

(73)



VICTORIAN RAILWAYS.

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# WORKING TIME TABLE

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## WESTERN and SOUTH WESTERN DISTRICTS

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ON AND AFTER 13th OCTOBER, 1958

**IMPORTANT**

Commencing with the operation of this Working Timetable on 13/10/58, the timetables appearing in W.T.T. 56/56 for the Western and South Western Districts are cancelled.

(NOT TO BE ISSUED TO THE PUBLIC)

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Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager, (Room 73, Phone 1092).

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Spencer Street, Melbourne.  
13th October, 1958

**T. R. COLLIER.**  
Chief Traffic Manager.

Victorian Railways Print.

1364—55

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## **IMPORTANT**

**Punctual Timekeeping is the  
Hallmark of Efficient SERVICE**

### **ALWAYS PLAY YOUR PART**

- **Avoid unnecessary delays to trains at fixed signals. This is best achieved by placing signals at proceed, subject to safe working regulations, in ample time to obviate any risk of checks or blocks. Also ensure that signals are showing a clear indication.**
- **Stow vans correctly and prepare consignments en route for prompt discharge at roadside stations.**
- **Avoid delays by efficient team work in loading and unloading vans. When this course will obviate delay, discharge consignments on to the platform instead of sorting the articles on to trollies.**
- **During periods of heavy traffic advise stations in advance where accommodation is available on trains. This is an important service to the public apart from minimising delays.**
- **When the length of the train is such that double stops might be incurred, direct roadside passengers to cars toward the rear of the train ; trainmen to be appropriately instructed.**
- **Always provide the most suitable car stock available, cleaned and fully serviced.**

**GOOD IMPRESSIONS CREATE GOODWILL**



## VICTORIAN RAILWAYS

# WESTERN and SOUTH-WESTERN DISTRICTS

## WORKING TIME TABLE

(With Weekly Notice amendments to W.N. 35/58.)

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## GENERAL NOTES.

A copy of every new issue of the **WORKING TIME TABLE BOOK**, or section of the Book, is to be supplied to all concerned in accordance with Regulation 8.

It is imperative that each Stationmaster carefully check this Time Table, regarding the timing of trains, crossing arrangements, &c., so far as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under the notice of the Superintendent of Train Services (Room 73) and Metropolitan or District Superintendent any inaccuracies that may appear therein.

**PASSENGER, RAIL MOTOR, AND MIXED TRAIN RUNNING.**—Depot stations must obtain full particulars from Guards of the late running of Passenger, Rail Motor, and Mixed trains. In the event of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the case of any time being lost by the engine, the cause, also engine number and class, must be ascertained from the Driver, and the Train Controller advised. Drivers will require to explain the cause of any time lost that in the aggregate exceeds the time gained on the journey.

When a Passenger, Rail Motor, or Mixed train is blocked at a roadside station, the Train Controller must be advised by the Stationmaster at the station at which the block occurred, and if the train that caused the block was running late the cause of such late running (whether overtime in section or other cause) must be given if ascertainable.

**SUBURBAN PASSENGERS NOT TO TRAVEL BY COUNTRY TRAINS.**—Country trains, Rail Motor and Passenger Trains, shown in the Northern and Midland, Western and South Western, North Eastern, and Eastern Working Time Table books are not available for inter-station passenger travel within the electrified Suburban area unless otherwise specified in the Time Table books referred to.

**FAST NEWS-GOODS TRAINS.**—Passengers must not be allowed to travel by the Fast News Goods trains, as set out hereunder, unless authorised by the Chief Traffic Manager or Superintendent of Train Services, or as indicated in the sectional Working Time Table books respecting Railway employees returning home after completion of shift.

Members of both Houses of the Federal and State Parliaments are, however, exempt from the foregoing prohibition and may be permitted to travel on these trains, as required.

The trains referred to are :—

1.30 a.m. (No. 15), Northern ; 1.50 a.m. (No. 9), North Western ; 1.20 a.m. (No. 9), South Western ; 3.0 a.m. (No. 15), North Eastern ; 12.15 a.m. (No. 35), 2.0 a.m. (No. 113), and 1.5 a.m. (No. 31), Eastern.

**SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.**—The instructions regarding action to be taken by trainmen concerning "if required" stops when necessary for passenger purposes etc., are shown on page 6.

It is essential, particularly during present-day conditions when services are frequently altered, that trainmen should be in possession of the current Working Time Table, to ensure that the correct running conditions are observed.

## POSTAL MOTOR TROLLEY SERVICES.

1. When it is found necessary to run a goods train on any line on a Postal Motor day, it should be run, if practicable, to the Postal Motor time table and take the mails to obviate the need for running the Postal Motor.

2. On Postal Motor Cars and on type " B " Inspection Cars, the total load, inclusive of the weight of the Driver, is not to exceed :

Sheffield and Casey Jones " K " type	...	...	...	...	10 cwt.
Casey Jones " KS," and " NKS " type	...	...	...	...	6 "
Type " B " Inspection Cars	...	...	...	...	3 "

NOTE.—In the case of type " B " Inspection Cars, the load is to be distributed in such a way as to minimize the weight on the outrigger wheels as far as practicable.

3. Should the quantity of mails and newspapers exceed the capacity of the motor vehicle the order of preference of forwarding shall be :—

Letter mails, parcel-post mails, daily newspapers, weekly papers.

4. When newspaper parcels are left behind, advice by telegraph, giving the name of the newspaper, the name of the consignee, and the destination station must be promptly sent to the Chief Traffic Manager.

5. Each Postal Motor Trip is paid for by the Postal Department, and Stationmasters concerned must promptly telegraph the Superintendent of Train Services (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, &c.

See the General Appendix for further instructions.



## TRAIN TIME TABLE REFERENCE SYMBOLS.

**DAILY** means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Express, Passenger, Rail Motor, and Mixed trains must stop at stations where so scheduled in the Time Tables. Where the times of arrival and departure of trains are not both stated, the times shown are those of departure from stations.

Where the time for the train is shown without the addition of one of the undermentioned symbols or other special reference, a definite stop must be made.

Where the following standard symbols, viz., \*, §, ¶, ††, and Z are utilized with or without, as the case may be, a time being shown, they indicate how the train shall be dealt with at the particular station or stations, i.e., whether non-stop, or to stop in certain circumstances.

The symbols referred to and their application to the time tables are as follows:—

\* Trains will not stop to pick up or set down Passengers at stations where the train schedule is marked thus \*, or where this symbol occurs without an accompanying time.

§ Indicates that the train shall only require to stop at the station concerned in the following circumstances:—

(1) When signalled from the station to stop, indicating that there are Passengers and/or Mails to be entrained.

(2) And/or when the train is conveying Passengers or Mails for the station. The Guard is responsible for informing the Driver that there are Passengers or Mails to be discharged. If no Conductor on train, the Guard must make the necessary inquiries among the Passengers at the previous stopping station. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries.

¶ Indicates that the train will only stop if required to pick up Passengers or Mails. Necessary signal to be exhibited when trains are required to stop.

†† Trains to stop to set down if required, but not to pick up Passengers at stations where the train time table is marked thus ††. Passengers desiring to alight must give notice to the Conductor at the previous stopping station, where Conductors must also inquire. On trains which have no Conductors, the Guard will be responsible for this duty. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries. The Guard is responsible for informing the Driver that there are Passengers to be detrained.

Z. Indicates that the train will stop at the Rail Motor Stopping Place concerned, for Passengers only, in the following circumstances:—

(1) When signalled from the Stopping Place to stop, indicating that Passengers are to be entrained.

(2) And/or when the train is conveying Passengers for the Stopping Place. The Guard is responsible for informing the Driver that there are Passengers to be detrained. If the train is a Rail Motor, and no Guard is employed, the Rail Motor Driver must make the necessary inquiries among the Passengers.

† Trains marked † run only if required. Special advice will be issued by the Chief Traffic Manager, Superintendent of Train Services, Metropolitan or District Superintendent, or Depot Stations when the running of such trains is necessary.

● Indicates that the train must when practicable be despatched from the station concerned at the earlier time shown.

Footnote references are indicated by Capital letters A, B, C, &c., shown after the figures in Train Schedules, such as 6.43\*U shown for No. 69 (Down) at Moriac (page 53).

### METHOD OF NUMBERING TRAIN TIME TABLES, ETC.

**Down trains are given odd and Up trains even numbers (Suburban Lines excepted).**

The lines above the departure time and figures at side indicate the station appointed for trains to meet or pass each other, also the numbers of the trains to be so met or passed.

For example, on page 21, appears the following:—

UP.		No. 24. Passenger
		A.M.
	} <i>arr.</i>	...
Glenorchy    ...    ...    ...	}	8, 15, 17
	} <i>dep.</i>	9 9

The above example indicates—

That number 24 (Up) precedes number 8 (Up) and meets numbers 15 and 17 (Down).

## STATION REFERENCE SYMBOLS.

- T. Tablet Stations.
  - E.S. Electric Staff Stations.
  - † 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. Gassing Stations.
  - N.C. There is no one in charge at these stations.
  - W. Watering Stations.
  - . Stations worked under Caretaker conditions, but at which the male employees in charge are authorized to collect freight charges.
- The names of stations worked under "Caretaker Conditions" are printed in *italics*.

## PASSENGERS TRAVELLING IN VANS OF GOODS TRAINS.

Passengers may be permitted to travel by Goods trains subject to the instructions contained in the General Appendix.

*Note 1.*—Except as prescribed in the General Appendix, Passengers must not, under any conditions, be allowed to travel in vans of Ballast trains.

*Note 2.*—For instructions regarding travel in cars on Goods Trains see Passenger Fares and Coaching Rates Book, page 27, and the General Appendix.

## FOGGY WEATHER.

*Speed of Trains.*—In foggy weather, or when, from any cause, a good and distinct view of the Fixed Signals cannot be obtained, the maximum speed of any train when entering or passing a Station in the Suburban area must not exceed 15 miles per hour. This is subject to the observance of Regulations 167, 168 and 170.

## GOODS TRAINS.

Down Goods trains applicable to the Lines affected by fog between the hours of 6 a.m. and 9.30 a.m., and between 4.30 p.m. and 8.0 p.m., are to be held back in the Melbourne Goods Yards if at all practicable. If difficulty is experienced in holding all of them, some of the number may be held on the Down Goods Lines between Dudley-street Box and North Melbourne Junction; between Dudley-street and South Kensington Junction or Kensington, and between Dudley-street and Viaduct Junction. Up Goods trains during these hours must be held back at, or on the Down side of, Newport, Sunshine, Essendon, Box Hill, Oakleigh and Caulfield, and shunted clear of the Running Lines. Should the fog exist before or after the above-mentioned periods, Goods trains may be worked forward, provided Passenger trains are not detained thereby.

Except when specially authorized by the Chief Traffic Manager, a Ballast train must not be allowed to work on a Running Line during fog. See instructions under heading "Working Ballast Trains on Lines open for Traffic," in the General Appendix.

## LIMITED TRAIN SERVICE FOR THE DESPATCH OF GOODS.

In forwarding goods consignments to the lines specified hereunder on which there is a limited regular steam train service, all concerned must ensure that they arrive at the junction station in time to make the earliest possible connection.

Line.	Days of Running	Line.	Days of Running
<b>NORTHERN AND MIDLAND DISTRICT.</b>			
Echuca-Moulamein ...	Tue., Fri.	Ballarat-Waubra ...	Tues.
Moulamein-Balranald ...	Fri.	Merbein-Yelta ...	Wed.
Elmore-Cohuna ...	Tues., Thur.	Redcliffs-Morkalla ...	Mon.
Woodend-Daylesford ...	Wed., Fri.	Kerang-Murrabit ...	Wed.
Ballarat-Newlyn ...	Thur. and Alt. Mon.	Kerang-Koondrook ...	Tues., Thur.
Castlemaine-Shelbourne ...	Mon.	Wedderburn ...	Wed.
Swan Hill-Piangil ...	Tues., Fri.	Wycheproof-Sea Lake ...	Tues., Fri.
Piangil-Kooloonong ...	Fri.	Sea Lake-Kulwin ...	Fri.
Inglewood-Dunolly ...	Mon.	Ultima-Manangatang-Robinvale	Tues., Fri.
Ararat-Avooca-Maryborough	Mon.	Heathcote-Tooborac ...	Mon., Wed.
Maryborough-Avooca-Ararat	Tues.		
<b>WESTERN AND SOUTH-WESTERN DISTRICT.</b>			
Ballarat-Eureka ...	Service as required	Goroke-Carpolac ...	Alternate Tues.
Ballarat-Waubra ...	Tues.	Horsham-Balmoral ...	Mon.
Ararat-Avooca-Maryborough	Mon.	Hamilton-Balmoral ...	Wed.
Maryborough-Avooca-Ararat	Tues.	Hamilton-Coleraine ...	Mon., Thur.
Colac-Beech Forest ...	Wed.	Rainbow-Yaapect ...	Thur.
Beech Forest-Wecaprounah	Wed. (as required)	Jeparit-Rainbow ...	Mon., Thur.
Ballarat-Skipton ...	Mon.	Jeparit-Yanac ...	Tues.
Lubeck-Marnoo ...	Tues.	Geelong-Queenscliff ...	Alternate Thur.
Marnoo-Bolangum ...	Tues. (as required)	Terang-Mortlake ...	Tues.
Warracknabeal-Hopetoun	Tues., Sat.	Koriot-Hamilton ...	Tues.
Hopetoun-Patchewollock	Sat.	Hamilton-Koriot ...	Mon.
Natimuk-Goroke ...	Tues., Thur.	Warrnambool-Port Fairy	Tues., Fri.
<b>NORTH-EASTERN DISTRICT.</b>			
Myrtleford-Bright ...	Mon., Wed.	Rushworth-Colbinabbin ...	Wed.
Tooborac-Heathcote ...	Mon., Wed.	Shepparton-Katamatite ...	Mon.
Cathkin-Alexandra ...	Mon., Wed.	Yarrowonga-Oaklands ...	Sat.
Rushworth-Girgarre ...	Mon., Thur.	Wangaratta-Peechelba East	Alternate Mon.
		Numurkah-Picola ...	Mon., Wed.
<b>EASTERN DISTRICT.</b>			
Moe-Thorpdale ...	Wed.	Koo-wee-rup-Bayles ...	Wed.
Warragul-Nayook ...	Tues.		
<b>SUBURBAN DISTRICT.</b>			
Heidelberg-Eltham ...	Tues.	Bayswater-Upper F.T. Gully ...	Thur.
Reservoir-Thomastown ...	Wed.	Glenhuntly-Stony Point ...	Mon., Wed.
Thomastown-Epping ...	Wed. (as required)	Baxter-Mornington ...	Wed.
Lilydale-Healesville ...	Wed.	Coburg-Batman ...	Tues.
Lilydale-Warburton ...	Tues., Thur.	Melbourne-Hawthorn-Darling	Mon., Thur.
Ringwood-Bayswater ...	Mon., Thur.	Melbourne-Middle Brighton	Mon., Wed.

Any changes in the days of running effected during the currency of this time table must be noted and the necessary alterations made in the above list.



**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT  
SPENCER STREET (See Footnote)**

Train	Line	Plat.	Days	Train	Line	Plat.	Days
<b>Trains LEAVE SPENCER STREET as under for :— BENDIGO, ETC.</b>				<b>Trains ARRIVE SPENCER STREET as under from :—BENDIGO, ETC.</b>			
8.20 a.m.	Bendigo and Swan Hill	5	Mon. to Sat.	8.20 a.m.	Woodend ...	1A	Saturday
9.30	Daylesford ...	4	Mon. to Sat.	8.53	Daylesford ...	9	Mon. to Fri.
12.20 p.m.	Woodend ...	5	Saturday	9.30	Bendigo ...	4	Mon. to Sat.
1.30	Bendigo ...	4	Mon. to Sat.	2.25 p.m.	Swan Hill ...	10	Mon. to Sat.
4.55	Daylesford ...	5	Mon. to Fri.		and Bendigo	1	Mon. to Sat.
5. 4	Woodend ...	9	Mon. to Fri.	4.42	Daylesford ...	5	Mon. to Fri.
5.35	Daylesford ...	9	Saturday	5.20	Daylesford ...	5	Saturday
5.45	Bendigo ...	4	Mon. to Fri.	7.12	Bendigo ...	10A	Saturday
6. 5	Bendigo ...	4	Saturday	8.27	Bendigo ...	9	Mon. to Fri.
9. 0 a.m.	Bendigo ...	7	Sunday	11.5 a.m.	Bendigo ...	5	Sunday
9.30	Daylesford ...	6	Sunday	8.52 p.m.	Daylesford ...	4	Sunday
7. 5 p.m.	Bendigo	5	Sunday	9.15	Bendigo ...	1	Sunday
<b>BALLARAT—SERVICETON—ADELAIDE.</b>				<b>ADELAIDE—SERVICETON—BALLARAT</b>			
7. 5 a.m.	Ballarat ...	4	Mon. to Sat.	7. 5 a.m.	Mildura and Ballarat	9	Mon., Sat.
7.50	(via Geelong) Mildura "Sunlight"	4	Tues., Wed., Thur.	8.24	Bacchus Marsh	5	Tues. to Sat.
8.40	Serviceton ...	1	Mon. to Sat.	9. 0	Adelaide "The Overland"	6	Monday
12.15 p.m.	Ballarat ...	6	Saturday			1	Mon. to Sun. Inc.
1.40	(via Geelong) Horsham ...	10	Mon. to Fri.				From W.A. Sun.
1.40	Dimboola ...	10	Saturday	9.55	Ballarat ...	5	Tue., Wed., Fri., Sat.
3.57	Ballarat ...	5	Mon. to Fri.	10.40	Ballarat ...	7	Mon. to Sat.
4.23	(via Geelong) Bacchus Marsh	4	Mon. to Fri.		(via Geelong)		Mon. to Sat.
5.25	Ballarat ...	7	Mon. to Fri.	1.58 p.m.	Horsham ...	9	Tues. to Sat.
6.15	Ballarat ...	7	Saturday	1.58	Dimboola ...	9	Monday
8. 0	Adelaide ...	1	Mon. to Sun. inc.	6. 5	Ballarat ...	6	Mon. to Fri.
	"The Over- land"		To W.A. Sun., Mon. Tue., Thur., Fri.		(via Geelong)	4	Saturday
9. 0	Ballarat and	4	Friday	7.10 p.m.	Mildura "Sunlight"	10	Tues., Wed., Thur.
	Mildura	1	Sunday	7.42	Serviceton ...	9	Saturday
9. 5 a.m.	Ballarat ...	4	Sunday	8.15	Serviceton ...	1	Mon. to Fri.
7.10 p.m.	Ballarat ...	4	Sunday	11.0 a.m.	Ballarat ...	4	Sunday
				8.23 p.m.	Ballarat ...	5	Sunday
<b>SEYMOUR—TOCUMWAL—ALBURY—SYDNEY.</b>				<b>SYDNEY—ALBURY—TOCUMWAL—SEYMOUR.</b>			
7.10 a.m.	Seymour ...	1	Mon. to Sat.	8.38 a.m.	Heathcote ...	5	Mon. to Sat.
8. 0	Sydney ...	1	Mon. to Sat.	8.55	Seymour ...	10	Mon., Wed., Fri. Sat.
	"The Daylight"			10.15	Numurkah ...	9	Mon. to Sat.
8.15	Albury and Tocumwal	10	Mon. to Sat.	10.50	Wangaratta ...	1	Mon. to Sat.
12.50 p.m.	Heathcote ...	5	Saturday	11.20	Seymour ...	5	Mon. to Sat.
4.15	Albury ...	1	Mon. to Sat.	11.30	Sydney ...	1	Mon. to Sun. Inc.
4.30	Mansfield ...	5	Mon. to Fri.		"Spirit of Progress"		
5. 0	Numurkah ...	10A	Mon. to Fri.	12.10 p.m.	Mansfield ...	5	Mon. to Sat.
5.25	Mansfield ...	5	Saturday	1.15	Albury ...	1	Mon. to Sat.
5.30	Heathcote ...	5	Mon. to Fri.	7. 0	Albury ...	9	Mon. to Sat.
5.43	Seymour ...	10	Mon., Tues., Fri.	8. 5	Tocumwal ...	10A	Saturday
6.30	Sydney ...	1	Mon. to Sun. Inc.	8.20	Tocumwal	10A	Mon. to Fri.
	"Spirit of Progress"			8.55	Sydney "The Daylight"	1	Mon. to Sat.
6.45	Wangaratta ...	5	Mon. to Sat.	12.40	Albury ...	1	Sunday
7. 0	Numurkah ...	10A	Saturday	8.55	Shepparton ...	9	Sunday
9. 0 a.m.	Wangaratta	5	Sunday	9.20	Wangaratta ...	5	Sunday
5. 0 p.m.	& Shepparton Albury ...	1	Sunday				

Peruse the Working Time Tables for particulars of branch line connecting services and stations at which the trains indicated above will stop. During holiday periods, train times and platform arrangements may be varied. Peruse the special time tables and docking sheets issued for these occasions.

(Continued on next page.)

**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET AND FLINDERS STREET—continued—(See note page 9)**

Train	Line	Plat.	Days	Trains	Line	Plat.	Days
<b>Trains LEAVE SPENCER STREET as under for :—</b>				<b>Trains ARRIVE SPENCER STREET as under from—</b>			
<b>GEELONG—WARRNAMBOOL—PORT FAIRY</b>				<b>PORT FAIRY—WARRNAMBOOL—GEELONG.</b>			
6.8 a.m.	Werribee ...	5	Mon. to Fri.	7.10 a.m.	Werribee § ...	11	Mon. to Sat. B
7.5	Geelong and Ballarat	4	Mon. to Sat.	7.40	Geelong ...	10a	Mon. to Fri.
7.50	Mildura ...	4	Tue.,Wed.,Thur.	8.10	Werribee ...	4	Mon. to Fri.
	"Sunlight"			8.25	Werribee ...	5	Mon. to Sat.
8.25	Port Fairy ...	4	Mon. to Sat.	8.40	Geelong ...	10a	Mon. to Sat.
9.25	Geelong ...	5	Mon. to Sat.	10.40	Geelong and Ballarat	7	Mon. to Sat.
10.55	Geelong ...	5	Mon. to Fri.	11.45	Warrnambool	9	Mon. to Sat.
12.15 p.m.	Geelong and Ballarat	6	Saturday	1.5 p.m.	Geelong ...	5	Mon. to Fri.
12.33	Geelong ...	6	Mon. to Fri.	1.35	Geelong ...	6	Saturday
3.43	Werribee ...	5	Mon. to Fri.	3.10	Geelong ...	4	Mon. to Fri.
3.57	Geelong and Ballarat	5	Mon. to Fri.	5.25	Werribee ...	5	Mon. to Fri.
4.27	Werribee ...	6	Mon. to Fri.	6.5	Geelong and Ballarat	6	Mon. to Fri.
5.10	Warrnambool	1	Mon. to Fri.	6.39	Werribee ...	4	Mon. to Fri.
5.12	Werribee ...	5	Saturday	7.15	Geelong ...	5	Mon. to Fri.
5.19	Werribee ...	6	Mon. to Fri.	7.20	Werribee ...	13	Saturday B
6.5	Geelong ...	7	Mon. to Fri.	7.24	Geelong ...	4	Saturday B
6.10	Warrnambool	10	Saturday	7.31	Geelong ...	11	Friday B
6.20	Geelong ...	6	Saturday	7.52	Werribee ...	5	Mon. to Fri.
9.25	Werribee ...	5	Mon. to Fri.	8.10	Port Fairy ...	10	Saturday
11.29	Geelong A ...	12	Mon. to Fri.	8.33	Port Fairy ...	10	Mon. to Fri.
		8	Saturday	11.1	Werribee ...	11	Mon. to Fri. B
11.34	Werribee A ...	12	Mon. to Sat.	9.37 a.m.	Werribee § ...	11	Sunday B
7.24 a.m.	Werribee A ...	14	Sunday	10.10	Geelong ...	8	Sunday B
9.15	Geelong A ...	8	Sunday	12.55 p.m.	Werribee ...	5	Sunday
10.43 §	Werribee A ...	12	Sunday	7.0	Werribee ...	11	Sunday B
2.25 p.m.	Geelong A ...	8	Sunday	7.58	Geelong ...	8	Sunday B
5.10	Werribee ...	5	Sunday	9.36	Geelong ...	8	Sunday B
7.40	Geelong A ...	8	Sunday	9.59	Werribee ...	11	Sunday B
8.12	Werribee A ...	12	Sunday				
11.30	Werribee A ...	12	Sunday				
<b>Trains LEAVE FLINDERS STREET as under for :—</b>				<b>Trains ARRIVE FLINDERS STREET as under :—</b>			
7.25 a.m.	Traralgon ...	1 East	Mon. to Sat.	7.13 a.m.	Werribee § ...	6 or 7	Mon. to Sat.
8.10	Leongatha ...	1 Cent	Mon,Tue,Fri,Sat.	8.38	Warragul ...	11 East	Mon. to Fri.
8.35	Bairnsdale ...	1 Cent	Mon. to Sat.	8.38	Traralgon ...	11 East	Saturday
	"The Gippslander"			9.10	Leongatha *	7	Saturday
12.40 p.m.	Traralgon ...	1 East	Saturday	9.13	Leongatha *	7	Mon., to Fri.
1.12	Leongatha ...	1 Cent	Saturday	9.19	Traralgon ...	1 Cent	Mon. to Fri.
1.15	Warragul ...	1 Cent	Mon. to Fri.	10.23	Wonthaggi ...	1 Cent	Wed., Thur.
3.38	Warragul ...	1 Cent	Mon. to Fri.	10.35	Wonthaggi ...	1 Cent	Mon,Tue,Fri,Sat.
3.58	Leongatha ...	1 Cent	Mon. to Fri.	11.15	Bairnsdale ...	1 Cent	Monday
4.53	Traralgon ...	1 Cent	Mon. to Fri.	11.15	Sale ...	1 Cent	Tue,Wed,Thur,Fri
6.5	Sale ...	1 Cent	Mon. to Thur.	11.40	Bairnsdale ...	1 Cent	Saturday
6.5	Bairnsdale ...	1 Cent	Fri., Sat.	11.54	Yarram ...	1 Cent	Mon. to Sat.
6.12	Yarram ...	1 East	Mon. to Fri.	12.5 p.m.	Warragul ...	1 East	Mon. to Fri.
6.35	Wonthaggi ...	1 Cent	Mon. to Fri.	4.45	Traralgon ...	1 Cent	Saturday
6.55	Wonthaggi ...	1 East	Saturday	6.55	Bairnsdale ...	1 Cent	Mon. to Sat.
11.25	Geelong ...	1 Cent	Mon. to Sat.		"The Gippslander"		
11.30	Werribee ...	1 Cent	Mon. to Sat.	7.25	Werribee ...	10 East	Saturday
7.20 a.m.	Werribee ...	9	Sunday	7.28	Geelong ...	1 Cent	Saturday
9.5	Sale ...	1 Cent	Sunday	7.35	Geelong ...	1 Cent	Friday
9.10	Geelong ...	1 West	Sunday	8.7	Leongatha and Wonthaggi	1 Cent	Saturday
9.30	Leongatha and Wonthaggi	1 Cent	Sunday	8.25	Traralgon ...	1 Cent	Mon. to Fri.
10.40 §	Werribee ...	7	Sunday	8.35	Leongatha and Wonthaggi	1 Cent	Mon., Tue., Fri.
2.20 p.m.	Geelong ...	1 Cent	Sunday		Werribee ...	1 Cent	Mon. to Fri.
7.5	Traralgon ...	1 Cent	Sunday	11.5	Werribee § ...	6	Sunday
7.35	Geelong ...	1 Cent	Sunday	9.40 a.m.	Geelong ...	1 Cent	Sunday
8.8	Werribee ...	1 East	Sunday	10.15	Traralgon ...	1 Cent	Sunday
11.25	Werribee ...	1 Cent	Sunday	11.30	Traralgon ...	1 Cent	Sunday
				7.3 p.m.	Werribee ...	2	Sunday
				8.3	Geelong ...	1 Cent	Sunday
				9.20	Leongatha and Wonthaggi	1 Cent	Sunday
				9.45	Geelong ...	1 East	Sunday
				9.50	Sale ...	1 Cent	Sunday
				10.3	Werribee ...	1 Cent	Sunday

§ Passengers change trains at Newport.  
\* Passengers change trains at Dandenong.

B—To Flinders Street.  
A—From Flinders Street.

## BLOCK POSTS.

### MELBOURNE-SERVICETON.

Except as shown hereunder, the Double Line Block Telegraph System is in force on the Up and Down journey on the following sections:—Warrenheip and Ballarat East Box; Lydiard Street Box "B," Ballarat and North Ballarat "C"; North Ballarat "C" and Linton Junction "D."

Three position signalling is in force on the Up and Down journey between No. 1 Box, Spencer-street, and Sunshine.

The Permissive Track Block System is in force on the Up and Down journey between Dudley-street and North Melbourne Junction and Weighbridge Junction—South Kensington. (Goods lines only).

Track Block System is in force on the Up and Down journey between Ballarat East and Ballarat.

**Weighbridge Junction Signal Box** is opened from 1.0 a.m. Mondays to 1.0 p.m. Saturdays; and at other times as arranged by Metropolitan Superintendent.

**South Kensington Signal Box** is closed from 11.35 p.m. Saturdays until 1.30 a.m. Mondays.

**Bank Box** is opened as an Intermediate Block Post (Down journey only), as required.

**Dobie, Gerang Gerung, Miram and Lillimur** may be opened as Intermediate Block Posts when required. See General Appendix for instructions.

**Deer Park, Middle Creek, Armstrong, Deep Lead, Wal Wal, Dooen, Pimpinio, Kiata and Diapur** are switched in as Electric Staff Stations as follow:—

#### **Deer Park—**

Mondays to Fridays inclusive, 7.30 a.m. until local Ardeer Pilot clears.

#### **Middle Creek—**

Mondays to Fridays inclusive: From 9.0 a.m. until **No. 34** clears.

Saturdays: From 9.0 a.m. until **No. 25** clears.

#### **Armstrong—**

Mondays, Tuesdays, Thursdays and Fridays inclusive, 9.0 a.m. until **No. 34** clears.

Wednesday, 9.0 a.m. until **No. 49** clears.

Saturdays, 9.0 a.m. till 12 noon.

#### **Deep Lead—**

Monday, Friday, 8.5 a.m. until **No. 20** clears.

Tuesday, Thursday, 8.5 a.m. until **No. 26** clears.

Wednesday, 8.5 a.m. until **No. 18** clears.

#### **Wal Wal—**

Monday to Friday: From 8.30 a.m. until **No. 34** clears.

#### **Dooen—**

Tuesday, 8.55 a.m. until **No. 13** clears and 2.0 p.m. until **No. 36** clears.

Wednesday and Thursday, 7.55 a.m. until **No. 26** clears and 2.0 p.m. until **No. 36** clears.

Friday, 7.55 a.m. until **No. 13** clears and 2.0 p.m. until **No. 36A** clears.

Should **No. 36** or **No. 36A** be running late the signalman at Dooen may switch out prior to the passage of that train.

#### **Pimpinio—**

Mondays: From 11.0 a.m. until **No. 25** clears.

Tuesday to Thursday inclusive: From 11.0 a.m. until **No. 36** clears.

Friday: From 11.0 a.m. until **No. 36A** clears.

#### **Kiata—**

Monday: 9.10 a.m. until **No. 34** clears.

Tuesday, Wednesday, Friday, 7.20 a.m. until **No. 88** clears.

Should **No. 88** be running late Kiata may switch out on clearance of **No. 34** Tuesday, Wednesday and Friday.

#### **Diapur—**

Tuesdays to Fridays: From 8.40 a.m. until **No. 88** clears.

The Train Controller, Spencer-street, may arrange for **Deer Park**, and the Train Controller, Ballarat, may arrange for **Middle Creek**, and the Train Controller, Ararat, may arrange for **Armstrong, Deep Lead, Wal Wal, Dooen, Pimpinio, Diapur** and **Kiata** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

**Marmalake** is an Unattended Electric Staff Post worked in accordance with instructions shown in the General Appendix.



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53/60  
108/59

39/61  
53/60  
38/61

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53/60  
39/61

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39/61

Passenger Service.

MELBOURNE-BALLARAT-SERVICETON.

MELBOURNE-BALLARAT-SERVICETON.

Down.

Miles	STATIONS	15 Empty Cars Mon.	107 Empty Cars -Tue to Fri	7 "MIL- DURA SUN- LIGHT" TUE., WED., THUR.	25 PASS DAILY	47 PASS SAT.	49 PASS SAT. EXC.	53 Rail Motor (D.E.) Sat. Exc.	57 PASS SAT. EXC.	63 PASS SAT.	69 "THE OVER- LAND" DAILY SUN. INCL.	71 EX- PRESS +	73 PASS FRI., SUN.	105 PASS SUN.	115 PASS SUN.
1	MELBOURNE W G (Spencer-street) ... dep.	A.M. 5 15	A.M. 5:40	A.M. 7 50	A.M. 9 10	P.M. 1 40	P.M. 1 40	P.M. 4 23	P.M. 5 25	P.M. 6 15	P.M. 8 20	P.M. 8 50	P.M. 9 0	A.M. 9 5	P.M. 7 10
2 1/2	North Melbourne ...	"	5:43*	"	"	"	"	4*26	"	"	"	"	"	"	"
3 1/2	South Kensington O ...	"	5:48*	7 59*	9 19	"	"	4 31	5 34	6 23	8 25*	8 53*	9 13	7 18	
4	Middle Footscray O ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"
4 1/2	West Footscray ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"
5 1/2	Tottenham O ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"
6	White City N C ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"
7 1/2	Sunshine ...	"	"	"	"	"	"	"	"	"	"	"	"	"	"
11	Deer Park O E S (See note page 11) Rail Mtr. Stop. Pl. No. 64 NC	"	5:55*	"	9 28	1 55*	1 55*	4 42	5 42	6 32	8 35*	9 5*	9 15*	9 21	7 26
17 1/2	Rockbank O E S ... dep. arr.	"	"	"	"	"	"	4 50\$	5 48	6 38	"	"	"	"	12 30
18 1/2	Melton E S ... dep. arr.	5 48*	6:10	"	9 46	2 8*	2 8*	5 6	5 58	6 49	8 48*	9 18*	9 28*	9 35*	12 54
21 1/2	Melton E S ... dep. arr.	5 56*	6:16*	"	9 53	2 13**	2 13**	5 17-8	6 5	6 57-8	8 53*	9 23*	9 33*	9 41	1-38
23 1/2	Parwan O E S ... dep. arr.	6 3*	6:23*	"	10 17*	2 20**	2 20**	5 29	6 14	7 6	9 0*	9 30*	9 40*	"	1-52*
29 1/2	Bacchus Marsh ES W ... dep. arr.	6 10	6:43	"	10 27	2 31	2 31	5 37	6 21	7 13	9 5*	9 36*	9 45*	9 54	1-40
31 1/2	Bank Box ... dep. (See note page 11)	21 Diesel Rail Car Mon to Fri	23 D.P.C. Sat.	"	"	"	"	"	"	"	"	"	"	100	8 0
45	Inglishton O E S ... arr. dep.	A.M. 7 40	A.M. 7:43	"	10 36*	3 1*	3 1*	"	6 47*	7 39*	9 34*	10 4*	10 10*	"	"
49 1/2	BALLAN E S W ... dep. arr.	"	"	"	10 45	3 10	3 10	"	6 56	7 48	9 40*	10 10*	10 16*	10 32	8 38
53 1/2	Rail Mtr. Stop. Pl. No. 77 NC	"	"	"	"	"	"	"	"	"	"	"	"	"	"
56 1/2	GORDON O E S ... arr.	"	7:58	"	"	"	"	"	"	"	"	"	"	"	"

Via North Geelong Loop pages 50, 51



MELBOURNE-BALLARAT-SERVICETON—continued.

Down.

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Passenger Service.

39/61

Miles.	STATIONS	25 PASS. DAILY	47 PASS SAT.	49 PASS SAT. EXG.	69 "THE OVER- LAND" DAILY, SUN. INC.	71 EXPRESS †
131	ARARAT E S W	P.M. 1:00 arr.	P.M. 5:15 dep.	P.M. 6 5:15 arr.	P.M. 11:38 dep.	P.M. 12:10 arr.
136½	Armstrong O ES (See note, page 11)	1:30 arr.	5:20 dep.	5:30 arr.	11:40 dep.	12:12 arr.
141½	Great Western O ES	1:28 arr.	5:26* dep.	5:36* arr.	11:46* dep.	12:18* arr.
150	STAWELL E S W ...	1:36 arr.	5:32* dep.	5:43* arr.	11:51* dep.	12:23* arr.
154½	Deep Lead O ES ... (See note, page 11)	1:46 arr.	5:58 dep.	5:58 arr.	12:1 A.M. dep.	12:32 arr.
162½	Glenorchy ES	1:49 arr.	5:43 dep.	5:55 arr.	12:2 dep.	12:33 arr.
169	Wal Wal O ES ... (See note, page 11)	1:56 dep.	* arr.	* arr.	* arr.	* arr.
175	Lubeck E S ...	2:6 arr.	5:57* dep.	6:10* arr.	12:15* dep.	12:46* arr.
185½	MURTOA E S W ...	2:15 arr.	6:4* dep.	6:17* arr.	12:21* dep.	12:52* arr.
192	Jung ES ...	2:23 arr.	6:11* dep.	6:24* arr.	12:26* dep.	12:57* arr.
198½	Doon O ES ... (See note, page 11)	2:34 arr.	6:22 dep.	6:35 arr.	12:36 dep.	1:7 arr.
203½	HORSHAM E S W G	2:40 arr.	6:24 dep.	6:37 arr.	12:37 dep.	1:8 arr.
		2:50 arr.	6:32* dep.	6:45* arr.	12:45* dep.	1:16* arr.
		2:59 arr.	6:35* dep.	6:51* arr.	12:51* dep.	1:22* arr.
		3:5 arr.	6:45 dep.	7:5 arr.	12:57 dep.	1:33 arr.





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34

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146/60  
75  
69

53/60 53/60 53/60  
MELBOURNE-BALLARAT-SERVICETON-GOODS SERVICE

Down.  
103/59  
105/59  
75/60  
115/59

Miles	STATIONS	9 Fast Goods (News) Daily	17 Goods Mon	17A Goods Tue., Wed., Thur., Fri.	17 Goods Mon., Wed., Sat.	31 Pilot Sats. Exc.	37 Pilot Sat. Exc.	77 Fast Goods Daily	43 Light Engine Sat. Exc.	51 Fast Goods Sat.	59 Fast Goods Sat. Exc.	75A Fast Goods Mon., Tue., Wed., Thur.	75 Fast Goods Fri., Sun.	89 Fast Goods Mon., Tue., Wed., Thur.	93 Goods Mon.	93A Goods Express Tue., Wed., Thur., Fri.
1	MELB'YRNE WG (Sp. st.) dep.	A.M. 1 50	A.M. 4:45	A.M. 5-5	A.M. 4 45	A.M. 9 35	A.M. ...	P.M. 2 15	P.M. 9-25	P.M. 9-25	P.M. 3 10	P.M. 8 15	P.M. 9 15	P.M. 9 20	P.M. 10:30	P.M. 10:30
2 1/2	North Melbourne ...	2 0	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 33	8 27	9 27	9 27	Via Goods Lines	Via Goods Lines
2 1/2	South Kensington O	2 4	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
3 1/2	Maribymong River Junction	...	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
4	Footscray ...	...	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
4 1/2	Middle Footscray O	...	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
4 1/2	West Footscray	...	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	Via Goods Lines	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
5 1/2	Tottenham O	2 14	5:45	6:5	5 45	10 15	2 55	2 55	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
5 1/2	Tottenham Goods Yard W	...	5:55	6:15	5 55	10 15	2 55	2 55	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
7 1/2	Sunshine ES	...	6:15	6:35	6 15	10 50	3 15	3 15	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
10	Ardeer Siding NC ...	...	6:40	6:55	6 40	10 50	3 15	3 15	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
11	Deer Park O ES (note p. 11)	...	6:55	7:10	6 55	11 5	3 15	3 15	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
18 1/2	Rockbank O ES ...	2 34	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
23 1/2	Melton ES ...	2 44	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
29 1/2	Parvam O ES ...	2 56	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
31 1/2	Bacchus Marsh ES W	3 5	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
40 1/2	Bank Box (see note page 11)	...	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
45	Ingliston O ES ...	3 52	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
49 1/2	BALLAN ES W ...	4 5	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
56 1/2	Gordon O ES ...	4 23	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
58 1/2	Millbrook	...	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
61 1/2	Wallace O	...	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines
64	BUNGAREE ES ...	...	7:18	7:30	7 18	11 18	3 25	3 25	7:34	7:34	3 37	8 31	9 31	9 31	Via Goods Lines	Via Goods Lines

95  
Goods  
Tues.

PM.

915

927

931

943

10:16

1013

1024

1030

11:18

11:30

11:44

12:00

(W)

12:16

WTT1046/61  
Seq  
SERVICETON  
GOODS  
FULL

Via North Geelong Loop (Pages 58, 59)

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See WTT 1046/61

MELBOURNE-BALLARAT-SERVICETON—continued.

Down.

Goods Service

Miles	STATIONS	59	9	11	15	17	19	23	29	77	79
		Fast Goods Daily	Goods Tue., Thur., Fri.	Goods Mon., Sat.	Goods Wed., Thur., Fri. (Mon., Sat. †)	Goods Tue.	Goods Tue.	Fast Goods Daily	Goods (Mon., Wed., Fri. †)	Fast Goods Daily Sun. Incl.	Goods (Sat. Exc. †)
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
131	ARARAT E S W	1 25	2 30	3 45	6 0	6 15	7 5	8 20	10 15	7 35	9 30
136½	Armstrong O E S (See note, page 11)	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.
141½	Irvine's Siding N C	1 35	2 43	3 58	6 13	6 28	7 34	9 20	10 28	8 24	9 43
141½	Great Western O E S	1 44	2 54	4 9	6 24	6 39	7 46	9 29	10 39	8 32	9 54
150	STAWELL E S W	1 59	3 15	5 0	7 22	7 0	8 44	10 0	11 0	8 32	10 15
154½	Deep Lead O E S (See note, page 11)	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.
162½	Glenorchy E S	2 22	3 45	5 30	8 15	8 15	9 33	10 7	12 1	8 45	10 35
169	Wal Wal O E S (See note, page 11)	2 33	4 0	5 45	8 30	8 27	9 47	10 16	12 13	9 4	10 49
175	Lubeck E S	2 44	4 40	5 59	8 56	8 48	10 52	14	12 35	9 14	11 6
184½	Marmalake N C E S (See note, page 11)	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.
185½	MURTOA E S W	3 5	5 10	6 30	9 40	9 13	11 20	10 30	12 1	9 23	11 35
192	Jung E S	3 17	4 15	5 59	9 57	9 30	11 37	10 41	12 35	9 39	11 21
198½	Doon O E S (See note, page 11)	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.	arr. dep.
203½	HORSHAM E S W G	3 28	4 40	5 55	9 24	10 30	12 50	10 52	12 53	9 59	11 35
		3 40	4 40	5 55	7 55	11 15	1 20	11 53	1 15	12 5	12 5

See WTT 1046/61

Goods SERVICE





30/61  
WTT  
D.F.  
↓

Up. **SERVICETON-BALLARAT-MELBOURNE—Passenger Service.**

STATIONS.	10 "THE OVER- LAND" DAILY, SUN. INCL.	12A EXPRESS ↑	12 EXPRESS ↑	24 PASS. MON.	30 Diesel Rail Car (153 HP) and Trailer Sat.	34 Diesel Rail Car (153 HP) Sat-Exc. Mon-Sat
<b>ADELAIDE</b> (S.A. time)	P.M. 7 15	P.M. 8 0	P.M. 8 0	A.M. ...	A.M. ...	A.M. ...
Murray Bridge ...	dep. ...	10 29	10 29	...	...	...
Wolseley ...	arr. ...	10 46	10 46	...	...	...
<b>SERVICETON</b> (S.A. time)	dep. ...	A.M. 2 28	A.M. 2 28	...	...	...
" (Vic. time)	arr. 1 40	2 29	2 29	...	...	...
<b>SERVICETON</b> ES W (Vic. time)	arr. 2 10	3 9	3 9	...	...	...
Lillimur (see note page 11)	dep. 2 18	69, 71, 72 3 20	69, 71, 72 3 40	...	...	...
Kaniva ES ...	arr. 2 35-49	3 37	3 58	...	...	...
Miram (see note page 11)	dep. ...	3 38	...	...	...	...
Diapur O ES W (see note page 11)	arr. ...	*	*	...	...	...
Tarranginnie NC	dep. 2 52-71	3 54*	4 14*	...	...	...
Nhill ES	arr. 3 5	4 7	4 27	...	...	...
Salisbury NC	dep. 3 6	4 8	4 28	...	...	...
Kiata O ES (see note page 11)	arr. 3 17*	4 19*	4 39*	...	...	...
Gerang Gerang (see note page 11)	dep. 3 34	4 35	4 55	...	...	...
<b>DIMBOOLA</b> ES W G	arr. 3 34	4 35	4 55	...	...	...
Wail	dep. 3 36	4 37	4 57	7-95 3-0	...	...

(W)

Pimpino O ES (see note page 11)	arr. 3:49* dep. 4:1	4:50* 5:1	5:10* 5:21	8:13* 8:24 Mon. 8:27	1:35* 1:48	1:53J 2:5	...
<b>HORSHAM</b> ES W G ...	dep. 4:3	5:3	5:23	8:35	2:58	2:15	...
Doon O ES (see note page 11)	arr. 4:9*	5:9*	5:29*	8:44	2:4*	2:21*	...
Jung ES ...	arr. 4:15*	5:15*	5:35*	8:53	2:11*	2:28	...
<b>MURTOA</b> ES W ...	arr. 4:23	5:23	5:43	9:0	2:20	2:38	...
Lubeck ES ...	dep. 4:24	5:24	5:44	9:12	2:25	2:46	...
Wal Wal O ES (see note page 11)	arr. 4:34*	5:34*	5:54*	9:21	2:37*P	2:57*P	...
Glenorhy ES ...	arr. 4:39*	5:39*	5:59*	9:30	2:44*	3:4*	...
Deep Lead O ES (see note page 11)	dep. 4:45*	5:45*	6:5*	9:47	2:52*P	3:12*P	...
<b>STAWELL</b> ES W ...	arr. 4:52*	5:52*	6:12*	9:49	3:2*	*	...
Great Western O ES ...	arr. 4:59	5:58	6:18	10:0	3:8	3:28	...
Armstrong O ES (see note page 11)	dep. 5:0	5:59	6:19	10:8	3:10	3:30	...
<b>ARARAT</b> ES W ...	arr. 5:9*	6:8*	6:28*	10:16	3:21*P	3:40*P	...
Continued on ...	arr. 5:15*	6:14*	6:34*	10:31	3:28*	3:40*	...
	arr. 5:27	6:25	6:45	Page 22	3:40	4:0	...
	dep. 5:30	6:28	6:48	Page 22	3:55	4:15	...
	Page 22	Page 22	Page 22	Page 22	Page 22	Page 22	...
	10	12A	12	24	30	34	...

● No. 34 may depart Jung 2.28 p.m. H. Stops Tue., Wed., Thur., Fri. only. Does not stop Mon. J. Stops Mon., Wed., Fri. only. Does not stop Tue., Thur. N. Stops Tue., Thur. only. Does not stop Mon., Wed., Fri. P. May stop, if required, to pick up or set down passengers only. Parcels traffic and/or mails must not be despatched to or from these stations by these trains.

Up

SERVICETON-BALLARAT-MELBOURNE—continued

Passenger Service.

39/61

39/61

108/57

STATIONS.	80 EX-PRESS MON., SAT.	18 PASS MON TO FRI D.E.A. WITH SAT.	10 "THE OVER-LAND DAILY SUN. INCL.	22 PASS DAILY	12 A EXPRESS †	12 EXPRESS †	24 PASS DAILY	20 Diesel Rail Car (153 HP) Sat.	40 Diesel Rail Car (153 HP) and Trailer Sat. Exc.	16 "MIL-DURA SUN-LIGHT" TUES., WEDS., THUR.	30 PASS SAT.	34 PASS SAT. EXG. Mon to Sat	100 PASS SUN.	110 PASS SUN. D.A.C. 153 HP. † Teacher
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.
ARARAT ES W	...	...	5:27	...	6:25	6:45	10:16	...	...	...	3:40	4:0	...	4:15
Dobie NC (See note, p. 11)	...	...	5:30	...	6:28	6:48	10:31	...	...	...	3:55	4:15	...	4:44
Buangor O ES	...	...	5:47*	...	6:45*	7:5*	10:51	...	...	...	4:18*P	4:34*P	...	4:44
Middle Creek O ES	...	...	5:51*	...	6:50*	7:9*	10:58	...	...	...	...	4:40*P	...	4:52
(See note, page 11)	...	...	6:6*	...	7:5*	7:24*	11:4*	...	...	...	4:18*	4:52*P	...	5:12*
Beaufort ES W	...	...	6:12*	...	7:5*	7:24*	11:22*	...	...	...	4:40	5:8*	...	5:20*
Travalla O ES	...	...	6:23*	...	7:23*	7:44*	11:35*	...	...	...	4:48*	5:14*	...	5:37
Burrumbeet O ES	...	...	6:26*	...	7:27*	7:44*	11:40*	...	...	...	4:58*	5:25*	...	5:44*
Windsmere O ES	...	...	6:34*	...	7:34*	7:51*	11:50*	...	...	...	5:2*	5:28*	...	5:56*
Linton Junction ES	...	...	6:45	...	7:45	8:5	12:1	...	...	...	5:11*	5:35*	...	6:15
Wendouree NC	...	...	6:45	...	7:45	8:5	12:1	...	...	...	5:20	5:45	...	6:24*
North Ballarat NC	...	...	6:45	...	7:45	8:5	12:1	...	...	...	5:20	5:45	...	6:24*
BALLARAT WG	...	...	6:45	...	7:45	8:5	12:1	...	...	...	5:20	5:45	...	6:24*
Ballarat East O	...	...	7:5	...	8:5	8:26	12:15	12:25	4:30	5:22	5:35	6:0*	8:50	6:15
Warrenheip ES	...	...	7:14*	...	8:14*	8:27*	12:24*	12:38	4:46	5:31*	5:44*	6:2*	8:59*	6:24*
Dunnsdown	...	...	7:14*	...	8:14*	8:27*	12:24*	12:43	4:59	5:31*	5:44*	6:2*	8:59*	6:24*
Bungaree ES	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
Wallace O	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
Millbrook	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
Gordon O ES	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
Rail Motor Stop. Place	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
No. 77 NC	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32
BALLAN ES W	...	...	7:21*	...	8:21*	8:27*	12:31*	12:50	5:10	5:31*	5:44*	6:2*	9:7	6:32

Via North Geelong Loop (Pages 62, 63).







09260

**HORSHAM** E S W G

Doon O ES (see note page 11)

Jung E S ...

**MURTOA** E S W

Marmalake N C E S (see note page 11)

Lubeck E S ...

Wal Wal O E S (see note page 11)

Glenorhy E S ...

Deep Lead O E S (see note page 11)

**STAWELL** E S W

Great Western O E S

Irvine's Siding N C

Armstrong O E S (see note page 11)

**ARARAT** E S W

Continued on ...

dep.

arr.

dep.

arr.

dep.

arr.

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(W)

Station	Arrival	Depart	Time	Notes	Time	Time	Time	Time	Time
BUNGAREE ES Wallace Millbrook	dep. 11 35	arr. 12 15	11 15						
Gordon O ES	arr. 12 24	dep. 1 20	11 40						
BALLAN ES W	arr. 1 50	dep. 1 55	10 24						
Ingliston O ES	arr. Goods Daily	dep. 4 49	10 30						
Bank Box (See Note Page 11)	arr. Goods Daily	dep. 4 49	10 30						
Bac. Marsh ES W	arr. A.M.	dep. 9 0	10 30						
Parwan O ES	arr. 9 8	dep. 9 20	12 4						
Melton ES	arr. 9 30	dep. 9 30	12 10						
Rockbank O ES	arr. 9 41	dep. 9 41	12 22						
Deer Park O ES (N. p. 11)	arr. 10 0	dep. 10 0	12 29						
Ardeer Siding N C	arr. 10 0	dep. 10 0	12 29						
Sunshine ES	arr. 10 0	dep. 10 0	12 29						
Tottenham Goods Yard W	arr. 10 0	dep. 10 0	12 29						
Tottenham O	arr. 10 0	dep. 10 0	12 29						
West Footscray	arr. 10 0	dep. 10 0	12 29						
Middle Footscray	arr. 10 0	dep. 10 0	12 29						
Footscray	arr. 10 0	dep. 10 0	12 29						
Maribyrnong River Jnct.	arr. 10 0	dep. 10 0	12 29						
South Kensington	arr. 10 0	dep. 10 0	12 29						
North Melbourne	arr. 10 0	dep. 10 0	12 29						
MELBOURNE (Spencer Street) W G	arr. 11 0	dep. 11 0	12 29						

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NEWPORT TO SUNSHINE.

SUNSHINE TO NEWPORT.

Height above Sea.	Miles from Melb.	STATIONS.	Miles from Melb.	STATIONS.
Feet.				
51	6½	<b>NEWPORT E S</b>	7¾	<b>SUNSHINE T</b>
51	7	Thomas' Mill Siding T, E S	8½	Western Metro. Market Trust Sdg. N C
—	7	Amalgamated Workshops Siding N C	8½	Stanley Quarries Siding N C
—	7	Caltex Siding N C	8½	Monsanto Siding N C
49	7½	McKenzie and Holland's Siding N C	9¼	Armbrook Siding N C
54	8	Brookwood Siding N C	9¼	V.R. Rubbish Tip N C
—	8	Aust. Barley Board Siding N C	9¼	Melbourne Machinery Coy. Siding N C
52	8¾	James Hardie and Coy's Sdg. N C	9¼	S.E.C. Siding N C
52	8¾	Sth. Brooklyn Sdg. N C (Borthwick's Freezing Company's Siding)	9¾	Western and Murray Siding N C (Prossor)
—	9	Little Brooklyn Siding N C	9¾	N.S. Smorgan and Sons' Siding N C
—	9	Melbourne Iron and Steel Siding N C	9¾	Ready Mixed Concrete Siding N C
—	9	Rheem Aust. Pty. Limited Siding N C	9¾	Brooklyn "A" (Signal Box) T
63	9¼	Brooklyn "A" (Signal Box) T	10	Rheem Aust. Pty Limited Siding N C
—	9¼	Ready Mixed Concrete Siding N C	10	Melbourne Iron and Steel Siding N C
—	9¼	N. S. Smorgan and Sons' Siding N C	10	Little Brooklyn Siding N C
63	9¼	Western and Murray Siding N C (Prossor)	10¼	Sth. Brooklyn Sdg. N C (Borthwick's Freezing Company's Siding)
93	9¾	S.E.C. Siding N C	10¼	James Hardie and Coy's. Private Sdg. N C
—	9¾	Melbourne Machinery Coy. Siding N C	11	Aust. Barley Board Siding N C
—	9¾	V.R. Rubbish Tip N C	11	Brookwood Siding N C
—	9¾	Armbrook Siding N C	11½	McKenzie and Holland's Siding N C
—	9¾	Monsanto Siding N C	12	Caltex Siding N C
104	10¼	Stanley Quarries Siding N C	12	Amalgamated Workshops Siding N C
—	10¼	Western Metro. Market Trust Siding N C	12	Thomas' Mill Siding T, E S
125	11¼	<b>SUNSHINE T</b>	12½	<b>NEWPORT E S</b>

Goods Trains are arranged by Chief Train Controller and Officer-in-Charge, Williamstown Pier, to run as may be required between Newport and Sunshine.

MELBOURNE-NEWPORT-SUNSHINE-ALBION (Goods Train Service)—MONDAYS TO FRIDAYS.

Down.	1	3	7	9	13	15	17	19	21	23	27	29	33	35	37	41	45	47
MELBOURNE	A.M. 4 30	A.M. 5 25	A.M. 5 45	A.M. 7 0	A.M. 7 45	A.M. 8 15	A.M. 8 30	A.M. 9 40	A.M. 9 57	A.M. 9 57	A.M. 11 25	A.M. 11 25	P.M. 12 37	P.M. 1 0	P.M. 2 30	P.M. 2 30	P.M. 4 30	P.M. 8 10
North Melbourne	dep. 4 46	Via Goods Line	Via Goods Line	Via Goods Line	Via Goods Line	Via Goods Line	Via Goods Line	9 57	9 57	9 57	11 41	11 41	12 42	1 13	Via Goods Line	Via Goods Line	4 30	8 26
South Kensington	arr. 4 50	arr. 5 40	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 47	arr. 1 18	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Footscray	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Newport	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
N'port W'shops	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
South Kensington	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
West Footscray	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Tottenham	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Yard	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Sunshine	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
Albion	arr. 5 4	arr. 6 10	arr. 6 25	arr. 7 30	arr. 8 0	arr. 8 43	arr. 8 53	arr. 11 15	arr. 11 15	arr. 11 15	arr. 11 30	arr. 11 35	arr. 12 57	arr. 1 31	arr. 3 15	arr. 3 15	arr. 4 40	arr. 8 31
UP.	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line	Goods Newport Loop Line
Albion	P.M. 12 10	P.M. 12 20	P.M. 12 30	P.M. 1 15	P.M. 1 30	P.M. 1 35	P.M. 1 50	P.M. 1 25	P.M. 1 35	P.M. 1 50	P.M. 5 30	P.M. 5 50	P.M. 6 0	P.M. 9 15	P.M. 10 45	P.M. 11 15	P.M. 11 15	P.M. 11 15
Sunshine	dep. 12 10	dep. 12 20	dep. 12 30	dep. 1 15	dep. 1 30	dep. 1 35	dep. 1 50	dep. 1 25	dep. 1 35	dep. 1 50	dep. 5 30	dep. 5 50	dep. 6 0	dep. 9 15	dep. 10 45	dep. 11 15	dep. 11 15	dep. 11 15
Tottenham	arr. 12 20	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
Yard	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
West Footscray	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
South Kensington	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
N'port W'shops	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
Newport	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
Footscray	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
South Kensington	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
North Melbourne	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15
MELBOURNE	arr. 12 30	arr. 1 15	arr. 1 30	arr. 1 35	arr. 1 50	arr. 1 25	arr. 1 35	arr. 1 35	arr. 1 35	arr. 1 50	arr. 5 30	arr. 5 50	arr. 6 0	arr. 9 15	arr. 10 45	arr. 11 15	arr. 11 15	arr. 11 15

Note.—The Electric Stores Train to Newport Workshops runs from and to Flinders Street Yard. (A) Thence to Deer Park. (B) Thence to Newport Loop Line. (C) Thence to Broadmeadows.

MELBOURNE-NEWPORT-SUNSHINE-ALBION (Goods Train Service)—SATURDAYS.

	1	3	5	13	15	17	19	21	23	25
Down.	Goods Sats.	Goods Sats.	Goods Sats.	Goods Sats.	Goods Sats.	Oil Pilot Sats. †	Light Eng. Sats.	Goods Sats.	Goods Sats.	Goods Sats.
MELBOURNE	A.M. 4 30	A.M. 5 0	A.M. 5 25	A.M. 7 0	A.M. ...	A.M. 7 15	A.M. ...	A.M. 9 40	A.M. ...	A.M. ...
North Melbourne	... dep.	... Via Goods Line	... Via Goods Line	... Via Goods Line	... Via Goods Line	... 7 30	... 8 0	... 9 58	... 10 3	... 10 16
South Kensington	... 4 46	... 4 50	... 5 4	... 7 30	... 8 0	... 7 35	... Via Goods Line	... 10 16	... 11 55	... 12 5
Footscray	... 4 50	... 5 4	... 5 4	... 7 30	... 8 10	... 7 48	... Goods Line	... Goes to W'stn	... P.M. 12 5	... B
Newport	... 5 4	... 5 38	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
N'port W'shops	... arr.	... 5 41C	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
South Kensington	... 5 15	... 5 41C	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
West Footscray	... 5 28	... 5 38	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
Tottenham Yard	... 5 28	... 5 38	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
Sunshine	... 5 38	... 5 38	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
Albion	... arr.	... 5 41C	... 6 10	... 7 30	... 8 20	... 7 48	... Goods Line	... 10 16	... 11 55	... 12 5
Up.	Light Eng. Sats.	Goods Sats. (Ex Newport Loop Line)	Oil Pilot Sats. †	Goods Sats.	Goods Sats.	Light Eng. Sats.	Goods Sats. (Ex Newport Loop Line)	Goods Sats.	Goods Sats.	Goods Sats.
Albion	P.M. ...	P.M. 12 10	P.M. ...	P.M. 1 0	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
Sunshine	... 12 15	... 12 20	... 1 10	... 1 5	... 1 15	... 1 25	... 1 30	... 3 45	... 4 0	... 4 5
Tottenham Yard	... 12 15	... 12 20	... 1 10	... 1 5	... 1 15	... 1 25	... 1 30	... 3 45	... 4 0	... 4 5
West Footscray	... Via Passenger Line	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
South Kensington	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
N'port W'shops	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
Newport	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
Footscray	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
South Kensington	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
North Melbourne	... 12 30	... 12 30	... 1 18	... 1 30	... 1 30	... 1 30	... 1 45	... 4 5	... 5 0	... 5 5
MELBOURNE	... arr.	... 12 30	... 1 25	... 1 30	... 1 30	... 1 30	... 1 45	... 4 25	... 5 0	... 5 5

(B) Thence to Newport Loop Line. (C) Thence to Broadmeadows.



