

(A 2.)



VICTORIAN RAILWAYS.

WORKING TIME TABLE

ALSO,

TIME TABLE OF THE DENILQUIN AND MOAMA RAILWAY
AND KOONDROOK TRAMWAY

(As furnished by the respective Companies).

NORTHERN AND MIDLAND DISTRICTS.

(NOT TO BE ISSUED TO THE PUBLIC.)

ON AND AFTER 1ST MAY, 1912.

N.B.—Suggestions or proposed alterations for next issue must be forwarded to the
General Superintendent of Transportation.

C. MACAW,

GENERAL SUPERINTENDENT OF TRANSPORTATION.

BY ORDER OF

THE VICTORIAN RAILWAYS COMMISSIONERS

By Authority:

J. KEMP, GOVERNMENT PRINTER, MELBOURNE.

COUNTRY PASSENGER AND MIXED TRAINS DEPART FROM THE FOLLOWING METROPOLITAN STATIONS AT TIMES SHOWN HEREUNDER.

SPENCER STREET.

Line.	DEPARTURES.										Suns.
	Week Days.										
	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	
North - Eastern and Branches	a.m. 6 15* (Albury)	a.m. 9 35 (Wallan)	a.m. ..	p.m. 2 46 (Seymour)	a.m. ..	p.m. 4 0 (Albury express)	p.m. ..	p.m. ..	p.m. 6 0 (Sydney express)	p.m. 6 5 (Benalla & Yea)	a.m. ..
Goulburn Valley (shown also with North-Eastern Line trains)	6 15* (Cobram)	..	..	..	..	..	4 0 (Numurkah)	4 0 (Cobram Mons. only.)	..	..	..
Western and South-Western and Branches (via Geelong)	6 30 (Port Fairy and Ballarat)	..	11 0 (Geelong and Ballarat)	..	..	..	8 25 (Colac and Ballarat)	4 22 (Port Fairy)	7 0 (Geelong)	..	..
Northern and Branches (including Midland District Lines)	6 40† (Bendigo and Denquin)	..	..	12 15 (Bendigo)	p.m. 4 50 (Bendigo and Echunga)	..	5 42 (Sats. ex.) and 6 30 (Sats. only Bendigo)	..	11 40 (Sunbury 2nd Sat. only each month)	..	..
North - Western and Branches (via Bacchus Marsh)	7 40 (Serviceton)	..	..	..	4 30 (Adelaide express)	5 8 (Mail days Stawell)	..	5 8 (Ballarat)	7 0 (Ballarat)	..	11 15 (Bacchus Marsh)
Whittlesea	7 25	..	10 27 (Sats. ex.)	..	1 34 (Sats. only)	..	..	..	4 42 (Daily)	..	11 5
Worribee (Local Service)	..	..	..	2 7 (Sats. only)	..	..	5 32 (Daily)	..	..	11 35 (Sat.)	..

FLINDERS STREET.

Fern Tree Gully ..	a.m. 5 50	a.m. ..	a.m. 8 52	p.m. 1 0 (Sats. ex.)	p.m. ..	p.m. 1 55 (Sats. only)	p.m. 6 25 (Sats. except.)	p.m. 6 55 (Sats. only)	p.m. ..	p.m. ..	a.m. 11 0
South-Eastern ..	6 30 (Wonthaggi)	..	7 27 (Port Albert)	..	..	2 50 (Wed. W'thaggi & P. Alb.)	4 53 (W. & S. ex W'thaggi & L'g'tha)	6 30 (Sats. W'thaggi & L'g'tha)	..	..	..
Eastern and Branches ..	7 52 (Bairnsdale)	8 16 (Warragul Mons. only.)	11 20 (Tu., Th., Fri. Warragul)	..	1 30 (Dandeng. daily, to Pakenham Sats. only)	..	4 30 (Sats. dly. Bairnsdale M, W, F, and Sats.)	6 35 (Sats. except Warragul)	6 40 (Sats. Warragul)	..	11 3 (Pakenham and Clyde)
Healesville	8 7	..	..	..	..	12 15 (Sats. except.)	1 22 (Sats. only)	5 12	..	..	11 25
Lilydale .. ..	..	8 7	..	..	12 15	1 22 (Sats. only)	5 12	6 30 (Sats. excepted)	7 25 (Sat. only) 11 25 (W. only)	11 20 (Sats. only)	10 40 and 11 10
Warburton .. ..	..	8 7	..	..	12 15 (Sats. only)	..	5 12	..	..	..	11 10
Stony Point	8 10	..	..	..	..	..	5 0	..	..	..	..
Mornington	8 10	..	..	..	..	1 37 (Sats. only)	5 0	..	..	..	..
Gembrook	8 52	..	..	..	..	1 55 (Sats. only)	..	6 25 (Fridays only)	..	..	11 0
Whittlesea (Suns. only) ..	..	..	..	..	..	..	..	..	..	..	11 1
Bacchus Marsh (Sundays only) ..	..	..	..	..	..	..	..	..	..	..	11 10

* On Mondays the train for Mansfield and Goulburn Valley lines and branches leaves at 6.48 a.m.

† On Mondays this train runs in two divisions at 6.25 a.m. and 6.40 a.m.

For Arrivals see Third Page of Cover.

COUNTRY PASSENGER AND MIXED TRAINS ARRIVE AT THE FOLLOWING METROPOLITAN STATIONS AT TIMES SHOWN HEREUNDER.

SPENCER-STREET.

Line.	ARRIVALS.										
	Week Days.										Sundays.
	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.	Time.
Whittlesea ..	a.m. 8 28	p.m. ..	a.m. ..	p.m. 2 47	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. 9 46	p.m. ..	p.m. 9 7
Goulburn Valley (shown also with North - Eastern Line trains)	..	12 16 (Ex. Numurkah)	..	12 16 (ex. Cobram Tues. only)	..	..	..	11 8 (Ex Cobram)	..	..	..
Western and South - Western and Branches (via Geelong)	9 34 (Ex Ballarat and Colac)	1 27 (Ex Port Fairy)	..	2 19 (Ex. Geelong)	..	..	7 31 (Ex Geelong and Ballarat)	10 43 (Ex Port Fairy)	..	..	..
Northern and Branches (including Midland District Lines)	9 45 (Ex Kyneton)	10 10 (Ex Bendigo)	..	..	..	3 55 (Ex Echuca and Bendigo)	..	7 27 (Ex Bendigo)	10 55 (Ex Echuca and Bendigo)	..	a.m. 1 53 (Ex Sunbury 2nd Sun. in month)
North - Western and Branches (via Bacchus Marsh)	9 26 (Local exp. from Ball'r't)	..	..	2 15 (Ex Stawell and Ballarat)	..	..	..	10 24 (Ex Serviceton)	..	..	p.m. 8 44 (Bacchus Marsh)
North - Eastern and Branches	9 54 (Ex Seymour)	12 16 (Ex Benalla)	..	1 42 (Ex. Wallan)	..	..	12 51 (Sydney express)	1 50 (Albury express)	11 8* (Ex Albury)	..	8 10 (Seymour)
Werribee (Local Service)	..	..	..	3 59 (Sats. only)	..	7 18	..	..	..	..	a.m. 1 24

FLINDERS-STREET.

Lilydale ..	a.m. 8 32	a.m. 9 12 (Mon. exc.) 9 24 (Mon. only)	a.m. 9 24 (Mon. only)	p.m. 12 55 (Saturdays excepted)	p.m. 1 3 (Sat. only)	p.m. 2 53 (Sats. only)	p.m. 7 7	p.m. ..	p.m. ..	p.m. 10 12	p.m. 8 52 9 7 and 9 42
Eastern and Branches	8 51 (Ex Dandenong daily. From Pakenham Mon. only.)	9 45 (Ex Warragul)	..	1 30 (Ex Sale daily) (Ex B'dale M, Th, Sat).	5 45 (Ex Danden'g daily. From Pak'nham Sats. only)	7 11 (Ex Warragul)	10 31 (Ex Bairnsdale)	..	..	..	8 59 (Ex Pak'nham and Clyde)
Fern Tree Gully	9 12	..	..	1 37 (Saturdays excepted)	1 38 (Sats. only)	4 32 (Sat. exc.)	5 5 (Sats. only)	6 52 (Sats. only)	..	9 37	8 40
South-Eastern ..	..	..	..	11 45† (Ex Leongatha)	..	..	7 59 (Ex Port Albert)	8 53 (Ex Wonthaggi)	..	..	..
Healesville ..	9 12 (Mon. exc.)	9 24 (Mon. only)	..	12 55 (Saturdays excepted)	..	..	1 3 (Sats. only)	..	10 12	..	9 7
Warburton ..	9 12 (Mon. exc.)	9 24 (Mon. only)	..	2 53 (Saturdays only)	..	7 7	..	..	..	..	8 52
Gembrook ..	9 12 (Mon., Wed., Fri., and Sats. only)	..	..	5 5 (Saturdays only)	..	..	..	..	9 37	..	8 40
Stony Point ..	9 28	..	..	2 37	..	..	7 34 Tu. & Th.	..	..	..	..
Mornington ..	9 28	..	..	3 26 (Sats. only)	..	..	..	7 34	..	..	..
Bacchus Marsh (Sundays only)	..	..	..	..	..	..	..	..	..	..	8 48
Whittlesea (Suns. only)	..	..	..	..	..	..	..	..	..	..	9 11

* On Fridays this North-Eastern train is due Melbourne at 10.10 p.m.

† From Port Albert on Thursdays only, and Wonthaggi daily.

GENERAL NOTES (APPLICABLE TO ALL LINES).



It is imperative that each Station-master carefully examine and compare this Time Table (so far as his own station is concerned) with each Time Bill sent him to be posted for the information of the public. He will be held responsible to correct any inaccuracies which may appear in the latter before they are issued to the public.

All inaccuracies must be immediately reported to the General Superintendent Transportation Branch.

Every Station-master or other employe connected with the working of the Transportation or Rolling-Stock Branches of the Victorian Railways is to be supplied, at the station where he is located, with a copy of every fresh issue of the Working Time Table Book, or section of the Book, in accordance with Regulation 8, and every such Station-master is held responsible that he thoroughly examines it so far as his own station is concerned. Station-masters and Locomotive Foremen must personally see that the foregoing is given effect to.

Guards and Drivers will take notice that where the Times of Arrival and Departure are not expressly stated in the Time Tables the time specified is that of Departure from Stations, and in all cases trains should arrive in sufficient time to enable shunting (if any) and other work to be done, in order that they may leave at the appointed hour. Every effort must be made by Guards and Drivers to keep time shown in the Time Tables.

Guards and Drivers will take notice that the figures inserted on the right hand side of columns, opposite the train time at certain stations, denote the numbers of trains as per Time Table (Up or Down, as the case may be) which have to be met on the journey.

Passengers will not be booked by any of the Trains on the Main Lines for journeys between stations in the suburbs of Melbourne, nor to and from Melbourne and any suburban station, except where in the Time Tables Trains are timed to stop to pick up and set down Passengers, but this exception will only apply to Passengers to and from Melbourne.

References applicable to Passenger and Mixed Trains.

- Trains will not stop to pick up or set down passengers at stations marked thus *.
 - § Trains to stop when required to pick up and set down Passengers at Stations marked thus §, excepting for Inter-Suburban Station travelling. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire. This will not apply, however, where mails are concerned, and in all such cases trains must stop for the delivery and receipt of mails, even when not required to do so for passengers.
 - ¶ Trains to stop to pick up Passengers at Stations marked thus ¶. Necessary signal to be exhibited when trains are required to stop.
 - †† Trains to stop to set down, but not to pick up, Passengers at Stations marked thus ††. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.
- Suburban trains should only stop twenty seconds at stations unless otherwise shown. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.
- (e) Workmen's Trains. Workmen are to be allowed to travel on Workmen's Tickets in the Suburban area by trains which will reach such Workmen's destination by 8.10 a.m.

References applicable to Stations.

- T. These are Tablet Stations, at which a Tablet must be obtained before starting, and delivered up on arrival.
 - E.S. These are Electric Staff Stations, at which an Electric Staff must be obtained before starting, and delivered up on arrival.
 - † These are Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered up on arrival.
 - G. These are Greasing and Examining Stations.
 - W. These are Watering Stations.
- The names of Stations on the various lines where there is a "Caretaker" are printed in italics.
- N.C. There is no one in charge at these stations.

References applicable to Goods Trains.

- ‡ These Trains run as may be required. They are put on and off by special orders from the General Superintendent of Transportation or Depôt Stations. When put on to run "till further notice," the issue of new Time Tables will not affect them unless they are cancelled in the new issue.
- Passengers travelling in Vans of Goods Trains.—For the information of the staff, a list is appended showing the Goods Trains (others than those with car attached) which, when running, may be stopped (subject to grade limitations contained in the General Appendix, page 94) to pick up or set down passengers. This privilege will not, of course, apply on days powder is forwarded.

In the event of any of the following trains being altered, it must be understood that the foregoing instructions will apply to the altered train.

Section.	Train (when running).
Melbourne—Woodend	5 a.m. Down (Mons. excepted)
Bendigo—Melbourne	9 a.m. Down (Mons.)
Bendigo—Korong Vale	1.20 p.m. Up
Bendigo—Korong Vale	5.30 a.m. Down
Maryborough—Castlemaine	4 a.m. Up
Ballarat—Stawell	10.40 a.m. Up
Geelong—Ballarat	8.20 a.m. Down
Geelong—Ballarat	5.15 a.m. Down
Melbourne—Seymour	11.30 p.m. Down
Melbourne—Seymour	9 a.m. Down
Seymour—Benalla	12.25 p.m. Up
Seymour—Benalla	11.30 a.m. Down
Benalla—Wodouga	6 a.m. Down
Benalla—Wodouga	2 p.m. Up
Seymour—Numurkah	4 a.m. Down
Seymour—Numurkah	5.25 p.m. Up
Melbourne—Warragul	3.30 a.m. Down
Melbourne—Warragul	1.15 p.m. Up
Warragul—Traralgon	12.15 a.m. Down
Warragul—Traralgon	5.5 p.m. Up
Traralgon—Sale	8.50 a.m. (Mons.), 10 a.m. (Mons. excepted)
Traralgon—Sale	1.30 p.m. Up (Mons.)
Melbourne—Nyora	4.45 a.m. Down
Melbourne—Nyora	3.45 p.m. Up
Nyora—Korumburra	7.55 p.m. Down
Nyora—Korumburra	1.30 p.m. Up
Korumburra—Port Albert	6.15 a.m. Down
Korumburra—Port Albert	9 a.m. Up
Melbourne—Yarra Glen	4.25 a.m. Down Lilydale
Melbourne—Yarra Glen	9.38 a.m. Down Yarra Glen
Melbourne—Yarra Glen	10 a.m. Up Lilydale
Melbourne—Yarra Glen	3.10 p.m. Up Yarra Glen
Melbourne—Mornington Junction	9.1 a.m. Down
Melbourne—Mornington Junction	7.5 p.m. Up

For Running Schedule of Passenger, Mixed, and Goods Trains.—See Pages 47-60G.

Northern District.

NORTHERN LINE.

DJWA.

feet.	Line	STATIONS.	1	1a	2	3	4	5	6	6a	7	7a	8	9	9a	10	11	11a	12
			Goods + A.M.	Goods + A.M.	Goods + A.M.	Fast Goods News. Daily A.M.	Through Goods. + A.M.	Through Goods. + A.M.	Through Goods. Mons. ex. + A.M.	Goods. Mons. exc. A.M.	Pass. Mons. A.M.	Pass. A.M.	A.M.	Mons. only. Goods A.M.	Goods. A.M.	Through Goods. + P.M.		Pass. P.M.	Goods. + P.M.
30	1	MELBOURNE W G dep.	12 30		1 30	2 10	2 30	3 30	4 30	5 0	6 25	6 40		9 0	9 45	12 20		12 15	1 15
18	1	North Melbourne									*	6 45						12 20	
22	24	South Kensington									*	6 51							
53	34	Footscray									*								
60	4	Middle Footscray									*								
89	44	Footscray West									*								
101	54	Tottenham N C									*								
124	74	Sunshine...									6 41*	7 1							
136	34	Albion Siding N C									*								
137	94	Albion N C									*								
218	114	St. Albans									*	7 10			11 45				
343	15	Sydenham									*								
853	204	Diggers' Rest									*	7 19							
702	234	Sunbury W				3 19					*	7 35							
864	264	Wildwoods Sdg. N C				3 22													
1071	314	Lancefield																	
1235	354	Biddell																	
1526	40	Gisborne W																	
1660	434	Macedon																	
1840	484	Woodend W G	4 30		5 30	4 30	6 30	7 30	8 30	12 0	8 22	9 1				4 20			
1900	53	Carlisle																	
1987	57	KYNETON W G																	
1641	60	Redesdale Junction																	
1492	634	Malmesbury																	
1226	674	Taradale																	
1265	794	Elphinstone																	
1003	744	Cheerwin																	
919	75	CASTLEMARNE W																	

Run by
Redesdale
engine and
crew.

To be worked clear of Passenger Trains

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NORTHERN LINE--continued.

Op.

feet	Miles	STATIONS.	12b	13 Gds. Daily.	14 Gds. Gds.	15 Gds. Gds.	16 Gds. and LiveStk.	17 Goods.	18	19	20 ⁺ Gds.	21 Mixed.	22 Goods. Daily.	23 Gds.	24 ⁺ Gds.	25 ⁺ Gds.	26 Gds.	27 Gds.	28
				P.M.	P.M.	A.M.	A.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
		DENILQUIN <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	3	Meat Coy.'s Siding <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	22	Mathoura <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	30	Moirā ... <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	44	Moama + ... <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
315	45	ECHUCA + W C <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	9	E S <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Cornelia Ck. Sdg. N C <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
378	16½	Rochester E S <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
428	26½	Elmore E S W <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
442	30½	Avonmore <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
472	37½	Goornong E S <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
480	40	Wellsford <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
511	43½	Bagshot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
623	47½	Hunlly ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
615	49½	Epeom Pottery Siding N C	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
615	49½	Epsom ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
648	51	Race-course N C ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
696	51½	White Hills Siding N.C.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
708	53½	Cattle Siding E S... <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
758	54½	BENDIGO W C <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
785	56	Golden Square ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
841	57½	Kangaroo ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
879	65	Ravenswood ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1086	72½	Harcourt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1016	74½	Parker's Ck. Sdg. N C	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
919	77½	CASLEMAINE <i>arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		W C <i>dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

LANCEFIELD LINE.

Down. LANCEFIELD JUNCTION TO LANCEFIELD.

LANCEFIELD TO LANCEFIELD JUNCTION.

Height above Sea	Miles.	STATIONS.	1			2			3			Height above Sea.	Miles.	STATIONS.	1		2	
			Pass.	Pass. Sats. Excd.	Pass. Sats.	Pass. Sats. Excd.	Pass. Sats.	Mxd.	Mixd.	Mxd.	Mixd.							
feet			A. M.	P. M.	P. M.						feet		Down.	A. M.	P. M.			
30	—	MELB'RNE W G	dep. 6 40†	5 42	6 30						30	—	MELBOURNE W G	dep. ...	—			
			arr. 8 4	7 10	7 58									arr. ...	—			
1071	31½	LANCEFIELD JUNCTION †	Mix'd.	Mix'd.	Mix'd.						1215	42½	Kilmore † W	dep. ...				
				Sats. excp.	Sats.									arr. ...				
			dep. 9 25	7 18	8 6						1210	45½	Forbes N C ...	...			
1269	35	Bolinda N C ...	9 39§	7 32§	8 20§						1373	48	High Park N C	...				
1362	36½	Monegetta N C	9 45§	7 38§	8 26§						1497	49½	Springfield N C	...				
1493	38½	N. Monegetta N C	§	§	§						1667	53½	Goldie N C ...	...			
1597	40½	Romsey †	10 10	8 2	8 50						1524	58	Mount William N C.	...				
1559	46	LANCEFIELD † W	arr. 10 25	8 15	9 3						1559	60½	LANCEFIELD † W ...	arr. ...				
1524	48½	Mount William NC	dep. ...	...	...									dep. 7 40	5 0		
1667	53	Goldie N C	...	...	...						1597	66½	Romsey †	...	7 55	5 25	
1497	57	Springfield N C	...	...	...						1493	68½	North Monegetta N C...	§	§		
1373	58½	High Park N C...	...	...	...						1362	70½	Monegetta N C	...	8 § 6	5 § 36	
1210	61	Forbes N C	...	...	...						1269	71½	Bolinda N C...	...	8 § 11	5 § 44	
215	64½	Kilmore †	arr. ...	...	...									arr. 8 24	5 57		
		W	...	...	...						1071	75½	LANCEFIELD JUNCT'N †	Pass	Pass		
		Up.	dep. ...	...	...									dep. 8 41	6 19		
30	106	MELB'RNE W G	arr. ...	...	...						30	106½	MELBOURNE W G	arr. 9 45	7 27		

Nos. 1 Down and 2 Up to perform all roadside work. Nos. 2 and 3 Down put off trucks at Romsey and 1 Up to have through load.

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5. Lancefield line passengers travel by 6.40 a.m. second division.

REDESDALE LINE.

Down. KYNETON TO REDESDALE.

REDESDALE TO KYNETON.

Up.

Height above Sea.	Miles.	STATIONS.	1			2			3			Height above Sea.	Miles.	STATIONS.	1		2	
			Goods. †	Pass.	Pass.	Goods.	Pass.	Pass.	Mixed	Goods.								
feet			A. M.	P. M.	P. M.						feet		Down.	A. M.	A. M.			
30	—	MELBOURNE W G	dep. ...	12 15	12 15						981	—	REDESDALE †	dep. 5 50	...			
1840	48½	Woodend	dep. ...	2 42	2 42						1162	4½	Barfold ...	...	6 10§	...	
			arr. ...	2 55	...						1288	6½	Emberton N C	...	6 20§	...		
1687	57	KYNETON W G ...	arr. ...	Mixed	Mixed						1441	9½	East Metcalfe	...	6 33§	...		
			dep. ...	Mon. & Sat exc.	Mon. & Sat.						1554	11½	Green Hill N C	...	6 43§	...		
			arr. ...	4 30	4 58						1594	13½	Edgecombe N C	...	6 50§	...		
1641	60	Redesdale Jun. †	dep. ...	...	...						1641	16½	Redesdale Jun †	arr. ...	...		
			arr. ...	...	...									dep. 7 28	...		
			dep. ...	4 37	5 5									arr. 7 14	...			
1594	62½	Edgecombe N C	...	4 45§	5 13§						1687	19½	KYNETON W G ...	Pass	Pass			
1554	64½	Green Hill N C	...	4 51§	5 19§									dep. 7 47	...			
1441	66½	East Metcalfe	...	4 58	5 26§									arr. 8 7	...			
1288	69½	Emberton N C	...	5 5	5 33§						1840	27½	Woodend ...	dep. 8 7	...			
1162	72	Barfold ...	...	5 20§	5 48§						30	76½	MELBOURNE W G	arr. 9 45	...		
981	76½	REDESDALE †	arr. ...	5 40	6 8									...				

See General Notes, pages 2, 3, and 4.

For references, see page 3.

May, 1912.

Northern District.

MALDON LINE.

Down. CASTLEMAINE TO MALDON AND SHELBOURNE.

Height above Sea.	Miles.	STATIONS.	1	2	3	
			Pass.	Goods, Powder, Thursday. †	Express.	
feet			A.M.	A.M.	P.M.	
30	—	MELBOURNE W G ...	dep. 6 40†	...	4 50	
			arr. 10 20	...	7 32	
919	78	CASTLEMAINE W G ...	Mixed.	Fol. 1 M	Mixed.	
		E S	dep. 10 55		8 0	8 10
918	79	Maldon Junction E S † ...	10 58*		8 5	8 13*
908	84½	Muckleford ...	11 14		...	8 29
1177	88½	Shelbourne Junction N C ...	11 32*		...	8 43*
			arr. 11 35	8 40	8 46	
1177	89	MALDON W ...	M., W., Fri.			
			dep. 11 55	...	...
1177	89½	Shelbourne Junction N C ...	11 58*	...	...
819	95½	Bradford N C ...	12 19§	...	...
			P.M.			
675	99½	SHELBOURNE † ...	arr. 12 34	...	...

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5.

Up. SHELBOURNE AND MALDON TO CASTLEMAINE.

Height above Sea.	Miles.	STATIONS.	1	2	3
			Mixed.	Goods, Powder, Thursday. †	Mixed. Mon. Wed. Fri.
feet			A.M.	A.M.	P.M.
675	—	SHELBOURNE † ...	dep. ...	...	12 55
819	3¾	Bradford N C ...	...	...	1 8§
1177	9¾	Shelbourne Junction N C ...	...	...	1 35*
			arr. ...	...	1 38
1177	10¼	MALDON W ...	dep. 6 20	9 0	Daily 3 0
1177	10½	Shelbourne Junction N C ...	6 23*	...	3 3*
908	15	Muckleford ...	6 34	...	3 14
918	20¼	Maldon Junction † ...	6 51*	9 25	3 30*
		E S	arr. 6 55	9 30	3 35
919	21¼	CASTLEMAINE W G ...	Pass.		Pass.
		E S	dep. 7 23	...	4 11
30	99½	MELBOURNE W G ...	arr. 10 10	...	7 27

See General Notes, pages 2, 3, and 4.

For references, see page 3.

Northern District.

WALLAN TO BENDIGO.

Down.

Height above Sea.	Miles.	STATIONS.	1 Goods. Mons., Thurs., Sats. †	2 Pass.	3 Goods. Tues., Wed., Fri. ‡	4 Thro. Ltd. Mxd.	5 Goods. †	6	7 Goods Car attd. Sats.
			A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
feet		Down.							
30	—	MELBOURNE W G dep.	8 33	6 15	...	2 40	...	...	...
		{ arr.	10 30	7 37	...	4 12	...	...	...
980	29½	WALLAN W ...		Mxd. 8 10	11 35	Mixed. Mon., Th. and Sats.	11 35	...	...
		{ dep.	10 45	...	...	4 30	...	...	...
		{ arr.	...	...	...	...	...	...	...
1145	33¼	Kilmore Junctn. †		8 25	...	4 45§	...	...	...
		{ dep.	...	8 38§	...	4 58§	...	...	...
1320	35¾	Leslie N C ...	...	8 52§	...	5 11§	...	...	...
1411	38½	Bylands ...	...	9 8	...	5 20	...	...	...
		{ arr.	...	...	...	...	...	...	...
1215	42½	Kilmore † W		9 30	P.M. 12 33	5 45	P.M. 12 22	...	...
		{ dep.	11 53	9 37§	...	§	...	...	...
1124	45¾	Willowmavin ...	...	9 46§	...	§	...	...	...
1041	49¾	Moranding ...	...	...	...	§	...	...	...
		{ arr.	...	...	...	§	...	...	...
1021	51½	High Camp ...		10 0	...	§	...	...	...
		{ dep.	...	...	...	§	...	...	...
		{ arr.	...	...	...	§	...	...	...
815	56½	Pyalong ...		10 15	...	§	...	...	...
		{ dep.	...	...	...	6 55	...	...	...
		{ arr.	...	...	...	...	...	...	...
1031	62¾	Tooborac E S †		10 55	2 21	7 15 ¹⁵	1 27	...	...
		{ dep.	1 41	...	2 25	...	1 31	...	...
—	63¾	McIvor Timber Co's. Sdg. N C	1 45	...	...	...	...	...	...
817	71¼	Argyle ...	...	11 35	...	7 51	...	...	...
		{ arr.	Goods. Car attd. Sats.	11 41	Goods. †	...	...	...	...
787	73½	Heathcote E S † W	A.M.	P.M.	A.M.	...	...	...	...
		{ dep.	8 10	12 1	9 45	8 17	...	...	9 0
664	78¼	Derrinal ...	§	12 14	...	§	...	...	§
		{ arr.	...	...	...	...	...	...	...
653	83	Knowsley † ...	...	...	...	...	...	...	...
		{ dep.	8 35	12 37	10 20	8 53	...	...	9 30
627	86½	Ingham ...	...	...	...	...	...	...	...
572	88¾	Axedale Racecourse N C	...	*	...	*	...	...	...
		{ arr.	...	...	...	...	...	...	...
566	89½	Axedale † ...		1 0	...	9 15	...	...	9 55
		{ dep.	9 10	1 10§	...	§	...	...	§
588	93	Longlea ...	§	...	...	§	...	...	§
—	99	Rifle Butts Pl'tform N C	...	...	...	...	...	...	...
708	101½	Cattle Siding †	...	1 40††	...	*	...	...	10 35*
		{ arr.	10 0	1 45	11 45	10 0	...	...	10 40
758	102½	BENDIGO W G	Pass. daily. Noon.	Pass.	...	...	...	...	...
		{ dep.	12 0	3 15	...	...	...	...	...
		{ arr.	P.M.	...	...	...	...	...	...
30	100¾	MELBOURNE W G	3 55	7 27	...	...	...	...	...

Block System is in force between Cattle Siding Box "D" and Bendigo Box "C" (Williamson-street) both on Up and Down journey; also between Wallan and Kilmore Junction.

See General Notes, pages 2, 3, and 4. For references, see page 3.

See W.N. 24/10 re Engines working at McIvor Timber Company's Siding. Not more than three (3) trucks to be attached to the engine when proceeding out on the Private Line in order to get back into No. 2.

May, 1912.

Northern District.

BENDIGO TO WALLAN.

Up.

Height above Sea.	Miles.	STATIONS.	1 Mixed.	2 Goods. Car attd. Sats.	3 Goods. † ‡	4 Goods. ‡	5 Mixed. Thurs., Sats.	6 Pass.	7 Pass.
		Down	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
30 feet	—	MELBOURNE W G dep.	...	...	...	...	...	12 15	12 15
758	100½	BENDIGO W G arr.	...	...	...	...	...	4 47	4 47
		Up.						Mixed Mons.	Goods Car attd. Sats.
758	—	BENDIGO ... dep.	5 0	5 30	7 15	...	4 15	5 0	6 20
708	1	Cattle Siding † ...	5 4*	*	...	...	¶	¶	*
—	3½	Rifle Butts Platform N C	...	...	...	...	...	...	...
588	9½	Longlea ...	5 22§	§	...	...	4 37§	5 22§	6 15§
566	13	Axedale † ...	...	...	...	...	...	...	...
572	13¾	Axedale Racecourse N C	5 39	6 20	...	...	4 50	5 32	7 3
627	16	Ingham ...	...	...	...	...	...	...	...
653	19½	Knowsley † ...	...	...	...	...	...	...	...
664	24¼	Derrinal ...	6 10	6 50	8 35	...	5 25	5 52	7 23
787	29	Heathcote E S † W	6 27	§	...	...	§	§	§
817	31¼	Argyle ...	6 39	7 30	9 15	...	...	6 17	7 50
—	38¾	McIvor Tmbr. Co's. Sdg. N C	dep.	Goods. Mons. Th,Sat‡ P.M.	Goods Tu., Wed., Friday † P.M.	...	6 10	6 27	—
1031	39¾	Tooborac E S †	...	2 25	2 55	1 50	...	...	...
815	46	Pyalong ...	arr.	...	—	...	6 45	7 5	—
1021	51	High Camp ...	dep.	7 53	2 31	3 1	2 5	7 5	7 20
1041	52¾	Moranding ...	arr.	...	...	...	...	...	...
1124	56¾	Willowmavin ...	dep.	8 19	...	...	§	§	...
1215	60	Kilmore † W	arr.	9 25	...	...	...	...	...
1411	64	Bylands ...	dep.	9 45	...	...	8 30	8 32	...
1320	66¾	Leslie N C ...	...	10 5§	...	...	§	§	...
1145	69¼	Kilmore Junction †	arr.	10 17§	...	...	§	§	...
980	73	WALLAN W	dep.	10 25	4 18	4 48	3 55	9 17§	9 17§
30	102½	MELBOURNE W	arr.	10 40	4 25	4 55	4 2	9 35	9 35
			Through Mixed. P.M.	11 14	4 50	...	...	Pass. Daily. 9 58	...
				12 16	6 2 S	...	...	11 S	...

See General Notes, pages 2, 3, and 4. For references, see page 3.

No. 6 Up is not to do roadside shunting between Bendigo and Heathcote.

S On Saturdays this train will leave Essendon at 6.5 p.m. and reach Melbourne at 6.22 p.m.

See W.N. 24/10 re Engines working at McIvor Timber Company's Siding. Not more than three (3) trucks to be attached to the engine when proceeding out on the Private Line in order to set back into No. 2.

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BENDIGO INGLEWOOD, CHARLTON, AND WYCHEPROOF LINE.

BENDIGO TO WYCHEPROOF.

Down.

Height above sea.	Miles	STATIONS.	1	2	3	4	5	6	7	7a	8	9	11	12	13	14
feet																
30	—	MELBOURNE W C	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			...	...	...	...	...	...	...	6 40+	...	...	...	...	4 50	4 50
			...	...	...	...	...	...	...	11 20	...	...	...	...	8 18	8 18
			2 25	3 25	4 50	5 30	5 48	9 0	9 50	12 15	...	1 30	4 25	5 10	8 55	Mixed. Thurs. 9 7
753	100 1/4	BENDIGO W C	...	...	...	5 35	5 55	9 5	9 55	12 20*	...	1 36	4 30	5 14	9 0*	9 12*
708	101 1/4	Cattle Siding E S	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		
679	102 1/4	Gas Company's Sdg. N O	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		
759	104 1/4	California Gully Siding	...	...	...	6 0	6 20	9 15	10 5	...	...	1 46	4 40	5 28	...	...
			...	...	...	...	...	...	...	...	...	1 53	...	...	...	...
737	105 1/4	Eaglehawk E S	...	...	...	6 10	6 50	9 35	10 55	12 31	...	2 38	4 50	6 0	9 10	9 22
		
620	112 1/4	Marong E S	...	...	...	6 35	7 10	10 18	11 35	12 46	...	3 3	5 15	6 18	9 28	9 40
		
589	117 1/4	Leichardt	...	...	...	6 50	...	...	...	12 56	...	3 35	...	...	9 39	9 51
		
478	121 1/4	Derby	...	...	...	...	...	...	...	...	...	3 55	...	...	9 48	10 0
			...	...	...	...	...	...	...	...	...	4 11	...	...	...	...
456	128 1/4	Bridgewater E S	...	...	...	7 25	8 35	10 58	12 15	1 21	...	4 43	5 59	6 47	10 3	10 15
		

Cannot run when 86 Up is running.

No. 4 Down not to run when No. 5 Down is running.

BENDIGO, INGLEWOOD, AND WYCHEPROOF LINE—continued.

Northern District.

May, 1912.

WYCHEPROOF TO BENDIGO.

Up.

Height above sea level	Miles	STATIONS.	1	2	3	4	5	6	7	8	8a	8b	9	10	11	12
357	—	WYCHEPROOF † dep.	A.M. ...	A.M. 4 50	A.M. ...	A.M. ...	A.M. 8 15	A.M. 10 55	P.M. ...	...	A.M. 11 20	P.M. 12 30	P.M. ...	P.M. ...	P.M. ...	P.M. 6 5
368	3½	Fairview N C ...	...	4 58§	...	...	...	...	...	...	11 28§	...	...	...	...	...
380	7½	Glenloth †	...	5 10	...	...	8 40	11 15	...	...	11 38	...	...	4 20	...	6 20
395	11½	Teddynaddy	...	5 24	...	...	...	...	...	...	11 50	...	...	...	...	6 35
432	16½	Charlton † W	...	5 37	...	...	9 20	...	...	...	P.M. 12 3	...	...	4 50	...	6 55
438	22	Barrakee ...	...	6 0	...	...	10 0	11 40	...	...	12 23	...	...	5 0	...	7 2
519	25½	Buckrabanyule †	...	6 16	...	...	...	...	...	...	12 37	...	...	...	...	7 17
552	30½	Wycheiella W	...	...	...	...	10 40	...	...	...	...	...	...	...	...	...
460	39½	KORONG VALE † W G	...	6 38	...	...	...	...	...	...	12 53	...	...	5 25	...	7 27
473	44½	Wedderburn Junction E S	...	...	...	...	...	...	...	...	...	...	...	...	...	...
505	51	Glenalbyn E S	...	6 55	...	...	11 30	12 50	Mixed	...	1 35	3 10	...	6 5	...	8 20
			6 40	8 0	8 40	10 10	P.M. 12 15	...	2 3	...	3 30	4 15	5 0	6 40	8 20	9 5
			6 55	2 20	7 0	8 35	9 20
			6 57	8 19	8 56	10 41	12 30	3 45	...	5 25	7 20	8 45	9 29
			7 21	5 45
			7 28	8 35	4 1	...	5 55	9 45

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478	55½	Kurting	arr.	7 43	8 46	10 0	11 20	1 10	4 11	5 30	6 25	8 10	9 40	10 15	13 18
493	59½	Inglewood W ES	dep.	7 57	8 56	10 20	12 40	1 45	4 22	5 30	7 12	8 20	9 40	10 35	
456	63½	Bridgewater	arr.	8 5	9 11	10 55	12 55	2 0	4 30	6 0	7 25	8 35	9 52	10 55	
478	68½	Derby	dep.	8 20	9 30	11 34	1 50	2 30	4 43	6 0	7 40	8 50	10 16	11 36	
589	73	Leichardt	arr.	8 40	9 44	11 53	2 30	3 10	5 0	7 0	8 20	9 30	10 51	11 36	
620	77½	Marong	dep.	8 53	9 58	12 15	3 30	3 30	5 13	7 0	8 55	10 10	11 11	12 10	
737	84½	Eaglehawk	arr.	9 10	10 14	12 33	2 55	3 35	5 27	7 20	9 30	10 0	11 15	12 0	
759	85½	California Gully Siding	dep.	9 35	10 40	12 45	3 5	3 45	5 50	7 35	9 45	10 10	11 25	12 10	
679	87½	Gas Company's Sdg. N C	arr.	9 45	10 55	12 50	3 10	3 50	6 0*	7 40	9 50	10 15	11 30	12 15	
708	88½	Cattle Siding	dep.	9 50	11 0	12 50	3 10	3 50	6 5	7 40	9 50	10 15	11 30	12 15	
758	89½	BENDICO W C	arr.	9 50	11 0	12 50	3 10	3 50	Pass. 6 50	7 40	9 50	10 15	11 30	12 15	
20	190½	MELBOURNE W C	arr.	9 50	11 0	12 50	3 10	3 50	10 55	7 40	9 50	10 15	11 30	12 15	
				1	2	3	4	5	8a	8b	9	10	11	12	

Thence to Wedderburn.

†† Moadays and Tuesdays only. — Nos. 3 Up (when running) and 4 Up do Goods work at California Gully Siding. See General Notes, pages 2, 3, and 4. For references, see page 3. — *Charlton*. — Water trucks are allowed to stand in No. 2 Road during daylight. See General Appendix, pages 101 and 102. *Wedderburn Junction*. — During the grain season trucks are allowed to stand in No. 2 Road. See General Appendix, Pages 101 and 102. Block System is in force between Rendigo "C" (Williamson-street) and Cattle Siding Box "D" on both Down and Up journey.

Down. WYCHEPROOF TO SEA LAKE.

Height above Sea.	Miles.	STATIONS.	1 Goods. Monday, Wednesday, Friday. †	1a	2 Pass.	3	4 Goods. Tues. Thurs., Sats. †
feet			A.M.	A.M.	A.M.		A.M.
30	—	MELBOURNE W G ...	dep.	...	6 40†	...	...
			arr.	...	11 20	...	...
758	100½	BENDICO W G ...	dep.	...	Thro. Mixed. P.M.	...	...
			arr.	...	12 15	...	...
460	151	Korong Vale † W G E S	dep.	...	3 20	...	...
			arr.	...	5 24	...	...
357	190½	WYCHEPROOF † W ...	dep.	4 0	Mixed. 6 20	...	11 50
323	200½	Dumosa N C ...	...	...	6 56	...	...
298	207	Nullawil N C ...	...	...	7 20	...	...
275	213	Warne N C ...	...	...	7 40	...	...
263	217	Kaneira W. ...	...	...	8 18	...	P.M.
236	225½	Berriwillock ...	...	6 0	9 0	...	1 50
202	232½	Boigbeat N C ...	...	...	9 30	...	...
176	238	Sea Lake † W ...	arr.	...	9 55	...	...

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5. See footnote on page 156 of the General Appendix *re* Kaneira being a Telephone Block Pass when required.

Up. SEA LAKE TO WYCHEPROOF.

Height above Sea.	Miles.	STATIONS.	1 Mixed.	1a	2 Goods. † Mon., Wed., Friday.	3 Goods. Tues., Thurs., Sats. †
feet			A.M.		A.M.	P.M.
176	—	Sea Lake † W ...	dep.	6 40	...	...
202	5½	Boigbeat N C ...	...	7 0	...	...
236	12½	Berriwillock ...	...	7 31	7 0	2 30
263	21	Kaneira W. ...	...	8 3	7 30	3 0
275	25	Warne N C ...	...	8 23	...	...
298	31	Nullawil N C ...	...	8 48§	...	...
323	37½	Dumosa N C ...	...	9 13§	...	...
			arr.	10 0	9 0	4 30
357	47½	WYCHEPROOF † W ...	dep.	11 20	...	...
			arr.	P.M. 1 35	...	...
460	87	KORONG VALE † W G ... E S	dep.	3 30	...	...
			arr.	6 5	...	...
758	137½	BENDICO W G ...	dep.	Pass. 6 50	...	...
30	238	MELBOURNE W G ...	arr.	10 55	...	...

See General Notes, pages 2, 3, and 4. For references, see page 3.

WEDDERBURN LINE.

Down. WEDDERBURN JUNCTION TO WEDDERBURN.

Height above Sea.	Miles.	STATIONS.	1 Pass.
feet 30	--	MELBOURNE W G -- --	A.M. 6 40†
			{ arr. 11 20
758	100‡	BENDICO W G -- --	Thro. Mixed. P.M. 12 15
			{ dep
473	148	Wedderburn Junction † E S	{ arr. 2 16
			{ dep. 2 45
857	151	WEDDERBURN † W	arr. 3 0

† On Mondays the 6.40 a.m. down from Melbourne runs in two divisions, as shown on page 5.

Up. WEDDERBURN TO WEDDERBURN JUNCTION.

Height above Sea.	Miles.	STATIONS.	1 Mixed.	2
feet 657	—	WEDDERBURN † W	A.M. 7 5	...
			{ arr. 7 15	--
473	5	Wedderburn Junction † ES	{ dep. 8 19	--
			{ arr. 11 0	...
758	80‡	BENDICO W -- --	Pass. NOON. 12 0	--
			{ dep.	
30	151	MELBOURNE W G -- --	P.M. 3 55	...
			arr	

See General Notes, pages 2, 3, and 4. For references, see page 8.

Wedderburn Junction.—During the grain season trucks are allowed to stand in No. 2 Road
See General Appendix, pages 101 and 102.

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KORONG VALE TO BOORT, ULTIMA, AND CHILLINGOLLAH.

Down.		KORONG VALE TO BOORT AND ULTIMA.					
Height above Sea.	Miles.	STATIONS.		1	2	3	4
feet				Goods. †	Pass.		Express.
				A.M.	A.M.		P.M.
30	—	MELBOURNE	W G	...	6 40†	...	4 50
				...	11 20	...	8 18
					Thro.		Mixed.
758	100½	BENDIGO	W G	...	Mixed.		Th. ex. Th.
				...	P.M.		P.M. P.M.
				dep.	12 15	...	8 55 9 7
				arr.	2 36	...	11 35 11 47
460	151	KORONG VALE†	W G	...	9 0	4 0	Tues. A.M.
			E S	dep.			11 50 12 2
393	156	Borong †	...	...	4 15	...	A.M.
337	160½	Mysia †	...	...	9 30	4 30	12 5 12 17
305	169	BOORT †	W G	arr.	4 55	...	12 20 12 32
				dep.	5 20	...	12 45 12 57
339	177	Barraport	N O	...	5 44§	...	...
407	180½	Gredgwin	N O	...	6 2§	...	...
345	185½	Oakvale	N C	...	6 16§	...	...
300	191	QUAMBATOOK †		arr.	6 35	...	...
				dep.	6 50	...	...
363	198½	Cannie	N C	...	7 13§	...	...
279	205½	Lalbert	W	...	7 44§	...	...
284	212½	Meatian	N C	...	8 9§	...	...
263	221½	Ultima †	...	arr.	8 44	...	...
				dep.	M, W, F, S	9 10	...
207	226½	Gowan	N C	...	9 27	...	...
181	233½	Waitchie	N C	...	9 57	...	...
182	241½	CHILLINGOLLAH †		arr.	10 35	...	...

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5.
Boort.—Water trucks are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.
Ultima and Quambatook.—Vehicles are allowed to stand in No. 2 Road during grain season. See General Appendix, pages 101 and 102.

KERANG AND KOONDROOK TRAMWAY.

(Worked by Koondrook Tramway Company.)

Down.

Time Table, as furnished by the Company.

Miles from Kerang.	STATIONS.				1	2	3
					Mixed.	Pass.	Pass
					A.M.	A.M.	A.M.
—	MELBOURNE	...	...	...	...	6 40†	6 40
				dep.		Mxd. Fri, ex.	Mixed Fri.
						P.M.	P.M.
—	KERANG	...	...	...	8 15	3 43	4 42
				arr.		4 20	5 20
				dep.			
4½	Yeoburn	...	...	...	8 30	4 35	5 35
8½	Hinksons	...	...	...	8 45	4 50	5 50
11½	Gannawarra	...	...	...	8 55	5 0	6 0
14½	KOONDROOK	...	...	...	9 15	5 20	6 20
				arr.			

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5. See General Notes, pages 2, 3, and 4. For references, see page 3.

Up. CHILLINGOLLAH, ULTIMA, AND BOORT TO KORONG VALE.

Height above Sea.	Miles.	STATIONS.		1 Mixed Mon.	2 Goods. †	3 Mixed. Tues., Thur., Sat.	4
feet				A.M.	A.M.	A.M.	
182	—	CHILLINGOLLAH †	... dep.	1 0	...	6 45	...
181	8	Waitehie N C	... ..	1 20	...	7 15	...
207	14½	Gowan N C...	... ..	§	...	7 40	...
			{ arr.	...	...	7 55	...
263	20½	Ultima †	... ..	{ dep.	2 30	Mon. ex. 8 45	...
284	28½	Montian N C	... ..	2 53½	...	9 5	...
279	35½	Lalbert W	... ..	3 30½	...	9 40	...
363	42½	Cannio N C	... ..	4 0½	...	10 10	...
			{ arr.	...	—	...	...
300	50½	QUAMBATOOK †	... ..	{ dep.	4 40	10 47	...
345	56½	Oakvale N C	... ..	4 58½	...	11 7	...
407	60½	Gredgwin N C	... ..	5 15½	...	11 30	...
339	64½	Barraport N C	... ..	5 28½	...	11 45	...
			{ arr.	5 44	...	12 0	...
305	72½	BOORT † W G	... ..	{ dep.	M. W. F. 6 10	P.M. 12 45	...
337	81½	Mysia †	... ..	6 35	10 0	1 15	...
393	85½	Borong †	... ..	6 55	...	1 38	...
			{ arr.	7 15	10 30	1 55	...
460	90½	KORONG VALE † W G	... ..	{ dep.	Daily. 8 0	Daily. 3 30	...
493	110½	INGLEWOOD † W	... ..	9 11	...	4 30	...
			{ arr.	11 0	...	6 5	...
758	140½	BENDIGO W G	... ..	{ dep.	Pass. 12 0	Pass. 6 50	...
			{ arr.	P.M. 3 55	...	10 55	...

Boort.—Water trucks are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.

Ultima and Quambatook.—Vehicles are allowed to stand in No. 2 Road during grain season. See General Appendix, pages 101 and 102.

KERANG AND KOONDROOK TRAMWAY.

(Worked by Koondrook Tramway Company.)

Time Table, as furnished by the Company.

Up.

Miles.	STATIONS.		1	2	3
				M., W., Th.	Tu., F., Sat.
—	KOONDROOK	... ..	dep.	A.M. 10 0	P.M. 6 45
2½	Gannawarra	... ..	...	10 15	7 0
6	Hinksons	... ..	...	10 25	7 10
9½	Yeoburn	... ..	...	10 40	7 20
			{ arr.	11 0	7 45
14½	KERANG	... ..	{ dep.	P.M. Fridays. 12 39	P.M. Fri, except. 1 9
19½	MELBOURNE	... ..	arr.	10 55	10 55

See General Notes, pages 2, 3, and 4. For references, see page 2.

BENDIGO TO KERANG AND SWAN HILL.

Northern District.

May, 1912.

Down.

Height above Sea.	Miles	STATIONS.	1 Goods. †	2 Goods. †	3 Goods. †	4 Goods. †	4a Thro. Goods. †	5 Pass.	6 Goods. Daily.	7 Goods. †	8 Goods. †	9 Thro. Goods. †	10 Pass.	10a Pass.	11 Goods. †	11a Express				
feet 30	—	MELBOURNE W G	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. 6 40	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. 12 15	P.M. 12 15	P.M. ...	P.M. 4 50				
758	100½	BENDIGO W G	2 45	4 30	5 20	7 25	8 10	Mixed. Fri. ex. 11 52	12 40	3 0	3 30	3 30	6 10	6 10	7 45	8 18				
708	101½	Cattle Siding E S	...	...	...	...	...	Mixed. Fri. ex. 11 52	...	...	...	...	...	...	...	Limited Thro. Mixed. Thurs. 8 55
679	102½	Gas Company's Sdg. N C	2 50	4 35	5 25	7 30	...	Mixed. Fri. ex. 11 57*	12 45	3 5	3 35	3 35	6 15*	6 15*	7 50	9 0*				
759	104½	California Gully Siding	5 35			
737	105½	Eaglehawk E S	P.M.	8 0			
606	107½	Myer	3 0	4 45	5 55	7 45	...	12 8	1 5	3 15	3 50	3 50	6 27	6 27	8 5	9 10	9 16\$			
515	111½	Woodvale	12 14	6 33\$	6 33\$		
478	116	Sebastian	6 12	12 23	6 43\$	6 43\$	9 26\$...		
418	120	Raywood W	3 30	5 15	6 25	8 15	9 0	12 34	1 30	3 45	4 30	4 30	6 54	6 55	8 35	9 35\$		
362	127	Tandarra	8 25	...	12 44	1 45	4 0	7 5	8 50	10 0	...	
346	131½	Dingee E S	4 20	6 5	7 28	10 45	...	1 3	2 38	5 16	7 30	7 40	
324	136½	Prairie	7 43	11 5	...	1 14	7 42	7 57	10 23

May, 1912.

Northern District

		4 50	6 35	7 58	11 25	1 39	2 8	3 10 ⁰⁰	5 56	8 9 ⁰⁰	8 29 ⁰⁰	10 38
319	1424	Mitiamo E S W G	{ arr. } 5 10	...	...	1 56	2 28	3 20 ⁰⁰	...	8 24	8 47	10 48
309	147	Mologa E S	{ dep. } ...	...	...	...	2 42 ⁰⁰	...	...	...	...	...
294	155	Pyramid E S	{ arr. } ...	...	...	2 8	2 58	3 35	...	8 37	9 3	11 0
282	1594	Mincha W	{ dep. } ...	...	...	2 23 ⁰⁰	3 15	...	...	...	...	...
272	1654	Macorna E S	{ arr. } 6 25	...	...	2 36 ⁰⁰	3 28	4 0	...	9 4	9 30	11 20
263	1704	Tragowel	{ dep. } 6 45	...	...	2 48	3 43	4 35	...	9 16	9 45	8
259	1744	South Kerang N C	...	...	...	3 9	4 3	4 46	...	9 35	10 9	11 42
255	1794	Kerang + E S W	{ arr. } 7 30	...	...	3 24	4 21	...	Cannot run when No. 8 Up is run.	9 49	10 25	11 57 ⁰⁰ Fri. A.M.
255	1804	Flour Mill Siding N C	{ dep. } 7 45	...	...	3 34	4 31 ⁰⁰	...	...	9 59 ⁰⁰	10 35 ⁰⁰	12 7 ⁰⁰
251	1844	Fairley	...	...	...	3 43	4 42	5 25	...	10 16	10 55	12 20
252	1904	Lake Charm	{ arr. } 8 15	...	...	4 13	5 12	...	...	...	...	12 35
243	1964	Mystic Park W	{ dep. } ...	...	...	4 33	5 32	...	...	...	...	8
232	205	Lake Boga +	{ arr. } ...	...	...	...	...	...	...	...	...	...
230	2134	Cattle Siding N C	{ dep. } ...	...	...	4 53	5 52	...	...	...	...	8
227	2144	SWAN HILL + W	arr. 9 30	...	...	5 16	6 15	...	...	...	...	1 13
				...	...	5 46	6 45	...	...	...	...	1 31
				...	...	6 16	7 15	...	...	...	...	1 50
				...	...	5	6	7	8	9	10	11
				...	...	4a	4	3	2	1	10a	11a

On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, as shown on page 5.
 Block System is in force between Bendigo "C" (Williamson-street) and Cattle Siding Box "D" both on Down and Up journey.
 No. 5 Down is not to do roadside shunting between Bendigo and Kerang.
 See General Notes, pages 2, 3, and 4. For references, see page 3.
 Kerang.—Vehicles are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.

SWAN HILL AND KERANG TO BENDIGO.

Up.

Height above Sea.	Miles.	STATIONS.	1 Goods. ‡ A.M.	2 Goods. Tu., Wed., Fri. ‡ A.M.	3 Thro. Mixed. Friday. A.M.	4 Goods. ‡ A.M.	5 Goods. Daily. A.M.	6	7 Mixed. Fri. A.M.	7a Mixed. Fri. excepted. A.M.	8	10 Goods. ‡ P.M.	11 Goods. ‡ P.M.	12 Goods ‡ P.M.
227	—	SWAN HILL † W ... dep.	...	...	4 25	...	...	...	10 30	11 0	...	...	...	...
230	1	Cattle Siding N O ... arr.	...	...	...	...	...	...	...	...	...	...	...	...
232	9½	Lake Boga † ... dep.	...	...	4 43	...	...	...	10 54	11 24	...	...	...	...
243	17½	Mystic Park W ... arr.	...	...	5 2	...	...	...	11 18	11 48	...	...	...	...
252	24½	Lake Charm ... arr.	...	...	§	...	...	...	...	...	...	...	...	...
251	30½	Fairley ... dep.	...	...	§	...	...	...	11 41	12 11	...	...	...	...
255	34	Flour Mill Siding N O ...	...	...	...	...	...	...	11 58	12 28	...	...	...	...
255	35	Kerang † ES W ... arr.	...	...	5 50 Daily.	...	...	...	P.M. 12 9	12 39	...	...	...	...
259	39½	South Kerang N O ... dep.	...	...	6 0	...	8 40	...	12 39	1 9	...	...	...	6 5
263	44	Tragowel ... arr.	...	...	§	...	...	...	12 50§	1 20§	...	...	...	6 35
272	49½	Macorna FS ... arr.	...	...	6 21	...	...	...	1 9	1 30	...	...	...	...
282	55½	Mincha W ... dep.	...	...	6 35	...	10 0	...	...	...	...	...	...	6 50
284	58½	Pyramid ES ... arr.	...	...	6 50	...	...	...	1 36	1 44	...	...	...	...
309	67½	Mologa ES ... dep.	...	...	...	...	...	...	...	...	...	...	...	...
319	72½	Mitiamo ES W ... arr.	...	...	7 10	...	11 10	...	1 56	2 0	...	...	...	7 25
324	78½	Prairie ... dep.	...	...	...	...	...	...	2 6	2 9	...	...	...	7 45
			6 55	...	8 5	8 50	12 30	...	2 26	2 26	...	...	...	7 55
			...	...	...	...	...	...	...	...	...	...	...	8 5
			7 10	...	8 22	9 10	...	...	3 22	3 35	...	...	...	8 30
		

May, 1912.

Northern District.

346	837	Dingee E S	... arr. ... dep.	7 28 7 45	Cannot run when No. 1 Ups run	8 36 9 30	1 15 1 40	4 3 4 6	4 20 4 38	4 54 5 16	5 28 5 39	5 39 6 0	6 0 6 10	6 15 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12
362	877	Tandarra	... arr. ... dep. arr.	8 0 8 20	9 45 10 5	8 48 9 6	2 5 3 10	4 20 4 38	4 54 5 16	5 28 5 39	5 39 6 0	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
418	947	Raywood E S	... dep. arr. ... dep.	8 30 ...	9 0 ...	9 18 ...	3 10 ...	4 20 4 38	4 54 5 16	5 28 5 39	5 39 6 0	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
478	987	Sebastian	... arr. ... dep.	8 45 ...	9 15 ...	9 32 9 48	...	5 16 5 28	5 28 5 39	5 39 6 0	5 39 6 0	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
515	1027	Woodvale	... arr. ... dep.	8 45 ...	9 15 ...	9 32 9 48	...	5 16 5 28	5 28 5 39	5 39 6 0	5 39 6 0	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
606	1067	Myer ...	... arr. ... dep.	8 45 ...	9 15 ...	9 32 9 48	...	5 16 5 28	5 28 5 39	5 39 6 0	5 39 6 0	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12
737	1087	Eaglehawk E S	... arr. ... dep.	9 15 ...	9 45 ...	10 20 ...	4 20 ...	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
759	110	California Gully Siding	... arr. ... dep.	9 15 ...	9 45 ...	10 20 ...	4 20 ...	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
679	1117	Gas Company's Sdg. N C	... arr. ... dep.	9 15 ...	9 45 ...	10 20 ...	4 20 ...	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 0 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
708	1127	Cattle Siding E S	... arr. ... dep.	9 25 ...	9 55 ...	10 37 ...	4 35 ...	6 10 6 10	6 10 6 10	6 10 6 10	6 10 6 10	6 10 6 10	6 10 6 10	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
758	1137	BENDIGO W C	... arr. ... dep.	9 30 ...	10 0 ...	10 45 ...	4 40 ...	6 15 Pass.	6 15 Pass.	6 15 Pass.	6 15 Pass.	6 15 Pass.	6 15 Pass.	6 15 Pass.	6 50 10 55	7 7a	8 10	10 55 11 0	11 12	
30	2147	MELBOURNE W C	... arr.	... 1	... 2	... 3	... 4	... 5	... 6	... 7	... 8	... 10	... 11	... 12	... 13	... 14	... 15	... 16	... 17	... 18

†† Mondays and Tuesdays only. See General Notes, pages 2, 3, and 4. For references, see page 3.
No. 7a Up is not to do roadside shunting between Kerang and Bendigo.

Kerang.—Vehicles are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.
Block System is in force between Bendigo "C" (Williamson-street) and Cattle Siding Box "D," both on Down and Up journey.

CARLSRUHE AND DAYLESFORD, AND DAYLESFORD AND CRESWICK LINES.

WOODEND TO DAYLESFORD, CRESWICK, AND BALLARAT.

Height Above sea feet	Miles	STATIONS.	1 Limited Thro. Mixed.	2	3	4 Pass.	5 Goods. †	6 Mixed Daily.	7 Goods. Mon., Wed., Fri.	8 Goods Sta. exp. †	9 Express.	10 Express.
Down.												
30	—	MELBOURNE W C	...	...	...	A.M. 6 40† 9 1	...	...	P.M. ...	P.M. ...	P.M. 4 50 6 26	P.M. 4 50 6 26
1840	48½	WOODEND W C ...	...	...	...	Mixed. 9 35	...	...	...	...	Pass. Mon., W., Fri., Sats. 6 45	Mixed Tu., Th. 6 45
1800	53	Carlsruhe ES ...	...	...	...	9 47	...	...	...	...	6 55	6 56
1884	56½	Tylden ...	...	...	...	10 0	...	...	...	...	7 3	7 9
2136	59¾	Fern Hill ES ...	...	...	...	...	...	...	...	...	...	...
2264	63¾	Trentham ES ...	...	...	...	10 27	...	...	...	...	7 14	7 28
2408	67½	Lyonville ...	...	...	...	...	...	...	...	...	...	...
2452	69¾	Bullarto ES ...	...	...	...	10 51 11 13	...	...	...	...	7 26 7 37	7 50 8 13
2231	72½	Musk ...	...	...	...	...	...	...	...	...	...	...
2041	75	Cattle Yards N C	...	...	...	11 33 11 47 ... 11 59	...	...	...	...	7 47 7 54 ... 8 5	8 34 8 40 ... 8 51
2039	75½	DAYLESFORD ES W	A.M.	...	...	Goods. Sats. exp. † P.M. 12 15	...	...	...	...	...	...
1920	78½	Woodburn N C ...	7 8	...	...	...	P.M. 1 10	3 40	...	8 35	...	...
2087	80½	Sailor's Falls ...	7 16§ 7 24§	...	...	...	...	3 48§ 4 2§	...	...	...	...
2247	82½	Leonard ES ...	...	...	...	12 45	...	...	...	...	...	...
			7 31	...	...	1 0	...	4 23	...	...	...	...
Up.												

CARLSRUHE AND DAYLESFORD, AND DAYLESFORD AND CRESWICK LINES.

BALLARAT, CRESWICK, AND DAYLESFORD TO WOODEND.

Height above sea level	Miles	STATIONS.	1	2	3	3a	4	5	6	7	8	9
30	—	MELBOURNE W G	A.M. ...	...	A.M. ...	P.M. ...	P.M. ...	NOON. ...	P.M. ...	...	P.M. ...	P.M. ...
DOWL.												
1416	73½	BALLARAT W	5 25	...	7 35	...	...	12 0	1 35	...	5 10	10 0
1444	74½	North Ballarat E S	5 27	...	7 39	...	...	...	...	...	5 14\$	10 3\$
1467	75	Cargoeg's Siding N C	...	...	...	...	...	...	1 55	...	...	...
1508	79½	Waubra Junction E S	...	...	...	...	...	...	...	...	...	...
1510	80½	Sulky	5 40	...	7 50	...	...	12 20	2 35	...	5 25	10 16
1423	82½	Bald Hills	...	...	7 53\$	...	...	...	2 39	...	5 29	10 19\$
1438	85½	CRESWICK W E S	...	...	7 57\$	...	...	12 40	2 43	...	5 34\$	10 23\$
1421	86½	North Creswick E S	6 0	...	8 10	...	...	12 55	3 5	...	5 42	10 33\$
1467	89	Broomfield	6 5	...	8 14	...	...	12 59	...	...	5 45	10 37\$
1546	90½	Allendale E S	...	...	8 17	...	...	1 4	3 15	...	5 48	10 42
1708	92½	Kingston	...	...	8 25\$	...	...	1 17	3 23	...	5 54\$	10 49\$
1800	95½	Newlyn E S	7 0	...	...	...	...	1 55	4 10	...	6 0	10 55
1921	99½	Stocklyn	7 52	...	Mixed.	...	...	2 7	...	...	6 8	...
2109	101	Wombat	...	...	9 8	...	2 10	2 39	5 5	...	6 17	...
			...	...	9 23\$	...	...	2 50	...	...	6 27\$	...
			...	...	9 39\$	...	...	...	...	...	6 35\$	...

May, 1912.

Midland District.

Time	Station	Direction	1	2	3	3a	4	5	6	7	8	9
2247	Leonard ES	arr.	8 24	...	10 5	...	...	...	...	...	6 45	...
2087	Sailor's Falls	dep.	...	...	10 11 ⁵	...	...	...	...	...	6 50 ⁸	...
1920	Woodburn NC	...	...	...	10 16 ⁵	...	...	...	...	...	6 56 ⁵	...
2039	DAYLESFORD ES W	arr.	8 49	...	10 38	...	2 50 ⁹	...	...	...	7 10	...
			Mixed. Tu Th., Sats. A.M. 6 15	Mixed. Tu Th., Sats. M., W., F. A.M. 6 40	Mixed. P.M. 3 15		Perform all roadside work between Rocklyn and Daylesford.					
Up.												
2041	Cattle Yards NC	...	...	...	...	...	...	...	...	...	...	...
2231	Musk	...	6 50	...	3 30	...	...	...	...	...	...	...
2452	Bullarto ES	arr.	...	...	...	...	...	...	...	...	...	...
2408	Lyonville	dep.	6 38	7 1	3 53	...	...	...	...	...	...	...
2264	Treutham ES	arr.	6 45	7 6	4 5	...	...	...	...	...	...	...
2136	Fern Hill ES	dep.	...	...	...	...	...	...	...	...	...	...
1884	Tylden	arr.	6 55	7 15	4 23	...	...	...	...	...	...	...
1800	Carlsruhe ES	dep.	7 11	7 24	4 45	...	...	...	...	...	...	...
1840	WOODEND WC	arr.	7 29	7 32	5 0	...	...	...	...	...	...	...
30	MELBOURNE WC	arr.	7 39	7 42	5 14	...	...	...	...	...	...	...
			7 50	7 50	5 25	...	...	...	...	...	...	...
			Pass. 8 7	Pass. 8 7	Pass. 5 45	...	...	...	...	...	...	...
			9 45	9 45	7 27	...	...	...	...	...	...	...

Block System is in force for all Up and Down trains between Carlsruhe and Woodend; Lydiard-street Box "B" and North Ballarat Box "C."
 (w) Workmen's train to Allendale.

At Creswick No. 1 Up may be allowed to remain at the platform until departure time. No. 3 Down to be turned into No. 2 Road, and set back to the platform after No. 1 Up has left.

See General Notes, pages 2, 3, and 4. For references, see page 3.

WAUBRA LINE.

Down. BALLARAT TO WAUBRA.

Height above Sea.	Miles.	STATIONS.	1 Pass.	2 Thro. Mixed.	3 Express.
feet 30	—	MELBOURNE W G -- --	A. M. 7 40	A. M. 11 0	P. M. 5 8
				P. M. 3 29	8 8
1416	73½	BALLARAT W G -- --	arr. 11 8 Mixed. Mon., Sats.	Mixed.	Mixed. Sats.
			dep. 11 35	4 0	10 15
1444	74½	North Ballarat E S -- --	arr. ...	..	..
			dep. 11 37§	4 2§	10 17§
1467	75	Cargeeg's Siding N O -- --	...	..	...
1508	79½	Waubra Junction + E S -- --	arr. ...	..	..
			dep. 11 50	4 15	10 30
1496	81½	Pisgah N C -- --	...	4 19§	10 34§
1446	82½	Midas N C -- --	...	4 22§	10 37§
			P. M.		
1393	85	Blowhard -- --	12 6§	4 31§	10 44§
1350	88½	Learmonth -- --	12 25	4 50	11 0
1350	88½	Reid Bros.' Siding N C -- --	...	..	..
1370	89½	North Learmonth N C -- --	12 27§	4 52§	11 2§
1461	92½	Addington -- --	12 37	5 2	11 10
1489	95½	Waubra + W -- --	arr. 12 50	5 13	11 18

V. Vid Geelong.

The maximum speed allowed between Ballarat and Waubra is 40 miles per hour, which is, however, subject to the special speed limits round the following curves (see A930,11, for instructions re permanent reductions in speed):--

Radius (Chains).	Between—
20 (two)	Midas and Blowhard.
20	Blowhard and Learmonth.
20	North Learmonth and Addington.

And subject to a speed not exceeding 10 miles per hour between "C" Box (Macarthur-street) and Ballarat station and also to any other speed limit notified by the General Superintendent and for the time being in force.

Up. WAUBRA TO BALLARAT.

Height above Sea.	Miles.	STATIONS.	1 Mixed.	2 Mixed. Mon., Sats.	3 Mixed. Sats.
feet			A.M.	P.M.	P.M.
1489	—	Waubra † W	8 0	1 12	5 40
1461	3	Addington	8 9	1 21	5 49
1370	5½	North Learmonth N C	8 16§	1 28§	5 56§
1350	6½	Reid Bros.' Siding N C	...	...	...
1350	6½	Learmonth	8 25	1 35	6 3
1393	10½	Blowhard	8 41§	1 51§	6 16§
1446	12½	Midas N C	8 50§	2 0½	6 24§
1496	13½	Pisgah N C	8 55§	2 5½	6 29§
1508	15½	Waubra Junction † E S	{ arr. —	{ —	{ —
			{ dep. 9 6	{ 2 16	{ 6 40
1467	20¼	Cargeeg's Siding N C	...	...	...
1444	20¾	North Ballarat E S	{ arr. —	{ —	{ —
			{ dep. 9 25§	{ 2 27§	{ 6 50§
			{ arr. 9 30	{ 2 30	{ 6 53
1416	21½	BALLARAT W	Ltd. Thro. Mixed. 10 5	Daily. Pass. P.M. 3 5	Daily. Pass. 7 10
30	95¼	MELBOURNE W G	Pass. P.M. 1 27	7 31	10 24

Block System is in force on Up and Down journey between Lydiard-street Box "B," Ballarat, and North Ballarat "C."—V. *Via* Geelong.

See General Notes, pages 2, 3, and 4.

For references, see page 3.

BALLARAT (via MARYBOROUGH) TO CASTLEMAINE.

Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	
			Goods. ‡	Through Mixed	Goods. ‡	Goods.	Motor Passenger.	Goods. ‡	
feet			A.M.	A.M.		A.M.	A.M.	A.M.	
30	—	MELBOURNE W G	dep.	—	—	—	—	—	
Down.									
1416	73½	BALLARAT W G	{ arr. dep.	—	—	—	7 10	8 30	
1444	74½	North Ballarat E S	...	...	...	...	8 32§	...
1467	75	Cargeeg's Siding N C	...	...	...	...	8 45	...
1508	79½	Waubra Junction E S	{ arr. dep.	...	...	...	8 52 ¹	...
1510	80½	Sulky ...	...	...	...	...	8 55	...
1423	82½	Bald Hills ...	...	...	...	...	8 59§	...
1438	85½	Creswick W ...	{ arr. dep.	...	...	7 40	9 4	...
1421	86½	North Creswick E S	{ arr. dep.	...	...	7 50	9 6	...
1196	93	Tourello ...	{ arr. dep.	...	...	...	9 9 ²	...
1081	96½	Clunes W ...	{ arr. dep.	...	...	...	9 19	...
818	107½	Talbot E S ...	{ arr. dep.	...	...	8 25	9 26	...
737	111½	Daisy N C ...	{ arr. dep.	...	...	8 35	9 43	...
787	116½	MARYBOROUGH W G E S	{ arr. dep.	...	...	...	9 52§	...
Up.									
634	4½	Carisbrook ...	{ arr. dep.	4 0	A.M. 5 20	A.M. 6 0	Goods. ‡ 11 15	Mixed. 10 20	Goods. ‡ P.M. 1 30
723	8½	New Havilah Junction ...	{ arr. dep.	...	...	...	10 33 ³	...
770	11½	Moolort ...	{ arr. dep.	...	...	...	11 58	...
847	12½	Loddon N C ...	...	...	...	...	12 14	10 52
671	16½	Joyce's Creek ...	...	...	...	...	12 32	11 6§
710	19½	Newstead ...	{ arr. dep.	...	...	...	11 16	3 0
755	23½	Strangway ...	{ arr. dep.	...	...	...	12 42	11 31 ⁴
815	27½	Guildford ...	{ arr. dep.	...	...	...	11 39§	3 9
886	31½	Campbell ...	...	...	...	...	12 14	12 0
918	33	Maldon Junction ...	{ arr. dep.	6 35	7 0*	7 44	1 11	12 11§	
919	34	CASTLEMAINE W G E S	{ arr. dep.	6 40	7 5	7 49	1 29	12 24*	
30	112	MELBOURNE W G ...	arr.	...	Pass. 7 23	...	1 34	12 30	
				...	10 10	...	...	3 55

BALLARAT AND MARYBOROUGH LINE.—No. 5 Down to take trucks for Clunes and do any necessary work at station between Ballarat and Maryborough (Creswick and Talbot excepted). No. 10 Down to shunt at Creswick and Talbot only No. 7 Up to perform van work at all stations and shunt at Talbot. No. 7 Down to perform roadside work at all stations. No. 2 up is only to do shunting work at Talbot, Clunes, and Tourello, but may also shunt at Creswick when required to detach loading for Daylesford Line.

GENERAL.—When special goods trains are running S.M.'s Ballarat, Maryborough, and Castlemaine to arrange the work to be done at the various stations, and reduce the work allotted to mixed trains when possible.

See General Notes, Pages 2, 3, and 4. For references, see page 8.

Guildford.—Vehicles are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.

Block System is in force on Up and Down journey between Lydiard-street Box "B" and North Ballarat Box "Q."

May, 1912.

Midland District.

CASTLEMAINE LINE.

BALLARAT (via MARYBOROUGH) TO CASTLEMAINE.

STATIONS.		7	8 Pass.	9 Goods †	10 Express.	11	12	13
								Sats. Excepted Goods †
		A.M.		P.M.	P.M.	P.M.		P.M.
Down.	MELBOURNE W G...	dep. 7 40		...	5 8
		arr. 11 8		...	8 8
			Goods car attached		Through mixed.			
	BALLARAT W G...	dep. P.M. 1 10		4 13	8 15	10 50
	North Ballarat ...	arr.
	E S	dep. 1 12§		4 15	8 17§	10 52
	Cargeeg's Siding N C
	Waubra Junction	arr.
	E S	dep. 1 25		4 32	8 31	11 3 ⁸ M
	Sulky	8 34§
	Bald Hills	8 38§
		arr. 1 41		...	8 49 ^M
	Creswick W ...	dep. 1 55		4 45	8 52 ⁷	11 18
E S	arr. 2 0		...	...	...	...	...
North Creswick	dep. 2 12 ⁴		4 50	8 55	...	...	11 22
E S	arr. ...		...	...	...	...	...
Tourello ...	dep. 2 32		5 10	9 9	...	...	11 47
	arr. 2 47		...	...	...	...	...
Clunes W ...	dep. 3 0		5 25	9 25 ⁸	...	...	...
E S	arr. ...		...	...	...	...	...
Talbot ...	dep. 3 30		5 50	9 50	...	...	...
E S	arr. 3 35§		...	9 58§	...	...	...
Daisy N C	arr. 4 0		6 20	10 30	...	...	A.M. 1 0
MARYBOROUGH W G	Lim. Mixd. Pass. Wed. Goods Wed					Goods †		
E S	Wed. & Fri. Ex. & Fri.					P.M.		
Up.	dep. 5 25	6 6	6 30 ⁸	...	7 15 ⁸	...	...
	arr. 5 35	...	...	...	...	...	...
Carisbrook ...	dep. 5 41 ⁷	6 16	...	...	7 25	...	...
E S	arr. ...	...	...	...	...	...	...
New Havilah Junction	arr. ...	...	...	...	...	...	...
N C	dep. 6 3 ⁸	6 30	...	...	...	...	...
Moolort ...	arr. ...	...	...	...	...	...	...
E S	dep. 6 17§	§	...	...	...	...	...
Loddon N C	arr. 6 25	...	...	...	8 20	...	...
Joyce's Creek	dep. 6 31	6 50	...	...	8 58 ^{9,10}	...	...
...	arr. 6 39§	§	...	...	...	...	...
Newstead ...	dep. ...	...	8 0	...	...	...	...
E S	arr. 6 57	7 6	8 30 ¹⁰	...	...	...	...
Strangway ...	dep. 7 8§	§	...	...	...	...	...
...	arr. 7 20*	*	...	...	...	...	...
Guildford E S	arr. 7 25	7 25	9 0	...	9 38	...	...
E S	Pass.				9 43	...	...
CASTLEMAINE W G	dep. 7 48	7 48	...	...	...	...	...
E S	arr. 10 55	10 55	...	...	...	...	...
MELBOURNE W G...								

Cannot run when 11 Up is run.

MARYBOROUGH AND CASTLEMAINE LINE.—The following arrangements are to be carried out:—Carisbrook.—Nos. 2 Up and 9 Down to do necessary work. Moolort.—Nos. 9 Down and 8 Up to do any necessary work. Loddon.—Any Up Goods Train to do work. Joyce's Creek.—Nos. 7 Down and 5 Up to do necessary work. Newstead.—No. 9 Down and No. 3 Up to do necessary work. Guildford.—No. 5 Up and No. 4 Down to do necessary work. Campbell.—No. 7 Down and No. 5 Up to clear. Donald Line trucks to be placed next engine leaving Castlemaine. S.M.'s at Intermediate stations to keep S.M.'s Maryborough and Castlemaine advised as to the number of trucks they will have ready for the respective trains which work at their stations, so that loads can be arranged accordingly. Caretakers to keep stations on either side well informed as to loading ready.

See General Notes, pages 2, 3, and 4. For references, see page 3.
 Guildford — Vehicles are allowed to stand in No. 2 Road. See General Appendix, pages 101 and 102.

CASTLEMAINE (via MARYBOROUGH) TO BALLARAT.

Height ab. Sea	Miles.	STATIONS.	1		2		3		4		5	
			Goods. † Pwdr. Sats.		Goods. †		Goods. †		Pass.		Goods. †	
feet			A.M.		A.M.		A.M.		A.M.		P.M.	
30	—	MELBOURNE W G	dep.	...	...	...	...	...	6 40†	...	...	...
919	78	CASTLEMAINE W G	{ arr.	...	...	...	...	...	10 20	...	...	...
		E S	{ dep.	7 50	8 15	8 45	...	...	Thro. Mxd. 10 38	...	...	...
Down.												
918	79	Maldon Junction E S	...	7 55	8 20	...	...	...	10 43*	...	...	...
886	80½	Campbell ...	...	...	...	...	...	...	10 47§	...	...	...
815	84½	Guildford E S	{ arr.	...	...	...	...	...	11 2	...	...	...
755	88½	Strangway ...	{ dep.	8 15	...	...	...	...	§	...	...	...
			...	§
710	92½	Newstead E S	{ arr.	...	...	...	...	...	...	...	...	...
			{ dep.	8 40	...	9 40	...	...	11 28	...	...	...
671	95½	Joyce's Creek	...	...	...	...	...	...	11 35§	...	...	...
847	99½	Loddon N C	...	...	...	...	...	...	...	...	...	...
			{ arr.	...	...	...	...	...	...	...	...	...
770	100½	Moolort E S	{ dep.	9 10	...	10 52	...	...	11 58	...	...	...
723	103½	New Havilah Junction N C	...	...	...	...	...	...	...	...	...	...
			{ arr.	...	10 15	...	...	...	...	...	...	...
634	107½	Carisbrook	...	...	...	...	...	...	...	...	...	...
		E S	{ dep.	9 33	10 35	11 30	...	...	12 17	...	...	...
			{ arr.	9 50	10 55	11 45	...	...	12 32	...	...	...
787	112	MARYBOROUGH W	...	Goods. †	Mixed.	Goods. †	...	...	Motor	...	...	...
		E S	{ dep.	A.M. 5 0	A.M. 7 5	10 15	...	...	Pass. 12 55	...	...	...
737	4½	Daisy N C	...	...	7 20§	...	...	...	1 5§	...	...	...
818	8½	Talbot	{ arr.	...	...	10 45	...	...	...	...	...	...
		E S	{ dep.	5 27	7 40	10 55	...	...	1 16	...	...	...
			{ arr.	...	8 10	...	...	...	...	...	...	...
1081	19½	Clunes W	...	6 3	8	11 25	...	...	1 42	...	...	...
		E S	{ dep.	...	...	...	...	...	...	...	...	...
1196	23½	Tourello ...	{ arr.	6 20	8 45§	§	...	...	1 52	...	...	...
			{ dep.	...	9 5M	...	...	...	...	...	...	...
1421	29½	North Creswick	...	6 40	9 10	12 0	...	...	2 8	...	...	...
		E S	{ arr.	...	9 13	...	...	...	...	...	...	...
1438	30½	Creswick W	...	6 50	9 18	12 15	...	...	2 13	...	...	...
		E S	{ dep.	...	§	...	...	...	2 20§	...	...	...
1423	33½	Bald Hills ...	...	...	§	...	...	...	2 25§	...	...	...
1510	35½	Sulky ...	...	...	§	...	...	...	...	...	...	...
			{ arr.	7 5M	...	12 40	...	...	...	...	...	...
1508	36½	Waubra Junction	...	7 41	9 32	12 55	...	...	2 30	...	...	...
		E S	{ dep.	...	...	...	...	...	...	...	...	...
1467	41½	Cargeeg's Siding N C	...	...	...	...	...	...	...	...	...	...
			{ arr.	...	...	...	...	...	...	...	...	...
1444	41½	North Ballarat	...	7 55	9 45§	1 12	...	...	2 40§	...	...	...
		E S	{ dep.	7 58	9 47	1 15	...	...	2 42	...	...	...
1416	42½	BALLARAT W G	{ dep.	...	Ltd. Thro. Mxd. 10 5	...	...	...	Pass. 3 5	...	...	...
			...	...	Pass. P.M. 1 27	...	...	...	...	...	...	...
30	116	MELBOURNE W G	...	arr.	...	...	...	...	7 31	...	...	...

v Via Geelong.

All Up trains required to arrive in No. 1 Road, Ballarat, must stop at, or short of, East end of same. See General Notes, pages 2, 3, and 4. For references, see page 8.

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, at 6.25 and 6.40 a.m. to Castlemaine.

Guildford—Vehicles are allowed to stand in No. 2 Road. See General Appendix pages 101 and 102.

May, 1912.

Midland District.

CASTLEMAINE LINE.

CASTLEMAINE (via MARYBOROUGH) TO BALLARAT.

STATIONS.		6 Goods. †	6a	7 Pass.	8 Goods. † W. & F. ex.	9 Express.	10 Express.	11 G'ds. W. & F.
		P.M.		P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE W G	dep.	---	---	12 15	---	4 50	4 50	---
CASTLEMAINE W G	arr.	---	---	3 52	---	7 32	7 32	---
E S								
Down.				Limited Mxd.		Thro. Ltd. Mxd. Mon. & Wed. ex.	Mxd. Mon. & Wed. ex.	
	dep.	---	---	4 17	4 40	8 0	8 0	10 15
Maldon Junction E S	...	...	---	4 21*	---	8 4*	8 4*	---
Campbell	...	...	---	4 26§	---	8 9§	8 9§	---
Guildford E S	arr.	---	---	...	---	---	---	---
	dep.	---	---	4 39	---	8 17	8 23	---
Strangway	...	...	---	4 49§	---	8 27§	8 33§	---
Newstead E S	arr.	---	---	...	5 25	---	---	---
	dep.	---	---	5 0	5 35	8 36 ¹¹	8 48 ¹¹	---
Joyce's Creek	...	...	---	5 7§	---	8 43§	8 55§	---
Loddon N C	...	...	---	...	---	---	---	---
Moolort E S	arr.	---	---	...	6 0	---	---	---
	dep.	---	---	5 28	6 10 ⁷	8 55	9 20	---
New Havilah Junction N C	...	...	---	...	---	---	---	---
Carisbrook	arr.	---	---	5 40	---	---	---	---
E S	dep.	---	---	5 51 ⁷	---	9 10	9 37	---
	arr.	---	---	6 5	6 50 ¹¹	9 21	9 55	12 0
MARYBOROUGH W G				Thro' Mxd.	Goods. †			Goods. †
E S				P.M.	P.M.			P.M.
Up.								
	dep.	---	---	6 45	8 0			10 30 ¹⁰
Daisy N C	...	...	---	7 0§	---			---
Talbot E S	arr.	---	---	---	---			---
	dep.	---	---	7 14	---			11 0
Clunes W E S	arr.	---	---	...	9 10			---
	dep.	---	---	7 49	9 45 ¹⁰			11 40
Tourello	arr.	---	---	...	---			12 0
	dep.	---	---	8 8	---			---
North Creswick E S	arr.	---	---	...	---			---
	dep.	---	---	8 35	10 20			A.M. 12 30
Creswick W E S	arr.	---	---	8 40	10 25			---
	dep.	---	---	8 53 ¹⁰	10 33 ^{9D}			12 40
Bald Hills	...	...	---	9 2§	---			---
Sulky	...	...	---	9 9§	---			---
Waubra Junction E S	arr.	---	---	---	---			---
	dep.	---	---	9 13§	---			1 0
Cargeeg's Siding N C	...	...	---	§	---			---
North Ballarat E S	arr.	---	---	---	---			---
	dep.	---	---	§	11 17			1 17
BALLARAT W G	arr.	---	---	9 37	11 20			1 20
	dep.	---	---	---	---			Cannot run when 13 Down to run.
MELBOURNE W G	arr.	---	---	---	---			

Thence to Mildura as per No. 11, page 41.

The load of this train on Wednesdays and Fridays to be limited to ten (10) vehicles to permit of crossing No. 9 Up at Guildford. All concerned to note and arrange.

Block system is in force on Up and Down journey between Lydiard-street Box "B," Ballarat, and North Ballarat "C."

See General Notes, pages 2, 3, and 4. For references, see page 8

Guildford.—Vehicles are allowed to stand in No. 2 Road. See General Appendix, page 101 and 102.

MARYBOROUGH AND

Down. MARYBOROUGH TO AVOCA AND ARARAT.

Height above Sea.	Miles.	STATIONS.	1	2	3	4	
			Mixed. Tues., Thurs., Sats.		Pass.	Goods. Thurs.	
feet			A.M.		A.M.	P.M.	
30	--	MELBOURNE W G ... <i>dep.</i>	...	--	6 40 ⁺ Mixed.	--	--
787	112	MARYBOROUGH + W G { <i>arr.</i>	--	--	12 32 Daily.	--	--
		{ <i>dep.</i>	7 15	...	12 47	2 15	...
740	115 $\frac{1}{2}$	Adelaide Lead N C ...	7 25	...	12 57 $\frac{1}{2}$	--	...
767	119 $\frac{1}{2}$	Bung Bong ...	7 35	...	1 9	...	...
805	123 $\frac{1}{2}$	Homebush ...	7 47	...	1 22	--	...
		{ <i>arr.</i>	8 5	...	1 30	3 15	...
794	127	AVOCA + ... { <i>dep.</i>	--	...	1 45	1 45	--
					Mon., Wed., Thurs, Fri.	Motor Tricycle w ith mails, Tues, Sats. P.M.	
905	135 $\frac{1}{2}$	Amphitheatre ...	--	...	2 13	2 43	...
962	144 $\frac{1}{2}$	Elmhurst W + ... { <i>arr.</i>	--	...	2 37	...	--
		{ <i>dep.</i>	...	...	2 52	3 42	--
892	150	Eversley N C ... { <i>arr.</i>	--	--	...	...	--
		{ <i>dep.</i>	...	...	3 7	4 19	--
876	153 $\frac{1}{2}$	Crowland N C ... { <i>arr.</i>	...	--	...	...	...
		{ <i>dep.</i>	...	--	3 26	4 45	--
934	156 $\frac{1}{2}$	Dunneworthy N C ...	--	--	3 32 $\frac{1}{2}$	--	--
1023	161 $\frac{1}{2}$	Warra-Yadin N C ...	...	--	3 45 $\frac{1}{2}$	5 23	...
1028	166 $\frac{1}{2}$	ARARAT + W G ... { <i>arr.</i>	--	...	4 5	6 8	--
		{ <i>dep.</i>	--	--	Daily. 4 13	...	--
30	131	MELBOURNE (Spencer-street) <i>arr.</i>	--	--	Pass. 10 24	...	--

Avoca.—During the busy season vehicles are allowed to stand in No. 2 Road under the conditions set out in the General Appendix, pages 101 and 102.

See General Notes, pages 2, 3, and 4. For references, see page 3.

On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, at 6.25 a.m. and 6.40 a.m. to Castlemaine.

ARARAT LINE.

Up. ARARAT AND AVOCA TO MARYBOROUGH.

Height above Sea.	Miles.	STATIONS.		1 Mixed. Monday, Wednesday, Thursday, Friday.	2 Goods. Thurs.	3 Mixed. Tu. Th. Sats.	4	5 Motor Tricycle with Mail. Tuesdays Saturdays
feet				A.M.	A.M.	P.M.		A.M.
30	—	MELBOURNE W G ...	... dep.	...	—	—	—	—
1028	131	ARARAT † W G ...	{ arr. dep.	6 20	—	—	—	8 0
1023	136	Warra-Yadin N C	... ..	6 32§	—	—	—	8 50
934	141½	Dunneworthy N C	... ..	6 45§	—	—	—	—
876	144	Crowland N C ...	{ arr. dep.	6 55	—	—	—	9 28
892	147½	Eversley N C ...	... ..	7 8	—	—	—	9 54
962	152¾	Elmhurst W † ...	{ arr. dep.	7 30	—	—	—	10 31
905	161¾	Amphitheatre ...	... ..	8 2	—	—	—	11 30
794	170½	AVOCA † ...	{ arr. dep.	8 20	—	—	—	P.M. 12 23
805	173¾	Homebush ...	... ..	Daily 8 35	9 45	4 0	—	—
767	178	Bung Bong ...	... ..	8 49	—	4 9	—	—
740	181¾	Adelaide Lead N C	... ..	9 3	—	4 19	—	—
787	185½	MARYBOROUGH † W G	{ arr. dep.	9 13§	—	4 29§	—	—
30	—	MELBOURNE W G ...	... arr.	9 30	<u>10 35</u>	4 45	—	—
				10 20 Pass.	—	Ltd. Mxed. W. & F. ex. 5 25 Pass. 10 55	—	—
				3 55	—	—	—	—

Avoca.—During the busy season vehicles are allowed to stand in No. 2 Road under the conditions set out in the General Appendix, pages 101 and 102.

See General Notes, pages 2, 3, and 4. For references, see page 8.

Midland District.

May, 1912.

MARYBOROUGH, ST. ARNAUD, DONALD, DONALD, WOOME LANG AND MILDURA LINE

Down. MARYBOROUGH TO ST. ARNAUD, DONALD, DONALD, WOOME LANG AND MILDURA.

Height feet	Miles	STATIONS.	1 Goods.†	2 Through Goods.†	3 Goods.	4 Goods.	5 Goods.†	6 Goods.†	7 Pass.	8	9 Goods.† Fridays excepted.	10 Pass	11 Express.
30	—	MELBOURNE W C	A.M.	A.M. Cannot run When No. 1 Down is run.	A.M.	A.M.	A.M.	A.M.	A.M. 6 40† 10 20	... ...	P.M.	P.M. 12 15 3 52	P.M. 4 50 7 32
919	78	CASTLEMAINE W C	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	Mixed 10 38 P.M. 12 32	... ...	... ...	Ltd. Mixed. 4 17	Thro. Ltd. Mxd. Mon. & Wed. 8 0
787	112	MARYBOROUGH W C	4 15	4 45	6 46	8 20	11 30	1 5	1 5	...	2 55	6 35	9 51
658	116	Simson N C	...	...	...	...	...	1 13§	1 13§	...	...	6 44§	10 0§
616	118½	Havelock	...	...	...	...	...	1 20	1 20	...	...	6 51§	10 6§
580	121	Bet Bet	...	...	...	...	...	1 30	1 30	...	...	7 18	10 13§
631	125½	DUNOLLY E S	...	...	...	...	...	1 41.½	1 41.½	...	4 1	7 14	...
722	129½	Goldsborough	5 5	...	7 26	9 20	12 25	1 46½	1 46½	...	4 20	7 19	10 29
688	137½	Bealiba W	...	...	...	...	...	...	...	...	...	...	...
641	141½	Maffescionis Siding N C	6 0	...	8 30	9 55	1 0	2 20	2 20	...	5 10	7 33§	10 40§
625	145½	Emu E S	...	...	...	...	...	...	...	...	...	...	...
625	152½	Carapooee	6 30	...	9 5	10 31	1 35	2 46	2 46	...	6 20	8 30	11 20
784	158½	ST. ARNAUD W	...	...	...	...	...	...	...	...	...	...	...
565	165½	Sutherland N C	7 20	7 20	9 40	11 20	2 10	3 22	3 22	...	7 0	8 52§	11 34§
479	170½	Swanwater N C	8 0	7 55	11 40	...	...	3 52	3 52	...	Goods.† 6 30	9 42	11 59
			...	...	...	...	...	4 9§	4 9§	...	...	9 58§	Tu. & Th. A.M. 12 16§
			...	...	...	...	...	4 19§	4 19§	...	...	10 7§	12 27§

(See Note below re load).

May, 1912.

Midland District.

397	175	Cope ES W	arr.	9 0	8 45	12 30 P.M.	12 40	Full Goods Tonnage Load.	7 15	10 27	12 40
374	182½	DONALD + ES W C	dep.	...	...	1 Up Ex. Inglewood is run.	10 52	6 0	7 35	Sats. only. 11 40	1 10
380	187½	Lake Buloke N C	...	...	...	...	...	...	...	...	...
383	192	Litchfield	...	...	...	...	...	...	...	...	...
373	197½	Massey N O	...	...	...	...	...	...	...	...	...
383	202½	Watchem + W	arr.	...	...	...	...	...	...	Sundays. A.M. 1 10	1 55
355	207½	Morton Plains N C	dep.	...	...	...	...	...	...	...	2 25
334	214½	BIRCHIP + W	arr.	...	...	...	...	...	...	...	2 40
323	221	Karyrie N C	...	...	...	...	...	...	...	...	...
300	224½	Kinnabulla N O	...	...	...	...	...	...	...	...	...
308	227½	Curyo	...	...	...	...	...	...	...	...	...
278	234½	Watchuppa	...	...	...	...	...	...	...	...	3 45
260	241½	WOOMELANG + W	arr.	...	...	...	...	11 10	Goods, Tu, Thurs. 5 15	...	3 55
256	248½	Lascelles +	dep.	...	...	...	...	1 10	6 0	...	4 12
273	253½	Gama N C	arr.	...	...	...	...	...	...	...	...
248	260½	Turriff N C	dep.	...	...	...	...	...	...	...	...
327	264½	Speed N C	...	...	...	...	...	...	...	...	...
256	268½	Tempy N C	...	...	...	...	...	...	...	...	...
163	274	Aust. Gypsum Siding N C	...	...	...	...	...	...	...	...	...
...	284	Boulka N C	...	...	...	...	...	...	...	...	...
165	288½	Ouyen +	arr.	...	...	...	...	3 10	...	...	6 0
159	310½	Hattah + W	dep.	...	...	...	...	3 50	9 0	...	6 5
134	321½	Nowingi N C	...	...	...	...	...	4 50	10 0	...	6 53
159	338½	Yatpool N C	...	...	...	...	...	...	...	...	...
147	347½	Irymple +	arr.	...	...	...	...	6 25	...	...	8 30
153	351½	MILDURA + W C	dep.	...	...	...	...	6 55	P.M. 12 15	...	8 40
			arr.	...	...	...	...	7 5	8	10	11

During darkness the maximum speed of trains on Turriff-Mildura section is 35 miles per hour.
 † On Mondays the 6.40 a. m. Down from Melbourne runs in two divisions, at 6.25 a.m. and 6.40 a.m., to Castlemaine.
 See General Notes, pages 2, 3, and 4.
 For references, see page 3.
 Note.—For loads of mixed trains, see page 57.
 Note.—For loads of water trucks. See Weekly Notice 6/12, Clause 8), and Mildura.—Vehicles are allowed to stand
 Cope Cope, Donald, Watchem, Woomelang, Ouyen (Hattah for water trucks. See General Appendix, pages 101 and 102.
 No. 2 Road.

MARYBOROUGH, ST. ARNAUD, DONALD, WOOMELANG, AND MILDURA LINE—continued.

Up. MILDURA, WOOMELANG, AND DONALD TO ST. ARNAUD AND MARYBOROUGH.

Up.	feet.	Miles	STATIONS.	1 Mixed. Mon., Wed. Fri.	2 Goods. Tues., Thurs., Sat.	3 Goods. †	4 Goods. †	5 Goods.	6 Mixed Mon., Tu., Thur., Sat.	6a. Limited Thro' Mixed Weds. and Fri.	7 Goods. †	8 Goods. †	9 Goods. †	10 Goods.	
	153	—	MILDURA † W C	P.M. 6 30	P.M. 10 0	A.M.	A.M.	P.M.	A.M.	A.M. 6 30	P.M.	P.M.	P.M.	P.M.	P.M.
	147	4	Irymple †	...	...	...	...	...	...	6 40	...	...	...	...	...
	159	12 1/2	Yatpool N C	...	...	...	...	...	...	...	...	...	...	...	...
	134	29 1/2	Nowingi N C	...	W., F., Sun. A.M. 2 30	...	...	...	...	...	...	...	...	...	...
	159	41	Hattah † W	...	...	...	...	...	...	8 0	...	...	...	...	...
	165	62 1/2	Ouyen †	...	...	...	...	...	...	...	...	...	...	...	...
	...	67 1/2	Boulka N C	9 45	3 0	...	...	...	...	8 50	...	...	...	...	...
	163	77 1/2	Aust. Gypsum Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
	256	82 1/2	Tempy N C	...	...	...	...	...	...	...	...	...	...	...	...
	327	86 1/2	Speed N C	...	...	...	...	...	...	...	...	...	...	...	...
	248	90 1/2	Turriff N C	...	...	...	...	...	...	...	...	...	...	...	...
	273	97 1/2	Gama N C	...	...	...	...	...	...	...	...	...	...	...	...
	256	103	Lascellest	11 55	...	...	...	...	...	...	...	...	...	...	...
	260	110	WOOMELANG † W	Tu, In, Sat A.M. 12 10	6 0	...	...	...	...	10 43	...	...	...	...	...
	278	116 1/2	Watchupga	12 30	...	...	...	...	6 40	11 0	...	...	...	...	...
	308	123 1/2	Curyo	12 30	...	...	...	...	...	...	...	...	...	...	...
	300	126 1/2	Kinnabulla N C	...	...	...	...	...	...	...	...	...	...	...	...
	323	130 1/2	Karyrie N C	...	...	...	...	...	...	...	...	...	...	...	...
	334	136 1/2	BIRCHIP † W	2 35	...	...	...	...	8 30	P.M. 12 20	...	...	...	...	...
	355	143 1/2	Morton Plains N C	2 55	...	...	...	...	9 0	12 25	...	...	...	...	...
	383	148 1/2	Watchem † W	...	...	...	...	...	...	...	...	...	...	...	...
	373	154	Massey N C	3 40	...	...	...	...	9 54	12 55	2 30	...	...	...	...
	393	159 1/2	Litchfield	...	...	...	...	...	...	...	...	...	...	...	...
	390	164	Lake Buloke N C	...	...	...	...	...	...	...	...	...	...	...	...
	374	168 1/2	DONALD † E S W C	5 15 Daily. 5 50	...	8 30	...	...	11 35 P.M. 12 15	1 50	3 20	...	...	4 0	...

MILDURA—MERBEIN LINE.

Height above sea.	Miles.	DOWN.	1	2	3	Height above sea.	Miles.	UP.	1	2	3
			Mixed Wed., Suns.	Mixed Tues., Thurs.	Mixed Mons., Weds., Fris.				Mixed Wed., Suns.	Mixed Tues., Thurs.	Mixed Mons., Weds., Fris.
153	—	MILDURA † W G dep.	A. M. 8 30	A. M. 9 20	P. M. 1 30	140	—	MERBEIN † N C dep.	A. M. 9 25	A. M. 10 15	P. M. 2 30
140	7	MERBEIN † N C arr.	8 55	9 45	1 55	153	7	MILDURA † W G arr.	9 50	10 40	2 55

MARYBOROUGH AND INGLEWOOD LINE

MARYBOROUGH TO INGLEWOOD.

Height above Sea.	Miles.	STATIONS.	1	2	3
			Goods. †	Mixed.	Goods. †
feet.		Down.	A. M.	A. M.	A. M.
787	112	MARYBOROUGH W G	arr. —	—	—
		ES	dep. 4 20	6 5	—
958	116	Simson N C	...	6 13§	...
616	118½	Havelock ...	...	6 18§	...
580	121	Bet Bet ...	...	6 25§	...
631	125½	DUNOLLY †	arr. ...	6 42	...
		ES	dep. 5 0	6 52	9 0
744	130½	Painswick N C	arr. —	...	—
642	132½	Laurie N C ...	dep. ...	7 7§	...
638	136½	Tarnagulla †	arr. ...	7 12§	...
583	138½	Llanelly ...	dep. 5 30	7 35	9 30
512	142½	Arnold ...	arr. ...	7 48§	...
462	147½	Bullabul ...	dep. ...	8 2§	...
493	150½	INGLEWOOD † W	arr. 6 15	8 22§	10 15
			dep. —	8 40	—
		Up.	arr. —	9 11	—
758	30½	BENDIGO W G	arr. ...	11 0	—
			dep. ...	Pass. NOON.	...
30	131	MELBOURNE W G	arr. ...	12 0	...
				P. M. 3 55	...

See General Notes, pages 2, 3, and 4.

For references, see page 3

MARYBOROUGH AND INGLEWOOD LINE.

INGLEWOOD TO MARYBOROUGH.

Height above Sea.	Miles.	STATIONS.				1 Goods †	2 Goods. †	3 Pass.
feet		Down.				A. M.	A. M.	A. M.
30	—	MELBOURNE	W G	—	—	dep.	..	6 40†
						arr.	..	11 20
758	100½	BENDIGO	W G	—	—	dep.	..	P. M. Thro. Mixed.
						arr.	..	12 15
493	131	INGLEWOOD	† W	—	—	dep.	..	1 30
						arr.	..	2 10
		Up.				7 0	11 0	2 10
462	134½	Bullabul	..	—	—	..	..	2 19§
						arr.	..	..
512	139½	Arnold	..	—	—	..	..	2 34§
						dep.	..	2 47§
583	143	Llanelly	..	—	—	..	..	..
						arr.	11 45	..
638	145½	Tarnagulla	†	—	—	..	..	..
						dep.	7 43	3 5
642	148½	Laurie	N G	—	—	..	..	3 14§
744	151½	Painswick	N G	—	—	..	..	3 26§
						arr.	8 10	3 50 P
831	155½	DUNOLLY	† E S	—	—	..	..	7 St. A. Mixed. W. and F. P. M.
						dep.	8 15	4 5 Pre. 6 a
880	160½	Bet Bet	...	—	—	..	..	5 11 Fol
916	163½	Havelock	...	—	—	..	..	5 22
958	165½	Simson	N G	—	—	..	..	5 28§
						arr.	9 0	4 45 5 45
987	169½	MARYBOROUGH	W G E S	—	—	..	..	Pass. 6 6
						dep.	..	7 25
919	—	CASTLEMAINE	W G E S	—	—	..	..	7 48
30	—	MELBOURNE	W G	—	—	..	..	10 55

Passengers from Tarnagulla, Llanelly, or Arnold to Melbourne via Maryborough can return via Bendigo and vice versa without extra payment.

P Passengers change into 2.10 p.m. train from St. Arnaud Wednesdays and Fridays excepted.

Should the 2.10 p.m. Up be late at any time and have passengers for stations beyond Maryborough, roadside work must be curtailed sufficiently to enable train in all cases to form connexion at Dunolly with the Up train (No. 6, page 44) from St. Arnaud.

† On Mondays the 6.40 a.m. Down from Melbourne runs in two divisions, at 6.25 a.m. and 6.40 a.m. to Bendigo.

See General Notes, pages 2, 3, and 4. For references, see page 3.

PASSENGER TRAINS.—MELBOURNE AND BENDIGO.

The following Running Schedules have been fixed, viz.:-

DOWN.	6.25 a.m. Mon		6.40 a.m.		12.15 p.m.		5.42 p.m. (Sats. exc.)		6.30 p.m. (Sats.)		7.47 a.m. (ex. Kyneton)		6.25 a.m.		12 noon.		3.15 p.m.		6.50 p.m.		
	SECTION.	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations	Engine Running Time	Time allowed at Stations
SPNCR.-ST. TO—																					
North Melb.	...	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1	4	1
Footscray ...	...	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1
Footscray W.	...	3	...	3	...	3	...	3	...	3	...	3	...	3	...	3	...	3	...	3	...
Sunshine ...	16	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1
St. Albans ...	...	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1
Sydenham ...	...	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1
Diggers' Rest	...	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1
Sunbury ...	36	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1	8	1
Lancefld. Jnc.	...	20	3	20	3	20	3	20	3	20	3	20	3	20	3	20	3	20	3	20	3
Riddell ...	...	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1	10	1
Gisborne ...	...	16	2	16	2	16	2	16	2	16	2	16	2	16	2	16	2	16	2	16	2
Macedon ...	48	9	2	9	2	9	2	9	2	9	2	9	2	9	2	9	2	9	2	9	2
Woodend ...	14	14	5	14	5	14	5	14	5	14	5	14	5	14	5	14	5	14	5	14	5
Carlsruhe ...	...	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1
Kyneton ...	12	6	20	6	17	6	6	6	15	6	6	6	2	6	6	6	2	6	6	6	2
Redesdale Jnc	...	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	1
Malmsbury	...	6	2	6	2	6	2	6	2	6	2	6	2	6	2	6	2	6	2	6	2
Taradale ...	...	5	2	5	2	5	2	5	2	5	2	5	2	5	2	5	2	5	2	5	2
Elphinstone	...	7	1	7	1	7	1	7	1	7	1	7	1	7	1	7	1	7	1	7	1
Chewton ...	...	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1	5	1
Castlemaine	31	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Harcourt ...	...	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2	10	2
Ravenswood	...	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1
Kangaroo ...	...	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1	13	1
Golden Square	39	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...
Bendigo ...	4	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...	4	...
TOTAL ...	200	217	63	217	55	217	50	217	52	217	52	19	185	182	53	194	58	197	48	197	48
			Engine re-quirements. Kyneton, 15 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Sunbury, 4 m. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)	Engine re-quirements. Kyneton, 10 min. (included in above)

See A930/11 for instructions regarding the speed at which trains may run between Melbourne and Bendigo, which is, however, subject to any other speed limit notified by the General Superintendent and for the time being in force.