bird	1st September to 31st March.
Pelican	1st September to 31st March.
Quail (all species)	1st August to 13th February.
Silvergull (seagull), except in the vicinity of Kingscote, Kanagaroo Island	1st September to 31st March.
Snipe	1st March to 30th September.
Teal	1st July to 13th February.

FOURTH SCHEDULE.

The undermentioned animals and birds are unprotected, and may be taken at any time, except within closed areas and during Sundays:—

PART I.—ANIMALS.

Domestic cats run wild.	Seals, fur and hair (except those found within St. Vincent Gulf and Spencer Gulf north of a line from Cape Catastrophe to Cape Borda, thence along the northern shore of Kangaroo Island to Cape Hart and from Cape Hart to the mouth of the River Murray).
Foxes.	
Hares.	
Rabbits.	
Rats and Mice.	
Wallabies (on K.I.).	
Wild dogs.	

PART II.—BIRDS.

African love bird	King parrot.
Blackbird.	Love bird (or Nyassa).
Black tailed hen.	Mistletoe bird.
Blue mountain parrot.	Musk lorikeet.
Canary.	Myna.
Chestnut finch.	Native hen, black tailed.
Cockatoo, sulphur-crested.	Nyassa parrot (love bird).
Corella.	Red wattle bird.
Cormorant.	Rosella parrot.
Crow.	Shag.
Eagle hawk.	Shell parrot.
English chaffinch.	Silver eye.
English house sparrow.	Silvergull (seagull) in the vicinity of
English starling.	of Kingscote, Kangaroo Island.
Galah.	Sulphur-crested cockatoo.
Goldfinch.	Warbling grass parrot (shell).
Goshawk.	Zebra finch.
Greenfinch.	

It is illegal to kill, wound, take, possess, sell, or export any protected animal or bird, or to sell the skin of any protected animal or bird, or feather of any protected bird, without a permit being first obtained.
This list is subject to alteration from time to time.

[Sample Certificate.]

FISHERIES AND GAME DEPARTMENT.

Adelaide,19

TO WHOM IT MAY CONCERN.

Approval has this day been granted to.....
of to forward to
of per on
the undermentioned consignment of fauna:—

PARTICULARS OF FAUNA.

(F. W. MOORHOUSE)
Chief Inspector of Fisheries and Game.

(Sample Certificate.)

SOUTH [Coat of Arms] AUSTRALIA.

FISHERIES AND GAME DEPARTMENT.

Animals and Birds Protection Acts, 1919-1933.

Adelaide,19

To.....

The bearer..... is hereby permitted to
forward to..... of.....
per..... the following fauna:—

.....
Chief Inspector of Fisheries and Game.

[Sample Permit.]

FRONT.

SOUTH [Coat of Arms] AUSTRALIA.

No.

Fisheries and Game Department,

Adelaide,19

Animals and Birds Protection Acts, 1919-1927.

PERMIT.

This is to certify that Mr.....
of....., has been authorized by the
Minister, under the provisions of the above Act, to take and forward to
..... atfor keeping as a
domestic pet
.....

This Permit expires on the....., 19 , and is
issued subject to conditions on back hereof.

FEE PAID,

...../.....d.

.....
Issuer.

BACK.

CONDITIONS.

1. This permit must at all times be in the possession of the person taking and consigning the fauna mentioned on the face hereof.
2. This permit can only be used for taking animals or birds on Crown Lands or on private property with the consent of the occupier. No birds or animals can be taken from closed areas or sanctuaries.
3. This permit must be produced upon demand to any Inspector under the Animals and Birds Protection Acts.
4. When fauna are being consigned by rail, this permit must be produced to the proper authorities at time of consignment.
5. After the fauna are consigned this permit must be forwarded to the consignee.

By direction,

Chief Inspector of Fisheries and Game.

The permit is to remain the property of the consignor, but the waybill, in all cases, must be endorsed "Under Permit."