Down.

## BALLARAT-EUREKA-BUNINYONG.

Up.

Height above Sea.	Miles.	STATIONS.	Height above Sea.	Miles.	STATIONS.
Feet.			Feet.		
1416	—	<b>BALLARAT</b> W G ... <i>dep.</i> ...	1471	—	<b>BUNINYONG</b> ...
1413	$\frac{1}{2}$	<i>Ballarat East</i> † ○ ...	1626	$\frac{1}{2}$	Mount Helen ...
1455	$1\frac{3}{4}$	Eureka N C † ...	1558	$2\frac{1}{2}$	Reid ...
1434	$2\frac{1}{4}$	York Street ...	1519	3	Mount Clear ...
1447	$2\frac{1}{2}$	Levy ...	1453	5	Canadian ...
1453	3	Canadian ...	1447	$5\frac{1}{2}$	Levy ...
1519	5	Mount Clear ...	1434	$5\frac{3}{4}$	York Street ...
1558	$5\frac{1}{2}$	Reid ...	1455	—	Eureka N C † ... <i>dep.</i> ...
1626	$6\frac{1}{2}$	Mount Helen ...	1413	$1\frac{1}{4}$	<i>Ballarat East</i> † ○ ...
1471	8	<b>BUNINYONG</b> ...	1416	$1\frac{3}{4}$	<b>BALLARAT</b> W G ... <i>arr.</i> ...

There is not a regular train service on the Ballarat East-Eureka Line. Goods trains are run when necessary.

The running of trains on the portion of line Eureka-Buninyong was discontinued on and after 1st March, 1947.

Down.

## BALLARAT-WAUBRA.

Up.

Height above Sea.	Miles from Melbourne	STATIONS.	15 Goods Tue. (Tender First)	Miles.	STATIONS.	12 Goods Tue.
Feet			a.m.			p.m.
1416	$73\frac{3}{4}$	<b>BALLARAT</b> W G ... <i>dep.</i> ...	9 50	—	<b>WAUBRA</b> N C † W <i>dep.</i> ...	1 0
1447	$74\frac{1}{2}$	Nth. Ballarat N C E S ...	...	$6\frac{1}{2}$	Learmonth N C ...	...
—	$75\frac{1}{4}$	C'wealth Govt. Sdg. N C ...	<i>dep.</i> 9 55	$10\frac{1}{2}$	Blowhard N C ...	...
—	—	State Elec. Siding N C E S ...	...	$13\frac{3}{4}$	Ballarat Race Plat. N C ...	...
1510	$79\frac{1}{4}$	(See footnote)	...	$15\frac{1}{2}$	Waubra Jun. N C † E S ...	3 40
1496	$81\frac{1}{2}$	Waubra Jun. N C E S † ...	...	20	(See footnote)	...
1393	85	(See footnote) <i>dep.</i> 10 12	10 12	$20\frac{1}{4}$	State Elec. Com. Sdg. N C (See footnote)	...
1350	$88\frac{3}{4}$	Ballarat Race Plat. N C ...	...	$20\frac{3}{4}$	C'wealth Govt. Sdg. N C ...	...
1489	$95\frac{1}{4}$	Blowhard N C ...	...	$21\frac{1}{2}$	North Ballarat N C E S ...	4 0
		Learmonth N C ...	...		<b>BALLARAT</b> W G <i>arr.</i> ...	4 5
		<b>WAUBRA</b> N C † W ...	<i>arr.</i> 11 40			

The Double Line Block Telegraph System is in force on Up and Down journeys between Lydiard-street Box "B", Ballarat, and North Ballarat "C".

**S.E.C. Siding** and **Waubra Junction** are unattended Electric Staff Stations worked in accordance with the instructions shown in the General Appendix.



Down.

Height above Sea.	Miles.	STATIONS	Goods Passes.	Miles	STATIONS	Goods Passes.
30	—	MELBOURNE W G	A.M. ... dep.	—	MELBOURNE W G	A.M. ... dep.
787	112	MARYBOROUGH + W G	arr. 11:30 dep. 12:30	131	ARARAT + W Dunneworthy N C	arr. 8:30 dep. 9:10
794	127	AVOCA + W	arr. 12:30	144	Ben Nevis N C (See footnote)	arr. 9:10 dep. 10:10
905	135½	Amphitheatre	dep. 9:55	152½	Elmhurst (See footnote)	arr. 11:00 dep. 11:45
962	144½	Elmhurst (See footnote)	... 11:35	161½	Amphitheatre	arr. 12:10 dep. 12:30
876	153½	Ben Nevis N C (See footnote)	... 12:35	170½	AVOCA + W	arr. 12:10 dep. 12:30
934	156½	Dunneworthy N C	arr. 1:40	185½	MARYBOROUGH + W G	arr. 1:25 dep. 2:10
1028	166½	ARARAT + W	dep. ...	—	MELBOURNE W G	... arr.
30	131	MELBOURNE W G	arr. ...	—	MELBOURNE W G	... arr.

Ben Nevis or Elmhurst may be opened as an Intermediate Block Post. See General Appendix for instructions.

*Ararat closed.*  
*Section closed.*  
W T T 5/6 5/9

(W)

W T T 5/6 5/9

W T T 5/6 5/9

MARYBOROUGH-AVOCA-ARARAT.

12 Goods Passes. Wed.

STATIONS

Miles

STATIONS

Height above Sea.

Down

MELBOURNE W G

Up

ARARAT + W

Dunneworthy N C

Ben Nevis N C (See footnote)

Elmhurst (See footnote)

Amphitheatre

AVOCA + W

MARYBOROUGH + W G

MELBOURNE W G

Up

MELBOURNE W G

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ARARAT-HAMILTON-PORTLAND

Height above sea Miles.	Passenger Service		Goods Service										
	STATIONS.	23 Diesel Rail Car (102 H.P. Daily)	27 PASS DAILY	39 SAT. EXC.	1 Goods Mon.	1A Goods Tue., Thur.	3 Goods Mon. <del>Mon</del> MON	5 Through Goods Mon., Wed., (Tue.†)	7 Through Goods Tue., Sat. (Mon., Wed., Th., Fri.†)	11 Goods Mon., Wed., Th.	15 Goods Fri. †	17 Goods Mon., Wed.	19 Goods Daily
30	MELBOURNE W G	dep.	A.M. 9:10	P.M. 1:40	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
1028	ARARAT E S W	arr.	P.M. 5:20	Diesel Rail Car (153 HP) SAT. EXC.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
966	Langi Logan N C E S	dep.	9:30	P.M. 5:40	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
826	Maroona E S	arr.	8:50	P.M. 6:20	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
789	Calvert N C	dep.	9:56	P.M. 6:40	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
812	Willaura E S W	arr.	*	P.M. 7:30	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
840	Stavelly N C	dep.	10:15	P.M. 6:57	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
890	Glen Thompson E S	arr.	10:40	P.M. 7:30	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
833	Dunkeld E S	dep.	11:1	P.M. 8:00	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
771	Montejun N C	arr.	2:35	P.M. 8:45	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
189	RI. Motor Stop. PL. No. 75 NC	dep.	* J	P.M. 9:00	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
192	Strathkelar N C	arr.	* K	P.M. 9:10	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
197	HAMILTON E S W	arr.	11:35	P.M. 9:40	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...



	23	27	27	1	1A	3	5	9	11	15	17	21	13
576	...	3 13	4 1	3 0	4 30	6 0	6 45	9 20	9 20	9 45	8 30	12 15	13
592	...	3 15*	4 30	3 5	4 35	6 5	6 50	9 25	9 25	9 30	8 35	12 10	Goods Thur. 7:45
411	...	3 36	4 5	...	...	...	7 45	10 55	10 55	10 55	9 40	12 51	Goods Thur. 7:45
401	...	3 48	4 10	3 36	5 6	...	8 45	...	...	10 50	9 40	12 51	Goods Thur. 7:45
429	...	4 3	...	3 52	5 22	...	8 45	...	...	10 50	9 40	12 51	Goods Thur. 7:45
430	...	4 16	...	4 38	5 32	...	9 30	...	...	10 50	9 40	12 51	Goods Thur. 7:45
88	...	4 11	...	4 38	5 32	...	9 30	...	...	10 50	9 40	12 51	Goods Thur. 7:45
107	...	4 11	...	5 20	6 30	...	10 50	...	...	10 50	9 40	12 51	Goods Thur. 7:45
71	...	4 11	...	...	...	...	10 50	...	...	10 50	9 40	12 51	Goods Thur. 7:45
171	...	4 11	...	...	...	...	10 50	...	...	10 50	9 40	12 51	Goods Thur. 7:45
90	...	4 11	...	...	...	...	10 50	...	...	10 50	9 40	12 51	Goods Thur. 7:45
—	...	4 11	...	...	...	...	10 50	...	...	10 50	9 40	12 51	Goods Thur. 7:45
40	...	4 50	...	6 0	6 0	...	12 15	...	...	12 30	11 40	2 40	Goods Thur. 7:45
11	...	4 50	...	...	...	...	12 15	...	...	12 30	11 40	2 40	Goods Thur. 7:45

● No. 27 may depart Dunkeld 2.12 p.m., Hamilton 2.55 p.m. Braxholme 3.18 p.m. Condah 3.30 p.m., Heywood 3.53 p.m.

J. Stops Mondays, Wednesdays, Fridays only. Does not stop Tuesdays, Thursdays, Saturdays.

K. Stops Tuesdays, Thursdays, Saturdays only. Does not stop Mondays, Wednesdays, Fridays.

Langi Logan, Moutajup, Strathkellar, Milltown and Gorae may be opened as Intermediate Block Posts as required. See the General Appendix for instructions.

Langi Logan will be switched in as an Electric Staff Station from 1.0 p.m. until No. 156 clears Monday to Friday and as arranged by the Train Controller. See General Appendix for instructions.

The crossing timings shown at Langi Logan for trains when required, are only practicable when Langi Logan is open as an Electric Staff Station.

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PORTLAND-HAMILTON-ARARAT.

Passenger Service.

Goods Service.

Miles.	STATIONS.	6 Diesel Rail Car (280 HP) Daily	22 Diesel Rail Car (153 HP) Sat. Exc. Sat.	34 Diesel Rail Car (102 HP) Sat. Exc. Sat.
1	PORTLAND †	A.M. 6:45	P.M.	P.M.
2 1/2	Portland North † W	dep. {		
5	Dept. of Works and Housing Siding N C	arr. {		
10	Portland Freezing Coy's Siding N C			
14	Gorae (See note, page 35)			
16 1/2	Heathmere N C (R.M. Stop Place)			
	Ballast Siding N C			
	Heywood † W	arr. {		
23 1/2	Milltown N C (See note, page 35)	dep. {		
27	Myamyn N C	arr. {		
30 1/2	Condah † W	dep. {		
38 1/2	Braunholme † E S W	arr. {		
53 1/2	Coleraine Junction E S	dep. {		
54	HAMILTON E S W	arr. {		

2	8	12	16	18	24	28	30	32
Goods Mon., Wed.	Goods Mon., Wed., Thur.	Goods Mon., Wed., Thur.	Goods Mon., Thur.	Goods Mon., Wed., Fri.	Goods Mon., (Wed., Wed. †)	Goods Tue., Thur. †	Goods Fri. †	Goods Thu. †
A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
2:50	5:54	10:30	12:30	8:50	10:40	10:40	4:50	4:50
From Mt. Gambier (See page 39).	From Mt. Gambier (See page 39).	From Mt. Gambier (See page 39).	From Coleraine (See page 38).	From Coleraine (See page 38).	From Mt. Gambier (See page 39).	From Dartmoor (See page 39).	From Dartmoor (See page 39).	From Dartmoor (See page 39).



**HAMILTON—COLERAINE.**

Height Above Sea.	Miles from Melb.	STATIONS.	3 Goods Mon.	9 Goods Thurs.		
Feet.		<b>Down.</b>				
576	197½	<b>HAMILTON</b> E S W ... .. <i>dep.</i>	A.M. 6 0	A.M. 6 45		
592	198½	Coleraine Junction E S † ... ..	6 5	6 50		
494	205	Bochara N C ... ..				
439	210½	Wannon N C (See note) ... ..	7 0	7 45		
661	215½	Parkwood N C ... ..				
308	221½	<b>COLERAINE</b> † W ... .. <i>arr.</i>	8 0—16	8 45—16		
Height Above Sea.	Miles.	STATIONS.	16 Goods Mon., Thurs.			
Feet.		<b>Up.</b>				
308	—	<b>COLERAINE</b> † W ... .. <i>dep.</i>	A.M. 10 30=39			
661	5½	Parkwood N C ... ..	11 30			
439	10½	Wannon N C (See note) ... ..	11 30			
			<b>P.M.</b>			
494	16¼	Bochara N C ... ..				
592	23	Coleraine Junction E S † ... ..	12 30			
576	23½	<b>HAMILTON</b> E S W ... .. <i>arr.</i>	12 35			

**Note.**—Wannon is open as an Intermediate Block Post as required. See the General Appendix for instructions.

**BRANXHOLME—CASTERTON.**

Height Above Sea.	Miles from Melb.	STATIONS.	11 Goods Mon., Wed., Thurs.			
Feet.		<b>Down.</b>				
576	197½	<b>HAMILTON</b> E S W ... .. <i>dep.</i>	A.M. 9 20			
411	213½	<b>BRANXHOLME</b> E S † W ... .. <i>arr.</i>	9 56			
			12			
			<i>dep.</i> 10 55			
464	222½	Grassdale (See note) ... ..				
266	231½	Merino O † ... ..				
189	236¼	Henty N C (See note) ... ..	12 5			
154	242½	Sandford (See note) ... ..				
158	245½	<b>CASTERTON</b> † W ... .. <i>arr.</i>	1 35			
Height Above Sea.	Miles.	STATIONS.	12 Goods Mon., Wed., Thurs.			
Feet.		<b>Up.</b>				
158	—	<b>CASTERTON</b> † W ... .. <i>dep.</i>	A.M. 8 0			
154	2¾	Sandford (See note) ... ..				
189	9	Henty N C (See note) ... ..				
266	14	Merino O † ... ..	9 20			
464	22¼	Grassdale (See note) ... ..				
411	32	<b>BRANXHOLME</b> † E S W ... .. <i>arr.</i>	10 30			
			11			
			<i>dep.</i> 11 30			
576	47¾	<b>HAMILTON</b> E S W ... .. <i>arr.</i>	<b>P.M.</b> 12 10			

**Note.**—Grassdale and Henty or Sandford are opened as Intermediate Block Posts as required. See the General Appendix for instructions.



WTT 53/59

Down

HEYWOOD—MOUNT GAMBIER.

Height above sea.	Miles from Melb.	STATIONS.	1A Goods Tue. Thur.	3 Goods Fri.	15 Goods Fri. †	17 Goods Mon., Wed.	21 Goods Thurs.	41 L Eng. Sun To
Feet			A.M.	A.M.	A.M.	A.M.	P.M.	≠ P.M
576	197½	HAMILTON E S W ... dep.	4 30	...	9.45 <del>10-20</del>	8 30	12 15	9.30
88	235¼	HEYWOOD † W ...	arr. 6 45	...	11 25 Tender first P.M.	11 45 P.M.	2 40	10 35
193	241	Sinclair Siding N C ...	dep. 6 40	5.0	12 30 24	1 40	...	T.F. 10.55
272	248	Lyons N C ...	...	...	...	...	...	...
375	254	Greenwald N C ...	...	...	...	...	...	...
140	258	Winnap ...	...	...	...	...	...	...
113	261¼	Dartmoor O † W ... (see note)	arr. 8 0	6 45 24	<del>7-30</del> 1.50 30	3 10	...	... AM 12.10
181	267	Marp N C ...	dep. ...	8 0 24	...	4 0	...	...
213	274	Puralka N C ...	...	...	...	...	...	...
211	279½	Rennick N C ...	...	...	...	...	...	...
147	284	Kromelite N C ...	...	...	...	...	...	...
129	287¾	Murrawa N C ...	...	...	...	...	...	...
137	291¾	MT. GAMBIER † W (Vic. time) ... arr.	...	10.0	...	6 0	...	...
		(S.A. time) ... arr.	...	9 30	...	5 30	...	...

Up.

MOUNT GAMBIER—HEYWOOD.

Height above sea.	Miles.	STATIONS.	8 Goods Sun., Tue. ✓	24 Goods Fri. ✓	28 Goods Tue. Thur. † ✓	30 Goods Fri. † ✓		
Feet			P.M.	A.M.	A.M.	P.M.		
137	—	MT. GAMBIER † W (Vic. Time) ... dep.	10 0	4 30	...	...	...	...
129	4	Murrawa N C ...	...	...	...	...	...	...
147	7¾	Kromelite N C ...	...	...	...	...	...	...
211	12¼	Rennick N C ...	...	...	...	...	...	...
213	17¾	Puralka N C ...	Mon	...	...	...	...	...
181	24¾	Marp N C ...	Wed.	...	...	...	...	...
113	30½	Dartmoor O † W ... (See note)	arr. 11 40 12.15 am Goods Mon., Wed.	7 30 Goods Fri. (Mon., Wed. †)	...	...	...	...
		dep.	A.M. 12 35	7 40	9 15 1A	3 0 15	...	...
140	33¾	Winnap ...	...	...	...	...	...	...
375	37¾	Greenwald N C ...	...	...	...	...	...	...
272	43¾	Lyons N C ...	...	15, 17, 5	...	...	...	...
193	50¾	Sinclair Siding N C ...	...	...	...	...	...	...
88	56½	HEYWOOD † W ...	arr. 2 50	10 0 P.M.	10 40 P.M.	4 30 20	...	...
		dep.	4 40	12 30	12 1	5 30	...	...
576	94¼	HAMILTON E S W ... arr.	6 35	1.25	2 25 10	7 25	...	...

For Special Instructions in connection with the working of Dartmoor as a Staff Station, see the General Appendix.

39/61 39/61  
MURTOA—HOPETOUN—PATCHEWOLLOCK.

Down.		Passenger Service.				Goods Service.		
		39/61 84/58 24/61						
Height Above Sea	Miles.	STATIONS.	11 PASS. Mon, Wed Fri, Sat	11A PASS. SAT	15 PASS. TUES., THUR.	5 Goods Tue.	7 Goods Wed., Fri.	
Feet			AM.	AM.	P.M.	A.M.	A.M.	
30	—	MELBOURNE W G	9-10	8-10	1 40	...	...	...
1416	73½	BALLARAT W G	dep. 9-10	8-10	3 40	...	...	...
			arr. 2-34	11-18	3 55	...	...	...
			PM. 2-34	PM 2-15	6 35	...	...	...
			arr. 2-34	R.M.T. (DE)	Rail	...	...	...
460	185½	MURTOA E S W	dep. 3-00	SAT	Tu, Th.	...	...	...
			arr. 3-9	PM 2-35	6 50	6 45	8 0	...
445	190½	Coromby N C (See footnote)	3-9	8-14	6 59	7 12	8 17	...
			arr. ...	...	...	7 35	8 50	...
426	198½	Minyip E S	dep. 3-23	8-58	7-13	8 15	9 30	...
420	202½	Nullan N C	3-31	3-06	7-21	8 40	10 0	...
			arr. ...	...	...	...	10 15	...
380	206½	Sheephills O E S	dep. 3-39	3-14	7-29	9 25	11 0	...
			arr. 4-0	3-35	7-50	10 0	11 40	...
361	216½	WARRACKNABEAL E S W	dep. 4-5	3-10	7-55	Tue., Sat. 11 15	...	...
—	217	Vacuum Oil Coy.'s Sdg. N C	...	...	...	...	...	...
—	217½	Warrackside N C E S (See footnote)	...	...	...	...	...	...
347	221½	Batchica Siding N C	...	...	...	...	...	...
338	225½	Lah N C	arr. 4-20	3-55	8 10	P.M. 12 15	...	...
316	229	Brim E S †	dep. 4-29	4-04	8-19	12 55	...	...
301	234½	Galaquil	4-40	4-15	8 30	...	...	...
290	238½	Beulah †	arr. 4-50	4-25	8 40	2 35	...	...
289	239	Thomas's Siding N C	...	...	...	...	...	...
282	246	Rosebery (See footnote)	5-4	1-39	8 54	...	...	...
279	249	Goyura N C	5-12	1-47	9 2	...	...	...
			arr. 5-27	8-00	9 20	4 10	...	...
261	254½	HOPETOUN † W	dep. ...	...	...	Sat. 6 30	...	...
231	271½	Yarto N C	...	...	...	...	...	...
234	281½	PATCHEWOLLOCK † W	arr. ...	...	...	9 30	...	...

**Note.**—Coromby and Rosebery may be opened as Intermediate Block posts as required. See General Appendix for instructions.

**Note.**—Warrackside is an unattended Electric Staff Post worked in accordance with instructions shown in the General Appendix.

PATCHEWOLLOCK—HOPETOUN—MURTOA.

Up.		Passenger Service.				Goods Service.	
Height Above Sea.	Miles.	STATIONS.	6 Rail Mtr. (D.E) Tue., Thurs. Sat.	8 Rail Mtr. (D.E.) M., Wed., Fri., Sat.		2 Goods Sun.	4 Goods Wed.
Feet			A.M.	Noon P.M.		P.M.	A.M.
234	—	PATCHEWOLLOCK † W					
		dep.	...	...	...	9 45	...
231	9 3/4	Yarto N C ...	...	...	...	11 50	...
		arr.	...	...	...	Mon.	...
261	27	HOPETOUN † W ...	dep.	6 35	12 10	A.M.	6 00
279	32 1/2	Goyura N C ...	8	8	...	12 50	...
282	35 1/2	Rosebery (See note page 40)	6 51 8	12 26	...	...	...
289	42 1/2	Thomas's Siding N C ...	...	...	...	...	...
290	42 3/4	Beulah † ...	arr.	...	...	2 25	7 0
301	46 3/4	Galaquil ...	dep.	7 4	12 40	...	...
		arr.	8	12 49	...	...	...
316	52 1/2	Brim † ES ...	arr.	7 23	1 0	3 55	8 15
338	56 1/4	Lah N C ...	8	8	1 8	...	...
347	60 1/4	Batchica Sdg. N C ...	...	...	...	...	...
—	64	Warrackside ES N C ...	...	...	...	...	...
		(See note, p. 40)	...	...	...	...	...
—	64 1/2	Vacuum Oil Coy.'s Sdg. N C	arr.	7 45	1 23	5 30	9 5
		arr.	...	...	...	Mon.,	...
361	65	WARRACKNABEAL ES W	dep.	7 50	1 28	7 0	10 15
		arr.	...	...	...	...	10 50
380	75	Sheephills O ES ...	dep.	8 7	1 45	7 45	11 5
420	79	Nullan N C ...	8	8	...	8 35	P.M.
426	83 1/4	Minyip ES ...	arr.	8 23	2 1	9 0	12 15
445	90 3/4	Coromby N C	8	8	2 13	...	...
		(See note, page 40)	arr.	8 48	2 28	10 20	1 15
460	96 1/4	MURTOA ES W ...	PASS	PASS	...	...	...
		dep.	9 0	2 46	...	...	...
30	281 1/2	MELBOURNE W G	P.M. arr.	1 58	7 55	...	...

A. On Saturdays departs Murtoa 2.25 p.m., arrives Melbourne 7.42 p.m.

B. Authorized load of No. 4, 3/5ths R.G. load—limited to three shunts between Hopetoun and Warracknabeal and two shunts between Warracknabeal and Murtoa.

**ARARAT—LUBECK—BOLANGUM.**

Height Above Sea.	Miles from Melb.	STATIONS.	17 Goods Tues.			
Feet. 1028	131	<b>ARARAT</b> ES W ... .. } <i>dep.</i> A.M. 6 15				
		... .. } <i>arr.</i> 7 0				
761	150	<b>STAWELL</b> ES W ... .. } <i>dep.</i> 8 15				
		... .. } <i>arr.</i> 9 48				
488	175	<b>LUBECK</b> ES † ... .. } <i>dep.</i> 10 30				
476	180½	Jackson N C ... .. } ...				
458	184¾	Rupanyup O † W ... .. } <i>dep.</i> 12 15				
467	190½	Burrum N C ... .. } ...				
540	194½	Banyena N C ... .. } ...				
490	200	Marnoo W ... .. } <i>arr.</i> 2 0				
			Goods Tues. †			
			P.M.			
575	206½	<b>BOLANGUM</b> † N C ... .. } <i>dep.</i> 3 0				
			<i>arr.</i> 3 30			

**Down. HORSHAM—GOROKE—CARPOLAC.**

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Height Above Sea.	Miles.	STATIONS.	13 PASS. SAT. EXG.	3 Goods Tue.	5 Goods Mon.	9 Goods Thur.	21 Goods Mon
Feet. 30	—	<b>MELBOURNE</b> W G ... .. } <i>dep.</i> A.M. 8 40		A.M.	A.M.	A.M.	Am
		... .. } <i>arr.</i> P.M. 2 15					
460	185¼	<b>MURTOA</b> ES W ... .. } <i>dep.</i> 2 22					
		... .. } <i>arr.</i> 2 50					
434	203¼	<b>HORSHAM</b> W G † ... .. } <i>dep.</i> Diesel Rail Car 102 H.P. 4 0F		8 30	9 45	9 30	2:15
434	208	Remlaw Siding N C ... .. } ...					
433	211¼	Vectis N C (See note) ... .. } ...					
397	214	Quantong N C (See note) ... .. } <i>arr.</i> 4 20§			10 30		
430	217	East Natimuk † N C ... .. } <i>dep.</i> 4 27		9 40	10 45	10 40	3:16
		... .. } <i>arr.</i> ...		9 50		10 50	
395	218¾	Natimuk † W ... .. } <i>dep.</i> 4 33		11 0		12 25	3:50
406	223¾	Arapiles N C ... .. } ...					
399	227¾	Mitre (See note) ... .. } ...		11 50		1 15	3:70
572	232¾	Duffholme N C ... .. } ...					
557	238¾	Gymbowen (See note) ... .. } ...		12 56		2 20	
—	242½	Rail Motor Stopping Place No. 70 N. C. } <i>arr.</i> 5 35		1 35		3 0	6:00
532	245½	<b>GOROKE</b> † ... .. } <i>dep.</i> ...		2 30			
491	251¼	Mortat ... .. } ...					
465	254¼	<b>CARPOLAC</b> N C † ... .. } <i>arr.</i> ...		3 15			

F.—May stop at Pedestrian Crossing at 204¼ miles on Fridays only, if required, to pick up students. Vectis or Quantong, Mitre or Gymbowen may be opened as an Intermediate Block Post as required. See General Appendix for instructions.



**BOLANGUM—LUBECK—ARARAT.**

Height Above Sea.	Miles.	STATIONS.	18 Goods Wed.	20 Goods Tues. †		
Feet.		<b>Up.</b>	A.M.	P.M.		
575	—	<b>BOLANGUM</b> † N C ...	dep. ...	4 0	...	...
			arr. ...	4 30	...	...
490	6½	<i>Marnoo</i> W ...	dep. 6 0	...	...	...
540	12	Banyena N C ...	...	...	...	...
467	16	Burrum N C ...	...	...	...	...
458	21¾	<i>Rupanyup</i> O † W ...	arr. ...	...	...	...
476	26¼	Jackson N C ...	dep. 10 0	...	...	...
488	31½	<b>LUBECK</b> ES † ...	arr. 10 40	...	...	...
			dep. 11 45	...	...	...
1028	75½	<b>ARARAT</b> ES W ...	arr. 3 40	...	...	...
			P.M.			

**Up.**

**CARPOLAC—GOROKE—HORSHAM.**

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Height Above Sea.	Miles.	STATIONS.	2 Diesel Rail Car 102 H.P. Mon.	8 Diesel Rail Car 102 H.P. Tue.	10 Diesel Rail Car 102 H.P. Wed., Thur., Fri.	4 Goods Mon.	6 Goods Wed., Fri.	16 Goods Alt. Tue.	22 Goods Mon
Feet.			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	Am
465	—	<b>CARPOLAC</b> N C † ...	dep. ...	...	...	...	...	3 45	
491	3½	<i>Mortal</i> ...	...	...	...	...	...	4 30	
			arr. ...	...	...	...	...		
532	9	<b>GOROKE</b> † ...	dep. ...	...	...	...	6 30		7 30
—	12	R.M. Stopping Place No. 70 N C ...	6 50	9 30	11 30	...	...	...	
557	15¾	<i>Gymbowen</i> (See note page 42) ...	Z	Z	Z	...	...	...	
572	21¾	<i>Duffholme</i> N C ...	6 53	9 43	11 43	...	7 15	...	
			§	§	§	...	...	...	
399	26¾	<i>Mitre</i> (See note page 42) ...	7 15	10 5	12 4	...	8 30	...	8 53
406	30¾	Arapiles N C ...	§	§	§	...	...	...	9 31
			arr. ...	...	...	...	9 15	...	10 01
395	35¾	Natimuk † W ...	dep. 7 34	10 24	12 24	...	10 35	...	
			arr. ...	...	...	...	...	...	
430	37½	E. Natimuk N C † ...	dep. 7 40	10 30	12 30	10 40	10 55	...	10 21
397	40½	Quantong N C (See note page 42) ...	7 46 §	10 36 §	12 36 §	...	...	...	
433	43½	Vectis N C (See note page 42) ...	§	§	§	...	...	...	
434	46½	Remlaw Siding N C ...	§	§	§	...	...	...	
			arr. 8 15	11 5	1 5	11 50	Noon 12 0	...	11 10
434	51¼	<b>HORSHAM</b> W G † ...	PASS	PASS.	PASS.	...	...	...	
			dep. 8 27	P.M. 2 13	2 13	...	...	...	
			arr. 2 43	2 43	2 43	...	...	...	
460	69¼	<b>MURTOA</b> ES W ...	dep. 2 50	2 50	2 50	...	...	...	
			arr. ...	...	...	...	...	...	
30	254½	<b>MELBOURNE</b> W G ...	P.M. 1 58	8 15	8 15	...	...	...	

1034/6

1034/61

Height Above Sea.	Miles from Melb.	STATIONS.	5	Miles from Melb.	STATIONS.	10	10
			Goods Wed.			Goods Thur.	Goods Wed.
Feet.		<b>Down.</b>	A.M.		<b>Up.</b>	A.M.	P.M.
434	203½	<b>HORSHAM</b> W G † dep.	3-50	197½	<b>HAMILTON</b> † W ... dep.	8-0	3-40
80	217	E. Natimuk † N C { arr.		203	Kanawalla N C ...		
				209	Kyup N C ...		
482	223½	Noradjuha N C ... dep.	4-40	213½	<i>Cavendish</i> ...	9-40	4-55
530	230½	Jallumba N C ...	5-28	223½	Gatum N C ...		
			6-05	228	Vasey N C ...	10-45	5-50
560	234¾	Toolondo N C ...	6-50	233	Englefield N C ...		
566	240½	Jeffries N C ...				11-30	6-45
588	245½	Kanagulk N C ...	7-54	238½	<b>BALMORAL</b> † W ... { arr.	12-50	
			8-20	246¾	Kanagulk N C ...	1-35	
				251½	Jeffries N C ...		
				257½	Toolondo N C ...	2-38	
				261½	Jallumba N C ...		
634	253½	<b>BALMORAL</b> † W {		268½	Noradjuha N C ...	4-0	
						4-20	
				275	E. Natimuk † N C { dep.	4-35	
						5-50	
			9-20	288½	<b>HORSHAM</b> W G † arr.		
792	259	Englefield N C ...					
850	264	Vasey N C ...	10-30				
809	268½	Gatum N C ...					
673	278¾	<i>Cavendish</i> ...	11-55				
721	283	Kyup N C ...					
791	289	Kanawalla N C ...					
576	294½	<b>HAMILTON</b> † W arr.	12-50				

Down.

## DIMBOOLA—YAAPEET.

Height Above Sea.	Miles from Melb.	STATIONS.	1 Goods Mon.	3 Goods Thur.	7 Goods Tues. (Tender First)			
Feet.			A.M.	A.M.	A.M.			
365	224 $\frac{1}{2}$	<b>DIMBOOLA</b> † W G ... dep.	12 30	5 0	8 30	...	...	...
310	231 $\frac{1}{2}$	Arkona N C ... ..	...	...	...	...	...	...
326	235 $\frac{1}{2}$	Antwerp ... ..	...	...	...	...	...	...
297	242	Tarranyurk ... ..	...	...	...	...	...	...
277	247 $\frac{1}{2}$	<b>JEPARIT</b> † W ... .. {arr. dep.	2 30	7 0	10 15 11 15	...	...	...
385	255	Ellam N C ... ..	...	...	...	...	...	...
348	259	Pullut N C ... ..	...	...	To Yanac	...	...	...
294	266 $\frac{1}{2}$	<b>RAINBOW</b> † ... .. {arr. dep.	4 30	9 0 Tender First	10 0	...	...	...
249	272 $\frac{1}{2}$	Albacutya N C ... ..	...	...	...	...	...	...
249	276 $\frac{1}{2}$	<b>YAAPEET</b> † ... .. arr.	...	10 45	...	...	...	...

Height Above Sea.	Miles.	STATIONS.	4 Goods Wed.	6 Goods Mon.	8 Goods Fri.	10 Goods Thurs.		
Feet.			A.M.	A.M.	A.M.	A.M.		
249	—	<b>Up.</b> <b>YAAPEET</b> † ... .. dep.	Ex	...	...	11 45	...	...
249	4 $\frac{1}{2}$	Albacutya N C ... ..	Yanac	...	...	P.M. 12 45	...	...
294	10 $\frac{1}{2}$	<b>RAINBOW</b> † ... .. {arr. dep.	...	6 30	7 0	...	...	...
348	17 $\frac{3}{4}$	Pullut N C ... ..	...	...	...	...	...	...
385	21 $\frac{3}{4}$	Ellam N C ... ..	...	...	...	...	...	...
277	29	<b>JEPARIT</b> † W ... .. {arr. dep.	9 0 9 40	8 15 9 15	8 45 9 45	...	...	...
297	34 $\frac{1}{2}$	Tarranyurk ... ..	...	...	...	...	...	...
326	41	Antwerp ... ..	...	...	...	...	...	...
310	45 $\frac{1}{2}$	Arkona N C ... ..	...	...	...	...	...	...
365	52	<b>DIMBOOLA</b> † W G ... .. arr.	P.M. 12 15	11 30	11 30	...	...	...

## JEPARIT—YANAC.

Height Above Sea.	Miles from Melb.	STATIONS.	7 Goods Tues. (Tender First)	Miles.	STATIONS.	4 Goods Wed.
Feet.			A.M.		<b>Up.</b>	A.M.
365	224 $\frac{1}{2}$	<b>Down.</b> <b>DIMBOOLA</b> † W G dep.	8 30	—	<b>YANAC</b> † W dep.	6 0
277	247 $\frac{1}{2}$	<b>JEPARIT</b> † W {arr. dep.	10 15 11 15	12 $\frac{1}{2}$ 18 $\frac{1}{2}$	Netherby ... {arr. dep.	6 40 7 15
318	255 $\frac{1}{2}$	Detpa N C ... ..	P.M. 12 15	24 $\frac{1}{2}$	Detpa N C ... ..	...
356	261 $\frac{1}{2}$	Lorquon ... ..	1 20	32	<b>JEPARIT</b> † W {arr. dep.	9 0 9 40
406	267 $\frac{1}{2}$	Netherby ... ..	...	55	<b>DIMBOOLA</b> † W G arr.	P.M. 12 15
422	279 $\frac{1}{2}$	<b>YANAC</b> † W ... .. arr.	2 30 3 15			

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MELBOURNE-WERRIBEE-GEELONG—Sunday Passenger Service.

Down.

Miles	STATIONS	115 Rail Motor (D.E.) Sun.	121 PASS. SUN.	125 Electric Sun.	131 PASS. SUN.	141 Rail Motor (D.E.) Sun.	145 PASS. SUN.	151 Rail Motor (D.E.) Sun.	157 Rail Motor (D.E.) Sun.
	<b>MELBOURNE</b> —								
	(Flinders-street) W G	dep.							
	(Spencer-street) W G	dep.							
1	North Melbourne	7 24	9 15	10 43	2 25	5 10	7 35	8 8	11 25
2 1/2	South Kensington O	7 31	*	10 46	*	*	7 40	*	11 30
3 1/2	Footscray	7 36	9 23	10 49	2 33	5 17*	*	8 19*	*
4	Seddon	7 38	*	10 52	*	*	7 48	*	11 37
4 1/2	Yarraville	7 40	*	10 54	*	*	*	*	*
5 1/2	Spotswood	7 42	*	10 56	*	*	*	*	*
		arr.	...	11 00	...	...	...	...	...
6 1/2	Newport	7 45	9 30	<b>Rail Motor (D.E.)</b>	2 41	5 24	7 55	8 26	11 44
7 1/2	Newport S. Junction	7 47*	9 32*	11 10	2 43*	5 26*	7 57*	8 28*	11 46*
8 1/2	Paisley N C	...	*	...	*	...	*	...	...
9 1/2	BP, Platform N C	...	*	...	*	...	*	...	...
10 1/2	Rock (Crossing Loop)	...	*	...	*	...	*	...	...
11 1/2	Galvin N C	...	*	...	*	...	*	...	...
13	Lanerton O	arr. 8 0	9 39	11 25	2 49	5 39	8 4	8 41	11 59
		arr.	199	...	...	...	...	...	...
13 1/2	Aircraft Siding Platform N C	dep.	...	...	...	...	...	...	...
15 1/2	Drome (Crossing Loop)	dep. 8 3	*	...	*	5 42	*	8 44	A.M. 12 2
19 1/2	Werribee W	arr. 8 15	...	11 40	...	5 55	...	...	12 2
24 1/2	Manor O	dep.	9 50	...	2 57	...	8 11	238, 240	12 15
29 1/2	Little River O	dep.	*	...	*	...	*	...	...
35 1/2	Lara	arr.	10 2	...	...	...	8 24	...	...
39 1/2	Corio	dep.	10 12	...	...	...	8 33	...	...
41 1/2	North Shore	arr.	10 18	...	...	...	8 38	...	...
43 1/2	North Geelong	dep.	10 23	...	...	...	8 46	...	...
45	<b>GEELONG</b> E S W G	arr.	10 27	...	3 45	...	8 51	...	...
			10 35	...		...	8 55	...	...
			10 45	...		...	9 8	...	...
		115	121	125	131	141	145	151	157

● No. 145 may depart Corio 8.39 p.m., North Shore 8.44 p.m., North Geelong 8.48 p.m. C Passengers change trains. D Steps, if required, for Depart.



Up.

## GEELONG-WERRIBEE-MELBOURNE—Sunday Passenger Service.

79/59

Miles	STATIONS	6 Rail Motor (D.E.) Empty Sun.	182 Rail Motor (D.E.) Sun.	190 PASS. SUN.	200 Rail Motor (D.E.) Sun.	230 Rail Motor (D.E.) Sun.	232 PASS. SUN.	234 PASS. SUN. †	238 EXPRESS SUN. (as W/boat)	240 EXPRESS Rail Motor (D.E.) Sun.
1 1/2	<b>GEELONG</b> E S W G ...	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
1 1/2	North Geelong ...	dep.	...	8 45	12 10	6 40	7 10	8 35	9 15	
3 1/2	North Shore ...	...	...	8 49	12 10	6 44	7 14	*	9 26	
5 1/2	Corio ...	...	...	8 54	12 21	6 48	7 18	*	9 26	
9 1/2	Lara ...	...	...	8 59	12 21	6 53	7 23	8 44*—145	9 26	
15 1/2	Little River ○ ...	...	...	9 5	12 23	6 59	7 29	8 48*	9 26	
20 1/2	Manor ○ ...	...	...	9 15	12 23	7 9	7 39	8 54*	9 26	
25 1/2	Werribee W ...	arr.	...	*	12 23	*	*	*	9 26	
29 1/2	Drome (Crossing Loop) ...	dep. 12 30	8 50	9 28	12 23	7 21	7 51	9 4	9 15	
31 1/2	Aircraft-Siding Platform N C ...	...	15	*	12 23	...	...	151, 240	151, 238	
32	Laverton ○ ...	arr.	...	9 37	12 23	...	...	...	...	
33 1/2	Galvin N C ...	dep.	...	9 42	12 23	7 29	8 6	9 11*	9 29	
34 1/2	Rock (Crossing Loop) ...	...	...	*	12 23	*	*	*	*	
35 1/2	BP. Platform N C ...	...	...	*	12 23	*	*	*	*	
36 1/2	Paisley N C ...	...	...	*	12 23	*	*	*	*	
37 1/2	Newport Sth. Junction ...	12 49*	9 14*	9 52*	12 34*	7 37*	8 14*	9 18*	9 41*	
38 1/2	Newport ...	arr.	9 16C	...	12 34*	...	...	...	...	
39 1/2	Spotswood ...	dep. 12 51*	Electric	9 54	12 37	7 39	8 16	9 20	9 43	
40 1/2	Yarraville ...	...	9 20	*	*	*	*	*	*	
41	Seddon ...	...	9 22	*	*	*	*	*	*	
41 1/2	Footscray ...	...	9 24	*	*	*	*	*	*	
42 1/2	South Kensington ○ ...	12 57*	9 26	*	*	7 46	8 23	9 27*	9 50*	
44	North Melbourne ...	...	9 28	10 1	12 44*	*	*	*	*	
45	<b>MELBOURNE</b> ...	...	9 31	*	12 50*	*	*	*	*	
45	(Spencer-street) W G ...	arr. 1 5*	9 34	...	12 55	...	...	...	...	
46	(Flinders-street) W G ...	dep. 1 10	9 37	10 10	7 0	7 58	8 32	9 36	9 59	
		arr.	9 40	10 15	7 3	8 3	8 37	9 45	10 3	
		6	182	190	200	230	232	234	238	240

† Passengers change trains.

‡ Stops if required for Departmental purposes only.

(W)

47

57  
Rail Motor D.E.  
Mon. to Fri.  
P.M.  
2.15  
2.24  
2.31  
2.33\*  
2.36  
2.40\*  
2.45-50  
2.49  
2.54  
2.55

79/59  
31/59

MELBOURNE-LAVERTON-AIRCRAFT SIDING-WERRIBEE.

Down

Local Passenger Service.

STATIONS	17 Diesel Rail Car (280 H.P.) Sat. Exc.	27 Rail Motor (280 H.P.) Daily	28 Diesel Rail Car (280 H.P.) & Trailer Sat. Exc.	61 Diesel Rail Car (280 H.P.) & Trailer Sat. Exc.	65 PASS. SAT. EXC.	67 Rail Motor (D.E.) Sat.	71 PASS. SAT. EXC.	95 Rail Motor (D.E.) Sat. Exc.	101 Rail Motor (D.E.) Daily	115 Rail Motor (D.E.) Sun.	125 Elect. Sun.	141 Rail Motor (D.E.) Sun.	151 Rail Motor (D.E.) Sun.	157 Rail Motor (D.E.) Sun.
MELBOURNE— Flinders-street W G	A.M. ...	...	...	...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...
Spencer-street W G	dep. 6 8	6-35	3 43	4 27	5 19	5 12	5 19	9 25	11 34	7 24	10 40	8 8	8 8	11 25
North Melbourne	... *	...	...	4 31	*	*	*	9 28	*	7 28	10 46	8 12	8 12	11 30
Footscray	... *	6-45	3 51	4 38	5 28	5 20*	5 28	9 33	11 42	7 36	10 52	8 19*	8 19*	11 37
Newport	arr. ...	6-52	...	...	...	...	...	...	...	...	RI. Mtr. (D.E.)	...	...	...
Newport Stn. Jun.	dep. 6 24	6-55*	3 59	4 47	5 37	5 27	5 37	9 40	11 49	7 45	11 10	8 26	8 26	11 44
Paisley N C	arr. ...	6-58	4 1*	4 49*	5 40*	5 29*	5 40*	9 42*	11 51*	7 47*	11 12*	8 28*	8 28*	11 46*
BP. Platform N C	... *	7-5*	...	4 57*	5 48*	5 41	5 48*	...	...	...	...	...	...	...
Rock (Crossing Loop)	... *	7-12	...	5 40	5 48*	...	5 48*	...	...	...	...	...	...	...
Galvin N C	arr. ...	7-16	...	5 40	5 48*	...	5 48*	...	...	...	...	...	...	...
Laverton O	... *	7-20	4 10	5 4	5 54	5 46	5 54	9 54	12 1	8 0	11 25	8 41	8 41	11 59
Aircraft Siding Plat. N C	dep. 6 35	7-23	4 13	5 7	5 57	5 49	5 57	9 57	12 4	8 3	11 25	8 44	8 44	11 59
Drome (Crossing Loop)	... *	7-29	4 23	5 15	6 1*	6 0	6 1*	10 10	12 14	8 15	11 40	8 55	8 55	12 15
WERRIBEE W	arr. ...	18.15.20	4 23	5 15	6 10	6 0	6 10	10 10	12 14	8 15	11 40	8 55	8 55	12 15
			63.52	56.69.02	66.72.70.61.81A	64	64	87.89.94	61.52	182	200	230	238.240	238.240

No. 67 may depart Laverton 5.42 p.m., Aircraft Siding Platform 5.45 p.m.

B. Note. — Passenger and Rail Motor Trains stop only at stations where time-tabled herein to stop between Melbourne and Newport, to pick up passengers for stations beyond Newport, except the 7.20 a.m. (No. 115) Sundays which stops at all Suburban Stations and is available for travel to and from all intermediate stations. C. Passengers change trains. D. Rail Motor and Trainers reverse in A. B. C. Sidings, Newport.

79/59

41  
DRC  
280 HP.  
SAT  
AM

733  
742  
749  
751 X  
48  
7.57 X  
8-1  
8-6  
— 18  
8.10

820







28/61  
3/59

**MELBOURNE-WERRIBEE-GEELONG-WARRNAMBOOL-PORT FAIRY—Passenger Service.**  
(For Sunday Excursion trains see pages 46, 47).

Down.

3/59  
31/59

Miles	STATIONS	17 Diesel Rail Car (280 HP) Sat. Exc.	29 Rail Motor (D.E.) (Empty) Daily	31 PASS. DAILY	7 "Midura Sunlight" TUES., WED., THUR.	35 "The Flier" DAILY	37 PASS. SAT.	39 Rail Motor (D.E.) Sat. Exc.	43 Rail Motor (D.E.) Sat. Exc.	45 PASS. SAT.	47 PASS. SAT. EXG.	61 Diesel Rail Car (280 H.P.) and Trailer Sat. Exc.	63 Rail Motor (D.E.) Sat. Exc. PASS.
—	<b>MELBOURNE</b> — (Flinders-st.) W G	A.M. 6 8	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
1	(Spencer-st.) W G	dep. ...	... 7 59	7 50	8 25	9 25	9 25	9 25	10 55	12 15	12 33	3 43	3 57
2 1/2	North Melbourne	... 6 17	... 7 8 12	*	*	*	*	*	*	*	*	*	*
3 1/2	South Kensington O	... 6 17	... 7 14 13	7 50*	8 32*	9 32*	9 32*	9 32*	11 2*	12 23*	12 41*	3 51	4 5*
4	Footscray ...	... *	... *	*	*	*	*	*	*	*	*	*	*
4 1/2	Seddon ...	... *	... *	*	*	*	*	*	*	*	*	*	*
4 3/4	Yarraville ...	... *	... *	*	*	*	*	*	*	*	*	*	*
5 1/4	Spotswood ...	... *	... *	*	*	*	*	*	*	*	*	*	*
6 1/2	Newport ...	arr. ...	6 46D	8 5*	8 37*	9 38	9 38	9 39	11 9	12 30	12 48	3 59	4 12
7 1/2	Newport S. Junct. ...	dep. ...	6 26*	8 8*	8 39*	9 40*	9 41*	9 41*	11 11*	12 32*	12 50*	4 1*	4 14*
8 1/2	Paisley N C	dep. ...	6 57*	8 24*	8 39*	9 40*	9 41*	9 41*	11 11*	12 32*	12 50*	4 1*	4 14*
9 1/2	BP. Platform N C ...	... *	... *	*	*	*	*	*	*	*	*	*	*
10 1/2	Rook (Crossing Ip.)	arr. ...	7 5*	8 13*	8 28	9 37	9 37	9 37	11 19*	12 44	12 50*	4 1*	4 14*
11 1/2	Galvin N C ...	dep. ...	7 12	8 13*	8 28	9 37	9 37	9 37	11 19*	12 44	12 50*	4 1*	4 14*
13	Laverton O ...	arr. ...	7 19*	8 16*	8 45*	9 48	9 48	9 51	11 25	12 44	1 2	4 10	4 23*
19 1/2	Aircraft Siding Platform N C	dep. ...	6 38§	*	*	9 51§	9 51§	9 54	*	12 47	§	4 13	4 23*
19 1/2	Drome (Crossing Loop)	dep. ...	7 23*	7 47	7 43	9 51§	9 51§	9 58*	*	12 47	§	4 13	4 23*
19 1/2	Werribee W	arr. ...	7 29	7 53	7 43	9 51§	9 51§	9 58*	*	12 47	§	4 13	4 23*
21	Werribee Racecourse N C	dep. ...	15, 22	8 1	8 23*	9 59	9 59	10 2	11 35	12 55	1 13	4 23	4 38
24 1/2	Manor O ...	arr. ...	8	8 8*	8 52*	10 6*	10 6*	10 14*	11 42*	1 2	1 19*	4 23	4 38
29 1/2	Little River O	dep. ...	15, 22, 24A, 15A	8 14	8 57*	10 11*	10 11*	10 21*	11 49*	1 10	1 27	4 23	4 38
35 1/2	LARA	arr. ...	8 14	8 14	9 1*	10 11*	10 11*	10 21*	11 49*	1 10	1 27	4 23	4 38

7/33  
7/42  
7/49  
7/51 X  
8  
8 10  
8 20

AM  
DKC  
SAT

(W)

Miles	STATIONS	35 "The Flier" DAILY	37 PASS. SAT.	39 Rail Motor (D.E.) Sat. Exc.	43 Rail Motor (D.E.) Sat. Exc.	45 PASS. SAT.	47 PASS. SAT. EXG.	61 Diesel Rail Car (280 H.P.) and Trailer Sat. Exc.	63 Rail Motor (D.E.) Sat. Exc. PASS.
35 1/2	LARA	arr. ...	10 17	10 31	11 58*	1 19	1 36	4 23	4 38
39 1/2	Corio	dep. ...	9 7*	10 17	11 58*	1 19	1 36	4 23	4 38
41 1/2	North Shore Nth. Geelong "A" Box	dep. ...	9 11*	10 37*	12 4*	1 26	1 43	4 23	4 38
43 1/2	North Geelong	arr. ...	9 16*	10 28*	12 10*	1 35	1 52	4 23	4 38

(W)





Down

MELBOURNE-WERRIBEE-GEELONG-WARRNAMBOOL-PORT FAIRY Passenger Service (continued).  
 (For Sunday Excursion Trains see pages 46, 47.)

STATIONS	65 PASS. SAT. EXC.		69 EXPRESS SAT. EXC.		67 Rail Motor (D.E.) Sat.		71 PASS. SAT. EXC.		81 PASS. MON. TUE. WED. THU. FRI.		73 EXPRESS SAT.		83 PASS. SAT.		95 Rail Motor (D.E.) Sat. Exc.		99 PASS. DAILY		101 Rail Motor (D.E.) DAILY	
	P.M.		P.M.		P.M.		P.M.		P.M.		P.M.		P.M.		P.M.		P.M.		P.M.	
MELBOURNE— (Flinders-street) W G	dep. 4 27		5 10		5 12		5 19		6 5		6 10		6 20		9 25		11 25		11 30	
(Spencer-street) W G	dep. 4 31		*		*		*		*		*		*		9 28		11 29		11 34	
North Melbourne															*		11 33		*	
South Kensington O			5 18*		5 20*		5 28		6 14		6 18*		6 28		*		11 38*		*	
Footscray			*		*		*		*		*		*		*		*		*	
Seddon			*		*		*		*		*		*		*		*		*	
Yarraville			*		*		*		*		*		*		*		*		*	
Spotswood			*		*		*		*		*		*		*		*		*	
Newport	arr. 4 47		5 23*		5 27		5 37		6 21		6 23*		6 36		9 40		11 43*		11 49	
Newport S. Junct.	dep. 4 49*		5 25*		5 29*		5 40*		6 23*		6 25*		6 38*		9 42*		11 44*		11 51*	
Paisley N C	arr. 4 50		*		*		6 40		6 26		*		*		*		*		*	
BP. Platform N C	arr. 4 50		*		*		6 40		6 26		*		*		*		*		*	
Rock (Crossing Loop)	arr. 4 57*		*		*		5 48*		6 28*		*		*		*		*		*	
Galvin N C	dep. 5 0		*		*		5 48*		6 28*		*		*		*		*		*	
Laverton O	arr. 5 4		5 31*		5 46		5 54		6 34		6 31*		6 48		9 54		11 50*		12 1	
Aircraft Siding Plat. N C	arr. 5 7		*		5 49		5 57		6 37		*		6 51		9 57		*		12 4	
Drome (Crossing Loop)	arr. 5 15						6 10		6 40*		6 34*		6 55*						132	
Werribee W	dep. 5 56, 59, 52		5 38*		6 0		6 10		6 40*		6 34*		6 57		10 10				132	
Werribee R'course N C	arr. 5 56, 59, 52		5 38*		6 0		6 10		6 40*		6 34*		6 57		10 10				132	
Manor O	arr. 5 43*								6 45		6 38*		7 1		87, 89, 94		11 56*		12 14	
Little River O	dep. 5 47*								7 0				7 8				Mon. Exc. Sun. Incl.			
LARA	arr. 5 57*								7 3				7 16				Mon. Exc. Sun. Incl.			

(W)

(W)

LARA  
Corio  
Newport

dep. ...  
arr. ...  
dep. ...

5 53\*  
...  
5 57\*

7 9  
...  
7 12

6 53\*  
...  
7 34

12 11\*



39/61  
MELBOURNE-GEELONG-WARRNAMBOOL-PORT FAIRY—Passenger Service—continued.

Down.	Miles	STATIONS	35 PASS. DAILY		69 PASS. SAT. EXC.	73 PASS. SAT.
			A.M.	P.M.		
	95½	COLLAG E S W ... { arr. dep.	10 59	8 38	...	...
	104½	Pirron Yallock O E S ... (See page 55)	11 4	7 31	...	...
	113½	Pombornet O ES (See page 55)	11 15K	7 36	...	...
	117½	Weerite (See page 55)	...	7 47*U	...	8 56††
	123½	CAMPERDOWN E S W { arr. dep.	11 27Q	7 58*U	...	9 8††
	127½	Timboon Junct. N C ES ... (See page 55)	11 33J	*	...	*
	131½	Boorcan... (See page 55)	11 44	8-11	...	9 22
	137½	Terang ES ... { arr. dep.	11 59	8 19	...	9 27
	138½	Mortlake J'n N C ES (See p. 55)	...	*	...	...
	144½	Garvoc (See page 55)	P.M.	8 37	...	9 37*
	150½	Pannure O ES (See p. 55)	12 9J	8 40	...	...
	155	Cudgee N C (See page 55)	...	...	...	...
	159	Allansford E S (See page 55)	12 20	...	...	...
	166	WARRN'BOOL ES W G { arr. dep.	12 28K	...	...	...
	169	Dennington N C ...	12 37J	...	...	...
	172	Illowa O E S (See page 55)	...	...	...	...
	175½	KOROIT E S W ... { arr. dep.	12 49	8 57*	...	10 4*
	186½	PORT FAIRY E S W ... { arr. dep.	1 5	8 57*	...	...
			1 15A	9 8*P	...	10 14††
			1 25J	9 30	...	10 35
			...	...	...	...
			82, 84	...	...	...
			1 33 00	...	...	...
			1 55-58	...	...	...

**Note** :—A. Maximum of six trucks of livestock, perishable and/or urgent loading may be attached at Warrnambool to 1.15 p.m. (No. 35) on Thursdays for Port Fairy only. When the quantity of live stock listed to be cleared from Port Fairy by No. 84 Goods, Tuesday, exceeds six (6) trucks, a maximum of six (6) empty live stock trucks may be despatched from Warrnambool to Port Fairy by 1.15 p.m. (No. 35) Passenger on Saturday only. J. Stops Monday, Wednesday, Friday only. Does not stop Tuesday, Thursday, Saturday. K. Stops Tuesday, Thursday, Saturday only. Does not stop Monday, Wednesday, Friday. P. May stop if required to pick up or set down passengers. Parcels traffic and/or mails must not be despatched to or from these stations by these trains. Q. Stops Tuesday, Wednesday, Thursday only. Does not stop Monday, Friday only if required, to set down passengers only.



## MELBOURNE-GEELONG-PORT FAIRY.

### Block Notes.

Three-position Signalling is in force on the Up and Down journey between No. 1 Box, Spencer-street, and Newport South Junction.

The Permissive Track Block System is in force on the Up and Down journey between Dudley-street and North Melbourne Junction and Weighbridge Junction, South Kensington (Goods Lines).

**Weighbridge Junction Signal-box** is opened from 1.0 a.m. Mondays until 1.0 p.m. Saturdays, and at other times as arranged by Metropolitan Superintendent.

**South Kensington Signal-box** is closed from 11.35 p.m. Saturday until 1.30 a.m. Monday.

The Sections between Newport "B" Signal Box (Newport South Junction), and North Geelong "A" Box are worked under the rules for the Automatic and Track Control System of Train Signalling on Single Lines of Railway contained in General Appendix.

The Track Block System is in force on the Up and Down journeys between North Geelong "A" Box and Geelong "A" Box.

**North Geelong "B" Box** is switched out after the arrival at Geelong of the last Pilot early Sunday morning until 5.0 a.m. Monday.

**Irrewarra** may be switched in as an Electric Staff Station as required. See General Appendix for instructions.

**Winchelsea** is switched in as Electric Staff Station as shown hereunder:—

Mondays to Fridays from 5.15 a.m. until **No. 69** clears; Saturdays from 12.45 a.m. until **No. 94** clears.

**Pirron Yallock and Pomborneit** are switched in as Electric Staff Stations as shown hereunder:—

Mondays to Fridays inclusive from 9.15 a.m. until **No. 19** clears; and from 3.0 p.m. until **No. 90** clears, Saturdays from 9.15 a.m. until **No. 19** clears.

**Panmure and Allansford** are switched in as Electric Staff Stations as shown hereunder:—

Mondays, Wednesdays, Thursdays from 8.50 a.m. until 3.0 p.m.; Tuesdays from 8.50 a.m. until **No. 90** clears. Fridays from 8.50 a.m. until **No. 35** clears.

**Illowa** is switched in as an Electric Staff Station as shown hereunder:—Mondays, Tuesdays and Fridays from 1.0 p.m. until **No. 90** clears.

**NOTE.**—The Train Controller, Geelong, may arrange for **Irrewarra, Pirron Yallock, Pomborneit, Panmure, Allansford and Illowa** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signaller at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

**Winchelsea** may be opened as an Intermediate Block Post in accordance with General Appendix instructions, when Through Electric Staff working is in operation between Moriac and Birregurra.

**Pirron Yallock or Pomborneit** may be opened as an Intermediate Block Post in accordance with General Appendix instructions, when Through Electric Staff Working is in operation between Colac and Camperdown.

**Weerite, Boorcan, Garvoc and Gudgee** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

**Panmure and Allansford** may be opened as Intermediate Block Posts in accordance with the instructions contained in the General Appendix when Through Electric Staff working is in operation between Terang and Warnambool.

**Timboon Junction and Mortlake Junction** are unattended Electric Staff Posts worked in accordance with instructions shown in the General Appendix.

