BELAIR 13m 51ch, 990ft

Belair, in the Adelaide Hills, was one of the prettiest stations on the old SAR system, and the destination for visitors by rail to National Park. ***Ross Hurley*** *takes us through the history of this popular station on the Main South Line.*

Early History

Belair station was opened in 1883 with the opening of the Adelaide to Aldgate section of the Nairne line as a standard three-track crossing station with just a single stone platform. A wooden Class 2 ticket and telegraph office was provided on the Up platform. At the time morse telegraph was in use between Adelaide and Mount Barker. For the first three years all trains used this platform. Regular passenger services had commenced running as far as Aldgate in 1883.

During 1886 a wooden platform was erected for Down trains on the passing siding and the yard was interlocked for directional working. See the photo on the next page. The signal cabin was built in 1888.

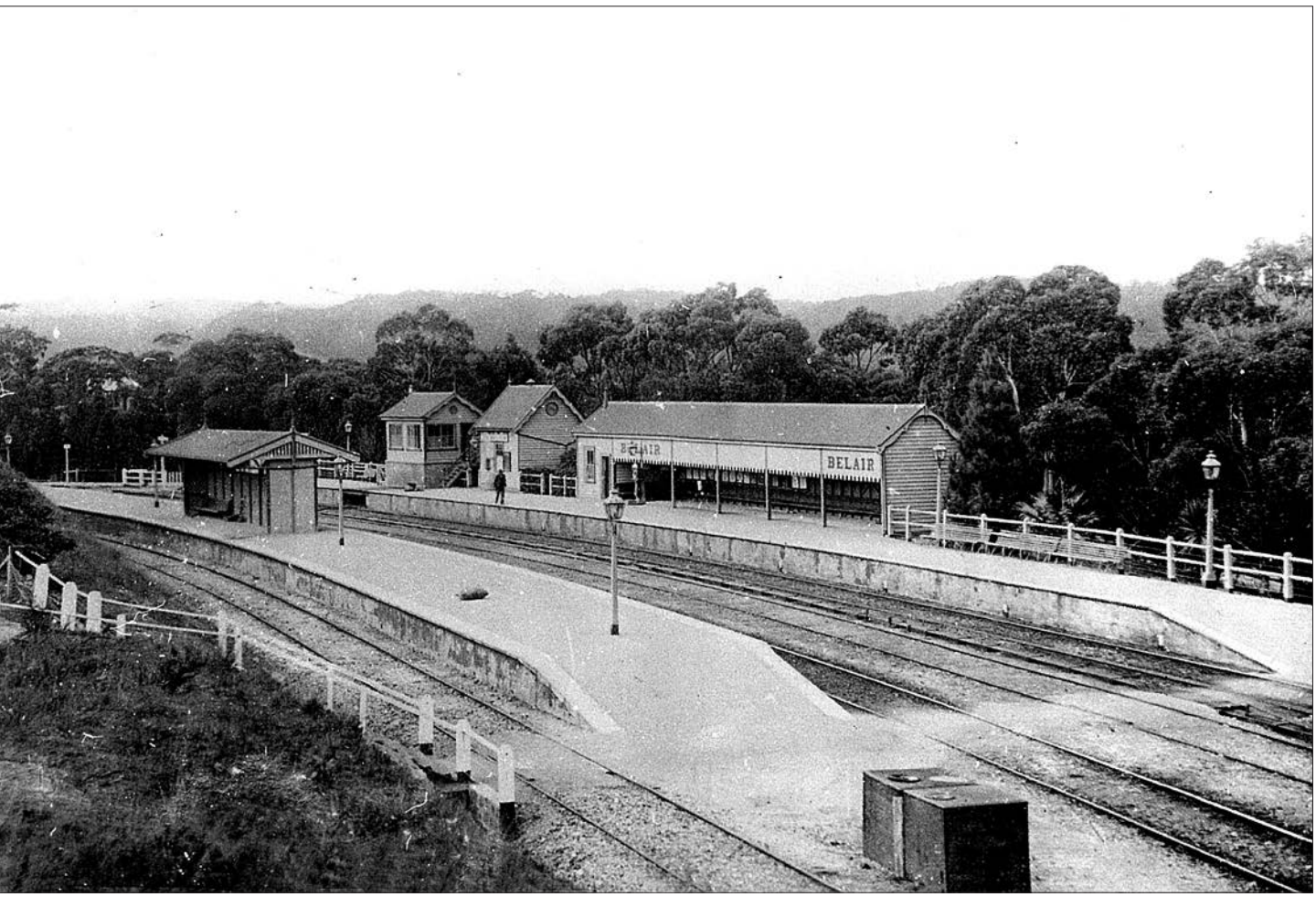
In the 1890s a short wooden shelter, with enclosed ladies waiting room at one end, was built on the Up platform for the crowds that used the railway to visit the adjacent National Park. The shelter was extended in 1894 and 1909. Long Gully was another station providing transport to National Park, and from the late 1930s National Park station was opened, but metropolitan trains only stopped there for picnic traffic.

Newspaper reports in Trove provided much 'colour' on the history of Belair station. In 1895 a correspondent advocated a turntable be provided at Belair to avoid the necessity of engines going to Aldgate to turn. The Commissioner replied that such expenditure could not be justified (but the turntable was built about five years later). In 1908 the Railways Commissioner was requested to leave a few carriages at Belair on the most popular public holidays in order, so the correspondent said, that visitors could at least make sure of shelter and a degree of comfort whilst waiting to return to the city in the evening. These carriages might be timed to leave Belair by special engine about 7 pm, thus making patrons of the park independent of the ordinary trains which are usually so crowded from stations farther up the line that 'intending passengers at Belair are frequently compelled to wait on the platform for hours before being able to secure seats'. Also in 1908, a request was made for more shelter for the 'large number of passengers who are frequently compelled to stand on the platforms for an hour or two in all weathers waiting to return to the city in the evenings. The earlier trains on most of the holidays and at times on Saturdays...are so crowded before reaching Belair that a long wait is inevitable'. The tragic incident of a porter who died when trying to take the staff from the driver of a Down train in 1919 was also reported.

In 1899 the original wooden Down platform was rebuilt in stone further away from the Up platform to allow three tracks to run between the platforms. A new Down line was laid

Above. *Belair station, c1915. Rx class engine 195 leads another Rx on an Up* Melbourne Express *while the carriages from a picnic train wait on the Through Main.* Melbourne Express *trains could stop at Belair to allow passengers from Victoria to alight. Photo: NRM Archives 2-71-a3283.*

BELAIR


BELAIR
BELAIR

Previous page:
Above Left. *This late 1890s photo of Belair station shows the wooden platform on the original Down line. The overbridge to National Park is clearly shown in the distance as well as the level crossing leading to Upper Sturt Road at the end of the platforms. On the Up platform are, from the left, the signal cabin which remained unaltered throughout the station's life, the original ticket and telegraph office and the short wooden shelter for the crowds who used the train to visit the nearby National Park. It incorporates a ladies waiting room at the far end. The shelter was later enlarged several times. Photo: Mitcham Local History Service P00080.*
Below Left. *Belair station c1910 showing the repositioned, stone Down platform, the Through Main running between the Up and Down Main lines and the extended waiting shed at its final length. The stone station office replacing the booking and telegraph office has yet to be built on the other side of the signal cabin. Photo: CA Petts, Mitcham Local History Service.*

Above. *Half-plate glass negative of trains at Belair train station. The photo is dated c1910 but must be later than this as there are steps at the end of the Down platform and not on the c1910 photo on the previous page. A local passenger train stands on the far side of the Down platform while what appears to be a* Melbourne Express *passes through on the Down Main. Another local passenger, hauled by Rx 197, stands ready to depart from the Up platform. Photo: SLSA PRG 327/24.69.*

adjacent to the new Down platform. The goods line behind the Down platform was extended to service the goods siding and the 50 foot turntable which was installed at that time. The island Down platform was used to terminate picnic trains for National Park—all normal non-country passenger trains went through to Bridgewater or Aldgate. After passengers had alighted the picnic train would be stored on the old Down line.

The Railways Commissioners announced in the Adelaide newspapers, viewed on Trove, that excursion trains to Belair would commence running, on Saturdays, on 1 November 1893. The SAR advertisement of Picnic and Excursion trains to Belair in 1911, such as the one reproduced from the *South Australian Fare and Time Tables* book of that year, at right, would indicate that excursion trains operated from 1893 to at least 1911. Horse-drawn trolleys carried people into the park. The *SAR Officers' Magazine* reported that, in 1917, over 1300 people went to National Park by train. An extra train had to be put on in the evening to cater for the returning visitors. In the 1911 *Working Time Table* I can find a picnic train leaving Adelaide at 10 am for Belair on Saturday mornings in the summer and a timetable path for the engine to return to Adelaide, but no path for the return of the train. Because it was downhill from Belair I presume the picnic train carriages were brought back to Adelaide by a regular Up country train.

A notice in Trove for 1921 advertises special excursion trains leaving the city at 1.45 pm to Belair and Long Gully on Sunday afternoons, returning from Long Gully at 7.30 pm.

A very short platform, called Nanawort Siding, was situated between Long Gully and Upper Sturt. Rail motors from Mount Pleasant used to stop there providing transport to Belair school for children living in the Upper Sturt area. The train also picked up school children from Aldgate and Bridgewater. The Belair public school, opened in 1912, was near Belair station at the time; it is now St Johns Grammar School.

Originally there was a level crossing from Sheoak Road across the tracks at the Mount Lofty end of the platforms, going behind the station and down the hill to Upper Sturt Road. This was the route for most people in the southern suburbs heading towards Murray Bridge and beyond. Visitors to the adjacent National Park also entered the Park from this road. By 1893 so many people were visiting National Park that

PICNIC EXCURSIONS, NATIONAL PARK, BELAIR.

VII. A SPECIAL PICNIC TRAIN for SCHOOLS and LARGE PARTIES LEAVES ADELAIDE for BELAIR at 10·0 a.m. on EACH SATURDAY from first Saturday in OCTOBER until second Saturday in DECEMBER at the following specially LOW RETURN FARES :—

(*a*) FROM ADELAIDE, GOODWOOD, MITCHAM—First class, 1s. ; second class, 8d. ; Children under 14 years of age, half rates.

These cheap Picnic Fares to Belair also apply from the same stations by train leaving Adelaide as under :—10·30 a.m. each week day, and Saturday from October 1st until April 30th (Public Holidays excepted).

1911 South Australian Fare and Time Tables book.

an overbridge direct into National park was built across the Mount Lofty end of the yard. The top photo on p1-1186 shows both the level crossing and the bridge. Both remained in use until 1914. A fatal accident in that year caused the level crossing to be closed and a second bridge at the Adelaide end of the yard to be built, as part of a re-aligned Upper Sturt Road. This bridge required substantial embankments and was made wide enough to cater for subsequent duplication to Belair.

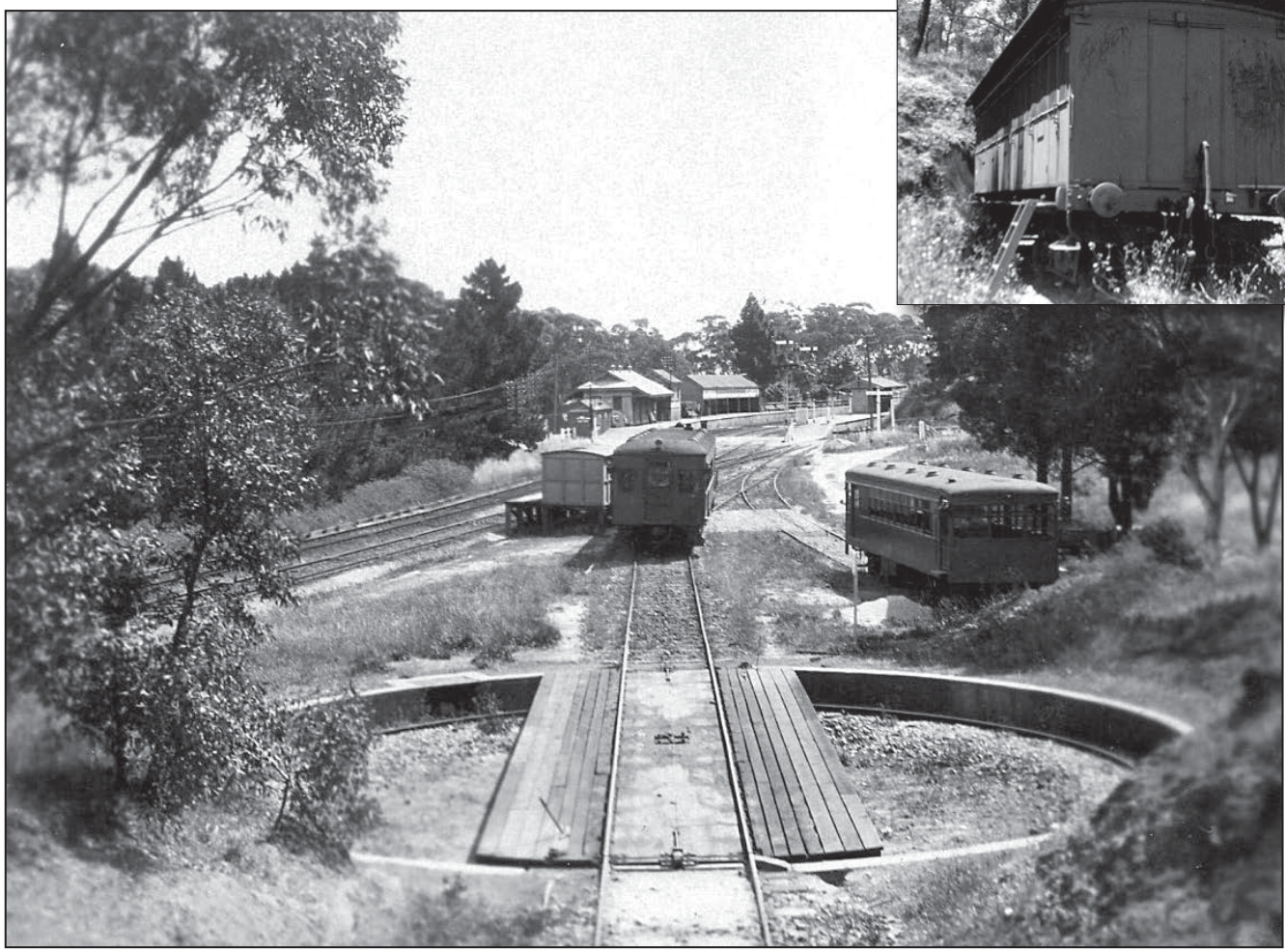
Train Control between Adelaide and Murray Bridge was introduced in 1924. In communication with all signal cabins by selector telephone Train Control was then able to arrange the crossing of all trains to best advantage. This replaced the method of train working used up 'till then by signal staff who could only communicate with the cabin immediately in advance of or in arrears of their cabin.

Double track reached Belair in 1928. A new concrete station building replaced the wooden one. A brick toilet block, which still exists, was built behind where the old station building and telegraph office was. With duplication in 1928 the middle road became the Down Through Main for Up and Down traffic.

In 1933 a siding for railcars was

Above. *The automatic electric upper quadrant Home signal at the Adelaide end of Belair, introduced in 1924, before duplication reached there in 1928. It governed the entrance to Belair yard through the Down Through Main and the back siding. The Upper Sturt Road overbridge is seen. Photo: Ron Stewien, NRM Archives.*

Below. *This 1951 photo shows Belair station in about its final form, showing the stone island Down platform, the middle Through Main and, on the Up platform, the stone station building, the signal cabin, the hedge which was planted where the old ticket office was and the platform shelter, now devoid of the enclosed ladies waiting room. A paleface 500 class Mountain Type is coming through on the Up Main on a freight train. Photo: SLSA B 58892/21.*



Above. *This c1930s photo shows the 50' turntable for turning Brill railcars and F class locos used in suburban service. In the late '30s the rails were extended over the pit wall to 53' in length. Photo: Coromandel Valley and District National Trust.*
Inset. *SAR lantern roof car used as gang bunkhouse on the end of the siding beside the turntable in 1940. Photo: Arnold Lockyer, NRM Archives 7-1074-b023-03.*
Right. *Loco 701 with one of the two bogie refrigerated bulk milk vans leading the consist on its way through Belair. The bulk milk vans were used to transport milk from Murray Bridge to Adelaide. The old van used as a store sits on stumps between the turntable road and the Down Main. Photo: Arnold Lockyer collection, NRM Archives 7-1069-a097-10.*

put in beside the turntable and an old sleeping van was placed on the siding as barracks. In 1937 the rails on the turntable were lengthened to 53 feet to accommodate diesel railcars.

In 1936 each Down road was provided with its own mechanical lower quadrant starting signal. The former starting signal was moved onto the post which originally carried the Up home and became the Advanced Starting signal. An upper quadrant electric Entering Block signal was placed at the start of the single line working to Long Gully. Barracks for railcar men were provided.

In 1938 a 2000 gallon tank was erected on top of the cutting above the back road, piped to a standpipe beside the track. It was mainly used for watering F class engines at Belair but the 1942 *WTT* states, '...when necessary, engines working the Belair local service may replenish their water supply

Left. *This photo shows the refreshment kiosk that served Park patrons for over 25 years at Belair. Photo: Coromandel Valley and District National Trust.*

Left Middle. *Model 75 Brill No.41 on an Up service arrives at Belair. The interesting mix of signals is evident; the lower quadrant Advanced Starter is on the left, followed by the upper quadrant Entering Block absolute signal just in front of the overbridge and then the Up Home upper quadrants on the other side of the bridge. The upper quadrant signals installed from Belair to Tailem Bend in late '20s and early '30s essentially controlled the main line between stations under the direction of Train Control in Adelaide, with the assistance of signalmen. The lower quadrant 'mechanical' signals within yards were wholly under the control of the local signalmen. Photo: NRM Archives AK23442.*

Left Below. *In 1956 Model 75 Brill railcar 34 and Brill trailer 201 pause at Belair on an Up Bridgewater passenger. Photo: Douglas Colquhoun, NRM Archives 2-194-r-0210.*

Below. *Rear view of the starting signals at Belair. The taller left arm is the Down Through Main Starting and the shorter right arm is the Down Main Starting. Photo: Peter Fehlberg, 1976.*

at Belair...but the following instruction must be observed. When time is allowed in the time table, engines must take water at Blackwood'. The tank was removed in 1974.