Coaching Book.

The following alterations must be made to the Coaching Book:—

Page 126. Delete “Frewville” from District “C”.—S.A.R., 5961/49.

Instruction 124 of Addenda. *Eyre Peninsula Parcels and Luggage Traffic.*

Clause 1, under the heading “Parcels—Through Booking”.—Amend the maximum measurement for the Adelaide Steamship Company to read:—

- Up to 112 lb., not exceeding 2 cub. ft.
- Over 112 lb. and up to 224 lb., not exceeding 4 cub. ft.
- Over 224 lb. and up to 280 lb., not exceeding 5 cub. ft.
- Over 280 lb. and up to 336 lb., not exceeding 6 cub. ft.

Amend the steamer freight for “Any consignment exceeding the maximum measurement for weight as above” to read:—

Steamer Freight.

Up to 4 cub. ft.	Exceeding 4 cub. ft. and up to 5 cub. ft.	Exceeding 5 cub. ft. and up to 6 cub. ft.
s. d.	s. d.	s. d.
9 0	10 0	12 0

Amend the last two paragraphs by substituting 7 for 5 in those portions reading “5 cub. ft. and over”.

Clause 8, subclause (a) paragraphs (i.) and (ii.). Amend to read—

- (i.) When a number of packages is consigned from one consignor to one consignee, the charges due to the Adelaide Steamship Co. Ltd., and the Harbors Board shall be based on the total weights or measurements, as the case may be, each package being weighed and measured separately, and are to be included in the “through” charges. The actual weight and measurement of each package must be ascertained, totalled, any fraction of a cubic foot in such total being counted as 1 cub. ft.

The consignment must then be charged in accordance with clause 1, the higher charge applying.

Examples—

Packages from the one consignor to the one consignee weighing and measuring.

- (1) 12 lb. ¼ cub. ft.
- 26 lb. ½ cub. ft.
- 35 lb. 1 cub. ft.
- 73 lb. 1½ cub. ft.
- Rounded to 84 lb. 2 cub. ft.

Charge would be 6s. 0d. If it were 3 cub. ft. the charge would be 9s. 0d.

- (2) 12 lb. ½ cub. ft.
- 26 lb. ¾ cub. ft.
- 35 lb. 1¼ cub. ft.
- 73 lb. 2½ cub. ft.
- Rounded to 84 lb. 3 cub. ft.

As the cubic measurement would exceed that of 2 cub. ft. allowed for the weight of 84 lb., but does not exceed 4 cub. ft. the charge would be 9s. 0d.

- (3) 53 lb. ¾ cub. ft.
- 81 lb. 1 cub. ft.
- 134 lb. 1¾ cub. ft.
- Rounded to 140 lb. 2 cub. ft.

The charge as for 140 lb., viz. 9s. 0d., would apply. If it were 4¾ cub. ft., i.e., = 5 cub. ft., the charge would be 10s. 0d.

- (4) 79 lb. ¾ cub. ft.
- 108 lb. 1½ cub. ft.
- 53 lb. 1 cub. ft.
- 240 lb. 3½ cub. ft.
- Rounded to 252 lb. 4 cub. ft.

The charge as for 252 lb., viz. 10s. 0d., would apply. If it were 6 cub. ft. the charge would be 12s. 0d.

- (5) 23 lb. 1 cub. ft.
- 36 lb. 1½ cub. ft.
- 49 lb. 1¾ cub. ft.
- 108 lb. 4¼ cub. ft.
- Rounded to 112 lb. 5 cub. ft.

As the consignment measures 5 cub. ft., the charge would be 10s. 0d. If it were 5¼ cub. ft., i.e., = 6 cub. ft., the charge would be 12s. 0d.

- (ii.) When parcels are tendered by one consignor for the one consignee, on different dates, or at different hours on the same date, to go forward by the Steamship Company’s vessel on the same day, the Harbors Board’s charges must be calculated on separate weights or measurements for each consignment, instead of the aggregate weight or measurement as set out in paragraph (i.) hereof.