**NOTE.**—Trains must not be crossed at **Timboon Junction or Mortlake Junction.**

136/60  
79/60

136/60 136/60  
79/60 79/60

39/59  
11/59

**MELBOURNE-GEELONG-PORT FAIRY-GOODS SERVICE.**

Miles	STATIONS	3 Goods Sun. 8/59	5 Goods Tue to Sat.	9 Fast Goods (News) Daily	15A Roadside Goods Tue. Wed. Thurs.	15 Roadside Goods Mon. Fri., Sat.	5A Goods Mon	21 Goods Tue Thurs.	25 Goods Alternate Thnr.	41 Pilot Daily	49 Through Goods + SAT EXC #	49A THRU GOOD SAT #
		P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
1	MELBOURNE W G		1 20	2 45A	3 45A	3 45A					12 45	12 45
2 1/2	North Melbourne			3 0	4 0						1 13	1 13
2 3/4	South Kensington O			3 5	4 5						1 18	1 18
3 1/4	Maribymong River Junction											
4	Footscray											
4 1/2	Seddon											
4 3/4	Yarraville											
5 1/4	Spotswood											
6 1/2	Newport		1 39	3 19	4 19							
7 1/4	Newport Sth. Junction		1 41	3 24	4 24							
7 1/2	Austral Meat Siding N C											
8 1/2	Vacuum Oil Coy's. Sdg. N C											
8 3/4	Paisley N C											
9 1/2	BP. Oil Siding N C											
9 3/4	BP. Platform N C											
10 1/2	Rock (Crossing Loop)											
11 1/4	Galvin N C			3 45	4 10	4 35						
13	Lanerton O			4 22	4 32	4 50						
13 1/2	Aircraft Sdg. Platform N C		1 53	4 45	5 0	5 25						
14 1/2	Aircraft Siding N C			4 45	5 50	6 10						
15 1/2	Drome (Crossing Loop)			4 45	5 50	6 10						
19 1/2	Werribee W		2 6	6 13	8 15	16						
21	Werribee Racecourse N C			6 27	8 32	16						
24 1/2	Manor O		2 14	6 56	9 2	16						
29 1/2	Little River O		2 21	7 14	9 19	28						



1039/61  
79/60  
39/59

103/59

MELBOURNE-GEELONG-PORT FAIRY-GOODS SERVICE-continued.

Down

Miles	STATIONS	51 FAST GOODS SAT.	55 Fast Goods Sat. Exc.	59 Fast Goods Sat. Exc.	85 Goods Mon to Fri	87 Light Engine, Sat. Exc.	89 Fast Goods Mon., Tue., W. Thur.	97 Through Goods Sat. Exc.	103 Through Goods Sat. Exc.
—	MELBOURNE WG ...	dep. 1:10	P.M. 2 25	P.M. 3 10	P.M. 7:10	P.M. 7 30	P.M. 9 20	P.M. 10 5	P.M. 11 45 Mon. Exc.
1	North Melbourne	...	2 39	3 33	7:27	7 41	9 42	10 30	A.M. 12 12
2 1/2	South Kensington O ...	...	2 43	3 37	7:32	7 45	9 46	10 34	12 18
2 1/2	Maribyrnong River Junction	...	...	...	...	...	...	...	...
3 1/2	Footscray	...	...	...	...	...	...	...	...
4	Seddon	...	...	...	...	...	...	...	...
4 1/2	Yarraville	...	...	...	...	...	...	...	...
5 1/2	Spotswood	...	...	...	...	7 53-90 Through Goods	...	...	...
6 1/2	Newport	arr. 1:38	2 53	3 48	7:45	8 55	9 56	10 44	12 28
7 1/2	Newport South Junction	dep. 1:40	2 56	3 50	7:48	8 59	9 58	10 46	12 31
7 1/2	Austral Meat Siding N C	...	...	...	...	...	...	...	...
8 1/2	Vacuum Oil Coy's Siding N C	...	...	...	...	...	...	...	...
8 1/2	Paisley N C	...	...	...	...	...	...	...	...
9 1/2	BP. Oil Siding N C	...	...	...	...	...	...	...	...
9 1/2	BP. Platform N C	...	...	...	...	...	...	...	...
10 1/2	Rook (Crossing Loop)	arr. 1:49	3 3	4 0	7:58 8:10	9 16	10 8	10 56	12 41
11 1/2	Galvin N C	dep. 1:50	3 9	4 0	8:10	9 26	10 8	10 56	12 49
13	Laverton O ...	arr. 1:50	3 9	4 0	8:10	9 26	10 8	10 56	12 52
13 1/2	Aircraft Siding Platform N C	dep. 1:50	...	...	...	...	...	...	...
14 1/2	Aircraft Siding N C	...	...	...	...	...	...	...	...
15 1/2	Drome (Crossing Loop)	arr. 1:50	...	...	...	...	...	...	...
19 1/2	Werribee W ...	dep. 2:00	3 25	4 13	8:23	9 43	10 21	11 9	1 13
21	Werribee Racecourse N C	arr. 2:00	...	...	...	9 58	10 21	11 9	1 30
24 1/2	Manor O ...	dep. 2:15	3 37	4 22	8:33	10 25	10 30	11 18	1 44
29 1/2	Little River O	arr. 2:25	3 48	4 31	8:42	10 42	10 30	11 18	1 58
		dep. 2:25	...	...	8:42	10 57	10 39	11 27	2 6

(W)

(W)

LARA

35 1/2

152

92





136/60  
 89/59  
 79/60  
 136/60  
 79/60  
 136/60  
 79/60

MELBOURNE-GEELONG-PORT FAIRY-GOODS SERVICE-continued.

Miles from Melb.	Down	STATIONS.	1 Goods Tue.	3 Goods Mon. Sun	5 Goods Tue To Sat.	7 Goods Tue, Fri.	9 Fast Goods (News) Daily	25 Goods Stat. Exc.	11 Goods Tues.	13 Goods Mon., Wed. Fri. (Thur. if reqd.)	5A Goods Mon.	13A Goods Mon.	85 Goods Tue Sat
95½	arr.	COLLAG E S W	A.M.	7:15 P.M.	3:45	A.M.	4:29	A.M.	10:45	A.M.	3:35	7:40 A.M.	12:50
104½	dep.	Pirron Yallock O E S	...	7:15	4:25	...	4:33	...	...	...	4:5	8:20	1:10
113½	arr.	Pomborneit O E S	...	7:36	5:10	...	4:48	...	...	...	4:25	8:35	1:26
117½	dep.	Weerite (See page 55)	...	7:52	5:35	...	5:3	...	...	...	4:45	8:50	1:42
123½	arr.	CAMPERDOWN E S W	...	8:10	6:10	...	5:18	...	...	...	5:10	9:00	2:0
123½	dep.	Cattle Siding N C	...	8:30	7:30	...	5:22	...	...	...	5:50	9:50	2:10
127½	arr.	Timboon Junct. N C E S	...	9:13	8:5	...	5:45	...	...	...	6:20	10:55	3:20
127½	dep.	Timboon Junct. N C E S	...	9:30	8:40	...	5:48	...	...	...	6:50	11:5	3:30
131½	arr.	Boorcan (See page 55)	...	10:10	9:10	...	6:10	...	...	...	7:25	11:10	4:30
137½	dep.	Terang E S	...	10:40	9:32	...	6:23	...	...	...	8:00	12:45	4:50
138½	arr.	Mortlake Junct. N C E S	...	10:50	10:0	...	7:0	...	...	...	8:40	1:0	5:30
144½	dep.	Garvoc (See page 55)	...	11:10	10:5	...	7:15	...	...	...	9:00	2:0	5:50
150½	arr.	Pannure O E S	...	11:30	10:10	...	7:30	...	...	...	9:20	3:0	5:20
155	dep.	Cudgee N C (See page 55)	...	11:40	10:30	...	7:45	...	...	...	9:40	4:0	5:45
159	arr.	Allansford E S (See page 55)	...	11:50	10:40	...	7:55	...	...	...	10:00	5:0	6:10
164½	dep.	Caltex Siding N C	...	12:10	11:0	...	8:0	...	...	...	10:20	6:0	6:30
166	arr.	WARRNAMBOOL E S W G	...	12:20	11:10	...	8:15	...	...	...	10:40	7:0	6:40
167	dep.	Cattle Siding N C	...	12:30	11:20	...	8:30	...	...	...	11:00	8:0	6:50
168½	arr.	Shell Coy's Siding N C	...	12:40	11:30	...	9:0	...	...	...	11:15	8:15	7:00
169	dep.	Dennington N C	...	12:50	11:40	...	9:20	...	...	...	11:30	8:30	7:15
172	arr.	Allova O E S (See page 55)	...	1:0	11:50	...	9:40	...	...	...	11:45	8:45	7:30
175½	dep.	KOROIT E S W	...	1:10	12:0	...	10:10	...	...	...	12:00	9:00	7:45
185½	arr.	S.W. Milk Coy.'s Siding N C	...	1:20	12:10	...	10:50	...	...	...	12:15	9:15	7:55
186½	dep.	PORT FAIRY E S W	...	1:30	12:20	...	11:0	...	...	...	12:30	9:30	8:00
186½	arr.	PORT FAIRY E S W	...	1:40	12:30	...	11:15	...	...	...	12:45	9:45	8:15

Warrnambool Pier is 1¼ miles from Warrnambool Station.

(W)

25/61  
 74/59

PORT FAIRY-WARRNAMBOOL-GEELONG-MELBOURNE-Passenger Service.

Miles	Up	STATIONS	38 PASS. DAILY	88 PASS. SAT.	90 PASS. SAT. EXC.
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY	...	...	...
79/60	arr.	PORT FAIRY	...	...	...
79/60	dep.	PORT FAIRY	...	...	...
136/60	arr.	PORT FAIRY	...	...	...
136/60	dep.	PORT FAIRY			

25/61  
7/4/59.

PORT FAIRY-WARRNAMBOOL-GEELONG-MELBOURNE—Passenger Service.

Up

Miles	STATIONS	38 PASS. DAILY	88 PASS. SAT.	90 PASS. SAT. EXC.	238 Sun.
—	PORT FAIRY E S W	A.M. ...	P.M. 2 55	P.M. 3 5A	P.M. ...
11	KOROIT E S W	... dep. arr. dep.	3 13	3 23	...
14½	Illoua O E S (See page 55)	...	*	3 29J	...
17½	Dennington N C	...	3 30	3 40	...
20½	WARRNAMBOOL E S W G	... arr. dep.	3 40	3 50	5:30
27½	Allansford E S (See page 55)	... 7 35	3 51	4 1	5:40*
31½	Cudgee N C (See page 55)	... 7 45*P	4 2*	4 12J	5:50*
35½	Pannure O E S (See page 55)	... 7 56*	4 11	4 21N	...
42	Garvoc (See page 55)	... *	...	...	...
48½	Mortlake Junct. N C E S (See page 55)	... arr. dep.	4 22	4 32	6:08
49½	Terang E S	... arr. dep.	4 30*	4 40J	...
55½	Boorcan (See page 55)	... 8 14	4 40	4 50	6:27
59½	Timboon Junct. N C E S (See p. 55)	... 8 22*	4 55	5 5	6:48*
63½	CAMPERDOWN E S W	... arr. dep.	5 7	5 18	6:48*
68½	Weerite (See page 55)	... 8 49	5 19	5 30N	7:03
72½	Pomborneit. O E S (See page 55)	... 9 0*G	5 35	5 47	...
82	Pirron Yallock O E S (See page 55)	... arr. dep.	Page 64	Page 64	...
91½	GOLAC E S W	... 9 15	Page 62	Page 64	...
	Continued on				

A. A maximum of six trucks of live stock may be attached to 3.5 p.m. (No. 90) on Mondays only, from Port Fairy to Warrnambool. When the number of trucks of live stock offering is less than six, perishable and/or urgent loading may also be so conveyed, subject to the total maximum of six trucks of live stock and goods loading combined. G. May stop Monday, Saturday only, if required, to pick up passengers only. J. Stops Monday, Wednesday, Friday only. Does not stop Tuesday, Thursday. N. Stops Tuesday, Thursday only. Does not stop Monday, Wednesday, Friday. P. May stop if required to pick up or set down passengers only.

PORT FAIRY-WARRNAMBOOL-GEELONG-WERRIBEE-MELBOURNE—Passenger Service (continued).

3/6/61

31/59

Up.

Miles from Port Fairy	STATIONS.	16 Rail Motor (D.E.) Daily	18 Pass. Sat. Exg.	20 Diesel Rail Car 280 h.p. Sat. Exg.	22 Rail Motor (D.E.) Daily	28 Pass. Daily	32 Pass. Sat.	34 Pass. Sat. Exg.	17A Express	12 Express	38 Pass. Daily	30 D.R.C. SAT. EXC.
91½	GOLAC ES W ...	arr. ... dep. ... arr. ... dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
94½	Irrewarra ES (See page 55)	arr. ... dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
103	Birregurra ES W ...	arr. ... dep. ... arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
115½	Winchelsea ES W ... (See page 55)	dep. ... arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
126½	Moriac O ES ...	dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
137½	Marshall NC ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
138½	Geelong R'course Plat. NC	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
140½	South Geelong ES ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
141½	GEELONG ES WG ...	dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
143	North Geelong ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
—	North Geelong "A" Box	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
144½	North Shore ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
146½	Corio ...	dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
150½	LARA ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...

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(W)

150½	LARA Little River	dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
157	Manor	arr. ... dep. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
161½	Manor	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...

(W)



1461 Corio  
1501 LARA

(W)

79 59  
See page 49 for schedule  
8:30 am  
Waverley  
Milton  
Sale

Station	16	18	20	22	28	32	34	12A	12	38
LARA										
Little River	dep.	6:40	7:17	7:40	8:00	9:32	9:32	9:56*	9:56*	10:57*
Manor	arr.	15A	15A	15A	15A	15A	15A	15A	15A	11:3*
Waverley	arr.	15,17	15,17,18	29, 15	37	9:41	9:41	10:2*	10:2*	11:8*
Waverley	dep.	6:10	7:17	7:40	8:00	9:32	9:32	9:56*	9:56*	10:57*
Drome (Crossing Loop)	arr.									
Aircraft Siding Platform NC	arr.									
Laverton	arr.									
Galvin NC	arr.									
Roek (Crossing Loop)	arr.									
BP Platform NC	arr.									
Paisley NC	arr.									
Newport South Junction	arr.									
Newport	arr.									
Spotswood	arr.									
Yarraville	arr.									
Seddon	arr.									
Footscray	arr.									
South Kensington	arr.									
North Melbourne	arr.									
MELBOURNE	arr.									
(Spencer-street) WG	arr.									
(Flinders-street) WG	arr.									

● No. 20 may depart Laverton 7.31 a.m. No. 32 may depart Werribee 9.56 a.m., Aircraft Siding Platform 10.3 a.m., Laverton 10.6 a.m. A. May stop Wednesday, Friday, only, if required, to pick up passengers. B. May stop Galvin, BP Platform and or Paisley, if required, on Saturday only. Does not stop Monday to Friday inclusive. C. Passengers change trains. D. Rail Motor and Trainers reverse in "E" Sidings, Newport. E. Definitely stops Corio Saturday only. Does not stop Monday to Friday inclusive. F. Stops Monday, Friday, Saturday only. Does not stop Tuesday, Wednesday, Thursday. G. May stop Monday only if required to pick up passengers. H. May stop if required to set down Interstate passengers for Geelong.

7/61  
PORT FAIRY-WARRNAMBOOL-GEELONG-WERRIBEE-MELBOURNE—Passenger Service (continued).

31/59

133/60

STATIONS	42 Rail Motor (D.E.) Sat. Exc.	44 PASS. SAT.	50 Rail Motor (D.E.) Sat. Exc.	54 Diesel Rail Car (280 H.P.) & Trailer Sat. Exc.	56 "THE FLIER" DAILY	62 PASS. SAT. Exc.	64 Rail Motor (D.E.) Sat.	66 Rail Motor (D.E.) Sat. Exc.	68 PASS. SAT.	70 Diesel Rail Car 280 H.P. Fri.	72 PASS. SAT. Exc.	88 PASS. SAT.	90 PASS. SAT. Exc.	94 Rail Motor (D.E.) Sat. Exc.
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
<b>COLAC</b> E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Irrewarra</i> E S ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...
(See page 55)	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...
Birregurra E S W ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...
Winchelsea E S W ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...
(See page 55)	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Moriac</i> O E S ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...
Marshall N C ...	dep.	...	...	...	...	...	...	...	...	...	...	...	...	...
G'long R'course, Plat. N C ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Geelong E S ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>GEELONG</b> E S W G ...	dep. 11 35	12 15	1 55 <sup>51</sup>	...	5 8	...	...	5 32	6 15	6 25	...	7 5	7 30	...
North Geelong ...	...	...	1 55 <sup>50</sup>	...	5 12*	...	...	5 36	6 19*	6 29*	...	7 9*	7 34*	...
North Geelong "A" Box ...	...	...	*	...	*	...	...	5 40	6 23	6 32	...	* D	* D	...
<i>North Shore</i> ...	arr.	...	...	...	...	...	...	5 44	6 27	6 36*	...	* D	* D	...
Corio ...	dep. 11 48	12 26	2 5 <sup>F</sup>	...	5 17*	...	...	5 19	6 27	6 36*	...	7 13* D	7 38* D	...
<b>LARA</b> ...	arr. 11 54	...	...	...	...	...	...	-69	...	...	...	...	...	...

12 32	2 13*	5 21*	5 55	6 31	6 40*	7 17* D	7 42* D
12 41	2 19*	5 27*	6 01	6 37	6 47*	7 23* D	7 48* D
12 47*	2 35*	5 32*	6 09	6 45	6 53*	7 28*	7 53*
12 54	2 51	...	...	...	...	...	...

















68/39

PORT FAIRY-WARRNAMBOOL-GEELONG-MELBOURNE—Goods Service—continued.

Up

Miles from Port Fairy	STATIONS	2 Through Goods Sat. Exc.	96 Fast Goods Tue., Wed., Thur., Fri.	156 Fast Goods Mon. Exc.	100 Fast Goods Sat.	24A Roadside Goods Tue., Wed., Thur.	24 Roadside Goods Mon., Fri., Sat.	36 Goods †
141½	GEELONG E S W G ...	P.M. ... 11 55 Mon. Exc. A.M. 12 4	A.M. 12 5 1 30 1 35	A.M. 3 20 3 20	A.M. 2 55 4 15 4 20	A.M. 6 25	A.M. ...	A.M. ...
143	North Geelong Yard W ...	12 4	1 35	3 20	4 20	6 25	10 0	10 0
—	North Geelong "A" Box ...	12 23-26	...	...	...	...	10 12	10 12
141½	Ford's Siding N C ...	...	...	...	...	...	...	...
144½	North Shore ... N C	...	...	...	...	...	...	...
146	Distiller's Siding N C	...	...	...	...	...	...	...
146½	Shell Co's Siding N C	...	...	...	...	...	...	...
146½	Corio ...	arr. ... 12 35	1 43	3 29	4 28	7 20	10 13	Sat. † A.M. 10 13
150½	Lara ...	arr. ... 12 51	1 50	3 36	4 35	7 35	10 23	Sat. † A.M. 10 23
157	Little River O ...	arr. ... 1 3	2 2 2 11	3 50	4 47	8 30	10 35	Sat. † A.M. 10 35
161½	Manor O ...	arr. ... 1 16	2 16	4 1	4 56	8 54	10 57	Sat. † A.M. 10 57
165½	Werrabee Racecourse N C	dep. ...	...	...	...	...	...	...
166½	WERRIBEE W ...	arr. ... 103	...	...	...	...	...	...

Miles from Port Fairy	STATIONS	2 Through Goods Sat. Exc.	96 Fast Goods Tue., Wed., Thur., Fri.	156 Fast Goods Mon. Exc.	100 Fast Goods Sat.	24A Roadside Goods Tue., Wed., Thur.	24 Roadside Goods Mon., Fri., Sat.	36 Goods †
166½	WERRIBEE W ...	dep. 1 28	2 25	4 14	5 5	11 55	11 40	P.M. 12 2
170½	Drome (Crossing Loop)	arr. ...	...	...	...	...	...	...





1039/61 1039/61 1039/61  
 139/60 39/59 139/60 39/59 1039/61 39/59

PORT FAIRY-WARRNAMBOOL-GEELONG-MELBOURNE-Goods Service-continued.

Miles from Port Fairy	STATIONS.	40 Goods Mon. To Fri P.M.	46 Goods Sat. Ex. † P.M.	USA Thro Goods Mon To Fri P.M.	76 Through Goods Sat. Ex. P.M.	78 Through Goods Sat. P.M.	92 Through Goods Sat. Ex. P.M.	98 Through Goods Sat. P.M.	132 Fast Goods Sat. Ex. P.M.	152 Through Goods Sat. Ex. P.M.
141½	GEELONG E S W G	arr. 11:50	12:30	4:35	7:40	7:50	8:55	8:45	9:50	11:10
143	North Geelong Yard W	dep.								
—	North Geelong "A" Box									
141½	Ford's Siding N C									
144½	North Shore ... N C									
146	Distiller's Siding N C									
146½	Shell Co's Siding N C	arr. 12:8	12:43	4:46	8:8	7:58	9:8	8:58	10:3	11:22
146½	Corio	dep. 12:8		4:56	8:20		8:50		11:26	11:40
150½	Lara	arr. 12:20	12:55	4:56	8:40	8:5	9:18	9:10	10:15	11:44
157	Little River O	dep. 12:20	1:15	7:15	8:40				10:35	11:59
161½	Manor O	arr. 12:54	1:46	7:32	9:16	8:26	9:35	9:30	10:59	12:8

From Ararat (Page 81)  
 From Ballarat (Pages 78, 79)  
 Mon. Exo.  
 a.m.

166½	WERRIBEE W	...	dep. arr.	1-22	2 12.32	8.33	9.30	8.35	92	98	132	12.34	...
170½	Drome (Crossing Loop)	...	dep. arr.	1-33	...	...	9.41	...	10.30	...	99,101	...	...
172½	Aircraft Siding N C	...	dep.	...	...	...	9.50	...	...	...	...	...	...
173½	Aircraft Siding Platform N C	...	arr.	1-44	2-05	...	9.51	...	10.51	...	...	...	...
175½	Laverton O	...	dep.	1-49	2-47.50	8.54	10.10	8.51	10.59	10.18	12.21	12.50	...
176	Galvin N C	...	arr.	1-58	2-55.58	9.50	...	...	...	...	12.34	...	...
176½	Rook (Crossing Loop)	...	dep.	1-58	3 5	9.10	...	...	...	...	12.43	...	...
177	BP. Platform N C	...	...	...	...	...	...	...	...	...	...	...	...
177	BP. Oil Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
177½	Paisley N C	...	...	...	...	...	...	...	...	...	...	...	...
178	Vacuum Oil Co's Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
179	Austral Meat Siding N C	...	...	...	...	...	...	...	...	...	...	...	...
179½	Newport South Junction	...	arr. dep.	2. 8	3 15	9.20	10.32	9. 3	11.16	10.36	12.58	1. 10	...
180	Newport	...	arr.	2. 12	3 30	9.53	10.35	9.57	Mon Exc Am 12.06	10.42	1. 5	1. 15	...
180½	Spotswood	...	dep.	...	...	...	...	...	...	...	...	...	...
181½	Yarraville	...	...	...	...	...	...	...	...	...	...	...	...
182½	Seddon	...	...	...	...	...	...	...	...	...	...	...	...
183	Footscray	...	...	2. 25	3 43	10.6	10.43	10.11	12.19	10.56	1. 18	...	...
183½	Maribyrnong River Junction	...	...	2. 33	3 48	...	10.53	10.15	12.24	11. 1	1. 25	1. 35	...
184½	South Kensington O	...	...	...	...	...	...	...	...	...	...	...	...
185½	North Melbourne	...	...	...	...	...	...	...	...	...	...	...	...
186½	MELBOURNE W G	...	arr.	3. 5	4 30	10.50	11.50	11. 0	1.15	11.45	2. 10	2. 30	...
				4C	46	68A.	76	78	92	98	132	152	...



**NORTH GEELONG LOOP LINE.**

**(MELBOURNE-ARARAT (via Cressy)—BALLARAT).**

**Down.**

	<b>7</b> "Mildura" "Sunlight" Tue., Wed., Thu.	<b>51</b> Fast Goods, Sat.	<b>55</b> Fast Goods, Sat. Exc.	<b>59</b> Fast Goods, Sat. Exc.	<b>89</b> Fast Goods, Mon., Tue., Wed., Thur.
<b>MELBOURNE W G</b> <i>dep.</i>	A.M. 7 50	P.M. 2 25	P.M. 2 25	P.M. 3 10	P.M. 9 20
Nth. Geelong "A" Box (Melb.-Geelong Line) ...	8 47*	4 3	4 20	5 0	11 6
Nth. Geelong "C" Box (Geelong-Ballararat Line) ... <i>arr.</i>	8 50*	5 40	4 45	5 40	11 10
		To Ararat via Ballarat (pages 76,77).	To Ararat via Cressy (page 80).	To Dimboola via Ballarat (pages 76,77).	To Serviceton via Ballarat (pages 76,77).

**Up.**

	<b>12A</b> Express †	<b>12</b> Express †	<b>156</b> Fast Goods, Mon. Exc.	<b>132</b> Fast Goods, Sat. Exc.	<b>152</b> Through Goods Sat., Exc.
Nth. Geelong "C" Box (Ballarat-Geelong Line) ... <i>dep.</i>	A.M. 9 43*	A.M. 10 7*	A.M. 1 40	P.M. 9 15	P.M. 10 35
Nth. Geelong "A" Box (Geelong-Melbourne Line) ...	9 45*	10 9*	3 20	9 50 Mon., exc.	11 10 Mon. exc.
<b>MELBOURNE W G</b> <i>arr.</i>	10 50	11 10	6 55	A.M. 2 10	A.M. 2 30
	Ex Adelaide (pages 78,79).	Ex Adelaide (pages 78,79).	Ex Ararat via Cressy (page 81).	Ex Ararat via Cressy (page 81).	Ex Ballarat (pages 78,79).

For Timetable between Melbourne and North Geelong "A" Box, see pages 50 to 73.

Length of the Loop Line is  $\frac{1}{4}$  mile.

For working arrangements see the General Appendix.

The Double sections:—Ballarat

Track Block between North

**Elaine** is suspended until No. 19

**Moorabool**

Mondays to Saturdays from

**Note** :—Trains during other periods are to be advanced to that effect

**North Geelong** morning until

**Fyansford** with the Geelong

Tail rope

The Double Geelong "C"

Track Block Geelong "A"

**North Geelong** until 5.0 a.m.

Composite inclusive. For under a time interval

**Moorabool**

**Wingee** is

Mondays

**Berrybank**

Mondays

**Note**.—Trains during other periods are to be advanced to that effect

**Langi Log** Friday; and

**Langi Log** instructions.



## GEELONG-BALLARAT.

### Block Notes, Etc.

The Double Line Block Telegraph System is in force on the Up and Down journey on the following sections:—Ballarat East and Warrenheip; North Geelong "C" and North Geelong "B" Boxes.

Track Block System is in Force on the Up and Down journey between Ballarat and Ballarat East and between North Geelong "A" Box and Geelong "A" Box.

**Elaine** is switched in as an Electric Staff Station as under:—Mondays and Thursdays from 11.0 a.m. until **No. 19** clears.

**Moorabool** is switched in as an Electric Staff Station as under:—

Mondays to Fridays. From 7.55 a.m. until Nos. 17 or 19 clears, and from 2.35 p.m. until No. 29 clears. Saturdays from 7.55 a.m. until No. 17 clears.

**Note**:—The Train Controller, Geelong, may arrange for **Elaine** and/or **Moorabool** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signaller at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

**North Geelong "B" Box** is switched out from the time the last pilot has arrived at Geelong on Sunday morning until 5.0 a.m. on Monday.

**Fyansford** is  $3\frac{1}{2}$  miles from North Geelong Station. The Line Junctions at North Geelong "B" Box with the Geelong-Ballararat line. See General Appendix for instructions.

Tail rope is not to be used in shunting at Warrenheip.

## GEELONG-ARARAT (via Gressy).

### Block Notes, Etc.

The Double Line Block Telegraph System is in force on the Up and Down Journey between North Geelong "C" and "B" Boxes.

Track Block System is in force on the Up and Down Journeys between North Geelong "A" box and Geelong "A" box.

**North Geelong "B" Box** is switched out after arrival at Geelong of the last pilot Sunday morning until 5.0 a.m. Monday.

Composite Electric Staffs are placed in the Instruments at all Staff Stations, Gheringhap to Maroona, inclusive. For special instructions governing the working of trains between Inverleigh and Maroona, under a time interval of not less than 15 minutes, see General Appendix.

**Moorabool**—See above note under Geelong-Ballararat.

**Wingeel** is switched in as an Electric Staff Station as under:—

Mondays to Fridays inclusive, from 9.30 a.m. until No. 18 clears.

**Berrybank** is switched in as an Electric Staff Station as under:—

Mondays to Fridays inclusive, from 9.30 a.m. until **No. 16** and **No. 7** clear.

**Note**.—The Train Controller, Geelong, may arrange for **Wingeel** and/or **Berrybank** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signaller at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

**Langi Logan** is switched in as an Electric Staff Station from 1.0 p.m. until **No. 156** clears Monday to Friday; and as arranged by the Train Controller. See General Appendix for instructions.

**Langi Logan** may also be opened as an Intermediate Block Post. See General Appendix for instructions.

Down.

GEELONG-BALLARAT.

7/5/00  
11/59

STATIONS	15 PASS. DAILY	7 "Mildura Sunlight" Tue., Wed., Thur.,	29 PASS. SAT.	29 Rail Motor (D.E.) Sat. Exc.	117 PASS. (When Authorised)	17 Goods Tue., Wed., Fri., Sat.	19 Goods Mon., Thur.	23 Goods (Sat. Exc. †)	59 Fast Goods Sat. Exc.	51 Fast Goods Sat. #	87 Goods Sat. Exc.	89 Fast Goods Mon., Tue., Wed., Thur.	91 Goods (Mon. †)
MELBOURNE W G	dep. 7 5 arr. ...	A.M. 7 50 Via North Geelong Loop	P.M. 12 15 1 45	P.M. 3 57 5 80 5 12	P.M. From Q'scliff 7 3	A.M. ... ... ...	A.M. ... ... ...	Noon ... ... ...	P.M. 3 10 (Via North Geelong Loop)	P.M. 1 10 (Via North Geelong Loop)	P.M. ... ... ...	P.M. 9 20 (Via North Geelong Loop)	P.M. ... ... ...
GEELONG W G	arr. 8 45 ... ...	A.M. ... ... 8 50*	Diesel Rail Car (280 H.P.) DAILY P.M. 5 15 5 19 ... ...	P.M. 7 15 7 19\$ ... ...	A.M. 9 20 ... ...	A.M. 9 20 ... ...	A.M. 9 20 ... ...	... 12 0 ... ...	... 5 40 ... ...	... 3 25 ... ...	... 6 15 ... ...	... 11 10 ... ...	... 11 30 ... ...
North Geelong	dep. 9 0 arr. ...	A.M. 9 0 ... 8 50*	P.M. 5 28\$ 5 35 ... ...	P.M. 7 28\$ 7 34\$ ... ...	A.M. 9 37 9 40 ...	A.M. 9 39- 9 54 ...	A.M. 9 39- 9 54 ...	P.M. 12 17 12 29 ...	... 5 49 5 57 ...	... 3 34 3 42 ...	... 6 24 6 32 ...	... 11 19 11 27 ...	... 11 47 11 59 (Tue. †) A.M. 12 13 12 30 15
North Geelong ("C" Box E S)	arr. ... ... ...	A.M. ... ... 9 2*	... ... 5 42 ... 26 5 52	... ... 7 41\$ ... 7 51\$	A.M. 10 3 10 20 ...	A.M. 10 25 10 45 ...	A.M. 10 25 10 45 ...	P.M. 12 43 1 0 ... 2 5	... 6 6 ... 6 17	... 3 51 4 05 4 20 ...	... 6 42 ... 6 55	... 11 36 ... 11 47	To Serviceton 15
Moorabool O E S W (See note, page 75)	dep. 9 13 arr. ...	A.M. 9 13 9 20	... ... 5 42 ... 26 5 52	... ... 7 41\$ ... 7 51\$	A.M. 10 3 10 20 ...	A.M. 10 25 10 45 ...	A.M. 10 25 10 45 ...	P.M. 12 43 1 0 ... 2 5	... 6 6 ... 6 17	... 3 51 4 05 4 20 ...	... 6 42 ... 6 55	... 11 36 ... 11 47	To Serviceton 15
Gheringhap E S	dep. ... arr. ...	A.M. ... ... 9 2*	... ... 5 42 ... 26 5 52	... ... 7 41\$ ... 7 51\$	A.M. 10 3 10 20 ...	A.M. 10 25 10 45 ...	A.M. 10 25 10 45 ...	P.M. 12 43 1 0 ... 2 5	... 6 6 ... 6 17	... 3 51 4 05 4 20 ...	... 6 42 ... 6 55	... 11 36 ... 11 47	To Serviceton 15
Bannockburn	arr. ... ... ...	A.M. ... ... 9 15*	... ... 5 42 ... 26 5 52	... ... 7 41\$ ... 7 51\$	A.M. 10 3 10 20 ...	A.M. 10 25 10 45 ...	A.M. 10 25 10 45 ...	P.M. 12 43 1 0 ... 2 5	... 6 6 ... 6 17	... 3 51 4 05 4 20 ...	... 6 42 ... 6 55	... 11 36 ... 11 47	To Serviceton 15
Lethbridge O E S W	dep. 9 37 arr. ...	A.M. 9 37 ... 9 15*	... ... 5 42 ... 26 5 52	... ... 7 41\$ ... 7 51\$	A.M. 10 3 10 20 ...	A.M. 10 25 10 45 ...	A.M. 10 25 10 45 ...	P.M. 12 43 1 0 ... 2 5	... 6 6 ... 6 17	... 3 51 4 05 4 20 ...	... 6 42 ... 6 55	... 11 36 ... 11 47	To Serviceton 15

(W)

(W)

Rail Motor Stopping Place  
N.O. 59 N.C.

ARRAHT

Tue.,  
Wed.,  
Thur.,  
Fri.





WTT  
38/59

75/60  
11/59

BALLARAT-GEELONG.

39/61  
8/59

39/61

Up.

Miles	STATIONS.	2 Diesel Rail Car (280 H.P.) Daily	12A EXPRESS (FROM ADVAIDE) (†)	12 EXPRESS (FROM ADVAIDE) (†)	24 Diesel Rail Car (280 H.P.) Daily	102 PASS. (WHEN AUTHORIZED)	8 Goods Tue., Wed., Fri., Sat.	10 Goods Mon., Thur.	22 Goods (Sat. Ex. †)	26 Goods (From Ararat) Sat. Ex.	152 Goods Sat. Ex.	158 Goods Sat. Ex. To Sat. Ex.
—	BALLARAT W G ...	A.M. ... 6 55	A.M. ... 8 10	A.M. ... 8 25	P.M. ... 3 20	A.M. ... 9 15	A.M. ... 9 45	A.M. ... 9 45	P.M. ... 1 30	P.M. ... 3 45	P.M. ... 8 0	P.M. ... 9 30
1 1/2	Ballarat East O ...	A.M. ... 6 57	A.M. ... 8 30D	A.M. ... 8 27*	P.M. ... 3 22	A.M. ... 9 15	A.M. ... 9 53	A.M. ... 9 53	P.M. ... 1 38	P.M. ... 3 50	P.M. ... 8 8	P.M. ... 9 36
4	Warrenheip ES ...	A.M. ... 7 5	A.M. ... 8 39*	A.M. ... 8 34*	P.M. ... 3 31	A.M. ... 9 25	A.M. ... 10 18	A.M. ... 10 18	P.M. ... 2 2	P.M. ... 4 7	P.M. ... 8 30	P.M. ... 10 45
6 1/2	Rail Motor Stop. Place No. 11 NC	A.M. ... 7 2	A.M. ... 8 39*	A.M. ... 8 34*	P.M. ... 3 31	A.M. ... 9 25	A.M. ... 11 5	A.M. ... 11 5	P.M. ... 2 10	P.M. ... 4 45	P.M. ... 8 30	P.M. ... 11 20
9 1/2	Yendon ...	A.M. ... * P	A.M. ... *	A.M. ... *	P.M. ... 3 31	A.M. ... *	A.M. ... 11 29	A.M. ... 11 29	P.M. ... ...	P.M. ... ...	P.M. ... ...	P.M. ... ...
12 1/2	Lal Lal O ESW ...	A.M. ... 7 19	A.M. ... 8 50*	A.M. ... 8 45*	P.M. ... 3 45	A.M. ... 9 37	A.M. ... 11 26	A.M. ... 11 26	P.M. ... 2 31	P.M. ... 5 01	P.M. ... 8 51	P.M. ... 11 41
20	Elaine O ES (See note, p. 75)	A.M. ... 7 30	A.M. ... 8 59*	A.M. ... 8 54*	P.M. ... 3 55	A.M. ... 9 47	A.M. ... 11 47	A.M. ... 12 30	P.M. ... 2 51	P.M. ... 5 49	P.M. ... 9 11	P.M. ... 12 1
25 1/2	Meredith O ES W ...	A.M. ... 7 37	A.M. ... 9 5*	A.M. ... 9 0*	P.M. ... 4 3	A.M. ... 9 54	A.M. ... 12 45	A.M. ... 12 45	P.M. ... 3 3	P.M. ... 6 00	P.M. ... 12 13	P.M. ... 12 35
27 1/2	R. M. Stop. Place No. 12 NC	A.M. ... 7 37	A.M. ... 9 5*	A.M. ... 9 0*	P.M. ... 4 3	A.M. ... 9 54	A.M. ... 12 45	A.M. ... 12 45	P.M. ... 3 15	P.M. ... 6 20	P.M. ... 9 27	P.M. ... 12 35
29 1/2	Rail Motor Stop. Place No. 52 NC	A.M. ... 7 37	A.M. ... 9 5*	A.M. ... 9 0*	P.M. ... 4 3	A.M. ... 9 54	A.M. ... 12 45	A.M. ... 12 45	P.M. ... 3 15	P.M. ... 6 20	P.M. ... 9 27	P.M. ... 12 35

34 1/2	Lethbridge O ES W	arr. ...	9 16*	9 17*	4 17	10 6	...	2 1	...	6 34	...	12 57
40 1/2	Bannockburn	dep. ...	9 24*	*	4 35	10 14	...	2 20	...	6 50	...	1 10
44 1/2	Gheringhap ES	arr. ...	9 30*	9 30*	4 31	...	...	...	...	...	...	1 25
		dep. ...	9 30*	15W	...	10 19	...	3 15	...	7 03	...	1 45





**GEELONG-ARARAT (via CRESSY).**

**Down.**

Miles.	STATIONS.	3 Goods Daily	7 Goods Daily <i>Sat</i>	21 Goods Sat. Exc. (Sat. †)	27 Goods (†)	55 Fast Gds. Sat. Exc.
—	<b>MELBOURNE</b> WG <i>dep.</i>	A.M. ...	A.M. ...	A.M. ...	P.M. ...	P.M. 2 25
45	<b>GEELONG</b> WG ... <i>arr.</i>	...	...	...	...	(Via North Geelong Loop)
43½	North Geelong ... <i>dep.</i>	...	...	...	...	...
—	North Geelong ("C" Box) ES ...	5 20	6 45	10 45	2 0	4 45
48½	<i>Moorabool</i> O ESW (See note, p. 75) <i>arr.</i>	5 37	7 2	11 2	2 17	5 2
51½	Gheringhap ES <i>arr.</i>	5 42	7 7	11 7	2 22	5 7
62½	<i>Inverleigh</i> O ES <i>dep.</i>	5 54	7 19	11 19	2 50	5 19
73½	<i>Wingee</i> O ES (See note, p. 75) <i>arr.</i>	6 22	7 50	11 47	3 20	5 47
85½	<b>CRESSY</b> ES W... <i>dep.</i>	7 0	8 5	11 47	3 20	5 47
89½	<i>Duverney</i> NC ... <i>arr.</i>	7 34	8 50	11 47	3 20	5 47
94½	<i>Berrybank</i> O ES (See note, p. 75) <i>dep.</i>	8 10	9 0	12 25	3 58	6 25
99½	<i>Gnarkeet</i> NC ... <i>arr.</i>	8 10	9 40	1 0	4 32	7 0
103½	<i>Lismore</i> ES ... <i>dep.</i>	8 10	10 30	2 0	5 35	8 10
109½	<i>Derrinallum</i> O ESW <i>arr.</i>	10 5	10 45	...	6 9	132, 46
115½	<i>Vite Vite</i> NC ... <i>dep.</i>	10 50	11 10	...	6 9	132, 38
121½	<i>Pura Pura</i> O ES <i>arr.</i>	11 14	11 25	2 34	6 40	8 39
126½	<i>Nerrin Nerrin</i> ... <i>dep.</i>	11 30	11 41	...	7 5	...
132½	<i>Westmere</i> ES ... <i>arr.</i>	11 59	11 54	...	7 5	...
138½	<i>Mininera</i> ... <i>dep.</i>	12 18	P.M. 12 5	2 59	7 20	9 2
144½	<i>Tatyoan</i> O ESW <i>arr.</i>	1 39	12 28	3 19	7 40	9 20
152	<b>MAROONA</b> ES <i>dep.</i>	1 54	12 43	3 29	8 10	10 20
159½	<i>Langi Logan</i> NCES (See note, p. 75) <i>arr.</i>	2 16	1 5	4 23	9 3	...
165½	<b>ARARAT</b> ES W <i>dep.</i>	2 40	1 23	4 50	9 15	11 10
		3 20	1 40	...	...	...
		3 20	2 0	5 28	...	...
		3 20	2 28	5 40	9 55	11 55
		3 20	2 48	6 35	10 46	Mon. Exc.
		3 20	3 5	6 45	10 51	A.M. 12 55
		3 20	3 26	7 6	...	1 16
		3 20	4 25	7 40	11 12	2 5
		3 20	4 47	8 2	11 34	2 25
		3 20	5 5	8 20	11 50	2 40

See pages 76 to 79 for services between Ballarat and Geelong and pages 34 and 37 for services between Ararat and Hamilton.

ARARAT-GEELONG (via CRESSY).

Up.

Miles.	STATIONS.	16 Goods Daily	18 Goods Daily Sat	132 Fast Goods Sat. Exc.	38 Goods (Sat. †)	46 Goods (†)	156 Fast Goods Sat. Exc.
—	ARARAT ESW	A.M. 6 0	A.M. 8 0	P.M. 12 20	P.M. 12 20	P.M. 3 50	P.M. 6 5
5½	Langi Logan NCES (See note, p. 75)	dep. 6 15 arr. ...	8 15 ...	12 34 12 48	12 35 12 49	4 5 ...	6 19 6 27
13½	MAROONA E S	dep. 6 30 arr. ...	8 30 8 59	2 20 2 45	2 20 2 49	4 20 4 49	7 50 ...
21	Tatooon O ESW	dep. 7 9	9 20	2 55	3 0	4 59	8 13
26½	Mininera	... arr. ...	9 50 10 7	3 17 ...	3 24 ...	... ...	... ...
32½	Westmere E S	... dep. 7 45	10 25	3 39	3 46	5 31	8 43
38½	Nerrin Nerrin	... arr. ...	10 50 11 4	4 2 4 16	4 10 4 24	... ...	... ...
43½	Pura Pura O ES	dep. 8 13	11 20	4 45	4 45	5 59	9 11
50	Vite Vite NC	... arr. 8 52	P.M. 12 1	5 21	5 25	6 38	9 45
55½	Derrinallum O ESW	dep. 9 24 arr. 9 40	12 30	5 31	5 35	6 48 7 4	10 0
62	Lismore E S	... dep. 10 20	12 46	5 55	6 2	7 15	10 30
66	Gnarkeet NC	... arr. 10 59	...	...	...	...	...
70½	Berrybank O ES (See note, p. 75)	dep. 11 20	1 11	6 25	6 35	7 40	10 53
75½	Duverney NC	... arr. 12 5	1 35	6 50	7 0	8 5	11 17
79½	GRESSY ESW	dep. 1 5	2 5	7 20	7 30	8 45	11 30
91	Wingeel O E S (See note, p. 75)	arr. ... dep. 1 37	3 14	7 51	8 2	9 17	Mon. Exc. A.M. 12 1
102½	Inverleigh O ES	... dep. 2 6	3 25	8 19	8 31	9 46	12 45
113½	Gheringhap E S	... dep. 2 44	4 11	8 52	9 9	10 26	1 18
117	Moorabool O ESW (See note, p. 75)	dep. 2 55	4 22	9 0	9 18	10 36	1 26
—	Nth. Geelong ("C" Box) E S	... arr. 3 10	4 35	9 15	9 30	10 50	1 40
121½	North Geelong	... arr. ...	...	To Melbne. Via. North Geelong Loop Mon. Exc.	...	...	To Melbne. Via. North Geelong Loop
123½	GEELONG WG	... arr. ...	...	...	...	...	...
165½	MELBOURNE WG	arr. ...	...	A.M. 2 10	...	...	6 55

See pages 76 to 79 for services between Ballarat and Geelong and pages 34 to 37 for services between Ararat and Hamilton.





**COLAC-BEECH FOREST-WEEAPROINAH (Narrow Gauge).**

Down.				Up.			
Height Above Sea	Miles from Melb.	STATIONS.	3 Goods Wed.	Miles	STATIONS.	2 Goods Wed. (See note)	4 Goods Wed. †
Feet			A.M.			A.M.	A.M.
437	95½	<b>COLAC</b> † W ... dep.	2 0	—	<b>WEEAPROINAH</b> †		
—	96½	Elliminyt N C ...	...		N C ...dep.	...	7 0
767	99	Tulloh N C ...	...	2	Ferguson N C ...	...	...
891	100½	Coram N C ...	...	3½	Buchanan N C ...	...	...
739	102½	Barongarook N C ...	...			arr.	7 30
527	105½	—(Water) ...	...	4½	<b>BEECH FOREST</b> †W		
462	106½	Birnam N C ...	...		(See page 84)	dep.	6 30
392	108½	Kawarren N C... ...	3 0	5½	Ditchley N C ...	...	8 0
267	111	Lovat N C ...	...	7½	Dinmont N C W	arr.	...
247	112½	Gellibrand † NCW (See page 84) ...	3 30		N C W dep.	...	...
631	116½	Banool N C ...	...	9½	McDevitt N C ...	...	...
701	118½	Wimba N C W ...	...	11½	Wimba N C W ...	...	...
1014	120	McDevitt N C ...	...	13½	Banool N C ...	...	...
1272	121½	Dinmont NCW } arr.	...	17	Gellibrand † NCW (See page 84) ...	8 0	9 30
1676	124½	Ditchley N C ... } dep.	...	18½	Lovat N C ...	...	...
1747	124½	<b>BEECH FOREST</b> † W (See page 84) } arr.	5 30 (Wed. †)	21½	Kawarren N C ...	8 30	10 0
1823	126	Buchanan N C ...	...	23½	Birnam N C ...	...	...
1722	127½	Ferguson N C ...	...	24½	—(Water) ...	...	...
1708	129½	<b>WEEAPROINAH</b> † N C ... arr.	6 5	27½	Barongarook N C ...	...	...
			A.M.	29½	Coram N C ...	...	...
			6 5	30½	Tulloh N C ...	...	...
			...	33	Elliminyt N C ...	...	...
			...	34½	<b>COLAC</b> † W	arr. 10 0	11 30
			6 30				

Note—When No. 3 Goods is extended to Ferguson or Weeaproinah, it will return as No. 4, and No. 2 will be cancelled.

**BEECH FOREST LINE.**

**Instructions to Enginemen for Controlling Trains Hauled by Garratt Locomotives.**

To provide for efficient brake control, and also to prevent overheating or skidding of the tyres, the following instructions must be strictly observed by the train crews:—

(a) As the adhesion, to a certain extent, depends upon the weight of the water in the tank on the front bogie and the weight of water and coal on the rear bogie, it is, therefore, advisable to run with a full tank when heavy braking is required between Beech Forest and Gellibrand on the Up trip. The tanks must be filled at Beech Forest before starting from that station.

(b) The front bogie wheels may skid without the Driver obtaining the early indications which are usually observed when the rear bogie wheels skid. The precautions to be taken are:—

- (i) When possible, fill both tanks and isolate the front tank when on the falling gradient.
- (ii) See that the brake is uniformly adjusted on both bogies.

(c) To adjust the Engine brake, screw hand brake off, screw up both box nuts on the pull rods until the brake blocks are firmly on the wheels, then slacken off both box nuts one full turn. This adjustment will give a uniform distribution of braking power. One bogie brake must not be adjusted independently of the other.

(d) Hand brakes are to be applied on loaded "N.Q." trucks, and must be in operation as set out in the following table:—

Section	Gross Load in Tons	Truck Brakes to be applied firmly	Van Brakes to be applied firmly	Section	Gross Load in Tons	Truck Brakes to be applied firmly	Van Brakes to be applied firmly
Beech Forest to Wimba	70 to 110	...	1	115½-mile post to Gellibrand	70 to 110	...	1
	111 " 150	1	1		111 " 150	1	1
	151 " 190	2	1		151 " 190	2	1
	191 " 230	3	1		191 " 230	3	1
Wimba to 115½-mile post	70 to 110	...	...	Coram to 96½-mile post	70 to 110	...	1
	111 " 150	1	...		111 " 150	...	1
	151 " 190	2	...		151 " 190	...	1
	191 " 230	2	...		191 " 230	...	1

Note.—When the train has been stopped at the locations set out above, for the purpose of applying the Truck Hand Brakes and Van Brakes, the train must be held stationary by an application of the Automatic Brake with about 10 lb. reduction in the Train Line pressure and the Brake valve in the Lap position. The Fireman is to remain on the Engine and the Driver must release the brakes on the trucks on which the Hand Brakes are to be applied. When the Air Brake is fully released on the respective trucks, he must then apply the Hand Brakes firmly, but not heavily, in accordance with the above tables.

Before restarting from the locations where the application of the Van Brake is required, the Driver must intimate to the Guard that the Van Brake is to be applied by giving a succession of short sharp whistles; on receipt of such intimation the Guard must then apply the Van Brake.

**COLAC-BEECH FOREST LINE.**

**Instructions to Enginemen for Controlling Trains Hauled by Two "NA" Locomotives.**  
 1. To provide for efficient brake control and also to prevent over-heating or skidding of the tyres, the following instructions must be strictly observed by the train crews :—

- (a) The brakes of the complete train must be examined and tested before departure from Colac on the Down and Beech Forest on the Up journey.
- (b) Hand brakes are to be applied on loaded "NQ" trucks and must be in operation as set out in the following table :—

Down Trains	Gross Load in Tons	Number of Hand Brakes to be Applied	Up Trains	Gross Load in Tons	Number of Hand Brakes to be Applied	
103 mile post to 105½ miles ...	Up to 110	1	Beech Forest to Wimba ...	Up to 110	2	
	111 ,, 150	3		111 ,, 150	4	
	151 ,, 240	5		151 ,, 240	7	
				Wimba to 115½ mile post ...	Up to 110	1
					111 ,, 150	2
					151 ,, 240	3
				115½ mile post to Gellibrand ...	Up to 110	2
					111 ,, 150	4
					151 ,, 240	7
				Coram to 96½ mile post ...	Up to 110	1
					111 ,, 150	3
					151 ,, 240	5

2. When the train has been stopped at the locations set out above, for the purpose of applying the Truck Hand Brakes, the train must be held stationary by an application of the Automatic Air Brake and the Driver's Brake valve placed in Lap position. The Fireman of the leading engine must remain on the engine and the Driver must hand release the air brake on the Trucks on which the hand brakes are to be applied; he must then apply the hand brakes firmly but not heavily in accordance with the above tables. When on falling grades the Driver requires the assistance of the Guard's hand brake, he will intimate this fact to the Guard by a succession of short sharp whistles.

3. The double heading of "NA" Locomotives must be confined to the locomotives specially equipped for this purpose.

**GELLIBRAND AND BEECH FOREST.**

- 1. (a) Gellibrand and Beech Forest are Staff Stations worked by the Guards of trains.
- (b) On arrival of a train at either station the Guard of the train will be responsible for the Staff working being carried out in accordance with the Rules and Instructions applying to the Train Staff and Ticket System.
- (c) When a train arrives on a Staff Ticket at either Gellibrand or Beech Forest the "Acre" message for the station in the rear must be sent via Colac and the Guard of the next following train must, before permitting his train to depart from the station in the rear, obtain the "Acre" message for the previous train from Colac. The Stationmaster at Colac must arrange for a competent employee being in attendance to promptly deal with train messages.
- (d) Guards must make the necessary entries in the Train Register Book for all trains.
- (e) District Superintendent must arrange for Guards to have access to the Office at Gellibrand and Beech Forest.
- (f) The Guard of each train will be responsible for working the Fixed Signals and Plunger Locks, also the Scotch Blocks and Locking Bars as required, and the Driver must not pass through the Plunger Locked Points in the trailing direction from any road unless he has received permission from the Guard to do so. The Guard must replace the Points, Plungers, Locking Bars, and Scotch Blocks to the proper position, and secure them by the Locks provided before his train leaves. The attention of Guards is directed to Regulation 230, and the instructions shown in the General Appendix, re shunting operations and security of Points and Scotch Blocks at Caretaker Stations.

2. (a) The normal position of the Home Signals at Gellibrand is at "Stop" and they are secured in that position by carriage locks on the quadrants on platform.

(b) When a train is to be despatched from Gellibrand and it is known that the next train to pass through will not cross another train there, the Officer-in-Charge, Colac, may arrange for the Guard of the first train to place the Home Signal in the direction from which the next train is to run to the "Proceed" position, but the Guard of such next train must also be instructed in respect to the Signals which must be placed at "Stop" and the quadrants secured in that position whenever a crossing is to be arranged.

It must be distinctly understood that in the circumstances set out in this sub-clause, one Signal only must be left at the "Proceed" position; the other signal must be secured at the "Stop" position.

(c) **Method of Crossing Trains—**

(i) After the train which has arrived first has stopped at the Signal, the Guard must go forward and take charge of the signalling and of the crossing arrangements. If the first train to arrive is required at the platform, it must be brought to the Platform Road and after completion of platform work set back and placed in No. 2 Road. When the train is in No. 2 Road and No. 1 Road is quite clear at both ends, the second train may be permitted to arrive at the Platform Road.

(ii) The Guard of the train departing from No. 2 Road will be responsible for the Plunger being removed for his train to depart and for replacing the Plunger after the train has cleared the points. Guards will be responsible for any Locking Bars or Scotch Blocks taken off being replaced and secured in their proper position. The Guard of the last train to depart will be responsible for the placing of Signals, as set out in sub-clause (b) hereof.

(d) When trains have to cross at Gellibrand, the Driver and Guard of each train must be advised to that effect by the Officer-in-Charge, Colac, also what their trains will travel on, i.e., Staff or Ticket over the respective Sections.

3. Should a Train Staff be lost, the Stationmaster, Colac must arrange for pilot working, and for placing a man in charge at the Staff Station or Stations concerned.

The same course must be adopted in the event of an obstruction blocking the line, and it is necessary to work trains up to the point of obstruction in accordance with the Rules.

Height Above Sea  
 Feet  
 54  
 53  
 63  
 45  
 44  
 43  
 52  
 247  
 Miles  
 2½  
 3¼  
 7¼  
 9  
 13¾  
 18¼  
 22¼  
 26¼  
 Dot  
 Height Above Sea  
 Feet  
 541  
 434  
 430  
 Up.  
 Miles  
 12  
 13  
 27

**CAMPERDOWN-TIMBOON.**

**Down.**

73/60

Height Above Sea	Miles from Melb.	STATIONS.	13 Goods Mon., Wed. (Thur. †)	15 Gds Fri	15 Gds Fri
Feet			A.M.		
541	123½	<b>CAMPERDOWN ES W</b> ... .. dep.	10 45	arr. 8:45	...
533	127½	Timboon Junction N C E S † (See note page 55) {	10 55	arr. 8:55	...
630	131½	Naroghid N C ... .. dep.	11 5	arr. 9:05	...
458	135½	Cobden † W ... .. P.M.	12 20	arr. 9:40	10:20
446	140½	Elingamite N C ... ..	...	...	...
439	142½	Glenfyne N C ... ..	...	...	...
—	146½	Vict. Agric. Lime Co.'s Siding N C ... ..	...	...	...
52	146½	Curdie N C ... ..	...	...	...
247	149½	<b>TIMBOON †</b> ... .. arr.	2 0	...	11:55

**TIMBOON-CAMPERDOWN.**

**Up.**

73/60

Miles	STATIONS.	92 Goods Mon., Wed. (Thur. †)	98 Gds Fri	98A Gds Fri
—	<b>TIMBOON †</b> ... .. dep.	P.M. 3 30	arr. a.m.	P.M. 2:15
2¾	Curdie N C ... ..	...	...	...
3½	Vict. Agric. Lime Co.'s Siding N C ... ..	...	...	...
7½	Glenfyne N C ... ..	...	...	...
9	Elingamite N C ... ..	...	...	...
13¾	Cobden † W ... ..	5 30	arr. 10:40	4:15
18½	Naroghid N C ... ..	...	...	...
22½	Timboon Junction N C E S † (See note page 55) {	6 40	arr. 11:20	5:10
26½	<b>CAMPERDOWN ES W</b> ... .. arr.	7 0	arr. 11:30	5:20
			arr. 11:40	5:30

**TERANG-MORTLAKE.**

**Down.**

Height Above Sea	Miles from Melb.	STATIONS.	11 Goods Tues.		
Feet			A.M.		
541	123½	<b>CAMPERDOWN ES W</b> ... .. dep.	10 45	...	...
434	137½	<b>TERANG ES</b> ... .. arr.	11 45	...	...
—	138½	Mortlake Junction N C E S † ... .. dep.	12 45	...	...
		(See note, page 55) {	12 50	...	...
430	150½	<b>MORTLAKE †</b> ... .. arr.	1 0	...	...
			2 0	...	...

**MORTLAKE-TERANG.**

**Up.**

Miles	STATIONS.	86 Goods Tues.		
—	<b>MORTLAKE †</b> ... .. dep.	P.M. 4 30	...	...
12	Mortlake Junction N C E S † ... .. arr.	5 10	...	...
	(See note, page 55.) {	5 20	...	...
13	<b>TERANG ES</b> ... .. arr.	...	...	...
27	<b>CAMPERDOWN ES</b> ... .. dep.	5 30	...	...
		6 15	...	...

WARRNAMBOOL-HAMILTON.

1024/61

1024/61 1009/61

Down.

1006/61 1006/61 Up.

1006/61 1006/61

Height Above Sea	Miles from Melb.	STATIONS.	8	5	3	STATIONS.	82	84
			Gds Tue.	Gds Thun	Gds Sat		Gds Mon.	Gds Sat.
			A.M.	A.M.	A.M.		A.M.	A.M.
33	166	<b>WARRNAMBOOL</b>				<b>HAMILTON</b> ES W dep.	7-15	10-30
		ES W G ... dep.	5-20	5-20	8-30	Coleraine Junct. ES † ...	7-20	10-35
56	167	Cattle Siding N C ...				Yatchaw N C ...		
38	169	Dennington N C ...				Tabor N C ...		P.M.
82	172	Illowa O ES ...	6-5	6-5	8-50	Penshurst O † W ...	10-10	1-00
		(See note, p. 55)						
212	175½	<b>KOROIT</b> ES † W {	6-25	6-25	9-15	Purdeet N C ...		
		arr. dep.	7-5	7-5	9-35	Minhamite N C ...		
438	185	Woolsthorpe N C ...				Hawkesdale {		
507	189½	Hawkesdale (See note)	8-35	8-35	11-5	(See note) dep.	11-40	2-10
566	196½	Minhamite N C ...				Woolsthorpe N C ...		
670	201½	Purdeet N C ...			P.M.		P.M.	
721	208½	Penshurst O † W ...	11-50	10-50	12-25	<b>KOROIT</b> † ES W {	12-33	2-50
674	215	Tabor N C ...				arr. dep.	1-40	3-32
659	220½	Yatchaw N C ...				arr. dep.	1-50	3-42
592	226½	Coleraine Junct. † ES	12-30	11-30	1-5	Illowa O ES		
576	227½	<b>HAMILTON</b> ES W arr.	12-40	11-40	1-10	(See note, p. 55)		
						Dennington N C ...		
						Cattle Siding N C ...		
						<b>WARRNAMBOOL</b> ES W G arr.	2-10	4-5

See pages 60 and 68 for full goods service between Warrnambool and Koroit.

**Hawkesdale** is open as an Intermediate Block Post as required. See General Appendix for Instructions.

(1) CO  
Pas  
8.0 a.m.  
"The  
5.20 p.m.  
"The D  
6.30 p.m.  
"Spirit  
7.50 a.m.  
"Spirit  
4.15 p.m.  
Albury E  
5.0 p.m.  
Albury E  
8.9 a.m.  
Albury E  
8.15 a.m.  
Albury E  
8.0 p.m.  
"The Over



**RESERVED SEAT BOOKING.**

**(1) COMPULSORY RESERVED SEAT BOOKING.**

Passengers travelling by the following trains must book seats.

