



State Records Act 1997

Operational Records Disposal Schedule

Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

RDS 2014/06 Version 1

Effective Date: 15 April 2014 to 30 June 2024

Approved Date: 15 April 2014

Approved by SRC



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Preamble

Purpose of the Schedule

This Operational Records Disposal Schedule (RDS) authorises arrangements for the retention or destruction of records in accordance with Section 23(2) of the *State Records Act 1997*.

Application of the Schedule

Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Approved Date: 15 April 2014

Effective Date: 15 April 2014 to 30 June 2024

Authorisation by State Records

This authorisation applies only to the disposal of the records described in the Schedule.

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Disposal of Official Records

Legislation

Section 23(1) of the *State Records Act 1997* states that an agency must not dispose of official records except in accordance with a determination made by the Manager [Director] of State Records with the approval of the State Records Council.

Section 23(2) states:

‘If an agency requests the Manager to make a determination as to the disposal of official records, the Manager must, as soon as practicable:

- (a) with the approval of the [State Records] Council, make a determination requiring or authorising disposal of the records in a specified manner; or
- (b) make a determination requiring delivery of the records into the custody of State Records or retention of the records and later delivery into the custody of State Records.’

The contents of an RDS, once the approval process is complete, constitute a determination within the meaning of the *State Records Act 1997*.

Functions of the Schedule

An RDS plans the life of these records from the time of their creation to their disposal. It describes the records created by various South Australian railways and currently controlled by the Department of Planning Transport and Infrastructure (DPTI), the disposal sentence specifying whether they are to be retained as archives or returned to the Commonwealth, and when this should occur.

This Operational Records Disposal Schedule has been prepared in conjunction with staff from the railway industry/sector as well as both State Records and National Archives of Australia (NAA) to determine the records which need to be kept because of their long term value and to enable the disposal of records once they are no longer needed for administrative purposes. The assessment of the records takes into account their administrative, legal, evidential, financial, informational and historical values. The appraisal of the records is in accordance with the State Records’ policy as documented in *Appraisal of Official Records – Policy and Objectives* - available from State Records’ website (www.archives.sa.gov.au).

The Schedule complements the General Disposal Schedules (GDS) that are issued by State Records to cover housekeeping and other administrative records common to most State Government agencies.



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Using the Schedule

The Schedule applies only to the records described within it.

Layout

The Schedule is laid out as follows:

- Item Number:** Numbering in the Schedule is multi level:
- Functions have single numbers (*e.g.* 1.)
 - Activities and/or processes have two-level numbers (*e.g.* 1.1)
 - Disposal classes have three-level numbers (*e.g.* 1.1.1)
- Function:** The general functions are shown in 12 point bold Arial upper case at the start of each section. (*e.g.* **CIVIL ENGINEERING**)
- Activity/Process/Subject:** The activities and processes relating to each function are shown in 12 point bold Arial sentence case (*e.g.* **South Australian railways Civil Engineering**).
- Description:** Descriptions are in three levels ranging from broad functions to specific disposal classes:
- definitions of functions are shown at the start of each section in bold (*e.g.* **The function of civil engineering for which the agency is legislatively responsible**)
 - definitions of activities are located adjacent to the activity title in italics *e.g.* *The function of designing, constructing, maintaining and recording of engineering fixed infrastructure (station yards, buildings, fixed plant and equipment, bridges, culverts, crossings, perway (tracks and their composition) and railway tracks) and land use (leases, agreements, location of rail corridors and reservations and construction within them).*
 - Civil Engineering that was performed by SAR between 1850 and 1978.
- Disposal Action:** Disposal actions relate to the disposal classes arranged under the activity descriptions. The status of the class is either PERMANENT (custody and ownership transfers to DPTI) or TEMPORARY (records remain in the custody and ownership of the Commonwealth).



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Retention Period of the Record

The Schedule is used to sentence records. Sentencing involves applying the record retention periods within the RDS to the records of SA railways. Decisions are made using the Schedule about whether records are to be retained.

Retention periods set down in the Schedule are minimum ones and DPTI may extend the retention period of the record if it considers there is an administrative need to do so.

Custody and Transfer of the Record

Permanent Records

Section 19 of the *State Records Act 1997* includes provisions for the transfer of custody of an official record:

- a) when the agency ceases to require access to the record for current administrative purposes or
- b) during the year occurring 15 years after the record came into existence - whichever first occurs

Official records that have been sentenced as permanent, in accordance with an approved disposal schedule, are required to be transferred to State Records.

Agencies with valid reasons to retain permanent records for longer than 15 years should apply in writing to Director [Manager], State Records requesting either a postponement or an exemption from section 19.

It should be noted that postponement or exemption are only granted in exceptional circumstances.

The custody of records on networks or hard drives is also the responsibility of agencies. DPTI needs to ensure that records in electronic format remain accessible to authorised users for the duration of the designated retention period. State Records is, however, currently examining options for the transfer of permanent value electronic records in digital form to its custody.

Temporary Records (Retained by Commonwealth)

The custody of records that have been sentenced as temporary is the responsibility of the Commonwealth Government as ownership will not be transferred from the Commonwealth to the South Australian Government.



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Destruction of Records

In this instance the RDS only covers permanent official records as temporary records will remain under the ownership of the Commonwealth.

Review

State Records' disposal schedules apply for a period of ten years. Either DPTI or State Records may propose a review of the Schedule at an earlier time, in the event of changes to functions or procedures that affect the value of the records covered by the disposal authority. Reviews are especially necessary if there is vast administrative change that affects the currency and use of the records and/or the records are dispersed to other agencies.

The State Records Council needs to approve all amendments to the Schedule. Officers using the Schedule should advise State Records of any necessary changes.

Approved by SRC



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Context Statement

Context of the Agency Covered by the Schedule

SA railways History and Background, 1847-1998

South Australian Government Railways 1847-1998

GRG 42 South Australian Railways, 1847 - 1974¹

The first Ordinance or Act of Parliament regulating the construction of railways in South Australia was passed in March 1847. The Railways Clauses Consolidation Act (No. 7 of 1847) did not authorise the construction of any specific railway but it outlined the conditions, responsibilities, limitations and privileges, applying to any companies which might undertake the construction and operation of any particular railway. The actual setting up of individual railways was allowed through the passing of "Special" Acts of Parliament.

In February 1850 a Private Act was passed authorising the construction of a railway by the Adelaide City and Port Railway Company to extend from the stone quarry below the Legislative Council building along the Port Road to Port Adelaide, with a branch to the North Arm.

Meanwhile there was little progress on the Adelaide City to Port Adelaide railway. Under the Private Act of 1850, the Company was to have completed five miles of railway within eighteen months. However in October 1851 following the expiry of that prescribed time none of the line had been laid. The Governor through the Legislative Council passed an Act to appoint a Board of Undertakers to construct the Adelaide - Port Adelaide railway using Government funds. Under this Act (No. 1 of 1851) five years was allowed for its completion and the gauge was to be 5ft 3in instead of the 4ft 8.5 in as originally proposed. John Ellis and Thomas Shepherd were appointed as two of the Undertakers in October 1851 and Benjamin Babbage was enlisted as the chief engineer.

In February 1853 Thomas Shepherd resigned and William Hays was appointed to replace him. Three locomotives, "Adelaide", "Victoria" and "Albert", manufactured by Fairbairns in Manchester, England, arrived in Port Adelaide in November 1855 on the "Theodore". Following trial runs in February and March 1856, the Adelaide City - Port Adelaide railway was finally opened in March 1856.

During the construction of the railway to Port Adelaide, the Adelaide to Gawler Town Railway Act (No. 18 of 1854) was passed. Progress on the construction of this railway was

¹ State Records Agency Registration - GRG 42 South Australian Railways, 1856-1975



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good and the line was completed in October 1857, with a short branch from Dry Creek to the Stockade at Yatala.

Despite the completion of the Adelaide City - Port Adelaide Railway in March 1856, the Board of Undertakers continued to function until June 1856, when the South Australian Railway Act (No. 27 of 1855-56) was passed. This Act authorised the appointment of South Australian Railway Commissioners and to vest in them the control of railways. In March 1857, William Hanson, Richard Colley and John Brown were appointed Commissioners, however in January 1859 James Hill was appointed to replace William Hanson, he having resigned from the position. During 1858 two further Acts of Parliament were passed to authorise the construction of railways. In January 1858 the Gawler Extension Railway Act (No. 10 of 1857-58) was passed to provide for the extension of the railway line from Gawler to Freeling and in December 1858, another Act (Kapunda Railway Act, No. 2 of 1858) was passed to further extend this railway to Kapunda.

Following an Act of Parliament (No. 12 of 1858) to subject the Railway Commissioners to the control of the Commissioner of Public Works, the Railway Commissioners Act (No. 11 of 1859) was passed in September 1859. This Act vested the powers and functions of the South Australian Railway Commissioners in the Commissioner of Public Works, who issued direction to the Manager, Edward J. Peake, who was replaced by C.S. Hare in 1861 and who was in turn replaced by H.C. Mais in 1865. During the period from 1859 to 1887 the expansion of the railway system in South Australia grew rapidly, including the construction of the Great Northern Line from Gawler to Burra, which was completed in 1870. With the line to Kapunda being completed in August 1860 these two copper-mining districts became major railheads. In addition, a number of isolated 3ft 6in gauge railways were constructed during the 1870s inland from Port Augusta, Port Pirie, Port Wakefield, Kingston and Beachport. These lines were designed to provide port facilities for their respective agriculture hinterlands. As the other railway lines within the colony were constructed using 5ft 3in gauge there were inevitable breaks of gauge as they connected with the 3ft 6in railway system, at Terowie, Hamley Bridge and Wolseley.

This was overcome at Hamley Bridge by the conversion of 200 miles (321kms) of 3ft 6in track from Hamley Bridge to Gladstone via Moonta in 1927, however, it only moved the break of gauge to Gladstone.

The former Port Elliot -Goolwa Tramway was extended to connect with Port Victor (now Victor Harbor) and Strathalbyn in the 1860s and by 1885 it became part of the Adelaide-Victor Harbor rail link. The extension of the line from Kapunda to Morgan in 1878 joined Adelaide with the River Murray and thus any hope that Victor Harbor might become an important harbour for overseas ships was curtailed. The Main Northern Line from Adelaide to Peterborough was extended to Quorn in 1882 and by January 1891 it had reached Oodnadatta, some 688 miles (1101kms) from Adelaide.

The line from Port Augusta, through Quorn, to Oodnadatta was transferred to the Commonwealth Government in 1911, under the Northern Territory Surrender Act. The 3ft. 6in. gauge line from Port Pirie was also extended (in 1887) through Peterborough to



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Cockburn on the N.S.W. border. The Silverton Tramway Co. provided a connecting line from Cockburn to Broken Hill and thus Port Pirie became a major port for the export of raw and processed minerals (lead, zinc and silver) from the mines of Broken Hill.

With the passing of the South Australia Railway Commissioner Act, (No. 414 of 1887), the role of administering the railways in South Australia was again vested in three Railway Commissioners. In April 1888, Joseph Smith (Chairman), Henry Hill and Andre Neill were appointed as the Railway Commissioners. An amendment to the S.A. Railway Commissioners Act of 1887 in December 1894 reduced the number of Railway Commissioners from three to one, with Alan G. Pendleton being appointed in May 1895.

In 1903 an Act of Parliament was passed to establish a railway line across the mallee from Tailem Bend to Pinnaroo and in 1909 from Tailem Bend to Yinnanie, via Mindarie. Further extensions were added to this line in 1912 to Waikerie, Loxton, Peebinga and Paringa, thus providing a comprehensive service to the whole of the mallee country.

In June 1909, A.G. Pendleton retired from the position of South Australian Railways Commissioner and he was replaced by Alexander B. Moncrieff, who served in that role until he resigned in 1916. James McGuire was appointed Acting South Australian Railways Commissioner in May 1916 until William A. Webb became the Chief South Australian Railways Commissioner in November 1922.

The Eyre Peninsula railway system was expanded, initially from Port Lincoln in 1905 and ultimately to Cape Thevenard in 1914, Penong on the Far West coast in 1918 and Buckleboo in 1923. By the mid 1960's with the traffic potential of the gypsum deposits being realised it was decided to construct a new 37 mile (59km) line leaving the Thevenard line one and quarter miles (2kms) south of Ceduna and running direct to Kevin. This line was opened on 13 February 1966.

A further amendment to the South Australian Railway Commissioners Act in December 1921 included the provision for two Commissioners, one of which was the Chief Commissioner. The appointment of W.A. Webb in 1922 was designed to encourage the rehabilitation of the South Australian Railways which were suffering a considerable financial loss.

In seven years from 1922 to 1929, W.A. Webb managed to lift the terminally ill South Australian Railways to one of the best systems in Australia. Prior to 1922 sound business management principles were unheard of in the South Australian Railways.

Few new railway lines were built during the years that W.A. Webb was Railways Commissioner, as it was his role to overhaul the existing system. However in 1929 he was responsible for building the new Adelaide Railway Station, replacing the English covered all-weather facility with the present American style railway station.



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W.A. Webb's contract finally expired in May, 1930 after six months as Acting Commissioner. Charles B. Anderson was appointed to replace W.A. Webb as Railways Commissioner in May 1930 and he remained in that position until the appointment of Robert H. Chapman in January 1947.

In December 1935 an Act of Parliament (No. 2242 of 1935) was passed to approve an Agreement between the Commonwealth and State government to construct a railway line from Port Pirie to Port Augusta, via Red Hill. The construction of this railway line was designed to shorten the time taken to travel from Western Australia to the Eastern States.

The Islington Railway Workshops were established in the early 1880's to replace the first locomotive workshops located at North Terrace near the Adelaide Railway Station. The relocation reflected the expansion of the South Australian Railways and the increasing need for maintaining and adding to the rollingstock of the railways.²

The workshops came under the control of the Locomotive Engineer which developed into the Chief Mechanical Engineer (also known as Locomotive, Carriage and Wagon Department, Chief Mechanical Engineer's Branch) [GA104 1900-1978].

Until 1925 the drawings produced by the workshops were stamped 'Locomotive Department' but this title was gradually replaced by 'Islington Workshops'.

The rehabilitation of the Islington Workshops in the 1920s and their consequent boom in the 1930s allowed for greater confidence in the training of skilled people in the manufacture of railway rollingstock in South Australia, not only to service S.A.R. but also other rail networks throughout Australia. In addition to servicing the railways, the Islington Railway Workshops were used for defence production (in the form of rollingstock for carrying planes and tank parts - an index to munition works at Hendon, Cheltenham and Salisbury has also been identified in this collection).

Following the Second World War and the appointment of Robert Chapman as Railway Commissioner in January 1947, the South Australian Railways turned to investigating the possibility of standardising the railways of Australia. In December 1946 the South Australian Parliament passed an Act (No. 31 of 1946) to authorise the execution by or on behalf of the State an agreement between the Commonwealth, N.S.W., Vic, and S.A. in relating to the standardization of certain railways.

² Heritage-register-islington-railway-workshops-confirmation-gen.pdf, South Australian Heritage Council 23 August 2013



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With the development of the Leigh Creek Coalfields in the early 1940s, it was decided to construct a railway linking the coalfields with a port, namely Port Augusta, in 1950 and from Leigh Creek to Marree in 1954. The construction of a line from Leigh Creek to Port Augusta and therefore further south, allowed Leigh Creek to be the principle supplier of brown coal for the electricity needs of South Australia.

John A. Fargher was appointed Railways Commissioner in 1953, who in turn was replaced by Ronald J. Fitch in 1965. During their regimes there was the discontinuance of several railway services throughout South Australia between 1953 and 1973, brought about by the increased reliance on fast road transport both for freight and passenger services. In March 1974, Murray L. Stockley was appointed to the position of temporary Railways Commissioner, with the retirement of R.J. Fitch. Despite the closure of several lines, an agreement was set up between the State of South Australia and the Commonwealth, in relation to the construction of a standard gauge railway between Tarcoola, S.A. and Alice Springs, N.T. to by-pass the existing line to the Centre, via Oodnadatta.

The South Australian Parliament passed an Act (No. 60 of 1975) in August 1975, setting up an agreement between the State and the Commonwealth in relation to the acquisition of all non-metropolitan railways by the Commonwealth government via the Australian National Railways Commission. This agreement was signed by both the Prime Minister (Gough Whitlam) and the Premier of South Australia (Don Dunstan) and its signing brought to an end the administration of the South Australian Railways Commissioner in 1975 and the establishment of the State Transport Authority's control over metropolitan railways and the administration, operation and maintenance of the non-metropolitan railways for an unspecified interim period.

GA 90 - State Transport Authority, 1974 - 1994

The State Transport Authority (STA) was established as a corporate body under the *State Transport Authority Act 1974*, and its functions included:

- the coordination of all systems of public transport within the State (Section 12)
- to recommend to the Minister the manner and means by which the powers and functions of any prescribed body may be assumed by the Authority and
- until such a recommendation has been given effect to, to control and direct the activities of any prescribed body in relation to public transport within the State³.

³ Annual Report of the STA for the year ended 30 June 1976 (SAPP no. 19 of 1977)



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A recommendation as to the manner and means by which the Authority could assume the powers and functions of the three Prescribed Bodies, namely, the South Australian Railways Commissioner, the Municipal Tramways Trust (MTT) and the Transport Control Board, was given effect by three Acts proclaimed on 8 December 1975:

- *the State Transport Authority Act Amendment Act 1975*
- *the South Australian Railways Commissioners Act Amendment Act 1975*
- *Municipal Tramways Trust Act Amendment Act 1975.*

These Acts dissolved the statutory bodies of the South Australian Railways Commissioner, the MTT and the Transport Control Board, transferred the assets, powers and functions of each to the Authority, and also conferred on the Authority the additional functions of ensuring the provision of adequate public transport services within the State, that is, it is not just an operator of State services, but also has regulatory control of privately-operated services (except taxis in the Adelaide metropolitan area).

Six members of the Board of the Authority were appointed on 18 April 1974, including the Chairman, Mr AG Flint⁴.

Pursuant to Section 6 of "An Agreement made the twenty-first day of May 1975 between the Commonwealth of Australia....and The State of South Australia", which formed The Schedule to Act no. 60 of 1975, "An Act to approve and give effect to an Agreement between the State and Commonwealth of Australia relating to the acquisition with the consent of the State of certain Railways of the State...." (Railways (Transfer Agreement) Act, 1975), it was agreed that the State would administer, operate and maintain the non-metropolitan railways for an unspecified interim period, until the declared date, on which the Commonwealth would take control of the non-metropolitan railways (Section 15 of the Agreement). The declared date was 1 March 1978⁵.

From 1975 to 1 March 1978 the Rail Division of the STA continued to administer country railways. In fact during 1975-78 the separate Rail and Bus and Tram Divisions continued virtually unchanged from the old SAR and MTT bodies. The separate Divisions were combined into one organisation in 1978-79 with the creation of a Traffic Manager's Branch - Rail, and a Traffic Manager's Branch - Bus⁶.

⁴ SAGG 18 April 1974, p. 1431

⁵ Annual Report of the STA, 1978-79, p. 5 (SAPP no. 29 of 1980)

⁶ Annual Report of the STA, 1978-79, p. 5 (SAPP no. 29 of 1980)



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All SAR records in the custody of STA in 1978 transferred to the responsibility of TransAdelaide or Australian National under an ad hoc arrangement attempting to separate metropolitan and regional lines. In reality the split was also dependent on the ability of the relevant archival authorities to house the records. This in turn caused the development of GRG 42 and parts of the Islington Plan Room collection.

GA 614 TransAdelaide, 1994 - 2011

TransAdelaide was established under the *Passenger Transport Act 1994* and was responsible for the provision of bus, metropolitan railway and tramway services. In April 2000, bus services were outsourced to private operators, with ownership of buses remaining in the hands of government.

From the 1 January 2008 TransAdelaide's ownership of the Adelaide Railway Station, rail infrastructure and rollingstock and other land and property was transferred to the Minister of Transport⁷.

On 3 December 2009, the *Rail Commissioner Act 2009* came into operation and the Deputy Chief Executive of the Department of Transport, Energy and Infrastructure was appointed as Rail Commissioner. On 19 August 2010, the *Passenger Transport (Transfer of Assets and Vesting of Rights and Liabilities) Proclamation 2010* was made and all property was transferred from TransAdelaide to the Rail Commissioner.

On 1 July 2011, the *TransAdelaide (Corporate Structure) Act 1998* was repealed and TransAdelaide ceased to exist.

GA 2349 Department of Planning, Transport and Infrastructure, - 2011 - ct

The Department of Planning, Transport and Infrastructure (DPTI) came into existence with administrative changes announced after the changeover of leadership of the South Australian Government on 20 October 2011. The title of the Department of Transport, Energy and Infrastructure (DTEI) was changed to the Department of Planning, Transport and Infrastructure⁸.

Public Transport Services is a division of DPTI.

The Policy Planning Division, now the Infrastructure Division of DPTI assumed responsibility for land no longer required for railways purposes under clause 11 (8) of the *Railways Agreement (South Australia) Act 1975*. Any surplus railway land was returned to SA Government control.

⁷ SA Government Gazette, 13 December, 2007, pp.4814-4816

⁸ South Australian Government Gazette, 21 October 2011, p4307.



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The Parliament made the call that the corridors would go to the Minister (originally of Lands – with several changes over time now being the Minister for Sustainability, Environment and Conservation), but with some oversight by the Department of Environment, Water and Natural Resources and DPTI of township land (station yards, houses etc would go to State Transport Authority (which became TransAdelaide and now Minister for Transport and Infrastructure) controlled by DPTI.

Commonwealth Government railways, 1905-1998

Commonwealth Railways (CR), 1912 - 1975

In 1884 an examination of the country from Port Augusta to Phillips Ponds (Pimba) for the purpose of selecting the best route for a railway took place.⁹ A Railways Construction Branch was established by the Department of Home Affairs on 3 February 1905, but a proposal to construct a railway between Kalgoorlie and Port Augusta was not introduced into the Federal Parliament until 20 September 1911. The Kalgoorlie to Port Augusta Railway Act received the assent of the Governor-General on 12 December 1911. This necessitated the establishment of a separate agency which was conducted by the Consulting Railway Engineer, H. Deane. By February 1912 Mr H. Deane was acting as an Engineer-in-Chief for Commonwealth Railways.¹⁰ The report for 1912-1913 by the Engineer-in-Chief¹¹ states him to be in full charge, under the Minister, of all railway work. The head office staff, employed by 30 September 1913, consisted of 61 persons and offices were also kept at Kalgoorlie and Port Augusta.

A separate correspondence series and record-keeping systems was begun in 1913. Previous files relating specifically to Commonwealth Railways dating from January 1912, but registered as part of the Home Affairs system were later top-numbered into the correspondence series of the Commissioner. On the resignation of H. Deane, Norris G. Bell was appointed Engineer-in-Chief on 1 April 1914. As from April 1915, N.G. Bell was also appointed Acting Commissioner for Commonwealth Railways, without extra remuneration, for the period during which the Kalgoorlie-Port Augusta Railway was in course of construction.¹²

The organisation then consisted of the following branches:

- Construction and Maintenance
- Mechanical Engineering
- Supplies and Transport

⁹ Commonwealth of Australia Parliamentary papers, Session 1964-1966, vol. XIV p.661

¹⁰ Accession MP 877 file 47, items 1 and 4

¹¹ Commonwealth of Australia Parliamentary papers, Session 1913, vol. III p.1257

¹² Commonwealth Gazette, no.34, 1 May 1915, p.787, p.1299



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- Accounts and Audit.

By the end of 1916 the following railways were open for traffic:

- Darwin to Pine Creek
- Port Augusta to Oodnadatta
- Queanbeyan to Canberra
- Railways under construction were:
 - Kalgoorlie to Port Augusta
 - Pine Creek to Katherine River.

Many other lines were surveyed or about to be surveyed.¹³

This agency ceased with the Commonwealth Railways Act No. 31 which commenced on 22 September 1917 and established a Commonwealth Railways Commissioner (CA 265), as a statutory body.

The Commonwealth Railways Act 1917 appointed a Commissioner who was to be in charge of all railways property and all moneys appropriated by Parliament. The existing securities granted by or to the Minister of State for Home Affairs or Works and Railways prior to this Act regarding Commonwealth railways were not affected. The Commissioner could delegate his powers, lease railway property, enter contracts (up to 5,000 pounds), refuse to carry dangerous or excessive weight goods, demand tolls, enter into agreements or contracts with the Postmaster-General, and connect with State railways. The Commissioner was deemed to be a common carrier subject to the appropriate obligations and privileges. His general duties were to "do all that is necessary or convenient for making, maintaining, altering or repairing and using the railways" and to "carry persons and goods".

The Commissioner had to prepare yearly estimates, quarterly and annual reports for the Minister and carry out matters of policy. A Plant and Stores Suspense Account and Railway Accident and Insurance Fund were established. The Commissioner had to supply information regarding proposed railway routes for the Parliament and when an Act authorised the construction of any railway, to acquisition land and close roads. Penalties and procedure were also set out in the Act. The Commissioner was empowered to make by-laws in accordance with the Act.

¹³ Commonwealth of Australia Parliamentary papers, Session 1914-1917, vol. IV p.1313



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The railways officially taken over by the Commissioner were:

- Trans-Australian Railway
- Oodnadatta Railway
- Northern Territory Railway
- Federal Territory Railway.

The Northern Territory Railway management was taken over on 1 July 1918. The Oodnadatta Railway was worked by the South Australian Railways Commissioner on behalf of the Commonwealth.

A Royal Commission was appointed on 8 February 1921 to inquire into the question of a uniform railway gauge¹⁴ and its report was considered at a Premiers' conference in November 1921 and the Commissioner's recommendation of a uniform 4' 8 1/2" gauge was accepted¹⁵.

The management of the Oodnadatta Railway was taken over by the Commissioner on 1 January 1926¹⁶. This line was renamed Central Australian Railway and Northern Territory Railway, the North Australia Railway in 1926. The Port Augusta - Port Pirie standard gauge railway was opened on 23 July 1937¹⁷. The Federal Territory Railway was re-named the Australian Capital Territory Railway. By 1955 the Commissioner was in charge of the electric power plant and Railways Institute at Port Augusta¹⁸. The Commonwealth Railways Act, No. 99 of 15 November 1956 provided for the closing of railways if not longer required.

The Commissioner's report 1969-1970 stated that the east and the west coasts were linked by standard gauge rail and an "Indian-Pacific" express introduced for passenger traffic between Sydney and Perth. The Port Augusta-Whyalla Railway was opened on 6 October 1972¹⁹. The Australian National Railways Act 1917-1975, No. 26 of 1975 assented to on 18 April 1975, and proclaimed to commence on 1 July 1975, established an Australian National Railways Commission and abolished the Commonwealth Railways Commissioner. Mr K.A. Smith, the last Commissioner, became the Chairman of the Commission.

¹⁴ Commonwealth Parliamentary papers, Session 1920-1921, Vol. V, pp. 759-841

¹⁵ Commonwealth Parliamentary papers, Session 1922, Vol II, p.1793

¹⁶ Commonwealth Parliamentary papers, Session 1926-1928, Vol V, p.14

¹⁷ Commonwealth Parliamentary papers, Session 1937-1940, Vol III, p.4

¹⁸ Commonwealth Parliamentary papers, Session 1956-1957, Vol III, p.934, p.957, p.961

¹⁹ Commonwealth Parliamentary papers, No. 22 Session 1974, p.12



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

The Commissioners of Commonwealth Railways were:

- (November) 1917-1929 (Nov): N.G. Bell
- (November) 1929-1948 (Nov): G.A. Gahan
- (November) 1948-1960 (Apr): P.J. Hannaberry
- (April) 1960-1975 (July 1): K.A. Smith.

GA 235 Australian National Railways Commission (AN)²⁰, 1975 - 1998²¹

The Australian National Railways Commission (AN) was established by the Whitlam Government in 1975 following a promise made before the Federal election in December 1972. Gough Whitlam said that if his party was elected to government he would invite the States to hand over their railway systems to the Commonwealth. His dream was to have one railway system for the Australian nation.

On 1 July 1975, he made good that promise by establishing the Commission which acquired the assets and operations of the Commonwealth Railways. As a result of the offer to the States the governments of South Australia and Tasmania, both of which were of the same party as the national government and whose railway systems were deeply in debt, accepted. After two years discussions between those two States and the Federal Government AN took over the operation of all Commonwealth and non-urban South Australian lines and the railways of Tasmania. The date of the handover was 1 March 1978. The metropolitan Adelaide railway lines remained with the State Transport Authority (then TransAdelaide and now Office of the Rail Commissioner).

At the same time the Commission relocated from its historic home location of Melbourne to Adelaide.

AN's interstate freight operations and rollingstock were transferred to the National Rail Corporation in 1992. In 2001, NR's freight operations and rollingstock were combined with the New South Wales Government-owned FreightCorp and sold to Toll Holdings and Patrick Corporation as Pacific National. The railway infrastructure, owned by Australian National's "Track Access", was transferred to the Federal Government-owned Australian Rail Track Corporation in 1998²². The Tarcoola to Alice Springs line was transferred to the AdRail Consortium as part of a deal to build the railway between Alice Springs and Darwin in 2000. TasRail, its Tasmanian operations and infrastructure, was sold to Australian Transport Network Limited, which was taken over by Pacific National in 2004. Its South Australian branch lines were sold to the Australian Southern Railroad, and passenger operations were taken over by Great Southern Railway.

²⁰ http://en.wikipedia.org/wiki/Australian_National_Railways_Commission, accessed 23/2/2010

²¹ This agency is not a South Australian Government Agency

²² "Canberra Line Handover" Railway Digest May 1985 page 136



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Australian Government Rail Reforms²³

In November 1996, the Australian Government announced a major rail reform package that included the:

- sale of Australian National Railways Commission (AN)
- sale of National Rail Corporation (NRC) and
- establishment of Australian Rail Track Corporation (ARTC) to manage access to the interstate rail network.

The objective of these reforms was to respond to rail's decreasing market share by increasing private sector involvement to lower the cost of transport to industry, better meet the needs of customers and provide long term employment in the rail sector.

Sale of Australian National Railways Commission (AN)

The Australian National Railways Commission (AN) was established in 1978 by the amalgamation of the Commonwealth Railways, South Australian Railways and Tasmanian Government Railways. AN took over the operation of all Commonwealth and non-urban South Australian lines and the railways of Tasmania.

In 1997/98 the Australian Government sold AN's interstate freight and interstate passenger services to three commercial operators. The Government also transferred the below rail (track and signalling) infrastructure to the newly formed Government owned Australian Rail Track Corporation.

Great Southern Railways took charge of the passenger services, The Indian Pacific, The Ghan and the Overland on 7 November 1998.

Australian Southern Railroad (now Genesee and Wyoming Australia Pty Ltd—GWA) took control of the SA rail freight businesses on 31 October 1997. GWA took control of the Tarcoola to Darwin line from 1 December 2010, following a purchase of the assets of the line's previous owner, FreightLink Pty Ltd.

Following Tasmanian Government ownership, New Zealand based Corporation TranzRail took ownership of Tasrail in 1997, before passing ownership to Australian Transport Network (ATN) from 2000. In February 2004, ATN sold its Tasmanian Rail holdings to Pacific National. Having assumed responsibility for the above rail assets in 2007, in late 2009 the Tasmanian Government purchased the remaining business assets back from Pacific National. In December 2009, the Tasmanian Government established a new Government-owned Corporation, also called TasRail, to own and operate the rail lines in the state.

²³ <http://www.infrastructure.gov.au/rail/trains/background/11/10/2013>



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Sale of National Rail Corporation (NRC)

The National Rail Corporation (NRC) was established under the Commonwealth Corporation Law and was jointly owned by the Australian, New South Wales and Victorian Governments. NRC was formed under the National Rail Agreement 1991 to operate interstate freight operations in Australia; NRC commenced operations in April 1993.

NRC and the NSW Governments owned freight operator, Freightcorp were jointly sold in January 2002 and has operated as a private entity Pacific National.

Formation of Australian Rail Track Corporation (ARTC)

At the 14 November 1997 meeting of the Australian Transport Council (since replaced with the Standing Council on Transport and Infrastructure), State and Commonwealth Transport Ministers signed an Intergovernmental Agreement to establish the Australian Rail Track Corporation (ARTC) to provide a single point of access for the standard gauge interstate track. ARTC is a public company whose shares are wholly owned by the Australian Government.

ARTC was incorporated on 25 February 1998 under the Corporations Law. While the AN train services were all privatised, the AN mainline interstate track was transferred to ARTC which commenced operations on 1 July 1998.

The functions of ARTC include:

- providing efficient and seamless access to the interstate rail network by entering into access agreements with track owners;
- managing track maintenance and construction, train pathing, scheduling, timetabling and train control on track owned or controlled by the company;
- improving the interstate rail infrastructure through better asset management, and by managing (in consultation with rail operators and track owners) a program of commercial and public funded investment for the interstate rail network; and
- promoting operational efficiency and (by working with other track owners) uniformity of operating, technical and safety standards and practices on the interstate rail network.

ARTC owns or leases the interstate track from Kalgoorlie in the west to the Acacia Ridge in Queensland.

SA railways Role and Function

The role of the South Australian railways and successors was to build, run and maintain railway services located in South Australia.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

SA railways Structure Description

As SAR is defunct/no longer exists there is no current structure. In 1997/98 the Australian Government sold AN's interstate freight and interstate passenger services to three commercial operators. The Government also transferred the below rail (track and signalling) infrastructure to the newly formed Government owned Australian Rail Track Corporation.

However DPTI has a continuing interest in the rail corridors that were reserved for railway operations.

Former Agencies/Entities

South Australian Agencies

- GA 18 South Australian Railway Commissioners [II], 1888-1894
- GA 41 Commissioner of Public Works, 1859-1887
- GRG 42 South Australian Railways, 1856 – 1975
- GA 89 Comptroller of Accounts South Australian Railways 1880-1878
- GA 93 South Australian Railway Commissioners [I] 1856-1859
- GA 94 South Australian Railways Commissioner 1895-1975
- GA 95 Superintendent's Office, Adelaide Division, South Australian Railways 1923-1929
- GA 96 Office of the Superintendent of Traffic, South Australian Railways 1865-1878
- GA 97 Accountant and Collector of Revenue, South Australian Railways 1872-1880
- GA 98 Office of Accountant and Traffic Supervisor, South Australian Railways 1856-1869
- GA 99 Locomotive Engineer's Department South Australian Railways 1878-1900
- GA 100 Office of Manager of Railways 1860-1876
- GA 101 Chief Engineer for Railways 1909-1978
- GA 102 Engineer-in-Chief Department 1867-1906
- GA 103 Decimal Currency Committee of the South Australian Railways 1963-1966
- GA 104 Chief Mechanical Engineer 1900-1978
- GA 109 Maintenance Branch of Engineer-in-Chiefs Department 1889-1929
- GA 110 Office of the Secretary, South Australian Railways 1896-1978
- GA 111 Railways Industrial Officer 1924
- GA 112 Suggestions and Inventions Committee, South Australian Railways 1920-1925
- GA 113 Officers Board, South Australian Railways 1891-1922
- GA 114 Classification Board, South Australian Railways 1931-1935
- GA 120 Municipal Tramways Trust 1907 - 1975
- GA 123 Resident Engineers Office n.d.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- GA 124 Railways Construction Commission 1874-1875
- GA 125 Office of General Superintendent n.d.
- GA 130 War Railway Committee 1941-1945
- GA 183 Railway Salaried Officers (S.A.) Classification Board n.d.
- GA 190 Railway and Tramways Department 1874-1888
- GA 191 Office of the Divisional Superintendent, Peterborough 1878-1978

Commonwealth Entity

- GA 235 Australian National Railways (AN) 1975 - 1998²⁴

Successor Agencies/Entities

South Australian Agencies

- GA 90 State Transport Authority (STA), 1974 – 1994
- GA 614 TransAdelaide, 1994 - 2011
- GA 2300 Rail Commissioner, 2009 - ct
- GA 2349 Department of Planning, Transport and Infrastructure (DPTI), 2011 – ct

Commonwealth Entity

- Commonwealth Department of Infrastructure and Transport, 2010-2013 (now Department of Infrastructure and Regional Development, 2013 - ct)

Non-Government Entities

- Australian Rail Track Corporation (ARTC), 1998 - ct
- Great Southern Railways (GSR), 1997 - ct
- Australian Southern Railroad (ASR) now Genesee and Wyoming Australia Pty Ltd (GWA), 1997 - ct
- National Rail Corporation (sold to Pacific National), 1993 - 2002
- Pacific National, 2002 - ct

Legislation

State of SA Legislation

- *Railway Clauses Consolidation Act 1847*
- *The Adelaide City and Port Railway Act 1850 - Act of limited application*
- *Adelaide City and Port Railway Guarantee Act 1850 - Act of limited application*
- *Adelaide City and Port Railway Act 1851 - Act of limited application*

²⁴ While this is a Commonwealth Entity it has historically been registered within the State Records system as GA 235.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Adelaide and Port Railway Loan Act 1852 - Act of limited application*
- *Adelaide and Port Railway Loan Act 1853 - Act of limited application*
- *Adelaide to Gawler Town Railway Act (No 18 of 1854)*
- *The Adelaide and Gawler Town Railway Act 1854 - Act of limited application*
- *South Australian Railway Act (No 27 of 1855/56)*
- *Gawler Extension Railway Act (No 10 of 1857/58)*
- *The Adelaide and Gawler town Railway Extension Act 1857 - Act of limited application*
- *Kapunda Railway Act (No 2 of 1858)*
- *An Act to subject certain Commissioners and Trust therein named to the control of the Commissioner of Public Works (Act 12 of 1858)*
- *The Adelaide and Gawler town Railway Further Extension Act 1858 - Act of limited application*
- *The Railway Commissioner's Act 1859 (Act 11 of 1859) Wallaroo Railway Act 1861 - Act of limited application*
- *The Victor Harbor Works and Tramway Act 1862 - Act of limited application*
- *The Port Augusta and Northern Railway Act 1862 - Act of limited application*
- *Strathalbyn and Middleton Tramway Act 1866 - Act of limited application*
- *The Port Wakefield and Hoyles Plains tramway Act 1866 - Act of limited application*
- *Dry Creek and Port Adelaide Railway Act 1866 - Act of limited application Forrester's to Burra Railway Act 1867 - Act of limited application*
- *The Victor Harbor Works and Tramway and Strathalbyn and Middleton Tramway Acts Amendment Act 1869 - Act of limited application*
- *The South-Eastern Railway Act 1871 - Act of limited application*
- *The Port Broughton Railway Act 1873 - Act of limited application*
- *The Port Pirie Railway Act 1873 - Act of limited application*
- *The Port Wakefield and Kadina Railway Act 1873 - Act of limited application*
- *The Port Wakefield and Hoyle's Plains Tramway Extension Act 1873 - Act of limited application*
- *The Adelaide and Port Railway Extended Accommodation Act 1873 - Act of limited application*
- *The Port Adelaide and Semaphore Railway Act 1874 - Act of limited application*
- *Rivoli Bay North and Mount Gambier Railway Act 1876 - Act of limited application*
- *Port Augusta and Government Gums Railway Act 1876 - Act of limited application*
- *Kadina and Barunga Gap Railway Act 1876 - Act of limited application*
- *Kapunda and North-West Bend Railway Act 1876 - Act of limited application*
- *The Gladstone and James Town Railway Act 1876 - Act of limited application*
- *Burra and Hallett Railway Act 1876 - Act of limited application*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Kadina and Wallaroo Railway Act 1877 - Act of limited application*
- *Hamley Bridge and Balaklava Railway Act 1877 - Act of limited application*
- *Barunga Gap Railway Act 1877 - Act of limited application*
- *Terowie to Pichirichi Railway Act 1878 - Act of limited application*
- *Hallett to Terowie Railway Act 1878 - Act of limited application*
- *Grange and Military Road Railway Act 1878 - Act of limited application*
- *Adelaide to Nairne Railway Act 1878 - Act of limited application*
- *Naracoorte to Tatiara Railway Act 1879 - Act of limited application*
- *Kadina and Wallaroo Railway Act 1879 - Act of limited application*
- *Tatiara to Border Town Railway Act 1881 - Act of limited application*
- *Mount Barker and Strathalbyn Railway Act 1881 - Act of limited application*
- *Farina Town and Hergott Springs Railway Act 1881 - Act of limited application*
- *The Nairne to the Victorian Border Railway Act 1882 - Act of limited application*
- *Largs Bay Railway Act 1882 - Act of limited application*
- *Gladstone and Laura Railway Act 1882 - Act of limited application*
- *The Strathalbyn and Victor Harbor Railway Act 1883 - Act of limited application*
- *Hergott Springs and Primrose Springs Railway Act 1883 - Act of limited application*
- *The Petersburg and Border Railway Act 1884 - Act of limited application*
- *Mount Gambier and Naracoorte Railway Act 1884 - Act of limited application*
- *General Tramways Act 1884*
- *The Wallaroo Railway Station Extension Act 1886 - Act of limited application*
- *South Australia Railway Commissioner Act (No 414 of 1887)*
- *Glenelg Railway Act Further Amendment Act 1889 - Act of limited application*
- *Wallaroo to Moonta Railway Act 1890 - Act of limited application*
- *Blyth to Gladstone Railway Act 1891 - Act of limited application*
- *The Grange and Henley Beach Railway Act 1898 - Act of limited application*
- *The Glenelg Railways Purchase Act 1899 - Act of limited application*
- *The Broken Hill Proprietary Company, Limited's Hummock Hill to Iron Knob Tramways and Jetties Act 1900 - Act of limited application*
- *The Harbor and Railway Act 1901 - Act of limited application*
- *The Wandilo and Glencoe Railway Act 1903 - Act of limited application*
- *Pinnaroo Railway Act 1903 - Act of limited application*
- *The Port Lincoln Railway Act 1905 - Act of limited application*
- *The Port Lincoln Railway Extension Act 1907 - Act of limited application*
- *The Laura to Booleroo Centre Railway Act 1907 - Act of limited application*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *The Gawler to Angaston Railway Act 1907 - Act of limited application*
- *The Gawler Town Railway Further Extension Act to Section 1403 - Act of limited application*
- *Port Adelaide, Glanville, Largs Additional Railway Act 1908 - Act of limited application*
- *The Adelaide Loop-line Railway Act 1908 - Act of limited application*
- *The Tailem Bend and Brown's Well railway Act 1909 - Act of limited application*
- *The Port Lincoln Railway Extension Act 1909 - Act of limited application*
- *The Goodwood to Willunga Railway Act 1909 - Act of limited application*
- *The Darke's Peake Railway Act 1909 - Act of limited application*
- *The Harbor and Railway Extension Act 1910 - Act of limited application*
- *The Goodwood to Willunga Railway Act 1910 - Act of limited application*
- *The Brinkworth to Port Broughton Railway Act 1910 - Act of limited application*
- *The TransContinental Railway Land Grant Act 1911 - Act of limited application*
- *The Robertson Railway Act 1911 - Act of limited application*
- *The Grange and Henley Beach Railway Alteration Act 1911 - Act of limited application*
- *The District Railways Act 1911 - Act of limited application*
- *The Dry Creek and Port Adelaide Railway Deviation Act 1911 - Act of limited application*
- *Wallaroo Railway Lands Act 1912 - Act of limited application*
- *The Peebinga, Paringa, Loxton, and Waikerie Railways Act 1912 - Act of limited application*
- *The Mount Hope Railway Act 1912 - Act of limited application*
- *The Hundred of Solomon and Decres Bay Railways Act 1912 - Act of limited application*
- *The Salisbury to Long Plains Railway Act 1913 - Act of limited application*
- *The Riverton to Spalding Railway Act 1913 - Act of limited application*
- *The Wilmington Railway Act 1913 - Act of limited application*
- *The Goolwa Loop Line Railway Act 1913 - Act of limited application*
- *The Guaranteed Railways Acts Amendment Act 1913 - Act of limited application*
- *The Paringa to Renmark Railway Act 1914 - Act of limited application*
- *The Mount Pleasant, Sedan, and Truro Railways Act 1914 - Act of limited application*
- *Palmer to Monarto Railway Act 1916 - Act of limited application*
- *Kielpa to Mangalo Hall Railway Act 1916 - Act of limited application*
- *Wandana to Penong Railway Act 1917 - Act of limited application*
- *Port Adelaide and Semaphore railway Deviation Act 1917 - Act of limited application*
- *North-Western Railways System Development Act 1917 - Act of limited application*
- *Wanbi to Moorook Railway Act 1923 - Act of limited application*
- *Kimba to Buckleboo Railway Act 1923 - Act of limited application*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Bumbunga to Lochiel railway Act 1923 - Act of limited application*
- *Nairne to Victorian Border Railway Deviation Act 1924 - Act of limited application*
- *Renmark to Barmera Railway Act 1925 - Act of limited application*
- *Broadening of Gauge (Brinkworth to Gladstone) Act 1925 - Act of limited application*
- *North-South Railway Agreement Act 1926 - Act of limited application*
- *North Terrace and Railway Lands Act 1926 - Act of limited application*
- *Railways Transfer Act 1927 - Act of limited application*
- *Hummock Hill to Iron Knob Tramway Extension Act 1927 - Act of limited application*
- *Crown Lands Act 1929*
- *Road and Railway Transport Act 1930 - Act of limited application*
- *Moonta and Gawler Town Railways Acts Repealing Act 1931 - Act of limited application*
- *Redhill to Port Augusta Railway Agreement Act 1935 - Act of limited application*
- *The Municipal Tramways Trust Act 1935 - Ceased*
- *Bus and Tramways Act 1935 - Ceased*
- *Railways Act 1936 - Ceased*
- *Broadening of Gauge (South-Eastern Railways) Act 1944 - Act of limited application*
- *Railways Standardization Agreement Act 1946*
- *Kowulka Branch Railway Act 1948 - Act of limited application*
- *Railways Standardisation Agreement Act 1949 - Act of limited application*
- *Northern Railway (Alteration of Route) Act 1950 - Act of limited application*
- *Brachina to Leigh Creek North Coalfield railway Agreement Act 1950 - Act of limited application*
- *Stirling North to Brachina Railway (Land and Materials) Act 1952 - Act of limited application*
- *Port Broughton Railway (Discontinuance) Act 1953 - Act of limited application*
- *Leigh Creek North Coalfield to Maree Railway Agreement Act 1954 - Act of limited application*
- *Woodlands Park to Tonsley Railway Act 1955 - Act of limited application*
- *Kingston and Naracoorte Railway Alteration Act 1958 - Act of limited application*
- *Wandilo and Glencoe Railway (Discontinuance) Act 1959 - Act of limited application*
- *Millicent and Beachport Railway Discontinuance Act 1959 - Act of limited application*
- *Hallet Cove to Port Stanvac Railway Act 1959 - Act of limited application*
- *Thevenard to Kevin Railway Act 1963 - Act of limited application*
- *Balhannah and Mount Pleasant Railway (Discontinuance) Act 1963 - Act of limited application*
- *Port Pirie to Cockburn Railway Deviation Act 1964 - Act of limited application*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Kapinnie and Mount Hope Railway Discontinuance Act 1966 - Act of limited application*
- *Cambrai and Sedan Railway Discontinuance Act 1966 - Act of limited application*
- *Railways Standardisation Agreement (Cockburn to Broken Hill) Act 1968 - Act of limited application*
- *Adelaide to Gawler (Alteration of Dry Creek Terminus) Act 1968 - Act of limited application*
- *Port Augusta to Whyalla Railway Agreement Act 1970 - Act of limited application*
- *The Goodwood to Willunga Railway (Alteration of Terminus) Act 1970 - Act of limited application*
- *Eudunda and Morgan Railway (Discontinuance) Act 1970 - Act of limited application*
- *Branch from Sandergrrove to Milang Railway (Discontinuance) Act 1970 - Act of limited application*
- *Hallett Cove to Port Stanvac Railway Extension Act 1971 - Act of limited application*
- *Tarcoola to Alice Springs Railway Agreement Act 1974 - Act of limited application*
- *State Transport Authority Act 1974*
- *Brighton to Christie Downs Railway Duplication and Extension Act 1974 - Act of limited application*
- *Adelaide to Crystal Brook Standard gauge Railway Agreement Act 1974 - Ceased*
- *State Transport Authority Act Amendment Act, 1975*
- *South Australian Railways Commissioner Act Amendment Act, 1975*
- *Municipal Tramways Trust Act, 1975*
- *Railways (Transfer Agreement) Act, 1975*
- *Glanville to Semaphore Railway (Discontinuance) Act 1978 - Act of limited application*
- *Wanbi to Yinkanie railway (Discontinuance) Act 1980 - Act of limited application*
- *Adelaide Railway Station Development Act 1984*

Commonwealth of Australia Legislation

- *Commonwealth of Australia Act No 4 of 1907, Kalgoorlie to Port Augusta Railway Survey Act 1907*
- *Commonwealth of Australia Act No 7 of 1911, Kalgoorlie to Port Augusta Railway Act 1911*
- *Commonwealth of Australia Act No 3 of 1912, Kalgoorlie to Port Augusta Railway Act 1912*
- *Commonwealth of Australia Act No 31 of 1917, Commonwealth Railways Act 1917*
- *Commonwealth of Australia Act No 4 of 1918, Kalgoorlie to Port Augusta Railway Lands Act 1918*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Commonwealth of Australia Act No 36 of 1920, Kalgoorlie to Port Augusta Railway Lands Act 1920*
- *Commonwealth of Australia Act No 11 of 1923, Northern Territory Railway Extension Act 1923*
- *Commonwealth of Australia Act No 11 of 1925, Commonwealth Railways Act 1925*
- *Commonwealth of Australia Act No 2 of 1926, Railways (South Australia) Agreement Act 1926*
- *Commonwealth of Australia Act No 3 of 1926, Oodnadatta to Alice Springs Railway Act 1926*
- *Commonwealth of Australia Act No 77 of 1930, Port Augusta to Rd Hill Railway Act 1930*
- *Commonwealth of Australia Act No 25 of 1935, Port Augusta to Red Hill Railway Act 1935*
- *Commonwealth of Australia Act No 72 of 1935, Port Augusta to Port Pirie Railway Act 1935*
- *Commonwealth of Australia Act No 87 of 1936, Commonwealth Railways Act 1936*
- *Commonwealth of Australia Act No 50 of 1946, Railway Standardization Agreement Act 1946*
- *Commonwealth of Australia Act No 83 of 1949, Railway Standardization (South Australia) Agreement Act 1949*
- *Commonwealth of Australia Act No 68 of 1950, Port Augusta to Alice Springs Railway (Alteration of Route) Act 1950*
- *Commonwealth of Australia Act No 75 of 1950, Brachina to Leigh Creek North Coalfield Railway Act 1950*
- *Commonwealth of Australia Act No 77 of 1950, Commonwealth Railways Act 1950*
- *Commonwealth of Australia Act No 72 of 1952, Stirling North to Brachina Railway Act 1952*
- *Commonwealth of Australia Act No 64 of 1954, Commonwealth Railways Act 1954*
- *Commonwealth of Australia Act No 74 of 1954, Leigh Creek North Coalfield to Marree (Conversion to Standard Gauge) Railway Act 1954*
- *Commonwealth of Australia Act No 99 of 1956, Commonwealth Railways Act 1956*
- *Commonwealth of Australia Act No 98 of 1961, Railway Equipment Agreement (South Australia) Act 1961*
- *Commonwealth of Australia Act No 27 of 1968, Commonwealth Railways Act 1968*
- *Commonwealth of Australia Act No 126 of 1968, Railway Agreement (New South Wales and South Australia) Act 1968*
- *Commonwealth of Australia Act No 23 of 1970, Port Augusta to Whyalla Railway Act 1970*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Commonwealth of Australia Act No 3 of 1971, Northern Territory Railway Extension Act 1971*
- *Commonwealth of Australia Act No 85 of 1974, Adelaide to Crystal Brook Railway Act 1974*
- *Commonwealth of Australia Act No 86 of 1974, Tarcoola to Alice Springs Railway Act 1974*
- *Commonwealth of Australia Act No 26 of 1975, Australian National Railways Act 1975*
- *Commonwealth of Australia Act No 69 of 1975, Railways (South Australia) Act 1975*
- *Commonwealth of Australia Act No 105 of 1975, Railways Agreement (South Australia) Act 1975*
- *Commonwealth of Australia Act No 38 of 1977, Australian National Railways Amendment Act 1977*
- *Commonwealth of Australia Act No 9 of 1978, Australian National Railways Amendment Act 1978*
- *Commonwealth of Australia Act No 57 of 1979, National Railway Network (Financial Assistance) Act 1979*
- *Commonwealth of Australia Act No 38 of 1980, Australian National Railways Amendment Act 1980*
- *Commonwealth of Australia Act No 123 of 1980, Railway Agreement (Adelaide to Crystal Brook) Act 1980*
- *Commonwealth of Australia Act No 140 of 1983, Australian National Railways Commission Act 1983*
- *Commonwealth of Australia Act No 141 of 1983, Australian National Railways Commission (Transitional Provisions and Consequential Amendments) Act 1983*
- *Commonwealth of Australia Act No 100 of 1987, Australian National Railways Commission Amendment Act 1987*
- *Commonwealth of Australia Act No 122 of 1988, Australian National Railways Commission Amendment Act 1988*
- *Commonwealth of Australia Act No 26 of 1992, National Rail Corporation Agreement Act 1992*
- *Commonwealth of Australia Act No 96 of 1997, Australian National Railways Commission Sale Act 1997*

Other Relevant Legislation

- *General Tramways Act 1884*
- *Real Property Act 1886*
- *The Carriers Act 1891*
- *The Railway and Corporations Lands Act 1904 - Act of limited application*
- *Railways Guarantees Abolition Act 1917 - Act of limited application*



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- *Railway Crossings (Bowden) Act 1922 - Act of limited application*
- *Stamp Duties Act 1923*
- *Local Government Act 1934*
- *Civil Liability Act 1936*
- *Railway Agreement (Adelaide to Crystal Brook Railway) Act 1980 - Act of limited application*
- *Strata Titles Act 1988*
- *National Rail Agreement 1991*
- *Passenger Transport Act 1994*
- *Rail Safety Act 1996*
- *State Records Act 1997*
- *Railways (Operations and Access) Act 1997*
- *Non-Metropolitan Railways (Transfer) At 1997*
- *Alice Springs to Darwin Railway Act 1997*
- *TransAdelaide (Corporate Structure) Act 1998 - Ceased*
- *AustralAsia Railway (Third Party Access) Act 1999*
- *Local Government Act 1999*
- *Alice Springs to Darwin Railway (Special Provisions) Regulations 2000*
- *Rail Transport Facilitation Fund Act 2001*
- *Rail Safety Act 2007*
- *Rail Commissioner Act 2009*
- *Rail Safety National Law (South Australia) Act 2012*

Context of the Records Covered by the Schedule

Coverage of RDS 2014/06

This RDS covers closed records series of plans, diagrams, drawings and other records of South Australian railways (that operated within or into and out of South Australia) in various formats. They were created by South Australian Railways (SAR 1850-1978), Commonwealth Railways (CR 1901-1975), Australian National [Railways] (AN 1975-1998) and related entities (1850-1998). These records were transferred from the custody of the Commonwealth Department of Infrastructure and Transport (now Department of Infrastructure and Regional Development) to DPTI and moved to Collinswood (circa May 2012) by Records Authority 2011/00553971 to determine their value to the State.

The collection occupies approximately 80 square metres of floor space, including 130 map and vertiplan cabinets and shelving units.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

RDS 2014/06 does not cover South Australian Railway records already in the custody of State Records as part of the following Government Record Group (GRG) – GRG 42 for South Australian Railways, although many related series will contain components from that GRG. These records have been deemed permanent in accordance with a disposal determination made for all GRGs by the Manager [Director] of State Records and approved by the State Records Council on 9 November 1999.

RDS 2014/06 also does not cover related plans in the custody of DPTI.

Those records that are deemed permanent by this RDS will have their ownership transferred to DPTI by the Commonwealth Government, making them official records for the purposes of the State Records Act.

Those records listed as temporary will remain in the ownership of the Commonwealth Government and are not covered by the State Records Act. Such records have been included only for contextual purposes, to give a complete picture of what is included in the ‘Islington Plan Room Collection’.

Related Series Affected by RDS 2014/06

This RDS does not affect any consignments from series that are currently held in the custody of State Records of South Australia or National Archives of Australia.

Complementary Schedules to RDS 2014/06

There are no complementary schedules to be used in conjunction with the RDS.

Existing Disposal Schedules Superseded by RDS 2014/06

There are no existing Disposal Schedules superseded by this RDS.

Records Structure within SA railways

Although these records came from different Commonwealth and State agencies, most early ‘head office’ records were treated similarly with separate series for civil and mechanical engineering records controlled by a single number sequence with alphabetical prefixes or suffixes.

In the late 1920s the mechanical engineering records moved to multiple number sequences with alphabetical infixes, while the civil records moved to annual single number series with alphabetical prefixes to denote the size of the plans contained in them.

After the integration of former SAR and CR activities, AN moved to the integration of all series controlled by an annual single number with various prefixes to denote metric plan sizes.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Similarly 'divisional office' records were mostly controlled by single number sequence with various prefixes, then by annual single number sequences with various prefixes.

There were also various uncontrolled series.

Broad Description and Purpose of the Records

This collection of records was previously consolidated and held as the AN Islington Plan Room. It consists of drawings and other records from SAR, CR and ANR (AN) that remained as a single collection at the demise of AN in October 2000.

Functions and Activities Documented by the Records

RDS 2014/06 covers the functions of CIVIL ENGINEERING, ELECTRICAL ENGINEERING and MECHANICAL ENGINEERING. Activities/subjects include South Australian Railways Civil Engineering, Commonwealth Railways/Australian National Civil Engineering, SAR, CR, AN Photographs, SAR, CR, AN Survey Records, Video Tapes – Railway Activities, External Reference Material, SAR, CR, AN Electrical Engineering, SAR Mechanical Engineering, CR, AN Mechanical Engineering, Foreign Plans Mechanical Engineering.

Arrangement of the Records

Arrangement of the records is as described under Records Structure within SAR (p.33 above).

Agency/Entity Creating the Records

- Australian National (AN) Railways Commission
- Commonwealth Railways
- South Australian Railways and
- former entities of these agencies.

Agency/Entity Owning or Controlling the Records

Commonwealth Department of Infrastructure and Regional Development, as successor agency responsible, owns and controls the records of South Australian railways. However, the state Department of Planning, Transport and Infrastructure has been afforded custody to determine the value to the State in a process oversights by National Archives of Australia.

Records identified as permanent in this RDS will have their ownership transferred to the state Department of Planning, Transport and Infrastructure by the Commonwealth.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Temporary records will revert to the custody and remain in the ownership of the Commonwealth Department of Infrastructure and Regional Development and/or the National Archives of Australia.

Date Range of the Records

Records Date Range 1850 to 1998

Volume of the Records

The collection occupies approximately 80 square metres of floor space, including 130 map and vertiplan cabinets and shelving units. There are approximately 330,000 items in various formats.

Special Custody Requirements

Any records deemed to be Temporary remain the responsibility of the Commonwealth, with custody arrangements to be determined by that Government. Such records are not official records for the purposes of the State Records Act.

Special Storage Requirements

The audio-visual material, aperture cards and photographic material will need to be stored in conditions which as a minimum, are conducive to mixed media.

Issues Not Mentioned Previously

There is an unresolved issue regarding potential liability for the provision of copies of material marked with a third party's copyright that requires legal clarification about application of the fair dealing provisions under the Copyright Act.

Previous advice provided by Legal Services, Commonwealth Department of Infrastructure and Transport stated when copyright in material is owned by a third party, the Commonwealth and the State may still have the ability to use the material under the Crown statutory licence provisions contained in s183 of the Copyright Act, where the use of the materials is for the *services of the Crown*. While not defined, *services of the Crown* is likely to include copying material in response to requests from the public for information.

This issue will be further investigated by State Records once records have been transferred.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Comments Regarding Disposal Recommendations

Permanent Records Rationale

Records proposed for permanent retention document the development and decline of railway infrastructure projects and the communities that supported them, evidence of land ownership and use and the development and decline of supporting industries.

The majority (approximately 70-75%) of records in this collection will be recommended as permanent within this RDS meet one or more of the following objectives of State Records' Appraisal of Official Records: Policy and Objectives:

- **Objective 3** *To identify and preserve official records providing evidence of the legal status and fundamental rights and entitlements of individuals and groups.* (eg Civil Engineering records 1.1.1, 1.1.2, 1.2.1, 1.4.1)
- **Objective 4** *To identify and preserve official records substantially contributing to the knowledge and understanding of the society and communities of South Australia.* (eg Civil Engineering records 1.1.1, 1.1.2, 1.2.1, 1.2.4, 1.3.1, 1.4.1, 1.5.1, 2.1.1, 2.1.2, 3.1.1, 3.1.2, 3.1.3, 3.1.5, 3.1.12, 3.1.13, 3.2.1, 3.2.2, 3.2.3, 3.3.1, 3.3.2)
- **Objective 5** *To identify and preserve official records that contribute to the protection and wellbeing of the community or provide substantial evidence of the condition of the State, its people and the environment, and the impact of government activities on them.* (eg Civil Engineering records 1.1.1, 1.1.2, 1.2.1, 1.2.4, 1.3.1, 1.4.1, 1.5.1, 2.1.1, 2.1.2, 3.1.1, 3.1.2, 3.1.3, 3.1.5, 3.1.12, 3.1.13, 3.2.1, 3.2.2, 3.2.3, 3.3.1, 3.3.2).

Temporary Records Rationale

In general, the material deemed temporary are a duplicate or superseded copy of material being retained permanently or are of limited administrative, financial or legal value to the State. (eg 1.1.3, 1.1.4, 1.1.5, 1.2.2, 1.2.3, 1.2.5, 1.2.6, 1.3.2, 1.6.1, 2.1.3, 2.1.4, 2.1.5, 3.1.4, 3.1.6, 3.1.7, 3.1.8, 3.1.9, 3.1.10, 3.1.11, 3.2.9, 3.2.5, 3.2.6, 3.2.7, 3.3.3, 3.3.4).

Other Disposal Considerations

All records that have been determined to be of a temporary nature are to be retained in the ownership of the Commonwealth under the control of National Archives of Australia.

Disposal Recommendation Effect on Related Records

There are no related records affected by the disposal recommendations in this RDS.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Alternative Record Formats

Some of the material is an alternative format of the same content, for example the aperture cards are 35mm microforms inset into cards.

Impact on Native Title Claims

There is no discernible relevance to Native Title Claims.

Indigenous Considerations

The determinations within *RDS 2014/06* are consistent with Recommendation 21 of the *National Inquiry into the Separation of Aboriginal and Torres Strait Islander Children from Their Families*.

The principles outlined in *GDS 16*, relating to Native Title claims, have also been considered in the development of this Schedule.

RDS 2014/06 meets all cultural, historical, legal and administrative requirements.

All documents considered relevant to native title in South Australia must be checked for actual relevance with the Native Title Section of the Crown Solicitor's Office before being disposed of.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Scope Note

Records Covered by this Schedule

RDS 2014/06 Version 1 applies to the records of South Australian railways (see page 32 – Coverage of RDS 2014/06 – for further details).

How to Apply this Schedule

Use in conjunction with GDS

This Schedule should be used in conjunction with **GDS 15**, as amended, or its successor. Cross-references to the **GDS 15** are included in this Schedule where appropriate.

To identify records that may be potentially relevant to native title claims, please refer to guideline *Identifying documents which may be relevant to Native Title* attached to **GDS 16**. Where records sentenced for temporary retention are identified as having potential relevance to a native title claim, they need to be retained until 31 December 2024.

To identify records that may be potentially relevant to *Legal Proceedings or Ex Gratia Applications Relating to Alleged Abuse of Former Children Whilst in State Care*, please refer to **GDS 27**. Where records sentenced for temporary retention are identified as having potential relevance, they need to be retained until 31 December 2020.

To identify records that may be potentially relevant to the *Royal Commission into Institutional Responses to Child Sexual Abuse*, please refer to **GDS 32**. Where records sentenced for temporary retention are identified as having potential relevance, they need to be retained until 31 December 2023

Use in conjunction with, or complementary to, other RDS

This Records Disposal Schedule does not complement any existing schedules.

Other RDS superseded by RDS 2014/06

No other RDS are superseded by RDS 2014/06.

Re-sentencing of records where schedules are superseded or particular entries within a schedule are superseded

In this instance, the re-sentencing of records is not required.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Records excluded from RDS 2014/06

RDS 2014/06 does not cover South Australian railway records already in the custody of State Records as part of the following Government Record Group (GRG) – GRG 42 for South Australian Railways. These records have been deemed permanent in accordance with a disposal determination made for all GRGs by the Manager [Director] State Records and approved by the State Records Council on 9 November 1999.

Consignments from series that are currently held in the custody of State Records of South Australia or National Archives of Australia are also excluded from this RDS. The main series of records held in either or both archival institutions are shown below:

- D1718 [SAR] ‘Drawer’ plans of various railway activities, numerical series, 1890 - 1979 [also registered as GRS 14756]
- GRS 653 [SAR] Locomotive drawings, multiple number series with ‘L’ infix, 1890 - 1975
- D1717 [SAR] Pigeon hole plans, numerical series, 1900 - 1964 [also registered as GRS 14755]
- D2687 [CR] Head Office drawings, single number series, 1905 - 1978
- D2838 [CR] Mechanical Engineering Branch tracings, numerical series with variable alpha prefix, 1913 - 1972
- D3460 [CR] Melbourne plans, single number series with ‘M’ prefix, 1921 - 1978
- D5044 [SAR] Civil drawings [various], annual single number series with ‘C’, ‘D’, ‘E’, ‘F’ or ‘G’ prefix, 1927 - 1984 [also registered as GRS 14758, GRS14759, GRS 14760, GRS 14761 for ‘C’ - ‘F’ prefixes only]
- GRS 1192 [SAR] Locomotive tender drawings, multiple number series with ‘T’ infix, 1930 - 1975
- GRS 13930 [SAR] Lists of drawings and bills of materials - Chief Mechanical Engineer, South Australian Railways, 1934 - 1976

Related plans held by DPTI are also excluded from the application of this RDS.

Application to records in all formats

RDS 2014/06 applies to permanent records in all formats, including databases and other electronic records. DPTI is required to ensure that all records in its custody remain accessible for the duration of designated retention periods.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Interpretation of the Schedule

Acronyms

- AFE – Authority for Expenditure
- AN – Australian National/Australian National Railways Commission
- ATN – Australian Transport Network
- ARTC – Australian Rail Track Corporation
- CR – Commonwealth Railways
- DIRD – Commonwealth Department of Infrastructure and Regional Development
- DIT – Commonwealth Department of Infrastructure and Transport
- DPTI – Department of Planning, Transport and Infrastructure
- E&WS – Engineering and Water Supply
- FP – Foreign Plans/Prints
- GWA – Genesee Wyoming Australia Pty Ltd
- MTT – Municipal Tramways Trust
- NAA – National Archives of Australia
- NR – National Rail
- NRC – National Railway Corporation
- NSW – New South Wales
- NT – Northern Territory
- SA – South Australia
- SAR – South Australian Railways
- SRSA – State Records of South Australia
- STA – State Transport Authority

Definitions of terms specific to RDS 2014/06

- Civil Engineering – as it relates to railways is a professional discipline that deals with the design, construction and maintenance of the physical and naturally built environment. It includes the sub-disciplines of construction, environmental, water resources, structural, surveying, transportation and urban engineering.
- Contract Drawing – is a set of drawings produced for a contractor to complete a specified contract of maintenance or construction work.
- Dynamometer car – is a specially designed rail car that contains apparatus, measuring and recording instruments such as dynamometer, speedometer, ergonometer, anenometer to test a variety of civil and mechanical railway engineering operations.
- Engines – is a railway vehicle that provides the motive power for a train. It is also known as a locomotive.



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

- General Arrangement drawing – is a drawing that includes information about the self-contained units that make up the system: table of parts, fabrication and detail drawing, overall dimensions, weight/mass, lifting points and information needed to construct, test, lift, transport and install the equipment.
- Locomotive – is a railway vehicle that provides the motive power for a train. It is also known as an engine.
- Perway – the completed track on a railroad/railway consisting of the rails, fasteners, railroad ties, sleepers and ballast as well as the underlying subgrade and line side structures such as fences. It is also known as permanent way.
- Rollingstock – comprises all vehicles that move on a railway. It includes both powered and unpowered vehicles, for example engines, locomotives, railroad cars, coaches, vans, wagons and wrecking cranes.
- Significant – main set, original or last existing copy of records documenting land use or rollingstock and its component parts.
- Superseded – anything replaced in its entirety by an updated version with the same informational content.
- Working Set – is a set of drawings or plans that represent an as constructed or worked upon copy of the contract drawings that could be used to update the main set of drawings/plans.

Legal Deposit

Legal deposit refers to statutory provisions that oblige publishers to deposit copies of their publications in libraries in the country in which they are published. Under the Commonwealth *Copyright Act 1968* and various Australian state Acts, a copy of any work published in Australia must be deposited with (a) the National Library of Australia and (b) the appropriate State Library. Legal deposit extends not only to commercial publishers but also to private individuals, clubs, churches, societies and organisations.

In South Australia, one copy of publications produced for external use should be deposited with the State Library and the Parliamentary Library (section 35, *Libraries Act 1982*). Publications include books, newspapers, magazines, journals, pamphlets, maps, plans, charts, printed music, records, cassettes, films, video or audio tapes, computer software CD-ROMS, compact discs and other items made available to the public.

Pre-1901 Records

All pre-1901 records are required to be **retained permanently** in accordance with a motion approved by the State Records Council on 19 February 2008.

In this instance, this RDS does apply to pre-1901 records, although some may be retained by the Commonwealth.



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Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
1 CIVIL ENGINEERING			
1	CIVIL ENGINEERING	The function of designing, constructing, maintaining and recording of engineering fixed infrastructure (station yards, buildings, fixed plant and equipment, bridges, culverts, crossings, perway (tracks and their composition) and railway tracks) and land use (leases, agreements, location of rail corridors and reservations and construction within them).	
1.1	South Australian Railways (SAR) Civil Engineering	<i>Civil engineering that was performed by SAR between 1850 and 1978.</i>	
1.1.1	South Australian Railways (SAR) Civil Engineering	Civil engineering control records. Includes registers, sub-registers.	PERMANENT
1.1.2	South Australian Railways (SAR) Civil Engineering	Master sets of records of significant Civil engineering, historical or informative value maintained in hard-copy.	PERMANENT
1.1.3	South Australian Railways (SAR) Civil Engineering	Master sets of records of significant Civil engineering, historical or informative value maintained in microform and/or digital format.	PERMANENT Actively manage and migrate to ensure ongoing accessibility for evidentiary and/or historical purposes
1.1.4	South Australian Railways (SAR) Civil Engineering	Duplicate and working sets of Civil engineering and historic information in hardcopy, microform or digital format covered by 1.1.2 and 1.1.3 above.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
1 CIVIL ENGINEERING			
1.1.5	South Australian Railways (SAR) Civil Engineering	Superseded Civil engineering plans that have been completely redrawn - not partially redrawn. For partially redrawn plans see 1.1.2 and 1.1.3 above.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.1.6	South Australian Railways (SAR) Civil Engineering	Plans showing connections to sewage systems created by other agencies, eg E&WS and council effluent drainage plans.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.2	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	<i>Civil engineering that was performed by CR between 1901 and 1975 and AN between 1975 and 1998.</i>	
1.2.1	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Civil engineering control records. Includes registers, sub-registers.	PERMANENT
1.2.2	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Master sets of records of significant civil engineering, historical or informative value maintained in hard-copy relating to railway systems operating within, emanating from or entering South Australia (including CAR and TAR lines).	PERMANENT
1.2.3	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Master sets of records of significant civil engineering, historical or informative value maintained in microform and/or digital format.	PERMANENT Actively manage and migrate to ensure ongoing accessibility for evidentiary and/or historical purposes



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
1 CIVIL ENGINEERING			
1.2.4	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Duplicate and working sets of Civil engineering and historic information in hardcopy, microform or digital format covered by 1.2.2 and 1.2.3 above.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.2.5	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Records of <u>overseas</u> projects of civil engineering, historical or informative value maintained in hardcopy, microform and/or digital format.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.2.6	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Records of the Australian railway projects <i>not</i> emanating from or entering South Australia. Includes North Australia Railways, ACT Railway, Tasmanian Railways and other States.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.2.7	Commonwealth Railways (CR) / Australian National (AN) Civil Engineering	Superseded civil engineering plans that have been completely redrawn - not partially redrawn. For partially redrawn plans see 1.2.2 and 1.2.3 above.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.3	SAR CR AN Photographs	<i>Photographs taken to document railway related activities of various sizes.</i>	
1.3.1	SAR CR AN Photographs	SAR, CR, AN Photographs – Annotated. Includes black and white or colour photographs either loose or in albums that have annotations or descriptions of construction activity, events or people.	PERMANENT
1.3.2	SAR CR AN Photographs	SAR Photographs – Unannotated. Includes untitled, undated, loose and unidentified photographs.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
1 CIVIL ENGINEERING			
1.3.3	SAR CR AN Photographs	CR, AN Photographs – Unannotated. Includes untitled, undated, loose and unidentified photographs.	TEMPORARY Records to remain in the ownership of the Commonwealth
1.4	SAR CR AN Survey Records	<i>Land surveys performed to assist in the development of railway infrastructure.</i>	
1.4.1	SAR CR AN Survey Records	Survey records, including aerial photographs and notebooks.	PERMANENT
1.5	Video Tapes - Railway activities	<i>Videos taken to document railway related activities.</i>	
1.5.1	Video Tapes - Railway activities	Video tapes of SAR, CR and AN railway activities relating to South Australia.	PERMANENT Actively manage and migrate to ensure ongoing accessibility for evidentiary and/or historical purposes
1.6	External reference material	<i>Material published by businesses, government agencies and other states and collected or received by SAR, CR and AN to support railway activities in South Australia.</i>	
1.6.1	External reference material	Reference copies of material received by SAR, CR and AN from other states, government agencies or businesses.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
2 ELECTRICAL ENGINEERING			
2	ELECTRICAL ENGINEERING	The function of designing, constructing, maintaining and recording of electrical, communication, signal equipment and circuitry for railway telegraph and signals equipment and buildings.	
2.1	SAR CR AN Electrical Engineering	<i>Electrical engineering that was performed by SAR between 1850 and 1978, CR between 1901 and 1975, and AN between 1975 and 1998.</i>	
2.1.1	SAR CR AN Electrical Engineering	Electrical engineering control records. Includes registers, sub-registers.	PERMANENT
2.1.2	SAR CR AN Electrical Engineering	Master set of electrical engineering information in hardcopy format only, ie not covered by microform or digital format, but excluding circuit diagrams etc, for which see 2.1.8 and 2.1.9 below.	PERMANENT
2.1.3	SAR CR AN Electrical Engineering	Master set of records of electrical engineering information in microform or digital format, but excluding circuit diagrams, etc, for which see 2.1.8 and 2.1.9 below.	PERMANENT Actively manage and migrate to ensure ongoing accessibility for evidentiary and/or historical purposes
2.1.4	SAR CR AN Electrical Engineering	SAR duplicate and working sets of electrical engineering information in hardcopy format.	TEMPORARY Records to remain in the ownership of the Commonwealth
2.1.5	SAR CR AN Electrical Engineering	CR, AN duplicate and working sets of electrical engineering information in hardcopy format.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
2 ELECTRICAL ENGINEERING			
2.1.6	SAR CR AN Electrical Engineering	SAR cancelled and superseded records of electrical engineering.	TEMPORARY Records to remain in the ownership of the Commonwealth
2.1.7	SAR CR AN Electrical Engineering	CR, AN cancelled and superseded records of electrical engineering.	TEMPORARY Records to remain in the ownership of the Commonwealth
2.1.8	SAR CR AN Electrical Engineering	SAR circuit diagrams and plans, wiring details, control and schematic circuits, switch connections, train order signal details, sockets, insulated rail joints, battery housings, light and power diagrams for cottages, signal cabins and bridges, masts and brackets for signals and signal equipment.	TEMPORARY Records to remain in the ownership of the Commonwealth
2.1.9	SAR CR AN Electrical Engineering	CR, AN circuit diagrams and plans, wiring details, control and schematic circuits, switch connections, train order signal details, sockets, insulated rail joints, battery housings, light and power diagrams for cottages, signal cabins and bridges, masts and brackets for signals and signal equipment.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
3 MECHANICAL ENGINEERING			
3	MECHANICAL ENGINEERING	The function of designing, construction, maintenance and recording of engineering non-stationary mechanical systems relating to railways. Includes rollingstock design, manufacture and contracts.	
3.1	SAR Mechanical Engineering	<i>Mechanical engineering that was performed by SAR between 1850 and 1978.</i>	
3.1.1	SAR Mechanical Engineering	SAR rollingstock control records. Includes registers, sub-registers.	PERMANENT
3.1.2	SAR Mechanical Engineering	SAR rollingstock plans (excluding cranes and gantries except for SAR plans 1-13461 single number series) up to 1978.	PERMANENT
3.1.3	SAR Mechanical Engineering	Foreign Prints - Foreign company rollingstock plans but excluding cranes, gantries, CR Foreign Prints and AN Foreign Prints, for which see 3.1.4 below.	PERMANENT
3.1.4	SAR Mechanical Engineering	Foreign Prints - Foreign company rollingstock plans (cranes, gantries, CR Foreign Prints and AN Foreign Prints).	TEMPORARY Records to remain in the ownership of the Commonwealth
3.1.5	SAR Mechanical Engineering	SAR plans of cranes and gantries general arrangements.	PERMANENT
3.1.6	SAR Mechanical Engineering	SAR plans of cranes and gantries, excluding general arrangements, for which see 3.1.5 above.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
3 MECHANICAL ENGINEERING			
3.1.7	SAR Mechanical Engineering	Plans or drawings of SAR plant and equipment. Includes various plant accessories (eg safety rails, storage boxes), equipment (eg cranes, jibs, hoists, furnaces and boilers) and machines (eg oil disposal units, bottle cleaning machines) mainly used at workshops and stores to support the construction and maintenance of rollingstock and day to day mechanical engineering railway activities.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.1.8	SAR Mechanical Engineering	Plans or drawings of SAR tools. Includes the variety of tools produced for construction and maintenance of rollingstock and plant (eg gauges and templates, milling cutters, reamers, punches and dies, taps and dies, riveting tools, lathes, drills, tube working tools, broaches, jigs and fixtures).	TEMPORARY Records to remain in the ownership of the Commonwealth
3.1.9	SAR Mechanical Engineering	SAR graphs. Includes performance graphs (eg load running graphs, tractive effort, comparison tests of performance for operations, rollingstock and plant).	TEMPORARY Records to remain in the ownership of the Commonwealth
3.1.10	SAR Mechanical Engineering	Superseded plans. Includes plans that have been completely redrawn - not partially redrawn. For partially redrawn plans see 3.1.2, 3.1.3, 3.1.5 and 3.1.6 above.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.1.11	SAR Mechanical Engineering	External company manuals for servicing and use of rollingstock, plant and equipment.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
3 MECHANICAL ENGINEERING			
3.1.12	SAR Mechanical Engineering	AFE (Authority for expenditure). Includes authorised costs for contract work to be undertaken that summarises the resources to be used to complete that work.	PERMANENT
3.1.13	SAR Mechanical Engineering	Contracts and contract drawings. Includes written authority to undertake work (detailing the scope and extent) and associated drawings that support the performance of that work.	PERMANENT
3.2	CR AN Mechanical Engineering	<i>Mechanical engineering that was performed by CR between 1901 and 1975, and AN between 1975 and 1998.</i>	
3.2.1	CR AN Mechanical Engineering	CR and AN rollingstock control records. Includes registers, sub-registers and indexes.	PERMANENT
3.2.2	CR AN Mechanical Engineering	CR and AN rollingstock plans, excluding cranes, gantries and rollingstock destined for non-SA lines, for which see 3.2.4 and 3.2.5 below.	PERMANENT
3.2.3	CR AN Mechanical Engineering	Foreign Prints – Foreign company rollingstock plans (excludes cranes and gantries).	PERMANENT
3.2.4	CR AN Mechanical Engineering	CR, AN plans of cranes and gantries.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

Item No.	FUNCTION Activity / Process	Description / Disposal Class	Disposal Action
3 MECHANICAL ENGINEERING			
3.2.5	CR AN Mechanical Engineering	Plans of rollingstock destined for non-South Australian lines.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.2.6	CR AN Mechanical Engineering	Superseded plans. Includes plans that have been completely redrawn – not partially redrawn. For partially redrawn plans see 3.2.2-3.2.5 above.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.2.7	CR AN Mechanical Engineering	External company manuals for servicing and use of rollingstock, plant and equipment.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.3	Foreign Plans Mechanical Engineering	<i>Mechanical engineering that was not performed by SAR, CR or AN between 1850 and 1998. Created by external companies or state railways supporting South Australian railways.</i>	
3.3.1	Foreign Plans Mechanical Engineering	FP rollingstock control records. Includes registers, sub-registers and indexes.	PERMANENT
3.3.2	Foreign Plans Mechanical Engineering	FP rollingstock plans, but excluding cranes and gantries, for which see 3.3.3 below.	PERMANENT
3.3.3	Foreign Plans Mechanical Engineering	FP rollingstock plans for cranes and gantries.	TEMPORARY Records to remain in the ownership of the Commonwealth
3.3.4	Foreign Plans Mechanical Engineering	FP superseded plans that have been completely redrawn - not partially redrawn. For partially redrawn plans see 3.3.2 above.	TEMPORARY Records to remain in the ownership of the Commonwealth



Records of the South Australian railways, 1850-1998 (Islington Plan Room Collection)

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