The Adelaide Steamship Company’s charges must, however, be calculated on the total weight or measurement, as the case may be, of all consignments as set out in paragraph (i.) hereof.

When this is not done, the Adelaide Steamship Company will advise the Comptroller by means of a copy of the manifest showing amount over-charged, and the Comptroller will advise the forwarding station to adjust by overcharge sheet endorsed “Adelaide Steamship Company’s advice.”

S.A.R., 4875/49.

Instruction 140 of Addenda, under the heading “Cream—carriage of from one station and return of empty cans to another station.” Add the following to clause (b):—

Cream may be consigned from Merriton by Messrs. A. W. Sandford and Co. Ltd. to Adelaide in cans bearing the station name “Crystal Brook.” The empty cans are to be accepted for free transit from Adelaide to Crystal Brook. The Station Master, Crystal Brook, and the Porter in Charge, Merriton, must, however, check up the empty return cans with the number of cans forwarded full, in order to see that no empty cans are returned free if not forwarded full by rail on the forward journey.

S.A.R., 12620/29.

Coaching Book.

The following alterations, effective forthwith, must be made to the Coaching Book:—
Instruction 124 of the Addenda, under the heading "Eyre Peninsula Parcels and Luggage Traffic."

Pages 79 and 80. Alter the Adelaide Steamship Company's charges for the following commodities to read:—

Batteries, wet—120s. 0d. per ton.

Bicycles—accompanied, 17s. 6d.; unaccompanied, 30s. 0d.

Cream.—In refrigerator—

3gall. and 5gall. cans—18s. 10d. per can.

10gall. cans—21s. 8d. per can.

On deck—

3gall. and 5gall. cans—9s. 0d. per can.

10gall. cans—10s. 6d. per can.

When two or more cans are forwarded from the one consignor to the one consignee—

In refrigerator—18s. 10d. per can.

On deck—

	3gall. and 5gall. cans.	10gall. cans.
	Per can.	Per can.
	s. d.	s. d.
Single cans	9 0	10 6
Two and up to 19 cans .. .	8 0	9 0
20 cans and over .. .	6 9	8 0

Cream cans.—Empty return—3s. 8d. for each can up to 10gall. capacity.

Cinematograph films—

16 millimetre safety cellulose acetate base, 80s. 0d. per ton.

Inflammable—Nitro-cellulose base, 160s. 0d. per ton.

Fish.—On deck, 120s. 0d. per ton.

In refrigerator—Over 3 cub. ft.—total consignment to be charged 6s. 0d. per cub. ft.

Ice cream—On deck, 80s. 0d. per ton.

Ice-cream tubs—returned empty, 40s. 0d. per ton.

Motor cycles—

Without sidecar—Accompanied, 64s. 0d.; unaccompanied, 75s. 0d.

With sidecar attached—Accompanied, 109s. 6d.; unaccompanied, 219s. 0d.

Autocycles—Accompanied, 37s. 6d.; unaccompanied, 50s. 6d.

Oysters—One bag, 16s. 1d.; two or more bags, 9s. 6d. each.

Tobacco and cigarettes—100s. 0d. per ton.

S.A.R., 4875/49.

The following examples must be added to instruction 80A of the Addenda, under the heading "Cinematograph Films Returned to Adelaide—Rates for":—

1. Consigned Adelaide to Burra, and returned direct from Burra to Adelaide.—Half parcels rates would apply from Burra to Adelaide.

2. Consigned Adelaide to Burra (101 miles), taken across country to Spalding and returned direct from Spalding to Adelaide (115 miles).—Half parcels rates would apply for 101 miles and full parcels rates for 14 miles, not to exceed full parcels rates for 115 miles.