Train	Days of running	From	To	Stations to which seats may be booked.
8.0 a.m. ... "The Daylight"	... Daily	Melbourne	Albury (Connect Sydney)	Compulsory Seat Booking. Albury passengers may book seven days in advance.
5.20 p.m. ... "The Daylight"	... Daily	Albury (Connect ex Sydney)	Melbourne	
6.30 p.m. ... "Spirit of Progress"	... Daily (Sun. incl.)	Melbourne	Albury (Connect Sydney)	Compulsory Seat Booking. Albury passengers may book seven days in advance.
7.50 a.m. ... "Spirit of Progress"	... Daily (Sun. incl.)	Albury (Connect ex Sydney)	Melbourne	
4.15 p.m. ... Albury Express	... Daily (Sun. exc.)	} Melbourne	Albury (Connect Sydney)	Compulsory Seat Booking for Intersystem passengers only. Optional on Mon., Wed., Fri. and Sun. for passengers travelling to Longwood and stopping stations beyond. Optional on Tues., Thur. and Sat. for passengers travelling to Euroa and stopping stations beyond.
5.0 p.m. ... Albury Express	... Sunday			
8.9 a.m. ... Albury Express	... Sunday	} Albury (Connect ex Sydney)	Melbourne	
8.15 a.m. ... Albury Express	... Daily			Compulsory Seat Booking for intersystem passengers only. Optional for Albury passengers who may book 21 days in advance.
8.0 p.m. ... "The Overland"	... Daily (Sun. incl.)	Melbourne	Adelaide	Note.—Victorian roadside passengers for stopping stations to Horsham inclusive are permitted to reserve their seats only in the "Composite" car (set aside for the purpose) on the day of travel, except that Horsham residents may reserve their seats up to 21 days in advance in this car and residents of Ararat, Stawell and Murtoa may reserve their seats as from 12 noon on the day prior to the day of travel, subject to accommodation being available. Passengers for Victorian stopping stations beyond Horsham may book seats in the "Composite" Car up to 21 days in advance. Should the accommodation for Victorian passengers in the "Composite" Car be fully booked, any additional passengers for Victorian stations may, after 3 p.m. on the travel date, be allotted any seats then vacant in the cars allotted for Interstate passengers.

**(2) OPTIONAL RESERVED SEAT BOOKING (Intrastate)**

Passengers may at their option, subject to there being accommodation available in the cars in which seat booking is provided for, book seats on the following trains as indicated herein.

**NORTHERN LINES.**

Train	Days of running	From	To	Stations to which seats may be booked.
7.50 a.m. ... ..	Tues., Wed., Thur.	Melbourne	Mildura	Stopping stations beyond Maryborough.
8.20 a.m. ... ..	Mon. to Sat.	Melbourne	Swan Hill	Maryborough and stations beyond (Passengers change to non-seat booked Diesel Rail Car at Castlemaine). Bendigo and stations beyond on the Deniliquin, Cohuna, Sea Lake, Robinvale and Swan Hill lines. (Passengers for Deniliquin, Cohuna, Sea Lake and Robinvale lines change to non-seat booked Diesel Rail Cars at Bendigo).
9.30 a.m. ... ..	Mon. to Sat.	Melbourne	Daylesford	Woodend and stations beyond.
1.30 p.m. ... ..	Mon. to Sat.	Melbourne	Bendigo	Castlemaine and stations beyond.
4.55 p.m. ... ..	Mon. to Fri.	Melbourne	Daylesford	Woodend and stations beyond.
5.35 p.m. ... ..	Sat.	Melbourne	Daylesford	Woodend and stations beyond.
5.45 p.m. ... ..	Mon. to Fri.	Melbourne	Bendigo	Castlemaine and stations beyond.
6.5 p.m. ... ..	Saturday	Melbourne	Bendigo	Castlemaine and stations beyond.
9.0 p.m. ... ..	Fri. and Sun.	Melbourne	Mildura	Stopping stations beyond Maryborough.
9.10 a.m. ... ..	Tues., Wed., Thur.	Mildura	Melbourne	Passengers from stations Mildura to Woomelang inclusive.
8.55 p.m. ... ..	Fri. and Sun.	Mildura	Melbourne	Passengers from stations Mildura to Woomelang inclusive.

**NORTH WESTERN LINES.**

8.40 a.m. ... ..	Mon. to Sat.	Melbourne	Dimboola	Beaufort and stations beyond. Passengers for Portland line change to non-seat booked Diesel Rail Car at Ararat. Stations Maryborough—Woomelang Mondays, Saturdays. (Passengers change to non-seat booked Diesel Rail Car at Ballarat).
1.40 p.m. ... ..	Mon. to Fri.	Melbourne	Horsham	Beaufort and stations beyond. (Passengers for Hamilton Line, Monday to Friday inclusive change to non-seat booked Diesel Rail Car at Ararat).
1.40 p.m. ... ..	Saturday	Melbourne	Dimboola	Stations Maryborough—Donald Tuesday, Wednesday, Thursday; Maryborough—Woomelang, Friday. (Passengers change to non-seat Diesel Rail Cars at Ballarat).
8.5 a.m. ... .. (7.35 a.m. ex Dimboola Mondays).	Mon. to Sat.	Horsham	Melbourne	First class passengers from Horsham (Dimboola Mondays) to Ararat inclusive, including passengers from Portland line, may book seats in Restaurant Car only (Pass holders excepted).

**SOUTH WESTERN LINES.**

8.25 a.m. ... ..	Mon. to Sat.	Melbourne	Port Fairy	Winchelsea and stations beyond.
5.10 p.m. ... ..	Mon. to Fri.	Melbourne	Warrnambool	Winchelsea and stations beyond.
6.10 p.m. ... ..	Saturday	Melbourne	Warrnambool	Winchelsea and stations beyond.
7.35 a.m. ... ..	Mon. to Sat.	Warrnambool	Melbourne	First class passengers from stations Warrnambool to Colac inclusive may book seats in Restaurant Car (Pass holders excepted).

8.15 a.m.  
8.15 a.m.  
4.15 p.m.  
5.0 p.m.  
5.0 p.m.  
6.45 p.m.  
7.0 p.m.  
7.35 a.m.  
8.9 a.m.  
8.15 a.m.  
7.25 a.m.  
8.35 a.m.  
6.5 p.m.  
6.5 p.m.  
6.12 p.m.  
2.10 p.m.  
(a) **VICTORI**  
For jo  
Tocum  
South  
(b) **CLUB CA**  
A Club  
8.0 a.m.  
5.20 p.m.  
(c) **NEW SO**  
(i) In  
(ii) In  
(iii) By  
(iv) By  
(d) **MELBOU**  
Includ  
(e) **SYDNEY**  
(via Ky  
(f) **SYDNEY**  
(via Wa  
Sydney—V  
Wallangar  
**CANCELLATI**  
See Passe  
(a) **Cancel**  
If notice o  
amount paid th  
(b) **Club C**  
Passengers  
on application  
ductor on car i  
"Up" journey

**RESERVED SEAT BOOKING—INTRASTATE—continued.**

Train	Days of running	From	To	Stations to which seats may be booked
<b>NORTH EASTERN AND GOULBURN VALLEY LINES.</b>				
8.15 a.m.*	... Mon. to Sat.	Melbourne	Albury	Locksley and stations beyond
8.15 a.m.*	... Mon. to Sat.	Melbourne	Tocumwal	Nagambie and stations beyond.
4.15 p.m.	... Mon. to Sat.	} Melbourne	} Albury	} On Mon., Wed., Fri., and Sun., Longwood and stopping stations beyond. On Tues., Thur. and Sat., Euroa and stopping stations beyond. (Seat booking is compulsory for Interstate passengers).
5.0 p.m.	... Sunday			
5.0 p.m.	... Mon. to Fri.	Melbourne	Numurkah	Nagambie and stations beyond.
6.45 p.m.	... Mon. to Sat.	Melbourne	Wangaratta	Euroa, Benalla, Wangaratta.
7.0 p.m.	... Saturday	Melbourne	Numurkah	Nagambie and stations beyond.
7.35 a.m.	... Mon. to Sat.	Wangaratta	Melbourne	Wangaratta, Benalla, Euroa
8.9 a.m.	... Sunday	} Albury	} Melbourne	} Albury passengers only. (Seat booking is compulsory for Interstate passengers).
8.15 a.m.	... Daily			
<b>EASTERN LINES.</b>				
7.25 a.m.	... Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping stations beyond.
8.35 a.m.	... Mon. to Sat.	Melbourne	Bairnsdale	Moe and stopping stations beyond.
6.5 p.m.	... Fri., Sat.	Melbourne	Bairnsdale	Trafalgar and stopping stations beyond.
6.5 p.m.	... Mon., Tue., Wed., Thur.	Melbourne	Sale	Trafalgar and stopping stations beyond.
6.12 p.m.	... Mon. to Sat.	Melbourne	Yarram	Korumburra and stations beyond. Passengers from Bairnsdale and Sale.
2.10 p.m.	... Mon. to Sat.	Bairnsdale	Melbourne	

\* Combined train to Seymour.

**CHARGES FOR RESERVED SEAT BOOKING.**

	Charge for each reserved seat
<b>(a) VICTORIAN RAILWAY SYSTEM</b>	
For journeys on the Victorian Railways System including to or from Albury and Tocumwal by ordinary or intersystem Express trains, except between Victoria and South Australia as provided in (d) below.	
<b>(b) CLUB CAR</b>	1/6
A Club Car is attached daily to the following trains.	
8.0 a.m. Melbourne—Albury } "The Daylight"	
5.20 p.m. Albury—Melbourne }	1/6
<b>(c) NEW SOUTH WALES RAILWAYS SYSTEM.</b>	
(i) In ordinary cars	2/-
(ii) In air-conditioned cars	3/-
(iii) By "The Daylight" between Albury and Sydney	3/-
(iv) By "The Daylight" for local journeys between Albury and Cootamundra	2/-
<b>(d) MELBOURNE—ADELAIDE.</b>	
Including intermediate South Australian stations.	
<b>(e) SYDNEY—BRISBANE.</b>	1/3
(via Kyogle.)	
<b>(f) SYDNEY—BRISBANE.</b>	2/-
(via Wallangarra.)	
Sydney—Wallangarra	
Wallangarra—Brisbane	2/-
<b>CANCELLATION OF SLEEPING BERTHS.</b>	1/6

See Passenger Fares Book, page 182, clause 10.

**NOTES.**

- (a) **Cancellation of Reserved Seats.**  
If notice of cancellation of a reserved seat be given prior to the departure of the train a refund of the amount paid therefor will be granted on the authority of the Chief Commercial Manager.
- (b) **Club Car.**  
Passengers holding first-class rail tickets may reserve seats in this car, if accommodation is available, on application to the Booking Office, Spencer Street, Victorian Government Tourist Bureau, or Conductor on car in respect of "Down" journey; and at Sydney, Albury or Conductor on car in respect of "Up" journey.

(W)



**RESERVED SEAT BOOKING.**

NOTES—continued.

**(c) Reservation of Seats for Children.**

**Reservation of seats for children under four years for whom a rail ticket is not held.**

**Intrastate (Local) and Intersystem Journeys.**

For each parent or guardian travelling, one seat may be reserved for one or more children under four years of age who do not hold rail tickets; half rail fare, shall be charged for each additional seat required for children under four (4) years of age.

A reserved seat ticket shall be issued and the prescribed fee paid for each reserved seat.

**(d) Advance Booking.**

**Intrastate Travel.**

Except as otherwise indicated in the foregoing, the booking of passengers travelling to Victorian destinations opens 21 days prior to the day of travel.

**Sydney, Brisbane, Adelaide and Western Australia.**

The booking for passengers for travel to Sydney, Brisbane, Adelaide and Western Australia opens 6 calendar months prior to the date of travel on the forward journey, and 7 calendar months prior to the date of travel in respect of the return journey.

**Other Interstate Destinations.**

The booking for passengers for travel to Interstate destinations other than Sydney, Brisbane, Adelaide and Western Australia opens up to 2 calendar months prior to the date of travel on the forward journey and up to 3 calendar months in respect of the return journey. Interstate passengers may at the time of making their forward booking, also book for the return journey from any State.

**(e) Group Booking.**

Seat booking by one person shall be limited to two seats unless for bona fide family travel, and if necessary the latter shall be verified.

**(f) The booking of reserved seats for intrastate passengers in cars which are set aside for optional seat booking shall close two hours prior to the respective scheduled departure time of the trains indicated herein.**

**PASSES AND PRIVILEGE TICKETS—LIMITATION OF AVAILABILITY IN VICTORIA.**

**Paper Leave, Paper Duty, Book Duty Passes or Privilege Tickets are NOT available by the following trains:—**

- (1) "Spirit of Progress" in each direction between Melbourne and Albury, and divisions thereof, not including the "Albury Express."
- (2) "The Daylight" in each direction between Melbourne and Albury.
- (3) "The Overland" in each direction, for pass holders making local journeys within Victoria.
- (4) Melbourne-Bendigo } "The Great Northern Limited," "The Gippslander" and other Down  
Melbourne-Ballarat } morning Express trains on Mondays when run.  
Melbourne-Traralgon }
- (5) Road Motor Coaches Services, also St. Kilda-Elwood Electric Street Railways.
- (6) Guaranteed Special Trains.

**Melbourne-Mildura.**—Pass holders may book reserved seats on the through Mildura passenger services at the opening date for public booking, but sleeping berths, if available, may be booked only as from 9.0 a.m. on the day prior to the date of travel.

**INTERSTATE PAPER LEAVE PASSES.**

**LIMITATION OF AVAILABILITY AND CONDITIONS OF BOOKING SLEEPING BERTHS AND RESERVED SEATS ON INTERSTATE EXPRESS SERVICES.**

**Melbourne-Adelaide.**—End berths in Roomette and Twinette sleeping cars and reserved seats may be booked on "The Overland" Express on the opening date for public booking. The same conditions apply as from Adelaide to Melbourne.

**Melbourne-Sydney.**—Reserved seats may be booked on the opening day for public booking only on the 4.15 p.m. (5.0 p.m. Sun.) Express from Melbourne and the 11.0 p.m. connecting Express Albury to Sydney. End sleeping berths may be booked, if available, on the 11.0 p.m. Express from Albury fourteen days in advance of the date of travel.

Reserved seats may be booked fourteen days in advance of the date of travel by the Riverina Express from Albury to N.S.W. stopping stations, but as the allotment of these seats is controlled by the N.S.W. authorities, application therefor should be made to the Albury Booking Office.

**Sydney-Melbourne.**—Reserved seats may be booked on the opening date for public booking only on the 7.30 p.m. express from Sydney and the 8.9 a.m., Sunday, or 8.15 a.m. Daily connecting express from Albury. End sleeping berths, if available, may be booked on the 7.30 p.m. Express fourteen days in advance of the date of travel.

Reserved seats may be booked fourteen days in advance of the date of travel by the Riverina Express from Sydney to stations Gunning to Albury inclusive, but as the allotment of these seats is controlled by the N.S.W. authorities, application therefor should be made to Interstate Booking Office, Sydney.

**Sydney-Brisbane.**—Reserved seats may be booked on the opening date for public booking and sleeping berths fourteen days in advance of the date of travel by the 7.45 p.m. Express from Sydney and the 11.20 a.m. Express from South Brisbane.

Reserved seats and sleeping berths may be booked by the 7.40 p.m. Express from Sydney and the 4.20 p.m. Express from South Brisbane on day of travel only, at Sydney and Brisbane respectively.

Conditions generally in regard to availability of passes and privilege tickets at Christmas, Easter or other special periods, are published in the Weekly Notice and separate circulars prior to these occasions. The obligation of ascertaining such conditions is on the pass-holder.

TAB  
CRIP

Class

Sleeping

AE

BE

AJ

BJ

Special

CE

D

D

Club

AS

BS

ABS

AZ

BZ

Dining  
Dining  
Buffet

CS

\$ F  
Ap  
\* Th





VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers		Coupling (For Notes see page 96)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
<b>Victorian Stock (Bogie Cars)</b>									
Special	1	Norman ...	29	...	45	73	6½	Auto.	E.
"	1	*State No. 4 ...	26	...	50	74	9½	Dual	E.
"	1	*State No. 5 (Air Conditioned)	16	...	60	75	7½	Dual	F.
"	1	Carey ...	30	...	30	53	6½	Screw	E.
"	1	Melville ...	...	...	30	50	2	Auto.	E.
"	1	Medical and Vision test ...	...	...	45	74	1½	Auto.	E.
Special Parlor ...	1	Yarra ...	33	...	40	74	1½	Auto.	E.
Break-down Dining	1	Campaspe ...	16 sleepers		50	74	9½	Auto.	E.
Dining	1	Goulburn (dining and sleeping)	6 diners		50	74	1½	Auto.	E.
			8 sleepers		60	74	1½	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners		58	71	0	Auto.	E.
Restaurant	2	Moyno and Kiewa (Air Conditioned)	16 diners		58	71	0	Auto.	E.
			34 sitting						
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1½	Auto.	E.
	1	No. 5 ...	20	...	45	74	1½	Auto.	E.
AE "	4	8 compartments, Nos. 1, 3, 12, 36 (Air Conditioned)	48	...	55	74	1½	Auto.	E.
AE	23	8 compartments (Except Nos. 1, 3, 12, 36, 38)	48	...	45	74	1½	Auto.	E.
AE	1	8 compartments (No. 38)	48	...	45	74	1½	Trans. Hook	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	...	72	55	74	1½	Auto.	E.
BE	32	9 compartments (Except Nos. 4, 15, 19, 31, 34)	...	72	45	74	1½	Auto.	E.
BE	1	9 compartments (No. 15)	...	72	45	74	1½	Trans. Hook	E.
ABE	16	8 compartments	25	33	45	74	1½	Auto.	E.
BCE	5	5 compartments and Van, 9 tons capacity	...	42	50	74	1½	Auto.	E.
AW	40	6 compartments, 58-ft. body	40	...	35	61	2¾	Auto. Nos. 1 to 11, 16, 17, 20, 23 to 28, 32, ½ Auto. ½ Trans. Nos. 15, 21, 31, 33, 35. Trans. Hook, 12 No. Screw 2 No. Trans. Hook	E.
AW	9	7 compartments, 64-ft. body Nos. 60 to 68	60	...	35	67	2	Trans. Hook	E.

\* For instructions governing the operation of couplings on State Cars Nos. 4 and 5, see General Appendix.

Note:—"F" Fluorescent; "E" Electric; "G" High Calorific Gas.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers		Coupling (For Notes see page 96)	Lighting facilities (See note)
			1st Class	2nd Class		feet	in.		
BW ...	42	<b>Victorian Stock (Bogie Cars)</b> —continued. 7 compartments, 58-ft. body	...	60	35	61	2 $\frac{3}{4}$	Screw 5 No., Auto. Nos. 1 to 4, 6, 8, 9, 11, 16 to 21, 23, 24, 26, 28, 30, 32, 34, 35, 37, 38, 39, $\frac{1}{2}$ Auto., $\frac{1}{2}$ Trans. Hook, Nos. 7, 15, 29, 31, 33. Trans. Hook, 7 No. Transition Hook	E.
BW ...	11	8 compartments, 64-ft. body, Nos. 60 to 70	...	68	35	67	2	Auto. No. 7, 21, 25, $\frac{1}{2}$ Auto. $\frac{1}{2}$ Trans. Nos. 2 to 6, 8 to 14, 16, 18, 19, 20, 22, 24, 27 to 30, 32 to 35, 37, 39 to 47. Trans. Hook 5 No. Screw 7 No. Auto.	E.
ABW ...	51	6 compartments (3—1st, 3—2nd), 58-ft. body	19	25	35	61	2 $\frac{3}{4}$	Auto. Nos. 1, 9, 10, 14, 17, 18, 21 to 24, 30 to 32, 41, 42, 44 to 47, 54.	E.
ABW ...	5	7 compartments (3—1st, 4—2nd), 64-ft. body, Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Screw	E.
APL ...	23	9 compartments ...	82	...	30	60	5 $\frac{1}{2}$	Screw	G.
APL ...	5	9 compartments ...	82	...	30	61	8	Screw	G.
APL ...	20	9 compartments ...	82	...	30	60	4 $\frac{1}{2}$	Auto. Nos. 3 to 10, 12 to 15, 18, 21, 23, 24, 26, 27, 29, 31, 35, 36, 38, 56 to 60, 63, 65, 67, 68, 71, 72, 74 to 76, 82, 84, 98	G.
BPL ...	27	9 compartments ...	...	82	30	61	8	Screw	G.
BPL ...	19	9 compartments ...	...	78	30	59	11 $\frac{1}{4}$	Screw	G.
BPL ...	40	9 compartments ...	...	82	30	61	7	Auto. Nos. 3 to 10, 12 to 15, 18, 21, 23, 24, 26, 27, 29, 31, 35, 36, 38, 56 to 60, 63, 65, 67, 68, 71, 72, 74 to 76, 82, 84, 98	G.
BPL ...	1	9 compartments ...	...	78	30	59	10 $\frac{1}{4}$	Auto. No. 52	G.
BPL ...	1	9 compartments ...	...	82	30	60	5 $\frac{1}{2}$	Screw	G.
ABL ...	49	7 compartments, 2nd class saloon	16	32	30	53	4 $\frac{1}{2}$	Screw	E.
ABL ...	8	7 compart., 1st class saloon	18	28	30	53	4 $\frac{1}{2}$	Screw	E.
BL ...	11	6 compartments ...	...	44	25	48	2 $\frac{1}{2}$	Screw	E.
BL ...	2	8 compartments, Nos. 12, 13 ...	...	64	40	73	8	Screw	E.
AV ...	33	6 compartments ...	32	...	30	53	6 $\frac{1}{2}$	Screw	E.
AV ...	1	2 compartments, No. 23 ...	34	...	30	53	6 $\frac{1}{2}$	Screw	E.
AV ...	1	2 compartments, No. 32 ...	32	...	30	53	6 $\frac{1}{2}$	Screw	E.
BV ...	25	7 compartments ...	...	50	30	53	6 $\frac{1}{2}$	Screw	E.
A ...	22	8 compartments (country) ...	80	...	30	59	3 $\frac{1}{2}$	Screw	E.
B ...	17	9 compartments ...	...	90	30	59	3 $\frac{1}{2}$	Screw	G.
AB (f) ...	2	6 compartments, Nos. 5, 6 ...	27	29	25	48	2 $\frac{1}{2}$	Screw	G.
AB ...	19	8 compartments (country) Nos. 50 to 68	24	50	30	53	4 $\frac{1}{2}$	Screw	G.*
AB ...	6	9 compartments (country), Nos. 4, 7, 19, 30, 44, 78	40	50	30	59	3 $\frac{1}{2}$	Screw	G.

(f) Equipped with sleeping accommodation.

\* Nos. 54 and 61 Electric.

Note:—"F" Fluorescent; "E" Electric; "G" High Calorific Gas

(W)

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers		Coupling (For Notes see page 96)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
<b>Victorian Stock (Bogie Cars)—continued.</b>									
AB	3	9 compartments (country, Nos. 32, 35, 36)	30	60	30	59	3½	Screw	G.
ABC	1	2½ compartments with van, No. 1 (2 tons capacity)	6	20	25	48	2½	Screw	K.
ABC	2	4½ compartments with van, Nos. 3, 4 (15 cwt. capacity)	15	30	25	48	2½	Screw	G.
ABC	3	7 compartments with van, Nos. 11, 12, 14 (15 cwt. capacity)	30	40	30	60	1¼	Screw	G.
BC	6	8 compartments with van, Nos. 19 to 24 (15 cwt. capacity)	...	80	30	59	3½	Screw	G.
BC	6	8 compartments with van, Nos. 1 to 6 (15 cwt. capacity)	...	80	30	60	1¼	Screw	G.
BC	6	7 compartments with van, (15 cwt. capacity)	...	70	30	60	1¼	Screw	G.
BCPL	1	6 compartments with van, (4 tons capacity)	...	51	35	59	11¼	Screw	G.
<b>Van and Sundry Stock (Bogie)</b>									
CE	5	Nos. 33, 34, 35, 36 and 37, (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
CE	1	No. 15 (20 tons capacity)	...	...	50	63	3¼	Trans. Hook	E.
CE	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity) Coffin Chambers Nos. 11, 12, 13	...	...	45	63	3¼	Auto.	E.
CP	36	Nos. 1 to 36 (10 tons capacity)	...	...	35	39	0	Auto.	E.
CW	5	12 tons capacity ... Nos. 16 to 20	...	...	35	53	3¼	Auto.	E.
CW	15	10 tons capacity ...	...	...	35	53	3¼	Transition Hook	E.
CV	2	Van, 10 tons capacity	...	...	35	53	6½	Screw	E.
CV	5	Van, fish compartment (10 tons capacity)	...	...	35	53	6½	Screw	E.
C	22	Van, 8 tons capacity (Sanitary accommodation)	...	...	25	43	2½	Screw vestibuled	E.*
								No. 21. One end only, Nos. 24, 28, 32, 39, 40, 41 Auto Nos. 13, 14, 16, 18, 19	
C	1	8 tons capacity, No. 43	...	...	25	48	2½	Screw	E.
C	1	Carrying fish, 8 tons capacity, No. 44	...	...	25	43	3½	Screw	E.
C	1	Van, 8 tons capacity, fish carrying, No. 13 (Sanitary accommodation)	...	...	25	43	2½	Screw	E.
FF	3	Horse Box, 12 horses	...	...	30	48	2½	Trans. Hook	G.
FP	4	Horse Box, 12 horses, Nos. 7, 10, 12, 13	...	...	30	48	2½	Auto.	G.
WW	36	Workmen's sleeper	...	...	15	Various		Screw	K.
BP	2	For mail traffic, Nos. 1, 2	...	...	35	38	5¼	Auto.	—
UP	8	Bogie Louvre Truck	...	...	30	28	11½	Auto.	—

For V. and S.A. Joint Stock Van and Sundry Stock (Bogie) see page 91. \* No. 14 Pintsch Gas.

Note:—"F" Fluorescent; "E" Electric; "G" High Calorific Gas; "K" Kerosene



VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers		Coupling (For Notes see page 96)	Lighting facilities (See Note)	
			1st Class	2nd Class		feet	in.			
<b>Van and Sundry Stock (Fixed Wheel Base).</b>										
ZP	21	2 tons capacity (6 wheels) Nos. 33, 56, 85, 153, 181, 187, 194, 198, 211, 215, 222, 224, 227, 239, 240, 253, 260, 468, 471, 494, 585	...	...	15	27	4	Dual	K.	
ZP	20	5 tons capacity (6 wheels) Nos. 19, 31, 184, 190, 197, 206, 212, 237, 469, 470, 498, 499, 500, 599, 600, 601, 603, 604, 611, 619	...	...	15	27	4½	Dual	K.	
Z	2	4 tons capacity (6 wheels) Nos. 84, 174	...	...	15	27	6	Auto.	K.	
Z	408	5 tons capacity (6 wheels)	...	...	15	27	4½	Auto.	K.	
Z	118	2 tons capacity (4 wheels)	...	...	15	26	9¼	Auto.	K.	
F	13	Horse Box, 6 horses	...	...	15	Various		Screw	G.	
W	296	Workmen's sleeper	...	...	15	Various		Screw 176 No. Auto. 120 No.	—	
<b>Victorian Stock Narrow-Gauge (Bogie)</b>										
NQ	78	Truck, with canopy and seats	...	30	7	27	3¾	Auto.	—	
NC	3	Van, 4 tons capacity	...	...	7½	27	3¾	Auto.	G.	
<b>Electric Trains</b>										
M	79	7 compartments (swing)	...	70	55	60 and 61	1¼	Screw	E.	
M	42	8 compartments (swing)	...	80	55					
M	259	8 compartments (sliding)	...	84	55	61	8	Screw	E.	
M	90	3 compartments (sliding)	...	59	...	61	2	Auto.	F.	
ABM	2	8 compartments (swing)	...	40	55	61	8	Screw	E.	
ABM	2	7 compartments (swing)	...	30	40	55	8	Screw	E.	
AM	4	7 compartments (swing)	...	70	...	55	60	Screw	E.	
D	16	7 compartments (swing)	...	70	...	35	and 61			
D	14	8 compartments (swing)	...	80	...	35	61	8	Screw	E.
D	25	8 compartments (sliding)	...	84	...	35	61	6	Screw	E.
T	89	9 compartments (swing)	...	90	...	35	59	3½	Screw	E.
T	227	9 compartments (sliding)	...	94	...	35	61 and 59	3½	Screw 187, Trans. Hook 40	E.
T	90	3 compartments (sliding)	...	72	...	...	61			
BT	14	9 compartments (swing)	...	...	90	35	59	3½	Screw	F.
BT	1	3 compartments (sliding)	...	...	73	30	59	3½	Trans. Hook	E.
BT	30	3 compartments (sliding)	...	...	72	...	61	2	Auto.	E.
G	68	9 compartments (sliding)	...	94	35	59	3	Screw 38, Trans. Hook 30	E.G.	
G	35	9 compartments (sliding)	...	42	52	35	59	3	Screw 17, Trans. Hook 18	E.G.
CM	7	Parcels Coach (10 tons capacity)	...	...	...	61	8	Screw 6, Dual 1	E.	
<b>Victorian Stock Electric Trams</b>										
—	2	1 man type	...	52	...	...	48	4	—	E.
—	13	Combination, 44-ft. body	...	52	...	...	44	0	—	E.
—	3	Saloon	...	48	...	...	45	0	—	E.

Note:—"F" Fluorescent; "E" Electric; "G" High Calorific Gas; "K" Kerosene.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Coupling (For Notes, see below)	Lighting facilities (see note "B")
			1st Class	2nd Class			
<b>Victorian Stock Rail Motor Vehicles (Bogie)</b>							
Diesel Rail Car	12	Walker 280 H.P. Nos. 80 to 92, (includes spare power unit) 2 vans (each 20 cwt. capacity) situated either side of the central power unit. (Length coupler tip to coupler tip 121 ft. 8½ ins.)	38	56	Loaded 54½ tons Tare 46½ Tons	Link and Pin (See Note "A")	F.
" "	10	Walker 102 H.P. Nos. 2 and 4 to 13, (includes spare power unit) large van (40 cwt. capacity)	18	22	...	Link and Pin	E.
" "	2	Walker 102 H.P., Nos. 1, 3, small van (25 cwt. capacity)	18	27	...	Link and Pin	E.
" "	14	Walker 153 H.P., No. 20 and 22 to 35 (includes spare power unit) large van (40 cwt. capacity)	18	22	...	Link and Pin	E.
" "	1	Walker 153 H.P., No. 21, small van (25 cwt. capacity)	18	27	...	Link and Pin	E.
Diesel Trailer	15	Walker type, Nos. 50 to 64 (40 cwt. capacity)	16	22	...	Link and Pin	E.
Diesel Electric R.M.	9	With van and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	Auto.	E.
" "	1	With van and lavatory, No. 55 (30 cwt. capacity)	24	30	45	Auto.	E.
P.E. Trailer	2	With small van and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	Auto.	E.
" "	3	With large van and lavatory, Nos. 26, 27, 28 (4 tons capacity)	22	40	30	Auto.	E.
Brill Trailer	1	With van and lavatory, (No. 200) (3 tons capacity)	26	39	25	Auto.	E.

**Note A.**—The 153 H.P. and 280 H.P. Diesel Rail Cars can only be attached to Walker type trailer vehicles Nos. 50 to 64 inclusive.

**Note B.**—"F" Fluorescent; "E" Electric.

**EXPLANATORY NOTES:—**

- Screw Coupling ... .. Draw Bar Hook, both ends.
- Auto. ... .. Automatic Couplers, both ends.
- ½ Auto. ... .. Automatic Coupler, ONE end only.
- ½ Auto. and Screw Coupling ... Special Coupling, ONE end only.
- Dual Coupling ... .. Automatic Coupling and Screw Coupling, both ends.
- ½ Transition Hook ... .. Transition Hook, ONE end only.
- Transition Hook ... .. Transition Hook, both ends.

Spenc  
Nor  
Foot  
Suns  
Deer  
Rock  
Melt  
Parw  
Bacc  
Ingl  
Balla  
Gord  
Millb  
Wall  
Bung  
Dunn  
Warr  
Ball  
Ball  
North  
Wend  
Linto  
Wind  
Burru  
Traw  
Beauf  
Midd  
Buang  
Dobie  
Ararat  
Armst  
Great  
Stawe  
Deep  
Gleno  
Wal V  
Lubec  
Murto  
Jung  
Doen  
Horsh  
Pimp  
Wail  
Dimbo  
Kiata  
Nhill  
Diapur  
Kani  
Service

Tot

PASSENGER ROLLING STOCK—Continued.

TONNAGE RATING OF VEHICLES WHEN EMPTY.

Class of Vehicle				Tonnage Rating	Class of Vehicle				Tonnage Rating
				Tons					Tons
CE Vans	...	...	...	40	BP Trucks	...	...	...	24
CP Vans	...	...	...	27	FF Horse Boxes	...	...	...	25
CS Vans	...	...	...	35	FP Horse Boxes	...	...	...	25
CW and CV Vans	...	...	...	25	F Horse Boxes	...	...	...	12½
C Vans	...	...	...	20	Bogie Horse-box (South Australian)	...	...	...	26
D Mail Vans (Nos. 3 and 4)	...	...	...	30	UB (Bogie Louvre)	...	...	...	16
D Mail Van Steel (No. 1)	...	...	...	40	UP (Bogie Louvre)	...	...	...	16
					VP (Bogie Louvre)	...	...	...	25

SOUTH AUSTRALIAN ROLLING STOCK.

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers	
			1st Class	2nd Class		feet	inches
Sleeping	2	"Angas" and "Finniss"	20	...	45	74	1¼
Special	1	Officers' inspection car "Murray" (sleeper and diner)	8	...	52	78	0½
"	1	Vice Regal Car	10	...	51	78	2¾
500 class	4	All Steel (corridor)	42	...	45	71	9½
600 class	8	All Steel (corridor)	...	64	45	71	9½
700 class	16	All Steel (country)	...	56	39	62	4½
750 class	4	...	22	24	39	62	4½
780 class	4	...	38	...	39	62	4½
Side Loaders	...	...	42	...	28	52	2½
Side Loaders	...	...	...	54	28	49	2½
GB	...	Brake Van (Passenger and Freight) 8 wheels, Capacity 6 tons	...	...	28	39	8
GB	12	Brake Van (Passenger) 12 wheels, Capacity 20 tons	...	...	50	62	10
GB	14	Brake Van (All Steel) Passenger and Freight, 8 wheels, Capacity 10 tons	...	...	35	40	2½

PASSENGER ROLLING STOCK—continued.

NEW SOUTH WALES ROLLING STOCK.

Class	Description	Passenger Capacity			Tonnage Rating
		Berths	1st Class	2nd Class	
MAM ...	Sleeping ...	20	...	...	49
MAL ...	Sleeping ...	18	...	...	50
KAM ...	Sleeping and Sitting (contains de luxe Cabin) ...	10	27	...	48
CAM ...	Sleeping and Sitting ...	10	12	12	47
TAM ...	Sleeping ...	20	...	...	49
FAM ...	Sleeping ...	20	...	...	42
VAM ...	Sleeping ...	18	...	...	40
LAM ...	Sleeping ...	18	...	...	41
TBC ...	Sitting ...	...	42	...	46
MBX ...	Sitting ...	...	48	...	48
MBE ...	Sitting ...	...	42	...	48
RBX ...	Sitting ...	...	36	...	48
SBX ...	Sitting ...	...	42	...	42
BS ...	Sitting ...	...	42	...	39
MCE ...	Sitting ...	...	18	48	49
TFX ...	Sitting ...	...	...	64	48
MFE ...	Sitting ...	...	...	64	50
SFX ...	Sitting ...	...	...	64	44
FS ...	Sitting ...	...	...	64	39
SRS ...	Sitting ...	...	37	...	44
RS ...	Cafeteria Car ...	...	27	Diners	45
OFS ...	Sitting ...	...	...	41	43
SFR ...	Sitting ...	...	...	49	45
SFS ...	Sitting ...	...	...	57	45
OBS ...	Sitting ...	...	28	...	43
MHO ...	Van ...	...	...	...	42
VHO ...	Van ...	...	...	...	45
EHO ...	Van ...	...	...	...	30
PHS ...	Van ...	...	...	...	39

LINES ON WHICH CERTAIN TYPES OF PASSENGER ROLLING STOCK ARE NOT PERMITTED TO RUN.

Roomette, Twinette, "AJ", "BJ", "AS", "BS", "ABS", "AZ" and "BZ" cars, "Spirit of Progress" All Steel Dining Car, Avoca Dining Car, All Steel Buffet Cars, Wimmera, Mitta Mitta, Moorabool, Tanjil, "CS" and "CP" vans are not permitted to run between Princes Bridge and Clifton Hill.

Roomette, Twinette, "AJ" and "BJ" cars are not permitted to run on the undermentioned lines and/or roads:—

- Spencer Street ... No. 10A Platform Road.
- Bendigo Line ... Between Kyneton and Bendigo
- Box Hill Line ... Between Flinders Street and Burnley
- Ballarat ... { No. 5 and No. 6 Roads.  
Car Shed Dock Road
- Murtoa ... No. 1 (Back platform) Road
- Wodonga Line ... { Essendon, No. 4 Road  
Seymour, Back Road
- Spencer Street-Geelong ... { Footscray, Down Williamstown line Platform  
Geelong, No. 4 Road
- Flinders Street ... Through Crossover (No. 174 points) from Port Melbourne line at Flinders Street "A" Box



## LOADS FOR EXPRESS AND PASSENGER TRAINS.

**SCHEDULE LOADS.**—Express and Passenger Train loads are computed on the basis of the tonnage rating of vehicles as shown on pages 91-98.

### MAXIMUM LOADS.—

- (a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "P.L." type cars) is 900 tons.
- (b) The maximum load on a passenger train which may be hauled behind a screw coupling is 360 tons, subject to a vehicle limitation of 13 vehicles on the train.
- (c) The maximum load which may be hauled behind an automatically coupled PL Car is 360 tons.

**DOUBLE-HEADED LOADS.**—Unless otherwise shown, and subject to the conditions laid down on page 180, in respect of engines assisting in front of trains, the double-headed load of Passenger trains will be the combined loads of the engines concerned subject to the maximum load and vehicle limit shown.

**OVERLOADING OF PASSENGER TRAINS.**—The tonnage loads prescribed herein for Express and Passenger trains are the maximum loads based on the engine running schedules.

**EXPRESS TRAIN STOCK.**—Only cars of the "Z", "S", "E" or "W" class are to be used on the Albury Expresses and only these and joint stock cars on the "Overland" Express.

## FREIGHT VEHICLES ON PASSENGER TRAINS.

**ALL V.R. AND S.A.R. BOGIE STOCK** which have a letter "P" as the terminating letter of their classification have been equipped with passenger type bogies and may be attached to passenger trains. They must be marshalled either next to the engine or directly attached to the train van.

**BOGIE CATTLE OR SHEEP TRUCKS** must not be attached to passenger trains unless specially authorised by the Chief Traffic Manager.

See page 178 regarding Speed Limitations applicable to Passenger and Rail Motor trains to which "UB" trucks are attached.

"ZP" Vans are permitted to be part of passenger trains. See page 178 for maximum speed. "Z" vans are not permitted on passenger trains.

## ENGINE RUNNING SCHEDULES.

The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time-table:—

### PASSENGER TRAINS—

The Engine Running Schedules for Passenger Trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

It will be the duty of the Driver to maintain schedule running time, and in cases where the train is running late, to make every effort to make up time to ensure an "on time" arrival at terminal and junction stations en route subject to authorized speeds not being exceeded.

**EXPRESS AND PASSENGER TRAIN LOADS.  
MELBOURNE AND SERVICETON.**

Train.	Section.	Engine.	Load.
DOWN.			
7.50 a.m. (No. 7) ... ..	Melbourne-Ballarad (via Nth. Geelong Loop)	B	220
8.40 a.m. (No. 25) ... ..	Melbourne-Ararat ... ..	B	300
	Ararat-Dimboola ... ..	B	250
	Ararat-Dimboola ... ..	R	190
1.40 p.m. (No. 49), 1.40 p.m. (No. 47)	Melbourne-Ararat ... ..	B	300
	Ararat-Horsham ... ..	B	250
	Ararat-Horsham ... ..	R	190
5.25 p.m. (No. 57), 6.15 p.m. (No. 63) ...	Melbourne-Ballarad ... ..	R	190
8.0 p.m. (No. 69), 8.30 p.m. (No. 71) ...	Melbourne-Serviceton ... ..	2 S	550
9.0 p.m. (No. 73) ... ..	Melbourne-Ballarad ... ..	B	335
UP.			
2.3 a.m. (No. 10), 3.20 a.m. (No. 12A), 3.40 a.m. (No. 12)	Serviceton-Melbourne ... ..	2 S	550
5.20 a.m. (No. 80) ... ..	Ballarat-Melbourne ... ..	B	335
7.40 a.m. (No. 22) ... ..	Ballarat-Melbourne ... ..	R	190
7.35 a.m., 8.5 a.m. (No. 24)	Dimboola-Ararat ... ..	B	250
	Horsham-Ararat ... ..	R	190
	Ararat-Melbourne ... ..	B	300
	Dimboola-Ararat ... ..	B	250
	Ararat-Melbourne ... ..	B	300
1.20 p.m. (No. 30), 1.35 p.m. (No. 34)	Dimboola-Ararat ... ..	R	190
5.22 p.m. (No. 16) ... ..	Ballarat-Melbourne ... ..	B	220

EXPRESS AND PASSENGER TRAINS ENGINE SCHEDULES.

MELBOURNE-SERVICETON.

DOWN.	ENGINE RUNNING TIME.												
Spencer St. to	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Melb.	*	*	*	*	*	4	*	*	*	...	...	...	...
Footscray ...	8	8				5	8	8	8	...	...	...	...
Sunshine ...	8	8	15*	15*	15*	8	8	8	15*	...	...	...	...
Deer Park ...	6	*	*	*	*	*	5	6	*	...	...	...	...
Rockbank ...	10	14*	13*	14*	13*	19½	9	10	16	...	...	...	...
Melton ...	7	6*	5*	6*	5*	8	6	7	7	...	...	...	...
Parwan ...	8½	7*	7*	7*	7*	8½	8	8½	8½	...	...	...	...
Bacc's Marsh ...	6	6	5*	5*	5*	5	5	6	6	...	...	...	...
Ingliston ...	30	31*	27*	28*	28*	33	25*	30	27*	...	...	...	...
Ballan ...	8½	7	7*	7*	7*	8	8	8½	8½	...	...	...	...
Gordon ...	11	10*	10*	10*	10*	12½	10	11	10*	...	...	...	...
Millbrook ...	4	*	*	*	*	*	4	4	*	...	...	...	...
Wallace ...	5	*	*	*	*	*	4	5	*	...	...	...	...
Bungaree ...	4	10	9*	10*	9*	14	4	4	9*	...	...	...	...
Dunstown ...	5	*	*	*	*	*	5	5	*	...	...	...	...
Warrenheip ...	4*	7*	6*	7*	6*	10	4*	4	6*	...	...	...	...
Ballarat East ...	5	*	*	*	*	*	6	6	*	...	...	...	...
Ballarat ...	3	7	7	8	7	7	3	3	7	...	...	...	...
North Ballarat ...	*	*	*	*	*	*	*	*	*	...	...	...	...
Wendouree ...	*	*	*	*	*	*	*	*	*	...	...	...	...
Linton Junct. ...	6*	...	6*	4*	...	7	...	...	6*	...	...	...	...
Windermere ...	10	...	8*	9*	...	8	...	...	10	...	...	...	...
Burrumbeet ...	5	...	4*	3*	...	5	...	...	5	...	...	...	...
Trawalla ...	13	...	12*	12*	...	12½	...	...	13	...	...	...	...
Beaufort ...	8	...	6*	6*	...	7	...	...	8	...	...	...	...
Middle Creek ...	14	...	12*	11*	...	14½	...	...	14	...	...	...	...
Buangor ...	6	...	4*	4*	...	6½	...	...	6	...	...	...	...
Dobie ...	*	...	*	*	...	*	...	...	*	...	...	...	...
Ararat ...	19	...	17	17	...	18	...	...	19	...	...	...	...
Armstrong ...	8	...	7*	7*	...	...	...	...	7*	...	...	...	...
Great Western ...	7	...	6	6	...	...	...	...	6	...	...	...	...
Stawell ...	11	...	11	10	...	...	...	...	11	...	...	...	...
Deep Lead ...	7	...	6*	*	...	...	...	...	6*	...	...	...	...
Glenorchy ...	10	...	9	14	...	...	...	...	9	...	...	...	...
Wal Wal ...	8	...	7½*	7*	...	...	...	...	7½*	...	...	...	...
Lubeck ...	8	...	7	7*	...	...	...	...	7	...	...	...	...
Murtoa ...	12	...	12	11	...	...	...	...	12	...	...	...	...
Jung ...	9	...	8½*	9*	...	...	...	...	8½*	...	...	...	...
Dooen ...	8	...	7*	7*	...	...	...	...	7*	...	...	...	...
Horsham ...	7	...	6½	6	...	...	...	...	6½	...	...	...	...
Pimpinio ...	13*	...	...	13*	...	...	...	...	13*	...	...	...	...
Wail ...	*	...	...	*	...	...	...	...	*	...	...	...	...
Dimboola ...	14	...	...	14	...	...	...	...	14	...	...	...	...
Kiata ...	...	...	...	20*	...	...	...	...	...	...	...	...	...
Nhill ...	...	...	...	11	...	...	...	...	...	...	...	...	...
Diapur ...	...	...	...	14*	...	...	...	...	...	...	...	...	...
Kaniva ...	...	...	...	17	...	...	...	...	...	...	...	...	...
Serviceton ...	...	...	...	21	...	...	...	...	...	...	...	...	...
Total ...	336	121	267½	380	112	221½	122	133	315½	136	123	123½	110½

\* Engine Running Schedule based on train being non-stop at these stations.

SERVICETON—MELBOURNE.

UP.	ENGINE RUNNING TIME.										
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Serviceton to—											
Kaniva ...	18										
Diapur ...	17*										
Nhill ...	13										
Kiata ...	12*										
Dimboola ...	18										
Wail ...	*										
Pimpinio ...	15*					15*					
Horsham ...	12					12					
Doon ...	6½*			6½*		7			14	13*	13
Jung ...	7½*			7½*		8			8	7*	7
Murtoa ...	9			8½		9			10	8*	8
Lubeck ...	13*			12		12			13	9*	9
Wal Wal ...	6*			7*		8			8½	8*	8
Glenorchy ...	6½*			7½*		8			9	7*	7
Deep Lead ...	*			10*		11			11½	10½*	10½
Stawell ...	14½			6		7			8	7*	7
Great Western ...	11*			11		11			13	12*	12
Armstrong ...	7*			6*		7			8	7½	7½
Ararat ...	8			7½		8			9	8*	8
Dobie ...	*			*		*					
Buangor ...	19½*			19*		20					
Middle Creek ...	4½*			4½*		6					
Beaufort ...	14			14*		15					
Trawalla ...	6½*			6*		8					
Burrumbeet ...	12½*			12*		13					
Windermere ...	4*			4*		5					
Linton Junction ...	9*			9*		10*					
Wendouree ...	*			*		*					
North Ballarat ...	*			*		*					
Ballarat ...	5			5		6					
Ballarat East ...	*			*		3					
Warrenheip ...	9½*	9*	10*	9*		10			9	9	9*
Dunnstown ...	*	*	5	*		5			4	*	*
Bungaree ...	8*	7*	6	7*		6			5	8	*
Wallace ...	*	*	5	*		5			4	*	*
Millbrook ...	*	*	5	*		5			4	*	*
Gordon ...	9*	9*	4	9*		4			3	10*	*
Ballan ...	8*	8	9	8*		9			9	9	9*
Ingliston ...	5*	5*	6*	5*		6			6	6*	6*
Bacchus Marsh ...	16*	16	18	16*		18			17	17	17
Parwan ...	4½*	5*	6	5*		6			6	6*	6*
Melton ...	7½*	8*	7	8*		9			8	8*	8*
Rockbank ...	5*	6*	7	6*		7			6	6*	6*
Deer Park ...	*	*	*	*		10			*	*	*
Sunshine ...	12½*	13*	15	13*		5			15	13	13
Footscray ...	*	*	8	*		8			*	8	8
North Melbourne ...	*	*	*	*		8			*	8	8
Spencer-street ...	15	15	8	15		8			15	8	8
Total ...	369	101	124	263½	330	114	108	138½	125½	125½	112½

\* Engine Running Schedule based on train being non-stop at these stations.



PASSENGER TRAIN ENGINE SCHEDULES—continued.

ARARAT—PORTLAND.

DOWN.	Engine Running Time.	UP.	Engine Running Time.
<b>Ararat to—</b>	Minutes.	<b>Portland to—</b>	Minutes.
Langi Logan ... ..	10	Portland North ... ..	4
Maroona ... ..	11	Gorae ... ..	9
Willaura ... ..	15½	Heywood ... ..	17½
Stavelly ... ..	11	Milltown ... ..	15
Glen Thompson ... ..	8½	Myamyn ... ..	6
Dunkeld ... ..	17	Condah ... ..	6½
Moutajup ... ..	10	Branxholme ... ..	12
Strathkellar ... ..	11	Coleraine Junction ... ..	24
Hamilton ... ..	9	Hamilton ... ..	2
Coleraine Junction ... ..	2	Strathkellar ... ..	12
Branxholme ... ..	22	Moutajup ... ..	11
Condah ... ..	11½	Dunkeld ... ..	10
Myamyn ... ..	6½	Glen Thompson ... ..	17
Milltown ... ..	6	Stavelly ... ..	8
Heywood ... ..	11	Willaura ... ..	12
Gorae ... ..	18½	Maroona ... ..	16
Portland North ... ..	6½	Langi Logan ... ..	13
Portland ... ..	4	Ararat ... ..	11*
<b>Total ... ..</b>	<b>191</b>	<b>Total ... ..</b>	<b>206</b>

Engine Requirements.—Hamilton 8 minutes, Condah 5 minutes.

\* 15 minutes to be allowed when running through No. 2 and back into No. 1 road.

MURTOA—WARRACKNABEAL.

DOWN.	Engine Running Time.	UP.	Engine Running Time.
<b>Murtoa to—</b>	Minutes.	<b>Warracknabeal to—</b>	Minutes.
Coromby ... ..	9	Sheephills ... ..	16
Minyip ... ..	11	Nulla ... ..	7
Nullan ... ..	7	Minyip ... ..	7
Sheephills ... ..	7	Coromby ... ..	11
Warracknabeal ... ..	16	Murtoa ... ..	9
<b>Total ... ..</b>	<b>50</b>	<b>Total ... ..</b>	<b>50</b>

EXPRESS AND PASSENGER TRAIN LOADS.

SOUTH WESTERN DISTRICT.

MELBOURNE-GEELONG-WARRNAMBOOL-PORT FAIRY.

Train	Section	Engine	Load
DOWN—			
7.5 a.m. (No. 31) ... ..	Melbourne-Geelong	B	210
8.25 a.m. (No. 35) ... ..	Melbourne-Geelong	B	400
	Geelong-Port Fairy	B	250
9.25 a.m. (No. 37) ... ..	Melbourne-Geelong	B	210
12.15 p.m. (No. 45) ... ..	Melbourne-Geelong	B	335
12.33 p.m. (No. 47) ... ..	Melbourne-Geelong	B	300
5.10 p.m. (No. 69) ... ..	Melbourne-Geelong	B	400
	Geelong-Camperdown	B	250
	Camperdown-Warrnambool	R	225
	Geelong-Warrnambool	B	250
* 6.5 p.m. (No. 81) (No. 81A) ...	Melbourne-Geelong	B	235
6.10 p.m. (No. 73) ... ..	Melbourne-Geelong	B	350
	Geelong-Warrnambool	R	225
6.20 p.m. (No. 83) ... ..	Melbourne-Geelong	B	235
11.25 p.m. (No. 99) ... ..	Melbourne-Geelong	R	200
UP—			
6.18 a.m. (No. 18) ... ..	Geelong-Melbourne	B	235
7.30 a.m. (No. 28) ... ..	Geelong-Melbourne	R	340
9.15 a.m. (No. 32), (No. 34) ...	Geelong-Melbourne	B	210
7.35 a.m. (No. 38) ... ..	Warrnambool-Geelong	B	250
	Geelong-Melbourne	B	400
12.15 p.m. (No. 44) ... ..	Geelong-Melbourne	B	190
5.8 p.m. (No. 56) ... ..	Geelong-Melbourne	B	400
6.15 p.m. (No. 68) ... ..	Geelong-Melbourne	R	210
2.55 p.m. (No. 88), 3.5 p.m. (No. 90) ...	Port Fairy-Geelong	B	250
	Geelong-Melbourne	B	400

DO  
Melbour  
(Flind.  
(Spen-  
North  
Footsc  
Newpo  
Newpo  
Jun  
Lavert  
Werril  
Manor  
Little  
Lara  
Corio  
North  
Nth. (C  
Nth.  
Geelo  
Sth. (C  
Marsh  
Moria  
Wincl  
Birre  
Irrew  
Colac  
Pirro  
Pomb  
Weer  
Camp  
Timb  
Boor  
Tera  
Garv  
Pann  
Cudg  
Allan  
War  
Den  
Illow  
Kori  
Port

**PASSENGER TRAIN ENGINE SCHEDULES—continued.**  
**MELBOURNE—GEELONG—WARRNAMBOOL—PORT FAIRY.**

DOWN.	ENGINE RUNNING TIME.												
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.			
Melbourne to— (Flind.-street)	...	...	...	...	...	...	...	...	...	...			
(Spenn.-street)	...	...	...	...	...	...	...	...	...	...			
North Melb.	*	...	*	*	*	*	3	...	...	...			
Footscray ...	8*	...	8*	8*	8	8	3½	...	...	...			
Newport ...	5*	...	5*	5*	6	6	4*	...	8*	8			
Newport Sth. Junction	1½*	...	1½*	2*	2*	2*	5*	...	5	5			
Laverton ...	6½*	...	6*	6*	8	7	1½*	...	2*	2*			
Werribee ...	6½*	...	6½*	6*	8	8	6*	...	8	7			
Manor ...	5*	...	5*	5*	8	8	6*	...	8	8			
Little River	4½*	...	4½*	4*	6	6	5*	...	5*	5*			
Lara ...	5½*	...	5½*	5*	6	5	4½*	...	5	5			
Corio ...	3½*	...	3½*	3*	7	7	5½*	...	6	6			
North Shore	*	...	*	*	5	5	4	...	4	4			
Nth. Geelong "A"	...	...	...	5*	5	5	3	...	3	3			
Nth. Geelong	4½*	...	4½*	...	6	6	...	...	...	...			
Geelong	3½*	...	4	...	4	4	3	...	2	2			
Sth. Geelong	4	...	4*	...	...	...	3½	...	4	4			
Marshall ...	*	...	*	...	...	...	...	...	...	...			
Moriac ...	20	18½	21	...	...	...	...	...	...	...			
Winchelsea ...	14½	14	15	...	...	...	...	...	...	...			
Birregurra ...	17½	16	18	...	...	...	...	...	...	...			
Irrewarra ...	11½	11	*	...	...	...	...	...	...	...			
Colac ...	6	6	16	...	...	...	...	...	...	...			
Pirron Yallock	11½	11½	*	...	...	...	...	...	...	...			
Pomborneit ...	12	11	27	...	...	...	...	...	...	...			
Weerite ...	5½	5½	*	...	...	...	...	...	...	...			
Camperdown	8	8	12	...	...	...	...	...	...	...			
Timboon June.	...	...	...	...	...	...	...	...	...	...			
Boorcan ...	10	10	*	...	...	...	...	...	...	...			
Terang ...	8	8	18	...	...	...	...	...	...	...			
Garvoc ...	10	10	*	...	...	...	...	...	...	...			
Panmure ...	8½	8½	*	...	...	...	...	...	...	...			
Cudgee ...	5½	5½	*	...	...	...	...	...	...	...			
Allansford ...	6	6	29	...	...	...	...	...	...	...			
Warrnambool	11	11	10	...	...	...	...	...	...	...			
Dennington ...	5	5	...	...	...	...	...	...	...	...			
Illowa ...	5	5	...	...	...	...	...	...	...	...			
Koriot ...	6	7	...	...	...	...	...	...	...	...			
Port Fairy ...	18	18	...	...	...	...	...	...	...	...			
<b>Total ...</b>	<b>257½</b>	<b>199½</b>	<b>224</b>	<b>49</b>	<b>66</b>	<b>64</b>	<b>57½</b>	<b>65</b>	<b>60</b>	<b>59</b>	—	—	—

\* Engine Running Schedule based on train being non-stop at these stations.

**PASSENGER TRAIN ENGINE SCHEDULES—continued.**  
**PORT FAIRY—WARRNAMBOOL—GEELONG—MELBOURNE.**

UP.	ENGINE RUNNING TIME.								
	Mins.		Mins.		Mins.	Mins.	Mins.	Mins.	
<b>Port Fairy to—</b>									
Koroit ...	...	...	18	...	18	...	...	...	
Illowa ...	...	...	6	...	6	...	...	...	
Dennington ...	...	...	5	...	5	...	...	...	
Warrnambool ...	...	...	5	B 150 tons.	5	B 250 tons.	...	...	
Allansford ...	10½	...	10½	...	11	...	...	...	
Cudgee ...	5½*	...	6	...	6	...	...	...	
Panmure ...	5*	...	5½	...	6	...	...	...	
Garvoc ...	7½*	...	8½	...	8½	...	...	...	
Terang ...	9	...	10	...	10	...	...	...	
Boorcan ...	8	...	8	...	8	...	...	...	
Timboon Junction	...	...	...	...	...	...	...	...	
Camperdown ...	10	...	10	...	10	...	...	...	
Weerite ...	7*	...	8	...	8	...	...	...	
Pomborneit ...	5	...	5½	...	6	...	...	...	
Pirron Yallock ...	11	...	11	...	11	...	...	...	
Colac ...	11½	...	11½	...	12	...	...	...	
Irrewarra ...	5*	B 250 tons.	6	...	6	B 350 tons.	...	...	
Birregurra ...	11	...	11	B 250 tons.	11	...	...	...	
Winchelsea ...	16	...	16	...	16	...	...	...	
Moriac ...	14	...	14	...	14	...	...	...	
Marshall ...	*	...	*	...	*	...	...	...	
South Geelong ...	16*	...	17	...	17	...	...	...	
Geelong ...	3	...	4	...	4	...	...	...	
North Geelong ...	4*	...	4*	...	4*	4	...	...	
North Shore ...	*	...	*	...	*	4	3*	4*	
Corio ...	4*	...	4½*	...	4½*	6	4*	5*	
Lara ...	4½*	...	4*	...	4*	5	4*	4*	
Little River ...	6*	...	6*	...	6*	7	7*	6*	
Manor ...	4*	B 400 tons.	4½*	...	4½*	6	5*	4½*	
Werribee ...	5½*	...	5*	...	5*	6	6	6	
Laverton ...	6*	...	6*	...	6*	7	7	6*	
Newport South Junction	6*	B 400 tons.	6*	...	6*	8*	8*	7*	
Newport ...	1½*	...	1½*	...	1½*	2	2	2	
Footscray ...	5½*	...	5*	...	5*	6	6	6*	
North Melbourne	*	...	*	...	*	6	4	*	
Melbourne (Spen.-st.)	8	...	8	...	8	8	8	8	
Melbourne (Flin.-st.)	...	...	...	...	...	...	...	...	
<b>Total ...</b>	<b>210</b>		<b>251</b>		<b>253</b>	<b>65</b>	<b>63</b>	<b>60</b>	<b>60½</b>

\* Engine Running Schedule based on train being non-stop at these stations.

**Geelong**  
 North  
 Moor  
 Gher  
 Bann  
 Leth  
 Mer  
 Elain  
 Lal  
 Yend  
 Warr  
 Balla  
 Balla

To

**Ballara**  
 Balla  
 Warr  
 Yend  
 Lal  
 Elain  
 Mer  
 Leth  
 Bann  
 Gher  
 Moor  
 North  
 North  
 Geelon



PASSENGER TRAIN ENGINE SCHEDULES—continued.

GEELONG-BALLARAT.