In 1952 maintenance records say that the platforms were lengthened to 480 feet. Presumably it was the Mount Lofty end because the maintenance records say the siding was repositioned at the same time. The maintenance records report that the turntable was lengthened again in 1950 and removed entirely, with the siding, in 1977.

Above. *Mkado 702 hauls a freight through Belair probably in the 1950s. The lower quadrant bracket starting signals are on the left and the Advanced Starter, further back, is on the single, merged Down line just before it joins the single main line. The arch at the entrance to National Park is on the right. Photo: NRM Archives AK14562.*

The Up Pinnaroo Express *with its mixture of passenger cars behind at Belair Station, 5 May 1950. Photo: Friends of Belair Station.*

Left. *A local train, hauled by an F class, has arrived at Platform 3. It will be resupplied with water from the standpipe leading from a 2000 gallon tank on the embankment above.*
Left Below. *The engine has now uncoupled and, without turning on the turntable, is in the process of running around its train for the return journey. A pair of Model 75 Brills wait in the siding for later services. Both photos: Friends of Belair Station.*

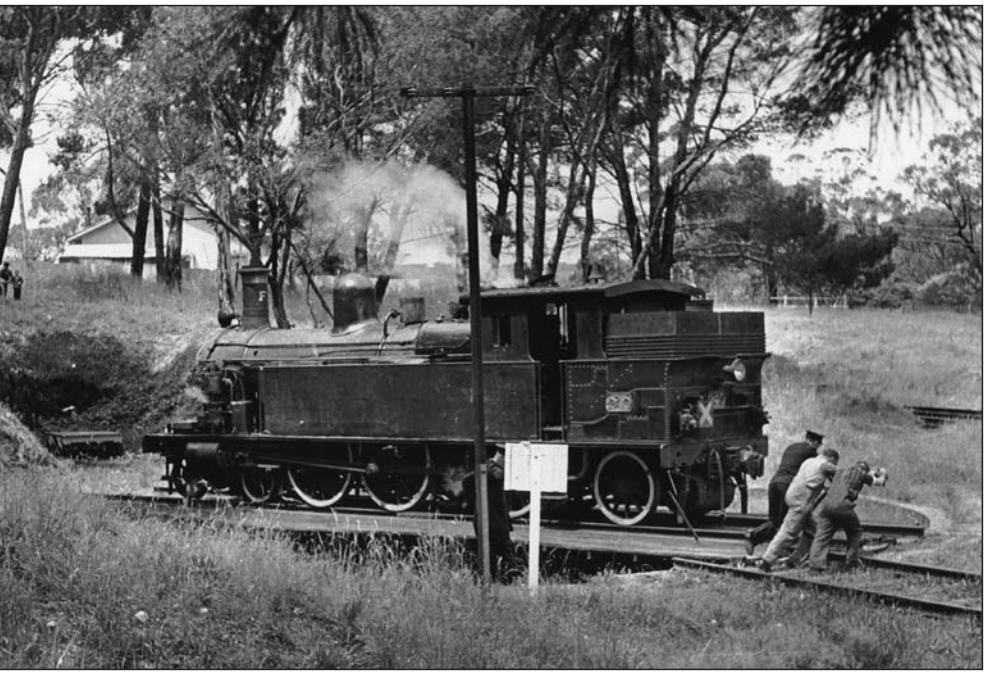
As part of the CTC installation in 1977 the Down Through road was removed and the Down terminating road extended to become part of the double line to Fosters Corner. Each track was signalled for bi-directional working with the new line becoming the passing siding. The goods siding and turntable were removed and colour light signalling installed, worked from a panel in the station office.

After its closure in 1977 the signal cabin was maintained as part of a railway history precinct by the local Friends of Belair Station. Some of the old signals and equipment have been re-erected behind the station. The current cabin is essentially what was there originally; it was completely rebuilt following an arson attack in 2003.

Train Control and Signalling

Initial safeworking on the South Line was Spagnoletti disc block, from 1890. This was replaced by Winters Block in 1894. Both these forms of safeworking used electricity to simply remind signalmen the location of trains by a needle on a dial. There was no interlocking of points and signals. In 1912 Winters Block was becoming discredited and electric staff was introduced between Mitcham and Mount Lofty.

In 1924 train control between Adelaide and Murray Bridge was introduced. Belair was resignalled at



Left. *An F class being turned on the hand-operated turntable prior to running its return service. The turntable has been extended to 53' in length. Photo: Des Egan collection.*

Above. *Mountain 502 steams away from Adelaide with a load of Holden bodies from the GMH factory at Woodville, c1950s. The Advanced Starter is no longer there. Photo: NRM Archives AK23419.*

Right. *Red Hens stand at the Up and Down platforms while a three-car Bluebird set rolls through Belair prior to the Through Main being removed in 1977. Photo: NRM Archives AK23414.*

Right Below. *A Red Hen set stands in the Up platform ready for its return service to Adelaide. The Through Main has been removed. Photo: NRM Archives AK12679.*

this time with some upper quadrant signals installed. In 1925 electric staff was abolished and upper quadrant signals were introduced between Blackwood and Mount Lofty. Upper quadrant signals were progressively introduced to Belair over the period 1924 to 1934.

In 1928 double line automatic signalling between Blackwood and

Belair was introduced with the opening of the duplication.

CTC and colour light signalling between Belair and Tailem Bend was introduced in 1977. This resulted in the closure of all signal cabins from Belair to Tailem Bend and big savings in the cost of moving trains. All upper quadrant signals had been replaced by colour light signals in 1987.

Train Services

In 1883 there were two Down and two Up passenger trains daily to and from Aldgate. In 1890 the passenger timetable showed five daily Down trains, plus one mixed, and four daily Up trains, plus two mixed. Commuter services from Belair commenced in 1923, in addition to those running to Aldgate and Bridgewater. In later years commuter services terminated at either Belair or Bridgwater. Bridgewater services were usually handled by 'big power' engines such as 700 and 710 class. The shorter Belair workings usually had four cars and were hauled by F or Rx class engines. The service between Belair and Bridgewater stopped in 1987 and all stations beyond Belair were closed.

I have included two timetables to illustrate services; a 1911 one to illustrate early services, and a 1942 timetable for later services. The 1911 timetable shows the trains through Belair for Monday to Saturday. It was a busy station as there are a significant number of crosses with other trains, including a number of three-way crosses.

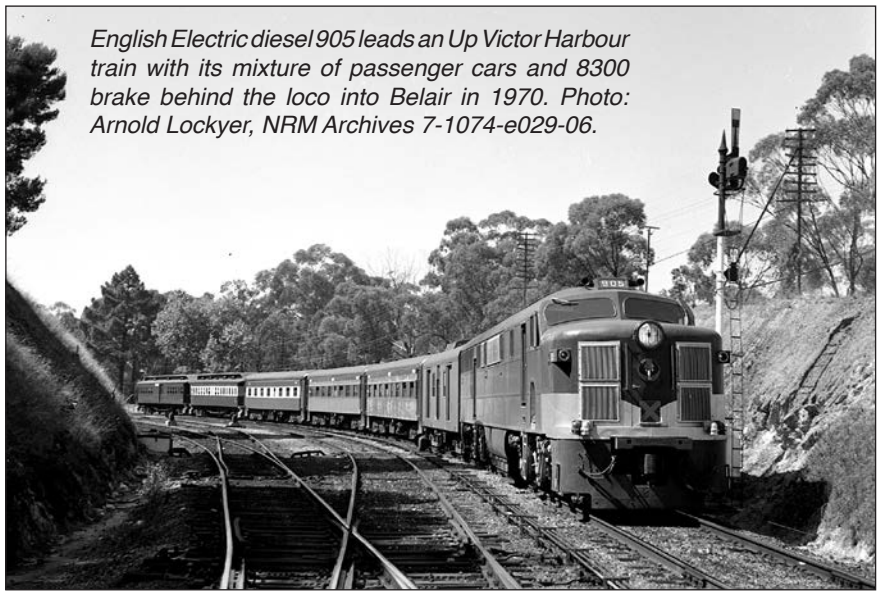
The 1942 timetable shows almost twice as many trains with a significant increase in the number of commuter services. There would have been no freight traffic at Belair as there was no goods shed or goods sidings.

In 1995 the gauge standardisation of the line between Melbourne and Adelaide resulted in the double track to Belair becoming two single tracks; one standard gauge and one broad gauge for suburban services. Post standardisation, all commuter trains now terminate at the northernmost platform, renamed Platform 1 as it is the only platform now used by commuter trains.

In 1997, National Rail's locomotive, NR94, was named *Belair*.

Track Plans

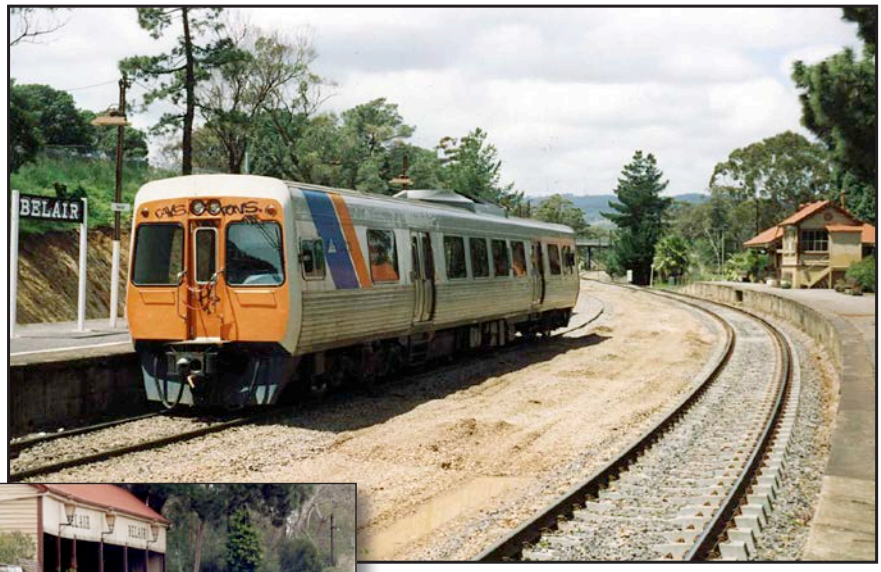
The plans, published with this article, started from a tracing of an



English Electric diesel 905 leads an Up Victor Harbour train with its mixture of passenger cars and 8300 brake behind the loco into Belair in 1970. Photo: Arnold Lockyer, NRM Archives 7-1074-e029-06.

Above. *In September 1977 AN loco 965, B end leading, leads 953+943+939 on Train No.609,* Tailem Bend Mixed *through Belair. A camp train is in the yard. Photo: Barry Marshall, NRM Archives 97-1262-d597.*

Below. *AN-liveried 865 and 853 also lead a freight train out of Belair. Photo: NRM Archives AK23444.*



Above. *Belair station in 1985. A Red Hen railcar stands in what was then called Platform 3. Photo: NRM Archives pd435_09.*

Left. *A single 3000 class railcar waits at the metro services platform. Note the newly laid gauge convertible concrete sleepers against the old Up platform. The rails are yet to be moved in to standard gauge. Photo: NRM Archives AK13860.*

Inset. *Belair on 7 May 1995 showing the track after the outside rail has been moved in to standard gauge. Photo: Ross Hurley 96/95/14.*

SAR Civil Engineer's 1933 plan of Belair yard, drawn at 40' = 1" scale. From that scale origin various other versions, showing Belair at different dates, were drawn. Signalling is thought to be accurate for each date, though the various references used—Weekly Notices, books, examination of photos, advice from our Convention signalling experts, etc—did not always agree with each other. The biggest conundrum was the 1933 plan which showed all signals as lower quadrants. Various other sources confirm that upper quadrant signals were installed from 1924. Did the draftsman just trace an earlier version but not update the signals? I would be grateful for any errors found in these plans to be passed back to me via the Convention email address at mrsaconvention@gmail.com.

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Blood Sweat & Toil, Building the Hills Railway, Flinders University, J Callen.
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SAR Weekly Notices.
SAR Maintenance Cards, a handwritten log presumably maintained by the Civil Engineer's office, courtesy of the NRM. Each entry is identified by a docket (file) number which usually contains the year in which the docket was created.
SAR Card Indexes, a typed log presumably of drawing numbers maintained by the SAR Drawing Office, courtesy of Refreshing Memories (was Inprotrans). Dates could be determined from some drawing numbers but there were different number series used, many of which had no date identification.

Acknowledgements

National Railway Museum
Mitcham Local History Service
Coromandel Valley and District National Trust
National Library of Australia Trove website for newspaper reports
Bill Lewis
Des Egan

Timetable, South Line, July 1911

Monday-Saturday: Down

Day	Type	Tn No	Departs	Time	To	Notes
Daily	Goods	1	Departs Adelaide	12.15am	Murray Bridge	
When nec.	Goods	3	Departs Adelaide	1.30	Murray Bridge	
Daily	Goods	5	Departs Adelaide	2.50	Murray Bridge	
Daily	Goods	7	Departs Adelaide	3.25	Murray Bridge	
Daily	Goods	9	Departs Adelaide	4.00	Strathalbyn	
When nec.	Goods	11	Departs Adelaide	4.55	Murray Bridge	
When nec.	Goods	15	Departs Adelaide	5.20	Murray Bridge	
Daily	Pass	21	Departs Adelaide	6.45	Murray Bridge	Through Belair 7.28.
Daily	Pass	25	Departs Adelaide	7.25	Victor Harbour	Through Belair 8.08.
Mon, Wed, Fri	Goods	33	Departs Adelaide	8.08	Murray Bridge	At Belair 9.21–9.29. Crosses 20.
When nec.	Goods	37	Departs Adelaide	9.18	Strathalbyn	
Sat	Pass, Special Picnic Train	39	Departs Adelaide	10.00	Belair	Arrives 10.46. (No special return train, cars picked up by another train?)
Daily	Pass	43	Departs Adelaide	10.30	Bridgewater	At Belair 11.13–11.14. Crosses 26.
When nec,	Goods	45	Departs Adelaide	11.30	Murray Bridge	At Belair 12.52–12.54. Crosses 30.
When nec, exc. Sat	Goods	47	Departs Adelaide	12.00pm	Mount Barker	At Belair 1.12–1.44. Crosses 36.
Sat	Pass	51	Departs Adelaide	1.02	Bridgewater	At Belair 1.46–1.47. Crosses 36.
Sat	Pass	57	Departs Adelaide	1.25	Mount Barker	Through Belair 2.07.
Wed, Sat	Pass	59	Departs Adelaide	2.03	Bridgewater	At Belair 1.46–1.47. Crosses 40.
Sat	Special Express *	—	Departs Adelaide	3.12	Victor Harbour	November to April only. Through Belair 3.48.
Daily	Intercolonial Express	65	Departs Adelaide	4.30	Melbourne	Through Belair 5.09. Crosses 50.
Daily	Pass	69	Departs Adelaide	4.48	Murray Bridge	Through Belair 5.31.
Daily	Pass	73	Departs Adelaide	5.25	Strathalbyn	At Belair 6.09–6.10. Crosses 60.
Daily, exc. Sat.	Pass	83	Departs Adelaide	6.25	Bridgewater	At Belair 7.08–7.10. Crosses 68.
Sat	Pass	87	Departs Adelaide	7.30	Bridgewater	Through Belair 8.13. Crosses 74.
Daily exc. Sat	Goods	91	Departs Adelaide	8.50	Murray Bridge	At Belair 9.55–10.16. Crosses 84, 92.
Mon, Tue, Wed, Thu, Fri	Pass	95	Departs Adelaide	10.17	Aldgate	Through Belair 11.00.
Wed, Sat	Pass	99	Departs Adelaide	11.10	Aldgate	Through Belair 11.53. Crosses 94.

Sunday: Down

Day	Type	Tn No	Departs	Time	To	Notes
Sun	Pass	3	Departs Adelaide	10.15am	Bridgewater	Through Belair 10.58.
Sun	Pass	3A	Departs Adelaide	10.45	Bridgewater	Through Belair 11.29.
Sun	Pass	9	Departs Adelaide	2.20pm	Bridgewater	Through Belair 3.03.
Sun	Pass	13	Departs Adelaide	6.30	Bridgewater	Through Belair 7.13.

Monday–Saturday: Up

Day	Type	Tn No	Departs	Time	To	Notes
Daily	Pass	8	Departs Aldgate	6.49	Adelaide	Through Belair 7.14.
Daily	Pass	14	Departs Murray Bridge	5.30	Adelaide	Through Belair 8.09. Crosses 25.
Mon	Special Express *	—	Dep Victor Harbour	7.05	Adelaide	November to April only. Through Belair 9.35. Crosses 35.
Daily	Pass	18	Departs Strathalbyn	#	Adelaide	Through Belair 9.03.

Day	Type	Tn No	Departs	Time	To	Notes
Daily exc. Mon	Intercolonial Express	20	Departs Melbourne		Adelaide	Through Belair 9.22 am. Crosses 33. May stop at Belair for Vic passengers to alight.
When nec.	Goods	24	Departs Mount Barker	8.34 am	Adelaide	Through Belair 8.27. Crosses 37.
Sat	Engine & empty pass cars	26	Departs Belair	11.15	Adelaide	Engine of 39 Down with any pass cars not required for Up train. Crosses 43.
Daily	Pass	30	Departs Aldgate	12.18pm	Adelaide	Return of 43 Down. Through Belair at 12.52. Crosses 45.
When nec.	Goods	36	Departs Murray Bridge	9.52am	Adelaide	Through Belair 1.44pm. Crosses 47, 51.
When nec.	Goods	40	Departs Murray Bridge	10.40	Adelaide	Through Belair 2.49. Crosses 59.
When nec., exc. Wed, Sat	Goods	42	Departs Murray Bridge	11.24	Adelaide	At Belair 3.10–3.22.
When nec., exc. Sat	Goods	46	Departs Murray Bridge	12.11pm	Adelaide	Through Belair 4.07.
Wed, Sat	Pass	50	Departs Aldgate	4.35	Adelaide	At Belair 5.08–5.13. Crosses 65. Return of 59 Down.
When nec.	Goods	58	Departs Murray Bridge	1.05	Adelaide	Through Belair 4.45.
Daily	Pass	60	Departs Victor Harbour	#	Adelaide	Through Belair 6.08. Crosses 73.
When nec., exc. Sat	Goods	64	Departs Murray Bridge	2.00	Adelaide	
Sat	Pass	66	Departs Bridgewater	6.15	Adelaide	Return of 51 Down.
Daily	Pass	68	Departs Murray Bridge	4.45	Adelaide	Through Belair 7.10. Crosses 83.
When nec.	Goods	72	Departs Murray Bridge	2.50	Adelaide	Through Belair 7.51.
Daily	Goods	74	Departs Strathalbyn	#	Adelaide	Through Belair 8.12. Crosses 87.
Daily exc. Wed	Pass	78	Departs Mount Barker Bridgewater	#	Adelaide	Through Belair 8.51. Return of 57 Down on Saturdays from Mount Barker and 83 Down on other days from Bridgewater. Sat only from Bridgewater.
Daily	Goods	82	Departs Murray Bridge	3.50	Adelaide	Through Belair 9.15.
Wed, Sat	Pass	84	Departs Aldgate	9.20	Adelaide	Through Belair 9.55. Crosses 91. Return of 83 Down Wed and 87 Down Sat.
Daily	Goods	88	Departs Murray Bridge	5.10	Adelaide	Through Belair 9.35.
Daily	Goods	92	Departs Murray Bridge	6.15	Adelaide	Through Belair 10.16. Crosses 91.
When nec.	Goods	94	Departs Murray Bridge	7.10	Adelaide	At Belair 11.42–11.53. Crosses 99.
When nec.	Goods	96	Departs Murray Bridge	8.12	Adelaide	Through Belair 12.36 am.
When nec.	Goods	98	Departs Murray Bridge	8.45	Adelaide	At Belair 12.56–1.05.
When nec.	Goods	100	Departs Murray Bridge	9.35	Adelaide	At Belair 1.17–1.26. Crosses 1.
When nec.	Goods	102	Departs Murray Bridge	10.05	Adelaide	Through Belair 2.36. Crosses 3.
When nec.	Goods	104	Departs Murray Bridge	10.40	Adelaide	Through Belair 3.28.
* Victor Harbour Special Express: must be worked by Rx class engine, load not to exceed three bogie carriages and brake van.						

 # No information in timetable.

Timetable, South Line, March 1942

Monday–Friday: Down

Day	Type	Tn No	Departs	Time	To	Notes
Mon, Wed, Fri	Freight	71	Departs Mile End	12.30am	Victor Harbour	
Thu	Freight	145	Departs Mile End	2.50	Mt Pleasant	
Mon	Express Pass to Aldgate	107	Departs Adelaide	3.30am	Bridgewater	Through Belair 4.05.
Thu	Freight	201	Departs Mile End	4.45	Sedan	
Daily	Pass	147	Departs Adelaide	4.55	Belair	Arrives 5.48. Works back as 110.
Daily	Pass	195	Departs Adelaide	6.21	Belair	Arrives 7.16. Works back as 188.
Daily	Pass	217	Departs Adelaide	6.50	Belair	Arrives 7.43. Works back as 216.
Daily	Pass	231	Departs Adelaide	7.10	South–East and Barmera	At Belair 7.49.
Daily	Pass	251	Departs Adelaide	7.32	Pinnaroo	At Belair 8.10. Picks up passengers for stations beyond Bridgewater. Crosses 218.
Daily	Pass	257	Departs Adelaide	7.38	Belair	Arrives 8.33. Works back as 258.
Daily	Pass	291	Departs Adelaide	8.10	Belair	Arrives 9.05. Works back as 282.
Daily	Pass	331	Departs Adelaide	8.52	Bridgewater	At Belair 9.45.
Fri	Pass	403	Departs Adelaide	10.05	Victor Harbour	At Belair 10.45.
Daily	Pass	423	Departs Adelaide	10.45	Bridgewater	At Belair 11.35.
Daily	Pass	547	Departs Adelaide	1.04pm	Belair	Arrives 1.59. Works back as 550.
Daily	Pass	613	Departs Adelaide	2.15	Bridgewater	At Belair 3.05.
Mon	Freight	643	Departs Mile End	2.30	Sedan	
Mon–Thu	Freight	669	Departs Mile End	2.45	Tailem Bend	
Daily	Pass	679	Departs Adelaide	3.47	Bridgewater	At Belair 4.21.
Mon–Thu	Pass	705	Departs Adelaide	4.30	Tailem Bend	At Belair 5.11.
Daily	Pass	713	Departs Adelaide	4.42	Belair	Arrives 5.37. Works back as 732.
Mon–Thu, Fri	Pass Motor Pass	723	Departs Adelaide	4.58	Mt Pleasant	At Belair 5.41.
Daily	Pass	729	Departs Adelaide	5.05	Belair	Arrives 6.04. Works back as 736.
Daily	Pass	753	Departs Adelaide	5.25	Bridgewater	At Belair 5.59. 700 class engine.
Daily	Pass	755	Departs Adelaide	5.26	Belair	Arrives 6.18. Works back as 764.
Daily	Pass	775	Departs Adelaide	5.45	Bridgewater	At Belair 6.22.
Daily	Pass	777	Departs Adelaide	5.45	Belair	Arrives 6.38. Works back as 780. Superheated Rx class engine.
Daily	Pass	795	Departs Adelaide	6.05	Victor Harbour	At Belair 6.40.
Daily	Pass	811	Departs Adelaide	6.20	Bridgewater	At Belair 7.14.
Mon–Thu	Freight	819	Departs Mile End	6.30	Tailem Bend	
Daily	Overland Pass	837	Departs Adelaide	7.00	Melbourne	Through Belair 7.39.
Fri	Pass	845	Departs Adelaide	7.15	Tailem Bend	Through Belair 7.49. Does not stop before Long Gully.
Tue & Thu	Pass	857	Departs Adelaide	7.30	South–East	Through Belair 8.09. Stop if required to pick up passengers booked for beyond Tailem Bend.
Mon–Thu Fri	Pass Motor & Trailer Pass	873	Departs Adelaide	8.00	Tailem Bend	Arrives 8.30. Works back as 902.
When nec.	Overland Pass	881	Departs Adelaide	8.00	Melbourne	Through Belair 8.38.
Daily	Freight	873	Departs Mile End	8.00	Tailem Bend	
Daily	Pass	887	Departs Adelaide	8.10	Bridgewater	At Belair 9.05.
Mon–Thu	Interstate Fast Freight	893	Departs Mile End	8.40	Melbourne	Arrives Tailem Bend 1.35am next day.
Daily	Pass	925	Departs Adelaide	9.38	Bridgewater	At Belair 10.23. Superheated Rx class engine.
Daily	Freight	933	Departs Mile End	9.45	Tailem Bend	Tue–Fri formed by 888 ex Pt Adelaide and leaves from Mile End Jct.
Tue–Fri	Freight	939	Departs Mile End	10.00	Tailem Bend	

Monday–Saturday: Down cont.

Day	Type	Tn No	Departs	Time	To	Notes
Mon	Freight	947	Departs Mile End	10.15	Mt Pleasant	
Daily	Pass Motor	959	Departs Adelaide	10.45	Bridgewater	At Belair 11.34.
Mon	Freight	961	Departs Mile End	10.50	Tailem Bend	
Daily	Pass	979	Departs Adelaide	11.32	Bridgewater	At Belair 12.04am.
Daily	Freight	991	Departs Mile End	11.45	Tailem Bend	
Tue–Sat	Pass	31	Departs Adelaide	12.50am	Bridgewater	At Belair 1.37. May run ahead of scheduled time if section ahead is clear.

From the 1937 WTT, wayside running times from Mile End to Belair for freight trains were:

- *500 class.....55 minutes*
- *700, 710, 720 classes.....60 minutes*
- *Rx, 600, 620 classes (full loading).....61 minutes*

Left. *The interior of the signal cabin in 1974. The cabin was destroyed by fire in 2002. The Friends of Belair Station group had the building completely rebuilt. The building was built by students from TAFE's Marleston campus, and the lever frame was painstakingly restored over several years by a member of the Friends group. Along with donated equipment the interior is now virtually the same as in this photo. It complements an historic display of signals and other equipment behind the station.Photo: Peter Fehlberg.*

Below. *747 blowing lots of steam rounds the bend at the Adelaide end of Belair station as it pulls into Platform 2. Photo: NRM Archives AK23751.*

Monday-Friday: Up

Day	Type	Tn No	Departs arts	Time	To	Notes
Daily	Freight	890	Departs Tailem Bend	8.00	Arrive Mile End 12.30am	
Daily	Freight	838	Departs Tailem Bend	6.25	Arrive Mile End 12.36	
Tue	Freight	854	Departs Mt Pleasant		Arrive Mile End 2.04	
Daily	Freight	948	Departs Tailem Bend	9.10	Arrive Mile End 4.53	
Wed-Sat	Interstate Fast Freight	900	Departs Melburne		Arrive Mile End 5.07	Leaves Tailem Bend 11.45pm previous day. Arrives Mile End 5.07.
Mon	Freight	68	Departs Tailem Bend	12.04am	Arrive Mile End 5.10	
Wed	Livestock	64	Departs Tailem Bend	1.05	Mile End 5.56, thence to Dry Creek	
#	Pass	92	Departs Bridgewater	5.07	Adelaide	At Belair 5.38.
When nec.	Freight	460	Departs Tailem Bend	12.00pm	Arrive Mile End 6.20	
#	Pass	110	Departs Belair	5.57	Adelaide	
Daily	Pass	118	Departs Bridgewater	5.39	Adelaide	At Belair 6.17. Superheated Rx class engine.
Daily	Pass	146	Departs Bridgewater	6.10	Adelaide	At Belair 6.47.
Daily	Pass	164	Departs Bridgewater	6.46	Adelaide	At Belair 7.21. Superheated Rx class engine.
Daily	Pass	188	Departs Belair	7.29	Adelaide	
Daily	Pass	216	Departs Belair	7.55	Adelaide	
Daily	Pass	218	Departs Bridgewater	7.34	Adelaide	Through Belair about 8.10. Does not stop.
Daily	Overland Pass	240	Through Bridgewater	7.56	Adelaide	Through Belair 8.27. Does not stop.
Daily	Pass	258	Departs Belair	8.39	Adelaide	
Mon, Wed, Fri	Pass	260	Departs Bridgewater	8.26	Adelaide	Through Belair 9.00. Stop when necessary for passengers to alight only.
Tue, Thu	Pass	262	Departs South-East		Adelaide	Through Belair 9.00. Stop when necessary for passengers to alight only.
Daily	Pass Motor	276	Departs Mt Pleasant		Adelaide	Through Belair 9.20. Stop when necessary for passengers to alight only.
Daily	Pass	286	Departs Belair	9.27	Adelaide	
If required	Overland Pass	290	Through Bridgewater	9.09	Adelaide	Through Belair 9.41. Crosses 331.
Tue, Thu	Pass	302	Departs Tailem Bend		Adelaide	Through Belair 10.07. Stop when necessary for passengers to alight only.
Fri	Freight	754	Departs Mt Pleasant		Arrive Mile End	
Tue	Freight	766	Departs Tailem Bend	5.00	Arrive Mile End 10.56	
Daily	Pass	346	Departs Bridgewater	10.52	Adelaide	At Belair 11.24.
Daily	Pass	364	Departs Victor Harbour		Adelaide	Through Belair 11.57. Stop when necessary for passengers to alight only.
Tue & Thu	Freight	674	Departs Strathalbyn		Arrive Mile End 1.18.	
Daily	Pass	454	Departs Bridgewater	1.08pm	Adelaide	At Belair 1.38pm. Superheated Rx class engine.
Daily	Pass	456	Departs Pinnaroo		Adelaide	Through Belair 1.54. Stop when necessary for passengers to alight only.
Mon-Thu Fri	Pass Motor	470	Departs Mount Barker Departs Bridgewater	1.29	Adelaide	Through Belair 2.05.
Bridgewater	1.29	Adelaide	At Belair 2.05.			
Mon	Freight	643	Departs Mile End	2.30	Sedan	
Daily	Pass	550	Departs Belair	3.34	Adelaide	
Daily	Pass	656	Departs Bridgewater	4.16	Adelaide	At Belair 4.50.
Daily	Pass	732	Departs Belair	5.53	Adelaide	
Daily	Empty Pass	736	Departs Belair	6.14	Mile End	Detaches cars at Eden and works freight 736.
Daily	Pass	764	Departs Belair	6.28	Adelaide	
Daily	Pass	780	Departs Belair	6.50	Adelaide	Superheated Rx class engine.
Daily	Pass	786	Departs Bridgewater	6.21	Adelaide	At Belair 6.59. Superheated Rx class engine.

Monday-Friday: Up cont.

Day	Type	Tn No	Departs arts	Time	To	Notes
Daily	Pass	802	Departs South-East		Adelaide	Through Belair 7.34. Stop when necessary for passengers to alight only. Crosses 837.
Fri	Pass	848	Departs Bridgewater	7.38	Adelaide	Through Belair 8.18. Stop when necessary for passengers to alight only.
Daily	Pass Motor	902	Departs Belair	9.34	Adelaide	
Daily	Pass	912	Departs Bridgewater	9.15	Adelaide	At Belair 9.48.
Daily	Pass Motor	934	Departs Bridgewater	10.05	Adelaide	At Belair 10.41.

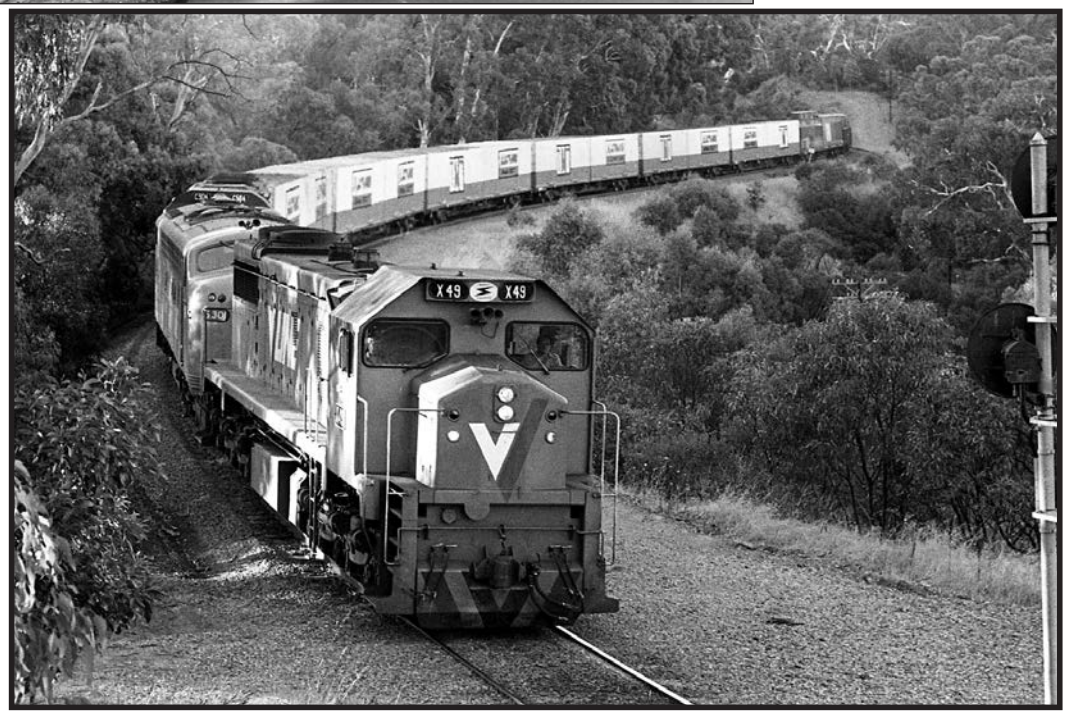
No information in timetable.

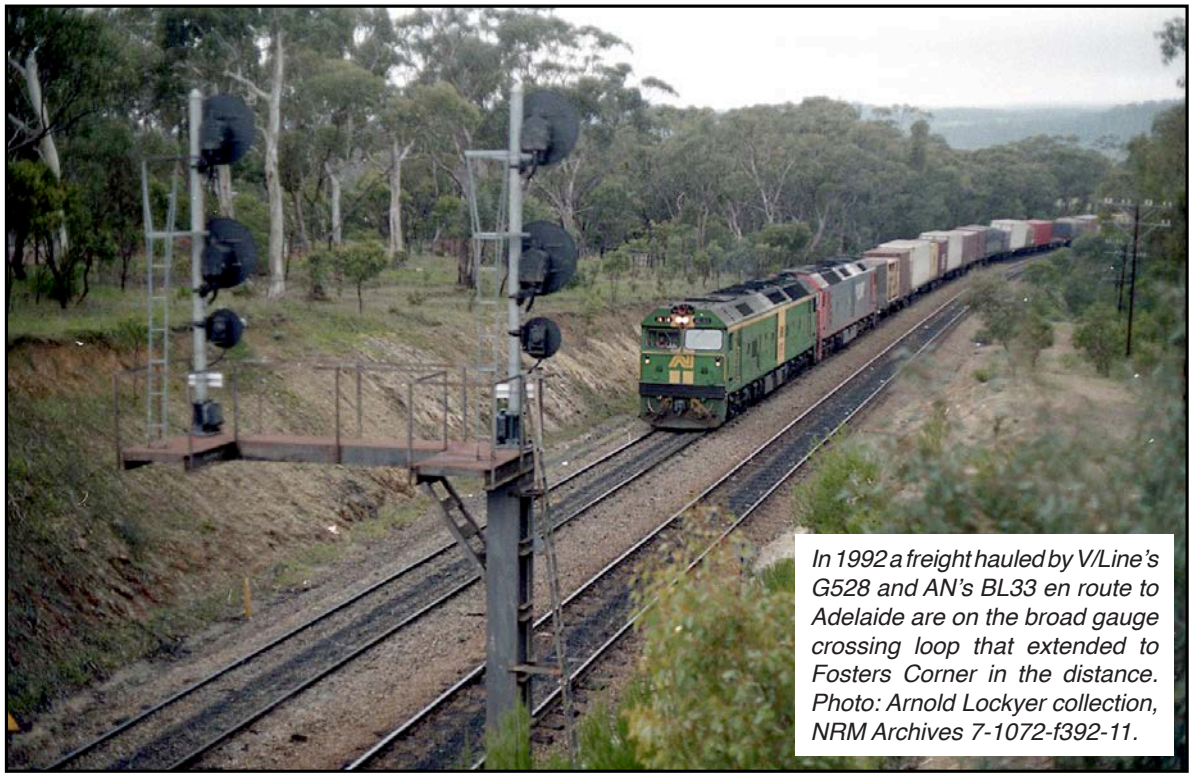
From the 1937 WTT, wayside running times from Tailem Bend to Belair for freight trains were:

- 500 class.....214 minutes
- 700, 710, 720 classes.....231 minutes
- Rx, 600, 620 classes (full loading).....250 minutes

Left. *A 720 class hauls a rake of O wagons loaded with what looks like coal through Belair. Photo: NRM Archives AK14563.*

Right. *In 1985 V/Line's X49, S301 and a C class loco haul TNT loading on an intermodal train around Fosters Corner, heading towards Belair. The colour light signals will indicate whether it will enter the main line or loop. Photo: NRM Archives 14-218-3677.*

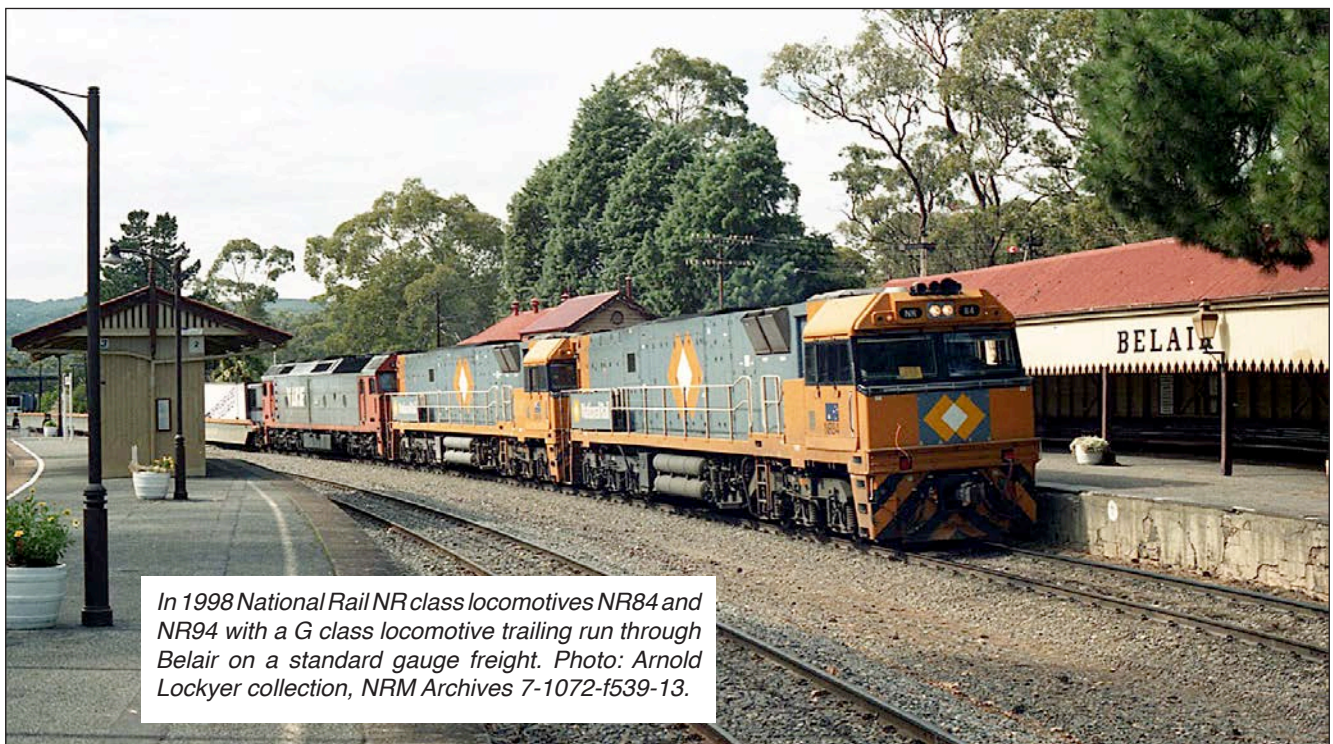




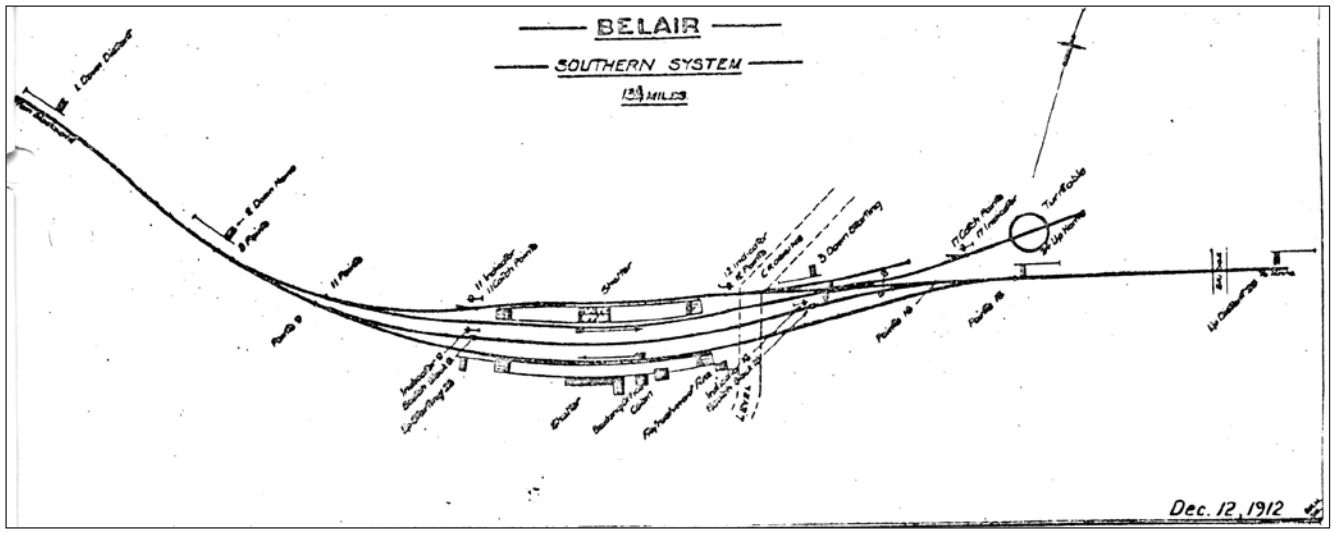
In 1992 a freight hauled by V/Line's G528 and AN's BL33 en route to Adelaide are on the broad gauge crossing loop that extended to Fosters Corner in the distance. Photo: Arnold Lockyer collection, NRM Archives 7-1072-f392-11.

These two photos show the bridges that have existed at each end of Belair yard almost since the beginning. This photo shows the Upper Sturt Road bridge over the tracks at the Adelaide end of Belair station in 1983. Photo: STA, NRM Archives 5-98-sc0631.

This is the bridge at the Mount Lofty end of Belair leading into National Park in 1983, with the colour light Up Home gantry signal in front of the bridge. Photo: STA, NRM Archives 5-98-sc0634. Both photos are looking towards the station yard.



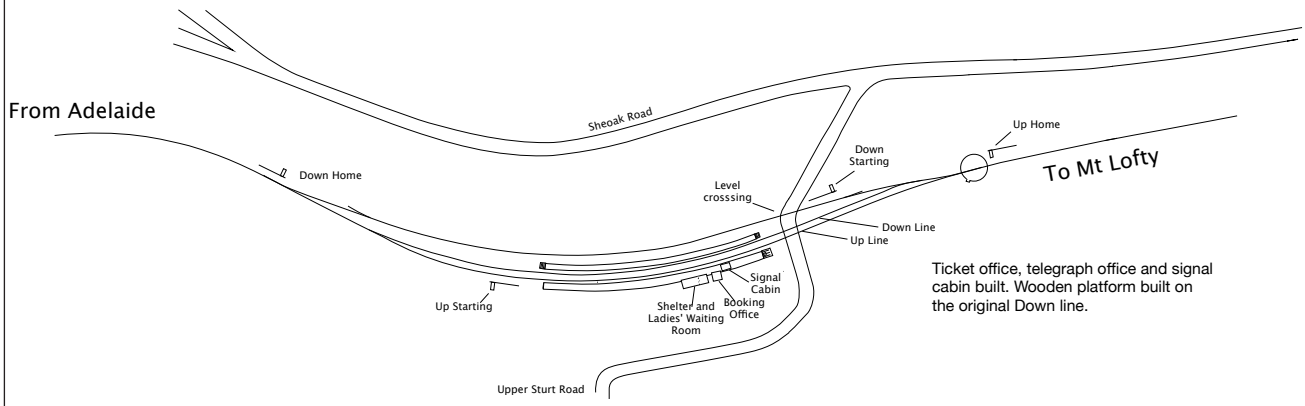
In 1998 National Rail NR class locomotives NR84 and NR94 with a G class locomotive trailing run through Belair on a standard gauge freight. Photo: Arnold Lockyer collection, NRM Archives 7-1072-f539-13.



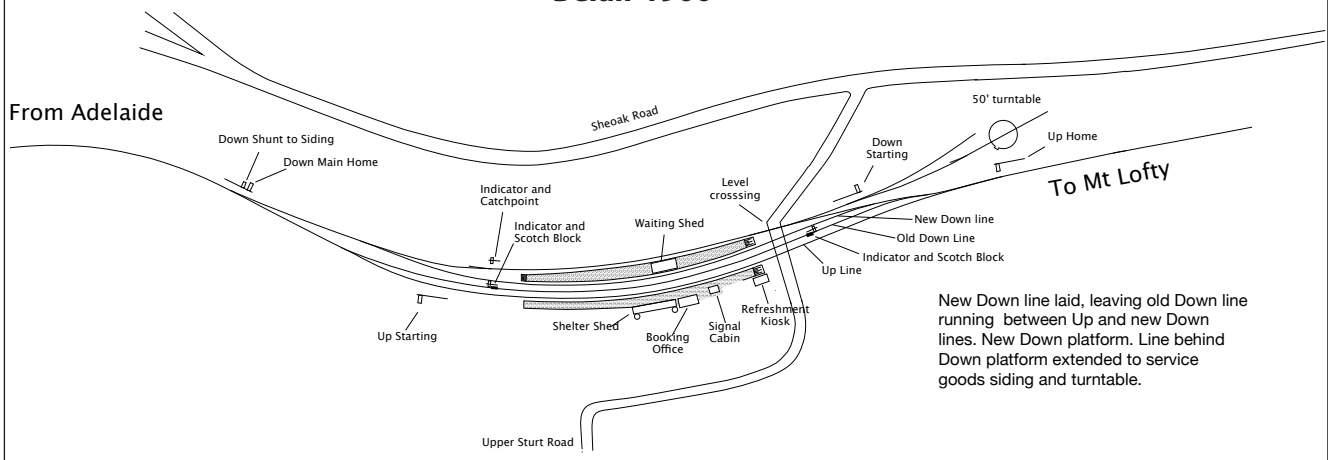
Track diagram of 1912, one of a series of station diagrams drawn for the SAR in 1912-13..

The following plans are based on tracings of the SAR 40' to 1" plan produced by the Chief Engineer in 1933, and are drawn to scale. All drawings by the author.

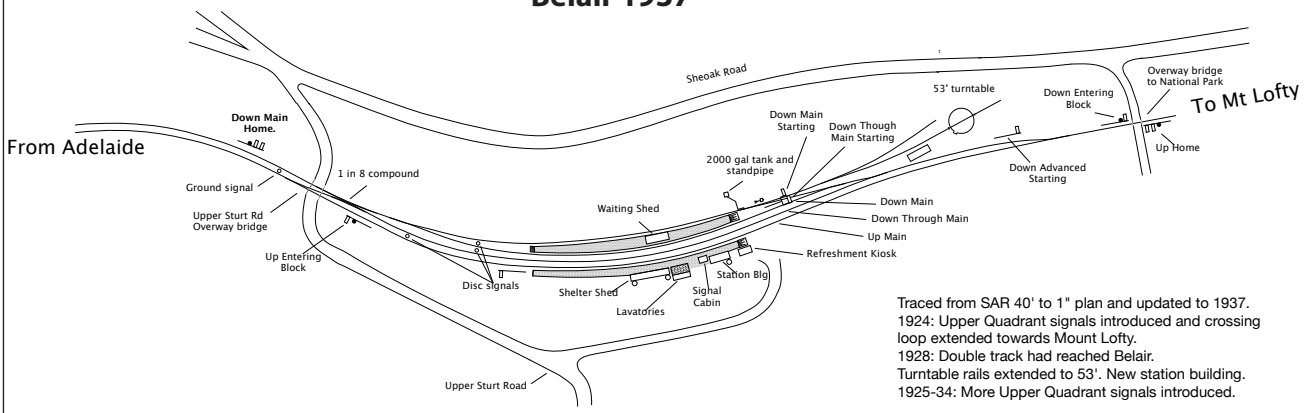
Belair 1888



Belair 1900

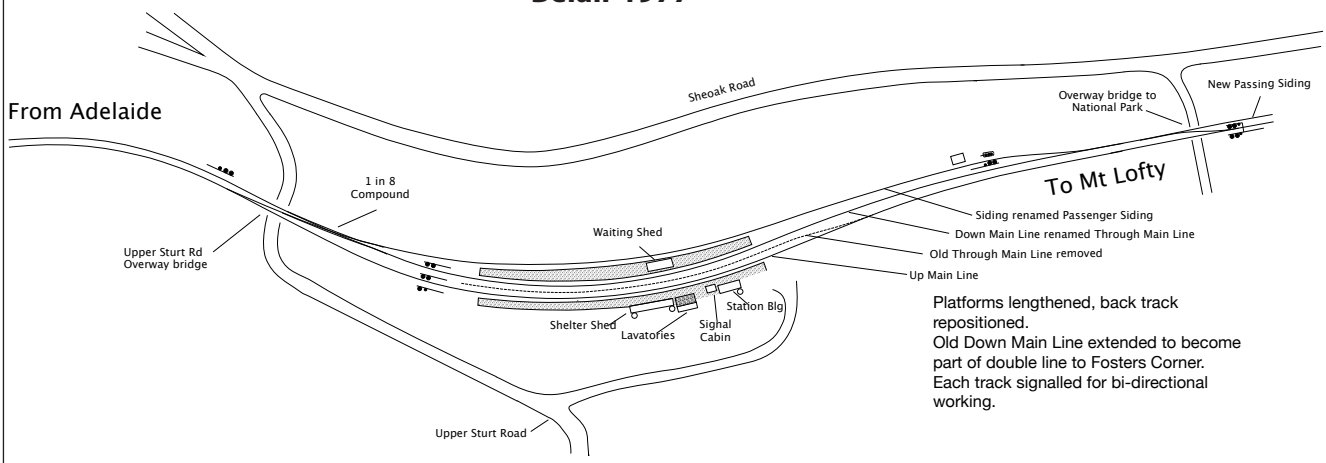


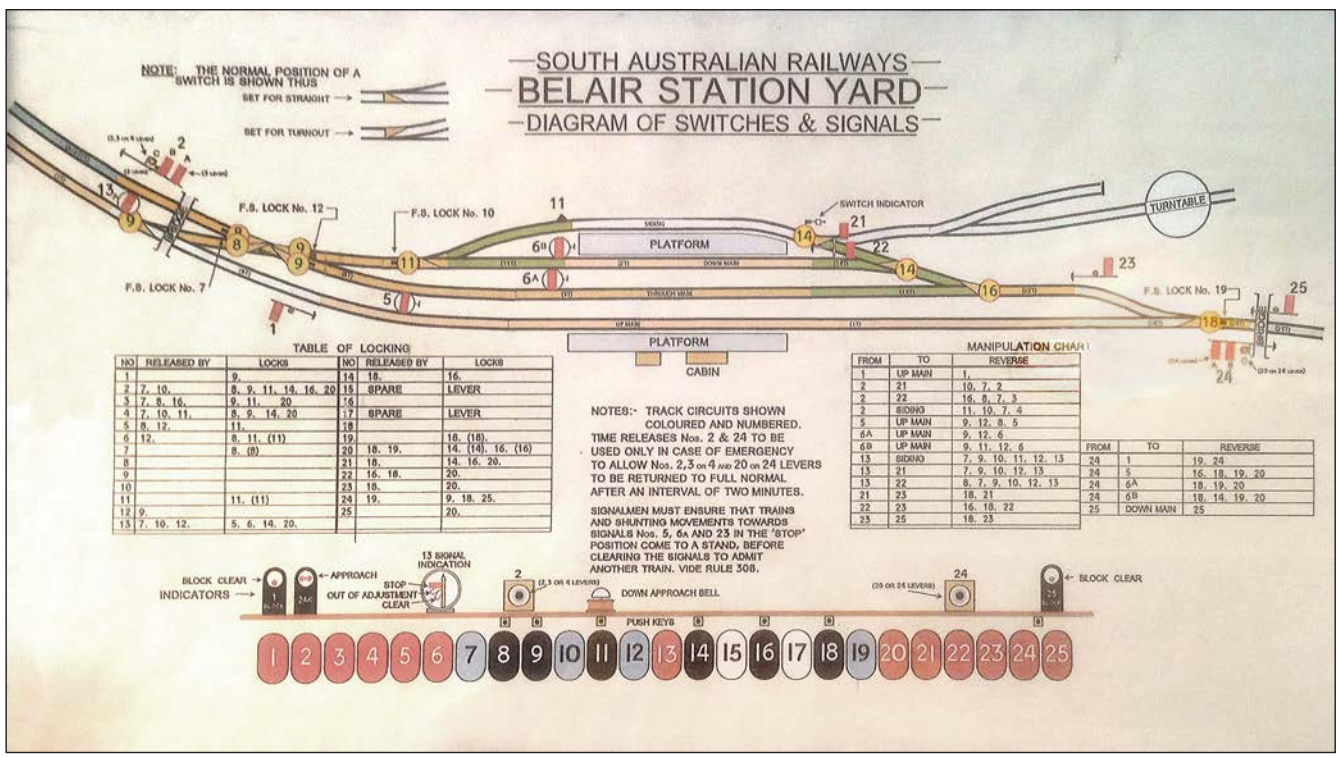
Belair 1937



Traced from SAR 40' to 1" plan and updated to 1937.
1924: Upper Quadrant signals introduced and crossing loop extended towards Mount Lofty.
1928: Double track had reached Belair.
Turntable rails extended to 53'. New station building.
1925-34: More Upper Quadrant signals introduced.

Belair 1977



Platforms lengthened, back track repositioned.
Old Down Main Line extended to become part of double line to Fosters Corner.
Each track signalled for bi-directional working.

Signal cabin diagram as at 1977 when the cabin closed.