3. Consigned Adelaide to Burra (101 miles), thence by rail or road to Riverton (63 miles from Adelaide) or Clare (91 miles from Adelaide) and returned direct from either of such stations to Adelaide.—Half parcels rates would apply for the movement from Riverton or Clare to Adelaide.

4. Consigned Adelaide to Burra (101 miles), thence by rail or road to Terowie (140 miles from Adelaide) and returned direct from Terowie to Adelaide.—Half parcels rates would apply for 101 miles, and full parcels rates for 39 miles, not to exceed full parcels rates for 140 miles.

5. Consigned Adelaide to Kingston by rail (292 miles), subsequently being transported by rail and road to various places, and finally returned by rail direct from Millicent to Adelaide (334 miles).—Half parcels rates would be charged for 292 miles, and full parcels rates for 42 miles, not to exceed full parcels rates for 334 miles.

Half parcels rates apply only for the final movement to Adelaide, not to exceed the mileage on the forward initial movement from Adelaide (i.e., the mileage from Adelaide to the station shown on the waybill issued by Adelaide), any additional mileage being charged for at ordinary parcels rates, the total not to exceed ordinary parcels rates for the full mileage of the final movement to Adelaide.

Films forwarded from Adelaide by road are not entitled to half parcels rates when finally being returned to Adelaide.—S.A.R., 15769/29.

Coaching Book—7th Edition.

(By-law No. 253.)

The Coaching Book and Addenda is now being issued to the Staff concerned, and is to be brought into operation from and including the 1st September, 1953. If not received by the 27th August the Divisional Superintendent must be immediately contacted.

All concerned must, as soon as these books have been received, make themselves conversant with same in order to be well informed by the date of introduction.

No alteration has been made to fares, but in respect to parcels, the rates for 22 lb. to 28 lb. for distance not exceeding 51 miles has been altered from 2s. 11d. to 3s. 2d. for stamped (prepaid) parcels, and from 3s. 8d. to 4s. 0d. for unstamped parcels.

The rates for the carriage of calves, goats or sheep have also been increased.

The minimum commission on C.O.D. parcels has been increased to 9d.

The following alterations must be made to the Coaching Book:—

Page 5. Under the heading "Tickets—First and Second Class, Issue of; exceeding second to first class; and refunds on first class." Amend paragraph v. of subclause "c" to read:—

"By through trains between Adelaide and Quorn."

Page 11. Clause 24, under the heading "Sleeping Cars." Amend paragraph reading "Sleeping berths may be booked at any time up to 56 days prior to date on which, etc.," to read:—

"Sleeping berths may be booked at any time up to two months prior to the date on which it is desired to travel, except in the case of berths booked between Adelaide and Mount Gambier, which is limited to 14 days."

Page 17. Delete Mitchells.

Page 51. Delete Mitchells.

Page 85. Delete Mitchells.

Page 124. Add—"Golf Buggies." See page 136.

Page 132. Under the heading "Empty returns." Add—All other empty returns will be carried at ordinary parcels rates, the charges on which must be "Prepaid."

Page 136. Add—*Golf Buggy*.—Accompanied by passenger will, when folded, be charged the rate applicable to a baby carriage or conveyance other than a perambulator, when not folded the ordinary perambulator rate will apply. The following charges to apply as a maximum:—

When folded—ordinary parcels rates.

When not folded—ordinary parcels rates plus 50 per cent.

When not accompanied by passenger the following rates will apply:—

When folded—ordinary parcels rates.

When not folded—ordinary parcels rates plus 50 per cent.

Page 143. Intersystem Traffic—Clause 1. Amend the heading to read:—

"Ticket issue between stations on the South Australian, Commonwealth and Silverton Tramway Company's lines."

Page 147. Clause 14, subclause (c). Amend to read:—

"Sleeping berths may be booked at any time up to two months prior to the date on which it is desired to travel."

Page 148. Subclause (g). Reserved seats. Amend paragraph reading "These seats may be booked 56 days, etc.," to read:—

"These seats may be booked at any time up to two months prior to the date on which it is desired to travel, and booking closes one hour before train departure time."

Page 153. After "Adelaide-Sydney (via Broken Hill) fares," add:—

(f) From Orange (via Broken Hill)—

To—	Return. Available for six (6) months.	
	First.	Second.
	s. d.	s. d.
Adelaide	243 9	176 0

Tickets are not issued Adelaide to Orange, passengers must rebook at Broken Hill.

Page 154. South Australian and Queensland lines.

Amend the return fare Adelaide to Brisbane, via Kyogle, to read:—

First.	Second.
s. d.	s. d.
456 11	336 7

Amend the second class single fare from Toowoomba to Adelaide (via Brisbane and Kyogle) to read:—

Second.
s. d.
212 0

Page 156. Amend the charges for meals on the Commonwealth (Central Australia) line to read:—

	Adult.		Child 4 and under 14 years.	
	s.	d.	s.	d.
Breakfast	7	6	5	0
Lunch	7	6	5	0
Dinner	8	6	5	9
Morning tea	1	6	1	6
Afternoon tea	1	6	1	6

	Single. Child 4 and under 14 years.		Return. Child 4 and under 14 years.	
	Adult. s. d.	s. d.	Adult. s. d.	s. d.
To Alice Springs	51 6	36 0	97 0	68 6
To Oodnadatta	35 0	24 6	61 6	43 3
From Alice Springs	45 6	32 6	97 0	68 6
From Oodnadatta	26 6	18 9	61 6	43 3

The charges for single meal tickets cover meals as follows:—

To Alice Springs 6 meals and 3 teas commencing with dinner.
To Oodnadatta 4 meals and 2 teas commencing with dinner.
From Alice Springs 5 meals and 4 teas commencing with afternoon tea.
From Oodnadatta 3 meals and 2 teas commencing with lunch.

Page 157—

Add (via Kyogle) after "To Brisbane."

Amend the return fares to Brisbane (via Kyogle) from Pimba and Woomera to read:—

	First.		Second.	
	s.	d.	s.	d.
Pimba	583	8	429	5
Woomera	586	8	432	5

Page 162. Commonwealth (Central Australia) line—Local fares from Port Pirie Junction.

Add—

To—	Miles.	Single.		Holiday excursion.	
		First. s. d.	Second. s. d.	First. s. d.	Second. s. d.
Deep Well	771	192 9	128 6	321 3	214 3
Duff Creek	451	112 9	75 2	188 0	125 3
Duffield	657	164 3	109 6	273 9	182 6
Mount Sarah	570	142 6	95 0	237 6	158 3

Local fares from Quorn. Add—

Amend the return fare Adelaide to Brisbane, *via* Kyogle, to read:—

First.	Second.
s. d.	s. d.
456 11	336 7

Amend the second class single fare from Toowoomba to Adelaide (*via* Brisbane and Kyogle) to read:—

Second.
s. d.
212 0

Page 156. Amend the charges for meals on the Commonwealth (Central Australia) line to read:—

	Adult.	Child 4 and under 14 years.
	s. d.	s. d.
Breakfast	7 6	5 0
Lunch	7 6	5 0
Dinner	8 6	5 9
Morning tea	1 6	1 6
Afternoon tea	1 6	1 6

	Single.	Return.
	Child 4 and under 14 years.	Child 4 and under 14 years.
	s. d.	s. d.
To Alice Springs	51 6	68 6
To Oodnadatta	35 0	43 3
From Alice Springs	45 6	68 6
From Oodnadatta	26 6	43 3

The charges for single meal tickets cover meals as follows:—

To Alice Springs	6 meals and 3 teas commencing with dinner.
To Oodnadatta	4 meals and 2 teas commencing with dinner.
From Alice Springs	5 meals and 4 teas commencing with afternoon tea.
From Oodnadatta	3 meals and 2 teas commencing with lunch.

Page 157—

Add (*via* Kyogle) after "To Brisbane."

Amend the return fares to Brisbane (*via* Kyogle) from Pimba and Woomera to read—

	First.	Second.
	s. d.	s. d.
Pimba	583 8	429 5
Woomera	586 8	432 5

Page 162. Commonwealth (Central Australia) line—Local fares from Port Pirie Junction.

Add—

	Miles.	Single.	Holiday excursion.
		First. Second.	First. Second.
To—		s. d. s. d.	s. d. s. d.
Deep Well	771	192 9 128 6	321 3 214 3
Duff Creek	451	112 9 75 2	188 0 125 3
Duffield	657	164 3 109 6	273 9 182 6
Mount Sarah	570	142 6 95 0	237 6 158 3

Page 163. Commonwealth (Central Australia) line—local fares from Quorn. Add—

	Miles.	Single.	Holiday excursion.
		First. Second.	First. Second.
To—		s. d. s. d.	s. d. s. d.
Deep Well	698	174 6 116 4	291 0 194 0
Duff Creek	379	94 9 63 2	158 0 105 3
Duffield	584	146 0 97 4	243 6 162 3
Mount Sarah	497	124 3 82 10	207 3 138 3

Page 172. Delete Mitchells.

Page 181. Mount Gambier-Naracoorte section—delete Mitchells.

Page 182. Naracoorte-Mount Gambier section—delete Mitchells.

Page 188. Wolseley-Kingston, Glencoe, Mount Gambier Border and Beachport section—delete Mitchells.

Page 27 of the Addenda. Add the following to instruction 18:—

Although the "up" and "down" evening trains between Adelaide and Port Pirie do not now work on Mondays, these trains are to be considered as trains not working account periods of restricted train services, thus allowing week-end excursions which normally expire on the Monday to be available for return on the first following day on which a train is working, *viz.*, Tuesday.

Passengers holding the return halves of week-end excursion tickets from stations Wilmington to Laura inclusive, may, on account of the "up" evening train from Port Pirie to Adelaide not now working on Mondays, travel to—

Georgetown
Nurum (*via* Port Pirie Junction)
and stations beyond, on Tuesdays.

Page 55 of the Addenda. Add the following instruction 69A:—

69A. *Intersystem Return Tickets, Extension of Availability—clause 5, page 144.*—When application is made for the return half of a return intersystem ticket to be extended beyond its availability, the return half of the ticket must be collected, and a single ticket for the journey from the station shown on the original ticket, or from an intermediate station at which the journey has been broken, to the final destination station, issued in lieu thereof, on payment of the difference between the original fare paid and two single fares for the whole journey covered by the original ticket, particulars of the single ticket issued being endorsed on the back of the surrendered return half of the ticket, which must be attached to allowance voucher form 117, claiming credit for the difference between the amount collected and the value of the single ticket issued, and same immediately forwarded to the Comptroller for numbering.

When the ticket is issued in exchange at an intermediate station, same must be endorsed on the back "CQ" as an indication, *vide* instruction 22, to the staff that a refund is not to be made without further investigation.

This instruction does not apply to tickets issued between Broken Hill and stations in South Australia, or between South Australian stations and stations (other than Kalgoorlie) on the Commonwealth (Central and Trans-Australian) lines, for which extensions may be made by the issue of excess fare tickets.

S.A.R., 4106/53.

Page 61 of the Addenda.—Instruction 80A. Cinematograph films returned to Adelaide—Rate for. Add Benbow Amusements Limited to the list of companies entitled to the concession.

Page 92 of the Addenda.—Instruction 168.

Amend heading to read—"Women's Weekly and Australian Magazine Periodicals—Transport of from Adelaide."

Amend first line by adding "And Australian Magazine" after the words "Women's Weekly."

Amend the last line by adding the words "Or Australian Magazine" after the words "Women's Weekly."

S.A.R., 5961/49.

Coaching Book.

The following alterations, effective forthwith, must be made to the Coaching Book:—
Instruction 124 of the Addenda, under the heading "Eyre Peninsula Parcels and Luggage Traffic."

Pages 79 and 80. Alter the Adelaide Steamship Company's charges for the following commodities to read:—

Batteries, wet—120s. 0d. per ton.

Bicycles—accompanied, 17s. 6d.; unaccompanied, 30s. 0d.

Cream.—In refrigerator—

3gall. and 5gall. cans—18s. 10d. per can.

10gall. cans—21s. 8d. per can.

On deck—

3gall. and 5gall. cans—9s. 0d. per can.

10gall. cans—10s. 6d. per can.

When two or more cans are forwarded from the one consignor to the one consignee—

In refrigerator—18s. 10d. per can.

On deck—

	3gall. and 5gall. cans.	10gall. cans.
	Per can.	Per can.
	s. d.	s. d.
Single cans	9 0	10 6
Two and up to 19 cans .. .	8 0	9 0
20 cans and over .. .	6 9	8 0

Cream cans.—Empty return—3s. 8d. for each can up to 10gall. capacity.

Cinematograph films—

16 millimetre safety cellulose acetate base, 80s. 0d. per ton.

Inflammable—Nitro-cellulose base, 160s. 0d. per ton.

Fish.—On deck, 120s. 0d. per ton.

In refrigerator—Over 3 cub. ft.—total consignment to be charged 6s. 0d. per cub. ft.

Ice cream—On deck, 80s. 0d. per ton.

Ice-cream tubs—returned empty, 40s. 0d. per ton.

Motor cycles—

Without sidecar—Accompanied, 64s. 0d.; unaccompanied, 75s. 0d.

With sidecar attached—Accompanied, 109s. 6d.; unaccompanied, 219s. 0d.

Autocycles—Accompanied, 37s. 6d.; unaccompanied, 50s. 6d.

Oysters—One bag, 16s. 1d.; two or more bags, 9s. 6d. each.

Tobacco and cigarettes—100s. 0d. per ton.

S.A.R., 4875/49.

The following examples must be added to instruction 80A of the Addenda, under the heading "Cinematograph Films Returned to Adelaide—Rates for":—

1. Consigned Adelaide to Burra, and returned direct from Burra to Adelaide.—Half parcels rates would apply from Burra to Adelaide.

2. Consigned Adelaide to Burra (101 miles), taken across country to Spalding and returned direct from Spalding to Adelaide (115 miles).—Half parcels rates would apply for 101 miles and full parcels rates for 14 miles, not to exceed full parcels rates for 115 miles.

3. Consigned Adelaide to Burra (101 miles), thence by rail or road to Riverton (63 miles from Adelaide) or Clare (91 miles from Adelaide) and returned direct from either of such stations to Adelaide.—Half parcels rates would apply for the movement from Riverton or Clare to Adelaide.

4. Consigned Adelaide to Burra (101 miles), thence by rail or road to Terowie (140 miles from Adelaide) and returned direct from Terowie to Adelaide.—Half parcels rates would apply for 101 miles, and full parcels rates for 39 miles, not to exceed full parcels rates for 140 miles.

5. Consigned Adelaide to Kingston by rail (292 miles), subsequently being transported by rail and road to various places, and finally returned by rail direct from Millicent to Adelaide (334 miles).—Half parcels rates would be charged for 292 miles, and full parcels rates for 42 miles, not to exceed full parcels rates for 334 miles.

Half parcels rates apply only for the final movement to Adelaide, not to exceed the mileage on the forward initial movement from Adelaide (*i.e.*, the mileage from Adelaide to the station shown on the waybill issued by Adelaide), any additional mileage being charged for at ordinary parcels rates, the total not to exceed ordinary parcels rates for the full mileage of the final movement to Adelaide.

Films forwarded from Adelaide by road are not entitled to half parcels rates when finally being returned to Adelaide.—S.A.R., 15769/29.