Section.	Engine Running Time.	Express trains from Melbourne (via N. Geelong Loop)	Express trains from Melbourne (via N. Geelong Loop)	"Mildura Sunlight" (via N. Geelong Loop)
		Engine Running Time.	Engine Running Time.	Engine Running Time.
<b>DOWN.</b>				
<b>Geelong to—</b>	Mins.	Mins.	Mins.	Mins.
North Geelong ... ..	4	8	8*	9*
Moorabool ... ..	8	6	6*	6*
Gheringhap ... ..	6	7	6*	6*
Bannockburn ... ..	7	9	8*	8*
Lethbridge ... ..	9	19	17*	13*
Meredith ... ..	18	8	8*	7*
Elaine ... ..	8	11	11*	10*
Lal Lal ... ..	11	*	*	*
Yendon ... ..	6	12	12*	11*
Warrenheip ... ..	9	*	*	*
Ballarat East ... ..	5	*	*	7
Ballarat ... ..	3	7	8	
	R 150 tons	R 280 tons	2S's 550 tons	B 220 Tons
<b>Total ... ..</b>	<b>94</b>	<b>87</b>	<b>84</b>	<b>77</b>
Section.	Engine Running Time.	Engine Running Time.	Express trains from Ballarat (via N. Geelong Loop) Engine Running Time.	Express Trains from Ballarat (via N. Geelong Loop). Engine Running Time.
<b>UP.</b>				
<b>Ballarat to—</b>	Mins.	Mins.	Mins.	Mins.
Ballarat East ... ..	3	3	...	...
Warrenheip ... ..	9	10	12*	9*
Yendon ... ..	8½	8½	*	*
Lal Lal ... ..	5	5	11*	11*
Elaine ... ..	10	10	9*	9*
Meredith ... ..	7	7	6½*	7*
Lethbridge ... ..	12	12	11*	11*
Bannockburn ... ..	8	8	7½*	8*
Gheringhap ... ..	5½	5½	5*	5*
Moorabool ... ..	5½	5½	4½*	5*
North Geelong ... ..	7	7	...	...
North Geelong "C" ... ..	...	...	6*	6*
North Geelong "A" ... ..	...	...	2*	2*
Geelong ... ..	4	4	...	...
	R. 150 tons	R. 200 tons	R 300 tons	2S's 550 tons
<b>Total ... ..</b>	<b>84½</b>	<b>85½</b>	<b>74½</b>	<b>73</b>

\* Engine Running Schedule based on train being non-stop at these stations.

**RAIL MOTOR RUNNING SCHEDULES.**  
**MELBOURNE-BACCHUS MARSH-BALLAN-BALLARAT.**

DOWN.	Diesel Electric Rail Motor.		Diesel Rail Car (153 H.P.)		Diesel Rail Car, (280 H.P.)			
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.				
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.		
<b>Spencer Street to—</b>								
Nth. Melbourne ...	3	3	...	...	...	...	...	...
Footscray ...	5	5	...	...	...	...	...	...
Sunshine ...	9	9	...	...	16	16*	...	...
Deer Park ...	7	8	...	...	5	4*	...	...
Rockbank ...	14	15	...	...	10	10*	...	...
Melton ...	8	9	...	...	7	7*	...	...
Parwan ...	10	11	...	...	9	9*	...	...
Bacchus Marsh ...	5	6	...	...	4½	4½*	...	...
Ingliston ...	...	...	...	...	33	32½*	...	...
Ballan ...	...	...	...	...	8	8*	...	...
Gordon ...	...	...	13½	16	13	13*	...	...
Millbrook ...	...	...	4	5	3	3*	...	...
Wallace ...	...	...	5½	6	5½	4½*	...	...
Bungaree ...	...	...	5	5	4	3*	...	...
Dunnstown ...	...	...	5½	6	5	4*	...	...
Warrenheip ...	...	...	6	6	4	4*	...	...
Ballarat East ...	...	...	6	6	5	4½*	...	...
Ballarat ...	...	...	3	3	3	3	...	...
<b>Total</b> ...	<b>61</b>	<b>66</b>	<b>47½</b>	<b>53</b>	<b>135</b>	<b>130</b>		

**MELBOURNE-BACCHUS MARSH-BALLAN-BALLARAT.**

UP.	Diesel Electric Rail Motor.		Diesel Rail Car (153 H.P.)		Diesel Rail Car, (280 H.P.)			
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.				
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.		
<b>Ballarat to—</b>								
Ballarat East ...	...	...	3	3	3	3*	...	...
Warrenheip ...	...	...	9	12	9	8*	...	...
Dunnstown ...	...	...	5	5½	4	4*	...	...
Bungaree ...	...	...	7	8	7	6*	...	...
Wallace ...	...	...	5½	6	5	4*	...	...
Millbrook ...	...	...	5½	6	5	4*	...	...
Gordon ...	...	...	4½	5	3	3*	...	...
Ballan ...	...	...	11	12	12	12*	...	...
Ingliston ...	...	...	...	...	6	6*	...	...
Bacchus Marsh ...	...	...	...	...	17	17*	...	...
Parwan ...	8	9	...	...	7	7*	...	...
Melton ...	9	10	...	...	8	8*	...	...
Rockbank ...	7	8	...	...	7	7*	...	...
Deer Park ...	10	11	...	...	9	9*	...	...
Sunshine ...	6	6	...	...	5	5*	...	...
Footscray ...	8	8	...	...	*	*	...	...
North Melbourne ...	5	5	...	...	*	*	...	...
Spencer Street ...	4	4	...	...	16	16	...	...
<b>Total</b> ...	<b>57</b>	<b>61</b>	<b>50½</b>	<b>57½</b>	<b>123</b>	<b>119</b>		

\* Running Schedules based upon train being non-stop at these stations.

RAIL MOTOR RUNNING SCHEDULES—continued.

DIMBOOLA-SERVICETON.

DOWN.	Diesel Rail Car (153 H.P.)		UP.	Diesel Rail Car (153 H.P.)	
	Without Trailer	With Trailer		Without Trailer	With Trailer
<b>Dimboola to—</b>	Mins.	Mins.	<b>Serviceton to—</b>	Mins.	Mins.
Gerang Gerung ...	14	15	Lillimur ...	12	14
Kiata ...	8	9	Kaniva ...	9	10
Salisbury ...	5	5	Miram ...	9	10
Nhill ...	9	10	Diapur ...	12	13
Tarranginnie ...	11	12	Tarranginnie ...	6	6
Diapur ...	6	6	Nhill ...	11	11
Miram ...	12	14	Salisbury ...	10	11
Kaniva ...	9	10	Kiata ...	5	5
Lillimur ...	10	10	Gerang Gerung ...	8	8
<b>Serviceton</b> ...	13	14	<b>Dimboola</b> ...	14	14
<b>Total</b> ...	97	105	<b>Total</b> ...	96	102

RAIL MOTOR RUNNING SCHEDULES—continued.

ARARAT-HAMILTON-PORTLAND.

DIESEL RAIL CARS.

DOWN.				102 H.P.		153 H.P.		280 H.P.	
				Mins.	Mins.	Mins.	Mins.	Mins.	
<b>Ararat to—</b>									
Langi Logan	...	...	...	9	...	...	9	8*	
Maroona	...	...	...	11	...	...	11	10½*	
Willaura	...	...	...	18	...	...	15	15*	
Stavelly	...	...	...	13	...	...	10½	9½*	
Glen Thompson	...	...	...	9	...	...	9	8*	
Dunkeld	...	...	...	18	...	...	16	16*	
Moutajup	...	...	...	10	...	...	9	8*	
Strathkellar	...	...	...	11	...	...	10	9*	
Hamilton	...	...	...	11	...	...	9	9	
Coleraine Junction	...	...	...	...	3*	3*	2*	...	
Branxholme	...	...	...	...	22	23	20	...	
Condah	...	...	...	...	12	13	11	...	
Myamyn	...	...	...	...	6	7	6	...	
Milltown	...	...	...	...	6	6	5½	...	
Heywood	...	...	...	...	11	11	11	...	
Gorae	...	...	...	...	19	20	18	...	
Portland North	...	...	...	...	7	7	6	...	
Portland	...	...	...	...	4	4	4	...	
Total	...	...	...	110	90	94	182	93	

UP.				102 H.P.		153 H.P.		280 H.P.	
				Mins.	Mins.	Mins.	Mins.	Mins.	
<b>Portland to—</b>									
Portland North	...	...	...	...	4	5	4	...	
Gorae	...	...	...	...	8	9	8	...	
Heywood	...	...	...	...	20	23	17	...	
Milltown	...	...	...	...	16	18	12	...	
Myamyn	...	...	...	...	6	7	5½	...	
Condah	...	...	...	...	6	7	6	...	
Branxholme	...	...	...	...	12	13	11	...	
Coleraine Junction	...	...	...	...	23*	25*	21*	...	
Hamilton	...	...	...	...	3	3	2	...	
Strathkellar	...	...	...	12	...	...	8½	8*	
Moutajup	...	...	...	12	...	...	11	10*	
Dunkeld	...	...	...	12	...	...	9	9*	
Glen Thompson	...	...	...	19	...	...	15	15*	
Stavelly	...	...	...	...	8	...	8	7*	
Willaura	...	...	...	...	13	...	11	11*	
Maroona	...	...	...	...	19	...	16	16*	
Langi Logan	...	...	...	...	13	...	11½	10½*	
Ararat	...	...	...	...	10	...	9	8	
Total	...	...	...	118	98	110	185½	94½	

\* Running Schedules based upon train being non-stop at these stations.

Ballara  
Linto  
Cardi  
Kopk  
Hadd  
Smyt  
Sears  
Newt  
Happ  
Linto

Murtoa  
Corom  
Minyi  
Nulla  
Sheep  
Warra  
Lah  
Brim  
Galaq  
Beula  
Roseb  
Goyur  
Hopet

Horsham  
Remla  
Quanto  
East M  
Natin  
Arapile  
Mitre  
Duffho  
Gymb  
Goroke



RAIL-MOTOR RUNNING SCHEDULES—continued.

BALLARAT-LINTON.

DOWN.			Diesel Rail Car (102 H.P.)	UP.			Diesel Rail Car (102 H.P.)
<b>Ballarat to—</b>			Mins.	<b>Linton to—</b>			Mins.
Linton Junction ...	...	...	8	Happy Valley ...	...	...	5
Cardigan ...	...	...	5	Newtown ...	...	...	11
Kopke ...	...	...	6	Scarsdale ...	...	...	7
Haddon ...	...	...	5	Smythesdale ...	...	...	6
Smythesdale ...	...	...	9	Haddon ...	...	...	10
Scarsdale ...	...	...	5	Kopke ...	...	...	5
Newtown ...	...	...	6	Cardigan ...	...	...	8
Happy Valley ...	...	...	11	Linton Junction ...	...	...	5
Linton ...	...	...	5	Ballarat ...	...	...	8
Total ...	...	...	60	Total ...	...	...	65

MURTOA-HOPETOUN.

DOWN.			Diesel Electric Rail Motor	UP.			Diesel Electric Rail Motor
<b>Murtoa to—</b>			Mins.	<b>Hopetoun to—</b>			Mins.
Coromby ...	...	...	8	Goyura ...	...	...	9
Minyip ...	...	...	11	Rosebery ...	...	...	6
Nullan ...	...	...	7	Beulah ...	...	...	12
Sheephills ...	...	...	6	Galaquil ...	...	...	7
Warracknabeal ...	...	...	15	Brim ...	...	...	10
Lah ...	...	...	14	Lah ...	...	...	6
Brim ...	...	...	6	Warracknabeal ...	...	...	14
Galaquil ...	...	...	10	Sheephills ...	...	...	15
Beulah ...	...	...	7	Nullan ...	...	...	6
Rosebery ...	...	...	12	Minyip ...	...	...	7
Goyura ...	...	...	6	Coromby ...	...	...	11
<b>Hopetoun</b> ...	...	...	9	<b>Murtoa</b> ...	...	...	8
Total ...	...	...	111	Total ...	...	...	111

HORSHAM-GOROKE.

DOWN.			Diesel Rail Car (102 H.P.)	UP.			Diesel Rail Car (102 H.P.)
<b>Horsham to—</b>			Mins.	<b>Goroke to—</b>			Mins.
Remlaw ...	...	...	9	Gymbowen ...	...	...	13
Quantong ...	...	...	11	Duffholme ...	...	...	12
East Natimuk ...	...	...	6	Mitre ...	...	...	9
Natimuk ...	...	...	4½	Arapiles ...	...	...	8
Arapiles ...	...	...	9	Natimuk ...	...	...	9
Mitre ...	...	...	7½	East Natimuk ...	...	...	5½
Duffholme ...	...	...	10	Quantong ...	...	...	6
Gymbowen ...	...	...	11	Remlaw ...	...	...	11
<b>Goroke</b> ...	...	...	13	<b>Horsham</b> ...	...	...	9
Total ...	...	...	81	Total ...	...	...	82½

RAIL MOTOR RUNNING SCHEDULES — continued;

MELBOURNE—GEELONG.

DOWN.					Diesel Electric Rail Motor		Diesel Rail Car (280 H.P.)	
					With Trailer		Mins.	Mins.
					Mins.	Mins.		
<b>Spencer Street to—</b>								
North Melbourne	...	...	...	...	3	*	3	3*
Footscray	...	...	...	...	5	*	4½	4½*
Newport	...	...	...	...	6	13*	5½	5½*
Newport South Junction	...	...	...	...	2*	2*	2*	2*
Laverton	...	...	...	...	11	8*	8	7½*
Werribee	...	...	...	...	13	10*	9½	8*
Manor	...	...	...	...	8	7*	7½	6*
Little River	...	...	...	...	8	7*	6½	5½*
Lara	...	...	...	...	9	8*	8	7*
Corio	...	...	...	...	6	6*	5½	4½*
North Shore	...	...	...	...	4	*	3½	2½*
North Geelong	...	...	...	...	3	6*	4	3*
Geelong	...	...	...	...	4	4	5	4
Total	...	...	...	...	82	71	72½	63

UP.					Diesel Electric Rail Motor		Diesel Rail Car (280 H.P.)	
					With Trailer.	Without Trailer.	Mins.	Mins.
					Mins.	Mins.		
<b>Geelong to—</b>								
North Geelong	...	...	...	...	4	3*	4	4*
North Shore	...	...	...	...	4	*	4	3*
Corio	...	...	...	...	4	7*	4	3*
Lara	...	...	...	...	7	6*	3½	2½*
Little River	...	...	...	...	10	9*	5½	4½*
Manor	...	...	...	...	7	9*	8	7*
Werribee...	...	...	...	...	7	7*	6½	5½*
Laverton...	...	...	...	...	7	7*	7½	6*
Newport South Junction	...	...	...	...	11	9*	10	9*
Newport...	...	...	...	...	9*	8*	9*	8*
Footscray	...	...	...	...	2	2*	8½*	7½*
North Melbourne	...	...	...	...	5	*	2	2*
Spencer Street	...	...	...	...	5	*	5	5½*
	...	...	...	...	4	13	4	4½*
	...	...	...	...			3	3
Total	...	...	...	...	79	71	75	73
	...	...	...	...				63

\* Engine Running Schedule based upon train being non-stopping at these stations.

**Geelong**  
North  
Moorab  
Gherin  
Banno  
Lethbr  
Meredit  
Elaine  
Lal L  
Yendor  
Warren  
Ballara  
Ballara

**Ballarat**  
Ballara  
Warren  
Yendor  
Lal L  
Elaine  
Meredit  
Lethbr  
Banno  
Gherin  
Moorab  
North C  
Geelong

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**RAIL MOTOR RUNNING SCHEDULES.  
GEELOG-BALLARAT.**

DOWN.	Diesel Electric Rail Motor.		Diesel Rail Car. (153 H.P.).		Diesel Rail Car. (280 H.P.).	
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.	Mins.	Mins.
	Mins.	Mins.	Mins.	Mins.		
<b>Geelong to—</b>						
North Geelong ...	4	4	4	4	4	4*
Moorabool ...	8	11	8½	9	8½	8*
Gheringhap ...	7	8	7	7½	6	5½*
Bannockburn ...	7	10	7	8½	7	6½*
Lethbridge ...	10	12	9½	13	9½	8½*
Meredith ...	21	28	18	26	19½	16½*
Elaine ...	10	11	9	11	8½	7½*
Lal Lal ...	14	17	13	16	12½	12*
Yendon ...	6	7	6	7	5½	5*
Warrenheip ...	10	12	9	10	8	7*
Ballarat East ...	6	7	6	6	5	5*
Ballarat ...	2	2	2	2	2	2
<b>Total ...</b>	<b>105</b>	<b>129</b>	<b>99</b>	<b>120</b>	<b>96</b>	<b>87½</b>
<b>UP.</b>						
<b>Ballarat to—</b>						
Ballarat East ...	2	2	2	2	2	2*
Warrenheip ...	11	13	8	11	8	8*
Yendon ...	10	10	10	10	8	6½*
Lal Lal ...	6	6	6	6	5	4½*
Elaine ...	11	11	11	11	10	10*
Meredith ...	8	8	8½	8½	7	6½*
Lethbridge ...	12	12	13½	13½	14	11*
Bannockburn ...	8	8	9	9	7½	7½*
Gheringhap ...	6	7	7	7	5½	5*
Moorabool ...	6	6	6	6	5	4½*
North Geelong ...	8	8	8	8	7	6½*
Geelong ...	4	4	4	4	4	4
<b>Total ...</b>	<b>92</b>	<b>95</b>	<b>93</b>	<b>96</b>	<b>83</b>	<b>76</b>

\* Engine Running Schedules based on train being non-stop at these stations.

**LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS.**

**SCHEDULE LOADS.**—The tonnage loads of Mixed trains are computed on the basis of tonnage rating shown on pages 91 to 95 for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 118 to 122.

**VEHICULAR LIMITATIONS.**—Unless otherwise specified the number of vehicles must not exceed equal to thirty (30) vehicles counting each four or six wheeled truck or car and bogie UB or UP truck (loaded or empty) as 1, and each other bogie truck or car (loaded or empty) as 2.

**OVERLOADING OF MIXED TRAINS.**—Depot Stationmasters may grant authority to increase the loads of Mixed trains which have a maximum vehicular limitation of equal to 30 vehicles, to equal 31 vehicles subject to the tonnage limitation not being exceeded, when by so doing the clearance of urgent loading, such as Live Stock and Perishables, will be facilitated.

In all cases other than mentioned above, where it is desired to increase the authorized load of a Mixed train, the Depot station concerned must wire particulars of the nature and urgency of the excess loading to the Metropolitan or District Superintendent (Control) who, after consultation with the District Rolling Stock Superintendent, may grant permission when considered absolutely necessary.

**ENGINE RUNNING SCHEDULES.**—The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time Tables:—

**MIXED TRAINS:—**

(i) The Engine Running Schedules for Mixed trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time Tables.

(ii) It will be the duty of the Driver to maintain schedule running time, and in cases when the train is running late, to make every effort to make up time to ensure an "on time" arrival at terminal and junction stations *en route*, subject to authorised speeds not being exceeded.

## MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN SUNSHINE AND WARRENHEIP AND LINTON JUNCTION AND SERVICETON.

Miniature Staff Automatic Exchanging Apparatus is in use at Staff Stations between Sunshine and Warrenheip, and between Linton Junction and Serviceton, as set out hereunder for the purpose of exchanging Staffs carried by the following Express, Passenger and Goods trains, or any other train that may be notified by circular, or arranged by the Train Controller who must be particularly careful to see that the Enginemen and each station concerned are fully instructed. Instructions shown in the General Appendix must be observed.

### EXPRESS AND PASSENGER TRAINS

No. 25	Warrenheip, Linton Junction, Windermere, Burrumbeet, Trawalla (Fri. Exc.), Middle Creek, Pimpinio (Tues., Thur., Sat.).
No. 47	Sunshine, Ingliston, Gordon, Bungaree, Warrenheip, Linton Junction, Lubeck, Jung.
No. 49	Sunshine, Deer Park, Rockbank, Melton, Parwan, Ingliston, Gordon, Bungaree, Warrenheip, Linton Junction, Lubeck, Jung.
No. 57	{ Ingliston, Warrenheip.
No. 63	
No. 69	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ingliston, Ballan, Gordon, Bungaree, Warrenheip, Linton Junction, Windermere, Burrumbeet, Trawalla, Beaufort, Buangor, Great Western, Glenorchy, Lubeck, Jung.
No. 73	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ingliston, Ballan, Gordon, Bungaree, Warrenheip.
No. 105	{ Rockbank, Parwan, Ingliston, Gordon, Warrenheip.
No. 115	
No. 80	Warrenheip, Bungaree, Gordon, Ingliston, Parwan, Melton, Rockbank, Sunshine.
No. 10	Jung, Lubeck, Glenorchy, Great Western, Buangor, Trawalla, Burrumbeet, Windermere, Linton Junction, Warrenheip, Bungaree, Gordon, Ballan, Ingliston, Bacchus Marsh, Parwan, Melton, Rockbank, Deer Park, Sunshine.
No. 22	Warrenheip, Ingliston, Deer Park.
No. 24	Linton Junction, Warrenheip, Bungaree, Gordon, Ingliston, Parwan, Rockbank, Deer Park, Sunshine.
No. 30, 34	Pimpinio (Tues., Thur., Sat.), Dooen, Wal Wal, Deep Lead, Armstrong, Trawalla (Fri. Exc.), Burrumbeet, Windermere, Linton Junction, Warrenheip, Ingliston, Parwan, Melton, Rockbank.
No. 100	Warrenheip, Gordon, Ingliston, Parwan, Rockbank.
No. 110	Warrenheip, Gordon, Ingliston, Parwan.

### GOODS TRAINS.

#### DOWN.

No. 9	Melbourne-Ballarad
No. 23	Ballarat-Trawalla
No. 23	Ararat-Dimboola
No. 77	Melbourne-Serviceton
No. 59	Ballarat-Dimboola
No. 75, 75A	Melbourne-Ballarad
No. 89	Ballarat-Beaufort
No. 89	Ararat-Serviceton
No. 9	Ararat-Murtoa
No. 11	Ararat-Dimboola

#### UP.

No. 38	Serviceton-Melbourne
No. 20	Murtoa-Ararat
No. 40	Horsham-Ararat
No. 44	Dimboola-Ararat
No. 36, 36A	Dimboola-Ararat
No. 80	Dimboola-Ararat
No. 36, 36A	Ararat-Melbourne
No. 88	Serviceton-Melbourne
No. 94	Ararat-Melbourne
No. 92	Serviceton-Stawell
No. 32	Ballarat-Melbourne

If the trains specified in the preceeding paragraph are not running to schedules laid down in the Working Timetable, the operation of the Staff Exchanging Apparatus may be varied to meet the altered crossing arrangements. Signalmen and Train Crews to specially note.

Sunshi  
Sunshi  
Deer I  
Rockb  
Melton  
Parwan  
Bacchu  
Inglis  
Ballan  
Gordon  
Bungan  
Warren  
Linton  
Winder  
Burrum  
Trawalla  
Beaufor  
Middle  
Buangor  
Armstro  
Great W  
Deep L  
Glenorch  
Wal W  
Lubeck  
Murtoa  
Jung  
Dooen  
Pimpinio  
Kiata  
Nhill  
Diapur  
Kaniva

Kaniva  
Diapur  
Nhill  
Kiata  
Pimpinio  
Dooen  
Jung  
Murtoa  
Lubeck  
Wal Wal  
Glenorch  
Deep Lea  
Great W  
Armstron  
Buangor  
Middle C  
Beaufort  
Trawalla  
Burrumbe  
Winderm  
Linton J  
Warrenhe  
Bungaree  
Gordon  
Ballan  
Ingliston  
Bacchus I  
Parwan  
Melton  
Rockbank  
Deer Park  
Sunshine  
Sunshine



The position of the Exchanging Apparatus at the various Stations is as set out hereunder :—

STATION.	Position of Exchanging Apparatus.	Road or Line on which Exchange will be Effected.
DOWN.		
Sunshine ... ..	110 feet Down side of Signal-box ... ..	No. 2 Road
Sunshine ... ..	24 feet Down side of Signal-box ... ..	No. 3 Road
Deer Park ... ..	811 feet Up side of Signal-bay ... ..	No. 1 Road
Rockbank ... ..	457 feet Up side of Signal-box ... ..	No. 1 Road
Melton ... ..	430 feet Up side of Signal-box ... ..	No. 1 Road
Parwan ... ..	474 feet Up side of Signal-box ... ..	No. 1 Road
Bacchus Marsh ... ..	25 feet Down side of Signal-box ... ..	No. 2 Road
Ingliston ... ..	360 feet Up side of Signal-box ... ..	No. 1 Road
Ballan ... ..	85 feet Up side of Signal-box ... ..	No. 2 Road
Gordon ... ..	11 feet Up side of Signal-box ... ..	No. 2 Road
Bungaree ... ..	Opposite Signal-bay ... ..	No. 2 Road
Warrenheip ... ..	414 feet Up side of Signal-box ... ..	Bacchus M'sh Line
Linton Junction ... ..	176 feet Up side of Signal-box ... ..	Down Main Line
Windermere ... ..	10 feet Up side of Signal-box ... ..	No. 1 Road
Burrumbet ... ..	448 feet Up side of Signal-box ... ..	No. 1 Road
Trawalla ... ..	335 feet Up side of Signal-box ... ..	No. 1 Road
Beaufort ... ..	550 feet Up side of Signal-box ... ..	No. 1 Road
Middle Creek ... ..	57 feet Down side of Signal-box ... ..	No. 1 Road
Buangor ... ..	20 feet Down side of Signal-box ... ..	No. 2 Road
Armstrong ... ..	378 feet Up side of Signal-box ... ..	No. 1 Road
Great Western ... ..	268 feet Up side of Signal-box ... ..	No. 1 Road
Deep Lead ... ..	273 feet Up side of Signal-box ... ..	No. 1 Road
Glenorchy ... ..	414 feet Up side of Signal-box ... ..	No. 1 Road
Wal Wal ... ..	6 feet Up side of Signal-box ... ..	No. 1 Road
Lubeck ... ..	422 feet Up side of Signal-box ... ..	No. 1 Road
Murtoa ... ..	600 feet Up side of Signal-box ... ..	No. 3 Road
Jung ... ..	458 feet Up side of Signal-box ... ..	No. 1 Road
Dooen ... ..	289 feet Up side of Signal-box ... ..	No. 1 Road
Pimpinio ... ..	352 feet Up side of Signal-box ... ..	No. 1 Road
Kiata ... ..	15 feet Down side of Signal-box ... ..	No. 1 Road
Nhill ... ..	328 feet Up side of Signal-box ... ..	No. 1 Road
Diapur ... ..	15 feet Up side of Signal-box ... ..	No. 1 Road
Kaniva ... ..	15 feet Up side of Signal-box ... ..	No. 1 Road
UP.		
Kaniva ... ..	716 feet Down side of Signal-box ... ..	No. 1 Road
Diapur ... ..	389 feet Down side of Signal-box ... ..	No. 1 Road
Nhill ... ..	531 feet Down side of Signal-box ... ..	No. 1 Road
Kiata ... ..	390 feet Down side of Signal-box ... ..	No. 1 Road
Pimpinio ... ..	25 feet Up side of Signal-box ... ..	No. 1 Road
Dooen ... ..	40 feet Down side of Signal-box ... ..	No. 1 Road
Jung ... ..	25 feet Up side of Signal-box ... ..	No. 1 Road
Murtoa ... ..	473 feet Down side of Signal-box ... ..	No. 3 Road
Lubeck ... ..	Opposite Signal-bay ... ..	No. 1 Road
Wal Wal ... ..	326 feet Down side of Signal-box ... ..	No. 1 Road
Glenorchy ... ..	13 feet Down side of Signal-box ... ..	No. 1 Road
Deep Lead ... ..	348 feet Down side of Signal-box ... ..	No. 1 Road
Great Western ... ..	388 feet Down side of Signal-box ... ..	No. 1 Road
Armstrong ... ..	15 feet Up side of Signal-box ... ..	No. 1 Road
Buangor ... ..	20 feet Down side of Signal-box ... ..	No. 2 Road
Middle Creek ... ..	294 feet Down side of Signal-box ... ..	No. 1 Road
Beaufort ... ..	54 feet Up side of Signal-box ... ..	No. 1 Road
Trawalla ... ..	15 feet Down side of Signal-box ... ..	No. 1 Road
Burrumbet ... ..	12 feet Up side of Signal-box ... ..	No. 1 Road
Windermere ... ..	373 feet Down side of Signal-box ... ..	No. 1 Road
Linton Junction ... ..	42 feet Down side of Signal-box ... ..	Up Main Line
Warrenheip ... ..	15 feet Down side of Signal-box ... ..	Up Main Line
Bungaree ... ..	Opposite Signal-bay ... ..	No. 2 Road
Gordon ... ..	26 feet Up side of Signal-box ... ..	No. 2 Road
Ballan ... ..	325 feet Down side of Signal-box ... ..	No. 2 Road
Ingliston ... ..	10 feet Down side of Signal-box ... ..	No. 1 Road
Bacchus Marsh ... ..	18 feet Up side of Signal-box ... ..	No. 2 Road
Parwan ... ..	10 feet Up side of Signal-box ... ..	No. 1 Road
Melton ... ..	15 feet Down side of Signal-box ... ..	No. 1 Road
Rockbank ... ..	12 feet Up side of Signal-box ... ..	No. 1 Road
Deer Park ... ..	Opposite Signal-bay ... ..	No. 1 Road
Sunshine ... ..	200 feet Down side of Signal-box ... ..	No. 1 Road
Sunshine ... ..	24 feet Down side of Signal-box ... ..	No. 3 Road

## MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN GEELONG AND COLAC.

The Miniature Staff Automatic Exchanging Apparatus in use at Staff Stations between South Geelong and Winchelsea, as set out hereunder for the purpose of exchanging staffs carried by the following trains, or any other train that may be notified by circular, or arranged by the Train Controller, and must be worked in accordance with instructions shown in the General Appendix :—

### PASSENGER TRAINS.

Nos. 69 and 73 South Geelong.

### GOODS TRAINS.

Nos. 3, 5, 9, South Geelong, Moriac, Winchelsea.

Nos. 80, 96, 100, Winchelsea.

The position of the Ground Apparatus at the various Stations is as shown hereunder :—

STATION.	Position of Exchanging Apparatus.	Road on which Exchange will be Effected.
<b>DOWN.</b>		
South Geelong ... ..	20 feet Down end of Platform ... ..	Platform Road
Moriac ... ..	228 feet Up side of Platform ... ..	Platform Road
Winchelsea ... ..	258 feet Up side Platform ... ..	Platform Road
<b>UP.</b>		
Winchelsea ... ..	206 feet Down end of Platform ... ..	Platform Road

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## GENERAL INSTRUCTIONS

### COMPILATION OF GUARDS' RUNNING STATEMENT.

**Running Statement.**—Running Statements are printed in distinctive colours according to the class of train.

The whole of the information specified on the Statement is to be compiled by the Guard and must be accurate in every detail.

(a) The Guard of each train must inform the Driver of the equivalent number of vehicles and the tonnage of the train before commencing the journey, and again at each station *en route*, wherever the train is required to work or an alteration of the load is made. He must inform the Driver of the position of any Van Truck on the train, and also of any trucks which have to be detached at an intermediate station.

(b) Guards must compile their Running Statements *en route*, enter thereon the time of passing, arriving and departing, for each station at the time, also all checks at Signals, and record particulars of all unusual incidents which occur on a journey.

(c) A note must be made of any variation of wind or other weather conditions which may affect the running of the train, indicating clearly the location at which such variations occurred.

(d) Particulars of the time occupied at stations, or the time lost or gained on each section, based on the schedule applicable to the full load or proportion of that load, *e.g.*, 3/5, or 4/5 of the train concerned, must be shown under the respective headings.

Every change in the total number of vehicles or tonnage of the train, as provided for on the Statement, is to be shown. Care must be used to record the correct sectional mileage as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast train, of the period of time occupied in loading or unloading material or ballast trucks whilst the engine is attached to them.

The full schedule tonnage is the tonnage which is specified for Goods trains, and this or any specially reduced schedule tonnage is the authorised schedule tonnage.

The Ruling Grade for any train is the grade that limits the maximum load that the engine can haul between recognized terminal stations and the tonnage hauled over this grade is termed the Ruling Grade Load.

The equivalent number of vehicles on the train must be shown at foot of Statement, as well as the schedule and actual tonnage.

In every instance in which a Goods or Mixed train obtains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

When trains, both regular or special, are run over sections which involve more than one Train Control District (for areas see General Appendix), separate Running Statements are to be compiled for each Control District through which the trains run.

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Supt. Train Services, in the case of trains operating within the Central Train Control areas, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

### COMPILATION OF GUARDS' TRUCK SHEET.

**Truck Sheet.**—The whole of the information on the Truck Sheet is to be compiled by the Guard. Vehicles to be entered on the Truck Sheet in order, commencing from the rear or van end of the train.

The stations the truck is waybilled from and to, also attached and detached at, must be inserted.

Trucks used as safety are to be included in loaded column, class of loading being shown "Safety." Water trucks containing water, whether attached by pipe to engine or not, are to be included as loaded, the weight of contents being computed as shown on the succeeding pages. Passenger cars and vans to be recorded and weight shown (see schedule tonnage rating on pages 91-98).

When computing the tonnage of tare and contents of vehicles, under 5 cwt. is to be dropped, 5 to 14 cwt. to be reckoned as half a ton, and over 14 cwt. as 1 ton, *e.g.*, a truck weighing 5 tons 14 cwt., and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons, respectively. The weight of contents of "out of" van trucks to be considered the same as at starting point, and "pick up" van trucks the weight on arrival at destination.

Iced trucks not containing goods to be shown as empty trucks.

Trucks sent for repairs—Guards to make special note "Repairs" opposite number of truck.

When a truck requiring to be weighed is placed on a train, the Guard must make a remark "To Weigh" opposite the corresponding entry on the Truck Sheet.

When loaded trucks without waybills or waybill envelopes are on their trains, Guards must make a remark, "Without waybill or waybill envelope," opposite the corresponding entry on the Truck Sheet.

In entering the class of loading, the following symbols are to be used where they apply:—

B—Bricks	Fl—Flour	Me—Manure	S—Stone
Bb—Box Blocks	Fu—Furniture	Mn—Mutton and Beef	Sd—Sand
Bk—Bark	Fw—Firewood	Mr—Mallee Roots	St—Sawn Timber
C—Coal	G—Grain	Mt—Mining Timber	SW—Soft Wood Timber
Ch—Chaff	H—Hay and Straw	My—Machinery	V—Vegetables
DP—Dairy Produce	I—Iron	P—Poles	VT—Van Truck
F—Fruit	LS—Live Stock	Pt—Potatoes	W—Wool
Fh—Fish	M—Merchandise	R—Rabbits	

COMPUTATION OF TRAIN LOAD TONNAGE.

The despatching station must record the actual weight of contents of each truck on the waybill envelope accompanying it, and the Guard, to obtain the gross weight, must add the tare to the weight thus shown. In some instances, however, the actual weight of contents will exceed that recorded on the waybill envelope, and to provide for this the following weights are to be used:—

	To count as—
16 ton "IA" (high sided), "G," 16 ton "I" (standard), 16/22 ton "IY" truck loaded with under 3 feet firewood to water level	13 tons
16 ton "IA" (high sided), "G," 16 ton "I" (standard), 16/22 ton "IY" truck loaded 2 feet 6 inches above water level with mallee roots	12 "
16 ton "IA" (high sided), "G," 16 ton "I" (standard), 16/22 ton "IY" truck loaded with 5 feet and 6 feet firewood (on end)	14 "
16 ton "IA" (high sided), "G," 16 ton "I" (standard), 16/22 ton "IY" truck loaded with props, palings and laths	14½ "
16/22 ton "GY" truck loaded with firewood less than 3 feet long to water level	16 "
16/22 ton "GY" truck loaded 2 feet 6 inches above water level with mallee roots	13 "
16/22 ton "GY" truck loaded with 5 feet and 6 feet firewood (on end)	14 "
16/22 ton "GY" truck loaded with props, palings and laths 3 feet 6 inches high	16 "
16/22 ton "GY" truck loaded with props, palings and laths as 22 tonner	19 "
16/22 ton "HY" truck loaded with firewood less than 3 feet long to water level	16 "
16/22 ton "HY" truck loaded 2 feet 6 inches above water level with mallee roots	13 "
16/22 ton "HY" truck loaded with 5 feet and 6 feet firewood (on end)	14 "
16/22 ton "HY" truck loaded with props, palings and laths 3 feet 6 inches high	16 "
16/22 ton "HY" truck loaded with props, palings and laths as 22 tonner	19 "
16/27 ton "IZ," 16/27 ton "GZ" truck loaded with firewood less than 3 feet long to water level	15 "
16/27 ton "IZ," 16/27 ton "GZ" truck loaded 2 feet 6 inches above water level with mallee roots	12½ "
16/27 ton "IZ," 16/27 ton "GZ" truck loaded with 5 feet and 6 feet firewood (on end)	14 "
16/27 ton "IZ," 16/27 ton "GZ" truck loaded with props, palings and laths, 3 feet 6 inches high	16 "
16/27 ton "IZ," 16/27 ton "GZ" truck loaded with props, palings and laths as 27 tonner	18 "
26/30 ton "QR" (Nos. 1/376 and 407) truck loaded with firewood less than 3 feet long to water level	15 "
26/30 ton "QR" (Nos. 1/376 and 407) truck loaded 2 feet 6 inches above water level with mallee roots	14 "
26/30 ton "QR" (Nos. 1/376 and 407) truck loaded with 5 feet firewood (on end)	18 "
26/30 ton "QR" (Nos. 1/376 and 407) truck loaded with 6 feet firewood (on end)	22 "

Tare to be added in each case as directed

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COMPUTATION OF TRAIN LOAD TONNAGE—Continued.

		To Count as—
26/30 ton "QR" (Nos. 1/376 and 407) truck loaded with props, palings and laths	19 tons	} Tare to be added in each case as directed.
30-ton "QR" truck loaded with firewood less than 3 feet long to water level	17 "	
30-ton "QR" truck loaded 2 feet 6 inches above water level with mallee roots	15 "	
30-ton "QR" truck loaded with 5 feet firewood (on end)	21 "	
30-ton "QR" truck loaded with 6 feet firewood (on end)	25 "	
30-ton "QR" truck loaded with props, palings and laths	21 "	
44-ton "E" truck loaded with firewood less than 3 feet long to water level	29 "	
44-ton "E" truck loaded 2 feet 6 inches above water level with mallee roots	23 "	
44-ton "E" truck loaded with 5 feet firewood (on end)	24 "	
44-ton "E" truck loaded with 6 feet firewood (on end)	29 "	
Water tank trucks (2,000 gallons capacity)	9 "	
"M" truck of horses or cattle	5½ "	
"MM" truck horses or cattle	11 "	
"L" truck of sheep or calves (two tiers)	4½ "	
"L" truck of sheep or calves (one tier)	2½ "	
Goods or "M" truck loaded sheep or calves	2½ "	
"L" truck of pigs (two tiers)	6½ "	
Goods or "M" truck, or one tier of "L" truck loaded pigs	3½ "	
"LL" truck of sheep or calves (two tiers)	9 "	
"LL" truck of sheep or calves (one tier)	4½ "	
"LL" truck of pigs (two tiers)	13 "	
"LL" truck of pigs (one tier)	6½ "	

Trucks partly loaded with Live Stock:—

Horses and Cattle	10 cwt. each
Calves	2 "
Sheep	¾ "
Pigs	1 "

The following will be the tonnage minima for bulk wheat loaded into the undermentioned classes of trucks:—

"GY" and "HY"	21 tons.
"GZ" and "IZ"	20 "
"I," "IA" and "IY"	16 "

**Correct Computation.**—If there be any doubt as to the correct computation of the tonnage of a train that has stalled, the Driver and Guard should together check the figures at a convenient station.

**Ballast Trains.**—When computing the weight of contents of a loaded truck on a Plant, Ballast, or other departmental work train, the following scale is to be observed:—

	Weight of Material
Gravel	1.3 tons per cubic yard.
Sand	1.08 " "
Metal, 1½ inches, 2½ inches, and screenings	1.1 " "
Earth	1.0 " "
Spalls	1.06 " "
Scoria	0.7 " "
Ashes	0.6 " "
Sleepers, 9 feet x 10 inches x 5 inches	10 to the ton.
Sleepers, 9 feet x 9 inches x 4½ inches	12 "
Fence Rails, 9 feet x 7 inches x ½ inch x 2½ inches	52 "
Fence Posts, 6 ft. 6 in. x 8 inches x 3½ inches	26 "
Bricks (machine pressed)	286 "

The Guard must ascertain from the Roadmaster or Ganger in charge of the work the quantity of material in each truck, so that correct particulars may be shown.

**WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES.**

On Goods and Mixed trains, except as specially provided in respect of trains with a schedule load of less than 120 tons on Broad-gauge Lines, the tare weight of each vehicle is to be taken as set out herein.

With a schedule load of less than 120 tons, the actual weight of each vehicle must be taken, whether loaded or empty.

**GENERAL INSTRUCTIONS—WEIGHT TO BE ALLOWED FOR GOODS VEHICLES—continued.**

In cases where the tare weight stencilled on the sides of trucks fitted with automatic couplings exceeds the weight set out in the following list, the weight shown on the truck is to be taken as tare weight, whether the truck is loaded or empty.

Class of Wagon	When Empty	When Loaded
	Tons	Tons
B ...	11	11
BB (Nos 1 to 21) ...	19	19
BP (Nos 1 and 2) ...	24	24
CJ (Bulk Cement) ...	19	19
E ...	19	19
F. Horse-boxes (Nos. 37, 42, 44, 47) ...	13	13
F. Horse-boxes (Nos. 26 to 30, 32 to 35) ...	12	12
F. Horse-boxes (Nos. 53, 56, 57) ...	14	14
FF Horse-boxes (Nos. 14, 15, 16) ...	25	25
FP Horse-boxes (Nos. 7, 10, 12, 13) ...	25	25
GH ...	9	9
GY (Bulk Wheat); GZ ...	9	9
H, HD ...	9	9
HH Casualty Van (Nos 1 to 6) ...	30	30
HR (Service) ...	8	8
HY ...	9	9
I (16 tons); IA (16 tons); IC (Tippler Trucks) ...	8	8
IB (11 tons) ...	7	Tare Weight*
IY; IZ ...	9	9
J Steel Hopper ...	19	Tare Weight
KC (L.C.L. container traffic) ...	7	Tare Weight*
K and KR ...	7	Tare Weight*
KM (Masonite) ...	8½	8½
KS (Scantlings) ...	Tare Weight	Tare Weight
KT (Timber) ...	9	9
L Sheep ...	9½	9½
LL Sheep (Bogie) ...	21	21
M Cattle ...	9	9
MM Cattle (Bogie) ...	19	19
N ...	7	7
NN (Bogie) ...	14	14
O (16 tons) ...	9	9
O (11 tons) ...	7	7
OH (Overhead) ...	Tare Weight	Tare Weight
P Powder Vans ...	10	Tare Weight
Q ...	Tare Weight	Tare Weight
QB (Nos. 1 to 12) ...	20	20
QB (No. 13) ...	34	34
QN ...	15	15
QR ...	16	16
R ...	16	16
S ...	17	17
T (15 tons wood) ...	14	14
T (15 tons steel) ...	12	12
T (12 tons) ...	12	12
U (11 tons) ...	9	9
U (15 tons) ...	12	12
UB and UP (Bogie Louvre) ...	16	16
V ...	19	19
VP ...	25	25
W Workmen's Sleepers ...	9	9
WW Workmen's Sleepers ...	15	15
WX ...	Tare Weight	Tare Weight
ZP and Z Van ...	Tare Weight	Tare Weight
CP Van ...	27	27
<b>Tanks</b> ...	Tare Weight	Tare Weight
<b>Narrow Gauge Vehicles—</b>		
NQ Trucks (except Nos. 74, 80) ...	5	5
NQ Trucks (Nos. 74, 80) ...	6	6
NU Truck ...	7	7
NM, NT Trucks ...	7½	7½

\* The total weight of any lightly loaded I or O truck (tare and contents combined) must not be taken as less than 7 tons and the total weight of any lightly loaded K or N truck must not be taken as less than 6 tons.

**WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES.**

On Goods trains the weights of Diesel Crane and Steam Cranes are to be taken as under:—

Steam Crane—	To count as—
No. 2 (without tender) ... ..	40 tons.
No. 3 (with tender) ... ..	60 "
No. 4 (without tender) ... ..	40 "
Nos. 8 and 9 (without tender) ... ..	45 "
No. 10 (without tender) ... ..	35 "
No. 11 (without tender) ... ..	50 "
No. 15 (without tender) ... ..	45 "
60-ton wreckage cranes (Nos. 18 and 19) with match truck ... ..	90 "
30-ton wreckage cranes (Nos. 5 and 7) with match truck ... ..	70 "
10-ton wreckage crane (No. 6) with match truck ... ..	55 "
10-ton Diesel Crane (Way and Works Branch No. 5) with Special " Q " truck ... ..	55 "
3-ton steam crane (Way and Works Branch, No. 1) with match truck ... ..	30 "
Grab cranes (Nos. 13 and 14) ... ..	35 "

WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.

Class of Wagon	Tons Empty	Tons Carrying Capacity	Class of Wagon	Tons Empty	Tons Carrying Capacity
DA Louvre, 4 wheel	11	12	FBF Flat, Bogie	18	40
DWF " "	11	14	FBA " "	17	30
MDF " "	9	10	W Open " "	21	30
DW " Bogie	23	27	OA " "	20	32
D " "	20	30	O " "	19	40
DP " "	20	30	O " "	19	45
DRP " "	20	30	OW " "	18	40
DWP " "	23	30	OWP " "	18	40
MBP " "	21	30	OF " "	8	16
WVP " "	21	26	Y " 4 Wheel	9	16
M Box Car, " "	19	30	TS Petrol Tank, Bogie	22	5000 gals.
MMP " "	23	27	TS " " "	24	9000 "
EF Explosive Car,	11	14*	TC " " "	20	5000 "
K Refrig., 4 Wheel	12	10	TC " " "	24	8900 "
KT " "	14	10	TC " " "	28	10000 "
KR " "	11	10	TC " " "	26	8000 "
KX " "	11	10	TF " " "	23	9000 "
R " "	12	14	TV " " "	22	5000 "
RB " Bogie	21	30	TV " " "	25	8900 "
RBP " "	21	30	TX " " "	18	5200 "
Z Hopper, 4 Wheel	10	15	TX " " "	22	10000 "
H " Bogie	19	40	TX Petrol and Kero.	25	9000 "
HS " "	20	50	Tank, Bogie		
CF Cattle, 4 Wheel	8	9 Beasts	TV Kero. Tank, Bogie	24	5200 "
C " Bogie	19	18 Beasts	TV " " "	29	8100 "
S Sheep, "	21	200 Sheep	TC Fuel Oil Tank, Bogie	26	5000 "
SF " 4 Wheel	10	100 Sheep	TDF " " "	23	9000 "
BH Horse Box, Bogie	26	12 Horses	TS " " "	20	5000 "
FR Flat, 4 Wheel	8	10	TS " " "	23	9000 "
F " "	8	10	TS " " "	24	10500 "
FB " Bogie	18	50	TA Acid Tank, Bogie	22	4500 "
FBT " "	18	50	TG Tar and Ammonia	22	5000 "
			Tank, Bogie		

NOTE:—Classes "DP," "DRP," "DWP," "WVP," "RBP," "BH," "MBP," "MMP," "OWP" and "WVP" are fitted with passenger bogies.

\* EF Explosive Cars, maximum load when loaded with explosives, 5 tons.

LOADS OF GOODS TRAINS.

**Schedule Loads.**—The schedule loads laid down for Goods trains, on Broad-gauge lines, may be exceeded by six (6) tons when, by so doing, an extra vehicle can be despatched by a train which would otherwise be under the schedule load.

**"X" Locomotives.**—Nos. 36 and 44 are not fitted with boosters and therefore these engines will take only the load authorised for "C" class engines.

**"D4" Locomotives.**—"D4" class locomotives, when used as shunting engines, or on Suburban Goods trains, or as pusher engines where specially authorised, may take a 13 per cent. higher load than that laid down for "D1" class locomotives.

**Double-Headed Loads.**—The tonnage load which may be hauled by two engines is the combined load of the engines employed, subject to a maximum of 75 vehicles.

The general conditions governing engines assisting in front of trains and the lines on which double heading is permitted are shown on page 180.

En  
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"M" a  
must no  
by the  
(ii)  
(iii) m  
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137





**GENERAL INSTRUCTIONS—continued.**

**ENGINE RUNNING SCHEDULES.—continued.**

(d) *Roadside Goods Trains.*—The Engine Running schedules for Roadside Goods Trains are based on the Sectional Loads and proportions of those Loads, and provide for trains stopping at all stations.

Subject to the speeds shown on pages 165 to 179 or to any speed restrictions published from time to time, it will be the duty of the Driver to increase the speed of his train in proportion to the reduction of the load of the train.

*Light Engines.*—(i) The Running schedule for a "Light" Engine, two "Light" Engines attached or in either case with only a Brake Van attached, shall (subject to the instructions on pages 165 to 179), be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the engine runs, unless a special schedule is issued to the contrary. The maximum speed for an engine or engines, with a van of fixed wheel-base attached, shall not exceed 40 miles per hour.

See page 178 for speed of pilot engines, and light engines.

(ii) In every case where a brake van is attached to the engine or engines, the train must be signalled as a "through" Goods Train; but before sending the "Is Line Clear?" Signal, each Signalman must inform the Signalman in advance, by telephone or telegraph, that the train consists of an Engine (or Engines) and brake van.

**VEHICLE LIMITATIONS.**

Without special authority from the Chief Traffic Manager or Assistant Chief Traffic Manager, trains (even when double headed) must not exceed the following lengths, viz:—

	Maximum lengths expressed in equivalent number of vehicles	
(a) Goods trains (with or without car or cars attached) ... ..	...	75
(b) Trains of empty passenger cars... ..	...	30

Counting each four or six-wheeled truck or car and bogie "UB" or "UP" truck (loaded or empty) as 1; each other bogie truck or car as 2.

The loads which may be hauled behind auto coupled or screw coupled PL cars are shown on page 99 and must not be exceeded whether the cars are loaded or empty.

**VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS.**

Special, Vice-regal, State, Inspection, Club Car, Dining, Buffet, Restaurant, Sleeping, "AJ", "BJ", "AZ", "BZ", "AS", "BS" and "ABS" Cars, and "CS" Vans, and automatically coupled cars and passenger vans with vestibule buffers must not be attached to Goods trains, except when authorised by the Chief Mechanical Engineer.

**MOMENTUM GRADES.**

Attention is particularly directed to the instructions regarding momentum speeds included in the footnotes to the various Load Schedules. Unless otherwise specified, the instructions refer to loads above three-fourths of the full tonnage, and the speed shown must be attained to take load over the grade.

It must be remembered that the speeds specified as being necessary to ascend certain grades are subject to any special speed restrictions for the time being in force, and if the prescribed speed cannot be attained because of some restriction of the kind, the load must not exceed that which the locomotive could haul over the grade without the aid of momentum.

**Mileage Shown in Load Schedule Footnotes.**—The mileage quoted in the footnotes is in every instance in accordance with that shown in the Grades Book.

**GENERAL INSTRUCTIONS**—continued.

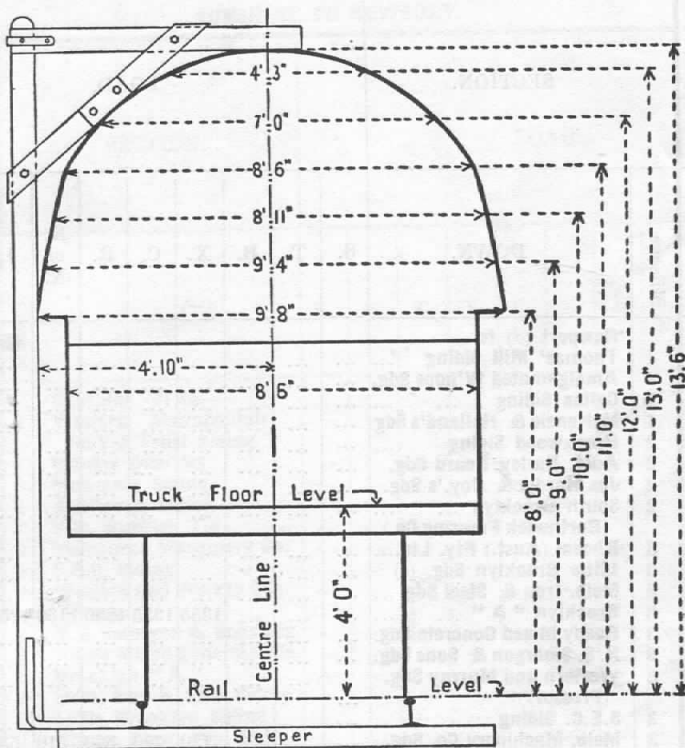
**ELEVATED ROADS AT COAL STAGES.**

Station where Situated.	Maximum Number of Four-wheeled Vehicles Allowed on Stage.	Load which can be Pushed up the Gears (tons)		
		D3, D4, J, K, N, Y	D1, D2.	E.
North Melbourne ... ..	47	154	136	122
Warragul ... ..	4	113	100	90
Seymour ... ..	6	72	64	58
Benalla ... ..	6	80	71	64
Bendigo ... ..	8	113	100	90
Maryborough ... ..	8	113	100	90
Geelong ... ..	18	130	115	104
Ballarat ... ..	8	89	79	71

NOTE.—See General Appendix for special instructions *re* Working of Coal Gears and Elevated Roads.

**MAXIMUM LOADING GAUGE.**

The particulars of the maximum Load Gauge for Broad-gauge Lines and correct method of using the Load Gauge are shown in the following diagram :—



See General Appendix *re* gauge dimensions.

**GENERAL REFERENCES TO FOOTNOTES OF GOODS LOAD SCHEDULES.**  
(Pages 126 to 164.)

- (c) Momentum speeds necessary to ascend grades with loads above three-fourths of the full tonnage.
- (d) Reference to General Appendix.
- (f) Special vehicle limitations.
- (\*) Load for trains not requiring to stop at certain stations.



**GOODS TRAINS.**  
**TONNAGE LOADS, VEHICLE LIMITS, AND ENGINE RUNNING TIMES.**  
**MELBOURNE TO SUNSHINE (VIA PASSENGER LINES).**

Engine Running Time						SECTION	LOAD														
Road-side Sectional Loads			Through Ruling Grade Loads				Mileage.	DOWN													
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.			S.	B.	T.	X.	C.	R.	J.	K or N.	A2.	D3. D4. Y.	D1.	E.		
12	13	15	12	13	15	2	Melbourne Yard to—														
7	8	9	7	8	9	5	South Kensington	...	...	...	...	...	...	...	...	...	...	...			
14	15	16	14	15	16	8	West Footscray	...	...	...	...	...	...	...	...	...	...	...			
							Sunshine	...	...	1800	1600	1200	1120	1025	900	800	725	685	565	500	450

**NEWPORT TO SUNSHINE.**

Engine Running Time						SECTION.	LOAD.														
Road-side Main Line Load.			Through Main Line Load.				Mileage.	DOWN.													
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.			S.	T.	B.	X.	C.	R.	K. or N.	J.	A2.	D3. D4. Y.	D1.	E.		
2	3	3	2	2	2	1	Newport (d) to—														
...	...	...	...	...	...	1	Thomas' Mill Siding	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	1	Amalgamated W'hops Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	1	Caltex Siding	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	1	McKenzie & Holland's Sdg	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	2	Brookwood Siding	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	2	Aust. Barley Board Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	2	Jas Hardie & Coy.'s Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	2	South Brooklyn	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	(Borthwick Freezing Co.)	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	Rheem (Aust.) Pty. Ltd.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	Little Brooklyn Sdg. (c)	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	Melb. Iron & Steel Sdg.	...	...	...	...	...	...	...	...	...	...	...			
6	6	7	5	5	5	3	Brooklyn "A"	...	...	...	1335	1335	1250	1160	1250	1100	900	800	700		
...	...	...	...	...	...	3	Ready Mixed Concrete Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	N. S. Smorgon & Sons Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	Western and Murray Sdg.	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	(Prossor)	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	S.E.C. Siding	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	Melb. Machinery Co. Sdg.	...	...	...	720	720	570	510	530	480	395	350	315		
...	...	...	...	...	...	4	V.R. Rubbish Tip	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	4	Armbrook Siding...	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	4	Monsanto Siding	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	4	Stanley Quarries	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	4	Western Metropolitan	...	...	...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	4	Market Trust Siding	...	...	...	...	...	...	...	...	...	...	...			
7	8	9	6	6	7	5	Sunshine (d)	...	...	1800	1000	1800	790	790	680	560	615	525	435	385	345

NOTES.

(c) When starting from Little Brooklyn with full load, Driver may set back towards Newport to get a run at the bank.

(d) See General Appendix for special instructions re Newport—Sunshine Loop Line.

Engine Running Time			
Road-side Sectional Loads			
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.
12	12	13	10
8	9	11	8
12	12	12	12

(u) If tender

Engine Running Time			
Road-side Main Line Loads			
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.
7	7	8	6
6	6	6	5
2	3	3	2

(d) See



SUNSHINE TO MELBOURNE (VIA PASSENGER LINES)—continued.

Engine Running Time						SECTION.	LOAD.												
Road-side Sectional Loads			Through Ruling Grade Loads				Mileage.	UP.	S.	B.	T.	X.	C.	R.	J.	K. or N.	A2.	D3. D4. Y.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.														
12	12	13	10	11	13	3	Sunshine to— West Footscray (u)	...	...	...	1025	1025	900	800	725	685	565	500	450
8	9	11	8	9	11	6	"	...	...	...	1365	1365	1200	1100	965	910	750	665	600
12	12	12	12	12	12	8	South Kensington ... Melbourne Yard ...	2100	2100	1600	1365	1365	1200	1100	965	910	750	665	600

NOTE.

(u) Load for Up trains which have to be pushed back into Siding on Down side at West Footscray. If tender first a reduction of 5 per cent. to be made.

SUNSHINE TO NEWPORT.

Engine Running Time						SECTION.	LOAD.												
Road-side Main Line Loads			Through Main Line Loads				Mileage.	UP	S.	B.	T.	X.	C.	R.	J.	K. or N.	A2.	D3. D4. Y.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.														
...	...	...	...	...	...	1	Sunshine (d) to— Western Metropolitan Market Trust Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	Stanley Quarries	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	Monsanto Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	Armbrook Siding...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	V.R. Rubbish Tip	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1 1/2	Melbourne Machinery Co. S.E.C. Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	Western and Murray Sdg. (Prossor)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	N. S. Smorgon & Sons Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2	Ready Mixed Concrete Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
7	7	8	6	6	7	1 1/2	Brooklyn "A"	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1 1/2	Melb. Iron & Steel Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1 1/2	Little Brooklyn Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1 1/2	Rheem Aust. Pty. Ltd.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	South Brooklyn ... (Borthwick Freezing Co)	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	Jas. Hardie & Co.'s Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	Aust. Barley Board Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	3	Brookwood Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	4	McKenzie & Holland's Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	4	Caltex Siding	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	4	Amalgamated W'shops Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
6	6	6	5	5	5	4	Thomas' Mill Siding	...	...	...	...	...	...	...	...	...	...	...	...
2	3	3	2	2	2	5	Newport (d)	2100	2100	2100	1500	1500	1250	1250	1160	1090	900	800	700

(d) See General Appendix for special instructions re Newport—Sunshine Loop Lin e.

MELBOURNE TO BALLARAT (VIA BACCHUS MARSH) AND ARARAT.

