

Traffic Running Superintendent's Office,  
(Room 10.)

Victorian



Railways.

---

**A P P E N D I X**

TO THE

Book of Regulations

AND

**WORKING TIME TABLE,**

INCLUDING

Special Working Instructions, Load Tables, Regulations for Block  
Tablet and Electric Staff, also Lock and Block Systems, Etc.

---

(For the use and information of Employees of the Department ONLY.)

---

*The instructions contained herein supersede all others of prior  
date which are contrary thereto.*

---

On and after 1st January, 1900, and until further  
notice.

E  
Yards  
Shunt  
every  
ment  
with,  
He m  
act on  
his pa

N  
failure

SH  
incorre  
the CH

By Or

1

## PREFATORY NOTE.

---

Every Superintendent, Inspector, Stationmaster, Foreman, Yardsman, [Clerk, Enginedriver, Fireman, Guard, Signaller, Shunter, Train Examiner, Ganger, Repairer, Porter, and every person of each grade in each Branch of the Department engaged in the working of the traffic, must be supplied with, and have with him on duty, a copy of this Appendix. He must examine it immediately on receipt, and observe and act on the notices and instructions contained therein affecting his particular duties.

No excuse of want of knowledge can be admitted for any failure or neglect of duty.

Should the information in this Appendix be incomplete or incorrect in any particular it must be at once pointed out to the Chief Traffic Manager.

By ORDER OF

### *THE VICTORIAN RAILWAYS COMMISSIONER.*

T. H. WOODROFFE,

Chief Mechanical Engineer.

C. E. NORMAN,

Engineer for Existing Lines.

W. FITZPATRICK,

Chief Traffic Manager.

DIVIS

DIVIS

DIVIS

DIVIS

DIVIS

DIVIS

DIVIS

DIVIS

## SUMMARY OF CONTENTS.

		Pages
DIVISION 1—PINK	INDEX ... ..	i. to vi.
	BY-LAWS ... ..	1 to 7
DIVISION 2—WHITE	GENERAL INSTRUCTIONS ... ..	9 to 55
DIVISION 3—BLUE	LINES OF WAY AND HOW WORKED ... ..	57 to 73
	SPECIAL WORKING INSTRUCTIONS ... ..	74 to 99
DIVISION 4—PINK	GENERAL INSTRUCTIONS REGARDING LOADS ... ..	101 to 108
	LOAD TABLES FOR ALL LINES ... ..	109 to 136
	WESTINGHOUSE BRAKE INSTRUCTIONS ... ..	137 to 140
	ENGINE HEAD SIGNALS ... ..	141 to 142
	LIST OF ROLLING STOCK AND DIMENSIONS, &c. ... ..	143 to 146
	LOADING DIAGRAMS ... ..	147 to 153
DIVISION 5—WHITE	BLOCK TELEGRAPH WORKING ... ..	155 to 169
	LOCK AND BLOCK WORKING ... ..	170 to 180
	SIGNAL BOXES, BLOCK SECTIONS ... ..	181 to 186
	TABLET AND ELECTRIC STAFF WORKING ... ..	187 to 213
DIVISION 6—BLUE	ENGINE WHISTLES ... ..	215 to 263
DIVISION 7—PINK	GROUND BELLS, ELECTRIC BELLS AND TELEPHONES ... ..	265 to 271
	NAMES AND ADDRESSES OF OFFICERS ... ..	272 to 279
	LIST OF PRIVILEGED GATES ... ..	280 to 283
DIVISION 8—WHITE	EXPLOSIVES TRAFFIC ... ..	285 to 290

**ACCI**

Betw  
as  
m  
Bre  
Bre  
Casu  
Car  
Dist  
Fata  
Gen  
Ram  
To l  
Trai  
Veh

Address

**ADD**

Exis  
Loco  
Sign  
Tele  
Tra

Adver

Ambul

"

Annet

Ballas

Block

**BLO**

Code

Fail

Gen

Gow

Illus

Spec

Spec

tic

Swit

Test

Wor

Boil

**BRA**

Han

R. S

Wes

Busy s

Butter

By-law

Carriag

Casual

Catch p

road

Conduc

instr

## Index.

A		PAGE	PAGE
<b>ACCIDENTS—</b>			
Between stations, messenger for assistance to convey full information ...	...	10	
Breakdown gang required at ...	...	10	
Breakdowns, suburban lines ...	...	12	
Casualty vans for use in ...	...	12	
Caution to employes regarding ...	...	13	
District Enquiry Boards ...	...	12	
Fatal ...	...	11	
General instructions regarding ...	...	10	
Ramps for use in ...	...	12	
To line by flood waters ...	...	11	
Train, at night ...	...	10	
Vehicles derailed ...	...	40	
Addresses of employes to be recorded ...	...	9	
Address of Engineer-in-Chief ...	...	276	
<b>ADDRESSES—</b>			
Existing Lines officers ...	...	275-276	
Locomotive officers ...	...	273-274	
Signal Adjusters ...	...	277-278	
Telegraph fitters, country districts ...	...	279	
Traffic officers ...	...	272-273	
Advertisements on railway property ...	...	52-53	
Ambulance arrangements ...	...	46	
" stretchers ...	...	48	
Annett's Locks ...	...	210-213	
B			
Ballast trains, propelling of ...	...	80	
Block sections, list of ...	...	183-186	
<b>BLOCK TELEGRAPH WORKING</b>			
Code of signals ...	...	162	
Failure of instruments ...	...	160-161	
General regulations ...	...	156-159	
" ...	...	167-169	
Gower bell telephones ...	...	161-162	
Illustration of working ...	...	156	
Special orders for certain stations ...	...	164-166	
Special orders regarding Regulation 171 ...	...	163	
Switching instruments in or out ...	...	159-160	
Testing instruments ...	...	161	
Working on single lines ...	...	160	
Boilers and stationary engines ...	...	54-55	
<b>BRAKE POWER—</b>			
Hand, on trains ...	...	107	
R, S, and Q wagons ...	...	22	
Westinghouse, instructions ...	...	139-140	
special orders re composition of trains ...	...	106	
" trains divided on grades ...	...	106	
Busy season, special orders ...	...	30	
Butter for export, loading of ...	...	32	
By-laws ...	...	1-7	
C			
Carriage docks, points spiked ...	...	53	
Casualty vans ...	...	12	
Catch points and sidings in running roads ...	...	13	
Conductors on Adelaide Express— instructions to ...	...	44-45	
Couplings, chain and screw—depôts for ...	...	40-41	
" jumping from drawhooks ...	...	41	
" on Goods trucks ...	...	40	
" on engines ...	...	40	
Covers, orders regarding ...	...	31	
" supply of ...	...	27	
Cranes, instructions re ...	...	34	
" travelling ...	...	34	
D			
Dangerous goods ...	...	288-290	
Detector lock & signal wires, breaking of ...	...	18	
Drag chains ...	...	41	
E			
<b>ELECTRIC BELLS, &amp;c.—</b>			
List of ...	...	267-268	
Code for on country lines (included with engine whistles) ...	...	236-263	
Code for on North and South Suburban lines ...	...	269	
Electric Staff (see Tablet) ...	...		
<b>EMPLOYES—</b>			
Authorised to visit signal boxes ...	...	15	
Cautioned regarding accidents ...	...	13	
Entering arrival trains ...	...	51	
To look to the safety of the line ...	...	9	
To live in vicinity of their work ...	...	9	
To register their addresses ...	...	9	
Working at Sidings, &c., to be warned before shunting is commenced ...	...	23	
<b>ENGINES—</b>			
Allowed to run on different lines ...	...	58-73	
Assisting in rear of trains ...	...	108	
Boiler pressure, etc., of ...	...	105-106	
Dead, tonnage of ...	...	104	
Drivers to be on the alert for hand signals ...	...	9	
Drivers to remind Signalmen when delayed at signals ...	...	15	
Drivers not to start without hand signal when shunting ...	...	22	
Head signals for ...	...	141-142	
Light, for Spencer-street, Flinders-street, and Port Melbourne ...	...	82	
Restrictions regarding ...	...	24	
Running tender first ...	...	24	
Shunting at terminal and junction stations ...	...	23	
Stationary on railway premises ...	...	54-55	
Two or more coupled together ...	...	16	
Whistling (Regulation 355) ...	...	24	
<b>ENGINE—</b>			
Whistles and roads for country and suburban lines ...	...	236-263	
Whistles, signals, and roads between Richmond and South Kensington ...	...	215-235	
Whistles, when trucks have to be detached at Murrumbeena ...	...	260	
Whistles, when trucks have to be detached at Newmarket ...	...	242	
Whistles, when trucks have to be detached at Somerton ...	...	243	

	PAGE
Engine Whistles, when trucks have to be detached at Tallarook ...	244
Engine Whistles, electric bells to be used in lieu of at Flinders-street	223
Explosives traffic and dangerous goods ...	285-300
<b>F</b>	
Fire appliances at stations ...	53
Firemen assisting in traffic work ...	54
Fires near Railway buildings ...	54
Firewood stacks at stations ...	33
Fog Signalling ...	15-16
Foot warmers, McLarens ...	41-42
Fruit for S.A. and N.S.W. ...	31
<b>G</b>	
Gates, privileged, list of ...	280-283
Goods traffic, order in which it should be despatched ...	29
Goods loading at Melb. sheds ...	28-29
Ground bells, list of ...	270
<b>GUARDS—</b>	
Articles to be carried by ...	20
Starting signal ...	20, 22
To look out when leaving stations	20
Train waybills ...	108
<b>H</b>	
Hay, straw, chaff, and other inflammable loading... ..	32
"    "    insecure loading of ...	32
Head lights for engines ...	141-142
Heavy packages in van trucks ...	31
Horses by suburban trains ...	38
"    and other animals, signing of risk notes for ...	38
<b>I</b>	
Infectious and contagious diseases ...	42-43
Inflammable loading ...	32
Injured, first aid to ...	47
Inquests, departmental officer to attend ...	11
Interlocking gates, to be secured ...	18
Interlocking, out of order ...	17
"    repairs to ...	17
<b>L</b>	
<b>LAMPS—</b>	
For early morning trains ...	50
Lamps and lighting under control of Telegraph Superintendent ...	48
In Urinals ...	50
Platform, lighting of ...	49
Semaphore, " ...	50
Tail ...	20
Lashings, orders regarding ...	31
"    supply of ...	27
Light, red, to be exhibited on buffer stops, &c. ...	23
Light, white to be exhibited on platform at certain stations ...	15
Lime in transit ...	33

LINES—	PAGE
How worked &c. ...	57-73
From Spencer-street to City Markets ...	82
To piers and wharves ...	81
Worked by Staff only ...	77-78
Lines worked on Staff and Ticket system, special order <i>re</i> ...	76-77
Live stock traffic, orders regarding sales in railway yards ...	35-37 39
<b>LOADS—</b>	
Adelaide Express ...	134
Eastern & South-Eastern District	118-122
Melbourne and Newmarket ...	113
Midland District ...	131-132
North-Eastern District ...	109-113
Northern District ...	114-117
South-Western District ...	129-130
Suburban lines ...	133
Sydney Express ...	113
Western District ...	123-128
General instructions regarding ...	102
Heavy, over level crossings ...	33
Heavy, weighing of on cart weigh bridges ...	35
Exceptional dimensions and weight	33
Trains, computation of ...	104-105
Trains to take full ...	30
<b>LOADING—</b>	
Gauge, South Australia ...	34
Chaff, diagrams and instructions <i>re</i>	153
Fruit " " " "	147
Long firewood, &c. " "	147
Meat in U and T wagons " "	32
Oats, diagrams and instructions <i>re</i>	152-153
Timber " " " "	147-149
Wheat " " " "	151-152
Wool " " " "	150
Engines and other heavy articles	33
<b>LOCK AND BLOCK WORKING—</b>	
Code of signals ...	174
Failure of instruments ...	175-176
General regulations for ...	176-178 172-174
Giving or cancelling line clear ...	172
Illustration of ...	170-171
Pilotman working ...	175
Use of switch hook ...	172
Special instruction viaduct ...	178-179
Locks, special ...	210-213
Long articles, care in discharging...	33
Long articles not to be loaded on carriages, &c. ...	33
<b>M</b>	
Marshalling of trains ...	108
Melbourne mileage shown in Load Table footnotes ...	104
Motor trains, instructions for ...	24
<b>O</b>	
Obstructions on line, offences, &c. ...	51
Operators on duty for last train ...	13
"    "    Sundays ...	13
<b>P</b>	
<b>PASSENGERS—</b>	
Damage to departmental property done by ...	51
Deficiency or excess of room in trains for ...	43

<b>PASSI</b>
Injury
Not t
Suppl
Trav
Pintsch
Permiss
<b>PLAT</b>
Goods
Ramp
Sweep
<b>POINT</b>
Catch
Facing
Locks
Of car
Rabbits
trucks
Rails, lo
Ramps f
Red ligh
of arri
Repeater
<b>ROLL</b>
Bogie
cert
Bows
Carria
good
Carria
Carria
Carria
Carria
Carria
dam
Cattle
Dumm
Horse
supp
Iron m
K and
carri
Loadin
List sh
and
Louvre
Maxim
train
Order i
be de
Private
Victo
QR wag
on
Between
tralia
Roofless
R, S, an
Sheep
place
Sheep w
Stations
recor
Supply
wagon
Supply
wagon
Trains t



PAGE		PAGE		PAGE
57-73	<b>PASSENGERS—</b>		<b>ROLLING STOCK—</b>	
82	Injury or illness of ... ..	13	Waybills and truck cards ...	39
81	Not to travel by explosives trains ...	43	Wagon doors to be fastened before loading ...	41
77-78	Supply of drinking water for ...	45	Wagon doors to be fastened before shunting vehicles ...	20
	Travelling in vans ... ..	43	Wagons loaded with Melbourne and transfer goods ...	29
76-77	Pintsch gas, orders <i>re</i> ... ..	48-49	Wagons loaded with rails ...	41
35-37	Permissive system ... ..	180	Wagons specially boarded ...	32
39	<b>PLATFORMS—</b>		Wagons to be fully loaded ...	31
	Goods or parcels to be kept clear of ...	52	Wagons to be kept clean ...	34
134	Ramps, steps, &c., to be sanded ...	52	Warrnambool Pier trucks ...	35
18-122	Sweeping of ... ..	53	Vehicles, damaged portions to be retained ...	40
113	<b>POINTS—</b>		Vehicles derailed ... ..	40
31-132	Catch ... ..	13	Vehicles, disabled, not to be hauled behind van without authority ...	40
09-113	Facing, to be kept locked ... ..	51	Vehicles, labelled for repairs, &c. ...	39
14-117	Locks, special descriptions of ...	210-213	Vehicles off rails not to run till examined ...	39
29-130	Of carriage docks spiked over ...	53	Vehicles with hot axle boxes &c....	40
133			Vehicles to be shunted off at block posts ... ..	16
113			Workmen's sleeping cars ... ..	22
23-128	<b>R</b>			
102	Rabbits not to be loaded in close trucks ... ..	31		
33	Rails, loaded on flat trucks ... ..	41		
	Ramps for use in cases of derailment ...	12		
35	Red light to be placed on buffer stops of arrival roads ... ..	23		
33	Repeaters, signal, out of order ... ..	18		
104-105	" " list of ... ..	266		
30				
34			<b>S</b>	
153	<b>ROLLING STOCK—</b>		Safety of the line to be the first consideration ... ..	9
147	Bogie wagons not to be loaded for certain places ... ..	34	Shipping traffic, orders <i>re</i> ... ..	30
147	Bows of ridge wagons to be secured ...	41	<b>SHUNTING—</b>	
32	Carriage trucks and empty vans on goods trains ... ..	22	Against loaded passenger vehicles	21
152-153	Carriages, cleaning of ... ..	45-46	At stations in charge of women and flag stations after dark ...	78
147-149	Carriages, locking of doors ... ..	45	Carriages, &c., through engine and goods sheds, &c. ...	21
151-152	Carriages used for gold, mails, &c. ...	45	Carriages, &c., on to passenger or running lines ... ..	21
150	Carriage windows and fittings damaged by passengers ... ..	51	Definition of modes of ... ..	21
33	Cattle wagons used in goods traffic ...	37	Driver not to start till receipt of hand signal when ... ..	22
<b>NG—</b>	Dummy buffer wagons ... ..	34	Empty trains ... ..	23
174	Horse boxes and carriage trucks, supply of ... ..	38	Hand at roadsides to marshal wagons ... ..	29
175-176	Iron mediums to be used for lime ...	33	In sidings not to be done till men working there have been warned ... ..	23
176-178	K and Q wagons, weights to be carried on ... ..	33	In yards, Hand signalling for ...	20
172-174	Loading meat in U and T wagons ...	32	Outside Home signal on single lines not worked on Block system ... ..	25
172	List showing dimensions, capacity and number in each class ...	143-146	Passenger vehicles with short buffer guides ... ..	21
170-171	Louvre wagons, orders regarding ...	32	Prohibited when passenger train approaching on opposite line ...	21
175	Maximum number of vehicles on trains ... ..	102	Through crossovers at N.C. stations on double lines prohibited	22
172	Order in which goods traffic should be despatched ... ..	29	Trains at single line crossing stations... ..	79
178-179	Private vehicles not to run on Victorian Railways ... ..	34	Trains at stations with short sidings ... ..	22
210-213	QR wagons, weights to be carried on ... ..	33	Use of tail rope in ... ..	23
33	Between Victoria and South Australia ... ..	135-136	Side chains on W.H. brake wagons...	40
	Roofless cattle wagons ... ..	37	<b>SIGNALLING—</b>	
51	R, S, and Q wagons, brakes of ... ..	22	And interlocking apparatus out of order ... ..	17
13	Sheep wagons, straw not to be placed in ... ..	38	Fog, arrangements for ... ..	15
13	Sheep wagons, with open ends ... ..	38	Hand, in metropolitan yards ... ..	20
	Stations supplied with large truck record book ... ..	25	Hand when shunting at night ... ..	20
	Supply and control of goods wagons ... ..	25-27	In foggy weather ... ..	16
51	Supply and control of live stock wagons ... ..	36-37	Trains by electric telegraph ... ..	14
43	Trains to take full loads ... ..	30		

<b>SIGNALMEN—</b>	PAGE
Absent from interlocking frame...	15
Hours of duty ... ..	15
To bring trains up to signal box to verbally caution Drivers ...	16
To complete signalling operations before going off duty ...	17
<b>SIGNAL BOXES—</b>	
Employes authorised to visit ...	15
Kit of tools for ... ..	18
Litho. diagrams for ... ..	15
On suburban lines, and hours they are open ... ..	181-182
<b>SIGNALS—</b>	
At level crossings ... ..	17-18
Adjustment of wires ... ..	18
Colors of levers ... ..	18
Controlled ... ..	18
Defective ... ..	17
Fixed near one signal box and worked from another ... ..	50
Lighting and extinguishing of lamps ... ..	50
Hand, schedule of ... ..	19
Outdoor, to be worked by Block, Tablet or Electric Staff operator	83
Out of use ... ..	17
Repeaters, list of ... ..	266
Repeaters, out of order ... ..	18
Sleeves for levers ... ..	18
Wires and detector lock breaking	18
Working of at Guard-in-charge stations ... ..	76
Working of at No-one-in-charge stations ... ..	75
Working of at Women-in-charge stations ... ..	74
<b>SPECIAL INSTRUCTIONS—</b>	
Albion stone siding ... ..	93
Albury ... ..	98, 99
Armadale ... ..	85
Armstrongs ... ..	90
Aspendale Park racecourse	85
Australasia Company's siding	95
Australasia ballast siding	95
Australian wharf ... ..	82
Avenel ... ..	83
Axedale Racecourse platform	93
Bacchus Marsh ... ..	166
Bacchus Marsh racecourse siding	89
Bairnsdale wharf ... ..	81
Ballarat East ... ..	90
Ballarat and Cargeeg's siding	80
"    Eureka siding ... ..	80
Ballarat ... ..	90
"    Cattle Yards siding ... ..	90
"    City siding ... ..	90
"    gardens platform ... ..	90
"    Racecourse siding ... ..	90
"    Show grounds platform	90
"    West (Lydiard-street)Box	165
Barker's Creek ... ..	94
Barker's-road ... ..	85
Beach ... ..	97
Bealiba ballast siding ... ..	96
Beaufort ... ..	166
Bendigo ... ..	94
"    and Gas Company's siding	80
"    Golden Square ... ..	80
Birregurra ... ..	88
Box Hill Brick Company's siding	84
Braybrook loop line ... ..	97

<b>SPECIAL INSTRUCTIONS—</b>	PAGE
Briagolong ballast siding ... ..	86
Broadmeadows ... ..	92
Buffalo Creek ... ..	86
Bullarto ... ..	95
Camberwell ... ..	84
Camperdown Cattle siding	89
Canterbury ... ..	84
Carapooee ballast siding ... ..	96
Cargeeg's siding ... ..	90
Castlemaine "A" Box ... ..	25 & 165
Cave Hill siding, Lilydale	85
Charlton Cattle siding ... ..	94
Chewton ... ..	94
Clunes ... ..	83
Clyde ... ..	86
Coburg ... ..	83
Collingwood ... ..	166
Cowley's siding, Eureka	90
Cowwarr ballast pits ... ..	86
Davies' siding (Hodde Range) ...	86
Daylesford ... ..	83
Daylesford Cattle Yards	80
Diggers' Rest ... ..	94
Doveton-street siding (Ballarat)	90
Drouin ... ..	85
Eaglehawk ... ..	83, 95
Echuca Racecourse siding	93
Echuca wharf ... ..	81
Echuca Bridge ... ..	94
Essendon ... ..	91
Eureka siding ... ..	80
Euroa ... ..	83
Everton ... ..	166
Flemington Racecourse line	92
Flinders-street "A" & "B" Boxes	164
Frankston ... ..	166
Frankston sand siding ... ..	80, 85
Fry and Co.'s siding (Nhill)	91
Geelong ... ..	88
"    "D" Box ... ..	166
"    pier ... ..	81
"    Racecourse line ... ..	88
Gillespie's siding (Beulah) ...	91
Glenroy ... ..	92
Goulburn junction ... ..	166
Great Southern Consols siding (Rutherglen) ... ..	93
Guard-in-charge stations ... ..	75, 76
Hamilton ... ..	79
Hawthorn ... ..	84
Herne's Oak Junction ... ..	85
Hopefield ... ..	91
Horsham Council tramway ...	91
Inglewood ... ..	95
Ingliston ... ..	90
Irvine's siding (Great Western)...	91
James and Cornish's siding (Tim- boon) ... ..	89
Jolimont Yard ... ..	83
Kearney's siding ... ..	93
Kerang Flour Mill siding ... ..	80, 94
Kilmore Junction ... ..	165
Korumburra coal lines & junction	86
Laanecoorie junction ... ..	95
Lal Lal lignite siding ... ..	89
Lal Lal Racecourse ... ..	89
Langwarrin ... ..	85
Lara ... ..	87
Laverton ... ..	87
Lecor ... ..	91
Lethbridge quarry siding ... ..	89

**SPE**  
Lig  
F  
Lin  
Lin  
Litt  
Lov  
Ma  
M'  
Ma  
Ma  
Ma  
Mel  
Mel  
Mie  
(  
Mie  
Ma  
Mil  
Mir  
Mit  
Mo  
Mo  
Mu  
Nat  
Nav  
New  
New  
No-  
Nor  
Nor  
Oak  
Pak  
Pon  
Por  
Por  
Por  
Por  
Prim  
Proy  
Sale  
San  
Sch  
Sou  
Sou  
Spe  
  
Spot  
Staf  
Staf  
Stav  
Stav  
Stav  
Swa  
  
Tall  
Tat  
Ter  
Tho  
  
Tool  
Tool

PAGE	SPECIAL INSTRUCTIONS—	PAGE	SPECIAL INSTRUCTIONS—	PAGE
86	Light engines for Spencer-street,	82	Trains, Goods, from Newmarket or	
86	Flinders-street & Pt. Melbourne		Kensington to Spencer-street ...	83
95	Lines and how worked ...	57, 73	Trains crossing on single lines ...	79
84	Lines to Piers and Wharves ...	81, 82	Victoria Gold Estates Company's	
89	Little River ...	87	siding (Moolort) ...	96
84	Lowry Siding ...	92	Wallace chaff siding ...	90
96	Macaulay-road ...	165	Wal Wal ballast siding ...	91
90	M'Dougall's siding (Broadford) ...	92	Wandong ...	92, 165
25 & 165	Maffra Sugar Coy.'s siding ...	86	Wangaratta meat siding ...	93
85	Mangalore ballast siding ...	93	Wardle's timber siding (Ballarat)	90
94	Maryborough ...	96	Warracknabeal Steam Roller Flour	
94	Mathieson's siding ...	92	Company's siding ...	91
83	Melbourne City Market line ...	82	Warrambool cattle siding ...	89
86	Melbourne train engines used for		Warrambool pier ...	81, 89
83	pilot work ...	79	Warragul ...	83
166	Merri Merri siding ...	92	Werribee ...	87
90	Michael and Dunning's siding		Werribee Racecourse ...	87
86	(Newlyn) ...	95	West Footscray powder siding ...	93
86	Middle Brighton ...	84	Wildwood's siding ...	94
83	Madam Hopkins Coy.'s siding ...	96	Williamstown line, Goods trains on	
80	Millbrook ...	90	"    Racecourse ...	97
94	Miram Piram ...	91	"    station and pier ...	97
90	Mitcham Tile Coy.'s siding ...	84	Windsor ...	84
85	Montgomery ...	85	Women-in-charge stations ...	74
83, 95	Morrish Bros. siding (Kingston)	95	South Australian traffic, orders re-	
93	Musk Creek ...	95	garding ...	134-136
81	Natimuk and East Natimuk ...	91	Speed of trains ...	103-104
94	Navigators ...	89	Staff locks ...	210-213
91	New Havilah Coy.'s siding ...	96	Staff working ...	25
80	Newport Freezing Company's siding	97	<b>STATIONMASTERS—</b>	
83	Newport Workshops' platform ...	97	To give attention to outside duties	50
166	No-one-in-charge stations ...	75	To have yard gates attended to ...	51
92	North Geelong junction ...	88	To examine facing points ...	51
164	North Melbourne junction ...	165	Station order books ...	53
166	North Shore Freezing Works ...	88	<b>STATIONS—</b>	
80, 85	Oakleigh ...	85	In charge of women, working of ...	74
91	Pakenham ballast siding ...	85	To be treated as terminals under	
88	Pomborneit ballast siding ...	89	Regulation 171 ...	166
166	Port Fairy cattle siding ...	89	Where Guard acts in charge for	
81	Port Fairy pier ...	81	certain trains ...	76
88	Portland Freezing Coy.'s siding ...	91	With No-one-in-charge ...	75
91	Portland pier ...	82		
92	Portland North ...	91	<b>T</b>	
166	Port Melbourne ...	84	Tablet locks ...	210-213
93	Prince's Bridge ...	83	<b>TABLET AND ELECTRIC</b>	
75, 76	Propelling trains on main lines ...	80	<b>STAFF WORKING—</b>	
79	Sale wharf ...	81	Bank engine arrangements ...	206-208
84	Sandown Park Racecourse ...	85	Code of signals ...	192
85	School House Lane siding ...	92	Electric Staff instruments, illus-	
91	South Kensington ...	96, 165	tration of ...	190-191
91	South Yarra ...	84	Engines disabled between stations	198
95	Spencer-street ...	79, 83	Failure of instruments ...	200
90	"    "    (Franklin-street)	164, 165	General regulations ...	193-196
91	"    "    (No. 1 Box) ...	164	Line obstructed, necessitating	
91	"    "    (Viaduct junction)	83, 164	working from either side ...	198-199
89	Spottiswoode ...	97	Pilot Guard working ...	202-205
83	Staff and Ticket lines ...	76, 77	Semaphore signals at Tablet or	
93	Staff only lines ...	77, 78	Electric Staff stations ...	196
80, 94	Stawell "A" Box ...	166	Tablet instrument, No. 5 pattern,	
165	Stawell Flour Mill siding ...	91	illustration of ...	188-189
86	Staughton's siding ...	89	Tablet or Electric Staff lost ...	201
95	Swan Hill cattle siding ...	80, 94	Tablet or Electric Staff withdrawn	
89	"    wharf ...	81	and train not proceeding ...	197
89	Tallarook and Mansfield line ...	93	Testing instruments ...	208-209
85	Tatonga siding ...	93	Withdrawing Staff or Tablet for	
87	Terang Racecourse ...	89	express trains ...	208
87	Thomas' siding, Minyip ...	91	Working of by-sidings ...	197, 204
91	"    "    Warracknabeal ...	91	Tail lamps, special orders ...	20
89	Toolamba and Kearney's siding ...	80	Tail ropes for use in shunting ...	23
89	Toorak ...	85	Telephones, Gower bell, working of	161-162

Telephones, list of ... ..	271
Time tables to be examined and corrected ... ..	9
"    to be exhibited at all stations ... ..	9
Tools, kit of for interlocked posts ...	18
Traction engines, &c., over level crossings ... ..	33
<b>TRAINS—</b>	
Adelaide Express, instructions to Conductors ... ..	44-45
Ballast, propelling of ... ..	80
Breaking down on suburban lines	12
Breaking loose ... ..	12
Crossing at single line stations ...	79
<b>TRAINS—</b>	
Detention to on suburban lines ...	12
Entering terminal or dead end stations... ..	33
Examiners to inspect before departure... ..	23
Express, commercial travellers' samples by ... ..	44
Express, instructions regarding ...	14
For goods traffic, depôt station to arrange ... ..	30
Goods, from Kensington or Newmarket to Melbourne ... ..	83
Goods, to have van at rear (see exceptions) ... ..	22
Hand brake power on ... ..	107
Loads, computation of ... ..	104-105
Locking of carriage doors on ... ..	45
Marshalling of ... ..	108
Maximum number of vehicles on	102
Motor, instructions regarding ...	24
Not to be moved whilst employes are on roofs of vehicles ... ..	23
Not to be started without signal from Guard ... ..	22
Not to shunt on double lines through crossovers when no one is in charge, etc. ... ..	22

<b>TRAINS—</b>	
Propelling of, in emergency ... ..	21
Propelling of, on main lines ... ..	80
Required to stop at stations not timed ... ..	20
Second passenger train required at platform ... ..	78
Seymour Goods, marshalling of ...	113
Signalling of, by electric telegraph	14
Special, to be telegraphed by depôts to all concerned ... ..	30
Speed of ... ..	103-104
Starting and stopping of ... ..	24
Thrown out of course by accident	10
To be made up before starting time ... ..	107
To take full loads ... ..	30
Westinghouse brake on ... ..	106-107
Tricycles at stations ... ..	53
Truck record book (large), stations supplied with ... ..	25

**U**

Urgent telegrams and messages for Chief Traffic Manager's office ...	11
--	----

**V**

Vans, cleaning of ... ..	46
"    to be last vehicle on goods trains ... ..	22

**W**

Water, supply of for passengers ...	45
Weekly Notice, acquaintance with orders in ... ..	53
Weighing machines ... ..	35
Weighbridges, cart ... ..	35
"    truck ... ..	35
Westinghouse brake, instructions ...	137-140
"    "    hose pipes ... ..	41
"    "    additional orders ... ..	106-107

1. M  
2. N  
therein,  
travel th  
ticket, an  
ticket (w  
mand of  
employe  
a ticket,  
required  
the end o  
to travel  
Twenty p  
3. T  
A ticket  
using or  
shall be  
4. A  
uch tick  
was prev  
liable to  
5. A  
of a supe  
penalty n  
fare acco  
station w  
6. N  
truck, or  
Guard of  
upon or  
person co  
exceeding  
7. T  
passenge  
short of  
no advan  
" excursi  
thereon.  
station th  
between  
which th  
fare from  
8. N  
the numb  
legible.  
illegible  
fare, and  
9. A  
sioner, w  
possessio  
enable an  
exceeding  
portion o  
be liable  
journey,  
Twenty p  
10. I  
mediate s  
that in w  
if he thin  
tween th  
fare from  
11. V  
before th  
undated

## GENERAL BY-LAWS.

- 20
- 78  
113  
14
- 30  
103-104  
24  
10
- 107  
30  
106-107  
53
- 25
- 11
- 46  
22
- 45  
53  
35  
35  
35  
137-140  
41  
106-107
1. Melbourne time is to be observed at all stations. Melbourne time to be observed.
2. No passenger will be allowed to enter any railway carriage, or to travel therein, unless furnished with a ticket or a free pass entitling him to enter or travel therein. Each passenger, on paying his fare, will be furnished with a ticket, and he must show it and allow it to be marked when required; and every ticket (whether single, return, or periodical) must be delivered up upon demand of any Stationmaster, Guard, Porter, Ticket Collector, or other authorised employe of the Commissioner. Should a passenger be found travelling without a ticket, or fail or refuse to deliver up his ticket as aforesaid, he shall be required to pay the fare from the station whence the train originally started, to the end of his journey; but if any passenger fraudulently travels or attempts to travel without a ticket, he shall on conviction forfeit a sum not exceeding Twenty pounds. Passengers to show and deliver them up when required.  
Penalty for attempting to defraud.
3. Tickets are the property of the Commissioner, and are not transferable. A ticket can only be used by the person to whom it may be issued. Any person using or attempting to use a transferred single, return, or periodical ticket shall be liable to a penalty not exceeding Five pounds. Penalty for transferring tickets.
4. Any person using or attempting to use a ticket on any day for which such ticket is not available, or altering a ticket, or travelling on a ticket which was previously used and was not available for the journey then taken, shall be liable to a penalty not exceeding Twenty pounds. Penalty for attempting to defraud.
5. Any person who, with intent to defraud, travels in a railway carriage of a superior class to that for which his ticket was issued shall be liable to a penalty not exceeding Ten pounds, and in addition be liable to pay the extra fare according to the class of carriage in which he was travelling from the station whence the train originally started. Penalty for travelling in a superior class than warranted by ticket.
6. No person shall be permitted to travel outside of any railway carriage, truck, or van, under any circumstances whatever; and no person, except the Guard of the train, shall get into or upon or quit, or attempt to get into or upon or quit, any railway carriage when the train is in motion; and any person committing a breach of this By-law shall be liable to a penalty not exceeding Ten pounds. Penalty for attempting to travel outside, or to enter carriage while train is in motion.
7. Tickets, whether single or return, shall be available and shall be used by passengers only to convey them to the stations named thereon, or to any station short of that destination, provided the passenger by so using a ticket derives no advantage as regards fare. In no case, however, shall the "cheap" or "excursion" tickets be used at or from any other station than those named thereon. Any passenger using or attempting to use a ticket for any other station than that for which it is available will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Commissioner, the fare from the station to which he was booked to the end of his journey. Return tickets available only at certain stations.
8. No ticket will be recognised by any employe of the Commissioner unless the number, date, and names of the stations printed on such ticket are perfectly legible. The holder of any ticket which may be wilfully defaced or rendered illegible in any of the above particulars will be regarded as not having paid his fare, and will be liable to a penalty not exceeding Five pounds. Penalty for defacing tickets
9. Any person, not being duly authorised in that behalf by the Commissioner, who shall sell or offer for sale or part or attempts to part with the possession of any free pass, ticket, or portion of a return ticket, in order to enable any other person to travel therewith, shall be liable to a penalty not exceeding Twenty pounds, or any person purchasing such free pass, ticket, or portion of a return ticket, or travelling or attempting to travel therewith, shall be liable to pay the fare which he would have been liable to pay for the journey, and shall, in addition thereto, be subjected to a penalty not exceeding Twenty pounds. Penalty for selling return tickets, &c.
10. No passenger shall be entitled to re-book or take a ticket at any intermediate station for the purpose of continuing his journey in the same train as that in which he shall have arrived at such station; but the Stationmaster may if he thinks fit, allow a passenger to re-book on payment of the difference between the fare from the starting station and the re-booking station, and the fare from the starting station to the station of final destination. Passengers not to re-book by same train.
11. Workmen's tickets must be presented at the booking office to be dated before the holder can proceed on his journey. Any person travelling on an undated ticket shall be liable to a penalty not exceeding Five pounds. Penalty for travelling on undated tickets

**By-laws.**

Ladies' waiting-rooms and carriages to be kept private.

12. No male passenger will be allowed to enter or remain in any waiting room or carriage set apart for the accommodation of females, and any person persisting in remaining in any such room or carriage, after being warned to leave the same, may be removed therefrom, and, in addition, shall be liable to a penalty not exceeding Ten pounds.

Penalty for opening locked car doors or getting through window.

13. Any person who shall let himself in or out of any railway carriage by getting through the window, or, after the carriage doors have been duly locked, by the use of a private key or other instrument, shall be liable to a penalty not exceeding Ten pounds.

Smoking prohibited.

14. Smoking tobacco or any other substance is strictly prohibited in any of the railway sheds, yards, offices, or waiting rooms, or on any platform, pier, or wharf, in respect of which notice is given that smoking is prohibited; and any person found so smoking on or in any such platform, shed, yard, office, pier, wharf, waiting room, or premises, after being warned to desist by an employe of the Commissioner, shall be liable to a penalty not exceeding Two pounds, and, in addition, may be removed therefrom.

Penalty for abusive language.

15. Any person found in a state of intoxication, or making use of insulting, abusive, obscene, or blasphemous language in any railway carriage, or at or upon any railway station, shed, waiting room, yard, pier, platform, or premises of the Commissioner, or any person making use of insulting or abusive language to any employe of the Commissioner while in the execution of his duty, shall be liable to a penalty not exceeding Ten pounds, and shall immediately, or, if a passenger, at the first opportunity, be removed from the premises of the Commissioner.

Dogs.

16. No dog or other animal will be allowed to accompany any passenger into any railway carriage except under the conditions imposed for the conveyance of such animals, and any person taking a dog or other animal into any railway passenger carriage, except the conditions referred to have been complied with, shall be liable to a penalty not exceeding Five pounds.

Gratuities forbidden.

17. No gratuity is, under any circumstances, allowed to be received by any employe of the Commissioner; and any such employe receiving a gratuity may be immediately dismissed. Any person giving or offering a gratuity to any employe shall be liable to a penalty not exceeding Five pounds.

Lost property.

18. Any employe of the Commissioner or any person finding any lost property or documents upon any railway station or premises, or in or upon any carriage or vehicle of the Commissioner, shall immediately hand over same to the Stationmaster of the railway station at or nearest where such property or documents were found; any person committing a breach of this By-law will be liable to a penalty not exceeding Twenty pounds.

Persons with or without vehicles plying for hire, touting, &c.

19. No person shall, either with or without any vehicle of any description, unless licensed by the Commissioner in that behalf, come or be upon any railway stations, land, pier, or premises vested in the Commissioner for the purpose of plying for hire, or touting or soliciting custom or hire, or for the purpose of removing passengers or their luggage for reward, or for the purpose of touting or soliciting custom for any licensed house, coffee palace, boarding house, lodging house, or house of accommodation for travellers, or for the purpose of removing passengers or their luggage who are or are about to become customers, guests, or lodgers of any licensed person, proprietor of any coffee palace, boarding house keeper, lodging house keeper, or keeper of any house of accommodation for travellers, unless by permission of the Stationmaster or Piermaster in charge of such station, land, pier, yard, or premises; and any person evading, or attempting to evade, or being guilty of a breach of this By-law, or refusing or neglecting to quit the premises of the Commissioner when thereto required by an employe of the Commissioner, shall be liable to a penalty not exceeding Ten pounds.

Penalty for crossing the line when train is in sight, etc.

20. Any person riding or driving, or attempting to ride or drive, any animal or animals, with or without any vehicle, across any line of railway on the level thereof when a train is in sight and in motion coming towards such place, or when a train has given warning of its approach by a whistle, or when warned not to do so by a railway employe, or when crossing fails to use all convenient despatch to cross such line, shall be liable to a penalty not exceeding Ten pounds.

Traction engines, &c., crossing line.

20A. No person shall take or attempt to take across any railway line on the level thereof any traction engine, road engine, or any vehicle of whatsoever description, the weight of which on any wheel exceeds three tons, or six tons on any axle, unless and until such person or persons shall have given 48 hours' previous notice, in writing, of his intention to so cross, particularizing the place and stating the time which he intends to cross, with the name and address of the owner of such engine or vehicle, to the Stationmaster or Officer in charge of any railway station which is also a telegraph station, or the railway station next adjacent to the point on either side at which such person proposes to cross such railway line with such engine or vehicle, provided a man be in charge of

such stati  
required h  
and other  
engine or  
liable to a

20B. ing 14 fe  
and will c  
to cross a  
have give  
izing the  
and addre  
of any rail  
next adja  
line with  
and until  
missioner  
line by re  
of this By

21. upon the  
his convey  
from it; a  
driver sha  
and shall  
the case n  
to a penal

22. A through,  
sioner, ex  
pounds.

23. A cattle, ho  
lands or p  
Twenty p  
liable to  
cattle, ho  
stock, or l

24. A any carris  
shall be li

25. A between t  
train, who  
and suffici  
Twenty p

26. A hold any s  
ing Ten p

27. N or other p  
sale any  
article of  
any person  
exceeding

28. A found post  
same, with  
shall be su

29. E drawing,  
railway ca  
be liable t  
cuts or te  
number-pl  
unavoidab  
station or  
exceeding  
be liable.

such station, unless and until such person has made such provision as may be required by the Commissioner to prevent any injury being done to the rails and other materials forming such railway line by reason of the crossing of such engine or vehicle, and any person guilty of a breach of this By-law shall be liable to a penalty not exceeding Ten Pounds.

20B. No person with any load resting on more than four wheels or exceeding 14 feet in height or 12 feet in width, or with any load that is exceptional and will cause, or will be likely to cause, any obstruction, shall cross or attempt to cross any railway line on the level thereof until such person or persons shall have given 48 hours' notice, in writing, of his intention to so cross, particularizing the place and stating the time which he intends to cross, with the name and address of the owner of such load, to the Stationmaster or Officer in charge of any railway station, which is also a telegraph station, or the railway station next adjacent to the point at which such person proposes to cross such railway line with such load, provided a man be in charge of such station, and unless and until such person has made such provision as may be required by the Commissioner to prevent any injury being done to railway property or such railway line by reason of the crossing of such load, and any person guilty of a breach of this By-law shall be liable to a penalty not exceeding Ten Pounds.

21. The driver of any vehicle allowed to come within or stand for hire upon the premises of the Commissioner must be constantly in attendance on his conveyance, and shall not at any time be more than three yards distant from it; and such driver shall not tout or solicit custom or hire; and such driver shall obey the reasonable directions of the employes of the Commissioner, and shall stand in the place directed by the Stationmaster or Piermaster (as the case may be). Any person guilty of a breach of this By-law shall be liable to a penalty not exceeding Ten pounds.

22. Any person driving any horse or horses attached to any vehicle through, into, or out of any railway station, yard, or premises of the Commissioner, except at a walking pace, shall be liable to a penalty not exceeding Ten pounds.

23. Any person or persons wilfully driving or negligently allowing any cattle, horses, sheep, or other animals to stray on any railway or any railway lands or premises of the Commissioner shall be liable to a penalty not exceeding Twenty pounds; and the Commissioner will not, under any circumstances, be liable to make or grant compensation to the owner or owners of any such cattle, horses, sheep, or other animals, if killed or injured by engines or rolling stock, or by the wilful action of an agent of the Commissioner.

24. Any person, except the employes of the Commissioner, who shall open any carriage door when the train of which the carriage forms part is in motion, shall be liable to a penalty not exceeding Ten pounds.

25. Any passenger by any train provided with means of communication between the passenger and the employes of the Commissioner in charge of such train, who makes use of the said means of communication without reasonable and sufficient cause, shall be liable for each offence to a penalty not exceeding Twenty pounds.

26. Any person, unless with the permission of the Commissioner, who shall hold any sale on any railway premises, shall be liable to a penalty not exceeding Ten pounds.

27. No person shall come or remain upon any railway pier, jetty, station, or other premises of the Commissioner for the purpose of selling or offering for sale any fruit, pastry, confectionery, newspaper, book, pamphlet, or other article of merchandise, unless licensed in that behalf by the Commissioner; and any person committing a breach of this by-law shall be liable to a penalty not exceeding Ten pounds.

28. Any person, unless duly authorised by the Commissioner, who shall be found posting or sticking bills or placards, or assisting in posting or sticking same, within or upon any railway fence, wall, building, property, or premises, shall be subject to a penalty not exceeding Five pounds.

29. Every person, unless duly authorised by the Commissioner, writing, drawing, scratching, or cutting any letter, word, or figure upon any of the railway carriages, stations, or premises of the Commissioner, shall, on conviction, be liable to a penalty not exceeding Ten pounds; and any person who wilfully cuts or tears any lining or window strap, or curtain, removes or defaces any number-plate of a carriage used on the railway, or who otherwise, except by unavoidable accident, damages, defaces, or injures any such carriage, or any station or other property of the Commissioner, shall be liable to a penalty not exceeding Ten pounds, in addition to the amount of damage for which he may be liable.

Crossing line  
with loads of  
exceptional size  
or weight.

Drivers of  
vehicles must  
be in attend-  
ance.

Horses must be  
driven at a  
walking pace.

Penalty for  
allowing cattle  
to stray, &c.

Opening car-  
riage doors,  
train in motion.

Communication  
between passen-  
gers and the  
Commissioner's  
servants.

Penalty for  
holding sale.

Persons not  
allowed to sell  
fruit, news-  
papers, &c., un-  
less licensed.

Bill-sticking  
prohibited.

Scratching or  
drawing upon  
stations  
prohibited.  
Penalty for  
wilful damage.

Bathing in reservoirs prohibited.

Fishing or shooting in reservoirs not allowed.

Poison not to be placed on railway station, &c.

Persons suffering from contagious diseases not to travel.

Punishment for driving diseased cattle on railway premises.

The Commissioner not required to carry diseased cattle or sheep.

Penalty for sewage or drainage nuisance.

Penalty for depositing rubbish, &c.

Checks to be issued for passengers' luggage.

The Commissioner not responsible for articles left by passengers at stations, &c.

Live stock to be removed immediately.

Sale of goods.

30. Any person bathing in or swimming dogs' in any of the railway reservoirs or tanks, or in any way fouling or polluting the water in any of such railway reservoirs or tanks, shall be subject to a penalty not exceeding Ten pounds.

31. No person shall be allowed to fish in or shoot in or on the railway reservoirs of the Commissioner, or within the fences enclosing such reservoirs, without the consent of the Commissioner; and any person committing a breach of this by-law, shall be liable to a penalty not exceeding Ten pounds.

32. Any person putting or placing any poison, or any poisoned meat, grain, or any poisoned substance whatsoever, on or upon any railway, railway station, or railway reserve, save with the authority of the Commissioner, shall be liable to a penalty not exceeding Ten pounds.

33. Any person suffering from small-pox, scarlet fever, scarlatina, measles, typhoid fever, diphtheria, whooping cough, or other dangerous infectious or contagious disease, shall not travel in any railway carriage, except in such carriage (if any) as may be set apart for that purpose; and any person committing a breach of this by-law, or knowingly or negligently causing, procuring, or assisting any person to commit a breach of this by-law, shall be liable to a penalty not exceeding Twenty pounds.

34. No person shall willingly, knowingly, or negligently drive or attempt to drive, or allow to stray into any railway station, yard, shed, or premises, or upon any lands, or within any railway fences, any sheep, cattle, horses, or live stock having or suffering from any disease whatsoever; and any person committing a breach of this by-law shall be liable to a penalty for every such offence not exceeding Twenty pounds.

35. No sheep, cattle, horses, or live stock which, in the judgment of the Commissioner, or his employes, may be infected with any disease, shall be carried on any railway, and the Commissioner or his employes may refuse to take any sheep, cattle, horses, or live stock suspected by them to be diseased. Any person causing or procuring any diseased sheep, cattle, horses, or live stock to be carried upon or along any railway shall be liable to a penalty not exceeding Twenty pounds.

36. Any person who shall at any time cause or suffer to be emptied any sewage or drainage on to any of the railways, or on to any lands, stations, buildings, piers, wharfs, or jetties vested in the Commissioner, shall forfeit for every such offence the sum of Ten pounds. In addition to the said penalty of Ten pounds—and whether such penalty shall have been recovered or not—the person so offending shall forfeit the sum of Five pounds (to be recovered in the like manner) for each day during which such sewage or drainage shall continue to be emptied as aforesaid after the expiration of twenty-four hours from the time when notice of the offence shall have been served on such person by the Commissioner, or by one of his employes duly authorised to serve such notice.

37. Any person who shall at any time throw or cause to be thrown any glass, filth, dirt, rubbish, or other matter of a similar nature, on to any of the railways, or on to any lands, stations, buildings, piers, wharfs, or jetties vested in the Commissioner shall, on conviction, pay a penalty not exceeding Twenty pounds.

38. The Commissioner will not undertake any liability in respect to passengers' luggage unless the by-laws in reference thereto made or to be made by the Commissioner shall have been complied with by the passenger.

39. The Commissioner will not be responsible for articles left by passengers at any station unless the same be duly registered, for which a charge per article will be made, and a ticket given; and no article will be given up without the production of such ticket, or satisfactory evidence of the ownership and the loss of such ticket. The article will be delivered to the bearer of the ticket unless notice be given to the contrary by the owner.

40. All live stock must be removed from the railway premises immediately after the arrival of the train, or, if left, they will remain at the owner's risk and expense, and may be sent to agistment or livery, the cost of which shall be paid by the owner, and such costs must be paid on demand as part of the authorised charges; and such stock, if not removed within seven days, may be sold by auction by the Commissioner, and the proceeds thereof applied in payment of all expenses incurred, and the balance thereof handed over to the owner.

41. All goods, except perishable articles, unclaimed by the owner for the space of six calendar months will be sold by the Commissioner; but unclaimed perishable articles may, if the Commissioner thinks fit, be sold by him forthwith, and, after deducting what may be due to him for railway carriage, storage, and charges (including expenses of sale), he will pay over the surplus (if any) to the owner.

4  
scale  
hours  
demu  
will b  
ing h  
by th  
at the  
charg  
trucks  
goods  
be, in  
becom  
42  
with,  
44  
Railwa  
railwa  
"Pier  
in the  
Station  
employ



42. In all cases where, in accordance with the Goods Classification and Demurrage scale of charges, the loading is to be performed by the owner, two working hours will be allowed for loading, and if not completed within that time demurrage at the rate of 5s. per four-wheeled truck per day or part of a day will be charged; and where unloading is to be done by the owner, eight working hours after arrival will be allowed, unless the trucks are sooner required by the Department; if not completed within the time named demurrage at the rate of 5s. per four-wheeled truck per day or part of a day will be charged; or the Commissioner may load into or discharge from the railway trucks such goods at the risk of the owner, consignor, or consignee, and such goods shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and to such other costs or charges as may become due. Bogie trucks, double rates.

43. No employe of the Commissioner has any authority to waive, dispense with, or vary these by-laws or any of them. By-laws not to be waived.)

44. The word "Commissioner" in these by-laws shall mean the Victorian Railways Commissioner; the word "pier" any railway pier or jetty, or any railway breakwater if used as a pier, vested in the Commissioner; the word "Piermaster" any railway Piermaster, and any Acting or Assistant Piermaster in the employ of the Commissioner; the word "Stationmaster" any railway Stationmaster in the employ of the Commissioner; and the word "employe any employe of the Commissioner." Interpretation

## GENERAL BY-LAWS FOR RAILWAY PIERS.

1. When and so soon as the discharge of the cargo of any vessel at the pier shall have been completed, and whether or not such discharge shall happen within the period fixed therefor, the master of the vessel whose discharge shall have been completed shall immediately thereafter cause to be taken on board thereof such sand or stone ballast as may be required to steady such vessel, and shall thereupon leave the pier and anchor such vessel outside of the buoys laid down by the Railway Department. Provided always that such vessel is not receiving or about to receive loading from the pier or the wagons or the trucks belonging to the Commissioner. Any persons guilty of a breach of this by-law shall be liable to a penalty not exceeding Twenty pounds.

Vessels to remove from pier when cargo is discharged.

2. Every vessel, whether about to receive loading or not, shall be removed by the master thereof from the pier within twelve hours after written notice shall have been left on board by the Piermaster requiring the removal of such vessel, and any master failing to remove his vessel within the period aforesaid shall pay to the Commissioner a sum of Twenty pounds per day for every day or fractional part of a day thereafter during which such vessel may occupy a berth at the said pier.

Vessels to be removed when notice is given by Piermaster.

3. The master of any vessel arriving at the pier shall cause the discharge thereof to be proceeded with beyond the usual working hours—that is to say, in the summer from six o'clock in the morning until six o'clock in the evening, and in winter from seven o'clock in the morning until five o'clock in the evening—if so required by the Piermaster; and if the master of any vessel, when so required, shall neglect or refuse to cause the discharge of his vessel to be proceeded with accordingly, he shall be liable to a penalty not exceeding Twenty pounds for every such neglect or refusal.

Vessels to discharge cargo beyond working hours.

4. The Commissioner may at any time order that any vessel shall be discharged by stevedores, and such stevedores shall be employed by and at the expense of the master or agents of such vessel, and not by or on behalf of the Commissioner.

To be discharged at expense of agent or master.

5. Trucks shall be loaded or unloaded, as the case may be, within twelve hours after the same have been placed on the pier in a position accessible for such purpose; and the master of any ship or vessel, or the stevedore thereof, not loading or unloading any such truck within such time shall be liable to a demurrage charge of Five shillings per four-wheeled truck for every day or part of a day that the truck is not loaded or unloaded as aforesaid. Bogie trucks, double rate.

Demurrage charge for detaining trucks.

6. No person not authorised by the Commissioner to supply ballast to vessels lying at the pier will be allowed to come upon such pier with ballast for any vessel. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding Ten pounds.

No person to supply ballast unless authorised.

7. The time allowed for goods to remain on the pier or approach thereto shall be two hours, and no ship's spars, boats, hencoops, empty casks or cases, or other things belonging or appertaining to any ship or vessel lying at the pier, shall be placed or left lying on any part of the pier without the permission, in writing, of the Piermaster. Any person committing, permitting, or causing a breach of this by-law shall be liable to a penalty not exceeding Twenty pounds.

Spars, &c., not to be placed or left on pier.

8. The tolls to be paid by boats and steamers plying for hire to and from the railway piers are fixed as follows:—

Charges for licenses to ply for hire.

(A.) For every boat propelled by oars only—5s. per annum.

(B.) For every sailing boat licensed to carry ten passengers—10s. per annum.

(C.) For every steam-boat—£10 per annum.

9. No boatman, waterman, or other person will be allowed to ply for hire to or from the pier unless licensed by the Commissioner to do so; and any person infringing this by-law will be liable to a penalty not exceeding Ten pounds.

No boats to ply from pier without license.

10. No ship or vessel of any kind or description whatsoever shall be moored or fastened to the pier, or attached to any ship or vessel of any kind or description whatsoever so moored or fastened without the consent, in writing, of the Piermaster; and the master or other person causing any such ship or vessel to be so moored or fastened or attached without such consent as aforesaid shall be liable to a penalty not exceeding Ten pounds; and should the Piermaster not have given his consent to the mooring or fastening of such vessel he may proceed to remove the vessel in the manner prescribed by Section 17, Act 1135.

No vessel to be moored without authority.

11. Any person hindering, preventing, or obstructing the Piermaster in the execution of his duty shall be liable to a penalty not exceeding Twenty pounds.

Piermaster not to be hindered in the execution of duty.

12. The tolls to be paid in respect of the piers, wharfs, and jetties at Williamstown and Port Melbourne vested in the Commissioner on goods brought to or taken from any vessel using any such pier, wharf, or jetty by lighter or other vessel, shall be as follows:—

Tolls on goods brought to or taken from vessels at piers.

By-la

The  
Commis  
on good  
by high

Al  
person  
bringin  
wharf,  
owner  
other p  
from th  
from w  
13  
Railwa  
regist  
(B  
and Po  
V  
charge  
regist

and so  
not ha  
taine  
Mana  
A  
specif  
Mana  
(3d.)  
1  
any  
sectio  
1  
Railw  
or an  
the w  
assist

By-laws.

- (a) Where such goods are taken to or brought from Melbourne *via* the River Yarra—
- |                                |                   |
|--------------------------------|-------------------|
| For every ton of general cargo | ... 2s. per ton.  |
| For every bale of Wool         | ... 1s. per bale. |
| For every bale of Leather      | ... 1s. per bale. |
- (b) In all cases other than the above—
- |                                |                   |
|--------------------------------|-------------------|
| For every ton of general cargo | ... 4d. per ton.  |
| For every bale of Wool         | ... 2d. per bale. |
| For every bale of Leather      | ... 2d. per bale. |

The Tolls to be paid in respect of piers, wharfs, and jetties vested in the Commissioner situated elsewhere than at Williamstown and Port Melbourne on goods brought to or taken from any vessel using such pier, wharf, or jetty by lighter or other vessel, shall be as follows:—

For every ton of general cargo	... 4d. per ton.
For every bale of Wool	... 2d. per bale.
For every bale of Leather	... 2d. per bale.

All Tolls as aforesaid shall be primarily payable by the owner or other person for the time being entitled to the earnings of the lighter or other vessel bringing the goods to or taking the goods from the vessel using any such pier, wharf, or jetty as aforesaid; and in a case of non-payment of such Tolls by such owner or other person within fourteen days after demand from such owner or other person, the said Tolls may be sued for and recovered by the Commissioner from the consignors or consignees of the said goods, or from the vessel to or from which such goods were taken or brought, at the election of the Commissioner.

13. (A.) Vessels having discharged their cargoes elsewhere than at a Railway Pier, on seeking a berth to load at a Railway Pier to pay 6d. per ton register pier toll for the accommodation.

Tolls on vessels.

(B.) Time allowed for discharging vessels at the Geelong, Williamstown, and Port Melbourne Railway Piers—

Vessels with full cargoes on board will be allowed to occupy berths free of charge for the purpose of discharging cargo for periods in proportion to their registered tonnage as follows (exclusive of Sundays and holidays):—

Vessels of 100 tons register and under	... 2 days.
"    from 100 to 150 tons register	... 3 "
"    "    150 " 200	... 4 "
"    "    200 " 250	... 5 "
"    "    250 " 300	... 6 "
"    "    300 " 350	... 7 "
"    "    350 " 400	... 8 "
"    "    400 " 500	... 9 "
"    "    500 " 600	... 10 "
"    "    600 " 700	... 11 "
"    "    700 " 800	... 12 "
"    "    800 " 900	... 13 "
"    "    900 " 1000	... 14 "

and so on at the rate of one day for every additional 100 tons register. Vessels not having full cargoes on board will be allowed time in proportion, to be ascertained and fixed by the Piermaster or any other officer whom the Chief Traffic Manager may appoint. The same rule shall also apply to vessels taking in cargo.

Any vessel continuing to occupy a berth after the regulated days as above specified have expired, unless with the consent in writing of the Chief Traffic Manager or Piermaster acting under his authority, shall pay a toll of Threepence (3d.) per ton register per diem until the removal of such vessel from the pier.

14. Nothing in this by-law shall prevent the Piermaster from removing any vessel at any time in terms of the Statute on the subject. (Act 1135 section 17.)

Power to remove vessels.

15. The word "Commissioner" in these By-laws shall mean the Victorian Railways Commissioner; the word "pier" shall mean any Railway pier or jetty, or any Railway breakwater if used as a pier, vested in the Commissioner; and the word "Piermaster" shall mean any Railway Piermaster and any acting or assisting Piermaster in the employ of the Commissioner

Interpretation.

A  
On  
CERNED  
so far as  
corrected

A co  
Station, an  
played at  
immediate

In o  
to rule a l  
thereat, ca  
they will  
platform  
consult th  
section of

The  
is notified

The  
to which  
engens m  
in cases o  
and Insp  
within c  
arise. A  
his work

The  
the safet

Ins  
not end v  
vigilance  
promptly

En  
but are  
road, and  
moment.

For  
to the lin  
that a Sp

She  
rail, a m  
coming, t  
attention  
not see th

## APPENDIX TO WORKING TIME TABLE.

### GENERAL INSTRUCTIONS.

#### TIME TABLES.

On each occasion of the issue of new Time Tables, Stationmasters and ALL CONCERNED must at once carefully examine each Working Time Table and Sheet Time Table, so far as their stations are concerned, and any errors or discrepancies must be promptly corrected and reported to the Chief Traffic Manager.

#### TIME TABLES AT STATIONS.

A copy of the current Sheet Time Table for the Country Lines must be exhibited at *each* Station, and, in addition, the current Sheet Time Tables for the Suburban Lines must be displayed at *each* Suburban Station. All obsolete Time Tables to be removed from Stations immediately the time has expired to which they apply.

In order to facilitate reference to the times of the trains, Stationmasters are instructed to rule a line in red ink under the name of their Station in all the Sheet Time Tables exhibited thereat, carrying the line across the table under the times of the trains shown in each column; they will also require to see that the sheets are placed in the most convenient position on the platform as regards height from the ground and contiguity to a lamp, to enable passengers to consult them with facility. Care must be taken to have the different sheets relating to one section of the line posted close together.

The sheets must be altered in ink whenever any change in the Passenger Train Service is notified, the Stationmaster being personally responsible for seeing that it is done.

#### ADDRESSES OF EMPLOYEES.—REGULATION 11.

The address of every *employé* including Fog Signalmen must be recorded at the station to which he belongs, and caller-up (if any) or members of the Staff who would act as messengers must visit during daylight the houses of all the *employés* residing in the locality, so that in cases of emergency or at night they can go direct for the man required. Stationmasters and Inspectors will be responsible for seeing that a sufficient number of their staff live within call for their services to be obtained to meet the various circumstances that may arise. A report is to be made to the Head office if any *employé* lives at a distance away from his work, stating whereabouts he resides.

#### SAFETY OF THE LINE.

The serious attention of all concerned is called to the vast importance of looking well to the safety of the line.

Inspectors, Stationmasters, and Signalmen are reminded that their responsibility does not end with protecting the regular traffic against ordinary obstructions, but that constant vigilance is required to find out any unusual and unforeseen defect in the line, and to guard promptly and efficiently against any danger therefrom.

Enginedrivers should not content themselves with merely observing the fixed signals, but are earnestly warned that their unceasing attention should be given to the state of the road, and to the possibility of Hand signals being required to be seen and acted upon at any moment.

Foremen, Gangers, and Repairers or other employes, in executing the needful repairs to the line, must not only arrange to avoid delaying the regular trains, but must remember that a Special train may have to run at any moment.

Should it be necessary to stop a train in consequence of a slip, bad road, or removal of a rail, a man must be sent out at least 1200 yards in the direction from which the train is coming, and besides showing a Stop signal, and using best endeavours to attract the Driver's attention, he must place two Detonators on the line 10 yards apart; so that should the Driver not see the Stop signal he must hear the Explosions and stop.

## CASUALTIES, IRREGULARITIES, Etc.

In important cases, such as those enumerated hereunder, telegrams, giving preliminary information, must be despatched immediately to all concerned, and full reports must be afterwards sent by train to District Traffic Superintendent in usual way, duplicate copy being forwarded to Chief Traffic Manager:—

- (A) Where any of the public or *employés* are injured from any cause.
- (B) Train Accidents, Breakaways and Irregularities, Engines on Passenger and Mixed Trains with Hot Boxes causing delays, Trains Sticking Up, etc.
- (C) Derailments and Breakdowns.
- (D) Damage to Rolling Stock, Permanent Way, Gates, Buildings or cattle killed (only important cases to be telegraphed).
- (E) Fires, Robberies, Obstructions on Line, Damage to Permanent Way by Floods.
- (F) Staff and Tablet Failures and Irregularities; also anything that disarranges train service.

The telegram reporting the important cases should be concise, and with regard to train accidents it should as far as possible contain the following information. Special telegram form (Z 4) supplied to all stations should be used, and before sending message, the signal "Z 4" should be given so that the receiving operator may obtain the necessary form. In transmitting the message, the number of the question should first be quoted and then the particulars:—

- (1) NATURE OF ACCIDENT.—If to a train, whether Passenger, Mixed, or Goods, and whether running or shunting. If running on single line where Train Staff and tickets are used, whether on staff or ticket.
- (2) Where it occurred. If at points, where situated, and who was working them. Number and description of vehicles off road, if any.
- (3) Is any person hurt. If Passenger train concerned, approximate number of passengers travelling, and how many injured. Names and addresses of injured persons, also of all passengers in train, if practicable, to be taken.
- (4) Whether surgical assistance is required, and can be obtained locally. If not, which is the nearest point it is obtainable.
- (5) Are main lines blocked. If so, give particulars, and after consulting Loco. and Existing Lines Officers (if any present) state when it is probable lines will be clear. Is any assistance wanted; if so, state what is being done, and whether casualty van has been asked for.
- (6) Can Passenger traffic be carried on; and, if so, what arrangements are being made. If single line working is established, advise between what points.
- (7) If engine is disabled, driver to specify part that failed, and what is necessary to clear line.

In circumstances where it is compulsory to alter regular crossing places of trains, or make other special arrangements for working traffic, an operator should be constantly at the telegraph instrument. If the Stationmaster be the only one available, he should place the Guard or (in latter's absence) the Driver in charge at scene of accident, and himself remain at the instrument till relieved or until all necessary arrangements have been made.

In addition to notifying the Chief Traffic Manager and District Traffic Superintendent, all other officers concerned must be advised at the same time. Ganger and Permanent Way Repairers to be called if their assistance is required. When derailments or damage to Permanent way or works occur, Stationmasters must telegraph to the Engineer for Existing Lines, the Superintending Inspector, and the local Inspectors of Way and Works at once.

In all irregularities which throw trains out of their proper course, the Depôt Stationmaster must also be telegraphed to, and he will require to ascertain whether the District Traffic Superintendent has been advised and is available to direct operations. In the absence of District Traffic Superintendent, the Depôt Stationmaster must act. (See Page 272.)

When delays are caused to trains conveying passengers, milk, live stock, and perishables (especially when such trains connect with others) all Junction stations and Terminals must be informed, and all other stations concerned also, as soon as possible.

If accident occurs between stations, the Guard and Driver should confer before messenger for assistance is despatched, and give latter full particulars of the case; also a list of any tools or appliances required, so that the Stationmaster at adjoining station may be enabled to deal effectively with the occurrence. Incomplete information involves loss of time, and may lead to further accident.

When it is necessary for the Break-down Gang to be called out, arrangements for running of Special train must be made by a Traffic Officer, and it must be accompanied to the place of obstruction by a Guard. The District Traffic Superintendent, or Traffic Inspector, or, in their absence, the Depôt Stationmaster, must also accompany the Break-down train, and the Traffic Officers named will be responsible for proper steps being taken to protect the Break-down Gang train and the obstruction. If necessary, the Special train should be stopped *en route* to pick up gangs of Repairers.

In the case of Single Lines, the Driver must be in possession of the Train Staff or Tablet when entering the Blocked Section, or if working by Pilot Guard is in operation, he must wait for Pilot Guard.

In cases of damage to the line by flood waters, etc., the nearest Stationmasters will require to report particulars at once to the District Traffic Superintendent, Inspector of Permanent Way, and Depôt Station, and, if necessary, steps are to be taken to suspend traffic, advising Terminals, Junctions, and Booking stations concerned, stating reason for suspension should the Ordinary train service be interfered with. The Chief Traffic Manager, the Chief Mechanical Engineer, and the Engineer for Existing Lines must also be advised as soon as possible.

#### TRAIN ACCIDENTS AT NIGHT.

The following steps should be taken to communicate with officers when a serious accident occurs at night:—

The Telegraph office shall immediately communicate with the Stationmaster and the Running Foreman, Spencer-street, when an accident occurs on lines running from Spencer-street.

The Stationmaster at Spencer-street shall at once advise Metropolitan Yard Inspector, Spencer-street, the Chief Traffic Manager, the Assistant Traffic Manager, Traffic Running Superintendent, the District Traffic Superintendent, and the Depôt Station concerned, also the Inspector of Permanent Way; and if the accident is such that surgical assistance is likely to be required, the Stationmaster shall secure the services of the doctors most easy of access by telephone or otherwise, and despatch to the scene of the accident as many members of Ambulance Corps as can be spared.

When the accident occurs on lines running from Prince's Bridge or Flinders-street the Telegraph office shall communicate with the Stationmaster at Prince's Bridge or Flinders-street, and with the Running Foreman at Prince's Bridge and Port Melbourne.

The Stationmaster at Prince's Bridge or Flinders-street, as the case may be, shall at once advise District Traffic Superintendent and the Depôt Station, the Chief Traffic Manager, Assistant Traffic Manager, Traffic Running Superintendent, Metropolitan Yard Inspector, and Inspector of Permanent Way.

Surgical aid to be procured as already stated, and Ambulance Corps despatched.

The Locomotive Foreman shall advise the Chief Mechanical Engineer in all cases.

The Telegraph office shall also advise the Resident Messenger in the Engineer's office, who shall communicate with the Superintending Inspector of the district in which the accident occurs, and with the Engineer for Existing Lines, or his chief assistant, whose addresses must be posted in his quarters.

The Stationmaster in each case shall immediately make arrangements for the despatch of any Special trains that may be required for the Break-down Gang, which will be provided from the Locomotive Depôt.

#### FATAL ACCIDENTS AND INQUESTS.

When a fatal accident occurs, or when any person receives an injury that is likely to be fatal, information must be wired by the officer-in-charge to the District Traffic Superintendent and Superintending and Local Inspector of Permanent Way, as well as to the Chief Traffic Manager, Chief Mechanical Engineer, and Engineer for Existing Lines. *Employes* of branches other than Traffic must also furnish prompt information to the Head of their Branch.

The message must state exactly where the accident took place, and if within station limits or at traffic gates, the District Traffic Superintendent will attend the inquest in case of death. If on the line between stations, the Inspector of Permanent Way will attend instead.

If the Enginedriver is likely to be required as a witness, the Stationmaster must send advice regarding the accident to the District Locomotive Inspector, and also notify him the date the inquest will be held.

#### URGENT TELEGRAMS AND MESSAGES.

Urgent Telegrams and Messages received at Spencer-street for the Chief Traffic Manager's Offices after they are closed are to be sent to the S.M., Spencer-street, who will take any necessary action, and see that copies are delivered as under:—

- (A) Those relating to accidents of a serious nature requiring immediate action to the Chief Traffic Manager, Goods and Assistant Traffic Manager, and Traffic Running Superintendent, and when assistance is required from Melbourne, also to the District Traffic Superintendent, and Metropolitan Yard Inspector.
- (B) Accidents of less importance, but requiring assistance from Melbourne, to the District Traffic Superintendent and Metropolitan Yard Inspector.
- (C) When Special, Passenger or Mail Trains are required, to Mr. Robertson or Mr. Hamilton, and to the Chief Traffic Manager.
- (D) Relief of the Staff, to Mr. Macaw.

Messages regarding Live Stock to be sent direct to Metropolitan Yard Inspector.

DISTRICT ENQUIRY BOARDS REGARDING ACCIDENTS.

The District Officers (viz., the District Traffic Superintendent, Metropolitan Yard Inspector, the District Loco. Inspector, and the Superintending Inspector of Permanent Way of the respective districts) are to promptly assemble on the scene of any serious accident that may occur to a Passenger, Mixed, or Goods train for the purpose of ascertaining all the facts of the case, and for holding a joint enquiry into the cause; also to consider what additional precautions are necessary to prevent a recurrence. Report of same to be forwarded on the form (Z. 10) specially prepared for the purpose.

BREAKDOWNS.—SUBURBAN LINES.

When the line between Suburban Stations becomes blocked by reason of a break-down or other cause, the Signaller in charge of Block working must always be promptly informed, and when the officer in charge of the station (being other than a Depôt) does not hold a Block Certificate, the Signaller must be consulted as to the Regulations on the subject, and the best means of quickly clearing the road.

DETENTION ON SUBURBAN LINES.

Whenever a detention occurs to a Suburban train on the Essendon, Williamstown, or Brighton lines that is likely to cause delay to passenger traffic at Flinders-street, information must be at once sent to the Stationmaster at Flinders-street by the quickest method, to enable him to make necessary arrangements. This applies specially to the busy portions of the day, when it is very important that prompt intelligence should be sent.

CASUALTY TRUCKS.

Trucks furnished with tools and casualty appliances are stationed at the following Engine Depôt Stations, under the care of the Locomotive Officers in charge, who will forward them, with the necessary men, to the scene of accident when required.

Melbourne—	Ballarat	Seymour
Spencer-street	Maryborough	Benalla
Prince's Bridge	Ararat	Sale
Williamstown	Stawell	Korumburra
Bendigo	Dimboola	Warragul
Geelong		

The standard equipment of Casualty Trucks is shewn in Weekly Notice No. 32 (1898.) A list of same must also be posted up in each Casualty truck.

RAMPS.

(To be used for the purpose of hauling on to the lines vehicles which have left the rails), are located as under:—

IN CHARGE OF LOCO. FOREMEN AT—		IN CHARGE OF STATIONMASTERS AT—	
Melbourne—	Ararat	Woodend	Wangaratta
(Spencer-street)	Stawell	Castlemaine	Wodonga
(Prince's Bridge)	Dimboola	Echuca	Shepparton
(Flinders-street)	Maryborough	Inglewood	Numurkah
Port Melbourne	Benalla	Wedderburn Junction	St. Kilda
Bendigo	Seymour	Korong Vale	Caulfield
Geelong	Sale.	Newport	Oakleigh
Ballarat		Creswick	Warragul
		Daylesford	Traralgon
		Warrnambool	Stratford
		Hamilton	St. Arnaud

In charge of Metropolitan Yard Inspector at Melbourne (Spencer-street).

TRAINS BREAKING LOOSE.—RECULATION 214.

When trains break loose, Guards must carefully enter in their Report Book the following information, and also report the same particulars to Chief Traffic Manager and the District Superintendent:—

1. Order in which the train is marshalled, giving the number and class of each vehicle.
2. Position in train of vehicle which broke loose.
3. Mileage where it occurred, and whether train separated or was held by side chains. If separated, state distance it afterwards ran before being stopped.
4. Description of brake apparatus on train, and whether vehicles were fitted with brake blocks or pipes only; also, how many vehicles fitted with brake and pipe are connected with engine.
5. Portion of draw-gear broken.
6. Whether steam was used on engine after the brake had once been applied.

In all cases the fractured part of the broken hook or link must be carefully wrapped up and sent to the Chief Mechanical Engineer.

SAFETY-  
VENT ?

1. V or other points are wrong way working to must not properly 2. T ing the w 3. V purpose fo to be clos 4. C

Flinders-  
North M

\*Newmar  
Broadme  
Craigiebr  
Lancefield  
Wildwood  
Woodend  
Chewton

(\*R  
Newmar  
taken out

TEI

Op  
duty unt  
passes th  
Engine l  
is report

Op  
that in c  
Geelong,  
Seymour  
and Kor

In  
from or a  
from the  
to call i  
quested  
their ser  
must loo

that the  
to the H

TH  
followin



**SAFETY-CATCH AND CATCH POINTS SIDINGS ON RUNNING ROADS, TO PREVENT TRAINS OR VEHICLES FROM RUNNING BACK THE WRONG WAY.**

1. Where these points or sidings are provided, or may hereafter be put in, Stationmasters or other officers who may have charge of single line working must be careful to see the points are properly secured for the Main line when trains or engines have to be run the wrong way. Drivers and Guards are also warned to see this is done, and when their trains are working the proper course (and from any cause come to a stand on the catch points), they must not back their trains or engines until some one is placed at the points to hold them properly to prevent vehicles leaving the rails.

2. The situation of catch points outside station limits is indicated by a notice board, bearing the word "Catch," being placed contiguous thereto.

3. When catch points are worked from signal boxes, they must, in order to fulfil the purpose for which they are intended, be left open for the runaway end, except when required to be closed for trains to pass over them on the running line.

4. Catch points are in the Main Line at the following places —

Station.	Remarks.
Flinders-street (West end)	In the Up Williamstown Arrival Road, near No. 67 Post
North Melbourne ...	In the Up and Down North-Eastern and Main Line Goods Roads, near the bridge
*Newmarket ...	In the Up and Down Racecourse Line, near the Up home signal
Broadmeadows ...	In the Down Line, near the Down distant signal
Craigieburn ...	In the Down Line, about 100 yards inside the Down distant signal
Lancefield Junction ...	In the Down Line, near the Down distant signal
Wildwoods Siding ...	In the Down Line, between Sunbury and Lancefield Junction
Woodend ...	In the Up Line, just inside the Up home signal
Chewton ...	In the Up Line, just in advance of the station platform

(\*FLEMINGTON RACECOURSE LINE.—On race days the catch points at the Up home signal, Newmarket Junction, and the facing crossover points at the Show Yards are either to be taken out and rails substituted, or to be securely spiked by the Ganger.)

**TELEGRAPH OPERATORS AND LAST UP OR DOWN PASSENGER TRAIN.**

Operators at Engine Depôts are, unless specially arranged otherwise, to remain on duty until the Last Passenger Train passing the Depôt has arrived at its destination, viz.—or passes the next Depôt Station at either side. At intermediate Telegraph Stations between Engine Depôt Stations, Operators are to remain on duty until the Last Passenger Train is reported as having left the next Telegraph Station in advance.

**OPERATORS ON DUTY ON SUNDAYS.**

Operators are in attendance on Sundays between the hours of 12 noon and 1 p.m. (so that in cases of emergency they can be communicated with) at the following stations, viz.—Geelong, Ballarat, Ararat, Stawell, Serviceton, Maryborough, Woodend, Castlemaine, Bendigo, Seymour, Benalla, Wangaratta, Wodonga, Warragul, Traralgon, Sale, Stratford, Bairnsdale, and Korumburra.

**INJURIES TO, OR ILLNESS OF, PASSENGERS.**

In cases where passengers may sustain injury by acts of their own, such as by alighting from or attempting to join trains in motion, or from any similar causes not in any way arising from the fault of the Department, or in cases of sudden illness, and where it may be necessary to call in medical assistance, Stationmasters and ALL CONCERNED are particularly requested in each case to previously inform medical men called in upon such occasions that their services are called for and on behalf of the injured passengers themselves, and that they must look to them and not to the Railway Department for the payment of their fees.

Where injured persons require to be conveyed in van as passengers it is necessary that they should in all cases be accompanied by some person, who will see to their conveyance to the Hospital on arrival at destination.

**CAUTION REGARDING ACCIDENTS TO RAILWAY EMPLOYEES**

The largest number of accidents and casualties to railway employes occurs from the following causes:—

While coupling and uncoupling vehicles.

From getting on or off, or falling off, engines, wagons, etc., during shunting.

Whilst braking, spragging, or chocking wheels.

Whilst walking, crossing, or standing on the line.

[OVER]

All employes are specially cautioned against accidents of the above class (which are frequently due to the over-confidence of the employes in their knowledge of the work and the running of trains), and the attention of Stationmasters and others holding responsible positions is called to the importance of enforcing the regulations in such a manner as to ensure the greatest possible safety to the employes in the performance of their duties. They must also impress upon Foremen and others the necessity of bringing under notice the cases of any men who negligently or carelessly expose themselves to danger. Any breaches on the part of the men in this respect to be reported to the Superintendent.

Guards, Shunters, and any other employes whose duties bring them in close contact with trains or vehicles in motion should not wear Mackintoshes or Overcoats which are too long and are furnished with capes covering their arms, as such articles of apparel restrict the free use of the limbs, and may thereby lead to accident. A short top coat without cape, such as the "Chesterfield," is more suitable.

#### EXPRESS AND NON-STOPPING PASSENGER TRAINS.

1. All stations (other than Block, Tablet, or Electric Staff stations) at which a Passenger train does not stop must prepare for it by ceasing to shunt on the Main line and on the roads that lead to Main line 10 minutes before it is due. The Main line must be kept clear.

2. On Single lines, the train to run through stations at which it does not stop, on the straight road.

When a Departmental Special is running Express it should be run through the straight, but when it stops at a station to cross a Passenger or Mixed train it should be brought in on No. 2, and the Passenger or Mixed remain at Platform unless the station be partially interlocked as at Birregurra and similar stations.

3. All Telegraph stations not working the Block, Tablet, or Electric Staff system must report the departure of a through train to the next in advance.

4. At stations on Single lines where the Express crosses a train running in the opposite direction, and the Express is not timed to stop, it must be kept outside the Home Signal, should both trains approach the station at the same time, until the crossing train has arrived and the roads are properly made.

5. When an Express or other through train crosses or passes another standing at a station, and it is not necessary to stop the through train, the signals are to be kept at "Danger" till the through train has passed the Distant and speed reduced to 15 miles an hour before reaching the Home Signal, and that rate of speed must not be exceeded through the station.

Signalmen at crossing stations must always protect the standing train immediately it has arrived, and use the "sleeve" for that purpose.

6. When application is made for Express trains to stop at stations not timed, the permission of the Chief Traffic Manager must be applied for (by wire if necessary), and such trains are not, with the following exception, to be stopped until his authority is obtained:—In cases of great emergency, where there is not time to obtain the necessary permission from the Chief Traffic Manager, the District Traffic Superintendent may, upon being satisfied that there is good cause for stopping the train, give the requisite orders, but the practice must be strictly limited to such cases of urgency, and each instance must be reported to the Chief Traffic Manager.

7. All Express trains must be composed of bogie vehicles unless specially instructed to the contrary. 4-Wheel vehicles must not be run on Express trains. 6-Wheel Vehicles may be used on certain Expresses by special permission, but in all cases the load should be made up of Bogie Vehicles as far as practicable. A good six-wheel AB car may be run on the Adelaide Express from Melbourne to Ballarat and *vice versa* when necessary.

8. Horse boxes, or wagons must not be accepted for conveyance by Express trains unless with authority of Chief Traffic Manager. This order will also apply to large or bulky consignments, or to anything beyond small parcels which are usually forwarded in vans of Passenger trains.

#### SIGNALLING TRAINS BY ELECTRIC TELEGRAPH.

Drivers and Guards will be held solely responsible for obedience to the signals given or exhibited to them. The chief use of the electric telegraph for signalling trains is to prevent accident to trains running *between* stations where signals are fixed, but it does not control obstructions *at* stations or junctions, as at those places the proper working of the fixed signals must be alone regarded and depended upon for the safety of the traffic.

THE ATTENTION OF GUARDS AND ENGINEDRIVERS is especially called to the above important notice, and they are further desired always to bear in mind that every separate station depends upon its own signals for protection in case of obstruction.

In case of sudden obstruction from any cause, the proper Stop signals exhibited would be held to be sufficient protection to the traffic, and the responsibility for obedience to such signals would rest entirely upon the Enginedrivers and Guards.

1. The Pilotman while making his first trip to establish Single Line Working must notify all employes along the line, including Repairers, Gatekeepers, and others, which line it is intended to work the traffic over.
2. Should the line upon which it is intended to work the traffic become obstructed after notification, such obstruction must be protected in both directions as per Regulation 392.
3. When making the last trip under Single Line Working conditions the Pilotman must notify all employes along the line of Double Line Working being restored.

A prominent White light is to be exhibited on platform at the undermentioned stations when trains run after dark to indicate vicinity to Driver of an approaching train:—

- (a.) Intermediate Non-Staff stations (on ordinary Block, Staff, and Ticket lines) where points are secured by Staff lock or Annett's lock, with key attached to Staff.
- (b.) Intermediate stations (on Electric Staff and Tablet lines) where points are secured by Staff or Tablet lock.

No semaphores are provided at these stations.

#### SIGNALMEN'S HOURS OF DUTY.

Station-masters are not to allow Signalmen to exchange duty for a longer period than two hours, and then only when the alteration is urgently required.

Should any emergency arise necessitating a Signalman being kept on duty longer than the time specified the District Traffic Superintendent, and Traffic Inspector must at once be advised, so that relief may be arranged.

#### SIGNALMEN ABSENT FROM INTERLOCKING FRAME SIGNALLING INSTRUMENTS OR UNABLE TO TAKE DUTY.

When it is necessary for a Signalman to leave the Signal Box he must, before proceeding to do so, have his Outdoor Signals at "Danger," and inform the station or signal box on each side of him of the probable duration of his absence, and all such cases must be noted in the three Train Register Books.

Except where special instructions are given to the contrary, whenever it is necessary for the person in charge of an Interlocking Frame or Signal Box to be absent from his post care must be taken to so set the points that no vehicle can foul the Main Line.

When a Signalman is unable to take duty, he must at once give intimation to the Stationmaster, who will advise the Traffic Signal Inspector, if on Suburban Lines, by telegram or telephone message, so that arrangements may be promptly made to provide a substitute. Inattention to this order will be treated as being absent without leave.

#### EMPLOYES AUTHORISED TO VISIT SIGNAL BOXES.—REGULATION 132.

Signalmen must see that every person who enters their Signal Box for the purpose of learning the duties of signalling signs his name in the Train Register Book on the line immediately following that on which the last entry has been made, and the time each person remains in the Signal Box must be entered at the end of the name. Any neglect on the part of a Signalman in seeing this order carried out will subject him to be severely dealt with.

#### LITHO DIAGRAMS FOR SIGNAL BOXES.

A copy of the Litho diagram supplied with printed instructions regarding Signals and Whistles &c., must be exhibited, conspicuously in each Signal Box or interlocked place.

#### ARRANGEMENTS FOR PROVISION OF FOG SIGNALMEN.—REGULATION 81.

Officers-in-Charge must make the necessary arrangements for Fog Signalling, and supply their District Traffic Superintendent, and Traffic Inspectors (for Nos. 1, 2, 3 and 4 Districts), with a list of the names and addresses of the Fog Signalmen, and the post to which each man is appointed by 1st of April in each year.

Stationmasters to make arrangements for small stations under their supervision, and to consult Inspector of Permanent Way regarding Repairers required to act as Fog Signalmen.

Stations (other than staff stations) on lines worked by Staff only (as per Page 77) are exempt from making the above arrangements.

If any difficulty is experienced in obtaining the necessary men for Fog Signalling, the District Traffic Superintendent for the section must be communicated with.

Employes who have failed in the Vision or Hearing Tests, must not be appointed Fog Signalmen.

NOTE.—It is imperative that men be appointed for the "Distant" Signals, and as many of the other signals as possible must also be arranged for.



## REGULATION 333.—CAUTION TO DRIVERS AND SIGNALMEN.

Signalmen must exercise care to see that trains or light engines for which they have been put to "Line Clear" duly go forward past the Starting or Advanced Starting Signal before put to "Danger." Drivers must observe Regulation 333, and their attention is called to the necessity of reminding the Signalman when they are delayed at Signals for any length of time.

The Driver should challenge at short intervals, and the Signalman should, when the challenge is unavoidable, respond by exhibiting a Red Hand Signal to the Driver, and if the signal be not shown to him the Driver should at once send, as per Regulation 91, to the Signalman to ascertain the reason he is delayed.

## INTIMATION TO DRIVERS OF VICINITY OF CERTAIN STATIONS.

A prominent White light is to be exhibited on platform at the undermentioned stations when trains run after dark to indicate vicinity to Driver of an approaching train:—

- (a.) Intermediate Non-Staff stations (on ordinary Block, Staff, and Ticket lines) where points are secured by Staff lock or Annett's lock, with key attached to Staff.
- (b.) Intermediate stations (on Electric Staff and Tablet lines) where points are secured by Staff or Tablet lock.

No semaphores are provided at these stations.

## SIGNALMEN'S HOURS OF DUTY.

Station-masters are not to allow Signalmen to exchange duty for a longer period than two hours, and then only when the alteration is urgently required.

Should any emergency arise necessitating a Signalman being kept on duty longer than the time specified the District Traffic Superintendent, and Traffic Inspector must at once be advised, so that relief may be arranged.

## SIGNALMEN ABSENT FROM INTERLOCKING FRAME SIGNALLING INSTRUMENTS OR UNABLE TO TAKE DUTY.

When it is necessary for a Signalman to leave the Signal Box he must, before proceeding to do so, have his Outdoor Signals at "Danger," and inform the station or signal box on each side of him of the probable duration of his absence, and all such cases must be noted in the three Train Register Books.

Except where special instructions are given to the contrary, whenever it is necessary for the person in charge of an Interlocking Frame or Signal Box to be absent from his post care must be taken to so set the points that no vehicle can foul the Main Line.

When a Signalman is unable to take duty, he must at once give intimation to the Stationmaster, who will advise the Traffic Signal Inspector, if on Suburban Lines, by telegram or telephone message, so that arrangements may be promptly made to provide a substitute. Inattention to this order will be treated as being absent without leave.

## EMPLOYEES AUTHORISED TO VISIT SIGNAL BOXES.—REGULATION 132.

Signalmen must see that every person who enters their Signal Box for the purpose of learning the duties of signalling signs his name in the Train Register Book on the line immediately following that on which the last entry has been made, and the time each person remains in the Signal Box must be entered at the end of the name. Any neglect on the part of a Signalman in seeing this order carried out will subject him to be severely dealt with.

## LITHO DIAGRAMS FOR SIGNAL BOXES.

A copy of the Litho diagram supplied with printed instructions regarding Signals and Whistles &c., must be exhibited, conspicuously in each Signal Box or interlocked place.

## ARRANGEMENTS FOR PROVISION OF FOG SIGNALMEN.—REGULATION 81.

Officers-in-Charge must make the necessary arrangements for Fog Signalling, and supply their District Traffic Superintendent, and Traffic Inspectors (for Nos. 1, 2, 3 and 4 Districts), with a list of the names and addresses of the Fog Signalmen, and the post to which each man is appointed by 1st of April in each year.

Stationmasters to make arrangements for small stations under their supervision, and to consult Inspector of Permanent Way regarding Repairers required to act as Fog Signalmen.

Stations (other than staff stations) on lines worked by Staff only (as per Page 77) are exempt from making the above arrangements.

If any difficulty is experienced in obtaining the necessary men for Fog Signalling, the District Traffic Superintendent for the section must be communicated with.

Employees who have failed in the Vision or Hearing Tests, must not be appointed Fog Signalmen.

NOTE.—It is imperative that men be appointed for the "Distant" Signals, and as many of the other signals as possible must also be arranged for.

General Instructions.

SIGNALLING, &c., IN FOGGY WEATHER.—REGULATIONS 84, 91 AND 326.

When Fog Signalling, each man should place himself in a position for Driver to see his hand signal after the detonator has exploded.

REGULATION 84.—(A.) When there is a Distant Signal arm on a Home or Starting Signal Post, the Fog Signalman must not take up the detonators unless both signals are lowered. Should the Home or Starting Signal be lowered, and the Distant Signal remain at "Danger," the Fog Signalman must continue to exhibit his Red Hand Signal; and if the fog is so dense that the Enginedriver cannot see the Distant Signal, the Fog Signalman must verbally caution him by using the words "Home Signal off—Distant on," or "Starting Signal off—Distant on," as the case may be, after which if he is satisfied that the train which he is protecting has gone forward, and the line is clear he may remove the red hand signal for the train or engine to proceed cautiously towards the Home Signal without waiting for the Distant Signal to be lowered.

(B.) The Fog Signalmen must see that the Home or Starting Signal, which has been taken off for a train, is placed at "Danger" after the passing of such train. If, however, the Signal is not placed at "Danger," the Fog Signalman must, in addition to putting down two detonators, at once communicate with the Signalman.

(C.) The Fog Signalmen must see that the Distant Signal, which has been taken off for a train to pass, is placed at "Danger" after the passing of such train. If, after a reasonable time has elapsed, the Signal is not placed at "Danger," the Fog Signalman must go back to protect the train as described in Regulation 84. The next following train must be stopped, and the Enginedriver instructed to proceed cautiously and to inform the Signalman at the box in advance of the circumstances.

(D.) When the Fixed Signal for which he is Fog Signalling cannot be seen by the Fog Signalman, he must, unless he can satisfy himself to the contrary, assume that it is at "Danger."

REGULATION 91.—(A.) When a train or vehicles have been shunted from one running line to another, the Guard or Shunter, as the case may be, must, before going to the Signal Box, satisfy himself that the line from which the train or vehicles have been shunted is clear.

(B.) Should it be necessary for the engine to be detached, and leave its train standing on the wrong line, the Guard in charge must place a Red light on the front vehicle of the train so left, and the Driver will be held responsible for seeing that this is done before removing his engine from the train.

(C.) Should the engine have to remove a portion of the train, the Guard in charge must see that a Red light as above is left exhibited on the front vehicle of the rear portion before the front portion is removed.

REGULATION 326.—In foggy weather the Fog Signalman must exhibit a steady Green Hand Signal to the Driver of an approaching train when the line is clear.

BLOCK SECTIONS DURING FOG, &c.—REGULATIONS 81 AND 82.

In foggy, thick, or hazy weather, no engine or train must be allowed to proceed towards the signal controlling the entrance of trains into the section ahead until "Line Clear" has been obtained, unless the Signalman has a clear and distinct view of such signal. At Essendon, however, on the Down journey, trains or engines may be allowed to go forward to the Advanced Starting Signal, provided a Fog Signalman is employed to verbally inform the Signalman when the Line is Clear between the Starting and the Advanced Starting Signal. The times of the coming and clearing of the fog must be recorded in the Train Register Book.

INSTRUCTIONS TO SIGNALMEN.—REGULATIONS 175, 179, AND 180,

In cases where the Home Signal is at such a distance from the Signal Box that it is not possible for the Signalman to communicate verbally with the Driver when his engine is standing at the Home Signal, the Signalman must, after bringing the train or light engine to a stand at the Home Signal, lower it to allow the Driver to draw forward to the Signal Box, stop him there by showing a Red flag by day and a Red light by night, and then by verbal instructions make him clearly understand the state of things ahead. After this the Signalman must show a Green Signal, and allow the train or light engine to go forward, lowering his Starting Signal where such is provided.

VEHICLES TO BE DETACHED AT BLOCK POSTS, DOUBLE LINE.

When a train running on a double line has wagons to detach at a station where it will be necessary to cross or foul the opposite line to reach the siding the Guard must inform the S.M. of the previous stopping station, who will send on the information promptly to the station concerned. The latter may then use the 1.5 signal or not, as occasion requires, for train coming in opposite direction.

TWO OR MORE ENGINES RUNNING COUPLED TOGETHER OVER BLOCK SECTIONS.

The engines must not be uncoupled except when inside the Home Signal at Block posts. (See Pages 168 and 194.)

In the event of an Assistant Train Engine becoming disabled on a Block Section it may, if convenient, be detached and placed in a siding clear of the Main Line, the Driver of the disabled Engine to give the Driver of Train Engine, also the Guard, a written acknowledgement that he will keep his engine in the Siding clear of Main Line until assistance reaches him. The Driver of Train to stop at the next Block post and report the matter.

short arms are fixed upon the Home Signal Posts as Calling-on Signals they are placed below the Home Signal. When the Home Signal is at "Danger," and the Calling-on Arm is lowered, the Enginedriver must draw forward past the post of the Signal on which the Calling-on Arm is fixed, as far as the line is clear. If, after lowering the Calling-on Arm, the Signalman wishes to communicate with the Enginedriver, and the Signal Box is ahead of the Calling-on Arm, he must show a Hand Danger Signal from the Box to stop him. The lowering of the Calling-on Arm is not an authority for a Starting Signal to be passed at "Danger."

(B) Unless instructions are issued to the contrary, the Calling-on Arm must not be lowered until the train has been brought to a stand at the Home Signal.

REGULATIONS FOR INTERLOCKING APPARATUS OR CONNECTIONS.

Regulation 105, Second Paragraph.—(A) On receiving the necessary intimation from the Interlocking Fitter, Signal Ganger or Adjuster, the Signalman must enter in the Train Register Book the words "Locking Disarranged," with the numbers of the levers which will be interfered with, and both he and the Interlocking Fitter, Signal Ganger, or Adjuster must sign their names under the words, and the time must be recorded.

(B) When the work is completed, the Signalman, after receiving an assurance from the Interlocking Fitter, Signal Ganger, or Adjuster that all is right, must test the gear, and, if found to be all right, then enter in the Train Register the words "Locking Restored," and both he and the Interlocking Fitter, Signal Ganger, or Adjuster must sign their names under the words, a note of the time being also inserted.

(C) These entries must be made in each case immediately under the last train record right across the book.

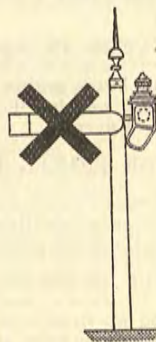
DEFECTIVE SIGNALS.

Regulation 104, Third Paragraph.—If a Distant Signal on becoming defective can be kept at "Danger," it must be maintained in that position until again in working order, and in that case a Hand Signalman need not be appointed.

Regulation 104, Second and Third Paragraphs.—The Signalman at the Box in the rear must, when practicable, be advised if the Distant or Home Signal cannot be placed at "Danger," and he must stop all trains proceeding in the direction of the defective signal, and advise the Enginedrivers of the circumstance. The Driver must stop at the defective Home Signal for instructions.

SIGNALS OUT OF USE.

Semaphore Signals not in use are distinguished by two pieces of wood (nailed over each other in the form of a cross) being exhibited on the arm, and they are not lit at night. When these Signals are required the cross is to be removed by the Signalman or officer in charge, who will also require to see that it is replaced when the signals are again taken out of use.



SEMAPHORES AT LEVEL CROSSINGS.

The Signals at all Level Crossings, where provided, are for the purpose of protecting the public traffic crossing the line. They must not be passed at "Danger." In all cases the signals must be put to "Danger" before opening the gates, and maintained in that position until the Crossing is again clear and the gates closed against the public.

Gatekeepers must satisfy themselves, after putting the Signal to "Danger," that no train is near before opening the gates.

On lines where trains run after dusk the Signals must always be lit, and maintained alight (as per page 50); and also in the daytime during foggy weather.

[OVER]





REGULATION 148.

Signalmen, in addition to specifying the trains on the sections on either side as per Regulation, must, on Suburban Lines and in Signal Boxes at Ballarat, Geelong, and Bendigo, be on duty till the trains have arrived, and until all signalling and train operations which be then in hand have been completed.

SIGNALLING AND INTERLOCKING APPARATUS OUT OF ORDER.

Whenever any Signalling or Interlocking apparatus is out of order, the Signal Adjuster for the district must be promptly notified by the Stationmaster or Signalman. In any case of serious damage or accident, the Superintendent of Signals and Interlocking must also be informed by wire.

REPAIRS AND ALTERATIONS TO INTERLOCKING APPARATUS OR CONNECTIONS.

Regulation 105, Second Paragraph.—(A.) On receiving the necessary intimation from the Interlocking Fitter, Signal Ganger or Adjuster, the Signalman must enter in the Train Register Book the words "Locking Disarranged," with the numbers of the levers which will be interfered with, and both he and the Interlocking Fitter, Signal Ganger, or Adjuster must sign their names under the words, and the time must be recorded.

(B.) When the work is completed, the Signalman, after receiving an assurance from the Interlocking Fitter, Signal Ganger, or Adjuster that all is right, must test the gear, and, if found to be all right, then enter in the Train Register the words "Locking Restored," and both he and the Interlocking Fitter, Signal Ganger, or Adjuster must sign their names under the words, a note of the time being also inserted.

(C.) These entries must be made in each case immediately under the last train record right across the book.

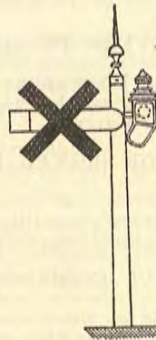
DEFECTIVE SIGNALS.

Regulation 104, Third Paragraph.—If a Distant Signal on becoming defective can be kept at "Danger," it must be maintained in that position until again in working order, and in that case a Hand Signalman need not be appointed.

Regulation 104, Second and Third Paragraphs.—The Signalman at the Box in the rear must, when practicable, be advised if the Distant or Home Signal cannot be placed at "Danger," and he must stop all trains proceeding in the direction of the defective signal, and advise the Enginedrivers of the circumstance. The Driver must stop at the defective Home Signal for instructions.

SIGNALS OUT OF USE.

Semaphore Signals not in use are distinguished by two pieces of wood (nailed over each other in the form of a cross) being exhibited on the arm, and they are not lit at night. When these Signals are required the cross is to be removed by the Signalman or officer in charge, who will also require to see that it is replaced when the signals are again taken out of use.



SEMAPHORES AT LEVEL CROSSINGS.

The Signals at all Level Crossings, where provided, are for the purpose of protecting the public traffic crossing the line. They must not be passed at "Danger." In all cases the signals must be put to "Danger" before opening the gates, and maintained in that position until the Crossing is again clear and the gates closed against the public.

Gatekeepers must satisfy themselves, after putting the Signal to "Danger," that no train is near before opening the gates.

On lines where trains run after dusk the Signals must always be lit, and maintained alight (as per page 50); and also in the daytime during foggy weather. [OVER]

These Signals must also be used to protect any obstruction that may exist on the line within the knowledge of the Gatekeeper. (See Regulations 230 to 246.)

Drivers when approaching these Signals must be on the alert, and strictly comply with Regulation 340.

CONTROLLED SIGNALS.

Instructions to Signalmen at places where the Signals worked from one Signal Box are controlled by another.

When a road is clear the Controller may be taken off on receipt of bell signal from the other box, but must be put to "on" again when road is occupied. Request to take off Controller must not be made till the road is required for use.

If for any reason the Controller is required "off" while the road is occupied the Signalman may release it after there is a clear understanding between the Signalmen at both boxes that the proposed movement will be safe, but the Controller must be put to "on" again as soon as possible, and the Signalman manipulating the Controller will be responsible for this being done.

ADJUSTING THE WIRES WORKING SIGNALS.

Signalmen must pay strict attention to the adjustment of the wires working the Signals, more especially when Point Detectors are worked in conjunction with the Signal. They must carefully test the working of all Signals, at least twice during the 24 hours, and adjust the wires when necessary, and record the fact of their having done so on the figure line, with time of testing, (not in the "Remarks Column") in the Train Register Book by the entry "Signals Tested and Adjusted," or "Signals Tested," as the case may be.

The Inspectors must periodically examine the Train Register Books, and see that the instruction is regularly carried out.

It is important that Signalmen should watch closely the working of all Signals in order to ascertain that they go back to "Danger" or show a proper "All Right" signal, as the case may require, in response to the movement of the levers.

ELECTRIC SIGNAL REPEATERS.

Should these Repeaters appear to be out of order, the first duty of the Signalman will be to test the adjustment of the Signal Wires, as it frequently happens that the fault is with the adjustment of the wires, and not with the electrical apparatus.

If the Signal Wires are found to be properly adjusted, and the Repeater is still out of order, the Telegraph Fitter must be sent for.

BREAKING OF DETECTOR LOCK AND SIGNAL WIRES.

Signalmen are instructed that in all cases where a wire working a Detector lock and signal breaks, their first duty must be to examine the points in connection therewith, and satisfy themselves that the points are in their proper position before any train or engine is allowed to pass over them.

COLOURS OF LEVERS IN SIGNAL BOXES.

The proper colours of levers in Signal boxes are as follow:—

Levers working Signals, RED; Levers working Points, BLACK; Levers working Lock Bars on Cross Locks, BLUE; Spare Levers, WHITE.

SLEEVES FOR SIGNAL LEVERS.

Each Signal Box is supplied with sleeves to secure springs of levers, and to prevent one being involuntarily pulled over. All levers controlling roads on which trains or vehicles stand for any length of time should have them temporarily applied.

KIT OF TOOLS AT INTERLOCKED POSTS.

All Signal Boxes and Stations having an interlocked frame are supplied with a kit of tools, consisting of hammer, cold chisel, punch, and two small spanners.

In Signal Boxes these tools are to be kept in a rack in an accessible place in the box; and at places where the levers are not under lock and key, the Officer-in-Charge must keep them in a position in the office known to the staff. The tools are not to be used for any other purpose than that called for by the requirements of the interlocking connections.

Should any article be missing, the person on duty at the time the loss is discovered will be held responsible.

At places where there are Interlocked Gates, a chain and padlock are also provided for the purpose of securing the gates during stormy weather, or when the Signalman is off duty. These articles are to be considered as portion of the Signal Box Kit.

1. Mov  
A  
2. Mov  
pe  
3. Mov  
of  
4. Mov  
Ap  
5. To i  
pl  
6. Guar  
to  
jo  
Pa  
7. To i  
G  
co  
8. To i  
di  
9. To a  
or  
fo  
an  
10. To i  
th  
ul  
11. To  
tic  
12. To  
dr  
or  
13. To i  
cle  
(E  
14. To i  
tin  
nc  
nc  
(E  
15. To  
pe  
tic  
16. To  
sta  
in  
tic  
di  
17. To  
lo  
(E  
23  
18. To  
Si  
th  
m  
(E  
19. To  
qu  
fu  
in  
11  
20. Wh  
H  
D

## SCHEDULE OF HAND SIGNALS USED.

- |  |   |
|--|---|
| 1. Move forward in Shunting (Page 20 of Appendix)  | White light waved slowly up and down.   |
| 2. Move back in Shunting (Page 20 of Appendix)   | White light waved slowly from side to side.   |
| 3. Move slowly forward in Shunting (Page 20 of Appendix)   | Green light waved slowly up and down.   |
| 4. Move slowly back in Shunting (Page 20 of Appendix)  | Green light waved slowly from side to side.   |
| 5. To indicate to Guard that Shunting is completed (Page 20 of Appendix)   | White light held steadily in the hand by Shunter.   |
| 6. Guard's signal to Enginedriver to start and to indicate that Guard or Shunter has re-joined train (Regulations 255 and 320 ; also Page 20 of Appendix)  | Green light or Green flag waved slowly from side to side above head by Guard or Shunter.  |
| 7. To indicate by night to Enginedriver of Goods train after starting that his train is complete (Page 22 of Appendix)   | Steady Green light from van by Guard.   |
| 8. To indicate to Enginedriver that train is divided (Regulations 138 and 178)   | Green light or flag waved slowly from side to side by Signalman.  |
| 9. To authorise Enginedriver to pass Starting or Advance Starting Signal at "Danger" for shunting purposes (Regulations 69, 114, and 335)  | Green light or flag held steadily in the hand by Signalman.   |
| 10. To indicate to Enginedriver in foggy weather that the signal is at "All Right" (Regulation 84 and Page 16 of Appendix)   | Green light or flag held steadily by Plate-layer.   |
| 11. To reduce speed for Permanent Way operations (Regulations 369 and 395)   | Green light or flag held steadily by Hand Signalman at the Signal Post.   |
| 12. To give an "All Right" Signal to Enginedriver when Fixed Signal is disconnected or out of order (Regulations 104 and 105)  | Green light or flag held steadily by Signalman after bringing train to a stand and giving verbal warning to Driver.   |
| 13. To indicate to Enginedriver that section is clear, but station or junction is blocked (Page 163 of Appendix)   | White light or flag waved slowly up and down.   |
| 14. To indicate to Enginedriver of Goods train timed to stop at a station that there is nothing to pick up, and that if he has nothing to put off he may run through (Regulations 144, 203, 309 and 363) | Where man is appointed Green light or flag held steadily in the hand by man at points.  |
| 15. To indicate that catch points are in right position for train to pass in facing direction (Regulation 162)   | Green light or flag held steadily in the hand by Signalman after bringing train to a stand and giving Driver verbal warning.  |
| 16. To caution Enginedriver entering terminal station, or station worked under special instructions, if line is not clear (Regulations 122 and 358, also Page 78 of Appendix)                            | Green light or flag held steadily in the hand by Signalman after bringing train to a stand and giving Driver and Guard verbal warning.  |
| 17. To caution Enginedriver and Guard of following train on Time Interval system (Regulations 92, 122, 124, 179, 200, 209, 232, 237, 358, 389)   | Green light or flag held steadily in the hand by Signalman if Home Signal is too far out to verbally instruct. (NOTE.—Driver to await verbal instructions of Signalman before proceeding on his journey.) |
| 18. To authorise Enginedriver to pass Home Signal at "Danger" on a double line where there is no Starting Signal, and the Signalman has not obtained "Line Clear" ahead (Regulations 111 and 332)        | Train brought nearly to a stand at Home Signal, and Red Hand Signal exhibited at place where required to stop.  |
| 19. To indicate to Enginedriver that he is required to stop at a station or siding not fully equipped with signals (Regulations 112, 144, 203, 309 and 363)  | Red light or flag held steadily in the hand by Signalman to stop train at Signal Box.   |
| 20. When Signalman desires to bring train past Home Signal so as to verbally caution Driver (Page 16 of Appendix)  |   |

**GUARDS TO LOOK OUT WHEN LEAVING STATIONS—REGULATION 257.**

The Guard must also look out, and when leaving stations he must look both ahead and backward till the train is clear of the platform.

**GUARD'S STARTING SIGNAL.**

All Guards when starting Passenger or Mixed trains must exhibit a green flag by day, and a green hand lamp at night.

Stationmasters or Platform Porters must indicate to Guard that all is right at night by showing a steady white light.

Guards when desirous of obtaining Starting Signals from Officers-in-Charge by day must not invite such intimation by raising the right arm, as a liability exists of Drivers mistaking this for Train Starting Signal.

**TRAINS REQUIRED TO STOP AT STATIONS WHEN NOT TIMED.**

In cases when it is necessary for trains to stop to set down passengers at stations not timed, Guards must verbally inform Drivers at the previous stopping station, and not convey such intimation by signal.

**ARTICLES TO BE CARRIED BY GUARDS.—REGULATION 284.**

Every Stationmaster must each month examine the articles carried by Guards under his charge, and see that every one has a complete set; also that each article is in proper condition and fit for use. Report of examination to be sent to the District Traffic Superintendent.

A white flag is not required, also one drag chain in each van will be sufficient instead of two, as engine carries one.

Oil cans are to be carried by Goods Guards only; Kerosene to be used. All Guards to carry folding disc which is to form portion of kit.

At stations where extra Guards are occasionally required, and one of the Station Staff is called on to perform Guard's duty, a few sets of Guards' articles should always be kept ready, so that each man sent out to act as Guard may at once be furnished with all the articles required.

**HAND SIGNALLING WHEN SHUNTING IS DONE AT NIGHT IN YARDS.**

Shunters are directed to use the following signals when shunting at night in yards, viz.:—

When a train or engine is required to move forward, a White light is to be moved slowly up and down.

When a train or engine is required to put back, a White light is to be waved slowly from side to side.

A Green light used instead of a White light as above means "Move forward slowly" or "Move back slowly."

When a train or engine is required to stop, a Red light is to be shown.

When shunting is completed, a steady White light is to be shown to the Guard.

**HAND SIGNALLING IN THE METROPOLITAN YARDS.**

All instructions given by the Metropolitan Yard Inspector must be obeyed by Enginemen as well as Shunters, and Hand Signals are to be accepted in the Melbourne Yard, Flinders-street and Jolimont, when authorised by him and given by Yardsmen or Yard Foremen.

**TAIL LAMPS.—SPECIAL ORDERS.**

1. Every van should be equipped with two Tail Lamps. Depot Stationmasters should see that all vans leaving their respective stations are fully supplied, and Guards will be held responsible for seeing that van contains the full complement of lamps before taking charge.

2. REGULATION No. 97.—Tail Signals for Special Trains will not be used in future on the lines between Melbourne, Port Melbourne, Williamstown, South Newport, Braybrook Junction Essendon, Coburg, Preston, Sandringham, St. Kilda, Box Hill, Kew and Oakleigh, but a Tail Signal for a Special may be carried to indicate Special following beyond the stations named. All employes must, however, be on the alert, as a Special Train may run at any time.

3. REGULATION No. 95.—The Guard of the Up Adelaide Express running through Warrenheip and Bungaree (in daylight) if unable to restore the Tail Signal on van, must exhibit it on the side iron for the information of S.M., Bungaree, and others. Tail signal to be placed at rear of van at Gordons or first stopping place.

4. When a train is assisted by an engine in the rear, which is to go through the section, the Guard must remove his tail signal, and when the assisting engine leaves the train, the tail signal must be replaced within view of the Signalman, when practicable, to remind him that an assisting engine is following, and in order to prevent the train being signalled to the box in advance as having passed without a tail signal.

**SHUNTING AT STATIONS.**

(A.) Truck shunting must not be permitted on one line when a train conveying passengers is due to run through on an adjoining parallel road.

(B.) The doors of all wagons, whether empty or loaded, must be properly fastened before shunting is commenced, and when trucks are partially discharged care must be taken that the loads are also secured before wagons are moved.

1.  
togethe  
line of  
2.  
the eng  
of rails  
line of  
3.  
towards  
run on  
rails.  
T  
to mean  
ENGIN  
1.  
2  
for it  
3  
shown  
4  
the nex  
5  
on both  
page 13  
6  
P  
special  
always  
1  
into or  
shunte  
carriag  
the cle  
men fa  
ing cu  
uncoupl  
by the  
Shunte  
engine  
3  
push in  
exercis  
1  
other r  
with t  
Driver  
to shu

- (c.) Regulations 277 and 361—When there is one vehicle (or vehicles in one lot) to be added to the train, the engine attached must carefully go back with them up to the buffers. When more than one shunt has to be made in sorting, and time is important, the first vehicle or vehicles must be brought back by the engine and placed short of the train at a safe distance and hand-braked; the other vehicles may then be shunted to the first, the Shunter attending brakes as usual. After marshalling has been completed, and vehicles properly coupled, the engine to carefully place them on train.

#### DEFINITION OF THE SEVERAL MODES OF SHUNTING.

1. **SINGLE SHUNT.**—This means the propelling or kicking of one lot of wagons coupled together, but which have been uncoupled from the engine which is pushing them—from one line of rails to another line of rails.
2. **DOUBLE SHUNT.**—This means the propelling of two lots of wagons—uncoupled from the engine which is pushing them, but coupled together in two separate lots—from one line of rails on to different lines of rails; that is, one lot going through one set of points on to one line of rails, and the other going through another set of points on to another line of rails.
3. **FLY SHUNT.**—This means that while an engine is drawing wagons attached to it towards a set of facing points the wagons are uncoupled from the engine, and the engine is run on to one line of rails and the wagons are run past the engine, but on to another line of rails.

The word "lot" and "lots" which occur in definitions Nos. 1 and 2, must be understood to mean either one wagon or any number of wagons coupled together, as the case may be.

#### ENGINES ARE ALLOWED TO PROPEL TRAINS IN EMERGENCIES AS UNDER, SUBJECT TO REGULATIONS.

1. Under Regulations when assisting up inclines. See page 108.
  2. When a train or portion of a train is left upon any line and the engine returns for it upon the proper line and crosses behind it as shown in Regulation 264.
  3. When a train has to return on the wrong line to the signal box in the rear, as shown in Regulation 265.
  4. In the case of an engine being disabled, a following engine may push the train to the next siding or crossover road. See Regulation 266.
  5. When the line is blocked and trains are being worked to the point of obstruction on both sides. See Regulation 158 also Clause 25 of Tablet and Electric Staff instructions, page 193.
  6. When required to assist in starting a train from a station. See Regulation 266.
- Engines may also propel trains when within station limits as per Regulation, and at special places authorised by Chief Traffic Manager. See list on page 80.

#### SHUNTING ON GOOD SHED ROADS.

Before shunting is commenced on roads leading into Goods Sheds the Shed doors should always be opened.

#### SHUNTING OF CARRIAGES AND OTHER HIGH VEHICLES &c.

1. Carriages, vans, "T" and "U" trucks, and other high vehicles, must not be shunted into or through engine sheds where smoke troughs have been built, nor must carriages be shunted into or through goods sheds, as there is not sufficient clearance provided. Vestibule carriages being wider than ordinary Stock, must not be shunted through sidings unless the clearance is known to be sufficient.
2. Vestibule carriages should not be shunted with loose couplings as there is danger of men falling between the buffers when passing through vestibules, also of tearing the connecting curtains. The curtains should always be disconnected before vestibule carriages are uncoupled from each other. The shutters on the ends of Vestibule cars are liable to injury by the Westinghouse Brake gear of adjoining vehicles if pushed hard against latter, and Shunters should exercise care to avoid this. Vestibule carriages must always be placed with engine and not kicked.
3. When carriages with short buffer guides are being shunted with such force as to push in the buffers, the centre hooks will come quite close. Caution must, therefore, be exercised by employes between the vehicles to keep clear of the hooks.

#### SHUNTING CARRIAGES, &c., ON TO PASSENGER OR RUNNING LINES.—REGULATION 266.

In propelling empty trains, carriages, or vehicles of any kind out of a terminal station or other place on to a passenger or running line, the engine must not be uncoupled, but go back with the train or carriages, which must be brought to a stand before the engine is detached. Drivers must see that the Guard or Shunter is in attendance before moving a train or carriages to shunt.

TRAINS NOT TO BE STARTED WITHOUT SIGNAL FROM GUARD, Etc.—  
REGULATION 248.

Drivers are specially instructed that they must not start from Terminal or Roadside stations without a signal from the Guard. When Drivers stop at Roadside stations they must not move or start their full train without a signal from the Guard. The engine, or any portion of the train, must not be uncoupled for shunting purposes at Roadside stations until the Guard has secured the train and given the necessary signal. This order applies to Main lines, and is not intended to apply when a portion of a train is shunting in a station yard under the direction of the station staff.

During shunting operations an Enginedriver must not move his train, although the fixed signal may be lowered, until he has received a hand signal to do so from the Guard, Shunter, or other person in charge.

In the case of Goods trains the Engine-driver, after receiving the Guard's signal to start, must, when the train has started, see that his Fireman exchanges hand signals with the Guard in the rear, so as to be sure that they have the Guard and the whole of their train with them. A short whistle will, if necessary, gain the attention of the Guard for the purpose.

SINGLE LINE CROSSING STATIONS,—REGULATION 142.

When it is necessary to divide long trains at stations with short roads to enable other trains to cross or pass, the vehicles left on No. 1 or 2 road must be furnished at night with red lights, to inform the Driver of the incoming train that the road is occupied.

BRAKE VAN TO BE IN REAR, OR EMPLOYE TO RIDE ON LAST VEHICLE.

When trucks or other vehicles are shunted on the passenger lines, or on any loop line or sidings on which passenger trains are run, a Guard or other employe must, if a brake van is not in the rear, ride in the last truck or vehicle to ensure that none become detached and left behind in error.

When a Goods train is run from one station to another, a brake van must always be the last vehicle.

Every train of more than 10 vehicles running across the Viaduct, from Flinders-street to Port Melbourne, or Melbourne to Newmarket and *vice versa*, is to be provided with a van. The practice of running smaller trains without vans is to be curtailed as much as possible. This course may be followed during daylight only when the train must have for last vehicle an "I" truck, either empty, or with sufficient room in it for Guard to ride, and the Guard must be provided with proper Guard's kit while so running.

In the event of van not being available for a train of more than 10 vehicles between Melbourne and Flinders-street, or Flinders-street and Port Melbourne, an empty "QR," or a "QR" in which there is room for Guard to ride, may be used instead. A "QR" truck, may, however, be used for this purpose during daylight only.

During fog all trains must have a van with side and tail lamps alight.

BRAKES OF "R," "S," AND "Q" WAGONS.

The brakes of "S" wagons are not so effective as on other wagons, and must not be relied on when shunting. The lever brakes on "Q" and "R" trucks do not (like the "QR" wagons) operate on both bogies simultaneously. If brake is required on both bogies, the lever must be dropped at each end.

WORKMEN'S SLEEPING CARS.

Workmen's sleeping cars (which are not fitted with hand brakes) are each supplied with a strong chain and padlock to secure wheel of car to rail when standing in docks, etc., at stations. When these cars are shunted off at stations they must be placed close up to the chock block, and, where practicable, coupled to other vehicles.

The same precautions must be taken when the Sleeping Cars are under transfer as when they are in occupation at stations by workmen.

CARRIAGE TRUCKS AND EMPTY VANS ON GOODS TRAINS.

When on Goods trains, old carriage trucks must be placed next rear van, and spare empty vans in forward part of train.

TRAINS NOT TO SHUNT THROUGH CROSSOVERS NOR AT NON-BLOCK POSTS,  
AT DOUBLE LINE STATIONS, WHEN NO ONE IS IN CHARGE.

No train or light engine must be shunted through the crossovers at stations on a double line when no one is in charge, or when the Block Instruments are switched out. Crossovers to be securely locked in these cases, and keys of same placed in safe.

SH  
Aft  
spare befo  
doing the  
train eng  
shed earli  
Wh  
of the two  
see time i  
which run  
through e  
  
Wh  
sidings an  
vehicle fa  
train in s  
  
Wh  
roping, as  
apply to y  
In a  
not on br  
Car  
one road  
  
EMPL  
  
1. V  
put vehic  
unloading  
shunting  
the siding  
trucks an  
2. V  
roads, mu  
for their  
3. V  
work on t  
  
TRAINS  
  
At  
Examine  
satisfied  
to Passe  
to depart  
time for  
Inspector  
all exam  
Examine  
  
TRAINS  
  
W  
Ea  
stops, or  
vigilant  
sidings  
 Brake.)  
  
RED  
  
At  
in foggy  
plainly v  
vehicle r

## SHUNTING ENGINES AT TERMINAL AND JUNCTION STATIONS.

After an engine has made the first half of its return trip, and there is some time to spare before it is wanted for the return journey, the Stationmaster should arrange for its doing the necessary yard work before it goes into shed in preference to detaining any other train engine which is passing through. Nor should an engine be brought out of its home shed earlier or kept out later after its return if the first-named can do the yard work.

When there are two such engines available, the Loco. Inspector should be asked which of the two it would be better to use in view of economy. It will, of course, be necessary to see time is not wasted, or engine kept late for its own train. In all cases branch line engines which run short mileage must be used for shunting and other yard work in preference to through engines which do longer mileage.

## SHUNTING EMPTY TRAINS.

When trains are being shunted into sidings out of running, or when shunted from sidings and put into running, they must be accompanied by a Traffic employe who must ride on the vehicle farthest from the engine, and he will be responsible that all is right before leaving train in siding, or shunting it out as the case may be.

## USE OF TAIL ROPE FOR SHUNTING.

When an engine is pushing vehicles it must not, at the same time, be used for tail roping, as the vehicles in front of engine or tender obscure the Driver's view. This will not apply to yards where Pilot engines are exclusively employed with a full gang of Shunters.

In affixing tail ropes to trucks care must be taken to hook them on the proper place, and not on brake gear or the horn plates below the axle-box.

Care should also be taken that one end is attached to engine and not from a truck on one road to a truck on another.

## EMPLOYES AND THE PUBLIC TO BE WARNED BEFORE SHUNTING IS COMMENCED.

1. When it is necessary for engines during shunting operations, or for other purposes, to put vehicles into or to enter upon a siding on which persons are at work cleaning carriages, unloading or loading wagons, &c., it will be the duty of the *employe* who is in charge of the shunting operations to personally warn the men at work before the engine is allowed to enter the siding and shunting is commenced; also to see that drays, wagons, etc., are clear of trucks and of the line.

2. Train Examiners, before going under vehicles standing on running or shunting roads, must first notify the Yardsman or Shunter-in-Charge, and take other necessary steps for their protection. This practice should, however, be avoided as much as possible.

3. Passenger trains or vehicles must not be moved whilst Lampmen or others are at work on the top of the vehicles.

## TRAINS TO BE INSPECTED BEFORE DEPARTURE BY TRAIN EXAMINERS.—REGULATION 207.

At all stations departing trains must be made up in time to be examined by Train Examiners (see Page 107), and no train must be started from any station until the Examiner has satisfied himself that the train is fit to run, and has so informed the Officer-in-Charge with regard to Passenger or Mixed trains, and the Guard of Goods trains. When two trains are timed to depart from one station at or about the same time, thereby not allowing sufficient time for both trains to be examined, the Examiners should report same to Rolling Stock Inspector with a view to having them remedied. Enginemen are to approach the platforms of all examining stations at a speed not exceeding eight (8) miles per hour, and so give the Examiners an opportunity of touching the boxes.

## TRAINS ENTERING TERMINAL OR DEAD-END STATIONS.—REGULATION 355.

Where traverse tables exist, Drivers should stop engines clear of same.

Each train must be brought to a stand four or five yards before reaching the buffer stops, or the rear or yard-end of any carriages that may be standing on the platform lines. A vigilant lookout must be kept by Drivers on entering the platform sidings to see how far such sidings are clear, and regulate their speed accordingly. (See page 137 as to Continuous Brake.)

## RED LIGHT TO BE PLACED ON BUFFER STOPS OF ARRIVAL LINES.

At terminal stations and other places where there are dead-end roads, after sunset and in foggy weather a Red light must be placed on the buffer stops of Arrival lines, so as to be plainly visible to the enginedriver of an incoming train. In the event of there being any vehicle near the buffer stops a Red light must be shown on such vehicle.

## General Instructions.

24

## STARTING AND STOPPING OF TRAINS.

1. To prevent, as far as possible, jerking in the starting and stopping of trains, Stationmasters, Guards, and all concerned must see each train is properly coupled up before starting.

Officers in charge of Suburban terminals must see that all couplings of Suburban trains are screwed up sufficiently to prevent a jerk in starting from or stopping at each station.

All carriage buffers should touch when coupled, and if couplings be too long the numbers of carriages should be noted and reported. This also applies to engine buffers. If the buffers cannot be screwed up to touch the carriage buffers, the number of the engine should be reported, and a short screw coupling should be obtained to get over the difficulty temporarily.

2. In addition to Drivers using the Westinghouse Brake to stop at platforms, the Fireman must also apply the hand brake, otherwise the weight of the engine will cause the draw gear of the leading vehicles to pull out, and when the Westinghouse Brake is released a rebound will result. Stationmasters must note if engine rebounds, and call Driver's attention to it, and if a repetition occurs the matter must be reported.

3. CLAUSE 13, PAGE 137.—When it is necessary for engines with trains attached to take water, Drivers must endeavour to stop at Water Crane with hand brake, but if they should stop short or overshoot the Water Crane, they must on no account allow the train to move again without first obtaining a signal to do so from the Guard.

4. REGULATION 256, SECOND CLAUSE.—Guards of Mixed Trains and Goods Trains conveying passengers when stopping at the platform for passengers to alight, must be on the alert to apply hand brake at the release of air brake to prevent passenger vehicles moving when the train stops with buffers compressed or couplings tightly stretched, also when the station is on a grade. When the Automatic Brake is not applied throughout the train, the rear Guard must properly apply his hand brake. (See Clause 5 of Guards, instructions Page 139.

## REGULATIONS RELATING TO MOTOR TRAINS.

1. The Engineman must always be a competent and certificated driver specially selected by Locomotive Inspector.

2. The Guard must also be a picked man, and be passed by the Locomotive Inspector as fit to act as second Motorman, qualified to take the place of the Engineman in emergency.

3. The Guard must always have a clear pathway from van to motor, *i.e.*, the train must never be dependent on Engineman alone.

4. When approaching a station or main line, and while running on a Main line, both men to be on the motor.

5. A Motor train is only to run on lines jointly agreed on by Chief Traffic Manager and Chief Mechanical Engineer. (At present these are limited to the Buninyong, Coleraine, Rupunyup and Ashburton Lines).

6. All trucks must be placed behind van and screw-coupled, the number so taken to be limited for each line as may be arranged, and should one of them be a box wagon it must be placed at the tail end.

7. On a purely Goods train exceeding the specified number of trucks the train must be made up in the ordinary way, with two men on motor.

8. On the Buninyong line the carriage may trail behind van of the Mixed train on Up journey so long as the train is connected with Westinghouse Brake. The van must be in the rear on Down journey. The Motor Guard is to act as Guard of the Mixed train whenever the latter is run.

## ENGINES RUNNING TENDER FIRST.

Engines with only one cowcatcher may run tender first during daylight on lines where there is no turntable available to turn them. Drivers to run cautiously and keep a good lookout. Speed to be reduced to 8 miles an hour before reaching Cattle Pit crossings. Engines may run after dark Tender first from Stawell to Glenorchy also when banking towards Great Western, and when returning after banking funnel first.

## RESTRICTIONS WITH REGARD TO RUNNING OF ENGINES.

1. The class of engines which may be allowed to run on lines laid with the different kinds of rails specified are as follow. (For exceptions see List of Lines and How Worked.)—

50lb. rails ... No engines with heavier axle load than "H" class to run unless by special authority.

60lb. rails ... No engine with heavier axle load than "Old R" class to run unless by special authority.

66lb. rails and over ... All classes may run.

2. Only "W" and "S" classes of engines to be run on the Coal Lines from Korumburra.

3. Two Engines must not be run on the Dookie and Katamatite Line.

## ENGINES WHISTLING—REGULATION 355.

Enginemen are also to sound their whistles when trains are passing each other at foot crossings and vehicle crossings, as well as at stations. When approaching cattle-pit crossings the whistle must be sounded at such a distance from the crossing as will give ample notice of the coming train.

Ex  
in all ca  
should t  
entruste  
made ou

At  
the Elect  
porter t  
supplied  
other du  
trains.

SHUNT

ELEC

1.  
Stations  
section a  
the facin  
Stationm  
obtain p  
Telegrap

2.  
the line  
the stati  
occupy t  
"Acacia  
the obstr

3.  
Signal at  
and after

All  
afterward

The

Bendigo  
Echuca  
Korong V  
WV

Page

See not

SUPPLY

(a)  
stations i  
requirem  
wait till a  
day. E

(b)  
as part o  
should in  
that are  
repeat th  
stations o



Page 25.—**Staff Working**—Add the following:—The employe who receives and delivers the Staff must be a Senior Porter, authorised to do so by the District Traffic Superintendent.

Except where Signalmen do the work, as per Regulation 450, the Officer-in-Charge must in all cases personally receive and deliver the Staff when it is possible for him to do so; but should there be circumstances which cause him to delegate this duty to another, the employe entrusted with the work must wear the "Staff" badge, but the ticket, when required, must be made out by the Officer-in-Charge.

At Castlemaine "A" Box when the signalman finds that he cannot personally receive the Electric Staff from certain trains and so informs the S.M., latter will nominate a competent porter to receive the Electric Staff from the driver of such train. The porter (who will be supplied with Staff badge) must at once deliver staff to the signalman before he performs any other duty. The signalman in all cases to personally deliver the staff to drivers of outgoing trains.

**SHUNTING OUTSIDE HOME SIGNAL AT STATIONS ON SINGLE LINES WHERE ELECTRIC STAFF, TABLET, OR BLOCK SYSTEMS ARE NOT IN OPERATION.**

1. When it is necessary for shunting to be done outside the Home Signal at Staff Stations during the absence of the Train Staff, the Enginedriver may proceed out on the section as far as may be necessary for shunting purposes (not exceeding a train's length from the facing points) without being in possession of the Train Staff for that section after the Stationmaster has given him instructions to do so. The Stationmaster must, however, first obtain permission from the Staff station in advance using code word "Avoca," No. 222 'Telegraph Code Book.

2. The employe in charge at the opposite end must not give permission for obstructing the line outside the Home Signal if there is any train on the section travelling towards the station asking for permission to shunt outside the Home Signal. After permission to occupy the line outside the Home Signal has been given (as per Telegraph Code No. 223 "Acacia") no train or engine must be allowed to leave in that direction until intimation that the obstruction has been cleared is received (as per Telegraph Code No. 224 "Alder.")

3. When the Staff is at a station, the Driver is authorised to proceed outside the Home Signal at that station for shunting purposes upon being so instructed by the Stationmaster and after sighting the Staff.

All telegrams sent and received are to be forwarded daily to the Traffic Inspector, and afterwards passed on to the Telegraph Superintendent.

**LARGE TRUCK RECORD BOOK 44B.**

The following stations only are authorised to use Book 44B:—

Bendigo	Toolamba	Tallaroak	Dimboola	Oakleigh
Echuca	Shepparton	Cathkin	Hamilton	Dandenong
Korong Vale	Numurkah	Wallan	Braysholme	

Page 24.—**Motor Lines**—Coleraine, Buninyong, and Ashburton lines to be struck out. Two Enginemmen and a Guard are to be employed on these lines.

**Dookie and Katamatite Lines.**—Restriction as to two engines coupled is cancelled, and engines of the same class as allowed to run on Goulburn Valley line, viz., "Old R" and lighter classes, may now run on the Dookie and Katamatite line.

**SUPPLY OF EMPTY TRUCKS, COVERS AND LASHINGS FOR GENERAL LOADING.**

(a) Certain stations are constituted depôts (as shown hereunder), from which other stations in the order named will obtain empty trucks, covers, and lashings. As soon as the requirements for next day are known, the Stationmaster should advise the depot, and not wait till a specified hour, but he must endeavour to avoid sending more than one requisition a day. Every request to state the kind of loading the empty trucks are wanted for.

(b) Depôts, in supplying wagons, to consider loaded trucks on the road to a station as part of the requisition. If requisitions are short supplied, the requisition next day should include the number short in addition to others wanted—that is, it should show all that are wanted at the time of ordering. Stations requiring wagons and other stock must repeat the order daily till supply is obtained. When delay occurs, the depôt and other stations concerned must communicate with Chief Traffic Manager's office by wire.



STAFF WORKING.—REGULATION 432.

Except where Signalmen do the work, as per Regulation 450, the Officer-in-Charge must in all cases personally receive and deliver the Staff when it is possible for him to do so; but should there be circumstances which cause him to delegate this duty to another, the employe entrusted with the work must wear the "Staff" badge, but the ticket, when required, must be made out by the Officer-in-Charge.

At Castlemaine "A" Box when the signalman finds that he cannot personally receive the Electric Staff from certain trains and so informs the S.M., latter will nominate a competent porter to receive the Electric Staff from the driver of such train. The porter (who will be supplied with Staff badge) must at once deliver staff to the signalman before he performs any other duty. The signalman in all cases to personally deliver the staff to drivers of outgoing trains.

SHUNTING OUTSIDE HOME SIGNAL AT STATIONS ON SINGLE LINES WHERE ELECTRIC STAFF, TABLET, OR BLOCK SYSTEMS ARE NOT IN OPERATION.

1. When it is necessary for shunting to be done outside the Home Signal at Staff Stations during the absence of the Train Staff, the Enginedriver may proceed out on the section as far as may be necessary for shunting purposes (not exceeding a train's length from the facing points) without being in possession of the Train Staff for that section after the Stationmaster has given him instructions to do so. The Stationmaster must, however, first obtain permission from the Staff station in advance using code word "Avoca," No. 222 'Telegraph Code Book.

2. The employe in charge at the opposite end must not give permission for obstructing the line outside the Home Signal if there is any train on the section travelling towards the station asking for permission to shunt outside the Home Signal. After permission to occupy the line outside the Home Signal has been given (as per Telegraph Code No. 223 "Acacia") no train or engine must be allowed to leave in that direction until intimation that the obstruction has been cleared is received (as per Telegraph Code No. 224 "Alder.")

3. When the Staff is at a station, the Driver is authorised to proceed outside the Home Signal at that station for shunting purposes upon being so instructed by the Stationmaster and after sighting the Staff.

All telegrams sent and received are to be forwarded daily to the Traffic Inspector, and afterwards passed on to the Telegraph Superintendent.

LARGE TRUCK RECORD BOOK 44B.

The following stations only are authorised to use Book 44B:—

Bendigo	Toolamba	Tallaroek	Dimboola	Oakleigh
Echuca	Shepparton	Cathkin	Hamilton	Dandenong
Korong Vale	Numurkah	Wallan	Braxholme	Warragul
Wycheproof	Wodonga	Ballarat	Creswick	Traralgon
Castlemaine	Springhurst	Ararat	Daylesford	Korumburra
Woodend	Wangaratta	Stawell	Geelong	Nyora
Alburyborough	Benalla	Glenorchy	Birregurra	Port Melbourne
Arnaud	Seymour	Murtoa	Camperdown	Williamstown
Grope Cope	Everton	Horsham		

S.Ms. at these stations to have consecutive numbers of trucks in yard taken at a specified time daily, one days return to be compared with the next days, and every overtime truck brought under notice.

At stations where the ordinary Truck Record Book is kept, the arrival and departure of rough trucks that are cut off for branch lines, or other reasons, must be entered up.

SUPPLY OF EMPTY TRUCKS, COVERS AND LASHINGS FOR GENERAL LOADING.

(a) Certain stations are constituted depôts (as shown hereunder), from which other stations in the order named will obtain empty trucks, covers, and lashings. As soon as the requirements for next day are known, the Stationmaster should advise the depot, and not wait till a specified hour, but he must endeavour to avoid sending more than one requisition a day. Every request to state the kind of loading the empty trucks are wanted for.

(b) Depôts, in supplying wagons, to consider loaded trucks on the road to a station as part of the requisition. If requisitions are short supplied, the requisition next day should include the number short in addition to others wanted—that is, it should show all that are wanted at the time of ordering. Stations requiring wagons and other stock must repeat the order daily till supply is obtained. When delay occurs, the depôt and other stations concerned must communicate with Chief Traffic Manager's office by wire.

(c) DEPOTS FOR EMPTY TRUCKS.

Lines.	Depôt Stations.	Stations that will apply to Depôts.
Northern	BENDIGO† ... ..	All stations Barker's Creek to Echuca, Korong Vale, Swan Hill, and Ingham's Siding.
	Korong Vale, Sub-Depôt for	Quambatook and Wycheproof Line.
	Wycheproof, Sub-Depôt for	Sea Lake Line
	CASTLEMAINE ... ..	All stations to Maryborough and Shelbourne inclusive.
	WOODEND ... ..	All stations to Daylesford.
	Lancefield Junction, Sub-Depot for	Stations on Lancefield Line.
	MARYBOROUGH ... ..	All stations to Clunes, St. Arnaud, Laurie, and Warra Yadin.
	St. Arnaud, Sub-Depôt for	Stations on Woomeiang Line.
	Inglewood, Sub-Depôt for	Tarnagulla.
	Western	GEELONG ... ..
Birregurra Sub-Depot		Forrest Line.
Colac ... ..		All down stations to Allansford.
Warrnambool, Sub-Depôt for		Port Fairy Line and all stations Warrong to Peshurst.
BALLARAT* ... ..		All stations to Lal Lal, Ballan, Ararat, Woodburn, and Tourello inclusive; also, Linton, Wau-bra, and Buninyong Lines, and Lethbridge Quarries.
ARARAT ... ..		All stations to Portland; also, Armstrongs and Great Western.
Hamilton, Sub-Depôt for ...		Coleraine Line.
Branxholme " ... ..		Casterton Line.
STAWELL ... ..		All Down stations.
Lubeck, Sub Depôt for ...		Rupanyup Line.
North Eastern	Murtoa, Sub-Depot for ...	Warracknabeal Line.
	Warracknabeal, Sub-Depôt for	Hopetoun Line.
	Horsham, Sub-Depôt for ...	Natimuk Line.
	Dimboola , ... ..	All stations to Serviceton and Rainbow Line.
	Wallan " ... ..	All stations to Knowsley.
	Tallarook " ... ..	Stations on Alexandra Road and Mansfield Lines.
	SEYMOUR ... ..	Down stations to Baddaginnie and G. V. district.
	Murchison East Sub-Depot	Rushworth Line.
	Toolamba " ... ..	Tatura Line.
	Shepparton " ... ..	Katamatite
Gippsland & South Eastern Lines...	Numurkah, Sub-Depôt for	Cobram and Nathalia Lines.
	BENALLA ... ..	All Down stations.
	Wangaratta Sub-Depot	Yackandandah, and Bright Lines.
	Springhurst " ... ..	Wahgunyah Line.
	Wodonga " ... ..	Tallangatta Line.
	Korumburra, Sub-Depôt for	All stations on Down side.
	WARRAGUL... ..	All stations to Sale & Neerim Sth.
	Moe, Sub-Depôt ... ..	Thorpdale Line.
	Morwell ... ..	Mirboo Line.
	Traralgon ... ..	All stations to Stratford and Briar-golong.
Stratford ... ..	All stations Montgomery to Bairnsdale.	
MELBOURNE (Metrop. Yard Insp.)	All other stations.	

All Sub-Depôts are under direction of Depôts.

\* Ballarat to arrange for stations on the Maryborough Line to return to Maryborough as many empty wagons as are received from that direction. Ballarat to return to Bullarto and adjacent stations empty trucks equal to number received loaded from them.

† Echuca to return to Tatura Line as many empty waggons as are received loaded from that line unless otherwise arranged.

d. Ararat, maximum which n lashing. Warrag Hamilt Melbourne noon.

e. relieved stations closely necessar

f. Metrop then at however mour, et

g. received

h.

i. the dail Office m he mus

j. for and are ask

k. must l in contr

l. can onl the Ins stock re or Loco repairs must b exclusiv

m. with as trucks this off depot, from or by wire train b taken a

*d.* DEPOTS FOR COVERS AND LASHINGS.—Melbourne "A" Shed, Geelong, Ballarat, Ararat, Stawell, Maryborough, Bendigo, Castlemaine, Woodend, Benalla, and Seymour. The maximum number to be retained by a Depot station (other than Ballarat and Bendigo, which may each retain a maximum of 100 covers) is not to exceed fifty covers and thirty lashings. Dandenong is a Sub-Depôt for lashings, and can keep maximum of 25 on hand. Warragul is a Sub-Depôt, and can keep maximum of 15 covers and 25 lashings on hand. Hamilton can also keep 10 covers and 10 lashings on hand. All orders for covers sent to Melbourne must be received by 3 p.m. daily except Saturdays when they must be sent by 12 noon.

*e.* All trucks, covers, and lashings, unless required for immediate use, must, as soon as relieved from loads, be placed at the disposal of the depôts named above for distribution to stations requiring them. Spare stock to be shown on daily Stock return. Depôts to keep closely in touch with stations under their control, and make enquiries for spare stock where necessary. "B" Shed and Arden-st. sidings to send spare covers and lashings to "A" Shed.

*f.* Officers in charge of Truck depôts will, daily, as early as possible, telegraph to the Metropolitan Yard Inspector, Melbourne, for the number of trucks required beyond those then at the depôt, and he will send the full quantity, or as many as he can. Stawell will, however, ask Ballarat first, and Ballarat ask Geelong; in like manner Benalla will ask Seymour, etc. Sub-depôts to make similar application to depôts.

*g.* Depot stations are to meet requirements in the order in which requests are received, unless the goods of one station are of a more urgent nature than another.

*h.* Powder Vans are to be worked to and from Footscray West.

*i.* Stations working with a depôt other than Melbourne must forward to it a copy of the daily rolling stock return sent to this office. Rolling Stock Returns sent direct to Traffic Office must be tissue copied daily, and where the S.M. does not personally make them out, he must check same carefully, and will be held responsible for correctness.

*j.* Each depôt and sub-depôt to forward to this office daily a return of trucks asked for and supplied, on Form 43E, properly filled up. This form must be sent whether trucks are asked for or not, and must also state for what purpose the trucks are required.

*k.* When a station specially waybills empty wagons to another station, the waybill **must be handed to Guard, and not placed on side of the trucks.** This is in contradistinction to loaded trucks.

*l.* The "N" (ballast) wagons are under the direction of the Engineer's Branch, and can only be used by this branch when they are found standing idle, and are not required by the Inspector of Permanent Way. If in use by Traffic Branch, they must appear on the stock returns, not otherwise. All other wagons not specially constructed for the Engineer's or Loco. Branches are under the supervision of Traffic Branch, except when marked off for repairs; in all cases they must be shown on the stock returns. Trucks used to convey water must be shown as such. The ballast wagons lettered "N N," dummy buffers are used exclusively for ballasting purposes, and may be run on ballast trains only.

*m.* Trucks loaded by or for the Existing Lines, Loco., and Stores Branches must be dealt with as promptly as those for the public. They must not be detained over time. When trucks of coal for either Branch are on hand more than one day, the fact must be reported to this office daily by wire until trucks are discharged. If they be transferred to another depot, mention to be made of same. When consignments of material, etc., are despatched from one station to another a/c Engineer's Branch, the S.M. at sending station must advise by wire the Inspector of Permanent Way to whom the material is consigned, stating the train by which it has been forwarded, so that arrangements may be made to have delivery taken and trucks discharged promptly.

General Instructions.

GOODS LOADING AT MELBOURNE SHEDS.

Goods for Country stations to be loaded and forwarded from Melbourne by trains specified hereunder (see page 107):—

District.	Stations to be Loaded for.	Trains of Despatch.	Remarks.
North'm and Midland	Lancefield Junction and Lancefield Line	3.50 a.m. N.	} Perishable goods, if any, can be sent by 1.20 p.m.
	Woodend ... ..	3.50 a.m. N.	
	Other stations to Macedon inclusive ...	1.20 p.m. N.	
	Carlsruhe to Daylesford ... ..	3.50 a.m. N.	
	Kyneton, Castlemaine, Bendigo ...	8.30 p.m. N.	Full trucks, when ready, can be sent by 7 p.m.
	Redesdale Line ... ..	3.50 a.m. N.	
	Stations between Woodend and Bendigo (Kyneton and Castlemaine excepted)	3.50 a.m. N.	Perishable goods, if any, can be sent by 1.20 p.m.
	Maldon Line, Castlemaine to Woome- lang Tarnagulla Line, Maryborough Warra Yadin	8.30 p.m. N.	Full trucks, when ready, can be sent by 7 p.m.
	Epsom to Deniliquin ... ..	7 p.m. N.	Later lot of full trucks may be sent by 8.30 p.m.
	Wycheproof Line and Branches, Swan Hill Line	8.30 p.m. N.	Full trucks, when ready, can be sent by 7 p.m.
Waubra Line ... ..	3.40 a.m. N.W.		
Stations between Daylesford & Ballarat	3.40 a.m. N.W.		
Stations between Maryborough and North Creswick			
Western	Braybrook Junct. to Dunnstown (direct)	5.55 a.m. N.W.	One truck for Bacchus Marsh to go by 3.25 p.m. N.W.
	Ballarat and Geelong ... ..	7.15 p.m. & 3.40 a.m. N.W.	
	Linton and Buninyong Lines ...	3.40 a.m. N.W.	
	Stations between Newport and Geelong	7.15 p.m. N.W.	
	Stations between Geelong and Ballarat	3.40 a.m. N.W.	
	All stations between Geelong and Port Fairy; also Branch Lines (except Queenscliff)	7.15 p.m. N.W.	A few full trucks may go on 3.40 a.m.
	Queenscliff Line ... ..	3.40 a.m. N.W.	
All stations on North-Western Line beyond Ballarat, including Branch Lines	7.15 p.m. N.W.	Later lot of full trucks may be sent by 3.40 a.m.	
North-Eastern.	Wallan to Bendigo Cattle Yards Junct.	3.45 a.m. N.E.	
	Tallarook and Mansfield Line ...	3.45 a.m. N.E.	
	Essendon, Broadmeadows, Wandong to Seymour (except Tallarook)	7.15 a.m. N.E.	
	Somerton to Wallan; also Kilmore East	9.5 a.m. N.E.	
	All stations on North-Eastern Line, Avenel to Wodonga, including Branch Lines	8.45 p.m. N.E.	Outside platform loading to be sent by 6.30 p.m. N.E. as at present.
	All stations Seymour to Cobram and Branch Lines	9.30 p.m. N.E.	Some trucks may be sent by 8.45 p.m.
	Albury ... ..	5.41 p.m. N.E.	Full trucks may be sent by 1.30 p.m. Goods.

District.

Eastern

Pa

fruit, veg  
Goods to  
mediate s  
traffic mu  
Tra  
beyond u  
At  
done to p  
The  
traffic, in  
must not  
there be a  
Mu  
loading v  
are not i  
At  
straight p  
Tru  
are to be  
effort ma  
the steam  
Tru  
a lesser d  
should al  
where loa  
whether s  
Wh  
to the oth  
to the fac  
caused. I  
consignm  
applies to  
If  
office sho

District.	Stations to be Loaded for.	Trains of Despatch.	Remarks.
Eastern	All stations Clayton to Lang Lang (except Dandenong)	3.1 p.m. S.E.	
	All stations beyond Lang Lang ...	3.30 a.m. S.E.	
	Murrumbena and Hallam's Road to Pakenham	9.50 a.m. G.	
	Nar-Nar-Goon to Bunyip ...	2 p.m. G.	
	Oakleigh, Dandenong, Longwarry to Warragul, Neerim Line, and all stations Warragul to Sale (except Moe, Morwell, and Traralgon)	4 a.m. G.	
	Moe and Thorpdale Line, Morwell and North Mirboo Line, Traralgon and all stations thence to Bairnsdale (via ...)	2 p.m. G.	

Pages 28 and 29.—**Goods Loading at Melbourne**—The following alteration is to be made:—

HEALESVILLE LINE.

1. Lilydale to Yarra Glen, per 4.40 a.m. Goods.
2. Two trucks of Healesville and Tarrawarra goods may be forwarded by 7.37 a.m. Passenger train, any surplus to go by 4.40 a.m.
3. Other stations beyond Box Hill, per 10.55 a.m.
4. Camberwell to Box Hill, per 9.58 a.m.

WESTERN DISTRICT.

Loading to be sent by 8.0 p.m. instead of 7.15 p.m. Geelong Goods.

GOULBURN VALLEY DISTRICT.

Loading to be sent by 10.0 p.m. instead of 9.30 p.m. Seymour Goods.

fruit, vegetables, and ... Goods to have preference over coal and minerals. When, upon arrival of a train at an intermediate station, there is not room on the train for the wagons from that station, unimportant traffic must be taken off to make room for more important traffic.

Trains terminating at intermediate junction stations should not convey traffic for places beyond unless to make up a full load.

At intermediate stations the Stationmaster must satisfy himself that the very best is done to place in station order the wagons which have to be attached to the train.

The attention of the staff is specially directed to the importance of sending through traffic, including van goods, when practicable, by the proper through trains. The wagons must not be sent forward to an intermediate station to be attached there to a through train, if there be a direct through train from the starting point by which they can be conveyed.

Much delay in shunting would be avoided if care and judgment were exercised in loading wagons, so that as far as practicable trucks are in station order and empty wagons are not intermixed with loaded vehicles.

At roadside stations hand shunting should be resorted to and trucks coupled for a straight pick up so as to minimise delay to trains.

Trucks containing goods for shipment, and carded for Williamstown or Port Melbourne, are to be given preference in despatch, next to Perishable and Live Stock Traffic, and every effort made to prevent detention occurring. (Truck cards to show, in addition to destination, the steamer or ship loading is intended for.)

Trucks for long journeys should be given preference on through trains over trucks going a lesser distance, unless the goods in latter case are more urgent. Sending and depôt stations should always keep this in view, and place wagons in such a position on trains that at stations where loads are reduced wrong trucks will not be cut off. Enquiry should be made as to whether short distance consignments are required promptly.

When consignments of flour, or other goods to be forwarded from one end of the colony to the other, do not amount to a fair truck load, the attention of consignors should be directed to the fact that the wagon will probably be utilised for other lots on the road and some delay caused. If the truck passes through Melbourne and the consignor can fill up the truck with a consignment for that station, the truck will get quicker despatch. The foregoing particularly applies to consignments from the Wimmera district to Gippsland.

If any delay occurs in clearing outwards loaded trucks, the Chief Traffic Manager's office should be telegraphed to.





District.	Stations to be Loaded for.	Trains of Despatch.	Remarks.
Eastern	All stations Clayton to Lang Lang (except Dandenong)	3.1 p.m. S.E.	
	All stations beyond Lang Lang ...	3.30 a.m. S.E.	
	Murrumbena and Hallam's Road to Pakenham	9.50 a.m. G.	
	Nar-Nar-Goon to Bunyip ...	2 p.m. G.	
	Oakleigh, Dandenong, Longwarry to Warragul, Neerim Line, and all stations Warragul to Sale (except Moe, Morwell, and Traralgon)	4 a.m. G.	
	Moe and Thorpdale Line, Morwell and North Mirboo Line, Traralgon and all stations thence to Bairnsdale (via Maffra)	2 p.m. G.	
	Frankston Line ...	7.13 a.m.	Stony Point trucks by 8 a.m.
Healesville Line ...	10.55 a.m.	3 trucks for Lilydale or stations beyond can be sent by 7.37 a.m. Passenger.	

The usual orders will be sent by "A" Shed to Metropolitan Yard Inspector, and latter will arrange for trucks to be forwarded by trains shown on the shed order, or earlier if convenient.

The above arrangements are made so that despatch of goods will be regular, and unnecessary trucks loaded. Not more than one loading daily shall take place unless in exceptional cases for large stations, but this will not interfere with Melbourne loading for some stations only two or three times per week.

ORDER IN WHICH GOODS TRAFFIC SHOULD BE DESPATCHED &c.

The order in which the traffic is to be despatched is as follows:—Live stock, fish, meat, fruit, vegetables, and other important goods to have preference over ordinary goods traffic. Goods to have preference over coal and minerals. When, upon arrival of a train at an intermediate station, there is not room on the train for the wagons from that station, unimportant traffic must be taken off to make room for more important traffic.

Trains terminating at intermediate junction stations should not convey traffic for places beyond unless to make up a full load.

At intermediate stations the Stationmaster must satisfy himself that the very best is done to place in station order the wagons which have to be attached to the train.

The attention of the staff is specially directed to the importance of sending through traffic, including van goods, when practicable, by the proper through trains. The wagons must not be sent forward to an intermediate station to be attached there to a through train, if there be a direct through train from the starting point by which they can be conveyed.

Much delay in shunting would be avoided if care and judgment were exercised in loading wagons, so that as far as practicable trucks are in station order and empty wagons are not intermixed with loaded vehicles.

At roadside stations hand shunting should be resorted to and trucks coupled for a straight pick up so as to minimise delay to trains.

Trucks containing goods for shipment, and carded for Williamstown or Port Melbourne, are to be given preference in despatch, next to Perishable and Live Stock Traffic, and every effort made to prevent detention occurring. (Truck cards to show, in addition to destination, the steamer or ship loading is intended for.)

Trucks for long journeys should be given preference on through trains over trucks going a lesser distance, unless the goods in latter case are more urgent. Sending and depôt stations should always keep this in view, and place wagons in such a position on trains that at stations where loads are reduced wrong trucks will not be cut off. Enquiry should be made as to whether short distance consignments are required promptly.

When consignments of flour, or other goods to be forwarded from one end of the colony to the other, do not amount to a fair truck load, the attention of consignors should be directed to the fact that the wagon will probably be utilised for other lots on the road and some delay caused. If the truck passes through Melbourne and the consignor can fill up the truck with a consignment for that station, the truck will get quicker despatch. The foregoing particularly applies to consignments from the Wimmera district to Gippsland.

If any delay occurs in clearing outwards loaded trucks, the Chief Traffic Manager's office should be telegraphed to.

## TRAINS TO TAKE FULL LOADS.

Depôt stations from which Mixed and Goods trains start must carefully make up the tonnage where the load is given in tons, and vehicles where given in vehicles, and when there is a sufficient number of trucks for a full load over a part or the whole of a section, arrangements should be made for the tonnage on a train being as near the maximum as it is possible to make it. When the maximum load varies at different parts of a section, any increase between stations must be taken advantage of. It will be the Guard's duty to see the engine is not overloaded, and also not to let the train proceed on its journey lightly loaded when there are trucks to go on, except when trucks to complete the train load have to be picked up further on, and in that case he must be furnished by the depôt with a list of same. Depôt stations must see that all Ordinary trains have full loads before extra trains are run, and also that the Goods trains, where such are running, are cancelled day by day or permanently as the traffic fluctuates or falls off. It will be found on all sections that owing to the ruling grades or amount of loading to be forwarded the traffic in one direction naturally requires more trains than that in the other, and it is the depôt from which the train starts in the former instance that must control the road. The Stationmaster there must obtain the particulars of traffic from roadsides, arrange for extra trains, or for taking Ordinary Goods trains off, either by making the necessary arrangements or by requesting the depôt at the other end to do so should the engines be stabled there.

Engines being transferred from one depôt to another should be used for haulage if any loading available, unless the Loco. Branch requires them to run light.

Telegraphic advice must be sent to this office, also all concerned, of any Special trains run for any purpose whatever, light engines and trips to neighbouring stations or sidings included.

## SPECIAL ORDERS FOR BUSY SEASON

To obtain the maximum use of wagons every employe must carefully peruse and comply with the following instructions:—

All Consignors and Consignees are to be notified that the limit of time for loading and unloading, as per Goods classification, must be adhered to, and any neglect to do so must be reported. This refers to Loco., Engineers, and other Branches also.

1. All loaded inward trucks are to be discharged at once.
2. The loaded outward trucks must be got away without delay, and spare empties also. The depot from which the train is despatched to clear the trucks must be advised daily of the number that will be ready, and should the train service be insufficient to clear regularly every day, Chief Traffic Manager's office must be advised by telegraph.
3. Depot stations must run extra trains as per time table, unless the Loco. Branch cannot supply engines; another time suitable for Loco. purposes must then be arranged, and particulars reported.
4. Daily Stock Returns must be sent punctually, and must accurately show—
  - (A) As overtime trucks, every wagon on hand over 24 hours, whether loaded or empty, or to state "Nil."
  - (B) As spare trucks to be disposed of, all wagons not likely to be loaded within 24 hours.
5. In the grain season circulars will be issued twice per week specifying consignees and ships that grain may be accepted for. Note following clause re shipping consignments.

## SHIPMENT OF GRAIN, FLOUR, HAY, WOOL CHAFF &amp;c.

1. Wheat flour, chaff, and other consignments are not to be accepted for the piers at Geelong, Williamstown and Port Melbourne, Australian Wharf, or for ships and steamers till it has first been ascertained that the consignee or vessel is ready to take prompt delivery. Stations can inquire of the Officer-in-Charge direct, or of Chief Traffic Manager's office for others.

It will be the duty of the Station Master at the sending station to ascertain from consignors the destination of consignments before supplying trucks, and not allow a number of wagons to be loaded and afterwards find out they are intended for shipment.

3. Chaff, hay, straw, and flour are to be covered in preference to wheat if tarpaulins are not to hand.

2. Vexatious transfers from one Consignee to another which relieve the first of demurrage should not be permitted without attention of Chief Traffic Manager's office being drawn to them.

4. Sending stations must bear in mind that Consignors are numerous and can collectively forward grain, chaff &c., faster than Consignees can discharge, hence orders are sometimes given to stop loaders temporarily. When this notice is sent any loaded trucks of grain, chaff &c., then on hand are to come forward as usual, but no fresh truck is to be loaded till the notice is withdrawn.

5. New potatoes are to be treated as perishable. Stations sending away truck loads can obtain from Chief Traffic Manager's office special truck cards "Urgent."

All t  
if empty t  
difficult to  
made to ef

At  
consignors  
forwarded  
lot—too m  
loaded, an

Stat  
the consig  
reports of

Who  
see that th  
transit ow

Dar  
at Junction  
to be tran

FIR  
of trucks  
instances,  
load must

Tru  
ing 5cwt.  
proceed b  
Larger co

Tru  
Economy  
capacity o  
adhered to

Pac  
trucks.  
forms, bu  
available

Any  
adjoining  
sent by, al

Eco  
load for u  
the numb  
are at al

CAR  
trucks, th

To secure  
out, the

to leav  
again, i  
will be

placed  
Covers an  
is in ch

Covers an  
Spare las  
tenden

Covers an  
Traffic  
author

Ra  
these wa

## TRUCKS TO BE FULLY LOADED, &amp;c.

All trucks should, as far as possible, be loaded to their full carrying capacity, even if empty trucks are being sent in the same direction, and although it may be somewhat difficult to ensure this at stations where no one, or women, are in charge, every effort must be made to effect that purpose.

At Wheat and Grain stations trucks should be fully loaded and allotted to consignors to suit requirements. When a large quantity from one consignee is being forwarded, every wagon should be loaded to its dead weight capacity; and when a small lot—too much for one truck and not enough for two—is sent, one of the trucks should be fully loaded, and the balance, with any other small consignment available, put on the other.

Stations receiving Wool and Grain will keep a check on the loads, and when it is found the consignments from one station could have been placed in a lesser number of wagons reports of the instances are to be made to Chief Traffic Manager's Office.

Whenever goods are removed from trucks loaded for several stations, the Guard must see that the articles left in the trucks are placed in such a way that damage cannot occur in transit owing to improper stowage.

**DAIRY PRODUCE.**—To prevent unnecessary haulage, produce trucks are to be examined at Junction stations, and when the load is less than 30cwt., and time permits, the contents are to be transferred to other produce trucks passing light.

**FIREWOOD AND TIMBER.**—Stations are instructed to note that the weights shown on side of trucks will not in any way interfere with the capacity of the trucks to carry, in some instances, a greater measurement load as heretofore, but the dead weight of the measurement load must never exceed the dead weight load painted on the wagon.

**TRUCKS LOADED WITH GOODS FOR MORE THAN ONE STATION.**—All packages not exceeding 5cwt. each, or which can be conveniently handled, are to be discharged to allow truck to proceed by same train, provided the total weight of consignment does not exceed 1 ton. Larger consignments to be discharged in time for truck to proceed by following train.

**TRUCKS LOADED BY EXISTING LINES, LOCO., AND RAILWAY STOREKEEPER'S BRANCHES.**—Economy should be exercised with these in the same way as trucks loaded by the public, but the capacity of wagons should not be exceeded, and usual regulations as to gauge, etc., should be adhered to. Traffic staff to draw attention to any infringements.

## HEAVY PACKAGES IN VAN TRUCKS.

Packages of a heavy character, as far as practicable, are not to be forwarded in van trucks. When such are in van trucks guards are not to discharge them on to passenger platforms, but take them on to terminals, and return them to destination in a truck by first available train.

## FRUIT FOR SYDNEY AND ADELAIDE, &amp;c.

Any stations forwarding fruit *via* Melbourne for Sydney, Adelaide or other places in adjoining colonies, must notify the Metropolitan Yard Inspector by wire the train it is being sent by, also the number of truck.

## COVERS AND LASHINGS, CLAUSE E, PAGE 27.

**ECONOMY IN COVERING.**—In many instances two or more tarpaulins are used to cover a load for which one good cover should be sufficient. This practice must be stopped, and only the number of tarpaulins actually necessary to cover loads should be engaged. Any that are at all damaged should be sent in for repair.

**CARE OF COVERS AND UNIFORMITY IN FOLDING.**—Immediately on being released from trucks, the covers must be folded up and not permitted to hang from the sides or ridge chains. To secure uniformity in loading, the following practice must be followed:—After being spread out, the covers must be folded lengthwise by taking the covers at one side and folding over to leave the edge along the centre of the tarpaulin, repeat from the other side, then fold again, and roll from each end. Tie neatly so as to be easily handled and so that the number will be uppermost. After folding, covers must not be allowed to lie about, but should be placed under cover.

Covers and lashings should be removed from empty trucks supplied to stations where no one is in charge.

Covers are 23 feet long by 14 feet wide, and Lashings are 43 feet long.

Spare lashings should be collected, properly coiled up, and waybilled to the Goods Superintendent. Those retained must be protected from the weather.

Covers and lashings must not be diverted from legitimate use for any purpose whatever, and Traffic staff must not permit covers to be used by other Branches, unless by special authority of the Chief Traffic Manager.

## RABBIT TRAFFIC.

Rabbits must not be loaded in "T" "H" or "TH" trucks, as the want of ventilation in these wagons causes the rabbits to deteriorate in quality.

BUTTER FOR EXPORT.

When butter for export is loaded in the same truck as dairy produce for the Melbourne Goods Shed, it should be placed at each end of the wagon, so that all the ordinary consignments can be taken out without disturbing it. This can be readily done at stations whence the truck starts, and the Roadside stations must work to that arrangement as far as possible.

LOUVRE WAGONS.

These trucks are not to be used for general business without special permission. They are provided only for fish, fruit, meat, milk, cream, butter, rabbits, and other perishable traffic.

When a station or a number of adjacent stations has a sufficient quantity of the above loading to come up regularly to Melbourne a truck will be set apart by Chief Traffic Manager's Office, and the Goods Superintendent will load it down or an empty Louvre will be sent from the yard to the despatching station labelled with a MOVABLE board or large card. This board or card must not be removed until arrival at Melbourne on return journey.

When a special traffic exists between two country stations a Louvre will be set apart with a FIXED board naming terminals it is to run between, and the S.Ms. concerned will be responsible that it is kept in proper running.

To prevent this class of Wagon being diverted from the above traffic, all officers must observe the following:—

1. When a Louvre Truck has been allotted to start from a station the S.M., D. T. S., and Goods Superintendent are notified of particulars.
2. Should the S.M. not require it on any particular date after it arrives, he must wire the Goods Superintendent so that latter may cancel Down trip of the next one. If from any other cause excess trucks are received the S.M. must at once wire particulars to the Goods Superintendent.
3. As soon as the special traffic ceases off or ceases, this office must be notified for trucks to be taken away.
4. When a Louvre Truck is loaded down by the Goods Superintendent to a station other than those notified on the list it is the duty of the S.M. receiving it to arrange to promptly send it back loaded to Spencer-street with any suitable loading available at his or adjacent station, but not to be loaded for a suburban station without permission.
5. Two (2) tons should be the minimum quantity for which a special truck is run.
6. Stations must not locally arrange to run Louvre Trucks on any trains. Chief Traffic Manager's Office must always first issue the necessary instructions.

LOADING MEAT IN T. AND U. WAGONS.

The maximum weight to be hung from the roof of a Louvre U. or an Insulated T. Wagon is 50 cwt.

There are 5 bars on the Louvre Trucks, and not more than 10 cwt. is to be placed on each, fairly distributed along it from end to end.

A few T wagons contain 8 bars, not more than 6½ cwt. is to be hung on each, distributed as evenly as possible.

There must be equal space between each quarter or side of Beef hung on the Bars.

HAY, STRAW, CHAFF, AND OTHER INFLAMMABLE LOADING.—REGULATION 222.

When the above loading, which must be placed next the engine, is covered with more than one tarpaulin, that next the van must be first put on, the next one overlapping it so as to prevent the wind raising cover, and thus allowing sparks to enter whilst train is running. Where trucks are reversed en route, the overlapping cover must lie for the longest portion of journey, and an extra lashing for securing facing edge of cover put on or off, as the case may be, at reversing station if required. Sufficient covers should be used to avoid risk of fire to goods in transit. Guards must not take on wagons loaded with goods liable to be set on fire by sparks, &c., unless such wagons are properly sheeted. After trucks loaded with inflammable matter are discharged, they must always be swept. Trucks of hay and straw may be sent by any trains, except mixed trains running into Melbourne, and those conveying explosives.

INSECURE LOADING OF HAY, STRAW, CHAFF, &c.

Trucks of hay, straw, and chaff must be properly secured by lashings and covers before being allowed to leave stations, and Guards must watch loading during journey. Sending station is held responsible for the loading being so arranged that truck reaches destination safely, unless some exceptional occurrence en route has caused load to shift.

"K" trucks must not be used for this class of loading.

Lashings should not be secured to the buffer casing, but to side chain stud, if cleats are not provided.

NOTE.—Hay, Straw, Chaff &c., must not project more than 6-inches over the ends of any truck.

The fo  
1. Tw  
Buildings, G  
2. Fo  
of shunters p  
and coal plat  
3. De  
of one month  
be done by c  
4. He  
prevent dam  
5. Fir  
6. Co  
  
As far  
trucks must  
them. Whe  
under cover,  
sign of them  
When  
placed with  
STA  
At No  
siding is clos  
projecting oth  
At oth  
close to the r  
at the latter.  
At all  
allow long an  
personal sup  
  
Before  
tion must be  
Reaper  
consigned to  
stations to co  
for dischargi  
  
Special  
sions or weigh  
loads which a  
are not, by re  
No cons  
requiring mo  
with the Chic  
LON  
Ladder  
boards of car  
District Traff  
TRACTION  
1. The  
not within 30  
2. The  
the district co  
3. The  
side 1200 yar  
er vehicle, ar  
4. The  
protect the li  
wards see the  
5. Wh  
be informed  
6. Wh  
the semaphor

## FIREWOOD STACKS, &amp;c.

The following general conditions should be complied with:—

1. Twenty-five (25) feet should be the minimum distance of stacks from Goods Sheds, Buildings, Goods Platforms, etc.
2. Four (4) feet space to be reserved between stacks and railway line, so as to permit of shunters performing their duties without risk. (This also applies to consignees' timber and coal platforms.)
3. Debris should not be allowed to accumulate, but should be cleaned up at intervals of one month where large business is done, and less often at small places. The work should be done by consignors.
4. Height of stacks placed contiguous to railway line to be limited to 10ft., so as to prevent damage to floors of trucks when wood is thrown in.
5. Firewood not to be stacked on wooden Goods platforms.
6. Consignors to take precautions to obviate risk of fire from engines cutting wood.

## LIME IN TRANSIT.

As far as possible, iron mediums are to be used for this traffic. "QR" and "R" trucks must not be loaded with lime owing to the difficulty in adequately covering them. When heavy rain comes on, Officers-in-Charge must, where practicable, place trucks under cover, or isolate them, and they must occasionally examine them, and if there is any sign of them taking fire, throw out the lime so that no further damage can be done.

When lime is loaded with other goods, no consignments of a valuable nature must be placed with it.

## STATIONS WITH SIDINGS CLOSE TO THE RUNNING LINES.

At North Brighton, Burnley, Caulfield, Clayton, Spring Vale and Spottiswoode, the siding is close to the main running line, and long articles that cannot be discharged without projecting over the side of truck into the six foot are not to be sent there.

At other suburban stations, such as Graham-street and Newport, which have one siding close to the running line and another at a distance, long articles must be loaded or unloaded at the latter.

At all stations that have sidings close to the main line, the officer in charge must not allow long and awkward articles to be loaded or unloaded on them except under his constant personal supervision, and work must be suspended prior to the approach of a train.

## LOADING ENGINES AND OTHER HEAVY ARTICLES.

Before an engine is loaded on a dummy bolster "K" or Medium truck, the sending station must be certain there is a crane at the receiving station of sufficient capacity to lift it.

Reapers and binders, threshing, winnowing and other bulky and heavy machines, when consigned to stations at which there is no crane, must be loaded on flat trucks. Forwarding stations to consult station list in front of Working Time Table and see what facilities there are for discharging.

## LOADS OF EXCEPTIONAL DIMENSIONS AND WEIGHT.

Special care must be exercised with loads of an exceptional character as regards dimensions or weight to see that the loading is thoroughly secure. Goods Guards must measure loads which appear to be higher or wider than the gauge, and must not take any wagons which are not, by reason of their loading, safe to travel.

No consignments above gauge or above capacity of ordinary wagons, nor any long timber requiring more than four trucks, must be accepted without special arrangements being made with the Chief Traffic Manager.

## LONG ARTICLES NOT TO BE LOADED ON CARRIAGES, Etc.

Ladders, boats, canoes, or any other article, must not be loaded on the roofs or foot-boards of carriages or other vehicles without special permission from Chief Traffic Manager or District Traffic Superintendent.

TRACTION ENGINES OR HEAVY LOADS PASSING OVER LEVEL CROSSINGS.—  
BY-LAWS 20A and 20B.

1. The Stationmaster receiving the notification to cross must see that the time stated is not within 30 minutes of any train being due to pass, or otherwise request the person to alter it.
2. The Stationmaster must at once telegraph to the Inspector of Permanent Way of the district concerned the full particulars of weight of engine or vehicle, time of crossing, &c.
3. The Inspector of Permanent Way must appoint a Flagman with detonators, on each side 1200 yards from crossing, to protect it as per regulations till after the passage of engine or vehicle, and it has been found that the line has been left in sound condition.
4. The Inspector of Permanent Way must see that the necessary steps are taken to protect the line from damage during the passage of the engine or vehicle over it, and afterwards see the line is left in sound condition before Flagmen are withdrawn.
5. When the notification is left at a station other than the adjacent one, the latter must be informed in addition to the Inspector of Permanent Way.
6. When the crossing is within the home signal the Stationmaster must protect it with the semaphore signals.

TRAVELLING CRANES.—REGULATION 220.

The 2-ton travelling cranes are directly under control of Chief Traffic Manager, and are not to be used without proper authority.

CRANES.—REGULATION 221.

The brake, where provided, is not intended for lowering out by, but to hold on while the pawl is raised (where pawls are in use) and double or single purchase thrown in or out. If, however, it be necessary to use the brake, the weight should be lowered with great care. No weight attached to a crane should be allowed to run down suddenly or with a jerk. The man working the crab should not leave the handle when lowering out, whether the brake be on or not, and no oil or grease is to be applied to the brake. That part of the machinery requiring oil to be attended to, and care to be taken to keep clean. Point Oil to be used to lubricate with.

Slings must invariably be used when lifting wet casks, such as wines, spirits, beer, oils, &c., and also for large wooden cases, such as those containing machinery, or pianos, or other bulky packages. When not in use, all chains and dog hooks to be kept in shed, also rope slings. Lashings are not to be used as slings.

Cranes to be thoroughly overhauled at least once a month, and all the chains used in connection therewith should be frequently examined link by link for any worn or defective link.

Care to be taken that heavy articles are within the capacity of the crane before lifting, and when ready to lift any heavy goods, those concerned to see that the package is evenly slung, that all packages are exactly under the jib, and that guys are used to prevent swaying when lifted.

BOGIE WAGONS NOT TO BE LOADED FOR CERTAIN PLACES.

"Q," "R," "S," "QR," "Tr," and other kinds of bogie wagons are not to be loaded FOR the old pier at Warrnambool, Williamstown Pier, Sands & M'Dougall's Siding near Broadford, T. Robinson & Co. Limited, Spottiswoode, Warrenheip Distillery, Dunnstown, Malcolm and Co.'s Siding, St. Arnaud, nor for any of the sheds (except Goldsbrough, Mort & Co's.) at Moreland.

"Q's" are not to run on M'Namara's Siding, Yarrawonga.

TRUCKS 213 TO 262 K AND Nos. 1 TO 12 Q.

No heavy weights, such as blocks of stone and heavy castings, can be placed on the floors of these wagons. They were built to carry plant and timber on the bolsters, but may be loaded with wheat, wool, and other consignments of a similar nature. Loading can be placed either upon the floors or bolsters, but should be equally distributed, and not project over the ends.

QR BOGIE WAGONS.

Heavy weights over 10 tons, such as blocks of stone, must not be placed in the centre of QR wagons. Blocks up to 10 tons may be loaded over each bogie or at one end with some weight at the other, and one block up to 14 tons may be loaded with one end resting on bogie and the other towards the centre. Heavier weights must be carried on specially fitted Q wagons, but notice must first be given to prepare them.

WAGONS TO BE KEPT CLEAN.

The slides and rebates of the doorways of all wagons must be kept free from dirt. Medium and Box wagons must be swept out before being loaded with goods, special attention being paid to those which have been loaded with coal.

DUMMY BUFFER WAGONS.

Wagons Nos. 212 to 230 inclusive, lettered "Nn," and dummy buffer wagons with spiral side-springs, are unfit to run with any train unless special arrangements are made for the trip.

WARRNAMBOOL PIER TRUCKS.

The following trucks, which are marked "Warrnambool Pier Traffic only," may be run on Special Goods train between Warrnambool and Koroit, but are not allowed in main line traffic other than this special exception:—

I's 72, 211, 759, 896, 920, 1049, 1754, 1823, 2197.  
K's 12, 51, 94, 400, 409.

PRIVATE VEHICLES NOT TO RUN ON VICTORIAN RAILWAYS.—REGULATION 131.

In addition to engines being prohibited, no truck, carriage, or other vehicle belonging to private owners must be allowed to run on Victorian lines without special permission from Chief Traffic Manager.

LOADING GAUGE—SOUTH AUSTRALIA.

The maximum measurements of loading are the same in South Australia as Victoria, viz.:—13ft. in centre, 11ft. at side, and 8ft. 6in. in width.

Engin  
If the  
placed alto  
and this pr

Statio  
to be weigh  
that it does  
In ca  
on a Truc

Weig  
use upon a  
Commission  
to be adjus  
Office  
and in good  
Manager's  
Adjusters  
to be defe  
provide lab  
as errors in

The f  
on "off day

1. T  
convey Liv  
of stations  
supplied til  
informed t  
ordering tr  
destination

2. W  
receipt of s  
for trucks  
personal at  
the supply  
vision. A  
by what tr  
supplied in  
the proper  
stations sh  
cate with t  
with empty  
in ample t  
Owners sh  
in time the

Load  
of through

Depo  
have to pic

Load  
are clean a  
special trai

Sheep  
convenience  
two to be c

Sheep  
traffic. Gu

Live  
nations wit  
ordinary lo  
taken to se

## TRUCK WEIGHBRIDGES.

Engines must not be run over truck weighbridges.

If the capacity of the bridge is insufficient to furnish the weight of any wagon when placed altogether on it, the wagon can be weighed with two wheels at a time on the bridge, and this process will afford almost the exact weight.

## WEIGHING HEAVY LOADS ON CART WEIGHT BRIDGES.

Stationmasters and others concerned should ascertain as far as practicable that the load to be weighed does not exceed the weighing capacity of the bridge, and if they are satisfied that it does, a portion should be taken off before an attempt is made to weigh.

In cases of heavy boilers, &c., where load cannot be reduced the weighing should be done on a **Truck** Weighbridge after being loaded in truck.

## WEIGHING MACHINES, &amp;c.

Weights, measures, scales, balances, steelyards, beams, and other weighing machines in use upon any of the railway stations, piers, wharves, or jetties vested in the Victorian Railways Commissioner, are exempt from the operation of *The Weights and Measures Statute 1864*, and are to be adjusted and otherwise attended to by Departmental Weighing Machine Adjusters.

Officers-in-Charge will require to see that weighing machines and weights are kept clean and in good order. Should they become defective report is to be sent to the Chief Traffic Manager's Office (Room 3), and particulars of defects given as far as possible. The Departmental Adjusters will be sent as soon as practicable to put in order any machine reported to be defective. Officers-in-Charge will require to render every assistance to Adjusters, and provide labour if required. Care should be taken to keep weights for each machine separate, as errors in weighing frequently arise through wrong weights being used.

## LIVE STOCK ORDERS.

The following instructions must be carefully observed in dealing with Live Stock loaded on "off days," as well as Mondays and Tuesdays:—

1. The Live Stock Traffic is distinct from Goods Traffic, and all orders for trucks to convey Live Stock must be forwarded to the Chief Traffic Manager's Office. Officers in charge of stations may receive orders, but are not at liberty to inform consignors that trucks will be supplied till they are so advised from the Chief Traffic Manager's Office. Owners should be informed that trucks for Market Stock should be ordered through their agents. When ordering trucks the following particulars should be given:—Name of sender, class of loading, destination, when required, and train preferred.

2. When instructions are issued for Live Stock to be loaded, the loading stations, on receipt of same, must immediately apply to their depôts or sub-depôts, as the case may be, for trucks required. Officers in charge of stations must give the Live Stock business their personal attention, but at large depôt stations where day and night Yardsmen are employed, the supplying of trucks, &c., can be attended to by Yardsmen under Stationmaster's supervision. A list should be kept by depôts showing trucks ordered, trains to be loaded for, and by what trains empties are supplied. Great care should be taken to see that trucks are supplied in ample time to load for trains arranged for. Depôts will be held responsible for the proper supplying of trucks, and if vehicles are later than usual in being supplied loading stations should be advised, and, to make sure there is no mistake, the latter should communicate with their depôt, and ascertain when trucks will be sent. Depôts may run special trains with empty trucks when necessary. Stationmasters must arrange for Live Stock to be yarded in ample time to be loaded and despatched by trains fixed by Chief Traffic Manager's office. Owners should be informed that trains will not be detained, and if their stock is not loaded in time they run the risk of having it left behind.

Loaded Live Stock trucks fitted with Westinghouse brakes are to travel next the engine of **through** trains, but on trains picking up on the road, they are to be placed in the rear.

Depôts from which trains start must fully instruct Guards as to Live Stock which they have to pick up at roadside stations.

Loading as well as depôt stations are to see that screw couplings on Live Stock trucks are clean and in good order, and that they are properly adjusted. Depôt stations from which special trains are run, to see they are arranged, and also check loads for trains.

Sheep trucks are not to be loaded for stations where there are no sheep races or other conveniences for discharging the top tiers. Goods or cattle trucks may, however, be supplied, two to be charged as one "L."

Sheep and cattle trucks should be waybilled when being sent away for Live Stock traffic. Guards should be instructed to see that waybills are furnished.

Live Stock Trucks, whether loaded or empty, must be allowed to proceed to their destinations with the least possible delay. They are not to be removed to make room for other ordinary loading, and should in all cases be treated as "urgent." Particular care must be taken to see that Live Stock is not unnecessarily delayed at junction stations.

When Live Stock trucks are discharged care must be used to see that doors are properly fastened.

If dirty trucks are supplied, Stationmasters must arrange to have them cleaned as well as possible.

3. Every precaution must be taken to prevent injury to Live Stock during transit. Trucks must not be shunted more than is absolutely necessary, and when shunting is required it should be done with great care, so that animals will not be knocked about or caused to fall down in trucks. Stationmasters, Guards, and other employes are to keep a watch on cattle trucks, and when they observe animals down they must arrange to assist them on their legs, and, if necessary, have them discharged, re-loaded at cattle race, and forwarded without unnecessary delay; but trains must not be detained more than twenty minutes. If animals cannot be loaded in that time, they must be left behind and sent on by next available train. When it occurs on the last train, and the animals cannot be reloaded in time specified, they are to be sent on by first train next day. In cases of emergency, and in order to avoid missing the market, they may be forwarded by passenger train if there is room on it. A second truck is to be procured if required. The Chief Traffic Manager's Office, sending and receiving stations to be advised by wire in all cases. The same applies to trucks detained with "Hot Boxes," or through any other cause. Full particulars should be given—viz., sending and receiving station, name of consignee, and number of truck, also name of Enginedriver and Guard. Special reports should be obtained from Guards, who will require to state if any rough shunting were done, and when animals were first noticed down in trucks. Drivers are to use every care in shunting, starting, and stopping Live Stock trains. Shunting must not be done with Live Stock attached to engine.

4. The following are the depôts for the supply of Live Stock trucks.—

DISTRICTS.	DEPOTS.	SUB-DEPOTS.	STATIONS TO BE SUPPLIED WITH TRUCKS.	
Northern	Bendigo	Korong Vale	Boort, Quambatook, Wycheproof, & Sea Lake Lines	
		Kerang ...	Koondrook Tramway and stations from Reedy Lake to Swan Hill	
	Bendigo ...	Echuca ...	D. and M. Line	
	Maryborough ...	—	All stations Golden Square to Echuca, Korong Vale, Wedderburn, Kerang, and Derrinal	
	Castlemaine ...	—	Maryborough to Woomelang, Bullabul, and stations on the Avoca and Ararat Line	
	Kyneton ...	—	All stations Castlemaine to Shelbourne, Carisbrook, and Kangaroo Flat inclusive	
	Woodend ...	—	Redesdale line	
N-Eastern	Benalla	Lancefield Jnct.	All stations Tylden to Broomfield inclusive	
		Wodonga ...	All stations Bolinda to Lancefield inclusive	
N-Eastern	Benalla	Wangaratta...	Tallangatta Line	
		Springhurst...	Yackandandah and Bright Lines	
Western ...	Seymour	Wahgunyah...	Wahgunyah Line	
		—	All stations Winton to Wodonga and Yarrowonga Line	
	Seymour	Numurkah ...	Nathalia and Cobram Lines	
		Shepparton ...	Dookie Line and Katamatite Tramway	
		Toolamba ...	All stations Tatura to Koyuga inclusive	
	Tallarook	Murchison E.	Rushworth line	
		—	All stations Seymour to Baddaginnie & Numurkah	
	Ararat	Ararat	—	All stations on Alexandra and Mansfield Lines
			—	All stations Leslie to Heathcote
			Horsham ...	Noradjuha Line
Murtoa ...			Warracknabeal and Hopetoun line	
Lubeck ...			Rupanyup Line	
Ballarat	Ballarat	Branxholme...	Casterton Line	
		Hamilton ...	Coleraine Line, and all stations Yatchaw to Warrong inclusive	
S-Western	Geelong	—	All stations Ararat to Serviceton and Portland	
		—	All stations Ballarat to Dobies, Bradshaw's Creek, Linton, Waubra, Buninyong, and Daisy Hill inclusive	
		Terang ...	All stations Terang to Port Fairy and Mortlake	
		Irrewarra ...	Beeac Line	
		Mount Moriac	Wensleydale Line	
Camperdown	Camperdown	Birregurra ...	Forrest Line	
		—	Timboon Line	

DISTRICTS

Eastern ...

Various ...

Dep sheep and tions, and Stock tru in time.

Stat or sub-de daily; sub Manager's daily, stat required t to wire W Inspector.

5. possible a Shee possible, a any way.

Wh the radius Stratford, Arden-stre town Pier, from the loaded for they are r Yard Insp radius nam than Thur or Arden-s Whe arrive load advice will Catt from Metr

Thes bottom do being lo are in run by catches swing out. trucks.



DISTRICTS.	DEPOTS.	SUB-DEPOTS.	STATIONS TO BE SUPPLIED WITH TRUCKS.
Eastern ...	Geelong ...	—	All stations Geelong to Terang, Queenscliff, and Navigators
	Traralgon ...	Stratford ...	All stations Munro to Bairnsdale
		Sale ...	Montgomery
		Maffra ...	Briagolong Line
	Traralgon ...	—	All stations Traralgon to Sale and Stratford
	Warragul ...	Morwell ...	North Mirboo Line
		Moe ...	Thorpdale Line
Warragul ...	—	Neerim South Line and all stations Warragul to Traralgon	
Various ...	Dandenong ...	—	All stations Dandenong to Leongatha
	Leongatha ...	—	All stations Leongatha to Port Albert
	Caulfield ...	—	All stations Caulfield to Stony Point & Mornington
	Metropolitan Yard Inspector, Spencer-street ...	—	Prince's Bridge to Healesville, Upper Fern Gully and Kew, and Burnley to Darling
	—	—	Also all other stations not specified above
	—	—	

Depôts and sub-depôts will require to exercise great care in keeping a daily record of sheep and cattle trucks (loaded or empty) and sheep nets forwarded to stations in their sections, and note how they are disposed of. Ballarat, Seymour and Warragul to see that Live Stock trucks and nets for Ararat, Benalla, and Traralgon sections respectively are supplied in time.

Stations having sheep and cattle trucks and sheep nets on hand must advise the depôt or sub-depôt that has control of their station of the number by wire not later than 9 a.m. daily; sub-depôts to wire their depôts by 10 a.m.; and depôts to wire the Chief Traffic Manager's Office and Metropolitan Yard Inspector, Spencer-street, not later than 11 a.m. daily, stating how many trucks and nets they have in their sections, and the number, if any, required to complete orders. Benalla to wire Seymour, Ararat to wire Ballarat, and Traralgon to wire Warragul in addition to the Chief Traffic Manager's Office and Metropolitan Yard Inspector.

5. Pigs and other Live Stock, conveyed by mixed trains, must be placed as far as possible away from the carriages.

Sheep and cattle in trucks must be kept away from passenger platforms as much as possible, and care should be taken to prevent animals from being disturbed or frightened in any way.

USE OF CATTLE WAGONS IN GOODS TRAFFIC.

When "M" wagons are sent to depôts for ordinary traffic they may be loaded, within the radius of Stawell, Terang, Echuca, Korong Vale, Kerang, Cobram, Picola, Wodonga, Sale, Stratford, and Korumburra, with grain or wood up to Thursday afternoon for Spencer-street, Arden-street, or stations on NORTH Suburban Lines. They are not to be loaded for Williams-town Pier, Australian Wharf, or stations on SOUTH Suburban Lines unless by special orders from the Metropolitan Yard Inspector or Chief Traffic Manager. On Fridays they may be loaded for Spencer-street or Arden-street only, and on Saturdays, Mondays and Tuesdays they are not to be used for general purposes unless specially authorised by Metropolitan Yard Inspector or Chief Traffic Manager. If loaded with grain at stations BEYOND the radius named, they must only be forwarded to Spencer-street or Arden-street, and not later than Thursdays. As far as possible, preference should be given to loading for Spencer-street or Arden-street.

When "M" wagons stand at stations, and cannot be loaded as above, or when they arrive loaded inwards on Saturdays or Mondays, depôt must be communicated with, and advice will be sent as to their disposal.

Cattle trucks are not to be disposed of nor used for general loading without authority from Metropolitan Yard Inspector, Depôt Station, or Chief Traffic Manager.

ROOFLESS CATTLE TRUCKS.

These trucks are provided with double swing doors instead of drop bars above the bottom door, and are fitted with catches to hold the doors back when trucks are being loaded. Doors must always be kept closed and cotter put in gudgeon when trucks are in running. Under no circumstances are the doors to be left open and held in position by catches when trucks are in running, as they might be a source of danger if they should swing out. Attendants on Stock must not be permitted to travel on the gangways on roof of trucks.

SHEEP TRUCKS WITH OPEN ENDS.

As far as practicable, these trucks when loaded are not to be placed next the engine. A truck with closed ends should be placed in front if possible. These wagons are not to be used for the conveyance of pigs.

STRAW IN SHEEP TRUCKS.

Consignors are not to be allowed to place straw in Sheep trucks, as there is a danger of it catching fire through sparks from engine.

HORSES BY SUBURBAN TRAINS.

Horses are not to be accepted for, nor horse boxes conveyed by, suburban passenger trains, unless specially sanctioned by the Chief Traffic Manager.

Horse boxes between Melbourne and Caulfield may be sent as under :—

DOWN.		UP.	
6.30 a.m.	Oakleigh.	5.23 a.m.	Oakleigh.
8.52 a.m.	Caulfield.	7.12 a.m.	"
10 a.m.	"	9.46 a.m.	Caulfield.
6.40 p.m.	"	10.42 a.m.	"
6.55 p.m.	"	7.23 p.m.	"
7.5 p.m.	"	7.44 p.m.	"
11.45 p.m.	Oakleigh.		

In emergency any convenient train during the day other than above may be used, but each instance should be reported.

Horse Boxes on Oakleigh trains should be run through to or from Oakleigh, and horses discharged or loaded at Caulfield *en route*.

The above orders apply only when there are not more than nine horses. If this number be exceeded General Order No. 640 and A. 1982/95 to be observed,

Between Melbourne, Whittlesea, Healesville, Dandenong, or Mordialloc horse boxes may be forwarded by any convenient train.

Country stations must not despatch horse boxes for a suburban station unless a Goods or Mixed train is available one hour after arrival in Melbourne.

Horses or cattle are not to be loaded at or forwarded to Hawksburn, Toorak, Armadale, Malvern, Rosstown, or Murrumbeena; but they may be loaded or discharged at Sandringham, Brighton Beach, or Tooronga, when permission is obtained.

Horse boxes and carriage trucks are not to be sent to Flinders-street station.

SIGNING OF RISK NOTES FOR HORSES AND OTHER ANIMALS.

The attention of Stationmasters, Booking Clerks, and all concerned, is particularly directed to the urgent necessity of seeing at all times that the risk notes for horses and other animals are properly signed by the consignors themselves, and not by the Department's servants on their behalf, at the time of booking. If the sender or person in charge cannot write, he must make his mark, and the animals cannot be accepted for conveyance unless this regulation is strictly complied with.

Owners or their agents must attend to the loading and securing of horses, and the departmental employes must attend to the fastening of compartments and truck doors after horses are loaded.

DEPOTS FOR HORSE BOXES AND CARRIAGE TRUCKS.

The following is the allotment, and stations requiring horse boxes and carriage trucks must requisition accordingly.

Depôt Stations.	Allotment.		Depôt Stations.	Allotment.	
	F.	G.		F.	G.
Woodend ...	1	—	Benalla ...	1	1
Castlemaine ...	1	1	Wodonga ...	1	1
Bendigo ...	2	2	Albury ...	1	1
Maryborough ...	1	1	Prince's Bridge ...	2	2
Geelong ...	1	1	Traralgon ...	1	1
Ballarat ...	2	2	Spencer-street ...	All others, including Fr's and Ffr's.	
Ararat ...	1	1			
Stawell ...	1	1	(Repairs are deducted from Spencer-street stock.)		
Seymour ...	1	1			

Stations receiving a loaded horse box must cleanse it of dung before using it again or sending it away.

SALES OF STOCK IN RAILWAY YARDS.

Sales of Live Stock are not to be allowed in railway yards without authority from Chief Traffic Manager's office.

When yards are used for drafting or camping purposes, report to be forwarded, giving particulars of the number and class of animals yarded and charge made. Amount is to be remitted in usual way.

TRUCK WAYBILLS AND CARDS.

1. Trucks containing goods for Melbourne, and at the same time for other stations that require to be transferred at Melbourne, to have envelope endorsed "Melbourne."
2. Trucks containing "Transfers" only, that have to be distributed at Melbourne, to have envelope endorsed "Melbourne A Transfers."
3. When a truck contains goods to be discharged at stations prior to reaching final destination or Melbourne, the sending station must endorse envelope with names of all the stations goods are for. After the truck is on train, and roadsides load other goods into it, the guard must endorse names of additional stations, if any.
4. When any part of a truck load is perishable the truck is to be labelled and treated as perishable.

5. When the whole of the contents of a truck is consigned to one person or firm the name of the consignee is to be written on the envelope containing the waybill. When to more than one person or firm, but for the same station, the word "Various" is to be written.

6. On Up journey the waybills in envelopes are to be attached to wagons on the LEFT side (looking from van to engine) arriving in Melbourne for Northern, North-Eastern, and Western Lines, and on RIGHT side arriving in Melbourne for all Eastern Lines.

Trucks from the Ballarat direction passing through Geelong must have change of direction allowed for, and this also must be done by stations on the Maldon, Avoca, Maryborough, Daylesford, and other lines, where trucks are turned end for end on the way up, so that they are on the proper side entering Melbourne.

On the Down journey waybills are to be attached at Melbourne Sheds to right side of wagons facing north.

7. The weights of contents of truck are also to be endorsed on waybill as per page 104.
8. Cards are to be placed on trucks the opposite side to waybill, Departmental coal with no waybill to be carded both sides.

9. Trucks to "weigh, charge, and advise" for stations other than Melbourne having truck or cart weighbridges must have particulars ascertained at destination, not at Melbourne. When it is necessary to weigh in Melbourne the waybill envelope should be endorsed "Metropolitan Yard Inspector to weigh, charge, and advise," with the pro forma enclosed showing proper destination, &c.

10. Unless specially instructed the sheds and sidings in Melbourne are not to be shown on the envelope.

WAGONS LABELLED WITH RED CARD "NOT TO WORK" OR GREEN CARD "FOR REPAIRS."


WAGONS LABELLED WITH RED CARD, "NOT TO WORK."—Wagons requiring heavy repairs will be labelled by the Carriage and Wagons Inspectors with a red card, "Not to work," and such wagons so labelled must not be again loaded until repaired.

When an Examiner finds it necessary to place a "Not to work" card on a vehicle forming part of a train which is marshalled and ready to start, he must advise the Guard or Shunter what has been done.

WAGONS LABELLED WITH GREEN CARD "FOR REPAIRS."—When the Wagon Inspector attaches one of these green cards to a wagon for repairs, he must hand a copy of such card to the Stationmaster, who must send the wagon loaded or empty to the station named by the Wagon Inspector, and make a remark on the waybill of any goods sent in such truck that it has a green card for repairs. At Spencer-street, Flinders-street, Prince's Bridge, Ballarat, Bendigo, and Echuca, the duplicate card will be handed by the Wagon Inspector to the Yardsman who will enclose to the station to which the loaded truck is going. The Stationmaster will then be careful to return the wagon empty.

In every case when a wagon with a green card is sent empty, a waybill, on which must appear the number of the truck and the entry "Green card for repairs," must accompany it.

HORSE BOXES AND CARRIAGE TRUCKS are also included under this head.

Ordinary trucks under repair marked with a cross in circle, thus— must not be used except for the local ballast work they have been specially allotted for. They must not be allowed on any ordinary or special train.

VEHICLES OFF RAILS NOT TO RUN UNTIL EXAMINED.

When an engine or vehicle of any kind has been off the line, or has suffered by collision or rough shunting, it is not to be allowed to run until examined by some responsible employe of the Locomotive Branch.

the engine. A not to be used

a danger of

an passenger

be used, but

h, and horses

f this number

horse boxes

less a Goods

rk, Armadale,

Dringham,

on.

MALS.

s particularly

ses and other

Department's

charge cannot

ce unless this

orses, and the

ck doors after

riage trucks

Allotment.

F.	G.
1	1
1	1
1	1
2	2
1	1

1

1

2

1

All others,

including

Ff's and

Fff's.

ing it again or

ENGINE OR VEHICLES DERAILED, Etc.

Whenever engines or other vehicles are derailed and the cause is not immediately apparent, all employes should note any facts which may account for the accident (such as state of the Permanent Way including marks on rails, condition and position of the Rolling Stock, time of occurrence, speed, etc.) before any operations are commenced which tend to obliterate marks or other indications, and thereby render it difficult to afterwards ascertain the cause.

DISABLED VEHICLES.

Disabled vehicles are not to be taken behind the rear van of any train, unless this course has first been authorised by the Chief Traffic Manager, Traffic Running Superintendent, District Traffic Superintendent, or Metropolitan Yard Inspector, and then the Loco. officers must send a competent man to ride in the vehicle, with flags, &c., to enable him to protect it in case of break away.

When a vehicle that requires repairs is left at a station not a Loco. Depot, the Station-master, in notifying the Loco. Foreman or nearest Train Examiner, should always specify its class and number, in order that the kind of vehicle referred to may be exactly known.

VEHICLES WITH HOT AXLE BOXES ON TRAINS.

All hot axle boxes discovered on trains at places where there is no Train Examiner, must at once be brought under the Driver's notice, and his decision accepted as to detaching the vehicle affected or taking it on.

If the hot box is on a carriage, van, or wagon, with live stock or perishables, and the Driver can make it fit to run safely, he may do so, but all risk of breakdown must be avoided. It is far better to cause a little delay by detaching vehicles which may be considered unsafe, than to accept the risk of a serious accident by taking them on.

Should a vehicle containing explosives, or any other dangerous or inflammable goods, be found to have a hot box, it must be cut off without further delay.

VEHICLES DAMAGED, HOT BOXES, Etc.

See page 274 for districts of Loco. Inspectors and Examiners, to whom reports are to be forwarded.

PORTIONS OF DAMAGED VEHICLES TO BE RETAINED.

In all cases of damage to rolling stock, caused by neglect or want of care on the part of an employe, the damaged portions must be carefully set aside and marked with paint so that they can be properly identified in case of any appeal to the Appeal Board.

If the damaged portions are not bulky they must be at once waybilled to Chief Mechanical Engineer's office and advice sent. In no case are they to be destroyed until at least two (2) months after the date of the occurrence.

The attention of more than one employe should be drawn to the condition of all damaged material, so that, if necessary, corroborative evidence can be given.

SIDE CHAINS ON WESTINGHOUSE BRAKE AND PIPE TRUCKS.

Side chains are being gradually abolished on Westinghouse Brake wagons. Trucks leaving Newport will be without them, but with a hook to sling the centre coupling on when not in use.

Side chains not removed must be coupled in the usual way when two trucks having them come together, but otherwise one side chain to be slung on the other.

The short light side chains affixed to new medium wagons are for a Shunter's hand-hold while getting under buffers. They must not be used to secure covers or lashings by, but must always be left free.

COUPLINGS ON GOODS TRUCKS.

Some of the trucks are provided with a three-link centre chain and some with a two-link centre chain on a shackle. The former must, in all cases, be used in preference to the latter.

When an old truck and a new one are together, the new coupling is to be used and the old one slung.

To prevent drawhooks being unduly strained or broken, only one link of a centre chain or screw coupling must be allowed on them at one time. If a screw coupling is hanging on the hook, it must be removed before a link of a centre chain is placed on it, and vice versa.

ENGINE COUPLING CHAINS.

The couplings on ends of American engine tenders with bogie underframes must be allowed to hang in the normal or vertical position when not in use, and are not to be slung over the bogie frame.

SCREW COUPLINGS AND CHAIN COUPLINGS.

All spare couplings must be waybilled to the nearest of the undermentioned stations:—

Spencer-street	Prince's Bridge	Flinders-street	Ballarat
Benalla	Bendigo	Maryborough	Geelong

Depo  
The  
couplings  
When  
stiff made  
number of

In o  
will be hel  
despatch.  
the Guard  
forward.  
drawhook.

The  
other stoc  
When  
centre dra  
Examiners

The  
a recognis  
one from s  
damaged v  
soon as po

The  
down at th  
being inju  
Before  
are secure  
and fasten

Tru  
without pu  
Traffic Su

The  
They do  
must be p  
hours, wh  
hours. A  
shaken ve  
than befo  
greatly re  
they must  
Foot-warn  
and subse

They  
that they  
As a  
they will b  
These cov  
placed at

When  
ADE  
marked "V  
otherwise  
and one (c  
carriages,  
each train  
as may be  
The  
bourne or  
them in th  
Similarly,

Dépôts to send surplus chains and couplings to Spencer-street.

The station from which a vehicle starts on a journey will be responsible for the screw couplings on it being clean and in good order.

When cleaning screw couplings the shackle of each one must be examined, and if found stiff made to work easily, otherwise the attention of the Loco. Staff must be called to it. The number of the vehicle to be reported here.

#### COUPLINGS JUMPING FROM DRAWHOOKS IN TRANSIT.

In order to guard against couplings jumping off the drawhooks, Guards and Shunters will be held responsible for seeing that all shackles work freely when attaching trucks for despatch. If any be found stiff at stations where there is no Examiner, it will be the duty of the Guard or Shunter to oil the shackles and see that they work freely before taking the trucks forward. Care must also be used to see that the link of centre chain is properly hung on the drawhook.

#### WESTINGHOUSE BRAKE HOSE PIPES.

The hose pipes fitted to wagons of G, K, N, NB, and Q Classes are longer than those on other stock, and are attached to shorter stand pipes.

When one of them is connected to another vehicle the hose pipe must pass under the centre draw chain or screw coupling instead of above it as with ordinary wagons. Train Examiners must see that in every instance these trucks are fitted with the 30-inch hose pipes.

#### DRAG CHAINS.

The Yardsman at all Loco. dépôt stations must have one or more in stock, to be kept at a recognised place. When a Guard finds it necessary to use the chain, it must be replaced by one from stock. The Loco. employes have been instructed to remove the drag chain from any damaged vehicle, and return chain to dépôt Stationmaster or Metropolitan Yard Inspector as soon as possible.

#### BOWS OF RIDGE TRUCKS AND TRUCK DOOR FASTENINGS.

The bows which are placed at each end of some of the Medium trucks must be turned down at the time the ridge chain or ridge tarpaulin is taken off to obviate risk of employes being injured by bows falling on them.

Before loading medium trucks care should be exercised to see that fastenings of doors are secured in proper positions. If this be not done the truck doors are unduly strained, and fastenings cannot afterwards be secured.

#### RAILS LOADED ON FLAT TRUCKS.

Trucks of rails loaded on "N," "K," or "Q" wagons must not be sent by Mixed trains without permission from Chief Traffic Manager, Traffic Running Superintendent, or District Traffic Superintendent.

#### McLAREN'S PATENT RAILWAY CARRIAGE FOOT-WARMERS.

The Foot-warmers consist of block tin vessels charged with acetate of soda, and sealed. They do not require re-charging or replenishing at any time. When required for use they must be placed in a vat or tank of boiling water, and left for about one-and-a-quarter (1¼) hours, when they may be removed, and are ready for use. They will remain hot for 8 or 10 hours. After that period has elapsed they should be taken by the handle and violently shaken vertically, when they will again become hot, and remain so for a slightly less period than before, and then must again be shaken as before. By these repeated shakings at greatly reduced intervals these Foot-warmers will retain their heat for about 60 hours, when they must be again boiled as above described. The joints must not be tampered with, as the Foot-warmers are charged in a vacuum, and their manipulation is confined wholly to heating and subsequent shaking.

They must, when in use, be always on the floor of the carriage, and care must be taken that they are not roughly handled by either the staff or passengers.

As an auxiliary to ensure the Foot-warmers retaining their heat for a longer period, they will be covered with canvas (lined with blanketing) secured by means of hooks and eyes. These covers must, of course, be taken off while the Foot-warmers are being boiled, and replaced at once when they are taken out of the vat or tank.

When in use the following orders are to be observed:—

ADELAIDE EXPRESS.—One hundred and fifty of the Foot-warmers and covers will be marked "V. and S.A.J.S.," and must not be used on any train but the Adelaide Express, unless otherwise ordered. Two (2) Foot-warmers to be placed in each 1st class compartment, and one (1)—or two (2) if available—in each 2nd class compartment in the Joint Stock carriages, and as many as may be required in the Boudoir carriages, 64 being necessary for each train. Eleven (11) spare ones to be kept at Melbourne and Adelaide respectively for use as may be required when extra carriages are running.

The Foot-warmers must be boiled every day immediately before leaving either Melbourne or Adelaide. Inspector Hayes will attend to the heating, covering, and placing of them in the carriages at Melbourne, and remove them on arrival at Spencer-street each day. Similarly, the Station Inspector, Adelaide, will attend to these duties at Adelaide.

On the journey from Melbourne to Adelaide the Foot-warmers in the Joint Stock carriages must be shaken at Stawell and Murray Bridge, and on the journey from Adelaide at Serviceton and Ballarat. If necessary they must also be shaken at Serviceton on the Down journey from Melbourne, and at Stawell on the Up journey to Melbourne. Shaking to be done by the station staff. The Conductors must shake the Foot-warmers in the Boudoir carriages as required.

**SYDNEY EXPRESS.**—50 Foot-warmers and covers are provided. 2 Foot-warmers to be placed in each 1st class compartment, and 1 in each 2nd class compartment as far as they will go. Inspector Hayes will attend to the heating, covering, and placing of the Foot-warmers in the carriages on the Sydney Express, and remove them on arrival at Spencer-street each day. Foot-warmers to be shaken up at Wodonga with the shaking machine every night after arrival of empty train from Albury, and again every morning, if found necessary, before the Express is sent across to Albury. The Foot-warmers in the Down Express must be returned in the Up Express next morning.

When carriages in which Foot-warmers are used, are cut off trains at roadside stations, and other carriages are substituted, the Foot-warmers must be transferred to the latter; if no other carriages are put on, the Foot-warmers must be placed in the remaining carriages on the train, or in the van.

**INSTRUCTIONS RELATING TO THE CONVEYANCE BY RAIL OF PERSONS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISEASES, OF CORPSES OF THOSE WHO HAVE DIED FROM SUCH DISEASES, AND THE DISINFECTING OF CARRIAGES, Etc.**

1. **INFECTIOUS OR CONTAGIOUS DISEASES.**—Asiatic Cholera, Diphtheria, Diphtheritic Croup, Leprosy, Measles, Plague, Scarlet Fever, Small Pox, Typhoid Fever, Typhus Fever, Whooping Cough, Yellow Fever.

2. **GENERAL BY-LAW No. 33.**—“Any person suffering from Small Pox, Scarlet Fever, “Scarlatina, Measles, Typhoid Fever, Diphtheria, Whooping Cough, or other “dangerous infectious or contagious diseases shall not travel in any railway “carriage, except in such carriage (if any) as may be set apart for that purpose; “and any person committing a breach of this By-law, or knowingly or negligently “causing, procuring, or assisting any person to commit a breach of this By-law, “shall be liable to a penalty not exceeding Twenty Pounds.”

**CONVEYANCE of Persons suffering from any of the abovementioned diseases.**—In all cases where persons suffering from any of the above-mentioned diseases or other infectious or contagious diseases have been conveyed by rail, the vehicle occupied by them must, without delay, be thoroughly cleansed and disinfected. For this purpose, if the fittings allow of it, the vehicle is to be **THOROUGHLY HOSED OUT** with water in some open place. If the fittings do not allow of such hosing, the whole of the internal surfaces are to be thoroughly wiped over with a solution of formalin, or of chlorinated lime, or of corrosive sublimate (1 in 5,000), or the vehicle must be thoroughly fumigated. For the latter purpose, use for every 1,000 cubic feet 3lbs. of sulphur, or a small cake of compound corrosive sublimate and sulphur. All concerned must be particular in seeing that other passengers are not allowed to travel in compartments vacated by persons suffering as above until disinfection of the vehicle has taken place. Material for disinfection to be kept in stock at Melbourne (Spencer-street and Prince's Bridge), to be obtained on application.

3. **CORPSES** of persons who have died from any of the above-mentioned diseases or other infectious or contagious diseases must not be conveyed by rail unless they are enclosed in a leaden coffin hermetically sealed, or chloride of lime or other disinfectant powder has been abundantly dredged into an ordinary coffin, and, if possible, the body surrounded with dry pine sawdust. Before arrangements are made for forwarding them a certificate must be produced from the local Health Officer, or a legally qualified medical practitioner, setting forth that the coffin provided is suitable, and that the corpse may be conveyed without risk of spreading contagion, such certificate to accompany the waybill.

4. Before arrangements are made for forwarding any corpse in an ordinary coffin, a certificate must be produced from a legally qualified medical practitioner setting forth that death was not caused by any of the abovementioned diseases, such certificate to accompany the waybill.

5. Under no circumstances are corpses to be conveyed in vans of trains. When hearse truck cannot be obtained, a second cover is to be placed over the truck in which the corpse is carried, or a covered truck may be used at the option of the consignor. Before arrangements are made for forwarding corpses, Stationmasters must ascertain that they can be conveyed to their destination (by rail) without delay. This more particularly refers to journeys where transfer is necessary, e.g., Eastern Line to Western Lines and *vice versa*:

**KIND OF VEHICLE TO BE RESERVED.**—As compliance with the method of disinfection set forth in Clause 2 would seriously injure the upholstery of first class carriages, and indeed be of doubtful efficacy in such carriages, no first class carriage is to be used on any account for the conveyance of persons suffering from any of the above-mentioned diseases. In all cases a second class compartment with partitions up to the roof or a special van to be used; the second class compartment may be made as comfortable as desired by the occupants by the use of mattresses or other bedding, or, if a van be used, a bed may be put up or an ambulance

stretcher utilised. "Engaged" card to be exhibited. The charge for a second class compartment or a van shall be sixpence (6d.) per mile for the single journey; minimum, ten shillings (10s.) This to entitle the sufferer and one (1) attendant to travel. Excess fare ticket to be issued. All other passengers accompanying the sufferer in compartment or van to pay ordinary fare, such passengers, including attendant, must travel throughout the whole journey in the compartment or van so reserved, and not be allowed to travel in an ordinary carriage with other passengers.

#### PASSENGERS TRAVELLING IN VANS.

##### (a.) PASSENGER OR MIXED TRAINS.

The attention of all Passenger Guards on Country Lines is called to the notice which is posted in their vans prohibiting passengers from travelling therein, and they are directed to see that it is strictly carried out.

No passenger is allowed to travel in the Guard's Van, except authorised Officers, holders of Parliamentary Gold Passes, and others with special permission.

Passengers may, however, be permitted to travel in the Guard's Van on Suburban Lines when no room can be found elsewhere.

##### (b.) GOODS TRAINS.

When any passenger (except authorised Officers and holders of Parliamentary passes) desires to travel in the van of a Goods train he must, before being allowed to do so, sign a guarantee in the book supplied for that purpose, which must be duly witnessed by the Officer in-Charge. The fly-leaf to be duly filled up, signed by the Station master, and handed to the passenger, who must at the same time be informed that he will require to deliver it up at his destination along with the ticket. Goods Guards to be instructed accordingly.

Goods trains (Powder trains excepted) may be stopped to pick up or set down passengers at any station outside the suburban residential area (20 miles from Melbourne), except the following stations (to or from), which are excepted from the concession, viz.:—Jung Jung, Chewton, Garfield, Heyfield, Trentham, Jeetho, and Loch (See A. 2619/98 for exception); Clyde, Wandong, Germantown, Musk Creek, Myer's Flat, also Great Western, and Armstrongs (Up trains); Macedon and Riddell's Creek (Up journey) when train exceeds 25 vehicles.

Passengers must hold a First Class Periodical Ticket, First Class Ordinary Return Ticket, or pay First Class Single fare, and sign the requiree guarantee to entitle them to travel as above.

Holders of First Class Holiday Excursion Tickets who may wish to travel by Goods train on the return journey will be allowed to do so on paying the difference between half the price of the Excursion Ticket and half the price of an Ordinary Return Ticket for the journey.

The above permission applies only to Ordinary Goods trains. Special Goods trains are not to be stopped either to pick up or set down passengers. This does not debar passengers from travelling by Specials to or from stations they are timed to stop at.

Passengers may be allowed to travel in Live Stock trains provided such trains have to stop at the station at which they desire to alight or be picked up, but not to or from Suburban stations.

Holders of Annual Metal Tickets for all lines with the word "Van" engraved on them having lodged a general guarantee at the Chief Traffic Manager's Office, are to be allowed to travel in the van of any Pick-up Goods train. (This, however, does not entitle them to travel in the vans of Passenger or Mixed trains.)

Passengers desiring to proceed to Melbourne by Goods train must not be booked beyond Middle Footscray on the Bendigo and Ballarat Lines, Essendon on the North-Eastern Line, Newport on the Geelong Line, Camberwell on the Healesville Line, Oakleigh or Caulfield on the Eastern Line, and Ballarat East for Ballarat on Down journey. They must get out at the stations named, and proceed thence by next Suburban Passenger train. With these exceptions, no Goods train must be stopped at any Suburban station for the purpose of picking up or setting down passengers.

Unaccompanied females are only to be allowed to travel after satisfying the Stationmaster as to urgency (*vide* Weekly Notice No. 43, 1899).

#### PASSENGERS NOT TO TRAVEL BY TRAINS CONVEYING EXPLOSIVES.

Passengers must not on any account be booked by Goods trains which convey explosives.

#### DEFICIENCY OR EXCESS ROOM IN TRAIN.

When a deficiency of room occurs in a train while on the journey, the Guard must request the Stationmaster to telegraph to the next station where carriages are kept, to have one or more in readiness to attach on the arrival of the train, if load permit, reporting the fact in his train waybill. He must also make a special report of it to the Chief Traffic Manager.

COMMERCIAL TRAVELLERS' SAMPLES.

Commercial Travellers' Samples are not to be taken by the "Express" train on the Melbourne and Adelaide Line from or to stations where the train merely stops to pick up or set down passengers, that is, those stations at which the departure time only is given in the Time Tables. They may, however, be sent to or from Ararat on Up journey; also to or from Murtoa when in small lots of from two to five tins not exceeding 2cwt.

On the Bendigo Line, the 4.50 p.m. Express may take samples for Bendigo and stations beyond.

On the North-Eastern Line samples may be taken only by Up Express to Benalla and Seymour from Albury, Wodonga, Chiltern, Springhurst, and Wangaratta, and from Albury, Wodonga, and Chiltern to Springhurst. Small lots not exceeding 5 tins for each traveller may be forwarded from Benalla by the Express for Beechworth and Bright lines.

Commercial Travellers' Samples from Bendigo, Castlemaine (including those ex Maldon and Maryborough) and Kyneton to Melbourne, or local stations, on Fridays must be loaded in a truck, and for warded by the 8.5 p.m. Up Goods train. Immediately on arrival at Melbourne the truck to be transferred to the passenger side for discharge into Inwards Parcel Office where delivery can be given on Saturday morning if required.

Samples ex Bendigo and Castlemaine to Maryborough on Fridays must (unless required by travellers before Monday) be loaded on a truck, and forwarded by the 8.5 p.m. Up Goods from Bendigo, thence by the 10.18 a.m. Down Mixed, or earlier Goods train, from Castlemaine on Saturday morning.

INSTRUCTIONS TO CONDUCTORS IN CHARGE OF THE SLEEPING CARRIAGES ON THE "EXPRESS" TRAINS BETWEEN MELBOURNE AND ADELAIDE.

1. Conductors will have sole charge of the sleeping carriages while running on the Express trains, and they only will retain possession of the keys.

2. They will be responsible for seeing that the interior of the carriages are kept scrupulously clean in every respect, for lighting and extinguishing the lamps, and seeing that they are properly trimmed and in good order, though they will not be required to clean them; also, for seeing that the Ice Chests are supplied with ice during the summer, and a good supply of clean drinking water is kept in the filters. Passengers may be allowed to place wines and spirits in the ice chest.

3. They will make it their first concern to attend to the comfort of passengers, make up beds with heads towards the centre of the carriages, see that the bed linen, towels, etc., are clean and in good order, and allow no unauthorised person to enter or travel in the sleeping carriages.

4. They will see that sleeping berth ticket holders are provided with berths corresponding to those shown on the tickets, that order is kept in the carriages, and that no damage is done to them. They will also have to clean and polish passengers' boots.

5. They will examine, nip, and collect sleeping berth tickets, and must see that each passenger in the car has also a railway ticket or free pass as below. Contract and periodical ticket holders must purchase sleeping berth tickets if they wish to travel in the car, except from Melbourne to Ballarat, or from Adelaide to Murray Bridge, or intermediate stations. Such exceptional passengers may be allowed to travel in the sleeping car without extra charge, provided the sleeping berths be not all taken, but in no case must the number of passengers in a sleeping car exceed thirty. Passengers travelling without sleeping berth tickets must not be allowed to occupy the compartments which have been paid for.

Gold passes held by sitting Members of Parliament, and officers of the South Australian or Victorian Railways, to be available for the sleeping car, including berth, subject to their being room. Persons holding any pass so used to sign their name on the diagram of carriage held by the Conductor, to indicate the accommodation they have had and check any abuse. Wives of holders of gold passes must pay for sleeping berths.

FREE BERTHS.—The General Traffic Manager, Adelaide, and the Chief Traffic Manager, Melbourne, so far as their own colony is concerned, have power to make passes held by "On Service" passengers available for sleeping berths free of charge, provided there is room.

6. Beds on the journey either way to be made up at any time desired by passengers after 8 p.m. Passengers to be allowed to occupy their berths after 7 a.m. if they desire it.

7. At examining and collecting stations, the station staff will examine all tickets and passes in the boudoir car, and, where necessary, collect them, the Conductor rendering such assistance as may be required to ensure the examination and collection of every ticket; but care must be taken not to needlessly disturb sleeping passengers.

8. If from any urgent cause, say fire, it is found necessary to stop the train, the Conductor must at once apply the brake. To do this there have been valves placed at the ends of each car, under the platform, which connect with the continuous brake. The levers of the valves are not within the public reach, but the Conductor can readily take hold and open them by the small hooked rod supplied to him for that purpose.

9. Conductors are not to enter refreshment rooms except to get tea or coffee, and they must not be absent from their car more than five (5) minutes.

10. They must not accept gratuities from passengers.

11. Traffic M...  
after arri...  
unusual o...  
12. sleeping...  
master be...  
A g...  
Traffic M...  
The...  
Terminal...  
CA...  
Con...  
emergen...  
On...  
AV cars...  
ment in...  
advised...  
A...  
and BD...  
Th...  
except fo...  
both side...  
starting...  
but they...  
responsib...  
At M...  
at other...  
that all...  
Fo...  
least tw...  
be well...  
used for...  
wiping...  
matter...  
particle...  
from per...  
W...  
sponge o...  
accumul...  
Sp...  
used tim...  
Bu...  
many ca...  
the drip...  
purpose...  
Al...  
one, car...  
rain or...  
at any...  
strictly...  
Th...  
of soft...  
rubbed...  
thoroug...  
forbid...  
Ve...  
must be...  
ventilat...  
Louvres...  
In...  
the floo...  
respect,



11. The passenger list, which is not for public inspection, must be handed into General Traffic Manager's Office, Adelaide, and Chief Traffic Manager's Office, Melbourne, directly after arrival of train at either terminus, the names of passengers properly filled in, and any unusual occurrence or irregularity duly reported on the back.

12. In Victoria the Conductor must collect all tickets held by passengers riding in the sleeping car, who alight at other than checking stations, and hand same over to the Station-master before departure of train.

#### SUPPLY OF DRINKING WATER FOR PASSENGERS.

A good supply of drinking water for passengers is to be kept at all stations, and Chief Traffic Manager must be promptly notified if any difficulty is experienced in this respect.

The tanks, filters, and water bottles in cars must be well supplied with water by Terminal stations, and, when necessary, replenished at Refreshment stations.

#### CARS USED FOR CONVEYANCE OF GOLD, MAILS AND LUGGAGE.

Compartments of cars on country trains are to be used for luggage or mails only in emergency, and then the weight in each compartment must not exceed 15 cwt.

One-and-a-half tons of gold may be loaded in the second compartment from each end of AV cars, making a total of three tons for one car; or two tons may be placed in one compartment in the centre, providing that Inspector Alexander, Spencer-street, in all cases be first advised so that a suitable car can be selected.

A limited quantity of goods to be loaded in the Guard's compartment of AD, ABD, and BD carriages. Capacity is painted on the side of each vehicle.

#### LOCKING OF CARRIAGE DOORS.

The doors of all passenger carriages must be unlocked on both sides during the journey, except for the conveyance of prisoners or lunatics (when compartments must be locked on both sides), or to secure a proper system of checking tickets. The doors will be locked at the starting and collecting stations for the purpose of keeping passengers to their proper classes, but they must be unlocked on the starting of the train. The Guard of the train will be held responsible to see that the doors are closed and the handles properly turned before starting.

#### CLEANING, Etc., OF CARRIAGES AND VANS.

At Metropolitan stations the work is done under the supervision of Inspector Hayes, but at other than Metropolitan stations S.M.s and their staffs will be held responsible for seeing that all cars standing at their respective stations be kept clean, both inside and outside.

For this purpose it will be necessary to see that, if possible, cars be washed outside at least twice a week with clean water, a sponge cloth being used for the purpose; the water to be well wiped off, so that small spots from the engine may be removed. The sponge cloths used for wiping to be frequently rinsed, so as to get rid of the accumulated dirt during such wiping. Soap is not to be used, except to wash off patches of grease or other objectionable matter. All parts whereon soap is used must be thoroughly washed, so as to remove every particle of soap. This precaution is necessary to prevent the alkali contained in the soap from perishing the varnish and paint.

When the cars are not washed they must be thoroughly wiped on the outside with a dry sponge cloth, which must be clean, and should be well and frequently shaken to get rid of the accumulated dust, otherwise the varnish will be injured by being rubbed with a dusty cloth.

Sponge cloths should be washed with soap and dried in spare time, so that they may be used time after time, until worn, when they may be further utilised for buffer cleaning.

Buffers, when rusty, should be strapped. A little fine sand, grit, kerosene, and oil (in many cases the latter may be obtained from the lamp rooms, where care should be taken of the drippings of kerosene and oil, which should be kept for buffer cleaning) to be used for the purpose, and wiped with old or worn cloths, damped with kerosene and oil as above.

All windows must be well rubbed with a damp sponge cloth, and polished with a dry one, care being taken to clean the corners of the panes. When the glass is wet, either from rain or dew, chamois leathers may be used. The latter are expensive, and must not be used at any other time, being quite unnecessary. **The use of Kerosene on windows is strictly forbidden.**

The brasses to be cleaned with a mixture of ground bathbrick and diluted soft soap ( $\frac{1}{4}$  lb. of soft soap to one gallon of water, after being dissolved in hot water.) Brasses to be well rubbed with this, and polished by brisk rubbing with a cloth kept for the purpose, and thoroughly dried, to prevent early tarnish. **The use of oil on the brasses is strictly forbidden.**

Ventilator lights of AA cars must be kept clean, and any accumulation of engine ashes must be regularly swept or brushed off the roofs to prevent its being blown inside as soon as ventilator lights are opened by passengers. Special attention to be paid to the dusting of Louvres and curtains.

Insides of all cars must be thoroughly brushed out, care to be taken that the corners of the floors, under the seats, and also under the cushions, are regularly attended to in this respect, and all dust, &c., removed.

## General Instructions.

Ledges inside ventilator lights must be well wiped down every time cars are cleaned. Leather cushions and backs, &c., in first class cars to be well rubbed with a clean cloth. The wood work, panels, and framing must be rubbed similarly.

Lamp reflectors, mirrors, and inside ventilator lights must be cleaned every time cars are cleaned. Metal hat racks and spittoons in ADAD's or other smoking cars must be kept clean and bright. Spittoons may be cleaned with the bathbrick and soft soap as used for brasses. Bathbrick to be ground very fine and mixed with solution of soft soap when used for metal hat racks. Floors must be mopped or scrubbed out regularly as required, and Guard's compartment of vans attended to. Smoking compartments to be scrubbed out when cars are cleaned. This applies to all classes. Floors not requiring scrubbing to be well brushed out (both classes.) Second Class cars to be thoroughly scrubbed out once a week (smoking compartments as previous.) Cushions to be well beaten, first on the back and then on the face. The latter to be brushed before being replaced on seats. The seat under the cushions to be well brushed to prevent accumulation of dirt, &c.

Walls or wood work of all Second Class cars must be well rubbed with a clean cloth every time such cars are being cleaned. In ABAB or BB cars (or any other class that have ventilator lights and lamp reflectors) same to have attention paid them as in the case of First Class.

Private Compartments must be well washed out and disinfected, care being taken that no paper is left to stop the exit pipe. This applies to cars and vans.

Lavatories in all cars must be kept thoroughly cleaned, and all basins and metalware brightly polished with whiting.

At stations where cleaning is done, carriages on long-distance trains should be washed down at least twice a week. At Melbourne and other depots provided with cleaning sheds washing down should take place three times a week.

Vans must have canopy windows well cleaned, and floors regularly scrubbed. Lamps must not be cleaned in body of van. Request to be made to Locc. Officers for discs to be repainted when required.

Dog Boxes must be scrubbed out regularly and disinfected.

All breakages or damage to fittings, etc., to be reported at once.

All sheds must be kept clean and in a sanitary condition.

### AMBULANCE ARRANGEMENTS.

1. Permanent Ambulance Corps are established at Flinders-street, Spencer-street and Ballarat stations, and at the Newport workshops; and in the event of accidents to any suburban train, involving injury to a number of persons, the services of the corps nearest at hand should be secured by telegraphing to the Stationmaster, or, in the case of Newport, to the Shops Manager.

2. In cases of personal injury, "Ambulance Boxes" are to be obtained at the under-mentioned places:—

Melbourne (Goods)	Ararat	Bacchus Marsh
" (Yard)	Dimboola	Geelong
" (Spencer-st.)	Hamilton	Warragul
" (Prince's Bridge)	Warrnambool	Traralgon
" (Flinders-st.)	Echuca	Korong Vale
Benalla	Stratford	Newport Workshops
Wodonga	Seymour	Maryborough
Woodend	Bendigo	Ballarat
Daylesford	Castlemaine	Ballarat East

Also at the office of each District Traffic Superintendent.

4. Ambulance Boxes are also placed in the Guard's van of the following trains:—

Down Sydney Express ... } 1 Box.	6 a.m. Up Bendigo ... } 1 Box.	
Up " " ... } 1 Box.	4.50 p.m. Down Bendigo ... } 1 Box.	
6.15 a.m. Down N.E. ... } 1 Box.	6.40 a.m. " " ... } 1 Box.	
2.50 p.m. Up N.E. ... } 1 Box.	3.15 p.m. Up " " ... } 1 Box.	
Down Adelaide Express ... } 1 Box. To be	7.50 a.m. Down Sale ... } 1 Box.	
Up " " ... } changed over at	4.35 p.m. Up Sale ... } 1 Box.	
	Kiata.	7.55 a.m. Up Sale ... } 1 Box.
7.45 a.m. Down (Melbourne } 1 Box.	4.30 p.m. Down Sale ... } 1 Box.	
2.53 p.m. Up } & Stawell }		
6.40 a.m. Up Port Fairy ... } 1 Box.	6.50 a.m. Down Port Albert } 1 Box. To be	
4.15 p.m. Down Port Fairy } 1 Box.	12 noon Up " " } changed over at	
8.25 a.m. } Geelong } 1 Box. To be		Foster.
2.10 p.m. Up } and } changed over at		
	Port Fairy }	Koroit.

The Guards must see that an Ambulance Box duly accompanies each train above specified, and that it is changed over from one van to the other where required.

Stat  
periodicall  
charge at

Pape  
When it is  
pocket-kni

4.  
fessional a  
be availab  
responsibl  
with them

5.

Th  
formatio

BLEEDI

P

b

HEAD

NECK

UPPER

so

PALM

a

THIGH

P

FOOT

BLEEDI

n

N.B.—In

TOURN

WOUND

s

1

FRACTU

COLL

RIBS.

UPPER

s

THIGH

LEG-

SPLIN

Pad a

Avoi

s

In fr

i

DISLOC

SPRAIN

BURNS

s

TRANSI

o

2.

patient's

lower on

3.

stretcher

4.

Stationmasters, Spencer-street, Prince's Bridge, or Geelong (as the case may be), will periodically examine the contents of these Boxes, and if any deficiency be noted the Guard in charge at the time will be held accountable.

Paper seals are used on closed Ambulance Boxes to show when contents are complete. When it is necessary to use a box in case of accidents, etc., the seal can be easily cut with a pocket-knife.

4. These boxes contain appliances for the relief of sufferers from injury, pending professional assistance being obtained. The greatest care must be taken of them, that they may be available at a moment's notice. Persons who receive them from the depôts will be held responsible for their safe return, and all *employes* are hereby cautioned against tampering with them in any way.

5. The proper equipment of the Ambulance Boxes is as follows:—

1 Pocket Knife	2 Tourniquets	1 Bottle Sal Volatile
4 Bandages (unbleached)	1 Sponge	1 Bottle Carbolic Oil
1 Card Assorted Silk	1 Reel each of 1in. and $\frac{1}{2}$ in.	1 Bottle Ammonia
1 Packet Needles	Mead's Adhesive Plaster	1 Set of 6 Arm Splints
1 Pair Scissors	1 Packet Surgeon's Lint	6 Triangular Bandages
1 Hank Thread	1 Packet Surgeon's Wool	$\frac{1}{4}$ yard Oil Silk
1 dozen Safety Pins	1 Packet Tow	

#### FIRST AID TO THE INJURED.

The undermentioned brief instructions are appended for general information:—

**BLEEDING.—ARTERIAL.**—Bright red, coming out in jerks, goes from heart to extremities. Pad and tourniquet *between* wound and heart. Always try and get pressure against a bone.

**HEAD.**—Pad and bandage.

**NECK AND ARMPIT.**—Press into wound and behind collar bone on to first rib.

**UPPER AND FORE-ARM.**—Apply tourniquet to inside of upper arm, corresponding to inner seam of coat sleeve. Pad may be put in bend of elbow and fore-arm flexed and fixed.

**PALM OF HAND.**—As above; also stone or hard substance, covered, and hand closed tightly and fixed.

**THIGH OR LEG.**—Press hard in centre of groin, or pad and tourniquet in middle of inner part of thigh; if in leg pad may be put in bend of knee, and bind up as in fore-arm.

**FOOT.**—As above, with direct pressure.

**BLEEDING.—(VENOUS.)**—Dark red, flows out, goes from extremities to heart, same treatment as for arterial, except pressure *beyond* wound; in all cases elevate limb.

**N.B.**—In all cases of bleeding do not give stimulants until securely arrested.

**TOURNIQUET.**—May be made by placing stone or hard substance in centre of handkerchief—tie round limb; place stick between handkerchief and limb; twist.

**WOUNDS.**—Wash, remove dirt, &c., stop bleeding, apply cold water rags and bandage, or sticking plaster and bandage; place parts in easy natural position—*i.e.*, muscles relaxed.

**FRACTURES.—LOWER JAW.**—Bandage to upper with handkerchief.

**COLLAR BONE.**—Pad in armpit, bandage elbow to side, sling.

**RIBS.**—Wide bandage tightly round chest.

**UPPER AND FORE-ARM.**—Padded splints, inside and out; bandage; elbow bent; arm in sling.

**THIGH.**—Long splint, armpit to beyond ankle outside, short one inside; bandage.

**LEG.**—Splints, inside and outside; bandage.

**SPLINTS.**—Umbrella, walking stick, folded newspaper, piece of bark, rifle, or sword.

Pad all splints with clothing, grass, or any soft material.

Avoid moving until splints or bandages are applied, take care bone does not come through skin.

In fracture limb is shortened, on moving "crepitus" or grating is felt; pain at seat of injury; alteration in shape.

**DISLOCATIONS.**—Do not interfere; support the limb. Deformity of joint not easily reduced.

**SPRAINS.**—Keep joint at perfect rest; apply cold water cloths.

**BURNS AND SCALDS.**—Remove clothing very carefully, do not break blisters; keep air away by applying wadding, flour, oil of any kind, *not kerosene*; if shock, stimulants.

**TRANSPORT OF WOUNDED.**—1. Three men place stretcher at patient's head in a line continuous with body.

2. Nos. 1 and 2 at either side, kneel on one knee and lock their hands underneath patient's shoulders and hips; come to the erect position, and carry patient over stretcher and lower on to it. No. 3 takes care of injured limb, &c.

3. Nos. 1 and 2 place themselves at head and foot, adjust shoulder straps and lift stretcher, then march off, *not keeping step*. No. 3 as above.

4. Unload by lowering stretcher and lifting person off, as above.

AMBULANCE STRETCHERS.

Almost all stations are supplied with Ambulance Stretchers, and when one of these is used for any purpose, it must be promptly returned to the station to which it belongs. These stretchers must be kept thoroughly clean, and should, when not in use, be stored in some dry, easily-accessible place, but they must not be left in urnals or passages leading thereto.

LAMPS AND LIGHTING.

The control of all Departmental Lighting of Stations, Carriages, &c., is under the Telegraph Superintendent.

Stationmasters will continue responsible for the efficient and proper lamping of trains and lighting up of stations and semaphores.

All requisitions in connection with stores of any kind for lamps to be forwarded to the Telegraph Superintendent per District Traffic Superintendent. Oil to be on separate form as at present.

Reports of failures of gas and other lights, also neglect, carelessness, irregularities, &c., to be sent direct to the Telegraph Superintendent by Stationmasters.

INSTRUCTIONS FOR THE USE OF PINTSCH GAS LAMPS IN CARRIAGES.

**To LIGHT LAMPS.**—Turn the bottom main tap on pipe at end of carriage until the notch in the end of plug of tap is upward; the two small knobs on cross handle of gas key will show this by being in the same direction. (NOTE.—In the Joint Stock carriages the notch has to be turned downward), the gas is then turned on full to the carriage.

In the vesticule carriages and vans the taps will be found inside the carriage at the connecting portion between the carriages, the taps are inside a small trap door that is on the right hand side of connection at the smoking compartment end of carriage, the door can be opened with a carriage key.

On the Pioneer and other carriages with end platforms, the taps will be found inside a box under the roof over the platform, this box can be opened with a carriage key.

On all other carriages and vans the taps will be found outside at the end of vehicle.

A key is supplied for turning the gas on.

Open the lamp globes by lifting the catch on the side of the lamp. (Note.—In the Joint Stock carriages the catch has to be pulled downwards), then turn the gas on by the small tap in the globes and light the gas. Every light must be examined to see that it is burning full size.

All taps must be turned as far as they will go when turning the gas on or off.

Sometimes when lamps are first lighted the gas pressure will appear to be too strong, causing the lights to rush up into the chimney. When this occurs do not check the supply of gas to the lamp, but leave the tap turned on full, the light will burn properly in a few minutes if left alone.

Care must be taken not to blacken the reflectors when lighting the gas. This is liable to occur if the globes are roughly closed, or if the carriage door is open and the wind blowing into the carriage.

See that all taps at lamps are turned off before turning on the main tap. If any of the taps are turned on, the gas will gather in the lamps, and, if lighted, will cause a slight explosion, and will blacken the reflector.

If any lamp tap is found to be turned on after the main tap at the end of the carriages has been turned on, open the globe and turn the gas off for a short time before attempting to light it. This will allow whatever gas there is in the lamp to escape; then light the lamp in the ordinary manner.

If there is any difficulty in lighting the gas through air being in the pipes, open the tap of lamp furthest from the main tap at the end of the carriage. Then light the lamps, starting from the one nearest to the main tap.

**To PUT OUT THE LIGHTS.**—First turn off the gas at the lamps in the carriages; THIS MUST BE STRICTLY ATTENDED TO, and turn the bottom main tap on the pipe at the end of the carriage until the notch in the end of plug of tap is at the side. The two small knobs on the cross handle of gas key will show this by being in the same direction. The gas is then shut off from the carriage.

**To LOCK OR UNLOCK THE LAMP GLOBES.**—If the lamp globes are locked turn the pin over lamp catch to the left. To lock the globes turn the pin to the right, using the tap key.

**BYE-PASS TAP ON LAMPS.**—If at any time any light is noticed to be low, turn the knob over the hinge on lamp to the left; this will turn the gas on full to the lamp. When lighting lamps care must be taken that this tap is open, and that the gas is on full to the lamp. If this tap is open and the light is still low, the lamp is defective, and must be reported as such. By turning the knob over the hinge on the lamp to the right the light can be lowered, but the gas cannot be completely turned off by this tap. When the light is to be put out, the gas must be turned off at the tap inside the globe.

**USE OF BYE-PASS TAPS AT END OF CARRIAGE.**—The bye-pass tap is the one moved by the rod at the end of the carriage. In the Vestibule, Boudoir, and other Corridor carriages the bye-pass tap is the top tap on the pipe with the arrow on the cross handle. When the rod is

moved across t  
can again be tu  
be turned comp

In the V  
handle of tap p  
gas is then tur  
left turned full

Every ca  
lighting of the  
are not require

For Coun  
to Melbourne;  
tionmasters mu

On subun  
If at any  
tap is full on, t  
light. The de  
ascertained by

In six an  
on the pressure  
other large cari  
gauge on each

DEFECTIV  
adjusted by the  
tent, the ca

It is occa  
usually caused  
a coin on side o  
should be left a

GAS LEAK  
fittings the Te  
carriages to be

Under no  
escape of gas, o  
no passenger o  
Melbourne, all

GASSING C  
place a red dis  
removed immed  
Shunters  
above disc.

When it i  
man must first  
moved till the s

CLEANING  
the reflectors ar

Platform l  
when the light  
regarding lighti

moved across the end of the carriage the gas is turned down low to all the lamps. The lights can again be turned on full by moving the rod in the opposite direction. The lights cannot be turned completely out by this tap, but can only be lowered.

In the Vestibule, Boudoir, or other Corridor carriages when the arrow on the cross handle of tap points upwards the gas is on full; when the arrow is pointing to the side the gas is then turned down low. (These main bye-pass taps are not to be used at present, but left turned full on.)

Every care is to be taken that economy is shown in the use of the gas by leaving the lighting of the lamps as late as possible, and by turning off the gas promptly when the lights are not required; also by turning the lights down at the lamp bye-pass whenever possible.

For Country lines sufficient gas will be put in cylinders to last for the return journey to Melbourne; if any waste occurs there may not be sufficient gas for return journey. Stationmasters must, therefore, see that no waste is permitted.

On suburban lines carriages will be re-gassed when necessary.

If at any time the lighting throughout a carriage is found to be deficient, and the main tap is full on, the carriage is to be thrown out of running, and returned to Melbourne by daylight. The defect may be caused by insufficient supply of gas in holders; this can be ascertained by examining the pressure gauge at side of carriage.

In six and seven-compartment carriages the quantity of gas used will cause the pointer on the pressure gauge to drop from one figure to another in three hours. In Vestibule and other large carriages the same quantity will last for two and a half hours. There is a pressure gauge on each side of carriage.

**DEFECTIVE LIGHTS OR FITTINGS.**—Any defective lights or fittings which cannot be adjusted by the station officials to be at once reported by wire to the Telegraph Superintendent, the carriage number being given in each case.

It is occasionally found that the flame burns sideways, smoking the reflector. This is usually caused by a small cinder from the engine falling into the burner. A gentle tap with a coin on side of burner will generally remove the obstruction. If this is not sufficient it should be left as it is and reported.

**GAS LEAKS IN CARRIAGES.**—If at any time an escape of gas is noticed from any of the fittings the Telegraph Superintendent is to be advised at once by wire, the numbers of carriages to be given.

Under no circumstances is a light to be brought near a carriage in which there is an escape of gas, or leaks searched for with a light, and any such carriage must be locked up, and no passenger or passengers permitted to enter. The carriage must be at once returned to Melbourne, all ventilators being left open.

**GASSING CARRIAGES.**—Before any hoses are attached to carriages the gas man must place a red disc, lettered "G" in white, on each end of the train, and both discs must be removed immediately the gassing of the train is finished.

Shunters and others must not move or shunt vehicles on to any train indicated by the above disc.

When it is necessary for a train to be "gassed" while the engine is attached, the gasman must first give the Engineman a card, as per subjoined sample, and engine is not to be moved till the same man withdraws card:—

NOTICE

TO

ENGINE DRIVERS.

—:O:—

This train is now being Gassed, and must not be moved until this card has been collected by Gasman.

**CLEANING LAMPS.**—The lamp globes are to be cleaned out at the terminal stations. If the reflectors are black or smoky use a damp cloth to remove this.

PLATFORM LAMPS.

Platform lamps must, when required, be lit at dusk and kept burning till the last train, when the lights will be extinguished, unless otherwise ordered. Special arrangements regarding lighting lamps at Flag, &c., stations will be made as required.

LIGHTING OF EARLY MORNING TRAINS.

In cases where a Passenger, Mixed, or Goods train (with car attached) leaves a terminal station before daylight, it will be necessary to light up as many compartments of each class as will probably be used by passengers.

The Guard will be instructed to have lamps extinguished at some roadside station as soon as it is clear daylight.

LAMPS IN URINALS.

Lamps in Urinals must be kept burning, while trains are running after dark, at stations where there is a man in charge.

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS.—REGULATION 145.

The undermentioned is the general practice in this respect:—

Line.	Time Signals should be lit.	Time Signals are to be extinguished.
Metropolitan stations—	By dusk.	At daylight next morning.
Suburban Lines—		
(A) Suburban Sections over which Main Line Country trains run.	By dusk.	At daylight next morning.
(B) Purely Suburban Lines, with no Main Line Country traffic.	By dusk.	After last train at night, unless required for early trains next morning.
Country Lines—		
(A) Main Lines as follows:—Melbourne to Albury, Bendigo, Serviceton (via Geelong & Ballan), Warragul	By dusk.	At daylight next morning.
(B) Other Country Lines.	If trains run after dusk to be lit one hour before train in either direction.	After last train in either direction, unless needed for early trains next morning.

Signals to be lit on Sundays the same as week days if trains are running. At places where they are authorised to be left burning all night, they need not be extinguished till the staff come on duty on SUNDAY morning, unless convenient to do otherwise.

When it is necessary for one signal on a post to be lit, all other signals on same post to be lit. At Women-in-Charge stations and places (other than Block Posts) where the staff go off before last train, the signals (where the trains run after dusk) to be lit and left burning all night.

Signals, where provided, should always be lit if trains run after dusk.

All signal lamps must be removed daily, and cleaned in the lamp room, except at Melbourne, Ballarat, and any other stations exempted by Chief Traffic Manager.

Lamps to be lit 20 minutes before being put in semaphores.

The person lighting the signal lamps must on each occasion see that the spectacles and lenses are clean and showing properly in the right direction. A cloth must always be carried for cleaning purposes.

In foggy weather lights to be left burning, as per Regulation 91.

SIGNALS FIXED NEAR ONE SIGNAL BOX AND WORKED FROM ANOTHER SIGNAL BOX.

Where the Distant Signal worked from one box is fixed near to another box, the Signalman on duty at the box near to which the signal is fixed will be held responsible for seeing that the light of such signal is burning and working properly. When the box near to which the signal is fixed is closed, the Signalman working the signal will be held responsible for seeing that the light of the signal is properly burning.

STATIONMASTERS TO GIVE ATTENTION TO OUTSIDE DUTIES—  
REGULATION 182.

The attention of Stationmasters is called to the necessity of their being outside on the platform when trains pass; also to the importance of giving special attention to out-door matters, and to daily inspection of buildings and yard. Stationmasters are further reminded that it is their duty to give *personal* attention to the shunting of trains into, and out of, the sidings at their respective stations for Passenger trains to pass; also to superintend shunting operations generally at their respective stations. This is particularly imperative when trains happen to be running late or out of their time.

EXAMINATION OF POINTS, &c.

Officers in charge of stations on single lines must personally examine all facing points secured by bar and padlock immediately prior to the passing of each passenger or mixed train. All points secured by bar and padlock must be kept locked when not in actual use.

Attention must also be paid to the condition of all locking-bars and chock-blocks. If out of order to be at once reported.

STATION YARD GATES, CATTLE, &c., TRESPASSING.—REGULATION 185.

Stationmasters are held responsible for station gates being properly attended to, and closed to prevent cattle straying on the line. They will proceed by summons against the owners in any case of trespass after obtaining authority from the Chief Traffic Manager's Office. Every instance to be reported.

The gates through which carts, &c., enter, are to be fastened back to the fence when opened during the day so as to prevent them from being blown across the track and struck by passing vehicles. If it is found that gates have warped or dropped too low to permit of the catch being fastened, the District Traffic Superintendent should be informed at once.

OBSTRUCTIONS ON LINES, OFFENCES, &c.

In all cases where obstructions have been placed on the line, where stone throwing occurs to passing trains, or where other offences requiring police investigation have been committed, the local police officers are to be immediately communicated with. Chief Traffic Manager's Office to be also notified.

EMPLOYEES ENTERING ARRIVAL TRAINS.

Employees are prohibited from entering arrival trains at terminal stations until after all the passengers have alighted, and the train has been searched by an authorised official. Stationmasters and Officers-in-Charge to see that this is strictly carried out.

CARRIAGE WINDOWS, &c., DAMAGED OR BROKEN BY PASSENGERS.

The undermentioned amounts are to be collected from passengers and others, who accidentally break or damage ordinary carriage windows:—

				s.	d.
Quarter and Door Lights in Ordinary Cars	...	...	...	5	0 each.
" " " " (Smoking)	...	...	...	6	6 "
Bogie Cars	...	...	...	5	0 "

Page 51.—Carriage Windows Broken—Add: Large side windows, Parlor Cars, 15/-.

" Mirrors (large)	...	...	...	17	6 "
" (small, long)	...	...	...	7	6 "
" (small, short)	...	...	...	5	0 "
Canopy Lights in Bogie Cars (opal)	...	...	...	3	6 "

With regard to Joint Stock and Boudoir Cars running between Adelaide and Melbourne the amounts to be collected are as follow:—

Lights in Ordinary Carriages, irrespective of size	...	...	14/-	each pane
SLEEPING CARS—				
Plain Plate Glass	...	...	16/-	"
Figured-Ground Glass (small)	...	...	28/-	"
" " (medium)	...	...	48/-	"
" " (large)	...	...	60/-	"
Car End Doors	...	...	26/-	"
Corridor Doors	...	...	50/-	"
Mirrors (small), in compartment	...	...	20/-	"
" in Lavatory, Corridor, and Vestibule	...	...	71/-	"

It must, however, be distinctly understood that these amounts are only to be accepted when the damage has been *accidentally done*, and that in any case where such damage appears to have been of a wilful or malicious character the names and addresses in full of the parties must in all cases be obtained. Special precaution must be taken that the names and addresses so furnished are correct, and some evidence in the shape of an addressed envelope which has passed through the post, or the parties' cards, should always be secured as proof thereof, so that in the event of the Department deciding to take proceedings against the offender or offenders they may be readily found.

Whenever damage is found to have been done to carriage fittings on suburban trains, it will be the duty of the Guard to pass word along to all stations for the purpose of recalling the attention of the station staff to any suspicious passenger they may have noticed.

Compensation for damage to other departmental property will be assessed by the Head of the Branch concerned.

The Guard or Conductor and Stationmaster must in all cases at once report full particulars.





EXAMINATION OF POINTS, &c.

Officers in charge of stations on single lines must personally examine all facing points secured by bar and padlock immediately prior to the passing of each passenger or mixed train. All points secured by bar and padlock must be kept locked when not in actual use.

Attention must also be paid to the condition of all locking-bars and chock-blocks. If out of order to be at once reported.

STATION YARD GATES, CATTLE, &c., TRESPASSING.—REGULATION 185.

Stationmasters are held responsible for station gates being properly attended to, and closed to prevent cattle straying on the line. They will proceed by summons against the owners in any case of trespass after obtaining authority from the Chief Traffic Manager's Office. Every instance to be reported.

The gates through which carts, &c., enter, are to be fastened back to the fence when opened during the day so as to prevent them from being blown across the track and struck by passing vehicles. If it is found that gates have warped or dropped too low to permit of the catch being fastened, the District Traffic Superintendent should be informed at once.

OBSTRUCTIONS ON LINES, OFFENCES, &c.

In all cases where obstructions have been placed on the line, where stone throwing occurs to passing trains, or where other offences requiring police investigation have been committed, the local police officers are to be immediately communicated with. Chief Traffic Manager's Office to be also notified.

EMPLOYEES ENTERING ARRIVAL TRAINS.

Employees are prohibited from entering arrival trains at terminal stations until after all the passengers have alighted, and the train has been searched by an authorised official. Stationmasters and Officers-in-Charge to see that this is strictly carried out.

CARRIAGE WINDOWS, &c., DAMAGED OR BROKEN BY PASSENGERS.

The undermentioned amounts are to be collected from passengers and others, who accidentally break or damage ordinary carriage windows:—

	s.	d.
Quarter and Door Lights in Ordinary Cars ... ..	5	0 each.
"    "    "    "    "    (Smoking) ... ..	6	6 "
"    "    "    "    "    Bogie Cars ... ..	5	0 "
"    "    "    "    "    (Smoking) ... ..	6	6 "
Boudoir, "Perseverance, and Enterprise Side Lights ... ..	5	0 "
"    "    "    "    "    Passage and Platform Lights ... ..	7	6 "
"    "    "    "    "    Embossed Lights ... ..	12	0 "
Mirrors (large) ... ..	17	6 "
"    "    "    "    "    (small, long) ... ..	7	6 "
"    "    "    "    "    (small, short) ... ..	5	0 "
Canopy Lights in Bogie Cars (opal) ... ..	3	6 "

With regard to Joint Stock and Boudoir Cars running between Adelaide and Melbourne the amounts to be collected are as follow:—

Lights in Ordinary Carriages, irrespective of size ... ..	14/-	each pane
SLEEPING CARS—		
Plain Plate Glass ... ..	16/-	"
Figured-Ground Glass (small) ... ..	28/-	"
"    "    "    "    "    (medium) ... ..	48/-	"
"    "    "    "    "    (large) ... ..	60/-	"
Car End Doors ... ..	26/-	"
Corridor Doors ... ..	50/-	"
Mirrors (small), in compartment ... ..	20/-	"
"    "    "    "    "    in Lavatory, Corridor, and Vestibule ... ..	71/-	"

It must, however, be distinctly understood that these amounts are only to be accepted when the damage has been *accidentally done*, and that in any case where such damage appears to have been of a wilful or malicious character the names and addresses in full of the parties must in all cases be obtained. Special precaution must be taken that the names and addresses so furnished are correct, and some evidence in the shape of an addressed envelope which has passed through the post, or the parties' cards, should always be secured as proof thereof, so that in the event of the Department deciding to take proceedings against the offender or offenders they may be readily found.

Whenever damage is found to have been done to carriage fittings on suburban trains, it will be the duty of the Guard to pass word along to all stations for the purpose of recalling the attention of the station staff to any suspicious passenger they may have noticed.

Compensation for damage to other departmental property will be assessed by the Head of the Branch concerned.

The Guard or Conductor and Stationmaster must in all cases at once report full particulars.

PARCELS ON PLATFORMS.

Goods and Parcels put out of Vans must not be allowed to lie in the centre or near the edge of platforms; in all cases they must be at once removed back to the wall or fence, or to some recognised safe place, which the S.M. must arrange for. The Guard to leave them at least 6 ft. from edge of platform, and draw the attention of the Staff on duty to the goods, &c., when handing over waybill. Outwards Parcels are to be taken just before train arrives to where the Van will stop.

Barrows or platform trollies must, when not in use, be kept back close to the wall or fence at the back of the platform, and left secure so as to prevent them moving.

RAMPS AND STEPS OF PLATFORMS, &c., TO BE SANDED, WHEN REQUIRED.

Ramps and steps of platforms, overbridges and subways must, when necessary, be strewn with sand, ballast or ashes, or otherwise treated so as to avoid any cause of accident to passengers by slipping. If Stationmasters have not sufficient ashes for the purpose, application should be made to the Inspector of Permanent Way for the district for a supply of small ballast or sand.

ADVERTISEMENTS AT STATIONS.

Stationmasters must conspicuously exhibit any posters of special trains, &c., sent them for the purpose, and such posters, also the Sheet Time Tables, must be placed as nearly as possible together and not scattered all about the station.

Stations and their precincts should not be disfigured by the class and position of advertisement boards placed on them. Stationmasters are, therefore, required to give special attention to this matter, and, while seeing that the Lessees have every proper facility for the conduct of their business, must exercise great care in granting positions for the exhibition of the advertisement boards; and also see that the boards or frames erected are not unsightly or likely to cause disfigurement.

The following extracts from the conditions of lease in regard to advertisements on stations are published for the information of the Staff:—

1. The Lessee will not be permitted to paste advertisements on any fences or buildings, and advertisements will only be allowed to appear in such places and on such boards or frames as may be approved of by the Chief Traffic Manager for the time being of the Victorian Railways, or such officer as he may appoint. Where permission has been given, advertisements must not be secured direct to the walls of any building, but must be fastened to battens, which will be attached to the walls of the buildings by the *employes* of the Commissioner at the expense of the Lessee.]
2. Boards or frames shall be put up by and at the expense of the Lessee, who shall be responsible for any injury to any passenger or other person while on the railway, caused by the negligence of the Lessee or of any person or persons employed by him in not well and securely fixing such boards or frames or attending to the same. No boards or frames shall be put up until the sanction of the Stationmaster shall have been first obtained, and all boards and frames must be exhibited in such positions or places as may be approved of by him, and he may at any time order the removal of any advertisements in consequence of repairs or alterations to stations and the Lessee shall remove such advertisements forthwith, and shall have no claim for loss or damage in respect to such removal; and he may refuse any advertisement which he may consider of an objectionable character; and it will be optional with the Commissioner to allow advertisements in any of the waiting rooms at any station, and where permission is granted each must be on a frame approved of by the Chief Traffic Manager, and must be put up in such position and in such numbers as the Stationmaster may direct. No advertisements will, however, be allowed on any of the booking offices. Battens are only required on brick, stone, and plastered walls. Stationmasters may allow boards, frames, and the sheets of iron on which advertising bills are posted to be fastened without battens to wooden and iron walls, and fences, in all approved positions. When additional battens are needed at any station the application for them should be made to Chief Traffic Manager.
3. The Commissioner will hand over to the Lessee for his use during the term of the Lease all boards now in use by the present Lessee which are the property of the Commissioner, or as many of them as the Commissioner may find convenient. The Commissioner does not, however, guarantee to hand over any specified number, and the Lessee will have no claim for any short delivered. Advertising boards and frames, the property of the outgoing Lessee, must, if the outgoing Lessee so desire, be taken over at a valuation by the incoming Lessee, and be paid for by him within 28 days of the date of commencement of this contract, subject, however, to the terms and conditions hereafter appearing. Should the parties not agree as to the sum to be paid therefor, the value shall be arrived at by two arbitrators to be appointed, one by each party; and should such

4. T  
5. I  
6. A  
7. I  
Attent  
advertisement  
Tricyc  
regulate traf  
Backrab  
Rosebery  
Scarsdal  
Mangalo  
Korumb  
Dust o  
must be swe  
and shot in  
Way Staff.  
The p  
spiked over  
as for Live  
promptly re  
Every insta  
except in sp  
Traffic Run  
A  
Unles  
issue of the  
tained ther  
every facili  
held respon  
No. 1  
orders are i  
guidance o  
This book i  
stations.  
No. 2  
supervised  
daily order  
entered the  
Orde  
appointed  
Thes  
page to be  
The  
by Loco. M  
all the Tra  
fire-plugs,  
time being

arbitrators be unable to agree, then a final decision shall be arrived at by an umpire to be named by the arbitrators at the commencement of their proceedings.

4. The Lessee will have to supply at his own cost any additional boards he may require, either for the stations now open or for any new stations, and all such boards shall be made of such sizes and shapes as the Chief Traffic Manager or other officer appointed by him may direct, and shall bear a mark or brand to distinguish them from those belonging to the Commissioner. The Commissioner will not find office or store accommodation for the Lessee.
5. During the continuance of the said Lease, and after the expiry thereof, boards (whether the property of the Commissioner, the Lessee, or Advertiser) shall not be taken down or removed except under the supervision of a servant of the Commissioner, and all applications for such removals must be made to the Chief Traffic Manager or such officer as he may appoint.
6. Any dispute between the Lessee and any Stationmaster shall be referred to the Chief Traffic Manager or such officer as he may appoint for his decision, which shall be final.
7. Boards and frames will be carried free over the lines, but entirely at the Lessee's risk.

Attention is called to By-Law 28, stating that unauthorised persons must not exhibit advertisements on railway premises.

TRICYCLES.

Tricycles are located at the undermentioned stations either for use in emergencies—to regulate train running, or in connection with supervision of neighbouring stations:—

Buckrabanyule	Rosedale	Waubra
Rosebery	North Mirboo	Macorna
Scarsdale	Beeac	Tongala
Mangalore	Ringwood	Euroa
Korumburra	Mornington Junction	Craigieburn

SWEEPING STATION PLATFORMS.

Dust on station platforms must not be swept on to the six foot or rails. Platforms must be swept from the edge back to buildings or fence, refuse then to be gathered up and shot into boxes provided for that purpose, which will be cleared by the Permanent Way Staff.

POINTS OF CARRIAGE DOCKS SPIKED OVER.

The points of Carriage Docks at a number of single line country stations have been spiked over. The docks at these places may, however, be used in cases of emergency (such as for Live Stock Loading), when the nearest ganger will release points, which are to be promptly respiked when the necessary work is completed, and before the next train is due. Every instance must be reported to Chief Traffic Manager. Docks are not to be used, except in special cases, without permission being first obtained from Chief Traffic Manager, Traffic Running Superintendent, or District Traffic Superintendent.

ACQUAINTANCE WITH INSTRUCTIONS IN WEEKLY NOTICE.

Unless specially excepted, every Traffic employe should either receive a copy of each issue of the Weekly Notice once a week, or should become acquainted with all orders contained therein. It is the duty of all Officers-in-Charge to see that their staffs are given every facility to inform themselves of the contents of the Weekly Notice, and they will be held responsible accordingly.

STATION ORDER BOOKS.

No. 1.—At all stations where Special Instructions relating to trains, signals, or working orders are in force, such instructions must be entered in a foolscap book for information and guidance of the relieving officers and other employes when changes in the Staff are made. This book must also contain instructions to Guards who act as Officers-in-Charge at Roadside stations.

No. 2.—At stations where all the yard and platform work is not directly done or supervised personally by the Stationmasters, a separate foolscap book is to be kept, and all daily orders relating to yard work and to Passenger, Goods, and Live Stock trains are to be entered therein.

Order book for signal boxes is also to be kept where the signals are worked by regularly-appointed Signalmen from a signal box.

These books are always to be kept open and available for inspection. Every alternate page to be left blank for Inspectors to make any necessary remarks when visiting stations.

FIRE APPLIANCES.

The control of these at all stations (except where there are brigades specially organised by Loco. Branch) is vested in the Stationmasters, who are held responsible for seeing that all the Traffic Staff under them are drilled in the duty, have a knowledge of the position of fire-plugs, stop-valves, and that the appliances are kept in a state of efficiency without overtime being incurred.

## FIRES NEAR RAILWAY BUILDINGS.

Every precaution and vigilance must be observed to avoid the occurrence of fires in Railway buildings or premises.

Employes are not to light fires for any purpose whatever in the open air adjacent to station buildings. When necessary to have a fire, it must be lit in a fireplace if available, and, if not, a fire pot may be placed in the safest position that can be found away from all buildings and other inflammable material. In all cases the employe lighting the fire will be responsible for preventing it from spreading through the action of the wind or otherwise.

Undergrowth or anything which might promote the possibility of fire must not be allowed to accumulate in the vicinity of the buildings.

Special precaution to be taken in regard to the storage and disposal of inflammable articles, including explosives, which are to be dealt with as per special instructions relating thereto as shown in Pages 285 to 288.

Smoking to be strictly prohibited in all places where danger of fire exists.

## FIREMEN ASSISTING IN TRAFFIC WORK.—REGULATION 315.

List of places where Firemen are to assist in traffic work:—

1. At all stations in charge of women, and at sidings with no one in charge.
2. To uncouple engines when necessary at watering stations (Spencer-street, Flinders-street, Prince's Bridge, Geelong, Ballarat, Ararat, Stawell, Maryborough, Kyneton, Castlemaine, Bendigo, Seymour, Benalla, and Warragul excepted), and to couple on again.
3. To uncouple engines running round trains at suburban stations outside Prince's Bridge, Flinders-street, and Spencer-street, and to couple on trains, except where otherwise arranged by Loco. and Traffic Officers. This order is subject to revision from time to time.
  - (a) At Port Melbourne, the train engines which stop opposite the signal box are (when there are no trains or trucks intervening or approaching on No. 2 Road) to be uncoupled by the Traffic Staff acting as Signalmen.
  - (b) At Brighton Beach, train engines after 7 p.m., and also during heavy Holiday traffic, are to be coupled on by the Traffic Staff.
  - (c) At Frankston Fireman uncouples when engine takes water; also on Sundays. Traffic Staff perform balance.
  - (d) At Heidelberg Fireman uncouples on Sundays only.
4. To assist loading dairy produce and van goods at small stations when engine is standing at platform, and time can be saved in so doing.

## ENGINES AND BOILERS IN USE ON RAILWAY LAND.

For purposes of safety it is considered desirable that all engines and boilers used on the Railway premises should be inspected periodically, and the necessary work will be done under the supervision of the Chief Mechanical Engineer, an extra charge being made to the Lessee to cover the cost.

The provisions of the subjoined joint circular of instructions in regard to this matter are to have careful attention:—

- "1. The duty of inspecting these boilers to be performed by the Boiler Inspector, Mr. A. Grubb, under the general supervision of the District Loco. Inspector.
- "2. The Boiler Inspector and his assistant shall carry with them written authority from the Chief Mechanical Engineer to inspect boilers as required.
- "3. The District Loco. Inspector and the Boiler Inspector will be held responsible for seeing that these instructions are properly carried out.
- "4. The Boiler Inspector will arrange for the examinations, and must notify the District Loco. Inspector and the Stationmaster when he proposes to examine the boilers.
- "5. A list to be drawn up by the Boiler Inspector of the order in which the sawmill boilers in the various districts are to be inspected.
- "6. All stationary and sawmill engine boilers on Railway premises must be thoroughly examined outside and inside (as far as practicable) by the Boiler Inspector once in 12 months, and tested once in every two (2) years, unless repairs are required to same, when the testing must be done at the same time at a pressure of 25 per cent. above working pressure.
- "7. The Departmental standard pressure gauge to be used in conjunction with the test, and the working pressure of the boiler to be fixed by the Boiler Inspector.
8. "All portable boilers should have lock valves of approved pattern to prevent extra pressure being put on the boilers.
- "9. All mud hole and man hole doors and firebars to be taken out and the lagging disconnected if considered necessary during an examination.
- "10. A book in quadruple to be kept by the Boiler Inspector, in which he will record the condition of the boilers after examination. One copy of his report to be handed to the Lessee concerned (who will sign the book for it in the presence

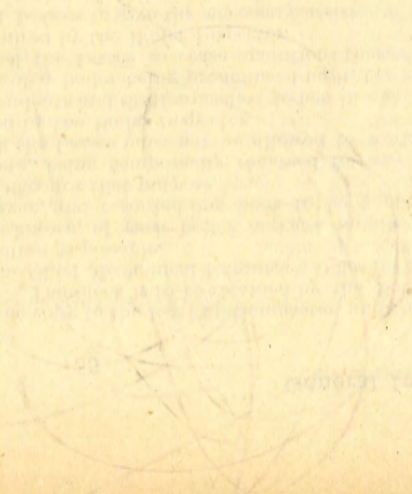
of the Stationmaster), one copy to the local Stationmaster, and the other to the District Loco. Inspector. The book is to be retained by the Boiler Inspector, who will hand it in to the Chief Mechanical Engineer's Office for a record to be kept, once a week or as often as possible.

- " 11. Full particulars, as far as known, of each boiler, maker's number, water used, work done, etc., to be given, and recorded in a book to be kept in the Chief Mechanical Engineer's Office for that purpose.
- " 12. In the event of engine, etc., being temporarily removed for any purpose and afterwards brought back the Lessee must not be allowed to work again until they have been examined by the Boiler Inspector.
- " 13. District Traffic Superintendents and Stationmasters to act in conjunction with Loco. officials. In case of a boiler being pronounced unfit, the Stationmaster must immediately compel the Lessee to cease operations thereat, or work at reduced pressure, as required by the Boiler Inspector.
- " 14. Stationmasters to request Lessees to give the necessary assistance to the Boiler Inspector for the examination of boilers, etc. Stationmasters to be present thereat when necessary.
- " 15. Stationmasters to see that any repairs required to the boilers are promptly made by the Lessee to the satisfaction of the Boiler Inspector."

IS

I

Faint, illegible text, possibly bleed-through from the reverse side of the page.



---

---

LIST OF LINES OF WAY

And How Worked.

---

SPECIAL INSTRUCTIONS

APPLICABLE TO

Stations, Piers, Sidings, &c.

---

---





Brighton Beach and Sandringham	"	2	"	"	Brighton & Sandringham fully equipped. No signals at Hampton	"	"	Brighton Beach & Sandringham partially	D, N. Brighton (v & v), Mid. Brighton (c), and Brighton Beach (v)
--------------------------------	---	---	---	---	--	---	---	--	---

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at— (v, Up end; d, Down end; c, Centre)	Remarks.
Prince's Bridge and Box Hill	Double	9½	All classes ...	Fully equipped at all stations, except Mont Albert, which has home signals only	Block Telegraph system	All stations, except Mont Albert	Prince's Bridge (d), Richmond (v), Burnley (2v), Hawthorn (v), Glenferrie (v), Camberwell (v&d), Canterbury (v&d), Surrey Hls (d), Box Hill (v)	This line is also connected at Richmond to Oakleigh Line
Box Hill and Ringwood	"	6	"	Home & starting signals at Block stations. Distant also at Box Hill. Blackburn, Mitcham and Ringwood	"	All stations, except Tunstall	Box Hill (d), Mitcham (v & d), Blackburn (v & d), and Ringwood (v)	
Ringwood and Lilydale	Single	8½	"	Ringwood fully equipped. Distant & home signals at Lilydale. Home signals at Croaydon	Electric Staff system			
Lilydale and Healesville	"	15½	"	Home signals at Staff stations. Distant also at Lilydale & Healesville	Electric Staff system			
Burnley and Darling	"	4½	All classes ...	Burnley fully equipped. Nil at others	Staff only	Burnley ...		All stations are in charge of Women, & booking is done by Guard in van of train. Burnley supervises
Hawthorn and Kew	"	1½	"	Hawthorn fully equipped. Up Home only at Barker's R. Kew Home and distant signals	"	Hawthorn & Kew partially		
Camberwell and Ashburton	"	3½	"	Camberwell fully equipped	"	Camberwell		
Ringwood and Upper Fern Tree Gully	"	7½	"	Home signals at Bayswater & U.F.T. Gully. Ringwood fully equipped.	Electric Staff system on holidays. Lock Staff otherwise.	Ringwood		Worked by motor.

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c, is provided at—	Trailing Crossovers from one line to the other exists at (v, Up end; D, Down end; c, Centre.)	Remarks.
Prince's Bridge and Oakleigh	Double	9½	All classes ...	Fully equipped, except Rosstown, which has no starting signals	Block telegraph system	All stations	Prince's Bridge (D), Jolimont (v), Sth. Yarra (v), Hawksburn (v), Toorak (v), Armadale (v), Malvern (v), Caulfield (v & d), and Oakleigh (v)	This line is connected at Jolimont, Richmond & South Yarra to Brighton lines, also to Camberwell lines at Richmond
Oakleigh and Dandenong	"	9	"	Fully equipped, except Sandown Park (no starting signals) and Clayton (no distant signals)	"	Oakleigh and Dandenong	Oakleigh (D), Clayton (v) spiked over, Sandown Pk. (v & d) spiked over, Spring Vale (v), Dandenong (v & d)	—
Caulfield and Mordialloc	"	10½	"	Caulfield & Mordialloc fully equipped. Home and starting signals at Block stations. Home signals at others. Starting signals Glen Huntly for use when Block Post, & advanced starting signals Mentone	"	Caulfield & Mordialloc (Up end)	Huntly (v, spiked over), E. Brighton (v and d), South Brighton (v & d), Mentone (v & d), Cheltenham (v & d)	Long Race Siding at Caulfield is connected to Up and Down Main Lines near Glen Huntly. Points spiked
Mordialloc and Mornington Junction	Single	14½	"	Home signals. Up and Down distant also at Mordialloc, and Up distant at Frankston	Staff and ticket system	—	—	—
Mornington Junction and Mornington	"	7½	"D" & lighter classes	Home signals; also Up distant at Mornington Junction. Nil at Moorooduc	Staff only	Mornington Jn. (interlocked Dn. end)	—	—
Mornington Junction and Stony Point	"	14	"Old P" and light reclasses	Home signals, except at Crib Point. Up distant at Mornington Junction also	Staff & ticket system	—	—	—

PARTICULARS OF LINE OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage.	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at—	Remarks.
Mornington Junction and Stony Point	"	14	"Old R" and lighter classes	Home signals at Moorooduc Junction. Nil at Home signals, except at Crib Point. Up distant at Mornington Junction also	Staff & ticket system	—	—	Trains run through to and from Melbourne
Dandenong and Warragul...	Single	42½	All classes	Home signals at Dandenong, Drouin and Warragul.	Electric Staff system	Dandenong, also Warragul partially	—	Trains run through to and from Melbourne
Warragul and Traralgon ...	"	36	"	Home signals at Warragul and Traralgon.	Electric Staff system	Warragul (partially) & Traralgon	—	—
Traralgon and Stratford (via Sale)	"	41	"Old R" and lighter classes, ("D" and "Old A" Traralgon—Sale also)	Home signals, Distant also at Traralgon, Sale, Stratford Jun., & Stratford. Nil at Fulham or Montgomery	Staff & ticket system; also Block Telegraph from Stratford Jun. to Stratford	Traralgon, Sale, and Stratford Junction	—	—
Traralgon & Stratford Jun. (via Maffra)	"	39½	"	Home signals, Distant also at Traralgon and Stratford Junction	Staff & ticket system	Traralgon & Stratford Junction	—	Trains run through to Stratford
Stratford and Bairnsdale ...	"	32½	"	Home signals.	Staff and ticket system	—	—	—
Dandenong and Korumburra	"	50½	"Old R" and lighter classes.	Home signals at stations.	Electric Staff system	Dandenong	—	Trains run through to and from Melbourne.
Korumburra Coal Lines (to Outtrim, Coal Ck., etc.)	"	—	"W" and "S" classes	Home signals at Korumburra and Jumbanna only	Electric Staff Korumburra & Jumbanna. Train staff Jumbanna to Outtrim	—	—	—

## PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Korumburra & Port Albert	Single	67 $\frac{1}{2}$	"Old R" and light r classes	Home signals at Staff stations. Nil at others	Staff Staff & ticket system.	—	—	Travelling S. Ms. located respectively at Alberton and Leongatha perform the whole of the work for Workman-in-Charge & No-One-in-Charge stations between Alberton & Foster & Foster & Leongatha.
Warragul and Neerim South	"	13 $\frac{1}{2}$	"	Home signals at Staff stations	Staff only	Warragul (partially)	—	The work at intermediate stations is done by Guard. Warragul supervises
Moe and Thorpdale	"	11 $\frac{1}{2}$	"U" and lighter classes	Home signals at Staff stations	"	—	—	—
Morwell and North Mirboo	"	20	"Old R" and lighter classes	"	"	—	—	—
Mafra and Briagolong	"	12 $\frac{1}{4}$	"	"	"	—	—	Motor service exists. Motor Guard also does all the work of the line
Spencer-street and Essendon	Double	5	All Classes	Fully equipped	Block telegraph system	All stations	Kensington (v), Newmarket (D, on Racecourse Line), Essendon (v)	—

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Spencer-street and Essendon	Double	5	All Classes	Fully equipped	Block telegraph system	All stations	Kensington (v), Newmarket (n, on Racecourse Line), Essendon (v)	
Essendon & Broadmeadows	Double	5½	All classes	Fully equipped	Block telegraph system	Essendon, Glenroy, & Broadmeadows	Essendon (D) and Broadmeadows (U & D)	
Broadmeadows & Goulburn Junction	"	48½	"	"	"	All stations	Craigieburn (U & D), Donnybrook (D), Wallan (U and D), Wandong (U & D), Kilmore E. (U & D), Broadford (v), Tallarook (U and D), at Somerton (on Coburg Line), at Bev'ridge (through Goods Siding), at Kilmore Junction (on Wallan Line)	
Goulburn Jun. and Seymour	Single	2	"	"	Tyer's No. 5 Tablet system	Goulburn, In. Seymour	—	
Seymour and Mangalore	Double	6½	"	"	Block telegraph system	Seymour and Mangalore	Terminals; also Mangalore Ballast Pits (points removed)	
Mangalore and Albury	Single	122½	"	Fully equipped except Wodonga; no distant	Tyer's No. 5 Tablet system	All stations	—	
Kilmore Junction & Bendigo Cattle Yards Junction	Single	68	"Old R and Lighter classes.	Home signals, except at McIvor Road. Distants also at Pyalong, Tooborac, Kilmore Junction, and Cattle Yards Jun.	Staff and ticket system	Cattle Yards Junction	Trains run through to and from Wallan and Bendigo	

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at— (r, Up end; d, Down end; c, Centre)	Remarks.
Tallarook & Alexandra Road	Single	41½	"Old R" and lighter classes	Home signals at Staff stations. Distant also at Tallarook	Staff only	Tallarook ...	—	—
Cathkin and Mansfield	"	38	"	Home signals at Staff stations	"	—	—	—
Mangalore and Shepparton	"	45	"	Home signals at Staff stations. Distant also at Mangal re&Toolamba	Electric Staff system	Mangalore...	—	All trains run to and from Seymour
Shepparton and Numurkah	"	20½	"	Home signals also at Toolamba and Echuca	Staff and ticket system	—	—	—
Marchison E. & Rushworth	"	13½	"	Home signals	Staff only	—	—	—
Toolamba and Echuca	"	41½	"	Home signals. Distant also at Toolamba and Echuca	Staff and ticket system	—	—	—
Shepparton and Dookie	"	17	"W" "S" "T" classes	Home signals	Staff only	—	—	—
Dookie and Katamatite	"	17	"G" & "F" classes	Up Home at Dookie only	"	—	—	—
Numurkah and Cobram	"	21½	"Old R" and lighter classes	Home signals	"	—	—	—
Numurkah and Picola	"	14	"	Home signals at Staff stations	"	—	—	—
Benalla and Yarrawonga	"	40½	"	Home signals. Distant also at Benalla	Staff and ticket system	Benalla ...	—	—
Wangaratta and Whitfield	"	30½	—	Nil	Staff only	—	—	Narrow-gauge line
Beechworth Jn. and Everton	"	12	"	Home signals at Staff stations. Distant also at Beechworth Junction	Lock Staff and Ticket system	Staff and Everton	—	All trains run to and from Wangarattaj
Everton and Bright	"	35	"	Home signals at Staff stations. Distant also at Everton	Staff only	—	—	—

PARTICULARS OF LINES OF WAY AND HOW WORKED.—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Everton and Bright	Single	35	"	Home signals at Staff stations. Distant also at Everton	Staff only	—	—	—
Everton and Beechworth	Single	10½	" Old R " and lighter classes	Home signals at Staff stations. Distant also at Everton	Staff only, combined with Block telegraph	—	—	—
Beechworth & Yackandandah	"	12½	"	Home signals at Staff stations	Staff only	—	—	—
Wahgunyah & Springhurst	"	14	"	" " " " " " " "	Staff and ticket system	Springhurst	—	—
Wodonga and Tallangatta	"	25½	"	Home signals at Staff stations. Distant at Wodonga also	" " " " " " " "	Wodonga	—	—
Spencer-street and St. Albans	Double	11½	All classes	Block stations fully equipped	Block telegraph system	All stations to Footscray West, also Braybrook Junction	Nth. Melb. Jn. (v & d), S. Kensington Jn. (d), Md. Ftsery (v & d), Wst. Footscray (d), Braybr'k J. (v & d), & St. Albans (v & d)	This line is connected to Williamstown Line at Franklin-street, North Melbourne Junction & Footscray Junction.
St. Albans and Woodend	"	37½	"	Block stations fully equipped	" " " " " " " "	Woodend & Lancefield Jn (partially)	Sydenham (v), Diggers' Rest (d), Sunbury (v), Lancefield Jn. (v & d), Riddell's Ck. (v), Gisborne (v), Maced'n (c), Woodend (v)	—
Woodend and Bendigo	"	52½	"	" " " " " " " "	" " " " " " " "	Woodend, Carlisle, Kyneton, Redesdale J., Castlemaine and Bendigo	Woodend (d), Carlisle (d), Kyneton (v & d), Redesdale J. (thro' Goods Sdng), Malmesbury (v), Castlemaine (v), Elphinstone (v), Castlemaine (v & d), Harcourt (d), Ravenswood (v), Kangaroo Flat (v), Golden Sq. (d), Bendigo (v)	—

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Bendigo and Cattle Yards Junction	Double	1½	All classes	Block stations fully equipped	Block telegraph system	Bendigo (D) and Cattle Yards Junction (D)	(V), Up end; (D), Down end; (C), Centre.	—
Cattle Yards Jn. and Echuca	Single	5½	"	Home signals. Distant also at Cattle Yards Jn. and Echuca	Staff and ticket system	Cattle Yards Junction	—	All trains run to and from Bendigo
Lancefield Jn. and Lancefield	"	14½	"	"Old R" and lighter classes	"	Lancefield Jn (partially)	—	—
Redesdale Junct. and Redesdale	Single	16½	"	Home signals at Staff stations. Distant and home signals at Redesdale Jun. only	Staff only	Redesdale Junction	—	The Guard does booking, &c., at intermediate stations on this line. Kyneton supervises. Trains run to and from Kyneton
Maldon Junction and Melbourne	"	20½	"	Distant and home signals at Maldon Jun. Home signal at Maldon	"	Maldon Jun.	—	All trains run to and from Castlemaine
Bendigo Cattle Yards Jun. and Eaglehawk	"	3½	"	Distant and home signals	Electric Staff system	Cattle Yards Junctn; also Eaglehawk (partially)	—	—
Eaglehawk and Inglewood	"	25½	"	Home signals at Staff station. Distant also at Eaglehawk	Electric Staff system	Eaglehawk & Inglewood partly	—	—
Inglewood and Wyeheproof	"	59½	"	Home signals. Distant also at Inglewood	Staff and Ticket system	—	—	—
Wedderburn Junction and Wedderburn	"	4½	"	Home signals	Staff only	—	—	—
Korong Vale and Boort	"	18	"	"	"	—	—	—
Boort and Quambatook	"	22	"	No signals	"	—	—	The Guard does the work at intermediate stations on this line. Boort supervises

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Description.	Classes of Engines	Interlocking System of Working	Trailing Crossovers from one line to the other exist at.



PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

The Guard does the work at intermediate stations on this line. Boort supervises

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Wycheproof and Sea Lake...	Single	47½	"Old R" and lighter classes	Home signal at Wycheproof only	Lock Staff only	—	—	The Guard does the work at stations on this line. Wycheproof supervises
Eaglehawk and Raywood ...	"	14½	"	Home signals at Eaglehawk stations. Distant also at Eaglehawk	Electric Staff system	Eaglehawk (partially)	—	Trains run through to Bendigo
Raywood and Kerang ...	"	59½	"	Home signals. Nil at South Kerang	Staff and ticket system	—	—	—
Kerang and Swan Hill ...	"	35	"	Home signals at stations and at Mystic Park. Nil at others	Staff only	—	—	—
Kerang and Koondrook ...	"	14	Private	Tramway.	—	—	—	—
Carlsruhe and Daylesford ...	Single	22½	"Old R" and lighter classes	Home signals at stations. Distant also at Daylesford & Carlsruhe	Electric Staff system	Carlsruhe; also Daylesford (partially)	—	Trains run through to and from Woodend
Daylesford and Ballarat (MacArthur-street Junction.)	"	36	"	Home signals at stations. Distant also (on Dn. journey), Nth. Creswick, Wabra Jun. and M'Arthur-st. Jun.	"	Daylesford (partially), Nth. Creswick, Wabra Jun. & M'Arthur-st. Junction	—	—
Wabra Junction & Wabra	"	15½	"	Home signals at stations; also at Learmonth. Distant also at Wabra Junction.	Staff only	Wabra Jun.	—	A travelling Station-master located at Wabra does all the work on this line. Trains run through to and from Ballarat

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
North Creswick and Maryborough	Single	29½	"Old E" and lighter classes	Home signals at stations. Distant also at North Creswick & Maryborough. Home and directing signals at Clunes Down journey. Home signals at Staff stations. Distant also at Guildford, Castlemaine, Maldon Jun., Maryborough.	Electric Staff system	Nh. Creswick, Clunes (partially) and Maryboro'	—	Trains run through to and from Ballarat
Castlemaine & Maryborough	"	34	"	Home signals at Staff stations. Distant also at Guildford, Castlemaine, Maldon Jun., Maryborough.	"	Castlemaine, Maldon Jn., Maryboro'	—	—
Maryborough and Avoca	"	15	"	Home signals. Distant also at Maryborough. Nil at Adelaide Lead	Lock Staff and ticket system	Maryboro' ...	—	—
Avoca and Ararat	"	39½	"	Home signals at Staff stations. Distant also at Ararat. Nil at others	Lock Staff only. Lock Staff Ararat and Elmhurst	—	—	The Guard of train does work at intermediate stations on this line. Ararat supervises
Maryborough and Donald	"	70½	"	Home signals. Nil at Simons stations	Staff and ticket system	Maryboro' ...	—	—
Donald and Birchip	"	32½	"	Home signals at stations	Lock Staff only...	—	—	The Guard of train does work at intermediate stations (except Watchem) on this line. Donald supervises
Birchip and Woomelang	"	26½	"	"	"	—	—	The Guard of train does work on this line. Birchipsupervises
Dunolly and Ingleswood	"	24½	"	Home signals at stations	Lock Staff only	—	—	—
Braybrook Jn. & Warrenheip	"	62½	All classes	Distant & home signals at Staff stations	Electric Staff system	All stations	—	All trains run from or to Ball. or Melb.

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Description.	Classes of Engines	Interlocking System of Working	Trailing Crossovers from one line to the other

Dunolly and Inglewood ...	"	24½	"	"	Home signals at Staff stations	Staff Lock Staff only	—	—	—	—	—	—
Braybrook Jn. & Warrenheip	"	62½	All classes	"	Distant & home signals at Staff stations	Electric Staff system	All stations	—	—	—	—	All trains run from or to Ball. or Melb.

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at— (v, Up end; d, Down end; c, Centre.)	Remarks.
Warrenheip & Scarsdale Jn.	Double	7½	All classes	Fully equipped	Block telegraph system	All stations	Warrenheip(c), Ballarat East (v), Ballarat (v and d), and Scarsdale Jun. (v)	—
Scarsdale Jn. and Glenorchy	Single	85½	"	Distant and home signals at Electric Staff stations	Electric Staff system	"	—	—
Glenorchy and Serviceton ...	"	124	"	"	Electric Staff system	"	—	—
North Geelong & Moorabool	Double	4½	"	Fully equipped	Block telegraph system	Nth. Geelong & Moorabool	North Geelong	Trains run from or to Geelong
Moorabool and Gheringhap	Single	3½	"	"	Electric Staff system	Moorabool & Gheringhap	—	—
Gheringhap & Warrenheip	Double	40½	"	Distant, home, & starting signals at Block posts, except at Leigh Road, Lethbridge, and Meredith, which have no Down distants. Homes at Navigators when a Block post	Block Telegraph system	—	Gheringhap (v), Leigh Road (d), Lethbridge (d), Meredith (d), Elaine (c), Lal Lal (v), Yendon (v), Warrenheip (c), & Lal Lal lignite siding (d)	All trains run from or to Ballarat
Buninyong Jn. & Buninyong	Single	7½	"Old R" and lighter classes	Distant and Home at Buninyong Junction. Home at Buninyong	Lock Staff only	Buninyong Junction	—	All trains run from or to Ballarat. Motor service is provided
Scarsdale Junct. and Linton	"	22	"	Distant & home signals at Scarsdale Junction. Home at Linton	Staff only	Scarsdale Jn.	—	—

PARTICULARS OF LINES OF WAY AND HOW WORKED—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
Ararat and Portland	Single	120½	"Old R" and lighter classes	Distant and Home signals, also at Ararat and Coleraine Junct. Nil at Moutajup & Myamyn	Staff and ticket system	Ararat and Coleraine Jn	—	—
Coleraine Junct. & Coleraine	"	23	"	Distant & home signals at Coleraine Junction. Home at Coleraine	Lock Staff only	Coleraine Jn.	—	All trains run from or to Hamilton
Branholme and Casterton	"	32	"	Home signals at Staff stations	Staff only	—	—	—
Coleraine Junct. and Koroit	"	51½	"	Home signals at Staff stations; also at Hawkesdale. Distant at Coleraine Junction	Lock Staff only	Coleraine Jn.	—	All trains run from or to Hamilton & Warrnambool
Stawell and Grampians	"	17½	"U" and lighter classes	Two Up home signals at Stawell	Staff only	Stawell	—	Used only as required, when pilot engine is sent out from Stawell
Lutbeck and Rupanyup	"	9½	"Old R" and lighter classes	Distant and home at Lutbeck. Home at Rupanyup	Lock Staff only	Lutbeck	—	Motor service is provided
Murtoa and Warracknabeal	"	31½	"	Two Up home signals at Murtoa. Homes at other stations	Staff and ticket system. Lock Staff Sheep Hills and Warracknabeal	Murtoa	—	—
Warracknabeal & Hopetoun	"	38	"	Home signals at Warracknabeal and Beulah only	Lock Staff only	—	—	—
Horsham and Goroke	"	42	"	Distant and home at Horsham only	"	Horsham	—	—
East Natimuk & Noradjuha	"	6½	"	Home signal at Noradjuha only	"	—	—	—
Dimboola and Rainbow	"	41½	"	Home signals at Staff stations. Distant also at Dimboola	"	Dimboola	—	—

PARTICULARS OF LINES OF WAY AND HOW WORKED.—Continued:

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at.	Remarks.
East Natimuk & Noradjuha	"	6½	"	Horsham only Home signal at Noradjuha	"	"	"	"
Dimboola and Rainbow	"	41½	"	Juba only Home signals at Staff stations. Distant also at Dimboola	"	"	Dimboola	"
Footscray Junction & Newport South	Double	4	All classes	Fully equipped	Block telegraph system	All stations	Footscray Junction (D), Footscray (D), Yarraville (U), Spottiswoode (U), Newport South (U), N. Williamstown (U) and Williamstown (U and D)	All trains run to or from Melbourne
Newport and Ann-street Box (Williamstown)	"	2¾	"	Fully equipped, except Beach (home signals only)	Block telegraph system	Newport, N.H. Williamstown & Williams-town		
Ann-street Box (Williamstown) and Pier	"	¼	"	Fully equipped	Block Telegraph Ann-st. Box to Pier Box (see page 97 for special instructions)	Ann-st. Box and Pier Box		
Newport and Braybrook Junction	Single	4½	"	No signals except at terminals	Staff only	Newport and Braybrook Junction		
Newport South and North Geelong	"	35¾	"	Distant and home signals at Staff stations	Electric Staff system	All stations		
North Geelong and Geelong	Double	2	"	Fully equipped	Block telegraph system	Nth. Geelong & Geelong	North Geelong (D) and Geelong (U)	
Geelong and Queenscliff Jn.	Single	2	"Old R" and lighter classes	Home signals. Distant also at Geelong and Queenscliff Junction	Electric Staff system	Geelong and Queenscliff Junction		
Queenscliff Jun. & Pt. Fairy	"	139½	"	Home signals at Staff stations. Distant also at Queenscliff Junction, Winchelsea & Curdie's River Junction.	"	Queenscliff Jun., Birregurra, (partially) Curdie's Riv. Jn.		

PARTICULARS OF LINES OF WAY AND HOW WORKED.—Continued.

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at— (v, Up end; d, Down end; c, Centre.)	Remarks.
Queenscliff Jun. and Queenscliff	Single	20½	"Old R" and lighter classes	Distant and home signals at Queenscliff Jn. Home signals at Staff stations	Lock Staff only	Queenscliff Junction	—	—
Birregurra and Forrest	"	19½	"	Home signal at Birregurra only	Lock Staff only	—	—	The work on this line is done by Guard
Irrewarra and Beac	"	8½	"	Home signals at terminals only	Lock Staff only	—	—	—
Curdie's River Junction and Timboon	"	22½	"	Distant and home signals at Curdie's River Junction only	Lock Staff only	Curdie's Riv. Junction	—	The work on this line is done by Guard
Terang and Mortlake	"	13	"	Home signals at terminals; also at Terang Racecourse for use when required	"	—	—	—
North Melbourne Junction and Coburg	Double	5	All classes	Fully equipped	Block telegraph system	All stations except Flemington Bdg.	Signal boxes at Coburg Jn. (v and d), Macaul'y-rd (v&d), Royal Park (v), Sth. Brunswick (v), Brunswick (d), Moreland (v & d), Coburg (v)	—
Coburg and Somerton	Single	7½	"	Distant and home signals at Coburg. Home and directing signals only at Somerton	Tyer's No. 5, Tablet instruments	Coburg and Somerton	—	—
Royal Park & Middle Northcote	Double	3	"Old R" and lighter classes	Fully equipped, except Northcote, which has home signals only	Block telegraph	Royal Park, North Fitzroy, Middle Northcote	Nth. Fitzroy (v & d), St. George's Road Junction (v), Middle Northcote (d)	—

Royal Park & Middle Northcote	Double	3	"Old R" and lighter classes	only at Somerton and Fully equipped, except Northcote, which has home signals only	Block telegraph	Royal Park, Nth. Fitzroy (v & d), North Fitzroy, Middle Northcote	—
-------------------------------	--------	---	-----------------------------	--	-----------------	---	---

PARTICULARS OF LINES OF WAY AND HOW WORKED.—Continued

Line.	Description.	Mileage	Classes of Engines allowed to run.	Signals Provided.	Method of Working.	Interlocking System of Working Signals and Points, &c., is provided at—	Trailing Crossovers from one line to the other exist at— (v, Up end; d, Down end; c, Centre.)	Remarks.
Middle Northcote and Preston Reservoir	Single	3½	"Old R" and lighter classes	Home signals	Staff & ticket system, combined with Block telegraph	—	—	—
Preston (Reservoir) and Whittlesea	"	17¼	"	"	Staff and ticket system	—	—	—
St. George's-road Junction (North Fitzroy) and Colingwood	"	1½	All classes	Distant and home signals, except Collingwood, no distant.	Electric Staff system	Nth. Fitzroy, also Clifton Hill (partially)	—	—
Clifton Hill and Heidelberg	"	4½	"	Distant and home signals at Clifton Hill. Homes at other stations except Ivanhoe and Northcote South	Electric Staff system on holidays. Lock Staff otherwise.	Clifton Hill (partially)	—	—
North Fitzroy and Fitzroy	"	1	"	Distant and home signals at North Fitzroy, Home Signal, Fitzroy	Staff only	—	—	This line is used only for Goods purposes, and is worked under supervision of Nth. Fitzroy

## INSTRUCTION FOR WORKING STATIONS IN CHARGE OF WOMEN.

(These are indicated in the Working Time Table by being printed in *italics*.)

1. The Stationmaster at adjoining station, on Up side if possible, to supervise the work of the woman in charge.

2. **ISSUE OF TICKETS.**—(A) At stations where this work is not performed in van by the Guard, the woman in charge to be supplied with a small amount of floating capital; she will require to keep a supply of tickets at least for the stations on each side of her, and junction station. Passengers for all other stations to re-book. Should the woman be competent to work a small cabinet, tickets to a limited number of stations to be supplied to her, and a small train book to be kept. The supervising Stationmaster to occasionally visit and see that the book is properly kept. (B) If not competent to work a cabinet, however, the woman will require to purchase a small supply of tickets from the supervising station, who will account in the usual manner for the tickets sold.

3. **GOODS AND PARCELS.**—(A) All "inwards" to be prepaid and waybilled direct to the station, woman in charge on delivery to obtain signatures on the waybill, and then to forward same to Stationmaster of supervising station, who will keep and furnish abstracts. If any goods or parcels "inward" should be waybilled "to pay" in error, woman in charge to collect freight and obtain signatures on waybill, and forward to Stationmaster of supervising station, who will account for cash, and at once report station in fault. In the case of goods and parcels from one woman in charge station to another, the receiving station is to collect charges and send on to supervising station. (B) Inward goods may be waybilled "to pay," and Outward goods "paid," to and from these stations for any person or firm who will arrange with the Chief Traffic Manager's Office for a weekly credit account. When any such accounts have been arranged all concerned will be notified. Supervising station must render account and obtain settlement. (C) Unless otherwise specially arranged, all "outwards" to be waybilled "to pay" (for returned empties the paid rate to be charged); woman to get consignment notes for everything, and forward them with the goods or parcels to the waybilling station on Up or Down side, as the case may be. The Stationmasters at these stations to waybill articles on per first possible train, charging mileage from sending station at goods or parcels rates (if station be open for goods), whichever is the cheaper, and to keep and furnish separate abstracts of business done. Guards to see that Consignment Notes are received for all goods, &c. If the parcels or goods are for the waybilling station, S.M. there will require to raise debit for same, and woman in charge must keep a record of such goods or parcels, and forward a monthly return of same to Traffic Auditor. Women in charge to use the Special Pink Consignment Note for all goods and parcels sent to their supervising or waybilling stations, or to other Women in charge stations. Blocks of Consignment Notes to be sent regularly to Traffic Auditor. (D) Women in charge must obtain a supply of parcels' stamps from supervising station, paying for them out of floating capital. Stationmasters to instruct them as to use and proper charges to be made. Stamps may be used at these stations in pre-payment of freight on milk. (E) Woman in charge to take orders for trucks required and send to supervising Stationmaster, who will arrange supply. Guards to clear loaded or empty trucks as soon as available, and see that loads of trucks are secure, &c. Waybilling S.M. to card trucks.

4. **SIGNALS, POINTS, CHOCK BLOCKS, ETC.**—Semaphore signals when provided to stand at "all right," and can remain so when stopping trains carry the staff. When it is necessary for a train carrying a staff ticket to stop, the Guard must protect his train by placing the semaphore signal at "danger" at once on arrival, and the woman in charge must not pull it off to "all right" until ten (10) minutes after the departure of the train, as per Regulation 121.

Semaphore lamps (if any) to be lit, or otherwise, as per page 50. If no semaphores, the Driver to inform the woman in charge when the train is travelling on ticket, upon which she must protect it in the rear with a red signal and continue to do so for ten minutes after its departure. The Guard to see that the signal is exhibited in the prescribed place, which the District Traffic Superintendent will determine.

Where provided, signals should be put to "Danger," and again pulled off at least once daily, to keep them in proper working order.

Points to be cleaned, tarpaulins folded, and semaphore lamps cleaned and lit by the husband of the woman in charge. Keys of points and chock blocks to be kept in office and not to be used by any one excepting the husband or the Guard. The Guard will be responsible that both points and chock blocks are properly secured and locked after performing shunting operations, and keys handed to woman in charge, and the absence of padlocks where they ought to be provided, also points, padlocks, locks, bars, chock blocks, &c., out of order should be promptly reported. Where points are secured by Annett's Tablet or Staff Lock, the key is of course combined with the Train Staff or Tablet for the section. Platform lamps to be lit, when required, in the usual manner. Husband of Woman in charge to clean and trim lamps.

5. Supervising Stationmaster to make out separate quarterly requisitions for stores (paying strict attention to economy) and forward with his own. He will require to see that pay-sheets, or any returns that may be needed, are properly made out and forwarded; also that all necessary information is supplied to Women in charge, as copies of circulars will not be sent them direct from Chief Traffic Manager's Office.

6. Only daylight trains are to shunt, unless specially authorised. (See list of exceptions on page 78.)



INSTRUCTIONS FOR WORKING FLAG STATIONS AND SIDINGS WHERE NO  
ONE IS IN CHARGE.

(These are indicated in the Working Time Table by the letters N.C.)

1. **SETTING DOWN PASSENGERS.**—Guards to enquire at previous stopping stations whether there are passengers for Flag station, and verbally instruct Drivers accordingly. Guards to collect tickets from passengers leaving trains, and excess any requiring to be excess. Collected tickets to be handed to Stationmaster of Supervising or Depôt station, who will forward them to Traffic Auditor in usual course.

2. **PICKING UP PASSENGERS.**—A Red flag for use by day, and a Red lamp (if necessary) for use by night, have been provided; and a notice board erected intimating that intending passengers will require to exhibit flag or lamp, as the case may be, to stop trains. Drivers to accept hand signal accordingly. Guards to sight all tickets of passengers joining trains, and any without tickets to be booked by Excess Fare Ticket. Stationmaster Depôt station to supply Guards with Excess Fare Ticket book, in which they are to account for the fares collected from passengers en route to the re-booking station; Single or Return Excess Fare slips to be issued as required by passengers.

3. **GOODS BUSINESS.**—A notice board has been provided intimating to Consignees that that they can obtain delivery of Inwards goods or parcels from the Guard only while train is at the station. If Consignees are not present when train arrives, Guard to lock up ordinary goods or parcels in the office, where they are to remain until Consignee meets the train. Such goods as tobacco, spirits, etc., must, however, be taken to the Supervising station, where they are to be left until the Guard has arranged with Consignee to meet the train. If Consignees are not on hand to take delivery of Inwards loaded trucks they are to be taken on to the Supervising station, where arrangements will be made for delivery to be afterwards given by a return train. If any detention occur, the Chief Traffic Manager must be notified.

Stationmaster Supervising station to provide a letter clip (for waybills), and pen and ink (for signatures), which are to be left in the office at Flag station. Waybills for any goods or parcels not delivered must (after they have been abstracted by Stationmaster of Supervising station) be left in the office with the goods or parcels until receipts are obtained, when waybills are to be handed by Guard to Supervising Stationmaster. (For other arrangements with regard to goods and parcels business see Clause 2, page 74, which is to be also complied with at No-one-in-Charge stations.)

4. **SEMAPHORES, POINTS, AND CHOCK BLOCKS TO BE WORKED IN ACCORDANCE WITH REGULATIONS 273 AND 274.**—Stationmaster supervising to send a Porter to the Flag station once a week to clean station, gather up tarpaulins, lashings, etc., and do any other work the Guard may direct. Ganger to clean and oil points as per Regulation 415.

5. When a train stops at a Flag station or at water tanks without protection, the Guard must be on the alert, and should there be any delay in getting away promptly, he must take steps to protect his train in accordance with the Regulations. This applies to all trains on a double road and to trains on single lines carrying Staff tickets.

6. **PLATFORM LAMP.**—If trains run after dark, Stationmaster of adjoining station to send a lighted platform lamp to the Flag station, or Permanent Way Repairer to light one, as arranged by Chief Traffic Manager. Lamp to be in position where the Drivers of incoming trains can see it on approaching station (see also Clause 2, page 15). Cleaning, trimming, &c., to be done at adjoining station, or by repairer, as the case may be.

7. Sidings on single lines with no one in charge are (unless otherwise specially authorised) to be worked only by daylight trains. (For List of Exceptions see page 78. Similar sidings on double lines must also be worked by daylight trains where practicable.

8. All sidings with no one in charge are to have points secured with Annett's, Staff, or Tablet Locks. (See Pages 204 to 207 regarding the working of same.)

INSTRUCTIONS FOR WORKING STATIONS WHERE THE GUARD ACTS AS  
STATIONMASTER FOR CERTAIN TRAINS.

1. On arrival of train, Guard will be considered as the Officer-in-Charge. He must at once place Semaphore to "Danger," and then attend to passengers, collecting tickets from those who alight and booking by Excess Fare ticket any who wish to join train. Depôt station to provide Guard with Excess Fare book.

2. Guard will be provided with a duplicate key of Ladies' Waiting Room, where train Staff and keys of points and chock blocks will be left by the Stationmaster before going off duty. The Guard must exchange Staffs if it be a Staff station, and, unless ordered otherwise, place in Waiting Room any ordinary goods, parcels, or correspondence he may have for the station. Tobacco, spirits, etc., to be taken on to adjoining station and returned next day.

3. If there be any trucks to detach or pick up, Guard must have them slanted off or on, as the case may be, and he will be held responsible that trucks are properly secured, and that points and chock blocks are locked and keys replaced in Waiting Room when shunting is finished. Stationmaster must see that trucks to be sent forward are properly loaded and carded, and leave waybills in Waiting Room for Guard.

4. LAMPS AND SIGNALS.—Platform lamps to be lit by Stationmaster before going off duty, and extinguished by Guard of last train before leaving. If there is anyone remaining on platform, however, one lamp to be left alight. Semaphores (when provided) to be left by Stationmaster at "All Right," and Guard, on arrival, will place them to "Danger," and leave them so, except in cases where another train follows. Then Guard must pull semaphores off to "All Right" immediately before starting, and Guard of last train to leave them at "Danger." (Semaphore lamps to be dealt with as per page 50.)

5. When extra trains are put on, or when there is extra traffic on special occasions, Stationmaster to remain on for all trains. Stations concerned to make necessary arrangements to get "GN" signal or wire, as per page 13.

LIST OF STATIONS WITH OFFICERS IN CHARGE, WHICH ARE WORKED BY GUARD OF TRAIN FOR PORTIONS OF THE DAY.

STATION.	TIME	STATION.	TIME.
Fairfield Park ...	After 7 p.m.	Winton ...	After 8.30 p.m.
Alphington ...	" 7 p.m.	Sutherland ...	" 6 p.m.
Ivanhoe ...	" 7 p.m.	Creighton ...	" 8 p.m.
Northcote ...	} Before 7 a.m. and	Byrneside ...	" 6 p.m.
Croxton ...		Merrigum ...	" 6 p.m.
Preston (Murray-road) ...	} after 10.15 p.m.	Rocky Lead ...	" 8 p.m.
Preston (Regent-street) ...		Cope Cope ...	" 6 p.m.
Thornbury ...	Before 7 a.m. and after 7 p.m.	Tabilk ...	" 8.30 p.m.
Moreland ...	After 7 p.m.	Tynong ...	" 8.40 p.m.
North Essendon ...	" 6.30 p.m.	Officer ...	" 9.20 p.m.
Pascoe Vale ...	" 6.30 p.m.	Garfield ...	" 8.40 p.m.
Glenroy ...	" 8.30 p.m.	Munro ...	" 5 p.m.
Weerite ...	" 6.30 p.m.	Hillside ...	" 8 p.m.
Connawarre ...	" 6.30 p.m.	Fernbank ...	" 5 p.m.
Leigh-road ...	" 11 p.m.	Blackburn ...	" 7.30 p.m.
Boorcan ...	" 7 p.m.	Tunstall ...	" 7.30 p.m.
Illova ...	" 8 p.m.	Mitcham ...	" 7.30 p.m.
Yendon ...	" 10 p.m.	Heyington ...	" 8 p.m.
Epsom ...	} Before 8 a.m.	Kooyong ...	" 8 p.m.
Bagshot ...		Tooronga ...	" 8 p.m.
Huntly ...	Gardiner ...	" 8 p.m.	
South Elmore ...	Glen Iris ...	" 8 p.m.	
Welsford ...	Darling ...	" 8 p.m.	
Kurting ...	Glen Huntly ...	" 7 p.m.	
Leichardt ...	Ormond ...	" 7 p.m.	
Wedderburn Junction ...	M'Kinnon ...	" 7 p.m.	
Glenalbyn ...	Highett ...	" 7 p.m.	
Broomfield ...	Carrum ...	" 6 p.m.	
Swanwater ...	Ruby ...	" 5 p.m.	
	Whitelaw ...	" 6 p.m.	

LINES WORKED ON STAFF AND TICKET SYSTEM ONLY.

1. On the undermentioned Single lines (worked on the Staff and Ticket system) all trains which travel on the Staff Ticket must be telegraphed to the Staff station in advance, and a report of arrival obtained, as set forth below, before another train is allowed to follow.

Mordialloc and Frankston	Kilmore Junction and Bendigo	Inglewood and Wycheproof
Frankston & Mornington Jun.	Cattle Yards Junction	Raywood and Kerang
Mornington Jun. & Stony Pt.	Benalla and Yarrawonga	Maryborough and Avoca
†Korumburra and Pt. Albert	Beechworth Jun. and Everton	Maryborough and Donald
Traralgon and Stratford Jun.	Springhurst and Wahgunyah	Ararat and Portland
(via Sale)	Wedonga and Tallangatta	Koroit and Coleraine Jun.
Traralgon and Stratford Jun.	Bendigo Cattle Yards and	Murtoa and Warracknabeal
(via Maffra)	Echuca	Preston and Whittlesea
Stratford and Bairnsdale	Lancefield Jun. and Lancefield	Shepparton and Numurkah
		*Toolamba and Echuca

† See page 86 for special order re Buffalo Creek.

2.  
running  
their tra  
such ord  
3.  
the stati  
No  
the Staf  
(D  
stating t  
has been  
In  
observed  
All  
Traffic I  
4.  
during c  
required  
permissi  
page 78.  
SINGLE  
Or  
authorit  
Traffic S  
Lancefie  
Redesda  
Maldon  
Wychpr  
Wedder  
burn  
Korong  
Kerang  
Echuca  
Waubra  
Avoca a  
Donald  
Dunolly  
Queense  
Irrewar  
Birregu  
CON  
W  
cause fo  
officer u  
to be ob  
separate  
permissi  
conditio  
N

2. The Stationmaster in the rear must give the Driver and the Guard of the train running on a Staff ticket a written caution that another train will follow after the arrival of their train is reported from the station at the end of the Staff section. (The Guard to hand such order over to the officer in charge at the Staff station in advance.)

3. On the departure of the train the Stationmaster must send a telegraph message to the station ahead, using Code word "Congo," No. 235 Telegraph Code Book.

No other train is then to leave in the same direction until advice has been received from the Staff Station in advance in accordance with Telegraph Code message No. 236.

(During foggy weather the station the train arrives at must not send the telegram stating train has arrived complete, until it has actually departed on its forward journey, or has been shunted to another line.)

In the event of failure of Telegraph communication Condition No. 2, Page 78, to be observed.

All Staff Tickets Train Messages and Guards caution orders to be promptly sent to Traffic Inspector concerned.

4. Under this method trains travelling on Staff ticket over the lines specified may, during daylight, shunt at Women-in-charge and No-one-in-charge stations or sidings as required, but Trains must not, however, shunt after dark at these places without special permission from Chief Traffic Manager or Traffic Running Superintendent (see exceptions page 78.)

SINGLE LINES ON WHICH ALL TRAINS MUST CARRY THE TRAIN STAFF.

UNLESS SPECIALLY EXCEPTED.

On the undermentioned single lines all trains must carry the Train Staff, unless authority is given by the Chief Traffic Manager, Traffic Running Superintendent, or District Traffic Superintendent for Drivers to proceed on Staff Ticket:—

Lancefield and Kilmore	Curdie's River Jn. & Timboon	Numurkah and Cobram
Redesdale Jn. and Redesdale	Terang and Mortlake	Shepparton and Katamatite
Maldon Jn. and Shelbourne	Ballarat East and Buninyong	Wangaratta and Whitfield
Wychproof and Sea Lake	Scarsdale Jun. and Linton	Everton and Yackandandah
Wedderburn Jn. and Wedderburn	Hamilton and Coleraine	Everton and Bright
Korong Vale and Quambatook	Branxholme and Casterton	Warragul and Neerim South
Kerang and Swan Hill	Stawell and Grampians	Moe and Thorpdale
Echuca and Moama	Lubeck and Rupanyup	Morwell and North Mirboo
Waubra Jun. and Waubra	Warracknabeal and Hopetoun	Maffra and Briagolong
Avoca and Ararat	Horsham, Goroke & Noradjuha	Braybrook Jun. and Newport
Donald and Woomelang	Dimboola and Rainbow	Clifton Hill and Heidelberg
Dunolly and Inglewood	Tallarook and Alexandra Rd.	Hawthorn and Kew
Queenscliff Jn. and Queenscliff	Cathkin and Mansfield	Camberwell and Ashburton
Irrewarra and Beac	Murchison East & Rushworth	Burnley and Darling
Birregurra and Forrest	Numurkah and Picola	Mornington & Mornington Jn.

CONDITIONS UNDER WHICH THE ABOVE ORDER MAY BE RELAXED.

When an extra or special train is required, and it is necessary from that or any other cause for a train to be despatched on a Staff ticket, authority may be given by the proper officer under the following conditions. The authority must explicitly state which condition is to be observed, and is not to be given generally, but each individual case must be treated separately from any other. Circulars or telegrams (with regard to special trains), giving permission for the relaxation of this instruction, must contain a direct reference to the condition which is to be worked to:—

No. 1.—The Stationmaster in the rear must give the Driver and the Guard of the train running on a Staff ticket, a written caution that another train will follow after the arrival of their train is reported from the station at the end of the Staff section. The Guard to hand such order over to the Officer-in-Charge at the Staff station in advance; latter to send all Staff tickets to the Traffic Inspector concerned.

On the departure of the train, the Stationmaster must send a telegraph message to the Staff station ahead using Code word "Congo" No. 235, Telegraph Code Book.

No other train is then to leave in the same direction until advice has been received from the station in advance in accordance with Telegraph Code Message No. 236.

During foggy weather the station the train arrives at must not send the telegram stating train has arrived, complete, until it has actually departed on its forward journey or has been shunted to another line.

In the event of any failure of telegraph Condition No. 2 must be followed.

When it is found impracticable, after careful consideration, to comply with Condition No. 1, the following may be adopted instead, but it must be understood that No. 1 Condition is to be generally observed, and No. 2 resorted to only in special cases:—

No. 2.—An interval of not less than 30 minutes for every 10 miles or part of 10 miles of the Staff section to be travelled over must be allowed. The Driver and Guard of the train running on a Staff ticket must each receive a written caution order from the Stationmaster that another train will follow at a time to be specified on such order. The Driver and Guard of the train following must not be allowed to start before such time, and each of them must receive a written caution, which they must sign for before starting, that a train is preceding them, naming the time, and also the stoppages and work along the road to be done by it.

The Chief Traffic Manager will issue special instructions where the foregoing is insufficient to provide for extra train service.

SHUNTING AT STATIONS IN CHARGE OF WOMEN, FLAG STATIONS, AND SIDINGS WITH NO ONE IN CHARGE.

The order that only daylight trains are to shunt at above places may be relaxed in the instances specifically mentioned hereunder, provided the prescribed conditions are observed:—

(A).—TRAINS ON TICKET AFTER DARK.

LINE.	TRAIN.	STATIONS TRAIN MAY SHUNT AT.
Bendigo and Echuca ...	4.5 p.m. (No. 18) Up Goods	Wellsford, Bagshot, Huntly, and Epsom.
Port Fairy ...	6.35 p.m. (No. 6) Down ...	Garvoc and Cudgee.
Koroit and Hamilton ...	7.10 p.m. Up Thurs.	Hawkesdale.
Mansfield ...	Goods trains ...	Cheviot and Molesworth.

(B).—TRAINS ON STAFF AFTER DARK.

LINE.	TRAIN.	STATIONS TRAIN MAY SHUNT AT.
Bendigo and Echuca ...	4.25 a.m. Down ...	Huntly, Bagshot, Wellsford.
Maryborough & Donald	6.5 p.m. Down ...	Carapooce.
South-Eastern ...	5 p.m. Down ...	Ruby.
" ...	8.35p.m. Up Goods ...	Koo-Wee-Rup West, Tooradin, Lyndhurst.
Melbourne & Warragul	3.35 p.m. Down Goods ...	Garfield, Tynong, or Jefferson's Siding.
Everton and Bright ...	10.40 p.m. Dn. Tues. & Fri.	Palmerston, Ovensvale, Eurobin, Porepunkah.
Mansfield ...	3.30 p.m. Up	Homewood.
" ...	9 p.m. Down ...	"
" ...	Goods trains ...	Cheviot and Molesworth.
Koroit and Hamilton ...	5 p.m. Down Wed.	Hawkesdale.
Swan Hill ...	6 a.m. Up ...	Tragowel.
" ...	5.15 p.m. Down ...	Tragowel and Mincha.
Castlemaine and Maryborough	8. p.m. Down	Joyce's Creek.
" ..	Goods trains ...	New Havilah and Victoria Gold Estates Sidings.
North-Western ...	Any train ...	Deep Lead and Wal Wal.
Whittlesea... ..	8 p.m. Up ...	Yan Yean.
Casterton ...	6.20 p.m. Down	Henty and Grassdale.
Donald and Woomelang	Any train ...	All stations.

SECOND PASSENGER TRAIN REQUIRED TO ENTER STATION ALREADY OCCUPIED BY ONE TRAIN.—REGULATION 73.

At stations where it is necessary to allow a second Passenger train to enter the station for the purpose of connecting or exchanging passengers, the second train must be brought to a stand and the Driver verbally instructed to draw forward cautiously to the station, the Home Signal being lowered and a Green signal being shown by flag or hand lamp.

INSTRUCTIONS FOR SECOND TRAIN TO BE RUN INTO NO. 1 ROAD,  
SPENCER STREET PASSENGER YARD.

The signals on No. 17 and 20 Posts (fixed on Arrival Platforms) when lowered for a train or engine to run into the Departure end of No. 1 Road will indicate only that the line is clear past the crossover. Enginemmen must, therefore, be prepared to stop at any point of the Departure Platform that circumstances may render necessary. Should there be a train standing at the Departure Platform, and the S.M. require a second train to be brought to the same platform, he may instruct the Signalman in South End Box accordingly. The Signalman will then lower the necessary signals without stopping the incoming train, as is provided in Regulation 73.

Before giving such instructions to the Signalman, the S.M. must, however, personally see that a "Danger" signal is exhibited at the point at which the train is required to stop.

HAMILTON STATION.—SPECIAL INSTRUCTION ALLOWING SECOND TRAIN  
TO RUN INTO PLATFORM.

When it becomes necessary to allow a second up Passenger train to the platform while a first Up train is still standing there, the Home signal must be kept at "Danger" until the S.M. has despatched a competent Hand Signalman, properly equipped, and he has taken up his post at a point midway between the end of the platform and the Home signal. The employe at the signal lever is to be made aware of the Hand Signalman being at his post by the latter exhibiting a Green hand signal to him, when, if the train has been brought under proper control, the semaphore signal may be lowered.

The Hand Signalman, after giving the employe at the signal lever a Green signal as above, will then exhibit the proper RED "Danger" signal towards the incoming train, and continue to show it until the speed is reduced to a walking pace, when he will verbally instruct the Driver, at the same time exhibiting a Green signal.

TRAINS MEETING AT STATIONS ON SINGLE LINES.—REGULATIONS 430 & 431.

1. When two Passenger or Mixed Trains meet at a station on a single line at which there is only one platform, the train which arrives first must, after passengers have been picked up and set down, set back, and NOT GO AHEAD, for the purpose of shunting into the siding to allow the other train to draw up to the platform.

2. This need not be done at \*Colac, Camperdown, Bacchus Marsh, Warragul, Stratford, Foster, St. Arnaud, Maryborough, Koroit, Ararat, Birregurra, and Stawell Stations. At these stations the train arriving first may remain at the platform while the other runs through the middle road and backs on. At Parwan Up trains cannot back out from No. 1 to No. 2 with full tonnage owing to grade; \*at Colac, however, only Down trains can run through No. 2 and set back to platform.

3. When a Passenger or Mixed train meets a Goods train at a Single Line Crossing Station, the former must always be run into the platform road and the Goods train into No. 2, unless special instructions to the contrary have been issued. Regulation 431 to be strictly complied with. If, however, the Goods train arrive first, it may, if required, be run into the platform road, and then shunted back into No. 2, provided this operation can be performed without delaying the Passenger or Mixed train.

4. Guard to remain in Van when shunting his train for another to pass. It is the duty of the Guard of the train to give the Driver the signal to set back from one road to another, and to be in the van when the train is setting back.

USE OF MELBOURNE TRAIN ENGINES FOR PILOT WORK.

Train engines may be used to convey Live Stock from Melbourne to Newmarket or between Prince's Bridge, Flinders-street, and Spencer-street stations when yard engines are not available.

1. All Drivers who have been on duty over 10 hours are, if they so inform Yardsman, to be exempt.
2. All Express Drivers and Passenger Drivers on the Bendigo and North-Eastern Lines, also Driver of 9.13 a.m. Up Bacchus Marsh train, are to be exempt.
3. When Drivers inform Yardsmen that trip required to be run cannot be made owing to want of coal or water, the Loco. Foreman is to be at once telephoned to, and he will meet the engine at the stage, and arrange as may be required by Yardsman.
4. Any station neglecting to pre-advise Metropolitan Yard Inspector, as instructed in General Order 239, Clause (c), to be reported to the Chief Traffic Manager.
5. Metropolitan Yard Inspector to forward shunting tickets to Loco. Foreman for the time occupied.

PROPELLING TRAINS ON MAIN LINES.—REGULATION 266.

When permission has been given to push a train on the Main Line in the ordinary working of traffic, and apart from the special authority allowed under Regulation 266, the following instructions must be strictly adhered to:—

1. All vehicles to be Westinghouse Brake or pipe and connected throughout to engine. Not more than 3 pipe trucks to be together, and the leading vehicle must be fitted with Westinghouse Brake.
2. If on single line, Engine must carry Train Staff, and the trips must be made in daylight.
3. The speed must not exceed 10 miles an hour.
4. The Guard or Shunter, who is to be provided with the necessary hand signals, must always ride on the leading vehicle in such a position as to be able to signal the Engineman, who is not to propel the train unless the Guard or Shunter on the leading vehicle is in view. Driver must stop at once if he loses sight of him.
5. The Driver must also keep a good lookout for fixed signals, and stop the leading vehicle well clear of the points and crossings should such signals be at "Danger."
6. If any public crossings have to be traversed by a train pushed by an engine, the Guard or Shunter must walk over such crossing in front of leading vehicle and see that vehicular and pedestrian traffic is kept clear.
7. Especial care must be taken by Drivers propelling trains between Prince's Bridge, Jolimont, and Flinders-street.
8. If it be necessary to propel a train on the Main Line within station limits only, it will probably be sufficient for Clauses 1, 3, 4, and 5 to be complied with.

Permission is given for trains to be pushed on Main Lines by engines at the following stations. (For instructions *re* Pier Lines see page 81.) The orders specified above are, when they apply to the case, to be strictly adhered to:—

PLACES.	ADDITIONAL ORDERS.
Between Bendigo and Golden Square	Speed not to exceed 10 miles an hour, and number of vehicles to be limited to 20. Worked by Bendigo pilot engine.
Between Bendigo and Gas Company's Siding	Speed not to exceed 4 miles an hour, and number of vehicles to be limited to 10. Points are secured by Tablet lock, and siding is worked by Bendigo pilot engine under conditions specified on page 191.
Between Ballarat and Cargeeg's Siding	Speed not to exceed 10 miles an hour, and number of vehicles to be limited to 5. Points are secured by Staff Lock. Engines shunting at this siding must not proceed beyond the post notifying "Engines stop here." Worked by Ballarat pilot engine.
Between Ballarat and Eureka Siding	Speed not to exceed 10 miles an hour, and number of vehicles limited to 5. Points are secured by Staff lock and siding is worked by Ballarat pilot engine. Semaphore arms are removed.
Between Toolamba and Kearney's Siding	Speed not to exceed 12 miles an hour, and number of vehicles to be limited to 5. Points of siding (which is connected to Main Line only at Down end) are secured by Staff lock. Worked by Echuca Line engine, as may be arranged by S.M., Toolamba.
Between Daylesford and Cattle Yards	Worked by Daylesford engine which must always bring back all trucks to Daylesford. Guard or Shunter to see that swing gates are left securely fastened clear of Main line. Driver to hold Electric Staff, as Yards are outside home signal.
Between Kerang and Flour Mill Siding	Speed not to exceed 10 miles an hour, and number of vehicles limited to 6. Points are secured by Annett's lock.
Frankston Sand Siding to Frankston	Speed not to exceed 10 miles an hour, and number of vehicles limited to 10. Points are secured by Annett's lock.
Swan Hill to Swan Hill Cattle Siding	Number of vehicles limited to 10. Points are secured by Annett's lock (see Page 94.)

BALLAST TRAINS.—REGULATIONS 266 AND 308.

The orders above, numbered 2 to 7 inclusive, apply to the working of Ballast Trains also. Additional instructions to meet special cases will be issued as required.

INSTRUCTIONS FOR WORKING LINES TO PIERS OR WHARVES.

1. Only one engine under steam to be on the pier road at a time. No Train Staff to be used.
2. When the engine is propelling trucks the speed must be limited. All vehicles to be Westinghouse Brake or Pipe, and connected throughout to engine. Not more than three Pipe trucks to be together, and the leading vehicle must be fitted with Westinghouse Brake.
3. A Shunter provided with necessary signals must ride in the leading vehicle to signal to Driver, who must stop at once if he loses sight of the man from whom he is to take signals.
4. When train is of such a length that Driver cannot keep the Shunter on leading truck in view, additional men must be placed on the train to repeat signals to Driver.
5. A Shunter must walk over public crossings and along public thoroughfares (also through subways where existing) in front of engine when it is hauling trucks, and in front of leading vehicle when engine is at rear, to see that vehicular and pedestrian traffic is kept clear. Every care must be taken to avoid risk of accident. In case of a light engine not accompanied by Shunter the Fireman to perform the duty of walking in front of engine. The Fireman to also do this when engine is hauling vehicles, and the only traffic employe is riding on last vehicle.
6. The Driver must keep a good lookout for fixed signals, and stop the leading vehicle well clear of the points and crossings should such signals be at danger.
7. When engine hauls trucks Shunter must ride on last vehicle as per page 22.
8. No vehicles must be left on the pier running line unattached from engine.
9. On piers and wharves, a speed of 10 miles an hour must not be exceeded,

LIST OF PIER AND WHARF LINES.

The orders specified above must, when they apply to the case, be strictly adhered to.

LINE.	ADDITIONAL INSTRUCTIONS.
Geelong Pier Line	<p>... a.—Speed not to exceed 4 miles an hour.</p> <p>b.—The line between Signal box "B" and the pier is a running line, and no vehicle is to be left disconnected from engine between Box "B" and foot of grade near weighbridge.</p> <p>c.—When taking trucks from Station Yard to Pier the engine must always be at Pier end.</p>
Warrnambool Pier Line	<p>... a.—The engine must be the leading vehicle on Down and Up journeys.</p> <p>b.—The speed on Pier line not to exceed 10 miles an hour (but it must be reduced to 4 miles when proceeding over unfenced portion of line), and number of vehicles to be limited to 10.</p> <p>c.—Driver when working without Fireman to have assistance of Shunter on pier road.</p> <p>d.—When it is necessary to stop on pier road for engine to shunt at the Western District Preserving Company's Factory siding, brakes of all the vehicles left standing in the running line must be secured. The grade is 1 in 70.</p> <p>e.—Engine not to propel trucks on Pier line without special permission from District Traffic Superintendent, Traffic Running Superintendent, or Chief Traffic Manager</p>
Port Fairy Pier Line	<p>... a.—The speed when engine is propelling vehicles not to exceed 4 miles an hour, and number of vehicles to be limited to 10.</p>
Echuca Wharf Line	<p>... The speed not to exceed 4 miles an hour.</p>
Swan Hill Wharf Line	<p>... The speed when engine is propelling vehicles not to exceed 10 miles an hour, and number of vehicles to be limited to 10.</p>
Sale Wharf Line ...	<p>... The speed when engine is propelling vehicles not to exceed 15 miles an hour, and number of vehicles to be limited to 10.</p>
Bairnsdale Wharf Line	<p>... The speed when engine is propelling vehicles not to exceed 10 miles an hour, and number of vehicles to be limited to 10.</p>

PORTLAND PIER ROAD.

Engine is allowed to run only 245 feet down the pier. All shunting is done by horse.

AUSTRALIAN WHARF TRAFFIC.

(a) The Wharf road is worked as a portion of the Melbourne Yard under the supervision of the Metropolitan Yard Inspector.

(b) Before either of the level crossings at the wharf are obstructed, Shunters must see that vehicular and pedestrian traffic is kept clear. No risk of accident must be permitted.

(c) Only a limited Goods traffic can be conducted at this wharf, and to prevent more trucks being on hand than can be discharged within a reasonable time, sending stations must always ascertain from the Goods Superintendent if consignments may be forwarded, specifying the consignee, vessel, and total quantity of goods to be sent, and the rate per day consignors wish to load at.

(d) The 6d. per ton additional freight is to be charged by all stations outside the Suburban radius.

INSTRUCTIONS FOR WORKING THE TRAFFIC ON THE LINE IN FLINDERS-STREET CONNECTING RAILWAY GOODS YARD WITH CORPORATION MARKETS.

Every train, Up or Down, between railway gate and market entrance must be preceded by two men, one walking about 20 yards ahead of engine, the other about 10 yards, to keep the line clear. The man in front must carry a bell and keep it ringing, while train is moving in the street. The bell will be kept in the Yardsman's office, Spencer-street, when not in use.

The man in front on Down journey to see that the points at market entrance lie right for engine; also that those inside of Market are in proper position.

Engines must draw trucks both to and from the markets, and must on no account push trucks in front along the street, unless when shifting trucks from one part of the market to another.

Trucks of fish and rabbits, when drawn to points at market entrance, must be "roped" into right-hand road to platforms. Trucks of meat to be "roped" into left-hand road; engine may then push latter inside shed door, but engine must not enter shed West side.

On Up journey the Shunter in charge to see that first pair of facing points inside railway gates lie right for Up road—that is, left-hand road.

Everything happening on the line out of the ordinary routine to be at once reported to Metropolitan Yard Inspector, Spencer-street.

As it will be necessary for the engine to shunt in and out of the market yard across Spencer-street, it will be the duty of the Shunter in charge to see that the public traffic is kept back, and protected before and while crossing the road.

The public traffic must be blocked for as short a time as possible.

LIGHT ENGINES FOR SPENCER-STREET, FLINDERS-STREET, AND PORT

MELBOURNE.

1. Drivers of light engines leaving North Melbourne Loco. Shed must notify Loco. Signalman of their destination and trains they are booked for; this information to be passed on, by telephone, to Signalman at Dudley-street box, who will notify No. 1 box (if for Spencer-street yard), and Viaduct Junction (if for Flinders-street yard).

2. To avoid mistakes each Driver must slow down at the Viaduct Junction box, and tell the Signalman the train he is booked for. The Signalman must then notify Flinders-street Signalman the order in which engines are approaching.

3 Drivers of light engines from Port Melbourne must notify Graham-street Signalman the trains they are booked to run; this information to be sent by telephone to Signalman at Flinders-street.

4. Engines coupled together from either depôt must not be uncoupled until they pass "A" Signal box, Flinders-street.

5. Engines from Flinders-street coupled together for Port Melbourne must not be uncoupled until they arrive in Loco. yard, and those for Spencer-street until they arrive at Dudley-street box.

TRAIN

Before Junction if he can delay to p

Show Goods tra and should at Newma Junction intervals nahnan a Book.

The

OUTDOO

Page ments m except as

SP

Wh must not A street "A

The permanen Reg

Wh require to and give handed to quiring t Traversen to give up

Wh Coal Sidi is clear of



TRAINS OR LIGHT ENGINES FROM NEWMARKET CATTLE YARDS OR  
KENSINGTON SIDING TO SPENCER-STREET GOODS YARD.

Before allowing Goods trains or light engines on the Main Line, Signalman at Newmarket Junction must ascertain from the Signalman at North Melbourne Junction, by telephone, if he can pass the Goods train or light engine through to the Goods Yard without causing delay to passenger traffic.

Should the Signalman at North Melbourne Junction not be prepared to receive the Goods train or light engines, a note of the cause must be made in the Train Register Book, and should the train or light engine be kept waiting more than five minutes the Signalman at Newmarket Junction must again call the attention of the Signalman at North Melbourne Junction and repeat the message; if still detained, the message must be repeated at short intervals until the necessary permission is obtained for the train or engine to proceed. Signalman at Newmarket must enter the time each message was sent in his Train Register Book.

The above also applies to Signalmen at Kensington Box.

OUTDOOR SIGNALS TO BE WORKED BY THE EMPLOYEE WHO OPERATES  
THE BLOCK, TABLET, OR ELECTRIC STAFF INSTRUMENTS.

Pages 157 and 181.—The employe who works the Block, Tablet or Electric Staff Instruments must also work the outdoor signals, and must not delegate this duty to anyone else except as under:—

At Coburg, Warragul, Clunès, Avenel, Euroa, and Eaglehawk, when the employe who works the Block, Tablet or Electric Staff Instruments cannot, from the nature of his duties, attend to the outdoor signals, he may depute one of the Staff (who has been certified by the Traffic Inspector as competent) to work them for the time being; but both employes will be held responsible for the regulations being complied with. The employe so deputed to work the outdoor signals must never allow the Main Line to be fouled, either inside or outside the home signals, until directed to do so by the employe in charge of Block, Tablet or Electric Staff Instruments.

At Daylesford the employe who works the instruments must, before giving "Line Clear," first see the road is clear as far as the junction signals, also that the controlling lever stops the Signalman from giving a contrary signal, and he must keep such controlling lever in the same position until the train signalled has arrived complete in the yard. Should an emergency signal be received he must immediately inform the Signalman at the junction and take joint action with him.

SPECIAL INSTRUCTIONS AT STATIONS AND SIDINGS

VIADUCT JUNCTION SIGNAL BOX.

When 2 Goods trains are to follow each other closely from elbourne yard, the second must not be allowed to leave the Goods departure line until the first has cleared Flinders-street "A" Box.

Spencer-street Goods Yard—Notice to Drivers.

The Up Distant Signals, on Posts No. 97 and 98, worked from Dudley-street Box are permanently fixed at the "Danger" position.

Regulation 335, however, fully applies to them.

PRINCE'S BRIDGE.

When the Traverser at Prince's Bridge is out of order, the Hawthorn Line engines will require to follow trains out on platform road (Camberwell side). Signalman must be notified and give an order authorising this to be done, and such order is to be endorsed by S.M. and handed to the man working the Traverser, who will show it to the Driver of every engine requiring to be shunted. The order to be withdrawn and cancelled by Signalman when Traverser is again workable, and then filed by S.M. The Signalman giving the order is not to give up charge of the Box till the next man has also signed the order, if still in force.

JOLIMONT.

When shunting operations are being conducted across the level crossing which leads to Coal Sidings, Jolimont, the Yardsman or a Shunter must be in attendance to see that Crossing is clear of vehicular, etc., traffic.

PORT MELBOURNE.

1. When Passenger trains are required to go direct to the Pier Platform without stopping at Port Melbourne Station, the Officer-in-Charge must so inform Signalman, and the latter will then (if the line be clear) exhibit a Green hand signal to the Driver of such train, who will accept it as an intimation that he is required to run through to the Pier Platform. No Driver must proceed to this place unless Green hand signal is exhibited by the Signalman. If the line be not clear, the Officer-in-Charge will require to arrange as he may consider best in the circumstances.

2. All shunting operations on Port Melbourne Pier, both for Passenger and Goods work, must be performed under the direction of the Pier Foreman, who is responsible to the Pier Master for same. Guards of all trains will require to do any necessary work (with assistance of pier employes qualified to act as Pointsmen) subject to direction of Pier Foreman. Goods Superintendent will arrange with Pier Master as to the men who shall be so employed.

3. Engines leaving Engine Shed to take out a train from Port Melbourne should run down *via* the siding. Trucks are not to be left on this road. When it is necessary to run *via* Graham-street the Signalman will be responsible for Regulation 73 being observed.

SOUTH YARRA.

A "Permanent Way" siding leads off Up Brighton Line at Down end of station. Points are secured by Annett's lock, and key is fitted to interlocking in Signal Box. It is used only by Existing Lines Branch, and worked by Brighton Line Up Goods trains.

WINDSOR

No Goods Train must be permitted to perform Shunting at Windsor during the time Suburban trains are running.

MIDDLE BRIGHTON,

The Goods siding leads off Down Main Line (points trailing) between Middle Brighton and Brighton Beach. Work is done by Down Goods train. Signal lever (controlling Starting Signal at Middle Brighton) is provided, and is worked by Gatekeeper.

HAWTHORN.

After "Line Clear" has been given for a Down train no train or engine must be allowed to foul or cross the Down Line unless No. 4 road is clear. No. 4 road must not be used as a siding, but must be kept clear, except when it is necessary for the engine to be run round the Kew train. Goods trains are not to be shunted from one line to another except on emergency.

CAMBERWELL

The points leading from the Goods Yard to Down Main Line and Goods Yard to Ashburton Line are worked from a two-lever frame near the Down end of the Up platform. The levers are so interlocked with the Signal Box that they cannot be moved without the concurrence of the Signalman.

A small portable building is provided near the two-lever frame for the accommodation of Shunter, and telephonic communication with Signal Box is supplied, so as to facilitate the working of cross locks controlling the two-lever frame.

Should vehicles require to be shunted from the Goods Yard to Down Line, or to Ashburton Line, or *vice versa*, the driver will require to whistle, as per Code, to inform the Signalman that the necessary lever requires to be released. The person in charge must personally see that the road is clear before he manipulates the lever, and that the stud of the spring catch rod is firmly in the notch before a hand signal is given to pass over the points. The points to be left in normal position when the shunting is completed.

CANTERBURY.

Engines of Down suburban trains terminating at Canterbury must first be shunted round, then push trains back clear of crossover at Down end, and draw forward to Up platform, whence trains to Melbourne must be started.

BOX HILL (BRICK COMPANY'S SIDING.)

The Brick Company's siding leads off Goods siding. Points are interlocked with signal box. It is worked by engine of daylight goods train.

MITCHAM (TILE COMPANY'S SIDING.)

The Tile Company's siding leads off Mitcham Goods siding. It is worked by engine of Down Goods train, which takes trucks for Up journey on to Ringwood. Engine is not allowed to proceed further than boundary gate.

LILYDALE (CAVE HILL SIDING.)

Cave Hill siding leads off Main Line one mile Up side of Lilydale. Points are secured by Staff lock. Engine of 3.40 p.m. Up Goods train does the necessary work, as per clause 18 Page 191 and must be in front both going to and returning from siding. Guard to ride on last vehicle in both cases.

BARKER'S ROAD.

The undermentioned Special orders regarding working of the gates are to be observed:—

1. The Hawthorn Grove gates are to be kept closed against the public road, and when a call is made for them to be opened the employe is to remain at the wheel and close them again, care to be taken that the gates are not opened when a train is approaching.
2. The Barker's Road gates are to be kept closed to the line till required to be opened for the train, and while so closed the Up signal is to be kept at "Danger."

TOORAK.

During the time Passenger trains are running, Goods trains requiring to shunt at Toorak must be run into the Yard and not left standing on the Main Line. After Passenger trains have ceased running for the day, however, Goods trains may stand on Main Line whilst the necessary work is being performed. (See Load Tables, page 120.)

ARMADALE.

All Up Goods trains must stop dead at Armadale station. (See Load Table footnotes page 120.)

ASPENDALE PARK RACECOURSE PLATFORM.

This is worked ordinarily as a flag station (see page 75), but on race days special instructions are issued. Home Semaphores are provided. There are no sidings.

FRANKSTON (SAND SIDING.)

The siding is situated 1½ miles Up side. No signals are provided, but points are secured by Annett's lock, and key is attached to Train Staff. Engine of Goods train is sent from Frankston to do necessary work under conditions specified on Page 80. Empty trucks to be placed inside Sand Company's gate.

LANGWARRIN.

All points are spiked over, except those leading to No. 4 road, Up end. All shunting must be done from Up end of station. Special arrangements are made for working when the military encampment is held here.

OAKLEIGH.

Goods yard is connected to Down Main Line near Up distant signal. Points are trailing for Down trains, and are secured by Annett's lock, key of which is fitted to interlocking in "B" signal box.

SANDOWN PARK RACECOURSE PLATFORM AND SIDINGS.

Points on Main Line which are trailing in either direction are padlocked, and keys are held by Stationmaster, Spring Vale. The signals provided are dealt with as per page 17 when not in use. This place is used only on race days and other special occasions, when instructions are issued.

PAKENHAM BALLAST PITS.

Closed and points removed. Special instructions issued before pits are used. No signals.

DROUIN.

Trucks despatched by Up trains are to be placed together next engine and marshalled at Longwarry.

HERNE'S OAK JUNCTION.

Closed and points removed. No signals. Special instructions issued when required for use.

SALE WHARF LINE.

For instructions See Page 81.

MONTGOMERY.

No one in charge and worked as per General Instructions, page 75. Points are secured by Annett's lock, with key attached to Train Staff. No signals are provided. Keys of entrance gates are held by Mr. James Simpson.

BAIRNSDALE WHARF LINE.

For instructions See Page 81.

COWWARR BALLAST PITS SIDING.

Closed and points removed. Special instructions issued when it is required for use. No signals.

MAFFRA (SUGAR BEET COMPANY'S SIDING.)

The Sugar Beet Company's siding leads off Goods siding. It is worked by Briagolong Line engine under supervision of Stationmaster.

BRIAGOLONG (O'CONNOR'S BALLAST SIDING.)

Situated three-quarter miles Up side. No signals. Points are secured by Annett's lock, and key attached to Train Staff. Beet traffic is also conducted at this siding. Local engine does necessary work.

CLYDE.

1. When an Up Mixed train crosses a Down Goods train, the Mixed is to stand on No. 1 road, and the Down Goods is to be turned on No. 2.
2. When an Up Goods crosses a Down Goods, or Goods with car attached, the Up Goods is to be turned into No. 2.
3. When an Up Mixed crosses a Down Mixed, the Up Mixed is to be turned into No. 1, the Down Mixed into No. 2; the latter to set back after departure of Up Mixed. Should the Down Mixed arrive first, it is afterwards to set back and draw on No. 2.
4. Up trains are to have preference, and not be checked on the rising grade into the station, if it can safely be avoided.

KORUMBURRA COAL LINES.

1. Korumburra and Jumbunna are Electric Staff Stations.
2. When the Electric Staff Section Korumburra and Jumbunna is clear of trains, Jumbunna may permit Korumburra to obtain an Electric Staff for use of an engine and train from Korumburra to Coal Creek and Black Diamond Lines and back.
3. An Ordinary Train Staff Section is in use between Jumbunna and Outtrim with Annett's Key for Jumbunna Coal Coy's Sidings attached.
4. Up and Down Home Signals are in use at Jumbunna, and Up Signals are provided at Korumburra.
5. Engines of "W" or "S" Class should run between Korumburra and the Coal Lines, and speed of trains running on latter is not to exceed 25 miles an hour. Drivers and Guards while running on the Coal Lines must keep a sharp look-out in case line should be obstructed by limbs falling from overhanging trees.
6. Junctions of Outtrim and Coal Creek Lines and Coal Creek and Black Diamond Lines are secured by Staff Locks and plungers working both ways, the Key of which is the Electric Staff for the Section Korumburra—Jumbunna.

The points must be set either for one road or the other, and the point lever must be in the notch before the Staff can be withdrawn.

Attached to the points is an indicator, with a face of two colors, red and green. The green is shown on the side for which the points are set, and Drivers when approaching must see that the proper indicator is exhibited for the road before passing over the points.

When the proper road is not made the Driver must stop before reaching the points and give up the Electric Staff for road to be re-set, and he must not resume the journey till he is again in possession of the Electric Staff.

BUFFALO CREEK (SPECIAL ORDER FOR STAFF AND TICKET LINES—PAGE 76.)

Buffalo Creek is provided with telegraph instrument, which is switched out when not required. When it is necessary for trains to follow each other closer than can be allowed with telegraph stations only at Leongatha and Foster, the instruments at Buffalo Creek must be switched in by operator from Korumburra. A Down train may then be allowed to leave Leongatha when previous train is reported as having arrived at Buffalo Creek, and also leave Buffalo Creek when previous train is reported as having arrived at Foster. The same course to be followed with Up trains from Foster to Leongatha.

HODDLE RANGE (DAVIES' SIDING.)

1. The siding is situated half-mile Down side. No signals. Siding points secured by Annett's lock, and key attached to Train Staff.
2. It is worked by engine of 6.50 a.m. (No. 3) Down Mixed on Mondays, Wednesdays, and Fridays, train being left in meantime at Hoddle Range, where Guard must see it is properly secured.
3. There is a falling grade on Down side of siding, it being 1 in 55 leading to 1 in 40, and Guard must be careful to apply lever hand brakes with force before uncoupling the engine from trucks on Main line.
4. Hoddle Range mileage to be charged on all consignments to or from this Siding.

The worked fr  
kept in  
Frame "E  
be secured  
The  
hand lock  
Spe  
Loop line  
The  
the foul  
trailing d  
Dri  
the road t  
cator or t

The  
same, are  
which is  
by an An  
release th  
its absenc  
"Danger.

Spe  
Loop line  
The  
indicate  
in the tra  
Dri  
the road t  
cator or t

This  
used, spe

The  
worked fr  
kept in a  
Frame "J  
be secure  
The  
hand lock  
Spe  
Loop line  
The  
the foul  
trailing d  
Dri  
the road  
cator or t

The  
duplicate  
it can o  
latter mu  
Spe  
Loop line  
The  
the foul  
trailing d  
Dri  
the road  
cator or t

LAVERTON.

The Points leading to No. 2 Down end of Yard, and the Signal controlling same, are worked from Auxiliary Frame "B," and are secured by an Annett's Lock, the key of which is kept in a duplicate lock in Signal Box "A." When it is necessary to release the levers in Frame "B" it can only be done by this key, and in its absence all Signals in Box "A" will be secured at "Danger."

The Points leading from No. 2 to No. 3 are not interlocked, and must be secured by hand locking bar when not actually in use.

Special Point Indicators are provided in the 6ft. way at the fouling point of Main and Loop Lines at the Up and Down ends of Yard.

These Point Indicators work in conjunction with the points in Main Line and indicate the fouling points and also show Drivers how points are set when approaching them in the trailing direction.

Drivers are not to pass them in trailing direction unless they are showing properly for the road they are on, and Guards are to see that their trains are drawn in clear of the Indicator or to immediately call the Signalman's attention to the fact if not clear.

WERRIBEE.

The Points leading to Loop Line, extreme Down of end Yard, and the Signal controlling same, are worked from Auxiliary Frame "B," and are secured by an Annett Lock, the key of which is kept in a duplicate lock in Signal Box "A." Crossover marked "C" is also secured by an Annett Lock, the key being same one as before mentioned. When it is necessary to release the levers in Frame "B" or at Crossover "C," it can only be done by this key, and in its absence all Signals in Signal Box "A" leading to Loop and Main Line will be secured at "Danger."

Special Point Indicators are provided in the 6ft. way at the fouling point of Main and Loop lines at the Down end of Yard.

These Point Indicators work in conjunction with the points in Main Line and indicate the fouling points and also show Drivers how points are set when approaching them in the trailing direction.

Drivers are not to pass them in trailing direction unless they are shewing properly for the road they are on, and Guards are to see that their trains are drawn in clear of the Indicator or to immediately call the Signalman's attention to the fact if not clear.

WERRIBEE RACECOURSE PLATFORM.

This is situated 1 mile on Down side of Werribee. No signals are provided, and when used, special instructions are issued.

LITTLE RIVER.

The Points leading to No. 2 Down end of Yard, and the Signal controlling same, are worked from Auxiliary Frame "B," and are secured by an Annett's Lock, the key of which is kept in a duplicate lock in Signal Box "A." When it is necessary to release the levers in Frame "B" it can only be done by this key, and in its absence all Signals in Box "A" will be secured at "Danger."

The Points leading from No. 2 to No. 3 are not interlocked, and must be secured by hand locking bar when not actually in use.

Special Point Indicators are provided in the 6ft way at the fouling point of Main and Loop lines at the Up and Down ends of Yard.

These Point Indicators work in conjunction with the points in Main Line and indicate the fouling points and also show Drivers how points are set when approaching them in the trailing direction.

Drivers are not to pass them in trailing direction unless they are shewing properly for the road they are on, and Guards are to see that their trains are drawn in clear of the indicator or to immediately call the Signalmen's attention to the fact if not clear.

LARA.

The levers in Frame "B" are secured by an Annett Lock, key of which is kept in a duplicate lock in the Signal Box. When it is necessary to release the levers in Frame "B" it can only be done by means of the Annett key; and after the work has been completed latter must immediately be returned to duplicate lock in the Signal Box.

Special Point Indicators are provided in the 6ft. way at the fouling point of main and Loop lines at the Up and Down ends of Yard.

These Point Indicators work in conjunction with the points in Main Line and indicate the fouling points and also show Drivers how points are set when approaching them in the trailing direction.

Drivers are not to pass them in trailing direction unless they are shewing properly for the road they are on, and Guards are to see that their trains are drawn in clear of the Indicator or to immediately call the Signalman's attention to the fact if not clear.

SIDING AT NORTH SHORE TO THE WIMMERA AND WESTERN DISTRICT  
FREEZING COMPANY'S WORKS.

1. The siding is at mileage 41½ from Melbourne and is half a mile in length. From Melbourne it is approached by a slight falling grade, and from North Geelong by rising grades of 1 in 93 leading to 1 in 172. The Points in Main Line face towards Melbourne and are secured by Staff Lock and plunger.

2. All traffic must be taken on the siding clear of Main Line and must be in truck loads.

3. Except when special trains are run direct, traffic to and from the works to be worked by Geelong Pilot engine at such times as will not interfere with ordinary traffic.

All trucks must be connected with air-brake to engine and the rear vehicle must not be a Pipe truck. Engine must haul both ways on the Main line, and trains exceeding 9 vehicles must have a Brake Van in rear. When no Van is attached the Guard or Shunter must ride on last vehicle as per page 22.

4. At the Siding there is a loop below the discharging Ramps which will hold 16 trucks and van clear.

Twenty-one trucks can stand between Cattle Pits and Discharging Ramps. Excess number on Specials to be left at North Geelong till required.

The grades on Siding are as under all falling towards the Works:—

	Chn.	Rd.	Pr.	
From Cattle Pit Crossing for	4	2	0	1 in 600
then	6	0	0	1 „ 70
„	5	47	8	1 „ 106
„	14	0	0	1 „ 124
Works „	6	43	8	1 „ 543

Discharging Ramps are half way down the 1 „ 70 Grade.

5. All truck brakes to be put down at Coy's Siding before employe leaves. Great care must be taken in dropping trucks. They must never be allowed to move more than 3 miles an hour as should they get away they will run fast to the Works.

If when dropping loaded trucks they pass the Discharging Ramps, they cannot afterwards be hand-shunted back.

NORTH GEELONG JUNCTION.

An Annett's lock is fixed on the points at the Ballarat end of Siding "D," and the key of same when removed from Signal Box locks Down Junction and Starting Signals.

Staff lock is also fixed on the Melbourne end of Siding "C," the key of which is the Electric Staff for the section North Geelong and Lara. Electric Staff regulations to be complied with regarding working of this siding.

GEELONG.

When a Traffic man is in charge of an engine shunting in the sidings at rear of coal stage, he will be held responsible for standing out clear to see state of the line ahead before engine is moved. When Traffic man is not in charge, Driver to see that his Fireman performs this duty.

For order *re* Geelong Pier see page 81.

GEELONG RACECOURSE LINE.

This line, which is 2¼ miles long, leads off Goods Siding at Connewarre. Home signals are provided at Connewarre and the Racecourse. It is used occasionally when the Electric Staff is withdrawn and ordinary train Staff and block instruments substituted, under special instructions to be issued on each occasion.

BIRREGURRA.

1. The points on No. 1 Road (which are facing for trains entering Birregurra) are secured by a plunger interlocked with the Home Signal. All incoming trains should be brought in on No. 1 Road when practicable.

2. When trains are timed to cross at Birregurra, the first one to arrive at platform should set back and shunt into No. 2 to let the opposite train arrive on No. 1, and when trains from each side approach together, the Up train to be given preference. If it is necessary to bring a train direct into No. 2 while another train is at the platform, the officer controlling the signals must send a competent man to the points, who, on arrival there, will first show a Green signal to the employe at the lever frame, and then a Red signal to the incoming train. The employe in charge at the lever frame (after receiving the Green signal and seeing the incoming train is under control) will then lower the Home Signal till train has passed it, then place it at "Danger," and withdraw the plunger before leaving the frame. After plunger is withdrawn, the man at the points will make No. 2 Road, and change the Red signal against train to Green for train to enter. If a train starts from No. 2 Road care must be taken to see that the plunger is first withdrawn from points.

3. The Home Signals must be situated so that the man at the facing points can see the arms and the train approaching; and the Driver of the incoming train passing the Home Signal Post must also be able to see the man at the Points.

STRICT

BEEAC—FORREST LINES.

The car on the Beeac—Forrest Lines may be allowed to trail behind van from Beeac to Colac and from Irrewara to Beeac, provided the Westinghouse Brake is always connected through from trailing car to engine.

POMBORNEIT (BALLAST SIDING.)

The siding is situated on Up side. Special instructions issued when it is required for use.

CAMPERDOWN (CATTLE SIDING.)

The siding is situated half-mile Down side. Points are secured by Staff lock. Porter is sent from Camperdown to assist Guard.

WARRNAMBOOL (CATTLE SIDING.)

The siding is situated 1½ miles Down side, and points are secured by Staff lock. For orders re Warrnambool Pier see page 81.

WARRNAMBOOL (PILOT ENGINE.)

Regulation 315.—The shunting in the Warrnambool Yard with the Tank Pilot Engine may be performed by the Driver only without the assistance of a Fireman. When, however, this engine runs outside the Yard 2 men must be on the engine. A shunter may act as Fireman on trips to the Pier or Cattle Yards, but otherwise a regular Fireman must be employed.

PORT FAIRY (CATTLE SIDING.)

The siding is situated 1½ miles on the Up side. Points are secured by Staff lock. It is worked by daylight train or local Special, and Guard does the necessary shunting. For orders re Port Fairy Pier see page 81.

TIMBOON (JAMES AND CORNISH'S SIDING.)

The siding is situated half-mile Up side. Points are secured by Staff lock. Guard does the necessary work, with Ordinary train engine.

TERANG (RACECOURSE SIDING.)

The siding is situated 1½ mile away on Mortlake Line. Points are removed until required for race days, when special orders are issued. Signals are dealt with as per page 17 when not in use.

LETHBRIDGE (QUARRY SIDING.)

The siding is situated three-quarter mile on Down side. It is connected only to Up Main Line, and points are trailing for Up trains. Catch points and chock block are provided, keys being kept at Meredith. Guard of No. 6 Up does necessary work, and is responsible for safety. Semaphore to be used for protection of trains there, otherwise to be left at all right, and it must be lit when it is not practicable for other than night train to shunt there.

LAL LAL (LIGNITE SIDING.)

The siding is situated half-mile on Up side. A Down Home Main Line Semaphore is used to protect trains shunting. Siding is connected to Down Main line, and crossover to Up Line also exists. Keys are kept at Lal Lal.

Engine of No. 6 Up Goods is sent from Lal Lal on Up line to do the necessary work in charge of Guard and Porter, who must first see that the semaphore is placed at Danger. Officer-in-Charge to arrange, as per Block Regulations, to block both lines between Lal Lal and Elaine before engine leaves, and not remove obstruction signal till engine has returned with trucks. Guard to be responsible for safety.

Should the Block instruments fail for the Lal Lal, Elaine Section, so that Lal Lal cannot send the "Obstruction Danger" Signal (1.7), Signaller there must not allow an engine to cross over to go into Lignite Siding until the instruments are again in order, the proper signals passed, and he is satisfied there is no train on the Down line.

LAL LAL RACECOURSE LINE.

The line, which is 2 miles long, leads off Up Main Line at Lal Lal, and is worked only on special occasions, after which the points are removed. Home signals are provided at Lal Lal and Racecourse.

NAVIGATOR'S.

Except when this place is created a temporary Block post, the signals are dealt with as per page 17.

STAUGHTON'S SIDING.

No signals are provided. Points are secured by Staff lock. 9.13 a.m. Up Mixed train on Tuesdays and Fridays does the necessary work, and Guard is responsible for safety.

BACCHUS MARSH (RACECOURSE PLATFORM AND SIDINGS.)

These are situated 1½ miles on Down side. Points are removed till required. Special instructions issued when used.

INGLISTON.

See special order in footnotes to Load Table—page 124.

WALLACE (CHAFF SIDING.)

The siding leads off Main Line ¼-mile Up side. Points are secured by Staff lock. Engine of daylight Mixed trains does necessary work, and Guard, who is assisted by Porter from Wallace, is responsible for safety.

MILLBROOK.

All brakes must be applied on every vehicle before engine is detached for shunting.

BALLARAT EAST (HUMPHRAY-STREET CROSSING.)

1. Shunter to remain on crossing whilst any local shunting is being done, and walk over crossing in front of leading vehicle of through pilot. Vehicular and pedestrian traffic to be kept clear.

2. In case of light engines to or from the engine shed and coal stage, Fireman to act similarly to above.

3. Signaller at Ballarat East to bring under notice of the District Superintendent any instances of non-observance of these orders.

BALLARAT.

During shunting operations in Old Loco. Sidings, Drivers are not to foul "C" Siding until they receive a hand signal from Signaller on duty at "A" Box.

Yard Staff, Ballarat are not to leave trucks standing in "D" Siding when it can be avoided. If it is found necessary to do so, vehicles must be at least 100 feet clear of fouling point of engine road, and a red light after dusk must be placed on the end vehicle, facing yard signal box. Drivers to keep a good lookout when turned into this siding to await an opportunity of going to engine shed.

BALLARAT (VARIOUS.)

STATIONS.	ADDITIONAL INSTRUCTIONS.
Cargeeg's Siding ...	See page 80.
Eureka Siding ...	See page 80.
Cowley's Siding ...	Extension of Eureka Siding, and worked similarly.
Ballarat Racecourse Siding ...	On Waubra Line. Points removed. Special orders issued when it is used. No Signals.
Doveton-street Wood Siding...	Points (which lead off Down Main Line and are trailing for Down trains) are interlocked from Signal Box. It is worked by Ballarat pilot engine.
Wardle's Timber Siding ...	Leads off Doveton-street Siding, and is worked also by pilot engine.
Ballarat City Siding	Lead off Main Line at Scarsdale Junction, where points are interlocked. Trains to or from Ballarat and Cattle Yards must stop short of all gates on this line, to enable Shunter in charge of train to open and close gates, as may be necessary.
Ballarat Cattle Yards Siding	
Ballarat Show Grounds Plat- form and Siding	Facing Points removed. No signals. Special orders issued when it is used.

GARDENS PLATFORM, BALLARAT.

The Up Starting Signal worked from Scarsdale Junction is controlled by a lever fixed on Up side at Gardens Platform. This lever is secured in the "All Right" position by means of a chain and padlock, the key of which is in charge of Signaller, Scarsdale Junction. Guards stopping at platform on Up journey to obtain key from Signaller, and on arrival to unlock and put signal to "Danger." Before starting on Forward journey the lever to be pulled to the "All Right" position and locked. The Guard of last stopping train (if there are more trains than one) to deliver key to S.M., Ballarat, who will send it by first train to Signaller, Scarsdale Junction.

The Down Home Signal for Gardens Platform is fitted with a cross as per Page 17.

ARMSTRONGS.

See special order in Load Table footnotes, page 125.



GREAT WESTERN (IRVINE'S SIDING.)

The siding is on Up side, just beyond distant signal. Points are secured by Staff lock, and no signals are provided.

Trains are not to stop at this siding to shunt. The train must on all occasions be left at Great Western station, and the train engine in possession of Electric Staff must be sent to the siding to do the necessary work. Engine of daylight Goods trains only to be used for this purpose unless by special authority.

STAWELL (FLOUR MILL SIDING.)

The siding leads off Grampians Tramway and crosses Main line at Down end of Stawell within protection of Up Home Signal.

Points are secured by Annett's lock, and key is fitted in interlocking of "B" Signal Box. Siding is worked by pilot engine in charge of Shunter, who is responsible for prompt return of key when shunting is completed.

WAL WAL (BALLAST PITS SIDING.)

The siding leads off Main line at station, and points are secured by Staff lock. Special instructions are issued when it is required for use.

HOPEFIELD AND LEEOR.

Only daylight trains are to be stopped at these places.

HORSHAM (BOROUGH COUNCIL SIDING.)

The tramway leads off station yard. Borough Council work tramway by horse power. Trucks may be allowed to run over it.

NHILL (FRY & Co.'s MILL SIDING.)

The siding leads off No. 2 Road, and is worked as portion of station yard.

MIRAM PIRAM.

A lamp is affixed at the water crane, and must be lit at night to indicate to Driver the situation of water crane.

PORTLAND (FREEZING COY.'S SIDING.)

Siding is situated 1 mile Up side of Portland North. Points are secured by Annett's lock, with key attached to Train Staff. Engine (on Staff) of 2.5 p.m. Down Mixed, after arrival at Portland, to do any necessary work. Guard or Shunter to accompany it, and be responsible for safety.

PORTLAND NORTH.

When there is only one engine under steam at a time on the Staff sections Heywood—Portland Pier, the Up Home Semaphore at Portland North may be left at "All Right." When, however, there are two (2) or more engines under steam on the sections named at the same time, a traffic employe must be sent to Portland North to work the signals at that station according to the Regulations. S.M., Portland, to arrange.

MINYIP (THOMAS' MILL SIDING.)

The siding leads off station yard, and is worked as portion of same.

WARRACKNABEAL.

Thomas' Mill Siding  
Steam Roller Coy's Mill

{ Off Goods Yard, and worked as portion of same.  
BEULAH (GILLESPIE'S SIDING.)

The siding is situated  $\frac{1}{2}$ -mile Down side. Engine of daylight train does the necessary work. Guard to be responsible for safety.

TRAILING TRUCKS BETWEEN NATIMUK AND EAST NATIMUK.

- Engines are not to propel trucks between these stations.
- When a train leaves Natimuk for Noradjuha with trucks on for that station they may be sent trailing behind the van to East Natimuk.
- Trucks from Natimuk for Horsham are not to be sent on by a train going to Noradjuha, and trucks from Natimuk for Noradjuha must be sent only by Noradjuha trains. Through trucks on 6.45 a.m. Up Goroke train may be taken to East Natimuk and picked up by 9.50 a.m. Up train.
- Trucks on Up trains from Noradjuha for Natimuk or Horsham may be sent on from East Natimuk to Natimuk trailing behind van.
- Guard to see that disc is placed on last vehicle, and keep a sharp lookout when trucks are trailing.
- This work must be done only by daylight trains, and the number of trucks trailing is to be limited to eight. However, trucks may be allowed to trail behind van of 7.46 p.m. Up and 8.53 p.m. Down. Guard to ride on last vehicle, which must have Tail Signal attached.

## Special Instructions.

92

### FLEMINGTON RACECOURSE LINE.

This line branches off at Newmarket, and special instructions are issued when it is required for Passenger traffic. Goods pilots are run to the Show Grounds platform and cattle sidings as may be necessary.

#### ESSENDON.

Before departure of local train from Essendon to Broadmeadows the Guard must examine facing points near subway and see that they are in proper position. After arrival of Up train at Essendon from Broadmeadows it must not be set back from Up road to No. 3 platform at greater speed than 4 miles an hour.

Special Order regarding Working in Foggy Weather (see page 16.)

#### GLENROY.

Glenroy must be worked only by Up trains specified in the Working Time Table. Goods from Melbourne to be taken on to Broadmeadows and returned by an authorised Up Goods train. Guards, before detaching the engine, will require to put down all truck brakes in addition to Van brake.

#### BROADMEADOWS.

See special order in footnotes to Load Table, page 109.

#### MERRI MERRI SIDING.

This siding (which is provided with semaphore worked by Man-in-charge) is connected only to Up line. Trucks on Down journey are to be taken on to Wandong and returned by daylight Up Goods train specified in Working Time Table.

#### WANDONG.

Owing to falling grade trains must be secured by hand brakes before engine is detached, and trucks must be carefully shunted off.

#### MATHIESON'S SIDING.

This siding is connected only to Up Main line, and all work must be done by daylight Up Goods train specified in Working Time Table. Before engine of an Up Goods train is detached to perform shunting at this place the Home signal must be placed at "Danger," and the Guard, who is assisted by Porter from Wandong, will be responsible for safety; and he must also be careful to pull off the signal just before resuming Up journey.

There is a falling grade of 1 in 80 on Down side of the points in Main line, and brakes must be applied at per Regulation 213.

#### BROADFORD (M'DOUGALL'S SIDING.)

The siding is situated 1½ miles Down side and is connected only to Down Main Line, and there are no signals. Points are secured by Annett's lock, the key of which is fitted in quadrant, working Broadford Down Starting Signal. The work is done by daylight Down Goods train specified in Working Time Table, and Guard (who is assisted by Porter from Broadford) is responsible for safety. Trucks on Up journey are left at Broadford. Brakes of all vehicles left standing on Main Line must be applied.

Drivers of Down trains which have to shunt at M'Dougall's siding may pass the Down Starting Signal at Broadford when at "Danger," and proceed on their journey, after receiving instructions from the Officer-in-charge to do so, and provided a traffic employe with the Annett's key is riding on the engine. The Officer-in-charge at Broadford, must, of course, observe the Block Regulations, and not give such instructions until he has obtained the necessary permission from Tallarook for a train to be despatched.

#### LOWRY SIDING.

This siding is connected only to Down Main line, and must be worked by daylight Down Goods train, as specified in Working Time Table. Signal is provided for protection of train working there. Guard is responsible for safety.

#### SCHOOLHOUSE LANE SIDING.

The siding, which is connected only to Up main line, is provided with a small two (2) lever interlocked frame. One lever is to be used for the purpose of working the points from Up line to Firewood Siding; and the other to control the Up Starting Signal worked from Goulburn Junction Signal Box, so that Guards can secure it at "Danger" when trains are shunting at this siding.

When shunting has been completed, and before proceeding on their journey, Guards must be careful to see that the controlling lever is pulled off and left in that position.

The Signalman at Goulburn Junction will require to protect the Up Goods while working the siding, and in thick or foggy weather, or when the Signalman has not a clear view, the Driver is to be instructed not to stop there.

The work is to be done by daylight Up Goods train specified in Working Time Table, and Guard is responsible for safety.

MANGALORE BALLAST SIDING.

The crossover leading from Ballast Siding to Down Main Line is interlocked and worked from a three (3) lever frame in the Block Box, entrance to which can be obtained by carriage key.

When it is necessary for a Down train to shunt there, the Guard must place the Down Home Signal to "Danger" and then manipulate the point lever in accordance with Clause 5, page 206, and when ready to depart the signal must be lowered to "All Right," box locked, and train promptly started.

The Up Home Signal, which must not be interfered with by Guards, is dealt with as per page 17 when not in use.

Points in Main Line crossover and in turnout from siding to Up Main Line have been removed until required for use.

Only daylight trains to shunt when the siding is not a Block Post.

WANGARATTA (MEAT COY.'S SIDING.)

The siding is 2 miles up side of Wangaratta. It is closed and points removed until required for use.

AXEDALE RACECOURSE PLATFORM.

Used only on Special occasions, when instructions are issued. Points removed and signals dealt with as per page 17 when not in use. Situated 13½ miles from Bendigo.

TALLAROOK AND MANSFIELD LINE.

When trucks are screw-coupled together, a space of two inches should be left between the buffers. Trucks arriving from the North-Eastern Line tightly screw-coupled to be eased.

KEARNEY'S SIDING (GOULBURN VALLEY LINE.)

See page 80 for instructions.

ECHUCA RACECOURSE PLATFORM.

This is 3½ miles from Echuca on Tatura line. The signals provided are dealt with as per page 17, except when the platform is being used. Points are removed.

RUTHERGLEN (GREAT SOUTHERN CONSOLS G. M. COMPANY'S SIDING.)

The siding is situated 2½ miles Up side, and points are secured by Annett's lock, with key attached to Train Staff. The necessary work is done by first Down and second Up trains. Trucks to be placed or removed from just inside catch points, and Company does balance of haulage by horse power. There are no signals.

The approach to this siding from Wahgunyah is on a falling grade of 1 in 204, and from Springhurst 1 in 283. Guards must see that their train is secured whilst standing on Main Line detached from engine.

TATONGA CATTLE SIDING.

Two interlocked levers are fixed near the facing points on the Main Line; one to work the points of the crossover to the sidings; the other to work a plunger at the Main Line points.

The levers are secured with an Annett's lock, the key of which is attached to the Train Staff for the section Huon Lane and Tallangatta.

Daylight trains in possession of Staff perform the work at this place when specially arranged for.

WEST FOOTSCRAY (POWDER SIDING.)

The siding is attended to by man from West Footscray. Signals are provided, but they stand at "All Right," except when trains are working there. Only daylight Goods train may shunt. The keys of crossover are kept in West Footscray Signal Box, and when it is necessary for crossover to be used, the Signaller must arrange to block both lines, as per Block Regulations, and must not remove the Obstruction Signal until keys are returned to him.

Should the Block instruments fail for the West Footscray, Braybrook Section, so that the "Obstruction Danger" Signal (1.7) cannot be sent; shunting must not be done at the Powder Siding if it is necessary to foul both lines in doing so, and the Signaller must not allow the keys of the crossing to go out of his possession until such time as the instruments have been put in order, and he is satisfied that no trains are on the section.

ALBION STONE SIDING.

The siding leads off Down Main Line, and a Down signal (which stands at "All Right," except when siding is being worked) is provided for protection of trains shunting there. Work is done by Melbourne and St. Alban's pilot, which takes all Outwards trucks on to St. Alban's.

DIGGERS' REST.

Diggers' Rest must be switched in as a Block Post for the 8.55 a.m. Down train, and when switched in the Block sections will be Sydenham and Diggers' Rest, Diggers' Rest and Sunbury, on the Up and Down lines.

On the 8.55 a.m. Down train arriving at Diggers' Rest platform the engine must be crossed to Up side, and train then tail roped clear of crossover, when engine must be attached and train hauled to Up platform, whence it will start for Melbourne at 9.55 a.m. The Guard or Stationmaster to remain in the van till shunting operations are completed.

The crossover road at the Down end is provided primarily to enable the 8.55 a.m. Down passenger train, which terminates there, to return to Melbourne.

The crossover must not be unlocked till the Block has been switched in, and must always be locked both ends before Block is switched out. The Stationmaster is held responsible for the safe custody of keys of crossover.

The Block instruments may remain switched in until the 9.30 a.m. Up Goods has cleared Sydenham, when they must be switched out as per Regulations. Work on Down journey to be performed by 6.42 a.m. goods.

WILDWOOD'S SIDING.

Except when this place is created a temporary block past, the signals are dealt with as per Page 17.

CHEWTON.

The following instructions with regard to shunting at Chewton must be complied with:—

1. Up Goods trains must always be placed in the siding before the engine is detached. No vehicles are to be left on the Main Line uncoupled from the engine.
2. No engine or vehicle must be allowed to foul the Main Line without permission from the Officer-in-Charge, and the latter must in all cases supervise the work.

BARKER'S CREEK SIDING.

The siding is connected only to Up Main Line. Points are padlocked, and keys held by Woman-in-Charge. Daylight Goods trains must do the necessary work.

Guards who have work to do at the siding in daylight must, on arrival, immediately place the signal at "Danger," and instruct Woman-in-Charge to lower the signal to "All Right" after the train has departed.

BENDIGO YARD—DEPARTURE OF GOODS TRAINS.

Where no Fixed signals are provided to indicate "Road is Clear" Goods trains are not to depart from any road in the Bendigo Yard until the Driver has received a Green hand signal and verbal instructions from the Yardsman or Shunter-in-Charge that the line is clear ahead. If there is any delay the Fireman must be sent to ascertain cause. (See Page 80 re working between Bendigo, Golden Square and Gas Coy's Siding.)

ECHUCA WHARF LINE.

See Page 81 for Instructions.

ELECTRIC BELLS OVER MURRAY BRIDGE, ECHUCA.

Electric Bells are in use on the Murray Bridge between Echuca and Moama. They are worked by the Gatekeepers at each end of the bridge.

Code of rings is as follows:—

Is Line Clear ...	...	...	...	2 rings.
Line is Clear ...	...	...	...	3 "
Train Passing ...	...	...	...	4 "
Train Arrived Complete ...	...	...	...	5 "

Before asking for "Line Clear" or giving "Line Clear" the Gatekeeper must first see that the bridge is clear.

Red and Green flags to be exhibited to approaching trains, as per Regulations.

KERANG (FLOUR MILL SIDING.)

The siding is situated 1½ miles on Down side. Points are secured by Annett's lock, with key attached to Train Staff. Koondrook engine, in possession of Staff, is sent out from Kerang with Shunter to do necessary work. No signals provided. (See Page 80.)

CHARLTON (GRAIN AND CATTLE SIDING.)

The siding is situated on Down side of station, and points are secured by Annett's lock, with key attached to Train Staff. It is worked as portion of station yard.

SWAN HILL (CATTLE SIDING.)

The siding is situated 1 mile Up side. Points are secured by Annett's lock, with key attached to Train Staff. Engine, in possession of Staff, may be sent out from Swan Hill with Shunter to do necessary work but Down trains travelling on Staff may shunt there also if required. No signals provided (see Page 80).

Page 94.—**Diggers' Rest**—Work on Down journey may be performed by the 6.42 a.m., or 12.20 p.m. Goods trains, and on Up journey by the 9 a.m. Goods.

#### WATERLOO WHARF LINE.

See Page 81 for Instructions.

#### EAGLEHAWK.

The signal, locking bar, and points, Main Line to No. 2 at Up end, are worked from Auxiliary Frame "B," the levers of which are secured by an Annett lock.

The points leading from Main Line to Low Platform are fitted with combined Annett lock and plunger, the key of both Annett locks being kept in a duplicate lock in the signal box.

When either pair of points in Main Line at Up end requires releasing it can only be done by means of the Annett key, and after the work has been completed latter must immediately be returned to duplicate lock in the signal box.

The three pairs of hand points in No. 2 Road, which are not interlocked, must always be secured by padlocked hand-locking bars, except when required to be used for shunting operations.

When shunting is going on at Up end of the Yard, the Down Directing Signal to No. 1 cannot be lowered until the Annett key is returned to the signal box. Consequently, to avoid delay Drivers must act on the instructions of the person in charge of shunting operations.

#### INGLEWOOD.

The two crossovers (Junction Points) and points to and from No. 1 and Engine Shed Road are interlocked and worked from Box "A."

Hand points leading from No. 1 to Carriage Dock are secured by an interlocked plunger from Box "A" for Up trains arriving on No. 1.

Hand points at each end of No. 2 leading to No. 3 must always be secured by padlocked hand-locking bars, except when required to be used for shunting operations.

Points, locking bar, and signal, Main Line to No. 2 at Down end, are worked from Auxiliary Frame "B," and are controlled from Box "A" by means of a cross lock.

See special order in Load Tables Page 132.

#### LAANECOORIE JUNCTION.

There is no one in charge, and no signals are provided. Points (which lie for Castlemaine Line) are secured in that position by padlock, key being held by Guard. When the train from Maldon to Shelbourne reaches the Junction it must be stopped clear, so that Guard can alter points; and it must also be stopped on return journey so that Guard may secure points in proper position for Castlemaine Line.

#### BULLARTO.

Vehicles must not be shunted from the siding to the Main Line unless they are attached to the engine and steps taken to prevent them breaking away.

#### MUSK CREEK.

This station is situated on a grade of 1 in 50, falling towards Daylesford. No Down train must be permitted to shunt there. All the necessary work must be done by 11.40 a.m. Up Mixed train, or daylight Special Up Goods train if running. Trucks for Down journey to be hauled up to Bullarto and sent forward thence by Down trains. Before the engine is detached the van brake must be put hard down, and all lever brakes of wagons to be left standing on Main Line must be pinned down. If only one or two trucks and the cars and van are attached, the cars must also be secured by sprags. Brakes and sprags not to be lifted until all vehicles are again properly coupled to engine and train is ready to start.

#### NEWLYN (MICHAEL AND DUNNING'S SIDING.)

The siding leads off Main Line at Up end under protection of signals. It is worked by train engine in possession of Electric Staff.

#### KINGSTON (MORRISH BROS'. SIDING.)

The siding leads off Main Line at Up end under protection of signals. It is worked by train engine in possession of Electric Staff.

#### AUSTRALASIA COY.'S SIDING.

Closed at present. Special instructions issued when it is required for use.

#### AUSTRALASIA BALLAST SIDING.

This siding (now closed) is situated between North Creswick and Tourello. Special instructions are issued when it is required for use.



SWAN HILL WHARF LINE.

See Page 81 for Instructions.

EAGLEHAWK.

The signal, locking bar, and points, Main Line to No. 2 at Up end, are worked from Auxiliary Frame "B," the levers of which are secured by an Annett lock.

The points leading from Main Line to Low Platform are fitted with combined Annett lock and plunger, the key of both Annett locks being kept in a duplicate lock in the signal box.

When either pair of points in Main Line at Up end requires releasing it can only be done by means of the Annett key, and after the work has been completed latter must immediately be returned to duplicate lock in the signal box.

The three pairs of hand points in No. 2 Road, which are not interlocked, must always be secured by padlocked hand-locking bars, except when required to be used for shunting operations.

When shunting is going on at Up end of the Yard, the Down Directing Signal to No. 1 cannot be lowered until the Annett key is returned to the signal box. Consequently, to avoid delay Drivers must act on the instructions of the person in charge of shunting operations.

INGLEWOOD.

The two crossovers (Junction Points) and points to and from No. 1 and Engine Shed Road are interlocked and worked from Box "A."

Hand points leading from No. 1 to Carriage Dock are secured by an interlocked plunger from Box "A" for Up trains arriving on No. 1.

Hand points at each end of No. 2 leading to No. 3 must always be secured by padlocked hand-locking bars, except when required to be used for shunting operations.

Points, locking bar, and signal, Main Line to No. 2 at Down end, are worked from Auxiliary Frame "B," and are controlled from Box "A" by means of a cross lock.

See special order in Load Tables Page 132.

LAANECOORIE JUNCTION.

There is no one in charge, and no signals are provided. Points (which lie for Castlemaine Line) are secured in that position by padlock, key being held by Guard. When the train from Maldon to Shelbourne reaches the Junction it must be stopped clear, so that Guard can alter points; and it must also be stopped on return journey so that Guard may secure points in proper position for Castlemaine Line.

BULLARTO.

Vehicles must not be shunted from the siding to the Main Line unless they are attached to the engine and steps taken to prevent them breaking away.

MUSK CREEK.

This station is situated on a grade of 1 in 50, falling towards Daylesford. No Down train must be permitted to shunt there. All the necessary work must be done by 11.40 a.m. Up Mixed train, or daylight Special Up Goods train if running. Trucks for Down journey to be hauled up to Bullarto and sent forward thence by Down trains. Before the engine is detached the van brake must be put hard down, and all lever brakes of wagons to be left standing on Main Line must be pinned down. If only one or two trucks and the cars and van are attached, the cars must also be secured by sprags. Brakes and sprags not to be lifted until all vehicles are again properly coupled to engine and train is ready to start.

NEWLYN (MICHAEL AND DUNNING'S SIDING.)

The siding leads off Main Line at Up end under protection of signals. It is worked by train engine in possession of Electric Staff.

KINGSTON (MORRISH BROS'. SIDING.)

The siding leads off Main Line at Up end under protection of signals. It is worked by train engine in possession of Electric Staff.

AUSTRALASIA COY.'S SIDING.

Closed at present. Special instructions issued when it is required for use.

AUSTRALASIA BALLAST SIDING.

This siding (now closed) is situated between North Creswick and Tourello. Special instructions are issued when it is required for use.

VICTORIA GOLD ESTATES COY.'S SIDING.

The siding leads off Main line  $\frac{1}{2}$  mile Up end of station. Points, which are trailing for Up trains, are secured by Staff lock and plunger, worked as per Page 204 to 207. No semaphores are provided.

The 4.50 a.m. Up (or any Goods Train running) is used to place loaded and remove empties: but, before the engine is detached, the Guard must secure train as per Regulation 213. There is a falling grade of 1 in 110 on Down side of points, both on Main line and in siding. All trucks from Castlemaine way are to be detached from Down trains at Moolort, and those from the Maryborough end are to be sent only by 4.50 a.m. or a goods train.

Stationmaster or assistant, Moolort, to assist Guard in doing the necessary shunting.

NEW HAVILAH GOLD MINING CO.'S SIDING.

The siding is situated between Moolort and Carisbrook at 25 $\frac{1}{2}$  miles from Castlemaine. The points, which are trailing for Up trains, are secured by Staff lock and plunger. No semaphores are provided.

The 4.50 a.m. Up or any Goods Train running can do shunting. Guard to be responsible for safety.

MARYBOROUGH

Four Mill Siding. The siding leads off Goods Yard, and is worked by pilot engine in charge of Shunter. It crosses Carlyle-street outside of the interlocked gates, and when shunting is performed over this crossing, the shunter must walk in front of the leading vehicle to keep vehicular and pedestrian traffic clear. Signalman to be on the alert and bring under notice any instances where these precautions are not taken.

SPECIAL INSTRUCTIONS RE DISTANT SIGNAL FOR TRAINS FROM BALLARAT OR AVOCA.  
(A.) When a Driver, approaching Maryborough either from Ballarat or Avoca, finds the distant signal at "Danger," he must bring his train to a dead stop thereat, and, after having done so, draw forward cautiously towards the home signal.

(B.) When trains from Ballarat and Avoca are approaching simultaneously, and would cross or foul each other, both must be brought to a dead stop at the home signal, after which the proper train may receive precedence.

(C.) Signalman at "A" Box to cease shunting operations that cross or foul the line when a train is approaching, and endeavour to have a clear line, to avoid stopping the train at the distant signal.

BEALIBA (BALLAST SIDING.)

This leads off Main line at Down end of station inside home semaphore, and points, which are secured by ordinary bar and padlock, are facing for Up trains. Siding is used only as required.

CARAPOOEE (BALLAST PIT SIDING.)

The siding is situated  $\frac{1}{2}$  mile on Up side of Carapooee, within protection of station home signal. The points are removed and signal controlling exit from siding is dealt with as per Page 17. Special instructions are issued when it is required for use.

MADAM HOPKINS GOLD MINING CO.'S SIDING.

The siding is situated between Bung Bong and Homebush at 122 miles from Melbourne. The points, which are trailing for Up trains, are secured by Staff Lock, key of which is the Lock Staff for the section. No semaphores are provided.

Local trains between Maryborough and Avoca running on Staff can do shunting. Guards to be responsible for safety.

SOUTH KENSINGTON STATION AND SIGNAL BOX.

A quadrant on the station platform is fixed to work the Centre Line signals on Sundays. The Centre Lines are to be used for all traffic between Spencer-street and South Kensington Junction on Sundays. Williamstown trains to be diverted from or to Viaduct Lines at Franklin-street Junction. Signalmen at South Kensington Junction, before going off duty on Sunday morning, to leave the points set for the Centre Line, and the signals at "All Right."

When the S.M. is leaving duty on Sunday night he must lock the quadrants in the normal position, and keep the key in the station office.

HEAVY UP GOODS TRAINS FROM WILLIAMSTOWN AND NEWPORT.

Heavy Goods trains or Coal Pilots must not be allowed to leave Williamstown or Newport within ten minutes of a train passenger being due to leave. Newport to obtain permission from Footscray Junction before sending Goods Trains on.

HEAVY DOWN GOODS TRAINS ON WILLIAMSTOWN LINE.

All heavy Down Goods trains, consisting of more than three-fourths of the full number of loaded trucks or their equivalent, between Melbourne, Williamstown, and Geelong, must have an assistant engine in front, which will be detached from Geelong Goods Trains at South Newport and from Williamstown Goods Trains in Newport Station Yard.

The assistant engine to be the leading engine.

Lenn  
politan Bo  
Lennon's Si  
from Main  
Engin  
and in Rob  
when ready  
haulage mu  
fence while

All tr  
by the Chic  
The speed i  
452 to 462  
all roads an  
absolutely  
As in  
of the Wo  
Newport or

All E  
especially  
Down jour  
crossings.

The  
Box are w  
for Passen  
Pier (road  
between th  
No C  
and only c  
authority

This  
locked. I  
The  
formed in

Thi  
single line  
when Spe

Thi  
Brooklyn  
engine fr  
port. Sh  
when wo  
En



SPOTTISWOODE.

Lennon's Siding leads off Down Line at station, and points are interlocked. The Metropolitan Board of Works and the Melbourne Glassblowing Coy. have sidings extending from Lennon's Siding, and T. Robinson & Co. have a siding leading off Lennon's a short distance from Main line.

Engine of Williamstown pilot places trucks in Lennon's siding, just outside gateway, and in Robinson & Co.'s siding just clear of points, and removes them from same position when ready. Trucks must not be kicked in this siding, nor in T. Robinson & Co.'s, and haulage must be done by the firms concerned, who must protect public traffic outside railway fence while shunting operations are in progress.

NEWPORT WORKSHOPS PLATFORM.

All trains between Newport and Shop Platform to be in charge of Pilot Guard (appointed by the Chief Mechanical Engineer), who must also be in charge of all shunting operations. The speed is to be limited to 8 miles an hour, and the Guard must work under Regulations 452 to 462, treating the Up and Down roads as a single line. The Pilot Guard must see that all roads are right, and that all shunting on lines leading to and from the running roads has absolutely ceased before piloting a Passenger train.

As in this instance the Pilot Guard is permanently appointed, and no one is in charge of the Workshops Platform, Enginedrivers must proceed to or from the above platform and Newport on being accompanied by the Pilot Guard wearing the badge.

BEACH STATION.

All Enginemmen to be very careful when approaching and leaving Beach Station, more especially when two trains meet there. The whistle is also to be sounded both on the Up and Down journeys, and a sharp lookout kept for pedestrians passing on the lines at the foot crossings.

WILLIAMSTOWN AND WILLIAMSTOWN PIER.

The two lines of way between Williamstown (Ann-street Box) and Williamstown Pier Box are worked as Single lines of way, the left-hand road (from Melbourne) being used only for Passenger trains, and the right-hand road being used for Goods traffic either to the New Pier (road to which branches off at the Pier Box) or to the Railway Pier. The passenger line between the Pier Signal Box and Pier Station is also worked as a single line.

No Goods train or Pilot engine must be allowed on the "Passenger" line at either end, and only one Passenger engine under steam may be permitted on this line, except by special authority from the Chief Traffic Manager or District Traffic Superintendent.

NEWPORT FREEZING WORKS SIDING.

This siding leads off Main Line at Newport South Signal Box, and points are interlocked. It is worked principally by pilot engine.

The shunting of trucks off Down trains into the Freezing Works Siding is to be performed in the following manner:—

- (a.) Train to be stopped short of points leading to Geelong Siding, and secured. Engine to be cut off and placed in this siding.
- (b.) Necessary trucks then to be detached and carefully dropped down past Geelong Siding points, when engine is to be coupled on to push trucks into Freezing Works siding. Guard or Shunter to put down brakes on three leading trucks, and also ride on leading vehicle to signal to Driver as required.
- (c.) Guards in charge of Local Specials, requiring to drop trucks past engine, to also carry out above instructions.

WILLIAMSTOWN RACECOURSE LINE.

This line leads off Geelong line at Freezing Co.'s Junction, near Newport. It is a single line  $1\frac{3}{4}$  miles long, and is worked under Regulation 459 to 462 except for Race Traffic when Special Instructions are issued, and Train Staff and Tickets provided.

BRAYBROOK LOOP LINE.

This line, which has sidings as follow:—McKenzie and Holland's Siding, Little Brooklyn, Brooklyn, Hay's Siding, and Wright and Edwards' Siding—is worked by Pilot engine from Newport in possession of Train Staff. Staff and keys of points are kept at Newport. Shunter is responsible for safety, and must properly padlock points at each siding when work is completed.

Engines are not allowed to run over Hay's Siding.

**ALBURY STATION.****GENERAL INSTRUCTIONS FOR WORKING THE INTERLOCKING OF POINTS AND SIGNALS.**

The yard is divided into three sections, viz.: Northern Section, Station Section, and Southern Section.

The Points, Facing Point Lock and Signals for the Northern end will be worked from Frame "B" fixed on Up side of line, opposite the facing points furthest North. Those for the Station and Southern sections will be worked from the respective signal boxes.

For details showing the positions of all signals and points worked from the respective signal boxes, see diagram and instructions on Circular No. 506A, dated 12th September, 1891.

The following is a description of signals for Station and Southern Boxes; those for Northern end of yard are omitted, as they do not affect the Victorian trains:—

**{Description} [of Signals.]****STATION SECTION.**

Down Distant, N.S.W. Line is the Lower Arm, 15ft. high, on a post with two arms, erected on top of cutting on Up side of line, about 702 yards from the Station Down Home, and 825 yards from the Signal Box. (The Top Arm is the Down Home for Northern end of yard.)

Down Home, N.S.W. Line is a bracket signal post, erected on Down side of Main Line, 123 yards from centre of Signal Box.

The Left-hand Arm, 22½ft. high, is Down Home, N.S.W. Main Line to Through Main Line.

The Right-hand Arm, 28ft. high, is the Down Home, N.S.W. Main Line to Platform.

Starting from Nos. 1 and 2 N.S.W. Goods Sidings is a post with two arms, erected on the Up side of No. 2 Goods Siding, 121 yards from Signal Box.

The Top Arm, 25ft. high, is from No. 1 Goods Siding to Platform Road.

The Bottom Arm, 20ft. high, is from No. 2 Goods Road to Carriage Dock.

Starting from Victorian Goods Shed Sidings to Victorian Goods Line is a single arm post, 21ft. high, erected 10 yards from the safety point in siding, and 71 yards from Signal Box.

Starting from Victorian Goods Line to Victorian Goods Shed Siding, and Up Starting from N.S.W. Through Line to Main Line is a bracket post erected two yards from the safety points in Victorian Goods Line, and 101 yards from Signal Box.

The Left-hand Arm, 27ft. high, is the Starting Signal from N.S.W. Through Line to Main Line.

The Right-hand Arm, 25ft. high, is Starting Signal from Victorian Goods Line to Victorian Goods Shed Sidings.

Up Starting from N.S.W. Platform Road to Main Line is a single arm post, 15ft. high, fixed on platform, 15 yards from Signal Box.

Up Homes for N.S.W. Line also Down Home for Victorian Goods Line is a bracket post erected at South end of Station, on Eastern side of line, 308 yards from Signal Box.

The Top Arm, 26ft. high, in left-hand dolly, is Up Home for N.S.W. Platform Road.

The Bottom Arm, 21ft. high, in left-hand dolly, is Up Home for N.S.W. Through Line.

The arm in right-hand dolly, 21ft. high, is "Down Home for Victorian Goods Line.)

(The lower arm on back of this Post is the "Up Home for Victorian Goods Line," and is worked from South Signal Box.)

Shunting from No. 1 Goods Siding to Carriage Dock is No. 28 Independent Disc, fixed between Main Line and No. 1 Goods Siding.

Shunting from N.S.W. Through Line to Engine Sidings is No. 29 Independent Disc fixed near No. 14 Points in Through Line.

Shunting from N.S.W. Turntable Road is No. 30 Independent Disc.

Shunting from N.S.W. No. 1 Engine Siding is No. 31 Independent Disc.

A Disc is fixed to and works with No. 16 Crossover Points.

**SOUTHERN SECTION.**

Down Starting from N.S.W. Through Line and Down Starting from N.S.W. Platform Road is a post, 202 yards from South Signal Box.

The Top Arm, 18½ft. high, is Starting from N.S.W. Through Line.

The Lower Arm, 14ft. high, is Starting from N.S.W. Platform Road.

Up Distant, N.S.W. Line, is a 21ft. post with one arm, erected on Down side of N.S.W. Line, 504 yards from the Up Home, and 620 yards from South Signal Box.

Up Home for N.S.W. Line also Down Home for Victorian Line is a bracket post with four arms, erected 11 yards from outside facing points at South end of Yard, and 116 yards from South Signal Box.

The Top Arm in right-hand post, 32ft. high, is Up Home to N.S.W. Main Line to Platform Road. (Controlled from Station Box.)

The Lower Arm in right-hand post, 27ft. high, is Up Home to N.S.W. Main Line to Through Line. (Controlled from Station Box.)

The Top Arm in left-hand post, 29½ft. high, is Down Home Victorian Main Line to Platform. (Controlled from Station Box.)

The Lower Arm in left-hand post, 24½ft. high, is the Down Home Victorian Main Line to Goods Line. (Controlled from Station Box.)

Down Distant for Victorian Line is an 18ft post with one arm, erected on Down side of Victorian Line, 504 yards from the Up Home, and 620 yards from South Signal Box.

Up Starting from Victorian Platform Line and Shunting from Victorian Engine Loop is a two arm signal post, 166 yards from South Signal Box.

The Top Arm, 23ft. high, is Starting from the Victorian Platform Line.

The Lower Arm, 18ft. high, is Starting from the Engine Loop Line.

Up Home for Victorian Goods Line is the lower arm, 16ft. high, fixed on back of bracket signal, erected on Up side of Victorian Goods Line, 11 yards from southern end of platform, 259 yards from South Signal Box. (The arms on opposite side of post are the Down Home and Up Home Signals for Victorian Goods Line and N.S.W. M. line, and are worked from the Station Signal Box.)

Up Starting from Victorian Goods Line to Victorian Main Line is a 13ft. post with one arm, erected on Up side of Victorian Goods Lines, 35 yards from South Signal Box.

A Disc is fixed to and works with No. 15 Victorian Goods Line Points.

### Additional Special Instructions to be Observed.

Engine Drivers must be careful not to run through any points connected to the Signal Boxes, until they have been set in the proper position by the Signaller.

Disc Signals which are not connected to points, but worked by separate levers, are called Independent Discs, and must be treated as Shunting Signals.

Disc Signals which work with points are intended to show the position in which the points lie, and when they have been reversed by the Signaller for Shunting purposes, Engine Drivers must, in addition, receive the usual hand signal from the Guard or Shunter before proceeding.

### CODE OF WHISTLES TO BE GIVEN.

#### STATION SIGNAL BOX.

To and from Main Line and Platform Road. (No. 18 Points)	...	...	(N.S.W. Engines.)
To and from Main Line and Through Goods Line	...	...	---
To and from No. 1 Engine Road and Through Goods Line. (No. 14 Points)	...	...	---
To and from Turntable and Through Goods Line. (Nos. 21 and 14 Points)	...	...	---
To and from No. 1 Goods Siding and Platform Road	...	...	---
To and from No. 1 Goods Siding and Carriage Dock. (No. 20 Points)	...	...	---
From No. 2 Goods Siding to Carriage Dock	...	...	---
Main Crossover. (No. 16 Points)	...	...	---

(Victorian Engines.)

To and from Victorian Goods Line and Goods Shed Siding	...	...	---
--	-----	-----	-----

#### SOUTH SIGNAL BOX.

To and from N.S.W. Main Line and Platform Road	...	...	(N.S.W. Engines.)
To and from N.S.W. Main Line and Through Goods Line. (No. 11 Points)	...	...	---
To and from Victorian Main Line and Platform Road	...	...	(Victorian Engines.)
To and from Victorian Main Line and Goods Lines. (Nos. 16 and 14 Points)	...	...	---
To and from Victorian Main Line and Goods Line Loop. (Nos. 16 and 15 Points)	...	...	---
To and from Victorian Main Line and Engine Loop. (No. 13 Points)	...	...	---

— Signifies Long Whistle.

— Signifies Short Whistle.

NOTE FOR DRIVERS.—In N.S.W. the Semaphores show same lights for "All right" and "Danger" Signals as in Victoria.

---

**L**

INST

LIST

Diagra

---

---

---

# **LOAD TABLE**

FOR ALL LINES.

---

ALSO,

INSTRUCTIONS REGARDING SPEEDS,  
MARSHALLING, &C.

WESTINGHOUSE BRAKE ORDERS.

ENGINE HEAD LIGHTS.

LIST SHOWING DIMENSIONS AND CAPACITY  
OF VEHICLES.

Diagrams of Wool, Grain, Timber and Fruit Loading.

---

---

## 1.—GENERAL INSTRUCTIONS.

The passenger and mixed train vehicle loads include vans, and are based upon the present Time Table speeds.

Where the loads for mixed trains are not shown, the tonnage that can be taken is the same as shown for goods trains.

The train loads shown in load tables are to be considered the load for all ordinary weather. When, however, the weather is exceptional, or when for other reasons, engines of mixed trains cannot keep time with the prescribed loads, the tonnage may be reduced, but the circumstances must be in each case reported to the Chief Traffic Manager.

Every Driver and Guard must obtain a Book of Diagrams (to be issued shortly), showing curves and their radius, grades and their length, of each section they run over, to enable them to regulate speeds and brake power, for which they will be held responsible. At places where it is necessary that truck lever brakes should be applied in the absence of air brakes connected with engine, it will be the duty of the Driver to notify the Guard.

Engines running tender first, up steep grades, without a damper in front, can have a maximum load reduced by 1 in 10 at request of Driver.

When two sets of figures are shown thus:  $\frac{11}{156}$ , the top indicates the maximum number of vehicles, and the lower the maximum tonnage. Neither must be exceeded. This does not apply to Goods trains, which can take full tonnage subject to undermentioned order (Clause 2).

Double loads with two engines on mixed and goods trains are not allowed, unless herein provided for, or special permission is obtained from the Chief Traffic Manager.

## 2.—Maximum Number of Vehicles.

Subject to special Instructions to be as under:—

Maximum number of carriages to be used on country passenger trains, stopping at roadside stations, is 12, including van in rear; but in all cases consideration must be given to length of platforms at roadside stations, which cars on train should not exceed. If any additional empty cars on trains they must be placed next engine and the doors kept locked.

Maximum number of vehicles allowed on express, fast passenger, or excursion trains, stopping at certain stations only, not to exceed equal to 24 of these only 20 are to be passenger carriages. The length of station platform at which train stops should be equal to the carriages on train, and Drivers are to be specially instructed in the matter of stopping, so that all the carriages are at platform.

Country Passenger trains, stopping at all stations, having more than 200 passengers to be provided with an Assistant Guard. Where there is a Conductor on the train, not in charge of a regular Sleeper, he will be the Assistant.

Maximum number of vehicles for suburban passenger trains to be 12.

Maximum number of vehicles for all mixed trains to be 30, unless a separate instruction directs the load to be more or less.

Maximum number of vehicles for goods trains (shown in Time Table to run with car attached) to be 50.

Maximum number of vehicles, loaded or empty, on any goods train, to be 75.

to be ex

A. Exp  
B. (Mi

c. Oth

1. Rou

2. „

3. „

tained u  
Goods t

the sam

must ne  
Points,  
Regulat

MAXI

Melbourn  
Good  
North Me  
Line  
Jolimont  
Dog Trap  
Through  
Grampian  
Wimmer

Over Moo  
Barwon E  
Emu Cree  
Dookie an  
Oakleigh  
Korumbu  
For train  
street

### 3.—Speed of Trains.

Unless specially authorised to the contrary the following speeds are not to be exceeded on any portion of a journey:—

A.	Express and Passenger train	...	...	...	60 miles an hour
B.	Mixed trains limited to 20 vehicles—	With engines of 5ft. driving wheels	...	...	50 " "
		" " 4ft. 6in. driving wheels...	...	...	45 " "
		" " less than 4ft. 6in. driving wheels	...	...	40 " "
C.	Other Mixed and Goods trains	...	...	...	40 " "

To be further subjected to a minimum speed—

1.	Round curves of 15 chains radius and under	...	...	20 miles an hour
2.	" " 16 to 20 chains radius	...	...	25 " "
3.	" " 21 to 30 "	...	...	30 " "

Speed must be reduced before the curve is reached, and reduction maintained until the last vehicle has cleared the curve.

Goods trains down long grades with vehicles chain-coupled ... 25 miles an hour.

Crossovers leading from one running line to another are to be considered the same as 15 chain curves.

The speed of trains running through station yards must be reduced, and must never exceed 40 miles an hour over Trailing Points or Interlocked Facing Points, and 20 miles an hour over Non-Interlocked Facing Points. See also Regulation 365 as to speeds through Junctions.

#### MAXIMUM SPEED OF TRAINS AT CERTAIN POINTS ON DIFFERENT LINES.

PLACE.	Rate per Hour not to be exceeded.
	Miles.
Melbourne Yard.—Between Dudley-street Signal Box and Spencer-street Goods Yard ...	4
North Melbourne.—Down trains running on Centre lines to Down Essendon Line before reaching Crossover must reduce speed to ...	15
Jolimont Yard.—To or from No. 10 Road and Jolimont ...	4
Dog Trap Gully to Rowsley ...	40
Through Ballarat East Station (Goods trains) ...	4
Grampians Quarries Line ...	15
Wimmera River Bridge, near Glenorchy ...	25
" " " " Dimboola ...	25
Over "Moorabool Viaduct" ...	15
Barwon Bridge, near Breakwater ...	15
Emu Creek Bridge on Down side of Boorcan ...	15
Dookie and Katamatite Line ...	15
Oakleigh to Melbourne (Goods trains only) ...	18
Korumburra Coal Lines ...	25
For trains running through Spencer-street (Island platform), Flinders-street, Geelong, Ballarat and Bendigo ...	10

A speed of 20 miles an hour approaching an Up grade will lift a train at least 10 feet by momentum, and will assist to that extent up an incline over which the engine could not otherwise haul the train. A speed of 25 miles an hour, will lift a train at least 19 feet; at 30 miles an hour, 28 feet; at 35 miles an hour, 40 feet; at 40 miles an hour, 53 feet. When surmounting a momentum grade, the speed of approach is more reliable even with a reduced boiler pressure, than a slow speed with a full boiler pressure.

TO CALCULATE SPEED OF TRAINS.

Time in going a half of a mile.		Time in going a half of a mile.		Time in going a half of a mile.		Time in going a half of a mile.		Time in going a half of a mile.		Time in going a half of a mile.		Time in going a half of a mile.	
Seconds.	Miles per hour.	Seconds.	Miles per hour.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
30	60	46	39	1	0	30	1	22	22	2	0	15	4
32	56	48	37	1	2	29	1	26	21	2	8	14	5
34	53	50	36	1	4	28	1	30	20	2	18	13	6
36	50	52	35	1	6	27	1	34	19	2	30	12	7
38	47	54	33	1	10	26	1	40	18	3	44	11	10
40	45	56	32	1	12	25	1	46	17	3	0	10	15
42	43	58	31	1	14	24	1	52	16	3	20	9	30
44	41			1	18	23				3	44	8	

1800 divided by the number of seconds occupied by a train in travelling half a mile will give the average speed of train in miles per hour.

4.—Melbourne Mileage shown in Load Table Footnotes.

The mileage quoted in footnotes to the Load Table is in every instance given as from Melbourne, but as the local mileage is exhibited on the mile posts on some lines, Drivers and Guards will require to make themselves conversant with the places of which specific mention is made. It is intended to shortly alter all the mile posts to show Melbourne mileage.

5.—Computation of Train Loads by Tonnage.

LOADED TRUCKS.—Sending Stations to endorse tonnage in truck on the Waybill envelope secured to its side. Guards to add weight shown on envelope of loaded truck to its tare, the added weights to be shown on Train Waybill as weight of truck. In a few instances, however, the weights shown on Waybills are under the actual weights, and allowance must be made as follows:—

A 6-ton truck of Box Blocks to be counted	7½ tons	} Tare to be added in each case. (Allow 8 tons for Live Stock Wagons.)
A truck of Cattle or Horses	5½ "	
A truck of Sheep (2 tiers)	4½ "	
A truck of Sheep (1 tier)	2½ "	
A truck of Sheep (goods or cattle trucks)	2½ "	
A truck of Pigs (1 tier or goods or cattle trucks)	3½ "	
A truck of Pigs (2 tiers) to be counted	6½ "	

Trucks partly loaded with Live Stock, approximate weight to be shown.

TRUCKS EMPTY (See Note page 93).—Empty medium, low-sided, ballast, or hopper wagons to count 6 tons. Empty or lightly loaded, high-sided, covered sheep or cattle wagon to count 8 tons. Bogie mediums 12 tons and bogie covered wagons 16 tons (with lightly loaded wagons the actual weight added to tare of truck should not be less than weight shown for empty vehicle of that class). Empty bogie trucks on Mixed trains with a vehicle limit to be reckoned as 1 vehicle, but when loaded to count as 2.

TONNAGE OF DEAD ENGINES.—A, B, D, O, X, Y, and New R, 70 tons; P, Q, S, W, and Old R, 60 tons; E, F, G, H, J, T, V, K, U, 50 tons; M, L, C, 40 tons; N's and MOTORS, 30 tons.

PASSENGER STOCK ON PASSENGER TRAINS.	Ordinary 4 and 6 wheeled cars and vans count 1.
	" 8-wheeled bogie " " " 1½.
	POSTAL bogie vans and trucks, fully loaded, and FF <sup>r</sup> 's count 2.
	Vestibule Av, 8 wheels, count 2.
	" Bv, 8 " " 2.
	" vans, 8 " " 2.
	12-wheeled bogie car " 2½.
Three horse boxes, 4 wheels, count 2.	
Two carriage trucks or hearses, 4 wheels, count 1	



SPECIAL VEHICLES.	{	South Australian old State car counts as 1 ordinary carriage.			
		"    "    new    "    "    "    "    "    "    "    "    "	3	"	"
		"    "    Departmental    "    "    "    "    "    "    "    "	3	"	"
		Victorian car, "Edinburgh"    "    "    "    "    "    "    "	1	"	"
		"    "    Vice-Regal    "    "    "    "    "    "    "    "	1 $\frac{1}{2}$	"	"
		"    "    Deptmntl. car, "Victoria"    "    "    "    "    "    "	1 $\frac{1}{2}$	"	"
		"    "    "    "    "    "    "    "    "    "    "	1 $\frac{1}{2}$	"	"
		Boudoirs, Pioneers, "Enterprise" } and "Perseverance" }	2 $\frac{1}{2}$	"	"

On mixed trains ordinary carriages to be counted as 15 tons, bogie carriages 22 $\frac{1}{2}$  tons, and sleepers 35 tons. Vans at 12 tons, bogie vans 18 tons, and B.D.A.B.'s at actual tonnage.

Special Excursion Trains 6 4-wheeled Second class cars (4 compartments and under) may be reckoned equal to 5 ordinary cars.

On goods trains ordinary carriages to count 12 tons when empty, Bogie carriages, 18 tons, and hearse trucks and carriage trucks in proportion. Vans at actual weight.

\* NOTE.—When the full load given in Table for Mixed and Goods trains is under 120 tons, only the actual tare of trucks is to be computed. Small cars are to be calculated at 12 tons, Bogie cars 20 tons, and allowance to be made for Passengers, Van Goods, &c.

**6.—Engines.**

All increased tonnage loads are subject to water capacity of tenders.

The undermentioned engines are pressed differently to the standard pressures as shown in heading to Load Tables.

Engine.		Lbs. pressure.	Engine.		Lbs. pressure.	Engine.		Lbs. pressure.
2	J	120	216	M	140	292	C	135
6	J	140	217	W	125	294	C	140
17	V	120	219	W	125	295	R	140
38	G	120	220	M	140	301	R	140
54	B	140	221	W	125	303	R	140
88	B	140	222	M	140	305	R	140
105	—	140	223	W	125	307	R	140
117	U	120	224	M	140	315	R	140
131	O	140	225	W	125	316	M	140
133	O	140	227	W	125	319	R	140
137	O	140	228	M	140	320	M	140
143	O	140	229	W	125	321	R	140
146	H	120	230	M	140	323	R	140
148	H	120	231	W	125	325	R	140
152	H	120	232	M	140	327	R	140
153	W	125	233	W	125	329	R	140
154	H	125	234	M	140	335	R	140
155	W	125	235	W	125	337	R	140
156	H	125	239	R	135	339	R	140
165	R	140	240	M	140	341	R	140
166	F	140	241	R	135	343	R	140
173	R	140	243	R	140	345	R	140
176	F	140	245	R	140	349	R	140
179	R	140	247	R	140	351	R	140
180	F	140	252	N	120	398	A	170
183	R	140	254	N	100	400	A	170
185	R	140	278	C	135	408	A	170
189	R	140	285	R	140	410	A	170
193	R	140	287	R	140	412	A	170
212	M	140	289	R	140	422	A	170
214	M	140	291	R	140			

When engines are pressed 10 lbs. more than the pressure specified at the head of the tonnage column, the load may be increased 7 per cent.; (no increase to be made for 5 lbs. extra pressure), and when pressed 5 or 10 lbs. less, the load is to be reduced 8 per cent.

Old R and O engines with 17½ inch cylinders can have tonnage increased 6 per cent.

Engines with enlarged cylinders:—Old R's 11, 163, 165, 169, 179, 285, 287, 295, 305, 309, 331, O's 21 and 139.

Old R Engines Nos. 165, 179, 287, 295, 305, and 307, with both enlarged cylinders and 140 lbs. pressure are equal to New R's, and may take the same loads.

Engine 481 New R class has enlarged cylinders and can take load of Y class.

Engines with reduced load.—125 T, one-seventh less; 421 Y, one-fifth less; and on Goods trains "B" class numbers 46, 48, 50, 60, 70, 76 and 106, take one-twelfth less till cylinders are enlarged.

Unclassed engines.—162 and 164 to be classed as T's; 100 as "B," 103 and 105 to take at slow speed load of "Old R," 528 as F, but take one-eighth less load.

Old R engines are Nos. 11, 151, 157 to 195, 237 to 247, 285 to 351 and 443, and new R engines are Nos. 447 to 495.

### Westinghouse Brake Orders.

1. All Passenger and Mixed Trains to be Air-brake Trains throughout. (S.A. vehicles without brake or pipe may be placed next cars on Mixed trains between Stawell and Serviceton.)

2. GOODS TRAINS.—The number of Westinghouse brake vehicles to be connected to engine is 50. When the train exceeds that number of trucks the Driver and Guard may consult and determine as to whether the whole of the remainder or only part be also connected. (Exception.—4.25 a.m. Goods train Bendigo to Echuca may run with only half the vehicles on train connected to engine by Westinghouse Brake, but not more than 2 pipe trucks must be together.)

3. Pipe trucks may intervene between brake trucks, but not more than three pipe trucks should be together, unless for a set of trucks for long timber that are all pipes.

If in exceptional circumstances there should be 5 or 6 pipe trucks and no brake trucks on a Mixed train, the Westinghouse Brake may be connected through from rear van to engine.

4. In making up Goods trains, consisting of loaded and empty vehicles, to run through a section, it is advisable that the loaded vehicles be placed next the engine, but not to interfere with marshalling.

#### USE OF HAND BRAKES ON WESTINGHOUSE BRAKE TRAINS:

Hand brakes must not be put down on Westinghouse Brake trucks that are connected with engine, except just before engine is detached.

#### AIR BRAKE TRAINS HAVING TO BE DIVIDED ON GRADES.

When Air-Brake trains have to be divided on grades of 1 in 40, or 1 in 30, the air brake is not to be absolutely relied on, but all truck lever brakes are to be let down and secured, and all carriage wheels spragged (breaking fences for sprags in emergencies). Not less than three-fourths of the wheels to be braked on a 1 in 50 grade, and as required on grades not so steep.

T  
wing  
Z  
B.  
For Lily  
and  
For Nor  
" No  
" So  
" W  
C  
F  
Branch.  
8.—  
W  
inghouse  
O  
T  
effectivel  
class of  
On long  
Driver an  
secured l

**Testing Westinghouse Brakes.**

To afford proper facilities for testing Westinghouse Brakes on trains, the following orders must be observed:—

- A. At Melbourne all Outward trucks must be loaded and have way-bills attached 90 minutes before the train for which they are to be forwarded is due to depart.  
At country depots the Outward trucks must be ready at such a time as may be determined by the District Officer, but sufficiently early to comply with clause "C."
- B. At Melbourne engines must leave the Engine Shed 10 minutes before the time fixed for them to be attached to trains, or as may be specially arranged. Engines to be attached to trains as under:—

Line.	For trains—	Minutes before Starting Time
For Lilydale, Stony Point, Warragul and Suburban Goods lines ...	Under 25 Vehicles	10
For North East ... ..	" 30 "	15
" Northern ... ..	" 30 "	15
" South Eastern ... ..	" 30 "	15
" Western, including Williams-town ... ..	Over 40 "	20

- C. At country depots engines of Goods and Mixed trains to be attached not less than 10 minutes before starting time with trains up to 20 vehicles.

Five (5) minutes extra for every 15 vehicles additional if required by Loco-Branch.

**8.—Hand Brake Power on Trains. (Regulation 223.)**

Whenever it may be necessary to run trains without the continuous Westinghouse brake, extra hand brake power must be provided as under:—

(A)—PASSENGER TRAINS.

On Gradients of 1 in 30	1 Brake Van and Guard to every 3 cars.
" " 1 in 40	1 " " " 4 "
" " 1 in 50	1 " " " 5 "
" " 1 in 60	1 " " " 6 "
" " 1 in 70	1 " " " 7 "
" " 1 in 80	1 " " " 8 "
" " 1 in 90	1 " " " 9 "

(B)—MIXED AND GOODS TRAINS.

The brakes applied to the wheels of an engine and tender, and to the van, will effectively control down a grade 80 per cent. (four-fifths) of the tonnage the same class of engine is tabled to haul up a similar grade (momentum grades excepted). On long down grades between stations, or on shorter ones leading to a station, the Driver and Guard must arrange for truck lever brakes to be pressed down and secured by ratchet or pin for all extra tonnage (above 80 per cent.) as under:—

For grade of 1 in 100	1 Brake for every additional 48 tons.
" 1 in 75	1 " " " 36 "
" 1 in 50	1 " " " 24 "
" 1 in 40	1 " " " 15 "
" 1 in 30	Every truck brake.

## 9.—Train Marshalling.

### PASSENGER TRAINS.

12-Wheeled Bogie Carriages must not be coupled to fixed base 4 or 6-wheeled vehicles, nor to engine tenders. In all cases an 8-wheeled Bogie must intervene.

On the Adelaide Express (in South Australia) an 8-wheeled Bogie must be placed on either side of a 12-wheeled Bogie.

All country passenger trains leaving Melbourne to have first class carriages in rear, and the vehicles must not be reversed at destination, so that on up journey first class cars are leading.

### GOODS AND MIXED TRAINS.—UP JOURNEY.

1. All Hay, Straw, Chaff, &c., is to be kept together.
2. All Live Stock to be kept together, as per instructions in Live Stock Weekly Circular.
3. All Perishable traffic to be kept together.
4. Pick-up or Van Trucks on Mixed trains to be next the carriages; on Goods trains next the Van, unless otherwise ordered.
5. Seymour to make complete trains of Live Stock or Perishables when possible. Newmarket Live Stock Trucks to be kept together, and cut off at that station, and Ordinary Goods also when there are five or more, on an Up train.

### DOWN JOURNEY.

1. Trains, which put off Trucks at roadsides, should be marshalled in station order before starting.
2. See page 113 for marshalling of Down Seymour trains.

## 10.—Guard's Train Waybills.

In filling up the Train Waybill the starting point and destination of wagons, as per Truck Waybill, are to be shown in "From" and "To" columns, and a marginal note made when trucks are put off or picked up at stations in the middle of the section for which the Train Waybill is furnished. The number of vehicles connected with air-brake to engine to be stated. Pipe trucks and brake trucks to be shown separately. Vehicles on trains at starting point are to be entered in rotation from Van forward.

## 11.—Engines Assisting in Rear of Train.

A. Engines are only to assist trains in the rear over such sections of the line as have been specially authorised by the Chief Mechanical Engineer, or in cases of emergency as per Regulations.

B. Engines so assisting are not to be coupled to the trains, and in all cases the train must be at rest before the assisting engine closes up to the last vehicle.

C. Enginemen on the rear engine must use the greatest care possible, and not allow the buffers of their engine to get away from the buffers of the train at any part of the journey. After assisting the train to the point specified, the rear engine must be eased off very gently so as to prevent any jerk to the train that might otherwise occur. Especial care is required in this respect with slack couplings on long trains.

D. Assistant engines are now authorised as follows:—

- Wangaratta to Glenrowan (see page 109.)
- Up Royal Park bank (see page 133.)
- Castlemaine to Elphinstone (see page 114.)
- Ballarat to Warrenheip (see page 123.)
- Stawell towards Great Western (see page 125.)
- Bacchus Marsh to Ingleton (see page 134.)





Load Table North-Eastern District.

TENDER ENGINES—CLASSES.

SECTION.

FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods. Consol. Gallon.		
		Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	
Tooolamba	Echuca	380	500	340	380	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340
†Echuca	Tooolamba	380	500	340	380	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340
Shepparton	Dookie	250	340	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245
Dookie	Katamatite	250	340	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245	285	245
Katamatite	Yabba South	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185
Yabba South	Dookie	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185	245	185
Dookie	Shepparton	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
Numurkah	Picola	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
Picola	Numurkah	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
Benalla	Goorambat	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250	370	250
Goorambat	Tungamah	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
Tungamah	Telford	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125	170	125
Telford	Yarrowonga	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
Yarrowonga	Telford	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
†Telford	Tungamah	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155	206	155
Tungamah	Goorambat	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310	420	310
Goorambat	Benalla	380	500	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340	380	340
*Beechworth J.	Tarravungee	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340
Tarravungee	Everton	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140
Everton	Beechworth	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Beechworth	Yackandandah	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85
Yackandandah	Beechworth	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Beechworth	Everton	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120

†To ascend the bank between Telford and Tungamah with tonnage in excess of that usually taken on a 1 in 50 grade, drivers must approach foot of the incline at speed of 30 miles per hour to take the full tonnage shown for Up journey.  
 \*On the lines Beechworth to Yackandandah and Beechworth to Everton hand brakes of pipe trucks and Westinghouse Brake trucks not connected to engine must be applied, and lifted at mileage as follows—On Up journey at summit of rise 18 1/2 miles from Beechworth, brakes to be taken off at Everton. On the Down journey at summit of rise 17 1/2 miles from Melbourne, and lifted at Wooracege, then applied again at summit of rise 18 1/2 miles from Melbourne, and lifted at Yackandandah. When the brake on the Mixed trains is not connected throughout, the van and carriages must be charged with air before starting, and the Guard must get them re-charged at a suitable Staff Station, whenever the indicated pressure falls below 40 lbs. per square inch.  
 ‡3.45 p.m. Up Echuca to Tooolamba to be limited to 21 vehicles with "P" class engine.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE NORTH-EASTERN DISTRICT.—CONTINUED.

TENDER ENGINES—CLASSES.

SECTION.

FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Express Engine.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods.		
		Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.			
Everton	Beechworth J	380	...	...	...	...	...	500	...	...	...	550	...	...	...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...		
Everton	Palmerston	95	...	...	...	115	...	120	...	120	...	130	...	130	...	130	...	130	...	130	...	138	...	138	...	138	...	138	...	138	...	
Palmerston	Bright	250	...	...	...	340	...	340	...	340	...	340	...	340	...	340	...	340	...	340	...	400	...	400	...	400	...	400	...	400	...	
Bright	Myrtleford	380	...	...	...	500	...	500	...	500	...	550	...	550	...	550	...	550	...	550	...	600	...	600	...	600	...	600	...	600	...	
Myrtleford	Bowman's Ff.	95	...	...	...	115	...	120	...	120	...	130	...	130	...	130	...	130	...	130	...	138	...	138	...	138	...	138	...	138	...	
Bowman's Forest	Everton	108	...	...	...	134	...	140	...	140	...	148	...	148	...	148	...	148	...	148	...	158	...	158	...	158	...	158	...	158	...	
Springhurst	Wahgunyah	350	...	...	...	450	...	450	...	450	...	450	...	450	...	450	...	450	...	450	...	...	...	...	...	...	...	...	...	...	...	
Wahgunyah	Rutherglen	240	...	...	...	315	...	315	...	315	...	315	...	315	...	315	...	315	...	315	...	...	...	...	...	...	...	...	...	...	...	
Rutherglen	Springhurst	290	...	...	...	370	...	370	...	370	...	370	...	370	...	370	...	370	...	370	...	...	...	...	...	...	...	...	...	...	...	
Wodonga	Bethanga Rd	120	...	...	...	155	...	155	...	155	...	155	...	155	...	155	...	155	...	155	...	...	...	...	...	...	...	...	...	...	...	
Bethanga Road	Huon Lane	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Huon Lane	Bolga	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bolga	Tallangatta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tallangatta	Bethanga Rd.	120	...	...	...	155	...	155	...	155	...	155	...	155	...	155	...	155	...	155	...	...	...	...	...	...	...	...	...	...	...	
Bethanga Rd.	Wodonga	160	...	...	...	225	...	225	...	225	...	225	...	225	...	225	...	225	...	225	...	...	...	...	...	...	...	...	...	...	...	

See pages 102 to 108 for General Instructions applicable to Load Tables.

Melbo  
Seymo  
Benall  
Albury  
Benall  
L  
1 of "B,  
1.  
loaded or  
2.  
vehicles th  
with the e  
may be pl  
3.  
more conv  
4.  
front if ne  
L  
Class  
Q, O  
N



Load for Sydney Express.

	Express Engine.	A Class. 170 lbs.	A Class. 140 lbs.
Melbourne to Seymour ...	—	13½	10½
Seymour to Benalla ...	—	14	12
Benalla to Albury ...	—	14	13½
Albury to Benalla ...	—	14	13½
Benalla to Melbourne ...	—	14	12

Load Seymour to Melbourne, with 2 engines of "A" Class or 1 of "A" and 1 of "B," = 16 vehicles.

Make up of Down Seymour Goods Trains.

1. All Seymour Goods Trains should be made up at Spencer-street, either with all loaded or all empty trucks as far as Traffic and Yard work will permit this to be done.
2. When the above cannot be complied with, and the train consists of more than 18 vehicles the loaded wagons must be placed next the engine, and the empty wagons at the rear with the exception that 5 empty trucks if required for roadside stations on Up side of Seymour may be placed in front.
3. Trains of less than 18 vehicles may be made up with loaded trucks in rear when more convenient to so arrange.
4. As Live Stock Wagons are provided with screw couplings they may be placed in front if necessary, but in any case must be screwed tight.

Loads between Spencer-street and Newmarket.

Class Engine.	No. of Vehicles.	Class Engine.	No. of Vehicles.
A & O	25	X	32
Q, Old R, EE	28	Y	35
New R	31		



to have "O" class engine with load for Lancefield Junction or Woodend limited to 180 tons, and 7 a.m. Goods Woodend to Bendigo  
 Goods trains with "O", "D", "Old R.", and heavier engines can take 50 tons extra Harcourt to Castlemaine.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE NORTHERN DISTRICT.—CONTINUED.

TENDER ENGINES—CLASSES.

SECTION.

FROM.	TO.	F.G.H. J.K. 130 lbs.		U. P.V. 130 lbs.		B.		T.		S.		W.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs. Engines		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods. Consign.	
		Mixed	Goods	Mixed	Goods	Pass.	Mixed	Goods	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed		Goods
Lancefield	Romsey	125	160	170	180	180	180	180	170	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
Romsey	Lancefield Jr.	450	500	500	550	550	550	550	500	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	
Kyneton	Redesdale	450	500	500	550	550	550	550	500	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
Redesdale	Green Hill	125	160	170	180	180	180	180	170	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
Green Hill	Kyneton	180	200	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220
Castlemaine	Maldon	110	140	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Maldon	Shelbourne	110	140	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Shelbourne	Maldon	110	140	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Bendigo	See below	170	190	220	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230
Marong	Leitchardt	200	230	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255
Leitchardt	Inglewood	315	375	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415
Inglewood	Korong Vale	170	190	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220
Korong Vale	Wycheitella	190	225	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
Wycheitella	Charlton	315	375	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415	415
Charlton	Teddywaddy	110	140	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Teddywaddy	See Lake	450	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Trains stopping at California	See Lake	125	140	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
Guys to be used used Bendigo	See Lake	125	140	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170
to Eaglehawk as follows	See Lake	125	140	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170

Drivers on Redesdale Line on Up journey with extra tonnage to approach 61-mile post at 20 miles an hour.  
 GRADES.—Up journey at 37½ miles Lancefield Line. Near 91-mile post to Bradford and 87½ miles to Muckeleford.  
 Leaving Charlton with 4-5th or more of a full load the engine is to be worked to its full capacity till the summit of the rise at 175½ miles is reached (local mileage—74½).  
 See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE NORTHERN DISTRICT.—CONTINUED

TENDER ENG NES.—CLASSES.

SECTION.		F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 <sup>3</sup> / <sub>4</sub> in. C. N.R. 140 lbs.		K. 140 lbs.		Y. 140 lbs.		Goods. Conson.		
FROM.	TO.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	
Sea Lake	Teddywaddy	450	500	...	500	500	...	500	500	...	500	550	...	...	...	...	...	...	...	...	...	600	650	...	...	...	...	...	...	
Teddywaddy	Charlton	200	290	...	290	255	...	255	255	...	255	290	...	...	...	...	...	...	...	...	...	310	390	...	...	...	...	...	...	
Charlton	Barrakee	315	375	...	375	415	...	415	415	...	415	465	...	...	...	...	...	...	...	...	...	400	550	...	...	...	...	...	...	
Barrakee	Korong Vale	200	270	...	270	255	...	255	255	...	255	290	...	...	...	...	...	...	...	...	...	310	360	...	...	...	...	...	...	
Korong Vale	Inglewood	200	280	...	280	255	...	255	255	...	255	290	...	...	...	...	...	...	...	...	...	310	390	...	...	...	...	...	...	
Inglewood	Derby	315	375	...	375	415	...	415	415	...	415	465	...	...	...	...	...	...	...	...	...	310	390	...	...	...	...	...	...	
Derby	Bendigo	200	230	...	230	255	...	255	255	...	255	290	...	...	...	...	...	...	...	...	...	310	390	...	...	...	...	...	...	
Wedderburn Jun.	Wedderburn	125	145	...	145	170	...	170	180	...	180	190	...	...	...	...	...	...	...	...	...	210	...	...	...	...	...	...	...	...
Wedderburn	Wedderburn J	450	500	...	500	500	...	500	500	...	500	550	...	...	...	...	...	...	...	...	...	600	640	...	...	...	...	...	...	...
Korong Vale	Mysia	450	500	...	500	500	...	500	500	...	500	550	...	...	...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...
Mysia	Boort	210	240	...	240	270	...	270	270	...	270	310	...	...	...	...	...	...	...	...	...	330	...	...	...	...	...	...	...	...
*Boort	Quamatook	240	270	...	270	310	...	310	310	...	310	350	...	...	...	...	...	...	...	...	...	400	...	...	...	...	...	...	...	...
Quamatook	Gredgwin	210	240	...	240	270	...	270	270	...	270	310	...	...	...	...	...	...	...	...	...	330	...	...	...	...	...	...	...	...
Gredgwin	*Boort	450	500	...	500	500	...	500	500	...	500	550	...	...	...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...
*Boort	Mysia	240	270	...	270	310	...	310	310	...	310	350	...	...	...	...	...	...	...	...	...	400	...	...	...	...	...	...	...	...
Mysia	Korong Vale	450	500	...	500	500	...	500	500	...	500	550	...	...	...	...	...	...	...	...	...	600	...	...	...	...	...	...	...	...

\*Leaving Boort on Up journey with more than  $\frac{3}{4}$  full tonnage, the Driver must approach the rising grade with a speed of 25 or 30 miles an hour. Leaving Barraport on Down journey the Driver must approach 178 mile post with a speed of 25 to 30 miles an hour to take more than  $\frac{3}{4}$  full tonnage up the bank. Leaving Wychitella with  $\frac{3}{4}$  or more of a full load the engine is to be worked to its full capacity till the summit of the rise 156 $\frac{1}{2}$  miles from Melbourne is reached (local mileage—56 $\frac{1}{2}$ ). Fires to be cleaned at Charlton when necessary.

See pages 102 to 108 for General Instructions applicable to Load Tables.



Load Table Eastern District.

TENDER ENGINES—CLASSES.

SECTION.		TENDER ENGINES—CLASSES.																																				
FROM.	TO.	F. G. H. J. K. 130 lbs.		U. 130 lbs.		B. P. V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs		Q. and O. R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N. R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods. (Consolidation)										
		Mixed	Goods	Mixed	Goods	Pass.	Mixed	Goods	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods							
(Melbourne and Hawthorn as per page 133)	Hawthorn	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85							
8 Hawthorn	Lilydale	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250						
Yarra Glen	Yarra Glen	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125					
Yarra Glen	Tarravarra	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95					
Tarravarra	Healesville	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85					
Healesville	Tarravarra	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140				
Tarravarra	Yarra Glen	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150				
Yarra Glen	Lilydale	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95			
Lilydale	Box Hill	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110				
Box Hill	Hawthorn	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110				
Ringwood	Bayswater	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110			
Bayswater	Fern Tree Gly	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6			
Fern Tree Gully	Bayswater	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109	109		
Bayswater	Ringwood	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95		
Melbourne	Toorak	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125		
Toorak	Malvern	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Malvern	Clayton	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
Clayton	Pandemon	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	
Daundenong	Beaconsfield	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	
Beaconsfield	Tynong	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Tynong	Bunyip	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	
Bunyip	Longwarry	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Longwarry	Warragul	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	
Warragul	Moe	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	
Moe	Morwell	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	
Morwell	Sale	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	

On Un. journeys speed to be 25 miles an hour at 8 1/2 and 6 1/2 miles to ascend the grades Box Hill to Camberwell, with loads above 1/2 full tonnage.  
 \*Goods trains (Camberwell to Hawthorn) may have load increased up to 300 tons, but unless half of the trucks are connected to engine by W. H. Brake Clause 8, page 107, to be obeyed.  
 †On holidays passenger loads for Healesville and Fern Tree Gully Lines with "D," "Old R.," and "New R." engines to be reduced by one.  
 ‡On D. in. Journey Pandemon to Sale speed to be 20 miles an hour at 38 1/2, 95, 99 1/2, 101 1/2, 104 1/2, 109, 115 1/2 miles, and 30 miles an hour at 98 and 118 1/2 miles to ascend the grades with loads above 1/2 full tonnage.  
 †Goods trains may take 50 tons extra Grnfield to Bunyip.

See pages 102 to 108 for General Instructions applicable to Load Tables.



LOAD TABLE EASTERN DISTRICT.—CONTINUED.  
TENDER ENGINES—CLASSES.

SECTION.	FROM.	To.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 170 lbs.		Old R. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods.	
			Fast	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed		Goods
	Port Albert	Agnes River	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Toora	Toora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Foster	Foster	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Boys	Boys	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Koonwarra	Koonwarra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Korumburra	Korumburra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bena	Bena	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Loch	Loch	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Nyora	Nyora	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lang	Lang	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lang Lang	Lang Lang	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tooradin	Tooradin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Cranbourne	Cranbourne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Dandenong	Dandenong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Chayton	Chayton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Oakleigh	Oakleigh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Melbourne	Melbourne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

To carry the tonnage up the grade to Whitelaw on the Up journey the speed at the foot of the bank should be from 30 to 35 miles an hour the latter speed must never be exceeded. If the Driver has any doubt as to the engine being fit to take the load given without exceeding 30 miles an hour, the tonnage is to be reduced at his request before leaving Korumburra. Should the train stop on the incline, the rear part must be at once secured with the van screw brake, and all the truck lever brakes, then divided and taken to Whitelaw in two trips.

When Up Goods trains are not fitted with Westinghouse brakes throughout, or are only partially fitted, arrangements must be made to apply brakes at Bena as per Clause 8, page 107. At Nyora the same brake power is to be applied as shown hereunder at Armadale. Hand lever brakes to be lifted at the 5 1/2 mile post.

The foot of the Clyde bank must be approached at a speed of not less than 25 miles an hour. The Up Mixed from Port Albert is not to exceed 18 vehicles from Nyora.

\*1. Up Goods trains Oakleigh to Melbourne can be made up to a load of 435 tons, except when they have to enter Toorak Yard. When the load exceeds 80 per cent, of that allowed on Down journey, one truck brake must be applied at Armadale for every 12 tons over that tonnage, either by Westinghouse connection or by hand levers. Latter to be lifted at South Yarra.

All Up Goods trains must stop dead at Armadale as follows:—(1) When the train is not fitted and connected with a sufficient number of Westinghouse brakes it must stop for the purpose of applying the necessary hand lever brakes. (2) When fitted with the Westinghouse brake the stop is to be made by applying the air brake for the purpose of testing the connections. (Guard to open rear tap before starting.)

The Goods trains which enter Toorak Yard must have the number of vehicles limited to 26, and the tonnage from Malvern limited for Y Class of engine to 300 tons, X Class and New R 270, Old R and Q Class 200. Up Goods trains are not to stand at Armadale uncoupled from engine except at night after all Passenger trains have ceased to run on all S.S. lines, and then one hand lever brake on every second truck must be applied, whether the Westinghouse brake is in operation or not.

At Caulfield the Signalman, before lowering the starting signal, must ascertain that the goods will not be stopped on the grade leading to Malvern. Speed of Goods from Oakleigh to Melbourne not to exceed 18 miles an hour.

See pages 102 to 108 for General Instructions applicable to Load Tables.



See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE EASTERN DISTRICT.—CONTINUED.

TENDER ENGINES—CLASSES.

SECTION.		U.		B.		T.		S.		W.		A. and O.		A. and O.		A.		Q. and O.R.		Old R.		X.		Y.		Goods.							
FROM.	TO.	F.G.H.	J.K.	P.V.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	140 lbs.	140 lbs.	170 lbs.	170 lbs.	130 lbs.	130 lbs.	170 lbs.	130 lbs.	170 lbs.	140 lbs.	140 lbs.	140 lbs.	140 lbs.	140 lbs.	140 lbs.	140 lbs.	140 lbs.					
		Mixed.	Mixed.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.					
COAL LINES. Korumburra Ountrin and St. Morwell Mine	*Coal Creek	105	134	150	170	185	110	180	135	150	150	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140				
	†Warragul	95	115	110	165	110	110	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135			
	Buln Buln	150	170	170	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165		
	Buln Neerim	95	115	110	165	110	110	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135		
	Neerim	150	170	170	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	
	Lancaster	300	340	340	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	
	Rokeby	95	115	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
	Buln Buln	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
	Warragul	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230
	Buln	95	115	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110
Moe	95	115	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
†Thorpdale	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Coalville	350	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	
Moe	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Morwell	100	125	125	120	120	120	120	145	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	
Boolarra	95	115	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
Mirboo	95	115	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	
Boolarra	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Morwell	125	155	155	150	150	150	150	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	
North Mirboo	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Boolarra	125	155	155	150	150	150	150	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	
Traralgon	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Toongabbie	9	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Dawson	200	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Heyfield	215	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Stratford	215	240	240	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	

The load from Ountrin is 9 and Van, and from Coal Creek 6 without Van, for W Class engine.  
 †On Down journey speed to be 20 miles an hour at 65½ miles to ascend the grades Warragul to Neerim.  
 ‡All trains stopping at Lilloo to take reduced load for grade of 1 in 50.  
 §All tonnage exceeding 80 per cent. of that allowed on Down journey to be braked (as per Clause 8, page 107) from mile 89½ near Thorpdale to Coalville.  
 ¶All tonnage exceeding 80 per cent. of that allowed on Down journey to be braked (as per Clause 8, page 107) North Mirboo to Boolarra.  
 ††Speed of 30 miles an hour required at 94½ and 94¼ miles Boolarra to Morwell.  
 †††Speed of 30 miles an hour required at 94½ and 94¼ miles Boolarra to Morwell.  
 ††††On Down journey speed to be 30 miles an hour at 98 miles, and 25 miles an hour at 119 miles to ascend the grades Traralgon to Stratford, with loads above ¾ full tonnage.  
 See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE—EASTERN DISTRICT—CONTINUED

TENDER ENGINES.—CLASSES.

SECTION.		TENDER ENGINES.—CLASSES.																																									
FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs. Express		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.E. 140 lbs.		K. 140 lbs.		Y. 140 lbs.		Goods, Cotton.															
		Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.													
*Stratford	Maffra	160	185	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450												
Maffra	Tinambra	350	400	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400											
Tinambra	Heyfield	200	230	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230	170	230											
Heyfield	Dawson	125	350	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400	145	400										
Dawson	Cowwarr	350	400	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400									
Cowwarr	Toongabbie	200	350	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400								
Toongabbie	Glengarry	350	400	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400	230	400							
Glengarry	Traralgon	160	185	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450	180	450						
Traralgon	Boisdale	150	170	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190	165	190						
Boisdale	Braigolong	200	240	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255	230	255				
Braigolong	Boisdale	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350				
Boisdale	Maffra	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125	125				
Maffra	Somerville	125	125	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170		
Somerville	Stony Point	165	165	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220	190	220
Stony Point	Mornington	195	195	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230		
Mornington	Mornington Ju	195	195	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230	220	230		
Mornington Ju	Langwarrin	125	125	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170
Langwarrin	Frankston	125	125	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170	145	170
Frankston	Langwarrin	200	200	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320	230	320

\*Motor Z takes 85 tons (8 vehicles) Maffra to Boisdale, and 100 tons (10 vehicles) Boisdale to Braigolong.  
 †Motor "Z" takes 200 tons (12 vehicles) Braigolong to Boisdale, and 75 tons (6 vehicles) Boisdale to Maffra.  
 ‡All tonnage exceeding 80 per cent. of that allowed for Down journey must be braked (as per Clause 8, page 107), down the grade from Langwarrin to Frankston.  
 § For loads Frankston to Caulfield, and Caulfield to Melbourne see pages 133 and 119.  
 Speeds of 20 miles an hour required at 121 miles Tinambra to Heyfield, and speed of 30 miles an hour required at 124 1/2, 112 1/2, and 100 miles Tinambra to Traralgon with loads above 1/2 full tonnage.

See pages 102 to 108 for General Instructions applicable to Load Tables.

Load Table.—Western District.

TENDER ENGINES.—CLASSES.

See pages 102 to 108 for General Instructions applicable to Load Tables.

Load Table.—Western District.

TENDER ENGINES.—CLASSES.

SECTION.	FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		P.V. 130 lbs.		B. 130 lbs.		S. 130 lbs.		T. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		O.R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Consoll. Goods.						
			Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.		Pass.	Goods.				
Melbourne		Geelong																																			
	(See Special Order page 96.)																																				
Geelong		Gheringhap																																			
Gheringhap		Leigh Road																																			
Leigh Road		Meredith																																			
Meredith		Lal Lal																																			
Lal Lal		Warrenheip																																			
Warrenheip		Ballarat																																			
Ballarat		Warrenheip																																			
Warrenheip		Geelong																																			
Geelong		Melbourne																																			
Braybrook Jun.		Bacchus Mtrsh.																																			
Bacchus Marsh		Ballan																																			
Ballan		Wallace																																			
Wallace		Warrenheip																																			

LIMITED LOADS.—3.40 a.m. Goods Melbourne to Geelong—480 tons  
 10.55 a.m. Mixed Melbourne to Geelong—“A” Class (130 lbs.) 15 vehicles; “D” or “A” (140 lbs.) 17 vehicles; “B” (130 lbs.) 12 vehicles. Trucks not to be accepted for this train without authority of S.M., Spencer-street.  
 6 a.m. Goods Geelong to Ballarat, 150 tons—“O” engine only to be used.  
 11.45 p.m. Goods Geelong to Ballarat, 300 tons with “Y” engine. Without water-truck load to be 265 tons.  
 6.30 p.m. Geelong train may take up to 10 trucks if required. S.M., Spencer-street, to be first consulted. 9.10 p.m. Up Passenger train may take trucks from Geelong—total load not to exceed 15 vehicles.  
 With strong wind blowing against train, Spencer-street and Geelong may arrange to reduce load of Melbourne and Geelong Passenger and Mixed trains by 1 vehicle.  
 4.5 a.m. Goods (Mondays) Melbourne to Ballan, with “D” Class engine 150 tons; thence to Ballarat—same load as “O” Class.  
 †All tonnage Warrenheip to Ballarat East exceeding 80 per cent. of that allowed for Up journey must be loaded as per Clause 8, page 107.  
 ‡The maximum number of vehicles, loaded and empty, on any train from Ballarat to Geelong must not exceed 60.  
 §Engines may assist in the rear from Ballarat to Warrenheip. The gross load up the grade to be 10 per cent. less than the combined load of 2 engines.  
 ¶Ordinary passenger trains can take Braybrook Junction and Bacchus Marsh load through if assisted by second engine from Bacchus Marsh to Inghelston.  
 A speed of 20 miles an hour at mileages 25, 27, 42, Melbourne to Geelong, and at mileage 65 leaving Dunstonsville, is required to ascend grades with loads above 1 full tonnage.  
 See pages 102 to 108 for General Instructions applicable to Load Tables.  
 \*See Clause 2, Page 102.  
 †40 vehicles—“X” engine only to be used.

LOAD TABLE—WESTERN DISTRICT—CONTINUED.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. Wain. C. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods.					
			Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.		Mixed.	Goods.			
Warrenheip Gordons *Ballan Bacchus Marsh Parwan Rockbank	Gordons	Gordons	125	160	180	190	180	190	170	180	180	190	190	190	190	190	190	190	190	190	210	240	240	250	270	270	270	270				
	Ballan	Ballan	200	240	250	265	255	265	260	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265			
	Bacchus Marsh	Bacchus Mrsh.	195	160	170	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180		
	Parwan	Parwan	170	215	200	235	250	270	250	270	250	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	270	
	Rockbank	Rockbank	250	315	285	340	340	370	370	380	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	
	Melbourne	Melbourne	250	315	285	340	340	370	370	380	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	
	Scarsdale Jun.	Scarsdale Jun.	150	205	205	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	215	
	Trawalla	Trawalla	250	335	335	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370
	Middle Creek	Middle Creek	125	150	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145
	Bunangor	Bunangor	250	335	335	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370
Armstrongs	Armstrongs	125	150	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145
Great Western	Great Western	250	335	335	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370
Stawell	Stawell	125	150	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145

\*All Up Goods and Mixed trains must stop at Ingliston and hand brakes of all pipe trucks and Westinghouse brake trucks not connected to engine must be applied. Hand brakes to be lifted at Bacchus Marsh.

† Crossing TRAINS AT STATIONS BETWEEN BALLARAT AND STAWELL.—Up and Down trains crossing each other must not exceed number of Goods vehicles (including Van) given here under, unless the S.M. can arrange to stand portion of train on No. 3 Road:—

SECTION.	FROM.	TO.	VEHICLES.	
			Up	Down
Wundermere	...	...	33	27
Burrumbeet	...	...	27	27
Trawalla	...	...	26	26
Beaufort	...	...	31	31
Middle Creek	...	...	27	27
Bunangor	...	...	45	45
Armstrongs	...	...	31	31
Great Western	...	...	45	45

See pages 102 to 108 for General Instructions applicable to Load Tables.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	TO.	VEHICLES.	
			Up	Down
F.G.H. J.K. 130 lbs.	...	...	33	27
U. 130 lbs.	...	...	26	26
B. P.V. 130 lbs.	...	...	31	31
T. 130 lbs.	...	...	27	27
S. 130 lbs.	...	...	45	45
W. 130 lbs.	...	...	31	31
A. and O. 140 lbs.	...	...	45	45
A. 170 lbs.	...	...	31	31
Q. and O.R. 130 lbs. D. 140 lbs.	...	...	45	45
Old R. Wain. C. N.R. 140 lbs.	...	...	31	31
X. 140 lbs.	...	...	45	45

The following reductions are to be made:—

Stawell to Ararat, without stopping at Great Western and Armstrongs, 10 tons less than tabled load.

Stawell to Ararat, but stopping at either Great Western or Armstrongs, 30 tons less than tabled load.

The number of Goods trains stopping at Great Western or Armstrongs to be limited as much as possible.

See pages 102 to 108 for General Instructions applicable to Load Tables.

SECTION.		TENS OF TONS—CLASSES.																						
FROM.	TO.	U. P.G.H. J.K. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 140 lbs.		A. and O. 140 lbs.		A. Express. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 170 lbs. N.R. 140 lbs.		X. 140 lbs.		
		Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.
Stawell (see note)	Gt. Western	125	280	170	310	340	180	320	100	365	210	240	250	240	250	240	250	240	250	240	250	240	250	240
Ararat	Ararat	230	270	310	350	380	320	360	300	400	380	340	380	320	400	380	340	380	320	400	380	340	380	320
Dobles	Dobles	150	280	295	330	360	300	340	285	325	350	295	335	365	300	340	370	310	350	295	335	365	300	340
Bansor	Bansor	125	270	170	310	340	180	320	100	365	210	240	250	240	250	240	250	240	250	240	250	240	250	240
Middle Creek	Middle Creek	250	270	335	370	400	350	380	300	425	400	350	380	425	400	350	380	425	400	350	380	425	400	350
Beaufort	Beaufort	250	270	335	370	400	350	380	300	425	400	350	380	425	400	350	380	425	400	350	380	425	400	350
Burrumbet	Burrumbet	180	270	250	335	350	280	365	180	350	370	300	385	400	320	405	330	415	340	425	350	435	360	445
Wundermere	Wundermere	250	270	335	370	400	350	380	300	425	400	350	380	425	400	350	380	425	400	350	380	425	400	350
Ballarat	Ballarat	150	270	205	340	360	215	355	225	370	380	250	395	410	320	405	330	415	340	425	350	435	360	445
Stawell	Glenorchy	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Glenorchy	Murtoa	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Murtoa	Murtoa	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Jung Jung	Dimboola	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Dimboola	Gerang Gerung	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Gerang Gerung	Kiata	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Kiata	Diapur	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Diapur	Miram Piram	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Miram Piram	Kaniva	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Kaniva	Lillimur	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Lillimur	Lillimur	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Lillimur	Serviceyton	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Serviceyton	Diapur	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Diapur	Nhill	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Nhill	Salisbury	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Salisbury	Gerang Gerung	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Gerang Gerung	Dimboola	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Dimboola	Wail	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Wail	Glenorchy	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Glenorchy	Stawell	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480
Stawell	Stawell	200	285	290	375	390	345	430	365	465	440	395	490	470	420	510	490	440	530	510	460	550	530	480

\* With assistance in the rear from Stawell up to Stop Board about 1 mile distant, the Great Western—Ararat load can be taken through from Stawell, provided tonnage shown does not exceed the capacity of the two engines from Stawell.

† CROSSING TRAINS AT ARMSTRONGS.—On the Up journey this station is approached by a 1 in 50 rising grade, upon which trains should not be stopped. When trains are meeting at Armstrongs, the Up train should be given preference. Should a train with more than half the above loads stop on the incline, the rear portion be at once secured, and brought into the station in two portions.

‡ On the Down journey from Murtoa to Jung Jung Drivers are to make speed to pass the 117-mile post at 30 miles an hour, and act as specified hereunder for Glenorchy. On the Up journey from Glenorchy the Driver must make speed to pass the 85-mile post at 28 miles an hour, and then work the engine to the best advantage for speed maintained till the top of the bank is reached. This is necessary to carry the tonnage up the grade. Should the train stop on the incline, the rear part must be at once secured, then train divided, and the first part taken to the nearest siding or station. The load from Glenorchy to Stawell may in rough weather be reduced tons at request of driver. Each case to be reported.

To carry the tonnage for Goods trains the speeds at the foot of the banks should be as follow:—Oddfellow's Hill, at 72½ miles, 35 miles per hour, which should not be exceeded; at 67 miles, 26 miles per hour; at 65½ miles, 24 miles per hour; and at Armstrongs, 63½ miles, 20 miles per hour.

See pages 102 to 108 for General Instructions applicable to Load Tables.



TENDER ENGINES.—CLASSES.

SECTION.		U.		B.		T.		S.		W.		A. and O.		A. and O.		A.		Q. and O.R.		Old R.		X.	
		130 lbs.		130 lbs.		130 lbs.		130 lbs.		130 lbs.		140 lbs.		130 lbs.		170 lbs.		130 lbs.		17 1/2 in. C. N.R.		140 lbs.	
FROM.	TO.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Pass.	Fast.	Goods.	Pass.	Express.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Fast.	Goods.
Stawell	Gt. Western	125	270	170	310	340	180	190	210	240	250	140	150	180	190	170	180	210	240	250	240	250	270
Ararat	Ararat	240	280	310	310	340	320	360	360	380	380	140	150	180	190	170	180	210	240	250	240	250	270
Dobbies	Dobbies	150	280	295	310	340	215	225	215	215	215	140	150	180	190	170	180	210	240	250	240	250	270
Buangor	Middle-Creek	125	280	335	335	340	355	370	355	355	355	140	150	180	190	170	180	210	240	250	240	250	270
Middle Creek	Beaufort	125	280	335	335	340	355	370	355	355	355	140	150	180	190	170	180	210	240	250	240	250	270
Beaufort	Trawalla	250	280	335	335	340	355	370	355	355	355	140	150	180	190	170	180	210	240	250	240	250	270
Trawalla	Burrumbeet	180	280	335	335	340	355	370	355	355	355	140	150	180	190	170	180	210	240	250	240	250	270
Burrumbeet	Windermere	250	280	335	335	340	355	370	355	355	355	140	150	180	190	170	180	210	240	250	240	250	270
Windermere	Ballarat	150	280	295	310	340	215	225	215	215	215	140	150	180	190	170	180	210	240	250	240	250	270
Stawell	Glenorchy	345	545	365	365	365	345	365	345	345	345	140	150	180	190	170	180	210	240	250	240	250	270
Glenorchy	Murtoa	300	545	365	365	365	345	365	345	345	345	140	150	180	190	170	180	210	240	250	240	250	270
Murtoa	Jung Jung	315	335	335	335	335	315	335	315	315	315	140	150	180	190	170	180	210	240	250	240	250	270
Jung Jung	Dimboola	300	335	335	335	335	300	335	300	300	300	140	150	180	190	170	180	210	240	250	240	250	270
Dimboola	Gerang Gerung	230	335	335	335	335	230	335	230	230	230	140	150	180	190	170	180	210	240	250	240	250	270
Gerang Gerung	Kiata	180	335	335	335	335	180	335	180	180	180	140	150	180	190	170	180	210	240	250	240	250	270
Kiata	Diapur	257	335	335	335	335	257	335	257	257	257	140	150	180	190	170	180	210	240	250	240	250	270
Diapur	Miram Piram	190	335	335	335	335	190	335	190	190	190	140	150	180	190	170	180	210	240	250	240	250	270
Miram Piram	Kaniva	200	335	335	335	335	200	335	200	200	200	140	150	180	190	170	180	210	240	250	240	250	270
Kaniva	Lillimur	420	335	335	335	335	420	335	420	420	420	140	150	180	190	170	180	210	240	250	240	250	270
Lillimur	Serviceeton	370	335	335	335	335	370	335	370	370	370	140	150	180	190	170	180	210	240	250	240	250	270
Serviceeton	Diapur	180	335	335	335	335	180	335	180	180	180	140	150	180	190	170	180	210	240	250	240	250	270
Diapur	Nhill	350	335	335	335	335	350	335	350	350	350	140	150	180	190	170	180	210	240	250	240	250	270
Nhill	Salisbury	240	335	335	335	335	240	335	240	240	240	140	150	180	190	170	180	210	240	250	240	250	270
Salisbury	Gerang Gerung	275	335	335	335	335	275	335	275	275	275	140	150	180	190	170	180	210	240	250	240	250	270
Gerang Gerung	Dimboola	300	335	335	335	335	300	335	300	300	300	140	150	180	190	170	180	210	240	250	240	250	270
Dimboola	Wail	31	335	335	335	335	31	335	31	31	31	140	150	180	190	170	180	210	240	250	240	250	270
Wail	Glenorchy	290	235	290	290	290	290	235	290	290	290	140	150	180	190	170	180	210	240	250	240	250	270
Glenorchy	Stawell	200	235	290	290	290	200	235	290	290	290	140	150	180	190	170	180	210	240	250	240	250	270

\*With assistance in the rear from Stawell up to Stop Board about 1 mile distant, the Great Western-Ararat load can be taken through from Stawell, provided the tonnage shown does not exceed the capacity of the two engines from Stawell.

†CROSSING TRAINS AT ARMSTRONGS.—On the Up journey this station is approached by a 1 in 50 rising grade, upon which trains should not be stopped. When two trains are meeting at ARMSTRONGS, the Up train should be given preference. Should a train with more than half the above loads stop on the incline, the rear portion must be at once secured, ain divided, and brought into the station in two portions.

‡On the Down journey from Murtoa to Jung Jung Drivers are to make speed to pass the 17-mile post at 30 miles an hour, and act as specified hereunder for Glenorchy bank.

§On Up journey from Glenorchy the Driver must make speed to pass the 85-mile post at 28 miles an hour, and then work the engine to the best advantage for speed to be maintained till the top of the bank is reached. This is necessary to carry the tonnage up the grade. Should the train stop on the incline, the rear part must be at once secured, then train divided, and the first part taken to the nearest siding or station. The load from Glenorchy to Stawell may in rough weather be reduced by 20 tons at request of driver. Each case to be reported.

To carry the tonnage for Goods trains the speeds at the foot of the banks should be as follow:—Oddfellow's Hill, at 72½ miles, 35 miles per hour, which should not be exceeded; at 67 miles, 26 miles per hour; at 65½ miles, 24 miles per hour; and at Armstrongs, 63½ miles, 20 miles per hour.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE—WESTERN DISTRICT—CONTINUED

SECTION.		TENDER ENGINES—CLASSES.																											
From.	To.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 40 lbs.					
		Fast	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Express	Engrine	Fast	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	
*Ballarat	Buninyong	125	160	145	190	190	190	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Buninyong	Mount Clear	95	125	110	130	145	150	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
*Mt. Clear	Ballarat East	150	210	180	230	235	235	230	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Scarsdale Junct'n	Newtown	180	225	180	220	235	235	230	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Newtown	Linton	125	160	145	190	190	190	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Linton	Scarsdale Jun.	125	160	145	190	190	190	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Ballarat	Waubra Jun.	150	195	180	210	230	235	210	230	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Waubra Jun.	Waubra	170	215	200	235	235	270	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Waubra	Addington	150	210	180	220	235	235	220	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Addington	Ballarat	180	225	205	245	265	275	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	245	
Ararat	Bruxholme	150	190	180	210	220	235	210	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	
Bruxholme	Portland N.	150	190	180	210	220	235	210	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	
†Portland North	Portland	125	160	145	170	190	190	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Portland	Portland N.	95	125	110	130	145	150	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
Portland North	Myamyn	125	160	145	170	190	190	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Myamyn	Hamilton	130	170	180	230	235	235	230	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	
Hamilton	Dunkeld	100	140	145	170	180	190	170	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180
Dunkeld	Ararat	150	210	180	230	235	235	230	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	235	

A speed of 20 miles an hour is required to ascend the grades with loads above 1/2 full tonnage, as under:—  
 At mileages 101 Buninyong to Ballarat, 104 Ballarat to Waubra, 108 1/2 (25 miles an hour at 106) Waubra to Ballarat, 131, 138 1/2, 145, 147, 157, 173 1/2, 202, 206 1/2, and 212 1/2 Ararat to Portland (at mileage 192, 30 miles an hour is required), and 301, 303, 334, 334 1/2, 337 (and 131 1/2, 135 miles an hour) Portland to Ararat.  
 \*On Buninyong Line the load for N Motor and Z 52 is 90 tons  
 †Hand brakes to be used Portland North to Portland Pier, as per Clause 8, page 107.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE—WESTERN DISTRICT—CONTINUED.

SECTION.		TENDER ENGINES—CLASSES.																							
From.	To.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.		Y. 40 lbs.	
		Fast	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Mixed	Goods	Pass.	Express	Engrine	Fast	Mixed	Goods	Mixed	Goods	Mixed



LOAD TABLE—WESTERN DISTRICT—CONTINUED.

TENDER ENGINES.—CLASSES.

SECTION.	FROM.	TO.	U.		B.		T.		S.		W.		A. and O.		A. and O.		A.		Q. and O.R.		Old R.		X.		Y.		Goods.
			130 lbs.	130 lbs.	P. V.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	130 lbs.	
*Hamilton	...	Bochara	180	225	...	205	245	285	275	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wannon	...	Wannon	235	280	...	265	310	340	355	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grifjurk	...	Grifjurk	95	125	...	110	130	145	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
*Grifjurk	...	Coleraine	350	430	...	400	475	500	500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
*Coleraine	...	Grifjurk	95	...	...	130	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grifjurk	...	Wannon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wannon	...	Hamilton	125	...	...	170	170	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hamilton	...	Hamilton	180	225	...	205	245	285	275	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Penshurst	...	Koroit	235	290	...	265	310	340	355	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Koroit	...	Hawkesdale	170	215	...	200	235	260	270	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hawkesdale	...	Mpnamite	210	255	...	240	280	300	310	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mpnamite	...	Purdeet	150	210	...	180	230	235	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Purdeet	...	Penshurst	170	215	...	200	235	260	270	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Penshurst	...	Hamilton	180	225	...	205	245	290	275	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Branxholme	...	Merino	125	160	...	145	170	190	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Merino	...	Henty	150	185	...	180	210	230	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Henty	...	Sandford	95	125	...	110	130	145	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sandford	...	Casterton	350	430	...	400	475	500	500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Casterton	...	Sandford	250	315	...	295	340	370	380	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sandford	...	Henty	95	125	...	110	130	145	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Henty	...	Merino	150	210	...	180	230	235	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Merino	...	Grassdale	95	125	...	110	130	145	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grassdale	...	Branxholme	150	210	...	180	230	235	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Speeds of 20 miles an hour at foot of banks are required to ascend grades with loads above  $\frac{3}{4}$  full tonnage, as under—

At mileages 226 $\frac{1}{2}$  Hamilton to Bochara; 214 $\frac{1}{2}$ , 216 $\frac{1}{2}$ , and 223 Branxholme to Casterton; 231 $\frac{1}{2}$  and 225 Coleraine to Hamilton; 182 $\frac{1}{2}$  and 225 $\frac{1}{2}$  Koroit to Hamilton; 198 leaving Hamilton for Penshurst; 25 miles an hour at 240 Casterton to Branxholme.

\* On Coleraine line the load for Z motors 521 and 522 is, on Down journey, 10 vehicles and car (150 tons) Hamilton to Bochara, 10 vehicles and car (160 tons) thence to Wannon, 5 vehicles and car (75 tons) thence to Grifjurk, and 10 vehicles and car (180 tons) Grifjurk to Coleraine, and on Up journey 5 vehicles and car (75 tons) Coleraine to Grifjurk, 10 vehicles and car (160 tons) Grifjurk to Wannon, and 8 vehicles and car (100 tons) Wannon to Hamilton.

† All tonnage from Grifjurk to Coleraine and Sandford to Casterton exceeding 80 per cent. of that allowed on Up journey is to be braked as per Clause 8, page 107.

See pages 102 to 108 for General Instructions applicable to Load Tables.



Page 129.—(A) The load for engine No. 162 on passenger trains between Geelong and Port Fairy is 9 vehicles.  
 (B) The assistance of Banking engine through Geelong tunnel is to be given when the tonnage exceeds 95 per cent. of full loads for Goods trains.

See pages 102 to 108 for General Instructions applicable to Load Tables.

Load Table.—South-Western District.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	TO.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		K Express Engine		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.R. 140 lbs.		X. 140 lbs.				
			Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	Mixed	Goods	
SECTION 1	Geelong	Pettavel Rd	12 1/2	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190		
	Pettavel Road	Mt. Moriac	180	205	245	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265		
	Mt. Moriac	Buckley's Rd.	135	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
	Buckley's Road	Colac	180	205	245	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	
	Colac	Booran	150	180	210	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
	Booran	Terang	125	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
	Terang	Illova	150	180	210	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
	Illova	Koroit	125	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
	Koroit	Port Fairy	350	400	475	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	
	Port Fairy	Warnamb'1	210	210	255	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	290	
Warnamb'1	Pannure	135	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190		
Pannure	Garroc	150	180	210	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230		
Garroc	Terang	235	265	310	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340		
Terang	Booran	160	180	210	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	
Booran	Weerite	250	265	310	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	
Weerite	Winchelsea	200	210	240	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Winchelsea	Buckley's Rd	125	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Buckley's Road	Geelong	180	210	240	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Geelong	Drysdale	195	210	240	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Drysdale	Queenscliff	250	265	310	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	
Queenscliff	Drysdale	195	210	240	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Drysdale	Geelong	180	210	240	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	260	
Mt. Moriac	Wensleydale	125	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Wensleydale	Mount Moriac	250	265	310	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	

A speed of 20 miles an hour is required to ascend grades with loads above 1/2 full tonnage as under:—  
 At mileage 69 1/2 leaving Winchelsea, and at 71 1/2, 73 1/2, 77 1/2, 83, 82, 95, 111 1/2, 115, 160 1/2 to Warnamb'1; also at 163 1/2 leaving Warnamb'1.

At mileage 149 1/2, 104, 79, and 67 1/2 Port Fairy to Geelong and at mileage 48 1/2 Drysdale to Geelong.

On Up journey brakes to be used as per Clause 8, page 107, at the rise before proceeding through tunnel between South Geelong and Geelong.

Brakes to be used as per Clause 8, page 107, from top of bank into Mannerin and Marcus Hill on Down journey.

Brakes to be used as per Clause 8, page 107, Wensleydale to Wombete, Wombete to Gherang, and on top of rise before entering Mt. Moriac.

See pages 102 to 108 for General Instructions applicable to Load Tables.



See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE—SOUTH-WESTERN DISTRICT.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	TO.	E.G.H. J.K. 130 lbs.		U. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 140 lbs.		A. and O. 140 lbs.		A. 140 lbs.		Y. 140 lbs.		Goods.	(Consoli- cation).			
			Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.			Mixed.	Goods.	
SECTION.	FROM.	TO.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Goods.			
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130		
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
			130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	

A speed of 20 miles an hour is required to ascend grades with loads above 1111, 1194, 145, 160 to Warrambool. At mileage 69½ leaving Winchelsea, and at 71½, 77½, 79½, 83½, 82, 95, 111, 1194, 145, 160 to Warrambool, also at 163½ leaving Warrambool. At mileages 149½, 104, 79, and 67½ Port Fairy to Geelong and at mileage 48½ Drysdale to Geelong. On Up journey brakes to be used as per Clause 8, page 107, at the rise before proceeding through tunnel between South Geelong and Geelong. Brakes to be used as per Clause 8, page 107, from top of bank into Mannerin and Marcus Hill on Down journey. Brakes to be used as per Clause 8, page 107, Wensleydale to Woywobete, Wormbete to Gherang, and on top of rise before entering Mt. Moriac.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE—SOUTH-WESTERN DISTRICT—CONTINUED.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	TO.	F.G.H. 130 lbs.		U. 130 lbs.		P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Expn's.		Q. and O.R. 130 lbs.		D. 140 lbs.		Old R. 17 <sup>th</sup> In. C. N.R.		X. 140 lbs.		Y. 140 lbs.		Goods.						
			Mixed.	Goods.	Pass.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Mixed.	Goods.				
Birregura	Whoorel	Whoorel	210	255	240	280	300	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310		
Whoorel	Dean's Marsh	Dean's Marsh	125	160	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	
Dean's Marsh	Pennyroyal	Pennyroyal	95	125	110	130	145	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Pennyroyal	Murroon	Murroon	250	315	295	340	370	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
Murroon	Forrest	Forrest	125	160	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Forrest	Pennyroyal	Pennyroyal	125	160	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Pennyroyal	Dean's Marsh	Dean's Marsh	95	125	110	130	145	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Dean's Marsh	Birregura	Birregura	225	280	255	300	330	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	340	
Birregura	Beacac	Beacac	210	255	240	280	300	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	310	
Beacac	Irrewarra	Irrewarra	200	240	230	260	285	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295	295
Irrewarra	Cardie's R. Jnn.	Cardie's R. Jnn.	125	160	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Cardie's R. Jnn.	Naroghid	Naroghid	250	315	295	340	370	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
Naroghid	Glentfnye	Glentfnye	110	145	125	150	170	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175	175
Glentfnye	Timboon	Timboon	95	125	110	130	145	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150
Timboon	Glentfnye	Glentfnye	250	315	295	340	370	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380
Glentfnye	Cobden	Cobden	125	160	145	170	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Cobden	Cardie's R. J.	Cardie's R. J.	350	430	400	475	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Cardie's R. J.	Mortlake	Mortlake	350	430	400	475	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
Mortlake	Terang	Terang	350	430	400	475	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500

\*Up trains not stopping at Pennyroyal can take same load to Dean's Marsh.

Brakes to be used as per Clause 8, page 107, from Barwon Downs to Geranganmette, and from 133 mile post to Cobden. Aspect of 20 miles an hour at mileages 90, 98, 100, and 101. Birregura to Forrest, and 97<sup>1</sup>/<sub>2</sub> Beacac to Irrewarra is required to ascend grades with loads above  $\frac{1}{4}$  full tonnage.

See pages 102 to 108 for General Instructions applicable to Load Tables.

Load Table.—Midland District.

Load Table.—Midland District.

TENDER ENGINES—CLASSES.

SECTION.	FROM.	To.	F.G.H. J.K. 130 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 170 lbs. D. 140 lbs.		Old R. N.R. 140 lbs.		X. 140 lbs.		Y. 140 lbs.		Goods. Consign.							
			First	Mixed	Goods	Mixed	Pass.	Mixed	Goods	First	Mixed	Goods	First	Mixed	Goods	First	Mixed	Goods	First	Mixed	Goods	First	Mixed	Goods	First	Mixed	Goods	First		Mixed	Goods	First	Mixed			
Carlisle	Bullarto	Daylesford	125	125	...	...	...	...	145	15	170	15	190	15	190	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...						
			125	180	...	...	...	...	...	...	205	150	150	170	170	170	...	...	...	...	...	...	180	300	...	350	...	...	...	...	...					
Daylesford	Woodburn	Leonard's Hill	7	125	...	...	...	...	145	170	190	190	190	190	190	...	...	...	...	...	...	12	210	...	240	...	...	...	...	...	...					
			7	95	...	...	...	...	...	...	110	130	145	145	150	150	...	...	...	...	...	...	150	165	...	190	...	...	...	...	...	...				
Leonard's Hill	Wombat	Nth. Creswick	125	170	...	...	...	...	190	230	245	245	255	255	255	...	...	...	...	...	...	275	275	...	310	...	...	...	...	...	...	...				
			125	350	...	...	...	...	...	...	400	475	500	500	500	500	...	...	...	...	...	...	200	550	...	600	...	...	...	...	...	...	...			
Creswick	Leonard's Hill	Woodburn	95	125	...	...	...	...	110	130	145	145	150	150	150	...	...	...	...	...	...	12	165	...	190	...	...	...	...	...	...	...	...			
			95	250	...	...	...	...	...	...	295	340	370	380	380	380	...	...	...	...	...	...	150	165	...	190	...	...	...	...	...	...	...			
Woodburn	Daylesford	Bullarto	95	110	...	...	...	...	110	130	145	145	150	150	150	...	...	...	...	...	...	180	180	...	210	...	...	...	...	...	...	...	...			
			110	135	...	...	...	...	...	...	125	145	165	165	180	180	...	...	...	...	...	...	250	255	...	300	...	...	...	...	...	...	...	...		
Bullarto	Fern Hill	Woodend	150	150	...	...	...	...	180	230	235	235	235	235	235	...	...	...	...	...	...	250	250	...	300	...	...	...	...	...	...	...	...			
			200	250	...	...	...	...	...	...	245	230	340	230	370	250	330	...	...	...	...	...	250	430	...	485	...	...	...	...	...	...	...	...		
Castlemaine	Joyce's Ck.	Moolort	150	150	...	...	...	...	180	210	230	230	235	235	235	...	...	...	...	...	...	255	255	...	300	...	...	...	...	...	...	...	...			
			125	145	...	...	...	...	...	...	145	170	190	190	190	190	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...		
Woodburn	Creswick	Tallot	150	150	...	...	...	...	180	210	230	230	235	235	235	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...		
			125	135	...	...	...	...	...	...	145	170	190	190	190	190	...	...	...	...	...	...	180	180	...	210	...	...	...	...	...	...	...	...	...	
Creswick	Tallot	Creswick	11	115	...	...	...	...	180	230	235	235	235	235	235	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...	...	
			120	125	...	...	...	...	...	...	15	150	150	150	150	150	...	...	...	...	...	...	180	180	...	210	...	...	...	...	...	...	...	...	...	
Tallot	Creswick	Castlemaine	120	125	...	...	...	...	180	230	235	235	235	235	235	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...	...	
			120	160	...	...	...	...	...	...	15	150	150	150	150	150	...	...	...	...	...	...	180	180	...	210	...	...	...	...	...	...	...	...	...	
Maryborough	Sulky	Bullart	120	125	...	...	...	...	180	230	235	235	235	235	235	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...	...	...
			250	350	...	...	...	...	...	...	400	475	500	500	500	500	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...	...
Sulky	Bullart	Bullart	11	115	...	...	...	...	180	230	235	235	235	235	235	...	...	...	...	...	...	16	210	...	240	...	...	...	...	...	...	...	...	...	...	...
			11	120	...	...	...	...	...	...	15	150	150	150	150	150	...	...	...	...	...	...	180	180	...	210	...	...	...	...	...	...	...	...	...	...

Up trains not stopping at Trentham can take same load right through.  
 Brakes are to be used as per Clause 8, page 107, from Bullarto to Daylesford, from top of Leonard's Hill as far as Broomfield, Leonard's Hill to Woodburn, and from top of rise near 11-1 mile post Bullarto to Creswick (mileage via Geelong).  
 A speed of 20 miles an hour at mileage 60 2/3 Daylesford to Woodend, and at 3 2/3, Castlemaine to Maryborough, and 25 miles an hour 1 mile Down side of Bald Hills, is required to ascend the grades with loads above 1/2 full tonnage.

See pages 102 to 108 for General Instructions applicable to Load Tables.

LOAD TABLE.—MIDLAND DISTRICT.—CONTINUED

TENDER ENGINES—CLASSES.

SECTION.

From.	To.	F.G.H. J.K. 120 lbs.		U. 130 lbs.		B. P.V. 130 lbs.		T. 130 lbs.		S. 130 lbs.		W. 130 lbs.		A. and O. 130 lbs.		A. and O. 140 lbs.		A. 170 lbs.		Q. and O.R. 130 lbs. D. 140 lbs.		Old R. 17 1/2 in. C. N.E. 140 lbs.		X. 140 lbs.		Y. 40 lbs.		Goods. Consol.
		Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Express.	Pass.	Goods.	Pass.	Goods.	Express.	Pass.	Goods.	Express.	Pass.	Goods.	Express.	Pass.	Goods.	
Maryborough	Bet Bet	350	...	...	...	...	...	475	...	500	...	500	...	...	...	...	...	...	...	...	...	550	...	...	...	...	...	600
Bet Bet	Goldsbrough	150	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	355	...	...	...	...	...	300
Goldsbrough	Realitia	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	240
Realitia	Carapooee	130	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	18	...	...	...	...	...	300
Carapooee	Sutherland	130	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Sutherland	Cope Cope	130	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Cope Cope	Woomelang	365	...	...	...	420	...	500	...	520	...	520	...	...	...	...	...	...	...	...	...	660	...	...	...	...	...	700
Woomelang	Watchuga	...	...	...	...	...	...	350	...	385	...	385	...	...	...	...	...	...	...	...	...	...	420	...	...	...	...	480
Watchuga	Cope Cope	350	...	...	...	400	...	475	...	500	...	500	...	...	...	...	...	...	...	...	...	...	550	...	...	...	...	600
Cope Cope	Goldsbrough	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	210	...	...	...	...	240
Goldsbrough	Dunolly	315	...	...	...	295	...	340	...	370	...	380	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	485
Dunolly	Bet Bet	120	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Bet Bet	Maryboro'	180	...	...	...	205	...	245	...	260	...	275	...	...	...	...	...	...	...	...	...	180	...	...	...	...	...	350
Maryborough	Bung Bong	110	...	...	...	125	...	150	...	170	...	175	...	...	...	...	...	...	...	...	...	...	190	...	...	...	...	220
Bung Bong	Avoca	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Avoca	Amphitheatre	180	...	...	...	205	...	245	...	265	...	275	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	350
Amphitheatre	Eversley	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	210
Eversley	Dunneworthy	125	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Dunneworthy	Warra Yadin	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Warra Yadin	Ararat	150	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Ararat	Dunneworthy	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Dunneworthy	Eversley	150	...	...	...	180	...	210	...	230	...	235	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Eversley	Amphitheatre	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Amphitheatre	Avoca	250	...	...	...	295	...	340	...	370	...	380	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	485
Avoca	Maryborough	125	...	...	...	145	...	170	...	180	...	190	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240
Maryborough	Arnold's Brdg.	250	...	...	...	...	...	340	...	370	...	380	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	485
Arnold's Bridge	Dunolly	180	...	...	...	...	...	230	...	265	...	295	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Dunolly	Tarnagulla	150	...	...	...	...	...	230	...	265	...	295	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300
Tarnagulla	Arnold's Brdg.	200	...	...	...	...	...	255	...	290	...	340	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	390
Arnold's Bridge	Ingleswood	300	...	...	...	...	...	340	...	370	...	380	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	485

A speed of 20 miles an hour at mileages 107 1/2 and 114 Ararat to Maryborough, and at 122 1/2, 128 1/2, 128, Maryborough to Dozald is required to ascend the grades with loads above a full tonnage.

\* Mixed trains can take goods load Amphitheatre to Avoca.

+ When train from Dunolly is unavoidably blocked at Ingleswood Home Signal with load exceeding 180 tons the train should be promptly divided, and taken to Ingleswood in two parts. Guard to first put on the van brake and all the truck lever brakes of rear portion.

† If train be stopped at Watchugga, load thence to be reduced by 30 per cent.

See pages 102 to 108 for General Instructions applicable to Load Tables.



two parts. Guard to first put on the van brake and all the truck lever brakes of rear portion. If train be stopped at Watchung, load thence to be reduced by 30 per cent.

See pages 102 to 108 for General Instructions applicable to Load Tables.

### Load Table—Suburban Lines.

SECTION.  FROM AND TO.	TANK ENGINES—CLASSES.				TENDER ENGINES—CLASSES.																		
	C. 130 lbs.		L. 30 lbs.		M. 130 lbs.		E. 140 lbs.		F.G.H.J.K. 130 lbs.		P.V.U.B. 130 lbs.		T.S. 130 lbs.		O.A.W. 130 lbs.		Q. Old R. 130 lbs.		X. New R. 140 lbs.		Y. 140 lbs.		
	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	Pass.	Goods.	
Newport	12	14	9	16	16	16	16	16	as per	400	450	500	550	600	650	600	650	600	650	600	650	600	650
Melbourne	12	14	9	16	16	16	16	16	as per	400	450	500	550	600	650	600	650	600	650	600	650	600	650
Willmtn. Pier	12	14	9	16	16	16	16	16	as per	400	450	500	550	600	650	600	650	600	650	600	650	600	650
Newport	12	14	9	16	16	16	16	16	as per	400	450	500	550	600	650	600	650	600	650	600	650	600	650
St. Albans	12	14	9	16	16	16	16	16	as per	400	450	500	550	600	650	600	650	600	650	600	650	600	650
Essendon	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Melbourne	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Coburg	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Melbourne	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Preston	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Melbourne	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Collingwood	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Melbourne	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
St. Kilda	16	16	16	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Sundringam	16	16	16	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Oakleigh	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Ringwood	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Kew	8	9	8	10	10	10	10	10	as per	130	130	130	130	130	130	130	130	130	130	130	130	130	130
Glen Iris	10	11	10	12	12	12	12	12	as per	190	190	190	190	190	190	190	190	190	190	190	190	190	190
Mordialloc	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Frankston	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Braybrook	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Melbourne	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Spencer-street	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Flinders-st.	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950
Spencer-street	12	14	12	16	16	16	16	16	as per	230	360	400	450	500	550	600	650	700	750	800	850	900	950

Double the Melbourne and Coburg loads can be taken by Up Goods trains from Somerton and Whittlesea to Melbourne, but brakes must be used down the grades, as per Clause 8, page 107 from North Campbellfield to Fawkner, top of grade down Royal Park to k. Preston R. servoir to Murray Road, Thornbury to Croxton, and top of rise into Northcote. Brakes to be similarly applied Clifton Hill to Collingwood.  
 Assisting Engine may be used up Royal Park bank at rear of Goods trains, and load then increased up to 75 per cent. of tonnage for Second Engine.  
 After Passenger train service has ceased, and Goods trains can approach the viaduct at 15 miles an hour, loads may be increased one-third between Spencer-street and Flinders-street. Although Engines are capable of taking larger Passenger loads than are now running on some of the Suburban lines, the size of the trains is not to be increased without the Chief Traffic Manager's authority.  
 While Passenger trains are running on the South Suburban lines, no Goods train is to exceed 40 vehicles. "Y" class engines can take 60 vehicles between Melbourne and Burnley after passenger traffic ceases.

See pages 102 to 108 for General Instructions applicable to Load Tables.

Melbourne and Adelaide Passenger Express Service and General Instructions.

MAXIMUM TRAIN LOADS.  
VICTORIA.

SECTION.	CLASS ENGINE.				
	Exprs. engine	"A" 170lbs	"A." 140lbs	"A." 130lbs.	"D." 140lbs
DOWN.					
Melbourne to Bacchus Marsh ... ..	...	17	17	17	17
Bacchus Marsh to Ballarat ... ..	...	9	7	7	7
Melbourne to Ballarat (with assistant engine Bacchus Marsh to Ingliston)	...	14	12	11	12
Ballarat to Stawell ... ..	...	14	12	11	12
Stawell to Serviceton ... ..	...	—	15	15	15
UP.					
Serviceton to Stawell ... ..	...	—	15	15	15
Stawell to Ballarat ... ..	...	14	12	11	12
Ballarat to Melbourne (with assistant engine Ballarat to Warrenheip)	...	14	12	11	12

Load with 2 engines to be one less than combined load subject to maximum specified on page 102.

S.M., Spencer-street, to telegraph load of Down Express at 4.40 p.m daily to Bacchus Marsh, so that engine of No. 15 Down may, if necessary, be used to assist to Ingliston.

When two through engines are used, and the assistant engine is required from Bacchus Marsh to Ingliston in addition, the latter is to be placed at rear of train. When only one train engine is run, however, the assistant engine is to be attached in front.

No wagons to be attached to the Express train except by authority of Chief Traffic Manager. See also Clause 8 re Express Train Orders, Page 14.

SOUTH AUSTRALIA.

SECTION.	ONE ENGINE.	TWO ENGINES.
Serviceton and Murray Bridge ... ..	Equal to 10 Bogies.	Equal to 16 Bogies.
Murray Bridge and Adelaide ... ..	Equal to 7 Bogies.	Equal to 11 Bogies.

The Express in South Australia is restricted to Bogie Passenger Vehicles, but "Q.R." Wagons and the South Australian Mortuary Van may be run when specially authorised.

A Bogie Vehicle must be placed on either side of Sleeping, Vice-Regal, Parliamentary, and Departmental Cars.

Ball  
Mun  
exce  
and  
Sout  
kind  
and  
Ade  
atta  
  
Up  
S.M  
  
ing  
  
four  
run  
of V  
grad  
  
with  
by p  
  
inter  
Sout  
  
when  
  
Aust  
used  
  
sleep  
may  
wider  
  
chain  
toget  
into  
rollin  
  
Bridg  
to the

Orders Relating to South Australian Traffic.

TELEGRAPHING LOADS ON EXPRESS.

Loads on Express from Victoria to be telegraphed by Melbourne to Bacchus Marsh, Ballarat, and Stawell. By Ballarat to Beaufort, Ararat, Stawell, Serviceton, Bordertown, and Murray Bridge. (By Ballarat also to Adelaide, when the load for SOUTH AUSTRALIA exceeds one Sleeper, 3 Bogie Cars, and 1 Bogie Brake Van.) By Stawell to Murray Bridge and Adelaide, when there is any difference in load as from Ballarat. Loads on Express from South Australia to be telegraphed by Adelaide to Murray Bridge, Serviceton, and Stawell, kind of vehicles being specified, and when the load exceeds 1 Sleeper, 3 Bogie Cars, and 1 Bogie Van, also to Dimboola, Ballarat, and Chief Traffic Manager, Melbourne. Adelaide and Murray Bridge also advise Serviceton when other than Joint Stock vehicles are attached, giving description, so that if practicable train may be cut down at Serviceton.

Should any intermediate station find it necessary to alter or vary the composition of the Up or Down Through loads, advice is to be wired, as set out above, to the next colony and to S.M., Spencer-street.

Adelaide also advises Serviceton, Stawell, and Ballarat the number of passengers leaving Adelaide for stations Melbourne side of Serviceton.

VICTORIAN VEHICLES IN SOUTH AUSTRALIA.

Between MURRAY BRIDGE and ADELAIDE vehicles with six wheels, rigid wheel base, and four-wheeled vehicles with a longer rigid wheel base than 11ft. 6in., are not allowed to run.

No Victorian vehicles having side chains less than one inch in diameter are allowed to run on the line between Murray Bridge and Adelaide. The following is an approximate list of Victorian vehicles having side chains of one inch at present, but all side chains are being gradually abolished.

All bogie Passenger and Goods stock (except bogie Goods wagons lettered S, R, or Q, of which there are about 70.)

Horse Boxes lettered F (two) ...	...	Nos. 3 and 11.
Carriage Trucks „ G ...	...	„ 50 and upwards.
Box „ „ H ...	...	„ 896 „
Medium „ „ I ...	...	„ 3861 „
Flat „ „ K ...	...	„ 2 and 4 „
Sheep „ „ L ...	...	„ 183 and upwards.
Cattle „ „ M ...	...	„ 319 „
Hopper „ „ O ...	...	„ 155 „

All insulated T trucks and Louvre (U) wagons.

Trucks loaded for stations in South Australia beyond Murray Bridge should be fitted with the Westinghouse brake. Those fitted with pipes, also non-brake trucks, are not taken by passenger trains.

SOUTH AUSTRALIAN VEHICLES IN VICTORIA.

None of the Broad Gauge Stock is prohibited.

COUPLING OF ROLLING STOCK.

Between Melbourne and Serviceton all screw couplings on the Express and any other intercolonial trains are to be tightened to bring the buffers of the vehicles together. (In South Australia they are loosened.)

All trains from South Australia must be examined at Serviceton, and couplings adjusted when necessary.

When an ordinary Victorian Bogie vehicle is on the train next to a Joint Stock, or South Australian ordinary Bogie vehicle, the coupling attached to the Victorian vehicle must be used in preference to the other, unless it be a sleeper, when coupling of latter must be used.

In order to give freedom upon curves, the couplings which are attached to the "Mann" sleeping cars are to be used in coupling these vehicles to others, and not the coupling which may be attached to other vehicles. The screw couplings on the sleeping cars are made with a wider link for this purpose.

The side chain hooks of South Australian passenger vehicles are larger than the side chain hooks on Victorian carriages, and, consequently, are liable to be jammed when linked together. In order to avoid this the side chain hook of Victorian carriages must be dropped into link on side chain of South Australian carriages. This order also applies to all other rolling stock.

LIVE STOCK TRAFFIC.

When Live Stock trucks are loaded for stations in South Australia beyond Murray Bridge, the number of trucks, destination, and time of arrival at Serviceton, are to be wired to the General Traffic Manager Adelaide, and S.M., Serviceton.

Load with 2 engines to be one less than combined load subject to maximum specified on page 102.

ce and

0. lbs

7

7

2

2

5

40 p.m. sary, be

required rear of is to be

ority of 14.

INES.

Bogies.

Bogies.

ssenger may be

e-Regal,

Chief Traffic Manager's office must be communicated with if vehicles as per Clause 2, Page 135, cannot be supplied.

All horses loaded in HORSE BOXES at Victorian stations for Adelaide or other stations beyond Murray Bridge are to be discharged at SERVICETON, AND RE-LOADED THERE INTO S.A. BOXES.

When an order is accepted, General Traffic Manager, Adelaide, and S.M., Serviceton, are to be promptly advised by wire by Sending Station, so that S.A. boxes may be in readiness at Serviceton, following particulars to be given:—No. of horses to be loaded, name of Consignor and Consignee, and time of arrival at Serviceton.

SOUTH AUSTRALIAN VEHICLES, COUPLINGS, &c.

When South Australian vehicles in Victoria have hot boxes or have sustained any other damage rendering them unfit to be returned with promptitude to Serviceton, particulars of the damage and the delay must be wired to Serviceton, and a special report made to this office, giving—

- (A) Number and description of vehicle.
- (B) Cause of delay.
- (C) Time delayed.

The above instructions do not apply to JOINT STOCK vehicles, but to S.A. vehicles only.

S.A. vehicles must be returned to Serviceton with the greatest possible despatch, so as to save interchange charges.

Screw Couplings, hose pipes, and other gear belonging to South Australian Railways must be promptly returned to Adelaide, waybilled direct to "Loco. Engineer, Adelaide." This has particular reference to any gear detached from vehicles by Loco. employes.

CONSIGNMENTS BY EXPRESS TRAINS.

Consignments (other than small packages usually sent in vans of passenger trains) must not be accepted for conveyance to South Australia by Express without permission of the Chief Traffic Manager, Melbourne.

ROLLING STOCK.

The Victorian and South Australian Joint Rolling Stock consists of 6 sleeping cars, 12 carriages 6 Guards' vans, and 6 mail vans.

1.  
oil; (b) t  
must not  
constantly  
pipe, say,  
speed pas  
a week.

2.  
applying

3.  
HAVE TH  
will enab  
excess of  
tender.  
necessary  
the NEUT  
SHOW WI  
satisfied t  
the runni

4.  
are fitted,

5.  
pump, an  
valve is le  
Brake is a  
it acts as

6.  
opened, an  
gently clos

7.  
lbs.; any  
Driver's v

8.  
air must l

9.  
the train,

10.  
for about  
train is run  
release the

11.  
coming to

12.  
the blocks  
back positi  
back smar  
wheels of t  
GIVE A GR  
THEM UP.  
SURE IN T

13.  
stopped by  
Westingho  
trains at w

14.  
and to avo  
pressure in  
up at such  
reservoir, f

## WESTINGHOUSE BRAKE.

## Instructions for Working.

## TO DRIVERS.

1. Drivers must see—(a) That the top of steam cylinder is sparingly lubricated with oil; (b) that the air cylinder is lubricated with a small quantity of petroleum (tallow or oil must not be used in the air cylinder, as they destroy the hose pipe); (c) that the air pump is constantly run, but never faster than is necessary to maintain the required pressure in train pipe, say, for goods and passenger Suburban trains 50 to 60 lbs., and for express and high speed passenger trains 70 to 80 lbs.; (d) Drivers must drain the main reservoir on engine once a week.

2. If a Driver finds the air pressure in his train too high, he can easily reduce it by applying the Brake with full power, and then releasing it.

3. Drivers when coming on to a train, or when carriages are being attached, MUST HAVE THE AIR PUMP WORKING, AND THE BRAKE REGULATOR IN THE NEUTRAL POSITION. This will enable them to accumulate a high pressure of air in the main reservoir, and so obtain an excess of air without increasing the pressure in the working reservoirs of the engine and tender. When the coupling-up is completed, the Driver must charge the train with the necessary pressure for testing (50 lbs.), and again place the regulator of the Brake valve in the NEUTRAL POSITION. THE REDUCTION OR OTHERWISE OF PRESSURE ON HIS GAUGE WILL SHOW WHETHER OR NOT THE GUARD HAS TESTED THE TRAIN BEFORE STARTING. When satisfied that the train has been tested he will release Brakes, and put the Brake regulator in the running position.

4. The Driver must, before starting, ascertain from the Head Guard how many vehicles are fitted, and that the pipe of the Westinghouse Brake is connected ready for working.

5. Great loss of time would be caused by Drivers shutting the steam off the donkey pump, and so allowing the train pressure to drop, by leakage in the train pipe, until the triple valve is lowered by the superior pressure in the reservoir, and thus applying the Brakes. The Brake is applied by a decrease of air in the main pipe, and if the decrease is made by leakage it acts as if the decrease had been made by allowing air to escape by way of the regulator.

6. To apply the Brakes lightly, the regulator valve on the engine must be partially opened, and as soon as the gauge shows a reduction of from 5 to 8 lbs. this valve must be gently closed.

7. The Brakes are fully applied when the pressure shown in the gauge is reduced by 25 lbs.; any further reduction would be waste of air. In cases of emergency, however, the Driver's valve must be fully opened to let all the air in the Brake pipe escape.

8. Long trains require more careful handling than short ones, and a greater quantity of air must be discharged from the Brake pipe.

9. The Brake should be applied in good time, so that a moderate application may stop the train, and avoid jerks and skidding of the wheels.

10. In releasing the Brake, the regulator handle must be moved back against the stop for about ten seconds, and then placed in the second position, *where it must remain while the train is running*. Drivers should allow a reasonable time (20 seconds) to elapse for brakes to release themselves on train before opening the regulator in order to avoid damage to drawgear.

11. To prevent a rebound, the Driver should release the Brakes in proper time before coming to a dead stop.

12. Delays will be caused by Drivers not releasing all the Brakes in the train, some of the blocks remaining on in consequence of not keeping the Brake regulator in the extreme back position long enough to release the Brakes properly. The regulator should be brought back smartly, so that the force of the extra pressure can instantly release the blocks from the wheels of the whole train. AN EXTRA PRESSURE OF 20 LBS. IN THE MAIN RESERVOIR WILL GIVE A GREAT FORCE UPON THE PISTONS OF THE TRIPLE VALVES, AND IS SUFFICIENT TO DRIVE THEM UP. DELAYS WILL OCCUR IF DRIVERS NEGLECT TO KEEP THE AMOUNT OF EXTRA PRESSURE IN THEIR MAIN RESERVOIRS.

13. After a train has been reduced to a very slow rate of speed, it must be finally stopped by a Hand Brake on engine or tender (except in cases of emergency), and the Westinghouse Brake must not be on when the train stops. This also applies to stopping trains at water cranes.

14. Delays may arise from connecting portions of trains carrying different pressures; and to avoid detentions from this cause Drivers must be careful not to leave more than 50 lbs. pressure in a train when detaching at junctions or termini. The Driver who intends to couple-up at such places should, as already advised, carry a high pressure, say 70 lbs., in the main reservoir, for the purpose of releasing any Brakes which may happen to be on.

15. If vehicles having different air pressures be coupled together, the Brakes will apply themselves on those which have the highest pressure.

16. When two engines are coupled together, the Driver of the leading engine must take charge of the Brake and work it as he would on an ordinary train, not considering the second engine except as a vehicle, and he must see that the Brake is properly coupled to the second engine. The Driver of the second engine must keep his handle in the neutral position, and donkey engine slowly and steadily working. By this means he shuts off all communication from main reservoir to train pipe, and the pressure in the reservoir is kept above that in the Brake pipe, otherwise the Brakes would apply themselves by air escaping from the train pipe past the Driver's valve to main reservoir.

17. Drivers must call the attention of the Train Examiner at the first examining station to any irregularity in the working of the Brakes. They must also enter the number of each car or wagon on which Brakes work badly in their reports. This applies to both passenger and goods trains, and any Driver unable to give numbers of vehicles complained of for Brake failure will be considered wanting in attention to duty.

18. Drivers must carry a supply of Air Brake Defect Cards and attach them to vehicles when necessary.

19. At roadside stations where shunting is done Drivers should be careful to work their pump in such a way that the pressure in vehicles attached to engine while shunting will not rise higher than that in the detached portion of train. The handle should also be kept in the running position in order to conserve the necessary pressure for releasing the brakes.

20. When Fireman uncouples the engine from train he must always apply the brake on the part of train disconnected from engine by allowing a sufficient quantity of air to escape from train pipe. (This instruction not to cancel or in any way interfere with the instructions to Guards, Clauses 1, 2 and 3).

21. Firemen will be held responsible that they learn the use of the Westinghouse Brake, when employed on engines so fitted; and no Fireman will be promoted until he has proved that he is perfectly competent to work it properly.

TRAIN EXAMINERS.

1. Examiners must see that the Brake connections are perfect, and properly adjusted for the wear of the blocks and wheels, by being uniformly taken up. The pistons of double-piston cylinders should each travel not less than 2 nor more than 4 inches. Those of single-piston cylinders should not travel less than 4 nor more than 8 inches.

2. That the hose couplings are united and the cocks in the pipes, except the one at the rear of the last vehicle, are open.

3. That the joints are all tight.

4. That the cocks under the vehicles connecting the triple valves with the train pipe are full open, and that the release valves and wires are in good working order.

5. Examiners on the arrival of a train must ascertain from the Driver if any irregularity exists in the working of the Brake, and take steps to remedy the defect if there is time before the train starts again. If it is found necessary to cut off the brake, the vehicle must be at once reported.

TO GUARDS.

1. BEFORE LEAVING A TERMINUS, AND IMMEDIATELY BEFORE GIVING THE DRIVER A STARTING SIGNAL, after adding to or detaching from a train or disconnecting on the journey, or on another engine being attached, the rear Guard must ascertain whether the couplings are connected and the cocks in the Brake pipe are all open throughout the train by applying the Brakes from his van, by his reducing the pressure in the gauge 10lbs., and seeing that they are released from the engine. The Guard of a Westinghouse Brake train must always test the van hand brake and see it is in proper order before every journey prior to testing the Westinghouse Brake.

2. If the Brake is not in use on the whole train, or if the van is not the last vehicle, the test must be made by opening the cock in the Brake pipe of the last vehicle connected. Guards, when they have occasion to apply the Brake from their vans, must open the tap and allow the air to escape until the train is brought to a standstill; but they should only use the Brake in cases of emergency. Guards must in all cases screw the HAND BRAKES CLEAR OFF before starting.

3. Guards must on no account start a train until they have tested the Brake; and in the event of the engine being changed, or vehicles attached or detached at any Station during the journey, the Brake must be again tested before resuming the journey.

4. Guards working vans having a pipe only must use the Hand Brake, whether the Westinghouse Brake is in use on the other portion of the train or not.

valve att  
5.  
affecting  
be closed.  
6.  
open whe  
7.  
before sep  
stand acr  
8.  
adjusted  
lubricate  
tight.  
9.  
position l  
10.  
ends of tl  
uncouplin  
that the  
been appl  
11.  
where it  
well as se  
12.  
not in an  
made, an  
13.  
cock on e  
Brake ful  
then to b  
14.  
hook of t  
to this.

Page 139.—**Westinghouse Brake Instructions**—**RELEASING BRAKES** (Clause 4 of General Orders)—In the case of carriages, the release valve is screwed into the brake cylinder, and when the brake requires to be released the wires should be pulled and held open until all the air has escaped from the cylinder.

In the case of trucks it is different. The release valve is screwed into the auxiliary reservoir, so that when the wire is pulled the air escapes from the auxiliary reservoir, and when the pressure in the reservoir becomes lower than that in the main pipe the triple valve piston is forced back and the air pressure in the brake cylinder escapes through the exhaust port in the triple valve in the same way as if the brakes were released from the engine; therefore to release a quick acting brake by hand, it is sufficient if the release valve is kept open until the piston of the triple valve is reversed and the air begins to escape from the exhaust port to the lastnamed valve. If the release valve is held open a longer time the air pressure in the auxiliary reservoir and the main pipe will gradually diminish, and the whole of the air in the apparatus may thus be discharged if desired.

Briefly, to release the brake in carriages the wire must be pulled till all the air escapes from the cylinder, and in the case of the quick-acting brake, the wire should only be pulled for a few seconds in order to reverse the triple valve piston when the air escapes through the exhaust as if it had been released from the engine.

When the Brake of any vehicle stuck on, it can be released by opening the release valve attached to the cylinder. These valves must be held open until the brakes are released.

5. Should it be desirable to throw the Brake of any vehicle out of operation without affecting the others, the small cock leading from the main pipe to the triple valve must be closed. When this cock is open, the handle stands straight along the branch pipe.

6. The Brake pipe has a tap at each end of every vehicle, all of which taps should be open when the hose couplings are connected, except the one at the end of the train.

7. These taps must always be opened *after* connecting the hose couplings, and closed *before separating them*. It is important to observe that these taps are open when the handles stand across or away from the line of pipe, and closed when parallel to or alongside the pipe.

8. Care must be taken—(a) that the Brake connections are perfect, and properly adjusted for the wear of the blocks and wheels; (b) that the Brake cylinders are perfect, and lubricated occasionally with mineral oil; and (c) that the couplings and other parts are tight.

9. **Train Examiners** must see that the cocks under each carriage are in proper position before the train starts, so as to prevent delay on the journey.

10. **Shunters**, in all cases, after connecting the couplings, must open the cocks at the ends of the carriages *except the last*, so as to complete the Brake throughout the train. *Before uncoupling*, the pipe-taps must be shut, but before doing so Shunters must satisfy themselves that the Driver has taken the Brake off, and that the Hand Brake at the end of the train has been applied.

11. It will be the duty of each Stationmaster, Inspector, or person starting a train where it commences its journey, to see the air-pipes are connected between each vehicle, as well as seeing the train is properly coupled up in every other respect.

12. The performance of this duty by the Stationmaster, Inspector, or other person, will not in any way relieve the Guards of their responsibility of seeing every coupling properly made, and the Brake in working order.

13. Shunters, Couplers, &c., before uncoupling the engine from train must see that the cock on end of vehicle next to engine is closed, and a signal given to the Driver to apply the Brake fully on engine. This exhausts the air from hose-pipes. The cock on pipe of engine is then to be closed, and couplings separated.

14. Porters and others crossing over the buffers between carriages must not step on hook of the hose coupling, or on the air-pipe. Stationmasters must also caution their Staff as to this.





5. The Guard in charge of a train must inform the Driver how many vehicles are fitted, and whether the train is in working order. Should it happen that only the front part of a train is in use, the rear Guard must use his Hand Brake with great care, to prevent jerking or rebound.

6. When a train is run and this Brake in use, the Guard must enter in his journal, "Westinghouse Brake in use," and if the Brake has acted properly, this will be all that is necessary to say in the journal; but in the event of it not working properly, he must make a special report, giving full particulars, and add to his journal, "See Special Report."

7. Guards must not use the Brake except in case of emergency, such as violent oscillation, carriages on fire, or anything likely to cause danger to the train, when the Brake must be instantly applied, and the train brought to a standstill as quickly as possible; and the Driver must at once shut off steam and reduce speed.

8. When the indicated Brake pressure falls below 45lbs., the Driver's attention is to be called thereto at first opportunity.

#### GENERAL.

1. At roadside stations when trains are broken and any shunting done, Guards or Shunters must always apply the Brake on that part of the train disconnected from the engine. Should this part of the train be left standing on a falling grade, sufficient hand brakes should be applied whether the Westinghouse Brake is in operation or not. Guards must, however, be careful not to allow any more air out of the train pipe than is necessary to rightly apply Brakes, as by letting all the air out the Driver may have considerable trouble in getting up his pressure on long trains.

2. At terminal stations the Brake must be fully released on the whole train before the engine is disconnected. CARE SHOULD BE TAKEN TO LEAVE THE REGULATION PRESSURE OF 50LBS. IN TRAIN PIPES, so that the Examiner can test train if necessary.

3. The pipes and joints must be kept tight, and when leaks are discovered they must be corrected, if serious, before the vehicle is again used.

4. Should the Brake of any vehicle stick on, it can be released by opening the release valve attached to the cylinder. These valves must be held open until the brakes are released.

5. Should it be desirable to throw the Brake of any vehicle out of operation without affecting the others, the small cock leading from the main pipe to the triple valve must be closed. When this cock is open, the handle stands straight along the branch pipe.

6. The Brake pipe has a tap at each end of every vehicle, all of which taps should be open when the hose couplings are connected, except the one at the end of the train.

7. These taps must always be opened *after* connecting the hose couplings, and closed *before separating them*. It is important to observe that these taps are open when the handles stand across or away from the line of pipe, and closed when parallel to or alongside the pipe.

8. Care must be taken—(a) that the Brake connections are perfect, and properly adjusted for the wear of the blocks and wheels; (b) that the Brake cylinders are perfect, and lubricated occasionally with mineral oil; and (c) that the couplings and other parts are tight.

9. **Train Examiners** must see that the cocks under each carriage are in proper position before the train starts, so as to prevent delay on the journey.

10. **Shunters**, in all cases, after connecting the couplings, must open the cocks at the ends of the carriages *except the last*, so as to complete the Brake throughout the train. *Before uncoupling*, the pipe-taps *must be shut*, but before doing so Shunters must satisfy themselves that the Driver has taken the Brake off, and that the Hand Brake at the end of the train has been applied.

11. It will be the duty of each Stationmaster, Inspector, or person starting a train where it commences its journey, to see the air-pipes are connected between each vehicle, as well as seeing the train is properly coupled up in every other respect.

12. The performance of this duty by the Stationmaster, Inspector, or other person, will not in any way relieve the Guards of their responsibility of seeing every coupling properly made, and the Brake in working order.

13. Shunters, Couplers, &c., before uncoupling the engine from train must see that the cock on end of vehicle next to engine is closed, and a signal given to the Driver to apply the Brake fully on engine. This exhausts the air from hose-pipes. The cock on pipe of engine is then to be closed, and couplings separated.

14. Porters and others crossing over the buffers between carriages must not step on hook of the hose coupling, or on the air-pipe. Stationmasters must also caution their Staff as to this.

15. Engine Drivers and Guards are not to depend entirely upon the action and power of the Brake, but when approaching **TERMINAL STATIONS, JUNCTIONS,** and stations where obstructions exist on the same line of rails, must have their trains well under control, so that train can be brought to a standstill with the Hand Brakes if necessary. This refers not only to dead-end terminals, but also to terminal stations such as Flinders-street, Balaclava, Caulfield, Box Hill, Essendon, and other similar stations.



16. Shunters and others in running off carriages into sidings must not use the Westinghouse Brake, and must shunt the vehicles in such a manner as to be able to stop them by hand before reaching any carriages that may be standing on the Sidings or before striking the buffer stops.

17. On any occasion when this Brake, from any cause, gets out of order and cannot be used, the Guard will report the same to the Inspector, and will be held responsible that the Brake pipe is not coupled on to the engine, and the Driver informed that the Brake on the carriages cannot be used.

18. Delays and inconvenience may be caused by persons tampering with and altering the taps of the Brake. Stationmasters and Inspectors must give this matter particular attention, and see that each member of the Staff properly understands when and how to turn off or put on these cocks; and that no person, except those properly authorised, is allowed to interfere in any way with the cocks or fittings of the Brake.

19. Before starting a train from an examining station the Driver and Guard should be notified by the Train Examiner that Brake is in good order and of number of brakes cut out (if any).

20. *Employes* must not pull the release wire on the trucks and bend it over to keep open the release valve to facilitate shunting. A short pull of a few seconds is sufficient to release Brakes if taps are properly shut off and pressure retained in pipes when uncoupling. Trucks

fitted with brake are marked  and those with pipe only 

- 21. Hand brakes must not be put down on brake trucks connected with engine.
- 22. Hose pipes must be uncoupled, not pulled apart.

*NOTES.—It is part of the duty of the Westinghouse Brake Inspectors under the Locomotive Branch to instruct all employes when necessary in regard to coupling up or on any other matter in connection with the Brake which may come under their notice.*

*Before a passenger train charged with air is run by a Non-Westinghouse Brake engine the air should be released from the vehicles.*

Brigh  
Balla  
Balla  
Mary  
Mary  
Castl  
Lanc  
Kyne  
Wycl  
Koro  
Newp  
Bend  
Cath  
Muro  
Shepp  
Num  
Koru  
Horsl  
Dimh  
Lube  
Hami  
Caste  
Birre  
Irrew  
Camp  
Teran  
Geelo  
Wedo  
Ever  
North  
Port  
Kew  
Camb  
Burn  
Maffr  
Moe  
Morw  
Warr  
  
Dayle  
Mary  
Bend  
Talla  
Spenc  
Arara  
Flind  
Mord  
For H  
Trara

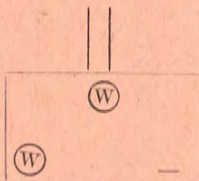
Page 140.—STIFF HOSE TAPS—Whenever the hose tap is stiff, the number of the waggon must be noted and the fact reported to the Train Examiner for rectification.

- (a.) Engines of all Suburban trains carry Name Boards in front, which show destination of each train.
- (b.) The diagrams show the relative positions of the Head Lights as they would appear if an engine were approaching. The letter (W) in diagram represents "White," and (R) "Red." When an additional Head Light is required for a Special train (Regulation 97), it may be exhibited in place of one of the White Lights where three are provided.

LINES.

HEAD SIGNALS.

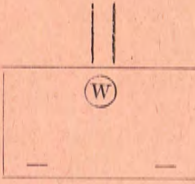
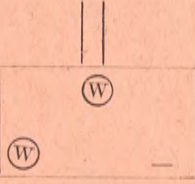
Brighton, Essendon, and Sandringham  
 Ballarat and Linton  
 Ballarat and Buninyong  
 Maryborough, Avoca, and Ararat  
 Maryborough, Dunolly, and Inglewood  
 Castlemaine, Maldon, and Shelbourne  
 Lancefield Junction & Lancefield (& Kilmore Line when re-opened)  
 Kyneton and Redesdale  
 Wycheproof and Sea Lake  
 Korong Vale, Boort, and Quambatook  
 Newport and Braybrook Junction  
 Bendigo and Wallan (between Bendigo and Axedale)  
 Cathkin and Alexandra Road  
 Murchison East and Rushworth  
 Shepparton, Dookie, and Katamatite  
 Numurkah and Picola  
 Korumburra and Outtrim  
 Horsham, Noradjuha, and Goroke  
 Dimboola and Jeparit  
 Lubeck and Rupanyup  
 Hamilton and Coleraine  
 Casterton and Branxholme  
 Birregurra and Forrest  
 Irrewarra and Beeac  
 Camperdown and Timboon  
 Terang and Mortlake  
 Geelong, Mount Moriac, and Wensleydale  
 Wedderburn and Wedderburn Junction  
 Everton and Bright  
 North Fitzroy and Fitzroy  
 Port Melbourne  
 Kew  
 Camberwell and Oakleigh (if re-opened)  
 Burnley and Darling (local train)  
 Maffra and Briagolong  
 Moe and Thorpdale  
 Morwell and North Mirboo  
 Warragul and Neerim South  
 Daylesford and Ballarat  
 Maryborough and Birchip  
 Bendigo and Wycheproof  
 Tallarook and Mansfield  
 Spencer-street and Port Fairy  
 South Eastern (between Caulfield & Port Albert)  
 Ararat and Portland  
 Flinders-street, Coburg, Campbellfield, and Somerton  
 Mordialloc, Frankston, Mornington, and Stony Point  
 For Healesville Trains (between Box Hill and Healesville)  
 Traralgon and Stratford (via Maffra)





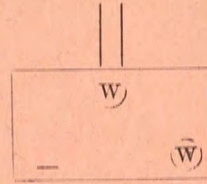
List of Distinguishing Head Signals to be carried by Engines with or without Trains (Regulation 93).

- (a.) Engines of all Suburban trains carry Name Boards in front, which show destination of each train.
- (b.) The diagrams show the relative positions of the Head Lights as they would appear if an engine were approaching. The letter (W) in diagram represents "White," and (R) "Red." When an additional Head Light is required for a Special train (Regulation 97), it may be exhibited in place of one of the White Lights where three are provided.

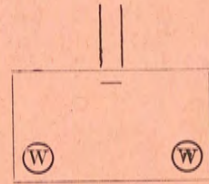
LINES.	HEAD SIGNALS.
Brighton, Essendon, and Sandringham	
Ballarat and Linton	
Ballarat and Buninyong	
Maryborough, Avoca, and Ararat	
Maryborough, Dunolly, and Inglewood	
Castlemaine, Maldon, and Shelbourne	
Lancefield Junction & Lancefield (& Kilmore Line when re-opened)	
Kyneton and Redesdale	
Wycheproof and Sea Lake	
Korong Vale, Boort, and Quambatook	
Newport and Braybrook Junction	
Bendigo and Wallan (between Bendigo and Axedale)	
Cathkin and Alexandra Road	
Murchison East and Rushworth	
Shepparton, Dookie, and Katamatite	
Numurkah and Picola	
Korumburra and Outtrim	
Horsham, Noradjuha, and Goroke	
Dimboola and Jeparit	
Lubeck and Rupanyup	
Hamilton and Coleraine	
Casterton and Braxholme	
Birregurra and Forrest	
Irrewarra and Beeac	
Camperdown and Timboon	
Terang and Mortlake	
Geelong, Mount Moriae, and Wensleydale	
Wedderburn and Wedderburn Junction	
Everton and Bright	
North Fitzroy and Fitzroy	
Port Melbourne	
Kew	
Camberwell and Oakleigh (if re-opened)	
Burnley and Darling (local train)	
Maffra and Briagolong	
Moe and Thorpdale	
Morwell and North Mirboo	
Warragul and Neerim South	
Daylesford and Ballarat	
Maryborough and Birchip	
Bendigo and Wycheproof	
Tallaroek and Mansfield	
Spencer-street and Port Fairy	
South Eastern (between Caulfield & Port Albert)	
Ararat and Portland	
Flinders-street, Coburg, Campbellfield, and Somerton	
Mordialloc, Frankston, Mornington, and Stony Point	
For Healesville Trains (between Box Hill and Healesville)	
Traralgon and Stratford (via Maffra)	

DISTINGUISHING HEAD SIGNALS.—CONTINUED.

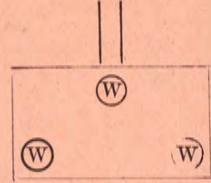
Bacchus Marsh and Serviceton  
 Spencer-street and Echuca (including St. Albans Suburban)  
 Bendigo and Wallan (between Axedale and Wallan)  
 Seymour and Cobram  
 Eastern Line (between Caulfield and Sale)  
 Benalla and Yarrawonga  
 Springhurst and Wahgunyah  
 Wangaratta, Beechworth, and Yackandandah  
 Wodonga and Tallangatta  
 Heidelberg and Collingwood  
 Flinders-street and Preston  
 For Whittlesea trains (between Macaulay Road and Whittlesea)  
 Camberwell, Box Hill, and Ringwood Suburban



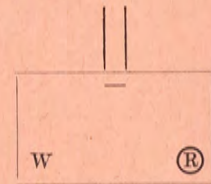
Geelong and Ballarat  
 Castlemaine, Maryborough, and Ballarat  
 Woodend and Daylesford  
 Bendigo and Swan Hill  
 Toolamba and Echuca  
 Spencer-street, Wodonga, and Albury  
 Sale and Bairnsdale  
 Hamilton, Koroit, and Warrnambool  
 Murtoa, Warracknabeal, and Hopetoun  
 Geelong and Queenscliff  
 Macaulay Road and Collingwood  
 Fern Tree Gully (to and from Box Hill)  
 St. Kilda  
 Williamstown  
 Between Melbourne and Caulfield (for Eastern and South-Eastern Trains)  
 Caulfield, Oakleigh and Dandenong Suburban



Spencer-street and Bacchus Marsh  
 Ballarat and Waubra  
 For Collingwood Line Trains (between Melbourne and Macaulay Road)  
 For Whittlesea Trains (between Spencer-street & Macaulay Road)  
 For Healesville Trains (between Prince's Bridge and Box Hill)  
 Prince's Bridge and Darling  
 Goods Trains between Spencer-street and Port Melbourne



All Yard Engines within Station Yards



T  
 Lette  
 SPECI  
 "  
 "  
 "  
 "  
 "  
 AC  
 AA  
 "  
 AV  
 BA  
 "  
 "  
 ABDA  
 AD  
 "  
 SPECI  
 BU  
 "  
 "  
 BV  
 BE  
 DE  
 DV  
 FRE  
 V.R. &  
 "  
 "  
 "  
 "  
 A  
 "  
 "  
 "  
 AE  
 "  
 "  
 "  
 AB  
 "  
 AD  
 "  
 B  
 "  
 "  
 "

## ROLLING STOCK.

Table giving classes, number, carrying capacity, and dimensions of Rolling Stock.

## PASSENGER STOCK.

Letter.	No. of Vehicles.	Class.	Capacity.		Average Tare.			
			Passengers	T.	C.	QRS.	LBS.	
<b>Bogie Stock.</b>								
SPECIAL	1	8 compts., Corridor ("Pioneer"), 1st Class	64	32	15	3	0	0
"	2	8 " Sleepers ("Perseverance" and "Enterprise")	24	30	6	0	0	0
"	1	Victoria (Departmental)	...	22	16	0	0	0
"	1	State Car	...	19	9	0	0	0
"	1	Dining Car ("Albert")	...	19	3	2	0	0
"	1	Ministerial Car	...	11	10	1	0	0
"	1	" ("Edinburgh") } Bogies at one end.	...	11	4	3	0	0
AC	12	6 compartments, Corridor	34	19	5	0	0	0
AA	82	6 " "	48	19	6	0	0	0
"	110	7 " "	70	18	16	0	0	0
AV	35	6 compartments, Corridor (Vestibule Cars)	44	24	14	3	0	0
ABAB	2	6 " (Lavatory)	54	21	7	1	0	0
"	24	7 " "	64	18	19	0	0	0
"	20	American Saloons	64	16	14	3	0	0
"	5	" "	52	15	17	0	0	0
ABDABD	2	4 compartments (Cross-country Cars)	47	19	16	2	0	0
"	2	4½ " "	45	19	18	3	0	0
ADAD	12	6 " Nos. 63 to 74	60	19	11	1	16	0
"	62	5 " "	50	19	0	2	0	0
SPECIAL	1	9 " Corridor ("Pioneer") 2nd class	72	31	17	1	0	0
B <sup>II</sup>	16	7 " "	70	19	2	2	14	0
"	30	7 " "	70	18	16	0	0	0
"	1	South Suburban Saloon	52	15	17	1	0	0
BV	25	7 compartments, Corridor (Vestibule Car)	52	23	19	1	1	1
BE <sup>BE</sup>	2	4 " (Post Office)	40	18	1	3	0	0
DD	12	Van. Bogie	...	15	11	0	0	0
"	32	" (To carry 12 passengers)	...	18	0	0	0	0
DV	2	Vestibule Van	...	23	5	1	0	0
FFF	6	Horse Box to carry 12 horses & attendants	...	19	15	1	0	0
"	1	Rowan Car	42	18	0	3	0	0
V.R. & S.A.	6	8 compartments, Joint Stock Sleeping Cars	20	30	13	0	0	0
"	12	6 " " Composites	54	16	16	0	0	0
"	4	Iron-panelled " " Brake Vans	...	13	19	2	0	0
"	2	Joint Stock Brake Vans	...	15	16	0	0	0
"	3	" Mail Vans	...	13	12	0	0	0
"	3	" Post Office	...	13	15	2	0	0
<b>Fixed Wheel Base Stock.</b>								
A	44	4 compartments, six wheels	32	11	5	3	25	0
"	1	5 " " "	50	10	18	2	0	0
"	1	4 " " "	30	13	18	1	0	0
"	1	Saloon " " "	36	12	4	2	0	0
"	3	Semi-Saloon, four " "	32	9	4	0	0	0
AB	55	5 " six " "	46	11	1	0	19	0
"	7	Semi-Saloon four " "	34	9	2	1	0	0
"	1	Semi-Yankee, 1 Bogie, and 1 pair of wheels	36	13	2	0	0	0
"	1	Semi-Saloon, four wheels	36	8	19	2	0	0
ABD	12	2 compartments six wheels	25	11	2	2	23	0
"	2	3 " six " "	36	9	18	3	0	0
AD	3	Saloons, six wheels	24	10	8	3	21	0
"	1	3 compartments, six wheels	24	12	2	0	0	0
B	177	5 compartments, six wheels	50	10	9	1	17	0
"	2	5 " " "	46	10	13	0	0	0
"	4	5 " " "	40	9	16	3	14	0
"	2	4 " " "	50	10	4	0	0	0
"	23	4 " " "	40	10	0	3	11	0





ROLLING STOCK—CONTINUED.

LBS.	Letter.	No. of Vehicles.	Class of Wagons.	Loads.	Length.	Width.	Average Depth.
				Tons.	ft. in.	ft. in.	ft. in.
0	H	1	High-sided Hobson's Bay ...	6	14 10 <sup>1</sup> / <sub>2</sub>	8 0	4 3 <sup>3</sup> / <sub>4</sub>
0	"	1	" " Open Wagon ...	6	14 5	7 5	4 2 <sup>1</sup> / <sub>2</sub>
0	"	6	Covered Box Wagons ...	6	14 4	7 7	6 5
0	"	134	" " " " ...	7	17 0	7 8	6 5
0	"	96	" " " " ...	7	17 0	7 7	6 6
18	"	22	" " " " ...	7	16 10	7 7	6 6
0	"	52	" " " " ...	7	14 4	7 7	6 5
0	"	2	High-sided Open Wagon ...	8	14 5	7 5	4 2 <sup>1</sup> / <sub>2</sub>
0	"	9	Covered Box Wagons ...	8	14 4	7 7	6 5
0	"	11	" " " " ...	8	16 10	7 7	6 6
0	"	20	" " " " ...	8	17 0	7 7	6 6
14	"	5	" " " " ...	8	17 0	7 8	6 5
0	"	36	" " Produce Wagons ...	8	17 4 <sup>1</sup> / <sub>2</sub>	7 4 <sup>1</sup> / <sub>2</sub>	7 0
0	"	35	" " " " ...	10	17 4 <sup>1</sup> / <sub>2</sub>	7 4 <sup>1</sup> / <sub>2</sub>	7 0
0	I	16	Old Hobson's Bay Medium ...	6	13 6 <sup>3</sup> / <sub>4</sub>	7 6	2 4 <sup>1</sup> / <sub>2</sub>
0	"	1	" " " " ...	6	14 8 <sup>1</sup> / <sub>2</sub>	7 8 <sup>1</sup> / <sub>2</sub>	2 7 <sup>1</sup> / <sub>2</sub>
12	"	2	Old Iron Medium ...	6	17 5 <sup>1</sup> / <sub>2</sub>	7 7	2 10
0	"	30	Old Wooden Medium ...	7	14 8 <sup>1</sup> / <sub>2</sub>	7 8 <sup>1</sup> / <sub>2</sub>	2 7 <sup>1</sup> / <sub>2</sub>
0	"	5	Wooden Medium ...	7	17 7 <sup>1</sup> / <sub>2</sub>	7 6 <sup>1</sup> / <sub>2</sub>	3 0
0	"	1	Low-sided Iron Belgian ...	7	21 10 <sup>1</sup> / <sub>2</sub>	8 7 <sup>1</sup> / <sub>4</sub>	1 3
0	"	25	Old Iron Medium ...	7	17 5 <sup>1</sup> / <sub>2</sub>	7 7	2 10
0	"	5	Old Wooden Medium ...	8	14 8 <sup>1</sup> / <sub>2</sub>	7 8 <sup>1</sup> / <sub>2</sub>	2 7 <sup>1</sup> / <sub>2</sub>
0	"	1942	Wooden Medium ...	8	17 7 <sup>1</sup> / <sub>2</sub>	7 6 <sup>1</sup> / <sub>2</sub>	3 0
0	"	1	Iron Belgian Medium ...	8	21 10 <sup>1</sup> / <sub>2</sub>	8 10	3 4
0	"	72	Old Iron Medium ...	8	17 5 <sup>1</sup> / <sub>2</sub>	7 7	2 10
0	"	50	New Pattern Iron and Steel Medium... ..	8	17 11 <sup>3</sup> / <sub>4</sub>	7 6 <sup>1</sup> / <sub>2</sub>	3 0
0	"	3709	Standard Wooden Medium ...	10	17 7 <sup>1</sup> / <sub>2</sub>	7 6 <sup>1</sup> / <sub>2</sub>	3 0
0	"	502	New Pattern Iron and Steel Medium... ..	10	17 11 <sup>3</sup> / <sub>4</sub>	7 6 <sup>1</sup> / <sub>2</sub>	3 0
0	K	96	Low-sided Wagon, double bolster ...	8	15 7	7 7	0 6
14	"	128	" " " " single ...	8	14 7 <sup>1</sup> / <sub>2</sub>	7 7 <sup>1</sup> / <sub>2</sub>	0 6
0	"	3	Low-sided Wagon, Nos. 2, 4, 15, single bolster ...	10	17 7 <sup>1</sup> / <sub>2</sub>	7 6 <sup>1</sup> / <sub>2</sub>	0 6
14	"	9	Low-sided Wagon, no bolster ...	7	14 7	7 8	0 6
0	"	48	" " (iron), double bolster ...	8	16 0	7 5	0 6
7	L	26	Iron Sheep Wagon ...	7	20 0	7 5	6 10
0	"	34	" " " " ...	7	19 11	7 6	6 9 <sup>3</sup> / <sub>4</sub>
0	"	100	Standard Sheep Wagon, Nos. 183 to 282	8	19 10	7 4	7 0 <sup>1</sup> / <sub>2</sub>
4	"	101	Iron " " " " ...	8	20 0	7 8 <sup>1</sup> / <sub>2</sub>	7 2 <sup>3</sup> / <sub>4</sub>
0	"	1	Combination Sheep Wagon, No. 8 ...	8	19 10	8 0 <sup>1</sup> / <sub>2</sub>	7 7
0	M	100	Large-sized Cattle Wagons, Nos. 319 to 418 ...	10	19 4	7 4	6 10
0	"	263	Cattle Wagons ...	7 & 8	17 6	7 4	6 4 <sup>3</sup> / <sub>4</sub>
0	"	38	Standard Cattle Wagons ...	8 & 10	17 6 <sup>3</sup> / <sub>4</sub>	7 5	6 11
0	"	1	Cattle Wagon (iron) ...	10	17 9 <sup>3</sup> / <sub>4</sub>	7 11	7 0
0	N	14	Ballast Wagon, solid buffers ...	6	16 1	7 3	1 3
0	"	77	" " Iron ...	7	14 9	7 9 <sup>1</sup> / <sub>2</sub>	1 3
0	"	116	" " Standard ...	7	15 8	7 7	1 3
0	NB	82	" " " " ...	7	15 5	7 8	1 3
0	O	39	Hopper Coal Wagon (mean dimensions)	7	9 6 <sup>1</sup> / <sub>2</sub>	5 8	4 0
0	"	148	" " Standard (mean dimensions)... ..	10	14 3	5 11	4 6
0	OO	1	Bogie Hopper Coal Wagon ...	40	48 0	8 5	4 6
0	P	6	Powder Van (Wooden), Nos. 6 to 11 ...	5	17 0	7 7	4 0 <sup>1</sup> / <sub>2</sub>
0	"	5	" " (Iron), Nos. 1 to 5 ...	5	16 4 <sup>3</sup> / <sub>4</sub>	7 1 <sup>3</sup> / <sub>4</sub>	6 4 <sup>3</sup> / <sub>4</sub>
in.	"	13	" " " " Nos. 12 to 24 ...	5	15 3	7 3	5 4 <sup>3</sup> / <sub>4</sub>
4	Q	4	Low-sided Bogie, Iron Girder, Nos. 1, 7, 11, 12 (No. 7 is fitted with a well to carry glass) ...	14	34 0	6 10 <sup>1</sup> / <sub>2</sub>	0 9
6	"	1	Low-sided Bogie, No. 13 ...	16	44 1	8 7	0 6
3	"	1	" " " " 26 ...	25	35 7	8 5	0 6

ROLLING STOCK—CONTINUED.

Letter.	No. of Vehicles.	Class of Wagons.	Loads.		Lengths.		Width.		Average Depth.	
			Tons.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.		
Q	1	Low-sided Bogie, No. 18 ...	20	35 7	8 50	0 6				
"	4	" " " 19, 20, 24 and 30 ...	26	35 7	8 5	0 6				
"	9	" " " 14, 17, 21, 27, 29, 31, 33, 37, 38 ...	16	35 7	8 5	0 6				
*QR	201	Medium Bogie Wagon, Nos. 1 to 201 ...	26	34 8½	8 0½	2 11				
†R	12	" " " ...	15	33 7½	7 11	2 6				
S	19	Covered " " ...	12	27 9	7 7½	6 5½				
T	130	Insulated Wagons ...	10	17 3¼	8 1¼	7 10				
Tr	31	" " (Bogie) ...	16	34 4	7 8	6 7½				
TH	19	" " " ...	5	16 10	7 6	6 4½				
U	112	Double Louvres in body & double roofs ...	10	17 3	7 9	7 0				
"	167	Single " " single ...	10	17 4	7 8	7 9½				
"	181	" " Iron No. 278 upwards ...	10	17 5	7 7½	7 9½				
...	9	Water Trucks (2000 gals.) ...	9	17 7	6 10	3 0				
...	1	" " (1400 gals.) ...	6	—	—	—				

DENILIQUIN AND MOAMA RAILWAY COY.'S STOCK.

†HD	—	Box Trucks ...	7	—	—	—				
Id	—	Medium Trucks ...	7	—	—	—				
Nd	—	Ballast " ...	7	—	—	—				

NOTE.—The consecutive numbers are given in Diagrams of Rolling Stock furnished to District Officers.

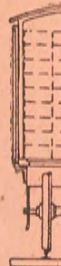
\* Some QR's carry only 20 tons. These are being fitted to carry 26 tons.

† Some R's carry 20 and 25 tons.

† Deniliquin Railway wagons should be promptly returned to Echuca from Victorian stations.

In some instances it will be found that the load painted on a waggon will differ from this table. In that case, the load given on side of the wagon is the correct one.

along and a



To I

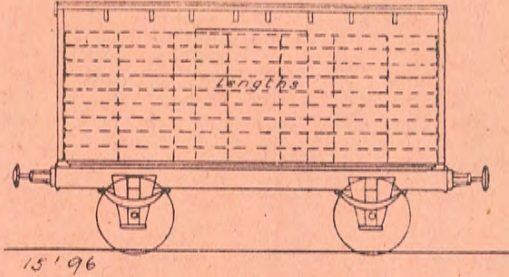
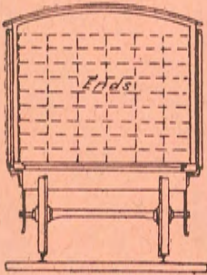
iron-bo

case m  
[catch o

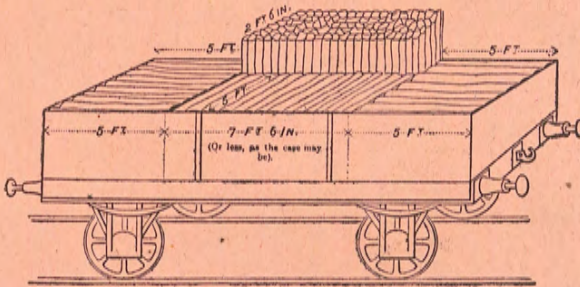
W  
keep th

Loading Fruit.

Stations sending away Fruit are directed to load the cases on their flat lengthwise along the truck as far as practicable, as when the cases are loaded alternately lengthways and across trucks it necessitates double handling during discharge.



To Load Long Firewood, Palings, Laths, &c., in Medium Wagons.

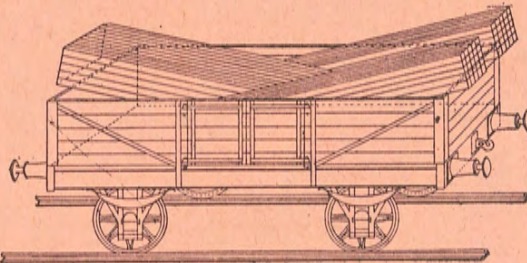


To load Overhanging Timber in 10 ton Medium Wagons.

Timber exceeding 24 feet must not be loaded in mediums.

Not more than 2½ tons weight can be allowed to rest as per diagram at either end of iron-bound mediums, and in all cases the weight at each end must be about the same.

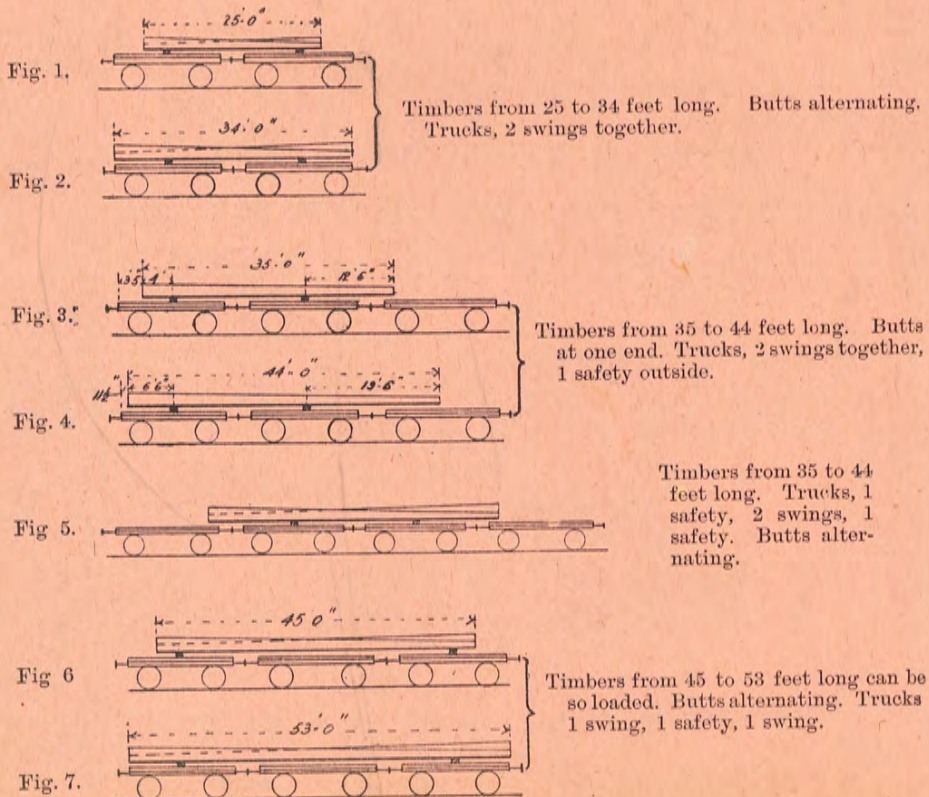
Overhanging timber is not to be loaded in old mediums if it can be avoided, and in no case must it exceed 10 cwt. at each end, and then care must be taken to see that the top catch of door is fastened.



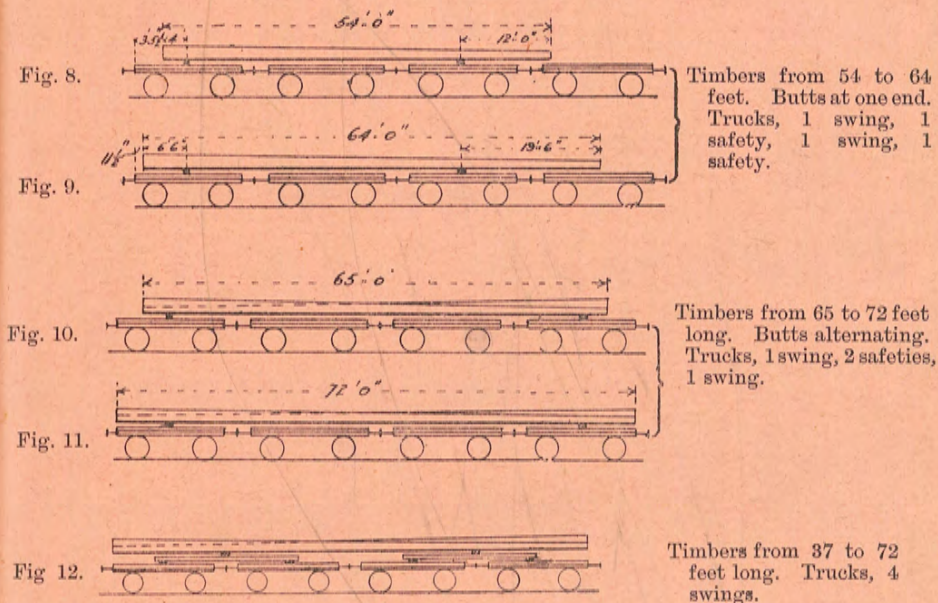
When Sawn Timber is loaded flat in trucks a few battens may be used by loaders to keep the timbers off floors for convenience in discharging.

### Loading Piles and Long Timber.

1. When timber, poles or piles are too long to ride on one truck with or without a safety, but require to rest on two trucks (Bogie Q's, QR's, or R's not being available), both the wagons must be swing-bolster K's.
2. Piles or timber over 40 feet long must not be loaded on Q or other bogie wagons, but on two swing-bolster K trucks with safeties (as per diagrams). (S B K's are those with one bolster in centre of wagon, which revolves on a king bolt. All K wagons with two bolsters, one at each end, are dummy bolsters.)
3. Not more than two swing-bolster trucks should be in any set. If there are more the bolsters must be removed to make them safety trucks.
4. In all cases the loads must be secured, so that no portion can touch the safety trucks during the journey. The poles should be placed parallel with sides of truck.
5. All stanchions must be removed from the sides of the safeties.
6. When possible the butt ends of piles must be alternated to give each S B K an equal weight. When it is necessary, however, to place the butts all at one end, as in figures 3, and 4, 8 and 9, the piles must be loaded so that each S B K carries half the weight.
7. The stanchions of loaded swing-bolsters, particularly when not in good order, should be secured by a lashing being passed from one to the other on the same truck.
8. Piles, telegraph poles, or other long timber, must on no account be secured by chains only; lashings must also be used. The lashing, however, must not be passed under or secured to body of the truck.
9. When two or more K trucks form a set, they must in all cases be screw-coupled.
10. The gross weight of the poles or timber must not exceed the carrying capacity of the two swing-bolster trucks.
11. Whenever practicable this class of loading should be forwarded during daylight.
12. Nos. 2, 4, and 15 K's have been strengthened to carry 10 tons each.
13. Stationmasters must make themselves familiar with the method of computing weights and charges for piles, logs, and other long timber.
14. Articles requiring a set of more than 4 trucks for their conveyance will not be received except by special arrangement with the Chief Traffic Manager. (See General Condition No. 24 of Goods Classification, page 5.)



## LOADING PILES AND LONG TIMBER.—CONTINUED.

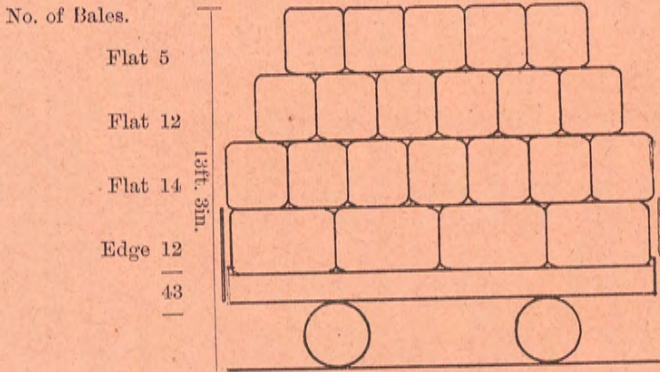


Note *re* Figs. 3, 4, 8, and 9.—The lengths of overhangs given, hold good only for timbers which measure twice as much at the large end as at the small end.

Note *re* Fig. 12.—Four swings coupled together. Each pair of swings to have framing secured to present centre swing-bolsters. A bolster to be placed across the centre of framing, and held in position by a king bolt. All bolsters to swing freely. If the top bolster be made adjustable, timbers from 25 to 72 feet long can be carried.

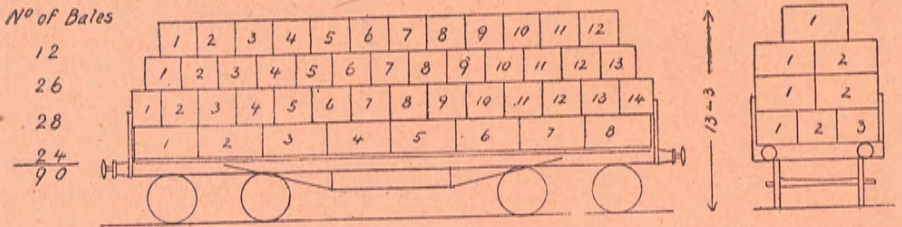
WOOL LOADING.

To load 43 bales wool in I Medium Trucks. One lashing across centre.



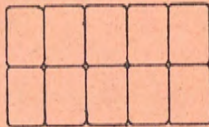
This class of loading may exceed the regular gauge by 3 inches in centre as shown.

To load 90 bales wool in Q R Wagons. 2 lashings fore and aft.

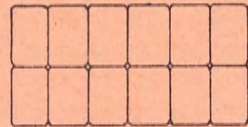


This class of loading may exceed the regular gauge by 3 inches in centre as shown.

Top tier, 10 bales.



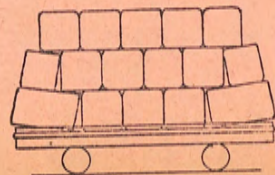
Second tier, 12 bales.



Bottom tier, 12 bales.

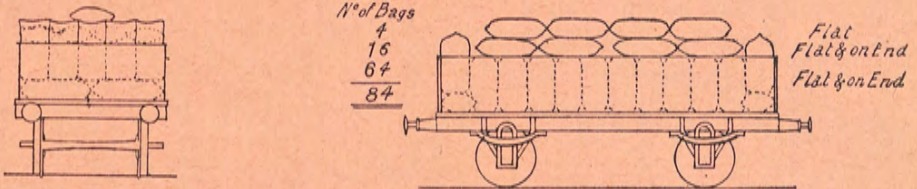


Flat K Wagon. Loaded with 34 ordinary station bales 2 lashings fore and aft.



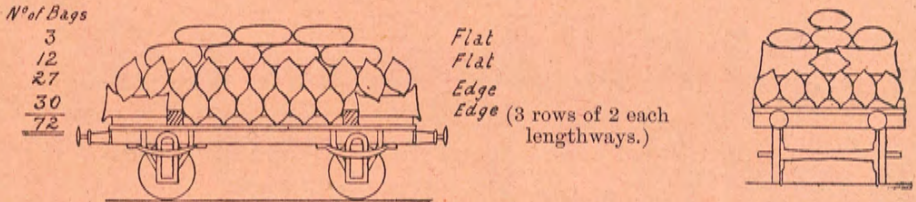
WHEAT LOADING.

To load 84 bags of Wheat in an I wagon 17ft. 6in. x 7ft. 6in., not to exceed "dead" weight capacity shown on wagon.



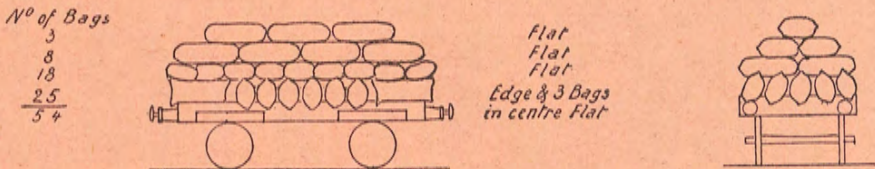
This class of loading does not require either lashing or a tarpaulin to secure it.

To load 72 bags of Wheat on a D B K wagon, not to exceed "dead" weight capacity shown on side of wagon.



This class of loading does not require any lashing.

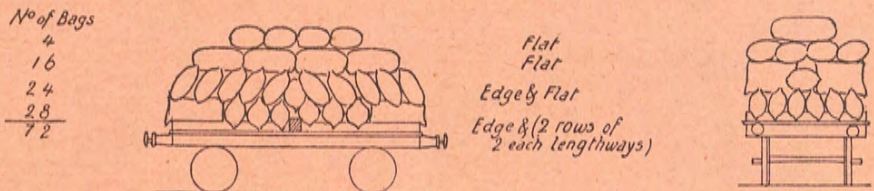
To load 54 bags of Wheat on an iron D B K wagon.



Bags not to rest on edges of truck.

No lashing required.

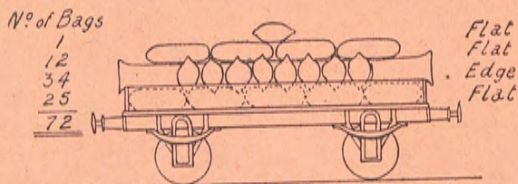
To load 72 bags of Wheat on an S B K wagon.



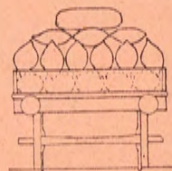
This class of loading does not require any lashing.

WHEAT LOADING—CONTINUED.

To load 72 bags Wheat on N Wagons. Not to exceed the "dead" weight capacity shown on side of wagon.



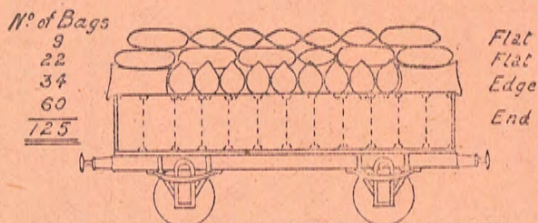
Flat  
Flat  
Edge  
Flat



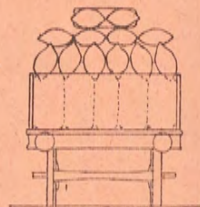
This class of loading does not require any lashing.

LOADING OF OATS.

To load 125 bags of Oats in an I wagon, 17ft. 6in. x 7ft. 6in., not to exceed "dead" weight capacity shown on side of wagon.

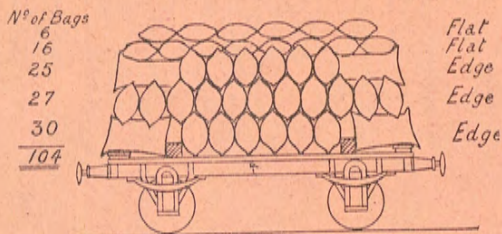


Flat  
Flat  
Edge  
End

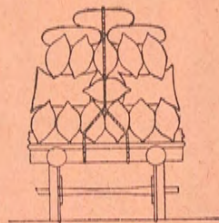


This class of loading does not require either lashing or a tarpaulin to secure it.

To load 104 bags Oats on a D B K wagon, not to exceed the "dead" weight capacity shown on side of wagon.

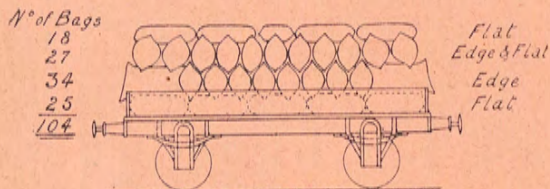


Flat  
Flat  
Edge  
Edge  
Edge

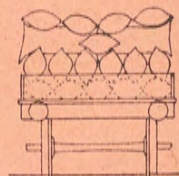


This class of loading requires one lashing.

To load 104 bags of Oats on N wagons, not to exceed the "dead" weight capacity shown on side of wagon.



Flat  
Edge & Flat  
Edge  
Flat

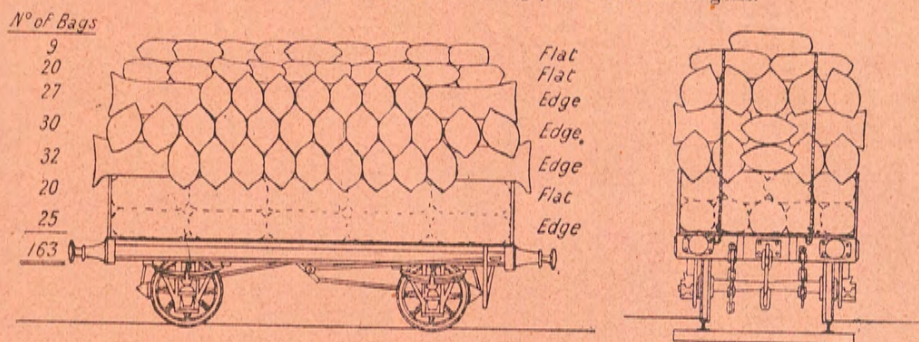


This class of loading does not require any lashing.



LOADING OF CHAFF.

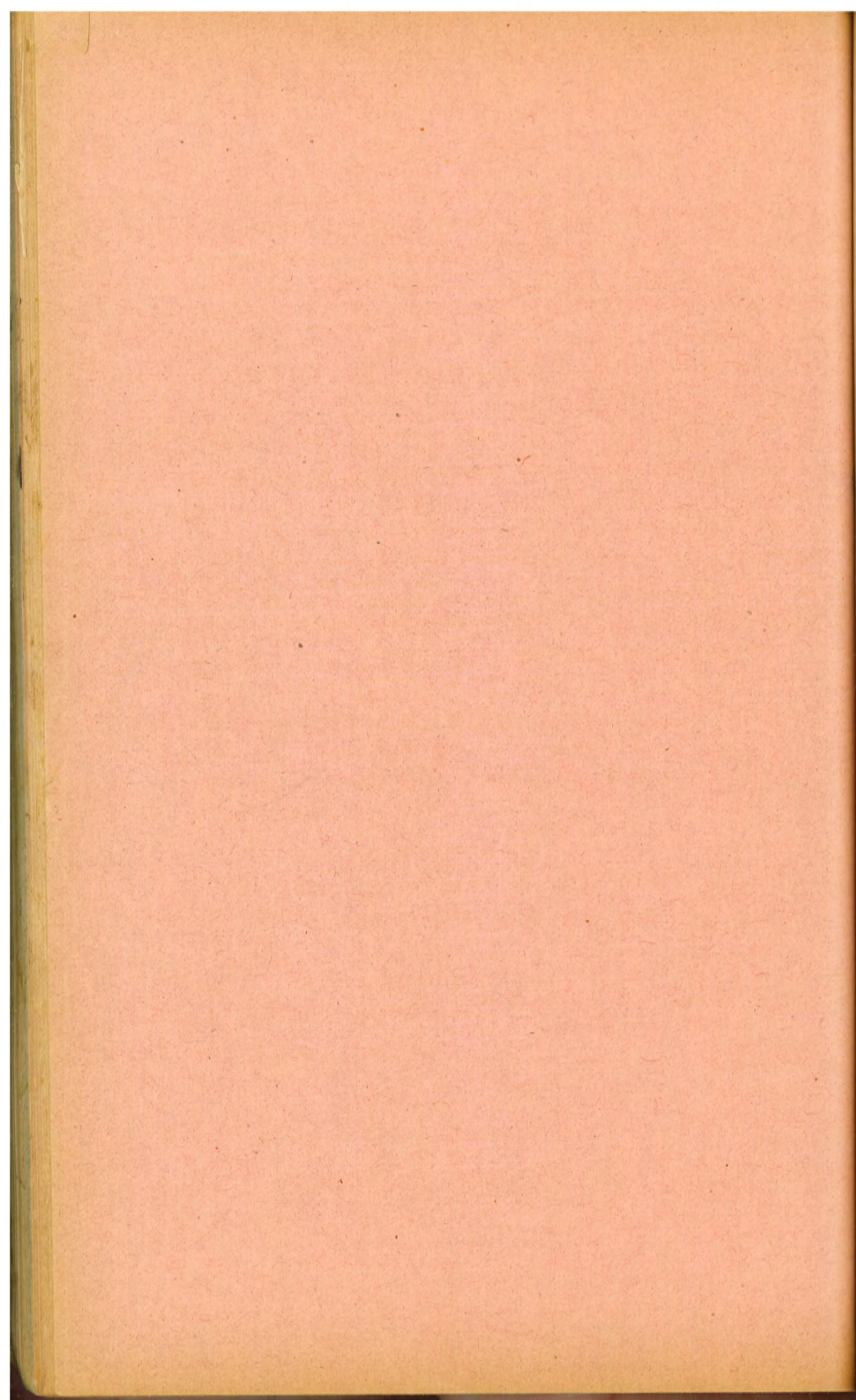
To load 163 bags Chaff (in bran bags) in I medium wagons.



1. Two lashings twitched on top of 6th tier in centre.
2. Top tier secured by tarpaulin only.
3. Two covers used.

NOTE.—Chaff must not be loaded on "K" wagons.

Lashings are not to be secured to buffer casing, but to side chain stud, if cleats are not provided.



DESCRIPTION OF  
BLOCK TELEGRAPH INSTRUMENTS

INSTRUCTIONS FOR WORKING SAME

IN MESSAGE WITH THE

---

---

## DESCRIPTION

OF

## BLOCK TELEGRAPH INSTRUMENTS,

TABLET AND ELECTRIC STAFF SYSTEMS,

AND

LOCK AND BLOCK SYSTEMS.

---

**Regulations for Working Same**

AND

**SPECIAL INSTRUCTIONS RELATIVE THERETO APPLICABLE  
AT CERTAIN PLACES,**

ALSO,

**ILLUSTRATIONS OF TABLET, STAFF AND ANNETT'S LOCKS,  
Etc., WITH INSTRUCTIONS FOR WORKING.**

**List of Signal Boxes and Hours they are Open.**

**List of Block Sections.**

---

---

Description of  
**BLOCK TELEGRAPH INSTRUMENTS,**

AND

**INSTRUCTIONS FOR WORKING SAME,**

IN ACCORDANCE WITH THE

**ABSOLUTE BLOCK REGULATIONS.**

1.—The Block Instrument consists of two dials, a plunger, a small black press button, a switch handle, and a bell or gong.

On the left-hand dial is a red needle referring to trains coming towards the station. It has two positions, pointing respectively to "Cleared" and "On Line."

On the right-hand dial is a black needle referring to trains going from the station. It has two positions, pointing respectively to "Cleared" and "On Line."

The plunger is used for giving signals to the distant station. Each time the plunger is pressed the bell or gong at the distant station will give one beat.

The switch handle has two positions, marked respectively "Off" and "On." The ordinary position of the switch handle is at "Off." It is placed at "On" immediately before giving the signals meaning "Line is Clear," or "Section Clear, but Station or Junction Blocked," and it must remain in that position till the train arrives. On the arrival of the train, and immediately before giving the "Arrival" signal, the switch handle must be placed at "Off." It must not be moved at any other time, except by cancel "Departure," or "Line Clear" signal.

All signals between two stations are given by the plunger, and are received by the bell or gong.

The needles (in conjunction with the entries in the Train Register Book) serve to record the signals that have last passed, and thus indicate the state of the line as to trains running over it. In order to move either of them from one position to another, the co-operation of the Signallers at both ends of the section is always required.

The small black button in base of instrument controls the movement of the black "Train going to——" needle.

NOTE.—The black button must never be pressed except when giving the "Line is Clear," or "Section Clear, but Station or Junction Blocked" acknowledgment, the "Arrival of Train" acknowledgment, and when giving the "Speak on Telephone" signal after the cancel "Departure," or "Line Clear" signal has been acknowledged.

2.—The signals must be given with great care and steadiness. The plungers must be pressed in gently, but firmly, with a slight pause between each pressure, to prevent confusion by the blending of one beat with another. A still longer pause is required between the different parts of each signal. The first beats of the acknowledgment signals should be slightly prolonged.

All signals must be repeated until the proper acknowledgment is received.

If a Signalman receive a signal which he does not understand, he must reply by giving the "Attention" signal, and stop any train coming from or going towards the station that sent the unintelligible signal until he clearly understands it.

The time at which all signals are sent or received to be immediately entered in the Train Register Book in ink, "Speak on Telephone" and receipt of "Departure" signals excepted.

3.—Block Signallers must work with one station only at a time. The practice of working on both Block Instruments at the same moment, and so obtaining confused rings on the bell, is strictly forbidden.

The officer appointed to work the Block Instrument must himself at once record in the Train Register Book the times at which all signals on the Block Instrument are given or received, and he shall not permit any one else to do so, unless where Block Recorders are specially employed for this duty, and certified to as competent.

The officer who works the Block Instruments must also work the outdoor signals, and must not delegate this duty to any one else unless specially arranged otherwise by the Chief Traffic Manager. (For exceptions see page 83.)

"At non-interlocked stations on double lines, and at the special instruction single line stations shown on page 166, the employe in charge of the Block Working and Signals, after seeing the line is clear, must, if shunting of any description is to be done, instruct the employe in charge of it that the "Line Clear" Signal is about to be given, and that the line must not be fouled till after the train has arrived."

Block Recorders are not to be permitted to work or interfere in any way with the working of the Block Instruments or signal levers. All signals on the instruments must be distinctly called out by the Signaller for the Block Recorder to register. Signallers will be held responsible that the Block Recorders properly perform their duties.

14.—OBTAINING "LINE CLEAR."—Give the signal ("Is Line Clear") as per Code, and enter the time of this signal in the Train Register Book in the proper column headed "Applied for Line Clear," on the correct page ("Trains to — Station.") If the line is clear the distant station will give the signal 3 ("Line is Clear,") or (subject to certain restrictions for which see page 163) the signal 1, 5 ("Section Clear, but Station or Junction Blocked"), but if the line is not clear the signaller will give the signal 1, 3, 1 ("Line is not Clear,") which must be acknowledged by repeating. When the line is clear the distant station will first give the "Attention" signal and have it acknowledged and then give the signal 3 or 1, 5. Having received the signal it must be acknowledged by giving the signal 1, 1, 1 or 1, 5 signal, as per code, at the same time pressing the small black button. On giving the first stroke of the acknowledgment, your black "Train going to —" needle will point to "On Line," and will remain in that position until the train has arrived at the other end of the section, and the "Arrival" signals have been exchanged.

The proper time to ask for "Line Clear" is (after the section ahead is cleared) when you receive the "Departure" signal from the box in the rear at intermediate stations, or when the train is ready to start at terminal stations, except as hereafter provided. When a Block section is short, and the "Distant" signal for a station is on the starting post of the station in the rear, "Line Clear" must then be asked for from the station in advance as soon as "Line Clear" has been given to the station in the rear, always provided the preceding train has been signalled off the section.

On giving the acknowledgment and seeing that your black "Train going to" needle points to "On Line," you must enter the time of the signal in the Train Register Book, in the correct column headed "Line Clear Obtained", on the proper page.

As soon as the train starts or passes your signal box, you will give the "Departure" signal, which will be acknowledged, and you will then enter the time in the "Train Left" column of Train Register Book.

5.—GIVING "LINE CLEAR."—When a station requires to know if "Line is Clear" the signaller will give the signal ("Is Line Clear") as per Code, and enter the time of this signal in Train Register Book in the correct column headed "Line Clear Applied for" on the proper page ("Trains from — Station.") If the line is clear (see Regulation 171 and the special instructions referred to in that regulation) turn the switch handle to "On," and then give the signal 3 "Line is Clear," or (subject to restrictions shown on page 163) the signal 1, 5 ("Section Clear, but Station or Junction Blocked"), and when it has been acknowledged enter the time of this signal in Train Register Book, in the correct column headed "Line Clear Given" on the proper page. If the line is not clear, as per Regulation 171, or special instructions referred to in its provisions, keep the switch handle at "Off" and give the 1, 3, 1 ("Line is not Clear") signal, which must be acknowledged by the distant station repeating it, and, as soon as the line is clear, give the "Attention" signal and have it acknowledged; then turn your switch handle to "On" and give the signal 3 ("Line is Clear") or (subject to restrictions shown on page 163) the signal 1, 5 ("Section

the lever or levers of the switch into the position marked "In." He must immediately give the prescribed "Switching In" signal, viz., 1, 2, 2, ., beats, to the Signaller on both sides of his station. He must enter the time of these signals, when they are acknowledged, in the "Remarks" column of the Train Register Book referring to the respective stations.

RECEIVING THE "SWITCHING IN" SIGNAL.—When a Signaller receives the "Switching In" Signal from a station, if the section between him and the station he was working with previously is clear, he must immediately acknowledge the signal, and enter the time in the "Remarks" column of the Train Register Book. He must then draw a line under the last entries referring to the station he was working with previously, and write underneath this line the name of the station he starts to work with.

### 11.—Block Instruments on a Single Line.

It must be distinctly remembered, when working Block Instruments on a Single Line, that "Line Clear" cannot be given for a train to come in one direction after "Line Clear" has been obtained for a train to proceed in the opposite direction. Nor on any account must the switch handle be turned from "Off" to "On" until the "Arrival of Train" signal has been received and acknowledged from the distant station, and the black "Train going to——" needle points to "Cleared," as if it is the instrument will not work. These regulations are not to interfere in any way with the working of the line on the "Train Staff" system, the instructions regarding which must be strictly adhered to. (See Regulations Nos. 428 to 458.)

### 12.—Irregularity due to Lightning or Contact with other Wires.

No false current, whether due to lightning or contact with another wire, is able to move either of the indicating needles, but the apparatus may be put into such a state as to move the black "Train going to" needle from one position to the other when you press your plunger to give a signal. If at any time, therefore, on pressing your plunger, your black "Train going to" needle moves when you know it ought not to do so, immediately stop what you are about to send, and, on obtaining the attention of the distant station, give the "Signaller's Testing" signal. The Signaller at the distant station will acknowledge this, and the needle will go back to its proper place.

If the needle moves when a train is on the section, the "Testing" signal must not be given, but the "Attention" signal must be given the second time, when the needle will be corrected.

### 13.—Interruption of Communication.

If, after calling some little time on the Block Instrument, you do not obtain attention, you must call the station you want on the telephone or Morse Telegraph Instrument, and tell the Signaller to attend; if after this you do not gain attention, you must report the Block Instrument for that section to be out of order.

If Morse Telegraph Instruments are available, they are, where practicable, to be used in case of failure of Block Telegraph Instruments, and the regulations for working the Absolute Block system are to be carried out by Morse Telegrams, written out by the person in charge of the Block system, and recorded in the usual manner. A remark to be made in the Train Register Book opposite each train "Morse Instrument used." (This is to be done under the direction of the employe in charge of the Block working, who must sign and receive all such messages before they are acted on. If the operator of the Morse Instrument has closed for the day, and his services are required, he must be called back). All Block messages must be forwarded to the Traffic Inspector, with Train Register Book, for inspection.

No reply is, in all cases, to be considered as indicating that the line is **Blocked**, except as follows, viz.:—

At all Block stations, if it is found on arrival of the first train in the morning that the Signalman at the Advance Post is not in attendance to give "Line Clear," such first train may, providing the last train for the previous day has been duly "Cleared Off," be despatched with a written order to proceed cautiously to the Block Post in advance, but no further, until authorised in writing by the Signalman in charge of such Post. A second train must not follow, nor "Line Clear" be applied for, till the first train has been reported by an ordinary message as having arrived at the station in advance in accordance with Regulation 171 or special instructions relating thereto. A copy of such message to be forwarded with Train Register Book to the Traffic Inspector.

On Single Lines this exception must not be allowed to interfere with the strict observance of the Staff Regulations.

Any irregularity that may occur must be entered in the "Remarks" column of the Train Register Book, and reported at once to the Telegraph Superintendent, Chief Traffic Manager, and District Traffic Superintendent.

The Block Instruments are to be used only for train signalling, and under no circumstances whatever may they be used for any other purpose.

The telephones are to be used for communicating upon subjects other than for signalling trains, and under no circumstances may they be used for the purposes for which the Block Instruments are provided.

#### 14.—Testing by the Telegraph Fitter or Authorised Inspector.

First the "Testing" signal (4, 4, beats) will be exchanged.

Then the Inspector or Fitter will give the "Testing" signal, followed by the "Is Line Clear" signal.

To this the distant station will reply by turning his switch handle to "On," and giving the "Testing" signal, followed by the "Clear" signal (3 beats).

The Inspector or Fitter will then give the "Testing" signal, followed by "Acknowledgment."

The distant station will then turn his switch handle to "Off" and give the "Testing" signal, followed by the "Arrival" signal (2, 3, 2, beats).

The Inspector or Fitter will then give the "Testing" signal, followed by the "Arrival" signal.

The same signals will then be exchanged in the reverse way, namely:—

The distant station will give the "Testing" signal, followed by "Is Line Clear" signal.

The Inspector or Fitter will reply by turning his switch to "On" and giving the "Testing" signal, followed by the "Clear" signal, and so on.

NOTE.—The instruments must never be tested while a train is on the section.

#### 15.—Instructions for working the Gower Bell Telephones in connection with the Block Instruments.

TO CALL.—Should anything occur to make the use of the Telephones necessary, give 1 beat on the Block Instrument. This will be understood by the corresponding Signalman as an intimation to speak on Telephone, and he will acknowledge it by giving 1 beat.

TO SPEAK.—When you hear the answering ring, take the *two* tubes off the hooks on each side of the Telephone, and hold them close to your ears all the time you are speaking. Speak over the transmitter in a clear, even undertone. Do not call out loudly, but if you are not understood, speak slower, more distinctly, and nearer the diaphragm.

If at any time you can hear your correspondent, but he does not appear to hear you, speak into one of the tubes, when you will most likely be understood.

When you have finished speaking, be very careful that you hang the tubes back on the hooks, as your Block Instrument will not ring unless the tubes are hanging on the hooks.

Do not allow any hammering or knocking to take place about the telephone, or the transmitters will be injured.

FAILING TO GET AN ANSWER.—If you do not get an answer to your signal on the Block Instrument, look at once if the telephone tubes are hanging on the hooks, and also if the hooks are properly pressed down. If still you get no answer, take the tubes off the hooks and listen, for your correspondent's Block Instrument may be out of order, and he may be trying to speak to you.

NOTE.—*Important.* It must be distinctly understood that the Telephones are only provided for cases of emergency, and they must not be used at any time for the purpose of giving "Line Clear," but to communicate necessary information. They must not be used either for talking upon any business but what is strictly connected with duty, and the very greatest care must be taken that directly the Telephones are finished with, the tubes, or receiving telephones, are properly replaced on their hooks.

**Instructions for Sending Messages by Telephone.**

When sending a Message, speak slowly and distinctly, making a sufficient pause after every three or four words to allow the Receiver to write them down.

In all cases the Message must be repeated back by the Receiver from his written copy, and the sender will be held responsible that the Message is properly received from him.

After hearing the repetition, the sender will write upon the Message the Words, "Repeated back, 'O.K.," with his initials and the time.

**16. Code of Signals.**

SIGNAL.	Sending Post. No. of Beats.	Distant Post Acknowledgment. No. of Beats.
Speak on Telephone ... ..	1	1
Is Line Clear for Ordinary Passenger Train? ...	4	3-1, 5, or 1, 3, 1
*Is Line Clear for Fast Train? ... ..	2, 4	3-1, 5, (when allowed) or 1, 3, 1
Is Line Clear for Goods Train? ... ..	1, 3	3-1, 5, or 1, 3, 1
Is Line Clear for Ballast Train? ... ..	2, 2	3-1, 5, or 1, 3, 1
Is Line Clear for Light Engine ... ..	1, 2, 1	3-1, 5, or 1, 3, 1
Is Line Clear for Goods or Ballast Train requiring to stop in Section (double lines) ... ..	2, 1	1, 5, or 1, 3, 1
Line is Clear ... ..	—	3
Acknowledgment of "Line is Clear" ... ..	1, 1, 1	—
Section Clear, but Station or Junction blocked (double lines only) ... ..	—	1, 5
Line is not Clear ... ..	—	1, 3, 1
Departure Signal ... ..	2	2
Arrival ... ..	2, 3, 2	2, 3, 2
Attention ... ..	2, 2, 2	2, 2, 2
Obstruction, Danger ... ..	1, 7	1, 7
"Blocking Back" Signal ... ..	4, 2	4, 2
"Blocking Back" or "Obstruction Danger" Signal cleared ... ..	1, 5, 1	1, 5, 1
Train passed without Tail Signal to box in advance	2, 6, 2	2, 6, 2
Train passed without Tail Signal to box in rear ...	1, 8, 1	1, 8, 1
Stop and Examine Train ... ..	9	9
Train Divided ... ..	2, 9	2, 9
Train or Vehicles running away on Wrong Line ...	1, 9, 1	1, 9, 1
Train or Vehicles running away on Right Line (not applicable to Single Lines) ... ..	12	12
Error ... ..	5, 5	5, 5
Inspector's or Fitter testing ... ..	4, 4	4, 4
Signaller Testing ... ..	4, 4, 4	4, 4, 4
Switching Out ... ..	2, 2, 2, 2, 2	2, 2, 2, 2, 2
Switching In ... ..	1, 2, 2, 1	1, 2, 2, 1
Shunt for following Train to pass ... ..	15	15
Cancel "Departure" or "Line Clear" Signal ...	5, 5, 5, 5	5, 5, 5, 5
Engine Assisting ... ..	6, 2	6, 2

\* Express Trains and any that may be shown as "Fast" in Ordinary or Special Time Tables, also Casualty Trains or Relief Engines, are to be so signalled.



## 17.—Special Instructions Referred to in Regulation 171.

SECTION CLEAR, BUT STATION OR JUNCTION BLOCKED.—*This signal may be used at stations on Double lines only, as per these instructions, except where specially prohibited.* (See page 164.) When the line is clear to the Home, Junction, or Directing Signal, and it is necessary for a train to be allowed to approach cautiously in consequence of an obstruction existing ahead of the said Home signal, or from any other cause, the "Line is Clear" signal must not be given, but the "Section Clear, but Station or Junction Blocked" signal must be sent, the switch handle being turned to "On" just the same as in giving the ordinary "Line is Clear" signal (see Clause 5 hereunder). The Signaller receiving the signal must acknowledge it by pressing the Black button and repeating signal (and if the train has not already passed the Home, Junction, or Directing signal towards the Starting or advanced Starting signal), bring the train to a dead stand at the Home, Junction, or Directing signal, and verbally instruct the Driver that the section ahead is clear, but the station or junction blocked. A Green Hand signal must, at the same time, be exhibited to the Driver, and the necessary Fixed signals lowered to give permission for the train to proceed. The "Departure" signal must then be sent and acknowledged, and the circumstance registered in both train books.

Where the Home, Junction, or Directing signal is at such a distance from the Signal Box that it is not possible for the Signaller to communicate verbally with the Driver when the engine is standing at such Home, Junction, or Directing signal, the Signaller must, after bringing the train to a dead stand at the said signal, lower it to allow the Driver to draw his train up to his Signal Box, and must stop the train at the Signal Box by exhibiting a Red Hand signal, day or night. The driver must then be verbally instructed that the section ahead is clear, but the Station or Junction blocked, after which a Green Hand signal must be exhibited to the Driver and the necessary Fixed signals lowered to give permission for the train to proceed.

If a train is assisted by an engine in the rear, a Green Hand signal must also be exhibited to the Driver in the rear of the train.

Except when special instructions are issued to the contrary, when a train has already passed the Signal Box without the Driver having been verbally instructed by the Signaller and is brought to a stand at the Starting or Advanced Starting signal to await for "Line Clear" from the Box in advance, the Driver must understand that the lowering of the Starting or the Advanced Starting signal is an indication that the line is only clear to the Home, Junction, or Directing signal at the Signal Box in advance, and that he must regulate the speed of his train in the same manner as if he had been verbally instructed to proceed under the "Section Clear, but Station or Junction Blocked."

When some time is likely to elapse before the train for which the "Is Line Clear" signal has been received will be ready to enter the section, the Signaller in advance (who receives the signal) will not, if there is a probability of the line being clear according to Rule 171, give the "Section Clear, but Station or Junction Blocked" signal, but will give the "Line is Not Clear" signal, so as to obviate, if possible, all avoidable cautioning of trains. Care must, however, be taken by both Signallers that the train in the rear is not unnecessarily delayed.

At all places where the use of the "Section Clear, but Station or Junction Blocked" signal is not prohibited, the "Arrival" signal must be given when the train has arrived inside the Home signal with the Tail signal complete, and the Signaller is then free, if the "Is Line Clear" signal is received, to reply accordingly to the state of the line. (See page 164 for list of stations where use of this signal is prohibited.)

NOTE.—During foggy weather, or when from any other cause the signals cannot be clearly seen, the "Section Clear, but Station or Junction Blocked" signal must not be used. This signal must also never be used in connection with Express or fast trains not timed to stop.

18.—Regulation 171, Clause 1—Places on Double Lines where use of the “Section Clear, but Station or Junction Blocked” Signal is prohibited.

ON UP JOURNEY—

Sunbury	Ascot Vale	Camberwell
Riddell's Creek	Newmarket	Canterbury
Macedon	Royal Park	Surrey Hills
Harcourt	¶ Footscray “B” Box	Hawksburn
Leigh Road	Footscray Junction (Bendigo Line only)	Sth. Yarra (Caulfield line)
Lethbridge	Hawthorn (Camberwell Line)	Prahran
*Goulburn Junction		Windsor
Somerton		

ON DOWN JOURNEY—

†Castlemaine “A” Box)	Kangaroo Flat	Ballarat East
‡Wardong	Canterbury	Windsor
Kilmore East	*Goulburn Junction	Footscray “B” Box
Williamstown		

\* See Instruction Page 166.

‡ See Instruction Page 165 re Up Journey. ¶ Prohibited for goods trains only.

19.—Special Instructions for Block Working at certain Stations and Junctions on Double Lines where the use of the “Section Clear, but Station or Junction Blocked” Signal is partly prohibited; also other instructions not provided for in Book of Rules.

FLINDERS STREET “A” AND “B” BOXES (IN FOGGY WEATHER ONLY.)

(a) The line must be considered clear, and the “Line Clear” signal given when the line is clear to the far end of the platform line on which the approaching train will arrive, or some other line is similarly clear, for which the Signaller must set the points so that the train may safely proceed should it overrun the Home signal at “Danger.”

(b) After “Line Clear” has been given no obstruction must be allowed on the line for which “Line Clear” has been given until the arrival (either at the Home signal or platform) of the train signalled.

VIADUCT JUNCTION BOX (IN FOGGY WEATHER ONLY.)

Should Flinders Street apply for “Line Clear” before the preceding train has passed the Starting Signal, and is proceeding on its journey on either the Passenger or Goods Lines, the section may be considered clear, and “Line Clear” signal given, providing one of these lines is clear, in the event of a Driver overrunning the Junction signal. The Signaller must set the points for the road that is clear before giving the signal to Flinders Street.

NO. 1 SIGNAL BOX.

(a) Signalmen must not allow any Down train or engine to proceed to the Down Starting signal on the centre lines, except for shunting purposes, until “Line Clear” has been obtained, and they must be careful not to apply for “Line Clear” on centre lines until the train or engine is ready to proceed.

(b) IN FOGGY WEATHER.—After “Line Clear” has been given for either Up or Down West Lines the Signaller must not allow any train or engine to cross or foul the line for which “Line Clear” has been given until the train signalled has cleared the crossings, or been brought to a stand at the Home Signal.

FRANKLIN STREET BOX.

(a) If “Line Clear” or “Section Clear, but Station or Junction Blocked” signal has been given to either No. 1 Box or North Melbourne Junction, the Signaller must not allow any train or engine to cross or foul the line for which either of the above signals have been sent, until the train or trains for which such signal has been given have cleared the junction or been brought to a stand at the junction signal, and *vice versa*.

# BLOCK AND ELECTRIC STAFF WORKING, &c.

Page 165.—**Macaulay Road**—Strike out the Special Order, and insert the following: "The '1.5' Signal can be used at Macaulay Road for Up trains, provided the line is clear to the Junction Signal Post No. 14, and the points are set for Goods Siding, which must also be clear.

... given to Macaulay Road, Kensington, or South Kensington Junction for trains or engines to approach at the same time if they can foul each other.

(b) Signalmen must be careful not to apply for "Line Clear" for Up trains which stop at the station on the centre lines until the train is ready to start on its journey. Stationmaster to see that Signalmen are notified by bell signal when train is ready.

(c) Down Journey.—If the "Section Clear, but Station or Junction Blocked" signal has been sent, the Junction may be fouled providing the train for which the above signal has been given has not passed the Home signal protecting the platform.

## SOUTH KENSINGTON JUNCTION BOX.

(a) Signalmen must not give "Line Clear" for two Down trains to approach on parallel lines at the same time.

(b) When "Line Clear" has been given for a Down train on the right-hand roads from Spencer-street, no Up train is to be allowed to cross to the Up Williamstown or Goods lines or foul the Junction till the Down train has cleared.

## MACAULAY ROAD JUNCTION BOX.

Up Journey.—Signalmen are allowed to use the "Section Clear, but Station or Junction Blocked" signal only when it is necessary to cross a train or engine from the Down Passenger Line to the Down Goods Line provided the Up Goods Line is clear and the crossing operation will not cause delay to an Up train.

## CASTLEMAINE "A" BOX.

The "Section Clear, but Station or Junction Blocked" Signal is prohibited at Castlemaine "A" Box for Down trains, and the "Line is Clear" Signal must not be given to Elphinstone unless the line is clear to No. 14 Semaphore, Down Home Signal for "B" Box.

## BALLARAT WEST.

Signalman, Lydiard-street, must have a clear line at his station before giving "Line Clear" to McArthur-street Box, and must maintain the clear line until the arrival of the train.

## KILMORE JUNCTION.

Signalmen must ascertain from Kilmore how Up Bendigo Mixed trains are running, and if on time be careful not to give "Line Clear" to Wandong for an Up Goods train, unless the latter has time to reach Wallan before the Bendigo train is due to pass the Junction. Signalmen to avoid stopping Up Seymour Goods trains at their Home Signal if possible.

## WANDONG.

Wandong on Up journey must not give "Train Arrival" signal nor "Line Clear" to Kilmore East until Kilmore Junction has "Cleared Off" the train which has last passed over the Kilmore East—Wandong section unless such train has been shunted at Wandong clear of the Main Line. In the event of a train passing Kilmore Junction without a tail signal the Signalman must not send any signal



(b) If crossing a train from any one line to another the "Line is Clear" or "Section Clear, but Station or Junction Blocked" signal must not be given in either direction for any train or engine that, by overrunning the signals, would foul the crossing train.

NOTE.—Signalmen must be careful not to give "Line Clear" or "Section Clear, but Station or Junction Blocked" signal for train or engine, Up or Down, on the centre line which will cause delay to Suburban trains crossing the Junction.

#### NORTH MELBOURNE JUNCTION BOX.

(a) Up Journey.—"Line Clear" or "Section Clear, but Station or Junction Blocked" must not be given to Macaulay Road, Kensington, or South Kensington Junction for trains or engines to approach at the same time if they can foul each other.

(b) Signalmen must be careful not to apply for "Line Clear" for Up trains which stop at the station on the centre lines until the train is ready to start on its journey. Stationmaster to see that Signalmen are notified by bell signal when train is ready.

(c) Down Journey.—If the "Section Clear, but Station or Junction Blocked" signal has been sent, the Junction may be fouled providing the train for which the above signal has been given has not passed the Home signal protecting the platform.

#### SOUTH KENSINGTON JUNCTION BOX.

(a) Signalmen must not give "Line Clear" for two Down trains to approach on parallel lines at the same time.

(b) When "Line Clear" has been given for a Down train on the right-hand roads from Spencer-street, no Up train is to be allowed to cross to the Up Williamstown or Goods lines or foul the Junction till the Down train has cleared.

#### MACAULAY ROAD JUNCTION BOX.

Up Journey.—Signalmen are allowed to use the "Section Clear, but Station or Junction Blocked" signal only when it is necessary to cross a train or engine from the Down Passenger Line to the Down Goods Line provided the Up Goods Line is clear and the crossing operation will not cause delay to an Up train.

#### CASTLEMAINE "A" BOX.

The "Section Clear, but Station or Junction Blocked" Signal is prohibited at Castlemaine "A" Box for Down trains, and the "Line is Clear" Signal must not be given to Elphinstone unless the line is clear to No. 14 Semaphore, Down Home Signal for "B" Box.

#### BALLARAT WEST.

Signalman, Lydiard-street, must have a clear line at his station before giving "Line Clear" to McArthur-street Box, and must maintain the clear line until the arrival of the train.

#### KILMORE JUNCTION.

Signalmen must ascertain from Kilmore how Up Bendigo Mixed trains are running, and if on time be careful not to give "Line Clear" to Wandong for an Up Goods train, unless the latter has time to reach Wallan before the Bendigo train is due to pass the Junction. Signalmen to avoid stopping Up Seymour Goods trains at their Home Signal if possible.

#### WANDONG.

Wandong on Up journey must not give "Train Arrival" signal nor "Line Clear" to Kilmore East until Kilmore Junction has "Cleared Off" the train which has last passed over the Kilmore East—Wandong section unless such train has been shunted at Wandong clear of the Main Line. In the event of a train passing Kilmore Junction without a tail signal the Signalman must not send any signal

to Wandong until the train has arrived at Wallan, and he has received information from that station as to whether the train is complete or otherwise, when he must act accordingly.

## NOTE.

At all non-terminals on Double lines where there is no Starting or Advanced-Starting signal provided ahead of the Home, Junction, or Directing signal, or where the signal controlling the section ahead is not well advanced, the "Line Clear" signal must not be given for a following train until the first train has been shunted clear of the Main Line or has proceeded at least 400 yards on its journey.

**20.—Special Instructions for Block, Telegraph, Tablet, or Electric Staff Working at certain Stations on Single Lines.**

The following exceptions to Regulation 171, Clause 3, must be adhered to:—

BACCHUS MARSH (on both Up and Down journeys) must have a clear line through the station before giving "Line Clear," and must not allow it to be fouled till the train arrives.—In no case may "Line Clear" be given for trains to approach the station in opposite directions at the same time. (Light engines may however, be allowed to run from Ingliston to Bacchus Marsh at the same time a down train is running from Parwan to Bacchus Marsh.)

EVERTON, before giving "Line Clear" to Beechworth, must have a clear Main Line through the station, which must be maintained till the train arrives. (This will not prevent Bright train arriving at platform, provided it does not foul No. 2 Road.)

FRANKSTON (when a Block station) before giving "Line Clear" to Langwarrin, must have a clear Main Line at the station, which must be maintained till the train arrives.

"D" Box, GEELONG, must have a clear line and the points set for the platform before giving "Line Clear" to South Geelong.

BEAUFORT must have a clear Main Line up to No. 6 Post, and the points set for such line before giving "Line Clear" to Middle Creek, and the line must not be fouled until the train for which "Line Clear" has been given has arrived.

STAWELL "A" Box must have a clear line to the Down Home Signal (No. 7 Post) at "B" Box before giving "Line Clear" to Great Western, and not allow it to be fouled till arrival of train.

COLLINGWOOD, before giving "Line Clear" to Clifton Hill, must have a clear line to the Buffer Stops.

GOULBURN JUNCTION.—"Line Clear" cannot be given to Tallarook and Seymour simultaneously. If Seymour desires "Line Clear" for an Up train after "Line Clear" has been given to Tallarook for a Down train, the Down train must have been brought to a standstill at the Junction before "Line Clear" can be given for the former. In the same way an Up train leaving Seymour must clear the Junction before "Line Clear" can be given to Tallarook for a Down train.

**21.—Regulation 171, Clause 3—The undermentioned are the only Stations on Double Lines to be treated as Terminals under this Regulation.**

Flinders-street	Brighton	Bendigo
*Spencer-st. (No. 1 Box)	Sandringham	Seymour
*Spencer-st. (Viaduct Jn.)	Mordialloc	Ballarat
Prince's Bridge	Dandenong	Geelong (see Special Instruction above)
St. Kilda	Ringwood	

\* See Special Instructions page 164.

Except where specially prohibited the "Section Clear but Station or Junction Blocked" order may (subject to instructions on page 163) be applied at all other stations on Double Lines where trains terminate.

Page 166.—**Frankston**—The Special Instruction is to be amended as follows: "Frankston before giving 'Line Clear' to Mornington Junction (or Langwarrin when latter is an Electric Staff Station) must have a clear main line at the station, which must be maintained until the Up train arrives."

... the train is  
ordinary "Is Line Clear" Signal and apply for "Is Line Clear for Goods or Ballast Train Requiring to Stop in Section" and the Signalman in advance may reply by turning his switch handle to "On" and giving the signal "Section Clear, but Station or Junction Blocked."

23. "OBSTRUCTION DANGER" SIGNAL.—Should it be necessary in consequence of obstruction or other cause for an approaching train to be stopped at the Signal Box in the rear, the "Obstruction Danger" Signal must be sent to that Box, and the Signalman receiving such signal must use all means in his power to stop any train from entering the section and should he succeed in doing so he must cancel the "Departure" or "Line is Clear" Signal, and must not again apply for "Line Clear" until the "Obstruction Cleared" Signal has been received. The "Obstruction Cleared" Signal must not be sent until the obstruction has been cleared.

Should he not succeed in stopping the train he must advise the station in advance to that effect.

On a double line should there be reason to suppose that both lines are fouled the Signalman must send the "Obstruction Danger" Signal in both directions, and where there are parallel running lines the requisite steps must be taken to stop the trains running on any line that may possibly be obstructed.

24. "BLOCKING BACK" SIGNAL.—When a Signalman requires permission to occupy the line *outside* his Home Signal (no permission having previously been given for a train to approach) he must give the "Blocking Back" Signal to the Signalman at the Box in the rear. The latter must before acknowledging by repetition the "Blocking Back" Signal satisfy himself that he can with safety give such permission and that he has not allowed a train to approach his Signal Box, from the Signal Box in the rear, under the conditions of the "Line is Clear" Signal (3) unless there is a distance of at least half a mile between his Home Signal applicable to such train and the Signal Box from which he has received the "Blocking Back" Signal or if at a Junction, he has set his Facing Points for another line and that line is clear according to regulations.

If, when a Signalman gives the "Blocking Back" Signal for the purpose of asking permission to occupy the line and the Signalman at the Box in the rear is not in a position to give such permission he must not repeat or acknowledge the "Blocking Back" Signal in any way, and until the Signal has been acknowledged the line must not be occupied.

When a train or engine is placed outside a Home Signal at night or during foggy weather or snowstorms a **Red Light**, must, in all cases, be placed on the engine or leading vehicle, at the end of the train nearest to the Signal Box in the rear.

25. FOULING SINGLE LINE FOR SHUNTING PURPOSES WHERE THE TRAIN STAFF AND TICKET SYSTEM IS IN FORCE.—If a train is travelling in the section away from the station at which shunting operations have to be performed and it is necessary to foul the Single Line outside the Home Signal, this may be done without first giving the "Blocking Back" Signal to the Signal Box at the opposite end of the section, but immediately the "Arrival" Signal has been received and acknowledged,





22. "IS LINE CLEAR FOR GOODS OR BALLAST TRAIN REQUIRING TO STOP IN SECTION" SIGNAL.—On double lines when a Goods train has to stop to do work at an intermediate station or siding in a Block section, or a Ballast train has to stop in a Block section for permanent way purposes, the Signaller in the rear must give the above signal and the Signaller at the Box in advance must, if the line is clear to the Home, Junction, or Directing Signal, give permission for the train to approach by giving the "Section Clear, but Station or Junction Blocked" Signal. When a Goods or Ballast train, which has been signalled in the ordinary manner, requires to stop in the section as above described, it must be brought to a stand at the Signal Box to enable the Guard to inform the Signaller that his train is going to stop in the section in advance. The Signaller will then cancel the ordinary "Is Line Clear" Signal and apply for "Is Line Clear for Goods or Ballast Train Requiring to Stop in Section" and the Signaller in advance may reply by turning his switch handle to "On" and giving the signal "Section Clear, but Station or Junction Blocked."

23. "OBSTRUCTION DANGER" SIGNAL.—Should it be necessary in consequence of obstruction or other cause for an approaching train to be stopped at the Signal Box in the rear, the "Obstruction Danger" Signal must be sent to that Box, and the Signaller receiving such signal must use all means in his power to stop any train from entering the section and should he succeed in doing so he must cancel the "Departure" or "Line is Clear" Signal, and must not again apply for "Line Clear" until the "Obstruction Cleared" Signal has been received. The "Obstruction Cleared" Signal must not be sent until the obstruction has been cleared.

Should he not succeed in stopping the train he must advise the station in advance to that effect.

On a double line should there be reason to suppose that both lines are fouled the Signaller must send the "Obstruction Danger" Signal in both directions, and where there are parallel running lines the requisite steps must be taken to stop the trains running on any line that may possibly be obstructed.

24. "BLOCKING BACK" SIGNAL.—When a Signaller requires permission to occupy the line *outside* his Home Signal (no permission having previously been given for a train to approach) he must give the "Blocking Back" Signal to the Signaller at the Box in the rear. The latter must before acknowledging by repetition the "Blocking Back" Signal satisfy himself that he can with safety give such permission and that he has not allowed a train to approach his Signal Box, from the Signal Box in the rear, under the conditions of the "Line is Clear" Signal (3) unless there is a distance of at least half a mile between his Home Signal applicable to such train and the Signal Box from which he has received the "Blocking Back" Signal or if at a Junction, he has set his Facing Points for another line and that line is clear according to regulations.

If, when a Signaller gives the "Blocking Back" Signal for the purpose of asking permission to occupy the line and the Signaller at the Box in the rear is not in a position to give such permission he must not repeat or acknowledge the "Blocking Back" Signal in any way, and until the Signal has been acknowledged the line must not be occupied.

When a train or engine is placed outside a Home Signal at night or during foggy weather or snowstorms a **Red Light**, must, in all cases, be placed on the engine or leading vehicle, at the end of the train nearest to the Signal Box in the rear.

25. FOULING SINGLE LINE FOR SHUNTING PURPOSES WHERE THE TRAIN STAFF AND TICKET SYSTEM IS IN FORCE.—If a train is travelling in the section away from the station at which shunting operations have to be performed and it is necessary to foul the Single Line outside the Home Signal, this may be done without first giving the "Blocking Back" Signal to the Signal Box at the opposite end of the section, but immediately the "Arrival" Signal has been received and acknowledged,

the Signaller, must, if the line is still fouled, give the "Blocking Back" Signal to the Signal Box at the opposite end of the section, and when the Single Line is again clear he must send the "Blocking Back" or "Obstruction Danger Cleared" Signal, 1, 5, 1.

If permission has *not* been given for a train to approach from the opposite end of the section, the Signaller may, if necessary, allow the Single Line to be fouled, but before doing so he must send the "Blocking Back" Signal and have it acknowledged, and when the Single Line is again clear he must send the "Blocking Back" or "Obstruction Danger Cleared" Signal.

26. TRAIN PASSED WITHOUT TAIL SIGNAL.—See Regulation 175.

27. STOP AND EXAMINE TRAIN.—See Regulation 174.

28. TRAIN DIVIDED.—See Regulation 178.

29. TRAIN OR VEHICLES RUNNING AWAY ON WRONG LINE.—See Regulation 176.

30. TRAIN OR VEHICLES RUNNING AWAY ON RIGHT LINE.—See Regulation 177.

31. SHUNT FOR FOLLOWING TRAIN TO PASS.—(See Regulation 125.) This signal must be used to prevent important trains from being delayed by less important trains. When, before the "Arrival" signal has been received from the Box in advance for the last train, the Signaller receives an application for "Line Clear" from the Box in the rear for a more important train, this signal must be sent. The Signaller in advance on receiving this signal must take the necessary steps to clear the line so as to prevent delay to the second train. He must use his discretion as to effecting the object in view, and if he is unable, from any cause, to shunt the train at his Signal Box, or if he thinks it inexpedient to do so, he must allow the train to proceed, and send forward the 15 signal to the Signal Box in advance. The signal to be noted in Train Register Books.

32. "ENGINE ASSISTING" SIGNAL.—6, 2 beats to be given when a train is assisted by an engine intended to run through the section. The train must be signalled in the usual manner by the "Departure" code, denoting the description of train; and immediately after the train has entered the section, the "Engine Assisting" signal must be given and acknowledged. The "Arrival" signal must not be given until the whole of the train, including the assistant engine, has arrived complete. The Signaller in advance must be informed on the speaking instrument the position of the engine or engines assisting. Signalmen are specially instructed to enter in the Train Register Book the "Engine Assisting" signal, in order that no mistake may arise by trusting to memory.

### 33.—Regulation 350—Two or More Light Engines Running Coupled Together.

In the event of two or more light engines running on a Main Line coupled together, they must be signalled on the Block Instruments and Electric Bells as follows:—

First send the "*Departure* Light Engine" signal, and immediately after it has been acknowledged send as many separate and distinct rings as there are engines coupled together to indicate to the Signaller in advance the number of engines approaching—that is, two engines which are coupled together would be signalled on the Block Instruments thus: *1, 2, 1* beats, and when acknowledged 1, 1 beats. When Electric Bells are in use, 4 long rings are to be sent, and when acknowledged send 2 short rings, latter signifying the number of engines coupled.

Engines must not be uncoupled except when inside the Home signal at Block posts.

34. TRAIN REGISTER BOOKS, ETC.—Signalmen and Officers in charge of Block Stations must make use of the Train Register Book as the medium for recording all matters relating to the working of the traffic and the signals. It should show **all** that takes place in the section, *e.g.*:—

- (1) When the Distant signal has not been lowered for a train, the fact must be noted in the Remarks column, thus—"Checked." The time of train arrival should be the time the train passes the Home signal, or when it reaches the signal in case of the latter being at "Danger."
- (2) Should trains be detained at the platform, but not due to the signals, a note to that effect should be made; and should the delay be caused by the signals, the delay must also be noted. When recording the time in the Train Books the half minutes must be shown, thus— $15\frac{1}{4}$  minutes to be shown as  $15\frac{1}{2}$  minutes, and  $15\frac{3}{4}$  minutes to be shown as 16 minutes.

The practice of comparing by means of the speaking instruments the times that signals were exchanged before making entries in the Train Register Book must not be permitted.

No erasures of any kind are permitted in the Train Register Book.

## ELECTRIC LOCK AND BLOCK SYSTEM.

(In use on the Viaduct between Spencer-street and Flinders-street. Also between Prahran and Windsor, and Windsor and Balaclava.)

### Regulations for Working.

1. The object of this system of Electric Train Signalling is to prevent more than one train being between two signal boxes on the same line at the same time. This is accomplished by a Signalman not being able to lower his Starting signal (or the signal controlling the entrance to the Block section ahead) until the signal has been electrically released by the Signalman at the signal box in advance, who cannot so release the signal until the preceding train has passed over a rail contact in advance of his own Home, Junction or Directing signal, or other signal controlling the section ahead. The signalling of trains on the Electric Lock and Block system does not in any way dispense with the use of Fixed, Hand or Fog signals, whenever and wherever such signals may be requisite to protect obstructions on the line.

As this system of working is attained by the interior portions of the Block Instrument being connected with the signal levers, it is most important that Signalmen in working these levers should do so with great care, as rough usage is likely to throw the apparatus out of order. The lever working the signal controlling the entrance to the section ahead should not be handled until "Clear" has been received from the signal box in advance, nor, after the signal has been lowered, until the train automatically puts the signal to "Danger"—except in cases of emergency; neither should the lever be interfered with after "Clear" has been received, until the Signalman is prepared to lower the signal.

The locking gear is cased in, and the key giving access to it is kept in a small box with a paper front. When the attendance of the Fitter cannot be obtained, and it is necessary to release the instrument to enable the traffic to be carried on, the paper must be torn to obtain the key. Each case to be reported.

N.B.—Throughout these Regulations, giving "Clear" must be understood to mean plunging so as to release the signal controlling the entrance to the section at the signal box in rear, in addition to sending the "Line is Clear" on the bell.

WORKING OF FIXED SIGNALS.—Should it be necessary to stop a train before it reaches the signal controlling the entrance to the section ahead, the Signalman may place the signal to "Danger" for that purpose, and when the train is again ready to depart he must arrange as per Clause 6.

2. NORMAL POSITION OF BLOCK INDICATOR.—The Block Indicator of the apparatus is a small electric semaphore arm, and when the signal box is open the normal position of this arm is "Off," and signifies that the section ahead is unoccupied. The position of this arm must be carefully watched, and should the disc of the instrument show "FREE" and the electric arm show "Danger," the section must be considered blocked, and steps taken to ascertain that the line is actually clear before a train is allowed to enter the section.

Where a signal box is closed the switch hook must be placed on the plunger of the instrument by the Signalman the last thing before going off duty, and removed again on resuming duty.

WORKING OF APPARATUS.—The plunger of the instrument must not be pressed in quickly or in a jerky manner, but firmly and well home, so as to ensure perfect electrical action inside the instrument, and enable the electric current to do its work properly at both ends of the section; no violence must be used to strain the apparatus, neither must the instruments be touched except for the purpose of signalling trains. Signalmen are specially warned that no person, unless specially authorised, must be allowed to touch the signal levers or the Electric Signalling apparatus.

N.B.—The plunger should never be pressed in until the round disc on instrument dial shows white.

3. RELEASING KEYS.—Two keys—one of steel, and a smaller one of brass—are provided in each signal box. They will be kept in a small box with a paper front, and are to be used as follows:—

V  
Register  
used, m  
attentio  
been us  
I  
they are  
4  
the proc  
from "A  
signal fo  
The Sig  
has arri  
General  
thereto)  
and sen  
signal (s  
strumen  
red, unl  
of the i  
"A" mu  
Junctio  
depart i  
entrance  
"Locke  
parture  
plunger,  
simultar  
"B" mu  
the bell  
raised th  
V  
automat  
lever of  
it is aga  
A  
instrum  
Home si  
simultar  
Blan  
signal be  
S  
ing been  
plunger.  
and note  
S  
must be

- (a) When it is necessary to raise the disc of the instrument to Blank. the steel key must be inserted in the keyhole above the switch hook and given one complete turn in the direction shown by the arrow.
- (b) When the train passing over the rail contact at the Home signal fails to release the plunger, or when from any cause the train does not reach the rail contact, the small brass key must be inserted in the keyhole in the back of the instrument, and given a turn in the direction shown by the arrow.
- (c) To enable a fresh plunge to be made to the rear signal box, both keys must be used as indicated above.

Whenever the brass key is used, the fact must be duly recorded in the Train Register Book, with full particulars of the circumstance, and the key, after being used, must at once be restored to the place appointed for it to be kept. The attention of the Fitter must be immediately drawn to the fact of this key having been used, so that it may be again secured in the receptacle.

N.B.—Signalmen are especially cautioned not to resort to the key until they are quite satisfied that its use is really necessary.

4. MODE OF SIGNALLING.—Let "A" and "B" represent two signal boxes, the process of signalling a train is as follows:—Prior to the despatch of a train from "A," the Signalman there must, provided he has received the "Arrival" signal for the previous train, give to "B" the "Is Line Clear" signal as per code. The Signalman at "B," when he is satisfied that the preceding train from "A" has arrived complete and that the section from "A" to "B" is clear (as per General Regulation 171 or in accordance with the special instructions relating thereto) for the train he is about to accept, must reply by pressing in the plunger and send the "Line is Clear" or "Section Clear, but Station or Junction Blocked" signal (as the case may be) on the bell. This will cause the disc of his own instrument to show "Train Accepted," and round disc on instrument dial to show red, unlock the signal lever at "A," and exhibit the word "Free" on the disc of the instrument referring to that signal lever at "A." The Signalman at "A" must acknowledge the "Line is Clear" or "Section Clear, but Station or Junction Blocked" signal, and he may then lower the signals for the train to depart in accordance therewith. The lowering of the signal controlling the entrance of the section will shift the disc of his own instrument from "Free" to "Locked." On the train leaving "A," the Signalman there must send the "Departure" signal to "B," and "B" will then turn the switch hook on to his plunger, and thus cause the disc of his instrument to show "Train On," and simultaneously raise the electric arm at "A" to "Danger." The Signalman at "B" must then give the proper acknowledgment to the "Departure" signal on the bell to call the attention of the Signalman at "A" to the fact that he has raised the electric arm to "Danger."

When the train reaches the rail contact at "A" the Semaphore signal will automatically go to "Danger." The Signalman at "A" must then replace the lever of his signal to its normal position, when it will again become locked until it is again released by the Signalman at "B."

As soon as the train passes over the rail contact at "B" the round disc on instrument dial at "B" will show white, and the Signalman there must replace his Home signal to "Danger." The act of placing the signal at "Danger" will simultaneously move the disc of his own instrument from "Train On" to Blank. He must then, if the train is complete, with "Tail" signal, take the switch off the plunger (which will lower the electric arm in the signal box at "A") and give the "Arrival" signal on the bell.

Should a train arrive at a signal box without the "Departure" signal having been received for it, the Signalman must at once place the switch-hook on his plunger. He must also advise the Signalman in rear on the speaking instrument, and note the circumstances in the Train Register Book.

Should a train which has been signalled into a section not arrive, steps must be taken to ascertain the cause, and it must be clearly ascertained that no

train is on the line between the two signal boxes before the brass and steel keys are used and "Clear" again given to box in the rear. (The steel key is not required if the "Home" signal has been lowered.)

All cases of irregular working must be promptly reported to the Traffic Inspector.

5. GIVING "CLEAR."—Unless special instructions are given to the contrary, a train must not be allowed to approach from the signal box in rear unless the line is clear as shown in Regulation 171.

If the Signalman is not in a position to give the "Line is Clear" or "Section Clear, but Station or Junction Blocked" signal when the Signalman in the rear forwards the "Is Line Clear?" signal, he must reply by putting the switch-hook on his plunger and giving the "Line is Not Clear" signal on the bell or gong. He must keep the switch-hook on until he is in a position to accept the train, when he must take it off and give "Clear" to the box in the rear.

6. CANCEL "DEPARTURE" OR "LINE CLEAR" SIGNAL.—Should it be necessary to cancel the "Is Line Clear?" or "Departure" Signal, the Signalman must act as follows:—

- (a) If he has not received "Clear," he must send the "Cancelling" signal to the signal box in advance, and the Signalman there must take the switch-hook off his plunger and acknowledge the signal.
- (b) If he has received "Clear," and has lowered his signal controlling the entrance to the section ahead, he must replace that signal to "Danger," and then send the "Cancelling" signal to the signal box in advance.
- (c) If he has received "Clear," and has not lowered his signal controlling the entrance to the section ahead, he must raise the rod connected with the signal lever, and shift the disc from "Free" to "Locked," and then send the "Cancelling" signal.

The Signalman receiving the "Cancelling" signal must at once acknowledge it, and, if he has previously given "Clear," raise his disc to Blank. by means of the steel key, and release the plunger by means of the brass key, and must not again give "Clear" in response to another "Is Line Clear?" signal until he has ascertained from the signal box in rear that there is no train in section.

7. USE OF SWITCH-HOOK—SPECIAL PRECAUTIONS.—It is necessary that each Signalman should keep a sharp look-out to assure himself that the passing train is complete, with Tail signal attached, and that the line is clear, before he takes the switch-hook off his plunger.

In cases where a train has to be shunted and does not pass the signal box before being shunted clear of the Main Line, the Signalman must be informed by the Guard, or some other responsible person, that the whole of the train has arrived, with the Tail lamp attached, before he takes the switch-hook off his plunger.

In the case of vehicles being detached from a train at a station, the Signalman must make sure that the vehicle or vehicles are clear of the Main Line before he takes the switch-hook off his plunger.

8. BALLAST OR GOODS TRAIN REQUIRING TO STOP IN SECTION.—When a Ballast or Goods train has to stop in a section for any purpose, the Guard must, before entering the section, inform the Signalman of the fact, and, if necessary, the Signalman must cancel the ordinary "Is Line Clear?" signal as directed in Clause 5. He must then advise the Signalman in advance on the telephone or telegraph how long the train will require to work in the section, and if it is agreed that the train is to proceed, the Signalman in rear must signal the train as a "Train requiring to Stop in Section," as per Code. The greatest care must be taken that the train is out of the section and that the line is clear before the switch-hook is removed from the plunger.

9. OBSTRUCTION DANGER SIGNAL.—In the event of any obstruction being caused by accident, or otherwise, all the Fixed signals for the line or lines affected must be at once placed or maintained at "Danger," the switch-hook placed on the

plunger  
Danger

T  
a train  
until af  
and his  
vance.  
Signal  
hook an  
box in r  
"Clear"  
signal a  
the stee  
he must

Blank.  
S  
unable t  
part of  
the "O  
"Dange  
whether  
direction

I  
Home s  
T  
his plun  
the elec  
Back" s  
the line  
Back" o

T  
been giv  
I  
the Sign  
may, if  
the rear  
stances  
pedient,  
Main L  
Registe

Signal  
that a s  
train, o  
obstruc

plunger of the instrument for the line or lines affected, and the "Obstruction Danger" signal immediately given to the box or boxes in rear.

The Signalman at the box in rear must act as follows:—

- (a) If he has not received "Clear" from the signal box in advance he must at once acknowledge the "Obstruction Danger" signal and maintain the necessary signals at "Danger."
- (b) If he has received "Clear," and has lowered his signals, he must at once put them to "Danger," and then acknowledge the signal.
- (c) If he has received "Clear," but has not lowered his signal controlling the entrance to the section ahead, he must maintain the necessary signals at "Danger," again lock the signal controlling the entrance to the section ahead by raising the rod connected with the signal lever, and so shift his disc from "FREE" to "LOCKED," and then acknowledge the "Obstruction Danger" signal.

The Signalman receiving the "Obstruction Danger" signal must not allow a train or engine to proceed on the line blocked without special instructions, or until after he has received the "Obstruction Cleared" signal on the bell or gong, and his electric arm has been lowered by the Signalman at the signal box in advance. When the obstruction has been removed, and the line is again clear, the Signalman who sent the "Obstruction Danger" signal must take off his switch-hook and give the "Obstruction Cleared" signal on the bell or gong to the signal box in rear, which must be acknowledged. If, however, he had previously given "Clear" to the box in rear, he must, before sending the "Obstruction Cleared" signal and taking off his switch-hook, raise his disc to Blank. by means of the steel key, and release the plunger by means of the Blank. brass key, and he must then press in the plunger of the instrument, and so shift the disc from Blank. to "TRAIN ACCEPTED."

Should a train come to a sudden and unusual stop, and the Signalman be unable to see the position of the whole of the train, or whether the engine or any part of the train fouls the opposite line of rails or not, he must immediately send the "Obstruction Danger" signal, and place or maintain his signals for all lines at "Danger." After this has been done, he must take immediate steps to ascertain whether there is any necessity for continuing to stop the traffic in either or both directions and act accordingly.

10. BLOCKING BACK.—Before any occupation of the Main Line outside the Home signal is allowed, the following precautions must be taken:—

The Signalman requiring to occupy the line must place the switch-hook on his plunger for the line or lines about to be occupied, and so raise to "Danger" the electric arm in the adjacent signal box or boxes, and then give the "Blocking Back" signal on the bell or gong, and this signal must be acknowledged. When the line is again clear, he must remove the switch-hook and give the "Blocking Back" or "Obstruction Cleared" signal on the bell or gong.

The "Blocking Back" signal must never be used after "Line Clear" has been given.

If, having given the "Line is Clear" signal to the Block post in the rear, the Signalman finds it would be advantageous to traffic to foul the Main Line, he may, if the "Departure" signal has not been received, request the Signalman in the rear to cancel the "Line is Clear" signal after fully explaining the circumstances to him. If the Signalman in the rear considers this course safe and expedient, he may cancel the "Line is Clear" signal as requested, after which the Main Line may be fouled, both Signalmen noting the circumstances in their Train Register Book.

11. SECTION OBSTRUCTED BY ACCIDENT OR BY DISABLED TRAIN.—Should a Signalman receive information from the Fireman or Guard of a disabled train that a second train or engine is required to enter the section to assist the disabled train, or should it be necessary for the Break-down Van train to enter a section obstructed by accident or otherwise, the second train or the Break-down Van train,

as the case may be, may, after having been brought to a stand, and the Driver informed of the circumstances, be allowed to enter the section under the following arrangements:—

The Signaller must inform the Signaller at the box in advance of the circumstances, and give the "Departure" signal to the signal box in advance, and, after it has been acknowledged, he must note the circumstances in his Train Register Book, and then allow the second train to enter the section. The Signaller at the box in advance must also note the circumstances in his Train Register Book, and be careful not to remove the switch-hook from his plunger, nor give the "Arrival" signal until both trains have arrived and been dealt with according to these Regulations. The Guard of the train requiring assistance must ride on the engine of the second train, and point out to the Driver the position of the disabled train. The second train must run at reduced speed, and great caution must be observed by all concerned. When the "Arrival" signal is received from the signal box in advance, and permission has been obtained for another train to proceed, such other train must be stopped at the signal box in the rear, and the Driver instructed to proceed cautiously through the section.

**12 Code of Signals.**

SIGNAL.	SENDING POST. NO. OF BEATS.	DISTANT POST. Acknowledgment. NO. OF BEATS.
Speak on Telephone ... ..	1	1
Is Line Clear for Ordinary Passenger Trains ? ...	4	3...1, 5, or 1, 3, 1
* Is Line Clear for Fast Train ? ... ..	2, 4	3-1, 5 (when allowed) or 1, 3, 1
Is Line Clear for Goods Train ? ... ..	1, 3,	3...1, 5, or 1, 3, 1
Is Line Clear for Ballast Train ? ... ..	2, 2	3...1, 5, or 1, 3, 1
Is Line Clear for Light Engine ? ... ..	1, 2, 1	3...1, 5, or 1, 3, 1
Is Line Clear for Goods or Ballast Train requiring to stop in Section ? ... ..	2, 1	3...1, 5, or 1, 3, 1
Line is Clear ! ... ..	—	3
Acknowledgement of "Line is Clear" ... ..	1, 1, 1	—
Section Clear, but Station or Junction blocked ...	—	1, 5,
Line is not Clear ! ... ..	—	1, 3, 1
Departure Signal ! ... ..	2	2
Arrival ... ..	2, 3, 2	2, 3, 2
Attention ... ..	2, 2, 2	2, 2, 2
Obstruction, Danger ... ..	1, 7	1, 7
"Blocking Back" Signal ... ..	4, 2	4, 2
"Blocking Back" or "Obstruction Danger" Signal cleared ... ..	1, 5, 1	1, 5, 1
Train passed without Tail Signal (to Box in advance) ... ..	2, 6, 2	2, 6, 2
Train passed without Tail Signal (to Box in rear) ...	1, 8, 1	1, 8, 1
Stop and Examine Train ... ..	9	9
Train Divided ... ..	2, 9	2, 9
Train or Vehicles Running Away on Wrong Line ...	1, 9, 1	1, 9, 1
Train or Vehicles Running Away on Right Line (not applicable to Single Lines) ... ..	12	12
Error ... ..	5, 5	5, 5
Inspector or Fitter Testing ... ..	4, 4	4, 4
Signaller Testing ... ..	4, 4, 4	4, 4, 4
Switching Out ... ..	2, 2, 2, 2, 2,	2, 2, 2, 2, 2
Switching In ... ..	1, 2, 2, 1	1, 2, 2, 1
Shunt for following Train to Pass ... ..	15	15
Cancel "Departure" or "Line Clear" Signal ... ..	5, 5, 5, 5	5, 5, 5, 5
Engine Assisting ... ..	6, 2	6, 2

\* Express Trains and any that may be shown as "Fast" in Ordinary or Special Time Tables, also Casualty Vans or Relief Engines are to be so signalled.



The movements on the bells must be made slowly and distinctly, and the pauses between the sets of beats clearly marked.

ACKNOWLEDGMENT OF SOUND SIGNALS.—Except where special instructions are issued to the contrary (see Code), no signal must be considered as understood until it has been correctly acknowledged to the signal box from which it was received. When the "Is Line Clear?" signal is not accepted, it must be given again at short intervals.

13. SINGLE LINE WORKING.—Should any obstruction occur necessitating the working of the traffic on a single line by Pilotman (as per Regulations 151 to 166), Electric Lock and Block Working must be entirely suspended at the signal boxes at each end of the section over which single line is worked, and also at intermediate posts (if any), by an order in writing from the person who arranges the single line working. Each train must be signalled into the section by the "Departure" signal being sent on the bell or gong, and signalled out of the section by the "Arrival" signal, or the Pilotman must accompany every train passing over the single line. On the working of the double line being resumed, the order suspending the working of the line by the Electric Lock and Block system must be cancelled by a written notice in the same manner and at the same time as the order for working single line is cancelled.

14. FAILURE OF INSTRUMENTS OR BELLS.—If the train in passing over the rail contact at the box in advance does not release the instrument, thereby preventing the Signalman plunging "Clear" to the rear box for the next train, the round disc will continue to show red, and the Signalman must release the plunger by means of the small brass key, as per Clause 3.

In the event of "B" being unable to free "A," owing to a failure in the apparatus, "A" must give the "Attention" signal to "B," and the Signalman there must, if he finds that a further use of his plunger is necessary to rectify the failure or error, cancel the indication "TRAIN ACCEPTED" by means of the steel key, and release the plunger by means of the brass key. After withdrawing the key he must plunge in the usual way, and immediately after this fresh attempt to free the section in the rear he must acknowledge the "Attention" signal received from "A." Should the plunger altogether fail to release the signal lever, the following instructions must be carried out, and continued until such time as the apparatus is again in working order, viz. :—

- (a) No train must be allowed to pass a signal box into that section of the line where the failure exists, without having been previously brought "to a stand," and the Driver and Guard advised of the circumstance. The Driver must then be instructed to proceed cautiously, in order to stop short of any obstruction there may be on the line. Should the speaking instruments have failed, the Driver of the first train thus warned must be instructed to stop at the signal box in advance, and inform the Signalman there that the bells or instruments have failed at the signal box in the rear. No train must be allowed to follow another in less than the running time of the section, nor even then till five minutes on Suburban Lines, and ten minutes on Country Lines, has elapsed, nor when a tunnel intervenes within fifteen minutes, unless the Signalman can satisfy himself from personal observation that the section is clear. (See special instructions *re* Flinders-street Viaduct on Pages 178 and 179.)
- (b) Steps must immediately be taken to have the apparatus put into working order, and when the failure has been rectified, the Driver of the next train to travel through the section must be supplied with a ticket provided for the purpose, and instructed to proceed cautiously and stop at the next Block Post and hand

the ticket to the Signalman. The Signalman receiving this ticket must send the "Arrival" signal to the signal box in rear, and upon this signal being acknowledged the trains are to be signalled again in accordance with the Regulations.

Should a disc at any time show "FREE" when it should show "LOCKED," the Signalman must raise the rod connected with the signal lever. If, however, the rod fails to hold the disc in the "Locked" position, he must treat it as a failure of the apparatus.

Should a failure occur of the electric bell or gong only, the trains must be worked as follows:—

Prior to the despatch of a train from "A," the Signalman there must, provided his electric arm is "Off," send to the Signalman at "B," on the speaking instrument, the message "Is Line Clear for Down (or Up) train?" If the Signalman at "B" is in a position to accept the train he must answer "Yes, Line is Clear for Down (or Up) train," and at once release the signal controlling the entrance to the section at "A" by pressing in the plunger of the Instrument.

When the train enters the section, "A" must send to the Signalman at "B" on the speaking instrument the message "Down (or Up) train left," and the signalman at "B" must at once place the switch-hook on the plunger of his instrument applicable to that train, and so raise the electric arm at "A" to "Danger." When the train passes over the rail contact at "B," the Signalman there must remove his switch-hook, and so lower the electric arm at "A." Where there are parallel lines, the name of the line must be stated in the messages.

All cases of failure, from whatever cause, must be immediately reported to the Telegraph Fitter of the District, so that the failure may be rectified in the shortest possible time, and a full report of the matter, stating the nature of the failure, must be promptly sent by the Signalman to the Traffic Inspector.

15. Should a Signalman find that the signal arm will not go to the "Danger" or "All Right" position, he must at once take steps to have it put right, either by adjusting the signal wire himself or, failing that, communicating with the Signal Fitter, so that the defect may be remedied without delay.

16. "TRAIN PASSED WITHOUT TAIL" SIGNAL.—All trains and light engines must carry the proper Tail signal in the rear, both by day and by night, to indicate to the Signalman that no vehicle has become detached on the journey, and Signalmen must carefully watch each train as it passes, and satisfy themselves that it is complete before giving the "Train Out of Section" signal to the signal box in the rear. Should a train pass a signal box and the Signalman be unable to satisfy himself whether or not the Tail signal is on the train, he must immediately exhibit the "Danger" signals, and stop the first train going in the opposite direction, informing the Driver what has occurred, and instructing him to proceed cautiously so as to avoid danger in the event of any portion of the train having fouled the line on which he is running. The Signalman must also send the "Train Passed without Tail signal" to the signal box in advance, and must not give the "Arrival" signal to the signal box from which the train without Tail signal has arrived, but must send to the Signalman there the "Train Passed without Tail signal." In such a case the Signalman at the box in the rear may give the "Is Line Clear?" signal for a following train, although he has not received the "Arrival" signal.

The Signalman at the box in advance on receiving the "Train Passed without Tail signal" must exhibit the "Danger" signals to stop the approaching train, acknowledge the signal, and advise the Guard and Driver of the circumstances.

When the Signalman who sent the "Train Passed without Tail signal" receives the "Is Line Clear?" signal for the following train (unless in the meantime he has received intimation from the signal box in advance that the train has arrived complete) he must not acknowledge it in the usual way, but must repeat the "Train Passed without Tail signal," and then take the switch-hook off his

plunger and press it so as to release the signal at the box in the rear. The Signaller in the rear receiving this signal must stop the train and verbally instruct the Driver to proceed cautiously to the next signal box in advance, informing him why it is necessary that he should do so, and then give the "Departure" signal. As soon as the train, the Driver of which has been cautioned, has passed the signal box from which the "Train Passed without Tail signal" was sent, the Signaller there must give the "Arrival" signal, and the signalling of the trains must then be resumed in ordinary manner. Should, however, the Signaller sending the "Train Passed without Tail signal" receive an intimation from the signal box in advance that the train has passed complete, he must, if he has not in the meantime given permission for a following train to leave the signal box in the rear, give the "Arrival" signal to that box.

The "Train Passed without Tail Signal" must not, however, be sent if the Signaller has reason to believe that the train has broken away and a portion of it is still in the section in rear, in which case he must keep the switch-hook on his plunger, and must not give permission for a following train to leave the signal box in rear until he has ascertained that the line is clear.

N.B.—Where it is practicable, the Signaller must examine the train and ascertain from the Guard whether it is complete or not, so as to avoid the unnecessary use of the "Train Passed without Tail signal."

17. TRAIN DIVIDED.—See Regulation 178, and, in addition, the following instruction must be strictly adhered to:—

The Signaller receiving the "Train Divided" signal must take care not to remove the switch-hook from his plunger until both portions of the divided train have arrived, and the line is clear.

In the event of a Signaller observing that a train has become divided, and that the rear portion has not arrived inside his Home signal, he must send the "Obstruction Danger" signal to the signal box in the rear.

Should a train become divided in starting, and the Driver run forward with the first portion, leaving the rear portion stationary, the "Stop and Examine Train" signal must be sent to the signal box in advance, and not the "Train Divided" signal.

18. STOP AND EXAMINE TRAIN.—See Regulation 174.

19. TRAIN OR VEHICLES RUNNING AWAY ON WRONG LINE.—See Regulation 176.

20. TRAIN OR VEHICLES RUNNING AWAY ON RIGHT LINE.—See Regulation 177.

21. SHUNT FOR FOLLOWING TRAIN TO PASS.—(See Regulation 125.) This signal must be used to prevent important trains from being delayed by less important trains. When, before the "Arrival" signal has been received from the box in advance for the last train, the Signaller receives an application for "Line Clear" from the box in the rear for a more important train, this signal must be sent. The Signaller in advance on receiving this signal must take the necessary steps to clear the line so as to prevent delay to the second train. He must use his discretion as to effecting the object in view, and if he is unable, from any cause, to shunt the train to his signal box, or if he thinks it inexpedient to do so, he must allow the train to proceed, and send forward the 15 signal to the signal box in advance. The signal to be noted in the Train Register Books.

22. "ENGINE ASSISTING" SIGNAL.—6, 2 beats to be given when a train is assisted by an engine intended to run through the section, but such assisting engine must be in front and not on any account at rear of train. The train must be signalled in the usual manner by the "Departure" code, denoting the description of the train; and immediately after the train has entered the section the

“Engine Assisting” signal must be given and acknowledged. The “Arrival” signal must not be given until the whole of the train has arrived complete. Signalmen are specially instructed to enter in the Train Register Book the “Engine Assisting” signal, in order that no mistake may arise by trusting to memory.

**23. Two or More Light Engines Running Coupled Together.**

Regulation 350. In the event of two or more light engines running on a Main Line coupled together, they must be signalled on the Block Instruments and Electric Bells as follows:—

- (a) First send the “Light Engine” signal, and immediately after it has been acknowledged, send as many separate and distinct rings as there are engines coupled together to indicate to the Signalman in advance the number of engines approaching—that is, two engines which are coupled together would be signalled on the Block Instruments thus: 1, 2, 1 beats, and when acknowledged 1, 1 beats. When Electric Bells are in use, 4 long rings are to be sent, and when acknowledged send 2 short rings, latter signifying the number of engines coupled.
- (b) Engines must not be uncoupled except when inside the Home signal at Block posts.

24. TRAIN REGISTER BOOKS, ETC.—Signalmen and Officers in charge of Block Stations must make use of the Train Register Book as the medium for recording all matters relating to the working of the traffic and the signals. It should show **all** that takes place in the section, *e.g.*:—

- (a) When the Distant signal has not been lowered for a train, the fact must be noted in the Remarks column, thus—“Checked.” The time of train arrival should be the time the train passes the Home signal or when it reaches the signal in case of the latter being at “Danger.”
- (b) Should trains be detained at the platform, but not due to the signals, a note to that effect should be made; and should the delay be caused by the signals, the delay must also be noted. When recording the time in the Train Books, the half minutes must be shown thus— $15\frac{1}{2}$  minutes to be shown as  $15\frac{1}{2}$  minutes, and  $15\frac{3}{4}$  minutes to be shown as 16 minutes.

The practice of comparing by means of the speaking instruments the times that signals were exchanged before making entries in the Train Register Book must not be permitted.

No erasures of any kind are permitted in the Train Register Book.

**25. Special Instruction between Flinders-street “A” Box, and Viaduct Jun. Box**

Sub-clause (A) of Clause 14, Page 175, is amended for the Viaduct as under:—

“The Signalman at either end will be furnished with Cards, (Red) Flinders-street to Spencer-street, and (Green) Spencer-street to Flinders-street. One of these is to be handed to each Driver before entering the Section as authority to pass the Starting Signal at “Danger,” and to proceed cautiously on the Section, the Driver having the train under such control as will enable him to stop clear of any obstruction that may be on the line.

Signalmen to maintain an interval of three minutes between each train.

[Colour—GREEN.]

No.....Time.....

CLAUSE 14, SUB-CLAUSE (A), PAGE 159 OF APPENDIX.

.....1.....

TO THE DRIVER OF UP { Passenger\*  
Goods\*  
Light Engine\*

The Lock and Block Instruments for the line Viaduct Junction to Flinders-street being out of order, you are authorised to pass the **Starting** Signal at Danger, and proceed on your journey as under:—

1. You must keep the train well under control, and be prepared to stop short of any obstruction there may be on the section. You must obey the Distant and Home Signals ahead.

2. The previous train, a { Passenger\*  
Goods\*  
Light Engine\* preceded you at

.....

3. Another train may follow you in three minutes.

4. Give this up to the Signaller at other end of the section.

\*Strike out two.

.....Signalman.

.....Signal Box.

A similar Card "Red" to be used for the Down journey.

## P E R M I S S I V E   S Y S T E M.

### Instructions for Working on the Permissive System.

1. The General Code of Terms and Regulations for Train Signalling by "Absolute Block Telegraph" will apply with the following modifications and additions:—
2. Ordinary Block instruments are used and in addition a Mechanical Indicator is provided for the Signaller to record the number of trains in the section.
3. Under this System more than one Goods train or light engine may be allowed in the section at the same time, but whenever a **Passenger or Mixed train** is allowed on the section it must be dealt with strictly in accordance with the Absolute Block Regulations whereby only one train is allowed on the section at a time.
4. When a train is ready to enter the section and the needles of the Block Instruments are standing at "Cleared," the Signaller in the rear will apply for "Line Clear" in the usual manner, and on obtaining the reply that the line is clear he may lower his Signals and allow the train to proceed into the section. The Signaller in advance on receiving the "Departure" Signal will move his Pointer on to indicate that No. 1 train is on the section, and the Signaller in the rear on giving the "Departure" Signal will, likewise, move his Pointer to No. 1.
5. When another train or engine is required to be sent forward into the section before the previous train has been signalled as having arrived, the Signaller must give the "Is line clear" Signal to the box in advance, and the Signaller there will reply by giving the "Previous train still in section" Signal—3, 3 beats—or, if circumstances should demand it, the "Line is not clear" Signal—1, 3, 1 beats. Upon the 3, 3 Signal being received, the second train or engine must be brought to a stand at the Home Signal, and the Driver must, by verbal instructions, be made to understand clearly the state of the line ahead; after which the train may be allowed to proceed, a Green Hand Signal being shown to the Driver and Guard, and the usual "Departure" Signal sent. The Pointer at each Signal Box to be moved on to indicate that No. 2 train is in the section. The same course to be followed with each successive train.
6. The Signaller in advance must keep his Switch at "On," and not give the "Arrival" Signal until the whole of the trains shown on the indicator have passed his Home Signal complete. As each train or engine, except the last one, passes out of the section, the "One train out of section" Signal—five (5) beats—must be given to the box in the rear, and the Pointers must be moved back one number so that the actual number of trains in the section may be shown. The Signaller at the box in the rear will acknowledge the Signal (5) by repeating it. When the last train passes out of the section the usual "Arrival" Signal must be given, and (after both Signallers agree as to the line being clear) the Indicators placed in the normal position.
7. In cases where the Home Signal is at such a distance from the Signal Box that it is not possible for the Signaller to speak to the Driver when his engine is standing at the Home Signal, the Signaller must, after bringing the train to a stand, lower the Signal to allow the Driver to draw up to his Box, stopping him there by showing a Red Hand Signal, and then by verbal instructions make him clearly understand the state of the line ahead. After this the Signaller must act as per Clause 5.
8. Drivers must strictly comply with Regulation 334.

### Sections worked on the Permissive System.

North Melbourne Junction and Dudley-street (Melbourne Yard) Signal Boxes.	}	ON GOODS LINE ONLY.
Dudley-street (Melbourne Yard) and Viaduct Junction Signal Boxes.		For Up and Down Lines.

Each of these Signal Boxes to be regarded as Terminals under Regulation 171 and Appendix page 166.

## Signal Boxes and Hours they are open.

## SOUTH SUBURBAN DISTRICT.

Where Stationed.	When Open.	
	Week Days.	Sundays.
Flinders-street "A"...	Always ... ..	Only closed after last train early Sunday morning till 8 a.m. on Sunday
Flinders-street "B"...	Always ... ..	Ditto ditto ditto
Flinders-street "C"...	Always ... ..	Closed after last train early Sunday morning, till 4.30 a.m. on Monday
Prince's Bridge ...	Always ... ..	Closed after last train early Sunday morning till 9 a.m. on Sunday
Richmond "A" ...	Always ... ..	Closed after last train early Sunday morning till 9 a.m. on Sunday, & from 11.20 a.m. till 12.30 p.m.
Temporary Post "A" South Yarra ...	Block post special occasions Always ... ..	Closed after last train early Sunday morning till 9 a.m., & from 11 a.m. till 12.30 p.m. on Sunday
Prahran ...	From 5 a.m. till last train ...	From 9.30 a.m. till 10.45 a.m., and 12.30 p.m. till last train
Windsor ...	Ditto ditto ...	Ditto ditto ditto
Balaclava ...	From 7.10 a.m. till 8 p.m. ...	From 9.30 a.m. to 11 a.m., and from 9 p.m. till last train
Elsternwick ...	From 4.50 a.m. till last train ...	From 9.30 a.m. till 11 a.m., and 12.15 p.m. till last train
North Brighton ...	From 4.50 a.m. till last train ...	From 10 a.m. till 11 a.m., and 12.15 p.m. till last train
Middle Brighton ...	Ditto ditto ...	Ditto ditto ditto
Brighton Beach ...	From 4.35 a.m. till last train ...	From 9.15 a.m. till 11.10 a.m., and 12.10 p.m. till last train
Albert Park ...	From 5.20 a.m. till last train ...	From 9.45 a.m. till 11 a.m., and 12.15 p.m. till last train
St. Kilda ...	Ditto ditto ...	Ditto ditto ditto
*Ferrars-street ...	Always ... ..	Closed after last train or engine early Sunday morning till 9 a.m., and from 11 a.m. till 12.5 p.m.
*Graham-street ...	Always ... ..	Ditto ditto ditto
*Port Melbourne ...	From 5.45 a.m. till last train ...	From 10.15 a.m. till 11 a.m., and 12.15 p.m. till last train
Richmond "B" ...	} From 5 a.m. Mondays till last train } early Sunday morning	} From 9 a.m. to 11.25 a.m., and 12.25 p.m. till last train
Bunley ...		
Hawthorn ...		
Glenferrie ...	From 5.20 a.m. till last train ...	From 9.10 a.m. till 11.30 a.m., and 12.30 p.m. till last train
Auburn ...	Ditto ditto ...	From 9.10 a.m. till 11.35 a.m., and 12.35 p.m. till last train
Camberwell ...	Ditto ditto ...	From 9.15 a.m. till 11.40 a.m., and 12.40 p.m. till last train
Canterbury ...	From 5.15 a.m. till last train ...	From 9.15 a.m. till 11.50 a.m., and 12.50 p.m. till last train
Surrey Hills ...	From 5.15 a.m. till last train, but only as a Block Post from 7.10 a.m. till 11 p.m.	From 9.15 a.m. till 11.50 a.m., and 12.50 p.m. till last train, but not as a Block Post (see page 230)
Box Hill ...	From 5 a.m. till last train ...	From 9.20 a.m. till 10.45 p.m.
Post "B" between Sth. Yarra & Hawksburn	By special instruction for Caulfield	
Hawksburn ...	Always ... ..	Only closed after last train early Sunday morning till 9 a.m., and 10.40 a.m. till 12.40 p.m.
Post "C" between Hawksburn & Toorak	By special instruction for Caulfield	
Toorak ...	Race traffic &c. ...	
Armadale ...	Always ... ..	Ditto ditto ditto
Post "D" between Armadale & Malvern	By special instruction for Caulfield	
Malvern ...	Race traffic &c. ...	
Posts "E & F" between Malvern & Caulfield	By special instruction for Caulfield	
Caulfield "A" ...	Race traffic &c. ...	
Caulfield "B" ...	From 7.30 a.m. till 11.30 p.m. ...	Open for local trains, but not as a Block Post. Closed after last train early Sunday morning till 9.15 a.m., and from 10.45 a.m. till 12.45 p.m.
Rosstown ...	Always (but not as a Block Post) ...	From 9.15 a.m. till 10.30 a.m., and 1 p.m. till last train, but not as a Block Post.
Murrumbidgee ...	Always (but only as a Block Post, from 12 noon to 2 p.m., and by special instruction for Race traffic)	Ditto ditto ditto
Oakleigh "A" ...	Always ... ..	Closed after last train early Sunday morning, and from 10.30 a.m. to 1 p.m.
Oakleigh "B" ...	From 4.30 a.m. till last Passenger train	Open for local trains, but not as a Block post.

\*NOTE.—Signal Boxes on Port Melbourne line do not close at 11 a.m. Sundays, when Boat Specials are running.

SIGNAL BOXES AND HOURS THEY ARE OPEN—Continued.  
NORTH SUBURBAN DISTRICT.

Where Stationed.	When Open.	
	Week Days.	Sundays.
South End (Melb. Yrd.)	Closed when shunting is finished till 5.45 a.m. ... ..	Not open.
No. 1 (Melbourne Yard)	Always ... ..	Closed when Pilot is finished till 9 a.m.
Franklin-street Junct.	Always ... ..	Closed after last Up Passenger train passes till 9 a.m.
Dudley-st. (Melb. Yrd.)	Always ... ..	Always.
Lower Level (Melb. Yd.)	Always ... ..	Closed when Goods work is finished till 10 p.m.
Vindict Junction ...	Always ... ..	Closed when last Up Goods passes till 9 a.m.
Nth. Melbourne Junct	Always ... ..	Always.
Kensington ...	Always ... ..	Always.
Newmarket Junction ...	Always ... ..	Closed when Pilot is finished till 12 midnight Sunday night.
Ascot Vale ...	Open 6.15 a.m. till 8.15 a.m., and 5 p.m. till 8 p.m. ... ..	Not open.
Moonee Ponds ...	Always ... ..	Closed after last train Sunday morning till 8.30 a.m., thence open till 11 a.m., & again 12.45 p.m.
Essendon ...	Always ... ..	Ditto           ditto           ditto
St. Kensington Junct.	Open from 12 midnight Sunday night till last Up train Sunday morning	Not open.
Footscray Junct. "A"	Always ... ..	Closed after last Up train Sunday morning till 9 a.m.
Footscray Gate "B"	Always ... ..	Closed after last Up train Sunday morning till 9.30 a.m., thence 11 a.m. till 12.30 p.m.
Yarraville ...	Always ... ..	Ditto           ditto           ditto
Spottiswoode ...	Always ... ..	Ditto           ditto           ditto
Newport "A"	Always ... ..	Ditto           ditto           ditto
Newport South "B"	Closed when last Up train passes Sunday morning till 4 a.m. Monday ...	Not open.
North Williamstown...	5 a.m. till last train 12.45 a.m.	Closed after last Up train Sunday morning till 9.30 a.m., thence 11 a.m. till 12.30 p.m.
Williamstown (Ann-st)	Ditto           ditto	Ditto           ditto           ditto
Williamstown Pier ...	7 a.m. till 5 p.m. ... ..	Open 9 a.m. till 11 a.m., 2 p.m. till 4.30 p.m.
Middle Footscray ...	Always ... ..	Closed after last Up train passes Sunday morning till 9 a.m., thence open till 1 p.m., and again 6.30 p.m. till 8.30 p.m.
Braybrook Junction ...	Open 6 a.m. till 11 p.m. ... ..	Open 9 a.m. till 1 p.m., and 6.30 p.m. till 8.30 p.m.
Macauley Road ...	Open 5 a.m. till 1 a.m. ... ..	Open 9 a.m. till last train passes, 11 a.m. till 1 p.m. except till last
Royal Park Junction	Ditto           ditto. ... ..	Ditto           ditto           ditto
South Brunswick ...	Open 5.30 a.m. till 12.30 a.m. ... ..	Open 9 a.m. till last train passes, 10.30 a.m. till 1 p.m. excepted.
Brunswick ...	Ditto           ditto	Ditto           ditto           ditto
Moreland ...	Ditto           ditto	Ditto           ditto           ditto
North Fitzroy (Nicholson-street) "A"	Ditto           12 midnight ... ..	Open 9 a.m. till last train passes, except 11.30 a.m. till 1 p.m.
N. Fitzr'y (Rae-st) "B"	Ditto           ditto ... ..	Ditto           ditto           ditto
N. Fitzroy (St. George's Road) "C"	Ditto           ditto ... ..	Ditto           ditto           ditto
Clifton Hill Junction	6.45 a.m. till 12 midnight	Open 9.30 a.m. till last train passes, except 10.30 a.m. till 12.45 p.m.
Somerton Junction ...	Always ... ..	Closed after last Up train passes Sunday morning, thence open for Milk train to and from Seymour.

Bloo  
VIADU  
and  
Sou  
Pra  
Win  
Bal  
Elst  
Nor  
Mid  
Bri  
OAKLEY  
Prin  
Flin  
Rich  
Sou  
Hav  
Too  
Arm  
Mal  
Cau  
Box H  
Prin  
Rich  
Rich  
Bur  
Haw  
Glen  
Aub  
Cam  
Can  
Sur  
St. KIL  
Flin  
Albe  
GLEN I



**Block Sections other than Tablet or Electric Staff Sections.**

**VIADUCT.**—Viaduct Junction Box, Spencer-street, and Flinders-street West "A" Box (Lock and Block system).

Page 182\*—Kensington Signal Box can on Sundays be closed after last Up Goods or Pilot on Sunday morning till 8.35 a.m., and again from 11 a.m. till 12.45 p.m.

**North Carlton**—On week days only North Carlton is switched out as a Block Post, from 8 p.m. till 5.30 a.m. During the time it is switched out the section will be Nicholson street Box—Royal Park.

**SOUTH COAST LINE**  
 Prahran and Windsor } Lock and Block. Guards of local trains arriving at Balaclava  
 Windsor and Balaclava } on Down journey to report to Signalman that the trains have  
 arrived complete.

Balaclava and Elsternwick { Balaclava switches out as follows:—Week Days, from 8  
 p.m. until 7.10 a.m.; Saturdays, from 8 p.m. until 9.30  
 a.m. on Sundays; Sundays, from about 11 a.m. until  
 about 9 p.m. During the time Balaclava is switched out  
 the Block Section will be Windsor and Elsternwick.

Elsternwick and North Brighton.  
 North Brighton and Middle Brighton.  
 Middle Brighton and Brighton Beach.

Brighton Beach and Sandringham { Guards in rear vans of trains running into Sandring-  
 ham, and of local Up trains stopping at Brighton  
 Beach, to give a Green signal to the Stationmaster  
 and Signalman respectively to indicate the full  
 train has arrived. Signal to be acknowledged.  
 In absence of acknowledgment, Guard to verbally  
 inform them. This also applies to light engines.

**OAKLEIGH LINE.**—Daily, Sundays included.

Prince's Bridge and Flinders-street "C" Box. Latter switches out as above.  
 Flinders-street "C" Box and Richmond.  
 Richmond "A" Box and South Yarra.  
 South Yarra and Hawksburn.  
 Hawksburn and Toorak.  
 Toorak and Armadale.  
 Armadale and Malvern.

Malvern and Caulfield "A" { Caulfield "A" switches out as follows:—Week days, from  
 11.30 p.m. until 7.30 a.m.; Sundays, all day. During  
 the time Caulfield "A" is switched out the Block  
 Section is Malvern and Caulfield "B."

Caulfield "B" and Oakleigh { There are block instruments at Murrumbeena, which are  
 "A" Box. } switched in from 12 to 2 p.m. daily (Sundays excepted)  
 but are otherwise used only on special occasions.

**BOX HILL LINE.**—Daily, Sundays included.

Prince's Bridge and Richmond "A" Box.  
 Richmond "A" Box and Richmond "C" Box (Green-street).  
 Richmond "C" Box (Green-street) and Burnley.  
 Burnley and Hawthorn.  
 Hawthorn and Glenferrie.  
 Glenferrie and Auburn.  
 Auburn and Camberwell.  
 Camberwell and Canterbury.

Canterbury and Surrey Hills } Surrey Hills switches out as follows:—All day Sundays,  
 Surrey Hills and Box Hill } except when Sunday trains are running to Fern Tree  
 Gully. Surrey Hills will then require to switch in at  
 11.15 a.m. until the last Down Fern Tree Gully or  
 Healesville train has cleared the section ahead. Week  
 days, from 11 p.m. until 7.10 a.m.

**ST. KILDA LINE.**—Daily, Sundays included. } These are Block Instruments at South Mel-  
 Flinders-street "A" Box and Albert Park. } bourne and Middle Park for use when  
 Albert Park and St. Kilda. } specially arranged.

**GLEN IRIS LINE** { Block Instruments are fixed at Burnley, Tooronga, and Darling, but they  
 are used only on special occasions.



**Block Sections other than Tablet or Electric Staff Sections.**

**VIADUCT.**—Viaduct Junction Box, Spencer-street, and Flinders-street West "A" Box (Lock and Block system).

**SOUTH SUBURBAN LINES.**

**TON LINE.**—Daily, Sundays included.

Flinders-st. "B" Box and Flinders-st. "C" Box  
 Flinders-st. "C" Box and Richmond "A" Box

Flinders-st. "C" Box switches out last train early Sunday morning till 4.30 a.m. Monday. When Flinders-street "C" Box is switched out, the Block Section will be Flinders-street "B" Box and Richmond "A" Box. (Passenger lines only.)

Richmond "A" Box and South Yarra.

South Yarra and Prahran.

Prahran and Windsor  
 Windsor and Balaclava

Lock and Block. Guards of local trains arriving at Balaclava on Down journey to report to Signalman that the trains have arrived complete.

Balaclava and Elsternwick

Balaclava switches out as follows:—Week Days, from 8 p.m. until 7.10 a.m.; Saturdays, from 8 p.m. until 9.30 a.m. on Sundays; Sundays, from about 11 a.m. until about 9 p.m. During the time Balaclava is switched out the Block Section will be Windsor and Elsternwick.

Elsternwick and North Brighton.

North Brighton and Middle Brighton.

Middle Brighton and Brighton Beach.

Brighton Beach and Sandringham

Guards in rear vans of trains running into Sandringham, and of local Up trains stopping at Brighton Beach, to give a Green signal to the Stationmaster and Signalman respectively to indicate the full train has arrived. Signal to be acknowledged. In absence of acknowledgment, Guard to verbally inform them. This also applies to light engines.

**OAKLEIGH LINE.**—Daily, Sundays included.

Prince's Bridge and Flinders-street "C" Box. Latter switches out as above.

Flinders-street "C" Box and Richmond.

Richmond "A" Box and South Yarra.

South Yarra and Hawksburn.

Hawksburn and Toorak.

Toorak and Armadale.

Armadale and Malvern.

Malvern and Caulfield "A"

Caulfield "A" switches out as follows:—Week days, from 11.30 p.m. until 7.30 a.m.; Sundays, all day. During the time Caulfield "A" is switched out the Block Section is Malvern and Caulfield "B."

Caulfield "B" and Oakleigh  
 "A" Box.

There are block instruments at Murrumbidgee, which are switched in from 12 to 2 p.m. daily (Sundays excepted) but are otherwise used only on special occasions.

**BOX HILL LINE.**—Daily, Sundays included.

Prince's Bridge and Richmond "A" Box.

Richmond "A" Box and Richmond "C" Box (Green-street).

Richmond "C" Box (Green-street) and Burnley.

Burnley and Hawthorn.

Hawthorn and Glenferrie.

Glenferrie and Auburn.

Auburn and Camberwell.

Camberwell and Canterbury.

Canterbury and Surrey Hills  
 Surrey Hills and Box Hill

Surrey Hills switches out as follows:—All day Sundays, except when Sunday trains are running to Fern Tree Gully. Surrey Hills will then require to switch in at 11.15 a.m. until the last Down Fern Tree Gully or Healesville train has cleared the section ahead. Week days, from 11 p.m. until 7.10 a.m.

**ST. KILDA LINE.**—Daily, Sundays included.

Flinders-street "A" Box and Albert Park.

Albert Park and St. Kilda.

These are Block Instruments at South Melbourne and Middle Park for use when specially arranged.

**GLEN IRIS LINE**

(Block Instruments are fixed at Burnley, Tooronga, and Darling, but they are used only on special occasions.)

**PORT MELBOURNE LINE.**—Daily, Sundays included.  
 Flinders-street "A" Box and Ferrars-street Box.  
 Ferrars-street Box and Graham-street Box.  
 Graham-street Box and Port Melbourne.

**NOTE.**—It will be the duty of the Guard in the rear van to exhibit a Green flag or Green light to the Signalman on arrival at Port Melbourne. This is to indicate that all the train has safely arrived, and enable Signalman to give "Arrival" signal to Graham-street. In the same way the Signalman must acknowledge by showing a Green flag or light. In the event of the Signalman not acknowledging the signal, or in the case of fog, the Guard must inform signalman verbally.

This also applies to engines not accompanied by Guards.

**NORTH SUBURBAN LINES.—BLOCK SECTIONS, &c.—Continued.**

**BROADMEADOWS AND ESSENDON LINE.**—Daily, Sundays excepted.

Flinders-st. "A" Box and Viaduct Jun. Viaduct Jun. and No. 1 Signal Box No. 1 Signal Box and Franklin-st. Jun. Franklin-st. Jun. and N. Melbourne Jun. North Melbourne Jun. and Kensington. Kensington and Newmarket Junction. Newmarket Junction and Ascot Vale Ascot Vale and Moonee Ponds Moonee Ponds and Essendon Essendon and Broadmeadows Sundays.	} Signalmen at North Melbourne Junction, Kensington, and Newmarket Junction Boxes must not go off duty Sunday morning until informed by Metropolitan Yard Inspector's office, Spencer-street, that they are no longer required. } Ascot Vale is switched in only from 6.15 a.m. till 8.15 a.m. and 5 p.m. to 8 p.m. week days. While Passenger trains are running porter to work signals.
---	--

Flinders-st. "A" Box and Viaduct Jun. Viaduct Jun. and No. 1 Box No. 1 Box and Franklin-st. Jun. Franklin-st. Jun. and N. Melbourne Jun. North Melbourne Jun. and Kensington Kensington and Moonee Ponds Moonee Ponds and Essendon Essendon and Broadmeadows	} Newmarket Junction Signal Box switches out after the last Up Goods or Pilot is finished at Cattle Yards, Sunday morning till 12 midnight. (See note above.) Whilst passenger trains are running porter to work signals. } Ascot Vale switches out all Sunday. While Passenger trains are running porter to work signals.
---	---

**WILLIAMSTOWN LINE.**—Daily, Sundays excepted.

Flinders-street "A" Box and Viaduct Junction. Viaduct Junction and No. 1 Box. No. 1 Box and Franklin-street Junction. Franklin-street Junction and North Melbourne Junction. North Melbourne Junction and South Kensington South Kensington and Footscray Junction "A." Footscray Junction "A" and Footscray "B." Footscray "B" and Yarraville. Yarraville and Spottiswoode. Spottiswoode and Newport "A" Box. Newport "A" and North Williamstown. North Williamstown and Ann-street Box. Ann-street Box and Pier Signal Box.	} South Kensington switches out after last train Sunday till 4 a.m. Monday. While Passenger trains are running Officer-in-Charge to work signals.
---	---

**WILLIAMSTOWN LINE.**—Sundays.

Flinders-street "A" Box and Viaduct Junction. Viaduct Junction and No. 1 Box. No. 1 Box and Franklin-street Junction. Franklin-street Junction and North Melbourne Junction. North Melbourne Junction and Footscray Junction "A" Box. Footscray Junction "A" Box and Footscray "B." Footscray "B" and Yarraville. Yarraville and Spottiswoode. Spottiswoode and Newport "A" Box. Newport "A" Box and North Williamstown. North Williamstown and Williamstown. Williamstown and Williamstown Pier Box. Newport and Newport South.
--

**NOTE.**—When a Down Passenger Train terminates at the Williamstown Station it will be the duty of the Guard in the rear van to exhibit a Green flag or Green light to the Signalman on arrival. This is to indicate that all the train has safely arrived, and enable Signalman to give "Arrival" signal to North Williamstown. In the same way the Signalman must acknowledge by showing a Green flag or light. In the event of the Signalman not acknowledging the signal, or in the case of fog, the Guard must inform the Signalman verbally. A similar course is to be taken when a Down train terminates at Braybrook Junction.

This also applies to Engines not accompanied by Guards.

COBURG  
 Flin  
 Via  
 No.  
 Fra  
 Nor

ump on

CLIFTON  
 Roy  
 Nor  
 PRESTON  
 Nor  
 Mid  
 Pres

MELBOURNE  
 Foot

Mid  
 Foot

Bra  
 St.  
 Syd

Sun  
 Lan  
 Rid  
 Gish  
 Mac  
 Wo  
 Car  
 Ky  
 Rec  
 Ma  
 Tar  
 Elp  
 Che  
 Elp  
 Cas  
 Ha  
 Rav  
 Kar  
 Gol  
 Ben  
 Ben

Passeng  
 Carlsru  
 passed  
 last Re  
 Chewin  
 mornin  
 that de  
 maine  
 already  
 not be  
 for both

**COBURG LINE.—Daily.**

- Flinders-street "A" Box and Viaduct Junction.
- Viaduct Junction and No. 1 Box.
- No. 1 Box and Franklin-street Junction.
- Franklin-street Junction and North Melbourne Junction
- North Melbourne Junction and "M" Box

Page 185.—**Woodend**—To avoid delay to following trains waiting "Line Clear" Guard of night Down Goods trains which stop at platform at Woodend must verbally inform Signalman there as to whether their trains have arrived complete.

... of the tram has arrived with a tail lamp on last vehicle, and the Signalman must not clear the line till he has received such report.

**BLOCK SECTIONS, &c.—NORTH SUBURBAN LINES—Continued.**

- CLIFTON HILL AND HEIDELBERG LINES.—Daily, Sundays included.**
- Royal Park Junction and North Carlton.
- North Carlton and North Fitzroy "A" Box (Nicholson-street).

- PRESTON LINE.—Daily, Sundays included.**
- North Fitzroy "C" Box (St. George's Road) and Middle Northcote.
- Middle Northcote and Preston (Bell-street).
- Preston (Bell-street) and Preston (Reservoir).

**COUNTRY LINES.**

- MELBOURNE AND ECHUCA LINE.—**
- Footscray Junction and Middle Footscray.

- Middle Footscray and Footscray West
- Footscray West and Braybrook Junction

Footscray West and Braybrook Junction switch out after the last Passenger train has cleared till 6 a.m. the following day. Braybrook Junction to switch in for the Adelaide Express on Sundays and the Sunday Milk train. The crossover road at the Powder Siding is in charge of Footscray West, and is only to be used in accordance with special instructions. (See Page 93.)

- Braybrook Junction and St. Albans. See note after Williamstown Line (page 184.)
- St. Albans and Sydenham } Digger's Rest switches in as a Block Post daily (Sundays excepted) from about 9.20 a.m. till 9.30 a.m. Up Goods has cleared Sydenham.
- Sydenham and Sunbury }

- Sunbury and Lancefield Junction.
- Lancefield Junction and Riddell's Creek.
- Riddell's Creek and Gisborne.
- Gisborne and Macedon.
- Macedon and Woodend.
- Woodend and Carlsruhe.
- Carlsruhe and Kyneton.

- Kyneton and Redesdale Junction.
- Redesdale Junction and Malmsbury.
- Malmsbury and Taradale.
- Taradale and Elphinstone.
- Elphinstone and Chewton.
- Chewton and Castlemaine "A" Box } (Up journey only.
- Elphinstone and Castlemaine "A" Box } (Dn. journey only)
- Castlemaine "B" Box and Harcourt.
- Harcourt and Ravenswood.
- Ravenswood and Kangaroo Flat.
- Kangaroo Flat and Golden Square.
- Golden Square and Bendigo "A" Signal Box (3 Arch Bridge).
- Bendigo "A" and Bendigo "B" Boxes (Passenger Lines only).
- Bendigo "C" Box (Williamson-street) and Bendigo (Cattle Siding Junction) "D" Box.

\* See notes hereunder.

**NOTES.—**Taradale, Harcourt, Kangaroo Flat, and Golden Square switch out after last Passenger train has passed until the morning to give "Line Clear" for first Passenger train. Carlsruhe switches out after the last Daylesford train and Northern Passenger train have passed until 7 a.m. next morning. Redesdale Junction switches out first opportunity after the last Redesdale train has passed until the morning in time for the first Redesdale train. Chewton switches out first opportunity after last Up Passenger train has passed until the morning in time to give "Line Clear" for the first Up Passenger train, after first finding out that detentions will not be caused to Up Goods trains at Castlemaine by so doing. Castlemaine "A" may switch out after last Passenger train has passed, provided that Chewton has already switched out, that all shunting operations are completed, and that Goods trains will not be detained by so doing. The section will then be Castlemaine "B" Box and Elphinstone for both Up and Down trains.



**COBURG LINE.—Daily.**

- Flinders-street "A" Box and Viaduct Junction.
- Viaduct Junction and No. 1 Box.
- No. 1 Box and Franklin-street Junction.
- Franklin-street Junction and North Melbourne Junction.
- North Melbourne Junction and Macaulay Road.
- Macaulay Road and Royal Park Junction.
- Royal Park Junction and South Brunswick.
- South Brunswick and Brunswick.
- Brunswick and Moreland.
- Moreland and Coburg.

NOTE.—When a Down train has arrived at Coburg, and the Down trip terminates at that station, the Guard in the rear van must, immediately on arrival, report to the Officer in charge of the Block working whether or not the whole of the train has arrived with a tail lamp on last vehicle, and the Signalman must not clear the line till he has received such report.

**BLOCK SECTIONS, &c.—NORTH SUBURBAN LINES—Continued.**

- CLIFTON HILL AND HEIDELBERG LINES.—Daily, Sundays included.**
- Royal Park Junction and North Carlton.
- North Carlton and North Fitzroy "A" Box (Nicholson-street).
- PRESTON LINE.—Daily, Sundays included.**
- North Fitzroy "C" Box (St. George's Road) and Middle Northcote.
- Middle Northcote and Preston (Bell-street).
- Preston (Bell-street) and Preston (Reservoir).

**COUNTRY LINES.**

- MELBOURNE AND ECHUCA LINE.—**
- Footscray Junction and Middle Footscray.

- Middle Footscray and Footscray West
- Footscray West and Braybrook Junction

Footscray West and Braybrook Junction switch out after the last Passenger train has cleared till 6 a.m. the following day. Braybrook Junction to switch in for the Adelaide Express on Sundays and the Sunday Milk train. The crossover road at the Powder Siding is in charge of Footscray West, and is only to be used in accordance with special instructions. (See Page 93.)

- Braybrook Junction and St. Albans. See note after Williamstown Line (page 184.)
- St. Albans and Sydenham } Digger's Rest switches in as a Block Post daily (Sundays excepted) from about 9.20 a.m. till 9.30 a.m. Up Goods has cleared Sydenham.
- Sydenham and Sunbury }

- Sunbury and Lancefield Junction.
- Lancefield Junction and Riddell's Creek.
- Riddell's Creek and Gisborne.
- Gisborne and Macedon.
- Macedon and Woodend.
- Woodend and Carlsruhe.
- Carlsruhe and Kyneton.
- Kyneton and Redesdale Junction.
- Redesdale Junction and Malmesbury.
- Malmesbury and Taradale.
- Taradale and Elphinstone.
- Elphinstone and Chewton.
- Chewton and Castlemaine "A" Box } (Up journey only.
- Elphinstone and Castlemaine "A" Box } (Dn. journey only)
- Castlemaine "B" Box and Harcourt.
- Harcourt and Ravenswood.
- Ravenswood and Kangaroo Flat.
- Kangaroo Flat and Golden Square.
- Golden Square and Bendigo "A" Signal Box (3 Arch Bridge).
- Bendigo "A" and Bendigo "B" Boxes (Passenger Lines only).
- Bendigo "C" Box (Williamson-street) and Bendigo (Cattle Siding Junction) "D" Box.

\* See notes hereunder.

NOTES.—Taradale, Harcourt, Kangaroo Flat, and Golden Square switch out after last Passenger train has passed until the morning to give "Line Clear" for first Passenger train. Carlsruhe switches out after the last Daylesford train and Northern Passenger train have passed until 7 a.m. next morning. Redesdale Junction switches out first opportunity after the last Redesdale train has passed until the morning in time for the first Redesdale train. Chewton switches out first opportunity after last Up Passenger train has passed until the morning in time to give "Line Clear" for the first Up Passenger train, after first finding out that detentions will not be caused to Up Goods trains at Castlemaine by so doing. Castlemaine "A" may switch out after last Passenger train has passed, provided that Chewton has already switched out, that all shunting operations are completed, and that Goods trains will not be detained by so doing. The section will then be Castlemaine "B" Box and Elphinstone for both Up and Down trains.





# Webb and Thompson's Electric Train Staff

AND

## TYER'S TRAIN TABLET APPARATUS.

---

INSTRUCTIONS AND REGULATIONS FOR WORKING SINGLE LINES BY No. 5 TRAIN TABLET OR ELECTRIC TRAIN STAFF APPARATUS.

---

### GENERAL.

Whenever the term Signalman is used in these Regulations it must be understood to mean the *employé* who is in charge of the Tablet Instruments or Staff Apparatus for the time being, and he only is authorised to receive and deliver the Tablets or Staffs and remove them from or place them in the Apparatus. The *employé* who works the instruments must also work the outdoor signals, unless otherwise directed by the Chief Traffic Manager, who will then make any special arrangements necessary. (For exceptions see page 83.)

Under no circumstances (except in the case of a disabled train or engine, see Clauses 24 and 25) must a Train Tablet or an Electric Staff be transferred from one train to another without being passed through the Apparatus and dealt with in the regular way. The Electric Staff received from an incoming train must be retained in the instrument, and a fresh Staff obtained for an outgoing train.

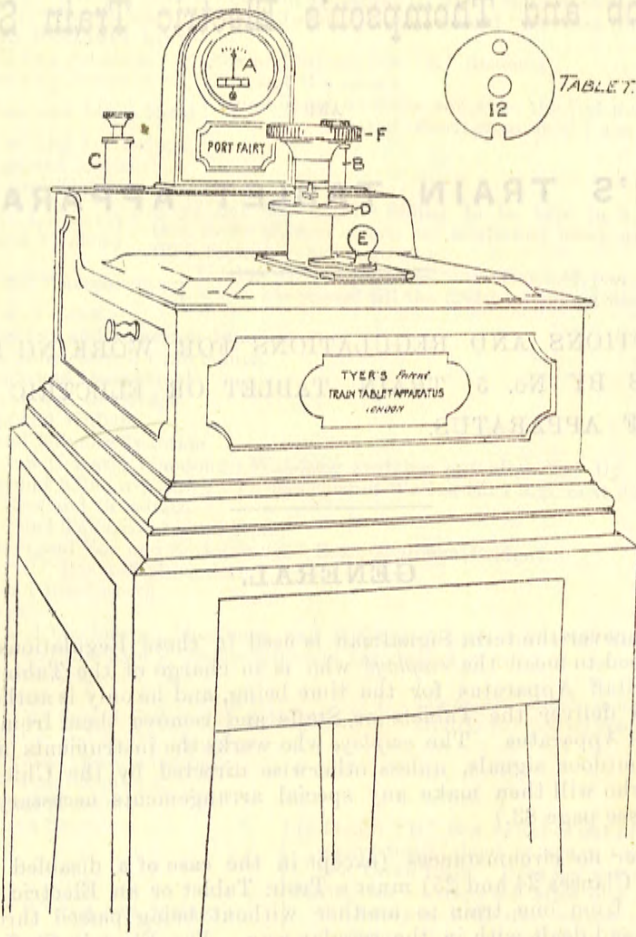
Both are systems for facilitating the working of a single line by the substitution of a Circular Metal Tablet or an Electric Train Staff in lieu of the ordinary Train Staff, and abolish the use of Train Staff Tickets.

The crossing-places of a train can be altered immediately with perfect safety.

No Train Tablet or Electric Train Staff can be issued from station "Y" without the consent and co-operation of station "Z"; and when once a station has issued a Train Tablet or an Electric Train Staff no other Tablet or Staff can be obtained until the one issued has been delivered at its destination and placed in the instrument, or re-inserted in the instrument from which it was withdrawn.

The construction of the Apparatus is so based upon the interlocking principle that the Train Tablet or Electric Train Staff itself is the key to the whole plan, and it renders the issue of the Train Tablet or Staff absolutely safe at either end of a section, and under the sole control of the station to which the train is approaching.

TYER'S No. 5 TRAIN TABLET INSTRUMENT.



DESCRIPTION OF TYER'S No. 5 TABLET INSTRUMENT.

The Apparatus consists of a Rotating Disc, with a number of slots radiating from its centre, each slot capable of containing a circular metal Tablet, numbered in consecutive order, and lettered with the name of the section over which it is available.

The Disc containing the Tablets is kept locked by means of a pawl, which is acted upon by an electro-magnet in connection with the signalling portion of the Apparatus.

There is also provided on the Apparatus an indicating needle ("A"), a plunger marked "Bell" ("B"), a plunger marked "Switch" ("C"), a gauge ("D"), a cap or lid ("E"), and a large gun-metal knob ("F").

There is also provided with each Apparatus a bell or gong.

passing  
tion; a  
plunger

the two

other e

Rotating

ratus, a  
draw o

withdr

keeping  
indicat  
needle

and, as  
in the e  
one bea  
release

him to

code.

Signal  
closes  
"IN"

be read  
the san  
arrived  
thereby  
followi

The needle ("A"), when deflected to the right or left, indicates the passing of each Signal between the two stations at either end of the section; and, secondly, when the distant station is holding down the "Bell" plunger ("B") for the purpose of unlocking the Disc containing the Tablets.

The "Bell" plunger ("B") is for transmitting all Signals between the two stations.

The "Switch" plunger ("C") is for receiving permission from the other end of the section to withdraw a Tablet.

The gauge ("D") shows the number of Tablets remaining in the Rotating Disc.

The cap or lid ("E") closes the opening in the top plate of the Apparatus, and keeps the Rotating Disc locked when the cap is lifted to withdraw or insert a Tablet.

The knob ("F") is for turning the disc whenever it is necessary to withdraw or insert a Tablet.

---

#### ILLUSTRATION OF WORKING No. 5 APPARATUS.

Let Y and Z represent the stations at each end of a Tablet section.

Y has a train ready to enter the section and proceed towards Z.

Y gives the Signal "Is Line Clear," as per code.

If the line is clear Z gives the Signal "Line is Clear" (3 beats), keeping the "Bell" plunger depressed on the last beat (which deflects the indicating needle to the right or left on both instruments) until he sees the needle return to the vertical position.

Y, after receiving the "Line is Clear" Signal, depresses his "Switch," and, as soon as he hears the Rotating Disc released, turns the gun-metal knob in the direction of the arrow-head marked "Out" on the gauge, and gives one beat on the "Bell" plunger, which will indicate to Z that Y has a Tablet released. Y then lifts the cap, withdraws the Tablet, and closes the cap.

Y gives the Tablet to the Engine-driver of the train, thus authorising him to enter the section.

On the departure of the train Y gives the "Departure" Signal as per code.

Z acknowledges by repeating the Signal.

Upon the train arriving at Z the Engine-driver gives the Tablet to the Signaller, who lifts the cap, inserts the Tablet (slotted edge downwards), closes the cap, turns the knob in the direction of the arrow-head marked "IN" on the gauge, and gives the "Arrival" Signal. (See Clause 4.)

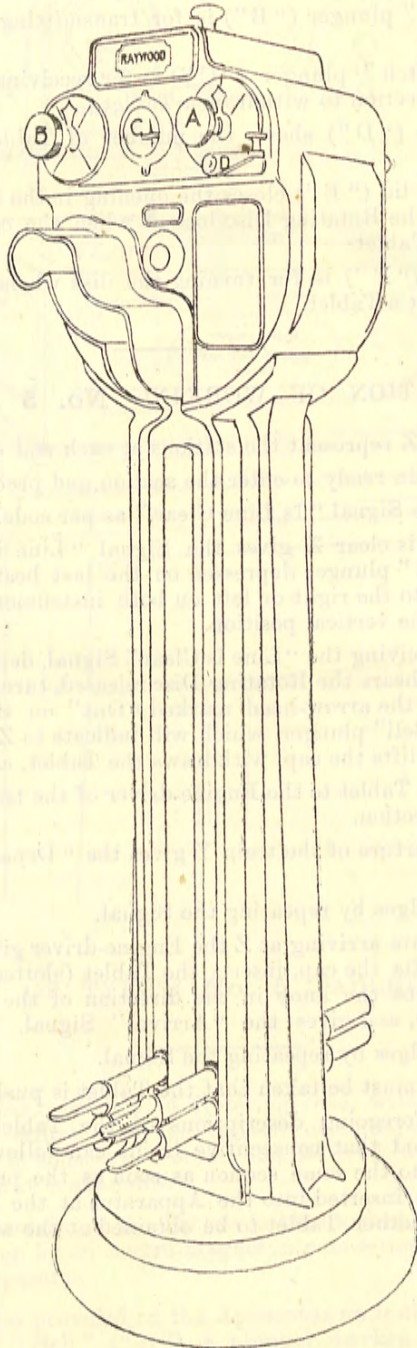
Y acknowledges by repeating the Signal.

N.B.—Care must be taken that the Tablet is pushed fully home.

From the foregoing descriptions of the Tablet Apparatus it can be readily understood that consecutive trains can follow one another from the same station into the same section as soon as the preceding Tablet has arrived at and been inserted into the Apparatus at the station in advance, thereby enabling another Tablet to be obtained at the station in rear for a following train

("A"),  
C"), a  
).

ELECTRIC STAFF INSTRUMENT.



enc  
one  
out  
  
in  
the  
des  
  
cle  
dep  
bot  
  
ind  
ind  
ind  
be,  
ver  
  
nee  
to  
  
rel  
or  
  
him  
the  
  
to  
sign  
"B"  
once  
the  
  
can  
from  
has  
adv  
for

## DESCRIPTION OF THE ELECTRIC STAFF APPARATUS.

An Electric Train Staff Apparatus (called a Pillar) is fixed at each end of a Staff section. The Pillar contains a number of Train Staffs, only one of which can be taken from the Pillar at a time, and only one can be out of both pillars at the same time.

### ILLUSTRATION OF WORKING A TRAIN THROUGH A SECTION.

The Bell Indicator "A" on the right-hand dial of the Pillar must, in its normal position, point to "For Bell." This is very important, for if the Indicator be left for any time in any other position the batteries will be destroyed, and the Apparatus deranged.

Let "Y" and "Z" represent the stations at each end of a Staff section.

"Y" has a train ready to enter the section and proceed towards "Z."

"Y" gives the signal "Is Line Clear?" as per code. If the line is clear "Z" gives the signal "Line is Clear (3 beats), keeping the key "D" depressed on the last beat (which deflects the indicating needle "C" on both instruments) until he sees the needle return to the vertical position.

"Y," after receiving the "Line is Clear" signal, turns his right-hand indicator "A" to "For Staff," withdraws the Staff (which will cause his indicator "A" to return to "For Bell,") and at once turns his left-hand indicator "B" to "Down Staff Out," or "Up Staff Out," as the case may be, turning the indicator hard down until he sees the needle move to the vertical position.

The act of "Y" turning his indicator "B" *hard down* will cause the needle in both instruments to assume the vertical position. This indicates to "Z" that "Y" has taken a Staff out.

"Z," on seeing the needle go to the vertical position, will at once release the key, and turn his left-hand indicator "B" to "Down Staff Out," or "Up Staff Out," as the case may be.

"Y" will then hand the Staff to the Enginedriver, thus authorising him to enter the section, and on the departure of the train immediately send the "Departure" signal as per code.

"Z" acknowledges by repeating the signal.

Upon the arrival of the train at "Z" the Enginedriver gives the Staff to the Signaller, who must place it in the Pillar and send the "Arrival" signal (see Clause 4) to "Y," and at once turn the left-hand pointer "B" to Staff In." "Y" after acknowledging the "Arrival" signal, must at once turn his indicator "B" to "Staff In." The Signaller at either end of the section is then in a position to issue a Staff.

From the foregoing descriptions of the Electric Staff Apparatus it can be readily understood that consecutive trains can follow one another from the same station into the same section as soon as the preceding Staff has arrived at and been inserted into the Apparatus at the station in advance, thereby enabling another Staff to be obtained at the station in rear for a following train.

CODE OF SIGNALS FOR TABLET AND ELECTRIC  
STAFF WORKING.

SIGNAL.	SENDING POST. NO. OF BEATS.	DISTANT POST. ACKNOWLEDGMENT. NO. OF BEATS.
Speak on Telephone ... ..	1	1
Is Line Clear for Ordinary Passenger Trains? ... ..	4	3, or 1, 3, 1
* Is Line Clear for Fast Train? ... ..	2, 4	3, or 1, 3, 1
Is Line Clear for Goods Train? ... ..	1, 3	3, or 1, 3, 1
Is Line Clear for Ballast Train? ... ..	2, 2	3, or 1, 3, 1
Is Line Clear for Light Engine? ... ..	1, 2, 1	3, or 1, 3, 1
Line is Clear! ... ..	—	3
Acknowledgment of Line is Clear ... ..	1, 1, 1	—
Line is not Clear! ... ..	—	1, 3, 1
Departure ... ..	2	2
Arrival ... ..	2, 3, 2	2, 3, 2
Attention ... ..	2, 2, 2	2, 2, 2
Obstruction, Danger ... ..	1, 7	1, 7
"Obstruction Danger" Signal cleared ... ..	1, 5, 1	1, 5, 1
Train passed without Tail Signal to box in advance ... ..	2, 6, 2	2, 6, 2
Train passed without Tail Signal to box in rear ... ..	1, 8, 1	1, 8, 1
Stop and Examine Train ... ..	9	9
Train Divided ... ..	2, 9	2, 9
Train or Vehicles running away ... ..	1, 9, 1	1, 9, 1
Error ... ..	5, 5	5, 5
Inspector or Fitter Testing ... ..	4, 4	4, 4
Signaller Testing ... ..	4, 4, 4	4, 4, 4
Shunt for following Train to pass ... ..	15	15
Cancel "Departure" or "Line Clear" Signal ... ..	5, 5, 5, 5	5, 5, 5, 5
Engine Assisting ... ..	6, 2	6, 2
Return Bank Engine ... ..	4, 1, 4	4, 1, 4
Bank Engine has returned ... ..	1, 4, 1	1, 4, 1

\* Express Trains and any that may be shown as "Fast" in Ordinary or Special Time Tables, also Casualty Vans or Relief Engines are to be so signalled.

No Private Signals of any kind must be sent by means of the Bell.

All Signals *must* be sent slowly and distinctly, the "Bell" plunger or key being allowed to work the full length of its stroke between each beat, and under no circumstances may a Signaller work with two stations at the same time.

The time at which all Signals are sent or received to be immediately entered in the Train Register Book in ink, "Speak on telephone," and receipt of "Departure" Signals excepted.

If a Signaller receives a Signal which he does not understand he must immediately stop any train from entering the section, and reply by giving the "Attention" Signal.

All Signals must be slowly repeated until properly acknowledged.

REGULATIONS.

1. "ATTENTION" SIGNAL to be given by intermediate stations to the station in advance when the departure of a train has been signalled on from the station in the rear and the section ahead is occupied by a train.

2. Unless special instructions be given to the contrary, the line must be considered clear, and "Line clear" given for another train to follow immediately when asked for, provided the last vehicle with white disc or red tail light attached has passed the "Home" Signal Post. The proper time to ask for Line Clear is when departure Signal is received from Station in rear (for exception see Page 209 *re* Express Trains.)

During foggy weather or snow storms, however, the following regulations are to be observed:—

A. TRAINS FOLLOWING.—The signal "Line clear" must not be sent to the post in the rear until the train or engine with tail signal attached has passed the "Home" Signal, and is proceeding on its journey or has been shunted into a siding clear of the Main Line.

B. TRAINS CROSSING.—If the line upon which each train is intended to run into the station yard be clear, "Line clear" may be given in both directions at the same time; but after permission has been given in this manner for trains to approach, the running lines between the "Home" Signals of the stations must not be obstructed except to allow the train which arrives first to enter the station. The Signaller, after giving "Line Clear" for trains to approach in opposite directions, must keep the signals applicable to each train at "Danger," and the train which it is intended to bring into the station yard first must be allowed to enter only after being brought to a stand at "Home" Signal. When this train is standing in station yard, and the Signaller has seen that the line on which the other train will arrive is quite clear, the necessary signals may be lowered to allow the second train to enter the station also.

"Is Line Clear?" Signal to be given as per code when a Tablet or Staff is wanted; to be acknowledged by 3 beats if the station at the other end of the section is prepared to allow a Tablet or Staff to be taken out. If the station receiving the "Is Line Clear?" Signal is not prepared to receive a train, the "Line is not Clear" Signal (1, 3, 1) must be sent and acknowledged, and when the line is clear, the distant station will first give the attention Signal and after it has been acknowledged give the "Line is Clear" signal (3 beats).

3. "DEPARTURE" SIGNAL to be given on the departure of a train into the outward section (for exception see Clause 37 of Banking Engine instruction.)

4. "ARRIVAL" SIGNAL.—2, 3, 2 beats to be given when a train or engine arrives at a station, and the Signaller has seen that the whole of the train is complete, and under the protection of the Home signal.

5. "OBSTRUCTION, DANGER" SIGNAL.—When any necessity arises to block the line after permission has been given to take out a Tablet or Staff—such as accident fouling the line outside the "Home" signal in the direction from which the train is approaching, or the danger of such obstruction occurring, the "Obstruction, Danger" signal, 1, 7 beats, must immediately be given. The station receiving it must use all means in his power to stop any train entering the section, and should he succeed in doing so the Staff or Tablet must be returned to the instrument and cancelled; and line clear must not again be applied for until the "Obstruction Cleared" signal has been received.

Should he not succeed in stopping the train he must advise the station in advance to that effect.

The "Obstruction, Danger" signal is not to be used for ordinary shunting or crossing operations after a Tablet or Staff has been issued when such operations are carried on inside the "Home" signal for the direction in which the Staff or Tablet has been issued.

6. "ENGINE ASSISTING" SIGNAL.—6, 2 beats to be given when a train is assisted by an engine intended to run through the section. The train must be signalled in the usual manner by the "Departure" code, denoting the description of train; and immediately after the train has entered the section the "Engine Assisting" signal must be given, which must be acknowledged. The "Arrival" signal must not be given until the whole of the train, including the assistant engine, has arrived, and is under the protection of the "Home" signal. The Signalman in advance must be informed on the speaking instrument the position of the engine or engines assisting.

Signalmen are specially instructed to enter in the Train Register Book the "Engine Assisting" signal, in order that no mistake may arise by trusting to memory.

7. "ENGINE ASSISTING."—When a train is assisted by a second engine in front, the Driver of the engine next the train must carry the Tablet or Staff. When a train is assisted by an engine in the rear, the Driver of the rear engine must carry the Tablet or Staff; but the Driver of the train engine will be held personally responsible for seeing, before starting, that the Driver of the rear engine is in possession of the Tablet or Staff for the section over which he is about to travel, and the rear engine must in all cases run the entire length of the Tablet or Staff section (except in cases where the Banking Engine Key is in operation as provided for in Clause 34.)

When a train is assisted by an engine in the rear, and the train engine becomes disabled so that the train cannot be taken forward, the Driver of the assisting engine must retain the Tablet or Staff until he has removed the whole of the train, including the disabled train engine, to the Tablet or Staff station in the rear.

In the event of the assistant engine in the rear of any train failing, the Driver of the train engine must send his Fireman to the Driver of the assisting engine, and obtain from him an order in writing, which must be endorsed by the Guard of the Train, stating that the Driver of the Assisting Engine is in possession of the Train Tablet or Staff, and authorising the Driver of the Train Engine to return from the Tablet or Staff Station in advance for the remainder of his train. The Train Engine must then proceed to the Tablet or Staff Station in advance with that part of the load which the engine can take, and after delivering up the order, the Driver must return and remove the rear portion of his train and the disabled engine. The necessary steps must be taken to protect the Assisting Engine and rear portion of the train.

Two or more light engines coupled.

8. When two or more light engines coupled together have to pass over a Tablet or Staff section, the rear engine must carry the Tablet or Staff; but the drivers of the leading engines will be held personally responsible for seeing, before starting, that the Driver of the rear engine is in possession of the Tablet or Staff for the section over which they are about to travel, and they must not be uncoupled, except at a Tablet or Staff station under the protection of the "Home" Signal.

9. "TRAIN PASSED WITHOUT TAIL SIGNAL."—Should a train or engine pass a Tablet or Staff Station without the proper Tail Signal the Signalman must place the Tablet or Staff in the instrument, and send to the station in advance and in rear "Train passed without Tail Signal." The Signalman at the station in rear must acknowledge the Signal, and should he have another train to follow, he must obtain the Tablet or Staff in



the usual manner, except that the Signalman who sent the "Train passed without Tail Signal" will reply by repeating it, instead of the "Line is Clear" Signal. The Signalman at the station in rear must, after he has withdrawn the Tablet or Staff acknowledge the Signal the second time, but before handing the Tablet or Staff to the Driver he must stop the train, and verbally instruct both Driver and Guard to proceed cautiously through the Section, informing them why it is necessary to do so.

Should the Signalman who sent "Train passed without Tail Signal"

Page 194.—Clause 6, third and fourth lines—Strike out the words  
Denoting Description of Train.

Clear, give the ~~Line~~

Should the next train to pass over the Section be travelling in the opposite direction, the Signalman who received the "Train passed without Tail Signal" on receiving the application for "Line Clear" must send the "Train passed without Tail Signal," and keep his bell plunger or Key depressed on the last beat to enable the Tablet or Staff to be released; and the Signalman who obtains the Tablet or Staff must caution Driver and Guard before handing it to the former.

The Signalman at the station in advance on receiving the "Train passed without Tail Signal" must immediately place his Signals at "Danger," to stop the approaching train and examine it. If it is found that the train is complete, the Tablet or Staff may be put into the Instrument, and "Arrival" Signal given in accordance with the regulations; but if it is found incomplete, it must be dealt with as circumstances may require.

When trains or engines stop at Tablet or Staff stations, or before leaving Terminal stations, Signalmen should see that the Tail Signals are in proper order, so as to avoid an unnecessary use of the Signal "Train passed without Tail Signal."

10. "TRAIN OR VEHICLES RUNNING AWAY."—If any vehicle, train, or portion of a train, is running away, the Signalman at the Tablet or Staff station towards which the train, or portion of the train, is running, must be advised of the fact by the Signalman at the Tablet or Staff station in the rear, giving the "Vehicles running away" signal. The Signalman receiving this signal must stop any train about to proceed on the same line, and take any other measures that may be necessary, such as turning the runaway train on to another line or into a siding, or repeating this signal to the next Tablet or Staff station, as may be most expedient under the circumstances.

The first train travelling in either direction must not be allowed to proceed until it has been ascertained that the line on which it is about to run is not obstructed.

Should the Signalman receiving the signal "Train or Vehicles running away" succeed in stopping the train or engine for which he has withdrawn a Tablet or Staff, he must restore it to the instrument and advise the Signalman in advance by giving the "Cancel Line Clear" signal.

11. "STOP AND EXAMINE TRAIN" SIGNAL.—If a Signalman observe anything unusual in a train during its passage, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle box, or other mishap EXCEPT A TRAIN DIVIDED (for arrangements as to which see Clause 12) he should endeavour to stop the train, and, failing to do so, must give the Signalman at the post in advance the signal to "Stop and Examine Train," and must, if necessary, himself exhibit his signals to stop any train running on a parallel line. The Signalman at the post in advance must acknowledge such signal, and immediately exhibit the "Danger" signals to stop the approaching train, and, where there is a parallel line, to stop any train going towards or from the post from which the signal was received. The train, when stopped in obedience to the "Stop and Examine Train"



the usual manner, except that the Signalman who sent the "Train passed without Tail Signal" will reply by repeating it, instead of the "Line is Clear" Signal. The Signalman at the station in rear must, after he has withdrawn the Tablet or Staff acknowledge the Signal the second time, but before handing the Tablet or Staff to the Driver he must stop the train, and verbally instruct both Driver and Guard to proceed cautiously through the Section, informing them why it is necessary to do so.

Should the Signalman who sent "Train passed without Tail Signal" receive the "Arrival" Signal from the station in advance for that train before he has given permission for a Tablet or Staff to be withdrawn at the station in rear, it will not be necessary for him to repeat "Train passed without Tail Signal," but in such cases, if he is satisfied that the Line is Clear, give the "Line is Clear" Signal.

Should the next train to pass over the Section be travelling in the opposite direction, the Signalman who received the "Train passed without Tail Signal" on receiving the application for "Line Clear" must send the "Train passed without Tail Signal," and keep his bell plunger or Key depressed on the last beat to enable the Tablet or Staff to be released; and the Signalman who obtains the Tablet or Staff must caution Driver and Guard before handing it to the former.

The Signalman at the station in advance on receiving the "Train passed without Tail Signal" must immediately place his Signals at "Danger," to stop the approaching train and examine it. If it is found that the train is complete, the Tablet or Staff may be put into the Instrument, and "Arrival" Signal given in accordance with the regulations; but if it is found incomplete, it must be dealt with as circumstances may require.

When trains or engines stop at Tablet or Staff stations, or before leaving Terminal stations, Signalmen should see that the Tail Signals are in proper order, so as to avoid an unnecessary use of the Signal "Train passed without Tail Signal."

10. "TRAIN OR VEHICLES RUNNING AWAY."—If any vehicle, train, or portion of a train, is running away, the Signalman at the Tablet or Staff station towards which the train, or portion of the train, is running, must be advised of the fact by the Signalman at the Tablet or Staff station in the rear, giving the "Vehicles running away" signal. The Signalman receiving this signal must stop any train about to proceed on the same line, and take any other measures that may be necessary, such as turning the runaway train on to another line or into a siding, or repeating this signal to the next Tablet or Staff station, as may be most expedient under the circumstances.

The first train travelling in either direction must not be allowed to proceed until it has been ascertained that the line on which it is about to run is not obstructed.

Should the Signalman receiving the signal "Train or Vehicles running away" succeed in stopping the train or engine for which he has withdrawn a Tablet or Staff, he must restore it to the instrument and advise the Signalman in advance by giving the "Cancel Line Clear" signal.

11. "STOP AND EXAMINE TRAIN" SIGNAL.—If a Signalman observe anything unusual in a train during its passage, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle box, or other mishap EXCEPT A TRAIN DIVIDED (for arrangements as to which see Clause 12) he should endeavour to stop the train, and, failing to do so, must give the Signalman at the post in advance the signal to "Stop and Examine Train," and must, if necessary, himself exhibit his signals to stop any train running on a parallel line. The Signalman at the post in advance must acknowledge such signal, and immediately exhibit the "Danger" signals to stop the approaching train, and, where there is a parallel line, to stop any train going towards or from the post from which the signal was received. The train, when stopped in obedience to the "Stop and Examine Train"

signal, must be dealt with as occasion may require. Should any train going in the opposite direction or coming in the same direction on a parallel line of rails, have been stopped, it may be allowed to proceed after satisfactory evidence has been obtained that the line on which it is about to run has not been obstructed. Where practicable, the Signaller must also communicate with the post in advance, informing him of the cause of sending the "Stop and Examine Train" signal.

12. "TRAIN DIVIDED" SIGNAL.—The "Train Divided" signal is only to be used in the event of a Signaller observing that a train has become divided, and is running in two or more parts in the same direction. If the train is running on a falling gradient, where the stoppage of the first part would risk a collision with the second part, the Signaller receiving such signals must immediately place all signals at "Danger," so as to stop any train or engine coming from a direction to foul the line on which the divided train is running, and, if permission has been given to the post in advance to obtain a Tablet or Staff, the "Obstruction Danger" signal (1, 7) must at once be sent. If there is a parallel line, any train coming from, or going towards the post from which the signal (2, 9) was received must be stopped until the Signaller is sure the line is clear. If the line on which the divided train is running is clear ahead for it to run upon he must not exhibit the signals to stop the first portion, but must give the Enginedriver a Green signal, either by Flag or Hand Lamp, as occasion may require, waving the signal slowly from side to side. If the train is running on a rising gradient, or where the section is a long one and the line is level, the Signaller receiving the signal must exhibit the "Danger" signal to stop the first portion of the divided train, and also any train THAT MAY BE COMING IN THE OPPOSITE DIRECTION. The first portion of the divided train, when stopped in obedience to the "Train Divided" signal, must be dealt with in such a way as to prevent the second portion from coming into collision with it, and the second portion must also be dealt with in such a way as to prevent its coming into collision with any train that may be coming in the contrary direction from the station in advance. The Enginedriver on seeing the Green signal waved slowly from side to side will understand that his train is divided, and must exercise great caution by looking out for the second portion, and taking care not to stop the portion attached to his engine until he is satisfied that the rear portion has been stopped, or is running very slowly. He must, however, observe and obey any signals that may be exhibited against him.

Every train or engine to carry staff or Tablet.

13. A Train Tablet or Staff must be carried with every train or light engine, and no train or light engine must be permitted to leave any Tablet or Staff station unless the Enginedriver (*except as provided for in Clauses 7, 37 and 40 and when Pilot Guard Working is in force*) is in possession of the Tablet or Staff for that portion of the line over which he is about to travel.

Tablets and Staffs numbered.

14. Each Tablet or Staff is numbered. When a Tablet or Staff is issued for a train, or deposited in an instrument, its number must be entered in the proper column of the Train Register Book.

Semaphore Signals.

15. The normal position of fixed signals at Tablet and Staff Posts is at "Danger," except when it is necessary to lower them for the arrival or departure of a train or engine and for shunting purposes. The normal position of the fixed signals at places intermediate in a Tablet or Staff section is at "All right," and they must only be put to "Danger" for the purpose of protecting any obstruction that may exist upon the line.

At a Tablet or Staff Post, if the Tablet or Staff has not been obtained for the section in advance for a train or engine approaching from the rear, all fixed signals applicable to the line of rails upon which the approaching train or engine has to run must be kept at "Danger" until the train or engine has passed the Distant signal and is approaching the "Home"

signal well under control, when the "Home" signal may, if necessary, be lowered to "All Right" to allow the train or engine into the station yard. When trains or engines, which have to cross each other, are approaching the station in opposite directions, and the signals have been lowered for a train or engine, they must not be lowered for another train or engine until the first train or engine has come to a dead stop, and the Signalman has seen that the line on which the other train or engine will arrive is quite clear.

When not to shunt outside Home Signal. 16. The Signalman at any Tablet or Staff station must not permit any train or engine to move on to the single line outside the "Home" signal, for shunting or any other purpose, (A) after permission has been given for a train or engine to enter on the other end of the section (except arrangements are first made with Signalman at other end of the section and the Staff or Tablet has been returned to the instrument); (B) nor when a Tablet, Staff, or Bank Engine Key has been issued to a train which has to return to the station from which the Tablet, Staff, or Bank Engine Key was issued; (C) nor when Pilot Guard working is in force.

Train ready to start. 17. When a train or engine is ready to start from a Tablet or Staff station, and no train or engine of greater importance has been signalled, it is the duty of the Signalman to give the Train Tablet or Staff to the Enginedriver and lower the signals, in order that the train or engine may proceed to the Tablet or Staff station at the other end of the section.

Tablet or Staff withdrawn and train not proceeding. 18. In the event of a train for which a Tablet or Staff has been withdrawn not proceeding on its journey, the Tablet or Staff may be returned to the Apparatus from which it was withdrawn by the Signalman, who will then send the "Cancel Departure or Line Clear" signal. The distant station will acknowledge by repeating the signal.

Where there is an intermediate station or siding between Tablet or Staff stations which requires to be worked in such a manner as to necessitate the engine working it returning with the Tablet or Staff to the station at which it was obtained, and there delivering up the Tablet or Staff, the following instructions must be strictly adhered to:—

The engine or train requiring to pass to the station or siding and back must be signalled and dealt with in the ordinary way as if it was intended to pass through the section. After it has returned from the siding complete and delivered up the Tablet or Staff, the Tablet or Staff must at once be deposited in the Apparatus, and the "Cancel Departure or Line Clear" signal given. These signals must all be recorded in the Train Register Book at each end. The station at the other end of the section must be kept informed on the Speaking Instrument of the circumstances.

Signalman to see that the whole of train has arrived. 19. When a train or engine arrives at a station, and the Signalman has received the Train Tablet or Staff, he must first see that the *whole* of the train is under the protection of the "Home" Signal, and then deposit the Tablet or Staff in the Apparatus.

Drivers to obtain Signals as well as Tablet or Staff before starting. 20. No Enginedriver must leave a Tablet or Staff station with a train or engine until he has received the Train Tablet or Staff for that section of the line over which he is about to travel, or has seen it in the possession of the Driver of the engine assisting him. After receiving the Tablet or Staff he must not start until the proper "Fixed" signals have been exhibited, nor until the signal has also been given by the Guard of the train. He must keep the Train Tablet or staff under his own charge (*except as explained in Clauses 24 and 25*) until he reaches the end of the section, when he must give it up to the Signalman immediately on arrival, or has returned to the station where the Staff or Tablet was obtained.

Tablet or Staff not to be overcarried. ought to be left.

Enginedrivers will be severely dealt with should they take the Train Tablet or Staff beyond the station at which it

Train breakaway.

21. In the case of a breakaway on a section and the Driver running forward without knowledge of the fact, the Guard, if he succeeds in stopping the rear portion of the train, must immediately protect it in FRONT as per Paragraph 3 of Clause 24, and afterwards in the REAR in the same manner.

Driver either to hold Tablet or Staff or see it with driver of assistant engine.

22. An Enginedriver will render himself liable to dismissal if he leaves a Tablet or Staff station without a Tablet or Staff, or without seeing that the Driver of an engine assisting him has the Tablet or Staff in his possession for the section over which he is about to travel (except as provided for in Clauses 7, 37 and 40, and where Pilot Guard working is in force.)

When shunting may be done outside Home Signal.

23. Any Enginedriver may proceed with his engine out on to the single line at either end of any Tablet or Staff station, as far as is necessary for shunting purposes at the station, without being in possession of a Tablet or Staff, when the Signaller has given him instructions to do so; but the Signaller must not give such instructions, (A) when permission has been given for a train or engine to enter the other end of the section (except arrangements are first made with the Signaller at other end of the section, and the Staff or Tablet has been restored to the instrument); (B) nor when a Tablet, Staff, or Bank Engine Key has been issued to a train which has to return to the station from which the Tablet, Staff, or Bank Engine Key was issued; (C) nor when Pilot Guard working is in force.

Engine disabled.

24. In the event of an engine becoming disabled between two Tablet or Staff stations, the Fireman must take the Tablet or Staff to the station from which assistance is most likely to be obtained, and, after informing the Officer-in-Charge (who will arrange for an Assistant Engine, and to inform all concerned), he must personally hand the Tablet or Staff to the Driver of the Assistant Engine, and accompany him to the place where he left his own engine. The Driver of the Assistant Engine, after removing the disabled engine, or engine and train, to the most convenient end of the section, will then hand over the Tablet or Staff to the Signaller, who will replace it in the Electric Apparatus.

The Fireman must not on any account allow the Tablet or Staff to pass out of his possession until he hands it to the Driver of the Assistant Engine, and the Driver of the Assistant Engine must not allow it to pass out of his possession until the disabled engine, or engine and train, is removed clear of the section.

In the event of a portion of a train being left upon the Main Line from accident or inability of the engine to take the whole forward, the Enginedriver, on arrival at the Tablet or Staff station in advance, may be allowed to retain the Tablet or Staff, and return for the rear portion of his train. The Guard must go forward and protect that part of the train left behind, by placing a Red Light by night, and a Red Flag by day, on the foremost vehicle, and three detonators on the rails at a sufficient distance in advance to warn the Driver of the Return Engine of the position of obstruction. Drivers returning for the rear portion of their trains must do so with great care.

Line obstructed by floods, &c., or by engine unable to be removed.

25. When the line is obstructed from any cause, and the traffic is likely to be stopped for a considerable time, special arrangements must be made for working trains to and from the Tablet or Staff station on each side of the point of obstruction.

(A) Should the obstruction be caused by a disabled engine, and be such as to prevent the train or engine from proceeding to the end of the section, the Guard must put the Driver in charge of the point of obstruction. The Driver will then, in the presence of the Guard, hand the Tablet or Staff to

the Fireman with instructions to take it to the post in the rear, and the Fireman must there hand it to the Signaller AFTER having fully informed him and the Officer-in-Charge of the facts of the case. The Signaller must NOT place the Tablet or Staff in the instrument, but retain it to work trains or engines between his station and the point of obstruction. The Signaller, however, must give the Driver and Guard of each train working in this way a written order, stating the point of obstruction and the nature of it, and obtain their signatures on a copy held by himself, previous to giving the Driver the Tablet or Staff for the section on which the obstruction exists. The first train or engine from the rear station to the obstruction must be accompanied by the Fireman.

After the Fireman leaves with the Tablet or Staff to go to the rear station, the Driver will then give the Guard a written order addressed to the Officer-in-Charge of the Tablet or Staff station in advance, stating the point of obstruction, and authorising him to send a Relief Engine or train to the obstruction, and that he will not allow the disabled engine or train to be moved until the Relief Engine or train arrives. The Guard will then proceed to the Tablet or Staff station in advance and hand the order to the Officer-in-Charge, advising him fully of what has occurred, and the Officer-in-Charge will arrange to establish Pilot Guard working as per Clause 30. When the arrangements at his station are complete, the Driver of the Relief Engine or train holding the written authority of the Driver of the disabled train, and accompanied by the Pilot Guard and Guard of the disabled train, may proceed to the obstruction. On arrival there, the Pilot Guard will collect and cancel the order held by the Driver, attach it to his Pilot Guard Form, and complete the Pilot Guard arrangements. The Guard and Fireman of the disabled train when proceeding to the advance and rear station respectively must place detonators on the rails as per Paragraph 3 of Clause 24. On their return they will be held responsible for the protection of the obstruction until relieved. If the Officer-in-Charge in advance is not the Signaller also, he must inform the latter fully of the circumstances of the case and let him peruse the order.

(B) Should, however, the engine be able to run forward, and it is advisable for it to do so, the Driver must proceed with the Tablet or Staff to the station in advance, and the Guard to remain in charge of the obstruction whilst the Fireman proceeds to the rear in possession of the necessary written order. Obstruction to be protected in front and rear by Guard and Fireman respectively. In other respects the instructions in paragraph (A) must be carried out.

(C) Should the obstruction be caused by a landslip, floods, or similar cause, the Tablet or Staff must be retained by the Driver until he returns to the station from which it was issued, or has arrived at the Tablet or Staff station at the other end of the section.

(D) Any Driver making his first trip to the obstruction, on either side, should be accompanied by an *employe* who has already been there.

NOTE.—When engine power is available from one side only the Fireman must take the Staff or Tablet to the station whence assistance can be obtained, and the Signaller there will arrange as per first portion of paragraph (A).

26. When the line is again clear the first train or engine must not be allowed to pass the point of obstruction without the Tablet or Staff and the PILOT GUARD. The PILOT GUARD must accompany the train or engine carrying the Tablet or Staff to the Tablet or Staff station to which the train or engine was proceeding at the time of the accident, or back to the station from which it started, as the case may be, and after the Driver has given up the Tablet or Staff to the Signaller, and the PILOT GUARD has withdrawn the arrangements for PILOT GUARD working, the traffic will again be conducted in accordance with the Train Tablet or Staff Regulations.

Line cleared after  
Obstruction

Special Train. 27. When a Special train or engine has to run the usual "Special" train signal must, if possible, be attached to the preceding train, in accordance with General Regulations.

Failure of Instruments, Pilot Guard working to be arranged. 28. In any case of failure of Tablet or Electric Staff instruments when the Tablet or Staff is out, such Tablet or Staff may be used *for one journey only* to assist in the establishment of Pilot Guard working if time can thereby be saved. If not so used it must be securely locked in the office safe or cupboard by the Officer-in-Charge before Pilot Guard working is commenced. Should the Officer-in-Charge go off duty before the failure has been rectified, he must take a receipt from the Officer relieving him. It must be clearly understood that the Tablet or Staff must not be taken from the safe until the defect in the instrument has been remedied and Pilot Guard working cancelled. The person acting as Pilot Guard must satisfy himself, before commencing Pilot Guard working that there is no Tablet or Staff out of the instrument at either end, or, that if a Tablet or Staff is out it is safely locked up in accordance with these instructions. Exceptions: Should it be necessary to transfer the Tablet or Staff to the opposite end of the section to enable the instrument to be put into working order by the Electrician, the Officer-in-Charge, in whose possession the Tablet or Staff is, may forward the same by the Pilot Guard taking a written acknowledgment for the same, and the Pilot Guard must in turn hand it to the Officer-in-Charge at the opposite end of the section, taking an acknowledgment also. The Officer-in-Charge receiving Tablet or Staff from the Pilot Guard will lock it up in his safe until required by the Electrician, and the Pilot Guard will be held responsible for seeing that the Officer-in-Charge locks the Tablet or Staff up in accordance with these instructions.

If a Signaller cannot release a Tablet or Staff after he has received the "Line Clear" signal, the instruments must be tested, and if he still cannot obtain a Tablet or Staff, the instruments must be considered as being out of order, and Pilot Guard working established by the station in advance. If during the testing operation it is found that a Tablet or Staff can be got out of the instrument at the station in advance, it must be locked up in the office safe as per preceding paragraph, but should there be an engine available at that end, the Tablet or Staff may be handed to the Pilot Guard for the purpose of allowing him to use the engine to proceed over the section with despatch, the Driver to be shown such Staff or Tablet, and Signaller in rear advised on the Speaking Instrument what is intended to be done. On arrival at the other end of the section the Pilot Guard must hand the Staff or Tablet to the Officer-in-Charge, and see him dispose of it as per preceding paragraph, after which he will complete the Pilot Guard arrangements.

Should all communication on Morse and Telephone, as well as on Tablet and Staff instruments, be destroyed, and the men at each end of the section be unable to communicate with each other in any way, the responsible Officer at each end of the section must arrange for Pilot Guard working. The Pilot Guards appointed at each end must proceed along the railway in order that they may meet, and on doing so they must go together to the nearest or most convenient end of the section. The Pilot Guard who returns to the station from which he started must obtain the form which had been handed to the Signaller there, and return it and the other two forms in his possession to the official who filled them up, and the latter must at once cancel them by writing the word "Cancelled" across them. The other Pilot Guard must hand one of his forms to the Signaller, and obtain his signature on the form held by himself, and act as Pilot Guard.



Tablets or Staffs lost or damaged. 29. If, in the event of a Tablet or Staff being lost and Pilot Guard working established, the Tablet or Staff is again found, it must be locked up in the safe or cupboard till Pilot Guard working has been cancelled.

When the Tablet or Staff cannot be found after diligent search, and is regarded as absolutely lost, a certificate to this effect must be given to the Chief Traffic Manager by the District Traffic Superintendent and the representative of the Telegraph Superintendent. On receipt of this certificate a circular will be issued giving full particulars of the missing Tablet or Staff and cancelling the same. A copy of such circular must be affixed to the Tablet or Staff instruments for the section. When this has been done, the Telegraph Superintendent will authorise the Tablet or Staff instruments to be put into working order, and Tablet or Staff working will again be brought into operation, but the missing Tablet or Staff must on no account be replaced.

When from any cause Tablets or Staffs are broken in pieces whilst out of the instruments, the parts must not be replaced in the instruments again, but Pilot Guard working established until such time as arrangements are made for the broken Tablet or Staff to be replaced or repaired, and the instruments put into working order. The pieces of the damaged Electric Staff or Tablet tied together may be used **for one journey only** to establish Pilot-Guard Working if time can thereby be saved.

When Tablets are only slightly damaged, and there is no doubt that they can be safely placed in the instruments again and taken out when required, they may be replaced, but in so doing great judgment requires to be exercised. A damaged Electric Staff must, if possible, be inserted in the instrument, and the traffic worked with the other Staffs till damaged Staff is repaired, or a new one provided.

When an Electric Staff or Tablet has been damaged so that it cannot be repaired on the spot and replaced in the instrument the Telegraph Fitter must so inform the Officer-in-Charge, and, at the same time, fill up the Damaged Electric Staff or Tablet Form. The Officer-in-Charge or Pilot-Guard, if latter has been appointed, will then allow the Fitter to place the Electric Apparatus in phase by moving the revolving drum by hand, after which the Officer-in-Charge or Pilot-Guard, as the case may be, will countersign the form, and Pilot-Guard Working if instituted may then be disestablished as per pages 198 and 199.

Before a damaged Electric Staff or Tablet is taken possession of by the Fitter he must give the Officer-in-Charge a receipt for it, stating number and section, and after it has been repaired and replaced in the proper instrument he must collect the receipt given to the Officer-in-Charge.

**Damaged Electric Staff or Tablet Form.**

To Officer-in-Charge.....1.....  
 Electric Staff No.....for the Section.....  
 Tablet .....cannot be placed in the Instrument, owing to damage, and it is necessary for the Apparatus to be unlocked and put in phase.  
 .....Fitter.

The instrument has been }  
 put in phase in my } ..... Officer-in-Charge.  
 presence } ..... Pilot Guard.

(This Form to be sent to the Telegraph Superintendent by the Officer-in-Charge.)

All Tablet or Staff failures must be immediately reported by telegraph to the Telegraph Superintendent, Chief Traffic Manager, and District Traffic Superintendent, also the Electrical Fitter for the district.

Method of establishing Pilot Guard working.

30. In the event of the Electric Tablet or Staff communication being destroyed, Pilot Guard working must at once be arranged for by the Officer-in-Charge in accordance with

the following instructions:—

A competent person must be appointed to act as Pilot Guard, and he must wear a distinctive Badge which, until the regular Badge can be obtained, must be a red flag tied round his left arm above the elbow. The regulation Badge is a red armlet with "Pilot Guard" in white letters upon it.

**SPECIMEN FORM TO BE USED FOR PILOT GUARD WORKING DURING OBSTRUCTION OR SUSPENSION OF THE TABLET OR ELECTRIC TRAIN STAFF.**

..... Station.

To.....

..... 189

The†.....

all traffic will pass between..... and.....

in charge of..... who will act as "Pilot Guard,"

and no engine or train is to be allowed to leave.....

or..... unless he is present and gives permission

This order is to remain in force until withdrawn by the Pilot Guard presenting my written authority.

(Signed).....

\*Noted by..... at.....

\*Noted by..... at.....

\*Noted by..... Pilot Guard.

\* These signatures must be made on the copy held by the Pilot Guard.

†Here insert "Line being blocked at.....;"

or "the Tablet or Staff for the section....."

and..... having been.....," or

"Instruments being out of order."

The above form must be filled up and used when a line is obstructed, or during a suspension of the Tablet or Staff in consequence of its having been damaged, mislaid, or the "Instruments being out of order."

Six of these forms must be kept in a convenient place at each Tablet or Staff station, so as to be available at any moment.

Before Pilot Guard working is commenced, the Pilot Guard's copy of this form must be signed by the Signaller at each Tablet or Staff station (for exceptions see Clauses 25, 28 and 29), and the Pilot Guard must see that each of the men signing the form retains a copy for himself.

If an intermediate place (not a station) is used for transferring the traffic from one side of the obstruction to the other, the form must be addressed and given to the person in charge of the obstructed point.

In the event of a Stationmaster himself acting as Pilot Guard, he must address and give the form to the person he leaves in charge of the station.

Officers-in-Charge, where Pilot Guard working is in force, will be held responsible that all concerned at their station are immediately made acquainted with the circumstances, and are instructed in the necessary duties

Signatures must not be obtained by telegraph—there must be personal delivery of the forms by Pilot Guard.

In order to secure uniformity as to how Officers-in-Charge must act when establishing Pilot Guard working, the following will serve as an example :—

(The Officer-in-Charge is to be understood to mean the Station-master, if available; if not, the person he leaves in charge of the station. Should such officer not hold a certificate, he must consult the Signaller as to the regulations on the subject.)

Let "A" and "B" represent two Tablet or Staff stations, between which a failure has taken place. If the first train expected to run is from "B" it will be the duty of the Officer-in-Charge at "A" to initiate Pilot Guard working by filling up and signing three forms; these he will hand to the Pilot Guard who, after signing all three forms, will hand one form to the man in charge of the Signals at "A"; the Signaller at "A" must sign his own form and the one held by the Pilot Guard. The Pilot Guard will then proceed to "B" by the most expeditious way possible, and hand one form to "B," (which "B" must sign,) and also obtain "B's" signature to his own form. The signatures on the three forms will be, two on the form held by "A," viz., his own and the Pilot Guard's, two on the form held by "B," viz., his own and the Pilot Guard's, and three on the form held by the Pilot Guard, viz., that of "A," "B," and his own.

When the above arrangements are complete, and the Pilot Guard is satisfied that they are understood, trains or engines may then be allowed to go on to the Single Line under his control and permission. He will, where practicable, accompany every train or engine; but when it is necessary to start two or more trains or engines from one end of the section under his control before a train has to be started from the other end, he must be careful not to allow the second train or engine to proceed into the section, until a telegraphic message has been received from the post in advance stating that the previous train or engine has arrived there complete, copies of such messages to be forwarded with Train Register Book for perusal by Traffic Inspector. If no telegraphic communication exists a second train or engine must not be allowed to follow until after the expiration of not less than 10 minutes, nor even then until the full running time of the section has elapsed, should such running time exceed 10 minutes. The Driver and Guard, if unaccompanied by the Pilot Guard, must be specially cautioned by the latter before being allowed to start.

When the train or engine unaccompanied by the Pilot Guard arrives complete inside the "Home Signal" of the post in advance, the Signaller there will immediately send a telegraphic message to the Pilot Guard advising him of its arrival.

Before starting any train the Pilot Guard must ascertain from the Guard and from the Signaller that all is right, and he may then verbally instruct the Driver to proceed, riding upon the engine when accompanying the train.

Pilot Guard working does not affect the fixed signals, which are to be worked in the usual manner.

In the event of a train accompanied by the Pilot Guard becoming disabled, the latter must make the best arrangements that the circumstances of the case allow for procuring assistance with the least delay.

In the event of a train unaccompanied by the Pilot Guard becoming disabled, the Guard must take the necessary steps for the protection of his train, and communicate with the Pilot Guard as soon as possible.

When a portion of a train is left upon a section of the line worked by Pilot Guard, from inability of the engine to take the whole forward, and the Pilot Guard is not accompanying the train, the Engine-driver must not return for the rear portion unless he holds the written instructions from the Guard authorising him to do so, and the Guard must continue to

protect his train in the rear and prevent a following train pushing it ahead. If the Pilot Guard be with the train and accompanies the engine with the first portion, the Driver may return without holding written instructions from the Guard, and the Guard must protect his train from the advance as shown in Clause 3 of Regulation 24.

Whilst Pilot Guard working is in force no train or engine is to be allowed on to the Single Line outside the "Home Signal" for any purpose except the Pilot Guard be present and personally starts such train or engine; and in all cases the Signalman must stop any train or engine, and not allow it to proceed until he has made himself perfectly satisfied that the Pilot Guard is accompanying it or has given authority for it to start; in the case of an engine unaccompanied by the Pilot Guard, returning for the rear portion of a train, the Signalman must stop it and not allow it to proceed until he has seen that the Driver is in possession of written instructions from the Guard in charge of the train authorising him to do so.

Working of By-Sidings in Tablet or Electric Staff Sections when the instruments have failed.—In the event of an Electric Staff or Tablet Instrument failing, and it is found necessary to work the section by Pilot Guard, any By-Siding in such section must be worked only by trains accompanied by the Pilot Guard, and in such case the Signal Adjuster will require to also accompany the train and open the locks at the Siding with the "master key" by direction of the Pilot Guard. After the shunting has been completed the Signal Adjuster will be held personally responsible for the points being properly locked for the Main Line.

Should it become necessary at any time for the Pilot Guard to be relieved it must be clearly understood that this can only be arranged for by the Officer-in-Charge who established the Pilot Guard working. On the first Pilot Guard's form being collected by the Officer-in-Charge he will make out three (3) new forms in the name of the second Pilot Guard and accompany him on his first journey, collecting the old forms and seeing that the new ones are properly signed, and that all concerned know that the change has been effected.

After one Pilot Guard has been relieved by another, the Pilot Guard who has been relieved must not ride upon any engine until he resumes duty as Pilot Guard.

Should a Signalman be relieved during the time that Pilot Guard working is in operation, the man coming on duty must be made acquainted by the man going off duty as to the arrangements in force and with the person acting as Pilot Guard; the man coming on duty must, before taking charge of the signalling, countersign the form held by the Pilot Guard.

After the instruments have again been put in working order no Tablet or Staff must be taken from the instruments at either "A" or "B" until Pilot Guard arrangements have been cancelled, as follows:—When the Officer-in-Charge who established Pilot Guard working has been informed by the Officer representing the Electrical Department that the instruments are again in working order, he will write out two forms, as follows:—

SPECIMEN OF PILOT GUARD WORKING CANCELLATION FORM.

.....Station,  
 (Date).....189  
 To.....  
 Pilot Guard arrangements made by me at.....on.....189  
 for the section.....and.....  
 are hereby cancelled, and ordinary working will now be resumed.  
 (Signed.).....

These two cancellation forms must be handed to the Pilot Guard when at "A," who will hand one of them to the person in charge of the Signals at "A" and collect the Pilot Guard form, and on arriving at "B" he will also give the person in charge the second Cancellation Order and collect the Pilot Guard form. When the above has been done "B" will ask "A" for a Tablet or Staff, and the train will proceed with the Pilot Guard and Tablet or Staff and, on the Pilot Guard arriving at "A" with a Tablet or Staff, the ordinary working will be resumed.

The Cancellation and Pilot Guard forms, together with reports on the subject, must be waybilled to the District Traffic Superintendent.

In establishing Pilot Guard working it must be understood that, should the instruments be put into working order before the arrival of the Pilot Guard at "B," the Pilot Guard arrangements must still be completed and only cancelled in the ordinary way; when once the Pilot Guard has left "A," that station must consider that Pilot Guard working is in force.

Should the person who arranges Pilot Guard working also act as Pilot Guard, and the instruments be put into working order while at "B," it will be permissible for him to cancel Pilot Guard arrangements before leaving "B," so that on arrival at "A" a Tablet or Staff can be got to open the section from "A" to "B."

It must be clearly understood that no Tablet or Staff is to be taken out of the instrument at either end of the section until Pilot Guard working has been cancelled at both ends, and the first Tablet or Staff taken out, after the instruments have been repaired, must be taken from the end that the Pilot Guard is at, as he requires to go with the first train carrying the Tablet or Staff.

In the case of failure of the Tablet or Staff instruments, and Pilot Guard working having been established, they are only to be tested by the Inspecting Officer or Instrument Fitter when the Pilot Guard is present.

**Drivers to slow up to exchange Tablet or Staff.** 31. Drivers must bring their trains almost to a standstill when passing a Staff or Tablet station at which they are not timed to stop so as to admit of their receiving and delivering the Tablet or Staff, which must always be handed to the Signaller, not thrown off.

**Accumulation of Tablets or Staffs at one end of section.** 32. On Staff or Tablet sections where a greater number of trains run in one direction than in another, causing the Staffs or Tablets to accumulate at one end of the section, the Staffs or Tablets will, when necessary, be transferred by the Telegraph Fitter from the Staff or Tablet instrument at which the Staffs or Tablets accumulate to the instrument at the other end of the section. When a Staff or Tablet instrument contains less than six Staffs or Tablets (unless the Signaller knows they will be balanced by return traffic) the Telegraph Fitter must be advised, so that the necessary transfer may be made. The number engraved on each Staff or Tablet that is removed by the Telegraph Fitter must be recorded by the man doing so in the book which he keeps for that purpose, the Signaller signing the entry and inserting the time the Staffs or Tablets are taken out of the instrument. The Signaller on duty at the Staff or Tablet station to which the Staffs or Tablets are transferred must, immediately on receipt, compare the number recorded in the Register Book with the numbers engraved on the Staffs or Tablets, and when he has satisfied himself that the numbers are correct, and that the whole of the Staffs or Tablets have been deposited in the proper instrument, he must sign the Register Book, and insert the time at which the Staffs or Tablets were placed in the instrument.

**Ballast trains.** 33. Ballast or other trains are not to stop to load or unload between stations without first stopping to advise the Signaller of the intended stoppage, and its probable duration, and must in all cases run the entire length of the section, unless they have permission from such Signaller to return.

WORKING OF RETURN BANK ENGINES ON ELECTRIC TRAIN STAFF AND TRAIN TABLET SECTIONS.

(At present in use between Stawell and Stop Board one mile on Up side.)

**Bank Engine Key.** 34. To facilitate the working of trains requiring assistance in the rear over steep gradients on those portions of the line where the Electric Train Staff or Train Tablet is in operation and it is not necessary for the Bank Engine to run the entire length of the Staff or Tablet Section, the Driver of the Train Engine will carry the Staff or Tablet, and the Driver of the Bank Engine in the rear of the train a "Bank Engine Key" (as described below) to enable him to return to the station from which it was received.

**Bank Engine to run to a certain point and return.** 35. At stations where an electric switch lock is provided it is attached to the Electric Train Staff or Tablet Instruments and is controlled by a special key called the "Bank Engine Key," which, when turned and withdrawn from the switch lock, disconnects the electric circuit of the Staff or Tablet instruments so that no Staff or Tablet can be obtained nor communication made on the instruments at either end of the section until the Bank Engine Key has been returned and electric switch locked. This Bank Engine Key, which must only be carried by an engine when assisting a train in the rear, is provided with a large ring, on which is engraved "Bank Engine Key," the name of the station from which the Bank Engine starts, and the mileage to which the Bank Engine is authorised to run before returning.

**Rear Engine assisting right through the section.** 36. If a train is assisted in the rear by a Bank Engine and such engine requires to run the entire length of the section, Regulations 6 and 7 must be strictly carried out.

**Signalling departure and return of Bank Engine.** 37. If a train is assisted in the rear by a Bank Engine and the latter is not required to travel the entire length of the section, the train which is assisted must be signalled in the usual manner and the Staff or Tablet obtained from the instrument. When this has been done and the train is ready to start, the "Departure" Signal must be given and acknowledged. Immediately after the "Departure" Signal has been given and acknowledged, the "Return Bank Engine" Signal (4, 1, 4) must be given to indicate that the train is assisted by a Bank Engine in the rear and that such engine will not run the entire length of the section, which signal must be acknowledged by repeating the same. The Signalman will, after the "Return Bank Engine" Signal has been acknowledged, remove the Bank Engine Key from the electric switch lock and take the key, together with the Staff or Tablet, to the Driver of the Train Engine, to whom he must deliver the Staff or Tablet and obtain his acknowledgment on the prescribed form (see page 183), and at the same time show him the Bank Engine Key and verbally inform him that such Key will be handed to the Driver of the Bank Engine. The Bank Engine Key, together with the acknowledgment of the Driver of the Train Engine that he is in possession of the Train Staff or Tablet, must then be handed to the Driver of the Bank Engine. The Driver of the Bank Engine must intimate to the Driver of the Train Engine that the Bank Engine Key, together with the acknowledgment, are in his possession, by giving three whistles, viz., one long, one short, and one long; and until such intimation is received, the Driver of the Train Engine must not proceed on his journey.

**Bank Engine to return at once from authorised mileage.** 38. On arrival of the Bank Engine at the mileage to which it is authorised to run, the Driver must return at once to the station from which he received the Bank Engine Key and hand it to the Signalman, who must place it at once in the electric switch lock and give the "Bank Engine has returned" Signal (1, 4, 1), which Signal must be acknowledged by repeating same.

Use of Bank Engine Key. 39. The Bank Engine Key must never be used or taken out of the electric switch lock for any other purpose than for a Bank Engine assisting a train in the rear for a specified distance and in accordance with these instructions.

40. Should the Bank Engine fail, the Driver must hand the Bank Engine Key to the Fireman, who will take it to

Page 206.—**Bank Engine Key**—Bank Engine Key is in use between Geelong "D" Box and limit post at Up Distant Signal.

tion of the Bank Engine Key by the Fireman of the disabled engine, and shown to the Signaller before leaving; the Fireman must also accompany him to the place where the disabled engine was left. If, however, it is considered that assistance can be more readily obtained at the station to which the train assisted by the Bank Engine was travelling, the Driver must give the Fireman the Bank Engine Key and written instructions to the Officer-in-Charge authorising a relief engine to come to his assistance. The Officer-in-Charge, after being informed of the circumstances and on perusal of the written instructions of the Driver and seeing that the Key is in possession of the Fireman, must arrange for a relief engine to be sent to the disabled engine to take it to the other end of the section. The Driver of the relief engine must, before proceeding to the assistance of the disabled engine, be in possession of the written instructions from the Driver of the disabled engine, which must be handed to him personally by the Fireman of the disabled engine, who must at the same time show the Driver of the relief engine the Bank Engine Key and accompany him to the place where the disabled engine was left. Before leaving, the written instructions and the Bank Engine Key must be shown to the Signaller. On arrival at the disabled engine, the Bank Engine Key must be handed over to the Driver of the relief engine.

Disabled Bank Engine.

41. The disabled Bank Engine must always be taken to the station from which it started, and the Driver of the relief engine must not deliver the Bank Engine Key to the Signaller until the line is clear. The Fireman must not, on any account, allow the Key out of his possession until he hands it over to the Driver of the relief engine, and the Driver of the relief engine must not allow it to pass out of his possession until the disabled engine has been removed from the section. The Driver of the disabled engine must protect his engine by placing detonators on the line in BOTH directions, as laid down for Guard in Clause 21 and paragraph 3 of Clause 24.

Train to be divided when Bank Engine fails.

42. If a Return Bank Engine should fail when assisting a train, and the Train Engine is unable to take the whole of the train forward, the Driver of the Train Engine must send his Fireman back to the Driver of the Bank Engine and obtain his assurance in writing, and endorsed by the Guard of the train, that the rear portion of the train will not be moved until the Train Engine returns for it. The Bank Engine must then be removed in accordance with instructions in Clause 40





**Use of Bank Engine Key.** 39. The Bank Engine Key must never be used or taken out of the electric switch lock for any other purpose than for a Bank Engine assisting a train in the rear for a specified distance and in accordance with these instructions.

**Failure of Bank Engine.** 40. Should the Bank Engine fail, the Driver must hand the Bank Engine Key to the Fireman, who will take it to the station from which it was issued and inform the Officer-in-Charge of the failure and the circumstances, and the Officer-in-Charge will then arrange for a relief engine to proceed to the disabled engine to bring it in. The Driver of the relief engine must, before proceeding, be in possession of the Bank Engine Key, which Key must be handed to him personally by the Fireman of the disabled engine, and shown to the Signaller before leaving; the Fireman must also accompany him to the place where the disabled engine was left. If, however, it is considered that assistance can be more readily obtained at the station to which the train assisted by the Bank Engine was travelling, the Driver must give the Fireman the Bank Engine Key and written instructions to the Officer-in-Charge authorising a relief engine to come to his assistance. The Officer-in-Charge, after being informed of the circumstances and on perusal of the written instructions of the Driver and seeing that the Key is in possession of the Fireman, must arrange for a relief engine to be sent to the disabled engine to take it to the other end of the section. The Driver of the relief engine must, before proceeding to the assistance of the disabled engine, be in possession of the written instructions from the Driver of the disabled engine, which must be handed to him personally by the Fireman of the disabled engine, who must at the same time show the Driver of the relief engine the Bank Engine Key and accompany him to the place where the disabled engine was left. Before leaving, the written instructions and the Bank Engine Key must be shown to the Signaller. On arrival at the disabled engine, the Bank Engine Key must be handed over to the Driver of the relief engine.

**Disabled Bank Engine.**

41. The disabled Bank Engine must always be taken to the station from which it started, and the Driver of the relief engine must not deliver the Bank Engine Key to the Signaller until the line is clear. The Fireman must not, on any account, allow the Key out of his possession until he hands it over to the Driver of the relief engine, and the Driver of the relief engine must not allow it to pass out of his possession until the disabled engine has been removed from the section. The Driver of the disabled engine must protect his engine by placing detonators on the line in BOTH directions, as laid down for Guard in Clause 21 and paragraph 3 of Clause 24.

**Train to be divided when Bank Engine fails.**

42. If a Return Bank Engine should fail when assisting a train, and the Train Engine is unable to take the whole of the train forward, the Driver of the Train Engine must send his Fireman back to the Driver of the Bank Engine and obtain his assurance in writing, and endorsed by the Guard of the train, that the rear portion of the train will not be moved until the Train Engine returns for it. The Bank Engine must then be removed in accordance with instructions in Clause 40

FORM REFERRED TO IN CLAUSE 37.

No.....

VICTORIAN RAILWAYS.

.....Station,

.....189

To the Driver of the Bank Engine assisting.....Train.

I HAVE received the Electric\*.....for.....Train to proceed from.....to....., and have seen the "Bank Engine Key" for the Bank Engine to assist this train to Mileage.....

.....Driver.

On the return of the Bank Engine, this form must be delivered with the Bank Engine Key to the Signalman at the station from which it was received.

\* Here insert Staff or Tablet, as the case may be.

LOST AND DAMAGED BANK ENGINE KEY.

1. If the Fitter is not on hand to restore communication, Pilot-Guard working is to be instituted and Bank Engine working remain suspended until communication is restored as under :—

2. If the Key is lost the Bank Engine having returned and the Bank Engine Key form being in possession of the Signalman, the Switch Lock may be cut out by the Fitter in the presence of the Officer-in-Charge and Signalman and all three, viz.: Officer-in-Charge, Fitter and Signalman must sign an endorsement on the last form used, setting forth the circumstances. This Bank Engine Key form to be held by the Officer-in-Charge until Key is found or substitute provided. A substitute can only be provided when a complete understanding has been come to between the Chief Traffic Manager and Telegraph Superintendent.

3. If the Key is damaged so that it will not operate the Lock, the Fitter may cut out the Lock if the Key and form are in possession of the Signalman and so restore communication. If, however, the Key has to be taken away by the Fitter for repair, this latter can only be done after the Fitter has given the Officer-in-Charge a receipt for it, which must be endorsed by the Signalman.

4. In all cases of loss or damage to Key or if it fails to work and Pilot-Guard working has been arranged, communication must never be restored either by cutting out or by means of the Key until Pilot-Guard working has been cancelled and the Pilot-Guard is present. If a lost Key is found it must be locked away by the Officer-in-Charge until Pilot-Guard is present and the Pilot working cancelled.

TESTING, ETC., TABLET OR ELECTRIC STAFF INSTRUMENTS BY AUTHORISED INSPECTOR OR INSTRUMENT FITTER.

43. Testing Signal (4, 4 beats) to be used by the Telegraph Staff when testing the Instruments.

To be acknowledged by repetition.

This Signal must only be given when the section is clear.

When examining or cleaning instruments which are in use, the Inspecting Officer must on no account leave the instrument open or the Tablet or Staff out, even for a moment, but must leave all in order, although he may only be absent for a few minutes, and have to open the instrument again to complete his work ; and before starting a new section or re-opening an old one, the Inspecting Officer must see that the proper number of Tablets or Staffs are in the instruments.

manipu  
permit  
purpose  
No Offi  
Tablet

man a  
will no  
ment in

Worksl  
as to b  
persona  
Inspect

Speci

failure  
take o  
Mangal  
hours b  
will so  
Tablet

ment f  
shifts i  
man co  
column

be can

Pa

The Inspecting Officer will always give the Testing Signal before manipulating the instruments; and he is on no account to issue or return, or permit the Signalman to issue or return, a Tablet or Staff for working purposes until the Testing Signal has again been given and acknowledged. No Officer of the Telegraph Superintendent's Staff is to issue or return Tablet or Staff for traffic working.

If a Tablet or Staff be brought in on arrival of a train by the Signalman and the instrument is not ready to receive it, the Inspecting Officer will not take possession of the Tablet or Staff, but will put the instrument into order to receive it from the Signalman as quickly as possible.

In case of Tablets or Staffs being sent to or from the Telegraph Workshops and a Tablet or Staff station, they must be securely packed, so as to be completely covered, and booked as a "parcel of value." When personally conveying Tablets or Staffs for the purpose of balancing, the Inspecting Officer must on no account allow them to go out of his sight.

### Special Instructions for certain Electric Staff and Tablet Sections (clause 2 page 193).

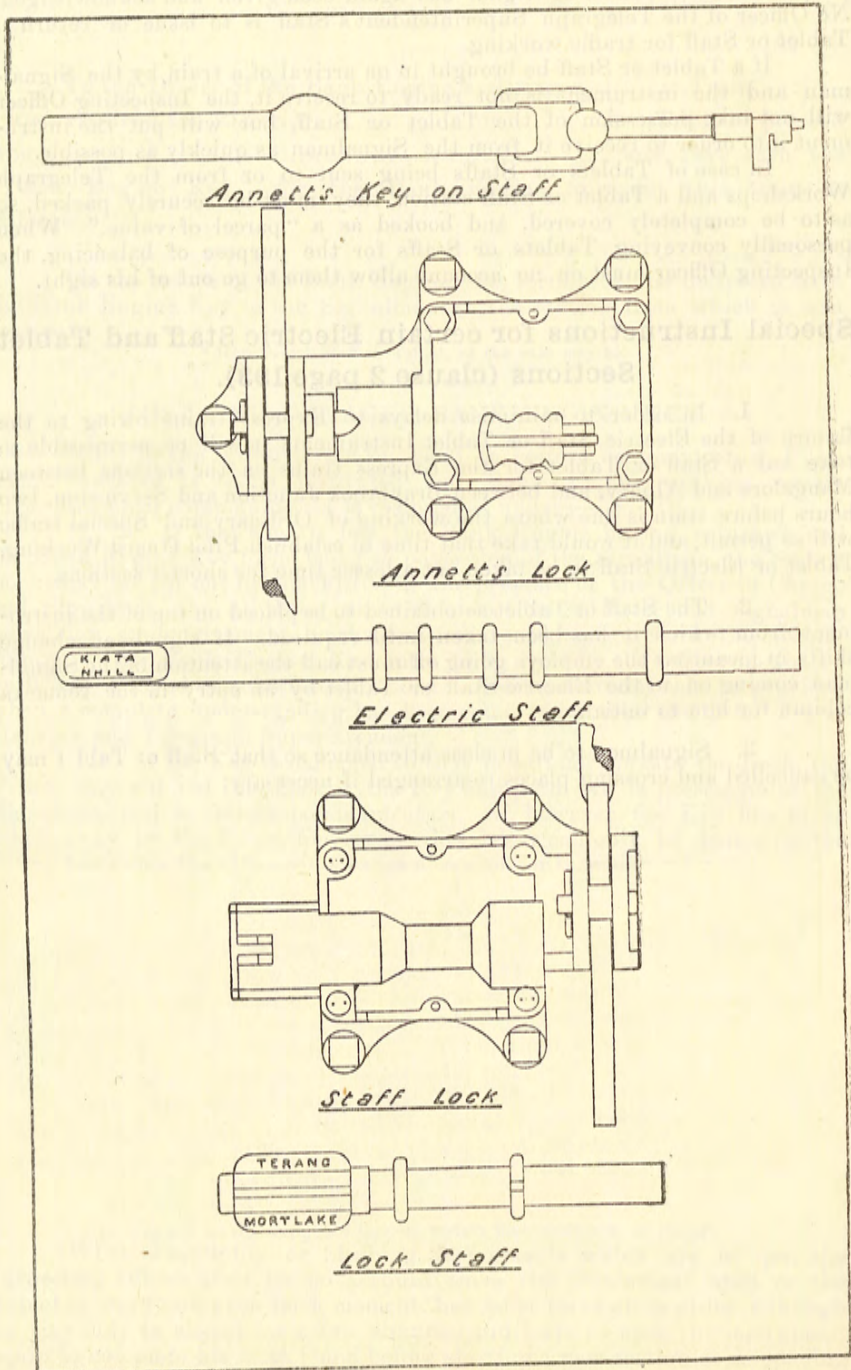
1. In order to minimise delays to Express trains owing to the failure of the Electric Staff or Tablet Instruments it will be permissible to take out a Staff or Tablet for the Express trains on the sections between Mangalore and Albury, and between Braybrook Junction and Serviceton, two hours before train is due where the working of Ordinary and Special traffic will so permit, and it would take that time to establish Pilot Guard Working. Tablet or Electric Staff to be taken out a lesser time for shorter sections.

2. The Staff or Tablet so obtained to be placed on top of the instrument from which it has been taken until required. If signalmen change shifts in meantime the employe going off must call the attention of the Signalman coming on to the Electric Staff or Tablet by an entry in the remarks column for him to initial.

3. Signalmen to be in close attendance so that Staff or Tablet may be cancelled and crossing places re-arranged if necessary.

Page 209.—**Electric Staff Instruments**—In event of failure during thunderstorms the cause will probably be that the lightning arrester has been fused, or short circuited in some way. In that case the outer plate of arrester should be removed, and the instruments then tried. If they work right the outer plate should be carefully cleaned and put back. Should the fault again appear the outer plate should be removed and left off until arrival of fitter, who should be immediately sent for. The above applies only to the round brass lightning arresters.

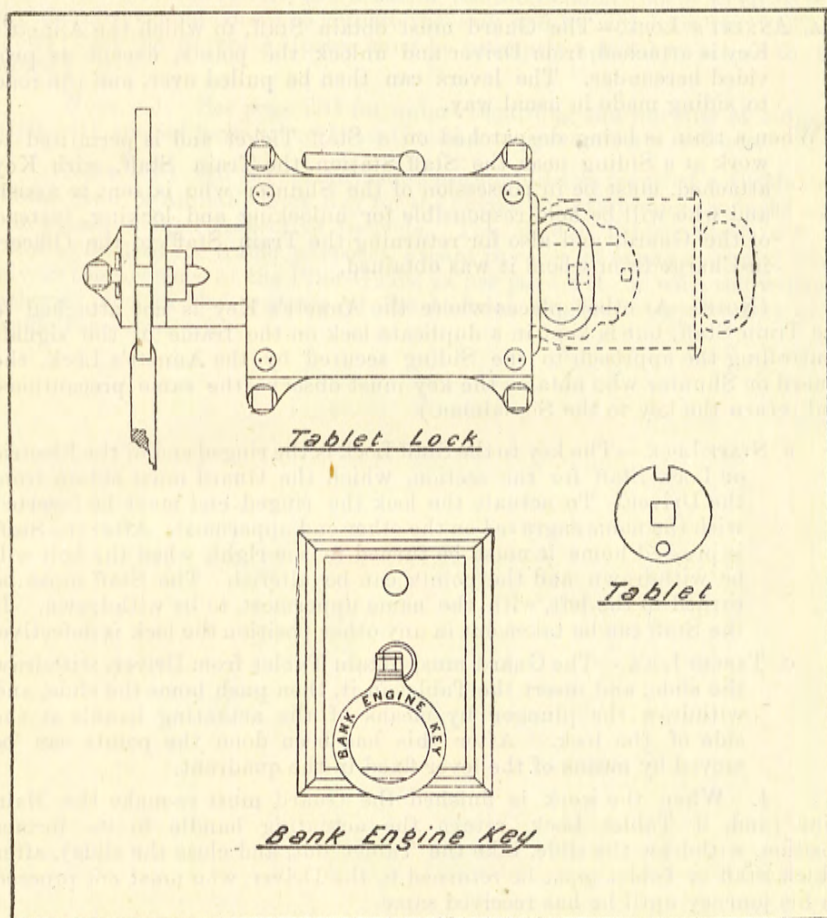
ANNETT'S KEY FIXED ON STAFF. ANNETT'S LOCK.  
ELECTRIC STAFF. STAFF LOCK. LOCK STAFF.



MO

the  
and  
Wh  
rep

TABLET. TABLET LOCK. BANK ENGINE KEY.



MODE OF WORKING SIDINGS FITTED WITH SPECIAL LOCKS.

ANNETT'S LOCK.—By Key attached to ordinary Train Staff or by Key in charge of S.M. or Signalman.

STAFF LOCK.—By Electric Staff or Lock Staff.

TABLET LOCK.—By Tablet.

1. When either of the above locks are fixed to points on Main Lines, the locking is so arranged that the Through Main Road must be always set and secured before the Key, Staff or Tablet can be taken from the lock. When it is possible to do otherwise, the lock is defective and must be reported at once.

2. The points should be frequently tested for defects by the *employe* working them, and should he improperly set the road, and withdraw the Key, Staff, or Tablet owing to a defective lock, it will not relieve him from the responsibility of the error so made.

3. The Guard of a train requiring to shunt at a siding on a single line fitted with either of above locks must act as follows:—

- A. ANNETT'S LOCK.—The Guard must obtain Staff, to which the Annett's Key is attached, from Driver and unlock the points, except as provided hereunder. The levers can then be pulled over, and the road to siding made in usual way.

When a train is being despatched on a Staff Ticket and is permitted to work at a Siding near the Staff Station, the Train Staff, with Key attached, must be in possession of the Shunter who is sent to assist, and who will be held responsible for unlocking and locking, instead of the Guard, and also for returning the Train Staff to the Officer-in-Charge from whom it was obtained.

(NOTE.—At other places where the Annett's Key is not attached to the Train Staff, but is kept in a duplicate lock on the frame of the signals controlling the approach to the Siding secured by the Annett's Lock, the Guard or Shunter who obtains the key must observe the same precautions, and return the key to the Signaller.)

- B. STAFF LOCK.—The key to the Staff Lock is the ringed end of the Electric or Lock Staff for the section, which the Guard must obtain from the Driver. To actuate the lock the ringed end must be inserted with the name engraved on the other end uppermost. After the Staff is pressed home it must be turned to the right, when the bolt will be withdrawn and the points can be altered. The Staff must be turned to the left, with the name uppermost, to be withdrawn. If the Staff can be taken out in any other position the lock is defective.

- C. TABLET LOCK.—The Guard must obtain Tablet from Driver, withdraw the slide, and insert the Tablet in it, then push home the slide, and withdraw the plunger by means of the actuating handle at the side of the lock. After this has been done the points can be moved by means of the lever fixed in the quadrant.

4. When the work is finished the Guard must re-make the Main Line (and, if Tablet Lock, return the actuating handle to its former position, withdraw the slide, take the Tablet out, and close the slide), after which Staff or Tablet must be returned to the Driver, who must not proceed on his journey until he has received same.

5. The Guard must be careful to see that no vehicles run out of the Siding towards the Main Line before the Catch Points are set, and that no portion of the engine or train is standing on the Points when altering the road, but is well clear of them. The Fireman may assist, as per page 54 of Appendix and Regulation 315, but the Guard will be responsible for the foregoing duties, and also for seeing that the Spring Catch of the lever is properly in the notch before shunting to or from the Siding.

6. The employe working the lever (which is usually connected with rodding to points in Main line and catch points in siding) must actuate the lever by one prompt movement—not by a series of jerks—as otherwise the points may not be properly set even though the spring catch of the lever is in the notch.

7. Before giving the usual hand signal for shunting to proceed the employe working the lever must see that the points, which will become "facing" for the proposed shunting operation, are properly set for required road.

8. As the Staff or Tablet cannot be withdrawn from lock until the point blade connected with lock is close up to the stock rail, and bolted in that position, care must be taken that no dirt, stone nor other obstacle is allowed to intervene between point blade and stock rail.

9. If, after shunting operations are completed, the point blade connected with the lock cannot be put close up to the stock rail by ordinary means, the Fireman should use a bar to jamb the points home to stock rail and thereby enable Guard to actuate the lock and to withdraw the Staff or Tablet; and the Signal Adjuster must be promptly notified to attend to the defect.

NOTE.—1. See page 204 for orders regarding the working of sidings fitted with special locks when Pilot Guard arrangements are in force.

NOTE.—2. All Signal Adjusters are supplied as required with Master Tablet, Staff, or Annett's Lock Key for the purpose of examining the locks and connections in their respective districts. The Master Tablet, Staff, or Key is not to be used for traffic purposes, except in cases of emergency, and then only in the presence of the Pilot-Guard as per page 204, or with the written authority and in the presence of the District Traffic Superintendent or a Traffic Inspector.





---

**FULL PARTICULARS**  
OF  
**SIGNALS, ROADS, and WHISTLES**

BETWEEN  
Richmond and South Kensington Junction.

---

ALSO OF  
**ROADS AND WHISTLES**

AT  
INTERLOCKED STATIONS ON ALL LINES.

---

**PARTICULARS OF SIGNALS, ROADS AND WHISTLES**

**Between Richmond and South Kensington Junction,**

(Including Flinders-street, Prince's Bridge, Spencer-street (Goods and Passenger Yards), and all intermediate Semaphore Posts.

Semaph. Post.

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
<b>RICHMOND.</b>					
	No. 1—Two Arms:—				
	Top Arm, Up Starting Signal from East Richmond ...	...	...	...	...
	Bottom Arm, Up Distant Signal from Hawthorn line to Richmond. Controlled by Top Arm ...	Three	3	...	...
	No. 3—Four Arm Bracket:—				
	Top Left-hand Arm, Up Home Signal (Brighton line) for Block Box "A" ...	One	1	...	...
	Bottom Left-hand Arm, Up Distant Signal for Richmond (Brighton line), controlled by Top Arm ...	One	1	...	...
	Top Right-hand Arm, Up Home Signal (Caulfield line), for Block Box "A" ...	Two	2	...	...
	Bottom Right-hand Arm, Up Distant Signal for Richmond (Caulfield line), controlled by Top Arm ...	Two	2	...	...
	No. 4—Seven Arm Bracket. Three Up and Four Down Signals:—				
UP SIGNALS.	Left-hand Arm, Up Home Signal Brighton line to Richmond	One	1	...	...
	Centre Arm, Up Home Signal from Caulfield line to Richmond	Two	2	...	...
	Right-hand Arm, Up Home Signal from Hawthorn line to Richmond ...	Three	3	...	...
	Top Left-hand Arm, Down Starting Signal Richmond to Hawthorn line ...	Three	3	...	...
	Bottom Left-hand Arm, Down Distant Signal Hawthorn line to East Richmond. Controlled by Top Arm ...	Three	3	...	...
	Centre Arm, Down Starting Signal Richmond to Caulfield line ...	Two	2	...	...
	Right-hand Arm, Down Starting Signal Richmond to Brighton line ...	One	1	...	...
DOWN SIGNALS.	Left-hand Arm, Up Junction Signals:—				
	Left-hand Arm, from Up Hawthorn line to Up Caulfield line	Three	1	2	...
	Right-hand Arm, for Up Hawthorn line ...	Three	3	...	...
	No. 6—Two Arm Bracket. Up Home Signals:—				
	Left-hand Arm, for Up Brighton line ...	One	1	...	...
	Right-hand Arm, for Up Caulfield line ...	Two	2	...	...
	No. 7—Four Arm Bracket:—				
Left-hand Arm, Down Home Signal from Hawthorn line to Richmond ...	Three	3	...	...	
Second Left-hand Arm, Down Junction Signal from Down Caulfield line to Down Hawthorn line ...	Three	1	2	...	
Third Left-hand Arm, Down Junction Signal for Down Caulfield line ...	Two	2	...	...	
Right-hand Arm, Down Home signal from Brighton line to Richmond ...	One	1	...	...	
No. 8—Five Arm Bracket:—					
Top Left-hand Arm, Up Starting Signal from Richmond to Jolimont (Brighton line) ...	One	1	...	...	
Bottom Left-hand Arm, Up Distant Signal to Jolimont (Brighton line). Controlled by Top Arm ...	One	1	...	...	
Top Centre Arm, Up Starting Signal from Richmond to Jolimont (Caulfield line) ...	Two	2	...	...	
Bottom Centre Arm, Up Distant Signal to Jolimont (Caulfield line). Controlled by Top Arm ...	Two	2	...	...	
Right-hand Arm, Up Starting Signal from Richmond to Prince's Bridge (Hawthorn line) ...	Three	3	...	...	

No. 9—

No. 10—

No. 11—

No. 12—

No. 13—

No. 14—

No. 15—

DOWN

Description.	Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
				Long.	Short.	Long.
FLINDERS-STREET "C" BOX (JOLIMONT).						
No. 9—Five Arm Bracket :—						
		Left-hand Arm Down Distant Signal to Richmond (Hawthorn line) ... ..	Three	3	...	...
		Top Centre Arm, Down Starting Signal from Jolimont to Richmond (Caulfield line) ... ..	Two	2	...	...
		Bottom Centre Arm, Down Distant Signal to Richmond (Caulfield line). Controlled by Top Arm ... ..	Two	2	...	...
		Top Right-hand Arm, Down Starting Signal from Jolimont to Richmond (Brighton line) ... ..	One	1	...	...
		Bottom Right-hand Arm, Down Distant Signal to Richmond (Brighton line). Controlled by Top Arm ... ..	One	1	...	...
No. 10—Four Arm Bracket :—						
		Left-hand Arm, Up Home Signal (Brighton line) ... ..	One	1	...	...
		Centre Arm, Up Junction Signal from Up Caulfield line to Up Brighton line ... ..	Four	...	2	2
		To and from Caulfield lines and Goods line ... ..	Five	5	...	...
		To and from Caulfield line and Goods Yard ... ..	Six	4	2	...
		Right-hand Arm, Up Junction Signal from Up Caulfield line to Prince's Bridge ... ..	Two	2	...	...
		Short Arm, fixed under Brackets from Down Caulfield line to Down Brighton line ... ..	Three	...	...	...
No. 11—Six Arm Bracket :— Four Up Signals and Two Down Signals.						
	UP SIGNALS.	Left-hand Arm, Up Directing Signal from Up Brighton line to the Goods Yard ... ..	Three	1	2	...
		Centre Arm, Up Directing Signal from Up Brighton line to the Up Goods and Special line ... ..	Two	...	1	1
		Right-hand Arm, Up Directing Signal from Up Brighton line to Up Passenger line (Flinders-street) ... ..	Two	1	1	...
		Short Arm, fixed under the Brackets from Down Brighton line to the Up Passenger line (Flinders-street) ... ..	Two	...	2	...
		Or to the Goods Yard ... ..	Three	...	2	1
	DOWN SIGNALS.	Left-hand Arm, Down Junction Signal from Down Brighton line to Down Caulfield line ... ..	Three	...	3	...
		Right-hand Arm, Down Junction Signal for Down Brighton line ... ..	One	1	...	...
No. 12—Disc Signal, fixed on Post :—						
		From Down Caulfield line to Up Caulfield line ... ..	Four	2	2	...
		Or to the Transfer Sidings ... ..	Five	2	3	...
No. 13—One Arm, Down Home Signal (Caulfield line) ... ..						
No. 14—Two Arm Bracket, and Two Disc Signals :—						
		Left-hand Arm, Down Home Signal from Goods or Special line to Down Brighton line ... ..	Two	...	1	1
		Right-hand Arm, Down Home Signal from the Goods Yard to Down Brighton line ... ..	Three	1	2	...
		Left-hand Disc, from Down Goods and Special line to the Dead End Siding ... ..	Five	3	2	...
		Right-hand Disc, from the Goods Yard to the Dead End Siding ... ..	Six	3	3	...
No. 15—Three Arms :—						
		Top Arm, Down Home Signal (Flinders-street Passenger line) ... ..	One	1	...	...
		Middle Arm (Short), Siding Signal from Transfer Sidings to Down Caulfield line ... ..	Five	2	3	...
		Bottom Arm (Short), Siding Signal from the Transfer Sidings to Down Brighton line ... ..	Six	...	3	3

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.			Semaphore Post.
			Long.	Short.	Long.	
FLINDERS-STREET "C" BOX (JOLIMONT).—CONTINUED.						
No. 16—	Three Arm Bracket:—					
	Top Left-hand Arm, Up Starting Signal from Jolimont to Prince's Bridge (Caulfield line) ... ..	Two	2	...	...	
	Bottom Left-hand Arm, Up Distant Signal to Prince's Bridge (Caulfield line). Controlled by Top Arm ... ..	Two	2	...	...	
	Right-hand Arm, Up Distant Signal to Prince's Bridge (Hawthorn line) ... ..	Three	3	...	...	No. 25
No. 17—	Four Arm Bracket:—					
	Top Left-hand Arm, Up Starting Signal from Jolimont to Flinders-street (Goods and Special line) ... ..	Four	4	...	...	No. 26
	Bottom Left-hand Arm, Up Distant Signal to Flinders-street (Goods and Special line). Controlled by Top Arm ... ..	Four	4	...	...	
	Top Right-hand Arm, Up Starting Signal from Jolimont to Flinders-street (Passenger line) ... ..	One	1	...	...	
	Bottom Right-hand Arm, Up Distant Signal to Flinders-street (Passenger line). Controlled by Top Arm ... ..	One	1	...	...	
No. 18—	Four Arm Bracket:—					
	Top Left-hand Arm, Down Advanced Starting Signal from Flinders-street to Jolimont (Passenger line) ... ..	One	1	...	...	
	Bottom Left-hand Arm, Down Distant Signal to Jolimont (Passenger line). Controlled by Top Arm ... ..	One	1	...	...	No. 27
	Top Right-hand Arm, Down Advanced Starting Signal from Flinders-street (Goods or Special line) to Jolimont ... ..	Four	4	...	...	
	Bottom Right-hand Arm, Down Distant Signal to Jolimont (Goods or Special line). Controlled by Top Arm ... ..	Four	4	...	...	
No. 19—	Three Arm Bracket:—					
	Left-hand Arm, Down Advanced Starting Signal from Prince's Bridge (Hawthorn line) ... ..	Three	3	...	...	No. 28
	Top Right-hand Arm, Down Advanced Starting Signal from Prince's Bridge (Caulfield line) ... ..	Two	2	...	...	
	Bottom Right-hand Arm, Down Distant Signal to Jolimont (Caulfield line). Controlled by Top Arm ... ..	Two	2	...	...	
PRINCE'S BRIDGE.						
No. 20—	Four Arm Bracket. Three Up Directing Signals and One Up Home Signal:—					
	Left-hand Arm, from Caulfield line to No. 24 Post ... ..	Three	...	1	2	No. 29
	Second Left-hand Arm, from Caulfield line to No. 3 Road as far as No. 30 Post ... ..	Two	2	...	...	No. 30
	Third Left-hand Arm, from Caulfield line to No. 4 Road ... ..	Five	2	3	...	
	Right-hand Arm, Up Home Signal Hawthorn line ... ..	Three	3	...	...	No. 32
No. 21—	Five Arms. Siding Signals:—					
	Top Arm, from Carriage Sidings to No. 4 Road ... ..	Five	3	2	...	
	Or to No. 5 Road ... ..	Four	3	1	...	
	Second Arm, from Turn Table to No. 1 Road ... ..	Three	2	1	...	
	Third Arm, from Turn Table to No. 2 Road ... ..	One	1	...	...	
	Fourth Arm, from Turn Table to No. 3 Road ... ..	Two	1	1	...	No. 40
	Bottom Arm, from Turn Table to No. 4 Road ... ..	Six	3	3	...	
	" " Or to No. 5 Road ... ..	Four	1	3	...	
No. 22—	Two Arms. Siding Signals:—					
	Top Arm, from Exhibition Road to No. 4 Road ... ..	Six	2	4	...	
	" " Or to No. 5 Road ... ..	Five	...	4	1	
	Bottom Arm, from Engine Shed to No. 4 Road ... ..	Five	...	1	4	
	" " Or to No. 5 Road ... ..	Two	...	1	1	
No. 23—	One Arm. Siding Signal:—					
	From Coal Stage to No. 4 Road ... ..	Four	2	2	...	
	" " " 5 " ... ..	Four	...	3	1	
No. 24—	Two Arm Bracket and One Disc:—					
	Left-hand Arm, Up Directing Signal from Caulfield line to No. 1 Road ... ..	Three	...	1	2	No. 41

No.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
	Semaphore Post.				
PRINCE'S BRIDGE.—CONTINUED.					
No. 24—Continued.					
	Right-hand Arm, Up Directing Signal from Caulfield line to No. 3 Road through No. 2 Road, as far as No. 29 Post ...	Three	1	2	...
	Disc—Siding Signal—from Transfer Sidings to No. 1 Road... Or to No. 2 Road ... Or from Oakleigh Coal Stage to No. 1 Road ... Or to No. 2 Road ...	Six Five Seven Seven	1 ...	5 5 5 6	...
No. 25—Two Arms. Directing Signals:—					
	Top Arm, from No. 3 Road to the Down Caulfield line ...	Two	2	...	...
	Bottom Arm (Short), from No. 3 Road to the Turn Table ...	Two	1	1	...
No. 26—Four Arm Bracket Directing Signals, and Two Discs:—					
	Top Left-hand Arm, from No. 2 Road to the Turn Table ...	One	1	...	...
	Bottom Left-hand Arm, from No. 2 Road to Down Caulfield line ...	Three	...	2	1
	Top Right-hand Arm, from No. 1 Road to the Turn Table ...	Three	2	1	...
	Bottom Right-hand Arm, from No. 1 Road to Down Caulfield line ...	Three	...	1	2
	Left-hand Disc, from No. 2 Road to Transfer Sidings ... Or Oakleigh Coal Stage ...	Five Seven	...	5 6	...
	Right-hand Disc, from No. 1 Road to Transfer Sidings ... Or Oakleigh Coal Stage ...	Six Seven	1 2	5 5	...
No. 27—Independent Disc fixed on the ground alongside of brick wall, from No. 5 Road:—					
	To Coal Stage ...	Four	...	3	1
	To Engine Shed ...	Two	...	1	1
	To Exhibition Road ...	Five	...	4	1
	To Turn Table ...	Four	1	3	...
	To Carriage Sidings ...	Four	3	1	...
No. 28—Two Arms, fixed under the footbridge:—					
	Left-hand Arm, from No. 4 Road—				
	To Coal Stage ...	Four	2	2	...
	To Engine Shed ...	Five	...	1	4
	To Exhibition Road ...	Six	2	4	...
	To Turn Table ...	Six	3	3	...
	To Carriage Sidings ...	Five	3	2	...
	Right-hand Arm, Down Starting Signal from No. 4 Road to Hawthorn line ...	Three	3	...	...
No. 29—One Arm, Up Home Signal from No. 2 to No. 3 Road ...		Three	1	2	...
No. 30—Disc fixed on Verandah Post:—					
	Up Home Signal, straight down No. 3 Road ...	Two	...	2	...
No. 31—Two Arms. Down Starting Signals:—					
	Top Arm, straight through No. 3 to No. 25 Post... Bottom Arm, from No. 3 Road, through No. 2 to No. 26 Post	Two Three	...	2 2	...
No. 32—Independent Disc, fixed on the ground between Nos. 1 and 2 Roads:—					
	Down Home Signal, from No. 2 Road, up to No. 26 Post ...	Three	1	1	1
FLINDERS-STREET (EAST) "B" BOX.					
No. 40—Two Arms and four Discs:—					
	Top Arm, Up Home Signal from Up Goods line to No. 50 Post ...	Two	2	...	...
	Bottom Arm, Home Signal for the Goods Yard (worked by Shunter) ...	Three	2	1	...
	Top Left-hand Disc, from Goods Yard, through Up Goods line to No. 50 Post ...	Eight	...	6	2
	Bottom Left-hand Disc, from Goods Yard, through Down Goods line to No. 50 Post ...	Seven	...	5	2
	Top Right-hand Disc, from Goods Yard to No. 3 or 4 Roads, to No. 48 Post ...	Five	...	3	2
	Bottom Right-hand Disc, from Goods Yard to No. 1 or 2 Roads, to No. 49 Post ...	Three	...	1	2
No. 41—One Disc, from Up Goods line to Goods Yard up to No. 40 Post		Three	1	1	1

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
FLINDERS STREET (EAST) "B" BOX.—CONTINUED.					
No. 42—	Three Discs (at Coal Stages) :—				
	Top Disc, from Engine Siding to No. 5 or 6 Roads, up to No. 50 Post ... ..	Six	...	5	1
	Middle Disc, from Engine Siding to No. 3 or 4 Roads, to No. 48 Post ... ..	Four	...	3	1
	Bottom Disc, from Engine Siding to No. 1 or 2 Roads, to No. 49 Post ... ..	Two	...	1	1
No. 43—	Three Arm Bracket and one Disc :—				
	Left-hand Arm, Up Directing Signal from Up Passenger line to No. 4 Road, to No. 48 Post ... ..	Four	...	4	...
	Centre Arm, Up Directing Signal to No. 3 Road, through Down Passenger line to No. 48 Post ... ..	Three	...	3	...
	Right-hand Arm, Up Directing Signal from Up Passenger line to No. 1 or to No. 2 Road, to No. 49 Post ... ..	Two	...	2	...
	Disc, from Siding (back of Coal Stage) to No. 5 or 6 Roads to No. 50 Post ... ..	Five	...	5	...
No. 45—	One Arm Bracket :—				
	Down Home Signal, from Nos. 3 and 4 Roads to Down Passenger line ... ..	One	1	...	...
No. 46—	One Arm and three Discs :—				
	Arm, Down Home Signal for Goods line ... ..	Two	2	...	...
	Top Disc, from Down Goods line to Siding (back of Coal Stage) ... ..	Five	...	5	...
	Middle Disc, from Down Goods line to Pit Siding ... ..	Six	...	5	1
	Bottom Disc, from Down Goods line to Goods Yard ... ..	Seven	...	5	2
No. 47—	One Disc, from Passenger Departure to No. 1 Road. Controlled from Box "A" ... ..	One	...	1	...
No. 48—	Three Arm Bracket. Up Directing Signals. Controlled by "A" Box :—				
	Top Left-hand Arm, to No. 4 Road ... ..	Four	...	4	...
	Bottom Left-hand Arm, to No. 3 Road ... ..	Three	...	3	...
	Right-hand Arm, from Down Passenger line to No. 3 Road ... ..	Three	...	3	...
No. 49—	Two Arms. Up Directing Signals. Controlled by "A" Box :—				
	Top Arm, to No. 2 Road ... ..	Two	...	2	...
	Bottom Arm, to No. 1 Road ... ..	One	...	1	...
No. 50—	Four Arm Bracket and 2 Discs. Up Directing Signals. Controlled by "A" Box :—				
	Top Left-hand Arm, from Up Goods to No. 6 Road ... ..	Eight	2	6	...
	Bottom Left-hand Arm, from Up Goods to No. 5 Road ... ..	Seven	2	5	...
	Top Right-hand Arm, from Down Goods to No. 6 Road ... ..	Six	...	6	...
	Bottom Right-hand Arm, from Down Goods to No. 5 Road ... ..	Five	...	5	...
	Left-hand Disc, from Carriage Sidings (back of Signal Box) to No. 6 Road ... ..	Seven	...	1	6
	Right-hand Disc, from Carriage Sidings to No. 5 Road ... ..	Six	...	1	5
No. 51—	Two Arm Bracket and two Discs :—				
	Left-hand Arm, Down Starting Signal from No. 5 Road ... ..	Five	...	5	...
	Right-hand Arm, Down Starting Signal from No. 6 Road ... ..	Six	...	6	...
	Left-hand Disc, from No. 5 Road to Sidings back of Signal Box ... ..	Six	1	5	...
	Right-hand Disc, from No. 6 Road to Sidings back of Signal Box ... ..	Seven	1	6	...
No. 52—	One Arm and two Discs :—				
	Arm, Down Starting Signal from No. 4 Road to No. 45 Post ... ..	Four	...	4	...
	Top Disc, from No. 4 Road to Pit Sidings ... ..	Five	...	4	1
	Bottom Disc, from No. 4 Road to the Goods Yard ... ..	Six	...	4	2
No. 53—	Two Arm Bracket and four Discs :—				
	Left-hand Arm, Down Starting Signal from No. 2 Road ... ..	Two	...	2	...
	Right-hand Arm, Down Starting Signal from No. 3 Road to No. 45 Post ... ..	Three	...	3	...
	Top Left-hand Disc, from No. 2 Road to Pit Siding ... ..	Three	...	2	1
	Bottom Left-hand Disc, from No. 2 Road to Goods Yard ... ..	Four	...	2	2
	Top Right-hand Disc, from No. 3 Road to Pit Siding ... ..	Four	...	3	1
	Bottom Right-hand Disc, from No. 3 Road to Goods Yard ... ..	Five	...	3	2

NOTE  
No. 56—  
No. 57—  
No. 58—  
NOTE  
Spencer's  
Catch Po  
No. 59—  
No. 60—

## SIGNAL WHISTLES.

Page 220.—**Flinders-street (East) "B" Box.—Additional Signals**—Two additional (short) arms are fixed on No. 48 Post and two on No. 49 Post, and are recognised as "Calling on" Signals as per instruction to be inserted on page 17, to be used only when the road is occupied. Clause "B" of same does not apply to light engines. The arms on Posts 48 and 49 now apply as under:—

### PARTICULARS.

- Post No. 48—Five Arms. Controlled by "A" Box:—  
 Top Left-hand Arm, Up Directing Signal to No. 4 Road  
 Bottom Left-hand Arm, Up Directing Signal to No. 3 Road.  
 Right-hand Arm, from Down Passenger Line to No 3 Road.  
 Top Arm, underneath Bracket, "Calling on" Signal to No. 4 Road.  
 Bottom Arm, underneath Bracket, "Calling on" Signal to No. 3 Road.
- Post No. 49—Four Arms. Controlled by "A" Box.  
 Top Arm, Up Directing Signal to No. 2 Road.  
 Second Arm, Up Directing Signal to No. 1 Road.  
 Third Arm, "Calling on" Signal to No. 2 Road.  
 Bottom Arm, "Calling on" Signal to No. 1 Road.

Right-hand Disc, from No. 5 Road to No. 67 Post on Spencer-street Departure Road ... .. Five ... \*5 ...

NOTE.—Posts Nos. 56, 57, 58, 59, and 60 are fixed on the footbridge.

No. 56—One Arm, Down Starting Signal from No. 4 Road to Port Melbourne to No. 87 Post... .. Five ... 4

No. 57—One Arm and one Disc:—

Arm, Down Starting Signal from No. 4 Road to Spencer-street to No. 67 Post ... .. Five 1 4 ...

Disc, from No. 4 Road to Spencer-street Arrival Road, to No 67 Post (see Note Important) ... .. Four ... 4 ...

No. 58—One Arm and two Discs:—

Arm, Down Starting Signal from No. 3 Road to Spencer-street, to No. 67 Post ... .. Four 1 3 ...

Left-hand Disc, from No. 3 Road to Spencer-street Arrival Road to No. 67 Post (see Note Important) ... .. Three ... 3 ...

Right-hand Disc, from No. 3 Road to the two Centre Carriage Sidings (No. 5 or 6) ... .. Three 1 1 1

{ Shunter to advise Signalman road required.

NOTE—IMPORTANT.—Drivers when shunting from Nos. 3 or 4 Roads, Spencer-street Arrival must not go beyond No. 67 Post, as there are Catch Points in this Road near No. 67 Post.

No. 59—One Arm and two Discs:—

Arm, Down Starting Signal from No. 2 Road to Spencer-street, to No. 68 Post ... .. Three 1 2 ...

Left-hand Disc, from No. 2 Road to Essendon Departure, to No. 68 Post ... .. Three 1 2 ...

Right-hand Disc, from No. 2 Road to Nos. 1, 2, 3, or 4 Sidings ... .. Four ... 2 2

{ Shunter to advise Signalman road required

No. 60—One Arm and one Disc:—

Arm, Down Starting Signal from No. 1 Road to Spencer-street, to No. 68 Post ... .. Two 1 1 ...

Disc, from No. 1 Road to Nos. 1, 2, 3, or 4 Sidings ... .. Three ... 1 2

{ Shunter to advise Signalman road required.





Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
FLINDERS STREET (EAST) "B" BOX.—CONTINUED.					
	No. 54—One Arm and two Discs:—				
	Arm, Down Starting Signal from No. 1 Road ...	One	...	1	...
	Top Disc, from No. 1 Road to Pit Siding ...	Two	...	1	1
	Bottom Disc, from No. 1 Road to Goods Yard ...	Three	...	1	2
FLINDERS ST. (WEST) "A" BOX.					
	No. 55—Five Arm Bracket and three Discs:—				
	Left-hand Arm, Down Starting Signal from No. 7 Road to Spencer-street, to No. 67 Post ...	Eight	1	7	...
	Top Centre Arm, Down Starting Signal from No. 6 Road to Port Melbourne, to No. 87 Post ...	Seven	...	6	1
	Bottom Centre Arm, Down Starting Signal from No. 6 Road to Spencer-street, to No. 67 Post ...	Seven	1	6	...
	Top Right-hand Arm, Down Starting Signal from No. 5 Road to Port Melbourne, to No. 87 Post ...	Six	...	5	1
	Bottom Right-hand Arm, Down Starting Signal from No. 5 Road to Spencer-street, to No. 67 Post ...	Six	1	5	...
	Left-hand Disc, from No. 7 Road to No. 67 Post on Spencer-street Departure Road ...	Seven	...	7	...
	Centre Disc, from No. 6 Road to No. 67 Post on Spencer-street Departure Road ...	Six	...	6	...
	Right-hand Disc, from No. 5 Road to No. 67 Post on Spencer-street Departure Road ...	Five	...	5	...
	NOTE.—Posts Nos. 56, 57, 58, 59, and 60 are fixed on the footbridge.				
	No. 56—One Arm, Down Starting Signal from No. 4 Road to Port Melbourne to No. 87 Post... ..	Five	...	4	
	No. 57—One Arm and one Disc:—				
	Arm, Down Starting Signal from No. 4 Road to Spencer-street to No. 67 Post ...	Five	1	4	...
	Disc, from No. 4 Road to Spencer-street Arrival Road, to No. 67 Post (see Note Important) ...	Four	...	4	...
	No. 58—One Arm and two Discs:—				
	Arm, Down Starting Signal from No. 3 Road to Spencer-street, to No. 67 Post ...	Four	1	3	...
	Left-hand Disc, from No. 3 Road to Spencer-street Arrival Road to No. 67 Post (see Note Important) ...	Three	...	3	...
	Right-hand Disc, from No. 3 Road to the two Centre Carriage Sidings (No. 5 or 6) ...	Three	1	1	1
		} Shunter to advise Sig- { nalman road required.			
	NOTE—IMPORTANT.—Drivers when shunting from Nos. 3 or 4 Roads Spencer-street Arrival must not go beyond No. 67 Post, as there are Catch Points in this Road near No. 67 Post.				
	No. 59—One Arm and two Discs:—				
	Arm, Down Starting Signal from No. 2 Road to Spencer-street, to No. 68 Post ...	Three	1	2	...
	Left-hand Disc, from No. 2 Road to Essendon Departure, to No. 68 Post ...	Three	1	2	...
	Right-hand Disc, from No. 2 Road to Nos. 1, 2, 3, or 4 Sidings ...	Four	...	2	2
		} Shunter to advise Sig- { nalman road required			
	No. 60—One Arm and one Disc:—				
	Arm, Down Starting Signal from No. 1 Road to Spencer-street, to No. 68 Post ...	Two	1	1	...
	Disc, from No. 1 Road to Nos. 1, 2, 3, or 4 Sidings ...	Three	...	1	2
		} Shunter to advise Sig- { nalman road required.			

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.			
			Long.	Short.	Long.	
FLINDERS STREET (WEST) "A" BOX.—CONTINUED.						
No. 61—	Two Arms and one Disc :—					
	Top Arm, Up Directing Signal from Port Melbourne, or Spencer-street Departure Road to No. 5 Road	Five	...	5	...	
	Bottom Arm, Up Directing Signal from Port Melbourne, or Spencer-street Departure Road to No. 6 Road	Six	...	6	...	
	Disc, from Coburg Departure Road to No. 7 Road	Seven	...	7	...	
	Or to No. 8 Road...	Eight	...	8	...	
NOTE.—Sidings at West end of Flinders-street Station to be numbered from Town Side 1, 2, 3, 4, 5 and 6.						
No. 62—	Disc, from Williamstown Arrival Road to No. 3 Road	Three	...	3	...	
	Or to No. 4 Road...	Four	...	4	...	
No. 63—	Two Discs. Siding Signals :—					
	Left-hand Disc, from No. 5 Siding to No. 3 Road	Four	1	2	1	
	Right-hand Disc, from No. 6 Siding to No. 3 Road	Three	1	1	1	
No. 64—	Two Arms. Up Directing Signals and one Disc :—					
	Top Arm, from Essendon Arrival to No. 1 Road	Two	1	1	...	
	Bottom Arm, from Essendon Arrival to No. 2 Road	Three	1	2	...	
	Disc, from Essendon Departure "B" to No. 2 Road	Two	...	2	...	
No. 65—	Four Discs. Siding Signals :—					
	Top Left-hand Disc, from Nos. 1, 2 or 3 Sidings to No. 1 Road	Three	...	1	2	
	Bottom Left-hand Disc, from Nos. 1, 2 or 3 Sidings to No. 2 Road	Four	...	2	2	
	Top Right-hand Disc, from No. 4 Siding to No. 1 Road	Four	1	1	2	
	Bottom Right-hand Disc, from No. 4 Siding to No. 2 Road	Five	1	2	2	
No. 66—	Three Arm Bracket. Up Directing Signals :—					
	Top Left-hand Arm, from Coburg Arrival to No. 7 Road	Eight	1	7	...	
	Bottom Left-hand Arm, from Coburg Arrival to No. 8 Road	Nine	1	8	...	
	Right-hand Arm, from Spencer-street, through Coburg Departure Road, to No. 10 Road	Ten	5	5	...	
No. 67—	Six Arm Bracket. Four Up Directing Signals and two Down Home Signals :—					
UP SIGNALS.	{	Top Left-hand Arm, from Williamstown Arrival to No. 3 Road	Four	1	3	...
		Bottom Left-hand Arm, from Williamstown Arrival to No. 4 Road	Five	1	4	...
		Top Right-hand Arm, from Williamstown Arrival to No. 5 Road	Six	1	5	...
		Bottom Right-hand Arm, from Williamstown Arrival to No. 6 Road	Seven	1	6	...
DOWN SIGNALS.	{	Top Arm, from Coburg Departure to Spencer-street	Three	3	...	...
		Bottom Arm, from Williamstown Departure to Spencer-street	Two	2	...	...
No. 68—	One Arm :—					
	Down Home Signal, from Essendon Departure to Spencer-street	One	1	...	...	
No. 69—	Four Arm Bracket, Up Directing Signals and one Disc :—					
	Left-hand Arm, from Spencer-street to Essendon Arrival, to No. 64 Post	One	1	...	...	
	Second Left-hand Arm, from Spencer-street to Williamstown Arrival, to No. 67 Post	Two	2	...	...	
	Third Left-hand Arm, from Spencer-street to Coburg Arrival, to No. 66 Post	Three	3	...	...	
	Right-hand Arm, from Spencer-street to Coburg Departure, to No. 66 Post	Four	4	...	...	
	Disc (not interlocked) from the Departure Road	...	...	...	...	
No. 70—	One Arm, on Viaduct :—					
	Down Advanced Starting Signal. Controlled from Viaduct Box	One	1	...	...	

Semaph Post  
FI  
No. 80  
No. 81  
No. 82  
No. 83  
No. 84  
No. 85  
No. 86  
No. 87  
No. 88

(Shunter to advise Signalman road required.)

Description.		PARTICULARS.	No. of Whistles.	Description.		
Short.	Long.			Long.	Short.	Long.
		Semaphore Post.				
FLINDERS STREET (WEST) "A" BOX.—CONTINUED.						
No. 80—Two Arms. Home Signals, from and to Jolimont Sidings:—						
		Top Arm, to No. 9 Road ...	Two	1	1	...
5	...	Or to No. 10 Road ...	Three	1	2	...
		Or to No. 11 Road ...	Four	1	3	...
6	...	Or to Spencer-street ...	Four	...	2	2
7	...	Or to Port Melbourne ...	Two	...	1	1
8	...	Or to St. Kilda ...	Four	...	3	1
		Or to shunt the train ...	Six	...	6	...
Bottom Arm:—Will apply to Trains or Engines approaching Jolimont Yard by No. 10 Road, and will be worked from Yardsman's office, Jolimont, by Shunters. The normal position will be "All Right." It must be placed at "Danger" whenever it is necessary to stop any Train or Engine entering Jolimont Yard from Nos. 9, 10 or 11 Roads. Drivers will require to approach this Signal at not more than 4 miles an hour, and give 1 long whistle, also keep a sharp look-out at the Level Crossing opposite "B" Signal Box for anything crossing.						
3	...					
4	...					
2	1					
1	1					
1	...					
2	...					
2	...					
NOTE.—The attention of Drivers and Shunters is directed to the necessity of using the Electric Bells, instead of whistling whilst at Flinders-street. (See page 267.)						
1	2					
2	2					
1	2	No. 81—Five Arm Bracket and one Disc:—				
2	2	Top Left-hand Arm, Directing Signal from No. 10 Road to No. 86 Post on St. Kilda Departure ...	Two	1	1	...
7	...	Middle Left-hand Arm, Directing Signal from No. 10 Road to No. 86 Post on Port Melbourne Departure ...	Three	1	2	...
8	...	Bottom Left-hand Arm, Directing Signal from No. 10 Road to No. 67 Post on Coburg Departure ...	Four	1	3	...
5	...	Centre Arm, Down Starting Signal from No. 9 Road to Port Melbourne, to No. 86 Post ...	Two	...	2	...
3	...	Right-hand Arm, Down Starting Signal from N <sup>o</sup> 8 Road to Spencer-street, to No. 67 Post ...	Nine	1	8	...
4	...	Disc, fixed under Right-hand Arm, from No. 8 Road to No. 67 Post on Coburg Departure ...	Eight	...	8	...
5	...	No. 82—One Arm, Down Starting Signal from No. 11 Road to St. Kilda, to No. 86 Post ...	Three	...	3	...
6	...	No. 83—Disc, from Port Melbourne Arrival to No. 9 Road ...	Two	...	2	...
		No. 84—Disc, from St. Kilda Departure to No. 11 Road ...	Three	...	3	...
		No. 85—Three Arm Bracket:—				
		Top Left-hand Arm, Up Directing Signal from Port Melbourne to No. 9 Road ...	Two	...	2	...
		Bottom Left-hand Arm, Up Directing Signal from Port Melbourne to No. 10 Road ...	Three	1	2	...
		Right-hand Arm, Up Home Signal from St. Kilda to No. 11 Road ...	Three	...	3	...
		No. 86—Two Arm Bracket. Down Home Signals:—				
		Left-hand Arm, for Down St. Kilda line ...	Three	...	3	...
		Right-hand Arm, for Down Port Melbourne line ...	Two	...	2	...
		No. 87—One Arm, Down Home Signal from Nos. 4, 5, or 6 to Down Port Melbourne line ...	One	...	1	...
		No. 88—Five Arm Bracket. Up Directing Signals:—				
		Top Left-hand Arm, from Port Melbourne to No. 4 Road ...	Five	...	4	1
		Bottom Left-hand Arm, from Port Melbourne to No. 61 Post (Nos. 5 or 6 Roads) ...	Six	...	5	1
		Centre Arm, from Port Melbourne to No. 9 to No. 85 Post ...	Two	...	2	...
		Top Right-hand Arm, from St. Kilda to No. 10 Road ...	Three	1	1	1
		Bottom Right-hand Arm, from St. Kilda to No. 11 Road to No. 85 Post ...	Three	...	3	...

Divise Sig- required.

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.			Sem. Post.
			Long.	Short.	Long.	
FLINDERS STREET WEST, "A" BOX.—CONTINUED.						
No. 89—Two Arms. Down Advanced Starting Signals:—	Top Arm, to St. Kilda ... ..	...	...	...	...	No. 1
	Bottom Arm, to Port Melbourne ... ..	...	...	...	...	No. 1
No. 90—Two Arms. Up Distant Signals:—	Top Arm, from Port Melbourne ... ..	...	...	...	...	No. 1
	Bottom Arm, from St. Kilda ... ..	...	...	...	...	No. 2
No. 91—Five Arm Bracket, fixed on the Viaduct, same as on No. 1 Post	Viaduct Junction Box:—					
	Three Up Distant Signals to Flinders-street ... ..	...	...	...	...	
	Left-hand Arm, to Essendon Arrival (No. 1 or No. 2 Roads) ... ..	...	...	...	...	
	Centre Arm, to Williamstown Arrival (Nos. 3, 4, 5 or 6 Roads) ... ..	...	...	...	...	
	Right-hand Arm, to Coburg Arrival or Coburg Departure (Nos. 7, 8 or 10 Roads) ... ..	...	...	...	...	
	Two Down Distant Signals to Spencer-street (as per following instructions for Spencer-street Signals) ... ..	...	...	...	...	No. 2
VIADUCT JUNCTION BOX.						
No. 1—Five Arm Bracket. Distant Signals:—	Three (3) to Flinders-street and two (2) to Spencer-street ... ..	...	...	...	...	
	Left-hand Arm, from Flinders-street to Spencer-street Goods Yard ... ..	Two	2	...	...	
	Second Left-hand Arm, from Flinders-street to Spencer-street Passenger Yard ... ..	One	1	...	...	
No. 2—Starting Signal to Flinders-street. Controlled from Flinders-street "A" Box ... ..	...	...	...	...	...	No. 2
No. 3—Two Arm Bracket. Junction Signals:—	Left-hand Arm, from Flinders-street to Spencer-street Goods Yard ... ..	Two	2	...	...	
	Right-hand Arm, from Flinders-street to Spencer-street Passenger Yard ... ..	One	1	...	...	
No. 4—Two Arm Bracket. Up Home Signals:—	Left-hand Arm, from Main Up Goods line to Flinders-street ... ..	Two	2	...	...	
	Right-hand Arm, from Shed Roads, Goods Yards to Flinders-street ... ..	Three	3	...	...	
No. 5—Two Arms. Worked by same wire, for sighting over and under footbridge. Home Signal, from Up Passenger line to Flinders-st. ... ..	...	One	1	...	...	
No. 6—Two Arm Signal. One (1) Up and one (1) Down:—	Top Arm, Down Home Signal, from Island Platform, leading up to No. 21 Post ... ..	Three	3	...	...	
	Bottom Arm, Up Home Signal, to Island Platform, leading up to No. 5 Post ... ..	One	1	...	...	
No. 8—Two Arms. Distant Signals:—	Top Arm, from Main Up Goods line to Flinders-street ... ..	...	...	...	...	
	Bottom Arm, Down Signal for Goods line to Dudley-street Box ... ..	One	1	...	...	
SOUTH END BOX (CENTRE YARD).						
No. 10—Down Home Signal. Fixed on Platform Verandah. From No. 1 to No. 3 Departure ... ..	...	One	1	...	...	
No. 11—Ground Disc Signal, from No. 2 to No. 3 Departure ... ..	...	Shntr. to advise Sgnl ma				
No. 12—Ground Disc Signal, from No. 3 to No. 3 Departure ... ..	...	Two	2	...	...	
No. 13—Ground Disc Signal, from No. 3 to No. 4 ... ..	...	One	1	...	...	
No. 14—Two Arm Down Home Signals. Fixed on corner of South End Box:—	Top Arm, from No. 4 straight down No. 4 up to No. 22 Post ... ..	Three	2	1	...	
	Bottom Arm, from No. 4 to No. 3 Departure up to No. 22 Post ... ..	Four	2	2	...	
No. 17—Up Home Signal, from No. 1 to bottom end of No. 1 ... ..	...	One	1	...	...	

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
SOUTH END BOX (CENTRE YARD).—CONTINUED.					
	No. 18—Ground Disc, from No. 2 to bottom end of No. 2 ...	...			
	No. 19—Ground Disc, from No. 3 to bottom end of No. 1 ...	...			
			} Shunter to advise Signalman.		
WEST YARD.					
	No. 15—Home Signal, from No. 1 to No. 2 up to No. 21 Post ...	Two	2	...	...
	No. 16—Ground Disc Signal, from No. 2 to No. 2 ...	Three	...	3	...
	No. 20—Three Arm Bracket. Up Home Signals:—				
	Left-hand Arm, from No. 2 to bottom end of No. 1 ...	Two	1	1	...
	Centre Arm, from No. 4 straight to bottom end of No. 4 ...	Three	2	1	...
	Right-hand Arm, from No. 1 West Yard straight to bottom end of No. 1 ...	One	...	1	...
No. 1 BOX.					
	No. 21—Two Arm Bracket. Down Home Signals and four Discs:—				
	Left-hand Arm, from Down Viaduct line to Departure (West lines) ...	Four	2	2	...
	Right-hand Arm, from No. 2 West Yard to Departure (West lines) ...	Four	...	2	2
	Top Left-hand Disc, from Viaduct Departure to Carriage Sidings ...	Two	...	1	1
	Bottom Left-hand Disc, from Viaduct Departure to Engine loop up to No. 40 Post ...	Three	...	1	2
	Top Right-hand Disc, from No. 2 to Carriage Sidings ...	Three	...	2	1
	Bottom Right-hand Disc, from No. 2 to Engine loop up to No. 40 Post ...	Four	...	3	1
	No. 22—Nine Arm Bracket. Down Home Signals and two Discs:—				
	Top Left-hand Arm, from No. 1 West Yard to Departure (West lines) ...	One	1	...	...
	Top Second Left-hand Arm, from No. 4 Centre Yard to Departure (West lines) ...	Two	1	1	...
	Top Centre Arm, from No. 4 Centre Yard to Departure (Centre lines) ...	Five	1	4	...
	Top Second Right-hand Arm, from No. 3 Centre Yard to Departure (West lines) ...	Three	2	1	...
	Top Right-hand Arm, from No. 3 Centre Yard to Departure (Centre lines) ...	Two	2	...	...
	Bottom Left-hand Arm, from No. 4 Centre Yard to Engine Shed or Lay-by Sidings up to No. 42 Post ...	Three	...	3	...
	Bottom Second Left-hand Arm, from No. 4 Centre Yard to Bank Sidings ...	Seven	2	5	...
	Bottom Second Right-hand Arm, from No. 3 Centre Yard to Engine Shed or Lay-by Sidings up to No. 42 Post ...	Four	...	4	...
	Bottom Right-hand Arm, from No. 3 Centre Yard to Bank Sidings ...	Six	2	4	...
	Top Disc, from No. 1 West Yard to Carriage Sidings ...	Four	...	2	2
	Bottom Disc, from No. 1 West Yard to Engine loop up to No. 40 Post ...	Five	...	2	3
	No. 23—Eight Arm Bracket. Home Signals (7) Down and (1) Up:—				
	Top Left-hand Arm, from No. 2 Centre Yard to Departure (Centre lines) ...	Four	1	3	...
	Top Second Left-hand Arm, from No. 1 Centre Yard to Departure (Centre lines) ...	Three	1	2	...
	Top Second Right-hand Arm, from No. 1 Centre Yard to Departure (East lines) ...	Five	...	4	1
	Top Right-hand Arm, from No. 1 Centre Yard to Bank Sidings ...	Three	...	2	1
	Bottom Left-hand Arm, from No. 2 Centre Yard to Engine Shed or Lay-by Sidings up to No. 42 Post ...	Six	...	6	...
	Bottom Second Left-hand Arm, from No. 2 Centre Yard to Bank Sidings ...	Five	2	3	...
	Bottom Right-hand Arm, from No. 1 Centre Yard to Engine Shed or Lay-by Siding up to No. 42 Post ...	Five	...	5	...

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
No. 1 BOX.—CONTINUED.					
No. 23—Continued.					
	Up Signal, from Arrival to No. 1 Centre Yard up to No. 17 Post. Worked from South End Box	One	1	...	...
	NOTE.—There are Catch Points in North End of No. 2 Road, Centre Yard, for Outward traffic.				
No. 24—Down Home Signal from No. 3 East Yard to Departure up to No. 27 Post		Four	...	4	...
No. 25—Three Arm Signal:—					
	Top Arm, Home Signal from No. 1 East Yard to Departure up to No. 26 Post	Four	2	2	...
	Centre Arm, Siding Signal from No. 2 East Yard up to No. 27 Post	Five	2	2	1
	Bottom Arm, Siding Signal from No. 2 East Yard up to No. 26 Post	Three	1	1	1
No. 26—Four Arm Bracket Signal:—					
	Top Left-hand Arm, Home Signal from No. 1 East Yard to Departure (East lines)	Four	...	2	2
	Bottom Left-hand Arm, from No. 1 East Yard to Engine Shed up to No. 42 Post	Two	...	2	...
	Top Right-hand Arm, from No. 1 East Yard to Bank Sidings	Three	1	1	1
	Bottom Right-hand Arm, from No. 1 East Yard to Siding "C" up to No. 36 Post	Four	1	1	2
No. 27—Three Arm Bracket Signal:—					
	Top Right-hand Arm, Home Signal from No. 3 East Yard to Departure (East lines)	Six	3	3	...
	Bottom Right-hand Arm, from No. 3 East Yard to Siding "C" up to No. 36 Post	Seven	2	3	2
	Left-hand Arm, from No. 3 East Yard to Engine Shed or Lay-by Sidings up to No. 42 Post	Four	1	1	2
No. 28—Four Discs on Post:—					
	Top Left-hand Disc, from Carriage Dock to Engine Shed or Lay-by Sidings up to No. 42 Post	Four	1	2	1
	Bottom Left-hand Disc, from Carriage Dock to Departure Centre line	Five	1	3	1
	Top Right-hand Disc, from Carriage Dock to Departure East line	Six	1	4	1
	Bottom Right-hand Disc, from Carriage Dock to Bank Sidings	Seven	1	6	...
	NOTE.—There are Catch Points for Outward Traffic in Horse and Carriage Dock.				
No. 29—Three Arm Bracket. Up Home Signals. Controlled from South End Box:—					
	Left-hand Arm, from Arrival (Centre lines) to No. 4 Centre Yard	Two	2	...	...
	Centre Arm, from Arrival (West lines) to No. 3 Centre Yard	Three	2	1	...
	Right-hand Arm, from Arrival (West lines) to No. 4 Centre Yard	Two	1	1	...
No. 30—Three Arm Bracket. Two Up Directing Signals, one Distant Signal, and two Discs underneath the Bracket:—					
	Left-hand Arm, to No. 1 West Yard up to No. 20 Post. Controlled from South End Box	Five	1	4	...
	Top Right-hand Arm, to Up Viaduct line up to No. 6 Post...	Six	1	5	...
	Bottom Right-hand Arm, Up Distant, to Viaduct Junction Box. Controlled by Top Arm	...	...	...	...
	Left-hand Disc, Set Back Signal from Departure to No. 1 West Yard. Controlled from South End Box	Six	2	4	...
	Right-hand Disc, Set Back Signal from Departure to Up Viaduct line	Seven	2	5	...

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
No. 1 BOX.—CONTINUED.					
No. 31—	Two Discs on Post:—				
	Left-hand Disc, from Engine loop up to No. 30 Post ...	Four	...	3	1
	Right-hand Disc, from Carriage Sidings up to No. 30 Post ...	Five	...	3	2
NOTE.—There are Catch Points in Engine loop for Up Traffic near No. 31 Post, and in Road leading from Carriage Sidings to Down West line near same Post.					
No. 32—	Ground Disc, Set Back Signal from Departure Centre lines to Centre Yard ...				
			} Shunter to advise Signalman road required.		
No. 33—	Two Discs on Post:—				
	Left-hand Disc, from Siding "D" to Old Yard ...	Two	...	2	...
	Right-hand Disc, from Siding "C.C." or "B.B." to Old Yard ...	Three	...	3	...
No. 34—	Two Arm Bracket. Up Home Signals and one Disc:—				
	Left-hand Arm, from Arrival (East lines) to No. 1 East Yard ...	Six	3	3	...
	Right-hand Arm, from Arrival (East lines) to No. 3 East Yard ...	Four	...	4	...
	Disc, from Siding "C.C." or "B.B." to Siding "C" to No. 36 Post ...	Five	...	5	...
No. 35—	Nine Arm Bracket. Five (5) Up Home Signals, four (4) Distant Signals, and two (2) Arms on Post below Bracket:—				
	Top Left-hand Arm, from Arrival (Centre lines) to No. 1 Centre Yard up to No. 23 Post ...	Three	1	2	...
	Top Second Left-hand Arm, from Arrival (Centre lines) to No. 2 Centre Yard ...	Four	1	3	...
	Top Centre Arm, from Arrival (Centre lines) to No. 4 Centre Yard up to No. 29 Post ...	Five	1	4	...
	Top Second Right-hand Arm, from Arrival (West lines) to No. 3 or 4 Centre Yard up to No. 29 Post ...	Two	1	1	...
	Top Right Arm, from Arrival (West lines) to No. 1 West Yard or Viaduct line up to No. 30 Post ...	Three	1	1	1
NOTE.—The four (4) Bottom Arms apply to the same Roads as Top Arms, and are Distant Signals controlled and worked from South End Box.					
	Top Arm, on Post below Bracket, Directing Signal from Centre Arrival line to No. 1 East Yard ...	...	...	...	...
	Bottom Arm, on Post below Bracket, Directing Signal from Centre Arrival line to No. 3 East Yard ...	...	...	...	...
No. 36—	Two Arms and one Disc:—				
	Top Arm, from Siding "C" to No. 1 Bank Sidings ...	Five	...	3	2
	Bottom Arm, from Sidings "C" to Bank Sidings 2 to 10 inclusive ...	Four	1	1	2
	Disc, from Siding "A" or "B" to Bank Sidings 2 to 10 inclusive ...	Four	1	2	1
No. 37—	Ground Disc, Set Back Signal from East lines Departure to East or Centre Yards ...				
No. 38—	Ground Disc, Set Back Signal from Centre lines Departure to East or Centre Yards ...				
No. 39—	Ground Disc, Set Back Signal from West lines Departure to East, Centre or West Yards or Viaduct line ...				
			} Shunter to advise Signalman road required.		
No. 40—	Disc on Post, from Engine loop to Engine Shed or Lay-by Sidings up to No. 42 Post ...	Two	1	1	...
No. 41—	Three Discs on Post:—				
	Top Left-hand Disc, from Engine Shed or Lay-by Sidings to East Yard ...	Three	...	3	...
	Bottom Left-hand Disc, from Engine Shed or Lay-by Sidings to Centre or West Yard ...	Five	...	3	2
	Right-hand Disc, from Engine Shed or Lay-by Sidings to Engine loop up to No. 31 Post ...	Four	...	3	1
No. 42—	Two Arm Bracket. Up Home Signals and two Discs:—				
	Left-hand Arm, from Centre lines to Post No. 35 ...	Three	1	2	...
	Right-hand Arm, from West lines to Post No. 35 ...	One	1	...	...

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
No. 1 BOX.—CONTINUED.					
No. 42—Continued.	Left-hand Disc, to Engine Shed ...	Four	...	4	...
	Right-hand Disc, to Lay-by Sidings ...	Five	...	5	...
No. 43—Four Arm Bracket. Up Home Signals and Eight (8) Discs:—	Top Left-hand Arm, from Arrival (East lines) to East Yard up to No. 34 Post ...	Three	3	...	...
	Bottom Left-hand Arm, from Arrival (East lines) to Carriage Dock ...	Seven	1	5	1
	Top Right-hand Arm, from Arrival (East lines) to No. 1 Centre Yard up to No. 23 Post ...	Six	1	4	1
	Bottom Right-hand Arm, up distant to South End Box controlled by top arm ...				
	Top Left-hand Disc, from Bank Sidings 2 to 10 to Sidings "B" or "C" ...				
	Second Left-hand Disc, from Bank Sidings 2 to 10 to East Yard to No. 34 Post ...				
	Third Left-hand Disc, from Bank Sidings 2 to 10 to Carriage Dock or No. 1 Centre Yard ...				
	Bottom Left-hand Disc, from Bank Sidings 2 to 10 to Centre Yard ...				
	Top Right-hand Disc, from No. 1 Bank Siding to Siding "C" ...				
	Second Right-hand Disc, from No. 1 Bank Sidings to East Yard up to No. 34 Post ...				
	Third Right-hand Disc, from No. 1 Bank Sidings to Carriage Dock or No. 1 Centre Yard ...				
	Bottom Right-hand Disc, from No. 1 Bank Sidings to Centre Yard ...				
	Electric Bell Code to be given by Shunter for the road required.				
No. 44—Two Discs on Post. Siding Signals:—	Left-hand Disc, from Lay-by Sidings up to No. 41 Post ...	Five	...	3	2
	Right-hand Disc, from Engine Shed Road up to No. 41 Post ...	Four	...	3	1
FRANKLIN STREET BOX:					
No. 50—Five Arm Bracket. Down Home Signals. Controlled from No. 1 Box:—	Top Left-hand Arm, from West Yard to West lines ...	One	1	...	...
	Centre Left-hand Arm, from West Yard through Crossover to Centre lines ...	Two	1	1	...
	Bottom Left-hand Arm, from West Yard through Crossover to East lines ...	Three	1	2	...
	Top Right-hand Arm, from Centre Yard to Centre lines ...	Two	2	...	...
	Bottom Right-hand Arm, from Centre Yard through Crossover to East lines ...	Three	2	1	...
No. 51—Down Home Signal. East lines ...		Three	3	...	...
No. 52—Five Arm Bracket. Up Home Signals:—	Top Left-hand Arm, from East lines to East Yard ...	Four	2	2	...
	Centre Left-hand Arm, from East lines through Crossover to Centre Yard ...	Three	2	1	...
	Bottom Left-hand Arm, from East lines through Crossover to West Yard ...	Three	1	2	...
	Top Right-hand Arm, from Centre lines to Centre Yard ...	Two	2	...	...
	Bottom Right-hand Arm, from Centre lines through Crossover to West Yard ...	Two	1	1	...
No. 53—Two Arm Bracket:—	Left-hand Arm, Down Starting Signal Centre lines controlled by North Melbourne Junction Box ...	Two	2	...	...
	Right-hand Arm, Down Starting Signal East lines controlled by North Melbourne Junction Box ...	Three	3	...	...
No. 54—Four Arms and one Disc:—	Top Arm, Down Starting Signal for Williamstown line controlled by North Melbourne Junction Box ...	One	1	...	...
	The other three Arms and Disc relate to Goods lines ...	...	...	...	...



Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
FRANKLIN STREET BOX—CONTINUED.					
No. 69—	Three Up and three Down Signals with two Discs underneath: Left-hand Arm, Up Home Signal, from Williamstown Passenger line ... ..	One	1	...	...
	The other five Arms and two Discs relate to Goods lines ... ..	...	...	...	...
LOWER LEVEL SIGNAL BOX.					
No. 69—	One Arm. Home Signal, from Produce Shed Roads to No. 72 Post, thence to Washout Sidings ... ..	Four	2	1	1
	Or to Dudley-street Departure ... ..	Four	1	3	...
No. 70—	Two Arms. Directing Signals:— Top Arm, from No. 4 Shed Roads through Interlocked Crossover to No. 72 Post ... ..	Four	...	4	...
	Bottom Arm, from No. 4 Shed Roads to Shunting Siding as far as No. 72 Post ... ..	Six	...	5	1
No. 71—	Two Arms. Home Signals:— Top Arm, from No. 3 Shed Roads to No. 72 Post... ..	Four	...	3	1
	Bottom Arm, from Ice Shed Roads to No. 72 Post ... ..	Five	...	4	1
No. 72—	Three Arms and Two Disc. Directing Signals:— Top Arm, from Ice Shed and No. 3 Shed Roads to Washout Siding ... ..	Three	1	1	1
	Second Arm, from Ice Shed and No. 3 Shed Roads to Dudley-street Departure ... ..	Three	1	2	...
	Bottom Arm, from Ice Shed and Nos. 3 and 4 Shed Roads to Shunting Sidings ... ..	Two	...	2	...
	Left-hand Disc, from No. 4 Shed Roads through Interlocked Crossover to Washout Siding ... ..	Four	1	2	1
	Right-hand Disc, from No. 4 Shed Roads through Interlocked Crossover to Dudley-street Departure ... ..	Six	1	5	...
No. 73—	Four Discs and One Arm beneath Discs:— Top Left-hand Disc, Directing Signal from Wharf Road to Washout Sidings ... ..	Two	1	1	...
	Bottom Left-hand Disc, Directing Signal from Wharf Road to Dudley-street Departure ... ..	Five	1	4	...
	Top Right-hand Disc, Directing Signal from Up Markets Line to Washout Sidings ... ..	Three	...	2	1
	Bottom Right-hand Disc, Directing Signal from Up Markets Line to Dudley-street Departure... ..	Two	...	1	1
	Arm, Set-back Signal from Down Markets Line to Washout Sidings ... ..	Five	1	3	1
No. 74—	Two Arms. Home Signals:— Top Arm, from Washout Sidings to Ice Shed and No. 3 Shed Roads ... ..	Three	1	1	1
	Or to No. 4 Shed Roads via Interlocked Crossover ... ..	Four	1	2	1
	Or to Produce Shed Roads ... ..	Four	2	1	1
	Or to Down Line to City Markets ... ..	Five	1	3	1
	Bottom Arm, from Washout Siding to Up Line from City Markets ... ..	Three	...	2	1
	Or to Wharf Road ... ..	Two	1	1	...
No. 75—	One Arm, Home Signal, from Shunting Siding or Truck Shops to No. 77 Post, Dudley-street Arrival. Controlled from Dudley-street Box ... ..	Two	...	2	...
NORTH MELBOURNE LOCO. BOX.					
No. 83—	Two Discs on Post. Controlled from Dudley-street:— Left-hand Disc, from "E" to Engine Road up to No. 81 Post ... ..	...	...	...	...
	Right-hand Disc, from "D" to Engine Shed up to No. 81 Post ... ..	...	...	...	...

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.			
			Long.	Short.	Long.	
NORTH MELBOURNE LOCO. BOX.—CONTINUED.						
No. 84—Disc on Post:—	From Dudley-street end of Siding to No. 1 Coal Stage ...					Drivers to inform Signalmen where they require to go to.
No. 85—Four Discs on Post:—	Top Disc, from No. 4 to "D" ...					
	Left-hand Disc, from "C" to "D" ...					
	Right-hand Disc, from No. 3 to "D" ...					
	Bottom Disc, from No. 5 to "D" ...					
CODE OF SIGNALS FOR RINGING ENGINES BETWEEN DUDLEY STREET AND LOCO. SIGNAL BOXES.						
	From "A" Door to Dudley-street ...	Three	...	3	...	
	From "B" Door to Dudley-street ...	Two	...	2	...	
	From Coal Stage to Dudley-street ...	One	...	1	...	
	From Dudley-street to "B" Door ...	Two	...	2	...	
	From Dudley-street to North Side Coal Stage... ..	Two	...	1	1	
	From Dudley-street to South Side Coal Stage ...	Three	...	1	2	...
DUDLEY STREET SIGNAL BOX.						
No. 77—Six Discs. Down Signals:—	Top Left-hand Disc, from Lower Level Arrival to Engine Road up to No. 81 Post ...	Three	...	2	1	
	Centre Left-hand Disc, from Lower Level Arrival to Main line Departure up to No. 81 Post... ..	Two	...	1	1	
	Bottom Left-hand Disc, from Lower Level Arrival to N.E. Departure up to No. 92 Post ...	Four	1	2	1	
	Top Right-hand Disc, from No. 5 to Engine Road up to No. 81 Post ...	Seven	...	2	5	
	Centre Right-hand Disc, from No. 5 to Main line Departure up to No. 81 Post ...	Five	...	5	...	
	Bottom Right-hand Disc, from No. 5 to N.E. Departure up to No. 92 Post ...	Five	5	...	...	
No. 78—Five Arm Bracket. Down Directing Signals and two Discs underneath:—	Top Left-hand Arm, from Lower Level Departure to Engine Road up to No. 81 Post ...	Four	...	2	2	
	Centre Left-hand Arm, from Lower Level Departure to Main line Departure up to No. 81 Post ...	Three	1	1	1	
	Bottom Left-hand Arm, from Lower Level Departure to N.E. Departure up to No. 92 Post ...	Four	1	2	1	
	Top Right-hand Arm, from No. 4 Road to Main line Departure up to No. 81 Post ...	Four	...	4	...	
	Bottom Right-hand Arm, from No. 4 Road to N.E. Departure up to No. 92 Post ...	Four	4	...	...	
	Left-hand Disc, from Lower Level Departure to Main line Arrival to opposite No. 92 Post ...	Five	1	3	1	
	Right-hand Disc, from Lower Level Departure to N.E. Arrival to opposite No. 92 Post ...	Six	1	4	1	
NOTE.—Drivers when shunting out on Main line or N.E. Arrival Roads, as per above Discs, on No. 78 Post, are not to pass out further than No. 92 Post, opposite Dudley-street Box, until they receive verbal instructions from the Signalman, and a Hand Signal in addition.						
No. 79—Six Discs. Up Signals:—	Top Left-hand Disc, from Main line Departure to No. 4 Road	Five	...	1	4	
	Centre Left-hand Disc, from Main line Departure to No. 5 Road ...	Six	...	1	5	
	Bottom Left-hand Disc, from Main line Departure to Lower Level Arrival up to No. 76 Post ...	Two	...	1	1	
	Top Right-hand Disc, from Engine Road to No. 5 ...	Seven	...	2	5	

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
DUDLEY STREET SIGNAL BOX.—CONTINUED.					
No. 79—Continued.	Centre Right-hand Disc, from Engine Road to Lower Level Arrival up to No. 76 Post ... ..	Three	...	2	1
	Bottom Right-hand Disc, from Engine Road to Lower Level Departure, and controlled from Lower Level Box ... ..	Four	...	2	2
No. 80—Four Arms. Up Directing Signals:—	Top Arm, from Main line Arrival to No. 3 Road ... ..	Three	...	3	...
	Second Arm, from Main line Arrival to No. 4 Road ... ..	Four	...	4	...
	Third Arm, from Main line Arrival to No. 5 Road ... ..	Five	...	5	...
	Bottom Arm, from Main line Arrival to Lower Level Arrival up to No. 76 Post ... ..	Three	1	1	1
No. 81—Two Arms and three Discs:—	Top Arm, Down Home Signal, Main line Departure ... ..	Two	...	2	...
	Bottom Arm, Up Siding Signal from North to South end of Engine Road up to No. 79 Post ... ..	Three	...	3	...
	Top Left-hand Disc, from Engine Road to High Level Coal Stage ... ..	Five	2	3	...
	Or to Low Level Coal Stage ... ..	Four	2	2	...
	Bottom Left-hand Disc, from Engine Road to Nos. 1 or 2 Sidings ("G" or "H") ... ..	}	Shunter to inform Signalman road required.		
	Right-hand Disc, from Main line Departure to Nos. 1 or 2 Sidings ("G" or "H") ... ..				
NOTE.—A Ground Disc is attached to the Points leading to the High and Low Level Coal Stage Roads. Drivers and Shunters must see that this Disc is showing properly for the road required. A White Light for High Level, and a Red for Low Level Coal Stage.					
No. 82—Disc on Post. Up Home Signal from High Level Coal Stage to Engine Road up to No. 81 Post ... ..	Two	...	2	...	
No. 88—One Arm. Down Home Signal Viaduct line to No. 93 Post ... ..	Four	2	1	1	
No. 89—Three Discs on Post. Siding Signals:—					
	Left-hand Disc, from Transfer Loop up to No. 93 Post ... ..	Six	2	1	3
	Top Right-hand Disc, from Shipping Sidings up to No. 93 Post ... ..	Five	2	1	2
	Bottom Right-hand Disc, from Shipping Sidings to N.E. Arrival up to No. 93 Post ... ..	Five	2	2	1
No. 90—Two Arms. Down Home Signals:—	Top Arm, from Carriage Sidings up to No. 93 Post ... ..	Five	...	3	2
	Bottom Arm, from Passenger Yard up to No. 93 Post ... ..	Two	1	1	...
No. 91—One Disc on Post. Down Home Signal from East Yard up to No. 92 Post ... ..	Four	3	1	...	
Note for Disc Signal on No. 91 Post.—When a Driver is on No. 7 or No. 8 Roads he must, on receiving this signal, also see that the Disc attached to the Points of the road he is on is indicating properly.					
No. 92—Nine Arm Bracket. Six Up Directing Signals, three Down Home Signals, and three Discs underneath:—					
UP SIGNALS.	Top Left-hand Arm, from N.E. Arrival to East Yard ... ..	Three	2	1	...
	Middle Left-hand Arm, from N.E. Arrival to No. 1 Road, West Yard ... ..	One	1	...	...
	Or to No. 2 Road, West Yard ... ..	Two	2	...	...
	Bottom Left-hand Arm, from N.E. Arrival to No. 3 Road, West Yard ... ..	Three	3	...	...
	Top Centre Arm, from N.E. Arrival to No. 4 Road, West Yard ... ..	Four	4	...	...
	Middle Centre Arm, from N.E. Arrival to No. 5 Road, West Yard ... ..	Five	5	...	...
	Bottom Centre Arm, from N.E. Arrival to Lower Level Arrival up to No. 76 Post ... ..	Four	1	2	1

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
DUDLEY STREET SIGNAL BOX.—CONTINUED.					
No. 92—Continued.					
DOWN SIGNALS.	Top Arm, from No. 2 Road, West Yard, to Engine Shed ... Or to Nos. 1 or 2 Sidings ("G" or "H") ...	Five	1	4	...
	Middle Left-hand Arm, from No. 2 Road, West Yard, to Main line Departure ...	Two	...	2	...
	Bottom Left-hand Arm, from No. 2 Road, West Yard, to N.E. Departure ...	Two	2	...	...
DISCS.	Top Disc, from East Yard to Engine Shed ... Or to Nos. 1 or 2 Sidings ("G" or "H") ...	Five	...	2	3
	Centre Disc, from East Yard to Main line Departure ...	Three	...	2	1
	Bottom Disc, from East Yard to N.E. Departure ...	Three	2	1	...
No. 93—Six Arm Bracket. Three Up and three Down Signals, and two Discs :—					
DOWN SIGNALS.	Top Arm, from Viaduct and Passenger Yard Junction to Engine Shed ...	Two	1	1	...
	Or to No. 1 Siding ("G" ...)	Three	1	2	...
	Or to No. 2 Siding ("H" ...)	Four	1	3	...
	Centre Arm, from Viaduct and Passenger Yard Junction to Main line Departure ...	One	...	1	...
	Bottom Arm, from Viaduct and Passenger Yard Junction to N.E. Departure ...	Five	1	4	...
	Disc, from Viaduct and Passenger Yard Junction to N.E. Arrival ...	Two	2	...	...
UP SIGNALS.	Left-hand Arm, Up Home Signal, Williamstown Passenger line, worked from Franklin-street Box ...	...	...	...	...
	Top Centre Arm, Directing Signal from Viaduct and Passenger Yard Junction to Passenger Yard ...	Four	...	3	1
	Or to Carriage Sidings ...	Five	...	3	2
	Bottom Centre Arm, Directing Signal from Viaduct and Passenger Yard Junction to Viaduct line ...	Four	2	1	1
	Disc, from Viaduct and Passenger Yard Junction to Shipping Sidings ...	Five	2	1	2
Or to Transfer loop ...	Six	2	1	3	
No. 54—One Down Signal, three Up Directing Signals, and one Disc :—					
DOWN SIGNAL.	Top Arm, Down Starting Signal, Williamstown Passenger line, worked from Franklin-street Box ...	...	...	...	...
UP SIGNALS.	Second Arm, from N.E. Goods Arrival to Passenger Yard ...	One	1	...	...
	Third Arm, from N.E. Arrival to Viaduct line or Carriage Sidings up to No. 93 Post ...	Two	2	...	...
	Bottom Arm, from N.E. Arrival to Goods Yard up to No. 92 Post ...	Three	3	...	...
	Disc, set back from N.E. Departure to Road required. Shunter to arrange with Signalman ...	...	...	...	...

Short.  
Long.

Description.	Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.			
				Long.	Short.	Long.	
DUDLEY STREET SIGNAL BOX—CONTINUED.							
No. 94—Three Up Home Signals, one Down Distant, and one Disc:—							
4 ... form Sig- required.	UP SIGNALS	Top Arm, from Main line Arrival to Viaduct and Passenger Yard Junction up to No. 93 Post ...	One	...	1	...	
		Centre Arm, from Main line Arrival to N.E. Arrival up to No. 92 Post ...	Two	...	2	...	
		Bottom Arm, from Main line Arrival straight up to No. 80 Post ...	Three	...	3	...	
		Disc, set back from Main line Departure to Road required. Shunter to inform Signalman ...	...	...	...	...	
		DOWN—Distant Signal for N.E. Departure to N. Melbourne Junction ...	...	...	...	...	
No. 95—Three Discs on Post. Up Signals:—							
2 ... form Sig- required.	UP SIGNALS	Top Disc, from Engine Shed to Viaduct and Passenger Yard Junction up to No. 93 Post ...	Two	1	1	...	
		Centre Disc, from Engine Shed to N.E. Arrival up to No. 92 Post ...	Five	1	4	...	
		Or to Main line Arrival up to No. 80 Post ...	Five	...	4	1	
		Bottom Disc, from Engine Shed to Engine Road up to No. 81 Post ...	Three	1	2	...	
No. 96—One Arm. Down Distant Signal, and six Discs, Up Signals:—							
Arm, Distant Signal from Main line Departure to North Melbourne Junction ...							
1 ... 2 ... 3 ... 1 ... 4 ...	DISCS—UP SIGNALS.	Top Left hand Disc, from No. 1 Siding ("G") to Viaduct and Passenger Yard Junction up to No. 93 Post ...	Six	1	5	...	
		Middle Left-hand Disc, from No. 1 Siding ("G") to N.E. Arrival up to No. 92 Post ...	} Shunter to inform Signalman road required.				
		Or to Main Line Arrival up to No. 80 Post ...					
		Bottom Left-hand Disc, from No. 1 Siding ("G") to Engine Road up to No. 81 Post ...	Five	2	3	...	
		Top Right-hand Disc, from No. 2 Siding ("H") to Viaduct and Passenger Yard Junction up to No. 93 Post ...	} Shunter to inform Signalman road required.				
		Middle Right-hand Disc, from No. 2 Siding ("H") to N.E. Arrival up to No. 92 Post ...					
Or to Main Line Arrival up to No. 80 Post ...							
Bottom Right-hand Disc, from No. 2 Siding ("H") to Engine Road up to No. 81 Post ...	Six	2	4	...			
No. 97—Up Distant Signal, from Dudley-street for Main line Goods Arrival ...							
No. 98—Up Distant Signal, from Dudley-street for N.E. Goods Arrival ...							
No. 99—Independent Ground Disc, fixed between Nos. 2 and 3 Roads, West Yard. Down Home Signal from No. 2 Road (N.E. Departure) up to No. 92 Post ...							
2 ... 3 ...			Two	2	...	...	
No. 100—Independent Ground Disc:—							
Down Home Signal, from East Yard to No. 2 Road (N.E. Departure) up to No. 92 Post ...							
			Six	3	3	...	
NORTH MELBOURNE JUNCTION BOX.							
No. 1—Three Arm Bracket. Fixed on Down side of Goods lines:—							
... ... ...	UP SIGNALS	The Left-hand Arm, Home Signal from Goods Yard towards Footscray ...	Three	3	...	...	
		The Centre Arm, Junction Signal from Goods Yard to Essendon line ...	Four	4	...	...	
		The Right-hand Arm, Junction Signal from Goods Yard to Coburg line ...	Three	...	2	...	

Semaphore Post.	PARTICULARS.	No. of Whistles	Description.		
			Long.	Short.	Long.
NORTH MELBOURNE JUNCTION BOX—CONTINUED.					
No. 2—	Down Home Signal (West lines) ... ..	One	1	...	...
No. 3—	Two Arm Bracket. Junction Signals:—				
	The Left-hand Arm, from Centre lines to Footscray ...	Two	2	...	...
	The Right-hand Arm, from Centre lines to Essendon ...	Two	1	1	...
No. 4—	Three Arm Bracket. Junction Signals, fixed over Ramp at Down end of North Melbourne Station:—				
	The Left-hand Arm, from East lines to Centre line ...	Two	2	...	...
	The Centre Arm, from East lines to Essendon line ...	Two	1	1	...
	The Right-hand Arm, from East lines to Coburg line ...	Three	1	2	...
No. 5—	Two Arm Bracket. Junction Signals:—				
	Left-hand Arm, from Williamstown line to West lines ...	One	1	...	...
	Right-hand Arm, from Williamstown line to Goods Yard ...	Three	3	...	...
No. 6—	Five Arm Bracket. Up Junction Signals:—				
	Left-hand Arm, from Essendon to East lines ...	Two	1	1	...
	Second Left-hand Arm, from Essendon to Centre lines ...	Three	2	1	...
	Third Left-hand Arm, from Essendon to Goods lines ...	Three	...	2	1
	Fourth Left-hand Arm, from Centre lines to East lines ...	Two	2	...	...
	Right-hand Arm, straight up Centre lines ...	Three	2	1	...
No. 7—	Two Arm Bracket. Junction Signals:—				
	The Left-hand Arm, from Coburg to East lines ...	Three	1	2	...
	The Right-hand Arm, from Coburg to Goods Yard ...	Three	2	1	...
No. 8—	Home Signal from Arden-street Sidings to Up East line	Four	...	2	2
	Or to Goods Yard ... ..	Four	...	3	1
No. 9—	Down Starting Signal Coburg lines ... ..	Three	1	2	...
No. 10—	Up Distant, from Coburg line ... ..	...	...	...	...
No. 14—	Three Arm Bracket. Down Starting Signals:—				
	The Left-hand Arm, for Left-hand Road to Footscray ...	One	1	...	...
	The Centre Arm, for Centre lines to Footscray ...	Two	2	...	...
	The Right-hand Arm, for Right-hand lines to Essendon ...	Two	1	1	...
No. 16—	Four Arm Bracket. Up Distant Signals:—				
	Left-hand Arm, from Footscray Centre lines to East lines ...	Two	2	...	...
	Second Left-hand Arm, from Footscray Centre lines to Centre lines ... ..	Three	2	1	...
	Third Left-hand Arm, from Footscray West lines to West lines ... ..	One	1	...	...
	Right-hand Arm, from Footscray West lines to Goods Yard... ..	Three	3	...	...
No. 17—	Three Arm Bracket. Up Distant Signals:—				
	Left-hand Arm, from Essendon to East lines ...	Two	1	1	...
	Centre Arm, from Essendon to Centre lines ...	Two	...	1	1
	Right-hand Arm, from Essendon to Goods lines ...	Three	...	2	1
No. 55—	Home Signal, to Platform West lines ... ..	One	1	...	...
No. 56—	Three Arm Signal:—				
	Top Arm, Down Home Signal (Centre lines) ...	Two	1	1	...
	Centre Arm, Up Starting Signal (West lines) ...	One	1	...	...
	Bottom Arm, Up Distant (West lines) to Franklin-street. Controlled by Top Arm ... ..	...	...	...	...
No. 57—	Three Arm Signal:—				
	Top Arm, Down Home Signal to East line Platform ...	Two	1	1	...
	Centre Arm, Up Starting Signal East lines ...	Two	1	1	...
	Bottom Arm, Up Distant Signal (East lines) to Franklin-street Box. Controlled by Centre Arm ... ..	...	...	...	...
No. 58—	Two Arm Signal:—				
	Top Arm, Up Starting Signal Centre lines ...	Two	2	...	...
	Bottom Arm, Up Distant Signal (Centre lines) to Franklin-street Box. Controlled by Top Arm ... ..	...	...	...	...

NOTE.—There are Safety Catch Points, on North side of Bridge in each of the Up and Down Goods lines, also Catch Points for Outwards traffic in Siding leading from Arden-street to Up Coburg line.

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
SOUTH KENSINGTON JUNCTION BOX.					
DOWN SIGNALS.					
	No. 15—Two Arms. Down Distant Signals:—				
	Top Arm, for Williamstown line	Two	2	...	...
	Bottom Arm, for Centre line	One	1	...	...
	No. 19—Two Arm Bracket. Down Home Signal:—				
	Left-hand Arm, for Williamstown line	Two	2	...	...
	Right-hand Arm, for Centre line	One	1	...	...
	No. 24—Down Starting Signal	One	1	...	...
	No. 20—One Disc on Post. From New Zealand Siding to Main line	Two	...	2	...
	No. 21—One Disc. From Bell's Siding to Main line	Three	...	3	...
UP SIGNALS.					
	No. 25—Distant Signal	...	...	...	...
	No. 23—Up Home Signal	One	1	...	...
	No. 22—Two Arm Bracket. Junction Signals:—				
	Left-hand Arm, from Footscray to Centre line	Two	2	...	...
	Right-hand Arm, from Footscray to Williamstown line	One	1	...	...
	No. 18—Two Arms. Advance Starting Signals:—				
	Left-hand Arm, for trains on Centre lines	Two	2	...	...
	Right-hand Arm, for trains on Williamstown line	One	1	...	...
	NOTE.—There are Catch Points for Outwards traffic near No. 20 Post in both Roads leading from New Zealand Loan Company's Siding to Down Main line.				





PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Williamstown Station.</b>				
Up and Down Passenger line ... ..	One	1	...	...
Goods line ... ..	Two	2	...	...
Siding " A " or " B " to Main line ... ..	Three	1	2	...
To or from Goods Arrival to Pier Passenger road ... ..	Three	3	...	...
" " Goods Yard ... ..	Two	2	...	...
" " Prell's Siding ... ..	Four	...	4	...
" Goods line to Goods Departure road ... ..	Three	...	3	...
NOTE.—There are Catch Points in Goods Departure road and " A " and " B " Sidings for Outward traffic.				

<b>Williamstown Pier.</b>				
Up and Down Passenger line ... ..	One	1	...	...
To and from Goods line and New Pier ... ..	Three	1	2	...
Passenger line and New Pier ... ..	Two	1	1	...
To or from Coal Stage and Goods line ... ..	Two	...	2	...
To or from Platform and Goods line ... ..	Three	...	3	...
NOTE.—There are Catch Points, with Point Indicators attached, in Old Store Siding for Outward traffic.				

<b>Macaulay Road.</b>				
Main line, Up and Down ... ..	One	1	1	...
To and from Up and Down line ... ..	Two	1	1	...
" " Sidings and Main line ... ..	Three	1	2	...
NOTE.—There are Catch Points in Sidings for Outward Traffic.				

<b>Royal Park (Junction).</b>				
To and from Coburg Line ... ..	One	1	...	...
	Two	2	...	...

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
Page 237.— <b>South Brunswick.</b> —(Amend.)					
	Main Line Up and Down ... ..	One	1	...	...
	To and from Siding " A " and Up Line ... ..	Two	...	2	...
	" " " B " " " " ... ..	Three	...	3	...
	" " " A " " Brick Siding ... ..	Three	1	2	...
	" " " A " " " " " ... ..	Two	1	1	...
NOTE.—There are Catch Points Up end of " A " Siding.					
Page 238.— <b>Moreland.</b> —Amend footnote as follows :—					
NOTE.—There are Catch Points Down end of Sidings " A," " B," and " C"; also Up end of Siding " A."					
Page 241.— <b>Daylesford.</b> —(Insert.)					
	To and from Woodend ... ..	One	1	...	...
	" Ballarat ... ..	Two	2	...	...
	" Woodend and Siding " B " ... ..	Two	1	1	...
	" Ballarat " " ... ..	Three	2	1	...



S, AI

tion.

Long.

...

...

ators

...

763 3071

...

...

...

...

...

...

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Williamstown Station.</b>				
Up and Down Passenger line	One	1	...	...
Goods line	Two	2	...	...
Siding "A" or "B" to Main line	Three	1	2	...
To or from Goods Arrival to Pier Passenger road	Three	3	...	...
"    "    "    Goods Yard	Two	2	...	...
"    Prell's Siding	Four	...	4	...
"    Goods line to Goods Departure road	Three	...	3	...
NOTE.—There are Catch Points in Goods Departure road and "A" and "B" Sidings for Outward traffic.				
<b>Williamstown Pier.</b>				
Up and Down Passenger line	One	1	...	...
To and from Goods line and New Pier	Three	1	2	...
Passenger line and New Pier	Two	1	1	...
To or from Coal Stage and Goods line	Two	...	2	...
To or from Platform and Goods line	Three	...	3	...
NOTE.—There are Catch Points, with Point Indicators attached, in Old Store Siding for Outward traffic.				
<b>Macaulay Road.</b>				
Main line, Up and Down	One	1	...	...
To and from Up and Down line	Two	1	1	...
"    Sidings and Main line	Three	1	2	...
NOTE.—There are Catch Points in Sidings for Outward Traffic.				
<b>Royal Park (Junction).</b>				
To and from Coburg Line	One	1	...	...
"    Fitzroy	Two	2	...	...
"    Up and Down lines	Two	1	1	...
<b>North Fitzroy "A" Box.</b>				
Main line Up and Down	One	1	...	...
To and from Up and Down line	Two	1	1	...
<b>North Fitzroy "B" Box.</b>				
Main line Up and Down	One	1	...	...
To and from Up and Down line	Three	...	3	...
"    "A" Siding	Two	1	1	...
"    "B" Siding	Three	1	2	...
NOTE.—There are Catch Points in "A" and "B" Sidings, with Point Indicators attached for Outward traffic.				
<b>North Fitzroy "C" Box.</b>				
To and from Main line and Preston line	Three	3	...	...
"    "    Clifton Hill	One	1	...	...
"    "    Fitzroy	Two	2	...	...
"    No. 1 "A" and Preston line	Three	1	1	1
"    No. 1 "A" and Clifton Hill line	Two	...	2	...
"    No. 2 "B" "    "	Two	...	1	1
"    No. 2 "B" and Preston line	Three	...	1	2
NOTE.—There are Catch Points in "A" and "B" Sidings for Outward traffic.				
<b>Clifton Hill.</b>				
To and from No. 1 and Fitzroy line	One	1	...	...
"    No. 2 "    "	Two	1	1	...
"    "    and Heidelberg line	Three	1	2	...
"    No. 1 "    "	Two	2	...	...
"    No. 3 Siding	Three	...	3	...
"    Collingwood	One	1	...	...
<b>South Brunswick.</b>				
Main Line, Up or Down	One	1	...	...
To and from No. 1 Siding and Main line	Two	...	2	...
"    No. 2 "    "	Three	...	3	...
"    No. 1 "    and Brick Siding	Three	1	2	...
"    No. 1 "    "	Two	1	1	...
"    Up and Down line	Two	2	...	...
NOTE.—There are Catch Points Up end of No. 2 Siding.				

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Brunswick.</b>				
Main line, Up or Down ...	One	1	...	...
To and from Up and Down line ...	Two	2	...	...
"    No. 1 Siding ...	Two	1	1	...
"    No. 2    "    ...	Three	1	2	...

**Moreland.**

Main line Up and Down ...	One	1	...	...
To and from Up and Down line ...	Two	2	...	...
"    Siding "A" ...	Two	...	2	...
"    "    "B" ...	Three	...	3	...
"    "    "C" ...	Four	...	4	...

NOTE.—There are Catch Points in "A" "B" and "C" Sidings for Outward traffic.

**Coburg.**

To and from No. 1 Road ...	One	1	...	...
"    No. 2    "    ...	Two	1	1	...
"    No. 3    "    ...	Three	1	2	...
"    No. 4    "    ...	Three	...	3	...

NOTE.—There are Catch Points in 3 and 4 Sidings with Point Indicators attached for Outward traffic.

**Footscray West.**

Main line Up and Down ...	One	1	...	...
To or from No. 1 or No. 2 ...	Two	1	1	...
"    Up and Down Main line ...	Three	1	2	...

**Braybrook Junction.**

To or from Bendigo line ...	One	1	...	...
"    Bacchus Marsh ...	Two	2	...	...
"    Siding "A" or Newport line ...	Three	3	...	...
"    "    "B" ...	Two	1	1	...
"    "    "C" ...	Three	1	2	...
"    Up and Down line ...	Two	...	1	1

NOTE.—There are Catch Points in Siding "B" for Outward traffic.

**Woodend.**

Main Up and Down line ...	One	1	...	...
To and from Main Up and Down line through No. 1 Crossover ...	Two	1	1	...
"    "    "    No. 2    "    "	Three	1	2	...
"    "    "    No. 3    "    "	Four	1	3	...
"    Back Platform, Down line ...	Two	2	...	...
"    "    and No. 2 Siding ...	Four	3	1	...
"    Siding "A" and Down line ...	Four	2	2	...
"    "    "A" and No. 1 Siding ...	Five	2	3	...
"    "    "C" and Up line ...	One	...	1	...
"    "    "C" and Carriage Dock ...	Two	...	1	1
"    "    "D" and Up line ...	Three	...	1	2
"    "    "D" and Goods Shed ...	Four	...	1	3
"    No. 2 to Siding "B" ...	Three	...	2	1
"    No. 2 to Main Down line ...	Four	...	2	2
"    No. 3 and Loco. Sidings to Siding "B" ...	Two	...	2	...
"    No. 3 and Loco. Sidings to Down line ...	Three	...	3	...
"    No. 1 Siding and Down line ...	Four	...	4	...
"    No. 1 Siding and Siding "B" ...	Five	...	5	...

NOTE.—There are Catch Points with Ground Discs attached in Nos. 1, 2, and "A" Sidings; t here are also Ground Discs attached to Points of Nos. 2 and 3 Crossover Roads, and Crossover Road from Up line to Siding "C."

PARTICULARS.	No. of Whistles.			Description.		
	Long.	Short.	Long.	Long.	Short.	Long.
<b>Kyneton.</b>						
Main line, Up and Down ... ..	One	1	...	...	...	...
To and from No. 1 Road ... ..	Two	2	...	...	...	...
" No. 2 " ... ..	Two	1	1	...	...	...
" No. 3 " ... ..	Three	2	1	...	...	...
" Siding "C" ... ..	Three	1	2	...	...	...
" " "B" ... ..	Two	...	2	...	...	...
" " "A" and Down line ... ..	Four	2	2	...	...	...
" " "A" and Up line ... ..	Five	2	3	...	...	...
" Goods Shed Road ... ..	Three	...	3	...	...	...
" Carriage Dock ... ..	Four	...	4	...	...	...
" Up and Down line ... ..	Five	...	5	...	...	...
<b>Carlsruhe.</b>						
To or from Bendigo ... ..	One	1	...	...	...	...
" Daylesford ... ..	Two	2	...	...	...	...
<b>Castlemaine, Box "A"</b>						
To or from Main line ... ..	One	1	...	...	...	...
" Maldon line ... ..	Two	2	...	...	...	...
" Maldon platform and Main Up line ... ..	Three	3	...	...	...	...
" Up and Down line, at either end of Platform ... ..	Four	...	4	...	...	...
" Main Up line and Carriage Siding ... ..	Two	...	2	...	...	...
" Maldon Platform and Down Main line ... ..	Five	1	4	...	...	...
" " " No. 1 Siding ... ..	Four	1	3	...	...	...
" " " No. 2 " ... ..	Three	1	2	...	...	...
" " " No. 3 " ... ..	Two	1	1	...	...	...
" Main Up line and Goods Siding ... ..	Two	...	1	1	...	...
" Down Main line and Carriage Dock ... ..	Three	...	2	1	...	...
" No. 1 Siding and Carriage Dock ... ..	Four	...	3	1	...	...
<b>Castlemaine, Box "B."</b>						
To or from Main line ... ..	One	1	...	...	...	...
" Engine Shed Siding and Main Down line ... ..	Two	2	...	...	...	...
" Goods Siding and Main Down line ... ..	Three	3	...	...	...	...
" " Thompson's Siding ... ..	Three	...	2	1	...	...
" Up and Down line ... ..	Four	...	4	...	...	...
<b>Bendigo, "A" Box.</b>						
To and from Main Passenger line ... ..	One	1	...	...	...	...
" Goods Arrival and Down line ... ..	Two	2	...	...	...	...
" " Up " ... ..	Four	2	2	...	...	...
" " Departure and Up line ... ..	Three	3	...	...	...	...
" Loco. Siding, No. 1, and Up Line ... ..	Three	1	2	...	...	...
" " No. 2, " ... ..	Two	1	1	...	...	...
" " No. 3, " ... ..	Four	1	3	...	...	...
" " No. 1, and Turn Table ... ..	Two	...	1	1	...	...
" " No. 2, " ... ..	Three	...	1	2	...	...
" " No. 3, " ... ..	Four	...	1	3	...	...
NOTE.—There are Catch Points in Goods Arrival road, with Point Indicators attached also in Goods Departure Road for Outward traffic.						
<b>Code of Electric Bells between "A" and "B" Boxes, Bendigo.</b>						
				No. of Rings.		
Telephone Call ... ..	...	...	...	One	1	...
Passenger trains ... ..	...	...	...	Two	...	2
Goods " ... ..	...	...	...	Two	2	...
Pilot ... ..	...	...	...	Five	...	5
Engine ... ..	...	...	...	Four	4	...
Ballast train ... ..	...	...	...	Four	...	4
	(In addition give the road)					
Loco. Siding ... ..	...	...	...	Two	1	1
Main line ... ..	...	...	...	Three	1	2
Goods " ... ..	...	...	...	Four	1	3

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Bendigo, "B" Box. No. of Whistles.</b>				
To and from Main Arrival and No. 1 ...	One	1	...	...
" " " No. 2 ...	Two	2	...	...
" " " No. 3 ...	Three	3	...	...
" " " No. 4 ...	Four	4	...	...
" " Main Departure and No. 1 ...	Two	1	1	...
" " " No. 2 ...	Three	1	2	...
" " " No. 3 ...	Four	1	3	...
" " " No. 4 ...	Five	1	4	...
" " " No. 5 ...	Three	2	1	...
" " Goods Road (A) to Main Arrival ...	Four	2	2	...
" " " (B) " ...	Five	2	3	...
" " " " " ...	Five	...	1	4
From Dock to Goods Road "A" ...	Four	...	2	2
" No. 2 Road to Goods Road "A" ...	Five	...	2	3
" No. 3 " " " "A" ...	Six	...	2	4
" No. 2 " " " "B" ...	Four	...	3	1
" No. 3 " " " "B" ...	Two	...	1	1
To and from Loco. Siding and Up Main line ...	Three	...	1	2
" " " No. 4 Road (through loop) ...	Four	...	4	...
" " " No. 3 " " ...	Five	...	5	...
" " " No. 2 " " ...	Four	...	1	8
" " " No. 5 " " ...	Three	1	1	1
" " " No. 6 or 7 Road ...	Six	...	6	...
" " No. 1 and 2 Roads, through Crossover at Platform ...	Six	...	6	...

NOTE.—There are Catch Points in Siding "B" for Outward traffic; also for Inward traffic in Loop Line.

**Electric Bells.—"B" Box.**

SIGNAL CODE OF BELLS TO BE GIVEN BY SHUNTERS.				
From "A" Road to No. 1 Road ...	One	...	1	...
" " " " " No. 2 ...	Two	...	2	...
" " " " " No. 3 ...	Three	...	3	...
" " " " " No. 1 " " ...	Two	...	1	...
" " " " " No. 2 " " ...	Three	...	2	1
" " " " " No. 3 " " ...	Four	...	3	1
" " " " " No. 3 " " ...	Five	...	5	...
" " Siding "A" to Carriage Dock ...	Seven	...	7	...
To cancel previous Signal ...	...	...	...	...

**Bendigo "C" Box. No. of Whistles.**

To and from Up line and No. 1 Road ...	One	1	...	...
" " " " " No. 2 " " ...	Two	2	...	...
" " " " " No. 3 " " ...	Three	3	...	...
" " " " " No. 4 " " ...	Four	4	...	...
" " " " " No. 1 " " ...	Two	1	1	...
" " " " " No. 2 " " ...	Three	1	2	...
" " " " " No. 3 " " ...	Four	1	3	...
" " " " " No. 4 " " ...	Five	1	4	...

**Code of Electric Bells between "B" and "C" Boxes, Bendigo.**

No. of Rings.				
To and from Main line and No. 1 Road ...	One	1	...	...
" " " " " No. 2 " " ...	Two	2	...	...
" " " " " No. 3 " " ...	Three	3	...	...
" " " " " No. 4 " " ...	Four	4	...	...
To cancel previous Signal ...	Seven	...	7	...

**Bendigo "D" Box (Cattle Yards.) No. of Whistles.**

To or from Bendigo and Echuca ...	One	1	...	...
" " " " " Inglewood ...	Two	2	...	...
" " " " " Heathcote ...	Three	3	...	...
" " " " " Cattle Yards ...	Four	1	3	...
" " " " " " " " " ...	Two	1	1	...
From Siding to Down Main Line ...	Three	1	2	...
" " " " " Up Main Line ...	...	...	...	...

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Echuca.</b>				
To or from Bendigo line ...	One	1	...	...
" Toolamba line ...	Two	2	...	...
Up Denilquin trains ...	Three	3	...	...
Down " (for Bridge) ...	Four	4	...	...
To or from Wharf ...	Three	2	1	...
" Saw Mills Sidings ...	Four	2	2	...
" Live Stock Siding ...	Three	...	3	...

### Eaglehawk.

From Bendigo to No. 1 Road ...	One	1	...	...
" " No. 2 " ...	Two	2	...	...
To and from No. 1 and Wycheproof ...	Two	1	1	...
" " No. 2 and Wycheproof ...	Three	1	2	...
" " No. 1 and Swan Hill ...	Three	2	1	...
" " No. 2 " ...	Four	2	2	...

### Inglewood.

To and from Dunolly to No. 2 Road ...	Four	2	2	...
" " No. 1 " ...	Three	2	1	...
" " Bendigo and No. 2 Road ...	Three	1	2	...
" " No. 1 " ...	Two	1	1	...
Korong Vale and No. 1 Road ...	One	1	...	...
" " No. 2 " ...	Two	2	...	...
To and from Engine Shed and No. 1 ...	Two	...	1	1

### North Creswick Station.

To or from Ballarat and Maryborough, through Loop line ...	Two	2	...	...
" " " " Main " ...	One	1	...	...
" Ballarat and Daylesford ...	Three	3	...	...
" Loop line and Siding ...	One	...	1	...

### Maryborough "A" Box.

To and from Avoca through "A" to No. 1 Road ...	Two	2	...	...
" " " " "B" " ...	Three	...	2	1
" " " " "C" to Goods Yard ...	Four	2	2	...
" Ballarat through "A" to No. 1 Road ...	Three	3	...	...
" " " " "B" " ...	One	1	...	...
" " " " "C" to Gas Yard ...	Two	...	2	...
From Back Platform to "A" ...	Four	...	4	...
To and from Back Platform and Flour Mill Siding ...	Two	1	1	...
From Goods Yard to "B" ...	Three	1	1	1
To and from Siding "D" and Gas Yard ...	Three	...	3	...
" Avoca and Ballarat through "B" to No. 2 Road ...	Three	1	2	...

NOTE.—There are Catch Points with Point Indicator attached in Flour Mill Siding.

### Code of Electric Bell Signals between "A" and "B" Boxes, Maryborough.

	No. of Rings.		
Castlemaine Passenger ...	Three	3	...
" Goods ...	Three	3	...
Dunolly Passenger ...	Two	...	2
" Goods ...	Two	2	...
Ballarat Passenger ...	Two	1	1
" Goods ...	Two	...	1
Avoca (All) ...	Four	2	2
Ballast " ...	Four	...	2-2
Light Engine ...	Four	4	...
Pilot Engine ...	Five	...	5
Cancel Previous Signal ...	Seven	...	7
Speak on Telephone ...	One	1	...

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Maryborough "B" Box.</b>				
To and from Gasworks Siding and "G" ...	Four	2	2	
" Dunolly and Back Platform Road ...	Five	5		
" " through "G" to No. 1 Road ...	Two	2		
" " " " "H" to No. 1 " ...	Three	2	1	
" " "H" and No. 3 Road ...	Two	2		
" " "H" and No. 4 " ...	Three	3		
" " "H" and No. 5 " ...	Four	4		
" Castlemaine and No. 1 Road ...	One	1		
" " and No. 2 " ...	Two	1	1	
" Shunting Siding "F" and No. 3 Road ...	Three	2	1	
" " " " "F" and No. 4 " ...	Four	3	1	
" " " " "F" and No. 5 " ...	Five	4	1	
" Engine Shed Road to "H" ...	Two	1	1	
" " " " to "G" ...	Three	3		

NOTE.—There are Catch Points with Point Indicator attached in Gas Works Siding.

**Kensington.**

Main line up and Down ...	One	1		
To and from Up and Down line ...	Two	1	1	
" Siding and Down line ...	Three	1	2	

NOTE.—There are Catch Points in Siding for Outward traffic.

**Newmarket.**

Main line, Up and Down ...	One	1		
Racecourse line, Up and Down ...	Two	2		
To and from Up Main line and "A" ...	Two	1	1	
" " " " "B" ...	Three	1	2	

NOTE 1.—There are Catch Points in "B" for Outward traffic.

NOTE 2.—There are Catch Points in "A" with Point Indicator attached for Outward traffic.

**Newmarket Cattle Yards.**

Crossover from Up Racecourse line nearest to the Junction, Down or Up ...	Two	1	1	
Second Crossover from Junction on the Racecourse line ...	Three	1	2	
Crossover from the Down line to the Cattle Sidings, In and Out ...	Four	1	3	
From the Cattle Sidings, In and Out, to Up line ...	Five	1	4	
" " to Blind Siding ...	Three		3	

**Essendon.**

To or from Seymour ...	One	1		
From No. 2 Road (Down line) to Melbourne ...	Two		2	
" No. 3 " (Back Platform) to " ...	Three		3	
To or from No. 4 Road and Up Main line ...	Four		4	
From Sidings "A," "B," or "C" to Up Main line ...	Two	1	1	
To or from No. 3 Road and Down Main line ...	Three		2	1
" No. 3 " Dead End Siding ...	Three	1	1	1
" No. 4 " " " " " ...	Four	1	2	1
Crossover from Down to Up Main line, North End ...	Three	1	2	
" " Up to Down Main line, South " ...	Two	2		
From Up line to No. 3 Road ...	Three	2	1	

NOTE.—There are Catch Points from "A," "B" or "C" for Outward traffic.

**Glenroy.**

Main line Up and Down ...	One	1		
To or from Siding ...	Two	1	1	

NOTE.—There are Catch Points, with Point Indicator attached, in Siding for Outward traffic.

**Broadmeadows.**

Main line, Up and Down ...	One	1		
To or from Up and Down line ...	Four	1	3	
" Siding "B" and Up Main line ...	Three	1	2	
" Siding "A" and Down Main line ...	Two	1	1	

NOTE.—There are Trailing Catch Points on Down line opposite Down Distant Signal.

Up Goods trains having Trucks to detach at Newmarket ... { Driver to give 2 whistles when passing Broadmeadows for information to be sent on.



SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.

**Somerton (Junction).**

Main line, Up and Down ...	One	1	...	...
To or from Coburg and Main line ...	Two	2	...	...
" " No. 6 line ...	Two	1	1	...
" " No. 5 line ...	Three	1	2	...
" " No. 4 line ...	Four	1	3	...

NOTE.—There are Catch Points in Sidings Nos. 5 and 6 for Outward traffic.

**Craigieburn.**

Main line, Up and Down ...	One	1	...	...
To or from Up and Down line ...	Three	1	2	...
" Siding and Main line ...	Two	1	1	...
" " Dead End ...	Three	...	3	...

NOTE.—There are Point Indicators attached to Points leading from Siding, and at Up end of Crossover Road.

NOTE.

Up trains with trucks on for Somerton ... } Driver to give 2 distinct Whistles when passing Craigieburn for information to be sent on.

**Donnybrook.**

To or from Up and Down line ...	Three	1	2	...
" Siding and Main line ...	Two	1	1	...
" " Dead End ...	Three	...	3	...
Main line, Up and Down ...	One	1	...	...

**Beveridge.**

Main line, Up and Down ...	One	1	...	...
To or from Up and Down line ...	Three	1	2	...
" Siding and Main line ...	Two	1	1	...
" " Dead End ...	Three	...	3	...

**Wallan.**

Main line, Up and Down ...	One	1	...	...
To or from Up and Down Main line ...	Three	1	2	...
" Loco. Roads and Main line ...	Two	1	1	...
" " Dead End ...	Two	...	1	1
" Main line and Goods Sidings ...	Four	1	3	...
" Goods Sidings and Dead End ...	Three	...	3	...
" Main line and Shed road ...	Two	...	2	...

NOTE.—There are Catch Points at Up end of Goods Sidings, also in Dock Road, for Outward traffic.

**Kilmore Junction.**

Main line, Up and Down ...	One	1	...	...
To or from Kilmore ...	Two	2	...	...

**Wandong.**

Main line, Up and Down ...	One	1	...	...
To or from Up and Down Main line ...	Three	1	2	...
" "A" Siding ...	Two	1	1	...
" "B" " ...	Four	1	3	...
" "C" " ...	Three	...	3	...

NOTE.—There are Catch Points in "A," "B" and "C" Sidings for Outward traffic.

**Kilmore East.**

Main line, Up and Down ...	One	1	...	...
To or from Up and Down Main line ...	Three	1	2	...
" Goods Sidings ...	Two	1	1	...
" Cattle " ...	Three	...	3	...

NOTE.—There are Catch Points at Up end of Goods Sidings for Outward traffic.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Broadford.</b>				
Main line, Up and Down ... ..	One	1	...	...
To or from Up and Down line ... ..	Three	1	2	...
" Goods Siding ... ..	Two	1	1	...
" " and Dead End ... ..	Four	1	3	...
" Carriage Dock... ..	Three	...	3	...
" Lloyd's Siding... ..	Two	...	2	...
NOTE.—There are Catch Points Up End of Goods Siding for Outward traffic.				
NOTE.				
Down trains with trucks on for Tallarook ... ..	}	Driver to give 2 distinct Whistles when passing Broadford for information to be sent on.		
<b>Tallarook (Junction).</b>				
Main line Up and Down ... ..	One	1	...	...
To and from Main Lines, Up and Down, through Crossovers ... ..	Two	...	1	1
" Sheep Dock ... ..	Three	...	3	...
" No. 1 and Main Line both ends ... ..	Three	...	2	1
" No. 2 " " ... ..	Four	...	4	...
" No. 3 " " ... ..	Three	1	2	...
" No. 3 and Branch line ... ..	Four	2	2	...
" No. 2 " " ... ..	Two	1	1	...
" No. 1 " " ... ..	Two	2	...	...
" Loco. Siding ... ..	Three	...	3	...
<b>Seymour "A" Box (Goulburn Bridge).</b>				
Main line, Up and Down <sup>1</sup> ... ..	One	1	...	...
<b>Seymour "B" Box.</b>				
To or from East Platform and Main line ... ..	Three	2	1	...
" Engine Road " ... ..	Four	2	2	...
" Carriage Dock " ... ..	Five	2	3	...
" No. 1 Road " ... ..	One	1	...	...
" No. 2 " " ... ..	Two	2	...	...
" No. 3 " " ... ..	Three	3	...	...
" No. 4 " " ... ..	Four	4	...	...
" No. 5 " " ... ..	Five	5	...	...
" No. 1 " and No. 2 Road ... ..	Two	...	2	...
" No. 2 " and Dead End Siding ... ..	Three	...	3	...
" No. 3 " " " ... ..	Two	1	1	...
" No. 4 " " " ... ..	Three	1	2	...
" No. 5 " " " ... ..	Four	1	3	...
NOTE 1.—There are Catch Points in Engine road.				
NOTE 2.—There are Catch Points in Carriage Dock, with Point Indicators attached.				
<b>Seymour "C" Box.</b>				
To or from Main line and East Platform ... ..	Three	2	1	...
" " " No. 1 Road ... ..	One	1	...	...
" " " No. 2 " ... ..	Two	2	...	...
" " " No. 3 " ... ..	Three	3	...	...
" " " No. 4 " ... ..	Four	4	...	...
" " " No. 5 " ... ..	Five	5	...	...
" " " No. 6 " ... ..	Two	1	1	...
" " " No. 7 " ... ..	Three	1	2	...
" " " No. 8 " ... ..	Four	1	3	...
" " " No. 9 " ... ..	Six	6	...	...
" " " Dead End Siding ... ..	Three	1	2	...
" Engine Shed and No. 1 Road ... ..	Two	...	1	1
" " " No. 2 " ... ..	Three	...	1	2
" " " No. 3 " ... ..	Four	...	1	3
" " " No. 4 " ... ..	Five	...	1	4
" " " Engine Road ... ..	Two	...	2	...
" " " East Platform ... ..	Three	...	3	...
" "B" and Engine Road ... ..	Two	1	1	...
NOTE.—There are Catch Points in No. 5; also in road leading from No. 6 to No. 9, Goods Siding.				

SIGNAL WHISTLES to be given by Drivers of Engines, &amp;c.—continued.

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Code of Electric Bells for "B" and "C" Boxes, Seymour.</b>				
To or from No. 1 Road ...	Two	...	2	...
" No. 2 " ...	Three	...	3	...
" No. 3 " ...	Four	...	4	...
" No. 4 " ...	Five	...	5	...
" No. 5 " ...	Six	...	6	...
" East Platform ...	Four	2	2	1
" Engine Road... ..	Three	2	2	1
<b>Mangalore Junction.</b>				
To or from Seymour and Wodonga ...	One	1	...	...
" " Shepparton... ..	Two	2	...	...
" No. 1 Road and Siding "C" ...	One	...	1	...
" No. 2 Siding ...	Two	...	2	...
" No. 3 " ...	Three	...	3	...
" No. 4 " ...	Four	...	4	...
" Carriage Dock... ..	Two	1	1	...
NOTE.—There are Catch Points in Nos. 3 and 4 and "C" Sidings.				
<b>Avenel.</b>				
To and from No. 1 Road ...	One	1	...	...
" No. 2 " ...	Two	2	...	...
" No. 3 " ...	Two	1	1	...
" No. 4 " ...	Three	1	2	...
" Dead Ends ...	Two	...	2	...
<b>Longwood.</b>				
To and from No. 1 Road ...	One	1	...	...
" No. 2 " ...	Two	2	...	...
" No. 3 " ...	Two	1	1	...
NOTE 1.—There are Catch Points both ends of No. 3 Road for Outward traffic, with Indicators attached.				
NOTE 2.—The Points leading from No. 3 to No. 4 are not interlocked.				
<b>Euroa.</b>				
To and from No. 1 Road ...	One	1	...	...
" No. 2 " ...	Two	2	...	...
" No. 3 " ...	Two	1	1	...
" No. 4 " ...	Three	1	2	...
" No. 5 " ...	Three	...	3	...
NOTE.—There are Catch Points for Outward traffic, with Indicators attached, on Nos 3, 4, and 5 Roads Up end.				
<b>Violet Town.</b>				
To and from No. 1 Road ...	One	1	...	...
" No. 2 " ...	Two	2	...	...
" No. 3 or No. 4 Road ...	Two	1	1	...
" No. 5 Road ...	Three	1	2	...
NOTE.—There are Catch Points for Outward traffic, with Indicators attached, on No. 3 Road Down end, and on Nos. 3 and 5 Roads Up end.				
<b>Baddaginnie, Glenrowan, Chiltern and Barnawartha.</b>				
From and to No. 1 Road ...	One	1	...	...
" No. 2 " ...	Two	2	...	...
" Shed Road ...	Three	3	...	...
NOTE.—There are Catch Points, with Indicators attached, on Shed Road at each station				
<b>Benalla "A" Box.</b>				
To and from Main line and No. 1 Road ...	One	1	...	...
" " No. 2 " ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
" " No. 4 " ...	Four	...	4	...
" Siding "A" and No. 1 " ...	Two	1	1	...
" " No. 2 " ...	Three	1	2	...
" " No. 3 " ...	Four	1	3	...
" " No. 4 " ...	Five	1	4	...

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Code of Electric Bells between "A" and "B" Boxes, Benalla.</b>				
		No. of Rings.		
To and from Main line to No. 1 ... ..	One	1	...	...
" " " " No. 2 ... ..	Two	2	...	...
" " " " No. 3 ... ..	Three	3	...	...
" Siding "A" to No. 1 ... ..	Two	...	1	...
" " "A" to No. 2 ... ..	Three	...	1	2
" " "A" to No. 3 ... ..	Four	...	1	3
" " "A" to No. 4 ... ..	Five	...	1	4

<b>Benalla "B" Box.</b>		No. of Whistles.		
From Wodonga to No. 15 Post ... ..	One	1	...	...
" Yarrawonga " ... ..	Two	2	...	...
" Siding "D" " ... ..	Two	1	1	...
" " "C" " ... ..	Three	1	2	...
" Cattle Yards " ... ..	Four	1	3	...
" No. 14 Post to the above Roads, Whistles same as above ... ..	...	...	...	...
" No. 15 Post to No. 1 Road ... ..	One	...	1	...
" " " " No. 2 " ... ..	Two	...	2	...
" " " " No. 3 " ... ..	Three	...	3	...
" " " " No. 4 " ... ..	Four	...	4	...
" the above Roads to No. 14 Post, the Whistles the same as above... ..	...	...	...	...
To and from Siding "B" and No. 2 Road, through Crossover ... ..	Three	2	1	...
" " " " No. 3 ... ..	Four	2	2	...
" " " " No. 4 ... ..	Five	2	3	...
" " " " No. 4 " through the Loop ... ..	Three	1	1	1
" " " " No. 3 " " " " ... ..	Four	1	2	1
" Engine Shed Road and No. 1 Road ... ..	Two	...	1	1
" " " " No. 2 " " " " ... ..	Three	...	1	2
" Siding "E" ... ..	Four	...	1	3
To or from Loco. Siding "H" to post No. 10 ... ..	Three	...	2	1
" " " " "G" " " " " ... ..	Four	...	2	2
" " " " "F" " " " " ... ..	Four	...	3	1

NOTE.—There are Catch Points in Cattle Yards Roads, "C," "D," and "E" Sidings for Outward Traffic.

<b>Wangaratta "A" Box.</b>				
To or from Main line and No. 1 ... ..	One	1	...	...
" " " " No. 2 ... ..	Two	2	...	...
" " " " No. 3 ... ..	Three	3	...	...
" " " " No. 4 or 5 ... ..	Four	4	...	...
" Shunting Sidings and No. 4 or 5 ... ..	Four	...	4	...
" " " " " " No. 3 ... ..	Four	1	3	...
" " " " " " No. 2 ... ..	Three	1	2	...
" " " " " " No. 1 ... ..	Two	...	2	...
" Main line and Siding "A" ... ..	Two	1	1	...
" Carriage Dock and Main line ... ..	Two	1	1	...
" Shunting Sidings and Carriage Dock ... ..	Three	...	3	...
To and from Carriage Dock and Transfer Siding ... ..	Two	...	1	1
" No. 4 Road and Siding "B" ... ..	Three	...	2	1
" No. 3 Road and Siding "B" ... ..	Three	1	1	1
" No. 3 Road to Siding "C" ... ..	Three	2	1	...
" No. 4 Road to Siding "C" ... ..	Three	...	1	2

NOTE.—There are Catch Points in Shunting and "A" Sidings for Outward traffic.

<b>Wangaratta "B" Box.</b>				
To and from Beechworth ... ..	Two	2	...	...
" Wodonga ... ..	One	1	...	...
" Goods Siding ... ..	Two	1	1	...

NOTE.—There are Catch Points at both ends of Goods Siding, with Point Indicators attached for Outward traffic.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Springhurst.</b>				
To or from Main line and No. 1 Road ... ..	One	1	...	...
"    "    No. 2 " ... ..	Two	...	2	...
"    Wahgunyah and No. 1 Road ... ..	Two	1	1	...
"    "    No. 2 " ... ..	Two	2	...	...
"    "    and Shed Road ... ..	Three	3	...	...
"    Siding "A" and No. 1 " ... ..	Three	2	1	...
"    "    No. 2 " ... ..	Three	1	2	...
"    Main line and No. 3 Road ... ..	Three	3	...	...
"    No. 1 and Main line through Crossover ... ..	Three	1	1	1
To and from No. 3 and No. 2 Roads ... ..	Three	...	3	...
"    Siding "A" to No. 1 Road ... ..	Three	2	1	...
"    Siding "A" to No. 2 Road ... ..	Three	1	2	...
From Shed Road to Wahgunyah line... ..	Three	3	...	...
<b>Wodonga "A" Box.</b>				
To or from Main line and No. 1 Road ... ..	One	1	...	...
"    "    No. 2 " ... ..	Two	2	...	...
"    "    No. 3 " ... ..	Three	...	3	...
"    Shunting Siding and No. 3 Road ... ..	Two	...	2	...
"    Engine Shed to Main line ... ..	Two	1	1	...
"    N.S.W. Siding 7 and Cattle Siding ... ..	Four	2	2	...
"    Cattle Siding and Carriage Dock ... ..	Three	...	3	...
"    "    and No. 1 Road ... ..	Three	1	1	1
NOTE 1.—There are Catch Points in N.S.W. Siding No. 7 for Outward traffic ... ..				
NOTE 2.—There are Point Indicators on Points leading from N.S.W. Cattle Siding ... ..	Four	2	2	...
And on Points leading to Carriage Dock ... ..	Three	...	3	...
NOTE 3.—The Points of the Crossover Road from Main line to Cattle Siding are secured with an Annett's lock ... ..				
<b>Wodonga "B" Box.</b>				
To or from Albury and No. 1 ... ..	One	1	...	...
"    "    No. 2 ... ..	Two	1	1	...
"    "    No. 3 ... ..	Three	2	1	...
"    "    No. 4 or 5 ... ..	Three	1	2	...
"    Tallangatta and No. 4 or 5 ... ..	Three	...	1	2
"    "    No. 3 ... ..	Three	...	2	1
"    "    No. 2 ... ..	Two	...	2	...
"    "    No. 1 ... ..	Two	2	...	...
"    "    Siding "A" ... ..	Three	1	1	1
"    N.S.W. line and Dock Yard ... ..	Four	4	...	...
"    "    6, 7, 8 Roads ... ..	Three	3	...	...
NOTE.—There are Catch Points in N.S.W. Sidings. Sidings "A" and No. 3, 4, and 5 Roads for Outward traffic.				
<b>Everton.</b>				
To or from No. 1 Up end ... ..	One	1	...	...
"    No. 2 " ... ..	Two	2	...	...
"    No. 3 " ... ..	Three	3	...	...
"    No. 3 and Beechworth Down end ... ..	Three	3	...	...
"    No. 2 " ... ..	Two	2	...	...
"    No. 1 " ... ..	One	1	...	...
"    No. 1 and Myrtleford ... ..	Three	1	2	...
"    No. 2 " ... ..	Two	1	1	...
"    Goods Siding to Beechworth ... ..	Two	...	2	...
"    "    Myrtleford ... ..	Three	...	3	...
NOTE.—There are Catch Points with Point Indicators attached both ends of No. 3 Road for Outward traffic.				
<b>Deer Park.</b>				
To or from Main line, Up and Down ... ..	One	1	...	...
"    "    and No. 2 Road ... ..	Two	2	...	...
"    "    No. 3 " ... ..	Three	...	3	...
NOTE.—There are Point Detectors for Points in Main Line each end of Yard.				

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Melton.</b>				
To or from Main line, Up and Down ...	One	1	...	...
" " and No. 2 Road ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
" No. 3 Road and Dead End Siding ...	Three	1	1	1
NOTE.—There are Point Detectors attached to Points in Main Line each end of Yard.				
<b>Parwan.</b>				
To or from Main Line, Up and Down ...	One	1	...	...
" " and No. 2 Road ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
<b>Bacchus Marsh.</b>				
To and from Main line and No. 1 Road ...	One	1	...	...
" " No. 2 " ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
" " Nos. 4 and 5 Roads ...	Four	...	4	...
" " Siding "A" and Nos. 4 and 5 Road ...	Two	1	1	...
" " "A" No. 3 Road ...	Three	1	2	...
" " "B" No. 1 " ...	Four	1	3	...
" " "B" No. 2 " ...	Three	2	1	...
" " "C" No. 1 " ...	Four	2	2	...
" " "C" Carriage Dock ...	Two	...	1	1
" " "C" and Siding "D" ...	Three	...	1	2
<b>Ingliston.</b>				
To or from Main line, Up and Down ...	One	1	...	...
" " and No. 2 Road ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
NOTE.—There are Catch Points in siding for Outward traffic Ballarat end of Yard.				
<b>Ballan Station.</b>				
Up and Down Main line and No. 1 ...	One	1	...	...
To and from No. 2, Melbourne end ...	Two	...	2	...
" No. 3, " ...	Three	...	3	...
" No. 4, " ...	Four	...	4	...
" No. 2, Ballarat end ...	Two	...	1	1
" No. 3, " ...	Three	...	2	1
" No. 4, " ...	Four	...	3	1
" No. 1 and Turntable Road ...	Two	2	...	...
NOTE.—There are Catch Points in No. 4 Melbourne end of Yard, and in No. 3 at each end of Yard, also leading from Turn Table, with Point Indicators attached.				
<b>Gordons.</b>				
To or from Main line, Up and Down...	One	1	...	...
" " and No. 2 Road ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
" " No. 4 " ...	Four	...	4	...
NOTE.—There are Catch Points, with Point Indicators attached, in Nos. 3 and 4 Roads Ballarat end, and in No. 3 Road, Melbourne end.				
<b>Bungaree.</b>				
To or from Main line, Up and Down ...	One	1	...	...
" " and No. 2 Road ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
" " No. 4 " ...	Four	...	4	...
NOTE.—There are Catch Points, with Point Indicators attached, in Nos. 3 and 4 Roads, Ballarat end; also in No. 3 Road, Melbourne end.				
<b>Warrenheip.</b>				
To and from Bacchus Marsh Line, Up and Down ...	One	1	...	...
" Geelong Line, Up and Down ...	Two	2	...	...
" Siding North side of Running Lines ...	Three	...	3	...
" " South " " ...	Four	...	4	...
NOTE.—There are Catch Points in North and South Sidings for Outward traffic, to which are attached Point Indicators.				

Page 249.—Ballarat East and West Stations and Signal Boxes—(Amend.)

Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short	Long.
<b>Ballarat East Box.</b>					
	No. 1—Two Arm Bracket. Distant Signal:—				
	Left-hand Arm, from Buninyong Line ...	Two	2	...	...
	Right-hand Arm, from Main Line ...	One	1	...	...
	No. 2—One Arm. Up Starting Signal, Main Line ...	One	1	...	...
	No. 3—Two Arm Bracket. Home Signals:—				
	Left-hand Arm, from Buninyong Line to Main Line up to No. 5 Post ...	Two	2	...	...
	Right-hand Arm, from Main Line up to No. 5 Post ...	One	1	...	...
	No. 4—Two Arm Bracket. Junction Signals:—				
	Left-hand Arm, from Up Platform to Main Line up to No. 2 Post ...	One	1	...	...
	Right-hand Arm, from Up Platform to Buninyong Line ...	Two	2	...	...
	No. 5—Two Arm Bracket. Directing Signals:—				
	Left-hand Arm, from Main Line to Passenger Yard ...	One	1	...	...
	Right-hand Arm, from Main Line to Goods Yard ...	Two	2	...	...
	No. 6—Home Signal. From Loco. Roads to Engine Road up to No. 10 Post ...	Three	3	...	...
	No. 7—Three Arm Bracket. Home Signals:—				
	Top Left-hand Arm, from Siding "A" to Up Main Line ...	Three	1	1	1
	Bottom Left-hand Arm, from Goods Departure to Up Main Line ...	Two	2	...	...
	Right-hand Arm, from Main Departure to Up Main Line ...	One	1	...	...
	NOTE 1—Access to and from all Goods Shed or Loco. Roads and Buninyong Line, or siding leading off Buninyong Line at back of Engine Shed, is obtained by unlocking the lever (which works the plungers of both sets of Facing Points in Branch Line simultaneously) by means of the Lock Staff for the Branch Line. The point levers are then free to be worked from the respective sidings as required, but the Branch Line must be left clear and Staff taken back to Signal Box in time to prevent delay. Regulations re Staff Locks, pages 211, 212, and 213 of Appendix, to be carried out.				
	NOTE 2—There are Catch Points for Outward traffic in Goods Arrival, Goods Departure, and Siding off Branch Line at back of Engine Shed.				
	NOTE 3—Gates are provided over Goods Shed Lines, Humphray-street, and Drivers and Shunters must see that the gates are right and receive a hand signal from Signaller before fouling the crossing, in addition to carrying out instruction page 90 of Appendix.				

Semaphore No.	PARTICULARS.	No. of Whist les.	Description.		
			Long.	Short	Long.
<b>Ballarat Yard "A" Box.</b>					
No. 8—	Siding Signal from "A" or "B" Sidings to Goods Departure. (Then to road required by Hand Signal from Box. Shunter to inform Signalman	Five	...	5	...
No. 9—	Two Arms. Home Signals:— Top Arm, from Goods Arr. to Carriage Shed Road	Four	1	2	1
	Bottom Arm, from Goods Arrival to No. 6 Road	Two	2	...	...
No. 10—	Two Arms. Siding Signals:— Top Arm, from Engine Shed to Shed Road	Three	3	...	...
	Bottom Arm, from Goods Shed to Shed Road	Four	3	1	...
No. 11—	Two Arms. Home Signals:— Top Arm, from No. 7 Road to Goods Departure	Four	...	4	...
	Bottom Arm, from No. 6 Road to Goods Departure	Two	2	...	...
No. 12—	Two Arm Bracket. Down Directing Signals and Siding Arm underneath Bracket:— Left-hand Arm, from Main Arrival to No. 1 Road up to No. 16 Post	One	1	...	...
	Right-hand Arm, from Main Arrival to No. 4 Road up to No. 17 Post	Two	...	1	1
	Arm underneath Bracket, from Shed Road to Engine Road, controlled by Ballarat East	Three	3	...	...
No. 13—	Four Arms on Post:— Top Arm, Up Home Signal from Main Departure to Ballarat East out on Main Departure	One	1	...	...
	Second Arm, from Main Depart. to Goods Depart.	Four	2	2	...
	Third Arm, from Shed Road to Main Departure Or to Goods Departure	Five	1	4	...
	Bottom Arm, from Shed Road to Goods Road. Or up to No. 12 Post if going to Engine Shed...	Three	...	3	...
No. 16—	One Arm and two Discs underneath Arm:— The Arm, Home Signal, from Arrival to No. 1 Road, controlled from "B" Box	One	1	...	...
	Left-hand Disc, from Shed Road to No. 1 Road, controlled from "B" Box	Three	1	2	...
	Right-hand Disc, from Shed Road to No. 2 Road, controlled from "B" Box	Four	...	3	1
No. 17—	Three Arm Bracket. Two Up Signals and one Down Signal:— UP SIGNALS. Top Arm, Home Signal from No. 4 Road to Main Departure up to No. 13 Post	One	...	1	...
	Bottom Arm, Siding Signal from No. 5 Road to Main Departure up to No. 13 Post	Two	...	2	...
	DOWN SIGNAL. Home Signal to No. 4 Road, controlled from "B" Box	Two	...	1	1
No. 18—	Five Arm Bracket. Up Signals:— Top Left-hand Arm, from No. 3 Road to Main Departure up to No. 13 Post	Four	1	3	...
	Second Left-hand Arm, from No. 2 Road to Main Departure up to No. 13 Post	Two	1	1	...
	Bottom Left-hand Arm, from No. 2 Road to Shed Road up to No. 13 Post	Four	...	3	1
	Top Right-hand Arm, from No. 1 Road through Main Arrival to Main Departure	One	1	...	...
	Or to Goods Departure	Three	2	1	...
	Bottom Right-hand, from No. 1 Road to Shed Road up to No. 13 Post	Three	1	2	...

1 Roads,

3  
4

to which



Semaphore Post.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
<b>M'Arthur-street ("C") Box—(Continued.)</b>					
No. 25—	Two Arm Bracket, Up Directing Signals:—				
	Left-hand Arm, from M'Arthur-street to up Main line up to No. 23 Post ...	One	1	...	...
	Right-hand Arm, from M'Arthur-street to Doveton-street Sidings ...	Two	...	2	...
No. 26—	Two Arm Bracket, Down Junction Signals:—				
	Left-hand Arm, from M'Arthur-street to Scarsdale Junction up to No. 30 Post ...	One	1	...	...
	Right-hand Arm, from M'Arthur-street to Waubra Junction ...	Two	2	...	...
No. 27—	Up Home Signal from Waubra Junction up to No. 25 Post ...	Two	2	...	...
No. 28—	Up Distant Signal from Waubra Junction line ...	Two	2	...	...
No. 29—	Two Arms, Up Signals:—				
	Top Arm, Home Signal from Stawell line up to No. 25 Post ...	One	1	...	...
	Bottom Arm, Siding Signal from Sorting Sidings up to No. 25 Post ...	Three	...	3	...
No. 30	Down Starting Signal to Scarsdale Junction ...	One	1	...	...
No. 31—	Up Distant Signal Stawell line ...	One	1	...	...
	NOTE 1.—There are Catch Points for Outward traffic in Doveton-street and Sorting Sidings.				
	NOTE 2.—Cargeeg's Siding is secured by an Annett's Lock, the key of which is attached to the staff for the section.				
<b>GARDENS PLATFORM.</b>					
No. 32—	For working of Signals see page 90 of Appendix.				
<b>Scarsdale Junction ("D") Box.</b>					
No. 33—	Down Distant Signal ...	One	1	...	...
No. 34—	Up Starting Signal. Controlled when necessary from Gardens Platform (see page 90 of Appendix) ...	One	1	...	...
No. 35—	Down Home Signal, leading up to No. 36 Post ...	Same whistle as for 36			
No. 36—	Three Arms. Down Junction Signals:—				
	Left-hand Arm, from Main Line to Cattle Yards	Three	3	...	...
	Centre Arm, from Main Line to Scarsdale Line	Two	2	...	...
	Right-hand Arm, from Main Line to Stawell Line ...	One	1	...	...
No. 37—	Two Arm Bracket and Arm underneath Bracket:—				
	UP SIGNALS.				
	Left-hand Arm, Home Signal from Stawell line to Up Main line to No. 34 Post... ..	One	1	...	...
	Right-hand Arm, Home Signal from Scarsdale line to Up Main line up to No. 54 Post ...	Two	2	...	...
	Arm underneath Bracket, Siding Signal from Cattle Yards to Up Main line up to No. 34 Post ...	Three	3	...	...
No. 38—	Two Arm Bracket. Up Distant Signals:—				
	Left-hand Arm, from Stawell line ...	One	1	...	...
	Right-hand Arm, from Scarsdale line ...	Two	2	...	...
	NOTE.—There are Catch Points for Outward traffic in Cattle Yards line.				

Semaphore No.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
<b>Ballarat Yard ("A") Box—(Continued)</b>					
NOTE.—Alterations are made in names of Roads as under:—					
	Siding "C" is now Shed Road.				
	" " "B" is now No. 6 Siding				
	" " "A" is now No. 7 Siding				
	" " "E" is now Siding "A"				
	" " "D" is now Goods Road				
	Loco. Sidings are now Carriage Shed Sidings				
NOTE 2.—There are Catch Points for Outward traffic in Nos. 2, 3, and 5 Roads.					
<b>Lydiard Street ("B") Box.</b>					
	Disc Signal "A," from No. 3 Road (clear of Catch Points) up to No. 19 Post ...	Three	1	2	...
	Disc Signal "B," from No. 2 Road (clear of Catch Points) up to No. 19 Post ...	Two	1	1	...
No. 19—	Three Arm Bracket. Down Home Signals:—				
	Left-hand Arm, from No. 1 Road to Down Main Line up to No. 21 Post ...	One	1	...	...
	Centre Arm, from Nos. 2 or 3 Roads to Down Main Line up to No. 21 Post ...				Same whistle as for Independent Discs.
	Right-hand Arm, from No. 4 Road to Down Main Line up to No. 21 Post ...	Two	2	...	...
No. 20—	Three Arm Bracket. Up to Directing Signals:—				
	Left-hand Arm, from Up Main Line to No. 4 Road up to No. 17 Post ...	Two	2	...	...
	Centre Arm, from Up Main Line to No. 2 Road up to No. 18 Post ...	Two	1	1	...
	Or to No. 3 Road ...	Three	1	2	...
	Right-hand Arm, from Up Main Line to No. 1 Road up to No. 18 Post ...	One	1	...	...
No. 21—	Three Arms:—				
	Top and Bottom Arms. Starting Signal (under and over Arms for sighting purposes), Down Main Line ...	One	1	...	...
	Centre Arm, Down Distant Signal for "C" Box	One	1	...	...
NOTE.—There are Catch Points for Outward traffic in Nos. 2 and 3 Roads.					
<b>M'Arthur-street ("C") Box.</b>					
No. 23—	Up Starting Signal, controlled from Lydiard-street Box ...	One	1	...	...
No. 24—	Three Arms. Down Signals:—				
	Top Arm, Home Signal, Down Main line up to No. 26 Post ...	One	1	...	...
	Middle Arm, Siding Signal, from Doveton-street Siding to Main Down line up to No. 26 Post	Two	...	2	...
	Bottom Arm, Siding Signal from Doveton-street Sidings through Crossover to Shunting Sidings ...	Three	...	3	...

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.

**Ballarat East "A" Box (Buninyong Junction.)**

to or from Ballarat East and Warrenheip	...	One	1	...	...
" " " Buninyong	...	Two	2	...	...
" " Goods Siding and Dead End	...	Two	1	1	...
" " Buninyong and Goods Siding	...	Three	...	3	...

**Ballarat East "B" Box.**

to or from Warrenheip and Main line	...	One	1	...	...
" " Goods line	...	Two	2	...	...
" " Siding "F" and Main Down line	...	Two	1	1	...
" " "E" " Up "	...	Three	1	1	1
" " Engine Shed	...	Three	3	...	...
from Up to Down line, West end	...	Three	...	3	...

NOTE.—There are Catch Points in Goods Arrival and Goods Departure Siding "E" and Siding "F."

**Ballarat "A" Box.**

to and from No. 1 to Siding "C"	...	Three	1	2	...
" " No. 1 to Main Departure	...	One	1	...	...
" " No. 1 to Goods "	...	Three	2	1	...
" " No. 2 to Main "	...	Two	1	1	...
" " No. 2 to Goods "	...	Four	...	2	2
" " No. 3 to Main "	...	Four	1	3	...
" " No. 3 to Goods "	...	Four	2	2	...
" " No. 4 and Main Arrival	...	Two	...	1	1
" " No. 4 " " Departure	...	One	...	1	...
" " No. 4 " Goods "	...	Three	...	1	2
" " No. 5 " Main "	...	Two	...	2	...
" " Siding "B" and Goods Departure	...	Two	2	...	...
" " "C" " "	...	Three	...	3	...
" " "C" " Main line	...	Five	1	4	...
" " "C" " Engine Road	...	Three	3	...	...
" " "C" " Siding "D"	...	Four	3	1	...
" " "C" " No. 2 "	...	Four	...	3	1
" " "E" " Main Up line	...	Three	1	1	1
from Goods Arrival through Crossover	...	Four	1	2	1
" " Siding "E" to Goods Departure	...	Five	...	5	...
to or from Siding "A" and Goods Departure	...	Four	...	4	...
" " No. 5 "	...	Three	...	2	1
" " Old Loco. Sidings and "C" Siding	...	Four	4	...	...

NOTE.—There are Catch Points in Nos. 2, 3, and 5 Roads for Outward traffic.

**Ballarat "B" Box (Lydiard-street.)**

to or from Macarthur-street Junction and No. 1 Arrival	...	One	1	...	...
" " " " No. 2*	...	Two	1	1	...
" " " " No. 3*	...	Three	1	2	...
" " " " No. 4 "	...	Two	2	...	...

\* Catch Points with Independent Signal Discs for Nos. 2 and 3 Roads.

**Ballarat "C" Box (Macarthur-street.)**

to or from Scarsdale Junction	...	One	1	...	...
" " Waubra	...	Two	2	...	...
" " Sorting Siding	...	Two	1	1	...
" " Doveton-street Siding and Down line	...	Two	...	2	...
" " " " Up "	...	Three	...	3	...

NOTE.—There are Catch Points for Outward traffic in Doveton-street Siding and Sorting Siding.

**Ballarat "D" Box (Scarsdale Junction.)**

to and from Ararat line	...	One	1	...	...
" " Scarsdale line	...	Two	2	...	...
" " Cattle Yards line	...	Three	3	...	...
through Crossover Road	...	Two	1	1	...

NOTE.—There are Catch Points in Cattle Yards Sidings for Outward traffic.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Code of Electric Bells between "A," "B," "C," and "D" Boxes, Ballarat, and "B" Box, Ballarat East.</b>				
	No. of Rings.			
Geelong Passenger ... ..	Two	2	...	...
" Goods ... ..	Two	2	...	...
Bacchus Marsh Passenger ... ..	Four	3	1	...
" Goods ... ..	Four	1	3	...
Buninyong (All) ... ..	Four	1	3	...
Stawell Passenger ... ..	Three	3	...	...
" Goods ... ..	Three	3	...	...
Maryborough, Passenger ... ..	Four	2	2	...
" Goods ... ..	Four	3	1	...
Daylesford Passenger ... ..	Six	3	3	...
" Goods ... ..	Six	3	3	...
Waubra (All) ... ..	Four	4	...	...
Linton (All) ... ..	Two	1	1	...
Ballarat ... ..	Four	2-2	...	...
Pilot Engine ... ..	Five	5	...	...
Light Engine ... ..	Four	4	...	...
Speak on Telephone ... ..	One	1	...	...
Cancel Last Signal ... ..	Seven	7	...	...
To and from Loco, Sheds ... ..	Three	2	1	...
Pilot to and from Cattle Yards' Line ... ..	Two	1	1	...

**Waubra Junction.**

No. of Whistles.

To and from Main line and Creswick ... ..	One	1	...	...
" " Waubra ... ..	Two	2	...	...
" Loop line " ... ..	Two	1	1	...
" " Creswick ... ..	Three	3	...	...
" " Ballarat ... ..	Three	1	2	...

**Windermere, Burrumbeet, and Trawalla.**

To and from Main line Up and Down ... ..	One	1	...	...
" " and No. 2 Road ... ..	Two	2	...	...
" " and No. 3 Road ... ..	Three	3	...	...

NOTE.—There are Catch Points leading from Siding each end of Yard.

**Beaufort Station and Yard.**

To or from Ararat and Ballarat and Main line ... ..	One	1	...	...
" " " Loop " ... ..	Two	2	...	...
" " Goods Sidings... ..	Two	1	1	...
" " Carriage Dock ... ..	Three	1	2	...
" Ballarat and Goods Sidings ... ..	One	1	...	...
" Goods Sidings and Dead End Siding ("A") ... ..	Two	2	...	...
" Main line and Firewood Siding ("B") ... ..	Three	3	...	...
" No. 2 and Dead End Siding ("A") ... ..	Three	2	1	...

NOTE.—There are Catch Points for Outward traffic in Sidings Nos. 3, 4, 5, also in Sidings "A" and "B" and Carriage Dock.

**Middle Creek.**

To and from Main line, Up and Down ... ..	One	1	...	...
" " and No. 2 Road ... ..	Two	2	...	...
" " No. 3 " ... ..	Three	3	...	...

NOTE.—There are Catch Points in siding, with Point Indicators attached, both ends of Yard.

**Buangor.**

To and from Main line, Up and Down ... ..	One	1	...	...
" " No. 2 Road ... ..	Two	2	...	...
" " No. 3 " ... ..	Three	3	...	...
" " No. 4 " ... ..	Four	4	...	...

NOTE 1.—There are Catch Points, with Point Indicators attached, both ends of Yard.

NOTE 2.—There are Point Detectors for Points in Main line, each end of Yard.

**Dobies.**

To and from Main line, Up and Down ... ..	One	1	...	...
" " and No. 2 Road ... ..	Two	2	...	...
" No. 2 Road and Siding ... ..	Three	3	...	...

NOTE.—There are Catch Points, with Point Indicators attached, in Siding.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

Description.	PARTICULARS.			No. of Whistles.	Description.		
	Short.	Long.			Long.	Short.	Long.
<b>Boxes,</b>			<b>Ararat "A" Box.</b>				
To and from Portland line and Post No. 5 on "A"	2	...	...	Two	2	...	...
" " " " " " No. 5 on "B"	3	1	...	Three	2	1	...
" " Ballarat " " No. 5 "	3	3	...	One	1	...	...
" " Avoca " " No. 5 "	1	3	...	Three	3	...	...
" " "A" and No. 1	3	...	...	Two	2	...	...
" " " " Engine Shed	2	2	...	Two	...	1	1
" " " " Turntable	1	...	...	Three	...	1	2
" " "B" and No. 1	3	3	...	Two	1	1	...
" " " " No. 2	1	...	...	One	1	...	...
" " " " No. 3	3	...	...	Three	1	2	...
" " " " No. 4	1	...	...	Four	1	3	...
" " " " No. 5	2-2	...	...	Four	...	4	...
" " " " No. 6	5	...	...	Four	...	1	3
" " Siding "C" and No. 3	7	...	...	Two	...	2	...
" " " " No. 4	1	...	...	Three	...	3	...
" " " " No. 5	3	...	...	Three	...	2	1
" " " " No. 6	1	...	...	Four	...	2	2

NOTE.—There are Catch Points in Turn Table Road and leading from Sidings Nos. 4, 5, 6, and 7.

**Code of Electric Bell Signals between "A" and "B" Boxes, Ararat.**

	No. of Rings.		
Ballarat and Stawell Passenger	Three	...	3
" " Goods	Three	3	...
Portland Passenger	Two	...	2
" " Goods	Four	...	2
Maryborough and Avoca (All)	Four	...	2-2
Ballast (All)	Four	4	...
Light Engine	Five	...	5
Pilot Engine	Seven	...	7
Cancel Previous Signal	One	1	...
Speak on Telephone			

**Ararat "B" Box.**

No. of Whistles.

To and from No. 2 and Main line	One	1	...	...
" " No. 3 "	Two	2	...	...
" " No. 4 "	Three	3	...	...
" " No. 5 "	Two	1	1	...
" " No. 6 "	Three	1	2	...
" " No. 7 "	Four	1	3	...
" " No. 3 and Siding "D"	Three	...	3	...
" " No. 4 "	Two	...	2	...
" " No. 5 "	Two	...	1	1
" " No. 6 "	Three	...	2	1
" " No. 7 "	Four	...	3	1
From No. 2 through Crossover	Four	...	4	...

NOTE.—There are Catch Points leading from Sidings Nos. 4, 5, 6, and 7; also from Shunting Siding "D."

**Armstrongs.**

To or from Main line and No. 1 Road...	One	1	...	...
" " " " No. 2 "	Two	2	...	...
" " " " No. 3 "	Three	...	3	...

NOTE 1.—There are Point Detectors for Points in Main Line at each end of Yard.

NOTE 2.—There are Catch Points, with Point Indicators attached, at each end of No. 3 Road.

**Great Western.**

To or from Main line and No. 1 Road...	One	1	...	...
" " " " No. 2 "	Two	2	...	...
" " " " No. 3 "	Three	...	3	...
" " " " Carriage Dock	Three	1	2	...

NOTE 1.—There are Point Detectors for Points in Main line at each end of Yard.

NOTE 2.—There are Catch Points, with Point Indicator attached, at each end of No. 3 Road, and likewise in Horse Dock.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles	Description.		
		Long.	Short.	Long.
<b>Stawell "A" Box.</b>				
To and from Main line and No. 1 Road	One	1	...	...
" " No. 2 "	Two	2	...	...
" " No. 3 "	Three	3	...	...
" " Goods Yard	Four	4	...	...
" Goods Yard and Cattle Yard Sidings	Four	2	2	...
" No. 1 Road and Shunting Siding	Two	1	1	...
" No. 2 "	Three	1	2	...
" Carriage Dock	Four	1	3	...

**Code of Electric Bell Signals between "A" and "B" Boxes, Stawell.**

	No. of Rings.		
Main line Passenger	Two	2	...
" Goods	Two	3	...
Grampians "	Three	3	...
Ballast (All) ...	Four	2, 2	...
Light Engine ...	Four	4	...
Pilot Engine ...	Five	5	...
Speak on Telephone ...	One	1	...

After acknowledgement has been received give No. of Road in Short Rings.

**Stawell "B" Box. No. of Whistles.**

To and from Main line and No. 1 Road	Two	1	1	...
" " No. 2 "	Three	2	1	...
" " No. 3 "	Four	3	1	...
" " Nos. 4 or 5	Five	4	1	...
" " Nos. 6 or 7	Six	5	1	...
" Grampians and No. 1 Road	Two	...	1	1
" " No. 2 "	Three	...	2	1
" " No. 3 "	Four	...	3	1
" " Nos. 4 or 5	Five	...	4	1
" " Nos. 6 or 7	Six	...	5	1
" No. 1 Road and Engine Roads	One	...	1	...
" No. 2 " "	Two	...	2	...
" No. 3 " "	Three	...	3	...
" No. 4 or 5 " "	Four	...	4	...
" No. 6 or 7 " "	Five	...	5	...

NOTE.—There are Catch Points at Down End of Goods Yard near No. 8 Post.

**Glenorchy Station.**

To and from Main line	One	1	...	...
" Loop "	Two	2	...	...
" No. 3 Road	Three	...	3	...
" No. 4 "	Four	...	4	...
" Shunting Sidings and Main line	Two	1	1	...
" Siding and Loop "	Three	1	2	...
" " No. 3 Road	Four	1	3	...

NOTE.—There are Catch Points leading from Nos. 3 and 4 Stawell end, also from Shunting Sidings.

**Lubeck Station.**

To or from Main line and No. 1	One	1	...	...
" " No. 2	Two	1	1	...
" Rupanyup and Main line	Two	2	...	...
" " No. 2	Three	2	1	...
" Main line and No. 3 Road...	Three	...	3	...
" Branch line and No. 3 Road	Four	1	3	...

NOTE.—There are Catch Points leading from Nos. 3 and 4 Roads, Up end, also from Horse Dock, with Point Indicators attached.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

Description.		PARTICULARS.	No. of Whistles.	Description.		
Short.	Long.			Long.	Short.	Long.
<b>Murtoa Station and Yard.</b>						
...	...	To or from Dimboola and No. 1 Road...	One	1	...	
...	...	"    Warracknabeal and No. 1 Road	Two	1	1	
...	...	"    Dimboola and No. 2 Road...	Two	2	...	
...	...	"    Warracknabeal and No. 2 Road	Two	2	...	
2	...	"    Dimboola and No. 3 Road...	Three	3	...	
1	...	"    Warracknabeal and No. 3 Road	Three	3	...	
2	...	"    Dimboola and No. 4 Road...	Four	4	...	
3	...	"    Warracknabeal and No. 4 Road	Four	4	...	
...	...	"    Dimboola and No. 5 Road...	Three	2	1	
...	...	"    Warracknabeal and No. 5 Road	Three	2	1	
...	...	"    Coal Stage and Main line...	Two	1	1	
...	...	"    No. 4 and Warracknabeal Siding	Three	1	1	
...	...	"    No. 5	Four	1	2	
...	...	"    Stawell and No. 1 Road	One	1	...	
...	...	"    "    No. 3	Three	3	...	
...	...	"    Shunting Siding and No. 1 Road	Two	1	1	
...	...	"    "    No. 3	Three	1	2	
...	...	"    "    No. 4	Four	1	3	
...	...	"    "    Nos. 5 or 6 Roads	Five	1	4	
...	...	"    Stawell and No. 4 Road	Four	2	2	
...	...	"    "    Nos. 5 or 6 Roads	Three	2	1	
<b>Jung Jung.</b>						
...	...	To and from Main line and No. 1 Road	One	1	...	
...	...	"    "    No. 2	Two	2	...	
...	...	"    "    No. 3	Three	3	...	
NOTE.—There are Catch Points in No. 3 Road, Down end.						
<b>Horsham Station.</b>						
...	...	To and from Main line and No. 1 Road	One	1	...	
2	...	"    "    No. 2	Two	2	...	
3	...	"    "    No. 3	Three	3	...	
4	...	"    "    Goods Shed Road	Three	2	1	
5	...	"    Turntable Road	Two	2	...	
...	...	"    Back Platform Road	Three	3	...	
...	...	"    Natinuk and No. 1 Road	Two	1	1	
...	...	"    No. 3 Road and Siding, Up End	Three	1	2	
...	...	"    No. 4	Three	2	1	
NOTE.—There are Catch Points in No. 3 Road, Down end of Yard, and in Road leading from Turn Table.						
<b>Pimpinio Station.</b>						
...	...	To and from Main line	One	1	...	
3	...	"    Loop	Two	2	...	
...	...	"    Goods Shed	Three	3	...	
...	...	"    Dead End	Two	1	1	
<b>Dimboola.</b>						
...	...	To and from Main line and No. 1 Road	One	1	...	
1	...	"    "    No. 2	Two	2	...	
...	...	"    "    No. 3	Three	3	...	
1	...	"    "    Nos. 4 or 5 Roads	Four	4	...	
3	...	"    Branch line and No. 1 Road	One	1	...	
3	...	"    "    No. 2	Two	2	...	
...	...	"    "    No. 3	Three	3	...	
...	...	"    "    Nos. 4 or 5 Roads	Four	4	...	
...	...	"    No. 1 and Engine Shed Road	Two	1	1	
...	...	"    No. 2	Three	1	2	
...	...	"    No. 3	Four	1	3	
...	...	"    Nos. 4 or 5 and Engine Shed Road	Five	1	4	
...	...	"    Dead End and No. 3, Up End of Yard	Three	1	1	
...	...	"    "    Nos. 4 or 5, Up End of Yard	Three	1	2	

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Kiata Station.</b>				
To and from Main line, Up and Down	One	1	...	...
"    Loop " " "	Two	2	...	...
"    Siding " " "	Two	1	1	...
NOTE.—There are Catch Points, with Point Indicators attached, leading from No. 3 Road each end of Yard.				
<b>Nhill.</b>				
To and from Main line	One	1	...	...
"    "    and No. 2	Two	2	...	...
"    No. 3 Road	Three	...	3	...
"    No. 4 " " "	Four	...	4	...
"    No. 3 " and Dead End	Two	1	1	...
"    No. 4 " " Ends	Three	1	2	...
"    Fry's Siding	Two	...	1	1
NOTE.—There are Catch Points, with Point Indicators attached, leading from No. 3 Road, Serviceton end of Yard; also from Fry's Siding.				
<b>Diapur.</b>				
To and from Main Line and No. 1 Road	One	1	...	...
"    "    No. 2 "	Two	2	...	...
"    "    No. 3 "	Three	...	3	...
<b>Kaniva.</b>				
To and from Main Line and No. 1 Road	One	1	...	...
"    "    No. 2 "	Two	2	...	...
"    "    No. 3 "	Three	...	3	...
NOTE.—There are Catch Points, with Point Indicators attached, leading from No. 3 Road each end of Yard.				
<b>Serviceton.</b>				
To and from Main line and No. 1 Road	One	1	...	...
"    "    Loop	Two	2	...	...
"    No. 2 Siding and Loop	Two	...	2	...
"    No. 3 " " "	Three	...	3	...
"    No. 4 " " Main line	Three	3	...	...
"    Engine Road and " "	Two	1	1	...
"    "    Loop	Three	1	2	...
NOTE.—There are Catch Points for Outward traffic in Nos. 2, 3, and 4 Sidings, and in Engine Shed Road.				
<b>Coleraine Junction.</b>				
To and from Portland	One	1	...	...
"    Coleraine	Two	2	...	...
"    Penshurst	Three	3	...	...
<b>Moorabool.</b>				
From Down line to Single line	One	1	...	...
"    Single line to Up line	Two	2	...	...
"    Up line to Siding	Three	3	...	...
<b>Gheringhap.</b>				
From Single line to Down line	One	1	...	...
"    Up line to Single line	Two	2	...	...
"    No. 1 Siding to Down line	Three	3	...	...
"    No. 2 " " "	Four	4	...	...
NOTE.—There are Catch Points from Siding to Down Line.				
<b>Laverton.</b>				
Main line Up and Down	One	1	...	...
To or from Main line to No. 2 line	Two	2	...	...
"    "    No. 3 "	Three	...	3	...



SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles	Description.		
		Long.	Short.	Long.
<b>Werribee.</b>				
Main line, Up and Down ...	One	1	...	...
To or from Main line and Loop line ...	Two	2	...	...
" " No. 1 Siding ...	Two	1	1	...
" " No. 2 " ...	Two	...	2	...
" " Nos. 3 or 4 Sidings ...	Three	...	3	...
" Loop line and Nos. 3 or 4 " ...	Four	...	4	...
" Nos. 3 or 4 Sidings and No. 1 Siding... ..	Three	1	2	...
" Nos 3 or 4 " No. 2 " ...	Four	1	3	...
There are Catch Points leading from No. 2 Siding.				
<b>Little River.</b>				
To or from Main line and No. 1 Road... ..	One	1	...	...
" " No. 2 " ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
<b>Lara.</b>				
To or from Main line and No. 1 Road... ..	One	1	...	...
" " No. 2 " ...	Two	2	...	...
" " No. 3 " ...	Three	...	3	...
<b>Geelong "A" Box (North Geelong Junction.)</b>				
To or from Geelong and Ballarat line ...	One	1	...	...
" Melbourne and Geelong line ...	Two	2	...	...
Geelong side of Box.	To or from Sheep and Cattle Yards, Gas Company Siding and Siding "B" ...	Four	...	4
	To or from Up and Down line ...	Two	...	2
	" Down line and Siding "A" ...	Three	...	3
	To run round from Up to Down line through Siding "A" ...	Five	...	5
Ballarat side of Box.	To or from Down and Up line ...	Two	1	1
	" " line and Siding "D" ...	Three	1	2
	" Up line and Sorting Sidings ...	Four	1	3
	" " Siding "C" ...	Five	1	4
To set back on Down line from Ballarat to Geelong side of Box ...	Three	3	...	...
NOTE. 1—Permission must be obtained from Signalman before passing from "A" to "B" or "D" through "A" or <i>vice versa</i> .				
NOTE 2.—There are Catch Points leading from Ballarat and Melbourne Sidings; also from Shunting Sidings.				
<b>Geelong "B" Box.</b>				
From Down line to Goods Arrival ...	Two	2	...	...
" " Passenger Arrival ...	One	1	...	...
To or from Goods Arrival and Up line ...	Three	...	3	...
" Passenger Arrival " ...	Two	...	2	...
" Wharf " " ...	Two	1	1	...
" Departure " " ...	Two	...	1	1
" No. 9 Siding " ...	Three	1	2	...
NOTE.—There are Catch Points leading from Wharf Road and from No. 9 Siding.				
<b>Geelong "C" Box.</b>				
<i>Goods Yard.</i>				
To and from "D" or "C" and Main Departure ...	Five	...	2	3
" " "B" " ...	Four	...	1	3
" " "A" " ...	Three	3	...	...
" Goods Arrival and "A" through Loop ...	Two	2	...	...
" " "A" round Loop ...	Three	1	2	...
" " "B" " ...	Four	2	2	...
" " "C" or "D" " ...	Five	3	2	...

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<i>Passenger Yard.</i>				
To and from Passenger Arrival and No. 1 Road ...	Three	...	...	...
"          "          No. 3 " ...	Four	3	1	...
"          "          Carriage Dock ...	Six	6	...	...
"          "          No. 1 and Main Departure ...	One	1	...	...
"          "          No. 2 " ...	Two	2	...	...
"          "          No. 3 " ...	Five	1	3	1
"          "          No. 4 " ...	Four	4	...	...
"          "          No. 5 " ...	Five	5	...	...
"          "          No. 6 " ...	Three	2	1	...
"          "          Siding " E " and Main Departure ...	Three	1	1	1
"          "          Engine Shed or Coal Stage and Main Departure ...	Two	...	2	...
"          "          Dead End ...	Four	1	2	1

NOTE 1.—As the Disc on Post No. 14 applies from Nos. 5 or 6 Roads, Drivers must be careful to see that the indicator attached to No. 10 Points (junction of Nos. 5 and 6 Roads) is indicating properly for the particular road on which they are before passing the Signal.

NOTE 2.—Catch Points are provided for Outwards traffic in No. 2 Road, Carriage Dock, and Siding " E," with Point Indicators attached.

**Geelong "D" Box.**

To or from No. 1 Road and Colac Departure ...	One	1	...	...
"          "          No. 2 " " ...	Two	2	...	...
"          "          No. 3 " " ...	Three	3	...	...
"          "          No. 4 " " ...	Four	4	...	...
"          "          No. 5 " " ...	Five	5	...	...
"          "          No. 6 " " ...	Five	1	4	...
"          "          Siding " G " " ...	Three	2	1	...
"          "          Siding " H " " ...	Three	1	2	...

NOTE.—Catch Points are provided for Outwards traffic in Nos. 2, 5, and 6 Roads, and in Sidings " G " and " H," with Point Indicators attached.

**Code of Electric Bells between "A," "B," "C," and "D" Boxes, Geelong.**

	No. of Rings.		
Melbourne Passenger ...	Two	...	2
"          "          Goods ...	Two	2	...
Ballarat Passenger ...	Three	...	3
"          "          Goods ...	Three	3	...
Port Fairy line Passenger ...	Two	...	1 1
"          "          Goods ...	Two	1	1
Queenscliff Passenger ...	Three	...	2 1
"          "          Race Trains (Geelong Racecourse) ...	Six	...	6
Ballast (All) ...	Four	...	2-2
Light Engine ...	Four	4	...
Pilot Engine ...	Five	...	5
Speak on Telephone ...	One	1	...
Cancel Previous Signal ...	Seven	...	7

**Queenscliffe Junction.**

	No. of Whistles.		
To and from Main line Up and Down...	One	1	...
"          "          Branch line " ...	Two	2	...

**Birregurra.**

To or from Main line and No. 1 Road ...	One	1	...
"          "          No. 2 " ...	Two	2	...
"          "          Branch line and No. 1 Road ...	Two	1	1
"          "          No. 2 " ...	Three	1	2
"          "          Main line and Goods Sidings ...	Two	...	2
"          "          Branch line and " " ...	Three	...	3

**Curdie's River Junction.**

To and from Main line Up and Down ...	One	1	...
"          "          Branch line " ...	Two	2	...

**All other Stations South-Western Line.**

To and from Main line Up and Down ...	One	1	...
"          "          and No. 2 Up and Down ...	Two	-2	...

Semaphore No.	PARTICULARS.	No. of Whistles.	Description.		
			Long.	Short.	Long.
<b>Page 257.—Brighton Beach.—(Amend.)</b>					
	To and from Brighton Line and No. 1 Road ...	One	1	...	...
	" " " Sandringham Line ...	Two	2	...	...
	" Up Main Line and No. 1 Road ...	Two	1	1	...
	" " " No. 2 " ...	Two	...	2	...
	" " " Sidings ...	Three	1	2	...
	" Engine Road and Down Brighton Line ...	Three	2	1	...
	" " " Sandringham Line ...	Four	2	2	...
	From Down Sandringham Line and No. 2 Road ...	Two	...	1	1
	" No. 2 Road to Down Brighton Line ...	Three	...	2	1
NOTE.—There are Catch Points for Outward traffic from Sidings to Up Brighton Line.					
<b>Page 257.—St. Kilda.—(Amend.)</b>					
	To and from Platform and Main Lines ...	One	1	...	...
	" Up Line and No. 2 Road ...	Two	...	2	...
	" " Wood Siding ...	Three	1	2	...
	" Nos. 1 and 2 Roads through Crossover ...	Three	...	3	...
	To and from Up Line to No. 3 or Loco. Roads ...	Four	...	4	...
<b>Page 259.—Mitcham.—(Insert.)</b>					
	To and from Siding and Up Main Line ...	Two	1	1	...
	To and from Up and Down Main Lines ...	Three	1	2	...

To and from Down Brighton Line and No. 1 Road ...	Three	1	2	...
" " " Nos. 2, 3, 4 or 5 Sidings ...	Three	1	2	...
" Up and Down Main lines through Crossover ...	Four	...	4	...

NOTE 1.—There are Catch Points for Outward traffic in No. 1 and Nos. 2, 3, 4, and 5 Sidings to Down Main line.

NOTE 2.—Additional arms are provided on Dwarf Semaphore Posts opposite posts Nos. 23 and 24. They work in conjunction with their respective Up Home and Distant Signals. Conflicting Signals to be treated as "Danger."

**Balaclava.**

To and from Up & Down Main lines, through Crossover, Melbourne End	Two	1	1	...
" Down to Up " " " Elsternwick "	Three	2	1	...

**Elsternwick.**

To and from Up and Down lines, through Crossover, Melbourne End	Two	1	1	...
" " " " Brighton End	Three	1	2	...
" Sidings and Down Main line	Three	2	1	...

**North Brighton.**

To and from Up and Down lines, Brighton End, through Crossover	Three	...	3	...
" Siding and Down Main line	Three	1	2	...
" " Up Main line	Two	1	1	...

**Middle Brighton.**

To and from Up and Down Main lines through Crossover	Two	1	1	...
--	-----	---	---	-----

**Brighton Beach.**

To and from Brighton line and No. 3 Road	One	1	...	...
" Sandringham and Brighton line	Two	2	...	...
" Up Main line and No. 1 ...	Two	1	1	...
" " " No. 2 ...	Three	1	2	...
" " " No. 3 ...	Four	1	3	...
" " " Nos. 4, 5 and 6 ...	Five	1	4	...
From No. 1 Road to Sandringham	Two	2	...	...
" No. 2 " " "	Three	2	1	...
" No. 1 to No. 2 Roads, Sandringham End	Three	2	1	...
To and from No. 1 and 2 Roads through Crossover, Melbourne End	Four	2	2	...

NOTE.—There are Catch Points for Outward traffic from Nos. 4, 5, and 6 Roads.



SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles	SIGNALS.		
		Long.	Short.	Long.
<b>Graham-street.</b>				
To and from Up and Down Lines through Crossover	Two	1	1	...
"    Loco. Siding and Down Main Line	Three	1	2	...
"    Sand Siding and Up Main Line	Two	...	2	...
"    "    Siding " B "	Three	...	3	...
<b>Port Melbourne.</b>				
To and from Melbourne and No. 1 Road	One	1	...	...
"    Loco. Road and Swallow's Siding	Four	2	2	...
"    "    No. 1 Road	Three	1	2	...
From Up line to No. 1 Road	Two	1	1	...
To and from Up line and No. 2 Road	Two	2	...	...
"    No. 1 Road and Pier Road " A "	One	1	...	...
"    No. 2 " " " A "	Two	1	1	...
"    No. 2 " " " B "	Two	2	...	...
"    No. 2 " " " C "	Two	...	2	...
"    No. 3 " " " C "	Three	...	3	...
"    Shed Sidings and Pier Road " C "	Three	2	1	...
<b>St. Kilda.</b>				
To and from Platform and Main lines	One	1	...	...
"    Engine Road " "	Two	...	2	...
"    Crossover " "	Three	...	3	...
"    Shed " "	Four	...	4	...
<b>Windsor.</b>				
To and from Down Main line and No. 1 Siding	Two	1	1	...
"    "    Nos. 2, 3, 4 or 5 Sidings	Three	1	2	...
"    Up and Down Main lines through Crossover	Four	...	4	...
NOTE 1.—There are Catch Points for Outward traffic in No. 1 and Nos. 2, 3, 4, and 5 Sidings to Down Main line.				
NOTE 2.—Additional arms are provided on Dwarf Semaphore Posts opposite posts Nos. 23 and 24. They work in conjunction with their respective Up Home and Distant Signals. Conflicting Signals to be treated as " Danger."				
<b>Balaclava.</b>				
To and from Up & Down Main lines, through Crossover, Melbourne End	Two	1	1	...
"    Down to Up " " Elsternwick "	Three	2	1	...
<b>Elsternwick.</b>				
To and from Up and Down lines, through Crossover, Melbourne End	Two	1	1	...
"    "    "    Brighton End	Three	1	2	...
"    Sidings and Down Main line	Three	2	1	...
<b>North Brighton.</b>				
To and from Up and Down lines, Brighton End, through Crossover	Three	...	3	...
"    Siding and Down Main line	Three	1	2	...
"    "    Up Main line	Two	1	1	...
<b>Middle Brighton.</b>				
To and from Up and Down Main lines through Crossover	Two	1	1	...
<b>Brighton Beach.</b>				
To and from Brighton line and No. 3 Road	One	1	...	...
"    Sandringham and Brighton line	Two	2	...	...
"    Up Main line and No. 1	Two	1	1	...
"    "    "    No. 2	Three	1	2	...
"    "    "    No. 3	Four	1	3	...
"    "    "    Nos. 4, 5 and 6	Five	1	4	...
From No. 1 Road to Sandringham	Two	2	...	...
"    No. 2 " " "	Three	2	1	...
"    No. 1 to No. 2 Roads, Sandringham End	Three	2	1	...
To and from No. 1 and 2 Roads through Crossover, Melbourne End	Four	2	2	...
NOTE.—There are Catch Points for Outward traffic from Nos. 4, 5, and 6 Roads.				

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Burnley.</b>				
To and from Camberwell line	One	1	...	...
" Glen Iris	Two	2	...	...
" " to Siding "C"	Two	...	2	...
" Siding "B" and Siding "A"	Two	1	1	...
" " "C" through "B" to Siding "A"	Two	1	1	...
" " "A" and Glen Iris Platform	Two	...	1	1
" " "D," Coppin-street End and Down line	Three	1	2	...
" " "D," Burnley End and Down line	Four	...	2	2
" Up and Down Main lines, Coppin-street End	Four	...	4	...
" " " opposite Signal Box	Three	...	2	1

**Hawthorn.**

To and from Camberwell line	One	1	...	...
" Kew line	Two	2	...	...
" Siding "A" and No. 4 Road	Three	2	1	...
" " "A" " Goods Sidings	Five	2	3	...
" " "A" " No. 3 Road	Four	2	2	...
" No. 4 Road and Kew line	Two	1	1	...
" Kew line and No. 3 Road	Two	2	...	...
" Up and Down line, through Crossover	Three	...	3	...
From Down line to Goods Sidings	Four	1	3	...
" " No. 4 Road	Five	1	4	...
" Goods Sidings to Up Main line...	Three	1	2	...

NOTE.—Additional arms are provided on Dwarf Semaphore Post opposite No. 27 Post for the Kew and Camberwell lines, alongside of the respective lines; they work in conjunction with and show the same Signals as their respective Home Signals. Conflicting Signals to be treated as "Danger."

**Glenferrie.**

To or from Up and Down Main lines, through Crossover	Two	1	1	...
--	-----	---	---	-----

**Camberwell Box.**

From Down Line (Melbourne end) to No. 3 Road	Three	3	...	...
" " " " No. 2 "	Two	2	...	...
" " " " No. 1 "	One	1	...	...
To and from Up Main Line (Melbourne end) and No. 1 Road	Two	1	1	...
" " " " " No. 2 "	Three	1	2	...
" " " " " No. 3 "	Four	1	3	...
" Down Main Line (Canterbury end) and No. 1 Road	Two	...	1	1
" " " " " No. 2 "	Three	...	2	1
" " " " " No. 3 "	Four	...	3	1
" Sidings and No. 1 Road	Three	...	1	2
" Goods Yard and Down Line	Three	2	1	...
" " Ashburton line	Four	2	2	...
" " Ashburton Line and No. 1 Road	Two	2	...	...
From Up Camberwell Line to No. 1 Road	One	1	...	...

**Canterbury.**

To and from Up and Down Main lines through Crossover, Up end	Two	...	2	...
" " " " " Down end	Two	1	1	...
" Up line and Siding	Three	...	3	...

**Surrey Hills.**

To and from Main Up and Down lines, through Crossover	Two	1	1	...
" Siding and Down Main line	Three	3	...	...

NOTE.—There are Catch Points in Siding for Outward traffic.

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

Location.	Particulars.	No. of Whistles.	Description.		
			Long.	Short.	Long.
<b>Box Hill.</b>					
(Melbourne End.)					
...	From Main Down Line to No. 1 Road	One	1	...	...
...	"    "    "    No. 2 "	Two	2	...	...
...	To and from No. 1 Road and Up Main line	Three	3	...	...
...	"    "    "    No. 2 "	Two	1	1	...
1	"    "    "    No. 3 "	Three	2	1	...
...	"    "    "    No. 4 "	Four	2	2	...
2	"    "    "    No. 5 or 6 "	Five	2	3	...
...	"    "    "    Brick Siding...	Four	3	1	...
1	"    "    "    Engine Shed Road and No. 3 Road...	Two	...	2	...
...	"    "    "    "    "    "    No. 4 "	Three	...	3	...
...	"    "    "    "    "    "    Nos. 5 or 6 Roads	Three	1	2	...
...	"    "    "    Siding "A" and No. 3 Road	Four	...	3	1
...	"    "    "    "    "    "    No. 4 "	Four	...	4	...
...	"    "    "    "    "    "    Nos. 5 or 6 Roads...	Five	...	5	...
...	"    "    "    Coal Stage and No. 4 Road	Four	...	2	2
...	"    "    "    "    "    "    Nos. 5 or 6 Roads	Five	...	2	3
(Ringwood End.)					
...	From Up Main Line to No. 2 Road	Two	2	...	...
...	"    "    "    No. 3 "	Three	2	1	...
...	"    "    "    No. 4 "	Four	2	2	...
...	"    "    "    No. 5 "	Five	2	3	...
...	To and from Down Main line and No. 1 Road	One	1	...	...
...	"    "    "    "    "    "    No. 2 "	Three	1	2	...
...	"    "    "    "    "    "    No. 3 "	Three	3	...	...
...	"    "    "    "    "    "    No. 4 "	Two	...	1	1
...	"    "    "    "    "    "    No. 5 "	Three	...	2	1
...	"    "    "    No. 3 Road and Siding "B"	Five	3	2	...
...	"    "    "    "    "    "    "B"	Five	4	1	...
...	"    "    "    "    "    "    "B"	Six	5	1	...
NOTE.—There are Catch Points, with Point Indicators attached, at the Down end of Nos. 4 and 5 Roads for Outward traffic.					
<b>Blackburn.</b>					
...	To and from Main Up and Down line, Box Hill end, through Crossover	Two	2	...	...
...	"    "    "    "    "    "    Ringwood	Two	1	1	...
NOTE.—There are Catch Points in Crossover leading from the Siding to Main line at Down end of station, which, together with the Points in Main Line, are worked by a lever and secured with an Annett's lock, the key of which is kept in a duplicate lock in the Signal box, except when required to unlock the Siding Points.					
<b>Ringwood.</b>					
...	From Melbourne to No. 3 Road	One	1	...	...
...	To and from Siding "A" and No. 3 Road	Four	...	3	1
...	"    "    "    Goods Shed	Four	...	4	...
...	"    "    "    Up line and No. 3 Road...	Three	...	3	...
...	"    "    "    "    "    "    No. 2 "	Two	...	2	...
...	"    "    "    "    "    "    No. 1 "	One	...	1	...
...	"    "    "    "    "    "    Siding "B"	Two	...	1	1
...	"    "    "    Siding "B" and Dead End Up end of Yard	Five	...	5	...
...	"    "    "    Healesville and No. 1 Road	Two	1	1	...
...	"    "    "    "    "    "    No. 2 "	Three	1	2	...
...	"    "    "    "    "    "    No. 3 "	Four	1	3	...
...	"    "    "    Fern Tree Gully and No. 1 Road	Three	2	1	...
...	"    "    "    "    "    "    No. 2 "	Four	2	2	...
...	"    "    "    "    "    "    No. 3 "	Five	2	3	...
...	"    "    "    Siding "D" and No. 1 Road	Three	1	1	1
...	"    "    "    Siding "D" and Siding "B"	Four	1	2	1

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Caulfield Line, Temporary Block Box "A."</b>				
To and from Brighton line	One	1	...	...
" Caulfield "	Two	2	...	...
<b>South Yarra.</b>				
To and from Brighton line	One	1	...	...
" Caulfield line	Two	2	...	...
" Brighton and Caulfield lines	Three	3	...	...
" Up and Down Brighton lines, through Crossover	Two	1	1	...
" " Caulfield lines, through Crossover	Three	1	2	...
<b>Hawksburn.</b>				
To and from Up and Down Main lines, through Crossover	Two	1	1	...
<b>Toorak.</b>				
To and from Up and Down Main lines, through Crossover	Two	1	1	...
<b>Armadale.</b>				
To and from Up Main line and Siding "A"	Three	...	3	...
" Siding "A" and Down Main Line	Two	...	2	...
" Toorak Yard and Siding "A"	Two	1	1	...
" Up and Down Main lines, through Crossovers	Three	...	2	1
NOTE.—During Caulfield Race traffic the Down Starting Signal Post No. 32 is worked from and used as a Down Home Signal for Post "D."				
<b>Malvern.</b>				
To and from Goods Yard and Dead End	Three	...	3	...
" " Down line	Two	...	2	...
" Up and Down Main lines, through Crossover	Two	1	1	...
NOTE.—There are Catch Points in Sidings for Down traffic.				
Drivers of Down Goods Trains having trucks for Murrumbidgee, to give two (2) whistles when passing Malvern Signal Box for information to be sent on to Caulfield "B" Box.				
During Caulfield Race traffic the Up Starting Signal Post No. 36 is worked from and used as an Up Home Signal for temporary Post "D," and the Down Starting Signal Post No. 40 is worked from and used as a Down Home Signal for temporary Post "E."				
<b>Caulfield "A" Box.</b>				
From Melbourne to No. 3 Road	One	1	...	...
" " No. 1 "	Four	1	3	...
From No. 1 Road to Melbourne	One	1	...	...
" No. 2 "	Two	2	...	...
" No. 3 "	Three	3	...	...
" East End of Up Platform to No. 1 Road	One	1	...	...
" " of Up Platform to No. 2 Road through Crossover	Three	...	3	...
To and from Down Main Line and Middle Road, Oakleigh End	Three	1	2	...
Through Crossover from Up to Down line	Five	5	...	...
<b>Caulfield "B" Box.</b>				
From No. 3 Road to Oakleigh	One	1	...	...
" " Mordialloc	Two	2	...	...
" No. 1 "	Four	...	3	1
To and from Siding "A" and Down line	Two	1	1	...
" " "B" and No. 1 Road	Three	...	1	2
" " "C"	Four	...	1	3
" " "D" and "E"	Five	...	1	4
From Oakleigh to No. 1 Road	One	1	...	...
" No. 2 "	Three	3	...	...
From Mordialloc to No. 1 Road	Two	2	...	...
" No. 2 "	Four	2	2	...
To and from Up Platform through Crossover to Middle Road	Four	...	4	...
NOTE.—The Catch Points in Siding "A" are provided with a Point Indicator; there are also Catch Points in Siding "B," "C," "D," and "E."				



SIGNAL WHISTLES to be given by Drivers of Engines, &c.—continued.

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Code of Electric Bells between Boxes "A" and "B," Caulfield.</b>				
Telephone Call	One	1	...	...
To and from Main lines and No. 1 Road	Two	1	1	...
" " " No. 2 "	Three	1	2	...
" " " No. 3 "	Four	1	3	...
(All these signals to be preceded by description of train as per Signal Code at present in use on S. S. and Oakleigh Lines)				
To cancel previous Signal	Seven	...	7	...

Mordialloc Station.		No. of Whistles.		
From Down Line into No. 1 Road	...	One	1	...
" " " No. 2 "	...	Two	2	...
To and from Up Line and No. 1 Road	...	Two	1	1
" " " No. 2 "	...	Three	1	2
" " " No. 3 "	...	Four	1	3
" " Turn Table and No. 3 Road	...	Four	...	4

Oakleigh "A" Box.				
To and from Caulfield	...	One	1	...
" Waverley	...	Two	2	...
" No. 1 and Up Main line	...	Two	...	1 1
" No. 2 "	...	Three	...	1 2
" No. 3 "	...	Four	...	1 3
From No. 1 to Dandenong	...	Three	...	2 1
" No. 2 "	...	Five	1	2 2
" No. 3 "	...	Six	1	2 3

Oakleigh "B" Box.				
To Main Line from No. 1 Road	...	One	1	...
To and from Main Lines and No. 2 Road	...	Two	2	...
" " " No. 3 "	...	Three	3	...
" Siding "A" and No. 1 "	...	Two	1	1
" " "B" " No. 2 "	...	Three	1	2
" " "C" " No. 2 "	...	Three	2	1
" " "B" " No. 3 "	...	Four	...	1 3
" " "C" " No. 3 "	...	Four	...	3 1

Code of Electric Bells between Boxes "A" and "B," Oakleigh.		No. of Rings.		
Telephone Call	...	One	1	...
To and from Main lines and No. 1 Road	...	Two	1	1
" " " No. 2 "	...	Three	1	2
" " " No. 3 "	...	Four	1	3
(All these signals to be preceded by description of train as per Signal Code at present in use on S.S. and Oakleigh Lines.)				
To and from Siding "A" and No. 1 Road	...	Three	2	1
" " "B" " No. 2 "	...	Four	2	2
" " "C" " No. 2 "	...	Five	2	3
" " "B" " No. 3 "	...	Three	...	2 1
" " "C" " No. 3 "	...	Four	...	2 2

Dandenong "A" Box.		No. of whistles.		
From Main Down line to No. 1 Road	...	One	1	...
To and from No. 1 Road and Up Main line	...	Two	1	1
" No. 2 "	...	Two	...	2
" No. 3 "	...	Four	1	3
" No. 4 "	...	Five	1	4
" No. 5 "	...	Six	1	5
" Down Main line and Brick Siding	...	Three	2	1
" " " Dock	...	Six	6	...
" Up " " Siding "A"	...	Four	2	2

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles	Description.		
		Long.	Short.	Long.
<b>Dandenong "B" Box.</b>				
To and from Sale line ... ..	One	1	...	...
" South Eastern Line ... ..	Two	2	...	...
" No. 3 Road ... ..	Three	...	3	...
" No. 4 " ... ..	Four	...	4	...
" No. 5 " ... ..	Five	...	5	...
" Down Main Line and Turn Table Road ... ..	Two	1	1	...

**Code of Electric Bells between "A" and "B" Boxes, Dandenong.**

To and from	No. of Rings.			
		Long.	Short.	Long.
No. 1 Road ... ..	Two	1	1	...
" No. 2 " ... ..	Three	1	2	...
" No. 3 " ... ..	Four	1	3	...
" No. 4 " ... ..	Five	1	4	...
" No. 5 " ... ..	Six	1	5	...
To cancel previous Signal ... ..	Seven	...	7	...

**Warragul "A" Box. No. of Whistles.**

No. 1 Post—One Arm. Down Distant Signal ... ..	One	1	...	...
No. 2 " — " Home " ... ..	One	1	...	...
No. 3 " —Two Arms. Directing Signals. Controlled by "B" Box:—				
Top Arm, into No. 1 Road ... ..	One	...	1	...
Bottom Arm, into No. 2 Road ... ..	Two	...	2	...

**Warragul "B" Box.**

No. 4 Post—Two Arms. Up Directing Signals. Controlled by "A" Box:—				
Top Arm, into No. 2 Road ... ..	Two	...	2	...
Bottom Arm, into No. 1 Road ... ..	One	...	1	...
No. 5 " —One Arm. Up Home Signal from Sale ... ..	Two	2	...	...
No. 6 " — " Distant " ... ..	Two	2	...	...
No. 7 " — " Siding Signal from Engine Shed or Turntable Road ... ..	Two	1	1	...
No. 8 " — " Up Home Signal from Neerim ... ..	Three	3	...	...

NOTE.—The Crossovers near Nos. 3 and 4 Posts are interlocked and worked from "A" and "B" Boxes respectively; and Drivers must see that the Crossover points with discs attached are in their proper position before proceeding out on to the Main Line.

**Morwell.**

To and from Sale ... ..	One	1	...	...
" North Mirboo ... ..	Two	2	...	...

**Traralgon Station.**

To or from Melbourne or Sale and Platform Road ... ..	One	...	1	...
" Heyfield and Platform Road ... ..	Two	...	2	...
" Carriage Dock, Melbourne End ... ..	Two	1	1	...
" Main line and No. 2 Road ... ..	Two	2	...	...
" " No. 3 " ... ..	Two	...	1	1
" " Sale End, and Engine Shed ... ..	Three	...	3	...
To Coal Stage ... ..	Four	...	4	...
To Engine Shed Sidings ... ..	Four	1	3	...
To or from Heyfield and No. 2 Road ... ..	Three	2	1	...

SIGNAL WHISTLES to be given by Drivers of Engines, &c.—*continued.*

PARTICULARS.	No. of Whistles.	Description.		
		Long.	Short.	Long.
<b>Sale Station.</b>				
To or from No. 1 Road and Melbourne	One	1	...	...
" No. 1 " Stratford...	Two	1	1	...
" No. 2 " Melbourne	Two	2	...	...
" No. 2 " Stratford...	Three	2	1	...
" No. 3 " Melbourne	Three	3	...	...
" No. 3 " Stratford...	Four	3	1	...
" Goods Yard and Melbourne	Four	4	...	...
" " Stratford	Five	4	1	...
" Carriage Dock	One	...	1	...
" Engine Shed	Two	...	2	...
" No. 3 Road and Cattle Siding	Three	...	3	...
" Goods Yard	Four	...	4	...
" No. 2 and No. 3 Roads, through Crossover	Five	...	5	...
" "A" and Canal	Three	1	2	...

NOTE.—There are Catch Points for Inward traffic in Cattle Yards Siding with Point Indicator attached.

**Stratford Junction.**

To and from Sale line	One	1	...	...
" Maffra line	Two	2	...	...

**Notice to Engine-drivers, Signalmen, and Others.**

At all Junctions not specified in the foregoing one general rule is to prevail, viz. :—

All Main line trains, Up or Down, to give One (1) Distinct Whistle.

All trains from and to Branch line to give Two (2) Distinct Whistles.

The attention of Guards and Drivers is called to the latter part of Regulation 345, viz. :—  
 "Should an Engine-driver on approaching a Junction find the proper Signals lowered for him to proceed, he need not give the Junction Whistles."

Guards are also required to note that Enginemmen need not challenge stations by whistle unless when the Signal is against them.

These instructions are, however, not to prevent Engine-drivers from whistling whenever it is necessary to do so.

In connection with the foregoing, Stationmasters, Officers in Charge of Stations, and Signalmen are hereby instructed to keep a sharp look-out for the approach of all trains, and to promptly lower Signals if line be clear without waiting to be challenged, in order to avoid unnecessary whistling.

**Drivers to always sound WHISTLE when approaching Cattle Pit Crossings.**



---

Telephones, Electric Bells, Ground  
Bells, Etc., Etc.

---

NAMES AND ADDRESSES OF OFFICERS.

---

—Privileged Gates.—

---

## Semaphore Repeaters are situated as under:—

## NORTH SUBURBAN SECTION.

- VIADUCT BOX.—Connected to Up Passenger distant from No. 1 Box, starter from Flinders-street, and to each Down distant on Viaduct.
- NORTH MELBOURNE JUNCTION BOX.—Connected with Down starting signals at Franklin-street for Williamstown, Main, and East Lines, and Up distant for Coburg Line.
- YARRAVILLE BOX.—Connected to Down Distant.
- WILLIAMSTOWN (Ann-street) BOX.—Connected with Down Passenger and Down Goods Distant.
- WILLIAMSTOWN PIER BOX.—For Down Passenger and Down Goods distant.
- ASCOT VALE BOX.—For Up distant (switched on to Repeater on platform when Signal Box is closed.)
- ESSENDON.—For Down distant.
- ROYAL PARK.—For Up distants for Coburg and Collingwood Lines.
- CLIFTON HILL.—For Down distant.

## SOUTH SUBURBAN SECTION.

- FLINDERS-STREET "A" BOX.—Working off Viaduct Junction advance starter.
- FLINDERS-STREET "B" BOX.—Off Brighton starter at No. 1 platform.
- RICHMOND "A" BOX.—Off Up Brighton and Up Oakleigh distants.
- SOUTH YARRA BOX.—Off Up Oakleigh distant for Passenger road, and Up Oakleigh distant for Goods crossover road.
- WINDSOR BOX.—Off Up and Down distant signals.
- HAWKSBURN BOX.—Off Down distant.
- MIDDLE BRIGHTON.—Off Down distant.
- BRIGHTON BEACH BOX.—Off Up distant on Sandringham Line.
- HAWTHORN BOX.—Off Down distant; off Up Camberwell distant; and off Up Kew distant.
- CAMBERWELL BOX.—Off Down distant.
- CANTERBURY BOX.—Off Up distant.
- BOX HILL BOX.—Off Down distant.
- RINGWOOD STATION.—Off Up Distants on Fern Tree Gully and Healesville Lines.

## COUNTRY LINES.

- KILMORE JUNCTION BOX.—Up distant Bendigo Line.
- TALLAROOK BOX.—Down distant Main line.
- SPRINGHURST STATION.—Up distant Wahgunyah Line.
- EVERTON STATION.—Up distant Signals from Bright and Beechworth
- MURCHISON EAST.—Up home Shepparton Line.
- TOOLAMBA.—From Up distant Echuca Line.
- WARRAGUL "A" BOX.—From Down distant.
- STRATFORD STATION.—From Down distant.
- GEELONG "D" BOX.—From Up distant.
- MELTON.—From Down distant.
- LYDIARD-STREET, BALLARAT.—From Down home to No. 1 Road.
- SUNBURY STATION.—From Up distant.
- WOODEND BOX.—From Down distant.
- BULLARTO STATION.—From Up home.
- CARLSRUHE.—From Up distant, Daylesford Line.
- MALMSBURY.—From Up distant.
- ELPHINSTONE.—From Up and Down distants.
- CASTLEMAINE.—From Down distant Main Line, also, Up and Down distants Maldon Line
- GUILDFORD.—From Up and Down distants.
- KANGAROO FLAT.—From Down distant.
- GOLDEN SQUARE.—From Down distant.
- BENDIGO CATTLE SIDING BOX.—From Up distant, Eaglehawk Line.

ELECTRIC BELLS USED IN CONNECTION WITH THE SIGNALLING OF  
TRAINS ARE SITUATED AS UNDER:—

Between the Signal Boxes at Macaulay-road, Royal Park, Nicholson-street, Rae-street, St. George's-road (North Fitzroy), all signal boxes Footscray Junction to Williamstown Pier (including South Newport), all signal boxes Footscray Junction to Braybrook Junction, all signal boxes Kensington to Flemington Racecourse, all signal boxes Jolimont to Oakleigh, all signal boxes Richmond to Camberwell (including Barker's-road), and adjoining signal boxes.

**YARDSMAN'S OFFICE (Spencer-street).**—Working from Lower Level and Dudley-street boxes. **FRANKLIN-STREET BOX.**—Working from No. 1 Box and North Melbourne Junction Box.

**NORTH MELBOURNE JUNCTION BOX.**—One each from Dudley-street, Franklin-street, Macaulay-road, Kensington, South Kensington Junction, Stationmaster's Office, North Melbourne station, and Up Centre platform at North Melbourne station.

**SOUTH KENSINGTON JUNCTION BOX.**—Working from North Melbourne Junction and Footscray Junction.

**LOCO. SIGNAL BOX (North Melbourne).**—Working from Dudley-street Box, "B" and "C" Turn Tables in Loco. Shed, at North Melbourne.

**VIADUCT BOX (Spencer-street).**—One each from Flinders-street "A" Box, No. 1 Box, Dudley-street Box, Island platform, Goods Crossover in Goods Yard, North end of Island platform.

**SOUTH END BOX (Spencer-street).**—Return Bell to No. 1 Box. Repeating Bell in connection with Mechanical Bell on Main Line Arrival platform. One from each Crossover at South end of platform.

**No. 1 Box (Spencer-street).**—Working from Viaduct Box, South End Box, Dudley-street Box, Franklin-street Box, and from Shunter's Box, Latrobe-street.

**LOWER LEVEL (Spencer-street).**—Working from Yardsman and Dudley-street Box.

**DUDLEY-STREET BOX (Spencer-street).**—Working from Viaduct Box, No. 1 Box, Yardsman, Lower Level, Loco, and North Melbourne Junction Box.

**FLINDERS-STREET "A" BOX.**—From "B" Box. From Viaduct Box. Worked from end of Nos. 2, 3, 4, 5, 6 and 7 platforms; used by Shunters and Drivers for ringing roads they require. From Crossover Points, Port Melbourne and St. Kilda platforms; also buffer stops near No. 80 Signal Post, Jolimont. From portable cabin, No. 4 platform; used chiefly on race days and holidays.

**FLINDERS-STREET CROSSOVER POINTS (St. Kilda and Port Melbourne Line).**—Working from "A" Box.

**FLINDERS-STREET "B" BOX.**—Working from "A" Box. Working from portable cabin on No. 4 platform. Working from ends of Nos. 1, 2, 3 and 4 platforms; used by Shunters and Drivers for ringing roads required. Working from No. 41 and No. 42 Signal Posts, Jolimont Yard.

**NOTE.**—The Press Buttons at Flinders-street to be used by Drivers and Shunters in lieu of engine whistle. Whistle code to be used.

**PRINCE'S BRIDGE SIGNAL BOX.**—Working to Jolimont Box.

**YARDSMAN'S BOX, JOLIMONT YARD.**—Outside of portable building. Worked from Flinders-street Box "A" to warn approach of Goods trains to Jolimont round No. 10 Road.

**SOUTH YARRA, CENTRE PLATFORM.**—Worked from Signal Box to warn Porters crossing line when Up trains are approaching station.

**CAMBERWELL SIGNAL BOX.**—To Burwood Road Gate Cabin.

**FOOTSCRAY JUNCTION SIGNAL BOX.**—To Napier-street Gate Cabin, Williamstown Line, and to Nicholson-street Gate Cabin, Northern Line.

**MIDDLE FOOTSCRAY SIGNAL BOX.**—To Nicholson-street Gate Cabin.

**ROYAL PARK SIGNAL BOX.**—To First Gate Preston Line.

**DANDENONG BOX "A."**—Working from Box "B."

" " "B."— " " "A."

**RINGWOOD STATION.**—Return ringing bells to No. 1 Gate Fern Tree Gully Line.

**SOUTH BRIGHTON STATION.**—Return ringing bells to Gatehouse.

**CHELTHENHAM STATION.**—Return ringing bells to Gatehouse.

**MORDIALLOC STATION.**—Return ringing bells to Gatehouse.

**STAWELL.**—Between "A" and "B" Boxes.

**ARARAT.**—Between "A" and "B" Boxes, with intermediate bell in Booking Office. Scarsdale Junction and No. 9 Gate Stawell Line.

**BALLARAT.**—Between Lydiard-street and Yard Cabin; between Lydiard-street and McArthur street; between McArthur-street and Nos. 4, 5, and 7 Gates, also to Scarsdale Junction; and between Yard Cabin and Ballarat East Cabin.

**BALLARAT STATION.**—On bridge, one gong for signalling arrival of trains.

**GEELONG.**—Between "A," "B," "C," and "D" Boxes.

**MARYBOROUGH.**—Between "A" and "B" Boxes.

**CASTLEMAINE.**—Between "A" and "B" Boxes.

**BENDIGO.**—Between "A" and "B" Boxes; between "B" and "C" Boxes; between "C" Box and Mundy-street Gates; 1 platform gong from "A" and "C" Boxes; 1 bell in "B" Box rung from Shunting Yard.

**SEYMOUR.**—Between "B" and "C" Boxes.

**BENALLA.**—Between "A" and "B" Boxes.

## ELECTRIC BELLS FOR FIRE ALARMS.

Bell presses at Main Line Booking Office, Stationmaster's Office, Outside Inwards' Parcels Office, Lamp Room, Inspector Jack's Workshop, North end of "A" Shed and "South end of "A" Shed, Spencer-street. (Bell in Spencer-street Telegraph Office.)

Bell press at Flinders-street Centre Gate connected with City Fire Brigade.

Bell press at No. 1 Platform, Flinders-street, to bell in Flinders-street Telegraph Office.

## ELECTRIC BELLS FOR STARTING TRAINS.

Main Line Platform and West Line Platform, Spencer-street.

North and South Platforms, Prince's Bridge.

Brighton Platform, Flinders-street.

## ELECTRIC BELLS FOR OTHER PURPOSES.

GANGER WILLIAMS' HOUSE.—From South Kensington Junction.

RICHMOND BOOKING OFFICES.—To call Porters to Parcels Office

FLINDERS-STREET.—From Swanston-street and Elizabeth-street Entrances, also Nos. 2 to 10 Platforms, to call attention of Luggage Porters.

PRINCE'S BRIDGE, CENTRAL ENTRANCE.—To call attention of Luggage Porter.

SEYMOUR REFRESHMENT ROOM.—Rung from Stationmaster's Office.

WARRAGUL REFRESHMENT ROOM.—Rung from Dining Room and Platform.

GEELONG REFRESHMENT ROOMS.—Rung from Platform.

KYNETON REFRESHMENT ROOM.—Rung from Up and Down Platforms.

BALLARAT REFRESHMENT ROOM.—Rung from Down Platform.

MARYBOROUGH REFRESHMENT ROOM.—Rung from Platform.

BENDIGO REFRESHMENT ROOM.—Rung from Up and Down Platforms.

## GROUND INDICATORS

FLINDERS-STREET "A" BOX.—(7)—Six working from Platform Roads, Nos. 1 to 6; one No. 80 Post, Jolimont Yard.

FLINDERS-STREET "B" BOX.—(6)—Platform Roads, Nos. 1 to 6.

NORTH MELBOURNE JUNCTION BOX.—(4)—From Down East and Up West Lines platforms, Up North-east and Up Main Line Goods Roads, from points midway between North Melbourne Junction and Dudley-street Boxes.

## ELECTRIC INTERLOCKING.

NORTH MELBOURNE.—Controlling Home signals while up platform Roads are occupied.

FLINDERS-STREET "B" BOX.—Controlling up Home Signals while Nos. 1, 2, 3 or 4 Platform Roads are occupied.

WINDSOR.—Controlling Home Signals while up and down Platform Roads are occupied.

## CROSS LOCK INDICATORS.

FLINDERS-STREET "A" BOX.—(3)—One working off Cross Lock, Coburg Dock.  
 One " " for Port Melbourne platform.  
 One " " St. Kilda "

## PLATFORM INDICATORS.

(ELECTRICAL.)

SOUTH YARRA.—(2)—For indicating trains; worked from Signal Box.

(MECHANICAL.)

BALACLAVA	(4)	"	"	"	"
HAWTHORN	(2)	"	"	"	"
CAMBERWELL	(3)	"	"	"	"
ELSTERNWICK	(3)	"	"	"	"

## TRAIN DESCRIBING INSTRUMENT

Between Viaduct Junction and Flinders-street "A" Boxes.



SIGNAL CODE FOR THE ELECTRIC BELLS USED ON THE NORTH  
SUBURBAN LINES.

TRAINS.		NO. AND DESCRIPTION OF RINGS.		
Where From or To.	Description.	Long.	Short.	Long.
North-Eastern Line	Passenger	...	2	...
North-Eastern Line	Goods	2	...	...
Essendon	Passenger	1	1	...
Coburg Line	Passenger	1	4	...
Coburg Line	Goods	4	1	...
Racecourse	All	...	1	1
Bendigo Line	Passenger	...	3	...
Bendigo Line	Goods	3	...	...
Williamstown Line...	Passenger	...	2	2
Williamstown Line...	Goods	2	2	...
Geelong Line	Passenger	...	3	1
Geelong Line	Goods	1	3	...
Ballast ...	All	...	4	...
Light Engine	...	4	...	...
Pilot Engine	...	...	5	...
City Market	All	...	2	1
		Short.	Long.	Short.
Heidelberg and Collingwood Line	Passenger	3	2	...
Heidelberg and Collingwood Line	Goods	...	2	3
Fitzroy Line	Passenger	2	1	...
Fitzroy Line	Goods	...	1	2
Whittlesea Line	Passenger	2	4	...
Whittlesea Line	Goods	4	2	...
Bacchus Marsh Line	Passenger	3	3	...
Bacchus Marsh Line	Goods	...	3	3
Braybrook and St. Alban's	Passenger	3	1	1
Werribee and Laverton	Passenger	3	1	2
To cancel previous signal sent...	...	7	...	...
To call attention	...	...	1	...

SIGNAL CODE FOR THE ELECTRIC BELLS USED ON THE SOUTH  
SUBURBAN LINES.

TRAINS.		NO. AND DESCRIPTION OF RINGS.		
Where From or To.	Description.	Long.	Short.	Long.
Brighton Line	Passenger	...	2	...
Brighton Line	Goods	2	...	...
Oakleigh Line	Passenger	...	3	...
Oakleigh Line	Goods	3	...	...
Gippsland Line and Flinders-street	Passenger	...	3	1
Gippsland Line and Flinders-street	Goods	3	1	...
Mordialloc and Frankston Line	Passenger	...	2	2
Mordialloc and Frankston Line	Goods	2	2	...
Camberwell	Passenger	...	6	...
Lilydale Line	Passenger	...	4	1
Lilydale Line	Goods	4	1	...
Kew Line	Passenger	...	1	3
Kew Line	Goods	1	3	...
Oakleigh and Burnley Line	Passenger	...	2	3
Oakleigh and Burnley Line	Goods	2	3	...
All Race Trains	Flinders-street	1	1	...
All Race Trains	Prince's Bridge	...	1	1
Ballast ...	All	...	4	...
Light Engine	All	4	...	...
Pilot Engine	All	...	5	...
To cancel previous signal	...	...	7	...
To call attention	...	1	...	...

INSTRUCTIONS FOR WORKING ELECTRIC BELL SIGNALS.

1. All signals must be immediately repeated back.
2. A short ring is produced by holding key down while counting Two.
3. A long ring is produced by holding key down while counting Four.
4. The interval between each ring should be the time occupied in counting Two. If a signal is received which is not understood, reply with One (1) long ring.

GROUND BELLS BY WHICH THE MOVEMENT OF TRAINS PAST CERTAIN  
SPOTS IS AUTOMATICALLY SIGNALLED.

Connected To.	Number.	Where Situated.
Viaduct Box ... ..	1	Opposite Down Distant on Viaduct.
No. 1 Box ... ..	2	Close Engine Crossover Roads on Down Centre and Down West Lines.
Coburg Junction Box ... ..	6	Up East Line (at North Melbourne station), Up Centre Starter, Down Centre Home, Down Williamstown Home, Down N.E. and Down Main Line, Goods Lines, from a point midway between Dudley-street and South end of North Melbourne station.
Footscray Junction Box ... ..	3	Opposite Down Distant, Down Advance Starter, and Up Distant Williamstown Line.
Yarraville Box ... ..	1	Opposite Down Distant.
Newport "A" Box ... ..	2	Opposite Down Distant, and from North Williamstown Station.
Williamstown (Ann-street) Box	2	Crossover Road Up end of Williamstown station " Down " " "
Newmarket Box ... ..	1	Opposite Down Distant on Racecourse Line.
Ascot Vale Box ... ..	1	Opposite Up Distant.
Moonee Ponds ... ..	1	Ascot Vale station, Down Road
Essendon ... ..	3	Opposite Up Distant, Down Advance Starter, and Engine Crossover Road.
North Essendon ... ..	2	Nos. 2 and 3 Gates, working from Down Road, Mount Alexander-road, near Essendon station.
Royal Park ... ..	2	Opposite Up Distant on Coburg and Fitzroy Lines.
St. George's-road Box ... ..	1	Northcote station, Up Road.
Clifton Hill ... ..	1	Northcote South, Up Road.
Flinders-street "A" Box ... ..	2	At Up Distant and Advance Starter on Viaduct.
Prince's Bridge Box ... ..	1	At Five-arm Signal near Loco. Sheds.
Richmond Box ... ..	2	Up Oakleigh and Up Brighton Distant Signals.
Burnley Box ... ..	1	Yarra Bridge, near Heyington station.
Hawthorn Box ... ..	4	Down Distant Signals, Crossover Points for Kew Line, Up Camberwell Distant, Up Kew Distant.
Albert-street Gate, Auburn ... ..	1	At Camberwell Advance Starting Signal.
Camberwell ... ..	2	No. 33 points, Down end, and on Ashburton line also.
Canterbury Box ... ..	1	At Up Distant.
South Yarra Box ... ..	2	Up Brighton Distant, Up Oakleigh Distant.
Windsor Box ... ..	4	Down Distant near Prahran, Down Starter, Up Distant, Up Home.
Elsternwick Box ... ..	1	Crossover Points, Down Line.
Brighton Beach Box ... ..	3	Down Distant Crossover Points, Sandringham Line Up Distant, Sandringham Line.
Brighton Beach, No. 1 Gate ... ..	1	Up Distant, Sandringham Line.
St. John's Road Gate, Toorak ... ..	1	Up Line, Toorak Starter.
Malvern Box ... ..	1	Up Distant.
Lydiard-street Box (Ballarat) ... ..	1	From Up Distant.
McArthur-street Box " " ... ..	1	Worked on Up journey, Waubra Line.
Ballarat East ... ..	1	" " "
Warrenheip ... ..	1	At Down Distant, Geelong Line.
Bacchus Marsh, No. 19 Gate ... ..	1	Worked on Down journey.
Golden Square ... ..	1	Worked on Down Road.
Geelong "D" Box ... ..	1	Up Distant Signal.
North Geelong "A" Box ... ..	1	Up Distant and Down Starter.

## TELEPHONES.

a. Telephonic communication exists between all Signal Boxes and between all Tablet, Electric Staff, and Block stations; also at additional places as under:—

b. Mr. Commissioner Mathieson's house, Malvern Exchange No 71.

Mr. W. Fitzpatrick's house, South Yarra, from South Yarra Signal Box, through E. T. O. Spencer Street.

Mr. S. Jones' house, South Yarra, from South Yarra Signal Box, through E. T. O. Spencer Street.

Mr. C. Macaw's house, Ascot Vale, through E. T. O. Spencer Street.

Mr. W. Stinton's house, North Williamstown, from Newport Shops, through E. T. O. Spencer Street.

Mr. D. McAuslan's house, from Williamstown Pier Station, through E. T. O. Spencer Street.

c. Between Signal Boxes and Stationmaster's offices at N. Fitzroy, Clifton Hill, Richmond, South Yarra, Oakleigh (to Shunter's Box also), Dandenong, Warragul (also to Neerim, Goods Shed, Loco. Shed, and Stationmaster's house), Tallarook, Shepparton, Woodend, Castlemaine (also to Yardsman's office), Ararat, Stawell (also to Stationmaster's house and Loco. Shed), Maryborough (also to Loco. Shed and Loco. Foreman's house), Seymour (also to Goods Shed, Loco. Shed, and Loco. Foreman's house), Benalla (also to Loco. Shed), Wodonga (also to Albury), Sale (also to Loco. Shed and Loco. Foreman's house), Montague, and Port Melbourne, also to Temporary Cabin "D" Caulfield Line.

d. From Spencer-street Telegraph Office to all Offices in Railway Buildings, all Goods Sheds, Metropolitan District Traffic Superintendents, Traffic Inspectors, Station Masters, Loco Sheds, Inspectors of Permanent Way and Works, Enquiry Offices, Metropolitan Yard Inspector, Arden-street, South Kensington, Electric Light Works, Ice Works, Truck Shops North Melbourne, Railway Timekeeper Williamstown Pier, Jolimont Weighbridge, Mr. Stone's house, Mr. Cullin's house, Mr. Bosworth (Burst Watermain Attendant) Crown Solicitor, Clock Repair Shop Spencer-street, Metropolitan Fire Brigade, Flinders-street Telegraph Office, Government Printer, Inspector of Railway Special Investigation Branch, Railway Electrical Laboratory, Lamp Repair Shop Spencer-street, Mr. Macaw's house, Newport Freezing Works, Newport Workshops, Oil Stores, Parliament House, Pintsch Gas Works, Piermaster Port Melbourne, Port Melbourne Station and Pier, Public Offices, South Yarra Signal Box, Station Master North Melbourne, Telegraph Stores, Telegraph Workshops, Telegraph Line Repairers.

From Metropolitan Yard Inspector's Office to Yardsmen's Boxes, Signal Boxes, Yardsman Jolimont, Weighbridge, Australian Wharf, and "A" Shed.

e. Port Melbourne to Wood Siding.

Bunyip to Garfield.

Morwell to Morwell Post Office, Boolara, Yinnar, Darlimurla, North Mirboo station and Post Office.

Korumburra to Coal Creek, Outtrim, and Coal Inspector's office, Jumbunna.

Geelong to Queenscliff Junction, "A," "B," "C," and "D" Signal Boxes, Goods Shed, Yardsman's office, Loco. Shed Pier, and North Shore Freezing Works.

Camperdown to Curdie's Riv. Jun. & Timboon. Cathkin to Yarek.

Tooborac to Pyalong.

Mangalore to Mangalore Ballast Pits.

Murtoa to Coromby.

Hamilton to Coleraine Junction.

Portland North to Portland.

Ballarat to all signal boxes, Loco. Shed, Yardsman's office, Ballarat East station and Signal Boxes, District Superintendent's office, and Fire Brigade station, also direct communication to Ballarat Exchange.

Echuca to Goods Shed, Wharf, and Customs House.

Leichardt station to Marong.

Bagshot to Bendigo Telegraph Office.

Bendigo to all Signal Boxes, Yardsman's office, Stationmaster's house, Inspector Nicol's office and store, Loco. Inspector's office, Loco. Shed, and Foreman, Golden Square, Kangaroo Flat, Eaglehawk, and California Gully.

Barrakee to Buckrabanyule and Wychitella.

Sea Lake to Berrivillock, to Kaneira, to Wycheproof Post Office, to Wycheproof station.

Newport Station, to Carriage Shops, Loco. Stores, Yardsman, Brooklyn Siding, and Braybrook Junction.

West Footscray Signal Box, to Powder Siding.

Hawthorn Signal Box, to Barker's Road.

Redesdale to Barfold, East Metcalf, Redesdale Junction, Kyneton, and Kyneton Post Office.

Birregurra to Forrest.

Birchip to Woomelang.

Natimuk to Noradjuha, and Goroke.

Irrewarra to Beac.

Jeparit to Rainbow.

Maffra to Maffra Post Office, Briagolong Railway and Post Office.

Chiltern Railway to Police Station.

Wangaratta Railway to Moyhu Post Office to Whitfield and Whitfield Post Office.

Benalla Railway to Shire Hall and Post Office.

Seymour to Post Office and Police Station; also Inspector Tindall's Office to Loco. Shed and Inspector Smith's Office to Workshops.

Dookie Railway to Caskel Post Office, Agricultural College, Yabba North, and Kata-matite.

## Names, Addresses and Districts of Traffic Officers.

## DISTRICT TRAFFIC SUPERINTENDENTS.

Name.	Head Quarters.	Private Address.	District.
S. Jones	... Flinders-street	William-street, South Yarra	Flinders-street to St. Kilda, Port Melbourne and Sandringham, Stony Point and Mornington line, Healesville, Glen Iris, Kew and Fern Tree Gully lines, also South Yarra to Murrumbeena.
W. C. O'Connor	... Spencer-street	" Blairgowrie," Milverton-street, Moonhee Ponds	Spencer-street to Williamstown, Nth. Shore, St. Albans, Dunnstown, Mansfield and Alexandra Road, Whittlesea and Heidelberg, also Williamstown and Flemington Racecourse lines, Braybrook loop line, Melbourne to Somerton <i>via</i> Coburg, North Fitzroy to Fitzroy.
J. F. Pearce	... Ballarat	Palace Hotel, Lydiard-street, Ballarat	Warrenheip to Dobies, Ballarat to Waubra, Linton and Buninyong, Warrenheip to Geelong, Geelong to Port Fairy and Branches (except Koroit to Hamilton), Geelong to Queenscliff, Geelong and Lal Lal Racecourse lines.
W. D. M'Kee	... Bendigo	" Rockton," M'Arthur-street, Bendigo	Ravenswood to Echuca, Bendigo to Leslie, Swan Hill and Sea Lake, also Wedderburn and Quambatook lines.
T. Hayes	... Seymour	Traawool Road, Railway Reserve, Seymour	Schoolhouse Lane to Albury and Branch lines, Mangalore to Cobram and Branch lines.
W. Smith	... Ararat	High-street, Ararat	Ararat to Serviceton and Branch lines, Ararat to Portland & Branch lines.
E. B. M'Taggart	... Maryborough	" St. Helen's," Park Road, Maryborough	Sulky to Woomelang, Dunolly to Bulbul, Maryborough to Warra Yadin and Shelbourne, N. Creswick to Carlsruhe, Sydenham to Harcourt, Lancefield and Redesdale lines.
J. Urquhart	... Oakleigh	" Craigston," Coppin-street, East Malvern, Or Caulfield Station	Oakleigh to Bairnsdale and Branch lines, including South-Eastern line
J. Richmond (Metropolitan Yard Inspector)	Spencer-street	7, Fawcett-street, Albert Park.	In charge of Spencer-street, Flinders-street, Prince's Bridge, and Jolimont Yards and Signal Boxes.

Should any mishap occur between stations forming terminals of Districts, the Superintendent of the District, in which is situate the nearest Depôt Station from which a Casualty Van can be sent, is to take charge. Both officers must, however, co-operate in removing the block.

In the unavoidable absence of the District Traffic Superintendent the Stationmasters (but not the Assistant Stationmasters) at the following stations are, in cases of emergency, authorised to act under the regulations with regard to the Districts for which their Station is a Depôt, viz.:—Spencer-street, Prince's Bridge, Flinders-street, Geelong, Ballarat, Ararat, Stawell, Maryborough, Castlemaine, Bendigo, Echuca, Woodend, Seymour, Benalla, Wangaratta, Wodonga and Warragul.

C. M.

p.m.  
case

\*G. Lo

J. R

W. T

H. H

H. A

\* M

TRAFFIC INSPECTORS.

**Officers' Districts, &c.**

Page 272.—Mr. Pearce's private address is "Corner Ligar and Clarendon Streets, Ballarat."

Page 273.—Inspector McFarlane's address is "Howlands', corner Gipps and Docker Streets, Richmond."

Inspector Miscamble's private address is "66 Cole-street, Williamstown," or "c/o S.M., Williamstown."

Page 275—Superintending Inspector M'Namara's private address is "Twickenham, 148 Riversdale Road, Hawthorn."

The line from Maldon Junction to Shelbourne is now under the supervision of Superintending Inspector McInnes.

Inspector Spencer is now Superintending Inspector of Permanent Way, *vice* Superintending Inspector Clark. His address is Geelong.

C. Miscamble	Spencer-street	Railway Road, Malvern 23 Green-street, Windsor	North Suburban lines.
--------------	----------------	---	-----------------------

A Traffic Inspector will be on duty on either North or South Suburban lines up to 6 p.m. Saturday afternoons. He will keep S.M., Flinders-street, informed of his movements in case of emergency.

ADDRESSES OF CHIEF OFFICERS.

- W. Fitzpatrick, Chief Traffic Manager, William-street, South Yarra.
- R. Lochhead, Goods and Assistant Traffic Manager, 75 Rose-street, Armadale.
- E. Nicholls, Traffic Running Superintendent, 80 Storey-street, Parkville.
- J. A. Robertson, Time Tables Officer, "Glen Errol," Elphin Grove, Glenferrie.
- H. W. Cauty, Goods Superintendent, 11 Tivoli Place, South Yarra.

**Names, Addresses, and Districts of Loco. Officers.**

LOCOMOTIVE INSPECTORS.

Name.	Addresses.	District.
*G. Lorimer	Official address: Room 27, Railway Offices, Melbourne. Private address: "Fairfield," Trafalgar Rd., Camberwell	North and South Suburban lines, Eastern System, Melbourne to Werribee, Bacchus Marsh, Woodend and Somerton, also Lancefield line.
J. R. Upton	Ballarat ...	
W. Tindall	Seymour ...	Somerton to Tallangatta, Seymour to Cobram, and all Branch lines except Toolamba to Echuca.
H. Harrison	Bendigo ...	Kyneton to Tatura, also Redesdale, Shelbourne, Swan Hill, Wycheproof, and Wallan and Bendigo lines, and Maryborough to Clunes, Castlemaine, Avoca, Inglewood, and Woomelang
H. Alder...	Stawell ...	Ararat to Serviceton and Branch lines, Ararat to Portland and Branch lines (including Hamilton to Koroit), Ararat to Amphitheatre.

\* Mr. Lorimer is also Rolling Stock Inspector.



## TRAFFIC INSPECTORS.

Name.	Head Quarters.	Private Address.	District.
M. McFarlane	Spencer-street	Ohio, Villa, Church-street, Richmond	Melbourne to Albury and Branches (except Goulburn Valley line), Melbourne to St. Albans, Williamstown, Whittlesea, Heidelberg, Laverton, and Somerton (via Coburg), also Williamstown and Flemington Racecourse lines.
F. Bowden	Flinders-street	"Holmston," 58 Victoria Road, Auburn "Ernani,"	All lines east of Viaduct from Spencer-street to Flinders-street.
E. Blazey	Flinders-street	53 Murray-street, Hawksburn	Relieving.
A. Mathieson	Spencer-street	15 Gower-street, Kensington	Laverton to Serviceton and all Branch lines, Port Fairy line and Branches, also Deer Park to Warrenheip, and Ballarat to Wauibra.
T. B. Cook	Flinders-street	9 Byron-street, Footscray	St. Albans to Echuca and Branch lines, Goulburn Valley line and Branches, and all Midland District.
C. H. Barber	Flinders-street	"Grandboro," Railway Road, Malvern	South Suburban lines.
C. Miscamble	Spencer-street	23 Green-street, Windsor	North Suburban lines.

A Traffic Inspector will be on duty on either North or South Suburban lines up to 6 p.m. Saturday afternoons. He will keep S.M., Flinders-street, informed of his movements in case of emergency.

## ADDRESSES OF CHIEF OFFICERS.

W. Fitzpatrick, Chief Traffic Manager, William-street, South Yarra.  
R. Lochhead, Goods and Assistant Traffic Manager, 75 Rose-street, Armadale.  
E. Nicholls, Traffic Running Superintendent, 80 Storey-street, Parkville.  
J. A. Robertson, Time Tables Officer, "Glen Errol," Elphin Grove, Glenferrie.  
H. W. Cauty, Goods Superintendent, 11 Tivoli Place, South Yarra.

Names, Addresses, and Districts of Loco. Officers.  
LOCOMOTIVE INSPECTORS.

Name.	Addresses.	District.
*G. Lorimer	Official address: Room 27, Railway Offices, Melbourne. Private address: "Fairfield," Trafalgar Rd., Camberwell	North and South Suburban lines, Eastern System, Melbourne to Werribee, Bacchus Marsh, Woodend and Somerton, also Lancefield line.
J. R. Upton	Ballarat ...	Rowsley to Dobies, Little River to Warrenheip, Geelong to Port Fairy, Karlsruhe to Ballarat, Tourello to North Creswick, also Linton, Wauibra, Buninyong, Queenscliff, Wensleydale, Forrest, Beac, Timboon, and Mortlake lines
W. Tindall	Seymour ...	Somerton to Tallangatta, Seymour to Cobram, and all Branch lines except Toolamba to Echuca.
H. Harrison	Bendigo ...	Kyneton to Tatura, also Redesdale, Shelbourne, Swan Hill, Wycheproof, and Wallan and Bendigo lines, and Maryborough to Clunes, Castle-maine, Avoca, Inglewood, and Woomelang
H. Alder...	Stawell ...	Ararat to Serviceton and Branch lines, Ararat to Portland and Branch lines (including Hamilton to Koroit), Ararat to Amphitheatre.

\* Mr. Lorimer is also Rolling Stock Inspector.

WORKSHOPS MANAGERS, LOCOMOTIVE FOREMEN, FITTERS, AND DRIVERS  
IN CHARGE OF LOCOMOTIVE DEPOTS.

Name.	Address.	District.
T. Smith...	... Newport Workshops	Deputy Workshops Manager
T. Burgess	... North Melbourne	... Melbourne to Werribee, Woodend, Beveridge, Bacchus Marsh, and Whittlesea, also all North Suburban lines
M. Murray	... ..	... Sub-Day Foreman
F. O'Dea	... ..	... Night Foreman
J. Harris	... Prince's Bridge	... Prince's Bridge to Warragul and Port Albert, also Healesville, Kew, Glen Iris, and Mordialloc lines
T. Holt ...	... ..	... Night Foreman
G. Brown	... Sale	... Warragul to Bairnsdale and Branch lines
F. Page ...	... Port Melbourne	... Brighton, St. Kilda, and Port Melbourne lines
G. Leslie...	... Seymour...	... Wandong to Euroa, Seymour to Cobram and Branches, also Mansfield line
J. Guest ...	... Benalla ...	... Euroa to Tallangatta and Branch lines
J. Dick ...	... Geelong ...	... Little River to Meredith, also Port Fairy line and Branches (except Koroit to Hamilton)
E. Storey	... Ballarat East	... Ballarat, to Tourello, Beaufort, Elaine, Ingliston, Buninyong, Waubra, and Linton, also Creswick to Carlsruhe
F. Upton	... Maryborough	... Castlemaine to Woomelang and Shelbourne, also Maryborough to Avoca, Inglewood and Clunes
G. T. Ross	... Ararat ...	... Middle Creek to Ararat, Ararat to Portland and Branch lines (including Hamilton to Koroit), Ararat to Amphitheatre
N. Bond ...	... Stawell ...	... Armstrongs to Serviceton and Branch lines
I. T. Hall	... Bendigo ...	... Carlsruhe to Toolamba, Bendigo to Wallan, Kyne-ton to Redesdale, also Swan Hill and Wyche-proof lines
H. Hernan	... Newport...	... Yard Foreman and in charge of Steam Crane

CARRIAGE AND WAGON REPAIRS, HOT BOXES BROKEN, DRAWBARS &c.

Notice of damage to be sent as under by Telegraph, unless Train Service is more expeditious.

Name.	Address.	District.
Mr. P. Alexander	... Spencer-street	... All North Suburban Lines, and down to Wandong, Pyalong, Sunbury, Ingliston and Werribee
Mr. J. Nairn	... Flinders-street	... All South Suburban Lines, and down to Healesville, Fern Tree Gully, Pakenham, Lang Lang, Mornington and Stony Point
Train Examiner	... Woodend	... All stations Woodend to Lancefield, Daylesford and Redesdale
Loco. Foreman	... For District	... All other stations

ADDRESSES OF CHIEF OFFICERS.

T. H. Woodroffe, Chief Mechanical Engineer, Linda Crescent, Grace Park, Hawthorn.

W. Stinton, Deputy Chief Mechanical Engineer and Workshops' Manager, Newport, near Workshops.

H. Lewis, Loco. Running Superintendent, "Tavistock," Robinson-street, Moonee Ponds.



## Names, Addresses, and Districts of Existing Lines Officers.

## SUPERINTENDING INSPECTORS OF PERMANENT WAY.

Names.	Address.	District.
M'Namara, J. ...	Spencer-street and "Orrel," 7 Lyall-st., Auburn.	North and South Suburban and Eastern Districts
Clark, W. ...	Ballarat	Western District and Midland District (except Carlsruhe to Daylesford)
M'Innes, N. ...	Spencer-street and Kensington	North-Eastern and Northern Districts, also Carlsruhe to Daylesford.

## INSPECTORS OF PERMANENT WAY.

Addresses.	Districts.
Woodend ...	Braybrook Junction to 53m. 12c.; Carlsruhe to Daylesford; Lancefield Junction to Lancefield and Kilmore
Castlemaine ...	53m. 12c. to 98m. 60c.; Maldon Junction to Shelbourne, and Redesdale Junction to Redesdale.
Ballarat ...	Ballarat to Daylesford; Waubra Line, Linton Line, Ballarat to Scarsdale Junction and Cattle Yards Line.
Bendigo ...	98m. 60c. to Huntly; Kilmore Junction to Bendigo; Bendigo to Korong Vale and Wedderburn.
Echuca ...	Huntly to Echuca and Toolamba to Echuca.
Korong Vale ...	Korong Vale to Sea Lake, Ultima and Wedderburn
St. Arnaud ...	Dunolly to Woomelang
Maryborough ...	Castlemaine to North Creswick, and Maryborough to Inglewood
Kerang ...	Eaglehawk to Swan Hill
Ballarat East ...	Braybrook Junction to Warrenheip; North Geelong to Ballarat, Buninyong Line and Lal Lal Racecourse
Geelong ...	Geelong to Hatherley, Queenclyff, Birregurra, Wensleydale and Geelong Racecourse
Colac ...	Birregurra to Booran, Forrest, Beeac, and Timboon Line
Ararat ...	Scarsdale Junction to Ararat, and Ararat to Maryborough
Ararat ...	Ararat to Lubeck, Grampians Tramway and Ararat to Hamilton
Murtoa ...	Lubeck to Hopetoun and Rupanyup
Horsham ...	Murtoa to Dimboola; Horsham to Noradjuha and Goroke Line
Dimboola ...	Dimboola to Serviceton and Rainbow
Hamilton ...	Hamilton to Portland Pier, Coleraine; Hamilton to Peshurst, and Branxholme to Casterton
Warrnambool ...	Booran to Port Fairy; Koroit to Peshurst and Mortlake
Seymour ...	Essendon to 70m. 30c., and Mangalore to Rushworth
Benalla ...	70m. 30c. to 123m. 40c.; Benalla to Yarrawonga
Wodonga ...	123m. 40c. to the Murray, Wahgunyah, and Tallangatta
Beechworth ...	Beechworth Junction to Yackandandah, Everton to Bright and Wangaratta to Whitfield
Shepparton ...	Murchison East to Cobram, Picola, and Katamatite
Yea ...	Tallarook to Mansfield and Alexandra Road
Caulfield ...	Caulfield to Warragul, Stony Point, and Mornington
Warragul ...	Warragul to Traralgon; Moe to Thorpdale; Warragul to Neerim South, and Morwell to Mirboo North
Sale ...	Traralgon to Bairnsdale <i>via</i> Sale, Traralgon to Stratford, and Maffra to Briagolong
Korumburra ...	Dandenong to Port Albert, Outtrim, and Coal Lines
Spencer-street ...	Melbourne to Williamstown Pier, Williamstown Racecourse, Hatherley, Essendon, Newmarket Racecourse; North Melbourne to Whittlesea, Collingwood, Fitzroy, and Heidelberg; Royal Park to Somerton; Braybrook Junction to Newport, and Flinders-street Viaduct
Flinders-street ...	Flinders-street to St. Kilda, Caulfield, Sandringham, Kew, Port Melbourne; Healesville, Upper Fern Tree Gully, Burnley to Waverley, and Outer Circle Line

## INSPECTORS OF WORKS.

Addresses.	Districts.
Spencer-street ...	Melbourne to Williamstown Pier and Kororoit Creek Bridge including Flemington and Williamstown Racecourse Lines; South Suburban Lines; Coburg Line; Newport to Braybrook Junction; Heidelberg, Collingwood, Fitzroy; Footscray to Braybrook Junction Glen Iris Line; Whittlesea, and Coburg to Somerton; Melbourne to Somerton, Healesville, Fern Tree Gully, and Outer Circle Line
Bendigo ...	Beyond Braybrook Junction to Echuca and Daylesford; Lancefield Junction to Kilmore and Redesdale Line; Eaglehawk to Swan Hill; Bendigo to Inglewood, and Bendigo to Kilmore Junction
Geelong ...	Kororoit Creek Bridge to Port Fairy, Beaufort, Linton, Buninyong, Wensleydale, Queenscliff, Forrest, Beeac, Timboon, and Mortlake; Koroit to Yatchaw; Ballarat to down side Braybrook Junction; Ballarat to Waubra Junction; Ballarat Cattle Yards Line; Lal Lal and Geelong Racecourse Lines
Ararat ...	Beaufort to Serviceton, Hopetoun, and Rupanyup; Ararat to Portland Pier, Casterton, and Coleraine; Hamilton to Yatchaw; Rainbow Line; Noradjuha and Goroke Line; Ararat to Avoca, and Grampians Tramway
Seymour ...	Beyond Somerton to the Murray, Wahgunyah, Tallangatta, Yaekandandah, Bright, and Yarrawonga; Toolamba to Echuca; Mangalore to Cobram, Picola, Katamatite, Tallarook to Mansfield and Alexandra Road, Rushworth Line, also Whitfield Line
Oakleigh ...	Caulfield to Sale and Bairnsdale, Mirboo, Thorpdale, and Neerim; Caulfield to Stony Point and Morington; Traralgon to Stratford and Briagolong; Dandenong to Port Albert; Outtrim and Coal Lines
Maryborough ...	Maryborough to Sea Lake, Ultima Wedderburn, Woomelang Avoca, Castlemaine, Shelbourne, and Waubra Junction; Waubra Junction to Waubra, and North Creswick to Daylesford

## ADDRESSES OF CHIEF OFFICERS.

NORMAN, C. E., Engineer for Existing Lines, 34 Murphy-street, South Yarra.

SIMS, G. W., Chief Assistant Engineer for Existing Lines, 44 The Avenue, Windsor.

## CONSTRUCTION BRANCH.

RENNICK, F. R., Engineer-in-Chief, Balwyn Road, Canterbury.

KERNOT, M. E., District Engineer, 765 Mount Alexander Road, Essendon.

## Page 277.—Inspectors of Interlocking.

Name.		Departmental Address.	Private Address	District.
J. McClure ...	Inspector	Room 144, Railway Buildings.	Royal Avenue, Essendon	Melbourne Yard to S. Ken- sington, W. and N.W. Districts
D. W. Sim ...	"		Railway Place, Newmarket	South Suburban Lines, E. and South-Eastern Dis- tricts
P. Baker ...	"		Chaucer-street, Moonee Ponds	North Suburban Lines, N. and Midland Districts

**Superintendent of Signals and Interlocking.**

E. H. Ballard, Room 118, Railway Buildings, Spencer-street. Private address:  
"Maruna," Wattle Tree Road, Malvern.

Page 277.—The following Signal Adjusters have charge of all Connections in their respective Districts, and are to be communicated with at once in case of Accident (Amended List):—

Name.		Departmental Address.	District.
Harcombe, W. ...	In charge	} No. 1 Box. } Melb. Yard } Care of S.M., } Newmarket	Melbourne Yard to North Melbourne and South Kensington Kensington to Flemington Racecourse, and Wallan, Macaulay Road to Somerton, Whittlesea, Collingwood, Fitzroy, and Heidelberg
Strachan, J. ...	Assistant		
Stewart, R. ...	In charge		
Huntingdon, J. ...	Assistant		
Cuthbertson, J. B.	In charge	} Care of S.M., } Footscray	Footscray to Sunbury, Bradshaw's Ck., Williamstown Pier, Williamstown Racecourse and Werribee
Wakefield, G. ...	Assistant		
Bond, J. R. ...	In charge	} Care of S.M., } Burnley	Burnley to Waverley, and Ashburton to Deepdene, Burnley to Healesville, and Fern Tree Gully and Kew
Dunlin, A. ...	Assistant		
Walker, H. T. ...	In charge	} Care of S.M., } Flinders-st.	Flinders-street to East Richmond, St. Kilda, and Port Melbourne
Watt, J. H. ...	Assistant		
Magree, M. ...	In charge	} Care of S.M., } South Yarra	South Yarra to Murrumbena, Stony Point, Mornington, & Sandringham
Will, M. L. ...	Assistant		
Kerr, T. ...	In charge	} Care of S.M., } Ballarat	Ballarat to Daylesford, Gordons, Yendon, Dowling Forest, Buninyong, Linton, and Waubra
M'Kinnon, J. ...	Assistant		
Fahey, P. ...	In charge	Care of S.M., Ararat	Ararat to Windermere, Great Western, and Amphitheatre
Slattery, P. J. ...	In charge	Care of S.M., Stawell	Stawell to Grampians, Rupanyup, Hopetoun, Noradjuha, and Goroke
Dorgan, J. ...	In charge	Care of S.M., Nhill	Pimpinio to Rainbow and Serviceton
O'Sullivan, D. ...	In charge	} Care of S.M., } Bendigo	Bendigo to Echuca, Heathcote, Redesdale, Lancefield, MuskCk. & Shelbourne.
Hutton, G. ...	Assistant		
Nicol, P. ...	In charge	Care of S.M., Eaglehawk	Eaglehawk to Llanely, Wedderburn, Sea Lake, Ultima, and Swan Hill
Burge, W. C. ...	In charge	Care of S.M., Maryborough	Maryborough to Woomeiang, Tarnagulla, Campbell's Creek, Tourello, and Avoca
M'Cormack, W. J.	In charge	Care of S.M., Geelong	Geelong to Lal Lal Racecourse, Little River, Queenscliff, Weerite, Beec, Forrest, and Wensleydale
Sarsfield, M. ...	In charge	Care of S.M., Benalla	Benalla to Baddaginnie, Yarrawonga, Wahgunyah, Wodonga, Tallangatta, Bright, Yackandandah, & Whitfield
O'Brien, P. J. ...	In charge	} Care of S.M., } Seymour	Seymour to Violet Town, Mansfield, Heathcote Sth., Mt. William, Rushworth, Koyuga, Picola, Cobram, and Dookie
Looby, L. E. ...	Assistant		
Donovan, T. ...	In charge	Care of S.M., Warrnambool	Warrnambool to Camperdown, Port Fairy, Timboon, Mortlake, Maroona, Coleraine, Casterton, and Portland
Bott, J. ...	In charge	} Care of S.M., } Oakleigh	Oakleigh to Bairnsdale and Branches, South-Eastern Line and Branches
Lack, W. H. ...	Assistant		
Willis, G. A. ...	In charge	Care of Supt. of Signals, &c.	Relieving Man
Poliness, E. S. ...	Assistant	Spencer-street	..

NOTE.—It is the duty of each Signal Adjuster to exhibit his name and private address in every Signal Box (and at interlocked places in every S.M.s. office) in each district, so as to enable Adjuster to be promptly communicated with when necessary.

THE FOLLOWING SIGNAL ADJUSTERS HAVE CHARGE OF ALL CONNECTIONS IN THEIR RESPECTIVE DISTRICTS, AND ARE TO BE COMMUNICATED WITH AT ONCE IN CASE OF ACCIDENT :—

Name.		Departmental Address.	District.
Harcombe, W. ...	In charge	No 1 Box, Melb. Yard.	Melbourne Yard to North Melbourne and South Kensington
Strachan, J. ...	Assistant		
Stewart, R. ...	In charge	Care of S.M., Newmarket	Kensington to Flemington Racecourse, and Wallan, Macaulay Road to Somerton, Whittlesea, Collingwood, Fitzroy, & Heidelberg
Huntingdon, J. ...	Assistant		
Crook, C. ...	In charge	Care of S.M., Footscray	Footscray to Sunbury, Bradshaw's Creek, Williamstown Pier, Williamstown Racecourse, and Werribee
Dorgan, J. ...	Assistant		
Bond, J. R. ...	In charge	Care of S.M., Burnley	Burnley to Waverley, and Waverley to Camberwell, Burnley to Healesville, and Fern Tree Gully and Kew
Damlin, A. ...	Assistant		
Walker, H. T. ...	In charge	Care of S.M., Flinders-st.	Flinders-street to East Richmond, St. Kilda, and Port Melbourne
Hutton, G. ...	Assistant		
Cuthbertson, J. B.	In charge	Care of S.M., South Yarra	South Yarra to Murrumbeena, Stony Point, Mornington, and Sandringham
Will M. L. ...	Assistant		
Kerr, T. ...	In charge	Care of S.M., Ballarat	Ballarat to Daylesford, Gordons, Yendon, Dowling Forest, Buninyong, Linton, and Waubra
McKinnon, J. ...	Assistant		
Fahey P. ...	In charge	Care of S.M., Ararat	Ararat to Windermere, Great Western, and Amphitheatre
Magree, M. ...	In charge	Care of S.M., Stawell	Stawell to Grampians, Rupan-yup, Hopetoun, Noradjuha, and Goroke
Slattery, P. J. ...	In charge	Care of S.M., Nhill	Pimpinio to Rainbow and Serviceton
O'Sullivan, D. ...	In charge	Care of S.M., Bendigo	Bendigo to Echuca, Heathcote, Redesdale, Lancefield, Musk Creek, and Shelbourne
Watt, J. H. ...	Assistant		
Nicol, P. ...	In charge	Care of S.M., Eaglehawk	Eaglehawk to Llanelly, Wedderburn, Sea Lake, Quambatook, and Swan Hill
Burge, W. C. ...	In charge	Care of S.M., Marybrugh.	Maryborough to Woomelang, Tarnagulla, Campbell's Creek, Tourello, and Avoca
McCormack, W. J.	In charge	Care of S.M., Geelong	Geelong to Lal Lal Racecourse, Little River, Queenscliff, Weerite, Beac, Forrest, and Wensleydale
Donovan, T. ...	In charge	Care of S.M., Benalla	Benalla to Baddaginnie, Yarrawonga, Wahgunyah, Wodonga, Tallangatta, Bright, Yackandandah, & Whitfield

## SIGNAL ADJUSTERS.—Continued.

Name.		Departmental Address.	District.
O'Brien, P. J. ...	In charge	Care of S.M., Seymour	Seymour to Violet Town, Mansfield, Heathcote Sth., Mount William, Rushworth, Koyuga, Picola, Cobram, and Dookie
Looby, L. E. ...	Assistant		
Sarsfield, M. ...	In charge	Care of S.M., Warrnambool	Warrnambool to Camperdown, Port Fairy, Timboon, Mort- lake, Maroona, Coleraine, Casterton, and Portland
Bott, J. ...	In charge	Care of S.M., Oakleigh	Oakleigh to Bairnsdale and Branches, South-Eastern Line and Branches
Lack, W. H. ...	Assistant		
Willis, G. A. ...	In charge	Care of Supt. of Signals, &c., Spencer-street	Relieving Man. "
Wakefield, G. ...	Assistant		

NOTE.—It is the duty of each Signal Adjuster to exhibit his name and private address in every Signal Box (and at non-interlocked places in every S.Ms. office) in each district, so as to enable adjuster to be promptly communicated with when necessary.

## INSPECTORS OF INTERLOCKING.

Name.		Departmental Address.	Private Address.	District.
J. M'Clure ...	Inspector	Room 144, Railway Buildings	Royal Avenue, Essendon Railway Place, Newmarket Chaucer-street, Moonee Ponds	Melbourne Yard to S. Kensing- ton, W. & N.W. Districts. South Suburban Lines, E. and South-Eastern Districts North Suburban Lines, N. and Midland Districts
D. W. Sim ...	"			
P. Baker ...	"			

## SUPERINTENDENT OF SIGNALS AND INTERLOCKING.

E. H. Ballard, Room 118 Railway Buildings, Spencer street. Private address:  
"Maruna," Stanhope-street, Malvern.

## ELECTRIC FITTERS IN CHARGE AT COUNTRY STATIONS.

NAME.	STATION.	DISTRICT.
M. J. Day ...	Ballarat	Ballarat to Bacchus Marsh, Dobies, Tylden, Waubra, Linton, Birchip, Buninyong, Campbell's Creek.
J. J. Harris ...	Stawell	Stawell to Ararat, Serviceton and Branches Portland, Casterton, Coleraine, Adelaide Lead
F. A. Jeffries ...	Bendigo	Bendigo to Woodend, Shelbourne, Swan Hill, Echuca, Leslie, Painswick, Redesdale, Sea Lake, Quambatook.
A. Armstrong ...	Geelong	Geelong to Port Fairy, Yatchaw, Mortlake, Timboon, Beac, Forrest, Wensleydale, Navigators, Queenscliff, Laverton.
G. A. Jamieson ...	Seymour	Seymour to Albury and branches, Cobram and branches to Koyuga, Goulburn Bridge.
C. J. Baker ...	Melbourne (12 King-street Essendon)	Deer Park to Parwan, Albion to Macedon, Craigieburn to Tallarook and Mansfield, Lancefield Junction to Lancefield, Thomastown to Whittlesea, Bayswater to Upper Fern Tree Gully, Croydon to Healesville, Hallam's Road to Bairnsdale and Branches, Lyndhurst to Port Albert, Carrum to Mornington.
W. Reid ...	Melbourne (139 Barkers Road, Kew)	Spencer-street and North Suburban.
E. R. Roberts ...	Melbourne (12 Blanche-street Collingwood)	Flinders-street and South Suburban.

The Fitters are to be promptly communicated with in all cases of Electrical Instruments requiring attention in their respective Districts.

List of Gates in the Traffic and Engineer's Branches which are Closed across the Rails after the last Time-tabled Train has passed at Night, and until One Hour of the First Train being due in the morning.

(:o:)

Gates to be locked when closed across rails same as when closed across road.

NOTE.—All Gates on the Williamstown Line, and at Kensington, Moonee Ponds and Essendon are closed across the line after last train Saturday until 9.15 a.m. on Sunday; also those at Macaulay Road, Royal Park, South Brunswick and Brunswick, till 9 a.m. Sunday, and at Middle Footscray till 4.30 p.m. Sunday.

The Gates (2) on the Flemington Racecourse Line are always closed across the rails except on Race days.

The Gates at Lydiard-street, Macarthur-street, Ballarat East, and Stawell are closed across the rails after the last train on Saturday night till first train on Monday.

Line.	No. of Gate.	Under Control of—		Time Table Mileage from Melbourne.	Local Mileage.		Locality.
		Traffic Branch.	Ex. Lines Branch.		Mileage.	From—	
Footscray Jn. & Bendigo	22	Traffic	...	M. C. L. 53 68 64	M. C. L. ...	...	Kyneton station
"	30	"	...	70 27 70	...	...	Elphinstone stn., north end
"	31	"	...	78 40 54	...	...	Castlemaine station
"	34	"	...	100 78 0	...	...	Williamson street, Bendigo
Bendigo and Echuca ...	42	"	...	105 40 0	...	...	Epsom station
"	49	"	...	117 78 91	...	...	North side Goornong station
"	52	"	...	128 39 59	...	...	North side Elmore station
"	53	"	...	138 69 84	...	...	North side Rochester station
"	59	"	...	155 39 64	...	...	North end Echuca station yrd
"	61	...	Ex Lines	155 65 0	...	...	Echuca side Murray Bridge
"	62	...	...	156 9 75	...	...	Moama side Murray Bridge
Lancefield Junction and Lancefield ...	2	...	...	40 46 64	9 23 64	Lancefield Junction	Romsey stn., Lancefield side
Woodend & Daylesford	6	Traffic	...	59 40 0	11 5 0	Woodend	Up side Fern Hill station
Castlemaine & Marybro'	10	...	Ex Lines	83 2 22	5 42 22	Castlemaine	
"	11	...	...	84 1 75	6 1 75	"	
Castlemaine & Shelburne	1	...	...	79 14 55	0 14 58	Maldon Jn.	
Ballarat & Maryborough	1	Traffic	...	74 49 59	0 49 59	Ballarat	M'Arthur street Junction
"	2	...	Ex Lines	74 77 51	0 77 51	Ballarat	Howard street
"	30	Traffic	...	96 50 0	22 50 0	Ballarat	Boundary street, south end
Maryborough & Donald	48	Traffic	...	...	...	...	Chunus station
Maryborough & Ararat	1	Traffic	...	112 13 40	0 13 40	Maryboro'	At Dunolly
Bendigo & Wycheproof	59	"	...	173 33 0	72 53 0	Bendigo	Charlton station
"	60	"	Ex Lines	173 77 37	73 17 37	"	Near Charlton station
Eaglehawk & Swan Hill	2	...	...	107 54 14	2 7 61	Eaglehawk	Myers' Flat
"	22	Traffic	...	...	...	"	Down side, Tandarra
"	22	"	...	...	...	Eaglehawk	Up side, Dungee
"	57	"	...	179 43 70	78 63 70	Bendigo	Kerang
Braybrook Junction & Warrenheip ...	33	Traffic	...	52 0 0	...	...	Bradshaw's Creek
"	36	...	Ex Lines	54 21 48	...	...	Between Bradshaw's Creek and Gordons
"	37	Traffic	...	56 30 0	...	...	Gordons station
"	41	"	...	58 37 0	...	...	Millbrook station, west side
"	46	"	...	60 77 0	...	...	Near Wallace, Millbrook side
"	48	...	Ex Lines	63 44 0	...	...	Near Bungaree, Wallace side
Newport and Geelong...	22	...	...	44 40 69	0 39 31	Geelong stn.	Waterloo street crossing
"	24	...	...	44 55 23	0 24 72	"	Wellington street crossing
Geelong and Ballarat ...	19	Traffic	...	99 64 15	73 24 15	...	Ballarat East, west end
Ballarat and Serviceton	1	"	...	Via Geelong 74 0 0	Via Bacchus Marsh. ...	Melb'rne	Lydiard street crossing, Ballarat
"	2	...	Ex Lines	Via Bacchus Marsh. 74 23 27	0 23 27	Ballarat	Doveton st. crossing, Ballarat
"	3	...	...	74 28 99	0 28 99	"	Holmes st. crossing, Ballarat
"	4	...	...	74 77 70	0 77 70	"	Creswick rd crossing, Ballarat
"	6	...	...	75 35 94	1 35 94	"	Burnbank street, Ballarat



## List of Gates Closed, &amp;c.—Continued

Line.	No. of Gate.	Under Control of—		Time Table Mileage from Melbourne.	Local Mileage.		Locality.		
		Traffic Branch.	Ex. Lines Branch.		M. C. L.	M. C. L.		Mileage.	From—
Ballarat & Serviceton	13	Traffic	...	83 60 0	9 60 0	Ballarat	Windermere station		
"	52	"	...	131 21 0	57 21 0	"	Ararat station, Stawell side		
"	53	"	Ex. Lines	131 30 0	57 30 0	"	Near Ararat		
"	71	Traffic	...	149 60 0	75 60 0	"	Main road, Stawell West		
"	132	"	...	213 20 0	10 0 0	Horsham	Up end Pimpinio station		
"	138	"	...	219 0 0	15 60 0	"	Up end Wail station		
Geelong and Port Fairy	2	"	Ex. Lines	45 50 36	0 50 36	Geelong	M'Killop street, Geelong		
"	3	"	...	45 56 81	0 56 81	"	Maude street, Geelong		
"	4	"	...	45 64 54	0 64 54	"	Kilgour street, Geelong		
"	5	"	...	46 2 0	1 2 0	"	Moorabool street, Geelong		
"	6	Traffic	...	46 14 56	1 14 56	"	South Geelong		
"	7	"	...	46 27 13	1 27 13	"	Bellarine street		
"	9	Traffic	...	47 3 0	2 3 0	"	Queenscliff Junction		
"	15	"	...	50 55 0	5 55 0	"	Germentown		
"	54	Traffic	...	95 40 0	50 40 0	"	80 yards west of Colac station		
"	106	"	...	166 20 0	121 20 0	"	Down end Warnambool yard		
Ballarat and Linton	2	"	...	79 34 72	5 34 72	Ballarat	Cardigan station		
Ararat and Portland	50	"	...	197 28 0	66 28 0	Ararat	Near Hamilton station		
Branxholme & Casterton	20	Traffic	...	242 40 0	29 20 0	Branxholme	Sandford station		
North-East Line	38	"	...	56 11 94	...	...	Tallarook		
"	41	"	...	61 45 50	...	...	Seymour		
"	65	"	...	121 15 0	...	...	Near Benalla Station		
"	73	"	Ex. Lines	137 25 0	...	...	Down side Glenrowan		
"	110	Traffic	...	187 6 26	...	...	Wodonga		
Wahgunyah Line	7	"	...	169 25 0	9 25 0	Springhurst	50 yards from Rutherglen, Springhurst side		
Yarrawonga	25	"	...	...	27 76 32	...	Tungamah station		
Mangalore & Numurkah	8	"	...	78 16 0	16 76 0	Seymour	9 chains from Nagambie station, Seymour side		
"	14	"	...	84 20 0	23 20 0	"	Wahring station		
"	18	"	...	91 20 0	30 60 0	"	7 chains from Murchison East station, Seymour side		
"	33	"	...	112 69 0	51 49 0	"	9 chains from Shepparton station, Numurkah side		
Numurkah & Nathalia	1	"	...	133 65 0	0 12 0	Numurkah	...		
"	2	"	Ex. Lines	133 78 0	0 25 0	"	...		
Toolamba and Echuca	8	"	...	110 2 10	7 12 10	Toolamba	20 chains Dn. side Tatura Stn.		
"	23	Traffic	...	130 40 0	27 39 35	"	Down side Tongala		
South Yarra to Sale	26	"	Ex. Lines	19 24 0	...	...	220yds. west of Traralgon stn.		
"	62	Traffic	...	97 0 0	...	...	220yds. east of Flynn's Creek station		
"	68	"	...	106 0 0	...	...	286 yards west of Sale station		
Sale and Bairnsdale	79	"	...	127 40 0	...	Sale	...		
"	4	"	...	137 70 0	10 30 0	"	...		
"	5	"	...	138 10 0	10 50 0	"	...		
Traralgon and Stratford	5	"	...	103 13 0	6 13 0	Traralgon	Up end Glengarry station		
"	25	"	...	131 5 0	34 5 0	"	13 chains Up side Maffra stn.		
"	26	"	Ex. Lines	131 34 0	34 34 0	"	16 chains. Down side Maffra stn.		
Dandenong and Korumburra	6	Traffic	...	35 36 0	17 11 0	Dandenong	Tooradin		
Caulfield & Mornington	1	"	Ex. Lines	7 25 0	0 55 0	Caulfield	Glen Huntly		
"	2	Traffic	...	7 39 56	0 65 62	"	Glen Huntly		
"	3	"	Ex. Lines	8 43 64	1 66 18	"	North road		
"	4	Traffic	...	...	...	"	McKinnon		
"	5	"	...	9 40 0	2 65 89	"	East Brighton		
"	8	"	...	10 43 0	3 65 84	"	South Brighton		
"	9	"	...	10 55 0	3 78 28	"	South Brighton		
"	12	"	...	11 27 0	4 51 67	"	Highbett		
"	13	"	Ex. Lines	11 53 0	4 76 81	"	Highbett		
"	15	Traffic	...	12 75 44	6 19 93	"	Cheitenham		
"	16	"	...	13 12 30	6 36 0	"	Cheitenham		
"	19	"	...	14 20 0	7 41 49	"	Mentone		
"	23	"	...	16 18 44	9 46 68	"	Mordialloc		
"	24	"	...	16 29 53	9 57 71	"	Mordialloc		
Melbourne & Healesville	1	"	...	4 17 0	...	...	Glenferrie Road		
"	2	"	Ex. Lines	4 31 0	...	...	John-street, Hawthorn		
"	3	"	"	4 36 0	...	...	William-street, Hawthorn		

## List of Gates Closed, &amp;c.—Continued.

Line.	No. of Gate.	Under Control of—		Time Table Mileage from Melbourne.	Local Mileage.		Locality.
		Traffic Branch.	Ex. Lines Branch.		Mileage.	From—	
Melbourne & Healesville	4	...	Ex. Lines	M. C. L. 4 47 0	...	...	Henry-street, Glenferrie
"	5	Traffic	...	4 58 0	...	...	Auburn-road, Auburn
"	5A	...	Ex. Lines	4 78 0	...	...	Down side Auburn
"	6	...	...	5 20 0	...	...	Burwood road, Camberwe 1
"	7	Traffic	...	5 40 0	...	...	Camberwell station
"	8	...	...	6 70 0	...	...	Canterbury station
"	9	...	...	7 60 0	...	...	Surrey Hills station
"	12	...	...	9 20 0	...	...	Box Hill station
"	15	...	Ex. Lines	13 20 0	...	...	Mitcham station
"	17	Traffic	...	15 20 0	...	...	Ringwood station
"	18	...	Ex. Lines	16 20 0	...	...	Ringwood siding
"	21	Traffic	...	18 61 0	...	...	Croydon station
"	25	...	...	23 43 0	...	...	Lilydale station
Melbourne and Brighton Beach	3	Traffic	...	3 28 63	...	...	Prahran
"	4	...	...	3 58 20	...	...	Windsor
"	6	...	Ex. Lines	5 29 80	...	...	Balaclava
"	7	Traffic	...	5 76 80	...	...	Elsternwick
"	8	...	...	7 39 15	...	...	North Brighton
"	9	...	Ex. Lines	7 62 74	...	...	North Brighton
"	10	Traffic	...	8 22 57	...	...	Middle Brighton
"	11	...	...	8 48 54	...	...	Middle Brighton
Brighton Beach to Sandringham	1	...	...	9 17 0	...	...	Brighton Beach
"	2	...	...	9 32 88	...	...	Brighton Beach
"	3	...	Ex. Lines	9 45 72	...	...	Brighton Beach
"	4	Traffic	...	9 51 95	...	...	Hampton
"	6	...	...	10 20 68	...	...	Hampton
"	9	...	...	10 66 0	...	...	Sandringham
"	11	...	...	11 0 83	...	...	Sandringham
Melbourne & St. Kilda	1	...	...	1 5 33	...	...	South Melbourne
"	2	...	...	1 13 23	...	...	South Melbourne
"	3	...	...	1 58 50	...	...	Albert Park
"	4	...	...	1 70 57	...	...	Albert Park
Burnley to Oakleigh	5	...	Ex. Lines	4 72 0	...	...	Between Kooyong & Tooronga
Melbourne & W'mstown	1	...	...	3 20 0	...	...	Footscray station
"	3	...	...	4 60 0	...	...	Yarraville station
"	4	...	...	5 60 0	...	...	Spottswoode station
"	5	...	...	6 60 0	...	...	Newport station
"	6	...	...	7 60 0	...	...	North Williamstown station
"	7	...	Ex. Lines	9 0 0	...	...	Near Williamstown
Essendon Line	1	Traffic	...	2 0 0	...	...	Kensington
Royal Park Junction & Somerton	1	...	Ex. Lines	3 67 62	...	...	Park street, Brunswick Sth.
"	2	...	...	3 72 85	...	...	Brunswick road, Brunswick
"	3	...	...	3 78 35	...	...	Barkly street, Brunswick
"	4	Traffic	...	4 9 5	...	...	Union street, Brunswick
"	5	...	Ex. Lines	4 24 0	...	...	Dawson street, Brunswick
"	6	...	...	4 30 5	...	...	Phoenix street, Brunswick
"	7	...	...	4 38 85	...	...	Albert street, Brunswick
"	8	Traffic	...	4 48 85	...	...	Victoria street, Brunswick (Interlocked)
"	9	...	Ex. Lines	4 64 35	...	...	Hope street, Brunswick
"	10	...	...	5 3 60	...	...	Albion street, Brunswick
"	11	...	...	5 33 60	...	...	Tanning-street, Brunswick
"	12	Traffic	...	5 71 35	...	...	Moreland road, Brunswick
"	13	...	Ex. Lines	6 11 35	...	...	Reynard's road, Brunswick
"	14	...	...	6 31 64	...	...	Gosling road, Coburg
"	15	...	...	6 52 4	...	...	Bell street, Coburg
Melbourne & Whittlesea	1	...	...	1 60 0	...	...	Arden street
"	2	Traffic	...	2 0 0	...	...	Macaulay road
"	3	...	...	3 27 36	...	...	Royal Park (Interlocked)
"	4	...	...	3 70 17	...	...	Longmore cres., Nth. Carlton
"	5	Traffic	Ex. Lines	4 20 67	...	...	Parkside street, Nth. Carlton
"	6	...	Ex. Lines	4 34 67	...	...	Lygon street, North Carlton
"	8	...	...	4 52 92	...	...	Amess street, North Carlton
"	9	Traffic	...	4 68 17	...	...	Nicholson st., Nth. Fitzroy
"	10	...	...	4 78 17	...	...	Rae street, North Fitzroy
"	12	...	...	5 22 67	...	...	St. George's rd., Nth. Fitzroy
"	13	...	Ex. Lines	5 32 67	...	...	Bennett street, Nth. Fitzroy
"	14	...	...	5 71 96	...	...	Charles street, Northcote
"	15	...	...	5 76 96	...	...	Clarke street, Northcote
"	16	Traffic	...	6 24 31	...	...	Plant street, Mid. Northcote
"	17	...	...	6 40 81	...	...	Arthurton st., Mid Northcote
"	18	...	Ex. Lines	6 51 81	...	...	Beaver st., Mid. Northcote
"	19	Traffic	...	6 61 11	...	...	Beaconsfield parade, Croxton

List of Gates Closed, &c.—Continued.

Line.	No. of Gate.	Under Control of—		Time Table Mileage from Melbourne.	Local Mileage.		Locality.
		Traffic Branch.	Ex. Lines Branch.		Mileage.	From—	
Melbourne & Whittlesea	20	...	Ex. Lines	M. C. L.	M. C. L.	...	Woolton avenue, Croxton
"	21	...	"	7 1 61	...	...	Normanby street, Thornbury
"	22	...	"	7 12 11	...	...	Smith street, Thornbury
"	23	Traffic	"	7 21 91	...	...	Hatton street, Thornbury
"	24	...	Ex. Lines	7 41 41	...	...	Oakover rd., Preston, Bell st.
"	25	Traffic	"	8 12 26	...	...	Bell street, Preston
"	26	...	"	8 26 91	...	...	Cramer street, Murray road
"	27	...	Ex. Lines	8 46 36	...	...	Murray road station
"	28	...	"	8 52 76	...	...	Regent street station
"	29	Traffic	"	9 13 11	...	...	Epping rd., Preston Reservr.
Clifton Hill & Heidelb'rg	31	Traffic	...	10 21 21	...	...	Walker street, Northcote Sth
"	1	...	Ex. Lines	8 2 20	...	...	Cunningham st., Northcote
"	2	Traffic	...	8 8 70	...	...	South
"	3	"	...	8 14 70	...	...	Westgarth st., Northcote Sth.
Clifton Hill & Collingw'd	1	"	...	5 70 67	...	...	Plenty road, Clifton Hill
"	2	"	...	6 1 17	...	...	Heidelberg road, Clifton Hill
"	3	...	Ex. Lines	6 19 81	...	...	Ramsden street, Clifton Hill
"	4	...	"	6 46 80	...	...	Reilly street, Collingwood
Nth. Fitzroy & Fitzroy	1	Traffic	...	5 17 87	...	...	Parkside street, Nth. Fitzroy
"	2	"	...	5 21 87	...	...	St. George's road, Nth Fitzroy
"	3	"	...	5 32 77	...	...	Scotchmer street, Nth Fitzroy
"	4	"	...	5 45 37	...	...	Alfred crescent, Nth. Fitzroy
Newmarket and Flemington Racecourse ...	1	"	...	...	0 40 0	} N'market	Always closed across line except on Race days
"	2	"	...	...	0 60 0		

Other Privileged Gates.

Line.	No. of Gate.	Under Control of—		Time Table Mileage from Melbourne.	Local Mileage.		Locality.
		Traffic Branch.	Ex. Lines Branch.		Mileage.	From—	
*Port Melbourne	2	Traffic	...	M. C. L.	M. C. L.	...	Port Melbourne Nth. station
+Kew	...	"	...	1 35 77	...	...	Barker's Road station
†Neerim South	...	"	...	...	...	...	Entrance to station
Ballarat Cattle Yards Line	1	...	Ex. Lines	...	...	...	(Closed, and keys in charge of Stationmaster, Ballarat

\*This gate is closed across the line from 1 to 4 a.m., but must not be locked. Firemen of light engines passing between these hours to open and close gates.

†Gates at Barker's Road and Hawthorn Grove, which are worked by a wheel from either end of platform, are closed across line, and locked when station staff are off duty. Guard of Kew Goods is furnished with duplicate keys to unlock and lock gates. (See page 85.)

‡This gate is closed across the line within ten minutes of the next train being due.

inaccuracies to be reported to the Chief Traffic Manager by Stationmasters and Inspectors of Permanent Way.

(see C

the E

of Exp

pect t  
dition

consp  
" Exp

train  
twent  
dange  
contai

attent  
author

train.  
a trai

specia

separ  
order  
practi  
wareh

or com

explor  
be ta  
preve  
other

shall,  
in n  
previ  
or pa  
depos

engag  
preve  
access  
whate  
pose  
there  
perso  
the by

shall

explor  
kind,  
all pe  
load

the n  
enter

REGULATIONS FOR THE CONVEYANCE BY GOODS TRAINS OF EXPLOSIVES  
AND DANGEROUS GOODS.

With exception of Safety Cartridges and Sporting Powder in small quantities  
(see Clause 25) Explosives can be sent only by Goods trains and in Powder Vans.

CONVEYANCE OF EXPLOSIVES.

It is the duty of railway employes to see that Consignors and Consignees comply with the Explosive Regulations and Instructions when within the station ground.

All evasions or neglect are to be reported for the information of the Chief Inspector of Explosives.

The following Code of Instructions must be observed by Guards and others, with respect to the conveyance of vehicles containing Explosives and Dangerous Goods, and the conditions set forth in Goods Classification, pages 7 and 8, must also be duly observed:—

1. On each side of any vehicle containing explosive matter there will be affixed in conspicuous characters, by means of a securely attached label or otherwise, the word "Explosive."

2. Not more than ten loaded Powder Vans must be attached to or conveyed by any one train at any one time. This is subject to the aggregate quantity of Explosives not exceeding twenty tons, and that three trucks, either empty, or containing ordinary goods not of a dangerous or inflammable nature, intervene between each single vehicle or set of vehicles containing five tons of Explosives.

3. Whenever vehicles containing Explosives have to be forwarded by train, the special attention of the Head Guard in charge of the train must be called to the vehicles by a duly authorised person.

4. The vehicles must be placed as far as practicable from the engine attached to the train. Vehicles containing oil, or other traffic of an inflammable nature, must not be put on a train containing Gunpowder or other Explosive (see Clause 3, page 32).

5. Powder, Dynamite, and Detonators are to be placed in separate trucks, unless the specially prepared vans be used, when limited quantities of each may be sent.

6. Mineral oils, oily rags, oily waste, oily paper, and oily canvas must be loaded in separate wagons, and each wagon must have a special distinctive label on each side, in order that Guards may be aware of the contents; and such wagons must be kept as far as practicable apart from others containing goods, and must not be placed within the sheds or warehouses.

7. No explosive shall be loaded or unloaded on the railway premises by the consignor or consignee thereof or their servants, except between sunrise and sunset.

8. When the stowing of explosive in any carriage or the loading or unloading of any explosive is undertaken by any person other than the Commissioner, all due precautions shall be taken by such person, by careful stowing and loading and unloading and otherwise, to prevent and secure such explosive from being brought into contact with or endangered by any other article or substance liable to cause fire or explosion.

9. In loading or unloading any explosive, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case shall any such casks or packages be rolled, unless hides, cloths, or sheets have been previously laid down on the platform or ground over which the same are to be rolled. Casks or packages containing explosives shall not be thrown or dropped down, but shall be carefully deposited and stowed.

10. While the loading, unloading, or conveyance of explosives is going on, all persons engaged in such loading, unloading, or conveyance shall observe all due precautions for the prevention of accidents by fire or explosion, and for preventing unauthorised persons having access to the explosives so being loaded, unloaded, or conveyed, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of loading, unloading, or conveyance of such explosives, or of any other article carried therewith and for preventing any other person from committing any such act; and such other person who, after being warned, commits any such act shall be deemed to commit a breach of the by-laws.

1. The loading or unloading of explosives into or out of any carriage, when once begun, shall be continued with all due diligence until the same is completed.

2. No person while employed in loading, stowing in any carriage, or unloading any explosive shall wear boots or shoes with steel or iron nails, steel or iron heels, or tips of any kind, or have about his person any lucifer match, explosive, or means of striking a light; and all persons employed in the loading, stowing, or unloading of any explosive shall, while such loading, stowing, or unloading is going on, abstain from smoking.

13. All Powder Vans are provided with two pairs of slippers, one pair being placed on the inside of the door each side. The slippers are to be worn over boots before any employe enters van, and care must be taken that no one other than the employes wearing the slippers

are allowed inside or to handle explosives. The slippers must be replaced in rack after transfer of Explosives has been completed, and prior to doors of Powder Van being closed.

14. At every station at which a train stops, the Guard in charge must make a special examination of the wagons containing Gunpowder or other dangerous or inflammable goods, and must more especially examine the axle boxes; and if the axles show the least sign of heating, the wagons must be detached, and the attention of the Stationmaster or Locomotive Foreman specially directed to it.

15. In the event of it being necessary to detach, as unfit to travel, any vehicle containing Explosives at any point short of its destination, the Guard must advise the person in charge of the station or siding where the vehicle is detached, in order that the necessary precautions may be taken by all concerned in dealing with the defective vehicle.

16. Before detaching, at the end of his journey, or at exchange sidings, vehicles containing Explosives, oily matter, naphtha, naphthaline, petroleum, benzoline, kerosene, gasoline, or other mineral oils, the Head Guard in charge of the train must call the special attention of a duly authorised person, and obtain his instructions as to the disposal of the vehicles.

17. All explosives for roadside stations should be taken delivery of from passing trains, and consignments for terminal stations before dusk. If there are explosives for roadside consignees who are not on hand to receive, the Stationmaster must remove from train and place in an empty box truck, and cover both under and over with tarpaulins, then set wagon in a place of safety. He must also notify the fact to the Chief Traffic Manager's Office by wire, giving consignor's name. Ten shillings per day demurrage to be charged.

18. When, from any cause, a van containing Explosives remains on hand at any station overnight or on Sundays (though every effort must be made to get Explosives delivered each week before Sundays), it must be placed in a siding where it is not likely to be disturbed, and be protected by red signal being exhibited at chock block. Points of such siding to be locked, so that no other vehicle can be carelessly shunted in, and chock blocks also secured across rail. Van must be attached to an ordinary truck or trucks, with the brakes put down and secured, except at places where it is liable to be tampered with, in which case the wheel of the Explosive Van must be secured to the rail by a chain, and be padlocked. Explosive Vans are not provided with brakes. Powder Vans or trucks containing Explosives must never be kicked or loose shunted, but must remain attached to the engine till brought to a stand; nor may any other vehicle be kicked or loose shunted against a powder Van or truck containing Explosives. Clause c of paragraph 1, page 37, with regard to shunting vehicles on to passenger carriages may be also applied to shunting of vehicles on to loaded Powder Vans.

19. Engines of trains conveying loaded Powder Vans must burn coal only.

20. At each station regularly receiving Inwards consignments of Explosives, one member of the staff must be specially selected to attend to the Explosive business, and he will be held responsible for due observance of the Regulations. District Traffic Superintendents to nominate the employes for this duty, and arrange so that they will be fully conversant with the Regulations.

21. Oil of myrbane and chlorate of potash are the ingredients of an Explosive called Rackarock.

Chlorate of potash must not be accepted for carriage in the same truck as oil of myrbane, unless the chlorate of potash is packed in a case lined with strong zinc or tinned iron to prevent the possibility of their becoming mixed.

22. Compressed liquid ammonia and carbonic acid are to be treated as dangerous goods. The metal bottles or tubes in which they are carried to and from Country Stations or Melbourne are only to be received when packed in sawdust in cases. Senders to be informed that it is necessary to paint or otherwise mark on the tubes the date of the last inspection of same for the information of the Inspector of Explosives. These bottles or tubes contain very high pressures, which are further increased by heat. They must, therefore, be kept in the coolest places available while in possession of the Department, and not exposed to the sun. The packages should not be roughly handled, nor trucks in which they are contained shunted violently. (These instructions do not refer to the jars of ammonia which are forwarded to chemists and druggists throughout the colony. The trade name for the latter is "ammonia," and for the stronger article packed in metal tubes "liquid ammonia.") When compressed liquid ammonia and carbonic acid are received from steamers, special care must be exhibited in handling same both at Piers and Melbourne.

23. In forwarding kerosene every precaution must be taken to ensure its safety. On no account is it to be put into the same truck with goods which are liable to damage by it, and trucks, AFTER CONVEYING OIL ARE TO BE WELL WASHED OUT BEFORE BEING RELOADED. Kerosene and similar oils are not to be unloaded into or allowed to remain in goods sheds, but must be stored outside, apart from any inflammable goods, and notice given to consignees on day of arrival that they are at their risk. Acids such as sulphuric, nitric, hydrochloric, &c., may be loaded in the same trucks with kerosene oil, but must not be allowed inside sheds.

## FORWARDING ARRANGEMENTS.

24. Explosives are received at West Footscray between 10 am. and 4 p.m., for despatch to Country stations, as under:—

LINES.	Kind of Explosives.	Receiving Days (Holidays excepted)	Train Powder Tans will travel by.
Sunbury to Golden Square inclusive ... ..	All Explosives	Tuesdays	3.50 a.m. from Melbourne on Wednesday
Bendigo ... ..	Dynamite and Caps	"	" " "
Woodend to Daylesford inclusive ... ..	All Explosives	"	3.50 a.m. from Mel. Wednesdays and 2.45 p.m. from Woodend Thursdays
Castlemaine to Maryborough Avoca and St. Arnaud inclusive... ..	"	2nd Tuesday only	} 3.50 a.m. from Mel. Wednesdays, thence Thursdays as arranged by depots
Maldon ... ..	"		
Gippsland to Bairnsdale, via Sale and Maffra ... ..	"	Tuesdays	4 a.m. from Mel. on Wednesdays to Traralgon, thence to Stratford and Bairnsdale on Thursdays, and to Sale on Fridays
Werribee to Ballarat and Stawell ... ..	"	Wednesdays <sup>2</sup>	3.40 a.m. from Mel. on Thursdays, and from Ballarat on Fridays
N.E. to Wodonga... ..	"	"	7.15 a.m. from Mel. on Thursdays, and from Benalla as locally arranged
Wangaratta to Beechworth... ..	"	"	As locally arranged
*Everton, Myrtleford and Bright... ..	"	1st Wed. only	" "
*Tallangatta Line—Special Van ... ..	"	2nd Wed. only	" "
*Mansfield Line—Special Van ... ..	"	3rd Wednesday only	Special arrangement
Eaglehawk to Inglewood ... ..	"	Thursdays	3.50 a.m. from Mel. to Bendigo on Fridays, thence to Eaglehawk, and to Inglewood Sats.
Bendigo ... ..	Powder only	"	3.50 a.m. from Melbourne Fri.
Creswick, Clunes and Talbot	All Explosives	1st Thrs. only	3.40 a.m. from Mel. Fridays to Ballarat, thence same day as arranged by S.M., Ballarat
*Korumburra, Jumbunna & Foster—Special Van ... ..	"	Thursdays	Special arrangement
Tarnagulla ... ..	"	2nd Thrs. only	In Inglewood Van

\*Subject to minimum of Special Train.

No explosive consignments to be accepted after Thursday in any week. Explosives for lines other than above to be received only by special arrangement with Chief Traffic Manager, Spencer-street. Explosives for Tallangatta, Mansfield, and South Eastern Lines must only be received when authorised by Chief Traffic Manager.

The Stationmaster, West Footscray, will take the necessary steps for Vans to reach Spencer-street in time for the specified trains on Ballarat, N.E., and Gippsland Lines, and must also notify by wire as follows:—

\*Woodend, when there is a van for Daylesford Line.

Castlemaine and \*Maryborough, when there is a van for Maryborough Line.

\*Maryborough, when there is a van for St. Arnaud Line.

\*Maryborough, when there is a van for Avoca Line

## 29.—LUCIFER MATCHES, WAX MATCHES AND SAFETY MATCHES.

Cases not exceeding 2 cwt. gross, to consist of wood at the sides, top and bottom,  $\frac{3}{8}$  of an inch thick, ends  $\frac{3}{8}$  of an inch thick, to be strengthened with two battens across the lid outside, and two battens at each end outside, battens to be not less  $2\frac{1}{2}$  inches wide, and  $\frac{1}{2}$  an inch thick.

Cases, the gross weight of which exceeds 2 cwt., and does not exceed 3 cwt.; the sides, top and bottom to consist of wood  $\frac{3}{8}$  of an inch thick, and the ends  $\frac{3}{4}$  of an inch thick, and to be strengthened by battens of the same width and thickness, and in the same positions as the 2 cwt. case.

Where the cases are composed of wood thicker than the description mentioned above battens need not be used.

As regards size and thickness of wood these regulations do not apply to imported matches sent forward in the same cases in which they were originally imported.

Each case must have the contents labelled or branded on it in legibly written or printed characters.

## 30.—VESUVIANS, FUSEES AND GAS LIGHTING EXPLOSIVE.

These must be securely packed in strong boxes, the sides, bottoms and lids of which must be of a thickness not less than  $\frac{1}{2}$  an inch, the ends not less than  $\frac{3}{4}$  of an inch. The ends of the case must each be strengthened on the outer face by two battens not less than  $2\frac{1}{2}$  inches wide by  $\frac{1}{2}$  an inch thick, and nailed to the sides. A piece of iron hooping, or twisted wire, must be nailed all round each end of the case.

Where Vesuvians or Fusees are mixed with Matches the cases as above described for Vesuvians must be used.

## 31.—OIL OF MYREANE, CHLORATE OF POTASH, LIQUID AMMONIA AND CARBONIC ACID.—See Clauses 21 and 22.



an  
de,  
ich

es,  
to  
the  
ove

nes  
ced

ich  
ads  
2½  
ed

for