Engine Running Time										SECTION.	LOAD.											
Road-side Sectional Loads		Through Trains									Mileage.	S.	B.	T.	X.	C.	J.	R.	K. or N.	A2	D3	D1
3/5ths Load.	4/5ths Load.	Ruling Grade Loads	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Full Sectional Loads.	Tender First.	Light Engine.													
Via Tottenham Goods Line.										Via Pass. Lines.												
12	13	15	12	13	15	...	...	...	...	2	Melbourne Yard to—											
11	12	13	11	12	13	...	...	...	...	6	Sth. Kensington											
9	10	11	8	9	10	...	22	25	...	8	Tott'ham Yard (c)											
...	...	...	...	...	...	...	...	...	...	10	Sunshine											
8	9	11	7	8	9	...	...	...	...	11	Ardeer Siding											
19	21	24	16	17	18	...	...	20	20	19	Deer Park											
11	12	13	9	10	11	...	...	20	8	23	Rockbank (c)											
15	16	19	12	13	14	...	...	12	11	29	Melton											
6	6	7	6	6	6	...	...	7	7	32	Parwan											
44	55	67	44	55	67	...	33	42	48	45	Bacchus Marsh											
11	13	16	9	11	13	...	8	10	10	50	Ingliston											
16	19	22	15	18	21	...	12	17	16	57	Ballan											
5	6	8	4	5	6	...	...	...	...	59	Gordon											
7	8	10	6	7	9	...	...	...	...	62	Millbrook											
6	6	7	5	5	6	...	12	15	14	64	Wallace											
8	9	11	7	8	9	...	...	...	...	68	Bungaree											
6	7	8	5	5	6	...	9	12	11	70	Dunnstown											
...	...	...	...	...	...	...	8	...	...	73	Warrenheip (c)											
11	12	14	9	10	11	...	8	5	12	74	Ballarat East											
...	...	...	...	...	...	...	...	...	...	75	Ballarat (d)											
10	11	12	8	10	13	14	10	...	8	77	North Ballarat											
12	13	14	12	12	13	17	12	...	10	84	Linton Junction											
7	8	10	6	7	8	10	7	...	6	87	" " (h)											
22	24	26	20	21	23	28	19	...	17	98	" " (h)											
11	12	13	9	10	11	13	9	...	8	103	Widmerville											
25	28	31	23	26	29	...	22	...	20	113	Burrumbeet											
8	9	11	7	8	8	...	7	...	7	117	Trawalla (c)											
22	24	27	20	22	25	...	20	...	...	126	Beaufort (c)											
11	12	13	10	11	12	...	12	...	26	131	Middle Creek											
...	...	...	...	...	...	...	...	...	...	...	Buangor											
...	...	...	...	...	...	...	...	...	...	...	Dobie											
...	...	...	...	...	...	...	...	...	...	...	Ararat											

\*1.50 a.m. News Goods (via Passenger Lines). † "C", "R" or "A2." R.G. load Staff Auto. exchanging apparatus

Engine Requirements.

Down journey—	"X" and "R" Class.	Other Classes.
Bacchus Marsh ...	8 minutes	9 minutes (Roadside trains only).
Beaufort ...	Nil	5 minutes

(For Notes see pages 129 to 132).

Engine		Road-side Sectional Loads.		Ru. Gr. Load.	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.
11	12	14	10	11	11
10	11	12	9	10	10
19	21	24	17	19	19
11	12	14	10	11	11
15	17	19	14	15	15
14	15	17	12	13	13
13	14	16	11	12	12
24	26	30	21	23	23
15	17	20	14	16	16
14	16	18	12	14	14
12	13	15	10	11	11
12	14	16	11	13	13
11	12	14	9	10	10
13	15	19	11	13	13
12	13	15	11	12	12
22	26	28	21	24	24
14	15	16	12	13	13
6	7	8	5	5	5
15	17	18	13	15	15
16	17	19	15	16	16
8	9	10	7	8	8
17	18	20	16	17	17
12	13	15	11	12	12
12	13	14	11	12	12
18	19	20	16	17	17

Stawell to—  
 Deep Lead  
 Glenorchy  
 Wal Wal  
 Luback  
 Down Jo  
 Mu  
 Ho  
 (c) Momentum  
 A

2½ after pass station  
 3¼ after pass  
 14¼ after lea  
 25½ after lea  
 68 after pas  
 68 after pas

87¼ after leav  
 91¼ after leav  
 95½ approach

**ARARAT-DIMBOOLA-SERVICETON.**

Engine Running Time.										SECTION.	LOAD.												
Road-side Sectional Loads.		Through Trains.									Mileage.	DOWN.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	L. E. or Eng. and Van.	Fast Goods "C" 555 tons	"J" 405 tons, "R" 400 tons, "A2" 385 tons.	Fast Goods, 2 "B" 1500 tons.				"B" 750 tons.	S.	B.	T.	X.	C.	R.	J.	K. or N.	A2.	D3.
11	12	14	10	11	13	...	13	9 1/2	10	6	<b>Ararat to—</b>												
...	...	...	...	...	...	...	...	...	...	...	<b>Armstrong</b>	1000	900	500	650	600	400	405	390	385	305	270	
10	11	12	9	10	11	...	9	8	9	11	<b>"</b>	(hh) 1300	1100	900	900	820	645	630	580	545	450	400	
19	21	24	17	19	21	...	23	12 1/2	15	19	<b>Great Western</b>	...	...	1600	1230	1130	1250	1250	800	750	620	550	
11	12	14	10	11	13	...	10	9	24	...	<b>Stawell (c)</b>	1300	1100	750	900	820	645	630	580	545	450	400	
15	17	19	14	15	17	...	14	19	14	32	<b>Deep Lead (c)</b>	...	...	900	1120	1025	900	800	725	685	565	500	
14	15	17	12	13	15	...	12	10	11	38	<b>Glenorchy</b>	1400	1400	...	1600	...	...	...	...	...	...	...	
13	14	16	11	12	14	...	11	9	11	44	<b>Wal Wal</b>	...	...	...	...	...	...	...	...	...	...	...	
24	26	30	21	23	27	...	19	16	18	54	<b>Lubeck</b>	...	...	...	...	...	...	...	...	...	...	...	
15	17	20	14	16	18	...	15	10 1/2	12	61	<b>Murtoa</b>	...	...	1600	1600	1600	1250	1250	1130	1065	880	780	
14	16	18	12	14	16	...	12	9 1/2	11	67	<b>Jung (c)</b>	...	...	900	1025	1025	900	800	725	685	565	500	
12	13	15	10	11	13	...	12	9 1/2	9	72	<b>Dooen</b>	...	...	...	...	...	...	...	...	...	...	...	
12	14	16	11	13	15	...	...	...	...	78	<b>Horsham (c)</b>	1600	1500	1600	1540	1540	1250	1250	1090	1025	850	750	
11	12	14	9	10	12	...	20	16	17	83	<b>Dahlen</b>	...	...	...	...	...	...	...	...	...	...	...	
13	15	19	11	13	16	...	...	...	...	88	<b>Pimpinio (c)</b>	...	...	...	...	...	...	...	...	...	...	...	
12	13	15	11	12	14	...	21	17	10	94	<b>Waii</b>	...	...	...	...	...	...	...	...	...	...	...	
22	26	28	21	24	26	18	...	...	...	105	<b>Dimboola</b>	1800	1800	1200	1130	1130	1000	900	800	750	620	550	
14	15	16	12	13	14	9	36	23	...	109	<b>Gerang Gerung (c)</b>	...	...	800	710	655	480	480	465	435	360	320	
6	7	8	5	5	6	...	...	...	...	112	<b>Kiata</b>	900	...	500	650	555	400	405	390	385	305	270	
15	17	18	13	15	16	14	19	12 1/2	...	118	<b>Salisbury</b>	...	...	...	...	...	...	...	...	...	...	...	
16	17	19	15	16	18	...	...	...	...	125	<b>Nhill (c)</b>	...	...	...	...	...	...	...	...	...	...	...	
8	9	10	7	8	9	19	24	17	...	129	<b>Tarranginnie</b>	...	...	...	...	...	...	...	...	...	...	...	
17	18	20	16	17	19	...	...	...	...	136	<b>Diapur</b>	1100	...	800	710	655	480	480	465	435	360	320	
12	13	15	11	12	14	23	29	21	...	142	<b>Miram</b>	900	...	500	650	555	400	405	390	385	305	270	
12	13	14	11	12	13	11	...	...	...	148	<b>Kaniva</b>	1100	...	700	710	655	480	480	465	435	360	320	
18	19	20	16	17	18	14	33	22	...	156	<b>Lillimur</b>	1400	...	1200	1025	1025	900	800	725	685	565	500	
...	...	...	...	...	...	...	...	...	...	...	<b>Serviceton (c)</b>	1200	750	800	830	770	580	570	545	515	425	375	

**STAWELL—LUBECK :—Engine Running Time for Engine Tender First.**

Section.	Roadside Sectional Load.		
	3/5ths.	4/5ths.	Full.
Stawell to—			
Deep Lead	...	...	...
Glenorchy	...	...	...
Wal Wal	10	11	12
Lubeck	19	20	21
	15	15	16
	14	15	16

**Down Journey—**

Murtoa	...	10 minutes.
Horsham	...	10 minutes.

**Engine Requirements.**

Diapur	...	6 minutes.
Serviceton	...	25 minutes.

**(c) Momentum grades, Down journey—**

At Mileage.	Speed Necessary.
(Miles per hour.)	(Miles per hour.)
2 1/2 after passing South Kensington station	20
3 1/4 after passing under Bendigo line	20
14 1/4 after leaving Deer Park	20
25 1/2 after leaving Melton	25
68 after passing Gunnstown	25 (Stopping trains)
68 after passing Dunnstown	30 (Trains not stopping at Dunnstown)
87 1/2 after leaving Burrumbeet	35
91 1/2 after leaving Burrumbeet	30
95 1/2 approaching Trawalla	30

**At Mileage. Speed Necessary.**

At Mileage.	Speed Necessary.
(Miles per hour.)	(Miles per hour.)
99 1/2 after leaving Trawalla	25
142 1/2 after leaving Great Western	20
143 1/2 after leaving Great Western	30
147 1/2 approaching Stawell	30
153 1/2 approaching Deep Lead	35
191 1/2 approaching Jung (train not to be checked if possible to avoid it)	35
199 1/2 after leaving Dooen	20
208 1/2 approaching Pimpinio	30
234 1/2 approaching Gerang Gerung	25
242 1/2 after leaving Salisbury	25
279 after leaving Lillimur	25

(W)

Continued on page 130.



**SERVICETON-DIMBOOLA-ARARAT.**

Engine Running Time.										SECTION.	LOAD.											
Road-side Sectional Loads.	Through Trains.										UP.	S.	B.	T.	X.	C.	R.	J.	K or N.	A2.	D3.	D1.
	Ruling Grade Loads.					Fast Goods. C. 555 tons.																
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.					Mileage.												
17	18	19	16	17	18	...	17	...	...	25	8	Serviceton to										
14	16	17	12	14	15	...	15	...	...	...	14	Lillimur ... .. 550 ... ..										
13	14	15	12	13	14	...	13	...	...	...	20	Kaniva ... ..										
17	18	20	16	17	19	...	19	...	...	27 1/2	27	Miram ... ..										
10	11	12	7	8	9	...	...	...	...	...	31	Diapur ... 900 750 450 650 555 400 405 390 385 305 270										
15	16	17	12	13	14	...	22	...	...	19	38	Tarranginnie ... ..										
18	20	21	15	17	18	...	...	...	...	...	38	Nhill (c), (g) ... 1600 1400 800 1025 1025 900 800 725 685 565 500										
7	8	9	5	5	6	...	21	...	...	14	44	Salisbury (c) ... 1000 850 600 720 675 500 500 480 450 375 330										
13	14	15	10	11	12	...	...	...	...	...	47	Kiata (g) ... ..										
22	24	26	18	19	20	...	30	...	...	23	51	Gerang										
16	18	19	16	18	20	...	...	...	...	...	62	Geru'g (c) ... 900 1130 1130 1000 900 800 750 620 550										
15	17	20	12	14	16	18	25	...	...	21	68	Dimboola (c) ... 1800 1500 1200 1270 1270 1100 1000 900 845 700 620										
14	15	16	11	12	13	14	19	...	...	15	73	Wail ... 1800 1600 950 1100 1100 1020 920 820 800 640 550										
14	16	18	12	14	16	18	20	...	...	7 1/2	78	" (h) ... 2100 2100 1400 1400 1250 1200 1090 1025 850 750										
18	20	22	14	16	18	20	12	...	...	9 1/2	84	Pimpinio ... ..										
15	16	18	12	14	15	17	12	...	...	10	89	Dahlen ... .. 1540 1540 1250 1200 1090 1025 850 750										
29	31	33	23	26	28	30	20	21	23	15	102	Horsham ... 2100 2100 1800 1600 1250 1250 1130 1065 880 780										
15	17	18	11	14	16	17	...	...	...	9	95	Dooen ... ..										
18	20	22	15	17	19	20	22	24	27	10	112	Jung (c) ... .. 1800 1540 1540 1250 1200 1090 1025 850 750										
12	14	16	11	13	15	...	11	12	13	22 1/2	102	Murtoa ... .. 1540 1540 1250 1250 1200 1200 850 750										
22	25	29	21	24	28	29	20	22	25	17 1/2	118	Lubeck ... ..										
22	26	31	20	23	28	28	15	21	26	11 1/2	124	Wal Wal ... ..										
23	26	30	21	24	28	29	18	21	26	13	132	Glenorchy ... 2100 2100 1800 1540 1540 1250 1250 1200 850 705										
22	25	29	21	24	28	29	20	22	25	17 1/2	137	Deep Lead (c) ... ..										
22	26	31	20	23	28	28	15	21	26	11 1/2	145	Stawell ... 1600 1400 950 1150 1100 990 940 820 800 640 525										
23	26	30	21	24	28	29	18	21	26	13	150	Great West'n (c) ... .. 600 ... ..										
											156	Armstrong (d) ... ..										
												Ararat (c) ... 1100 950 950 850 720 530 530 510 510 400 380										
												" (hh) (mm) ... 1500 1400 1000 1150 1100 840 840 820 800 640 525										

§ 37 minutes to Deep Lead and 16 minutes to Stawell to be allowed if run by "D1" Class engine.

† Auto. Staff exchanging apparatus.

Up Journey—	<b>Engine Requirements.</b>	
Serviceton	...	25 minutes.
Diapur	...	6 minutes.
Dimboola	...	30 minutes (Engine returning).
Horsham	...	10 minutes.
Murtoa	...	15 minutes.
Stawell	...	10 mins. (Fast Goods).
Stawell	...	15 mins. (all other Up Goods trains).

(c) Momentum grades—	Speed Necessary.	Up Journey—	Speed Necessary.
Up Journey—	(Miles per hour.)	At Mileage.	(Miles per hour.)
At Mileage.		254 1/2 after leaving Tarranginnie	35
254 1/2 after leaving Tarranginnie	35	227 approaching Dimboola	30
248 1/2 after leaving Nhill	15	192 1/2 approaching Jung	25
247 1/2 after leaving Nhill	20	158 approaching Deep Lead	30
246 1/2 after leaving Nhill	25	146 1/2 after leaving Stawell	35
239 1/2 after leaving Kiata	20	140 1/2 after leaving Gt. Western	20
230 1/2 approaching Gerang Gerang	30		

Continued on page 131.



ARARAT AND BALLARAT TO MELBOURNE (VIA BAGCHUS MARSH).

Engine Running Time.										LOAD													
Road-side Sectional Loads.		Through Trains.																					
		Ruling Grade Loads																					
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Double Load.	Fast Goods, C 555 tons.		Fast Goods, 2 "B" 1400 tons. "B" 700 tons.														
										UP.	S.	B.	T.	X.	C.	R.	J.	K or N.	A2.	D3.	D1.		
11	12	13	11	11	12	...	9	...	5	Ararat to—													
24	26	30	22	24	28	...	22	29	14	Dobie	...	...	700	730	675	500	500	480	450	375	330		
9	10	12	8	9	10	...	8	6	18	Buangor	...	...	500	650	555	400	405	390	385	305	270		
29	33	38	27	31	35	...	24	22	28	Middle Creek	...	...	1200	1230	1130	1000	900	800	750	620	550		
10	11	12	9	9	10	...	8	8	33	Beaufort	...	850	700	450	650	555	400	390	385	305	270		
23	26	29	20	22	25	...	19	17	44	Trawalla	...	...	1600	1230	1130	1000	900	800	750	620	550		
9	10	11	6	7	8	...	6	6	47	Burrumbeet	...	...	800	900	820	650	630	580	545	450	400		
17	20	25	15	17	21	...	14	13	54	Windermere	...	...	900	1230	1130	1000	900	800	750	620	550		
...	...	...	...	...	...	...	...	...	56	Linton Jct. (c)	...	...	...	...	...	...	...	...	...	...	...		
9	9	10	9	9	10	...	8	10	57	Nth. Ballarat (c)	...	...	...	...	...	...	...	...	...	...	...		
2	3	3	2	2	2	...	2	...	58	Ballarat	...	1610	1400	800	900	820	650	630	580	545	450	400	
16	20	25	15	19	24	...	16	17	61	Ballarat East	...	...	...	...	...	...	...	...	...	...	...		
6	7	8	5	5	6	...	...	...	63	Warrenheip	...	850	750	450	650	555	420	420	410	400	305	270	
9	10	12	7	8	9	...	13	13	67	Dunnstown	...	...	...	...	...	...	...	...	...	...	...		
7	8	10	6	7	8	...	...	...	69	Bungaree	...	...	...	...	...	...	...	...	...	...	...		
6	6	7	5	5	6	...	...	...	72	Wallace	...	...	...	...	...	...	...	...	...	...	...		
5	7	9	4	4	5	...	15	16	74	Millbrook	...	...	750	650	555	400	405	390	385	305	270		
13	15	17	13	15	17	...	13	12	81	Gordon	...	900	1100	500	780	720	540	535	510	480	395	350	
10	10	11	9	9	10	...	8	8	86	Ballan (c)	...	1400	1200	800	950	870	680	660	615	585	480	425	
26	28	31	26	28	31	...	25	24	99	Ingliston	...	...	...	...	...	...	...	...	...	...	...		
7	9	11	6	8	10	...	8	6	102	Bacchus Marsh	...	1800	1800	1800	1230	1130	1000	920	800	750	620	550	
12	13	15	10	11	12	...	12	11	108	Parwan	...	850	700	500	650	555	400	405	390	385	305	270	
11	13	15	8	9	10	...	8	7	112	Melton (c)	...	...	...	...	...	...	...	...	...	...	...		
14	15	17	13	13	14	...	...	...	120	Rockbank (c)	...	...	...	850	1340	1230	900	800	725	685	565	500	
...	...	...	...	...	...	...	...	...	121	Deer Park	...	...	...	...	...	...	...	...	...	...	...		
7	8	10	6	6	7	...	22	18	123	Ardeer Siding	...	...	...	...	...	...	...	...	...	...	...		
14	15	16	14	15	16	...	...	...	126	Sunshine	...	1600	1600	1600	1340	1230	1250	1250	870	820	680	600	
8	9	11	8	9	11	...	13	...	129	W. Footscray (c)	...	...	...	...	...	...	...	...	...	...	...		
12	12	12	12	12	12	...	5	25	131	St. Kensington	...	...	...	...	...	...	...	...	...	...	...		
(Via Tottenham Goods Lines)											2100	2100	1600	1365	1365	1200	1100	965	910	750	665		

☐ When operating the Staff Automatic Exchanging Apparatus.

Engine Requirements.

X and R Class				Other Classes	
Beaufort	...	Nil	...	5 minutes	(Roadside trains only).
Ballan	...	15 minutes	...	15 minutes	(Engine returning to Ballarat).
Bacchus Marsh	...	8 "	...	8 minutes	(Roadside trains only).
(c) Momentum grades, Up journey—				Speed Necessary.	
At Mileage.				(Miles per hour).	
87½	approaching	Burrumbeet	...	35	
84½	approaching	Windermere	...	35	
80½	after leaving	Windermere	...	25	
77½	after leaving	Linton Junction	...	20	
50	approaching	Ballan	...	25	
25	approaching	Melton	...	30	
22½	after leaving	Melton	...	25	
7	after leaving	Sunshine	...	25	Subject to speed of 15 m.p.h. through Gravitation Yard.
2½	approaching	South Kensington Station	...	25	

Continued on next page.



**BALLARAT AND BALLARAT CATTLE YARDS.**

Engine Running Time						SECTION.	LOAD.								
Road-side Sectional Loads		Through Ruling Grade Loads.					Mileage.	DOWN.	S.	B.	T.	J.	K or N.	A2.	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.										
						<b>Ballarat to—</b>									
					1	<b>North Ballarat</b>	...	...	...	...	...	...	...	...	...
					3	<b>Linton Junction</b>	...	...	...	...	...	...	...	...	...
					6	<b>Flax Mill Siding</b>	...	...	...	...	...	...	...	...	...
					6	<b>Ballarat Cattle Yards</b>	1400	1400	900	500	480	...	...	375	330
						<b>UP.</b>									
						<b>Ballarat Cattle Yards to—</b>									
					3	<b>Flax Mill Siding</b>	...	...	...	690	620	...	...	450	400
					5	<b>Linton Junction</b>	...	...	...	...	...	...	...	...	...
					6	<b>North Ballarat</b>	...	...	...	...	...	...	...	...	...
					6	<b>Ballarat</b>	1400	1400	900	1250	1200	...	...	850	750

**BALLARAT AND EUREKA.**

Engine Running Time						SECTION.	LOAD.								
Road-side Sectional Loads		Through Ruling Grade Loads.					Mileage.	DOWN.	S.	B.	T.	J.	K or N.	A2.	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.										
						<b>Ballarat to—</b>									
2	2	3	...	...	1	<b>Ballarat East</b>	...	...	...	...	...	...	...	...	...
6	6	6	...	...	2	<b>Eureka</b>	...	...	...	405	390	...	...	305	270
						<b>UP.</b>									
						<b>Eureka to—</b>									
6	6	6	...	...	1	<b>Ballarat East</b>	...	...	...	...	...	...	...	...	...
2	2	3	...	...	2	<b>Ballarat</b>	...	...	...	500	480	...	...	375	330

**BALLARAT AND WAUBRA.**

Engine Running Time.					SECTION.	LOAD.									
Road-side Sectional Loads			Through Ruling Grade Loads.			Mileage.	DOWN.								
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.			S.	B.	T.	X.	C.	J.	K or N.	A2.	D3.
3	4	5	.....	.....	1	<b>Ballarat to—</b>									
12	13	14	.....	.....	6	<b>North Ballarat</b>									
17	17	18	.....	.....	11	<b>Waubra Junction</b> ...									
12	13	14	.....	.....	15	1500	1400	900	700	645	470	455	430	355	315
19	21	24	.....	.....	22	<b>Blowhard</b>									
						<b>Learmonth</b>									
						<b>Waubra (c)</b> ...									
						.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
						<b>UP.</b>									
18	20	21	.....	.....	7	<b>Waubra to—</b>									
13	14	16	.....	.....	11	<b>Learmonth</b> ...									
17	19	22	.....	.....	16	<b>Blowhard (c)</b> ...									
17	19	22	.....	.....	16	.....	.....	.....	.....	.....	490	470	.....	365	325
11	12	13	.....	.....	21	<b>Waubra Junction (c),</b>									
3	3	3	.....	.....	22	<b>Waubra Jun. (c), (x)...</b>									
						.....	.....	.....	.....	.....	630	580	.....	450	400
						<b>North Ballarat</b>									
						<b>Ballarat</b> ...									
						1800	1600	1600	1230	1130	900	800	750	620	550

**NOTES.**

(c) Momentum grades—

At Mileage.		Speed Necessary (Miles per hour.)
Down journey—		
89½	after leaving Learmonth	20
91	after leaving Learmonth	20
92½	after leaving Learmonth	20
Up journey—		
87½	after leaving Learmonth	20
83½	after leaving Blowhard	20
82½	approaching Waubra Junction	20
80½	after leaving Waubra Junction	25

(y) Trains with loads greater than those shown opposite (x) are to stop at mileage 82½ miles and the train is to be divided and taken in two portions to the Racecourse Siding, where both portions are to be put together and the complete train taken to Ballarat. See General Appendix for further instructions.

The momentum speeds prescribed for the grades at mileages 83½ and 80½ are to also apply to the loads shown opposite (y).

Engine Running Time.			
Roadside Sectional Loads.		Through Ruling Grade Loads.	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.
10	11	12	.....
22	22	23	.....
12	12	13	.....
7	8	9	.....
6	6	7	.....
20	22	24	.....
26	28	30	.....
32	34	36	.....
36	38	40	.....
28	30	34	.....
20	23	26	.....
6	7	8	.....
7	7	8	.....
11	13	16	.....
19	24	32	.....
9	9	10	.....

(c) Mo

(h) Fe  
(j) Sp



## BALLARAT AND SKIPTON.

Engine Running Time.						SECTION.	LOAD.							
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	B.	T.	J.	K or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.									
10	11	12				1	<b>Ballarat to—</b>							
						3	<b>North Ballarat</b>	1200	900	500	480	...	375	330
						...	<b>Linton Junction</b>	1600	1200	820	800	...	620	550
22	22	23				11	<b>Haddon</b>	...	...	...	...	...	...	...
12	12	13				15	<b>Smythesdale</b>	...	...	...	...	...	...	...
7	8	9				17	<b>Scarsdale</b>	...	...	...	...	...	620	550
6	6	7				19	<b>Newtown</b>	1600	1000	900	800	...	260	230
20	22	24				25	<b>Linton (c)</b>	600	400	345	335	...	205	180
26	28	30				31	<b>Pittong</b>	...	...	270	260	...	305	270
32	34	36				38	<b>Skipton (c)</b>	...	...	405	390	...	...	...
						UP.								
36	38	40				7	<b>Skipton to—</b>							
28	30	34				13	<b>Pittong</b>	...	...	270	260	...	205	180
20	23	26				19	<b>Linton</b>	600	400	345	295 <sup>j</sup>	...	260	230
6	7	8				21	<b>Newtown (c)</b>	650	450	450	435	...	340	300
7	7	8				23	<b>Scarsdale (c)</b>	...	...	...	...	...	...	...
11	13	16				27	<b>Smythesdale</b>	...	...	...	...	...	...	...
19	24	32				35	<b>Haddon</b>	...	...	...	...	...	...	...
						37	<b>Linton Junction</b>	...	...	...	...	...	...	...
						35	<b>North Ballarat</b>	...	...	...	...	...	...	...
9	9	10				38	<b>Ballarat</b>	900	600	600	580	...	450	410

### Engine Requirements.

Down and Up—							8 minutes.
Newtown	...	...	...	...	...	...	10 minutes (to turn engine).
Skipton	...	...	...	...	...	...	

### NOTES.

(c) Momentum grades—	At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—		
94 $\frac{3}{4}$	approaching Happy Valley	20
107 $\frac{3}{4}$	after leaving Pittong	20
Up journey—		
96 $\frac{1}{4}$	after leaving Happy Valley	27
93 $\frac{3}{4}$	approaching Newtown	20
91 $\frac{1}{2}$	approaching Scarsdale	25
87	after leaving Smythesdale	25
82	after leaving Kopke	25
80 $\frac{1}{2}$	approaching Cardigan	25

- (h) For trains assisted in the rear from Ballarat to Linton Junction, see page 181.
- (j) Special load account speed limitation, "K" and "N" classes, see page 172.



**ARARAT TO PORTLAND.**

Engine Running Time.					SECTION.	LOAD.													
Roadside Sectional Loads.		Through Ruling Grade Loads.				Mileage.	DOWN.	S.	B.	T.	X.	C.	R.	J.	K. or N.	A2.	D3.	D1.	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.															Full Load.
14	...	17	12	...	14	6	<b>Ararat to—</b>												
16	...	18	14	...	16	13	<b>Langi Logan (c)</b>	...	...	...	...	...	...	...	...	...	...		
							<b>Maroona (c)</b>	...	1800	1600	1200	1230	1200	1070	960	915	915	680	600
12	...	14	11	...	12	19	<b>Galvert (c)</b>	...	1200	1000	800	...	...	...	...	...	...	...	...
10	...	12	9	...	10	24	<b>Willaura</b>	...	1800	1400	1000	...	...	...	...	...	...	...	...
16	...	18	15	...	16	31	<b>Stavelly (c)</b>	...	1000	800	600	...	...	...	...	...	...	...	...
14	...	16	12	...	14	36	<b>Glen Thompson</b>	...	...	...	...	...	...	...	...	...	...	...	...
23	...	25	22	...	24	48	<b>Dunkeld (c)</b>	...	...	...	...	...	...	...	...	...	...	...	...
12	...	14	11	...	12	54	<b>Moutajup</b>	...	...	...	...	...	...	...	...	...	...	...	...
14	...	16	13	...	14	61	<b>Strathkellar</b>	...	1400	1200	800	...	...	...	...	...	...	...	...
12	...	14	9	...	11	67	<b>Hamilton (c)</b>	...	900	750	550	...	715	570	520	495	465	385	340
32	...	37	31	...	36	83	<b>Branxholme (c)</b>	...	...	...	...	...	...	...	...	...	...	...	...
16	...	19	15	...	16	91	<b>Condah</b>	...	...	...	...	...	...	...	...	...	...	...	...
10	...	12	9	...	10	94	<b>Myamyn</b>	...	...	...	...	...	...	...	...	...	...	...	...
9	...	10	8	...	9	97	<b>Milltown</b>	...	...	...	...	...	...	...	...	...	...	...	...
14	...	15	13	...	14	105	<b>Heywood</b>	...	1400	1100	900	...	...	...	630	580	...	450	400
...	...	...	...	...	...	107	<b>Ballast Siding</b>	...	...	...	...	...	...	...	...	...	...	...	...
12	...	15	12	...	13	111	<b>Heathmere</b>	...	1800	1800	1600	...	...	...	1200	1090	...	850	750
15	...	18	13	...	16	116	<b>Gorae (c)</b>	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	119	<b>Portland Freezing Siding</b>	...	...	...	...	...	...	...	...	...	...	...	...
7	...	8	7	...	7	120	<b>Portland North</b>	...	1100	900	600	...	...	...	550	435	...	340	300
...	...	...	...	...	...	...	" "	(x)	1200	1100	800	...	...	...	700	620	...	450	400
5	...	5	5	...	5	121	<b>Portland</b>	...	900	750	500	...	...	...	405	390	...	305	270

**Engine Requirements.**

Willaura	...	...	...	...	...	...	"R" Class	Nil
Willaura	...	...	...	...	...	...	Other Classes	6 minutes.
Hamilton	...	...	...	...	...	...	...	10 minutes.
Condah	...	...	...	...	...	...	...	10 minutes.
Trains terminating at Hamilton	...	...	...	...	...	...	...	20 minutes.

**NOTES.**

(c) Momentum grades,

Down journey—

At Mileage	Speed Necessary (Miles per hour.)	At Mileage.	Speed Necessary. (Miles per hour.)
134 after leaving Ararat	...	192½ after passing Strathkellar	30
139½ at Jackson's Creek	...	198 after leaving Hamilton	20 (g)
145 after leaving Maroona	...	202 after leaving Hamilton	20
147 after leaving Maroona	...	203½ after leaving Hamilton	20
157½ after leaving Willaura	...	242½ after leaving Heathmere	30
172½ approaching Dunkeld	...		

(g) To attain this speed, trains with full loads must be despatched from a point well back in the Hamilton Yard.

(x) For trains not required to stop at Heathmere and attaining a momentum speed of 35 m.p.h. at mileage 242½ after leaving Heathmere.

**PORTLAND TO ARARAT.**

Engine Running Time.						SECTION.	LOAD.												
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	UP.	S.	B.	T.	X.	C.	R.	J.	K or N.	A2.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.														
4	5	5	4	5	5	1	Portland to—												
5	7	7	...	...	...	2	Portland North	...	...	400	...	...	300	275	...	215	190		
7	9	12	...	...	...	5	Portland Freezing Siding (c) ...	...	...	600	...	...	450	390	...	305	270		
11	13	10	...	...	...	10	Gorae (c) ...	...	...	600	...	...	500	470	...	365	325		
...	...	...	...	...	...	14	Heathmere	...	...	900	...	...	...	510	...	395	350		
15	20	13	...	...	...	16	Ballast Siding	...	...	...	...	...	...	...	...	...	...		
24	32	22	...	...	...	24	Heywood (c)...	...	...	1600	...	...	1200	930	...	725	640		
9	10	8	...	...	...	27	Milltown	...	...	450	...	...	405	390	...	305	270		
9	11	7	...	...	...	30	Myamyn	...	...	...	...	...	...	...	...	...	...		
19	21	17	...	...	...	38	Condah	...	...	...	...	...	...	...	...	...	...		
38	41	37	...	...	...	54	Braxholme	...	...	...	...	...	...	...	...	...	...		
Banked Load	Banked Load	Banked Load	Banked Load	Banked Load	Banked Load	60	Hamilton (c)	...	...	700	...	...	520	495	...	385	340		
18	18	17	...	...	...	60	Strathkellar ...	...	900	750	500	...	555	400	405	390	385	305	270
18	20	16	...	...	...	...	" (h) ...	...	1300	1100	900	...	815	680	665	650	615	510	450
15	20	14	...	...	...	67	Moutajup (c)	...	...	...	...	...	...	...	...	...	...	...	...
25	29	24	...	...	...	73	Dunkeld (c)	...	...	...	...	...	...	...	...	...	...	...	...
11	12	10	...	...	...	85	Glen Thompson (c)	...	...	...	...	...	...	...	...	...	...	...	...
17	19	16	...	...	...	90	Stavely	...	...	...	...	...	...	...	...	...	...	...	...
11	12	9	...	...	...	97	Willaura (c)	...	1300	1200	800	...	815	680	665	650	615	510	450
14	17	13	...	...	...	102	Calvert	...	...	...	...	...	...	...	...	...	...	...	...
22	24	20	...	...	...	108	Maroona (m) (c)	...	950	850	600	...	780	590	560	545	510	385	340
14	16	14	...	...	...	115	Langi Logan (c)	...	...	...	900	1120	1040	900	800	725	685	565	500
						121	Ararat (c) (t)	...	1500	1400	800	800	800	630	590	590	570	385	340

**Engine Requirements.**

Condah	...	...	...	...	...	8 minutes.
Hamilton	...	...	...	...	...	10 minutes.
Willaura	...	...	...	...	...	"R" Class Nil
"	...	...	...	...	Other Classes	8 minutes
Trains terminated at Hamilton	...	...	...	...	...	20 minutes.

**NOTES.**

(c) Momentum grades,

Up journey—

At Mileage.	Speed Necessary. (Miles per hour.)	At Mileage.	Speed Necessary. (Miles per hour.)
250 $\frac{1}{2}$ after leaving Portland North	25		
247 $\frac{3}{4}$ approaching Gorae	35		
246 $\frac{3}{4}$ approaching Gorae	15	156 approaching Willaura	30
244 $\frac{1}{4}$ after leaving Gorae	30		
201 approaching Hamilton	25	148 $\frac{1}{2}$ after leaving Calvert	30
189 $\frac{1}{4}$ approaching Moutajup	25	139 $\frac{1}{2}$ between Maroona and Langi	27
186 $\frac{3}{4}$ approaching Moutajup	35	Logan at Jackson's Creek	20
182 $\frac{1}{2}$ after leaving Moutajup	25	135 $\frac{1}{4}$ approaching Ararat	20
179 $\frac{1}{2}$ approaching Dunkeld	30	131 $\frac{3}{4}$ approaching Ararat	30
169 $\frac{1}{2}$ approaching Glen Thompson	25		

(h) Assisted in the rear from Hamilton to Stop-board near mileage 193 $\frac{1}{2}$ , see page 184.

(m) With these loads for "J," "K," "N," "R" or "A2" engines a speed of 35 miles per hour is necessary at 148 $\frac{1}{2}$  miles.

(t) Trains with these loads must be given a clear run into Ararat Yard.



**HAMILTON AND COLERAINE.**

Engine Running Time.						SECTION.	LOAD.									
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	J.	K or N.	D3.	D1.				
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
17	19	21	...	...	...	8	<b>Hamilton to—</b>									
12	13	14	...	...	...	13	<b>Bochara (c) ...</b>	570	545	...	...	425	375			
15	17	19	...	...	...	18	<b>Wannon ...</b>	770	710	...	...	555	490			
							<b>Parkwood ...</b>	310	295	...	...	230	205			
							<b>" (c), (x) ...</b>	j360	j295	...	...	305	270			
13	14	15	...	...	...	24	<b>Coleraine ...</b>	1100	965	...	...	750	665			
<b>UP.</b>																
17	20	24	...	...	...	6	<b>Coleraine to—</b>									
11	12	13	...	...	...	11	<b>Parkwood ...</b>	310	295	...	...	230	205			
12	13	15	...	...	...	16	<b>Wannon ...</b>	800	730	...	...	570	505			
17	20	23	...	...	...	24	<b>Bochara (c) ...</b>	...	...	...	...	...	...			
							<b>Hamilton (c) ...</b>	400	365	...	...	285	250			

**Engine Requirements.**

Coleraine ... .. 20 minutes.

**NOTES.**

(c) Momentum grades, Down journey—	At Mileage.	Speed Necessary. (Miles per hour.)
200½ approaching Bochara	...	25
211 after leaving Wannon	"J," "K" and "N" excepted	35
	"J," "K" and "N"	25
Up journey—		
205½ approaching Bochara	...	25
204½ after leaving Bochara	...	25
200 approaching Hamilton	...	25

See Note  
Page 175

(j) Special loads account speed limitation of "J," "K" and "N" classes, see page 175.

(x) For Goods trains not stopping at Wannon.

**BRANXHOLME AND CASTERTON.**

Engine Running Time.						SECTION.	LOAD.				
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	J.	K or N.	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.						
21	23	26	...	...	...	9	<b>Branxholme to—</b>				
20	22	24	...	...	...	18	<b>Grassdale</b> ... ..	...	...	...	...
11	12	12	...	...	...	23	<b>Merino (c)</b> ... ..	405	390	...	305 270
13	14	15	...	...	...	29	<b>Henty</b> ... ..	520	495	...	385 340
7	8	9	...	...	...	32	<b>Sandford</b> ... ..	7350	7335	...	230 205
							<b>Casterton</b> ... ..	975	945	...	735 650
							<b>UP.</b>				
6	7	8	...	...	...	3	<b>Casterton to—</b>				
14	15	16	...	...	...	9	<b>Sandford (c)</b> ... ..	700	680	...	530 470
14	15	16	...	...	...	14	<b>Henty</b> ... ..	350	335	...	230 205
25	27	30	...	...	...	23	<b>Merino (c)</b> ... ..	520	495	...	385 340
21	23	24	...	...	...	32	<b>Grassdale</b> ... ..	310	295	...	230 205
							<b>Branxholme (c)</b> ... ..	450	435	...	340 300

**Engine Requirements.**

Down and Up—  
 Branxholme ... .. 15 minutes.

**NOTES.**

(c) Momentum grades—	At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—		
214½ after leaving Branxholme	...	25
216¼ after leaving Branxholme	...	25
223¼ after leaving Grassdale	...	25
240½ after leaving Henty	...	25
Up journey—		
244¾ after leaving Casterton	...	20
234½ after leaving Henty	...	20
214 approaching Branxholme	...	25

(j) Special load account Speed limitation of "K" and "N" classes. See page 175.

Engine Running Time.			
Roadside Sectional Loads.		Through Ruling Grade Loads.	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.
15	16	17	15
19	20	20	17
20	21	21	17
12	12	12	11
10	11	11	9
17	18	18	...
21	22	22	...
16	17	17	...
15	15	16	...
13	14	14	...
13	14	14	...
13	14	14	...
13	14	15	...
16	17	18	...
16	17	17	...
21	22	22	...
17	18	18	...
9	10	10	9
15	18	20	14
16	17	17	15
20	20	19	19
16	16	16	15

(k) The ...  
 to 420 tons ...  
 and Driver ...  
 The mil ...  
 is to be incr ...  
 Yards situat ...  
 (W)

**HEYWOOD AND MOUNT GAMBIER.**

Engine Running Time.						SECTION.	LOAD.				
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	J.	K or N.	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.						
15	16	17	15	16	16	6	<b>Heywood to—</b>				
19	20	20	17	18	19	13	<b>Sinclair Siding</b> ...	...	...	...	...
20	21	21	17	18	20	19	<b>Lyons (c)</b> ...	450	435	...	340 300
12	12	12	11	11	11	23	<b>Greenwald</b> ...	420	390	...	305 270
10	11	11	9	10	10	26	<b>Winnap</b> ...	1250	800	...	620 550
17	18	18	...	...	...	32	<b>Dartmoor (c)</b> ...	450	390	...	305 270
21	22	22	...	...	...	39	<b>Marp (c)</b> ...	1250	725	...	565 500
16	17	17	...	...	...	44	<b>Puralka</b> ...	1250	870	...	680 600
15	15	16	...	...	...	49	<b>Rennick (c)</b> ...	1250	900	...	700 620
13	14	14	...	...	...	53	<b>Kromelite</b> ...	1250	1045	...	815 720
13	14	14	...	...	...	57	<b>Murrawa</b> ...	...	...	...	...
							<b>Mount Gambier</b> ...	1250	900	...	700 620
							<b>UP.</b>				
13	14	14	...	...	...	4	<b>Mount Gambier to—</b>				
13	14	15	...	...	...	8	<b>Murrawa</b> ...	...	...	...	...
16	17	18	...	...	...	13	<b>Kromelite</b> ...	...	...	...	...
16	17	17	...	...	...	18	<b>Rennick (c)</b> ...	...	...	...	...
21	22	22	...	...	...	25	<b>Puralka (c)</b> ...	1250	900	...	700 620
17	18	18	...	...	...	31	<b>Marp</b> ...	...	...	...	...
9	10	10	9	10	10	34	<b>Dartmoor</b> ...	1250	1045	...	815 720
15	18	20	14	17	19	38	<b>Winnap</b> ...	...	...	...	...
16	17	17	15	16	16	44	<b>Greenwald (k) (c)</b> ...	420	390	...	305 270
20	20	20	19	19	19	51	<b>Lyons (c)</b> ...	490	435	...	340 300
16	16	16	15	15	15	57	<b>Sinclair Siding</b> ...	...	...	...	...
							<b>Heywood (c)</b> ...	900	785	...	610 540

**Engine Requirements.**

Down and Up—  
Dartmoor ... .. 10 minutes.

**NOTES.**

(c) Momentum grades.

**Down Journey.**

	At Mileage.	Speed Necessary. (Miles per hour.)
247	approaching Lyons ... ..	15
260½	" Dartmoor ... ..	25
265½	" Marp ... ..	25
278½	" Rennick ... ..	25

**Up Journey.**

281½	approaching Rennick ... ..	20
279	leaving " ... ..	15
260½	" Dartmoor ... ..	25
253½	" Greenwald ... ..	25
247½	" Lyons ... ..	15

(k) The load of Up Goods trains, when hauled by "K" or "N" class engines, may be increased to 420 tons between Dartmoor and Greenwald, providing rail and weather conditions are satisfactory and Driver considers it practicable.

The mileage of all Live Stock trucks shown on Guard's trucks sheet to and from Mount Gambier is to be increased by 1 mile, representing the extra distance trucks are hauled to and from the Cattle Yards situated 1 mile on the South Australian side of Mount Gambier.

LUBECK AND BOLANGUM.

Engine Running Time						SECTION.	LOAD.							
Roadside Sectional Loads							DOWN.	J.	K or N.	D3.	D1.			
Engine First	Tender First													
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.								
15	16	18	18	19	21	5	<b>Lubeck to—</b>							
13	14	16	15	17	18	10	<b>Jackson</b> ... ..	...	...	...	...	...	...	...
25	26	27	25	26	27	16	<b>Rupanyup</b> ... ..	...	...	...	...	...	...	...
18	19	20	18	19	20	20	<b>Burrum</b> ... ..	...	...	...	...	...	...	...
25	26	27	25	26	28	25	<b>Banyena</b> ... ..	1250	1090	...	...	850	750	...
29	30	31	29	30	32	32	<b>Marnoo (c)</b> ... ..	...	...	...	...	...	...	...
							<b>Bolangum (c)</b> ... ..	930	915	...	...	715	630	...
							UP.							
29	30	31	...	...	...	7	<b>Bolangum to—</b>							
25	26	27	...	...	...	12	<b>Marnoo (c)</b> ... ..	900	800	...	...	620	550	...
18	19	20	...	...	...	16	<b>Banyena</b> ... ..	...	...	...	...	...	...	...
25	26	27	...	...	...	22	<b>Burrum (g)</b> ... ..	...	...	...	...	...	...	...
							<b>Rupanyup (g)</b> ... ..	950	870	...	...	680	600	...
13	14	16	...	...	...	27	<b>" (x)</b> ... ..	1150	1090	...	...	850	750	...
15	16	18	...	...	...	32	<b>Jackson (c)</b> ... ..	...	...	...	...	...	...	...
							<b>Lubeck (d)</b> ... ..	1250	1150	...	...	850	750	...

Engine Requirements.

Down and Up—  
 Rupanyup ... .. 10 minutes.

NOTES.

(c) Momentum grades—	At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—		
196½ after leaving Banyena	...	15
201¾ after leaving Marnoo	...	15
Up journey—		
203 after leaving Bolangum	...	25
183½ after leaving Rupanyup	...	20

- (d) See General Appendix for instructions re uncoupling Up Goods trains at Home Signal, Lubeck.  
 (g) Trains with a load above three-fourths of the full tonnage that stop at Burrum should recommence the journey at a point sufficiently far away to enable a speed of 25 m.p.h. being attained at the foot of the grade.  
 (x) For trains not stopping at Burrum.







**HORSHAM AND CARPOLAC.**

Engine Running Time.						SECTION.	LOAD.			
Roadside Sectional Loads.		Through Ruling Grade Loads.		Mileage.	DOWN.		J.	K or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.			4/5ths Load.				
11	12	13	...	...	5	<b>Horsham to—</b>	...	...	...	...
8	9	10	...	...	8	<b>Remlaw Siding</b>	...	...	...	...
6	7	8	...	...	11	<b>Vectis</b>	1250	1090	...	850 750
7	8	10	...	...	14	<b>Quantong</b>	1000	785	...	610 540
6	7	8	...	...	16	<b>East Natimuk (c)</b>	470	390	...	305 270
11	12	14	...	...	21	<b>Natimuk</b>	600	480	...	375 330
10	11	13	...	...	25	<b>Arapiles</b>	...	...	...	...
16	19	23	...	...	30	<b>Mitre</b>	...	...	...	...
13	14	16	...	...	36	<b>Duffholme</b>	...	...	...	...
15	17	20	...	...	42	<b>Gymbowen</b>	500	390	...	305 270
Tender										
First.										
23	25	27	...	...	48	<b>Mortat</b>	...	...	...	...
14	14	15	...	...	51	<b>Carpolac</b>	580	470	...	365 325
Engine										
First.										
11	12	13	...	...	3	<b>Carpolac to—</b>	540	435	...	340 300
17	19	21	...	...	9	<b>Mortat</b>	580	470	...	365 325
15	17	20	...	...	15	<b>Goroke</b>	...	...	...	...
14	16	20	...	...	21	<b>Gymbowen (c)</b>	...	...	...	...
11	12	13	...	...	26	<b>Duffholme(c), (g)</b>	530	480	...	375 330
10	11	13	...	...	30	<b>Mitre (c), (g)</b>	900	800	...	620 550
12	13	15	...	...	35	<b>Arapiles (c)</b>	630	580	...	450 400
7	8	10	...	...	37	<b>Natimuk (c), (g)</b>	800	725	...	565 500
6	7	8	...	...	40	<b>East Natimuk (c)</b>	500	480	...	375 330
9	10	12	...	...	43	<b>Quantong</b>	...	...	...	...
8	9	11	...	...	46	<b>Vectis (c)</b>	1000	945	...	735 650
12	14	16	...	...	51	<b>Remlaw Siding</b>	...	...	...	...
						<b>Horsham (t)</b>	1250	1090	...	850 750

**Engine Requirements.**

Down and Up—  
 Goroke ... .. 15 minutes.

**NOTES.**

(c) Momentum grades, Up journey. With load specified above the speed shown at mileages hereunder must be attained to take load over grade—

At Mileage.	Speed Necessary. (Miles per hour.)	At Mileage.	Speed Necessary. (Miles per hour.)
245 after leaving Goroke	25	226½ after leaving Mitre	25
242½ after leaving Goroke	25	221½ after leaving Arapiles	30
238½ after leaving Gymbowen	15	218½ after leaving Natimuk	25
232½ after leaving Duffholme	...	212½ after leaving Quantong	...

Down. Journey.  
 At Mileage. Speed Necessary.  
 (Miles per hour.)  
 25

216½ approaching East Natimuk

(g) In order to attain the speed specified above, it will be necessary for the trains to be set back at stations shown hereunder:—

**Duffholme.**—Trains with over four-fifths of the full tonnage are to be set back and recommence journey with the engine near the 233-mile post.

**Mitre.**—Trains with over three-fourths of the full tonnage are to set back and recommence journey with engine at the level-crossing at Down end of Mitre station yard.

**Natimuk.**—Trains with load above 270 tons to set back and recommence journey with engine at the 219-mile post.

(t) Trains with load over 600 tons approaching Horsham must stop with engine on the Down side of the 204-mile post if Outer Home Signal is against train, and wait till signal is placed at Proceed, when all speed must be made to take the train over the grade into Horsham.

**HORSHAM TO HAMILTON.**

Engine Running Time.						SECTION.	LOAD.					
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	J.	K or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.							
11	12	13	10	11	12	5	<b>Horsham to—</b>					
8	9	10	6	7	8	8	<b>Remlaw Siding</b> ...	...	...	...	...	...
6	7	8	5	6	7	11	<b>Vectis</b> ...	...	...	...	...	...
7	8	10	6	7	8	14	<b>Quantong</b> ...	1250	1090	...	850	750
14	16	18	13	15	17	20	<b>East Natimuk</b> (c), (g) ...	1000	785	...	610	540
							<b>Noradjuha</b> (c) ...	490	470	...	365	325
							” (c), (x) ...	770	710	...	555	490
16	19	22	13	15	17	27	<b>Jallumba</b> (c) ...	...	...	...	...	...
11	12	14	9	10	11	31	<b>Toolondo</b> ...	...	...	...	...	...
14	16	18	12	13	15	37	<b>Jeffries</b> ...	...	...	...	...	...
12	13	15	10	11	13	42	<b>Kanagulk</b> ...	1250	1045	...	815	720
19	22	26	18	21	25	50	<b>Balmoral</b> ...	...	...	...	...	...
15	18	22	14	17	21	56	<b>Englefield</b> ...	405	390	...	305	270
14	16	18	11	13	15	61	<b>Vasey</b> (c) ...	630	580	...	450	400
10	11	13	8	9	11	65	<b>Gatum</b> ...	...	...	...	...	...
22	26	31	21	25	30	76	<b>Cavendish</b> ...	405	390	...	305	270
12	14	16	11	13	15	80	<b>Kyup</b> ...	...	...	...	305	270
16	18	20	14	16	18	86	<b>Kanawalla</b> ...	470	415	...	320	285
14	15	16	13	14	15	91	<b>Hamilton</b> ...	500	470	...	365	325

The above schedules for Through trains are based on Ruling Grade Loads from Horsham to Kanagulk, i.e., 490 tons for “D1” engine; and Ruling Grade Loads, Kanagulk to Hamilton, i.e., 270 tons for “D1” engine.

**Engine Requirements.**

Down Journey—						
Balmoral	...	...	...	...	...	15 minutes.
Cavendish	...	...	...	...	...	10 minutes.

**NOTES.**

(c) Momentum grades,

At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—	
216 $\frac{3}{4}$ approaching East Natimuk	25
216 $\frac{3}{4}$ approaching East Natimuk	30 (Through trains)
217 $\frac{1}{4}$ after leaving East Natimuk	17
217 $\frac{1}{4}$ after leaving East Natimuk	25 (Through trains).
*268 after leaving Noradjuha	20
*231 $\frac{1}{4}$ after leaving Englefield	25

(g) When the load of a Down Goods train leaving East Natimuk exceeds four-fifths of the full tonnage, the train should recommence the journey from the Horsham end of the East Natimuk yard in order to attain the speed of 17 m.p.h. at mileage 217 $\frac{1}{4}$ .

(x) For trains not required to stop at East Natimuk.

\* These mileages are as indicated by mile posts on the Hamilton-East Natimuk section.



**HAMILTON TO HORSHAM.**

Engine Running Time.						SECTION.	LOAD.				
Roadside Sectional Loads.			Through Ruling Grade Loads.				UP.	J.	K or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.					
15	18	21	14	17	20	5	<b>Hamilton to—</b>				
15	16	17	14	14	15	11	<b>Kanawalla</b> ...	405	390	...	305 270
11	12	14	10	11	12	15	<b>Kyup</b> ...	500	470	...	365 325
27	32	38	26	31	37	26	<b>Cavendish</b> ...	...	...	...	...
12	14	16	10	12	14	30	<b>Gatum</b> ...	...	...	...	...
12	13	15	10	11	13	35	<b>Vasey</b> ...	405	390	...	305 270
12	13	15	10	11	13	35	<b>Englefield (c)</b> ...	1000	580	...	450 400
13	15	18	12	14	16	41	<b>Balmoral (c)</b> ...	580	470	...	365 325
18	20	24	17	19	23	49	<b>Kanagulk</b> ...	405	390	...	305 270
12	13	15	11	12	14	54	<b>Jeffries</b> ...	...	...	...	...
14	16	18	12	14	16	60	<b>Toolondo</b> ...	...	...	...	...
11	12	14	9	10	12	64	<b>Jallumba</b> ...	...	...	...	...
16	19	22	13	15	17	71	<b>Noradjuha</b> ...	1250	1045	...	815 720
15	17	20	14	16	18	77	<b>East Natimuk (c)</b> ...	1000	870	...	680 600
6	7	8	6	6	7	80	<b>Quantong</b> ...	...	...	...	...
9	10	12	6	7	9	83	<b>Vectis (c)</b> ...	1000	945	...	735 650
8	9	11	7	8	9	86	<b>Remlaw Siding</b> ...	...	...	...	...
12	14	16	10	12	14	91	<b>Horsham (t)</b> ...	1250	1090	...	850 750

The above schedules for Through trains are based on the Ruling Grade Load from Hamilton to Kanagulk, i.e. 270 tons for "D1" engine; and Ruling Grade Loads, Kanagulk to Horsham, i.e., 600 tons for "D1" engine.

**Engine Requirements.**

Up journey—						
Cavendish	...	...	...	...	...	10 minutes.
Balmoral	...	...	...	...	...	15 minutes.

**NOTES.**

(c) Momentum grades—

	At Mileage.	Speed Necessary.
Up journey—		(Miles per hour.)
*230 after leaving Vasey	...	20
*237 $\frac{3}{4}$ approaching Balmoral	...	25
212 $\frac{3}{4}$ between Quantong and Vectis	...	25
273 $\frac{3}{4}$ approaching East Natimuk	...	25

For special speed, see page 173.

(t) Trains with loads over 600 tons approaching Horsham must stop with engine on the Down side of the 204 miles post if Outer Home Signal is against train, and wait till signal is placed to Proceed, when all speed must be made to take the train over the grade into Horsham.

\* These mileages are as indicated by mile posts on the Hamilton-East Natimuk Section.

**DIMBOOLA AND YAAPEET.**

Engine Running Time.									SECTION.	LOAD.				
Roadside Sectional Loads.	Roadside Sectional Loads.	Roadside Sectional Loads.	"D" Class Engine	"K" or "N" Class Engine	All Classes (Tender First)	Mileage.				DOWN.	J.	K. or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.						
16	18	20	20	21	22	23	24	25	7	<b>Dimboola to—</b>				
10	11	12	14	15	16	16	16	17	11	<b>Arkona</b> ... ..				
15	17	19	20	20	21	23	23	24	17	<b>Antwerp</b> ... ..				
14	15	17	17	18	19	21	21	22	23	<b>Tarranyurk</b> ... ..				
24	28	34	24	28	34	...	...	...	30	<b>Jeparit (c)</b> ... ..				
13	13	14	13	13	14	...	...	...	34	<b>Ellam</b> ... ..	900	800	...	...
24	24	25	24	24	25	...	...	...	42	<b>Pullut</b> ... ..	610	580	...	...
...	...	...	...	...	...	23	24	25	48	<b>Rainbow</b> ... ..	...	...	...	...
...	...	...	...	...	...	17	18	19	52	<b>Albacutya</b> ... ..	1250	1045	...	815 720
...	...	...	...	...	...	...	...	...	...	<b>Yaapeet</b> ... ..	720	665	...	520 460
...	...	...	...	...	...	...	...	...	...	...	1250	840	...	655 580
14	15	16	14	15	16	...	...	...	4	<b>UP.</b>				
18	20	22	18	20	22	...	...	...	10	<b>Yaapeet to—</b>				
24	26	28	24	26	28	...	...	...	18	<b>Albacutya</b> ... ..				
13	14	15	13	14	15	...	...	...	22	<b>Rainbow (c), (g)</b> ... ..	800	725	...	565 500
22	23	24	22	23	24	...	...	...	29	<b>Pullut (c)</b> ... ..	730	690	...	535 475
15	16	18	18	19	21	...	...	...	35	<b>Ellam</b> ... ..	...	...	...	...
16	18	20	19	20	21	...	...	...	41	<b>Jeparit</b> ... ..	1250	1045	...	815 720
10	11	12	14	15	15	...	...	...	45	<b>Tarranyurk (c)</b> ... ..	...	...	...	...
18	20	22	21	23	25	...	...	...	...	<b>Antwerp</b> ... ..	...	...	...	...
...	...	...	...	...	...	...	...	...	...	<b>Arkona</b> ... ..	1000	900	...	700 620
...	...	...	...	...	...	...	...	...	...	<b>Dimboola (c)</b> ... ..	820	800	...	620 550

<b>Down journey—</b>				<b>Engine Requirements.</b>				<b>Up journey—</b>				
Jeparit	...	...	...	20 minutes.	Rainbow	...	...	10 minutes.	Jeparit	...	...	15 minutes.
Rainbow	...	...	...	25 minutes. (including turning engine)								

**NOTES.**

(c) Momentum grades—

	<b>At Mileage.</b>				<b>Speed Necessary.</b>	
<b>Down journey—</b>					<b>(Miles per hour.)</b>	
245 $\frac{1}{4}$ approaching Jeparit	...	...	...	...	25	
<b>Up journey—</b>						
271 $\frac{1}{4}$ after leaving Albacutya	...	...	...	...	20	
268 $\frac{1}{4}$ approaching Rainbow	...	...	...	...	25	
265 $\frac{3}{4}$ after leaving Rainbow	...	...	...	...	20	
264 $\frac{1}{4}$ after leaving Rainbow	...	...	...	...	25	
246 $\frac{1}{4}$ after leaving Jeparit	...	...	...	...	25	
229 $\frac{3}{4}$ after leaving Arkona	...	...	...	...	20	
227 $\frac{1}{4}$ approaching Dimboola	...	...	...	...	25	

(g) Trains with loads above three-fourths of the full tonnage must be set back at Rainbow and recommence the journey from the Down end of the Yard.

**JEPARIT AND YANAC.**

Engine Running Time.						SECTION.	LOAD.					
Roadside Sectional Loads.			Through Ruling Grade Loads				Mileage.	DOWN.	J.	K or N.	D3.	D1.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.							
Tender First.												
27	30	33	...	...	...	8	<b>Jeparit to—</b>					
23	26	31	...	...	...	14	<b>Detpa</b> ... ..	920	805	...	...	625 555
21	23	25	...	...	...	20	<b>Lorquon</b> ... ..	680	680	...	...	530 470
41	43	45	...	...	...	32	<b>Netherby</b> ... ..	920	805	...	...	625 555
							<b>Yanac</b> ... ..	630	580	...	...	450 400
Engine First.							<b>UP.</b>					
33	35	39	...	...	...	12	<b>Yanac to—</b>					
17	18	19	...	...	...	18	<b>Netherby (c)</b> ... ..	700	650	...	...	500 450
17	18	20	...	...	...	24	<b>Lorquon</b> ... ..	...	...	...	...	...
22	24	26	...	...	...	32	<b>Detpa (c)</b> ... ..	860	750	...	...	580 500
							<b>Jeparit</b> ... ..	1250	1090	...	...	850 760

**Engine Requirements.**

Down—											
Jeparit	...	...	...	...	...	...	...	...	...	...	10 minutes.
Up—											
Yanac	...	...	...	...	...	...	...	...	...	...	15 minutes.
Jeparit	...	...	...	...	...	...	...	...	...	...	15 minutes.

**NOTES.**

(c) Momentum grades,											
Up journey—At Mileage.											Speed Necessary. (Miles per hour.)
274	after leaving Yanac	...	...	...	...	...	...	...	...	...	15
260 $\frac{3}{4}$	after leaving Lorquon	...	...	...	...	...	...	...	...	...	20
260 $\frac{1}{4}$	after leaving Lorquon	...	...	...	...	...	...	...	...	...	20
257 $\frac{1}{2}$	approaching Detpa	...	...	...	...	...	...	...	...	...	20

MELBOURNE TO GEELONG.

Engine Running Time.										SECTION.	LOAD.													
Road-side Sec. tional Loads.	Through Trains.										DOWN.	S.	B.	X.	C.	T.	R.	J.	K or N.	A2.	D3.	D1.		
	3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	1.20 a.m. Fast News Goods.	"C" 900 tons.	"C" 450 tons.	"C" 555 tons.													"B" 750 tons.	"B" 1600 tons.
12	13	15	12	13	15	...	...	...	...	...	...	2	Melb. Yard to—											
16	17	18	14	15	16	19	22	18	22	20	22	7	Sth. Kensington	1800	1600	1335	1335	1200	1190	1045	945	890	735	650
3	4	5	2	3	3	2	2	2	2	2	2	8	Newport (d) (c)	1800	1600	1335	1335	1200	1190	1045	945	890	735	650
...	...	...	...	...	...	...	...	...	...	...	...	8	Newport South	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	8	Austral. Meat Sdg. (d)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	10	BP. Oil Siding	...	...	...	...	...	...	...	...	...	...	...
8	9	10	7	8	9	...	...	...	...	...	...	11	Rock' Cross. Lp.	...	...	...	...	...	...	...	...	...	...	...
8	9	11	6	7	9	11	13	11	11	11	10	13	Laverton	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	14	Aircraft Siding	...	...	...	...	...	...	...	...	...	...	...
8	9	...	...	...	...	...	...	...	...	...	...	16	Drome' Cross. Lp.	...	...	...	...	...	...	...	...	...	...	...
13	15	24	17	19	22	12	16	13	14	12	11	20	Werribee (c)	...	...	...	...	...	...	...	...	...	...	...
13	15	17	12	14	16	8	12	10	13	8	8	25	Manor (g)	...	...	...	...	...	...	...	...	...	...	...
13	15	17	11	13	15	7	11	10	11	7	8	30	Little River (c)	...	...	...	...	...	...	...	...	...	...	...
14	15	17	12	13	15	10	12	11	11	10	10	36	Lara	...	...	...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	7	9	7	8	7	7	40	Corio (c)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	41	Distillery Siding	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	4	...	...	...	...	...	42	North Shore (c)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	42	Ford's Siding	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	42	Phosphate Sdg. (m)	...	...	...	...	...	...	...	...	...	...	...
10	12	14	8	10	12	4	7	8	8	6	7	43	Nth. Geelong (c)	1800	1600	1335	1335	1200	1190	1045	945	890	735	650
6	7	8	5	6	7	5	...	...	...	5	...	45	Geelong	2100	2100	1600	1600	1600	1250	1250	1130	1065	880	780

\* Engine Running time North Geelong "A" Box to North Geelong "C" Box 2 minutes.

Down journey— **Engine Requirements—**  
 Werribee ... .. 10 minutes.

NOTES.

- (c) Momentum grades, Down journey— At Mileage. Speed Necessary. (Miles per hour.)  
 2 $\frac{3}{4}$  approaching Footscray ... .. 20  
 3 $\frac{3}{4}$  " Seddon ... .. 20  
 5 $\frac{1}{4}$  " Spotswood ... .. 20  
 16 $\frac{1}{4}$  approaching Werribee ... .. 30  
 25 approaching Little River ... .. 20  
 27 $\frac{1}{4}$  approaching Little River ... .. 20  
 37 $\frac{1}{4}$  after leaving Lara ... .. 25  
 40 $\frac{1}{4}$  after leaving Corio ... .. 30  
 42 $\frac{1}{4}$  after leaving North Shore ... .. 20

(d) See General Appendix re Down Goods stalling between South Kensington and Footscray.

(d) See General Appendix for special instructions re Austral Meat Siding.

(g) When a Down Goods train is standing in No. 2 Road at Manor, the Driver may, if he thinks he will have difficulty in ascending the grade, request the Signalman to permit him to back the train into the Dead-end siding in order to secure a better start.

(m) Loads for Goods train between **PHOSPHATE SIDING AND NORTH GEELONG** :—

	T.	J.	K or N.	R.	A2.	D3, D4 or Y	D2	D1.
Inwards (Up) ...	900	740	665	800	630	520	485	460
Outwards (Down) ...	1200	1045	945	1190	885	735	685	650





**GEELONG TO PORT FAIRY.**

Down journey—

**Engine Requirements.**

		Roadside Trains.	Through Trains.	
Winchelsea	} ... ..	10 minutes	20 minutes	} Or vice versa if running conditions warrant
Birregurra				
Colac		20 minutes	5 minutes	
Camperdown		30 minutes	30 minutes	

**NOTES.**

(c) Momentum grades—

Down journey—At Mileage.

	Speed Necessary. (Miles per hour.)
59½ approaching Moriac	25
59½ approaching Moriac with banked loads, through trains	35
60¼ after leaving Moriac	18
70¾ after leaving Winchelsea	20
71¼ after leaving Winchelsea	20
75¾ after leaving Winchelsea	20
77¼ after leaving Winchelsea	20
88¾ after leaving Birregurra	20
92 after leaving Irrewarra	20
95 approaching Colac	25
95½ after leaving Colac	15
111¼ approaching Pomborneit	25
119¼ after leaving Weerite	25
133 after leaving Boorcan	35
145 after leaving Garvoc	35
160½ after leaving Allansford	30
161½ after leaving Allansford	25
163½ approaching Warrnambool	20

(dd) From Geelong to South Geelong the loads of "Down" Goods trains assisted in the rear by an engine running tender first are the combined loads of the engines employed.

See page 182, for special instructions re engines assisting Goods trains from Geelong to Mileage 56¼, and Geelong to mileage 60¾ with loads determined in accordance with the above instruction.

Trains are not to be assisted by engine in front from Geelong to South Geelong.

A speed of 25 m.p.h. is to be attained approaching the tunnel.

The assisting engine to be coupled to the rear of the train and the air-brake connected throughout.

(g) With loads above five-sixths of the full tonnage, trains are to be set back to the Up end of the station yard at Irrewarra to obtain speed of 20 m.p.h. to ascend grade at mileage 92¼.

(h) For trains assisted in the rear from Geelong to 56¼ miles. See page 182.

(hh) For trains assisted in the rear from Moriac to 60¾ miles. See page 182.

(hhh) Assisted in the rear out of Colac yard. See page 183.

(m) The loads of Goods trains between **WARRNAMBOOL AND DENNINGTON** without a van attached to the train are as shown hereunder.

Down journey—

Class of Engine	S.	B.	T.	J.	K or N.	R.	A2.	D3.	D2.	D1.
Tonnage	1300	1000	700	500	480	500	450	375	345	330

When running tender first the usual 10 per cent. reduction is to be made on the above loads.

(x) For trains not stopping at Moriac.

(xx) For trains not stopping at Winchelsea.

Roadside Section Loads.

3/5ths Load.	4/5ths Load.	Full Load.	Full Load A2.
25	31	33	
8	9	11	
6	7	8	
7	8	9	
16	18	21	22
9	10	11	10
12	14	16	13
15	17	19	17
18	20	23	20
14	15	17	14
20	21	23	20
11	13	15	
13	15	17	
17	20	23	
20	22	25	
9	10	12	
21	23	25	
26	29	32	
28	33	38	
20	22	25	
7	8	9	
5	6	6	

+ Fu  
+ 25

**PORT FAIRY TO GEELONG.**

Engine Running Time.										SECTION.	LOAD.																		
Roadside Sectional Loads.		Through Trains.									Mileage.	UP.	S.	B.	T.	J.	R.	K or N.	A2.	D3.	D1								
3/5ths Load.	4/5ths Load.	Full Load.	Full Load A2.	A2, R.J. 300 tons.	3/5ths Load.	4/5ths Load.	Full Load.	A2, R.J. 685 tons.	Fast Goods A2.† R.J.‡																				
25	31	38	29	21	21	15	17	20	13	16	21	11	15	18	20	21	23	20	17	18	20	15	17	13	64	600	495	440	
8	9	11	9	10	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
6	7	8	6	7	8	7	8	9	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
7	8	9	6	7	8	6	7	8	6	7	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
16	18	21	21	15	17	20	13	16	21	15	21	11	15	18	20	21	23	20	17	18	20	15	17	13	64	600	495	440	
9	10	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
12	14	16	13	10	12	14	9	11	9	11	17	36	32	36	42	50	56	60	63	64	64	69	73	82	92	95	103	116	127
15	17	19	17	13	14	16	11	13	11	13	42	36	32	36	42	50	56	60	63	64	64	69	73	82	92	95	103	116	127
18	20	23	20	16	18	20	12	14	14	14	50	56	60	63	64	64	69	73	82	92	95	103	116	127	138	141	142	142	142
14	15	17	14	12	13	15	12	14	14	14	50	56	60	63	64	64	69	73	82	92	95	103	116	127	138	141	142	142	142
20	21	23	20	17	18	20	15	17	13	16	21	11	15	18	20	21	23	20	17	18	20	15	17	13	64	600	495	440	440
11	13	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
13	15	17	11	11	13	15	21	9	9	11	16	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
17	20	23	16	19	22	19	16	16	14	14	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
20	22	25	18	20	23	20	18	18	16	16	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
9	10	12	8	9	11	9	8	8	8	8	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
21	23	25	17	19	21	16	15	15	15	15	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103	103
26	29	32	25	28	31	25	24	24	22	22	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116	116
28	33	33	24	29	34	27	21	21	20	20	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127	127
20	22	25	16	20	22	19	19	19	19	19	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138	138
7	8	9	6	6	7	6	6	6	6	6	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
5	6	6	4	4	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

† Fast Goods "R" or "J" 430 tons, "K" or "N" 410 tons, "A2" 385 tons Warrnambool to Terang, 500 tons Terang to Camperdown, 685 tons Camperdown to Geelong.

‡ 250 tons Warrnambool to Terang, 330 tons Terang to Camperdown, 500 tons Camperdown to Geelong.

Up journey—

**Engine Requirements.**

	Roadside Trains.	Through Trains.	Fast Goods.
Camperdown ... ..	30 minutes	30 minutes	15 minutes
Colac ... ..	15 minutes	10 minutes	12 minutes
Birregurra or Winchelsea } ... ..	10 minutes	...	...

(For notes see next page).





**GEELONG TO MELBOURNE.**

Engine Running Time.										SECTION.	LOAD.													
Road-side Sectional Loads.	Through Trains.										Mileage.	UP.	S.	B.	X.	C.	T.	J.	R.	K or N.	A2.	D3	D1	
	3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Ruling Grade Loads.	Thro. Live Stock Spls.	'C' 900, 'R' 800, 'A2' 600 tns.															A2, 500 tons.
7	8	10	6	7	9	...	4	5	2	Geelong to—														
...	...	...	...	...	...	...	...	...	3	North Geelong	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	3	Phosphate Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	3	Ford's Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	3	North Shore	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	4	Distillery Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	
11	12	14	10	11	13	9	8	7	6	5	Corio	...	...	...	...	...	...	...	...	...	...	...	...	
11	12	15	9	10	12	10	9	8	7	9	Lara	...	...	...	...	...	...	...	...	...	...	...	...	
17	19	22	15	17	20	17	15	11	10	15	Little River	...	...	...	...	...	...	...	...	...	...	...	...	
13	14	16	11	12	14	12	10	9	7	20	Manor	...	...	...	...	...	...	...	...	...	...	...	...	
13	15	17	11	12	14	12	11	11	8	25	Werribee	...	...	...	...	...	...	...	...	...	...	...	...	
9	10	12	8	9	11	...	...	...	...	29	"Drome" Crossing Lp.	...	...	...	...	...	...	...	...	...	...	...	...	
8	9	11	6	7	9	15	13	13	12	32	Aircraft Siding	...	...	...	...	...	...	...	...	...	...	...	...	
6	7	8	5	6	7	...	...	...	...	34	Laverton	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	34	"Rock" Crossing Lp.	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	35	B.P. Oil Siding	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	37	Austral Meat Sdg. (u)	...	...	...	...	...	...	...	...	...	...	...	...	
9	10	12	7	8	10	14	12	11	11	37	Newport South	...	...	...	...	...	...	...	...	...	...	...	...	
4	5	6	3	4	4	4	4	3	2	38	Newport (d)	...	2100	1600	1335	1335	1200	1045	1190	945	890	735	650	
16	17	18	16	17	18	17	15	11	...	43	South Kensington	...	...	...	...	...	...	...	...	...	...	...	...	
11	11	12	11	11	12	11	11	11	20	45	Melb. Yard (d), (c)	...	2100	1600	1335	1335	1300	1045	1190	945	890	735	650	

Up journey—  
Werribee

**Engine Requirements.**

Roadside Trains	...	...	...	...	...	...	...	10 minutes.
Through Trains	...	...	...	...	...	...	...	Nil.

NOTE.—Whenever time is required at Werribee by an Up Goods train for Engine Requirements, the Driver must, when passing through Manor, give four sharp whistles (two pause two). The signalman at Manor must immediately inform the signalman at Werribee and the Train Controller that the train will require time at Werribee for engine requirements, and it will then be routed accordingly.

**NOTES.**

**Authorised Loads—Fast Goods Trains.**

(c) Momentum grades.

Up journey.

With these loads a momentum speed of 30 M.P.H. is necessary at mileage 5.

No. 96,100 Geelong—Melbourne ... .. "B" 750 tons\*

(\* May be increased to 1600 tons if required.)

No. 156 North Geelong Loop—Melbourne ... .. "B" 1600 tons

Nos. 132, 152 North Geelong Loop—Melbourne ... .. "C" 900 tons

Through Live Stock Specials Ararat—Melbourne }  
(via Cressy and North Geelong Loop) } tns, "A2" 750 tns, "R" 1000 tns

(u) Loads for Up Goods trains, **AUSTRAL MEAT SIDING TO NEWPORT SOUTH**, are shown here—  
under (Down trains to be dealt with as shown in special instructions, General Appendix).

Class of Engine	T.	K or N.	A2.	J or R.	D3, D4, or Y.	D2.	D1.
Tonnage	800	295	280	300	230	215	205

**Authorized Loads for Goods trains from GEELONG PIER TO GEELONG :—**

Class of Engine	T.	K or N.	A2.	J or R.	D3, D4, or Y.	D2.	D1.
Tonnage	500	390	370	400	305	285	270

**SHUNTING "UP" GOODS TRAINS TO NEWPORT YARD.**

Special boards of triangular shape, with black lettering on white background, are erected on the left-hand side of the Up line between Newport and Spotswood to indicate to Drivers of Up Goods trains, which are to be shunted to the yard at Newport, the point at which they must bring the engine to a stand so that the rear of the train will be clear of the points at "A" Signal-box.

The boards are lettered "45 vehicles" and "60 vehicles" and are erected 1200 feet and 1575 feet respectively from the Down end of the Up platform at Newport.

**BALLARAT TO GEELONG.**

Engine Running Time.						SECTION.	LOAD.												
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	UP.	S.	B.	T.	X.	C.	K or N.	R.	A2.	D3.	D1.	J.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.														
2	3	3	2	2	2	1	<b>Ballarat to—</b>												
16	20	25	15	19	24	4	<b>Ballarat East</b>												
11	12	14	10	11	13	10	<b>Warrenheip ...</b>	...	850	750	450	650	555	410	420	400	305	270	420
8	9	10	6	7	8	13	<b>Lal Lal</b>	...	...	...	...	...	...	...	...	...	...	...	...
18	20	22	16	18	20	20	<b>Elaine</b>	...	...	...	...	...	...	...	...	...	...	...	...
12	13	15	10	11	12	26	<b>Mereditb</b>	...	...	...	...	...	...	...	...	...	...	...	...
22	24	26	18	20	22	35	<b>Lethbridge</b>	...	...	...	...	...	...	...	...	...	...	...	...
13	14	16	11	12	13	41	<b>Bannockburn</b>	...	...	...	...	1475	1475	1045	...	...	...	...	...
9	10	11	7	8	9	45	<b>Gheringhap</b>	...	...	...	...	...	...	...	980	815	720	...	...
10	11	12	8	9	10	49	<b>Moorabool</b>	...	...	...	...	1600	1600	1130	...	1065	880	780	...
11	12	13	9	10	11	53	<b>North Geelong</b>	...	...	...	...	...	...	...	...	...	...	...	...
6	7	8	5	6	7	55	<b>Geelong</b>	...	2100	2100	2000	1845	1845	1305	1400	1230	1015	900	1400
								...	2100	2100	1600	1600	1600	1130	1170	1065	880	780	1170

**NOTES.**

When necessary, three locomotives may be employed on an Up goods train from Ballarat to Warrenheip, but in any such case two locomotives must be in the front and the other in the rear. (See page 181.)

The load for the three engines will be the double-headed load for the engines employed in front plus the schedule tonnage for the class of engine employed in the rear.

**GEELONG TO BALLARAT.**

Engine Running Time.										SECTION.	LOAD.																																													
Road-side Sectional Loads.		Through Ruling Grade Loads.									Mileage.	DOWN.	S.	B.	T.	X.	C.	J.	K or N.	R.	A2.	D3.	D1.																																	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	A2, 275 tons.	"C", 450 tons.	"C", 555 tons.	Fast Goods. "B", 750 tons.																																															
7	8	10	6	7	9	5	..	Via Loop	..	Via Loop	..	Via Loop	..	2	Geelong to																																									
14	16	19	12	14	17	11	9	12	9	10	6	North Geelong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
10	12	15	8	10	12	8	8	10	8	10	10	Moorabool	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																			
13	15	17	10	12	14	10	9	11	9	14	14	Gheringhap	1600	1400	900	1000	900	770	695	800	660	540	480	Bannockburn	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...												
16	18	20	13	15	17	12	11	14	11	20	20	Lethbridge	1300	1100	750	900	840	650	595	680	560	465	410	Meredith	1100	970	650	780	720	550	510	570	480	395	350	Elaine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21	28	36	19	26	34	18	18	24	17	42	42	Lal Lal	1150	1000	700	850	790	610	560	620	525	435	385	Yendon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
10	12	15	8	10	12	7	7	...	6	45	45	Warrenheip	1600	1400	1000	1085	1085	880	770	930	725	600	530	Ballarat East	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
11	12	14	9	10	11	11	11	11	11	51	51	Ballarat	2100	1800	1800	1475	1475	1250	1045	1250	980	815	720		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...											
11	12	14	9	10	11	11	11	11	11	55	55		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																		

**Engine Requirements.**

Down journey—

	" X " and " R " Class			Other Classes	
Lethbridge	...	...	...	10	10
Meredith	...	...	...	Nil	10
					(When water is not available at Lethbridge.)
Lal Lal	...	...	...	Nil	5

**NOTES.**

**Authorised Loads—Fast Goods Trains.**

Nos. 59 and 89 Melbourne-North Geelong Loop-Ballarar-Ararat ... "B" 750 tons  
 No. 51 North Geelong Loop-Ballarar-Ararat ... "B" 750 tons

**GEELONG TO MAROONA AND ARARAT.**

Engine Running Time.				SECTION.	LOAD.												
Roadside Sectional Loads.		Through Trains.			Mileage.	DOWN.	S.	B.	T.	X.	C.	J.	K or N.	R.	A2.	D3.	D1.
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.														
8	10	8	9	2	Geelong to—												
15	19	14	17	6	North Geelong	...	...	...	...	...	...	...	...	...	...	...	...
11	15	10	12	10	Moorabool	...	...	...	...	...	...	...	...	...	...	...	...
28	31	26	28	21	Gheringhap	1600	1400	900	1000	900	770	695	800	660	540	480	...
37	41	35	38	32	Inverleigh	...	...	...	...	...	...	...	...	...	...	...	...
36	37	32	34	44	Wingee	...	...	...	...	...	...	...	...	...	...	...	...
13	15	12	14	48	Cressy	1600	...	900	1000	900	800	725	900	685	565	500	...
20	25	19	21	53	Duvernoy	...	...	...	...	...	...	...	...	...	...	...	...
14	16	12	13	58	Berrybank	...	...	...	...	...	...	...	...	...	...	...	...
14	15	11	12	62	Gnarkeet	...	...	...	...	...	...	...	...	...	...	...	...
21	23	19	20	62	Lismore	...	...	...	...	...	...	...	...	...	...	...	...
31	33	30	32	68	Derrinallum	...	...	...	...	...	...	...	...	...	...	...	...
22	24	20	21	74	Vite Vite	...	...	...	...	...	...	...	...	...	...	...	...
17	24	16	22	80	Pura Pura	...	...	...	...	...	...	...	...	...	...	...	...
16	19	15	16	85	Nerrin Nerrin	...	...	...	...	...	...	...	...	...	...	...	...
24	33	22	30	91	Westmere	...	...	...	...	...	...	...	...	...	...	...	...
20	24	19	21	97	Mininera	...	...	...	...	...	...	...	...	...	...	...	...
22	24	20	21	102	Tatyoon	...	...	...	...	...	...	...	...	...	...	...	...
22	24	20	22	110	Maroona	1600	...	950	1040	1040	900	835	1000	785	565	500	...
15	16	14	14	117	Langi Logan	...	...	900	1120	1040	800	725	900	685	565	500	...
				123	Ararat (c) (t)	1500	1400	800	800	800	590	590	630	570	385	340	...

**Engine Requirements.**

	Coal fired Loco's				Oil fired Loco's	
	" X " and " R " Class	Other Classes		" R " Class	" A, " C, " N " or " J " Class	
		One Engine	Two Engines			
Moorabool	...	5 mins.	5 mins.	...	5 mins.	
Inverleigh	...	5 mins.	...	...	...	
Cressy	...	30 mins.	40 mins.	...	...	
Derrinallum	25 mins.	10 mins.	15 mins.	10 mins.	10 mins.	
Tatyoon	...	5 mins.	10 mins.	...	...	

**NOTES.**

(c) Momentum grades—

Down journey—At Mileage.

90½ after leaving Duvernoy

139½ at Jackson's Creek...

135½ approaching Ararat

131½ approaching Ararat

Speed Necessary.  
(Miles per hour.)

25

25

20

35

(t) Trains with these loads must be given a clear run into Ararat yard.

**Authorised Loads—Fast Goods Trains.**

No. 55 Melbourne—North Geelong Loop—Ararat ... "B" 1400 tons



**ARARAT TO GHERINGHAP AND GEELONG.**

Engine Running Time							SECTION.	LOAD.												
Roadside Sectional Loads.	Through Ruling Grade Loads.	Live Stock Specials.						Mileage.	UP	S.	B.	T.	X.	C.	R.	J.	K or N.	A2.	D3.	D1.
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	***	"C" 900 tons.															
14	15	14	15	14	14	6	<b>Ararat to—</b>													
14	16	13	14	14	14	13	<b>Langi Logan (c)</b>	...	...	...	...	...	...	...	...	...	...	...	...	...
23	29	21	29	28	23	21	<b>Maroona (c)</b>	...	1800	...	1200	1230	1200	1160	1040	915	915	680	600	
15	20	14	17	17	15	26	<b>Tatyoona (g)</b>	...	...	...	...	...	...	...	...	...	...	...	...	
17	17	15	15	15	15	32	<b>Mininera</b>	...	...	...	...	...	...	...	...	...	...	...	...	
18	18	16	16	16	16	38	<b>Westmere</b>	...	...	...	...	...	...	...	...	...	...	...	...	
14	14	12	12	12	12	43	<b>Nerrin Nerrin</b>	...	...	...	...	...	...	...	...	...	...	...	...	
20	26	18	25	24	20	49	<b>Pura Pura</b>	...	...	...	...	...	...	...	...	...	...	...	...	
14	15	14	14	14	14	55	<b>Vite Vite</b>	...	...	...	1000	1230	1200	1160	1040	915	915	680	600	
16	17	15	16	16	16	61	<b>Derrinallum</b>	...	...	...	1800	1230	1200	1250	1250	1045	980	815	720	
11	15	10	13	13	11	65	<b>Lismore</b>	...	...	...	...	...	...	...	...	...	...	...	...	
13	14	11	12	12	12	70	<b>Gnarkeet</b>	...	...	...	...	...	...	...	...	...	...	...	...	
13	14	11	12	12	12	75	<b>Berrybank</b>	...	...	...	...	...	...	...	...	...	...	...	...	
14	15	11	12	12	12	79	<b>Duverney</b>	...	...	...	1230	1200	1160	1040	915	915	680	600		
31	33	30	32	32	31	91	<b>Cressy</b>	...	...	...	1250	1230	1200	1250	1250	1045	980	815	720	
30	32	28	29	29	28	102	<b>Wingeel</b>	...	...	...	...	...	...	...	...	...	...	...	...	
34	38	32	38	37	33	113	<b>Inverleigh</b>	...	...	...	1250	1230	1200	1250	1250	1045	980	815	720	
10	11	8	9	9	8	117	<b>Gheringhap</b>	...	1800	1600	1100	1230	1200	1160	1040	915	915	680	600	
11	11	9	9	9	9	121	<b>Moorabool</b>	...	...	...	...	...	...	...	...	...	...	...	...	
7	9	5	7	7	7	123	<b>North Geelong</b>	...	...	2100	2000	1845	1845	1250	1250	1305	1230	1015	900	
							<b>Geelong</b>	...	2100	2100	1600	1600	1600	1250	1250	1130	1065	880	780	

**Engine Requirements.**

	Coal fired Loco's		Oil fired Loco's	
	" X " and " R " Class	Other Classes	" R " Class	" A, " " C, " " N " or " J " Class
		Each Engine		
Derrinallum ...	25 mins.	10 mins.	...	10 mins.
Cressy ...	...	10 mins.	10 mins.	10 mins.

(c) Momentum grades—  
Down journey—At Mileage.

134 after leaving Ararat ... .. 30  
139½ at Jackson's Creek ... .. 30

(g) Trains with loads above three-fourths of the full tonnage are to be set back at Tatyoona, and recommence the journey from the Down end of the yard.

**Authorised Loads—Fast Goods Trains.**

No. 156 Ararat—North Geelong Loop—Melbourne ... "B" 1600 tons  
 ... "C" 900 tons  
 ... "A2" 650 tons  
 No. 132 Ararat—North Geelong Loop—Melbourne ... "R" 750 tons  
 ... "J" 700 tons  
 ... "C" 1100 tons,  
 ... "J", "N" 775 tons  
 ... "A2" 750 tons  
 ... "R" 850 tons

\*\*\* Live Stock Specials, Ararat—North Geelong Loop—Melbourne

**GEELONG AND QUEENSLIFF.**

Engine Running Time.						SECTION.	LOAD								
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	S.	B.	T.	J.	K or N.	A2.	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.										
4	6	6				1	<b>Geelong to—</b>								
							<b>South Geelong (dd) ...</b>	900	750	500	325	315	310	245	215
						3	<b>Cheetham's Siding</b> ...								
11	13	14				7	<b>Leopold</b> ...								
8	10	12				10	<b>Curlewis</b> ...								
6	7	8				13	<b>Drysdale</b> ...			450	405	390		305	270
7	8	10				16	<b>Mannerim (c)</b> ...								
13	14	16				23	<b>Queenscliff</b> ...			800	570	545		425	375
							UP.								
15	17	20				7	<b>Queenscliff to—</b>								
							<b>Mannerim</b> ...								
9	10	12				10	<b>Drysdale</b> ...			500	405	390		305	270
5	5	6				13	<b>Curlewis</b> ...								
6	7	8				16	<b>Leopold</b> ...								
						20	<b>Cheetham's Siding</b> ...								
11	13	15				22	<b>South Geelong (c)</b> ...			800	630	580		450	400
4	5	6				23	<b>Geelong</b> ...	1600	1400	900	800	700	685	530	470

**Engine Requirements.**

Queenscliff ... .. 20 minutes.

NOTES.

(c) Momentum grades—

At Mileage.		Speed Necessary.
Down journey—57½ after leaving Drysdale	... ..	(Miles per Hour.)
Up journey—48 approaching South Geelong	... ..	20
		25

(dd) From Geelong to South Geelong the loads of Down goods trains assisted in the rear by an engine running tender first are the combined loads of the engines employed.

NORTH GEELONG AND FYANSFORD. 3A.100

Engine Running Time.						SECTION.	LOAD.							
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	B.	T.	J.	K or N.	A <sup>2</sup>	D3.
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.									
						3	<b>North Geelong (d) to Fyansford (c) (e) ...</b>	900	600	450	435	430	340	300
						3	<b>UP. Fyansford (d) to North Geelong ...</b>	1600	1600	1250	1250	1250	815	720

NOTES.

- (c) Momentum grades—  
 Down journey—At Mileage. Speed Necessary.  
 45½ (local mileage about 1½ mile post) ... .. (Miles per hour.)  
15
- (d) See General Appendix, for special instructions in regard to Fyansford line.
- (e) The loads of Goods trains assisted in the rear from North Geelong to Fyansford shall be the combined loads of the two engines employed.

**COLAC AND WEEAPROINAH (NARROW GAUGE).**

Engine Running Time.	SECTION.			LOAD.		
	DOWN.			NA.	Double-headed NA.	Garratt.
Roadside Sectional Loads.	"NA" Engine.	"G" Engine.	Mileage.			
30	33	7	<b>Colac (d) to—</b>			
26	23	13	<b>Barongarook</b> ... ..	16/85	20/170	20/200
10	9	16	<b>Kawarren</b> ... ..	...	...	...
7	6	17	<b>Lovat</b> ... ..	...	...	...
23	24	21	<b>Gellibrand</b> ... ..	16/135	20/240	20/200
12	12	23	<b>Banool</b> ... ..	...	...	...
15	16	25	<b>Wimba</b> ... ..	...	...	...
12	13	27	<b>McDevitt</b> ... ..	...	...	...
19	21	29	<b>Dinmont</b> ... ..	...	...	...
6	5	30	<b>Ditchley</b> ... ..	...	...	...
...	...	32	<b>Beech Forest</b> ... ..	13/70	20/140	20/140
...	...	32	<b>Ferguson</b> ... ..	...	...	...
...	...	34	<b>Weeaproinah</b> ... ..	14/90	...	22/180
			<b>UP.</b>			
...	...	2	<b>Weeaproinah (d) to—</b>			
...	...	4	<b>Ferguson</b> ... ..	...	...	...
5	5	5	<b>Beech Forest</b> ... ..	14/120	...	20/255
18	18	7	<b>Ditchley</b> ... ..	...	...	...
11	11	9	<b>Dinmont</b> ... ..	...	...	...
13	13	11	<b>McDevitt</b> ... ..	...	...	...
13	13	13	<b>Wimba</b> ... ..	...	...	...
19	19	17	<b>Banool</b> ... ..	...	...	...
9	8	18	<b>Gellibrand</b> ... ..	14/120	...	20/270
11	13	21	<b>Lovat</b> ... ..	...	...	...
34	35	27	<b>Kawarren</b> ... ..	16/120(m)	...	20/270
34	34	34	<b>Barongarook</b> ... ..	...	...	...
			<b>Colac</b> ... ..	16/120(m)	20/240	20/255

**ENGINE REQUIREMENTS.**

DOWN.	N.A. Engines.	G. Engines.	UP.	N.A. Engines.	G. Engines.
	Mins.	Mins.		Mins.	Mins.
Water Tanks (105 miles)	5	...	Beech Forest ... ..	...	40
Gellibrand ... ..	5	12	Dinmont ... ..	...	...
Dinmont ... ..	5	15	Gellibrand ... ..	5	10
Beech Forest ... ..	...	15*	Water Tanks ... ..	5	10

\* When necessary to take water prior to going to Weeaproinah when loading offering.

**NOTES.**

(d) See General Appendix for special instructions.

(m) The tonnage shown on the Up journey from Gellibrand to Colac may, at the discretion of the driver, when weather conditions are favourable, be exceeded by 4 tons, when by so doing an extra truck can be taken.

See pages 83, 84 for instructions to enginemen for controlling trains hauled by Garratt locomotives or by two "NA" class locomotives.

Engine R  
Roadside Sectional Loads.  
3/5ths Load.  
4/5ths Load.  
Full Load.  
42 44 46  
8 9 10  
10 12 15  
11 12 13  
11 12 13  
5 5 6  
13 13 14  
10 12 14  
8 9 10  
17 19 21  
5 5 6  
11 12 13  
15 18 21  
10 11 12  
7 8 9  
(c)



**TERANG AND MORTLAKE.**

Engine Running Time.					SECTION.	LOAD.						
Additional Loads.	Through Ruling Grade Loads.	Full Load.	3/5ths Load.	4/5ths Load.		Mileage.	DOWN.	T.	J.	K or N.	D3.	D1.
44	46	...	...	...	13							
44	46	...	...	...	13	<b>Mortlake to— Terang</b> ... ..	...	1000	900	...	700	620

**CAMPERDOWN AND TIMBOON.**

					SECTION.	LOAD.						
Additional Loads.	Through Ruling Grade Loads.	Full Load.	3/5ths Load.	4/5ths Load.		Mileage.	DOWN.	T.	J.	K or N.	D3.	D1.
9	10	...	...	...	4							
12	15	...	...	...	8	<b>Naroghid</b> ... ..	450	405	390	...	305	270
12	13	...	...	...	13	<b>Cobden</b> ... ..	...	...	...	...	...	...
12	13	...	...	...	17	<b>Elingamite</b> ... ..	...	...	...	...	...	...
5	6	...	...	...	19	<b>Glenfyne</b> ... ..	...	...	...	...	...	...
13	14	...	...	...	23	<b>Curdie</b> ... ..	1200	900	800	...	620	550
12	14	...	...	...	26	<b>Timboon</b> ... ..	550	405	350	...	270	240
9	10	...	...	...	3	<b>Timboon to— Curdie</b> ... ..	1600	900	800	...	620	550
19	21	...	...	...	7	<b>Glenfyne</b> ... ..	350	270	260	...	205	180
5	6	...	...	...	9	<b>Elingamite</b> ... ..	...	...	...	...	...	...
12	13	...	...	...	13	<b>Cobden</b> ... ..	1200	850	770	...	600	530
18	21	...	...	...	18	<b>Naroghid</b> ... ..	550	405	...	...	...	...
11	12	...	...	...	22	<b>Timboon Junction</b> ... ..	...	...	...	...	...	...
8	9	...	...	...	26	<b>Camperdown (c)</b> ... ..	600	480	390	...	305	270

**Engine Requirements.**

Cobden "down" journey only take water. ... .. 5 minutes.  
 Timboon ... .. 15 minutes.

(c) Momentum grades—  
 Up journey—At Mileage. ... .. Speed Necessary  
 130 after leaving Naroghid ... .. (Miles per Hour).  
 25

**WARRNAMBOOL AND HAMILTON.**

Engine Running Time.						SECTION.	LOAD.															
Roadside Sectional Loads.		Through Ruling Grade Loads.		Mileage.	DOWN.		S.	B.	T.	J.	K or N.	R.	A2.	D3.	D1.							
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.			4/5ths Load.	Full Load.															
						1	<b>Warrnambool to—</b>															
						3	<b>Cattle Siding</b>															
7	8	9				6	<b>Dennington (m)</b>															
14	17	20				10			800	710	655	740	615	510	450							
26	30	34				19		900	750	450	450	435	450	410	340	300						
						24	<b>Woolsthorpe (c) (g)</b>															
12	13	15				24	<b>Woolsthorpe (d)</b>															
16	17	19				30	<b>Hawkesdale (c)</b>															
15	17	19				36	<b>Minhamite</b>															
16	17	19				43	<b>Purdeet</b>															
15	16	18				49	<b>Penshurst (c)</b>															
12	13	15				55	<b>Tabor</b>															
15	16	18				62	<b>Yatchaw</b>															
							<b>Hamilton (c)</b>															
							UP.															
18	19	21				7	<b>Hamilton to—</b>															
						13	<b>Yatchaw (c)</b>															
12	13	15				19	<b>” (h)</b>															
15	17	19				19	<b>Tabor</b>															
16	16	17				26	<b>Penshurst (c)</b>															
11	12	13				32	<b>Purdeet (c)</b>															
14	15	16				38	<b>Minhamite</b>															
10	11	12				43	<b>Hawkesdale</b>															
18	20	22				52	<b>Woolsthorpe</b>															
8	9	11				56	<b>Koriot</b>															
6	7	8				59	<b>Illowa</b>															
						61	<b>Dennington (c)</b>															
7	8	9				62	<b>Cattle Siding</b>															
						62	<b>Warrnambool (c)</b>							1300	1210	900	900	800	1000	755	620	550

**Down and Up— Engine Requirements.**

Koriot ... 10 minutes.      Penshurst ... 5 minutes.

At Mileage.		NOTES.		At Mileage.	
Down journey—	Speed Necessary. (Miles per hour.)	Up journey—	Speed Necessary. (Miles per hour.)		
180½ approaching Woolsthorpe	25	226½ after leaving Coleraine Junct.	25		
182½ approaching Woolsthorpe	30	223½ after leaving Coleraine Junct.	25		
185½ leaving Woolsthorpe	20	214½ after leaving Tabor	25		
202 after leaving Purdeet	25	211 approaching Penshurst	25		
225½ approaching Coleraine Junction	25	210½ approaching Penshurst	20		
		207½ after leaving Penshurst	20		
		169½ approaching Dennington	25		
		168½ after leaving Dennington	25		
		167½ approaching Warrnambool	25		

(d) For Goods trains only, subject to dividing train at board 179 miles 40 chains and the observance of the following instructions:—

- (i) The Driver must be in possession of the train Staff for the Section Koriot—Penshurst.
- (ii) The load is to be divided at 179 miles 40 chains, at which point a "White Diamond Board" is provided. The train must be brought to a stand with the engine opposite the Board, when the Guard must secure the rear portion, and uncouple the front portion and accompany it to Woolsthorpe. After sunset or in foggy weather, a Red Light must be placed on the front vehicle of the rear portion of the train left on the Main line. As soon as the front portion has been drawn forward sufficiently far, the Guard must place two detonators ten (10) yards apart upon the line about 200 yards from the front vehicle of the rear portion to notify the Driver, when returning, of the position of the remainder of the train.
- (iii) On arrival at Woolsthorpe with the front portion, the Driver must retain possession of the Staff and may return for the rear portion, accompanied by the Guard.
- (iv) Should the engine become disabled after leaving the rear portion, assistance is to be obtained in accordance with the Train Staff and Ticket Rules. The Guard must arrange to protect the obstruction in the opposite direction to that in which the Fireman has proceeded.

(g) Trains with full loads to be set back at Woolsthorpe.  
 (h) Assisted in the rear to Stop-board near 226½ miles. See page 184.  
 (j) Special load account speed limitation "K" and "N" classes. See page 175.

# SPEED OF ENGINES OR TRAINS, CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES, AND ENGINE AXLE LOADS.

## SPEED OF ENGINES OR TRAINS.

1. The maximum speed is the highest speed allowed on any portion of the Line.

2. **Speed of Trains.**—It must be clearly understood by Enginemen, Electric Train Drivers, Rail Motor Drivers, and Guards, that the maximum permissible speed authorized for the Line and for the type of train, must not, under any circumstances, be exceeded over any portion of the journey. In any instance where the times shown in the Working Time Table to run any section conflict with the maximum permissible speed authorized for that particular section, or with any safe working or other instruction, the Time Table times are not to be adhered to, and the matter is to be promptly reported to the Superintendent of Train Services and Metropolitan or District Superintendent by Station-masters and others engaged in Train Running. Drivers to bring the matter under the notice of any Superior Officer, who must report the matter to his Superintendent, and in addition forward copy of his report direct to the Superintendent of Train Services.

3. The maximum speeds laid down in respect to the various Lines, or portions of Lines, are subject to :—

- (i) the provisions of Regulation 59 ;
- (ii) the special speeds shown on pages 176 to 179 inclusive ;
- (iii) such temporary speed reductions as are shown from time to time in the Weekly Notice or other Printed or Written Instructions, and
- (iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 166.

4. The running of engines tender first is subject to the instructions on page 179 relating to tender first running. See also Sub-clause (d), Clause 1, Page 180.

5. If necessary, for the purpose of time keeping, Mixed trains, without any 4-wheeled vehicle or "Z" van attached may be run at the higher speed laid down for Passenger trains on which there is no 4-wheeled vehicle. (See also page 178, and the General Appendix.) When this is done, the Driver must, if the engine be fitted with a Speed Recorder, see that an explanatory remark is made on the Speed Chart.

6. Drivers, Firemen, and Guards must keep a good look-out for hand signals, which will be exhibited at the various localities where temporary speed reductions are in force in accordance with the Regulations. It must, however, be understood that repairs to lines may be necessary at other places besides those mentioned in the Weekly Notice or other printed or written instructions, and of which, owing to their urgency, it has not been possible to give previous notice. Drivers must, therefore, be always on the look-out, and be prepared to stop or run at reduced speed whenever and wherever hand signals are exhibited. (See General Appendix respecting Special Permanent Way Signals.)

7. Stationmasters, Signalmen, Guards, Gangers, and others must promptly report through their superior officers any case in which a train runs in excess of the speed laid down, and such report must be forwarded to the Head of the Branch without delay.

8. **Maximum Speeds for Trains Hauled by Certain Classes of Engines.**—The maximum speeds permissible on any Line for various classes of Engines, with train attached, are shown hereunder :—

Class.	Miles per Hour.	Class.	Miles per Hour.	Class.	Miles per Hour.	Class.	Miles per Hour.
A2	70	D4	50	F	20	R	70
B	70					S (See note 4)	70
Diesel Electric				J	50	Diesel Electric	
C (See note 3)	50	E	40			K	45
D1	60	Electric 1102-1111	40	L	70	Diesel Electric	
D2						X	50
D3						Y	40
				N	45	Narrow Gauge	
						G	20

**Note 1.**—The maximum speeds laid down for engines in clause 8 hereof are subject to the maximum speeds laid down in respect to various Lines or portions of Lines, and to the conditions imposed above and also on pages 124 and 165 to 179.

**Note 2.**—See page 178 for speed of an engine or engines with a van of fixed-wheel base only attached, and for speed of light engines.

**Note 3.**—The maximum speed of passenger trains hauled by "C" Class engines between Newport South Junction and North Gealong is Sixty (60) miles per hour.

**Note 4.**—The maximum speed for trains hauled by "S" Class Diesel Electric Locomotives when Hostler's End leading is 30 M.P.H. and when Hostler's End leading in Station Yards 10 M.P.H.

**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES**—continued.

9. **Maximum Speeds for Rail Motor Trains.**—The maximum speeds permissible on any Line for Rail Motor trains are as shown hereunder :—

Rail Motor Trains	Maximum Speeds.	
	Without any 4-wheeled Vehicle Attached.	With any 4-wheeled Vehicle Attached.
Diesel Electric Rail Motors ... ..	60	40 See footnote.
Diesel Rail Car (Walker type) 102 H.P. ... ..	45	...
Diesel Rail Car (Walker type) 153 H.P. ... ..	50	...
Diesel Rail Car (Walker type) 280 H.P. ... ..	60 (without trailer) 50 (with trailer)	...

**Note.**—(a) Although passenger trains are permitted to run over certain lines at 70 miles per hour, the maximum speed of any passenger train hauling a Diesel Electric Rail Motor must not exceed 60 miles per hour.

(b) The maximum speeds shown above for Rail Motor Trains are subject to the maximum Speeds laid down for Passenger Trains with or without any 4-wheeled vehicle attached, as the case may be, for the Line or portion of Line over which the Rail Motor is running, and to the conditions imposed hereunder and on pages 165 to 179 inclusive.

(c) For maximum speeds for Rail Motor Inspection Car, see General Appendix.

**SPEED OF ENGINES OR TRAINS ON NARROW GAUGE LINES.**

COLAC—BEECH FOREST—WEEAPROINAH LINE.					Maximum Speed. †*
Between— Colac		and	Miles. 95	Chains. 40	Miles per hour. 10
Miles.	Chains.				
95	40	"	98	15	20*
98	15	"	98	30	10
98	30	"	104	20	20*
104	20	"	104	47	10
104	47	"	108	33	20*
108	33	"	108	40	10
108	40	"	114	5	20*
114	5	and Beech Forest.	*‡ ...	...	10
Beech Forest		and	125	15	10
125	15	"	127	25	15
127	25	"	127	48	10
127	48	"	128	1	15
128	1	"	128	13	10
128	13	"	Weeaproinah		15

\* For engines not equipped with electric headlights, the maximum speed on the Colac—Weeaproinah Line during darkness must not exceed 15 miles per hour on any part of the Line ; this speed is, however, subject to any lower permanent or temporary speed in force on any part of the Line.

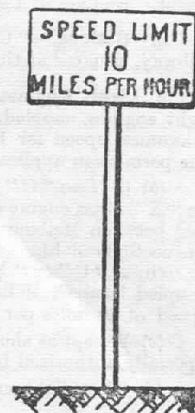
† See clause 3, page 165.

‡ The speed round the Reversing Loop at the Down end of Beech Forest Station must not exceed 10 miles per hour.



**SPEED OF ENGINES OR TRAINS ON NARROW GAUGE LINES**—continued.

On the line between Colac and Weeaprounah, Speed Limit Boards are erected on both sides of the Single Line (left-hand side for each direction) at the mileages shown on page 166. The figures appear on one side of the Board only, and indicate in miles per hour the maximum speed at which any train is permitted to travel between such Board and the Board next in advance on the same side of the Line. See Diagram of Speed Limit Board in margin.



When permission is given (*vide* General Appendix), for a train to be pushed on a Narrow Gauge Line, the maximum speed must not exceed *half* that shown above for the respective sections.

**CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.**

Except where otherwise provided, the following are the particulars of the classes of engines that are allowed to run over the various broad-gauge Lines. The words "**and lighter**," in respect of some Lines or portion of Lines mean engines of a lighter axle load than the class specified. (See instruction, page 168, for engine axle loads.)

1. Except where instructions to the contrary are in force the classes of engine allowed to run on any particular Line, or portion of a Line, may also be worked on any siding connected therewith.
2. In a case of special emergency, the District Engineer may authorize the running, for one return trip, of a heavier class of engine (excluding "A" and heavier classes) than specified for a particular Line.
3. (a) On the Branch Lines specified hereunder, engines of a heavier axle load than those ordinarily authorized on pages 169 to 179 to run over such Branch Line, may, when necessary for shunting purposes, and subject to Block Working Rules, be placed on the Branch Line at the station named; in every such case the speed specified herein for the local movement on the Branch Line must not be exceeded. See also clause (b).

Station.	Branch Line.	Class of Engine that may be Used for Shunting on Branch Lines.	Speed. Miles per Hour.
Linton Junction	Skipton	"B" and lighter	10
Ararat	Maryborough	"B" "	10
Maryborough	Avoca	"B" "	10
Lubeck	Marnoo	"X" "	10
Murtoa	Hopetoun	"X" "	10
Horsham	Natimuk	"X" "	10
Dimboola	Jeparit	"X" "	10
Waubra Junction	Waubra	"X" "	10
South Geelong	Queenscliff	"B" and lighter	10
Koriot	Hamilton	"A2" and lighter and "B"	10
Hamilton	Balmoral	"B" and lighter	10

(b) The engine must not proceed further than is necessary to clear the junction, and unless the return movement be governed by a fixed signal, the engine or train must not be allowed to foul the junction until the Driver or Guard has been verbally instructed to do so by the Signalman.

**CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

4. Engines of a greater axle load than "A2" Class must not operate in Angliss' siding at Footscray.
5. **Geelong.**—"C," "R" and "X" Class engines are not permitted to pass over Brougham Place subway, situated at the Up end of the station, on Nos. 2 and 3 car sidings.
6. **Light Engines.**—(a) With the exception of engines of the "X," or "C" Class, two light engines, coupled, may be run over any Line on which Double-heading is authorized, subject to the maximum speed for Double-headed trains not being exceeded, and subject also to the condition that the permission applies only to engines of the classes authorized to run on such Line.  
 (b) (i) Two "C" Class engines, two "X" Class engines, a "C" and an "X" Class engine, or a "C" or "X" Class engine and an engine of any other class, may run coupled between Melbourne and Newport and between Melbourne and Sunshine, subject to the maximum speeds laid down for Goods trains over the sections of Line on which the engines are running.  
 (ii) A "C" or "X" Class engine and an "A," "J," "K," "N," "R" or "D" Class engine may run coupled between Melbourne and Serviceton and between Geelong and Ballarat subject to a maximum speed of 40 miles per hour.  
 (c) Except as shown hereunder, not more than two light engines are permitted to run coupled unless specially authorized by the Chief Traffic Manager.  
 (d) Three light engines coupled are permitted to run between Spencer-street and Newport Workshops.
7. **Pier and Wharf Lines.**—"R," "S," "B," "X," or "C" Class engines are not permitted to run on any pier or wharf Line, unless specially authorized.
8. **Linton Junction and Ballarat Cattle Yards Siding.**—Engines of a heavier axle load than the "Y" class must not operate in the Freezing Works Siding or Redan Siding.

**ENGINE AXLE LOADS.**

The maximum axle loads of the various classes of engines are as under :—

Class.	Maximum Axle Load.
<b>Broad-gauge—</b>	T. C. Q.
"R" ... ..	19 10 0
"X" ... ..	19 5 0
"S" (Diesel Electric) ... ..	19 0 0
"B" (Diesel Electric) ... ..	18 12 0
"C" ... ..	18 10 0
"A2" ... ..	17 10 0
"T" (Diesel Electric) ... ..	17 0 0
"F" (Diesel Electric) ... ..	16 14 0
"L" (Electric) ... ..	16 4 0
"E" ... ..	16 0 0
"Y" ... ..	15 7 0
"D4" ... ..	14 10 2
"J" ... ..	14 10 0
"E" (Electric) (1102 to 1111) ... ..	13 15 2
"D3" ... ..	13 14 0
"K" ... ..	13 10 0
"N" ... ..	13 10 0
"D2" ... ..	13 2 0
"D1" ... ..	12 10 0
<b>Narrow-gauge—</b>	
"NA" ... ..	9 9 2
"G" ... ..	9 9 0

**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

Suburban District.  Line or Portion of Line Between—	Maximum Speed.†				Classes of Engines Allowed to Run.
	Passenger and Mixed.		Goods.		
	Engine Running Funnel First.	Engine Running Tender First.	Engine Running Funnel First.	Engine Running Tender First.	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	Miles per Hour.	
<b>Spencers-street and Spencer Street</b> ...	20	20	15	15	All classes
<b>Spencer-street &amp; Nth. Melb. Junction</b> ...	40	30	15	15	All Classes
When diverging from Up East Suburban Line to Up West Suburban Line at Franklin Street Junction	10	10	10	10	
When diverging from a straight road on other lines at Franklin-street Junction	20	20	15	15	
<b>North Melbourne Junction and Newport</b>	40	30	30	30	All Classes
Entering Newport Goods Yard ...	...	...	5	5	See note 4, page 168
<b>South Kensington and City Abattoirs</b> ...	...	...	10	10	"A2" and lighter and "B"
<b>Maribyrnong River Line—</b>					"A2" and lighter and "B"
In clear daylight ...	...	...	10	10	
During darkness or foggy weather	...	...	5	5	
<b>Spotswood and Power House Yard</b> ...	...	...	10	10	All classes
<b>Newport and Williamstown</b> ...	40	30	30	30	All classes
Williamstown Beach and North Williamstown (via Loop Siding)	...	...	5	5	
<b>W'town and W'town Pier Station</b> ...	20	20	20	20	"X" and lighter
<b>Newport and Newport Sth. Junction</b> {	Pass. 50	} 30	30	30	All classes
Mxd. 40	...		10	10	
Newport South ("B" Box) and Newport ("A" Box), via Loop Siding "A"	...	...	5	5	
Newport ("A" Box) and Newport South ("B" Box), via "E" Siding	...	...	5	5	
<b>Newport and Workshops Platform—</b>					"A2" and lighter and "B"
Clear weather ...	10	10	10	10	
Foggy weather ...	5	5	5	5	
<b>Newport and Sunshine (Loop Line)—</b>	30	25	30	25	All Classes See note 4, page 168
<b>Footscray and Sunshine</b> ...	} (See page 171)	}			
<b>Sunshine and Albion</b> ...					
<b>South Kensington and West Footscray—</b> via Goods Line	...	...	40	30	All Classes
<b>West Footscray and Sunshine—</b> into Tottenham Gravitation Yard	...	...	15	15	All Classes

† See clause 3, page 165

**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

**Melbourne Goods Yards (including North Melbourne Junction and Arden-street), Flinders-street Yard.**

Line or Portion of Line.	Maximum† Speed.
<b>Between Viaduct Junction, Dudley-street, and North Melbourne.</b>	
* Between Dudley-street Signal Box and Viaduct Junction, in clear weather ... ..	10
* Up and Down Coburg Goods Lines, between Dudley-street Box and North Melbourne Junction, in clear weather ... ..	10
<b>Northern and Western Goods Lines.</b>	
* Between Dudley-street Signal Box and South Kensington Junction (Down and Up journeys), in clear weather, subject to the note hereunder ... ..	10
NOTE.—On the Up journey between South Kensington and Weighbridge Junction, trains must not approach Weighbridge Junction from the top of the bank at a greater speed than five (5) miles per hour, and when they arrive on Siding "D" or "H" must stop clear of Weighbridge Junction.	
<b>North-Eastern Goods Lines.</b>	
* Between Dudley-street Signal Box and Kensington Junction (Down and Up journeys), in clear weather ... ..	10
* Between Dudley-street Box and North Melbourne Gravitation Sidings (Up and Down journeys) Trains arriving in Melbourne Goods Yard when passing Dudley-street Signal-box ... ..	10‡
Trains departing from Melbourne Goods Yard when passing Dudley-street Signal-box ... ..	10
Light engines passing Dudley-street Signal-box to or from Engine Shed ... ..	15
Light engines passing Dudley-street Signal-box going to Coal Stage, south side ... ..	10
Passing level Crossings between the Yard and Victoria Dock. See Special Instructions in the General Appendix ... ..	5
Passing level crossings between the Melbourne Yard and Appleton Dock ... ..	5
On the Reversing Loop ... ..	4
<b>Macaulay and North Melbourne.</b>	
Goods trains passing through Arden-street Sidings. See Special Instructions in the General Appendix ... ..	5
<b>Flinders-street Station.</b>	
The speed of any train or engine, on any siding, or when being shunted to or from any siding and a running Line at Flinders-street, must not exceed 15 miles per hour. This is subject to the special speeds specified hereunder:—	
Over Viaduct Sidings ... ..	5
Flinders-street Station, between Box "A" on the west side and Boxes "B" and "C" on the east side, all roads. Subject to the further restriction (see hereunder) in regard to Nos. 2 and 7 Roads ... ..	15
From West End of Nos. 2 and 7 Roads to Swanston-street Bridge ... ..	5
<b>"C" Box, Flinders-street.</b>	
Arriving trains from the Camberwell Line between the East end of "C" Signal-box and Nos. 6 and 7 Roads, and No. 5 Road via "U" ... ..	15
<b>"D" Box, Flinders-street.</b>	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto Signal S 22 and the platform; speed must not be increased after passing 3-position Home Signal No. 5 ... ..	10
Down trains to Clifton Hill Line—when passing round the curve between "D" Signal-box and the Down Automatic Signal S 15 ... ..	10
Shunting movements between "D" and "E" Boxes via the "Through Siding" ... ..	5
<b>Jolimont Goods Yard.</b>	
Entering from the East or West end ... ..	10

† See clause 3, page 165.

\* **Foggy Weather.**—In foggy weather, or when from any other cause a distinct view cannot be obtained, the speed must not exceed five (5) miles per hour on any Permissive Track Block Section.

‡ If the Air Brake is not continuous throughout the train, the maximum speed must not exceed five (5) miles per hour.



**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

Line or Portion of Line Between—	Maximum Speed.†			Classes of Engines Allowed to Run.
	Engine Funnels First.		Engine Tender First.	
	Passenger Trains without any 4-wheeled Vehicle Attached.	Passenger Trains with any 4-wheeled Vehicle Attached and Mixed and Goods Trains.	All Trains.	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	
<b>Footscray and Sunshine</b> ... ..	50	Pass. and Mixed 40, Goods 30	30	All classes. (See note 4, page 168.)
<b>Sunshine and Albion</b> ... ..	50	40	30	All classes. (See note 4, page 168.)
<b>Sunshine and Serviceton—</b>				All classes
“C” and “X” Class engines excepted ...	60	40	30	
“C” and “X” Class engines ... ..	40	40	30	
Down trains entering Ballarat Goods Yard when passing over Humfray-street Level Crossing, Ballarat East ... ..	...	5	5	
Trains or engines running to and from the Ballarat East Loco. Yards ... ..	...	5	5	
Over Passenger Lines between Ballarat East Signal-box and Box “C” Ballarat North—				
All trains ... ..	20	20	15	
<b>Ballarat East and Eureka</b> ... ..	15	15	15	“Y” and lighter
Eureka Tile Company’s Siding ... ..	...	5	5	
<b>Linton Junction and Ballarat Cattle Yards Siding</b> ...	...	15	15	“A2” & lighter “S”, “B” & “T” (See note 8, page 168)
<b>North Geelong and Warrenheip—</b>				All classes
“C” and “X” Class engines excepted ...	60	40	30	
“C” and “X” Class engines ... ..	40	40	30	
<b>Ballarat and Waubra Junction—</b>				All classes
“C” and “X” Class engines and Double-headed trains specified hereunder excepted	50	40	25	
“C” and “X” Class engines ... ..	40	40	25	
Double-headed trains hauled by two “C” Class engines, or by one “C” Class engine and one of any other class ... ..	30	30	25	
Over S.E.C. Siding, Down side Ballarat North	...	10	10	
<b>Waubra Junction and Ballarat R’course Piform.—</b>				“A2” & lighter & “B”
“D4,” “Y,” “E,” “A” and “B” Class engines excepted ... ..	25	25	20	
“D4,” “Y,” “E,” “A” and “B” Class engines	15	15	15	
<b>Ballarat Racecourse Platform and Waubra</b> ...	20	20	20	“J” and lighter
<b>Maryborough and Avoca—</b>				“D4” and lighter
“D4,” “J,” “K,” “N,” “T” & “B” Class engines excepted ... ..	40	35	20	“T” & “B”
“D4,” “J,” “K” or “N” Class engines ... ..	30	30	20	
“T” and “B” class engines ... ..	20	20	...	

† See clause 3, page 165.



**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

Line of Portion of Line Between—	Maximum Speed.†				Classes of Engines Allowed to Run.
	Engine Funnels First.			Engine Tender First.	
	Passenger Trains without any 6 or 4-wheeled Vehicle Attached.	Passenger Trains without any 4-wheeled Vehicle Attached.	Passenger Trains with any 4-wheeled Vehicle Attached and Mixed and Goods Trains.	All Trains.	
	Miles per hour.	Miles per hour.	Miles per hour.	Miles per hour.	
<b>East Natimuk and Kanagulk —</b>					“J” and lighter
‘J’, ‘K’ and ‘N’ Class engines and Double-headed trains excepted ...	40	40	35	25	
‘J’, ‘K’ and ‘N’ Class engines ...	30	30	30	25	
Double-headed trains ...	25	25	25	25	“J” and lighter
<b>Kanagulk and Cavendish—</b>					“J” and lighter
Double-headed trains excepted ...	30	30	30	20	
Double-headed trains ...	25	25	25	20	
<b>Cavendish and Hamilton—</b>					“J” and lighter
Double-headed trains excepted ...	30	30	30	20	
Double-headed trains ...	25	25	25	20	
<b>Dimboola and Jeparit—</b>					“D4” and lighter
“D4”, “J”, “K” and “N” Class engines and Doubled-headed trains excepted	40	40	35	20	
“D4”, “J”, “K” and “N” Class engines and Double-headed trains ...	30	30	30	20	“D4” and lighter
<b>Jeparit and Rainbow—</b>					
‘D4’, ‘J’, ‘K’ and ‘N’ Class engines and double-headed trains excepted ...	35	35	35	20	
‘D4’, ‘J’, ‘K’ and ‘N’ Class engines and Double-headed trains ...	30	30	30	20	
<b>Rainbow and Yaapeet ...</b>	25	25	25	20	“D4” and lighter
<b>Jeparit and Yanac ...</b>	30	30	30	20	“J” and lighter
Between mileage 258 and 260 between Detpa and Lorquon and mileage 275½ and 277½ between Netherby and Yanac—all Mixed and Goods trains	...	...	35	20	
<b>Newport South Junction and Geelong—</b>	70	60	40	30	All classes See Note 5, page 168
Newport South Junction, Up trains diverging from Single Line to Double Line ...	30	30	30	30	
Werribee—Between the Up end of the Level (Gate) Crossing at the Up end of Werribee and the Up end of the Werribee River Bridge on Down side of Werribee ...	60	60	40	30	
Passing over Werribee River Bridge—					
“C”, “R” and “X” Class engines excepted	60	60	40	30	
“C” Class engines ...	15	15	15	15	
“X” Class engines ...	5	5	5	5	
“R” Class engines except when double-headed	60	60	40	30	
Double-headed trains hauled by two “R” Class engines or by one “R” Class engine and one of any other Class ...	30	30	30	30	

See Notes 1, 2 and 3 re “R” and “X” Class engines.

NOTES.—(1) Tender of “X” Class engines must not be more than half full of water, and the tender of “R” Class engines must not contain more than 7000 gallons of water (about 1 ft. 6 ins. from top of tank) when passing over the Werribee River Bridge.

(2) No other vehicle, either moving or stationary, must be allowed on the parallel track on the Werribee River Bridge at the same time as an “R” or “X” Class engine is passing over the Bridge.

(3) Central Control must advise the Officer-in-Charge, Werribee, of every case where a train is run by an “R” or “X” Class engine, and the latter must see that the instruction in Note (2) hereof is strictly observed.

† See clause 3, page 165.

**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

Line or Portion of Line Between—	Maximum Speed.†			Classes of Engines Allowed to Run.
	Engine Funnel First.		Engine Tender First.	
	Passenger Trains without any 4-wheeled Vehicle Attached.	Passenger Trains with any 4-wheeled Vehicle Attached and Mixed and Goods Trains.	All Trains.	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	
<b>North Geelong "A" Box, Down trains diverging from Single Line to Double Line. Over Harbour Trust Low Level Sidings, North Geelong</b>	35	35	30	All classes (see note 5 page 168)
<b>Geelong "A" Box &amp; Down end of Passenger Platforms</b>	...	5	5	
<b>North Geelong Loop Line between Box "A" and Box "C"</b>	20	20	15	All classes
Entering Sidings "A"	10	10	10	
In Sidings "A" when proceeding towards "A," or "B," Box	...	5	5	
<b>Geelong and Warrnambool—</b>				All classes
"C" and "X" Class engines excepted	60	40	30	
"C" and "X" Class engines	40	40	30	
Geelong Box "A" and Down end of Passenger Platforms	20	20	15	
<b>Geelong and Geelong Pier</b>	...	5	5	"A2" and lighter "B" and "T" "E" and lighter
<b>Warrnambool and Warrnambool Pier—</b>				
(a) Fenced portion	...	10	10	"A2" & lighter; "S" "B" "T" & "R" "A2" and lighter "B" and "T"
(b) Unfenced portion	...	5	5	
<b>Warrnambool and Port Fairy</b>	60	40	30	All classes "E" and lighter and "T"
<b>North Geelong and Fyansford</b>	...	15	15‡	
<b>Gheringhap and Maroona</b>	30	30	25	All classes "E" and lighter and "T"
<b>South Geelong and Cheetham's Siding</b>	40	40	20	
Maximum speed through Station Yards 25 m.p.h.				"D4" and lighter and "T"
<b>Cheetham's Siding and Queenscliff</b>	40	40	20	
Maximum speed through Station Yards 25 m.p.h.				All classes.
<b>Ararat and Maroona—</b>				
"C" and "X" Class engines excepted	50	40	25	"S" and lighter and "R"
"C" and "X" Class engines	40	40	25	
<b>Maroona and Coleraine Junction</b>	...	...	...	"S" and lighter and "R"
"C" Class engines excepted	50	40	25	
"C" Class engines	40	40	25	
"D4," "Y," "E," "A" and "B," "S," "T" Class engines when passing over Grange Burn Creek between Hamilton and Coleraine Junction—	30	30	25	
"C" and "R" Class engines when passing over Grange Burn Creek between Hamilton and Coleraine Junction	10	10	10	

† See clause 3, page 165.

‡ During darkness the tender first speed is 10 miles per hour.

**SPEED**

Line

Coleraine

Portland a

Timboon J  
"J,"  
cept  
"J,"  
"T" C

Glenfyne a

"T" C  
"T" C

Terang an

Koroit and  
"J,"  
head  
"J,"  
head

Penshurst  
Betwe  
and

Penshurst

Coleraine J  
"J,"  
head  
"J,"  
head  
Betwe  
"N"  
train  
(a) T  
to negoti  
204½ mile  
will appl

Branxholm  
"J,"  
"J,"

Haywood a

South Austr  
Over M  
Cross  
Yard



**SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—continued.**

Line or Portion of Line Between—	Maximum Speed. †			Classes of Engines Allowed to Run.
	Engine Funnel First.		Engine Tender First.	
	Passenger Trains without any 4-wheeled Vehicle Attached.	Passenger Trains with any 4-wheeled Vehicle Attached and Mixed and Goods Trains.	All Trains.	
Coleraine Junction and Portland ... ..	50	40	25	"J" and lighter, "S," "B" and "T"
Portland and Portland Pier ... ..	...	5	5	"J" and lighter and "T"
<b>Timboon Junction and Glenfyne—</b>				
"J," "K," "N" and "T" Class engines excepted ... ..	30	30	25	
"J," "K" and "N" Class engines ... ..	25	25	20	
"T" Class engines ... ..	20	20	...	
<b>Glenfyne and Timboon</b> ... ..	...	...	...	"J" and lighter, and "T"
"T" Class engines excepted ... ..	25	25	25	
"T" Class engines ... ..	20	20	...	
<b>Merang and Mortlake</b> ... ..	20	20	20	"J" and lighter "J" and lighter
<b>Koroit and Penshurst—</b>				
"J," "K" and "N" Class engines and Double-headed trains excepted ... ..	30	30	20	
"J," "K" and "N" Class engines and Double-headed trains ... ..	25	25	20	
<b>Penshurst and Coleraine Junction</b> ... ..	25	25	20	"J" and lighter
Between mileage 226½ on Penshurst line and Coleraine Junction ... ..	25	25	20	"D4" and lighter
<b>Penshurst and Ballast Pit Line</b> ... ..	...	10	10	"J" and lighter "J" and lighter
<b>Coleraine Junction and Coleraine—</b>				
"J," "K" and "N" Class engines and Double-headed trains excepted ... ..	30	30	20 (a)	
"J," "K" and "N" Class engines and Double-headed trains ... ..	25	25	20 (a)	
Between mileages 210 and 212, "J," "K" and "N" Class engines and Double-headed trains excepted ... ..	...	35	20 (a)	
(a) The speed of trains hauled by engines running tender first may be increased to 25 miles per hour to negotiate the momentum grade at 200½ miles and 211 miles on the Down journey and at 205½ miles, 204½ miles and 200 miles on the up journey. The speed of 25 miles per hour when running tender first will apply to the above mentioned locations only.				
<b>Branxholme and Casterton—</b>				
"J," "K" and "N" Class engines excepted ... ..	30	30	20	"J" and lighter
"J," "K" and "N" Class engines ... ..	25	25	20	
<b>Heywood and South Australian Border</b> ... ..	25	25	20	"J" and lighter
<b>South Australian Border and Mount Gambier</b> ... ..	20	20	20	"J" and lighter
Over McDonnell Bay and Ferrars-street Level Crossing east end of Mount Gambier Station Yard, all trains ... ..	4	4	4	

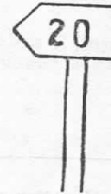
† See clause 3, page 165.

**SPECIAL SPEEDS.**

The Maximum Speeds laid down in clauses 1, 2, 3, and 4 hereof are subject to the Maximum Speeds laid down in respect of the various Lines or portions of Lines and to—

- (i) the provision of Regulation 59;
- (ii) such temporary speed reductions as are shown from time to time in the "Weekly Notice" or other printed or written instructions; and
- (iii) the Special Speeds laid down in clauses 8 and 9, pages 165, 166.

1. Curves.—(a) Every curve, with the exception of those referred to in clause 2 hereof, that is of such a radius as to render necessary any modification of the foregoing speeds, is indicated by a **curve board** (see diagram in margin) placed on the left-hand side of the line at the entrance to the curve. The number shown on the Curve Board indicates, **in miles per hour, the maximum speed** allowed when going round the curve. It is pointed at one end, and is so placed that the pointed end indicates the direction of the curve, right-hand or left-hand, as the case may be. The speed must be reduced before the engine or train enters on the curve, and the indicated speed must not be exceeded until the whole of the train is clear of the curve.



(b) The following tables give respectively the maximum speeds around curves of certain radii on Suburban Lines, and on all other Lines. These speeds agree with those shown on the Curve Boards.

Suburban Lines.				All Other Lines.			
Radius of Curve in Chains.			Maximum Speed.	Radius of Curve in Chains.			Maximum Speed.
			Miles per Hour.				Miles per Hour.
Less than	8	...	10	Less than	8	...	10
	8 to 9	...	15		8 to 9	...	15
More than	9	" 11	20	More than	9	" 12	20
"	11	" 14	25	"	12	" 15	25
"	14	" 18	30	"	15	" 25	30
"	18	" 22	35	"	25	" 30	35
"	22	" 26	40	"	30	" 35	40
"	26	" 30	45	"	35	" 40	50
"	30	" 35	50	"	40	"	60
"	35	" 40	55	Special Speeds for curves between Sunshine and Serviceton.			
"	40	...	60	More than	15 to 25	...	35
				"	25	" 30	40
				"	30	" 35	45
				"	35	" 40	55
				"	40	...	60

2.  
at stati

(a) Ex

(b) On

(c) Die

‡ V  
maxim  
speed

(W)

**SPECIAL SPEEDS. (continued).**

**2. Passing Over Points.**—The following Speed Restrictions apply generally when passing over points at stations, junctions, and sidings :—

	Maximum Speed.	
	When Running to or from Lines Diverging from the Straight Road.	When Running on the Straight Road.
	Miles per Hour.	Miles per Hour.
(a) Except as shown in sub-clauses (b) and (c) hereof—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points ...	25	40‡
(ii) Over Facing Points held by hand ... ..	15	15
(b) On the following lines the Speed Restrictions specified hereunder will apply over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points—		
<b>Port Fairy Line</b> —		
(i) Between Newport South Junction and Geelong ...	25	70‡
(ii) Between Geelong and Port Fairy ... ..	25	50‡
<b>Serviceton Line.</b> —Between Sunshine and Serviceton ...	25	55‡
<b>Geelong-Ballarat Line.</b> —Between Nth. Geelong and Warrenheip ...	25	50‡
<b>Warracknabeal Line.</b> —Between Murtoa and Warracknabeal ...	25	50‡
<b>Ballarat-Maryborough Line.</b> —Between North Ballarat and Maryborough ... ..	25	50‡
(c) Diesel Rail Cars (Walker type)—102 H.P. and 153 H.P.—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points ... ..	10	40‡
(ii) Over Facing Points held by hand ... ..	10	10

‡ Where the Through Running Road is on a curve the speed passing over points is limited by the maximum speed indicated on the curve board, provided this does not exceed the maximum permissible speed over points.

3. At Various Places—

Description.	Maximum Speed.	
	Miles	per Hour.
<b>Terminal Stations—</b> When engine is passing the near end of platform at which the train has to stop. See clause (d), Rule 12, Appendix III., and the General Appendix ... ..	15	
<b>Suburban Stations—</b> Entering and passing through in foggy weather ... ..	15	
<b>On Single Lines—</b> When entering a crossing station at which the train has to stop ... ..	15	
<b>Tablet or Staff Stations—</b> When staffs are exchanged by means of Staff Automatic Exchange apparatus ... ..	55	
When exchanging tablet, or miniature staff, by hand— (a) When cane carrier is used ... ..	20	††
(b) When staff automatic exchange carrier is used... ..	15	††
When exchanging staff (ordinary type) or delivering ticket ... ..	15	††
Rail Motor Trains ... ..	6	
<b>Crossing Stations—</b> When backing a train over level crossing not provided with gates ... ..	5	
<b>Examining Stations—</b> When entering station. See also the General Appendix ... ..	10	
<b>Permanent-way Repairers' Signals—</b> In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265, and 274, and also the General Appendix ... ..	15	
<b>Single Line Working—</b> Over points which become facing points when the traffic of a double line is being worked over a single line ... ..	10	
<b>When Air Brake is Wholly Inoperative—</b> On a long falling gradient, or when approaching any station or junction ... ..	15	

†† NOTE.—When an Engineman is receiving a Tablet or Staff from or delivering a Tablet or Staff to a Signaller standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Tablet or Staff with a Signaller standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely. When an Engineman on an "S" Class Diesel Locomotive running Hostler's End leading is receiving a Tablet or Staff from, or delivering a Tablet or Staff to or exchanging a Tablet or Staff with a Signaller either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be safely effected.

4. Various Trains, Light Engines, Steam and Diesel Cranes.

Description.	Maximum Speed.	
	Miles	per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" van or vans...	60	
Passenger or Rail Motor train on which any "UB" truck, not fitted with passenger type bogies is hauled ... ..	40	
Goods Trains by which "Dead" engines are conveyed—See page 233, General Appendix ... ..	15	
Goods Trains on Running Lines without a Brake Van in the rear ... ..	20	
Pilot engines used exclusively on pilot work when going to workshops or from an outstation to the depot for repairs or examination ... ..	60	
<b>Light engines other than Tank engines—</b> "S" Class Diesel Electric Locomotive No. 1 End Leading ... ..	30	
"S" Class Diesel Electric Locomotive Hostler's End Leading ... ..	60	
"B", "L" or "T" class ... ..	50	
"A," "C," "D1," "D2," "D3," "R" or "X" ... ..	40	
"J," "K," "N" or "Y" ... ..	20	
"F" class ... ..	40	
<b>Tank Engines—</b> "D4" and "E" classes, whether running funnel or bunker first ... ..	40	
Engine or engines with van of fixed-wheel base only attached ... ..	40	
Engines when running in any Locomotive Depot within the T.R. Point ... ..	10	
Any Break-down Van Train or any Train to which a Break-down Van is attached ... ..	40	

4.

**Any Train**

**Diesel Cranes**  
Diesel

**Steam Cranes**  
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No. 1  
Nos.  
No. 6  
Nos.  
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**SPECIAL SPEEDS—continued.**

**4. Various Trains, Light engines, Steam and Diesel Cranes—continued.**

Description.	Maximum Speed.
Any Train by which any Steam or Diesel Crane is conveyed	Miles per hour. The maximum speed for the Steam or Diesel Crane conveyed
<b>Diesel Crane—</b>	
Diesel travelling Crane No. 5, (Way and Works Branch, 10 tons)	15
<b>Steam Cranes—</b>	
No. 10 (Rolling Stock Branch, 10 tons)	15
Nos. 2, 3, 4, 8, 9, and 15 (Rolling Stock Branch, 5 tons)	20
No. 11 (Rolling Stock Branch, 7 tons)	30
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tons)	30
No. 6 (Rolling Stock Branch, Wreckage, 10 tons)	30
Nos. 13, 14, 16, and 17 (Stores Branch, Grab)	15
Nos. 1, 2, 3, and 4 (Way and Works Branch, 3 tons)	15
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	30
NOTE.—The 60-ton Steam Wreckage Cranes Nos. 18 and 19 may be permitted to run only on the Lines and at the maximum speeds shown hereunder :—	(See note)
Line or portion of Line between—	30
Spencer-street and Serviceton	30
Spencer-street and Geelong	30
Passing over <i>Werribee River Bridge</i> —	
Maximum speed 15 m.p.h. No other vehicle, either moving or stationary, is to be permitted on the parallel track on the bridge at the same time as the Steam Crane is passing over the Bridge.	
<i>Brougham-place Subway, Geelong</i> —	
Crane may run on Nos. 1, 2, 3 and 4 roads (passenger side) and on car sidings Nos. 1 to 7 inclusive, speed limit 5 m.p.h.	
North Geelong and Ballarat	30
Gheringhap and Maroona	20
Ararat and Heywood	30
<b>On Truck Weighbridge—</b>	
(i) Vehicles over scales	4
(ii) Engines or vehicles over weighbridge relief rails	8
<b>Pushing Trains—</b>	
On running lines	10
When passing around any curve of less than 8 chains radius	5
Empty trains, when Guard, Shunter, or other employee leaves the leading vehicle to attend to the points	3

**ENGINES WITH ONLY ONE COW-CATCHER OR A "D" CLASS ENGINE WITHOUT A COW-CATCHER RUNNING TENDER FIRST.**

1. Unless specially authorized, no engine employed as Assisting engine on a Passenger train shall run tender first.

2. Unless otherwise ordered, an engine having only one cowcatcher or a "D" Class engine without a cow-catcher must not, if a turntable is available, run tender first. Where there is no turntable available, such an engine may run tender first during daylight on any line, but it is **not permitted** to run tender first during darkness, **except between the following stations :—**

- |   |   |
|---|---|
| Bacchus Marsh and Melton.<br>Ballarat and Wallace.<br>Ballarat and Eureka<br>Beaufort and Ararat.<br>Stawell to Lubeck and Bolangum.<br>Lubeck to Murtoa.<br>Dooen and Murtoa.<br>Dimboola and Nhill.<br>Hopetoun and Patchewollock.<br>Rainbow and Yaapeet.<br>Dimboola and Yanac.<br>Kanagulk and East Natimuk.<br>Natimuk and East Natimuk.<br>Goroke and Carpolac.<br>Geelong and Winchelsea.<br>Warrnambool and Dennington | Geelong and North Shore<br>North Geelong and Fyansford.<br>Geelong and Warrenheip.<br>Gheringhap and Ararat.<br>Ararat and Dunkeld.<br>Hamilton and Cavendish.<br>Heywood and Dartmoor.<br>Portland and Portland North.<br>Suburban Lines :—Between Melbourne and Williamstown, Altona, Werribee, St. Albans, Broadmeadows, Fawkner, Reservoir, Heidelberg, Yarra Junction, Upper Ferntree Gully, Darling, Kew, Alamein, Dandenong, Baxter, Sandringham, St. Kilda, Port Melbourne and from Hurstbridge to Heidelberg, and Whittlesea to Reservoir. |
|---|---|

3. "J," "K" and "N" Class engines may be permitted to run tender first between Hamilton and Branxholme during daylight.

4. "J," "K" and "N" Class engines may be permitted to run tender first between Hamilton and Coleraine during daylight, when a "D3" class engine is not available or when the load offering is greater than that which can be hauled by a "D3" class engine.

1. (a) Subject to the following instructions, an assisting engine may be employed in front on a Passenger, Mixed, or Goods train over the Lines or sections of Lines shown in clause 6 hereof.

(b) The train engine and the assisting engine must be of a class allowed to run on the portion of the line over which the assisting engine is to be employed.

(c) Except as prescribed in section (i) hereof, or where specially authorized, two engines must not be employed in the front on any train of which the train engine is an "X," "C" or Garratt Class engine, nor must an "X," "C," or Garratt Class engine be employed in front on any train as an assisting engine. On the Colac-Weeaprounah Line, only "NA" locomotives specially equipped for double-heading are to be used.

(i) **Melbourne and Serviceton and Geelong to Ballarat.**—Down and Up Goods trains between Melbourne and Serviceton (via Bacchus Marsh) and Down Goods trains from Geelong to Ballarat when run by a "C" or "X" Class engine, may be assisted by an "A," "J," "K," "N," "R," or "D" Class engine. The order in which the engines are placed on a train is to be in accordance with the conditions set out in clause 2.

(d) In the case of—

(i) **Passenger Trains.**—The load must not exceed the maximum authorized load for the train concerned. In no case must either engine be run tender first.

(ii) **Mixed Trains.**—Except when specially authorized, the load, vehicular or tonnage, of the train engine must not be exceeded. In no case must either engine be run tender first.

(iii) **Goods Trains.**—The authorized load, vehicular or tonnage, must not be exceeded.

2. If the train will use the Automatic Staff Exchanger, and only one engine be so equipped the engine shall be the leading engine.

3. When a train is hauled by a steam locomotive and an electric locomotive either locomotive may lead.

4. As far as possible in the case of a Goods train, an assisting engine should be employed with a Through train only, but if it be necessary for the train to work *en route* it must not be done at more than three roadside stations between any two Depots or Terminal stations. Only one engine should as far as practicable, be employed in the Shunting Yard.

5. When an assisting engine is employed, a water truck must not be attached between the engines.

6. The Lines and sections of Lines on which double heading of trains is permitted are as shown hereunder:—

Melbourne and Serviceton, via Bacchus Marsh.  
Newport and Sunshine Loop Line.  
Geelong and Ballarat.  
Maryborough and Ararat.  
Ballarat and Skipton.  
Ballarat and Maryborough.  
Murtoa and Hopetoun.  
Horsham and Goroke.  
Hamilton and East Natimuk.  
Dimboola, Yaapeet and Yanac.  
Melbourne and Geelong.

South Geelong to Koroit.  
Koroit to Geelong.  
Koroit and Port Fairy.  
Colac-Beech Forest (Narrow Gauge).  
Gheringhap and Maroona.  
Ararat and Portland.  
Camperdown and Timboon.  
Koroit and Hamilton.  
Hamilton and Coleraine.  
Branxholme and Casterton.  
Heywood and Mount Gambier.

### ENGINES ASSISTING IN REAR OF TRAINS.

#### (Regulation 173.)

1. Engines are only to assist in the rear of trains over such sections of the Line as are shown in the following list, or in cases of emergency, in accordance with the Rules and Regulations. Any engine without buffers used as a bank engine must run coupled.

2. The Bank engine must come to the rear of the train it is going to assist, while such train is stationary, and, after the enginemen have exchanged the proper Signals, the train must start from a state of rest.

3. On the arrival of the train at the appointed place, at the top of the incline, the train must stop for the Bank engine to be uncoupled. If, however, the Bank engine be authorized to run uncoupled, it will cease to push at the top of the incline, and the train may proceed on its journey without stopping.

4. **During foggy weather, a Passenger or Mixed train must not be assisted by an engine in the rear;** the assisting engine must be attached in front subject to the provisions laid down in the instruction under the heading of Engines Assisting in Front of Trains.

5. (a) Except where otherwise specified, every engine assisting in the rear must **run coupled** to the train, in which case the Automatic Air Brake apparatus must be connected throughout.

(b) When circumstances permit, the assisting engine must be attached to the rear of the train before the Train Examiner commences the Brake Test.

**ENGINES ASSISTING IN REAR OF TRAINS.—(Continued.)**

**(Regulation 173.)—continued.**

(c) At certain locations where trains may be assisted in the rear from a station to an intermediate point in the section, the instructions in some cases provide that the engine assisting in the rear will run uncoupled. When a van not equipped with buffers is utilized as the rear vehicle on a Goods train which is to be assisted by an engine in the rear, the engine assisting in the rear must be coupled to the train by means of the Automatic Couplers and the Automatic Air Brake must be connected throughout. On arrival of the train at the Stop Board ; or location to which the engine assisting in the rear is allowed to run the train must be stopped and the engine assisting in the rear detached from the train for the return to the station in the rear.

6. When a Bank engine runs through the section, it must not be uncoupled at the Station to which it is appointed to run until the train with the Bank engine attached is well within the Home Signal.

7. Engines assisting on Goods trains must not be allowed to remain attached to trains after load has been so reduced that assisting engine is no longer required. Engines must be returned as soon as possible, and from nearest suitable Station, in every case, unless required for loading on the return journey.

In all cases when an assisting engine to be returned light is held for more than fifteen minutes, a full report, giving particulars of the detention, must be forwarded to the District Superintendent or Chief Train Controller.

8. The employment of an engine to assist in the rear of a Goods train, where authorised by the above-mentioned instructions, is permissible whether the train concerned is hauled by one or by two engines in front, provided that the relevant instructions contained in the Working Time Table relating to engines assisting in front of trains (Regulation 174) and engines assisting in rear of trains (Regulation 173) are fully observed.

List of Sections over which trains may be assisted in the rear :—

Section.	Class of Train and Special Instructions to be Observed.
Bacchus Marsh to Parwan Bacchus Marsh to Ingliston Ballarat to Warrenheip ...	Goods Trains. Passenger Trains (with one or two engines in front). 1. Passenger Trains. 2. Goods Trains (with one or two engines in front). Goods Trains.
Ballarat to Ballarat "D" Box (Linton Junction) Ballarat "C" Box (North Ballarat) to Ballarat.	Goods Trains.
Ararat to "Stop Board" at 132 miles 40 chains.	1. Mixed Trains. 2. Goods Trains. Bank Engine to run uncoupled.
Stawell to "Stop Board" at 148 miles 57 chains.	1. Passenger Trains. 2. Goods Trains. Bank Engine to run uncoupled.
Dimboola to "Stop Board" at 220½ miles.	Goods Trains.
Maryborough to Up Distant Signal Avoca Line	1. Goods Trains. 2. Bank Engine to run uncoupled, and before the Distant Signal is reached, must gradually cease pushing, and immediately return to the Up Home Signal at Maryborough. 3. (a) In the event of the Train Engine travelling on a Staff Ticket, the Assisting Engine must carry the "Train Staff" in accordance with Rule 15 of Appendix II., Book of Rules and Regulations. (b) In the event of the Train Engine travelling on Staff, the Assisting Engine to be worked in accordance with Clauses (c) to (g) hereof. (c) The Officer-in-Charge at Maryborough must inform Signalman at Maryborough "A" on each occasion when it is necessary for a train to be assisted in accordance with Clause (a), and if train is travelling on Staff, Signalman must verbally instruct Driver of Train Engine, and give written instructions as set out hereunder, to Driver of Assisting Engine :—  Maryborough "A" Signal-box, Date _____ Time _____  To Driver of Engine No. _____ You are to assist _____ train in the rear as far as the Up Avoca Line Distant Signal only, then stop and return immediately to the Up Home Signal Post No. 4. Signature _____ Signalman _____

**ENGINES ASSISTING IN REAR OF TRAINS—continued.**

Section.	Class of Train and Special Instructions to be Observed.
Maryborough to Up Distant Signal Avoca Line—continued.	<p>The form must be collected by the Signalman on return of Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman, and forwarded with Train Register Book to Block and Signal Inspector.</p> <p>(d) In the event of the Banking Engine becoming disabled before returning to the Home Signal, the Driver must immediately send his Fireman to Maryborough "A" Signal-box to inform the Signalman of the circumstances, and the Signalman must arrange for a Relief Engine to be sent to bring the Disabled Engine back to Maryborough.</p> <p>(e) Relief Engine must be accompanied by Fireman of Disabled Engine, who will point out to Driver of Relief Engine position of Disabled Engine.</p> <p>(f) As soon as Fireman has left for assistance, Driver of Disabled Engine must place detonators on Line on Avoca side of his engine as laid down in Regulation 239, and then immediately return to his Engine.</p> <p>(g) When Disabled Engine is removed, Signalman at Maryborough "A" Signal-box must arrange for detonators to be removed.</p>
Geelong Pier to North Geelong	Goods Trains composed of loaded trucks. Load not to exceed 80 per cent of the combined capacity of the two Engines.
North Geelong to Fyansford.	<p>(a) Goods trains.</p> <p>(b) Pushing to be continued until the leading engine is close to the "Catch-Stop" Board.</p> <p>(c) The bank engine to stop steaming when the Driver of the leading engine so indicates by sounding a short whistle.</p> <p>(d) The trains to be pushed into the Fyansford Yard after the instructions shown on page 668, General Appendix, regarding the unlocking of the points, etc., have been complied with. The bank engine then to be uncoupled and returned to North Geelong in accordance with special instructions. See General Appendix.</p>
Geelong to South Geelong	<p>1. (a) Passenger Trains.</p> <p>(b) On arrival at South Geelong the Fireman of the rear Engine must uncouple the Engine from the Train.</p>
<p>Geelong to—</p> <p>(a) Up Distant Signal for Geelong "B" Box</p> <p>(b) South Geelong</p> <p>(c) Mileage 56½ in the case of trains not stopping at Moriac and/or</p> <p>(d) Summit of bank at Mileage 60½ on Down side of Moriac in the case of trains requiring to stop at Moriac.</p>	<p>1. (a) Goods Trains.</p> <p>(b) Trains may start from the Outside Road in Siding "D" or from Nos. 1, 2, 3 or 4 (Station) Roads with the Assisting Engine inside Signal Post No. 7B or in a line with such Signal or from other Yard Roads with the Assisting Engine inside Signal Post No. 14 or in a line with such Signal.</p> <p>(c) When approaching the Up end of the Tunnel at Geelong a speed of 25 miles per hour is to be attained. A maximum speed of 25 miles per hour must not be exceeded at any point of the journey.</p> <p>(d) Except as shown in sub-clause (c) of clause 2 the uncoupling of the rear Engine must be attended to by the Fireman of that Engine.</p> <p>2. (a) The Geelong Pilot Engine with trucks and brake-van or trucks without brake-van may be utilized to assist a Down Goods Train from Geelong to South Geelong subject to the following conditions being observed.</p> <p>(b) The South Geelong trucks and brake-van or trucks without brake-van must be next in front of the Pilot Engine.</p> <p>(c) At South Geelong the uncoupling of the Pilot must be performed by the Guard in charge of the Pilot Engine, who must ride in the Van of the Goods Train.</p> <p>3. (a) In the case of trains being assisted to mileage 60½ the Bank Engine is to run uncoupled from Moriac, and just before the summit of the bank at mileage 60½ is reached must gradually cease pushing and immediately return to the Home Signal.</p>

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Up



ENGINES ASSISTING IN REAR OF TRAINS—continued.

Section.	Class of Train and Special Instructions to be Observed.
	<p>(b) The Signalman at Moriac must verbally instruct the Driver of the Train Engine and the Guard that their train will be assisted in the rear to the summit of the Bank at mileage 60<math>\frac{3}{4}</math>, and also give written instructions as set out hereunder to the Driver of the Assisting Engine :—</p> <p style="text-align: right;">MORIAC</p> <p style="text-align: right;">Date _____</p> <p style="text-align: right;">Time _____</p> <p>To the Driver of Engine No. _____</p> <p>You are to assist _____ train in the rear as far as the summit of the Bank at mileage 60<math>\frac{3}{4}</math> only, then stop, and return immediately to the Up Home Signal.</p> <p style="text-align: right;">Signature _____</p> <p style="text-align: right;">Signalman.</p>
<p>Colac to Level Crossing about 150 yards outside Up Home Signal.</p>	<p>(c) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing across it the word "Cancelled" with time, date and signature of the Signalman, and forwarded with train register Book to the Block and Signal Inspector.</p> <p>(d) In the event of the Assisting Engine not having returned to within the protection of the Up Home Signal when the "Train Arrival" Signal is received from the Staff Station in advance for the train which has been assisted in the rear, the Signalman at Moriac must immediately exchange the 2-4 (Blocking Back) Signal with the Staff Station in advance.</p> <p>1. (a) Down Goods Trains.</p> <p>(b) Bank Engine to run uncoupled, and before the Level Crossing is reached must gradually cease pushing and immediately return to the Up Home Signal.</p> <p>(c) The Officer-in-Charge at Colac must inform the Signalman on each occasion when it is necessary for a train to be assisted in the rear and the Signalman must verbally instruct the Driver of the Train Engine, and the Guard, and give written instructions as set out hereunder to the Driver of the Assisting Engine :—</p> <p style="text-align: right;">COLAC.</p> <p style="text-align: right;">Date _____</p> <p style="text-align: right;">Time _____</p> <p>To the Driver of Engine No. _____</p> <p>You are to assist _____ train in the rear as far as the Level Crossing about 150 yards outside of the Up Home Signal at Colac only, then stop and return immediately to the Up Home Signal.</p> <p style="text-align: right;">Signature _____</p> <p style="text-align: right;">Signalman.</p>
	<p>(d) The form must be collected by the Signalman on return of Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman and forwarded with Train Register Book to Block and Signal Inspector.</p> <p>(e) Should the Train Engine be travelling on the "A" or "B" portions of the Composite Staff, the Assisting Engine must carry the remaining portion or portions of the Composite Staff.</p> <p>(f) In the event of the Assisting Engine not having returned to within the protection of the Up Home Signal when the "Train Arrival Signal" is received from the Staff Station in advance, for the train which has been assisted in the rear, the Signalman at Colac must immediately exchange the 2-4 (Blocking Back) Signal with the Staff Station in advance.</p>

**ENGINES ASSISTING IN REAR OF TRAINS**—continued.

Section.	Class of Train and Special Instructions to be Observed.
Hamilton to "Stop Board" at 193½ miles. { Hamilton to Coleraine Junct. Coleraine Junction to mileage 226½ on Koroit Line.	<p>Goods Trains.</p> <p>I. (a) Goods Trains.                      (b) Bank Engine to run uncoupled from Coleraine Junction, and just before the summit of the Bank at 226½ miles is reached, must gradually cease pushing, and immediately return to the Up Home Signal (Post No. 8) at Coleraine Junction.</p> <p>(i) Between Coleraine Junction and mileage 226½, the Assisting Engine must be dealt with as set out hereunder:—</p> <p>(ii) In the event of the Train Engine travelling on a Staff Ticket, the Assisting Engine must carry the Train Staff in accordance with Rule 15 of Appendix II., Book of Rules and Regulations.</p> <p>(iii) In the event of the Train Engine carrying the Staff, the Assisting Engine is to be worked in accordance with the Instructions contained in clause (c) hereof.</p> <p>(c) The Officer-in-Charge at Hamilton must inform the Signalman at Coleraine Junction on each occasion when it is necessary for a train to be assisted in accordance with clause (a) hereof, and if the Train Engine is carrying the Staff, the Signalmen at Coleraine Junction and Peshurst must comply with sub-clause (d) of clause 7, pages 438-440, General Appendix, prior to the train, with Assisting Engine, being permitted to depart. Immediately on return of the Assisting Engine, the "AWAK" message must be exchanged and the circumstances recorded in the Train Register Books.</p> <p>The Signalman, Coleraine Junction, must, when the Train Engine is carrying the Staff, verbally instruct the Driver of the Train Engine, and also the Guard, and give written instructions as set out hereunder to the Driver of the Assisting Engine:—</p> <p align="center"><b>COLERAINE JUNCTION.</b></p> <p>Date _____</p> <p>Time _____</p> <p>To Driver of Engine No. _____</p> <p>You are to assist _____ train in the rear as far as the summit of the Bank at mileage 226½, then stop and return immediately to the Up Home Signal (Post No. 8).</p> <p align="right">Signature _____ Signalman.</p> <p>(d) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman across the face of form, and forwarded with Train Register Book to the Block and Signal Inspector.</p> <p>(e) In the event of the Assisting Engine becoming disabled before returning to the Home Signal (Post No. 8) at Coleraine Junction, the Driver must send to Coleraine Junction for a Relief Engine, and all concerned must act in accordance with Rule 16 of Appendix II., Book of Rules and Regulations.</p>

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# AUTHORISED WORKING OF GOODS TRAINS.

## MELBOURNE-BALLARAT.

### DOWN.

- No. 9 Through. Discharge newspapers at Melton, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip, Ballarat East, Newspapers for Rockbank, Parwan and Ingliston, discharge whilst train is passing through these stations. Newspapers for Millbrook, Wallace and Dunnstown are to be discharged at Ballan and transferred to Ballan-Ballararat local Diesel Rail Service.
- No's. 75, 75A Through.
- No. 77 Through. Conveys all available Interstate loading, topped up with Victorian loading for Ararat and beyond to capacity. Shunt Ararat only.
- No's. 17, 17A. Through. Shunt Tottenham Yard attach empties if required.
- No. 93, 93A. Through to Ballan then shunt as arranged by Chief Train Controller.
- No's. 31, 45 Roadsides.

### UP.

- No's. 4, 32, 36, 36A, 38, 92, Through.
- No's. 88, 94. Through detach perishable truck at Wallace when required.
- No's. 2, 28 Roadsides.

## BALLARAT-ARARAT.

- No. 23 Through. Discharge newspapers Wendouree and Beaufort only. Newspapers for Windermere, Burrumbeet, Trawalla, Middle Creek and Buangor discharge whilst train is passing through these stations.
- No's. 59, 51. Through.
- No's. 77, 89. Through shunt Ararat only.
- No. 33. Roadsides.

- No's. 26, 36, 36A, 38, 92, Through.
- No's. 88, 94. Through, Shunt Ballarat if required.
- No. 20. Roadsides.

## ARARAT-DIMBOOLA.

- No. 23. Stop Stawell, Murtoa, Shunt Horsham only. Newspapers are to be discharged at Armstrong, Great Western, Deep Lead, Glenorchy, Wal Wal, Lubeck, Jung, Dooen, Pimpinio, Wail whilst train is passing through these stations.
- No's. 9, 59, 77, 89. Through.
- No. 11. Shunt Stawell, Murtoa, Horsham.
- No. 17. Shunt Stawell, Lubeck.
- No's. 13, 15, 19 Roadsides.

- No's. 8, 20, 32, 40, 80, 92, Through.
- No. 18. Reduce at Glenorchy if required.
- No. 26. Through to Horsham. Roadsides Horsham to Murtoa, then Shunt Glenorchy.
- No's. 36, 36A. Interstate Van Goods Horsham, Murtoa, Stawell, clear perishable truck ex Stawell.
- No. 38. Through Shunt Ararat detach interstate loading.
- No. 44. Shunt Horsham, Interstate Van Goods Horsham, Murtoa, Stawell. Clear perishable truck ex Stawell.
- No. 88. Through may shunt Dimboola, Horsham and/or Murtoa if required to attach Victorian loading to capacity.
- No. 14. Roadsides.

## DIMBOOLA-SERVICETON.

- No's. 77, 89. Through.
- No. 5. Shunt Nhill, Kaniva only.
- No. 7. Roadsides.

- No's. 38, 88, 92. Through.
- No's. 6, 16 Roadsides.

## ARARAT-HAMILTON.

- No. 5, 7, Through. Shunt Maroona only.
- No. 19, Roadside.

- No. 2, 10 Roadsides.
- No. 8, Through. Shunt for Live Stock only.
- No. 26, Through.

## HAMILTON-PORTLAND.

- Nos. 1A, 17, 21, Through.
- No. 5, Roadside.
- No. 11 Branhholme and Casterton line loading.
- No. 1 Through to Heywood thence Roadside

- Nos. 8, 24, 28, Through.
- No. 12, Casterton and Branhholme line loading.
- No. 18, Roadside.

HEYWOOD-MT. GAMBIER.

DOWN.

Nos. 3, 17, Roadsides.  
No. 1A Through.

UP.

Nos. 8, 24, Roadsides.  
No. 28 Through.

MURTOA-WARRACKNABEAL-PATCHEWOLLOCK.

Nos. 5, 7, Roadsides.

No. 2, Roadside.  
No. 4, 3/5 R.G. load limited to three shunts between Hopetoun, Warracknabeal and two shunts Warracknabeal and Murtoa.

MELBOURNE-GEELONG.

No. 9 Through. Discharge newspapers at Laverton (Sat. only), Werribee, North Shore, North Geelong, Geelong detach rear "Z" van.

Newspapers are to be discharged whilst train is passing through Laverton (Sat. Exc.), Manor, Little River, Lara, Corio.

No. 51 Through. Conveys all available loading for Ararat and beyond, topped up with Geelong loading to capacity. Shunt North Geelong only.

No. 55 Through. Conveys loading for Ararat and beyond and Hamilton ordinary loading, topped up with Geelong loading to capacity, shunt North Geelong, Maroona only.

No. 59 Through. Conveys perishable loading for Ararat and beyond, Hamilton and beyond, ordinary loading for Ararat and beyond to capacity.

No. 89 Through. Conveys all available Interstate loading topped up with Victorian loading for Ararat and beyond to capacity. Shunt Ararat only.

No's. 85, 87, 93, 97, 103 Through.

No's. 15, 15A Roadsides.

No's. 2, 44, 78, 96, 98, 100, 132, 152 Through.

No's. 92, 156, shunt Newport.

No. 76 Shunt Distillers Siding and clear perishable van goods when required.

No's. 24, 24A Roadsides.

GEELONG-COLAC.

No. 3 Through shunt Colac only.

No. 5 Through shunt Colac (detach perishable trucks only)

No. 9 Through. Discharge papers enroute.

No. 19 Shunt Winchelsea, Colac.

No. 21 Roadsides.

No's. 34, 44 Roadsides.

No. 80 Through shunt Birregurra Mon. only.

No. 96 Through shunt Geelong.

No. 100 Through shunt Geelong.

COLAC-WARRNAMBOOL.

No. 3 Shunt Camperdown then roadsides.

No. 5 Shunt Camperdown, Terang.

No. 9 Discharge papers enroute.

No's. 11, 19. Roadsides.

No. 86 Through.

No. 80 Roadsides to Camperdown thence Colac.

No. 96 Shunt Camperdown, Terang.

No. 100 Shunt Camperdown. May shunt Terang and/or Colac if required for livestock only.

No. 52 Roadsides.

WARRNAMBOOL-PORT FAIRY.

No's. 1, 7. Roadsides.

No. 82 Through.

No. 84 Roadsides.

GEELONG-BALLARAT.

Nos. 51, 59, 87, 89, Through.

No. 17, Through, shunt Meredith if required.

No. 19, Roadside.

Nos. 152, Through.

Nos. 8, 158, shunt Warrenheip.

No. 26, shunt Warrenheip if required.

No 10 Roadsides

GEELONG-ARARAT (Via Cressy).

No. 3, Roadsides Derrinallum to Tatyoon

No 7 Roadsides Gheringhap to Derrinallum

Nos. 21, 55 Through shunt Maroona.

No. 16 Roadsides Derrinallum to Geelong.

No. 18 Roadsides Tatyoon to Derrinallum, through

No. 132 Shunt Maroona Perishable van goods Tatyoon to Cressy.

No. 156 Shunt Maroona only.



## LIGHTING OF COUNTRY TRAINS.

The Lighting Arrangements on Main Line Country Trains are as shown herein.

These arrangements are based on the **scheduled times of trains and average weather conditions.** In the event of late running, exceptionally dull weather, or trains being docked in close proximity to verandahs, etc., Stationmasters, Guards and Conductors must vary the arrangements as circumstances require. When non-vestibuled cars are in use on the Main Line Trains, it may become necessary to depart from the following instructions, and in such instances, Stationmasters, Guards and Conductors will require to suitably arrange for the lighting of such cars at a convenient station.

The attention of the Staff concerned is directed to the necessity for economy in the use of high calorific gas. Cars must not be lighted unduly early, and care must be taken that when no longer required, the gas is turned off at the main tap. When, owing to local conditions, the cars have to be lighted some time before the light is actually required, and otherwise, when circumstances permit, the lights must be reduced by operating the by-pass lever provided at the end of the car. Economy must also be exercised in the use of electric lights in cars, as serious damage, very costly to repair, occurs when the batteries become exhausted through the lights being allowed to burn unnecessarily at stations. A three-position switch is provided, viz.: "Off," "Half," and "Full Light."

See General Appendix, pages 419 and 420, for instructions regarding electrically-lighted cars and vans, and pages 414 to 418, concerning gas-lighted cars and vans.

### (a) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

On trains which have to pass through tunnels and on which a conductor is not employed, the cars must also be illuminated, but as considerable delay would be involved in lighting and extinguishing the lights at stopping stations on either side of the tunnels, arrangements are to be made for them to run with lights reduced, i.e., on half-lights in respect of electrically lighted cars and on the by-pass in the case of cars lit by gas. This instruction will also apply in respect of gas-lighted cars on trains where conductors are provided. The lights must be lit and extinguished as indicated hereunder:—

Section	Down		Up	
	Lighted at	Extinguished at	Lighted at	Extinguished at
Melbourne-Bendigo ... ..	Melbourne	Bendigo	Bendigo	Melbourne
Geelong-Sth. Geelong ... ..	Geelong	Colac	Camperdown	Geelong

### DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES.

Guard to switch on lights when necessary and extinguish them when no longer required.

### COUNTRY BRANCH LINE TRAINS.

The arrangements for lighting of Branch Line Trains to be varied to accord with local conditions as arranged by the District Superintendent.

LIGHTING OF COUNTRY TRAINS—(continued).

Train	April to October	November to March
	<b>NORTHERN DISTRICT.</b>	
8.20 a.m. Melbourne-Bendigo	See paragraph (a) Page 187	See paragraph (a) Page 187
9.0 a.m. Melbourne-Bendigo, Sun.	See paragraph (a) Page 187	See paragraph (a) Page 187
1.30 p.m. Melbourne-Bendigo	See paragraph (a) Page 187	See paragraph (a) Page 187
5.45 p.m. Melbourne-Bendigo	See paragraph (a) Page 187	See paragraph (a) Page 187
6.5 p.m., Sat. Melbourne-Bendigo	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
5.4 p.m. Melbourne-Woodend	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
7.5 p.m. Melbourne-Bendigo, Sun.	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
7.0 a.m. Bendigo-Melbourne	Bendigo to Light. Conductor extinguish, see paragraph (a) Page 187	Spencer Street to light. Terminal extinguish
8.35 a.m. Bendigo-Melbourne, Sun.	See paragraph (a) Page 187	See paragraph (a) Page 187
12.0 noon Bendigo-Melbourne	See paragraph (a) Page 187	See paragraph (a) Page 187
5.40 p.m. Bendigo-Melbourne	Bendigo to Light. Terminal extinguish	See paragraph (a) Page 187
4.25 p.m. Bendigo-Melbourne	See paragraph (a) Page 187	Bendigo to Light. Terminal extinguish
6.40 p.m. Bendigo-Melbourne, Sun.	Bendigo to Light. Terminal extinguish	See paragraph (a) Page 187
6.35 p.m. Daylesford-Melbourne, Sun.	Daylesford to Light. Terminal extinguish	Bendigo to Light. Terminal extinguish
7.0 a.m. Woodend-Melbourne	Woodend to Light. Terminal extinguish	Daylesford to Light. Terminal extinguish
	<b>NORTH WESTERN DISTRICT.</b>	
7.50 a.m. Melbourne-Mildura	Conductor to Light. Terminal extinguish	Conductor to Light. Terminal extinguish
1.40 p.m. Melbourne-Horsham	Ballarat to Light. Terminal extinguish	Ararat to Light. Terminal extinguish
5.25 p.m. Melbourne-Ballarat	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.10 p.m. Melbourne-Ballarat, Sun.	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
8.0 p.m. Melbourne-Adelaide	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
"The Overland"	lights in these cars to "Half Light" at midnight used on "The Overland" the Conductor to arrange to reduce lights in these cars to "Half Light" at midnight	See April to October
9.0 p.m. Melbourne-Mildura	Spencer Street to Light. Terminal extinguish. Conductor to reduce to "Half Light" at Midnight	Spencer Street to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight
2.3 a.m. Serviceton-Melbourne	Conductor to extinguish	Conductor to extinguish
7.14 a.m. Bacchus Marsh-Melbourne	Bacchus Marsh to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight
9.10 a.m. Mildura-Melbourne	Conductor to light. Terminal extinguish	Conductor to extinguish
1.35 p.m. Dimboola-Melbourne	Conductor to light. Terminal extinguish	Conductor to extinguish
1.20 p.m., Sat. Ballarat-Melbourne, Sun.	Ararat to Light. Terminal extinguish	Conductor to light. Terminal extinguish
6.15 p.m. Ballarat-Melbourne, Sun.	Ballarat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
8.55 p.m. Mildura-Melbourne	Mildura to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight	Mildura to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight

Train

SOUTH WESTERN DISTRICT.

7.5 a.m.	Melbourne-Geelong	...	Spencer Street to Light. Terminal extinguish	...	See Paragraph (a) Page 187
8.25 a.m.	Melbourne-Port Fairy	...	See Paragraph (a) Page 187	...	Werribee to Light prior to departing at 5.53 p.m. Terminal to extinguish
4.27 p.m.	Melbourne-Werribee	...	Spencer Street to Light and extinguish on return	...	Geelong to Light. Terminal extinguish
5.10 p.m.	Melbourne-Warrnambool	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
6.10 p.m.	Melbourne-Warrnambool	...	Spencer Street to Light. Terminal extinguish	...	Werribee to Light prior to departing at 7.5 p.m. Spencer Street to extinguish
5.19 p.m.	Melbourne-Werribee	...	Spencer Street to Light and extinguish on return	...	Spencer Street to Light. Terminal extinguish
6.5 p.m.	Melbourne-Geelong	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
6.20 p.m., Sat.	Melbourne-Geelong	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
7.35 p.m.	Melbourne-Geelong, Sun.	...	Flinders Street to Light. Terminal extinguish	...	Flinders Street to Light. Terminal extinguish
11.25 p.m.	Melbourne-Geelong	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
6.18 a.m.	Geelong-Melbourne	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
7.30 a.m.	Geelong-Melbourne	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
7.35 a.m.	Warrnambool-Melbourne	...	Warrnambool to Light. Camperdown to reduce Half Light	...	See paragraph Page 187
2.55 p.m.	Port Fairy-Melbourne	...	Geelong extinguish	...	Camperdown to Light. Terminal extinguish
3.5 p.m.	Geelong-Melbourne	...	Camperdown to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
5.8 p.m.	Geelong-Melbourne	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
6.15 p.m.	Geelong-Melbourne	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
6.40 p.m.	Geelong-Melbourne, Sun.	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish
8.35 p.m.	Geelong-Melbourne, Sun.	...	Geelong to Light. Terminal extinguish	...	Geelong to Light. Terminal extinguish

NORTH EASTERN DISTRICT.

4.15 p.m.	Melbourne-Albury	...	Conductor to Light and extinguish	...	Conductor to Light and extinguish
5.0 p.m., Sun.	Melbourne-Seymour	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
5.43 p.m.	Melbourne-Seymour	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
6.30 p.m.	Melbourne-Albury	...	Conductor extinguish	...	Conductor extinguish
7.0 p.m.	Melbourne-Numurkah	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
5.0 p.m.	Melbourne-Numurkah	...	Spencer Street to Light. Terminal extinguish	...	Spencer Street to Light. Terminal extinguish
6.25 a.m.	Numurkah-Melbourne	...	Numurkah to Light. Seymour extinguish	...	Seymour to Light. Terminal extinguish
7.5 a.m.	Seymour-Melbourne	...	Seymour to Light. Terminal extinguish	...	Conductor to Light. Terminal extinguish
1.45 p.m.	Albury-Melbourne	...	Conductor to Light. Terminal extinguish	...	Shepparton to Light. Terminal extinguish
3.0 p.m.	Tocumwal-Melbourne	...	Shepparton to Light. Terminal extinguish	...	Conductor to Light. Terminal extinguish
5.20 p.m.	Albury-Melbourne	...	Conductor to Light. Terminal extinguish	...	Conductor to Light. Terminal extinguish
5.55 p.m.	Shepparton-Melbourne	...	Shepparton to Light. Terminal extinguish	...	Shepparton to Light. Terminal extinguish
6.10 p.m.	Wangaratta-Melbourne	...	Wangaratta to Light. Terminal extinguish	...	Wangaratta to Light. Terminal extinguish

LIGHTING OF COUNTRY TRAINS—(continued).

Train	April to October	November to March
<b>EASTERN DISTRICT.</b>		
3.38 p.m. Melbourne-Warragul ...	Flinders Street to Light. Terminal extinguish ...	...
4.53 p.m. Melbourne-Traralgon ...	Flinders Street to Light. Terminal extinguish ...	Flinders Street to Light. Terminal extinguish
6.5 p.m. Melbourne-Sale ...	Flinders Street to Light. Terminal extinguish ...	Flinders Street to Light. Terminal extinguish
6.5 p.m. Melbourne-Bairnsdale ...	Flinders Street to Light. Terminal extinguish ...	Flinders Street to Light. Terminal extinguish
6.12 p.m. Melbourne-Yarram ...	Flinders Street to Light. Terminal extinguish ...	Flinders Street to Light. Terminal extinguish
7.5 p.m. Melbourne-Traralgon, Sun. ...	Flinders Street to Light. Terminal extinguish ...	Flinders Street to Light. Terminal extinguish
6.10 a.m. Traralgon-Melbourne ...	Traralgon to Light. Ticket Collector extinguish ...	Traralgon to Light. Warragul extinguish
5.25 a.m. Warragul-Melbourne ...	Warragul to Light. Terminal extinguish ...	...
6.35 a.m. Bairnsdale-Melbourne ...	Bairnsdale to Light. Sale extinguish ...	Bairnsdale to Light. Sale extinguish
6.15 a.m. Yarram-Melbourne ...	Yarram to Light. Korumburra extinguish ...	...
6.50 a.m. Bairnsdale-Melbourne ...	Conductor to Light. Terminal extinguish ...	Conductor to Light. Terminal extinguish
2.10 p.m. Sale-Melbourne, Sun. ...	Sale to Light. Terminal extinguish ...	Traralgon to Light. Terminal extinguish
5.15 p.m. Traralgon-Melbourne ...	Traralgon to Light. Terminal extinguish ...	Warragul to Light. Terminal extinguish
5.15 p.m. Leongatha-Melbourne, Sun. ...	Leongatha to Light. Terminal extinguish ...	Leongatha to Light. Terminal extinguish
6.40 p.m. ...	...	...

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### MAKE UP OF PASSENGER TRAINS.

The following are the type of cars to be used on the trains specified hereunder :—

The loads set out provide for average conditions and Depot Stationmasters and Train Control Staff concerned must keep traffic requirements under close review and arrange for any adjustments of the loads as may be necessary in order to adequately provide for the traffic offering or alternatively to avoid unnecessary car haulage.

Train	From	To	Basic Car Provision	Accommodation		
				1st.	2nd.	Total
8 40 a.m.	Melbourne	Dimboola	<b>Mon., Sat.</b> CE, AE, BE ABE*, BW§, (Auto. coupled)	73	165	238
			<b>Tue., Wed.,</b> CE, AE, BE, ABE§ (Auto. coupled)	73	105	178
			<b>Thr., Fri.,</b> CE, AE, BE ABE* (Auto. coupled)	73	105	178
1 40 p.m.	"	Horsham	<b>Mon., Fri.</b> CE, BW, Restaurant, AW, BW, ABW§, (Auto. coupled)	100	154	254
			<b>Tue., Wed., Thur.</b> CE, BW, Restaurant, AW, BW, (Auto. coupled)	74	120	194
1 40 p.m.	"	Dimboola	<b>Sat.</b> CE, BW, Restaurant, AW, BW, ABW§, (Auto. coupled)	100	154	254
5.25 p.m.	"	Ballarat	<b>Mon., Tue., Wed., Thur.</b> CW, AW, BW, BW, ABW, (dual)	59	145	204
			<b>Fri.</b> CW, AW, BW, BW, ABW, (dual) BPL, (Auto. coupled)	59	225	284
6 15 p.m.	"	Ballarat	<b>Sat.</b> CW, AW, BW, BW, ABW, (dual) BW, (Auto. coupled)	59	205	264
7 40 a.m.	Ballarat	Melbourne	CW, AW, BW, BW, ABW, (dual)	59	145	204
7 35 a.m.	Dimboola	"	<b>Mon.,</b> CE, BW, Restaurant, AW, BW, ABW††, BW††, (Auto. coupled)	100	214	314
8 5 a.m.	Horsham	"	<b>Tue., Wed., Thur.</b> CE, BW, AW, Restaurant, BW, (Auto. coupled)	74	120	194
			<b>Fri., Sat.</b> CE, BW, AW, Restaurant, BW, ABW††, (Auto. coupled)	100	154	254
1 20 p.m.	Dimboola	"	<b>Sat.</b> CE, BE, AE, ABE† (Auto. coupled)	73	105	178
1 35 p.m.	"	"	<b>Mon.</b> CE, AE, BE, ABE†, BW††, (Auto. coupled)	73	165	238
			<b>Tue.,</b> CE, BE, AE, ABE†, (Auto. coupled)	73	105	178
			<b>Wed., Thur.,</b> CE, BE, AE, ABE††, (Auto. coupled)	73	105	178
			<b>Fri.</b> CE, BE, AE, ABE†, BW††, (Auto. coupled)	73	165	238

\* Detach Ararat.    § Detach Ballarat.    † Attach Ararat.    †† Attach Ballarat.

7 5 a.m.	Melbourne	Geelong	<b>Daily,</b> C, AV, BV, BW, ABW, (dual)	51	135	186
8 25 a.m.	"	Pt. Fairy	<b>Mon.</b> CE, AE, BE, ABE, BE*, (Auto. coupled)	73	177	250
			<b>Tue., Wed., Thur., Fri., Sat.</b> CE, AE, BE, ABE*, (Auto. coupled)	73	105	178
9 25 a.m.	"	Geelong	<b>Sat.</b> CW, AW, ABW, BPL, (Auto. coupled)	66	114	180
12 15 p.m.	"	"	<b>Sat.</b> BCE, AW, BW, ABW, BPL, BPL, APL, BW, (Auto. coupled)	146	356	502
12 33 p.m.	"	"	<b>Sat. exc.</b> BCE, AW, BW, ABW, BPL, (Auto. coupled)	66	216	282
5 10 p.m.	"	Warrnambool	<b>Mon., Tue., Wed., Thur.</b> CE, BW, Restaurant AW, BW, BPL*, APL*, BPL* BPL*, (Auto. coupled)	154	360	514
			<b>Fri.</b> CE, BW, Restaurant, AW, BW, BPL*, APL*, BPL*, BPL*, BPL*, ABW*, (Auto. coupled)	180	474	654
6 5 p.m.	"	Geelong	<b>Sat. Exc.</b> CW, AW, BW, AW, BPL, BPL, BPL, (Auto. coupled)	80	300	380
6 10 p.m.	"	Warrnambool	<b>Sat.</b> CE, BW, Restaurant, AW, BW, BPL*, APL*, BPL*, BPL*, (Auto. coupled)	154	360	514

\* Detach Geelong.    § Attach Geelong.

MAKE UP OF PASSENGER TRAINS.—(Continued.)

Train	From	To	Basic Car Provision	Accommodation		
				1st.	2nd.	Total
6 20 p.m.	Melbourne	Geelong	Sat. CW, AW, BW, AW, BPL, BPL, (Auto. coupled)	80	220	300
11 25 p.m.	"	"	Sat. Exc. BCE, AW, BW, (Auto. coupled)	40	102	142
11 25 p.m.	"	"	Sat. BCE, AW, BW, ABW, ABW, (Auto. coupled)	92	170	262
6 18 a.m.	Geelong	Melbourne	Mon. CW, AW, BW, AW, BPL, BPL, BPL, ABW, (Auto. coupled)	106	334	440
7 30 a.m.	"	"	Tue., Wed., Thur., Fri. CW, BW, AW, AW, BPL, BPL, BPL, (Auto. coupled)	80	300	380
7 30 a.m.	"	"	Mon. BCE, ABW, BW, AW, BPL, BPL, APL, BPL, BPL, (Auto. coupled)	146	456	602
9 15 a.m.	"	"	Mon. Exc. BCE, BW, AW, BPL, BPL, APL, BPL, (Auto. coupled)	120	342	462
9 15 a.m.	"	"	Sat. Exc. C, AV, BV, BW, ABW, (dual)	51	135	186
7 35 a.m.	Warrnambool	"	Sat. C, AV, BV, BW, ABW, (dual) BPL, (Auto. coupled)	51	215	266
12 15 p.m.	Geelong	"	Mon. CE, BW, Restaurant, AW, BW, BE\$, (Auto. coupled)	74	192	266
5 8 p.m.	"	"	Mon. Exc. CE, BW, Restaurant, AW, BW, ABE\$, (Auto. coupled)	99	153	252
6 15 p.m.	"	"	Sat. CW, AW, BW, AW, BPL, BPL, (Auto. coupled)	80	220	300
2 55 p.m.	Pt. Fairy	"	Sat. Exc. BCE, AW, BW, ABW, (Auto. coupled)	66	136	202
3 5 p.m.	"	"	Sat. CW, BW, APL, BPL, (Auto. coupled)	80	140	220
			Sat. BCE, AW, BW, ABW, ABW, (Auto. coupled)	92	170	262
			Sat. CE, AE, BE, ABE\$ (Auto. coupled)	73	105	178
			Mon. CE, AE, BE, ABE, (Auto. coupled)	73	105	178
			Tue., Wed., Thur., Fri. CE, AE, BE, (Auto. coupled)	48	72	120

\* Detach Geelong. § Attach Geelong.

**DOWN TRAIN :—**

8.0 p.m. (No. 69) "The Overland" Melbourne—Serviceton DAILY (Sun. Incl.)

**UP TRAIN :—**

2.3 a.m. (No. 10) "The Overland" Serviceton—Melbourne DAILY (Sun. Incl.)

Loads as arranged by Sup't. of Train Services.

**SUNDAY EXCURSION TRAINS.**

**Melbourne—Ballarat.**

Down Trains.	Accommodation.			
		1st.	2nd	Total
9 5 a.m. ... C, AW, BW, APL, 2BPL, ABW (dual) ...	...	139	245	384
7 10 p.m. ... C, AW, BW, APL, BPL, ABW (dual) ...	...	139	165	304
<b>Up Trains.</b>				
8 50 a.m. ... C, AW, BW, APL, BPL, ABW (dual) ...	...	139	165	304
6 15 p.m. ... C, AW, BW, APL, 2BPL, ABW (dual) ...	...	139	245	384

**Melbourne—Geelong.**

<b>Down Trains.</b>				
9 10 a.m. ... BC, AW, BW, APL, BPL, ABW (dual) ...	...	139	245	384
2 20 p.m. ... CW, AV, 3BV, AV, ABL, ABW (dual) ...	...	99	207	306
7 35 p.m. ... BCE, AW, BW, APL, BPL (Auto. coupled) ...	...	120	182	302
<b>Up Trains.</b>				
8 45 a.m. ... BCE, AW, BW, APL, BPL (Auto. coupled) ...	...	120	182	302
6 40 p.m. ... BC, AW, BW, APL, BPL, ABW (dual) ...	...	139	245	384
8 35 p.m. ... CW, AV, 3BV, AV, ABL, ABW (dual) ...	...	99	207	306

**IMPORTANT.**

Any amendment of this Timetable will be issued in the form of a W.T.T. Circular commencing with a number following on W.T.T.60/58. All alterations should be made neatly in ink as soon as possible after receipt of amending notices which will be numbered consecutively.

To ensure that all amending Circulars have been received, particulars should be recorded here below.

NUMBER OF W.T.T. CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED