

(73)



**VICTORIAN RAILWAYS.**

---

**WORKING TIME TABLE**

---

**EASTERN DISTRICT**

---

**ON AND AFTER 5th MAY, 1969**

**(NOT TO BE ISSUED TO THE PUBLIC)**

---

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,  
23rd April, 1969

**T. A. JAMES,**  
Chief Traffic Manager.

## **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 brake vans correctly and prepare consignments en route for prompt discharge at roadside stations.**
- **Avoid delays by efficient team work in loading and unloading brake vans. When it 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 carriages toward the rear of the train; trainmen to be appropriately instructed.**
- **Always provide the most suitable carriage stock available, cleaned and fully serviced.**

**GOOD IMPRESSIONS CREATE GOODWILL**

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# EASTERN DISTRICT

## WORKING TIME TABLE

(With Weekly Notice Amendments to W.N. 15/69.)  
Replacing Working Time Table Book effective from 6th May, 1968.

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## GENERAL NOTES.

A copy of every new issue of the **WORKING TIME TABLE BOOK**, section of the **Book**, or amendment thereto 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 herein.

Wall Sheet Timetables issued in conjunction with this book are to be posted in a prominent position at a height from the ground and in contiguity to a lamp to enable passengers to consult it with facility. A red line must be ruled on each timetable under the name of the station concerned and time applying to it.

**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 case of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the event of any time being lost by the locomotive, the cause, also locomotive 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 which 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, including Rail Motor and Locomotive hauled 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 Commissioners or the Chief Traffic Manager.

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 ; 12.15 a.m. (No. 35), and 1.5 a.m. (No. 113), 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 are shown on page 4.

**TRAIN TIME TABLE REFERENCE SYMBOLS**

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 to be entrained.

(2) And/or when the train is conveying Passengers for the station. The Guard is responsible for informing the Driver that there are passengers to be detrained. 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 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, Mails and/or Vangoods to be entrained.

(2) And/or when the train is conveying Passengers, Mails or Vangoods for the station. The Guard is responsible for informing the Driver that there are Passengers, Mails or Vangoods 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, Mails or Vangoods. 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 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 3.38 A shown for number 43 (Down) train at Melbourne (page 12).

**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 pages 44 and 50 appear the following :—

UP		38 Goods	42 PASS.
Koo-wee-eup ...	Arr.	P.M. 5 3	P.M. ...
	Dep.	6 25	—111 5 54

The above example indicates :—

- (1) That No. 38 (Up) meets No. 111 (Down) and follows No. 42 (Up).
- (2) That No. 42 (Up) meets No. 111 (Down).



## STATION REFERENCE SYMBOLS.

ES 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.

NC No one in charge stations.

W Watering Stations.

O Stations worked under Caretaker Conditions, but at which the male employees in charge are authorised to collect freight charges.

The names of stations worked under "Caretaker Conditions" are printed in *italics*.

## PASSENGERS TRAVELLING IN BRAKEVANS 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 brakevans of Ballast trains.

**Note 2.**—For instructions regarding travel in carriages 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 p.m., are to be held back in the Melbourne Goods Yard 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 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 authorised 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 goods train service, all concerned must ensure that the consignments 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-Balranald ...	Tue., Fri.	Maryborough-Avoca ...	Wed.
Elmore-Cohuna ...	Mon., Thur.	Merbein-Yelta ...	Wed.
Woodend-Daylesford ...	Wed., Fri.	Redcliffs-Meringur ...	Tue.
Ballarat-Newlyn ...	Tue. and Alt. Fri.	Kerang-Koondrook ...	Fri.
Castlemaine-Maldon ...	Wed.	Wedderburn ...	Wed.
Swan Hill-Piangil ...	Tues., Fri.	Wycheproof-Sea Lake ...	Tues., Fri.
Piangil-Kooloonong ...	Alt. Fri.	Sea Lake-Kulwin ...	Tues.
Inglewood-Dunolly ...	Mon.	Ultima-Robinvale ...	Tues., Fri.
		Ouyen-Pinnaroo ...	Mon., Fri.
<b>WESTERN AND SOUTH WESTERN DISTRICT.</b>			
Ballarat-Eureka ...	Service as required	Horsham-Hamilton ...	Wed.
Ballarat-Skipton ...	Mon.	Hamilton-Horsham ...	Thur.
Lubeck-Marnoo ...	Tues.	Hamilton-Coleraine ...	Tue., Thur.
Marnoo-Bolangum ...	Tues.	Rainbow-Yaapect ...	Thur.
Warracknabeal-Hopetoun ...	Tues., Sat.	Jeparit-Yanac ...	Wed.
Hopetoun-Patchewollock ...	Sat.	Geelong-Queenscliff ...	Wed.
Natimuk-Goroke ...	Tues., Thur.	Terang-Mortlake ...	Tues.
Goroke-Carpolac ...	Tues.	Koroit-Hamilton ...	Wed.
		Hamilton-Koroit ...	Wed.
		Warrnambool-Port Fairy ...	Tues., Fri.
<b>NORTH EASTERN DISTRICT.</b>			
Cathkin-Alexandra ...	Mon., Wed.	Rushworth-Girgarre ...	Mon., Thur.
Yarrowonga-Oaklands ...	Sun.	Rushworth-Colbinabbin ...	Wed.
Wangaratta-Peechelba East ...	Alternate Mon.	Shepparton-Katamatite ...	Mon.
Wangaratta-Beechworth ...	Tues., Thur.	Numurkah-Picola ...	Mon., Wed.
Wangaratta-Bright ...	Mon., Wed.		
<b>EASTERN DISTRICT</b>			
Morwell-Mirboo North ...	Tue., Thur.	Nyora-Wonthaggi ...	Tues., Thur.,
<b>METROPOLITAN DISTRICT.</b>			
Heidelberg-Eltham ...	Tues.	Frankston-Stony Point ...	Wed.
Reservoir-Thomastown ...	Tues., Wed.	Baxter-Mornington ...	Fri.
Lilydale-Healesville ...	Wed.	Melbourne-Hawthorn ...	Thur.
Bayswater-Upper F.T. Gully ...	Mon., Fri.	Melbourne-Darling ...	Thur.
Glenhuntly-Frankston ...	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 SPENGER STREET (See Footnote).**

Train	Line	Plat.	Days	Train	Line	Plat.	Days	
<b>Trains LEAVE SPENGER STREET as under for BENDIGO, ETC. :-</b>				<b>Trains ARRIVE SPENGER STREET as under from BENDIGO, ETC. :-</b>				
8 10	Bendigo and Swan Hill	}	5	7 15 a.m.	Sunbury	9	Mon. to Fri.	
8 10	Bendigo		5	8 20	Kyneton	8	Mon. to Fri.	
8 20	Bendigo and Swan Hill	}	5	8 20	Woodend	8	Sat.	
9 30	Daylesford		6	8 53	Daylesford	6	Mon. to Sat.	
12 20 p.m.	Woodend	8	8 20	Bendigo	3	Mon. to Sat.		
1 35	Bendigo	1	} Mon., Tue., Wed., Fri., Sat.	2 25 p.m.	Swan Hill & Bendigo	}	1	Mon. to Sat.
1 35	Bendigo and Swan Hill	1		4 40	Daylesford		6	Mon. to Fri.
4 27	Sunbury	6		5 20	Daylesford	6	Saturday	
4 55	Daylesford	6	8 15	Bendigo	6	Mon. to Fri.		
5 14	Kyneton	8	8 31	Bendigo	5	Saturday		
5 14	Woodend	8	11 39 a.m.	Bendigo	3	Sunday		
5 35	Woodend-Daylesford	6	8 45 p.m.	Daylesford	3	Sunday		
5 45	Bendigo	5	9 25	Bendigo	2	Sunday		
6 5	Bendigo (Connect Daylesford)	4						
9 30 a.m.	Bendigo and Daylesford	3	Sunday					
7 5 p.m.	Bendigo	3	Sunday					

<b>BALLARAT-SERVICETON-ADELAIDE</b>				<b>ADELAIDE-SERVICETON-BALLARAT</b>				
7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat.	7 30 a.m.	Bacchus Marsh	5	Mon. to Sat.	
9 10	Dimboola	5	Mon. to Sat.	7 58	Mildura and Ballarat (via Nth. Geelong Loop)	}	3	Saturday
12 25 p.m.	Bacchus Marsh	6	Saturday	8 5	Mildura and Ballarat (via Nth. Geelong Loop)		}	3
1 30	Horsham	2	Mon. to Fri.	8 18	Bacchus Marsh	}		9
1 30	Dimboola	2	Saturday	8 18	Ballarat		6	Saturday
2 5	Ballarat (via Geelong)	6	Saturday	8 18	Monday	9	Monday	
4 0	Ballarat (via Geelong)	4	Mon. to Fri.	8 57	Adelaide "The Overland"	2	{ Daily, Sun. inc. (From W.A. Sun., Tues., Wed., Fri., Sat.)	
4 23	Bacchus Marsh	5	Mon. to Fri.	9 17	Bacchus Marsh	7	Monday	
5 25	Ballarat	7	Mon. to Fri.	9 24	Ballarat	7	Tue. to Sat.	
6 20	Ballarat	8	Saturday	9 50	Ballarat (via Geelong)	4	Mon. to Fri.	
6 20	Bacchus Marsh	4	Mon. to Fri.	10 35	Ballarat (via Geelong)	9	Saturday	
8 40	Adelaide "The Overland"	2	{ Daily, Sun. inc. (To W.A. Sun., Mon., Tue., Thur., Fri.)	2 0 p.m.	Horsham	2	Tues. to Sat.	
9 5	Ballarat and Mildura	}	5	2 0	Dimboola	2	Monday	
9 20	Ballarat and Mildura		5	{ Monday to Thursday	6 10	Ballarat (via Geelong) B	13	Mon. to Sat.
9 35 a.m.	Horsham	4	Sunday	8 0	Dimboola	4	Mon. to Sat.	
7 10 p.m.	Ballarat	4	Sunday	10 55 a.m.	Ballarat	4	Sunday	
				8 20 p.m.	Horsham	1	Sunday	

B—To Flinders Street.

Note—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.

**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET**

(See Footnote, Page 7).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
<b>Trains LEAVE SPENCER STREET as under for :—</b>				<b>Trains ARRIVE SPENCER STREET as under from:—</b>			
<b>SEYMOUR—TOCUMWAL—ALBURY—SYDNEY</b>				<b>SYDNEY—ALBURY—TOCUMWAL—SEYMOUR</b>			
7 10 a.m.	Seymour	...	5 Mon. to Sat.	8 40 a.m.	Seymour	...	3 Mon. to Sat.
8 30	Albury and Tocumwal	...	2 Mon. to Sat.	<b>9 0</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Daily, Sun. Inc.</b>
<b>8 40</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Mon. to Sat.</b>		<b>"Southern</b>		
	<b>"Inter-capital</b>			<b>9 45</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Sunday</b>
	<b>Daylight "</b>				<b>"Spirit of</b>		
12 50 p.m.	Seymour	...	5 Saturday	<b>9 55</b>	<b>Progress "</b>	<b>...</b>	<b>1 Mon. to Sat.</b>
4 13	Mansfield	...	6 Mon. to Thur.		<b>Sydney—</b>	<b>...</b>	
4 45	Albury	...	2 Mon. to Fri.		<b>"Spirit of</b>		
5 18	Numurkah	...	3 Mon. to Fri.		<b>Progress "</b>		
5 30	Seymour	...	4 Mon. to Fri.	10 10	Mansfield	...	6 Fri.
5 50	Albury	...	2 Sat., Sun.	10 35	Numurkah	...	2 Mon. to Sat.
6 7	Mansfield	...	6 Fri., Sat.	11 20	Albury	...	1 Sunday
6 30	Numurkah	...	5 Saturday	11 30	Seymour	...	6 Mon. to Sat.
<b>6 45</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Mon. to Sat.</b>	11 45	Albury	...	1 Mon. to Sat.
	<b>"Spirit of</b>			12 5 p.m.	Mansfield	...	6 Mon. to Thur., Sat.
	<b>Progress "</b>			7 40	Tocumwal	...	3 Mon. to Sat.
<b>7 0</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Sunday</b>	8 10	Albury	...	3 Mon. to Fri.
	<b>"Spirit of</b>			8 20	Albury	...	6 Sat.
	<b>Progress "</b>			<b>8 20</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Mon. to Sat.</b>
<b>8 0</b>	<b>Sydney—</b>	<b>...</b>	<b>1 Daily, Sun. Inc.</b>		<b>"Inter-capital</b>		
	<b>"Southern</b>				<b>Daylight "</b>		
	<b>Aurora "</b>			9 0	Numurkah	...	2 Sunday
8 50 a.m.	Mansfield	...	6 Sunday	9 15	Albury	...	1 Sunday
9 30	Albury and Numurkah	...	5 Sunday	10 1	Mansfield B	...	13 Sunday

**B. To Flinders Street.**

Standard gauge trains shown in heavy black type.

**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET**

(See footnote Page 7).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
<b>Trains LEAVE SPENCER STREET as under for:— GEELONG-WARRNAMBOOL-PORT FAIRY</b>				<b>Trains ARRIVE SPENCER ST. as under from:— PORT FAIRY-WARRNAMBOOL-GEELONG</b>			
6 8	Werribee ...	9	Mon to Fri.	7 3 a.m.	Werribee ...	6	Mon. to Fri.
6 31	Werribee ...	8	Mon. to Fri.	7 12	Werribee <b>NB</b> ...	11	Saturday
7 4	Geelong and } Ballarat	7	Mon. to Sat.	7 40	Geelong ...	8	Mon. to Fri.
7 30	Werribee ...	6	Saturday	7 54	Werribee ...	6	Mon. to Fri.
7 33	Werribee ...	6	Mon. to Fri.	7 58	Mildura and } Ballarat	3	Saturday
7 57	Werribee ...	9	Mon. to Fri.	8 5	Mildura and } Ballarat	3	Mon. to Fri.
8 25	Port Fairy ...	4	Mon. to Sat.	8 12	Geelong ...	7	Mon. to Fri.
9 18	Werribee <b>NA</b> ...	12	Mon. to Fri.	8 25	Werribee ...	7	Mon. to Fri.
9 36	Geelong ...	10	Mon. to Fri.	8 26	Werribee ...	6	Saturday
11 0	Geelong ...	6	Mon. to Fri.	8 37	South Geelong ...	4	Mon. to Fri.
12 15 p.m.	Geelong ...	7	Saturday	8 40	Geelong ...	4	Saturday
12 22	Geelong ...	4	Saturday	9 11	Werribee <b>B</b> ...	11	Saturday
12 27	Werribee <b>NA</b> ...	12	Mon. to Fri.	9 26	Werribee <b>NB</b> ...	11	Mon. to Fri.
12 50	Geelong ...	7	Mon. to Fri.	9 50	Geelong and } Ballarat	4	Mon. to Fri.
2 5	Geelong and } Ballarat	6	Saturday	10 8	Werribee ...	6	Mon. to Fri.
2 20	Geelong ...	5	Mon. to Fri.	10 35	Geelong and } Ballarat	9	Saturday
3 0	Werribee ...	6	Mon. to Fri.	11 24	Werribee <b>NB</b> ...	11	Mon. to Fri.
3 44	Werribee ...	3	Mon. to Fri.	11 45	Warrnambool ...	3	Mon. to Sat.
4 0	Geelong and } Ballarat	4	Mon. to Fri.	1 7 p.m.	Geelong ...	6	Mon. to Fri.
4 25	Werribee ...	9	Mon. to Fri.	1 40	Geelong ...	7	Saturday
5 10	South Geelong ...	1	Mon. to Fri.	2 16	Werribee ...	6	Mon. to Fri.
5 19	Werribee ...	9	Mon. to Fri.	3 10	Geelong ...	6	Mon. to Fri.
5 20	Werribee ...	9	Saturday	4 40	Geelong ...	1	Saturday
5 52	Warrnambool ...	2	Mon. to Fri.	4 46	Werribee ...	6	Mon. to Fri.
6 5	Geelong ...	7	Mon. to Fri.	5 27	Werribee ...	3	Mon. to Fri.
6 10	Warrnambool ...	3	Saturday	5 53	Geelong <b>B</b> ...	11	Mon. to Fri.
6 15	Geelong ...	7	Saturday	6 10	Geelong and } Ballarat <b>B</b>	13	Mon. to Sat.
8 5	Werribee ...	6	Mon. to Fri.	6 45	Werribee ...	8	Mon. to Fri.
9 25	Geelong <b>A</b> ...	12	Mon. to Fri.	7 16	Werribee <b>B</b> ...	13	Saturday
11 19	Geelong <b>A</b> ...	12	Mon. to Sat.	7 26	Geelong <b>B</b> ...	11	Saturday
9 26 a.m.	Geelong <b>A</b> ...	10	Sunday	7 30	Geelong ...	7	Mon. to Fri.
10 48	Werribee <b>NA</b> ...	14	Sunday	7 42	Geelong <b>B</b> ...	11	Friday
2 5 p.m.	Geelong <b>A</b> ...	10	Sunday	7 45	Port Fairy ...	5	Mon. to Fri.
5 10	Werribee ...	6	Sunday	8 2	Werribee ...	8	Mon. to Fri.
7 37	Warrnambool <b>A</b> ...	10	Sunday	8 5	Port Fairy <b>B</b> ...	10	Saturday
8 12	Werribee <b>A</b> ...	14	Sunday	10 5	Port Fairy ...	2	Friday
11 29	Werribee <b>A</b> ...	14	Sunday	11 3	Werribee ...	6	Mon. to Fri.
				9 44 a.m.	Werribee <b>NB</b> ...	13	Sunday
				10 26	Geelong <b>B</b> ...	10	Sunday
				12 51 p.m.	Werribee <b>B</b> ...	13	Sunday
				6 49	Werribee <b>B</b> ...	13	Sunday
				7 58	Geelong <b>B</b> ...	10	Sunday
				9 37	Warrnambool <b>B</b> ...	10	Sunday
				9 56	Werribee <b>B</b> ...	13	Sunday

**A. From Flinders Street.**

**B. To Flinders Street**

**N.** Passengers change trains at Newport.

**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET**

(See footnote, Page 7).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
<b>Trains LEAVE FLINDERS STREET as under for :—</b>				<b>Trains ARRIVE FLINDERS ST. as under from :—</b>			
6 39 a.m.	Warragul D	6	Mon. to Fri.	7 15 a.m.	Werribee N	6	Saturday
7 25	Traralgon	1 Cent.	Mon. to Sat.	8 1	Warragul D	7	Mon. to Fri.
8 35	Bairnsdale	1 Cent.	Mon. to Sat.	8 38	Traralgon	1 Cent.	Saturday
	“ The Gippslander ”			8 40	Warragul	11 East	Mon. to Fri.
9 15	Leongatha & Wonthaggi	1 Cent.	Mon., Tue., Fri., Sat.	9 5	Leongatha	1 East.	Mon. to Sat.
9 15	Werribee N	7	Mon. to Fri.	9 14	Werribee	1 Cent.	Saturday
12 24 p.m.	Werribee N	7	Mon. to Fri.	9 19	Traralgon	1 Cent.	Mon. to Fri.
12 40	Traralgon	1 Cent.	Saturday	9 30	Werribee N	6	Mon. to Fri.
12 50	Leongatha	1 Cent.	Saturday	10 23	Wonthaggi	1 Cent.	Mon. to Sat.
1 15	Warragul	1 Cent.	Mon. to Fri.	11 15	Bairnsdale	1 Cent.	Mon.
3 38	Warragul	1 Cent.	Mon. to Fri.	11 15	Sale	1 Cent.	Tue., Wed., Thur., Fri.
3 58	Leongatha	1 Cent.	Mon. to Fri.	11 27	Werribee N	7	Mon. to Fri.
4 53	Traralgon	1 Cent.	Mon. to Fri.	11 40	Bairnsdale	1 Cent.	Saturday
5 13	Warragul D	6	Mon. to Fri.	11 55	Yarram	1 Cent.	Mon. to Sat.
6 3	Sale	1 Cent.	Mon. to Thur.	12 Noon	Warragul	1 Cent.	Mon. to Fri.
6 3	Bairnsdale	1 Cent.	Fri., Sat.	4 50 p.m.	Traralgon	1 Cent.	Saturday
6 12	Yarram	1 Cent.	Mon. to Sat.	5 57	Geelong	1 East	Mon. to Fri.
6 35	Wonthaggi	1 Cent.	Mon. to Fri.	6 10	Warragul D	7	Mon. to Fri.
6 55	Wonthaggi	1 East	Saturday	6 17	Geelong	10 East	Mon. to Fri.
9 20	Geelong	1 Cent.	Mon. to Fri.	6 50	Bairnsdale	1 Cent.	Saturday
11 15	Geelong	1 Cent.	Mon. to Sat.		“ The Gippslander ”		
9 22 a.m.	Geelong	1 West	Sunday	7 15	Leongatha & Wonthaggi	1 Cent.	Mon., Tue., Fri.
9 35	Sale	1 Cent.	Sunday	7 19	Werribee N	6	Saturday
10 45	Werribee N	7	Sunday	7 29	Geelong	1 East	Saturday
2 0 p.m.	Geelong	1 Cent.	Sunday	7 45	Geelong	1 East	Friday
6 45	Leongatha and Wonthaggi	1 Cent.	Sunday	7 48	Traralgon	1 Cent.	Mon. to Fri.
7 5	Traralgon	1 Cent.	Sunday	8 5	Leongatha & Wonthaggi	1 Cent.	Saturday
7 32	Warrnambool	1 Cent.	Sunday	8 14	Port Fairy	1 Cent.	Saturday
8 8	Werribee	2	Sunday	9 47 a.m.	Werribee N	6	Sunday
11 25	Werribee	1 Cent.	Sunday	10 30	Geelong	1 Cent.	Sunday
				11 20	Traralgon	1 Cent.	Sunday
				12 55 p.m.	Werribee	1 Cent.	Sunday
				6 52	Werribee	2	Sunday
				8 3	Geelong	1 Cent.	Sunday
				9 35	Leongatha & Wonthaggi	1 Cent.	Sunday
				9 43	Warrnambool	1 Cent.	Sunday
				9 55	Sale	1 Cent.	Sunday
				10 0	Werribee	2	Sunday
				10 5	Mansfield	3	Sunday

**N. Passengers change trains Newport.**

**D. Passengers change trains Dandenong.**

## BLOCK NOTES

**Three-position signalling** is in force on the Up and Down journey between Viaduct Junction Box and Flinders Street "A" Box; and on the Up and Down journey between Flinders Street "B" and "C" Boxes and Oakleigh "A" Box, between Dandenong and Bunyip, and between Yarragon and Moe.

**The Permissive Track Block System** is in force on the Up and Down journey between Viaduct Junction Box and Dudley Street. (Goods Lines)

Except as shown hereunder, the **Double Line Block Telegraph System** is in force on the Up and Down journey on the following sections:—Oakleigh "B" Box and Huntingdale; Huntingdale and Clayton; Clayton and Spring Vale; Spring Vale and Noble Park; Noble Park and Dandenong; Longwarry and Drouin; Drouin and Warragul; Warragul and Darnum; Darnum and Yarragon.

**The Automatic and Track Control System of Train Signalling** (General Appendix pages 459-483) is in force between Moe and Morwell. Herne's Oak is an Unattended Crossing Station at which the points and signals are remotely controlled from Morwell.

**Westall** will be switched in as a Block Post from 6.15 a.m. to 12 Noon. The Train Controller, Spencer Street may arrange for Westall to be switched in during other periods. In such circumstances the Signalmen at Clayton and Spring Vale must advise the Driver and Guard of each Down and Up train that Westall is switched in.

**Noble Park** is switched in as a Block Post on Mondays from 6.1 a.m. until the last Down Suburban clears; Tuesdays to Fridays from 5.10 a.m. until the last Down Suburban clears; Saturdays from 5.10 a.m. until 11.30 p.m. Down Suburban clears; Sundays from 9.15 a.m. until 11.40 a.m. and from 7.15 p.m. until 9.43 p.m.

**Narre Warren** is switched in from 6.40 a.m. until 11.15 a.m. and from 1.55 p.m. until passage of No. 32 Mondays to Fridays inclusive. From 7.10 a.m. until passage of No. 33 Saturdays.

**Berwick** is switched in from 6.35 a.m. until passage of Nos. 53 and 32 Mondays to Fridays inclusive. From 7.5 a.m. until passage of No. 53A Saturdays: From 9.30 a.m. until passage of Nos. 28 and 29 and from 7.35 p.m. until passage of No. 76, Sundays.

**Nar-Nar-Goon** is switched in from 4.5 a.m. until 11.15 a.m.; from 1.0 p.m. until passage of No. 32 Mondays to Fridays inclusive. From 4.5 a.m. until 5.30 a.m. and from 6.45 a.m. until 11.30 a.m. Saturdays. From 7.45 p.m. until the passage of Nos. 76 and 77 Sundays.

**Drouin** is switched in as a Block Post Mondays to Fridays from 5.55 a.m. until No. 221 clears; Saturdays from 6.5 a.m. until No. 24 clears. Sundays from 7.15 p.m. until No. 102 clears.

**Darnum** is switched in as a Block Post, Tuesdays, Wednesdays and Fridays, from 5.55 a.m. until No. 14 clears.

**Trafalgar** is switched in as a block post Mondays to Fridays 7.55 a.m. until 9.32 a.m. and from 4.22 p.m. until 5.35 p.m.; Saturdays 7.55 a.m. until 9.32 a.m.

**Maryvale** is an unattended Electric Staff Post worked according to instructions shown in the General Appendix.

**Flynn and Kilmany** may be opened as Intermediate Block Posts as required in accordance with instructions contained in the General Appendix.

**Glengarry and Toongabbie**.—See General Appendix for instructions in respect to Glengarry or Toongabbie being opened as Intermediate Block Posts.

**Glengarry** is switched in as an Electric Staff Station Mondays to Fridays from 7.30 a.m. until No. 35 clears and from 2.30 p.m. until No. 18 clears. In the event of No. 18 Goods not being required to cross No. 10 Rail Motor at Glengarry on Mondays to Fridays, that station may be switched out when No. 10 clears. Saturdays from 6.50 a.m. until No. 11 clears.

**Tinamba** is switched in as an Electric Staff Station Mondays to Fridays from 7.0 a.m. until No. 10 clears. Saturdays from 7.0 a.m. until No. 6A and No. 17 clears.

The Train Controller, Spencer Street, may arrange for Glengarry and/or Tinamba 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.

**Lang Lang** is switched in as an Electric Staff station as shown hereunder:—Mondays to Fridays, from 1.50 a.m. until No. 113 clears or, when run, until No. 86 and No. 61 clear. Saturdays from 1.50 a.m. until No. 123 clears.

**Barry Beach Junction** is provided with an Intermediate Electric Staff Instrument.

**NOTE**.—The Train Controller, Spencer Street, may arrange for Lang Lang to be switched in during other periods, but before doing so, he must arrange for the Driver and the 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.

When required **Lyndhurst, Kardella, Buffalo, Fish Creek** and **Hedley OR Alberton** may be opened as Intermediate Block Posts in accordance with instructions contained in the General Appendix.

**Fish Creek** may also be opened as a Staff Station in accordance with General Appendix instructions.

Down

## MELBOURNE—WARRAGUL—Passenger Service.

Miles	STATIONS	27 Suburban Electric MON. TO FRI. (See Note)	15 PASS. MON. TO SAT. (See Note)	21 " THE GIPPS- LANDER" MON. TO SAT.	33 PASS. SAT. (See Note)		45 PASS. MON. TO FRI. (See Note)	43 PASS. MON. TO FRI. (See Note)
—	<b>FLINDERS ST. W</b> <i>dep.</i>	A.M. 6 39	A.M. 7 25	A.M. 8 35E	P.M. 12 40	...	P.M. 1 15	P.M. 3 38A
1½	Richmond ... ..	6 42	*	*	*	...	*	*
2½	South Yarra ... ..	6 45	*	*	*	...	*	*
3½	Hawksburn ... ..	6 47	*	*	*	...	*	*
4¼	Toorak ... ..	6 49	*	*	*	...	*	*
4¾	Armadale ... ..	6 51	*	*	*	...	*	*
5½	Malvern ... ..	6 54	*	*	*	...	*	*
6½	Caulfield ... ..	6 57	7 42	8 52	12 57	...	1 32	3 54A
7½	Carnegie ... ..	7 0	*	*	*	...	*	*
8½	Murrumbena ... ..	7 2	*	*	*	...	*	*
9	Hughesdale ... ..	7 4	*	*	*	...	*	*
9½	Oakleigh ... ..	7 6	*	*	*	...	*	4 2A
10½	Huntingdale ... ..	7 8	*	*	*	...	*	*
12	Clayton ... ..	7 12	*	*	*	...	*	*
13½	Westall ... ..	7 15	*	*	*	...	*	*
14½	Spring Vale ... ..	7 18	*	*	*	...	*	4 11A
15½	Sandown Park ○ ... ..	7 20	*	*	*	...	*	4 13A
16½	Noble Park ... ..	7 22	*	*	*	...	*	4 15A
		<i>arr.</i> 7 26C	...	...	...	...	...	...
18½	<b>DANDENONG</b> ... ..	<b>PASS F</b>						
		<i>dep.</i> 7 38	8 1	9 11	1 17	...	1 51	4 21A
21	General Motors NC ... ..	*	*	*	*	...	*	*
22½	Hallam NC ... ..	*	*	*	1 22	...	1 56	4 27
24½	Narre Warren ... ..	7 44*	8 9	9 18* <sup>-115A</sup>	1 27	...	2 1	4 31
27	Berwick ... ..	7 49	8 14	9 21*	1 32	...	2 6	4 36
28½	Beaconsfield ... ..	*	8 18	*	1 36	...	2 10	4 40
31	Officer ... ..	7 53	8 23	9 25*	1 41	...	2 15	4 45
35½	Pakenham ... ..	7 59	8 30	9 30*	1 48	...	2 22	4 52
40	Nar-Nar-Goon (See Note, page 11) ... ..	8 5	8 37	9 35*	1 55	...	2 29	4 59
43½	Tynong ... ..	8 10	8 43	9 38*	2 1	...	2 35	5 5
45½	Garfield ○ ... ..	8 15	8 48	*	2 6	...	2 40	5 10
48½	Bunyip ES ... ..	8 19 <sup>48</sup>	8 52	9 44*	2 10	...	2 44	5 14
51	Longwarry ES ... ..	8 24	8 57	9 47*	2 15	...	2 49	5 19
		—113	—113					
56½	Drouin (See note page 11) ... ..	8 34	9 7	9 55*	2 26	...	2 59	5 29
		<i>arr.</i> 8 45	9 17	10 2	2 36	...	3 10	5 40
61½	<b>WARRAGUL</b> ... ..	<i>dep.</i> ...	9 27	10 4E	2 46	...	...	...
	Continued on		Page 14	Page 14	Page 14			
		<b>27</b>	<b>15</b>	<b>21</b>	<b>33</b>		<b>45</b>	<b>43</b>

**A.** Passengers for stations beyond Dandenong may join **No. 43** at Melbourne, Caulfield, Oakleigh, Spring Vale, Sandown Park, Noble Park, then all stations and, in addition, this train is available for suburban passengers entraining at Melbourne, Caulfield and Oakleigh for Spring Vale, Sandown Park, Noble Park and Dandenong.

**C.** Passengers change trains.

**E.** Accompanied luggage may be forwarded per the 8.35 a.m. "The Gippslander" to Warragul, Moe, Morwell and Traralgon, but ordinary Van Goods traffic to these stations must be despatched by the 7.25 a.m. (**No. 15**) Melbourne-Traralgon Passenger Train. See page 99 re operation of Nos. 21 and 30 between Traralgon and Sale, and Sale and Bairnsdale without a brakevan in the rear.

**F.** The 7.38 a.m. Dandenong-Warragul train will be cancelled on Public Holidays. For Block Notes see page 11.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.



Down MELBOURNE-WARRAGUL—Passenger Service. (continued)

Miles	STATIONS	41	69	53	53A	SUNDAY EXCURSION		
		PASS. MON. TO FRI. (See Note)	Suburban Electric MON. TO FRI. (See Note)	PASS. MON. TO FRI. (See Note)	PASS. SAT. (See Note)	25 PASS. (See Note)	77 PASS. (See Note)	
—	<b>FLINDERS ST. W</b> <i>dep.</i>	P.M. 4 53B	P.M. 5 13	P.M. 6 3	P.M. 6 3	A.M. 9 35	P.M. 7 5	...
1½	Richmond ... ..	*	5 16	*	*	*	*	...
2½	South Yarra ... ..	*	5 19	*	*	*	*	...
3½	Hawksburn ... ..	*	*	*	*	*	*	...
4½	Toorak ... ..	*	*	*	*	*	*	...
4½	Armadale ... ..	*	*	*	*	*	*	...
5½	Malvern ... ..	*	*	*	*	*	*	...
6½	Caulfield ... ..	<i>arr.</i> ... <i>dep.</i> 5 9B	5 28	6 19 6 22	6 19 6 21	... 9 52	... 7 22	...
7½	Carnegie ... ..	*	5 32	*	*	*	*	...
8½	Murrumbeena ... ..	*	5 34	*	*	*	*	...
9	Hughesdale ... ..	*	5 36	*	*	*	*	...
9½	Oakleigh ... ..	5 15*	5 38	*	*	9 58*	*	...
10½	Huntingdale ... ..	*	5 40	*	*	*	*	...
12	Clayton ... ..	*	5 45	*	*	*	*	...
13½	Westall ... ..	*	5 48	*	*	*	*	...
14½	Spring Vale ... ..	*	5 51	*	*	*	*	...
15½	Sandown Park ○ ... ..	*	5 53	*	*	*	*	...
16½	Noble Park ... ..	*	5 55	*	*	*	*	...
18½	<b>DANDENONG</b> ... ..	<i>arr.</i> 5 29 <i>dep.</i> 5 33B	6 1C F 6 9	6 42 6 45	6 39 6 42	... 10 11	... 7 41	...
21	General Motors NC ... ..	*	*	*	*	*	*	...
22½	Hallam NC ... ..	5 39	6 14	*	*	*	*	...
24½	Narre Warren ... ..	5 43	6 17—58	6 52*	6 50	*	*	...
27	Berwick ... ..	<i>arr.</i> ... <i>dep.</i> 5 48—58	6 21	6 57	6 55	10 23—28	7 53	...
28½	Beaconsfield ... ..	5 52	6 25	*	6 59	10 30 ●	7 57	...
31	Officer ... ..	5 57	6 29	7 1*	7 4	10 39 ●	8 2	...
35½	Pakenham ... ..	6 4	6 36	7 6*	7 12	10 47	8 9	...
40	Nar-Nar-Goon (See Note, page 11)	6 11	6 42	7 11*	7 20	10 55	8 16	...
43½	Tynong ... ..	6 17	6 48	7 14*	7 27	11 2	8 22	...
45½	Garfield ○ ... ..	6 22	6 52	*	7 32	11 7	8 27	...
48½	Bunyip ES ... ..	6 26	6 56	7 20*	7 37	11 12	8 31	...
51	Longwarry ES ... ..	6 31	7 0—84	7 23*	7 42	11 17	8 36	...
56½	Drouin (See Note page 11)	6 41	7 10	7 31*	7 55	11 29	8 47	...
61½	<b>WARRAGUL</b> ... ..	<i>arr.</i> 6 49 <i>dep.</i> 6 59	7 20	7 40 Mon. Fri. to Thur. 7 50 7 55	8 5	11 37	8 57	126 ... —102 ...
	Continued on	Page 14		Page 14	Page 14	Page 14	Page 14	

B. No. 41 is available for Suburban passengers entraining at Melbourne and Caulfield for Dandenong.

C. Passengers change trains.

F. The 6.9 p.m. Dandenong-Warragul train will be cancelled on Public Holidays.

● No. 25 may depart Berwick 10.25 a.m., Beaconsfield 10.29 a.m., Officer 10.34 a.m.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

Down.

**WARRAGUL-BAIRNSDALE (via SALE)—Passenger Service—continued.**

Miles from Find. St.	STATIONS	15	21	33	41	53		53A	SUNDAY EXCURSION	
		PASS. MON. TO SAT.	"THE GIPPS-LANDER" MON. TO SAT.	PASS. SAT.	PASS. MON. TO FRI.	PASS.		PASS. SAT.	25	77
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
						MON. TO THUR.	FRI.			
61½	<b>WARRAGUL</b> ...	arr. 9 17	10 2E	2 36	6 49	7 40	7 40	8 5	11 37	8 57
	dep.	9 27	10 4	2 46	6 59	7 50	7 55	8 20	11 52	9 12
61½	Caltex Siding NC ...	...	...	...	...	...	...	...	...	...
65½	Darnum O ...	9 34	10 9*	2 52	7 6	*	*	*	11 57*	*
	(See note, page 11)									
69	Yarragon ...	9 40	10 13*	2 58	7 12	8 1	8 6	8 31	12 3	9 23
74	Trafalgar ...	9 47	10 18*	3 6	7 20	8 9	8 14-80	8 39	12 11	9 31
	(See note, page 11)									
80½	Moe ES ...	arr. ...	10 25		7 28					
	dep.	-101	10 27	-127	7 36	8 20	8 25	8 50	12 21	9 41
84½	Herne's Oak NC ...	...	...	...	...	...	...	...	12 30*	9 49*
89	Morwell ES W ...	arr. ...	10 40	...	7 48	...	...	...	...	...
	dep.	10 12	10 42	3 32	7 53	8 36	8 41	9 7	12 36	9 56
91½	Morwell Briquette Sdg.	...	...	...	...	...	...	...	...	...
91½	Maryvale ES NC ...	...	...	...	...	...	...	...	...	...
	(See note, page 11)									
97½	<b>TRARALGON</b> ...	arr. 10 30	10 54	3 50-30	8 5	8 55	9 1	9 25	12 48	10 15
	ES W ...	dep. ...	11 2	...	...	9 3	9 9	9 33	12 50	...
98½	Traralgon Live Stock Siding NC	...	...	...	...	...	...	...	...	...
106	Flynn NC ...	...	...	...	...	...	...	...	...	...
	(See note, page 11)									
111½	Rosedale ES ...	...	11 23-54	...	...	9 24	9 31	9 54	1 12	...
119½	Kilmany ...	...	11 36	...	...	§	§	§	1 25	...
	(See note, page 11)									
123½	Fulham NC ...	...	...	...	...	...	...	...	...	...
127½	<b>SALE</b> ES W ...	arr. ...	11 49	...	...	9 55	10 2	10 27	1 40	...
	dep.	...	11 57	...	...	...	10 10	10 35	...	...
128½	Shell Co.'s Siding NC	...	...	...	...	...	...	...	...	...
128½	Sale Wharf NC ...	...	...	...	...	...	...	...	...	...
129	Felt and Textiles of Aust. Ltd. Siding NC	...	...	...	...	...	...	...	...	...
133½	Montgomery NC ...	...	...	...	...	...	...	...	...	...
137½	Stratford Junction ES NC	...	P.M.	...	...	...	...	...	...	...
138½	<b>STRATFORD</b> ES ...	...	12 15	...	...	...	10 29	10 54	...	...
145	Munro NC ...	...	*H	...	...	...	♦	*	...	...
153½	Fernbank O ES ...	...	12 38-35	...	...	...	10 52	11 17	...	...
160	Lindenow ES ...	...	12 49	...	...	...	11 4	11 28	...	...
163½	Hillside NC ...	...	12 56	...	...	...	§	§	...	...
170	SEC Siding NC ...	...	...	...	...	...	...	...	...	...
170½	Bairnsdale Oil Siding NC	...	...	...	...	...	...	...	...	...
171	<b>BAIRNSDALE</b> ES W	arr. ...	1 15-30	...	...	...	11 35	11 55	...	...

E. Accompanied luggage may be forwarded per the 8.35 a.m. "The Gippslander" to Warragul, Moe, Morwell and Traralgon, but ordinary Van Goods traffic to these stations must be despatched by the 7.25 a.m. (No. 15) Melbourne-Traralgon Passenger train. See page 99 re operation of Nos. 21 and 30 between Traralgon and Sale, and Sale and Bairnsdale without a brakevan in the rear.

H. No. 21 may stop Munro, if required, on **FRIDAYS ONLY**, to pick up or set down passengers **ONLY**.

● No. 41 may depart Moe 7.30 p.m., Morwell 7.44 p.m.

Up. **BAIRNSDALE-WARRAGUL (via SALE)—Passenger Service.**

Miles (Via Sale)	STATIONS	4 PASS. SAT.	4A PASS. MON. TO FRI.	12 PASS. MON.	12A PASS. SAT.	24 PASS. SAT.	30 "THE GIPPS- LAND- ER" (SEE NOTE) MON. TO SAT.	32 PASS. MON. TO FRI.	SUNDAY EXCURSION	
									28 PASS.	76 PASS.
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
—	<b>BAIRNSDALE</b> <i>dep.</i>	...	...	6 15-5	6 15	...	2 10	...	...	...
	ES W	...	...	-26	...	...	-35, 21	...	...	...
1	Bairnsdale Oil Sdg. NC	...	...	...	...	...	...	...	...	...
1	SEC Siding NC	...	...	...	...	...	...	...	...	...
7½	Hillside NC	...	...	\$	\$	...	\$	...	...	...
11	Lindenow ES	...	...	6 35	6 35	...	2 30	...	...	...
17½	Fernbank O ES	...	...	6 46	6 46-7	...	2 41	...	...	...
26	Munro NC	...	...	*	*	...	*H	...	...	...
32½	<b>STRATFORD ES</b>	...	...	7 8	7 8	...	3 2	...	...	...
33½	Stratford Junction	...	...	...	...	...	...	...	...	...
	ES NC	...	...	...	...	...	...	...	...	...
37½	Montgomery NC	...	...	...	...	...	...	...	...	...
42	Felt and Textiles of Aust. Ltd. Siding NC	...	...	...	...	...	...	...	...	...
		<i>arr.</i>	...	7 27	7 27	...	3 21	...	...	...
43½	<b>SALE ES W</b>	<i>dep.</i>	...	<b>MON. TO FRI.</b>	7 35	7 35	...	3 29	...	5 55
44	Shell Co's. Siding NC	...	...	...	...	...	...	...	...	...
44½	Sale Wharf NC	...	...	...	...	...	...	...	...	...
47½	Fulham NC	...	...	...	...	...	...	...	...	...
51½	Kilmany	...	...	\$	\$	...	\$	...	...	6 9
	(See note, page 11)	...	...	...	...	...	...	...	...	...
59½	Rosedale ES	...	...	8 0	8 0	...	3 55	...	...	6 22
65	Flynn NC	...	...	...	...	...	...	...	...	...
	(See note, page 11)	...	...	...	...	...	...	...	...	...
72½	Traralgon Live Stock Siding NC	...	...	...	...	...	...	...	...	...
73½	<b>TRARALGON</b>	<i>arr.</i>	...	8 24-2	8 24-2	...-6A	4 20	...	...	6 43
	ES W	<i>dep.</i>	5 35-8	6 25-8	8 32	8 32	1 55	4 28-10	4 45	6 45
79½	Maryvale ES NC	...	...	...	...	...	...	...	...	...
	(See note, page 11)	...	...	...	...	...	...	...	...	...
82	Morwell ES W	<i>arr.</i>	...	-39	-39	...	...	...	...	...
		<i>dep.</i>	5 48	6 38	8 46	8 46	4 41	4 59	8 33	6 58
86½	Herne's Oak NC	...	...	...	...	...	...	...	8 38*	7 4*
90½	Moe ES	...	6 2	6 52	9 2	9 2	4 56	5 14	8 48	7 13
97	Trafalgar	...	6 11	7 1	9 11	9 11	5 4*	5 23	8 57	7 23
	(See note, page 11)	...	...	...	...	...	...	...	...	...
102	Yarragon	...	6 18§	7 7	9 19	9 19	5 9*	5 30	9 5	7 31
105½	Darnum O	...	6 24§	7 13	*	*	*	5 36	*	*
	(See note, page 11)	...	...	...	...	...	...	...	...	...
109½	Caltex Siding NC	...	...	...	...	...	...	...	...	...
		<i>arr.</i>	6 30	7 20	9 31	9 31	2 49	5 19	5 45	9 15
109½	<b>WARRAGUL</b>	<i>dep.</i>	<b>MON. TO SAT.</b>	7 28	9 46	9 46	2 59	5 21	5 55	9 25
		<i>arr.</i>	6 40	7 28	9 46	9 46	2 59	5 21	5 55	9 25
	Continued on...	Page 16	Page 16	Page 16	Page 16	Page 17	Page 17	Page 17	Page 17	Page 17
		4	4A	12	12A	24	30	32	28	76

**NOTE.**—Accompanied luggage may be forwarded from Traralgon, Morwell, Moe and Warragul per the 2.10 p.m. "The Gippslander" but ordinary Van Goods traffic from these stations must be despatched by the 4.45 p.m. (No. 32) Traralgon-Melbourne Passenger train. See page 99 re operation of Nos. 21 and 30 between Traralgon and Sale, and Sale and Bairnsdale without a brakevan in the rear.

**H.**—No. 30 may stop Munro, if required, on **FRIDAYS ONLY** to pick up or set down passengers **ONLY**.

Up

## WARRAGUL—MELBOURNE—Passenger Service—Continued.

Miles from Bairnsdale (Via Sale)	STATIONS	34 PASS. MON. TO FRI. (See Note) F	4 PASS. SAT. (See Note)	4A PASS. MON. TO FRI. (See Note)	12 EXPRESS MON. TO FRI.	12A PASS. SAT. (See Note)	36 PASS. MON. TO FRI. (See Note)	
109½	WARRAGUL	A.M. ...	A.M. 6 30	A.M. 7 20	A.M. 9 31	A.M. 9 31	A.M. ...	...
		arr. ...	MON. TO SAT.					
		dep. 6 1	6 40	7 28	9 46	9 46	10 8	...
114½	Drouin ... (See note, page 11)	6 7	6 47	7 35	9 53*	9 54	10 15	...
120	Longwarry ES	6 14	6 54	7 42-113	9 58*	10 2	10 22	...
122½	Bunyip ES	6 18-113	6 59	7 46	10 1*	10 7	10 27	...
125½	Garfield O	6 22	7 3	7 50	*	10 11	10 31	...
127½	Tynong	6 26	7 8	7 54	10 7*	10 16	10 36	...
131	Nar-Nar-Goon (See note, page 11)	6 32	7 14	8 0	10 10*	10 22	10 42	...
135½	Pakenham	6 38	7 21	8 7	10 15*	10 29	10 49	...
140	Officer	6 45	7 28	8 14	10 20*	10 36	10 56	...
142½	Beaconsfield	6 49	7 33	8 18	*	10 42	11 1	...
144	Berwick	6 53	7 37	8 23	10 25*	10 46	11 5	...
146½	Narre Warren	6 57	7 42	8 29	10 28*	10 51	11 10-115	...
148½	Hallam NC	7 1	7 46	8 32	*	*	11 14	...
150	General Motors NC	*	*	*	*	*	*	...
152½	DANDENONG	arr. 7 11C	Suburban Electric	...	...	...	...	...
		dep. 7 15	7 53A	8 41H	10 38	11 4	11 25	...
154½	Noble Park	7 19	7 57A	*	*	*	*	...
155½	Sandown Park O	7 22	8 0A	*	*	*	*	...
156½	Spring Vale	7 24	8 2A	*	*	*	*	...
157½	Westall	7 27	8 5A	*	*	*	*	...
159	Clayton	7 30	8 9A	*	*	*	*	...
160½	Huntingdale	7 33	8 13A	*	*	*	*	...
161½	Oakleigh	7 36	8 18A	8 54	*	*	*	...
162	Hughesdale	7 38	*	*	*	*	*	...
162½	Murrumbena	7 40	*	*	*	*	*	...
163½	Carnegie	7 42	*	*	*	*	*	...
164½	Caulfield	7 45	8 25	9 2	10 57	11 23	11 43	...
165½	Malvern	7 47	*	*	*	*	*	...
166½	Armadale	7 49	*	*	*	*	*	...
166½	Toorak	7 51	*	*	*	*	*	...
167½	Hawksburn	7 53	*	*	*	*	*	...
168½	South Yarra	7 55	*	*	*	*	*	...
169½	Richmond	7 57	*	*	*	*	*	...
171	MELBOURNE— Flinders St. W	arr. 8 1	8 40B	9 19	11 15	11 40	Noon 12 0	...
		34	4	4A	12	12A	36	

**A. No. 4** is available for suburban passengers entraining and/or detraining at Dandenong, Noble Park, Sandown Park, Spring Vale, Westall, Clayton, Huntingdale and Oakleigh. At Caulfield this train sets down only.

**B.** Arrive Flinders Street 8.38 a.m. Saturdays.

**C.** Passengers change trains.

**F.**—The 6.1 a.m. Warragul—Dandenong train will be cancelled on Public Holidays.

**H. No. 4A** is available for suburban passengers entraining at Dandenong for Oakleigh, Caulfield and Melbourne.

Note.—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

Up.

## WARRAGUL—MELBOURNE—Passenger Service—Continued.

Miles from Bairnsdale (Via Sale)	STATIONS	24 PASS. SAT. (See Note)	68 PASS. MON. TO FRI. (See Note) F	30 "THE GIPPS-LANDER" MON. TO SAT.	32 PASS. MON. TO FRI. (See Note)	SUNDAY EXCURSION		
						28 PASS. (See Note)	76 PASS. (See Note)	
109½	<b>WARRAGUL</b>	<i>arr.</i> 2 49 <i>dep.</i> 2 59	P.M. ... 4 12	P.M. 5 19 5 21	P.M. 5 45 5 55	A.M. 9 15 9 25	P.M. 7 43 7 58	...
114½	Drouin ... (See note, page 11)	... 3 6	4 19	5 28*	6 2	9 33	8 8	...
120	Longwarry ES ...	... 3 13	4 26	5 33*	6 9	9 41	8 16	...
122½	Bunyip ES ...	... 3 18	4 31	5 36*-50	6 14	9 46	8 22	...
125½	Garfield O ...	... 3 22	4 35	*	6 18	9 50	8 26	...
127½	Tynong ...	... 3 27	4 40	5 42*	6 23	9 55	8 32	...
131	Nar-Nar-Goon ... (See note, page 11)	... 3 34	4 46	5 45*	6 29	10 1	8 38	...
135½	Pakenham ...	... 3 41	4 52	5 50*	6 36-50	10 8	8 45	...
140	Officer ...	... 3 48	4 59	5 55*	6 43	10 16	8 53	...
142½	Beaconsfield ...	... 3 53	5 3	*	6 48	10 22	8 59	...
144	Berwick ...	<i>arr.</i> ... <i>dep.</i> 3 57	... 5 7-58	... 6 0*-58	... 6 52	10 25-25 10 27	... 9 2	...
146½	Narre Warren ...	... 4 0*	5 11	6 3*	6 57	10 31*	*	...
148½	Hallam NC ...	... *	5 15	*	*	*	*	...
150	General Motors NC ...	... *	5 22C	*	*	*	*	...
152½	<b>DANDENONG</b>	<i>arr.</i> ... <i>dep.</i> 4 11	<b>Suburban Electric</b> 5 24	... 6 13	... 7 10	... 10 40	... 9 16	...
154½	Noble Park ...	... *	5 28	*	*	*	*	...
155½	Sandown Park O ...	... *	5 31	*	*	*	*	...
156½	Spring Vale ...	... *	5 33	*	*	*	*	...
157½	Westall ...	... *	5 36	*	*	*	*	...
159	Clayton ...	... *	5 39	*	*	*	*	...
160½	Huntingdale ...	... *	5 42	*	*	*	*	...
161½	Oakleigh ...	... *	5 45	*	*	10 52*	*	...
162	Hughesdale ...	... *	5 47	*	*	*	*	...
162½	Murrumbeena ...	... *	5 49	*	*	*	*	...
163½	Carnegie ...	... *	5 51	*	*	*	*	...
164½	Caulfield ...	... 4 30	5 54	6 32	7 30	11 0	9 36	...
165½	Malvern ...	... *	5 56	*	*	*	*	...
166½	Armadale ...	... *	5 58	*	*	*	*	...
166½	Toorak ...	... *	6 0	*	*	*	*	...
167½	Hawksburn ...	... *	6 2	*	*	*	*	...
168½	South Yarra ...	... *	6 4	*	*	*	*	...
169½	Richmond ...	... *	6 6	*	*	*	*	...
171	<b>MELBOURNE—</b> Flinders St. W ...	<i>arr.</i> 4 50	6 10	6 50	7 48	11 20	9 55	...
		<b>24</b>	<b>68</b>	<b>30</b>	<b>32</b>	<b>28</b>	<b>76</b>	

C. Passengers change trains.

F. The 4.12 p.m. Warragul—Dandenong train will be cancelled on Public Holidays.

Note.—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.



**MELBOURNE-WARRAGUL-MORWELL SIDING-YALLOURN-BAIRNSDALE (via MAFFRA)—  
Goods Service.—continued.**

**Down.**

Miles from Flin. St.	STATIONS	91 Through Goods Mon. to Sat.	115 Roadside Goods Mon. to Fri.	119 Through Goods Sat.	99 Through Goods Mon. to Fri. †	127 Through Goods Mon. to Sat.	131 Through Goods Sat. †	121 Through Goods Mon. to Fri.
	Spotswood Power-house <i>dep.</i>	A.M. 8 30	A.M. ...	A.M. ...	A.M. ...	A.M. 10 25	A.M. ...	P.M. ...
	<b>MELBOURNE—</b> Melbourne Yard <i>dep.</i>	...	9 5	10 0	10 30	...	11 30A	12 50
	Viaduct Junction ...	9 3	9 25	10 17	10 45	11 3	12 4	1 15
	Flinders Street W <i>arr.</i>	9 8	...	...	...	11 8	...	...
	W <i>dep.</i>	9 20	9 29	10 22	10 49	11 23	12 14	1 20
1½	Richmond ...	...	...	...	...	...	...	...
2½	South Yarra ...	...	...	...	...	...	...	...
3½	Hawksburn ...	...	...	...	...	...	...	...
4½	Toorak ...	...	...	...	...	...	...	...
4½	Armadale ...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...
6½	Caulfield ...	9 41	9 52	10 43	11 10	11 44	12 35	1 44
7½	Carnegie ...	...	...	...	...	...	...	...
8½	Murrumbeena ...	...	...	...	...	...	...	...
9	Hughesdale ...	...	...	...	...	...	...	...
9½	Oakleigh ...	9 48	10 2	10 50	11 20	11 51	...	1 52
10½	Huntingdale ...	...	...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...	...	...
13½	Westall ...	...	...	...	...	...	...	...
14½	Spring Vale ...	...	...	...	...	...	...	...
15½	Sandown Park ○ ...	...	...	...	...	...	...	...
16½	Noble Park ...	...	...	...	...	...	...	...
18½	<b>DANDENONG</b> ... <i>arr.</i>	...	10 25	11 10	11 43	...	...	2 14
	... <i>dep.</i>	10 10	10 47	11 40	-60, 127 P.M. 12 25	P.M. -99 12 11	1 2	-62, 64, 129 2 45
21	General Motors NC ...	...	...	...	...	...	...	...
22½	Hallam NC ...	...	...	...	...	...	...	...
24½	Narre Warren ... <i>arr.</i>	...	11 1	...	...	...	...	...
	... <i>dep.</i>	10 21	-36, 60 11 46	11 53	12 38	12 22	1 13	2 58
	... <i>arr.</i>	...	11 53	...	...	...	...	...
27	Berwick ... <i>dep.</i>	10 26	P.M. 12 49	11 58	-115 12 43	-115 12 27	1 18	3 3
28½	Beaconsfield ... <i>arr.</i>	...	12 54	...	...	...	...	...
	... <i>dep.</i>	...	1 4	...	...	...	...	...
	... <i>arr.</i>	...	1 11	P.M. ...	...	...	...	...
31	Officer ... <i>dep.</i>	10 32	1 19	12 4	12 49	12 33	1 24	3 9
	... <i>arr.</i>	...	...	...	...	...	...	...
35½	Pakenham ...	-115A	<b>Through Goods</b>	...	...	...	...	...
40	Nar-Nar-Goon ... <i>dep.</i>	10 38	1 28	12 10	12 55	12 39	1 30	3 15
	... <i>arr.</i>	...	...	...	...	...	...	...
	(See note, p. 11) <i>dep.</i>	10 44	1 37	12 16	1 1	12 45	1 36	3 21
43½	Tynong ... <i>arr.</i>	...	...	...	...	...	...	...
	... <i>dep.</i>	10 49	1 45	12 21	1 6	12 50	1 41	3 26
45½	Garfield ○ ... <i>arr.</i>	...	1 52	...	...	...	...	...
	... <i>dep.</i>	...	2 2	...	...	...	...	...
	... <i>arr.</i>	...	2 10	...	...	...	...	...
48½	Bunyip ES ... <i>dep.</i>	10 57	-58 2 23	12 29	-64 1 14	12 58	1 51	3 34
51	Longwarry ES ...	11 2	2 30	12 34	1 19	1 3-64	1 56	3 39
56½	Drouin ...	11 13	2 43	12 45-64	1 32	1 14-58	2 7	3 50
	(See note, p. 11) <i>arr.</i>	11 30	2 53	1 10	1 50-127	1 30	2 20	4 10
61½	<b>WARRAGUL</b> ... <i>dep.</i>	P.M. 12 5	...	3 23	...	-99 2 15	...	8 10
	Continued on Page ...	23	...	24	...	24	...	25
		<b>91</b>	<b>115</b>	<b>119</b>	<b>99</b>	<b>127</b>	<b>131</b>	<b>121</b>

A—From Paisley or Spotswood Powerhouse as required.

**MELBOURNE-WARRAGUL-YALLOURN-MORWELL SIDING-TRARALGON-BAIRNSDALE (via MAFFRA)**  
**Goods Service—continued.**

**Down.**

Miles from Flin. St.	STATIONS	129 Through Goods Mon. to Fri. ‡	139 Thro. Goods Sat.	205 Through Goods Sat.	217 Through Goods Sat. ‡	219 Thro. Goods Mon. to Fri.	231 Thro. Goods Mon. to Fri.	221 Through Goods Mon. to Fri.	223 Thro. Goods Mon. to Fri.
	Spotswood Powerhouse <i>dep.</i>	P.M. 12 20	P.M. 2 15	P.M. 5 0	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
	<b>MELBOURNE—</b>								
	Melbourne Yard <i>dep.</i>	...	...	...	6 15	6 15	...	8 10	8 40
	Viaduct Junction	1 2	2 45	5 40	6 30	6 50	...	8 20	9 11
	Flinders St. W ...	1 6	...	...	...	...	...	...	...
	... <i>dep.</i>	1 29	3 10	5 45	6 35	6 54	...	8 25	9 17
1½	Richmond ...	...	...	...	...	...	...	...	...
2¾	South Yarra ...	...	...	...	...	...	...	...	...
3½	Hawksburn... ..	...	...	...	...	...	...	...	...
4¼	Toorak ... ..	...	...	...	...	...	...	...	...
4¾	Armadale ... ..	...	...	...	...	...	...	...	...
5½	Malvern ... ..	...	...	...	...	...	...	...	...
6½	Caulfield ... ..	1 50	3 31	6 6	6 56	7 15	...	8 50	9 38
7¼	Carnegie ... ..	...	...	...	...	...	...	...	...
8½	Murrumbeena ...	...	...	...	...	...	...	...	...
9	Hughesdale... ..	...	...	...	...	...	...	...	...
9½	Oakleigh ... ..	1 57	3 38	6 13	7 3	7 22	...	8 57	9 45
10½	Huntingdale ...	...	...	...	...	...	...	...	...
12	Clayton ... ..	...	...	...	...	...	...	...	...
13¼	Westall ... ..	...	...	...	...	...	...	...	...
14½	Spring Vale ...	...	...	...	...	...	...	...	...
15¼	Sandown Park O... ..	...	...	...	...	...	...	...	...
16¼	Noble Park ... ..	...	...	...	...	...	...	...	...
18½	<b>DANDENONG</b> ...	arr. ...	...	6 34-66	7 21-58A	—58	—84	9 17	...
	... <i>dep.</i>	2 20	3 56	6 54	7 40	7 40	8 0	9 22	10 5
21	General Motors NC	...	...	...	...	...	...	...	...
22½	Hallam NC ... ..	...	...	...	...	...	...	...	...
24½	Narre Warren ...	arr. ...	...	...	...	...	...	...	...
	... <i>dep.</i>	2 31	4 7	7 9	7 53	7 51	8 13	9 35	10 16
27	Berwick ... ..	arr. ...	...	...	...	...	...	...	...
	... <i>dep.</i>	2 36	4 12	7 14	7 58	7 56	8 18	9 40	10 21
28½	Beaconsfield ...	...	...	...	...	...	...	...	...
31	Officer ... ..	2 42	4 18	7 20	8 4	8 2	8 24	9 46	10 27
35½	Pakenham ... ..	arr. ...	...	...	...	...	...	...	...
	... <i>dep.</i>	2 48	4 24	7 26	8 10	8 8	8 30	9 52	10 33
40	Nar-Nar-Goon ...	arr. ...	...	...	...	...	...	...	...
	(See note, Page 11) <i>dep.</i>	2 54	4 30	7 32	8 16	8 14	8 36	9 58	10 39
43¼	Tynong ... ..	arr. ...	...	...	...	...	...	...	...
	... <i>dep.</i>	2 59	4 35	7 37	8 21	8 19	8 41	10 3	10 44
45¼	Garfield O... ..	...	...	...	...	...	...	...	...
48½	Bunyip ES ... ..	arr. ...	...	7 45-120	...	...	...	...	...
	... <i>dep.</i>	3 7	4 43	7 55	8 29	8 27	8 47	10 6	10 52
51	Longwarry ES ...	arr. ...	...	...	...	...	...	...	...
	... <i>dep.</i>	3 12	4 48	8 2	8 34	8 32	8 54	10 16	10 57
56½	Drouin ... ..	arr. ...	...	...	...	...	...	...	...
	(See note, Page 11) <i>dep.</i>	3 23	4 59	8 15	8 45	8 43	9 5	10 29	11 8
	... <i>arr.</i>	3 40	5 20	8 30	9 0	8 55	9 15	10 54	11 8
61¼	<b>WARRAGUL</b> ...	...	...	...	...	...	...	...	...
	... <i>dep.</i>	...	6 45	...	...	10 40	...	Tues. to Sat. 223 A.M. 12 25	...
	Continued on Page ...	...	24	...	...	22	...	22	...
		<b>129</b>	<b>139</b>	<b>205</b>	<b>217</b>	<b>219</b>	<b>231</b>	<b>221</b>	<b>223</b>



MELBOURNE-WARRAGUL-YALLOURN-MORWELL SIDING-TRARALGON-BAIRNSDALE (via MAFFRA)

Goods Service—continued.

Down.

Miles from Flin. St.	STATIONS	225 Thro. Goods Mon. to Fri.	227 Thro. Goods Mon. to Fri.	239 Thro. Goods Mon. to Fri. †	29 Thro. Goods Sunday	49 Thro. Goods Sunday		245 Thro. Goods Sunday	249 Thro. Goods Sunday
	Spotswood P'house <i>dep.</i>	P.M. 9 30	P.M. ...	P.M. 11 0	A.M. 9 30	A.M. 10 5	...	P.M. ...	P.M. 11 30
	<b>MELBOURNE—</b>								
	Melbourne Yard <i>dep.</i>	...	11 5	...	...	...	...	10 5	...
	Viaduct Junction ...	10 5	11 25	11 38	10 9	10 45	...	10 16	11 58
		<i>arr.</i> 10 9	...	11 45	...	...	...	...	
	Flinders St. W			Tue. to Sat. †					<b>Mon.</b>
		<i>dep.</i> 10 23	11 30	A.M. 12 9	10 14	10 50	...	10 20	A.M. 12 9
1½	Richmond ...	...	...	...	...	...	...	...	...
2¾	South Yarra ...	...	...	...	...	...	...	...	...
3¼	Hawksburn ...	...	...	...	...	...	...	...	...
4¼	Toorak ...	...	...	...	...	...	...	...	...
4¾	Armadale ...	...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...	...
6¾	Caulfield ...	10 44	11 52	12 30	10 35	11 12	...	10 41	12 30
7¾	Carnegie ...	...	...	...	...	...	...	...	...
8¼	Murrumbena ...	...	...	...	...	...	...	...	...
9	Hughesdale ...	...	Tue. to Sat. A.M. 12 2	...	...	...	...	...	...
9½	Oakleigh ...	10 51	12 2	12 37	10 42	11 19	...	10 48	12 37
10½	Huntingdale ...	...	...	...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...	...	...	...
13¼	Westall ...	...	...	...	...	...	...	...	...
14¾	Spring Vale ...	...	...	...	...	...	...	...	...
15¼	Sandown Park ○	...	...	...	...	...	...	...	...
16¼	Noble Park ...	...	...	...	...	...	...	...	...
18½	<b>DANDENONG</b> ...	<i>arr.</i> ...	—124	...	11 0-98	...	...	...	...
		<i>dep.</i> 11 12	12 24	12 55	11 18	11 38	...	11 6	12 55
21	General Motors NC ...	...	...	...	...	...	...	...	...
22½	Hallam NC ...	...	...	...	...	...	...	...	...
24½	Narre Warren ...	<i>arr.</i> ...	...	...	...	...	...	...	...
		<i>dep.</i> 11 23	12 35	1 6	11 28	11 49	...	11 17	1 6
27	Berwick ...	<i>arr.</i> ...	...	...	...	...	...	...	...
		<i>dep.</i> 11 28	12 40	1 11	11 33	11 54	...	11 22	1 11
28½	Beaconsfield ...	...	...	...	...	P.M. ...	...	...	...
31	Officer ...	11 34	12 46	1 17	11 39	12 0	...	11 28	1 17
35½	Pakenham ...	<i>arr.</i> ...	...	...	...	...	...	...	...
		<i>dep.</i> 11 40	12 52	1 23	11 47	12 6	...	11 34	1 23
40	Nar-Nar-Goon ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	(See note P. 11)	<i>dep.</i> 11 46	12 58	1 29	11 53	12 12	...	11 40	1 29
43¼	Tynong ...	<i>arr.</i> ...	...	...	...	...	...	...	...
		<i>dep.</i> 11 51	1 3	1 34	11 58	12 17	...	11 45	1 34
45¼	Garfield ○	...	...	...	...	...	...	...	...
48½	Bunyip ES ...	<i>arr.</i> ...	...	...	P.M. ...	...	...	...	...
		<i>dep.</i> 11 59	1 11	1 42	12 4	12 25	...	11 53	1 42
51	Longwarry ES	<i>arr.</i> ...	Tue. to Sat. A.M. ...	...	...	...	...	...	...
		<i>dep.</i> 12 5	1 16	1 47	12 11	12 30	...	11 58	1 47
56½	Drouin ...	<i>arr.</i> ...	...	...	...	...	...	<b>Mon.</b>	...
	(See note, P. 11)	<i>dep.</i> 12 16	1 27	1 58	12 22	12 41	...	A.M. 12 9	1 58
		<i>arr.</i> 12 35	1 45	2 20	...	12 50	...	12 30	2 20
61¼	<b>WARRAGUL</b>	<i>dep.</i> ...	...	...	12 31	-96 1 0	...	...	...
	Continued on Page ...	...	...	...	25	25	...	...	...
		<b>225</b>	<b>227</b>	<b>239</b>	<b>29</b>	<b>49</b>		<b>245</b>	<b>249</b>

MELBOURNE-WARRAGUL-MORWELL SIDING-YALLOURN-BAIRNSDALE (Via MAFFRA)

Down. Goods Service—continued.

Miles from Flin. St. (Via Maffra)	STATIONS	219 Thro. Goods Mon. to Fri.	243 Thro. Goods Mon. to Fri.	221 Thro. Goods Mon. to Fri.	13 Thro. Goods Mon. to Sat.	1 Thro. Goods Mon. †	5 Thro. Goods Mon.	5A Thro. Goods Tue. to Fri.	7 Thro. Goods Sat.	35 Fast News Mon. to Sat.
61½	<b>WARRAGUL</b> ...	P.M. 8 55 —231	P.M. ...	P.M. 11 5 Tue. to Sat. 223	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. 3 15
61½	Caltex Siding NC ...	dep. 10 40	11 10	12 25	2 0	...	...	...	...	3 20
65½	Darnum O (See note, p. 11)	10 48	11 18	12 33	2 8	...	...	...	...	3 28
69	Yarragon ...	10 53	11 23	12 38	2 13	...	...	...	...	3 31
74	Trafalgar ... (See note, page 11)	arr. ... dep. 11 1 arr. ...	11 31 11 45	12 46 12 59	2 21 2 32	...	...	...	...	3 41 3 52
80½	Moe ES ...	dep. 11 12	12 10	1 39	2 52	...	...	...	...	3 55
85½	<b>YALLOURN</b> † W ...	arr. ...	...	...	...	...	...	...	...	...
84½	Herne's Oak NC ...	arr. ... dep. ... arr. 11 29	12 20 12 30	1 51 2 0	...	...	...	...	...	4 13
89	Morwell ES W ...	arr. ... dep. 12 10	1 0	2 22	3 11	...	...	...	...	4 18
91½	Morwell Briquette Sdg.	arr. ...	...	...	3 20 -14	...	...	...	...	...
93½	Hazelwood Sdg. NC ...	arr. ...	...	...	...	...	...	...	...	...
91½	Maryvale NC ES ... (See note, page 11)	arr. ... dep. ... arr. 12 30	1 10 1 25 1 40	...	...	...	...	...	...	4 50
97½	<b>TRARALGON</b> ES W ...	dep. 2 0	...	2 40 Roadside 4 30	...	2 30	3 30	4 0	4 0	-8
103½	Glengarry O ES ... (See note, page 11)	arr. ... dep. 2 14	...	to Sale page 39	...	2 44	3 44	4 14	4 14	...
108½	Toongabbie (See note, page 11)	arr. 2 49	...	...	...	...	...	...	...	...
113½	Cowwarr O ES ...	dep. 3 19	...	...	...	3 9	4 7	4 37	4 37	...
120½	Heyfield ES ...	3 37	...	...	...	3 27	4 21	4 51	4 51	...
126½	Tinamba O ES ... (See note, page 11)	arr. ... dep. 3 49	...	...	...	3 39	4 31	5 1	5 1	...
131½	<b>MAFFRA</b> ES ...	dep. 4 0	...	...	...	3 50	4 40	5 10	5 10	...
136½	Stratford Junct. NC ES ...	4 13	...	...	...	4 3	...	5 40	5 40	...
137½	<b>STRATFORD</b> ES ...	arr. ... dep. 4 19	...	...	...	4 9	4 57	5 59	5 59	...
144½	Munro NC ...	arr. ...	...	...	...	...	...	...	6 31	...
152½	Fernbank O ES ...	dep. 4 55	...	...	...	4 45	5 29	6 41	6 51	-12A
159½	Lindenow ES ...	5 11	...	...	...	5 1	5 41	6 53	7 3	...
163	Hillside NC ...	...	...	...	...	...	...	...	...	...
169½	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...	...
170	Bairnsdale Oil Siding NC ...	...	...	...	...	...	...	...	...	...
170½	<b>BAIRNSDALE</b> ES W ...	arr. 5 35 -12A	...	...	...	5 25	6 5	7 20	7 30	-6A
		219	243	221	13	1	5	5A	7	35

NOTE :—For Traralgon—Maffra Passenger Service, see Page 38.

**MELBOURNE-WARRAGUL-MORWELL SIDING-YALLOURN-BAIRNSDALE (Via MAFFRA)**  
Down. Goods Service—continued.

Miles from Flin. St. (Via Maffra)	STATIONS	61 Thro. Gds. Mon. †	11 Road side Gds. Mon.	11 Road side Gds. Tue. to Sat.	89 Goods Mon. to Sat.	101 Roadside Goods Mon. to Sat. (See NOTE A)	39 Through Goods Mon. to Sat.	35 Through Goods Mon. to Fri.	79 Thro. Goods Mon. to Sat. †	91 Thro. Goods Mon. to Sat.
61½	<b>WARRAGUL</b> ...	arr. ...	... ..	... ..	... ..	... ..	5 25	... ..	6 45	11 30 P.M.
	dep. 4 15	... ..	... ..	... ..	5 10	6 5	7 18	... ..	10 30	12 5
61½	Caltex Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
65½	Darnum O (See note, page 11)	arr. ...	... ..	... ..	5 23	6 15	... ..	... ..	... ..	... ..
	dep. 4 23	... ..	... ..	... ..	5 25	6 38	7 26	... ..	10 40	12 13
69	Yarragon ...	arr. ...	... ..	... ..	5 35	6 47	... ..	... ..	... ..	... ..
	dep. 4 28	... ..	... ..	... ..	5 37	7 40	7 31-101	... ..	10 45	12 18
74	Trafalgar ... (See note, page 11)	arr. ...	... ..	... ..	5 49	7 51	... ..	... ..	... ..	... ..
	dep. 4 36	... ..	... ..	... ..	5 54	8 40	7 39	... ..	10 53	12 26
80½	Moe ES ...	arr. ...	... ..	... ..	6 10	8 53	7 50	... ..	... ..	12 37
	dep. 4 47	... ..	... ..	... ..	6 40	10 32-12A	8 10	... ..	11 5	12 57
85½	<b>YALLOURN</b> † W	arr. 5 5	... ..	... ..	7 0-60	10 45-62	... ..	... ..	... ..	... ..
		-48	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
84½	Herne's Oak NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
89	Morwell ES W ...	arr. ...	... ..	... ..	... ..	... ..	8 29-12,12A	... ..	11 22-64	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	9 14	... ..	11 42	1 15
91½	Morwell Briq. Sdg.	arr. ...	... ..	... ..	... ..	... ..	9 25-64	... ..	... ..	1 30
93½	Hazelwood Sdg. NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	-50
91½	Maryvale NC ES (See note, page 11)	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	11 49 P.M.	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	12 14	... ..
	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	12 30-84,58A	... ..
97½	<b>TRARALGON</b> ES W	dep. ...	5 0	5 30	... ..	... ..	... ..	8 25-2	... ..	... ..
103½	Glengarry O ES (See note, page 11)	arr. ...	5 19	5 49	... ..	... ..	... ..	... ..	... ..	... ..
	dep. ...	... ..	5 36	6 5	... ..	... ..	... ..	8 39	... ..	... ..
108½	Toongabbie (See note, page 11)	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	dep. ...	... ..	5 53	6 23	... ..	... ..	... ..	... ..	... ..	... ..
113½	Cowwarr O ES	arr. ...	6 8	6 38	... ..	... ..	... ..	... ..	... ..	... ..
	dep. ...	... ..	6 29	6 59	... ..	... ..	... ..	9 4	... ..	... ..
	arr. ...	... ..	6 50	7 20	... ..	... ..	... ..	... ..	... ..	... ..
120½	Heyfield ES	dep. ...	-2	-2	... ..	... ..	... ..	... ..	... ..	... ..
126½	Tinamba O ES (See note, page 11)	arr. ...	7 34	8 4	... ..	... ..	... ..	9 18	... ..	... ..
	dep. ...	... ..	7 49	8 19	... ..	... ..	... ..	... ..	... ..	... ..
	arr. ...	... ..	8 25	8 55	... ..	... ..	... ..	9 28	... ..	... ..
	dep. ...	... ..	8 40	9 10	... ..	... ..	... ..	9 55-26	... ..	... ..
131½	<b>MAFFRA</b> ES	dep. ...	... ..	... ..	... ..	... ..	... ..	10 39-11	... ..	... ..
136½	Stratford Junct. NC ES	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
137½	<b>STRATFORD</b> ES	arr. ...	... ..	... ..	... ..	... ..	... ..	10 59	... ..	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	11 22-6A	... ..	... ..
144½	Munro NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
152½	Fernbank O ES	arr. ...	... ..	... ..	... ..	... ..	... ..	12 6-51	... ..	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	1 0	... ..	... ..
159½	Lindenow ES	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	1 14	... ..
	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	1 37	... ..
163	Hillside NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
169½	S.E.C. Siding NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
170	Bairnsdale Oil Siding NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..	... ..
170½	<b>BAIRNSDALE</b> ES W	arr. ...	... ..	... ..	... ..	... ..	... ..	2 0-30	... ..	... ..

**NOTE :—For Traralgon-Maffra Passenger Service See Page 38.**  
**A.—No. 101 must not exceed 30 vehicles on arrival at Trafalgar.**

**MELBOURNE-WARRAGUL-YALLOURN-MORWELL SIDING-TRARALGON  
BAIRNSDALE (Via MAFFRA) Goods Service—continued.**

**Down.**

Miles from Flin. St. (Via Maffra)	STATIONS	105 Through Goods (Mon. to Sat. †)	127 Thro. Gds. Mon. to Fri.	127 Through Goods Sat.	177 Goods Tues., Thur. (Mon. †)	119 Through Goods Sat.	133 Through Goods Sat.	139 Thro. Gds. Sat.	107 Elec. Loco. Light Sat.
61½	<b>WARRAGUL</b> ...	arr. P.M. ...	P.M. 1 30	P.M. 1 30	P.M. ...	P.M. 1 10	P.M. ...	P.M. 5 20	P.M. ...
61½	Caltex Siding NC	dep. 2 0	2 15	2 15	... 37	3 23	5 35	6 45	...
65½	Darnum O (See note, page 11)	arr. ...	... 23	2 23	... 37	3 31	5 43	...	...
69	Yarragon ...	dep. 2 8	2 23	2 23	... 37	3 36	5 48	6 58	...
74	Trafalgar (See note, page 11)	arr. ...	... 28	2 28	... 37	3 36	5 48	6 58	...
80½	Moe ES ...	dep. 2 13	2 28	2 28	... 37	3 36	5 48	6 58	...
80½	Moe ES ...	arr. ...	2 36	2 36	... 37	3 44	5 56	7 6	...
80½	Moe ES ...	dep. 2 21	2 36	2 36	... 37	3 44	5 56	7 6	...
80½	Moe ES ...	arr. ...	2 47	2 47-50	... 37	3 44	6 7	7 17	...
80½	Moe ES ...	dep. 2 32	3 10	3 33	... 37	3 55	6 47	7 55	...
85½	<b>YALLOURN</b> † W	arr. 2 55-66	...	...	...	...	...	...	...
84½	Herne's Oak NC	arr. ...	...	...	...	...	...	...	...
89	Morwell ES W	arr. ...	3 52	3 52	3 0-84	4 12	7 7	8 14	...
89	Morwell ES W	dep. ...	-84	3 30	3 35	5 45	7 22	8 20	9 30
91½	Morwell Briq. Sdg.	arr. ...	3 40	4 10	...	...	...	8 35	...
93½	Hazelwood Sdg. NC	arr. ...	-120	-120	...	...	...	-106	...
91½	Maryvale NC ES (See note, page 11)	arr. ...	...	...	3 43	...	7 39	...	...
97½	<b>TRARALGON</b> ...	dep. ...	...	...	3 55	-78	7 44	...	...
103½	Glenquarry O ES (See note, page 11)	arr. ...	...	...	4 5-30	6 5-90	8 0	...	9 45
108½	Toongabbie (See note, page 11)	arr. ...	...	...	...	...	...	...	...
113½	Cowwarr O ES	arr. ...	...	...	...	...	...	...	...
120½	Heyfield ES	arr. ...	...	...	...	...	...	...	...
126½	Tinamba O ES (See note, page 11)	arr. ...	...	...	...	...	...	...	...
131½	<b>MAFFRA</b> ES	arr. ...	...	...	...	...	...	...	...
136½	Stratford Jet. NC ES	arr. ...	...	...	...	...	...	...	...
137½	<b>STRATFORD</b> ES	arr. ...	...	...	...	...	...	...	...
144½	Munro NC	arr. ...	...	...	...	...	...	...	...
152½	Fernbank O ES	arr. ...	...	...	...	...	...	...	...
159½	Lindenow ES	arr. ...	...	...	...	...	...	...	...
163	Hillside NC	arr. ...	...	...	...	...	...	...	...
169½	S.E.C. Siding NC	arr. ...	...	...	...	...	...	...	...
170	Bairnsdale Oil Sdg. NC	arr. ...	...	...	...	...	...	...	...
170½	<b>BAIRNSDALE</b> ES W	arr. ...	...	...	...	...	...	...	...
		<b>105</b>	<b>127</b>	<b>127</b>	<b>177</b>	<b>119</b>	<b>133</b>	<b>139</b>	<b>107</b>

Ex Morwell Briquette Siding.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL SIDING-TRARALGON-BAIRNSDALE

(Via MAFFRA)—Goods Service—continued.

Down.

Miles from Flin. St. (Via Maffra)	STATIONS	121 Through Goods Mon. to Fri.	87 Through Goods Sunday		29 Through Goods Sunday	49 Through Goods Sunday		37 Light Engine Sunday	
		P.M.	A.M.		P.M.	P.M.		P.M.	
61½	WARRAGUL ...	arr. 4 10	...	...	...	12 50	...	...	...
		dep. 8 10	8 25	...	12 31	1 0	...	1 25	...
61½	Caltex Siding NC	...	...	...	...	...	...	...	...
65½	Darnum O (See note, p.11)	8 18	8 33	...	12 37	1 8	...	1 33	...
69	Yarragon ...	8 23	8 38	...	12 43	1 13	...	1 38	...
		arr. ...	...	...	...	...	...	...	...
74	Trafalgar ... (See note, Page 11)	dep. 8 31	8 46	...	12 51	1 21	...	1 46	...
		arr. ...	...	...	1 2	1 32	...	...	...
80½	Moe ES ...	dep. 8 44	8 59	...	1 22	1 52	...	1 57	...
85½	YALLOURN † W	arr. ...	...	...	...	...	...	2 15 -152	...
84½	Herne's Oak NC	8 56	9 11	...	1 30	2 2	...	...	...
		arr. 9 5	...	...	...	...	...	...	...
89	Morwell ES W ...	-110,124	9 19	...	1 40	2 12	...	...	...
		dep. 10 1	...	...	...	...	...	...	...
91½	Morwell Briquette Sdg.	arr. ...	9 35-96	...	2 0	2 30	...	...	...
93½	Hazelwood Siding NC	arr. ...	...	...	-49,100	-100,102	...	...	...
91½	Maryvale NC ES (See note, Page 11)	arr. 10 8	...	...	...	...	...	...	...
		dep. 10 35	...	...	...	...	...	...	...
		arr. 10 50	...	...	...	...	...	...	...
97½	TRARALGON ES W	124A,130	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
103½	Glengarry O ES (See note, Page 11)	arr. ...	...	...	...	...	...	...	...
108½	Toongabbie (See nte., P. 11)	dep. ...	...	...	...	...	...	...	...
113½	Cowwarr O ES	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
120½	Heyfield ES ...	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
126½	Tinamba O ES (See note, Page 11)	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
131½	MAFFRA ES	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
136½	Stratford Junot. NC ES...	arr. ...	...	...	...	...	...	...	...
137½	STRATFORD ES	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
144½	Munro NC ...	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
152½	Fernbank O ES	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
159½	Lindenow ES ...	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
163	Hillside NC ...	arr. ...	...	...	...	...	...	...	...
169½	S E C Siding NC	arr. ...	...	...	...	...	...	...	...
170	Bairnsdale Oil Siding NC	arr. ...	...	...	...	...	...	...	...
170½	BAIRNSDALE ES W	arr. ...	...	...	...	...	...	...	...
		arr. ...	...	...	...	...	...	...	...
		121	87	27	29	49		37	

**BAIRNSDALE-YALLOURN-MORWELL SIDING-WARRAGUL-MELBOURNE (via MAFFRA).**

**Goods Service.**

**Up.**

Miles (Via Maffra)	STATIONS	40 Thro. Goods Mn. †	14A Through Goods Sat.	14 Through Goods Mon. to Fri.	48 Through Goods Mon. ‡	8 Through Goods Tue. to Sat.	16 Goods Tue., Thur. (Mon. †)	60 Through Goods Mon. to Sat.	64 Through Goods Mon. to Sat.
—	<b>BAIRNSDALE</b> ES W	dep. ...	...	...	...	A.M. 12 45	...	...	...
½	Bairnsdale Oil Sdg. NC	...	...	...	...	...	...	...	...
1	S.E.C. Siding NC	...	...	...	...	...	...	...	...
7½	Hillside NC	...	...	...	...	...	...	...	...
11	Lindenow ES	arr. ... dep. ...	...	...	...	1 9	...	...	...
17½	Fernbank O ES	arr. ... dep. ...	...	...	...	1 28	...	...	...
26	Munro NC	...	...	...	...	...	...	...	...
32½	<b>STRATFORD</b> ES	arr. ... dep. ...	...	...	...	1 56	...	...	...
33½	Stratford Junction NC ES	...	...	...	...	2 4	...	...	...
39	<b>MAFFRA</b> ES	arr. ... dep. ...	...	...	...	2 21	...	...	...
43½	Tinamba O ES (See note, Page 11)	arr. ... dep. ...	...	...	...	2 33	...	...	...
49½	Heyfield ES	arr. ... dep. ...	...	...	...	2 48	...	...	...
56½	Cowwarr O ES	arr. ... dep. ...	...	...	...	3 4 -219, 5A,7 4 42	...	...	...
61½	Toongabbie (See note, Page 11)	dep. ...	...	...	...	...	...	...	...
66½	Glengarry O ES (See note, Page 11)	arr. ... dep. ...	...	...	...	5 0 5 15-11	...	...	...
72½	<b>TRARALGON</b> ES W	arr. ... dep. ...	...	...	...	-4,4A,16 6 55	...	...	...
79	Maryvale NC ES (See note, Page 11)	...	...	...	...	...	9 0	...	...
86	Hazelwood Siding NC	...	... -13	... -13	...	...	...	...	... -39
83½	Morwell Briquette Siding	dep. 12 40	4 50	5 10	...	...	...	...	11 5
81½	Morwell ES W...	arr. 12 50 dep. 1 0	5 0 5 10	5 20 5 30	...	...	9 20 9 55	...	11 15 --79 11 25
85½	Herne's Oak NC	...	...	...	...	...	...	...	...
85	<b>YALLOURN</b> † W	dep. ...	...	...	6 45-61	...	...	9 10-89	...
90	Moe ES	arr. 1 19 dep. 1 37	5 29 6 7	5 49 6 9	...	...	...	...	11 44 P.M. 12 4
96½	Trafalgar (See note, Page 11)	arr. ... dep. 1 50	...	...	7 3 7 14	7 27 7 38	...	9 28 9 39	...
101½	Yarragon	arr. ... dep. 2 0	...	...	...	...	...	...	...
104½	Darnum O	arr. ... dep. 2 7	...	...	...	...	...	...	...
108½	Caltex Siding NC	...	...	...	...	...	...	...	...
109	<b>WARRAGUL</b>	arr. ... dep. 2 17	...	...	6 47 7 40	7 45 7 55	...	10 10 10 20	...
	Continued on Page	...	32	32	32	32	37	33	33
			<b>40</b>	<b>14A</b>	<b>14</b>	<b>48</b>	<b>8</b>	<b>16</b>	<b>60</b>

**BAIRNSDALE-YALLOURN-MORWELL SIDING-WARRAGUL-MELBOURNE**

(via MAFFRA) Goods Service—continued.

Up.		26	62	58A	66	6A	84	84
Miles (Via Maffra)	STATIONS	Road-side Goods Mon. †	Through Goods Mon. to Sat.	Road-side Goods Sat.	Through Goods (Mon. to Sat. †)	Road-side Goods Tues. to Sat.	Goods Mon.	Goods Tues. to Fri.
		A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
—	<b>BAIRNSDALE</b> ES W dep.	7 15-12	...	...	...	8 15	...	...
½	Bairnsdale Oil Sdg. NC ...	...	...	...	...	...	...	...
1	SEC Siding NC ...	...	...	...	...	...	...	...
7½	Hillside NC ...	...	...	...	...	...	...	...
11	Lindenow ES ...	arr. 7 38	...	...	...	8 50	...	...
		dep. 7 48	...	...	...	9 10	...	...
17½	Fernbank O ES	arr. 8 5	...	...	...	9 27	...	...
26	Munro NC ...	dep. 8 20	...	...	...	9 47	...	...
		...	...	...	...	...	...	...
32½	<b>STRATFORD</b> ES	arr. 8 50	...	...	...	10 47	...	...
		...	...	...	...	—35	...	...
33½	Stratford Junct. NC ES	dep. 9 30	...	...	...	11 12	...	...
		...	...	...	...	...	...	...
39	<b>MAFFRA</b> ES	arr. 9 50	...	...	...	11 32	...	...
		...	Through Goods	...	...	Through Goods	...	...
		dep. 10 10	...	...	...	11 43	...	...
		arr. ... 3	...	...	...	11 55-17	...	...
43½	Tinamba O ES	...	...	...	...	P.M.	...	...
	(See note, page 11)	...	...	...	...	12 15	...	...
49½	Heyfield ES ...	dep. 10 20	...	...	...	12 30-16	...	...
		" 10 33	...	...	...	...	...	...
56½	Cowwarr O ES	arr. ...	...	...	...	...	...	...
		dep. 10 47	...	...	...	12 44	...	...
61½	Toongabbie ...	arr. ...	...	...	...	...	...	...
	(See note, page 11)	...	...	...	...	...	...	...
66½	Glengarry O ES	arr. 11 5-17	...	...	...	...	...	...
	(See note, page 11)	dep. 11 25	...	...	...	1 2 24	...	...
		arr. 11 45	...	...	...	1 30-54	...	...
72½	<b>TRARALGON</b> ES W	...	...	—79	...	...	—79	...
		dep. ...	...	12 45	...	...	1 0	2 0-6A
		arr. ...	...	1 0	...	...	1 15	2 15
79	Maryvale NC ES	...	...	—24	...	...	2 30	3 18
	(See note, page 11)	dep. ...	...	2 10	...	...	30, 32, 127, 177	30, 32, 127, 177
86	Hazelwood Siding NC	...	...	...	...	...	...	...
83½	Morwell Briquette Siding	dep. ...	...	...	...	...	...	...
81½	Morwell ES W ...	arr. ...	...	2 15	...	...	2 37-30	3 25-6A
		...	...	—50	...	...	Mon. to Fri.	...
		dep. ...	...	2 40	...	...	5 20	...
85½	Herne's Oak NC	arr. ...	...	...	...	...	...	...
		dep. ...	...	...	...	...	5 27	...
85	<b>YALLOURN</b> † W	dep. ...	12 15-101	...	4 10-105	...	...	...
90	Moe ES ...	arr. ...	...	3 0	...	...	...	...
		...	...	127,33	...	...	...	...
		dep. ...	12 33	3 15	4 28	...	5 37	...
96½	Trafalgar ...	arr. ...	...	3 28	...	...	...	...
	(See note, page 11)	...	...	3 42	4 39	...	5 48	...
101½	Yarragon ...	dep. ...	12 44	3 42	4 39	...	5 48	...
104½	Darnum O ...	" ...	12 54	3 55	4 49	...	5 58	...
	(See note, page 11)	arr. ...	...	...	...	...	6 5	...
108½	Caltex Siding NC	dep. ...	1 1	...	4 57	...	6 5	...
		arr. ...	...	4 15	5 10	...	6 15	...
109	<b>WARRAGUL</b>	...	—119	...	—30, 139	...	...	...
		dep. ...	1 25	6 20	5 30	...	6 30	...
Continued on Page			33	34	33		34	
		<b>26</b>	<b>62</b>	<b>58A</b>	<b>66</b>	<b>6A</b>	<b>84</b>	

**BAIRNSDALE-YALLOURN-MORWELL SIDING-WARRAGUL-MELBOURNE**

Up. (Via MAFFRA) Goods Service—continued.

Miles (Via Maffra)	STATIONS	50 Through Goods		16 Through Goods	18 Road- side Goods Mon to Fri.	78 Through Goods		120 Goods Through Mon. to Sat.	80 Road- side Goods Mon. to Fri.
		Sat.	Mon. to Fri.	Sat.	Mon to Fri.	Sat.		Sat.	Mon. to Fri.
—	<b>BAIRNSDALE</b> ES W <i>dep.</i>	P.M. ...	P.M. ...	A.M. ...	P.M. ...	P.M. ...		P.M. ...	P.M. ...
¼	Bairnsdale Oil Sdg. NC ...	...	...	...	...	...		...	...
1	SEC Siding NC ...	...	...	...	...	...		...	...
7½	Hillside NC ...	...	...	...	...	...		...	...
11	Lindenow ES ...	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> ...	...	...	...	...		...	...
17½	Fernbank O ES	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> ...	...	...	...	...		...	...
26	Munro NC ...	...	...	...	...	...		...	...
32½	<b>STRATFORD</b> ES	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> ...	...	...	...	...		...	...
33½	Stratford Junct. NC ES	<i>arr.</i> ...	...	...	...	...		...	...
39	<b>MAFFRA</b> ES	<i>dep.</i> ...	...	—11 11 0	—17 1 15	...		...	...
43½	Tinamba O ES (See note, page 11)	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> ...	...	11 16	1 35	...		...	...
		<i>arr.</i> ...	...	11 35	1 53	...		...	...
49½	Heyfield ES ...	<i>arr.</i> ...	...	P.M. — 12 46	2 26	...		...	...
		<i>dep.</i> ...	...	...	2 49	...		...	...
56½	Cowwarr O ES	<i>arr.</i> ...	...	1 6	3 4	...		...	...
		<i>dep.</i> ...	...	...	...	...		...	...
61½	Toongabbie ... (See note, page 11)	<i>arr.</i> ...	...	...	3 35	...		...	...
		<i>dep.</i> ...	...	...	—10 4 35	...		...	...
66½	Glenqarry O ES (See note, page 11)	<i>arr.</i> ...	...	1 36	5 0—80	...		...	...
		<i>dep.</i> ...	...	1 55	...	...		...	...
72½	<b>TRARALGON</b> ES W	<i>arr.</i> ...	...	...	...	5 10		...	—18, 32 5 20
		<i>dep.</i> ...	...	...	...	5 22		...	5 35
79	Maryvale NC ES (See note, page 11)	<i>arr.</i> ...	...	...	...	—119 6 15		...	6 0
		<i>dep.</i> ...	...	...	...	...		...	...
86	Hazelwood Siding NC ...	...	...	...	...	...		...	...
83½	Morwell Briquette Sdg. <i>dep.</i>	2 0 —91	2 20 —91	...	...	...		5 40 —127	...
81½	Morwell ES W ...	<i>arr.</i> 2 10 —58A	2 30	...	...	...		5 20	6 7
		<i>dep.</i> 2 20	2 35	...	...	6 25		6 0	6 35
85½	Herne's Oak NC	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> ...	...	...	...	...		...	...
85	<b>YALLOURN</b> † W <i>dep.</i>	...	...	...	...	...		...	...
90	Moe ES ...	<i>arr.</i> 2 39 —127	2 54 —127	...	...	6 42 —133		6 19 —133	6 55 —41
		<i>dep.</i> 2 52	3 20	...	...	7 15		6 38	7 35
		<i>arr.</i> ...	...	...	...	...		...	7 48
96½	Trafalgar ... (See note, page 11)	<i>dep.</i> 3 5	3 33	...	...	7 28		6 51	8 15
		<i>arr.</i> ...	...	...	...	...		...	8 28
101½	Yarragon	<i>dep.</i> 3 15	3 43	...	...	7 38		7 1	8 48
104½	Darnum O ... (See note, page 11)	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> 3 22	3 50	...	...	7 45		7 8	...
108½	Caltex Siding NC	<i>arr.</i> ...	...	...	...	...		...	...
		<i>dep.</i> 3 35	3 58	...	...	8 0		...	9 10
109	<b>WARRAGUL</b>	<i>arr.</i> 4 0	4 25	...	...	9 0		7 25	10 0
		<i>dep.</i> ...	...	...	...	...		...	...
	Continued on Page ...	33	33			34		34	34
		<b>50</b>	<b>50</b>	<b>16</b>	<b>18</b>	<b>78</b>		<b>120</b>	<b>80</b>



**BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (Via MAFFRA).**

Up.

Goods Service—continued.

Miles (Via Maffra)	STATIONS	90	126	106	110	124	124A	130	
		Through Goods Sat. ‡	Fast Goods Sat.	Elec. Loco. Light Sat.	Through Goods Mon. to Fri.	Fast Goods Mon. to Thurs.	Fast Goods Fri.	Mon. to Thurs.	Sat.
—	<b>BAIRNSDALE</b> ES W dep. ...	P.M. ...	P.M. 3 25	P.M. ...	P.M. ...	P.M. 4 50	P.M. 6 0	P.M. ...	A.M. ...
¼	Bairnsdale Oil Siding ...	...	...	...	...	...	...	...	...
1	SEC Siding NC ...	...	...	...	...	...	...	...	...
7½	Hillside NC ...	...	...	...	...	...	...	...	...
11	Lindenow ES ...	...	3 50	...	...	5 12	6 22	...	...
17¾	Fernbank O ES ...	...	4 8	...	...	5 27	6 37	...	...
26	Munro NC ...	...	...	...	...	...	...	...	...
32¾	<b>STRATFORD</b> ...	arr. ...	...	...	...	5 51	7 1	...	...
	ES ...	dep. ...	4 35	...	...	6 11	7 21	...	...
33¾	Stratford Junction ...	...	4 39	...	...	6 15	7 25	...	...
	NC ES ...	...	...	...	...	...	...	...	...
39	<b>MAFFRA</b> ES ...	arr. ...	...	...	...	...	...	...	...
	dep. ...	...	Via	...	...	6 35	7 42	...	...
43¾	Tinamba O ES ...	arr. ...	...	...	...	...	...	...	...
	(See note, P. 11) dep. ...	...	Sale	...	...	6 47	7 54	...	...
	dep. ...	...	(page 39)	...	...	...	...	...	...
49¾	Heyfield ES ...	arr. ...	...	...	...	7 0	8 7	...	...
	dep. ...	...	...	...	...	...	...	...	...
56½	Cowwarr O ES ...	arr. ...	...	...	...	7 14	8 21	...	...
	dep. ...	...	...	...	...	...	...	...	...
61½	Toongabbie ...	...	...	...	...	...	...	...	...
	(See note, page 11)	...	...	...	...	...	...	...	...
66¾	Glengarry O ES ...	arr. ...	...	...	...	7 32	8 39	...	...
	(See note, P. 11) dep. ...	...	...	...	...	7 50	9 0	...	...
	dep. ...	...	7 5	...	...	41, 53	23, 53	121	121
72¾	<b>TRARALGON</b> ...	...	...	...	...	9 40E	11 0E	11 0	12 40
	ES W dep. ...	6 50	...	...	9 5	...	...	...	...
79	Maryvale NC ES ...	arr. ...	...	...	...	...	...	...	...
	(See note, P. 11) dep. ...	...	...	...	...	...	...	...	...
86	Hazelwood Sdg. NC ...	...	...	—139	...	...	...	...	...
83¾	Morwell Briquette Siding dep. ...	...	...	9 5	...	...	...	...	...
81½	Morwell ES W ...	arr. 7 5	...	9 15	...	...	11 15	11 15	...
	dep. ...	—133	...	To	—121	—121	—219	—219	—243
85½	Herne's Oak NC ...	7 30	...	Traral-	9 21	9 56	11 35	11 35	12 55
	...	...	...	gon	...	...	...	...	...
85	<b>YALLOURN</b> † W dep. ...	...	...	...	...	...	...	...	...
90	Moe ES ...	arr. 7 49	...	...	...	...	—243	—243	—221
	dep. ...	—139	...	...	9 38	10 13	11 52	11 52	1 14
	...	8 15	...	...	...	...	Sat.	Tue. to	...
	...	...	...	...	...	...	A.M.	Fri.	...
96¼	Trafalgar ...	arr. ...	...	...	...	...	...	A.M.	...
	(See note, P. 11) dep. ...	8 28	...	...	9 49	10 24	12 3	12 3	1 25
101¼	Yarragon ...	arr. ...	...	...	...	...	...	...	...
	dep. ...	8 38	...	...	9 59	10 32	12 11	12 11	1 33
104¾	Darnum ...	arr. ...	...	...	10 6	10 38	12 17	12 17	1 39
	(See note, page 11)	8 45	...	...	...	...	...	...	...
108¾	Caltex Siding NC ...	arr. ...	...	...	...	...	...	...	...
109	<b>WARRAGUL</b> ...	arr. 9 5	...	...	10 16	10 50	12 30	12 30	1 50
	dep. ...	9 55	...	...	—219	10 26	10 55	12 45	2 35
	Continued on Page ...	34	—	24	35	34	32	32	32
		90	126	106	110	124	124A	130	

E.—Authorised load No. 124 and 124A Traralgon-Melbourne Fast Goods 700 tons.

**BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (via MAFFRA)**

**Goods Service—continued.**

**Up**

Miles (via Maffra)	STATIONS	104 Electric Loco. (Light Sunday	98 Through Goods Sunday	96 Through Goods Sunday		
		A.M.	A.M.	A.M.		
—	<b>BAIRNSDALE</b> ES W <i>dep.</i>	...	...	...	...	...
¼	Bairnsdale Oil Siding NC	...	...	...	...	...
1	S.E.C. Siding NC ...	...	...	...	...	...
7½	Hillside NC ...	...	...	...	...	...
11	Lindenow ES ...	...	...	...	...	...
17½	<i>Fernbank</i> O ES ...	...	...	...	...	...
26	Munro NC ...	...	...	...	...	...
32½	<b>STRATFORD</b> ES ...	...	...	...	...	...
33½	Stratford Jnct. NC ES	...	...	...	...	...
39	<b>MAFFRA</b> ES ...	...	...	...	...	...
43½	<i>Tinamba</i> O ES (See note, page 11)	...	...	...	...	...
49½	Heyfield ES ...	...	...	...	...	...
56½	<i>Cowwarr</i> O ES ...	...	...	...	...	...
61½	<i>Toongabbie</i> (See note, page 11)	...	...	...	...	...
66½	<i>Glengarry</i> O ES (See note, page 11)	...	...	...	...	...
72½	<b>TRARALGON</b> ... } <i>arr.</i>	...	...	...	...	...
	ES W ... } <i>dep.</i>	6 35	...	...	...	...
79	Maryvale NC ES ... } <i>arr.</i>	...	...	...	...	...
	(See note, page 11) } <i>dep.</i>	...	...	...	...	...
86	Hazelwood Siding NC ...	...	...	...	...	...
83½	Morwell Briquette ... <i>dep.</i>	...	8 20-104	...	11 5-87	...
	Siding	...	...	...	...	...
81½	Morwell ES W ... } <i>arr.</i>	6 50	...	...	...	...
	... } <i>dep.</i>	Run No. 98	8 37	...	11 20	...
85½	Herne's Oak NC ...	...	8 44	...	11 27	...
85	<b>YALLOURN</b> † W <i>dep.</i>	...	...	...	...	...
90	Moe ES ... } <i>arr.</i>	...	...	...	11 39	...
	... } <i>dep.</i>	...	...-87	...	11 59	...
96½	Trafalgar (See note, page 11) ... } <i>arr.</i>	...	8 56	...	P.M.	...
	... } <i>dep.</i>	...	9 7	...	12 12	...
101½	Yarragon ... } <i>arr.</i>	...	...	...	12 20	...
	... } <i>dep.</i>	...	9 17	...	12 20	...
104½	<i>Darnum</i> O (See note, page 11) ...	...	9 27	...	12 26	...
108½	Caltex Siding NC ...	...	...	...	...	...
109	<b>WARRAGUL</b> ... } <i>arr.</i>	...	9 35	...	12 35	...
	... } <i>dep.</i>	...	9 45	...	-49 1 7	...
	Continued on Page ...	...	36	...	36	...
		<b>104</b>	<b>98</b>		<b>96</b>	

**BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (via MAFFRA)**

Goods Service—continued.

Up

Miles (via Maffra)	STATIONS	152 Through Goods Sunday	100 Through Goods Sunday	126 Fast Goods Sunday	102 Through Goods Sunday		
—	<b>BAIRNSDALE</b> ES W <i>dep.</i>	P.M. ...	P.M. ...	P.M. ...	P.M. ...		
½	Bairnsdale Oil Siding NC ...	...	...	...	...	...	...
1	S.E.C. Siding NC ...	...	...	...	...	...	...
7¼	Hillside NC ...	...	...	...	...	...	...
11	Lindenow ES ...	...	...	...	...	...	...
17½	<i>Fernbank</i> O ES ...	...	...	...	...	...	...
26	Munro NC ...	...	...	...	...	...	...
32½	<b>STRATFORD</b> ES ...	...	...	...	...	...	...
33½	Stratford Jct. NC ES ...	...	...	...	...	...	...
39	<b>MAFFRA</b> ES ...	...	...	...	...	...	...
43½	<i>Tinamba</i> O ES (See note, page 11) ...	...	...	...	...	...	...
49½	Heyfield ES ...	...	...	...	...	...	...
56½	<i>Cowwarr</i> O ES ...	...	...	...	...	...	...
61½	<i>Toongabbie</i> (See note, page 11) ...	...	...	...	...	...	...
66½	<i>Glengarry</i> O ES (See note, page 11) ...	...	...	...	...	...	...
72½	<b>TRARALGON</b> ... } <i>arr.</i>	...	...	...	...	...	...
	ES W ... } <i>dep.</i>	...	...	7 0	...	...	...
79	Maryvale NC ES ... } <i>arr.</i>	...	...	...	...	...	...
	(See note, page 11) } <i>dep.</i>	...	...	...	...	...	...
86	Hazelwood Siding NC ...	...	...	...	...	...	...
83½	Morwell Briquette ... <i>dep.</i>	...	4 45 —29, 49	...	7 25 —29, 49	...	...
81½	Morwell ES W ... } <i>arr.</i>	...	...	...	...	...	...
	... } <i>dep.</i>	...	4 55	7 15	7 35	...	...
85½	Herne's Oak NC ...	...	5 2	7 22	7 42	...	...
85	<b>YALLOURN</b> †W <i>dep.</i>	3 30-37	...	...	...	...	...
90	Moe ES ... } <i>arr.</i>	...	5 12	...	...	...	...
	... } <i>dep.</i>	3 48	5 32	7 32	7 52	...	...
96½	Trafalgar (See note, page 11) ... } <i>arr.</i>	...	...	...	...	...	...
	... } <i>dep.</i>	3 59	5 45	7 43	8 5	...	...
101½	Yarragon ... } <i>arr.</i>	...	...	...	...	...	...
	... } <i>dep.</i>	4 9	5 55	7 53	8 15	...	...
104½	<i>Darnum</i> O ... } <i>arr.</i>	...	4 17	...	...	...	...
	(See note, page 11) ... } <i>dep.</i>	...	...	...	...	...	...
108½	Caltex Siding NC ...	...	...	...	...	...	...
109	<b>WARRAGUL</b> ... } <i>arr.</i>	4 30	6 10	8 10	8 30	...	...
	... } <i>dep.</i>	4 40	6 20	8 25	—77 9 30	...	...
	Continued on Page ...	36	36	36	36		
		<b>152</b>	<b>100</b>	<b>126</b>	<b>102</b>		

**BAIRNSDALE-YALLOURN-MORWELL SIDING-WARRAGUL-MELBOURNE**

(Via MAFFRA) Goods Service—continued.

Up.

Miles from B'dale (via Maffra)	STATIONS	124A Fast Goods	130 Through Goods		40 Thro. Goods	14A Through Goods	14 Through Goods	48 Through Goods	8 Through Goods	
		Sat.	Tue. to Fri.	Sat.	Mon. ‡	Sat.	Mon. to Fri.	Mon. ‡	Tues. to Sat.	
109	<b>WARRAGUL</b> ...	arr. 12 30	A.M. 12 30	A.M. 1 50	A.M. ...	A.M. ...	A.M. 6 47	A.M. 7 45	A.M. 8 5	
	dep. 12 45E	1 30	2 35	2 17	6 55	7 40	7 55	8 25		
113½	Drouin ... (See note, page 11)	arr. ...	...	...	...	...	...	...	...	
	dep. 12 56	1 41	2 46	2 28	7 6	7 51	8 6	8 36		
119½	Longwarry ES ...	arr. 1 4	...	...	...	...	...	...	...	
	dep. 1 21	1 50	2 55	2 36	7 14	7 59	8 25	8 44		
121½	Bunyip ES ...	arr. ...	...	...	...	...	...	...	...	
	dep. 1 25	1 54	3 1	2 40	7 18	8 3	8 31	8 48		
124½	Garfield O ...	arr. ...	...	...	...	...	...	...	...	
127	Tynong ...	arr. 1 33	2 2	3 9	2 48	7 26	8 11	8 39	8 56	
130½	Nar-Nar-Goon ... (See note, page 11)	arr. ...	...	...	...	...	...	...	...	
	dep. 1 38	2 7	3 14	2 53	7 31	8 16	8 44	9 1		
134½	Pakenham ...	arr. ...	...	...	...	...	...	...	...	
	dep. 1 45	2 14	3 21	3 0	7 38	8 23	8 51	9 8		
139½	Officer ...	arr. 1 52	2 21	3 28	3 7	7 45	8 30	8 58	9 15	
141½	Beaconsfield ...	arr. ...	...	...	...	...	...	...	...	
143½	Berwick ...	arr. ...	...	...	...	...	...	...	...	
	dep. 1 59	2 28	3 35	3 14	7 52	8 37	9 6	9 22		
145½	Narre Warren ...	arr. ...	...	...	...	...	...	...	...	
	dep. 2 3	2 32	3 39	3 18	7 56	8 41	9 10	9 26		
147½	Hallam NC ...	arr. ...	...	...	...	...	...	...	...	
149½	General Motors NC ...	arr. 2 15	2 43	3 50	...	8 14	8 55	9 25	9 37	
						-115A	-21			
151½	<b>DANDENONG</b> ...	dep. 2 59	3 45	4 40	3 35	8 24	9 22	10 0	Sat. 10 40 Tue. to Fri. 10 50	
154	Noble Park ...	arr. ...	...	...	...	...	...	...	...	
155	Sandown Park O ...	arr. ...	...	...	...	...	...	...	...	
155½	Spring Vale ...	arr. ...	...	...	...	...	...	...	...	
157	Westall ...	arr. ...	...	...	...	...	...	...	...	
158½	Clayton ...	arr. ...	...	...	...	...	...	...	...	
159½	Huntingdale ...	arr. ...	...	...	...	...	...	...	...	
160½	Oakleigh ...	arr. 3 21	...	...	...	...	...	...	...	
	dep. 4 4	...	5 2	3 55	8 44	9 41	10 19	11 0	11 10	
161½	Hughesdale ...	arr. ...	...	...	...	...	...	...	...	
162	Murrumbeena ...	arr. ...	...	...	...	...	...	...	...	
162½	Carnegie ...	arr. ...	...	...	...	...	...	...	...	
163½	Caulfield ...	arr. ...	...	...	...	...	...	...	...	
	dep. 4 10	4 11	5 12	4 1	8 54	9 48	10 27	11 9	11 19	
164½	Malvern ...	arr. ...	...	...	...	...	...	...	...	
165½	Armadale ...	arr. ...	...	...	...	...	...	...	...	
166	Toorak ...	arr. ...	...	...	...	...	...	...	...	
167	Hawksburn ...	arr. ...	...	...	...	...	...	...	...	
167½	South Yarra ...	arr. ...	...	...	...	...	...	...	...	
168½	Richmond ...	arr. ...	...	...	...	...	...	...	...	
	<b>MELBOURNE</b> —	arr. 4 30	...	5 35	...	...	...	...	11 30	11 40
170½	Flinders Street W	dep. 4 50	4 31	5 55	4 21	9 19	10 15	10 47	11 55	12 5
—	Viaduct Junction	arr. 4 55	4 36	6 0	4 26	9 23B	10 20B	10 51B	12 0	12 10
—	Melbourne Yard	arr. 5 35	5 30	6 35	5 20	9 50	11 10	11 30	P.M. 12 25	12 30
		<b>124A</b>	<b>130</b>	<b>130</b>	<b>40</b>	<b>14A</b>	<b>14</b>	<b>48</b>	<b>8</b>	<b>8</b>

B. To Paisley or Spotswood Powerhouse, if required, as arranged by Chief Train Controller.

E. Authorised load No. 124A Traralgon —Melbourne Fast Goods 700 tons.

**BAIRNSDALE-YALLOURN-MORWELL SIDING-WARRAGUL-MELBOURNE**

(Via MAFFRA)—Goods Service.—continued.

Up.

Miles from B'dale (Via Maffra)	STATIONS	60 Through Goods Mon. to Sat.		58 Road-side Goods Mon., Wed., Fri.		64 Through Goods Mon. to Sat.		62 Through Goods Mon. to Sat.		66 Through Goods (Mon. to Sat. †)		50 Through Goods	
		A.M.	P.M.			P.M.	P.M.	P.M.	P.M.	Sat.	Mon. to Fri.		
109	<b>WARRAGUL</b>	arr. 10 10	...	...	...	P.M. 12 49	P.M. 1 25	P.M. 5 10	P.M. 3 35	P.M. 3 58			
		dep. 10 20	12 20	...	...	...	...	5 30	4 0	4 25			
113½	Drouin ...	arr. ...	12 32	...	...	...	...	...	...	...			
	(See note, page 11)	dep. 10 31	1 22	...	...	1 0	1 36	5 41	4 11	4 36			
119½	Longwarry ES	arr. ...	1 33	...	...	...	...	...	...	...			
		dep. 10 39	2 13	...	...	1 8	1 44	5 49	4 19	4 44			
121½	Bunyip ES	arr. ...	2 20	...	...	...	...	...	...	4 50			
		dep. 10 43	2 40	...	...	1 12	1 48	5 53	4 23	5 40			
124½	Garfield O	arr. ...	2 46	...	...	...	...	...	...	...			
		dep. ...	2 56	...	...	...	...	...	...	...			
127	Tynong	arr. ...	3 4	...	...	...	...	...	...	...			
		dep. 10 51	3 19	...	...	1 20	1 56	6 1	4 31	5 52			
130½	Nar-Nar-Goon	arr. ...	3 28	...	...	...	...	...	...	...			
	(See note, page 11)	dep. 10 56	3 38	...	...	1 25	2 1	6 6	4 36	5 57			
134½	Pakenham ...	arr. ...	3 48	...	...	...	...	...	...	6 6			
		dep. 11 3	4 18	...	...	1 32	2 8	-50	4 43	-66,32,69			
139½	Officer	arr. ...	4 28	...	...	...	...	6 13	6 13	6 41			
		dep. 11 10	4 48	...	...	...	...	...	...	...			
141½	Beaconsfield	arr. ...	5 1	...	...	1 39	2 15	6 20	4 50	6 50			
143½	Berwick	arr. ...	6 3	...	...	...	...	...	...	...			
		dep. 11 17	6 10	...	...	1 46	2 22	6 27	4 57	6 57			
145½	Narre Warren	arr. ...	6 10	...	...	...	...	...	...	...			
		dep. 11 21	7 4	...	...	1 50	2 26	6 31	5 1	7 1			
147½	Hallam NC	arr. ...	...	...	...	...	...	...	...	...			
149½	General Motors NC	arr. ...	...	...	...	...	...	...	...	...			
151½	<b>DANDENONG</b>	arr. 11 42	7 20	...	...	2 5	2 42	...	5 20	7 14			
		dep. 12 20	9 0	...	...	2 30	3 10	-205	6 52	5 52	7 45		
154	Noble Park	arr. ...	...	...	...	...	...	...	...	...			
155	Sandown Park O	arr. ...	...	...	...	...	...	...	...	...			
155½	Spring Vale	arr. ...	...	...	...	...	...	...	...	...			
157	Westall	arr. ...	...	...	...	...	...	...	...	...			
158½	Clayton	arr. ...	...	...	...	...	...	...	...	...			
159½	Huntingdale	arr. ...	...	...	...	...	...	...	...	...			
160½	Oakleigh	arr. 12 40	...	...	...	...	...	...	...	...			
		dep. 1 18	9 25	...	...	2 50	3 30	7 14	6 12	8 5			
161½	Hughesdale	arr. ...	...	...	...	...	...	...	...	...			
162	Murrumbena	arr. ...	...	...	...	...	...	...	...	...			
162½	Carnegie	arr. ...	...	...	...	...	...	...	...	...			
163½	Caulfield	arr. 1 27	...	...	...	...	...	...	...	...			
		dep. 2 0	9 33	...	...	2 58	3 40	7 23	6 20	8 14			
164½	Malvern	arr. ...	...	...	...	...	...	...	...	...			
165½	Armadale	arr. ...	...	...	...	...	...	...	...	...			
166	Toorak	arr. ...	...	...	...	...	...	...	...	...			
167	Hawksburn	arr. ...	...	...	...	...	...	...	...	...			
167½	South Yarra	arr. ...	...	...	...	...	...	...	...	...			
168½	Richmond	arr. ...	...	...	...	...	...	...	...	...			
170½	<b>MELBOURNE</b>	arr. ...	9 55	...	...	...	...	...	...	...			
	Flinders Street W	dep. 2 20	10 36	...	...	3 18	4 5	7 43	6 40	8 35			
—	Viaduct Junction	arr. 2 25B	10 41	...	...	3 22B	4 10	7 48B	6 45B	8 39			
—	Melbourne Yard	arr. 3 0	11 10	...	...	3 45	4 45	8 20	7 15	8 55			
			60		58		64		62		66		50

B.—To Paisley or Spotswood Powerhouse, if required, as arranged by Chief Train Controller.

**BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (Via MAFFRA)**  
**Goods Service—continued.**

Up.

Miles from B'dale (Via Maffra)	STATIONS	58 A Thro. Goods Sat.	84 Through Goods Mon. to Fri.	120 Through Goods Mon. to Sat.		78 Thro. Goods Sat.	90 Through Goods Sat. †	80 Through Goods Mon. to Fri.	124 Fast Goods Mon. to Thurs.
109	<b>WARRAGUL</b>	P.M. 4 15	P.M. 6 15	P.M. ...	...	P.M. 8 0	P.M. 9 5	P.M. 9 10	P.M. 10 50
113½	Drouin ...	dep. 6 20	6 30	7 25	...	9 0	9 55	10 0	10 55E
	(See note, Page 11)	arr. ...	...	...	...	...	...	...	...
119½	Longwarry ES	dep. 6 31	6 41	7 36	...	9 11	10 6	10 11	11 4
		arr. ...	6 49-69	-53A	...	...	...	-221	...
121½	Bunyip ES	dep. 6 39	7 3	7 44	...	9 19	10 14	10 19	11 12
124½	Garfield ○	arr. ...	...	...	...	...	...	...	...
127	Tynong	dep. 6 43	7 9	7 48	...	9 23	10 18	10 23	11 16
130½	Nar-Nar-Goon	arr. ...	...	...	...	...	...	...	...
	(See note, Page 11)	dep. 6 56	7 22	8 1	...	9 36	10 31	10 36	11 29
134½	Pakenham	arr. ...	...	...	...	...	...	...	...
139½	Officer	dep. 7 3	7 29	8 8	...	9 43	10 38	10 43	11 35
141½	Beaconsfield	arr. ...	7 10	7 36	8 15	9 50	10 45	10 50	11 41
143½	Berwick	arr. ...	...	...	...	...	...	...	...
		dep. 7 17	7 43	8 22	...	9 57	10 52	10 57	11 47
145½	Narre Warren	arr. ...	...	...	...	...	...	...	...
147½	Hallam NC	dep. 7 21	7 47	8 26	...	10 1	10 56	11 1	11 51
149½	General Motors NC	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
151½	<b>DANDENONG</b>	arr. 7 35	8 0	...	...	10 20	11 20	11 18	Tues. to Fri. A.M. 12 10
154	Noble Park	dep. 8 10	8 35	8 45	...	10 55	11 46	11 50	12 50
155	Sandown Park ○	arr. ...	...	...	...	...	...	...	...
155½	Spring Vale	arr. ...	...	...	...	...	...	...	...
157	Westall	arr. ...	...	...	...	...	...	...	...
158½	Clayton	arr. ...	...	...	...	...	...	...	...
159½	Huntingdale	arr. ...	...	...	...	...	...	...	...
160½	Oakleigh	arr. ...	...	...	...	...	Sun. 12 8	Tue. to Sat. A.M. 12 10	1 13
161½	Hughesdale	dep. 8 30	8 55	9 5	...	11 17	A.M. 12 8	A.M. 12 10	1 58
162	Murrumbena	arr. ...	...	...	...	...	...	...	...
162½	Carnegie	arr. ...	...	...	...	...	...	...	...
163½	Caulfield	arr. ...	...	...	...	...	...	...	...
		dep. 8 39	9 3	9 11	...	11 23	12 16	12 18	2 4
164½	Malvern	arr. ...	...	...	...	...	...	...	...
165½	Armadale	arr. ...	...	...	...	...	...	...	...
166	Toorak	arr. ...	...	...	...	...	...	...	...
167	Hawksburn	arr. ...	...	...	...	...	...	...	...
167½	South Yarra	arr. ...	...	...	...	...	...	...	...
168½	Richmond	arr. ...	...	...	...	...	...	...	...
170½	<b>MELBOURNE—</b>	arr. ...	9 23	...	...	...	...	12 38	2 25
	Flinders St. W	dep. 9 0	9 55	9 31	...	11 43	12 36	1 10	2 55
—	Viaduct Junction	arr. 9 5	10 0	9 36E	...	11 48	12 41	1 15	3 0
—	Melbourne Yard	arr. 9 45	10 30	10 0	...	Sun. A.M. 12 20	1 10	2 0	3 40
		58 A	84	120		78	90	80	124

B. To Paisley or Spotswood Powerhouse, if required, as arranged by Chief Train Controller.

A. To Spotswood Powerhouse.

E. Authorised load No. 124 Traralgon-Melbourne Fast Goods 700 tons.

**BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (via MAFFRA).**

Goods Service—continued.

Up.

Miles from B'dale (via Maffra)	STATIONS	110 Through Goods Mon. to Fri.						
109	<b>WARRAGUL</b> ...	{ arr. 10 16 dep. 10 26 arr. ...	P.M. —219	...	...	...	...	...
113½	Drouin (See note, page 11)	{ dep. 10 37 arr. ...	—221	...	...	...	...	...
119½	Longwarry ES ...	{ arr. ... dep. 10 45	...	...	...	...	...	...
121½	Bunyip ES ...	{ arr. ... dep. 10 49	—223	...	...	...	...	...
124½	Garfield O ...	...	...	...	...	...	...	...
127	Tynong ...	...	10 57	...	...	...	...	...
130½	Nar-Nar-Goon (See note, page 11)	{ arr. ... dep. 11 2	...	...	...	...	...	...
134½	Pakenham ...	{ arr. ... dep. 11 9	...	...	...	...	...	...
139½	Officer ...	{ arr. ... dep. 11 16	...	...	...	...	...	...
141½	Beaconsfield ...	...	...	...	...	...	...	...
143½	Berwick ...	{ arr. ... dep. 11 23	...	...	...	...	...	...
145½	Narre Warren ...	{ arr. ... dep. 11 27	...	...	...	...	...	...
147½	Hallam NC ...	...	...	...	...	...	...	...
149½	General Motors NC ...	...	...	...	...	...	...	...
151½	<b>DANDENONG</b> ...	{ arr. 11 46 dep. 12 15	Tue. to Sat. P.M.	...	...	...	...	...
154	Noble Park ...	...	...	...	...	...	...	...
155	Sandown Park O ...	...	...	...	...	...	...	...
155½	Spring Vale ...	...	...	...	...	...	...	...
157	Westall ...	...	...	...	...	...	...	...
158½	Clayton ...	...	...	...	...	...	...	...
159½	Huntingdale ...	...	...	...	...	...	...	...
160½	Oakleigh ...	{ arr. ... dep. 12 35	...	...	...	...	...	...
161½	Hughesdale ...	...	...	...	...	...	...	...
162	Murrumbeena ...	...	...	...	...	...	...	...
162½	Carnegie ...	...	...	...	...	...	...	...
163½	Caulfield ...	{ arr. ... dep. 12 43	...	...	...	...	...	...
164½	Malvern ...	...	...	...	...	...	...	...
165½	Armadale ...	...	...	...	...	...	...	...
166	Toorak ...	...	...	...	...	...	...	...
167	Hawksburn ...	...	...	...	...	...	...	...
167½	South Yarra ...	...	...	...	...	...	...	...
168½	Richmond ...	...	...	...	...	...	...	...
170½	<b>MELBOURNE—</b> Flinders Street W	{ arr. 1 3 dep. 1 30	...	...	...	...	...	...
—	Viaduct Junction ...	...	1 35	...	...	...	...	...
—	Melbourne Yard ...	arr. 2 10	...	...	...	...	...	...
			<b>110</b>					

BAIRNSDALE-MORWELL SIDING-YALLOURN-WARRAGUL-MELBOURNE (via MAFFRA).

Goods Service—Continued.

Up

Miles from B'dale (via Maffra)	STATIONS	98 Through Goods Sunday		96 Through Goods Sunday	152 Through Goods Sunday	100 Through Goods Sunday		126 Fast Goods Sunday	102 Through Goods Sunday
		A.M.		P.M.	P.M.	P.M.		P.M.	P.M.
109	WARRAGUL ...	arr. 9 35	...	12 35	4 30	6 10	...	8 10	8 30
		dep. 9 45	...	—49	4 40	6 20	...	8 25	9 30
113½	Drouin (See note, page 11)	arr. ...	...	...	...	...	...	8 36	...
		dep. 9 56	...	1 18	4 51	6 31	...	—77	9 41
119½	Longwarry ES	arr. ...	...	...	...	...	...	8 52	...
		dep. 10 4	...	1 26	4 59	6 39	...	9 0	9 49
121½	Bunyip ES	arr. ...	...	...	...	...	...	...	...
124½	Garfield O	dep. 10 8	...	1 30	5 3	6 43	...	9 4	9 53
127	Tynong	... 10 16	...	1 38	5 11	6 51	...	9 12	10 1
130½	Nar-Nar-Goon (See note, p. 11)	arr. ...	...	...	...	...	...	...	...
		dep. 10 21	...	1 43	5 16	6 56	...	9 17	10 6
134½	Pakenham	arr. ...	...	...	...	...	...	...	...
		dep. 10 28	...	1 50	5 23	7 3	...	9 23	10 13
139½	Officer ...	arr. ...	...	...	...	...	...	...	...
		dep. 10 35	...	1 57	5 30	7 10	...	9 29	10 20
141½	Beaconsfield	... ..	...	...	...	...	...	...	...
143½	Berwick	arr. ...	...	...	...	...	...	...	...
		dep. 10 45	...	2 4	5 37	7 17	...	9 35	10 27
145½	Narre Warren	arr. ...	...	...	...	...	...	...	...
		dep. 10 52	...	2 8	5 41	7 21	...	9 39	10 31
147½	Hallam NC	... ..	...	...	...	...	...	...	...
149½	General Motors NC	... ..	...	...	...	...	...	...	...
151½	DANDENONG ...	arr. —29	...	2 20	5 53	7 33	...	9 50	10 42
		dep. 11 9	...	2 39	6 0	7 52	...	10 23	10 48
154	Noble Park	... ..	...	...	...	...	...	...	...
155	Sandown Park O	... ..	...	...	...	...	...	...	...
155½	Spring Vale	... ..	...	...	...	...	...	...	...
157	Westall ...	... ..	...	...	...	...	...	...	...
158½	Clayton	... ..	...	...	...	...	...	...	...
159½	Huntingdale	... ..	...	...	...	...	...	...	...
160½	Oakleigh	arr. ...	...	...	...	...	...	10 46	...
		dep. ...	...	...	...	...	...	11 28	...
161½	Hughesdale	... ..	...	...	...	...	...	...	...
162	Murrumbeena	... ..	...	...	...	...	...	...	...
162½	Carnegie	... ..	...	...	...	...	...	...	...
163½	Caulfield	arr. ...	...	...	...	...	...	...	...
		dep. 11 37	...	3 6	6 28	8 19	...	11 35	11 15
164½	Malvern	... ..	...	...	...	...	...	...	...
165½	Armadale	... ..	...	...	...	...	...	...	...
166	Toorak ...	... ..	...	...	...	...	...	...	...
167	Hawksburn	... ..	...	...	...	...	...	...	...
167½	South Yarra	... ..	...	...	...	...	...	...	...
168½	Richmond	... ..	...	...	...	...	...	...	...
	MELBOURNE—	arr. ...	...	...	...	8 39	...	11 55	...
	Flinders St. W	... ..	...	...	...	...	...	Mon.	...
170½		dep. 11 59	...	3 26	6 50	9 9	...	A.M. 12 15	11 35
—	Viaduct Junction	... 12 4B	...	3 31B	6 55B	9 14B	...	12 20	11 40B
—	Melbourne Yard	arr. 12 25	...	3 45	7 10	9 30	...	12 35	11 55
		98		96	152	100		126	102

B.—To Paisley or Spotswood Powerhouse, if required, as arranged by Chief Train Controller.



MORWELL-MIRBOO NORTH

Goods Service

Down

Up

Miles from Fl. St.	STATIONS	5 Goods Tue., Thur. (Mon. †)	Miles	STATIONS	2 Goods Tue., Thur. (Mon. †)
		A.M. No. 16 ex Traralgon			P.M.
89	MORWELL † W ...	arr. 9 20	—	MIRBOO NORTH †	dep. 1 30-5
		dep. 9 55	8	Boolarra (See note) ...	arr. 1 50
96½	Yinnar (See note) ...	arr. 10 17	12½	Yinnar (See note) ...	dep. 2 5
		dep. 10 45			arr. 2 17
101	Boolarra (See note)	arr. 11 0			dep. 2 40
109	MIRBOO NORTH †	dep. 11 15	20	MORWELL † W ...	arr. 3 0
		arr. 11 55-2			dep. 3 35
					No. 177 To Traralgon

NOTE :—Yinnar or Boolarra may be opened as a Special Block Post as required in accordance with instructions contained in the General Appendix.

**WARRAGUL-NAYOOK.**

Line closed on and after 1/10/1958. Last train ran 30/9/1958. (Sec. 54/6221).

**MOE-THORPDAL.**

Line closed on and after 4/12/58. Last train ran 3/12/1958. (Sec. 53/11764).

**HERNE'S OAK-YALLOURN.**

Line closed on and after 31/3/1957. Last train ran 30/3/1957. (Sec. 54/6899).

**BAYLES-YANNATHAN.**

Line closed on and after 15/4/1950. Last train ran 12/4/1950. (Sec. 47/14024).

**KORUMBURRA-JUMBUNNA.**

Line closed on and after 30/9/1953. Last train ran 28/9/1953. (Sec. 53/5710).

**KOO-WEE-RUP-BAYLES.**

Line closed on and after 5/2/1959. Last train ran 4/2/1959.

**NAYOOK-NOOJEE.**

Line closed on and after 27/3/1954.

**MOE-ERICA.**

Line closed on and after 25/6/1954. Last train ran 24/6/1954. (Sec. 54/1672).

**ERICA-PLATINA.**

Line closed on and after 1/10/1952. (Sec. 52/8935).

**MAFFRA-BRIAGOLONG.**

Line closed on and after 21/10/1952. (Sec. 52/6398).

**ALBERTON-PORT ALBERT.**

Line closed on and after 14/2/1949. Last train ran 12/2/1949. (Sec. 47/14138).

**YARRAM-WOODSIDE.**

Line closed on and after 26/5/1953. Last train ran 25/5/1953. (Sec. 53/4678).

**MORWELL-MIRBOO NORTH.**

Last Diesel Rail Motor trip ran Saturday 7/9/1968. (Sec. 67/4909).

**TRARALGON-MAFFRA.**

**Down.**

**Passenger Service.**

Miles. from Fl. St.	STATIONS		15	21	23 A	23	25
			PASS. MON. TO SAT.	"The GIPPS- LANDER" MON. TO SAT.	PASS. MON. TO THUR.	PASS. FRI.	PASS. SAT.
—	<b>MELBOURNE—</b> (Flinders Street) W	... dep.	A.M. 7 25	A.M. 8 35	P.M. 6 3	P.M. 6 3	P.M. 6 3
		... arr.	10 30	10 54	8 55	9 1	9 25
97½	<b>TRARALGON ES W</b> ...	... dep.	17 280 H.P. Diesel Rail Car		280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car
		... arr.	A.M. 11 7		P.M. 9 6	P.M. 9 12	P.M. 9 36-53A
103½	<i>Glengarry</i> O ES (See note page 11)	... dep.	—26		53, 124	53, 124A	...
		... arr.	11 18				9 17
108½	<i>Toongabbie</i> (See note page 11)	... dep.	11 28		§	§	§
113½	<i>Cowwarr</i> O ES	... dep.	11 37		9 36	9 42	10 6
120½	<i>Heyfield</i> ES	... dep.	—16		9 49	9 55	10 19
126½	<i>Tinamba</i> O ES (See note, page 11)	... dep.	—6A		9 59	10 5	10 29
131½	<b>MAFFRA ES</b>	... arr.	P.M. 12 10—18		10 20	10 26	10 47

**MAFFRA-TRARALGON.**

**Up.**

**Passenger Service.**

Miles.	STATIONS		2	10			
			280 H.P. Diesel Rail Car Mon. to Sat.	280 H.P. Diesel Rail Car Mon. to Sat.			
—	<b>MAFFRA ES</b>	... dep.	A.M. 7 10	P.M. 3 5	...	...	...
4½	<i>Tinamba</i> O ES (See note, page 11)	... arr.	...	...	...	...	...
10½	<i>Heyfield</i> ES	... dep.	7 18	3 13	...	...	...
		... arr.	...	...	...	...	...
17½	<i>Cowwarr</i> O ES	... dep.	7 29	3 24	...	...	...
		... arr.	...	...	...	...	...
22½	<i>Toongabbie</i> (See note, page 11)	... dep.	7 42	3 37	...	...	...
		... arr.	7 52	3 47	...	...	...
27½	<i>Glengarry</i> O ES (See note, page 11)	... dep.	8 1	3 56—18	...	...	...
		... arr.	8 17	4 13-30	...	...	...
			—12, 35 —12A PASS.		"THE GIPPS- LANDER" P.M.		
33½	<b>TRARALGON ES W</b> ...	... dep.	A.M. 8 32		4 28	...	...
—	<b>MELBOURNE—</b> (Flinders Street) W	... arr.	11 15A		6 50	...	...

A—Arrives 11.40 a.m. Saturdays.

**TRARALGON-SALE—Goods Service.**

**Down**

Miles from Melb.	STATIONS	23 Roadside Goods Mon.	221 Roadside Goods Tue. to Sat.		
97½	<b>TRARALGON ES W</b> ... dep.	A.M. 4 0	A.M. 4 30	...	...
98¼	Traralgon Livestock Siding NC ...	...	...	...	...
106	Flynn NC (See note, page 11) ...	...	...	...	...
111¼	Rosedale ES ...	arr. 4 38	5 8	...	...
		dep. 5 1	5 31	...	...
119½	<i>Kilmany</i> (See note, page 11) ...	arr. 5 23	5 57	...	...
		dep. 5 36	6 6	...	...
123½	Fulham NC ...	...	...	...	...
127¾	<b>SALE ES W</b> ... arr.	6 20	6 50	...	...

**STRATFORD-SALE-TRARALGON—Goods Service.**

**Up**

Miles from Sale	STATIONS	54 Through Goods Sat.	114 Roadside Goods Mon. to Fri.	126 Fast Goods Sat. (Ex Orbest)	
—	<b>STRATFORD ES W</b> ... dep.	A.M. ...	P.M. ...	P.M. 4 35	...
—	Stratford Junction NC ES ...	...	...	4 39	...
—	Montgomery NC ...	...	...	...	...
—	Felt and Textiles of Aust. Ltd. Sdg. NC ...	...	...	...	...
—	<b>SALE ES W</b> ...	arr. ...	...	4 55	...
4½	Fulham NC ...	dep. 10 30	2 20	5 25	...
		... 10 43	...	5 36	...
8½	<i>Kilmany</i> (See note, page 11) ...	arr. ...	...	...	...
		dep. 10 55	...	5 44	...
		arr. 11 14-21	3 25-30	6 0	...
16½	Rosedale ES ...	dep. 11 30	4 35	6 30	...
21½	Flynn NC (See note, page 11) ...	... 11 47	...	6 44	...
29	Traralgon Livestock Siding NC ...	...	...	...	...
30½	<b>TRARALGON ES W</b> ... arr.	P.M. 12 15	5 35-107	7 5	...

**BAIRNSDALE-ORBOST.**

**Down.**

**Goods Service.**

Miles from Melb. (via. Sale)	STATIONS		3 Goods Mon. to Fri.	1 Goods Sat.	9 Goods Mon. to Fri.		
171	<b>BAIRNSDALE</b> W † ...	dep.	A.M. 9 0	A.M. 11 0	P.M. 7 30-124	...	...
177½	Nicholson NC	...	...	...	...	...	...
183½	<i>Bumberrah</i> (See note) ...	...	...	...	...	...	...
190½	Bruthen † ...	arr.	9 59	11 59	8 29	...	...
207½	Waygara Sawmilling Siding NC	dep.	10 35	1 37	10 10	...	...
208	Nowa Nowa W † ...	arr.	11 36	2 38	11 11	...	...
214	Tostaree NC (See note)	...	...	...	11 16	...	...
222½	Waygara NC (See note)	...	...	...	<b>Tue. to Sat.</b>	...	...
231½	<b>ORBOST</b> † ...	arr.	P.M. 1 29-124	3 34	A.M. 12 45	...	...

NOTE :—No. 9 is based on 3/5ths Roadside Sectional Load, Bruthen to Orbst.

**Up.**

**ORBOST-BAIRNSDALE.**

Miles (via Sale)	STATIONS		126 Goods Sat.	124 Goods Mon. to Fri.	8 Goods Mon. to Fri.		
—	<b>ORBOST</b> † ...	dep.	A.M. 9 20	A.M. 10 0	P.M. 6 0	...	...
9	Waygara NC (See note)	...	...	11 10	...	...	...
17½	Tostaree NC (See note)	...	...	...	...	...	...
23½	Nowa Nowa W † ...	arr.	11 21	12 1	7 26	...	...
24	Waygara Sawmilling Siding NC	dep.	11 51	12 35-3	8 31	...	...
40½	Bruthen † ...	arr.	P.M. 12 59-1	1 43	9 39	...	...
48	<i>Bumberrah</i> (See note) ...	dep.	1 49	2 20	10 19-9	...	...
54	Nicholson NC	...	...	...	...	...	...
60½	<b>BAIRNSDALE</b> W † ...	arr.	3 15	3 40-9	11 35	...	...
60½	<b>BAIRNSDALE</b> W † ...	dep.	3 25	Mon. to Thur. 4 50	Fri. 6 0	Tue. to Sat. 12 45	...
231½	<b>MELBOURNE</b> — (Flinders Street) W ...	arr.	Sun. P.M. ...	Tue. to Fri. A.M. ...	Sat. A.M. ...	P.M. ...	...
—	Melbourne Yard	arr.	11 50	2 40	4 30	12 30	...

NOTE :—**Bumberrah**, **Tostaree** and **Waygara** are opened as Special Block Posts as required in accordance with instructions contained in General Appendix.

When vehicles on the Bairnsdale-Orbst Line are attached by means of Screw Couplings a space of two (2) inches must be allowed between the Buffers; the Couplings must be eased to this extent at Bairnsdale and Orbst.

IZ Wagons are not to be loaded to or from stations **Bumberrah** to **Orbst** inclusive.

Down.

MELBOURNE-YARRAM—Passenger Service.

Miles	STATIONS	19 280 H.P. Diesel Rail Car Mn., Tu., Fri., Sat.	93 Diesel Elec. Rail Mtr. Sat.	111 Diesel Electric Rl. Mtr. & Trlr. Mon. to Fri.	59 PASS. MON. TO SAT.	113 280 H.P. D.R.G. Mon. to Fri.		123 280 H.P. D.R.G. Sat.	125 PASS. SUN.
—	<b>MELBOURNE—</b>	A.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.
—	Flinders St. W dep.	9 15	12 50	3 58	6 12	6 35	...	6 55	6 45
1½	Richmond ...	*	*	*	*	*	...	*	*
2½	South Yarra ...	*	*	*	*	*	...	*	*
3½	Hawksburn ...	*	*	*	*	*	...	*	*
4½	Toorak ...	*	*	*	*	*	...	*	*
4½	Armadale ...	*	*	*	*	*	...	*	*
5½	Malvern ...	*	*	*	*	*	...	*	*
6½	Caulfield ...	9 33	1 8	4 15	6 29	6 52	...	7 12	7 1
7½	Carnegie ...	*	*	*	*	*	...	*	*
8½	Murrumbena ...	*	*	*	*	*	...	*	*
9	Hughesdale ...	*	*	*	*	*	...	*	*
9½	Oakleigh ...	9 39*	*	4 22	*	*	...	*	7 7*
10½	Huntingdale ...	*	*	*	*	*	...	*	*
12	Clayton ...	*	*	*	*	*	...	*	*
13½	Westall ...	*	*	*	*	*	...	*	*
14½	Spring Vale ...	*	*	*	*	*	...	*	*
15½	Sandown Park ○	*	*	*	*	*	...	*	*
16½	Noble Park ...	*	*	*	*	*	...	*	*
18½	<b>DANDENONG</b> ...	arr. ...	...	...	6 47	7 11	...	...	...
	ES dep.	9 55	1 34	4 40	6 51	7 13	...	7 34	7 21
19½	Amalgamated Co-op Marketeters (Aust.) Ltd. Sdg. NC	...	...	...	...	...	...	...	...
20	Commonwealth Engineering... Coy's Sdg. NC	...	...	...	...	...	...	...	...
20½	Containers Ltd. Sdg. ... (D'nong) NC	...	...	...	...	...	...	...	...
21	Aust. W'glass Sdg. NC	...	...	...	...	...	...	...	...
23	Lyndhurst (see note, ... page 11)	*	1 42§	4 49§	*	*	...	§	*
27½	Cranbourne ...	arr. ...	...	...	7 03	—38	...	...	...
	ES W dep.	10 9	1 51	4 58	7 6	7 29	...	7 48	7 35
30½	Clyde ...	10 16	1 58	5 5	7 12*	7 36	...	7 55	7 43
35½	Tooradin ...	arr. ...	...	...	...	...	...	...	...
	dep.	10 24	2 6	5 13	7 18*	7 44	...	8 3	7 52
37½	Dalmore R.M. Stop... Place NC	*	Z	Z	*	*	...	*	*
41	Koo-wee-rup ...	arr. 10 33-20	...	...	...	...	...	...	8 2-46
	ES W dep.	10 40 ●	2 18	5 25-38	7 27	7 54	...	8 13	8 17 ●
43	Monomeith NC	*	2 23§	5 30§	*	*	...	*	*
47½	Lang Lang ES (See note, page 11)	10 50 ●	2 31	5 40-42	7 36*	8 5	...	8 24	8 29 ●
52½	Aust. Gls. Co's Sdg. NC	arr. ...	...38A	...	...	...	...	...	...
55½	<b>NYORA</b> ES W	arr. 11 6	...	...	...	8 20	...	8 39	8 47
	dep.	11 8	2 52	6 1	7 51A	8 22	...	8 41	8 49
59	Loch ○ ES	arr. ...-63	...	...	—86	...	...	...	...
	dep.	11 15	3 0	6 10	7 59	...	...	...	8 56
65	Bena ...	11 30	3 20	6 30	8 15	...	...	...	9 12
68½	Korumburra Cattle Sdg. NC	...	...	...	...	...	...	...	...
	arr.	11 40	3 31	6 41	8 24	To Wonthaggi	...	To Wonthaggi	9 20
68½	<b>KORUMBURRA</b>	...	-80, 52	-86, 83	...	...	...	...	...
	ES W dep.	11 42	3 34	6 44	8 34	82, 88	...	...	9 22
	Continued on page ...	42	42	42	42	51	...	51	42

● (No. 19) may depart Koo-wee-rup 10.34 a.m., Lang Lang 10.44 a.m. No. 59 may depart Cranbourne 7.4 p.m. No. 125 may depart Koo-wee-rup 8.3 p.m.; Lang Lang 8.15 p.m.  
 A—May stop, if required, to pick up passengers for stations beyond Leongatha.  
 For block notes see page 11.

Down.

## MELBOURNE-YARRAM—Passenger Service—continued.

Miles from Melb.	STATIONS	19 280 H.P. Diesel Rail Car Mn., Tu., Fri., Sat.	93 D.E. Rail Motor Sat.	111 D.E. Rl. Mt. and Trlr. Mon. to Fri.	59 PASS.		125 PASS. SUN.	39 Empty Carr- iages Sun.	
					MON., TUE., WED., THUR., SAT.	FRI.			
68½	<b>KORUMBURRA</b> ES W	arr. 11 40	P.M. 3 31	P.M. 6 41	...	P.M. 8 24	P.M. 8 24	P.M. 9 20	P.M. ...
	dep.	11 42	52, 80	6 44	...	8 34	8 34	9 22	5 30
71½	Kardella NC (see note, p. 11)	...	...	...	...	...	...	...	...
74½	Ruby NC	arr. P.M. 12 5	...	...	...	...	...	...	...
	dep.	...	3 55	7 5	...	8 50	8 50	9 45-48	5 50
78	<b>LEONGATHA</b> ES	arr. ...	-42A	-82	...	8 55	8 55	...	...
80½	Knox Siding NC	...	...	...	...	...	...	...	...
83	Koonwarra	...	...	...	...	...	...	...	...
86½	Tarwin	...	...	...	...	9 12§	9 13§	...	...
88	Meeniyah ES	...	...	...	...	9 19	9 20-	...	...
90	Stony Creek	arr. ...	...	...	...	...	...	...	...
	dep.	...	...	...	...	9 25§	9 27§	...	...
94½	Buffalo (see note, page 11)	...	...	...	...	§	§	...	...
99½	Fish Creek	...	...	...	...	9 44	9 48	...	...
	(see note, page 11)	...	...	...	...	...	...	...	...
107½	<b>FOSTER</b> ES † W	arr. ...	...	...	...	...	...	...	...
	dep.	...	...	...	...	10 2	10 7	...	...
110½	Bennison NC	...	...	...	...	§	§	...	...
113½	Toora † ES	...	...	...	...	10 16	10 21	...	...
117½	Barry Beach Junction †	arr. ...	...	...	...	...	...	...	...
	(See note page 11)	...	...	...	...	...	...	...	...
120½	Barry Beach NC †	arr. ...	...	...	...	...	...	...	...
119½	Welshpool ES †	...	...	...	...	10 28	10 34	...	...
123½	Hedley NC (see note, p. 11)	...	...	...	...	§	§	...	...
129½	Gelliondale	...	...	...	...	10 41§	10 48§	...	...
132½	Alberton (see note, page 11)	...	...	...	...	§	§	...	...
136½	<b>YARRAM</b> †	arr. ...	...	...	...	11 0	11 10	...	...
			19	93	111	59	59	125	39

Up.

## YARRAM-MELBOURNE—Passenger Service

Mls.	STATIONS	6 D. E.R. Mtr. and Trailer Mon. to Fri. D. E.R. Mtr. Sat.	20 PASS. MON. TO SAT.	42 280 H.P. Diesel Rail Car Mn., Tu., Fri.	42A 280 H.P. Diesel Rail Car Sat.	46 PASS. SUN.	48 Empty Carriages Sun.		
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
3½	<b>YARRAM</b> † ... dep.	...	7 10	...	...	...	...	...	...
7	Alberton (see note, p. 11) ...	...	7 17	...	...	...	...	...	...
12½	Gelliondale ...	...	7 23	...	...	...	...	...	...
16½	Hedley NC(see note,p.11) ...	...	7 30	...	...	...	...	...	...
	Welshpool † ES ...	...	7 37	...	...	...	...	...	...
—	Barry Beach NC † dep.	...	...	...	...	...	...	...	...
3	Barry Beach ... { arr.	...	...	...	...	...	...	...	...
	Junction † { dep.	...	...	...	...	...	...	...	...
	(See note, p. 11) { dep.	...	...	...	...	...	...	...	...
22½	Toora ES † ...	...	7 48	...	...	...	...	...	...
26	Bennison NC ...	...	§	...	...	...	...	...	...
29	<b>FOSTER</b> † ES W { arr.	...	—31	...	...	...	...	...	...
36½	Fish Creek ... { dep.	...	8 0	...	...	...	...	...	...
	(See note page 11) ...	...	8 18	...	...	...	...	...	...
41½	Buffalo (see note, p. 11) ...	...	§	...	...	...	...	...	...
46½	Stony Creek ... { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	8 38§	...	...	...	...	...	...
48½	Meeniyah ES ...	...	8 43§	...	...	...	...	...	...
50	Tarwin ...	...	8 48§	...	...	...	...	...	...
53½	Koonwarra ...	...	§	...	...	...	...	...	...
55½	Knox Siding NC ...	...	...	...	...	...	...	...	...
58½	<b>LEONGATHA</b> ES { arr.	...	...	...	...	...	...	...	...
	... { dep.	—31, 92	—33	...	—93	...	...	...	...
61½	Ruby NC ...	6 0	9 8	4 30	5 10	6 45-39	10 55	...	...
64½	Kardella NC (see note, page 11) ...	...	...	...	...	...	...	...	...
	... { arr.	...	9 33	4 50	5 30	...	11 15	...	...
67½	<b>KORUMBURRA</b> ES W { dep.	—31	—33A	—86	...	...	...	...	...
	... { dep.	6 28	9 43	4 52	5 32	7 9	...	...	...
	Continued page 44	6	20	42	42A	46	48		

Up.

**YARRAM-MELBOURNE**  
 Passenger Service—continued.

Mis. from Yarram	STATIONS	6 D.E.R. Mtr. & Trailer Mon. to Fri. D.E. R. Mtr. Sat.	18 280 H.P. Diesel Rail Car Mon. to Sat.	20 PASS. MON. TO SAT.	42 280 H.P. Diesel Rail Car Mon., Tue., Fri.	42A 280 H.P. Diesel Rail Car Sat.	46 PASS. SUN.
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
67½	<b>KORUMBURRA</b> { arr. ...	... -31	...	9 33	4 50	5 30	...
	ES W { dep. 6 28	6 28	...	—33A	- 86	...	...
68	Korumburra Cattle Siding NC	...	From Wonthaggi (See page, 51)	9 43	4 52	5 32	7 9
71½	Bena ...	6 36	...	9 52	5 1	5 41	7 18
77½	Loch O ES ... { arr. ...	... 6 51	...	...	...	...	...
	{ dep. 6 51	6 51	...	10 6	5 14	5 54	7 32
80½	<b>NYORA</b> ES W ... { arr. ...	... -63A	8 36	...-63	5 21	6 5	7 41
	{ dep. 7 3	7 3	8 37	10 12*A	5 23	6 7	7 43
83½	Australian Glass Coy's Siding NC	...	...	...	...	...	...
89	LangLang ES (see note, page 11) { arr. ...	... -63	...	...	5 35	...	...
	{ dep. 7 16	7 16	8 50	10 26*A	5 43 ●	6 20	7 57
93½	Monomeith NC ...	7 23§	*	*	♦	♦	*
95½	Koo-wee-rup ... { arr. ...	... -19	...	... -19	... -38	...	8 11
	ES W { dep. 7 28	7 28	9 1	10 37*A	5 54	6 32	8 14
99	Dalmore R. M. Stop. Place NC	Z	*	*	Z	Z	* 125
100½	Tooradin ... { arr. ...	... 7 40	9 11	10 45*A	6 4	6 42	8 25
	{ dep. 7 50	7 50	9 20	10 52*A	6 13	6 51	8 34
105½	Clyde ...	...	...	...	7 0	...	...
109	Cranbourne ES W { arr. ...	... -67A	...	...	...	... -59	...
	{ dep. 7 59	7 59	9 28	10 58	6 22	7 9 ●	8 42
113½	Lyndhurst (see note, page 11)	8 7§	*	*	*	*	*
115½	Aust. W'glass Sdg. NC ...	...	...	...	...	...	...
115½	Containers Ltd. Sdg. (D'ng) NC	...	...	...	...	...	...
116½	C'wealth Engineering Coy's Sdg. NC	...	...	...	...	...	...
116½	Amalgamated Co-op Marketeers (Aust) Ltd. Sdg. NC	...	...	...	...	...	...
117½	<b>D'NONG.</b> ES ... { arr. ...	... -67	...	... -67	6 34	...	...
	{ dep. 8 18B	8 18B	9 44	11 14	6 36	7 26	8 57
120	Noble Park ...	*	*	*	*	*	*
121	Sandown Park O ...	*	*	*	*	*	*
121½	Spring Vale ...	8 28B	*	*	*	*	*
123	Westall ...	*	*	*	*	*	*
124½	Clayton ...	*	*	*	*	*	*
125½	Huntingdale ...	*	*	*	*	*	*
126½	Oakleigh ...	8 37B	*	11 28*	6 50*	*	*
127½	Hughesdale ...	*	*	*	*	*	*
128	Murrumbeena ...	*	*	*	*	*	*
128½	Carnegie ...	*	*	*	*	*	*
129½	Caulfield ... { arr. ...	... 8 46B	10 6	11 37	6 59	7 48	9 18
	{ dep. 8 46B	8 46B	10 6	11 37	6 59	7 48	9 18
130½	Malvern ...	*	*	*	*	*	*
131½	Armadale ...	*	*	*	*	*	*
132	Toorak ...	*	*	*	*	*	*
133	Hawksburn ...	*	*	*	*	*	*
133½	South Yarra ...	*	*	*	*	*	*
134½	Richmond ...	*	*	*	*	*	*
—	<b>MELBOURNE W</b>						
136½	Flinders Street { arr. 9 5	9 5	10 23	11 55	7 15	8 5	9 35
	{ dep. Empty	Empty	...	...	Empty	Empty	...
	{ arr. 9 13	9 13	...	...	7 30	8 15	...
	{ dep. 9 16	9 16	...	...	7 34	8 19	...
137½	Spencer St. ...	...	...	...	...	...	...

● —No. (42A) may depart Cranbourne 7.1 p.m., (No. 42) may depart Lang Lang 5.36 p.m. A. (No. 20) may stop, if required, at Nyora, Lang Lang, Koo-wee-rup, Tooradin and Clyde to set down passengers from stations Yarram to Koonwarra inclusive.

● —Stops Monday to Friday to set down only. Stops Saturday to set down or pick up. For Block Notes see Page 11.

(E)



MELBOURNE-YARRAM—Goods Service.

Down.

Miles from Flind. Street	STATIONS	63 Roadside Goods Mon. to Fri.	67 A Through Goods Sat. †	67 Through Goods Mon. to Fri. †	55 Goods Mon. to Fri.
—	Tottenham Yard ... dep.	A.M. ...	A.M. ...	A.M. ...	P.M. ...
—	South Kensington ...	...	...	...	...
—	North Melbourne Junction ...	...	...	...	...
—	<b>MELBOURNE YARD</b> dep.	3 5	8 15	9 40	...
—	Viaduct Junction ...	3 15	8 35	10 4	...
—	Flinders Street W ... { arr. dep.	3 20	8 40	10 8	...
1½	Richmond ...	...	...	...	...
2½	South Yarra ...	...	...	...	...
3½	Hawksburn ...	...	...	...	...
4½	Toorak ...	...	...	...	...
4½	Armadale ...	...	...	...	...
5½	Malvern ...	...	...	...	...
6½	Caulfield ...	3 45	9 5	10 29	...
7½	Carnegie ...	...	...	...	...
8½	Murrumbena ...	...	...	...	...
9	Hughesdale ...	...	...	...	...
9½	Oakleigh ...	3 54	9 14	10 37	...
10½	Huntingdale ...	...	...	...	...
12	Clayton ...	...	...	...	...
13½	Westall ...	...	...	...	...
14½	Spring Vale ...	...	...	...	...
15½	Sandown Park O ...	...	...	...	...
16½	Noble Park ...	...	...	...	...
18½	<b>DANDENONG ES</b> ... { arr. dep.	4 15 4 45	9 35-19 10 20	10 59 11 20-20	12 5
19½	Amalgamated Co.-op. Marketeers (Aust.) Ltd. Sdg. NC ...	...	...	...	...
20	C'th Eng. Coy.'s Sdg. NC ...	...	...	...	...
20½	C'tainers Ltd. Sdg. (D'ng) NC ...	...	...	...	...
21	Aust. W'glass Sdg. NC ... { arr. dep.	...	...	...	12 10-58
23	Lyndhurst (See note, page 11) ...	5 0	...	...	...
27½	Cranbourne ES W ... { arr. dep.	5 16 5 46	10 45-20 11 2	...	...
30½	Clyde ... { arr. dep.	5 57 6 7	...	...	...
35½	Tooradin ... { arr. dep.	6 18 6 28	11 10 11 19	11 50 11 59	...
37½	Dalmore R. M. St. Pl. NC ...	...	...	...	...
41	Koo-wee-rup ES W ... { arr. dep.	6 47-6 7 41	...	P.M. 12 13	...
43	Monomeith NC ...	...	11 39	12 19	...
47½	Lang Lang ES (See note, page 11) ... { arr. dep.	8 4-18, 92 9 0	...	...	...
52½	Australian Glass Co's. Sdg. NC ... { arr. dep.	...	11 50	12 30	...
55½	<b>NYORA</b> ... { arr. dep.	9 30 10 22 10 31	12 18-38A 12 50	1 2 1 37	...
59	Loch O ES ... { dep.	W. Th. 10 46	Mn. Tu. F. 11 42-19	1 47	...
65	Bena ... { arr. dep.	11 13 11 23	12 9 12 19	...	...
68½	Korumburra Cattle Sdg. NC ... { arr. dep.	11 40-38	12 35-38	1 23 2 12	...
68½	<b>KORUMBURRA ES W</b> ... { dep.	...	1 40	2 25	...
Continued on page ...		—	—	—	—
		63	63	67A	67

Not to run when No. 68A runs.

60, 52

Down. MELBOURNE-YARRAM—Goods Service.—continued.

Miles from Flind. St.	STATIONS	61 Through Goods Mon. to Fri.	169 Through Goods Mon. to Fri.	187 Through Goods Mon. to Fri.	31 Through Goods Sun. to Fri.	63A Roadside Goods Sun. †
—	Tottenham Yard ... dep.	P.M. ...	P.M. ...	P.M. 11 0	P.M. ...	P.M. ...
—	South Kensington ...	...	...	11 26	...	...
—	North Melbourne Junction ...	...	...	11 30	...	...
—	<b>MELBOURNE YARD</b> ... dep.	7 0	7 40	...	11 40 Mon. to Sat.	11 45 Mon. †
—	Viaduct Junction ...	7 35	8 0	11 35	A.M. 12 5	12 20
—	Flinders Street W ...	{ arr. ... dep. 7 40	8 4	11 40	12 9 12 20	12 25
1½	Richmond ...	...	...	...	...	...
2½	South Yarra ...	...	...	...	...	...
3½	Hawksburn ...	...	...	...	...	...
4½	Toorak ...	...	...	...	...	...
4½	Armadale ...	...	...	Tue. to Sat.	...	...
5½	Malvern ...	...	...	A.M. ...	...	...
6½	Caulfield ...	8 0	8 25	12 2	12 41	12 50
7½	Carnegie ...	...	...	...	...	...
8½	Murrumbeena ...	...	...	...	...	...
9	Hughesdale ...	...	...	...	...	...
9½	Oakleigh ...	8 9	8 32	12 11	12 48	12 59
10½	Huntingdale ...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...
13½	Westall ...	...	...	...	...	...
14½	Springvale ...	...	...	...	...	...
15½	Sandown Park O ...	...	...	...	...	...
16½	Noble Park ...	...	...	...	...	...
18½	<b>DANDENONG ES</b> ...	{ arr. ... dep. 8 30	8 52 —38	12 32 —31	—187	1 20
19½	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC ...	...	9 41	1 35	1 7	2 20
20	C'th Eng. Coy.'s Sdg. NC ...	...	...	...	...	...
20½	C'tainers Ltd. Sdg. (D'ng) NC ...	...	...	...	...	...
21	Aust. W'glass Sdg. NC ...	{ arr. ... dep. ...	...	1 42 2 10	...	2 27 2 47
23	Lyndhurst (See note, page 11) ...	...	...	2 15	...	2 52
27½	Cranbourne ES W ...	{ arr. ... dep. 8 46—38	10 5	2 25—88 2 40	1 24 1 27	3 2 2 3 35
30½	Clyde ...	{ arr. ... dep. 8 56	10 13	2 48	1 35	3 43 3 53
35½	Tooradin ...	{ arr. ... dep. ...	10 22	2 57	...	4 3 4 15
37½	Dalmore R. M. St. Pl. NC ...	...	...	...	...	...
41	Koo-wee-rup ES W ...	{ arr. ... dep. 9 14	10 36—86,82 11 26	3 11	1 54—88 2 1	4 34 4 55
43	Monomeith NC ...	...	...	...	...	...
47½	Lang Lang ES (See note, page 11) ...	{ arr. 9 33 dep. 9 44—86	...	3 28—82A 3 35	2 15 2 18	5 12 5 35
52½	Australian Glass Co.'s Sdg. NC ...	{ arr. ... dep. ... arr. 10 14	Tu. to Sat. A.M. 12 8	3 50 4 25 4 36	...	5 47 6 10 6 25
55½	<b>NYORA ES W</b> ...	{ dep. —82 arr. 10 30	R'side Gds. 12 29—88	—72 5 0	2 44	—6 7 10
59	Loch O ES ...	{ arr. ... dep. 10 39	...	...	2 54	7 19 7 35
65	Bena ...	{ arr. ... dep. 11 4	1 3	5 27	3 3 3 28	8 0 8 15
68½	Korumburra Cattle Sdg. NC ...	{ arr. 11 20	1 20—82A	5 40—6,92	3 40	8 30
68½	<b>KORUMBURRA ES W</b> ...	{ dep. 11 30	...	...	—72, 92, 6	...
	Continued on page ...	47	—	—	47	47
		61	169	187	31	31
						63A

Not to run when No. 63 runs.

20, 33A, 38

MELBOURNE-YARRAM—Goods Service—continued.

Down.

Miles from Fl. St.	STATIONS	31 Goods Mon. to Sat.		33 Goods Mon. to Fri.	33A Goods Mon. to Fri.	61 Through Goods Mon. to Fri.	
68½	<b>KORUMBURRA</b> ES W	A.M. 3 40-72,92,6		A.M. ...	A.M. ...	P.M. 11 20	...
		Mon. to Fri.	Sat.	-31,187,92	-20,31,63A	-82A, 88	...
		5 15	7 20	8 10	9 35	11 30	...
71½	Kardella NC (See note, page 11)	...	...	...	9 43	...	...
74½	Ruby NC	...	...	...	9 52	...	...
78	<b>LEONGATHA</b> ES	arr. 5 42-6, 92	7 40	8 47	10 2	11 50	...
		dep. 6 15	8 5	9 13	10 17	11 55	...
				-20		<b>Tue. to Sat.</b>	...
80½	Knox Siding NC ...	...	...	...	...	A.M. ...	...
83	Koonwarra	arr. ...	...	...	10 28	...	...
		dep. ...	...	9 23	10 38	12 6	...
86½	Tarwin ...	arr. ...	...	...	10 45	...	...
		dep. ...	...	...	10 55	12 11	...
88	Meeniyana ES	arr. 6 37	8 25-20	...	10 59	12 18	...
		dep. 6 55	8 50	9 35	11 19	12 23	...
90	Stony Creek	arr. ...	...	...	11 25	...	...
		dep. 7 1	8 56	9 42	11 35	12 30	...
		arr. ...	...	...	11 47	...	...
94½	Buffalo (See note, page 11)	dep. 7 11	9 6	9 52	P.M. 12 2	12 39	...
99½	Fish Creek	arr. ...	...	...	12 14	...	...
	(See note, page 11)	dep. 7 23	9 18	10 4	12 44	12 56	...
		arr. 7 46-20	9 41	10 30	1 10	1 19	...
107½	<b>FOSTER</b> ES † W	dep. 8 10	<b>Roadside Goods</b> 9 56	10 55	...	1 24	...
110½	Bennison NC	arr. ...	...	...	...	1 40	...
113½	Toora † ES	arr. 8 27	10 14	11 15	...	1 45	...
		dep. 9 0	11 0	Noon 12 0	...	...	...
117½	Barry Beach Junction † (See note, page 11)	arr. ...	11 10	P.M. 12 10	...	1 55	...
120½	Barry Beach NC †	dep. ...	11 20	12 20	...	2 5	...
		arr. ...	11 45-80	12 45-86	...	2 30-92	...
119½	Welshpool ES † ...	arr. 9 13	...	...	...	...	...
		dep. 9 50	...	...	...	...	...
123½	Hedley NC (See note, page 11)	arr. 9 58	...	...	...	...	...
129½	Gelliondale	arr. 10 9	...	...	...	...	...
		dep. 10 30	...	...	...	...	...
132½	Alberton	arr. 10 38	...	...	...	...	...
	(See note, page 11)	dep. 10 50	...	...	...	...	...
136½	<b>YARRAM</b> †	arr. 11 5	...	...	...	...	...
			82, 82A				
		<b>31</b>	<b>31</b>	<b>33</b>	<b>33A</b>	<b>61</b>	

Up.

**YARRAM-MELBOURNE—Goods Service.**

Miles	STATIONS	92 Through Goods Tue. to Sat.	80 Goods Sat.	86 Goods Mon. to Fri.	88 Goods Mon. to Fri.	82 Roadside Goods Mn., Tu., Wd., Th., & Alt. Fr. Comm. 9.5.69	82A Roadside Goods Alt. Fri. Comm. 16.5.69
—	<b>YARRAM</b> † ... dep.	A.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
3½	Alberton ... } arr.	... ..	... ..	... ..	... ..	2 20-31	5 0-31
	(See note, page 11) } dep.	... ..	... ..	... ..	... ..	2 27	5 7
7	Gelliondale ... dep.	... ..	... ..	... ..	... ..	2 34	5 21
12½	Hedley NC (See note p.11) ... dep.	... ..	... ..	... ..	... ..	2 48	...
	... } arr.	... ..	... ..	... ..	... ..	3 4	...
16½	Welshpool † ES ... dep.	... ..	... ..	... ..	... ..	3 12	6 4
	... } dep.	... ..	... ..	... ..	... ..	3 31	6 18
—	Barry Beach NC † ... dep.	3 0-61	12 10-31	1 10-33	...	...	...
3	Barry Beach ... dep.	...	...	...	...	...	...
	Junction † ... arr.	3 25	12 35	1 35	...	...	...
	(See note, page 11) dep.	3 35	12 45	1 45	...	...	...
22½	Toora ES † ... } arr.	3 45	12 55	1 55	...	3 43	6 30
	... } dep.	4 0	1 10	2 10	...	4 18	7 20
26	Bennison NC ... } arr.	4 13	...	...	...	4 31	7 33
29	<b>FOSTER</b> ES † W ... } dep.	4 18	1 24	2 23	...	<b>Through</b>	<b>Through</b>
	... } arr.	...	...	...	2 50-33A, 86	<b>Goods</b>	<b>Goods</b>
36½	Fish Creek (See note, page 11) } dep.	4 42	1 48	2 47	3 38	4 56	8 0
	... } arr.	...	...	...	3 14	...	...
41½	Buffalo (See note, page 11) ... } arr.	...	...	...	3 50	5 25	8 29
	... } dep.	4 54	2 0	2 59	4 0	...	...
46½	Stony Creek ... } arr.	...	...	...	4 9	5 40	...
	... } dep.	5 3	2 10	3 10	4 15	5 49	8 53
48½	Meeniyana ES ... } arr.	5 7	2 15	...	4 19	...	8 59-59
	... } dep.	5 12	2 20	3 14	4 40	5 55	9 30
50	Tarwin ... } arr.	...	...	...	4 44	...	...
	... } dep.	5 17	2 24	3 18	4 50	...	...
53½	Koonwarra ... } arr.	5 24	2 32	3 26	...	...	...
55½	Knox Siding NC ... } arr.	5 50	...	...	5 20	6 22	10 3
58½	<b>LEONGATHA</b> ES ... } dep.	-6, 31	...	...	...	-111	...
	... } arr.	6 32	2 45	3 39	5 40	7 25	10 30
61½	Ruby NC ... } arr.	...	...	...	...	...	...
64½	Kardella NC (See note p. 11) } arr.	7 2	3 20	4 10	6 20	8 5	11 15
	... } dep.	-31, 33	...	...	-111, 59, 61, 86, 82,	-59, 88	-61, 169
				Tue., Thur. (Mon., Wed., Fri. 1)	Alt. Fri. Comm. 16.5.69	Mon. Tue., Wed., Thu. Alt. Fri. Comm. 9.5.69	Alt. Sats. Comm. 17.5.69
67½	<b>KORUMBURRA</b> ES W ... } dep.	7 12	...	7 20	9 50	11 30	A.M. 1 30
	Continued on page ...	49	—	50	50	50	49
		<b>92</b>	<b>80</b>	<b>86</b>	<b>88</b>	<b>88</b>	<b>82A</b>

YARRAM-MELBOURNE—Goods Service.—continued.

Up.

Miles from Yarram	STATIONS	82A Through Goods Alt. Fri. Comm. 16.5.69	72 Light Engine Tue., Thur.	92 Through Goods Tue. to Sat.		56 Goods Mon. to Fri.	38A Goods Sat.
		P.M.	A.M.	A.M.		P.M.	A.M.
67½	<b>KORUMBURRA</b> ...	arr. 11 15 Alt. Sat. 17.5.69	... —31	7 2 —31,33	...	...	... —19
68	Korumburra Cattle Siding NC	dep. 1 30 A.M.	3 50	7 12	...	...	11 55 ...
71¼	<i>Bena</i> ...	arr. ... dep. 1 41	3 58	7 21	...	...	12 4 ...
77¼	<i>Loch</i> O ES ...	arr. ... dep. 1 53 arr. 2 6	4 10	7 34	...	...	12 17 ...
80¾	<b>NYORA</b> ES W ...	dep. 3 10 —31	4 20	7 44	...	...	12 27 12 37
83½	Australian Glass Co's. ... Siding NC ...	arr. ... dep. ...	...	...	...	...	2 0 ...
89	Lang Lang ES ... (See page 11)	arr. 3 25—187 dep. 3 40	...	8 0—63 8 14	...	...	2 10—93 2 40
93¼	Monomeith NC ...	...	To Wonthaggi	...	...	...	2 52 ...
95¼	Koo-wee-rup ES W ...	arr. ... dep. 3 51	...	8 25	...	...	2 59 ...
99	Dalmore R.M. Stop. Place NC ...	...	...	...	...	...	...
100¾	<i>Tooradin</i> ...	... 4 0	...	...	...	...	3 16
105½	<i>Clyde</i> ...	... 4 8	...	8 42	...	...	3 34
109	Cranbourne ES W ...	arr. ... dep. 4 17	...	8 51	...	...	3 45 ...
113¼	<i>Lyndhurst</i> (See note, page 11) ...	...	...	...	...	...	4 0 ...
115¼	Aust. W'glass Siding NC	arr. ... dep. ...	...	...	...	12 45—55	4 35
115¾	Containers Ltd. Siding NC ...	...	...	...	...	...	...
116¼	C'wealth Engineering Co's Siding... NC	...	...	...	...	...	...
116¾	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC	...	...	Sat. ... Tue. to Fri. ...	...	...	...
117¾	<b>DANDENONG</b> ES ...	arr. 4 32 dep. 5 12	...	9 10 9 10 9 20 9 35	...	12 50	4 45
120	Noble Park ...	...	...	...	...	...	...
121	<i>Sandown Park</i> O ...	...	...	...	...	...	...
121¾	Spring Vale ...	...	...	...	...	...	...
123	<i>Westall</i> ...	...	...	...	...	...	...
124¼	Clayton ...	...	...	...	...	...	...
125¾	Huntingdale ...	...	...	...	...	...	...
126¾	Oakleigh ...	... 5 35	...	9 40 9 55	...	...	5 10
127¼	Hughesdale ...	...	...	...	...	...	...
128	Murrumbeena ...	...	...	...	...	...	...
128½	Carnegie ...	...	...	...	...	...	...
129¾	Caulfield ...	... 5 43	...	9 50 10 3	...	...	5 19
130¾	Malvern ...	...	...	...	...	...	...
131½	Armadales ...	...	...	...	...	...	...
132	Toorak ...	...	...	...	...	...	...
133	Hawksburn ...	...	...	...	...	...	...
133½	South Yarra ...	...	...	...	...	...	...
134¾	Richmond ...	...	...	...	...	...	...
—	<b>MELBOURNE</b> W	arr. ...	...	...	...	...	5 40
136¼	Flinders Street ...	dep. 6 5	...	10 10 10 23	...	...	5 50
—	Viaduct Junction ...	... 6 25	...	10 15 10 28	...	...	5 54A
—	Melbourne Yard ...	arr. 7 0	...	10 50 11 0	...	...	...
		<b>82A</b>	<b>72</b>	<b>92</b>	<b>92</b>	<b>56</b>	<b>38A</b>

A—To Spotswood as arranged by the Chief Train Controller.

Up.

**YARRAM-MELBOURNE—Goods Service—continued.**

Miles from Yarram	STATIONS	38 Roadside Goods Mon. to Fri.	52 Through Goods Sat. †	86 Through Goods Mon. to Fri.	88 Through Goods Alt. Fri. Comm. 16.5.69	82 Through Goods Mon., Tue., Wed., Thur. Alt. Fri. Com. 9.5.69	88 Through Goods Mon., Tue., Wed., Thur. Alt. Fri. Com. 9.5.69
67½	<b>KORUMBURRA</b> ...	arr. P.M. ...	P.M. ...	P.M. 4 10	P.M. 6 20	P.M. 8 5	P.M. 6 20
	ES W			<b>Tue., Th.</b> (M., W., Fri. †)			<b>-11,61,59,</b> <b>82,86</b>
		dep. 1 0-63	4 0	7 20	9 50		11 30
68	Korumburra Cattle Siding NC ...	arr. ...	... 67A, 80, 93	... 111, 88	... -59,88	... 11, 88	... 11 30
71½	<i>Bena</i> ...	arr. 1 9	4 9	7 29	10 1	...	11 42
77½	<i>Loch</i> O ES ...	arr. 1 36-67	4 22	7 46-59	10 13	...	11 57
		dep. 1 51	4 22	8 3	10 13	...	12 10
80½	<b>NYORA</b> ES W ...	arr. 2 5	...	8 15	10 25	...	12 10
		dep. 2 50	4 32	-113	-61	...	-169
83½	Australian Glass Co's Siding NC ...	arr. 2 59	...	9 20	10 55	...	12 55
89	Lang Lang ES (See page 11) ...	dep. 4 4	...	...	...	...	...
		arr. 4 19	...	9 38-61	...	...	...
93½	Monomeith NC ...	dep. 4 49	4 46	9 50	11 10	...	1 14
95½	Koo-wee-rup ES W ...	arr. 5 3	...	10 8	11 21-169	...	1 35-31
		dep. 6 25	5 0	10 40	11 31	...	1 58
99	Dalmore R. M. Stop. Place NC	...	...	...	...	...	...
100½	<i>Tooradin</i> ...	...	5 13	10 57	11 44	...	2 11
105½	<i>Clyde</i> ...	arr. ...	5 27	11 15	11 58	...	2 25
		dep. 6 59	...	...	...	...	2 34
109	Cranbourne ES W ...	arr. 59,113,61	...	...	<b>Tue. to Sat.</b>	...	-187
		dep. 8 50	5 36	11 26	A.M. 12 8	...	3 10
113½	<i>Lyndhurst</i> (See note, page 11) ...	...	5 44	...	...	...	3 21
115½	Aust. W'glass Siding NC	arr. 9 8	...	...	...	...	...
		dep. 9 28	...	...	...	...	...
115½	Containers Ltd. Sdg. (D'ng) NC	...	...	...	...	...	...
116½	C'wealth Engineering Co's Sdg.	...	...	...	...	...	...
116½	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC	...	...	...	...	...	...
		arr. 9 36	5 54	11 50	...	...	3 30
117½	<b>DANDENONG</b> ES ...	arr. -169	-59	<b>Wed., Fri.</b> (Tu., Th., Sat. †)	...	...	...
		dep. 10 18	7 0	A.M. 12 1	12 30	...	4 0
120	Noble Park ...	...	...	...	...	...	...
121	<i>Sandown Park</i> O ...	...	...	...	...	...	...
121½	Spring Vale ...	...	...	...	...	...	...
123	<i>Westall</i> ...	...	...	...	...	...	...
124½	Clayton ...	...	...	...	...	...	...
125½	Huntingdale ...	...	...	...	...	...	...
126½	Oakleigh ...	10 43	7 23	12 25	1 0	...	4 25
127½	Hughesdale ...	...	...	...	...	...	...
128	Murrumbena ...	...	...	...	...	...	...
128½	Carnegie ...	...	...	...	...	...	...
129½	Caulfield ...	10 53	7 31	12 33	1 9	...	4 33
130½	Malvern ...	...	...	...	...	...	...
131½	Armadale ...	...	...	...	...	...	...
132	Toorak ...	...	...	...	...	...	...
133	Hawksburn ...	...	...	...	...	...	...
133½	South Yarra ...	...	...	...	...	...	...
134½	Richmond ...	...	...	...	...	...	...
	<b>MELBOURNE</b> W	arr. ...	...	...	1 35	...	...
136½	Flinders Street ...	dep. 11 16	7 56	12 55	2 0	...	4 55
	Viaduct Junction ...	11 21A	8 1	1 0	2 5	...	5 0
	Melbourne Yard ...	arr. ...	8 30	1 40	2 40	...	5 40
		<b>38</b>	<b>52</b>	<b>86</b>	<b>82</b>		<b>88</b>

A—To Spotswood as arranged by the Chief Train Controller.

(E)

Down.

## NYORA-WONTHAGGI—Passenger Service.

Miles from Flinders Street	STATIONS	17 280 H.P. Diesel Rail Car Mon., Tue., Fri., Sat.	113 280 H.P. Diesel Rail Car Mon. to Fri.	123 280 H.P. Diesel Rail Car Sat.			125 PASS. Sun.
—	<b>MELBOURNE W</b> Flinders Street ... dep.	A.M. 9 15	P.M. 6 35	P.M. 6 55	...	...	P.M. 6 45
55½	<b>NYORA W †</b> ... } dep.	11 c 6 <b>D.R.C.</b> (102 H.P.) Mon., Tue., Fri., Sat.	8 20	8 39	...	...	8c47 <b>280 H.P.</b> Diesel Rail Car
62¼	Woodleigh NC (See note) ...	11 15	8 22	8 41	...	...	8 55
65¼	Kernot NC ...	11 27	8 33§	8 52§	...	...	9 6§
67	Almurta (See footnote) ...	11 33	8 38§	8 57§	...	...	9 11§
72¼	Woolamai NC ...	11 37	8 41§	9 0§	...	...	9 14§
76	Anderson O † ...	11 47	8 49§	9 8§	...	...	9 22§
78¼	<i>Kilcunda</i> (See footnote) ...	11 57	8 57	9 16	...	...	9 31
82¼	<i>Dalyston</i> (See footnote) ...	P.M. 12 4	9 2§	9 21§	...	...	9 36§
85¼	State Mine NC W ...	12 12	9 9§	9 28§	...	...	9 43§
86¼	<b>WONTHAGGI †</b> ... arr.	...	...	...	...	...	...
89¼	Kirrak NC ...	12 25-30	9 25	9 45	...	...	9 55

Up.

## WONTHAGGI-NYORA—Passenger Service

Miles from Wonthaggi	STATIONS	18 280 H.P. Diesel Rail Car Mon. to Sat.	42 102 H.P. Diesel Rail Car Mon., Tue., Fri.	42 A 102 H.P. Diesel Rail Car Sat.			46 280 H.P. Diesel Rail Car Sun.
	Kirrak NC ...	A.M. ...	P.M. ...	P.M. ...	...	...	P.M. ...
	<b>WONTHAGGI †</b> ... dep.	—3	7 35	4 5	4 45	...	6 35
4	State Mine NC W... ...	...	...	...	...	...	...
8	<i>Dalyston</i> (See footnote) ...	7 43	4 14	4 54	...	...	6 43§
10¼	<i>Kilcunda</i> (See footnote) ...	7 51	4 23	5 3	...	...	6 50§
14	Anderson O † ...	7 57	4 32	5 11	...	...	6 57
19¼	Woolamai NC ...	8 3	4 39	5 18	...	...	7 3§
20¼	Almurta (See footnote) ...	8 12	4 49	5 28	...	...	7 11§
24	Kernot NC ...	8 16	4 54	5 33	...	...	7 14§
	Woodleigh NC (See note) ...	8 22	5 0	5 39	...	...	7 19§
30¼	<b>NYORA † W</b> ... } dep.	arr. 8 36	5c15-42 <b>280 H.P.</b> <b>D.R.C.</b>	6 c 0-42A <b>280 H.P.</b> <b>D.R.C.</b>	...	...	7c36 <b>PASS.</b> 7 43
86¼	<b>MELBOURNE—</b> Flinders Street W ... arr.	10 23	7 15	8 5	...	...	9 35

**Note** :—**Woodleigh** or **Almurta** on the Down and Up journeys ; **Kilcunda** (Up journey) or **Dalyston** on the Down and Up journeys may be opened as Intermediate Block Posts in accordance with instructions contained in the General Appendix.

c—Wonthaggi line passengers change trains.

**NYORA-WONTHAGGI—Goods Service.**

**Down.**

**Up.**

Miles from Fin. St.	STATIONS	3 Goods Tue., Thur.		Miles from Wonthaggi	STATIONS	30 Goods Tue., Thur.	
		A.M.				P.M.	
55½	<b>NYORA</b> W † ... dep.	6 5	...	—	Kirrak NC ... ..	...	...
62¼	Woodleigh NC } arr. 6 15	...	...	—	<b>WONTHAGGI</b> ... dep.	12 30-17	...
	(See note, page 51) } dep. 6 24	...	...	¼	State Mine NC W } arr. 12 35	...	...
65½	Kernot NC ... dep.	6 30	...	4	Dalyston ... } dep. 1 5	...	...
67	Almurta ... } arr. 6 48	...	...		(See note, page 51) } arr. 1 10	...	...
	(See note, page 51) } dep. 7 5	...	...	8	Kilcunda ... } arr. 1 33	...	...
72¼	Woolamai NC ... } arr. 7 15	...	...		(See note, page 51) } dep. 1 48	...	...
	(See note, page 51) } dep. 7 28	...	...	10½	Anderson O † ... } arr. 1 53	...	...
76	Anderson O † } arr. 7 40	...	...		(See note, page 51) } dep. 2 3	...	...
	(See note, page 51) } dep. 8 40	...	...	14	Woolamai NC ... } arr. 2 28	...	...
78¼	Kilcunda ... } arr. 8 49	...	...	19½	Almurta ... } arr. 2 37	...	...
	(See note, page 51) } dep. 9 4	...	...		(See note, page 51) } arr. 2 43	...	...
82¼	Dalyston ... } arr. 9 21	...	...	20¾	Kernot NC ... } arr. 2 55	...	...
	(See note, page 51) } dep. 9 50	...	...		(See note, page 51) } dep. 3 5	...	...
85½	State Mine NC W } arr. ...	...	...	24	Woolamai NC ... } arr. 3 10	...	...
	(See note, page 51) } dep. ...	...	...	30¾	Woodleigh NC } arr. 3 15	...	...
86¾	<b>WONTHAGGI</b> † ... } arr. 10 10	...	...		(See note, page 51) } arr. 3 23	...	...
	(See note, page 51) } dep. ...	...	...		<b>NYORA</b> † W ... } dep. 3 28	...	...
	(See note, page 51) } arr. ...	...	...		(See note, page 51) } arr. 3 50	...	...
89½	Kirrak NC ... ..	...	...			...	...



### GAULFIELD LOCAL AND THROUGH LINES

The following Country trains are scheduled to run on the "Local" or "Through" lines between Flinders Street "E" Signal Box and Caulfield. The routing laid down for Down country trains may, however, be varied on any occasion from the Local to the Through line or vice versa if the traffic can thereby be handled to better advantage.

Train	Line	Train	Line
<b>EASTERN LINE</b>		<b>SOUTH-EASTERN LINE</b>	
<b>DOWN</b>		<b>DOWN</b>	
No. 15 ... ..	Local	No. 19 ... ..	Local
No. 21 ... ..	Local	No. 59 ... ..	Local
No. 25 ... ..	Local	No. 93 ... ..	Local
No. 33 ... ..	Local	No. 111 ... ..	Local
No. 41 ... ..	Local	No. 113 ... ..	Local
No. 43 ... ..	Local	No. 123 ... ..	Local
No. 45 ... ..	Local	No. 125 ... ..	Through
No. 53 ... ..	Local		
No. 53A ... ..	Local		
No. 77 ... ..	Through		
		<b>UP</b>	
No. 4 ... ..	Through	No. 6 ... ..	Through
No. 4A ... ..	Through	No. 18 ... ..	Through
No. 12 ... ..	Through	No. 20 ... ..	Through
No. 12A ... ..	Through	No. 42 ... ..	Through
No. 24 ... ..	Through	No. 42A ... ..	Through
No. 28 ... ..	Through	No. 46 ... ..	Through
No. 30 ... ..	Through		
No. 32 ... ..	Through		
No. 36 ... ..	Through		
No. 76 ... ..	Through		

### GENERAL

All Race and other Special Passenger trains scheduled as non-stopping between Flinders Street and Caulfield are to be worked over "Through" line, unless traffic could be handled to better advantage by directing any such non-stop trains to "Local" line, in which case trains are to be worked accordingly. Signalmen at "E" Box, Flinders Street and Caulfield to arrange.

In every case in which a train—ordinarily run on the "Local" line—is to be turned on to the "Through" line, or vice-versa, the Signalman despatching the train must confer with Control then inform his Station-master (Richmond in the case of Flinders Street "E" Signal Box). The Train Controller must arrange to inform the intervening stations regarding the altered routing.

Trains must not be turned from their usual road except in cases of special emergency, or as provided for in the following paragraph:—

Goods trains should be run on the "Through" line, except when the Down electric trains are routed via the "Through" line. In such cases the Goods trains must be routed via "Local" line. All trains which have to work at the Toorak Sidings must be run via the "Through" line. Any Down Goods train which has to work at the Malvern Siding must run on the "Local" line.

## BOOKING OF SLEEPING BERTHS AND RESERVED SEATS.

(1) Passengers holding appropriate rail tickets may, on payment of the prescribed fees, reserve sleeping berths, where provided, first or second class seats by certain Victorian services and local trains in other States.

Reservation of sleeping berths or seats is compulsory for travel by Intersystem Express trains.

Sleeping berths are provided only in conjunction with first class travel over the Victorian, New South Wales and South Australian Systems, and with first or second class travel over the Queensland, Western Australian and Commonwealth Systems.

(2) **Reservation of seats for Children under four years of age for whom a rail ticket is not held.**

### **Intrasystem (Local) and Intersystem Journeys—**

For each parent or guardian travelling one seat may be reserved for one or more children under four (4) 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.

(3) **Group Booking :—**

Applications for reservation for parties in excess of 6 persons (bona fide family travel excepted) are to be referred to Superintendent Train Services.

(4) **Closing of Reserved Seat Booking :—**

Booking of reserved seats for intrastate passengers in carriages which are provided for optional seat booking shall close two hours prior to the scheduled departure times of the trains.

(5) **Advance Booking :—**

**Intrastate Travel—**Except as otherwise indicated herein the booking of passengers travelling to Victorian destinations opens two calendar months prior to the date of travel.

### **Between Melbourne and Albury.**

Booking of passengers making journeys only between Melbourne and Albury opens :—

(i) By Victorian gauge trains—two calendar months prior to the date of travel.

(ii) By "Spirit of Progress" and "Relief Express" and "Intercapital Daylight" and "Relief Express" in each direction between Melbourne and Albury, seven days prior to date of travel (to extent of accommodation available).

### **Between Melbourne—Benalla and Wangaratta.**

By "Spirit of Progress" and "Relief Express" in each direction seven days prior to date of travel (to extent of accommodation available).

**Victorian Travel by "The Overland" Melbourne—Adelaide.** Passengers for Victorian roadside stopping stations beyond Ballarat to Horsham inclusive are permitted to reserve seats on the day of travel, except that Horsham residents may reserve seats up to two calendar months in advance and residents of Ararat, Stawell and Murtoa may reserve 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 up to two calendar months in advance.

Passengers for Ballarat may, subject to accommodation being available, reserve seats on the day of travel.

Passengers to Victorian stopping Stations to Kaniva may reserve sleeping berths, as from 5.0 p.m. on the day of travel subject to accommodation being then available. See Table 80 of Passenger Fares Book.

### **Interstate Travel—**

**Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle.** The booking for passengers for travel to Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 12 calendar months prior to the date of travel on the forward journey and 13 calendar months prior to the date of travel in respect of the return journey.

**Other Interstate Destinations (Albury and Queensland stations Excepted)—**The booking for passengers for travel to Interstate destinations other than Sydney, Canberra, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 2 calendar months prior to the date of travel on the forward journey and 3 calendar months in respect of the return journey.

**Queensland Stations.—**Bookings to Queensland Stations (Brisbane excepted) may be made 3 calendar months in advance of the date of travel.

**SLEEPING BERTHS AND RESERVED SEAT BOOKING.  
INTERSTATE**

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. "Intercapital Daylight"	... Mon. to Sat.	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss Vale, passengers change trains Goulburn), Strathfield, Sydney.
7.45 a.m. "Intercapital Daylight"	... Mon. to Sat.	Sydney	Melbourne	
6.45 p.m. "Spirit of Progress"	... Mon. to Sat.	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun., Tues., Thur., Fri.
7.0 p.m. "Spirit of Progress"	... Sunday	"	"	
8.10 p.m. "Spirit of Progress"	... Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berths and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn. Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon., Wed., Fri., Sat.
8.0 p.m. "Southern Aurora"	... Daily (Sun. incl.)	Melbourne	Sydney	
8.0 p.m. "Southern Aurora"	... Daily (Sun. incl.)	Sydney	Melbourne	Booking compulsory. Sleeping berths only between Melbourne and Sydney and beyond.
8.40 p.m. "The Overland"	... Daily (Sun. incl.)	Melbourne	Adelaide	
7.0 p.m. "The Overland"	... Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton and S.A. stations. (see page 54)

**SLEEPING BERTH AND RESERVED SEAT BOOKINGS.**

**(2) OPTIONAL RESERVED SEAT BOOKING (INTRASTATE).**

Passengers may at their option, book seats and—or berths on the following trains as indicated herein.

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked.	
<b>NORTHERN LINES.</b>					
8.10 a.m.	... Mon., Tue., Wed., Fri.	Melbourne	Swan Hill	} Castlemaine and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Castlemaine for Maryborough line and at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines. Swan Hill for Piangil l.ne. Kerang for Koondrook line. Bendigo and Echuca for Balranald line.	
8.10 a.m.	... Thursday	Melbourne	Bendigo		
8.20 a.m.	... Saturday	Melbourne	Swan Hill		
1.35 p.m.	... Mon., Tue., Wed., Fri.	Melbourne	Bendigo		
1.35 p.m.	... Thursday	Melbourne	Swan Hill		
5.45 p.m.	... Mon. to Fri.	Melbourne	Bendigo		
6.5 p.m.	... Saturday	Melbourne	Bendigo		
9.30 a.m.	... Mon. to Sat.	Melbourne	Daylesford		} Woodend and stations beyond.
4.55 p.m.	... Mon. to Fri.	Melbourne	Daylesford		
5.35 p.m.	... Saturday	Melbourne	Daylesford		
9.5 p.m.	... Mon. to Thur.	Melbourne	Mildura	} Berths to Donald and stations beyond; seats, Maryborough and stopping stations beyond. Passengers from stations Mildura to Donald inclusive.	
9.20 p.m.	... Friday and Sunday	Melbourne	Mildura		
9.20 p.m.	... Sunday to Friday	Mildura	Melbourne		
<b>NORTH WESTERN LINES.</b>					
9.10 a.m.	... Mon. to Sat.	Melbourne	Dimboola	} Ballarat and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Ballarat for Linton and Donald lines—at Ararat for Hamilton and Portland line—at Murtoa for Hopetoun line—at Dimboola for Serviceton line.	
1.30 p.m.	... Mon. to Fri.	Melbourne	Horsham		
1.30 p.m.	... Saturday	Melbourne	Dimboola		
5.25 p.m.	... Mon. to Fri.	Melbourne	Ballarat	} Ballarat only.	
6.20 p.m.	... Sat.	Melbourne	Ballarat		

(Continued)

**RESERVED SEAT BOOKING.**

**OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—continued.**

Train	Days of running	From	To	Stations from and to which seats may be booked.
<b>SOUTH WESTERN LINES.</b>				
8.25 a.m.	... Mon. to Sat.	Melbourne	Port Fairy	} Winchelsea and stopping stations beyond.
5.52 p.m.	... Mon. to Fri.	Melbourne	Warrnambool	
6.10 p.m.	... Saturday	Melbourne	Warrnambool	
7.32 p.m.	... Sunday	Melbourne	Warrnambool	
<b>NORTH EASTERN AND GOULBURN VALLEY LINES.</b>				
8.30 a.m.*	... Mon. to Sat.	Melbourne	Albury ...	Avenel and stations beyond. Where connection made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
8.30 a.m.*	... Mon. to Sat.	Melbourne	Tocumwal...	Seymour and stations beyond. Where connection made, passengers change to non seat booked Rail Motor trains at Toolamba for Echuca line and Strathmerton for Cobram line.
4.45 p.m.	... Mon. to Fri.	} Melbourne	Albury ...	Seymour and stopping stations beyond. Where connections made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
5.50 p.m.	... Sat., Sun. }			
5.18 p.m.	... Mon. to Fri.	Melbourne	} N'murkah	Seymour and stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains at Toolamba for Echuca line, and Numurkah for Cobram line.
6.30 p.m.	... Saturday	Melbourne		
6.7 p.m.	... Friday.	Melbourne	Mansfield	} Yea and stations beyond. Passengers from stopping stations Albury to Euroa.
7.0 a.m.	... Daily, Sun. included	Albury	Melbourne	
<b>EASTERN LINE.</b>				
7.25 a.m.	... Mon. to Sat.	Melbourne	Traralgon	} Warragul and stations beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
8.35 a.m.	... Mon. to Sat.	Melbourne	Bairnsdale	
12.40 p.m.	... Saturday	Melbourne	Traralgon	} Warragul and stations beyond.
4.53 p.m.	... Mon. to Fri.	Melbourne	Traralgon	
6.3 p.m.	... Fri., Sat.	Melbourne	Bairnsdale	
6.3 p.m.	... Mon., Tues., Wed., Thur.	Melbourne	Sale	} beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
6.12 p.m.	... Mon. to Sat.	Melbourne	Yarram	
2.10 p.m.	... Mon. to Sat.	Bairnsdale	Melbourne	Korumburra and stations beyond. Passengers from Bairnsdale to Sale inclusive.

\* Combined train to Seymour.

**PASSES AND PRIVILEGE TICKETS**  
**LIMITATION OF AVAILABILITY AND CONDITIONS OF BOOKING OF SLEEPING BERTHS AND RESERVED SEATS.**

**WITHIN VICTORIA**

**Paper Leave, Paper Duty, Book Duty passes or privilege tickets are NOT available by :—**

**Standard Gauge Trains**—for travel to Victorian Stations. (Except as shown under “Booking Conditions” for travel to Albury by “Intercapital Daylight” and for travel to Benalla, Wangaratta and Albury - by “Spirit of Progress”).

**“The Overland”** —for journeys within Victoria.

**Road Motor Coach Services**

**Guaranteed Special Trains**

**“Puffing Billy” Narrow Gauge trains**—Belgrave—Emerald.

**BOOKING CONDITIONS**

On trains by which passes are available :

Reserved seats may be booked as from opening date for public booking. Sleeping berths, Melbourne-Mildura Services. End sleeping berths, if available, may be reserved as from 9.0 a.m., on the day prior to date of travel.

**MELBOURNE—ALBURY**

Holders of paper leave passes or privilege tickets may book reserved seats, if available, on day prior to, or day of travel at Melbourne for travel by “Intercapital Daylight” to Albury.

Reserved seats for a return journey from Albury to Melbourne by “Intercapital Daylight” may be booked on day of travel **at Albury only.**

**Melbourne—Benalla—Wangaratta—Albury**—Holders of paper leave passes or privilege tickets may book reserved seats if available on day of travel only by “Spirit of Progress” in each direction for travel between Melbourne—Benalla—Wangaratta or Albury.

**INTERSTATE SERVICES**

**“Southern Aurora”**

Paper Leave, Paper Duty, Book passes (other than Standard Australian Red Book Passes) or privilege tickets are **NOT AVAILABLE** for travel by “Southern Aurora”.

**CONDITIONS OF BOOKING** on trains by which passes and privilege tickets are available :—

**MELBOURNE—ADELAIDE**  
**ADELAIDE—MELBOURNE**

**“The Overland”**

End berths in Roomette or Twinette sleeping carriages or reserved seats may be booked as from the opening date for public booking.

**MELBOURNE—SYDNEY**  
**SYDNEY—MELBOURNE**

**“Spirit of Progress”**

Reserved seats may be booked as from the opening date for public booking. End sleeping berths, if available, may be reserved fourteen days prior to date of travel.

**“Intercapital Daylight”**

Reserved seats may be booked fourteen days prior to the date of travel.

**ALBURY—SYDNEY**  
**SYDNEY—ALBURY**

**“Riverina Express”**

Reserved seats may be booked 14 days in advance of the date of travel but, as the allotment of these seats is controlled by the N.S.W. authorities, application therefore should be made to either the Albury Booking Office or to Interstate Booking Office, Sydney.

**SYDNEY—BRISBANE**  
**BRISBANE—SYDNEY**

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 (No. 3) “Brisbane Express” from Sydney and (No. 4) “Brisbane Express” from South Brisbane.

Reserved seats and sleeping berths, if available, may be booked at Sydney or Brisbane respectively by (No. 1) “Brisbane Limited Express” from Sydney and by (No. 2) “Brisbane Limited Express” from South Brisbane on day of travel only.

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

**PASSES AND PRIVILEGE TICKETS**  
**LIMITATION OF AVAILABILITY AND CONDITIONS OF BOOKING AND SLEEPING BERTHS AND**  
**RESERVED SEATS—Continued.**

**TRANS-AUSTRALIAN RAILWAY**  
**PORT PIRIE-KALGOORLIE**

Leave Passes are **NOT AVAILABLE** for travel in either direction over the Trans-Australian Railway between Port Pirie and Kalgoorlie during the following periods each year :—

1st to 31st January, both dates inclusive.

The week preceding and including Easter Monday.

8th to 31st December, both dates inclusive.

In addition, during the undermentioned periods, travel will be limited by a quota, in respect of which, when necessary, a ballot will be conducted three months prior to date of travel :—

25th August to 7th October, both dates inclusive.

1st to 7th December, both dates inclusive.

Further restrictions may be imposed from time to time, and will be advertised by Circular or other instruction.

It will be the responsibility of Passholders to ascertain their eligibility for travel, and to make their own arrangements in respect of reservations for travel on the return journey.

**VICTORIAN PASSENGER ROLLING STOCK**

TABLE GIVING THE VARIOUS CLASSES, NUMBER OF VEHICLES IN EACH CLASS, DESCRIPTION, CARRYING CAPACITY, TONNAGE RATING OF PASSENGER ROLLING STOCK, OVERALL LENGTH OF VEHICLE OVER BUFFERS, ETC.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 65)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
<b>V. &amp; S.A. Joint Stock (Bogie Carriages)</b>									
Sleeping	8	Allambi, Tantini Mururi, Chalaki, Nankuri, Purpawi, Juki, Tark.nji: Air conditioned (Roomettes)	20	...	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai. (Air Conditioned Tw.nettes)	20	...	50	78	3	Auto.	F.
"	2	Tawarri, Yankai (Air Conditioned Tw.nettes)	20	...	53	78	3	Auto.	F.
"	8	Col.ban, Acheron, Inman, Pekina, Tambo, Dargo Loddon, Onkaparinga.	20	...	45	74	1½	Auto.	E.
AE ...	7	8 compartments ...	48	...	45	74	1½	Auto.	E.
BE ...	5	9 compartments ...	...	72	45	74	1½	Auto.	E.
AJ ...	3	2 compartments, Saloon type Air Conditioned	48	...	45	78	7½	Auto.	F.
BJ ...	10	2 compartments, Saloon type, Air Conditioned	...	64	46	78	3	Auto.	F.
<b>Brake and Sundry Stock V. &amp; S.A. Joint Stock (Bogie)</b>									
Special	1	Dynamometer (K) ...	...	...	40	53	9½	½ Auto., ½ Auto. and Screw	E.
CE	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	...	...	50	63	3½	Auto.	E.
D	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	...	...	45	63	3½	Auto.	—
D	1	Steel bulk mail van, No. 1 (25 tons capacity)	...	...	55	63	5½	Auto.	—
JCP †	9	Express Goods Brakevan (10 tons capacity) Nos. 1 to 9	...	...	35	39	0	Auto.	E.
AS	13	<b>Victorian Stock All Steel (Bogie)</b> 8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14 to 16	48	...	50M	75	0	Auto.	E.
BS	4	8 compartments (Air Conditioned), Nos. 1, 4, 7, 8	...	64	50M	75	0	Auto.	E.N.
ABS	2	8 compartments (Air Conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ*	5	Saloon type (Air Conditioned) Nos. 3 to 7	48	...	50	75	0	Auto.	F.
AZ	3	Saloon type (Air Cond.) Nos. 1, 2 and 8	56	...	50	75	0	Auto.	F.
BZ*	6	Saloon type (Air Conditioned) Nos. 1 to 6	...	64	50	75	0	Auto.	F.
BZ	1	Saloon type (Air Cond.) No. 7	...	68	50	75	0	Auto.	F.
Dining	1	Murray (Air Conditioned)	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned)	48	...	75	76	1½	Auto.	E.
Buffet	1	Moorabool ... (Air Conditioned)	19 diners	12 sitting	60	75	0	Auto.	E.
MBS	3	Mini Buffet (Air Conditioned) Five-compartments and Mini-buffet Nos. 1, 2 and 3	12 diners	40 sitting	48	75	0	Auto.	E.

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

(K) For instructions governing the operation of couplings on the Dynamometer Carriage, see General Appendix.

(M) The tonnage rating of "AS" carriages Nos. 1, 2, 3, 4, 5 and "BS" carriages Nos. 1 and 4 is 48 tons.

(N) "BS" carriage No. 8 Fluorescent lighting.

† JCP Brakevans are for exclusive use on Express and Fast Goods trains in each direction between Melbourne and Adelaide.

\* Nos. 3AZ and 3BZ are available for bogie exchange.



VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 65)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
<b>Victorian Stock (Bogie Carriages)</b>									
Special	1	Norman (Air Conditioned) ...	24	...	54	75	0	Auto.	E.
"	1	State No. 4 ...	26	...	50	74	9½	Auto.	E.
"	1	State No. 5 (Air Conditioned) ...	16	...	60	75	7½	Auto.	F.
"	1	Melville ...	...	...	40	50	2	Auto.	E.
"	1	Medical and Vision Test ...	...	...	45	74	1½	Auto.	E.
"	1	Carey (8 showers and Sanitary accommodation)	...	...	30	48	2½	Auto.	E.
Parlor	1	Yarra ...	33	...	40	74	1½	Auto.	E.
Break-down	1	Campaspe ...	16	sleepers	50	74	9½	Auto.	E.
Special	1	Goulburn (3 showers & 10 sleeping berths)	10 sleepers		50	74	1½	Auto.	E.
Buffet	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners		60	74	1½	Auto.	E.
Car	4	Nos. 1, 2, 3, 4 (Air Conditioned)	18 sitting		55	74	1½	Auto.	E.
Sleeping			20						
"	1	No. 5 ...	20	...	45	74	1½	Auto.	E.
AE ...	24	8 compartments (Except Nos. 1, 3, 12)	48	...	45	74	1½	Auto.	E.
BE ...	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	...	72	55	74	1½	Auto.	E.
BE ...	4	8 compartments ... No. 49 to 52 (Air Conditioned)	...	64	55	74	1½	Auto.	E.
BE ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1½	Auto.	E.
BG ...	2	Saloon and compartment type (Air-Conditioned) Nos. 1 and 2	...	64	50	71	0	Auto.	E.
ABE ...	16	8 compartments, Nos. 1 to 16	26	36	45	74	1½	Auto.	E.
BCE ...	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	...	42	50	74	1½	Auto.	E.
AW ...	40	6 compartments, 58-ft. body	40	...	35	61	2¾	Auto.	E.
AW ...	9	7 compartments, 64-ft. body Nos. 60 to 68	60	...	35	67	2	Auto.	E.
BW ...	42	7 compartments, 58-ft. body (Nos. 1 to 9, 11 to 26, 28 to 44)	...	60	35	61	2¾	Auto.	E.
BW ...	11	8 compartments, 64-ft. body, Nos. 60 to 70	...	68	35	67	2	Auto.	E.
ABW	4	6 compartments (3-1st, 3-2nd) 58-ft. body.	19	25	35	61	2¾	½ Auto. ½ Trans. Nos. 4, 34, 40, 42	E.
ABW	5	7 compartments (3-1st, 4-2nd) 64-ft. body. Nos. 60, 61, 62, 63, 65.	26	34	35	67	2	Auto.	E.
ABU	47	6 compartments (3-1st, 3-2nd) 58-ft. body.	20	26	35	61	2¾	Auto. Nos. 7, 14, 15, 17, 21, 23, 25, 26, 31, 36, 38, 48, 49, 50, 51, 52. ½ Auto. ½ Trans. Nos. 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 33, 35, 37, 39, 41, 43, 44, 45, 46, 47.	E.

Note :—" F " Fluorescent ; " E " Electric.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 65)	Lighting facilities (See note)
			1st Class	2nd Class		feet	in.		
BPL ...	28	<b>Victorian Stock (Bogie carriages)—contd.</b> 9 compartments, Nos. 88-91, 93, 94, 100, 102-111, 113, 114, 116-122, 125, 126	...	82	30	60	5½	Auto.	E.
BPL ...	27	9 compartments, Nos. 42-46, 48, 50-55, 61, 78, 79, 81, 83, 85, 86, 95-99, 101, 123, 124	...	82	30	59	11½	Auto.	E.
BPL ...	65	9 compartments, Nos. 1-27, 29-41, 56-60, 62-77, 80, 82, 84, 87	...	82	30	61	8	Auto.	E.
ABL ...	1	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
BL ...	1	9 compartments, No. 13 "Pioneer"	...	72	40	73	8	Screw	E.
Special...	1	8 compartments "Enterprise"	...	64	40	73	8	Screw	E.
AV ...	4	6 compartments	32	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 23	30	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 32	28	...	30	53	6½	Screw	E.
BV ...	15	7 compartments	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brakevan, Nos. 19, 23 (15 cwt. capacity)	...	80	30	59	3½	Screw	—
BC ...	5	8 compartments with brakevan Nos. 1 to 4, 6 (15 cwt. capacity)	...	80	30	60	1¼	½ Auto, ½ Screw, Nos. 1, 2, 3, 6	—
BC ...	2	7 compartments with brakevan (15 cwt. capacity) Nos. 11, 15	...	70	30	60	1¼	Screw No. 4, ½ Auto., ½ Screw No. 11	—
BC† ...	1	7 compartments with brakevan (15 cwt. capacity) No. 17	...	70	30	60	1¼	Auto.	E.
BCPL ...	7	8 compartments Nos. 2 to 8	...	76	30	61	8	Auto.	E.
BCPL ...	9	8 compartments, Nos. 9-17	...	76	30	60	5½	Auto.	E.
BCPL ...	1	6 compartments with brakevan (4 tons capacity) No. 1 (Bogie Brakevans)	...	51	35	59	11½	Auto.	E.
CE ...	5	Nos. 15, 33, 34, 36 and 37, (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
CE ...	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	...	...	45	63	3¼	Auto.	E.
CP ...	30	Nos. 1, 3, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37, 39 40 (10 tons capacity)	...	...	35	42	0	Auto.	E.
CA ...	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	...	...	30	43	0½	Auto.	E.
CW ...	5	12 tons capacity Nos. 16 to 20	...	...	35	53	3¼	Auto.	E.
CW ...	15	10 tons capacity	...	...	35	53	3¼	Auto.	E.
CV ...	2	10 tons capacity	...	...	35	53	6½	Auto.	E.
CV ...	5	Fish compartment (10 tons capacity)	...	...	35	53	6½	Auto.	E.
C ...	21	8 tons capacity (Sanitary accommodation)	...	...	25	43	2½	Auto.	E.
C ...	1	Carrying fish, 8 tons capacity, No. 44	...	...	25	43	3½	Auto.	E.
ZLP ...	80	10 tons capacity	...	...	35	37	0	Auto.	E.

Note :—"E" Electric. † The Maximum load which can be hauled behind carriage BC No. 17 is shown in part (c) of Maximum loads for Express and Passenger Trains—page 67.

**VICTORIAN PASSENGER ROLLING STOCK—continued.**

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 65)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		<b>Sundry Stock (Bogie)—continued.</b>							
FP ...	4	Horse Box, 12 horses, Nos. 7, 10, 12, 13	...	...	30	48	2½	Auto.	—
WW ...	74	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K
WW ...	60	Workmen's sleeper, Nos. over 100	...	...	20	Various		Auto.	K.
WK † ...	1	Workmen's Kitchen car	...	...	30	59	3½	Auto.	—
BP ...	13	Bogie Vans	...	...	35	41	11½	Auto.	—
LP ...	10	Bogie Sheep Vans	...	...	26	38	10	Auto.	—
TP ...	5	Nos. 1 to 5, Refrigerated	...	...	30	28	5	Auto.	—
VP ...	50	Bogie Louvre Van	...	...	35	41	11½	Auto.	—
Display Car	6	Saloon Interior for Special Charter	...	...	30	53	6½	Screw No. 2,3,5,6 ½ Auto ½ Screw No. 1, 4	—
		<b>Brakevan and Sundry Stock (Fixed Wheel Base).</b>							
ZP ...	24	2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	...	...	18	27	4	Dual	K.
		<b>Brakevan and Sundry Stock (Not available for passenger trains).</b>							
Z ...	1	4 tons capacity (6 wheels) No. 174	...	...	15	27	6	Auto.	K.
Z ...	12	5 tons capacity (6 wheels)	...	...	15	27	4½	Auto.	K.
ZL ...	118	2 tons capacity (4 wheels)	...	...	15	27	4½	Auto.	K.
ZL ...	363	5 tons capacity (6 wheels)	...	...	15	27	4½	Auto.	K.
W ...	264	Workmen's sleeper	...	...	15	Various		Screw 5 No. Auto. 259 No.	—
WM ...	2	Workmen's Mess car (6 wheels)	...	...	15	...	...	Auto.	—
WS ...	6	W'men's Shower car (4 wheels)	...	...	...	...	...	Auto.	—
		<b>Victorian Stock Narrow-Gauge (Bogie)</b>							
NBC ...	1	One compartment with Brakevan (No. 2) 4 tons	...	7	10	27	3½	Auto.	—
NB ...	1	7 compartments (No. 24)	...	32	11	31	8	Auto.	—
NBH ...	11	Excursion carriage (Nos. 2-4, 6-11, 13, 14)	...	32	7	27	3½	Auto.	—
NBL ...	4	Excursion carriage (Nos. 1-4)	...	36	11	31	0	Auto.	—
NC ...	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	...	...	7½	27	3½	Auto.	—
		<b>Electric Trains</b>	One Class						
M ...	35	7 compartments (swing)	70	55	60 and 61	1½	Screw	E.	
		8 compartments (swing)	80	55					
M ...	258	8 compartments (Sliding)	84	55	61	8	Screw	E.	
					61	8	Screw 211, Trans Hook 47	E.	

**Note** :—"E" Electric ; "K" Kerosene.

† The maximum load which can be hauled behind WK car is shown in part (c) of maximum loads of Express and Passenger Trains—Page 67.

**VICTORIAN PASSENGER ROLLING STOCK—continued.**

Class	No. of Vehicles in Class	Description	Passenger Capacity	Ton-nage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 65)	Lighting facilities (See Note)
			One Class		feet	in.		
<b>Victorian Stock (Electric Trains)—continued.</b>								
M	90	3 compartments (sliding) ...	59	55	62	11½	Auto.	F.
M	81	1 compartment (sliding) ...	65	55	62	11½	Auto.	F.
M	17	1 compartment (sliding) walk through ...	71	55	62	11½	Auto.	F.
D	4	7 compartments (swing) ...	70	35	60	1½	Screw	E.
D	10	8 compartments (swing) ...	80	35	61	8	Screw	E.
D	53	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T	12	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T	194	9 compartments (sliding) ...	94	35	61 and 59	6 3½	Screw 152 Trans. Hook 42	E.
T	90	3 compartments (sliding) ...	72	40	62	11½	Auto.	F.
T	75	1 compartment (sliding) ...	80	40	62	11½	Auto.	F.
T	15	1 compartment (sliding) walk through ...	82	40	62	11½	Auto.	F.
BT	15	9 compartments (swing) ...	90	35	59	3½	Screw	E.
BT	1	3 compartments (sliding) ...	73	30	59	3½	Trans Hook	E.
BT	30	3 compartments (sliding) ...	72	40	62	11½	Auto.	F.
BT	25	1 compartment (sliding) ...	80	40	62	11½	Auto.	F.
BT	5	1 compartment (sliding) walk through ...	82	40	62	11½	Auto.	F.
G	100	9 compartments (sliding) ...	94	35	59	3	Screw 54, Trans. Hook 46	E.
CM	11	Parcels Coach (10 tons capacity)	...	55	61	8	Dual Nos. 1 to 5; 10 to 13. Screw No. 14, 15	E.

**Note** :—"F" Fluorescent ; "E" Electric

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

Roomette, Twinette, "AJ", "BJ", "AS", "BS", "ABS", "MBS", "AZ" and "BZ" carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage and "CP" brakevans are not permitted to run between Princes Bridge and Clifton Hill.

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

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

**VICTORIAN PASSENGER ROLLING STOCK.—continued.**

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Lighting facilities (see Note " B ")
			1st Class	2nd Class		feet	in.		
		<b>Victorian Stock Rail Motor Vehicles (Bogie)</b>			Load- ed.				
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92 (includes spare power unit) 2 brakevans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8½	Link and Pin (See Note " A ")	F.
"	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12, (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	24	54	4½	Link and Pin	E.
"	2	Walker 102 H.P., Nos 8, 13, small brakevan (25 cwt. capacity)	18	27	24	54	4½	Link and Pin	E.
"	14	Walker 153 H.P., Nos. 20 and 22 to 35 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	27	56	4¾	Link and Pin	E.
"	1	Walker 153 H.P., No. 21, small brakevan (25 cwt. capacity)	18	27	26	56	4¾	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56 to 64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
Diesel Trailer	1	Walker type, No. 55 (40 cwt. capacity)	...	38	17	44	1¾	Link and Pin	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
"	1	With brakevan and lavatory, No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. Trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28, (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

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

**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.

VICTORIAN PASSENGER ROLLING STOCK—continued.

TONNAGE RATING OF VEHICLES WHEN EMPTY.

Class of Vehicle	Tonnage Rating	Class of Vehicles	Tonnage Rating
	Tons		Tons
CA Brake Vans ... ..	23	TP (Refrigerated Vans) (Nos. 1 to 5)	21
CE Brake Vans ... ..	40	BP Vans ... ..	24
CP Brake Vans ... ..	27	FP Horse Boxes (Nos. 7, 10, 12, 13) ...	25
CV Brake Vans ... ..	27	Bogie Horse box (South Australia)...	26
CW Brake Vans ... ..	32	LP (Bogie Sheep Vans) ... ..	26
C Brake Vans ... ..	20	VP (Bogie Van) ... ..	25
ZLP Brake Vans ... ..	23		
JCP Brake Vans ... ..	27		
D Mail Vans (Nos. 3 and 4) ... ..	30		
D Mail Van, Steel (No. 1) ... ..	40		

SOUTH AUSTRALIAN ROLLING STOCK

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Lgt of vehicle over buffers feet inches	
			1st Class	2nd Class			
Sleeping Special ...	2	"Angas" and "Finniss" ... ..	20	...	45	73	8½
Special ...	1	Officer's inspection carriage "Murray" (sleeper and diner) ... ..	8	...	52	77	7½
" ...	1	Vice Regal Carriage ... ..	10	...	51	77	10¾
AD Class ...	2	All Steel (air conditioned) Nos. 1, 2 ...	70	...	51	78	3
BD Class ...	4	All Steel (air conditioned) ... ..	...	70	51	78	3
AD Class ...	3	All Steel (air conditioned) Nos. 3-5 ...	68	...	51	78	3
500 class ...	4	All Steel (corridor) ... ..	42	...	45	71	4¾
600 class ...	8	All Steel (corridor) ... ..	...	64	45	71	4¾
700 class ...	11	All Steel (country) ... ..	...	56	39	62	4¾
700 class ...	4	All Steel (country) ... ..	56	...	39	62	4¾
750 class ...	4	All Steel (country) ... ..	22	24	39	62	4¾
780 class ...	4	All Steel (country) ... ..	38	...	39	62	4¾
CD class ...	11	Brakevan, (Passenger), 8 wheels. Capacity 25 tons	...	...	64	72	3
					(39 when ety.)		
GB ...	10	Brake Van (Passenger and Freight) 8 wheels, capacity 6 tons	...	...	28	39	8
GB ...	4	Brake Van (Passenger) 12 wheels, capacity 20 tons	...	...	50	62	10
8300-class (Nos. 8300-8313) ...	14	Brake Van (All steel) Passenger and Freight, 8 wheels, capacity 10 tons	...	4	35	40	2½
8300-class (Nos. 8314-8363, 8375-8379) ...	55	Brake Van (All Steel) Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2½
4400 class ...	20	Brake Van, Passenger and Freight, 8 wheels, capacity 10 tons	...	10	24	42	1½
CGP ...	7	Brake Van (All Steel) Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2½

## 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 60-66.

### MAXIMUM LOADS.—

- (a) The maximum load of any Passenger train consisting of all automatically coupled vehicles (other than "BC" No. 17 and "PL" type carriages) 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" carriage, "BC" No. 17 or "WK" car is 360 tons.

**DOUBLE-HEADED LOADS.**—Unless otherwise shown, and subject to the conditions laid down on page 112, 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 carriages of the "Z," "S," "E," "U" or "W" class and joint stock carriages are to be used on "The Overland".

## FREIGHT VEHICLES ON PASSENGER TRAINS.

**ALL V.R. BOGIE STOCK** which have a letter "P" as the terminating letter of their classification, **S.A.R. HORSE BOXES** of the "BH" class and **S.A.R. GOODS VEHICLES** which have been equipped with passenger type bogies and have a large letter "P" prominently displayed on diagonally opposite corners may be attached to passenger trains and run at passenger train speeds.

However **S.A.R.** vehicles of the "DRP", "MRP", "OWP", "RBP" and "RRP" which do not have a letter "P" prominently displayed on diagonally opposite corners, may only be attached to passenger trains when specially authorised by the Chief Traffic Manager, but the speed must not exceed that laid down for Express Goods Trains.

They must be marshalled either next to the engine or directly attached to the train Brakevan.

**FREIGHT** vehicles, except Victorian Bogie Stock with "P" as the terminating letter of their classification and South Australian Stock as indicated in the previous paragraph must not be attached to passenger trains unless specially authorised by the Chief Traffic Manager, and in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

"ZLP" and "ZP" Brakevans are permitted to be part of passenger trains. See page 110 for maximum speed. "Z" and "ZL" Brakevans 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 the speed of his train as near to the maximum permissible speed as the load and grade will allow.

**SCHEDULED LOADS OF PASSENGER TRAINS.**

Train	Section	Loco.	Schedule Load
<b>DOWN</b>			
7.38 a.m. (No. 27)	Dandenong-Warragul, Mon. to Fri. ... ..	L	270
7.25 a.m. (No. 15)	Flinders Street-Traralgon, Mon. to Sat. ... ..	L	270
8.35 a.m. (No. 21)	Flinders Street-Traralgon, Mon. to Sat. ... ..	L	400
11.2 a.m. (No. 21)	Traralgon-Sale, Mon. to Sat. ... ..	T	310
11.57 a.m. (No. 21)	Sale-Bairnsdale, Mon. to Sat. ... ..	T	245
12.40 p.m. (No. 33)	Flinders Street-Traralgon, Sat. ... ..	L	370
1.15 p.m. (No. 45)	Flinders Street-Warragul, Mon. to Fri. ... ..	L	270
3.38 p.m. (No. 43)	Flinders Street-Warragul, Mon. to Fri. ... ..	L	270
4.53 p.m. (No. 41)	Flinders Street-Traralgon, Mon. to Fri. ... ..	L	270
6.9 p.m. (No. 69)	Dandenong-Warragul, Mon. to Fri. ... ..	L	270
6.3 p.m. (No. 53)	Flinders Street-Traralgon, Mon. to Fri. ... ..	L	400
9.3 p.m. (No. 53)	Traralgon-Sale, Mon. to Thur. ... ..	T	310
9.9 p.m. (No. 53)	Traralgon-Sale, Fri. ... ..	T	310
10.10 p.m. (No. 53)	Sale-Bairnsdale, Fri. ... ..	T	245
6.3 p.m. (No. 53A)	Flinders Street-Traralgon, Sat. ... ..	B	325
9.33 p.m. (No. 53A)	Traralgon-Sale, Sat. ... ..	T	310
10.35 p.m. (No. 53A)	Sale-Bairnsdale, Sat. ... ..	T	245
6.12 p.m. (No. 59)	Flinders Street-Yarram, Mon. to Sat. ... ..	T	200
9.35 a.m. (No. 25)	Flinders Street-Sale, Sun. ... ..	B	325
6.45 p.m. (No. 125)	Flinders Street-Leongatha, Sun. ... ..	T	200
7.5 p.m. (No. 77)	Flinders Street-Traralgon, Sun. ... ..	L	370
<b>UP</b>			
6.1 a.m. (No. 34)	Warragul-Dandenong, Mon. to Fri. ... ..	L	270
5.35 a.m. (No. 4)	Traralgon-Flinders Street, Sat. ... ..	L	270
6.40 a.m. (No. 4)	Warragul-Flinders Street, Mon. to Fri. ... ..	L	270
6.25 a.m. (No. 4A)	Traralgon-Flinders Street, Mon. to Fri. ... ..	L	270
6.15 a.m. (No. 12)	Bairnsdale-Sale, Mon. ... ..	T	245
7.35 a.m. (No. 12)	Sale-Traralgon, Mon. to Fri. ... ..	T	310
8.32 a.m. (No. 12)	Traralgon-Flinders Street, Mon. to Fri. ... ..	L	400
6.15 a.m. (No. 12A)	Bairnsdale-Sale, Sat. ... ..	T	245
7.35 a.m. (No. 12A)	Sale-Traralgon, Sat. ... ..	T	310
8.32 a.m. (No. 12A)	Traralgon-Flinders Street, Sat. ... ..	L	400
7.10 a.m. (No. 20)	Yarram-Flinders Street, Mon. to Sat. ... ..	T	200
10.8 a.m. (No. 36)	Warragul-Flinders Street, Mon. to Fri. ... ..	L	270
1.55 p.m. (No. 24)	Traralgon-Flinders Street, Sat. ... ..	L	270
4.12 p.m. (No. 68)	Warragul-Dandenong, Mon. to Fri. ... ..	L	270
2.10 p.m. (No. 30)	Bairnsdale-Sale, Mon. to Sat. ... ..	T	245
3.29 p.m. (No. 30)	Sale-Traralgon, Mon. to Sat. ... ..	T	310
4.28 p.m. (No. 30)	Traralgon-Flinders Street, Mon. to Sat. ... ..	L	400
4.45 p.m. (No. 32)	Traralgon-Flinders Street, Mon. to Fri. ... ..	L	270
8.20 a.m. (No. 28)	Traralgon-Flinders Street, Sun. ... ..	B	325
6.45 p.m. (No. 46)	Leongatha-Flinders Street, Sun. ... ..	T	200
5.55 p.m. (No. 76)	Sale-Flinders Street, Sun. ... ..	B	325



**EASTERN DISTRICT.—EXPRESS AND PASSENGER TRAIN ENGINE SCHEDULES.—MELBOURNE—BAIRNSDALE.**

**EASTERN DISTRICT.—EXPRESS AND PASSENGER TRAIN ENGINE SCHEDULES.—BAIRNSDALE—MELBOURNE.**

DOWN.	Engine Running Time.						UP.	Engine Running Time.					
	170 Tons "L"	270 Tons "L"	370 Tons "L"	400 Tons "L"	310 Tons "T"	245 Tons "T"		325 Tons "B"	270 Tons "L"	310 Tons "T"	270 Tons "L"	325 Tons "L"	400 Tons "L"
<b>Flinders St. to—</b>	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	<b>Bairnsdale to—</b>	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield	14*	15	16	16	...	16	Hillside	...	...	...	...	...	...
Oakleigh	16*	* 17	* 18	* 18	...	* 18	Lindenow	...	...	...	...	...	...
Dandenong	* 16*	17	18	18	...	* 18	Fernbank	...	...	...	...	...	...
Hallam	* 3*	3*	4*	4*	...	* 3*	Munro	...	...	...	...	...	...
Narre Warren	3*	3*	4*	4*	...	* 3*	Stratford	...	...	...	...	...	...
Berwick	3*	3*	4*	4*	...	* 3*	Sale	...	...	...	...	...	...
Beaconsfield	3*	3*	4*	4*	...	* 3*	Kilmary	...	...	...	...	...	...
Officer	4*	4*	4*	4*	...	4*	Rosedale	...	...	...	...	...	...
Pakenham	4*	4*	6*	6*	...	4*	Traralgon	...	...	...	...	...	...
Nar-Nar-Goon	5*	5*	6*	6*	...	5*	Morwell	...	...	...	...	...	...
Tynong	3*	4*	5*	5*	...	4*	Hernes Oak	...	...	...	...	...	...
Garfield	3*	4*	4*	4*	...	4*	Moe	...	...	...	...	...	...
Bunyip	3*	3*	3*	3*	...	4*	Trafalgar	...	...	...	...	...	...
Longwarry	7*	9	10	8*	...	11	Yarragon	...	...	...	...	...	...
Drouin	7	8	8	7	...	8	Darroum	...	...	...	...	...	...
Warragul	...	6	6	5*	...	8	Warragul	...	...	...	...	...	...
Yarragon	...	5	5	5*	...	5*	Drouin	...	...	...	...	...	...
Trafalgar	...	6	6	4*	...	7	Longwarry	...	...	...	...	...	...
Moe	...	6	7	7	...	7	Bunyip	...	...	...	...	...	...
Hernes Oak	...	7	8	8	...	9	Garfield	...	...	...	...	...	...
Morwell	...	7	8	8	...	9	Tynong	...	...	...	...	...	...
Traralgon	...	8	8	8	...	9	Nar-Nar-Goon	...	...	...	...	...	...
Rosedale	...	8	8	8	...	9	Pakenham	...	...	...	...	...	...
Kilmary	...	8	8	8	...	9	Officer	...	...	...	...	...	...
Sale	...	8	8	8	...	9	Beaconsfield	...	...	...	...	...	...
Stratford Jct.	...	8	8	8	...	9	Berwick	...	...	...	...	...	...
Stratford	...	8	8	8	...	9	Narre Warren	...	...	...	...	...	...
Munro	...	8	8	8	...	9	Hallam	...	...	...	...	...	...
Fernbank	...	8	8	8	...	9	Dandenong	...	...	...	...	...	...
Lindenow	...	8	8	8	...	9	Lindenow	...	...	...	...	...	...
Hillside	...	8	8	8	...	9	Hillside	...	...	...	...	...	...
Bairnsdale	...	8	8	8	...	9	Caulfield	...	...	...	...	...	...
<b>Total</b>	<b>77</b>	<b>144</b>	<b>148</b>	<b>131</b>	<b>45</b>	<b>67</b>	<b>Total</b>	<b>140</b>	<b>45</b>	<b>138</b>	<b>145</b>	<b>131</b>	<b>196</b>

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

**EASTERN DISTRICT.—PASSENGER TRAIN ENGINE SCHEDULES.—MELBOURNE—YARRAM.**

DOWN.	Engine Running Time.					UP.	Engine Running Time.					
	160 Tons "T",	200 Tons "T",	260 Tons "B",	300 Tons "B",	150 Tons "B",		200 Tons "T",	200 Tons "T",	260 Tons "T",	150 Tons "B",	300 Tons "B",	
<b>Flinders St. to—</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Yarram to—</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Mins.</b>	<b>Mins.</b>		
Caulfield	15	15	16	16	...	Alberton	6	6	8	...		
Oakleigh	*	*	*	*	...	Gelliondale	5	6	6	...		
Dandenong	18	18	18	18	...	Hedley	7	7	8	...		
Lynchhurst	*	*	*	*	...	Welshpool	6	6	6	...		
Cranbourne	12	12*	13	12	...	Toora	8	10	10	...		
Clyde	5	5*	5½	5½	...	Foster	5	6	5	...		
Tooradin	6	6*	6*	6*	...	Fish Creek	16	18	20	...		
Dalmore	7	*	8	9	...	Buffalo	9	10	11	...		
Koo-wee-rup	9*	9*	9*	9*	...	Stony Creek	7	8	9	...		
Monomeith	15*	15*	15*	15*	...	Tarwin	4	4	4	...		
Lang Lang	6	6	6	6	...	Meenyan	7	7	7	...		
Nyora	15	15	15	15	...	Koonwarra	10	10	10	...		
Loch	7	7	8	7	...	Leongatha	*	6*	*	...		
Bena	7	7	8	7	...	Ruby	*	6*	*	...		
Korumburra	*	6	4*	*	...	Kardella	*	8*	*	...		
Ruby	17	16½	16	16	...	Korumburra	18	7	7	...		
Leongatha	9	9	9	9	...	Bena	12	8	8	...		
Koonwarra	7	7	7	7	...	Loch	12	12	12	...		
Tarwin	4	4	4	4	...	Nyora	6*	6*	7*	...		
Meenyan	5	5	5	5	...	Lang Lang	12*	12*	12*	...		
Stony Creek	7	8	8	8	...	Monomeith	*	*	*	...		
Buffalo	10	10	11	11	...	Koo-wee-rup	8	9	8*	...		
Fish Creek	15	15	16	16	...	Dalmore	8*	8*	9*	...		
Foster	4	4	5	5	...	Tooradin	6	7	7	...		
Bennison	4	6	6	6	...	Clyde	5	6	6	...		
Toora	8	10	10	10	...	Cranbourne	*	*	*	...		
Welshpool	5	6	6	6	...	Lynchhurst	12	12	12	...		
Hedley	7	7	8	8	...	Dandenong	*	*	*	...		
Gelliondale	4	6	6	6	...	Oakleigh	18	18	18	...		
Alberton	6	6	6	6	...	Caulfield	15	15	15	...		
Yarram	6	6	6	6	...	Flinders St.	15	15	15	...		
<b>Total</b>	<b>227</b>	<b>236</b>	<b>242</b>	<b>92</b>	<b>41</b>	<b>Total</b>	<b>226</b>	<b>240</b>	<b>138</b>	<b>247</b>	<b>41</b>	<b>38½</b>

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

**EASTERN DISTRICT  
PASSENGER TRAIN ENGINE SCHEDULES  
NYORA-WONTHAGGI**

DOWN	Engine Running Time		UP	Engine Running Time	
	200 Tons "T"			200 Tons "T"	
<b>Nyora to—</b> ... ..	Mins.		<b>Wonthaggi to—</b> ...	Mins.	
Woodleigh ... ..	12	...	Dalyston ... ..	8	...
Kernot ... ..	6	...	Kileunda ... ..	6	...
Almurta ... ..	4	...	Anderson ... ..	8	...
Woolamai ... ..	9	...	Woolamai ... ..	7	...
Anderson ... ..	8	...	Almurta ... ..	9	...
Kileunda ... ..	8	...	Kernot ... ..	4	...
Dalyston ... ..	6	...	Woolleigh ... ..	6	...
Wonthaggi ... ..	8	...	Nyora ... ..	12	...
<b>Total ...</b>	<b>61</b>	<b>...</b>	<b>Total ...</b>	<b>60</b>	<b>...</b>

**RAIL MOTOR RUNNING SCHEDULES  
MORWELL-MIRBOO NORTH**

DOWN.	Diesel Rail Car 102 H.P.		UP.	Diesel Rail Car 102 H.P.	
	Minutes.			Minutes.	
<b>Morwell to—</b> ... ..	19	...	<b>Mirboo North to—</b> ...	8	...
Yinnar ... ..	12	...	Darlimurla ... ..	11	...
Boolarra ... ..	15	...	Boolarra ... ..	12	...
Darlimurla ... ..	11	...	Yinnar ... ..	20	...
<b>Mirboo North</b> ... ..			<b>Morwell</b> ... ..		
<b>Total ...</b>	<b>57</b>	<b>—</b>	<b>Total ...</b>	<b>51</b>	<b>—</b>

**TRARALGON-MAFFRA**

DOWN.	Diesel Rail Car 153 H.P. or 280 H.P.		UP.	Diesel Rail Car 153 H.P. or 280 H.P.	
	With Trailer	Without Trailer		With Trailer	Without Trailer
	Minutes	Minutes		Minutes	Minutes
<b>Traralgon to—</b> ... ..	11	10	<b>Maffra to—</b> ... ..	7	7
Glengarry ... ..	10	9	Tinamba ... ..	10	10
Toongabbie ... ..	8	8	Heyfield ... ..	12	12
Cowwarr ... ..	12	11	Cowwarr ... ..	9	9
Heyfield ... ..	9	9	Toongabbie ... ..	8	8
Tinamba ... ..	7	7	Glengarry ... ..	11	10
<b>Maffra</b> ... ..			<b>Traralgon</b> ... ..		
<b>Total ...</b>	<b>57</b>	<b>54</b>	<b>Total ...</b>	<b>57</b>	<b>56</b>

RAIL MOTOR RUNNING SCHEDULES—continued.

MELBOURNE-LEONGATHA-FISH CREEK-WONTHAGGI

DOWN.	Diesel Rail Car 102 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Motor With Trailer	Electric Motor Without Trailer	UP.	Diesel Rail Car 102 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Motor With Trailer	Electric Motor Without Trailer
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
<b>Flinders St.—</b>						<b>Wonthaggi —</b>					
Caulfield ...	...	16	16	17	15	Dalyston ...	8	8	...	8	8
Oakleigh ...	...	*	*	*	*	Kileunda ...	8	7	...	7	7
Dandenong ...	...	18	18	22	19	Anderson ...	7	5	...	9	7
Lyndhurst ...	...	*	*	8	8	Woolamai ...	6	6	...	8	8
Cranbourne ...	...	13	13*	8	8	Almurta ...	9	8	...	12	11
Clyde ...	...	6	5½*	6	6	Kernot ...	4	3	...	7	6
Tooradin ...	...	7	6½*	7	7	Woodleigh ...	5	5	...	7	7
Dalmore ...	...	*	*	4	4	<b>Nyora</b> ...	14	11	...	18	13
Koo-wee-rup ...	...	9	8½*	7	7						
Monomeith ...	...	*	*	4	4	<b>Total ...</b>	<b>61</b>			<b>73</b>	
Lang Lang ...	...	10	10	7	7						
Nyora ...	...	15	15	20	15	<b>Fish Creek to—</b>					
Loch ...	...	7	...	7½	...	Buffalo ...	...	...	...	...	...
Bena ...	...	14	...	19	...	Stony Creek ...	...	...	...	...	...
Korumburra ...	...	9	...	10½	...	Meeniyau ...	...	...	...	...	...
Kardella ...	...	*	...	*	...	Tarwin ...	...	...	...	...	...
Ruby ...	...	*	...	*	...	Koonwarra ...	...	...	...	...	...
Leongatha ...	...	17	...	19	...	Leongatha ...	...	...	...	...	...
Koonwarra ...	...	...	...	...	...	Ruby ...	...	...	*	*	...
Tarwin ...	...	...	...	...	...	Kardella ...	...	...	*	*	...
Meeniyau ...	...	...	...	...	...	Korumburra... ..	...	...	20	27	...
Stony Creek ...	...	...	...	...	...	Bena ...	...	...	8	8	...
Buffalo ...	...	...	...	...	...	Loch ...	...	...	12	14	...
<b>Fish Creek</b> ...	...	...	...	...	...	Nyora ...	...	...	7	11½	...
						Lang Lang ..	...	...	12	12½	11
<b>Total ...</b>		<b>141</b>		<b>166</b>		Monomeith ...	...	...	*	7	7
						Koo-wee-rup ...	...	10*	10	4	4
<b>Nyora—</b>						Dalmore ...	...	*	*	7	6
Woodleigh ...	11	...	11	12	12	Tooradin ...	...	8½*	9	4	4
Kernot ...	5	...	5	7	7	Clyde ...	...	7*	8	9	8
Almurta ...	3	...	3	5	5	Cranbourne ...	...	6*	7	8	7
Woolamai ...	9	...	8	12	11	Lyndhurst ...	...	*	*	7	7
Anderson ...	8	...	7	10	8	Dandenong ...	...	13	12	8	8
Kileunda ...	6	...	5	8	7	Springvale ...	...	*	*	9	*
Dalyston ...	7	...	7	6	6	Oakleigh ...	...	*	*	8	*
<b>Wonthaggi</b>	8	...	8	9	9	Caulfield ...	...	21	21	8	22
						<b>Flinders St. ...</b>	...	16	16	17	15
<b>Total ...</b>	<b>57</b>	<b>—</b>	<b>146½</b>	<b>69</b>	<b>165</b>	<b>Total ..</b>	<b>—</b>	<b>146½</b>	<b>142</b>	<b>169</b>	<b>166</b>

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

**MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN  
DANDENONG AND WARRAGUL.**

Miniature Staff Automatic Exchanging Apparatus is in use at Staff Stations between Dandenong and Warragul 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 PASSENGER TRAINS—**

- (i) Nos. 21, 53—At Bunyip, Longwarry.
- (ii) Nos. 12, 30—At Longwarry, Bunyip

**GOODS TRAINS—**

- (iii) Nos. 1, 29, 35, 39, 49, 79, 91, 99 115, 115A, 119, 121, 127, 129, 131, 139, 153, 219, 221, 217, 223, 225, 227, 231, 239, 245, 249—At Bunyip, Longwarry.  
No. 205—At Bunyip.
- (iv) Nos. 8, 14, 14A, 40, 50, 58A, 60, 62, 64, 66, 78, 80, 90, 98, 100, 102, 110, 120, 124, 126, 130, Tue. to Fri. 152 —At Longwarry, Bunyip.  
Nos. 48, 84, (124A, 130 Sat.)—At Bunyip.

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

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.
	<b>DOWN.</b>	
Bunyip ... ..	314 feet Up side of Platform ... ..	No. 1 Road
Longwarry ... ..	95 feet Up side of Platform Signal levers ... ..	No. 1 Road
	<b>UP.</b>	
Longwarry ... ..	161 feet Down side of Platform ... ..	No. 1 Road
Bunyip ... ..	Opposite Platform Signal levers ... ..	No. 1 Road

# 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 or Van Wagon on the train and also of any vehicles 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 variation 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, i.e.,  $\frac{3}{4}$ ,  $\frac{2}{3}$ , or  $\frac{1}{2}$  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 wagons 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 recognised 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 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 Asst. Chief Traffic Manager (Room 242) 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 the 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 rear or brakevan end of the train. The station the vehicle is waybilled from and to, also attached and detached at, must be inserted.

Vehicles used for safety purposes are to be included in loaded column, class of loading being shown "Safety." Water tank wagons 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 carriages and brake vans to be recorded and weight shown (see schedule tonnage rating on pages 60 to 66).

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 vehicle weighing 5 tons 14 cwt. and containing 5 tons 17 cwt. of goods to be shown as  $5\frac{1}{2}$  tons and 6 tons respectively. The weight of contents of "out of" van wagons to be considered the same as at starting point and "pick up" van wagons the weight on arrival at destination.

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

Vehicles sent for repairs—Guards to make special note of "Repairs" opposite number of vehicle.

When a vehicle 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 vehicles 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	Fur—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	VG—Van Goods
F—Fruit	LS—Livestock	Pt—Potatoes	W—Wool
Fh—Fish	M—Merchandise	R—Rabbits	

**GENERAL INSTRUCTIONS.—continued.**

**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS).**

The despatching station must record the actual weight of contents of each vehicle on the waybill envelope accompanying it, except that standard weights for certain commodities as indicated hereunder will apply and the Guard to obtain the correct weight must add the tare weight and the weight of the contents shown on the waybill envelope.

Standard weights will apply to commodities loaded as shown hereunder :—

	To count as—	
16½ ton "IA", (high sided), 16½ ton "I" (standard), 16½/22 ton "IY" wagon loaded with under 3 feet firewood to water level ... ..	13 tons	
16½ ton "IA", (high sided), 16½ ton "I" (standard), 16½/22 ton "IY" wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	12 "	
16½ ton "IA", (high sided), 16½ ton "I" (standard), 16½/22 ton "IY" wagon loaded with 5 feet and 6 feet firewood (on end) ... ..	14 "	
16½/22 ton "GY", wagon loaded with firewood less than 3 feet long to water level ... ..	16 "	
16½/22 ton "GY", wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	13 "	
16½/22 ton "GY", wagon loaded with 5 feet and 6 feet firewood (on end) ... ..	14 "	
16½/22 ton "GY", wagon loaded with props, palings and laths 3 feet 6 inches high ... ..	16 "	
16½/22 "RY" wagon loaded with firewood less than 3 feet long to water level ... ..	15 "	
16½/22 "RY" wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	12½ "	
16½/22 "RY" wagon loaded with 5 feet and 6 feet firewood (on end) ... ..	14 "	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded with firewood less than 3 feet long to water level ... ..	15 "	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	14 "	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded with 5 feet firewood (on end) ... ..	18 "	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded with props, palings and laths ... ..	19 tons	
31 ton "QR" wagon loaded with firewood less than 3 feet long to water level ... ..	17 "	
31 ton "QR" wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	15 "	
31 ton "QR" wagon loaded with 5 feet firewood (on end) ... ..	21 "	
44 ton "E" wagon loaded with firewood less than 3 feet long to water level ... ..	29 "	
44 ton "E" wagon loaded 2 feet 6 inches above water level with mallee roots ... ..	23 "	
44 ton "E" wagon loaded with 5 feet firewood (on end) ... ..	24 "	
44 ton "E" wagon loaded with 6 feet firewood (on end) ... ..	29 "	
Water tank wagons (2,000 gallon capacity) ... ..	9 "	
"M" Van of horses or cattle ... ..	5½ "	
"MM" Van of horses or cattle ... ..	11 "	
"L" Van of sheep or calves (two tiers) ... ..	4½ "	
"I" Van of sheep or calves (one tier) ... ..	2½ "	
Wagon or "M" Van loaded with sheep or calves ... ..	2½ "	
"L" Van of pigs (two tiers) ... ..	6½ "	
Wagon or "M" Van, or one tier of "L" Van loaded pigs ... ..	3¼ "	
"LL", "LF" or "LP" Van of sheep or calves (two tiers) ... ..	9 "	
"LL", "LF" or "LP" Van of sheep or calves (one tier) ... ..	4½ "	
"LL", "LR" or "LP" Van of pigs (two tiers) ... ..	13 "	
"LL", "LF" or "LP" Van of pigs (one tier) ... ..	6½ "	

Tare to be added in each case as directed

Vehicles partly loaded with Live Stock :—

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

The following will be the tonnage to be allowed for bulk wheat loaded into the undermentioned class of Wagon :—

"GY" ... ..	22 tons
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**GENERAL INSTRUCTIONS**—continued.

**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)**—continued.

**Correct Computations.**—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 weights of content of a loaded vehicle on a plant, Ballast or other departmental work train, the following scale is to be observed :—

				Weight of Material			Weight of Material
				Tons per cubic yard			10 to the ton
Gravel	...	...	...	1.3	Sleepers 9 feet x 10 inches x 5 inches	10	"
Sand	...	...	...	1.08	Sleepers 8 feet 6 inches x 10 inches x 5 inches	12	"
Earth	...	...	...	1.0	Fence rails 9 feet x 7 inches x 2½ inches	52	"
Spalls	...	...	...	1.06	Fence posts 6 feet 6 inches x 8 inches	28	"
Scoria	...	...	...	0.7	x 3½ inches		
Ashes	...	...	...	0.6	Bricks (machine pressed)	286	"
Metal, 1½ inches, 2½ inches, & screenings	...	...	...	1.1			

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

**WEIGHT 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.

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

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
	<b>FIXED WHEEL BASE</b>			
B	Box Van	25	11	14
DW	Domestic Water	26	10	7
FJ	Bulk Flour	25	12	20
G	Bulk Wheat Hopper	26	11	25
GY	Open Bulk Wheat	25	9	22
H	Box Wagon (Dept. use only)	21	9	10
HD	Box Wagon (Dept. use only)	27	9	11
HR	Flat Top Transport Wagon	26	8	16
HW	6 Wheel Weedex Staff Car	29	13	...
HY	Open	25	9	22
I†	Open	26	8	16½
IA†	Open	26	8	16½
IC†	Open Tippler	26	8	16½
IK	Safety Wagon, Pipe transport, 4 Wheel	26	7	16½
IT	Timber	26	8	16½
IY	Open	25	9	22
IZ	Open	25	9	27
J	Bulk Cement Hopper	25	11	20
KAB	Particle Board	29	10	16
KC, KMC	Flat Top LCL Container Traffic	25	8	22
KCC	Cement Container Traffic	26	8	16½
K	Flat (No. 372, 373-20 tons)	22	7	16
KPC	Special Container Traffic	22	7	16
KPW	4 Wheel Woodpulp	26	8	16½
KR	Rails	28	8	16
KS	Scantlings	25	9	22
KT	Open Timber	25	10	22
KW	4 Wheel Chipwood	26	9	15
L	Sheep Van	23	10	10
M	Cattle Van	23	10	10
MS	Fertilizer	24	9	11
N	Ballast Plough Wagon	19	7	...
O	Open Hopper	23	9	16½
OC	Sand Hopper	23	9	15½
OH†	Overhead (Dept. use only)	48	Tare	...

† Maximum length quoted where different lengths exist.



**GENERAL INSTRUCTIONS—continued.**  
**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)— continued.**  
**TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.—continued.**

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
<b>FIXED WHEEL BASE—continued.</b>				
ON ... ..	Open Hopper ... ..	23	8	16½
P ... ..	Powder Van ... ..	22	10	6
RY ... ..	Open Wagon ... ..	25	9	22
T ... ..	Refrigerated Van (Wooden) ... ..	29	13	15½
T ... ..	Refrigerated Van (Steel) ... ..	29	12	15½
T ... ..	Refrigerated Van ... ..	22	11	12½
Tanks ... ..	Various ... ..	Various	Tare	...
TW† ... ..	Petroleum Products ... ..		25	Tare
U ... ..	Louvre Van ... ..	22	10	11½
U ... ..	Louvre Van ... ..	29	12	16
W ... ..	Workmen's Sleepers (Nos. 419 to 498) ... ..	26	11½	...
W ... ..	Workmen's Sleepers ... ..	29	9	...
WS ... ..	Workmen's Shower Car ... ..	26	13	...
WT ... ..	Water Wagon ... ..	26	11	9
WTT ... ..	Weigh Bridge Test Truck ... ..	}	21	...
	(Dept. use only).		15½	...
WZ ... ..	Weedex Spray Van (6 wheel) ... ..	26	13	...
<b>BRAKEVANS</b>				
Z ... ..	6 wheel (Nos. 1 to 626) ... ..	27	13	4
Z ... ..	4 wheel (Nos. 627 to 746) ... ..	27	13	4
ZL ... ..	6 wheel ... ..	27	13	2 or 5
ZP ... ..	6 wheel ... ..	27	16	2

† Maximum length quoted where different lengths exist.

**WATER TANK UNITS—EX LOCOMOTIVE TENDER TANKS.**

Class of Wagon	Tank Numbers	Length over Pull Lines	Tons Empty	Tons Loaded	Nominal Capacity—Gallons
		Nearest Foot			
ACN	597-598	51	Tons Cwt. 44- 0	Tons Cwt. 86- 0	9,400
ACN	599-600	"	"	"	"
ACN	601-602	"	"	"	"
ACN	603-604	"	"	89-10	10,200
ACN	605-606	"	"	86- 0	9,400
ACN	607-608	"	"	"	"
ACN	609-610	"	"	"	"
ACN	611-612	"	"	"	"
ACN	613-614	"	"	"	"
NSG	615-616	"	39- 0	81- 0	"
J	617-618	49	40- 2	77-12	8,400
J	619-620	"	"	"	"
J	621-622	"	"	"	"
J	623-624	"	"	"	"

GENERAL INSTRUCTIONS—continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued.

TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.—continued.

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
	BOGIE VEHICLES <b>NOT</b> available for change of bogie 5' 3"—4' 8½"			
BB	Box Van	42	20	35
BLF	Box Van	43	21	44
BMF	Box Van	42	20	35
BP	Box Van	42	24	35
CJ	Bulk Cement Hopper	37	19	43
CJF	Bulk Cement Hopper	37	19	50
E	Open Wagon	46	19	44
EF	Open Wagon	46	19	44
FP	Horse Box Nos. 7, 10, 12, 13	48	25	12 horses
HH	Casualty Van (Dept. use only) Nos. 1 to 6	51	30	...
HR	Flat Top Transport Wagon	27	18	26
KR	Flat Rails	26	16	25
LF	Sheep Van	39	21	30
LL	Sheep Van	39	21	30
LP	Sheep Van	39	25	30
MF	Cattle Van	39	19	30
MM	Cattle Van	39	19	30
NN	Hopper Ballast Wagon Nos. 2 to 45	30	14	31
NN	Hopper Ballast Wagon Nos. 46 onwards	30	14	35
Q†	Flat Wagon	48	Tare	31
QAB	Particle Board	53	20	30
QB	Well Wagon Nos. 1 to 12	55	19	31
QD	Crawler Crane, Rail Transport	—	15½	10
QH	Flat Wagon	53	19	31
QH	Flat Wagon	40	31	90
QN	Hopper Ballast Wagon	37	14	26
QR†	Open Wagon Nos. 377 to 406 inclusive (4 Door)	43	16	31
QS	Flat Wagon—Special Loads	Various	Tare	171
QW	Well Wagon	95	92	150
QWF	Well Wagon No. 1	54	33	60
S	Flat Wagon	46	17	44
TP	Refrigerated Van Nos. 1 to 5	28	21	15½
TW†	Petroleum Products	48	Tare	40
TWF†	Petroleum Products	48	Tare	40
UB	Louvre Van	29	15	16
UF	Louvre Van	29	15	16
V	Louvre Van	39	19	35
VF	Louvre Van	39	20	35
WA	Weedex Tankers	46	Tare	30
WK (m)	Workmen's Kitchen Car	60	26	...
WW	Workmen's Sleeper No. 100 and under	Various	30	...
WW	Workmen's Sleeper No. 101 onwards	33	20	...
Tanks	Various	Various	Tare	...
<b>BRAKEVANS</b>				
CA	Nos. 1 to 15	43	23	10
CP		42	26	10
JCP		42	26	10
ZLP		37	23	10

(m) The maximum load which may be hauled behind this car is 360 tons.

† maximum length quoted where different lengths exist.

**GENERAL INSTRUCTIONS—continued.**

**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued.**

**TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES—continued.**

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
	BOGIE VEHICLES available for change of bogie 5' 3" — 4' 8½"			
AX ... ..	Car Transport ... ..	59	20	10
ALX ... ..	Car Transport ... ..	76	21	15
BLX ... ..	Box Van ... ..	43	21	40
BMX ... ..	Box Van ... ..	42	20	35
CSX ... ..	Coil Steel ... ..	35	21	52
CSX ... ..	Coil Steel ... ..	40	22	52
ELX ... ..	Open Wagon ... ..	49	21	50
ESX ... ..	Steel Transport ... ..	49	21	50
EX ... ..	Open Wagon ... ..	46	19	44
FQX ... ..	Container Wagon ... ..	66	19	55
FVF ... ..	Single Flexi-van ... ..	43	18	24
FX ... ..	Bulk Flour ... ..	54	29	44
GJX ... ..	Bulk Wheat Hopper (Nos. 1-100) ... ..	49	16	57
GJX ... ..	Bulk Wheat Hopper (Nos. 101-200) ... ..	49	20	55
JX ... ..	Bulk Cement ... ..	46	25	50
QCX ... ..	L.C.L. Container (Traffic) ... ..	48	17	46
SBX ... ..	Flat Wagon with Fixed Bulkheads ... ..	43	18	44
SCX ... ..	Flat Wagon, Cable Drums ... ..	46	20	44
SFX ... ..	Flat Wagon ... ..	68	26	49
SKX ... ..	Flat Wagon ... ..	78	25	50
TVX ... ..	Flat Wagon, Twin Flexi-vans ... ..	76	27	46
TWX ... ..	Petroleum Products ... ..	48	Tare	40
VHX ... ..	Louvre Van ... ..	55	25	50
VLX ... ..	Louvre Van ... ..	43	21	40
VP* ... ..	Louvre Van ... ..	42	25	35

\* These vehicles are available for change of bogies only when specially arranged.

**TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES**

CLASS OF WAGON		TARE WEIGHT
		Tons
<b>Narrow Gauge Vehicles—</b>		
NQ Wagons (except Nos. 74, 80) ... ..		5
NQ Wagons (Nos. 74, 80) ... ..		6
NU Van ... ..		7

GENERAL INSTRUCTIONS—continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued

WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—  
See Note (A) Page 81

Class of Wagon	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over Pull-lines	Tare Weight Tons	Carrying Capacity Tons
			Nearest foot		
ALX ...	Motor Car Carrier ...	60	76	21	15
BH ...	Bogie Horse Box ...	70	52	26	12 Horses
C, CS ...	Bogie Cattle ...	45, 60	39	18	18 Beasts
CF ...	4 wheel, Cattle ...	45	21	8	9 "
DA ...	" " Van ...	45	23	11	13 "
DWF ...	Bogie Van ...	45	23	10	15
DFS, DS ...	" " ...	60	39	19	33
DP, DRP ...	" " ...	70, 60	39	22, 19	33
DW ...	" " ...	45	43	20	29
DWP ...	" " ...	70	39	23	33
DWR ...	" " ...	60	43	20	29
EE ...	Explosive Van ...	45	23	11	15*
ELX ...	Bogie, Open Wagon ...	60	49	22	50
FB, FBT ...	Bogie " " ...	45	46	18, 19	55
FBA ...	" " " ...	45	46	16	33
FBF ...	" " " ...	45	46	18	44
FBR ...	" " " ...	60	46	18	44
FBX ...	" " " ...	60	48	18	54
FC, FCC ...	" " " ...	45	39	14	35
FCD ...	" Flat Wagon ...	45	49	15	35
FDB ...	" Open Wagon ...	45	52	17	50
FPX ...	" " " ...	60	48	20	52
FCS ...	" Flat Wagon (containers) ...	45	39	14	35
FWC ...	" Open Wagon (containers) ...	45	46	15	44
FVS ...	Bogie, Flexivan ...	60	43	18	24
H ...	" Hopper ...	45	35	19	44
HC ...	" " ...	45	35	19	50
HCA ...	" " ...	60	44	23	49
HS ...	" " ...	45	35	19	55
LX ...	Bogie, Louvre Van... ...	60	43	20	40
M ...	" Box Van ...	45	39	18	33
MB ...	" Van ...	60	39	23	33
MRP ...	" " ...	60	39	18	33
O, OB ...	" Open Wagon ...	45	46	18	44
OAX ...	" " " ...	60	73	20	35
OC ...	" " " ...	45	46	18	55
OMB ...	" " " ...	45	46	19	44
OMX ...	" " " ...	60	73	21	35
OS ...	" " " ...	60	46	18	44
OW, OWP, OWS ...	" " " ...	45, 60, 60	46	17	44
OX ...	" " " ...	60	46	18	44
OBF ...	4 wheel " " ...	45	25	9	22
OF ...	" " " ...	45	25	8	17
R ...	" " Refrigerated Van ...	45	23	11	16
RB ...	Bogie " " ...	45	39	20	33
RBP ...	" " " ...	70	39	23	33
RRP ...	" " " ...	60	39	22	33
RX ...	" Insulated Van ...	60	39	20	33
S, SBS ...	" Sheep ...	45, 60	39	19	200 sheep
SF ...	4 wheel, Sheep ...	45	21	10	100 "
SGX ...	Bogie, Open Wagon ...	60	49	22	50
W ...	" " " ...	45	43	17	33
WVR ...	" Van ...	60	43	21	28
Y ...	4 wheel, Open Wagon ...	45	23	9	17
Z ...	" Hopper ...	45	25	10	16

\* "EE" Explosive Vans, maximum load when loaded with explosives, 6 tons.

**GENERAL INSTRUCTIONS—continued**

**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued**

**WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—  
See note (A)**

Class of Wagon	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull lines	Tons Empty	Nominal Capacity Gallons
			Nearest foot		
<b>Fixed Wheel Tank Wagons</b>					
TC ... ..	Fuel Oil ... ..	45	25	14	4500
TDF ... ..	" " ... ..	45	21	12	2000
YA ... ..	Acid ... ..	45	23	12	1200
<b>Bogie Tank Wagons</b>					
TA ... ..	Acid ... ..	45	39, 43, 46	18 to 22	4500
TAL ... ..	Ammonia ... ..	45	46	22	9000
TC ... ..	Petrol ... ..	45	39	20	4800
TC ... ..	" ... ..	45	39	18	5300
TC ... ..	" ... ..	45	41	25	10000
TC ... ..	" ... ..	45	46	28	9900
TC ... ..	" ... ..	45	43	26	7900
TC ... ..	" ... ..	45	39	23	10000
TCA ... ..	" ... ..	45	39	20	5500
TCA ... ..	Petrol or Kero ... ..	45	39	24	8700
TCA ... ..	" " " " ... ..	45	39	22	10000
TCA ... ..	Fuel Oil ... ..	45	39	22	10000
TCO ... ..	Fuel Oil ... ..	45	39	23	9000
TDF ... ..	" " " " ... ..	45	39	24	9000
TG ... ..	L.P.G. ... ..	45	58	34	16700
TOL... ..	Fuel Oil ... ..	45	39	23	9000
TS ... ..	Petrol ... ..	45	43	22	4900
TS ... ..	" ... ..	45	34	17	5300
TS ... ..	" ... ..	45	39	24	9000
TS ... ..	" ... ..	45	40	23	10500
TS ... ..	" ... ..	45	46	26	10500
TS ... ..	Fuel Oil ... ..	45	39	31	10000
TV ... ..	Petrol ... ..	45	43	20	5000
TV ... ..	" ... ..	45	46	22	5000
TV ... ..	" ... ..	45	39	25	8500
TV ... ..	" ... ..	45	39	24	8900
TV ... ..	" ... ..	45	39	21	10000
TV ... ..	" ... ..	45	46	26	10000
TV ... ..	Petrol or Kero ... ..	45	46	28	8500
TV ... ..	" " " " ... ..	45	46	23	5200
TV ... ..	Bitumen ... ..	45	41	22	8900
TW ... ..	Water ... ..	45	39	23	9000

**Note** :— See page 67 for S.A.R. vehicles which may be attached to passenger trains.

Some S.A.R. bogie goods vehicles have the letter "P" as the terminating letter of their classification but do not have a large letter "P" prominently displayed on the diagonally opposite corners of the vehicle. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 67) but must not be attached to Express Goods Trains.

South Australian Bogie vehicles having the letter "P", or "S" or "X" prominently displayed on diagonally opposite corners of the body may run at speeds laid down for express goods trains in Victoria.

South Australian vehicles having "X" as the terminating letter of their classification and a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 4' 8½" gauge bogies.

**Note "A"**—All South Australian vehicles, except "HC" class, may be over-loaded to 10 per cent above the rated carrying capacity shown on the vehicles, except when the capacity is shown in yellow which indicates that the 10 per cent has been added.

**WEIGHT TO BE ALLOWED FOR NEW SOUTH WALES GOODS VEHICLES**  
Available for change of bogie 4' 8½"—5' 3"

Class of Wagon	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines		Tons Empty	Tons Carrying Capacity
			Nearest Foot			
ARX	Hopper Wagon Cement ...	50	40		16	56
BBX	Flat Wagon Steel plate ...	60	76		29	47
BCX	Flat Wagon—Containers	60	76		27	45
BDX	Open Wagon ...	60	49		21	52
BEX	Flat Wagon ...	60	48		21	51
BKX	Motor Car Bodies ...	60	75		20	12 Motor Cars
CBX	Flat Wagon—Containers ...	60	76		28	49
CCX	Open Wagon—Coil Steel ...	60	49		23	49
CGX	Open Wagon—Ore Concentrates	60	36		18	55
CMX	Flat Wagon ...	60	48		20	53
CPX	Flat Wagon Pine Board ...	60	61		24	49
FCX	Open Wagon Furnace Coke	60	43		20	40
GCX	Open Wagon Furnace Coke	60	43		20	40
GX	Open Wagon ...	60	43		20	40
GLX	Louvre Van ...	60	48		24	47
HGX	Open Wagon ...	60	43		20	52
HLX	Louvre Van ...	60	48		24	47
HMX	Flat Wagon ...	60	48		20	53
OCY	Flat Wagon—Containers ...	60	66		21	52
PMX	Flat Wagon Steel Plate ...	60	49		24	40
SMX	Flat Wagon Semi-Trailer ...	60	48		20	53
STX	Flat Wagon Semi-Trailer ...	60	76		28	47
TLX	Louvre Van Tin Plate ...	60	48		24	45
TMX	Flat Wagon—Pipes ...	60	48		20	53
TVX	Flat Wagon Twin Flexi-van ...	60	76		24	46
WHX	Hopper Wagon Wheat ...	60	47		17	56
Esso	Bitumen Tanks Nos. 139 to 143 inclusive. } Ety. Ldd.	60	52		28	11300-11950 gals.

**WEIGHT TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES**  
Available for change of bogie 4' 8½"—5' 3"

Class of Wagon	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines		Tons Empty	Tons Carrying Capacity
			Nearest Foot			
GBX	Open Wagon ...	60	47		20	50
GDX	Open Wagon ...	60	47		21	45
GMX	Open Wagon ...	60	78		30	45
GNX	Motor Car Carrier Wagon ...	60	78		25	12
GOX	Open Wagon ...	60	78		28	45
LBX	Louvre Van ...	60	48		21	40
LCX	Louvre Van ...	60	48		22	45
LDX	Louvre Van ...	60	48		23	40
LEX	Louvre Van ...	60	78		31	43
RGX	Flat Wagon ...	60	50		20	55
RLX	Flat Wagon ...	60	59		22	53
RMX	Flat Wagon—Containers ...	60	66		21	54
VCX	Box Van ...	60	48		21	40
VDX	Box Van ...	60	48		18	40
VEX	Box Van ...	60	78		31	43

**GENERAL INSTRUCTIONS—continued.**

**WEIGHTS TO BE ALLOWED FOR WESTERN AUSTRALIAN GOODS VEHICLES**  
Available for change of bogie 4'8½"–5'3".

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines	Tons Empty	Tons Carrying Capacity
			Nearest Foot		
WGX	Open Wagon	60	59	26	49
WMX	Motor Car	60	78	22	12
WVX	Carrier Wagon Covered Wagon	60	59	25	50

**MAXIMUM GROSS TONNAGE PER GOODS VEHICLE  
ALLOWED IN VICTORIA AND SOUTH AUSTRALIA**

**VICTORIA** The gross weight of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 75 tons.**

**SOUTH AUSTRALIA** The gross weight of any vehicle permitted to operate over the South Australian Railways System **must not exceed 72 tons except in respect of wagons loaded with standard 20-foot containers only, a gross weight of 75 tons will apply on the main line between Melbourne and Adelaide.**

**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.

**Double-Headed Loads.**—The tonnage load which may be hauled by two engines is the combined load of the engines employed.

The general conditions governing engines assisting in front of trains and the lines on which double heading is permitted are shown on page 112.

**Engines Running Tender First.**—(i) Locomotives running tender first shall be given 10 per cent. less than the schedule load on grades of 1 in 100 and steeper. In the case of locomotives running tender first in the suburban area, a reduction of 10 per cent. in the schedule load must be allowed irrespective of the grade.

(ii) When a train is hauled by two engines, both tender first, the maximum combined load must be reduced by 10 per cent. When a train is hauled by two engines and one of these engines is running tender first, the 10 per cent. reduction of load for tender first running will only apply in respect of the load for the engine which has to run tender first. In either case the maximum speed for tender first running must not be exceeded.

**Parcels Coaches and Motor Coaches.**—(i) When Parcels Coaches and Motor Coaches, except Nos. 113 "M" and 156 "M" are used for hauling Goods, Stock, or Horse-boxes, the number of vehicles hauled must not exceed eight (8) including brakevan. The vehicle limit for 113 "M" and 156 "M" is governed by the tonnage set out in clause (ii).

(ii) The maximum tonnage for all Parcels Coaches and Motor Coaches (except as set out in clause (iii)) must not exceed the following:—

Ruling Grade.	Trailing Load.	Ruling Grade.	Trailing Load.
Level	... 405 tons	1 in 50	... 125 tons
1 in 200	... 280 "	1 in 40	... 100 "
1 in 100	... 210 "	1 in 30	... 70 "

(iii) When Motor Coaches Nos. 113 "M" or 156 "M" are used for shunting purposes in Jolimont Yards a maximum trailing load of 550 tons may be hauled.

**Diesel Fordson Tractors.**—Maximum load hauling or propelling on level is 225 tons. The maximum load on grades at a speed of 5 miles per hour are as follows:—Grade 1 in 50, 30 tons; 1 in 75, 65 tons; 1 in 100, 85 tons; 1 in 110, 90 tons; 1 in 200, 150 tons. See page 112 for maximum permissible speed.

**GENERAL INSTRUCTIONS—continued.**

**ENGINE RUNNING SCHEDULES.**

The following instructions are applicable to the loads and Engine Running Schedules published in the Working Time Table :—

(a) *Goods Trains.*—The schedules for Goods trains represent the time necessary to run each section with the specified load under average conditions.

**It will be the duty of the Driver to maintain the speed of his train as near to the maximum permissible speed as the load and grade will allow.**

(b) *Double-headed Trains.*—Trains assisted in the front by another engine are to be run to the same engine running schedules authorised for trains hauled by one engine, unless special schedules are provided.

(c) *Through Goods Trains.*—

The Engine Running schedules for Through Goods trains are based on the Tonnage Loads which an engine can haul over the Ruling Grade between recognised Terminal Stations and provide for these trains stopping at certain stations, viz. :—

Recognised Terminal Stations.	Stations where Engine Power is changed.
Stations where Engine Requirements are taken.	Stations where trains have to stop to test Brakes.

Should the train stop at any other station *en route*, an allowance of two (2) minutes over and above the Through schedule is to be allowed at each such station where train stops.

The Running Schedules for Through Goods trains, except where schedules applicable to special loads are provided, are based on the Ruling Grade Loads between the recognised Terminal Stations shown hereunder :—

Page	Sectional and Terminal Stations.	Page	Sectional and Terminal Stations.
86, 88, 91	Melbourne to Yallourn	87, 88, 91	Yallourn to Melbourne
86, 88	Melbourne to Traralgon	93	Melbourne to Nyora
88	Traralgon to Moe	93	Nyora to Korumburra
87, 88	Moe to Melbourne	94	Korumburra to Nyora
89, 90, 92	Traralgon to Bairnsdale	94	Nyora to Melbourne
90	Bairnsdale to Sale	97	Nyora to Wonthaggi
90	Sale to Traralgon		

(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 101 to 112, or to any speed restrictions published from time to time, **it will be the duty of the Driver to maintain the speed of his train as near to the maximum permissible speed as the load and grade will allow.**

**Light Engines.**—(i) The Running Schedule for a "Light" Engine, two "Light" Engines attached, or in either case with only a brakevan attached, shall (subject to the instructions on pages 101 to 112) be equal to the schedule for the fastest stopping Passenger train, for the section over which the engine runs, unless a special schedule is issued to the contrary.

See page 110 for speed of light engines.

(ii) In every case where a brakevan 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 Signaller must inform the Signaller in advance, by telephone or telegraph, that the train consists of an engine (or Engines) and brakevan.

**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 Length Expressed in Equivalent Number of Vehicles :—

- |  |    |
|--|----|
| (a) Goods trains (with or without carriage or carriages attached) ... ..                                   | 75 |
| (In the case of a train composed wholly of bogie vehicles, the maximum shall not exceed 45 such vehicles). |    |
| (b) Trains of empty passenger carriages ... ..   | 30 |

"Counting each four or six-wheeled wagon, bogie "UB", "UF" or "TP" van or bogie "CP", "JCP", "CA" "ZLP" and "ZF" brakevan or S.A.R., "GB" bogie brakevan (except those of 62 ft. 10 ins. overall length and weighing 50 tons) as one ; and each other bogie wagon, van, or carriage as two."

The loads which may be hauled behind auto-coupled PL carriages are shown on page 66 and must not be exceeded whether the carriages are loaded or empty.

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

Special, Vice-regal, State, Inspection, Dining, Buffet, Sleeping, "AJ", "BJ", "AZ," "BZ," "AS," "BS," "MBS" and "ABS" Carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to goods trains, unless authorised by the Chief Traffic Manager.



**GENERAL INSTRUCTIONS—continued.**

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

On Goods trains the weights of Diesel 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 wagon ... ..	105 "
30-ton wreckage cranes (Nos. 5 and 7) with match wagon ... ..	70 "
10-ton wreckage crane (No. 6) with match wagon ... ..	55 "
3-ton steam cranes (Way and Works Branch, Nos. 41, 42, 43, 44) with match wagons ... ..	30 "
10-ton diesel crane (Way and Works Branch, No. 45) with special "Q" wagon ... ..	55 "
Grab cranes (Nos. 33 and 36) ... ..	35 "

**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.

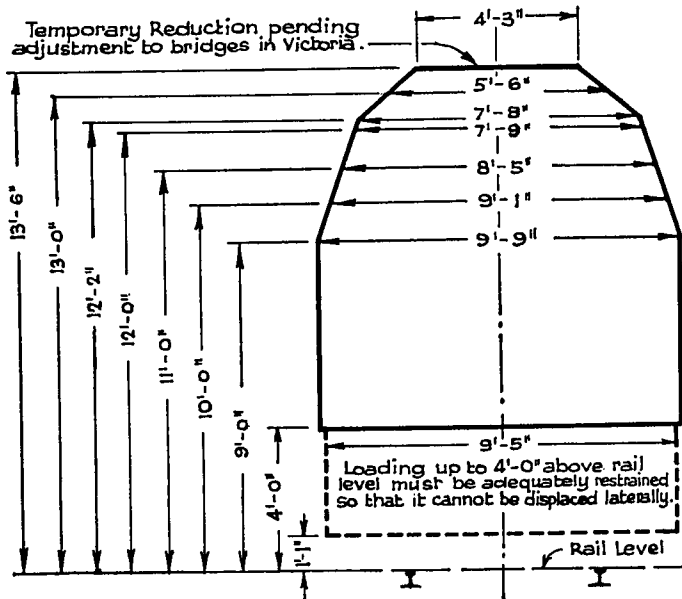
**Mileage Shown in Load Schedule Footnotes.**—The mileage quoted in the footnotes is in every instance in accordance with that shown in the Grades Book.

**MAXIMUM LOADING OUTLINE.**

The particulars of the maximum Loading Outline for 5'3" gauge loadings within the Victorian and South Australian Systems and correct method of using the Loading Outline are shown hereunder :—

Above Rail Level	W.d.h Centrally Located
at 13' 6"	4' 3"
" 13' 0"	5' 6"
" 12' 2"	7' 8"
" 12' 0"	7' 9"
" 11' 0"	8' 5"
" 10' 0"	9' 1"
" 9' 0"	9' 9"

From 13' 6" above rail level the width at 4' 3" will gradually taper at the sides to 12' 2" and 9' 0" above rail level. Loading must not project more than 6 inches over the wagon at each end. See diagram hereunder :



**GENERAL INSTRUCTIONS—continued.**

**GENERAL REFERENCES TO FOOTNOTES OF LOAD SCHEDULES.**

(Pages 86 to 97.)

- (a) This load will apply in each direction between Flinders Street and Spencer Street during the hours 7 a.m. to 8.45 a.m., and 4 p.m. to 6.30 p.m. (Saturdays and Sundays excepted).
- (b) This load applies at all times other than during the restricted period mentioned in (a) above.
- (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.
- (x) Load for trains not requiring to stop certain stations.

**GOODS TRAINS.**

**TONNAGE LOADS, VEHICLE LIMITS AND ENGINE RUNNING TIMES.  
SPENCER STREET TO WARRAGUL.**

Engine Running Time.									SECTION.	LOAD.				
Roadside Sectional Loads.				Through Ruling Grade Loads.				Mileage		DOWN.	B	L	T	Y
3/5ths Load. L-Electric	Full Load. L-Electric			Full Load. L-Electric	No. 35 (News) 500tons L-Electric									
				Viaduct Junc.					From—					
5	5	...	...	5	5	...	...	1	Spencer Street	...	1800	1200	1250	1000
...	...	...	...	...	...	...	...	5	Flinders Street	...	1000	850	650	450
...	...	...	...	...	...	...	...	7	Toorak (d)	...	...	...	1200	570
18	22	...	...	21	18	...	...	8	Malvern ...	...	...	...	1400	950
...	...	...	...	...	...	...	...	9	Caulfield ...	...	1600	1100	1400	1000
...	...	...	...	...	...	...	...	11	Murrumbeena	...	...	...	...	570
...	...	...	...	...	...	...	...	13	Oakleigh ...	...	1400	...	1000	650
...	...	...	...	...	...	...	...	14	Clayton ...	...	...	...	...	...
...	...	...	...	...	...	...	...	15	Westall ...	...	...	...	...	...
...	...	...	...	...	...	...	...	17	Spring Vale	...	...	...	...	...
...	...	...	...	...	...	...	...	20	Noble Park	...	...	...	...	...
25	26	...	...	25	24	...	...	24	Dandenong	...	1800	1200	1600	1000
8	9	...	...	...	...	...	...	26	Hallam ...	...	...	...	...	...
5	5	...	...	11	10	...	...	28	Narre Warren	...	2000	1600	1000	900
6	7	...	...	5	5	...	...	30	Berwick ...	...	1000	700	650	400
4	5	...	...	...	...	...	...	32	Beaconsfield	...	1200	900	800	600
6	7	...	...	6	6	...	...	37	Officer ...	...	...	...	...	...
9	9	...	...	6	6	...	...	41	Pakenham	...	2000	1800	1800	1000
9	9	...	...	6	6	...	...	44	Nar-Nar-Goon	...	1400	1100	800	600
8	8	...	...	5	5	...	...	47	Tynong ...	...	2000	1800	1800	1000
7	7	...	...	...	...	...	...	50	Garfield ...	...	...	...	...	...
5	6	...	...	8	8	...	...	52	Bunyip ...	...	1000	700	650	400
7	7	...	...	5	5	...	...	58	Longwarry	...	2000	1800	1800	1200
11	13	...	...	11	9	...	...	62	Drouin ...	...	...	...	...	...
10	10	...	...	9	9	...	...		Warragul ...	...	750	700	600	400

¶ When operating the Staff Automatic Exchanging Apparatus.

(d) Trains required to shunt at Toorak must be limited to 39 vehicles; see General Appendix, page 646.

**WARRAGUL TO SPENCER STREET.**

Engine Running Time.								SECTION.	LOAD.						
Roadside Sectional Loads.				Through Ruling Grade Loads.					Mileage.	UP.					
3/5ths Load. L-Electric	Full Load. L-Electric			¶ Full Load. 700 tons. L-Electric	¶ Full Load. 1400 tons. L-Electric					B	L	T	Y		
10	12	...	...	9	11	...	4	<b>From—</b>							
10	11	...	...	8	8	...	10	<b>Warragul</b>							
6	7	...	...	4	4	...	12	<b>Drouin</b> ...	1500	1400	1000	550	...	...	
6	7	...	...	4	4	...	10	<b>Longwarry</b>	...	...	...	...	...	...	
5	6	...	...	...	...	...	12	<b>Bunyip</b> ...	2000	1800	1800	1200	...	...	
6	8	...	...	...	...	...	15	<b>Garfield</b> ...	1600	1500	1100	800	...	...	
7	9	...	...	...	...	...	18	<b>Tynong</b> ...	1500	1400	900	600	...	...	
6	8	...	...	...	...	...	21	<b>Nar-Nar-Goon</b>	2000	1800	1200	...	...	...	
9	10	...	...	...	...	...	25	<b>Pakenham</b>	...	1500	1200	800	...	...	
9	10	...	...	...	...	...	30	<b>Officer</b> ...	...	1400	1000	600	...	...	
6	8	...	...	...	...	...	32	<b>Beaconsfield</b>	1600	1400	1200	900	...	...	
5	5	...	...	...	...	...	34	<b>Berwick</b> ...	1500	1400	1000	500	...	...	
6	7	...	...	...	...	...	36	<b>Narre Warren</b>	...	1800	1200	700	...	...	
6	6	...	...	...	...	...	38	<b>Hallam</b> ...	...	...	...	...	...	...	
9	10	...	...	...	...	...	42	<b>Dandenong</b>	2000	1600	1200	900	...	...	
...	...	...	...	...	...	...	45	<b>Noble Park</b>	...	...	...	...	...	...	
...	...	...	...	...	...	...	46	<b>Spring Vale</b>	...	...	...	...	...	...	
...	...	...	...	...	...	...	47	<b>Westall</b> ...	...	...	...	...	...	...	
...	...	...	...	...	...	...	49	<b>Clayton</b> ...	1500	...	1000	700	...	...	
...	...	...	...	...	...	...	51	<b>Oakleigh</b>	...	...	...	...	...	...	
...	...	...	...	...	...	...	53	<b>Murrumbeena</b>	...	...	...	...	...	...	
24	28	...	...	...	...	...	54	<b>Caulfield</b> ...	1800	1400	1500	900	...	...	
...	...	...	...	...	...	...	55	<b>Malvern</b> ...	...	...	...	...	...	...	
...	...	...	...	...	...	...	57	<b>Toorak</b> ...	...	...	...	...	...	...	
20	22	...	...	...	...	...	61	<b>Flinders Street</b>	1800	1800	1500	1000	...	...	
5	5	...	...	...	...	...	62	<b>Spencer Street</b>	1800	1400	1500	900	...	...	

¶ When operating the Staff Automatic Exchanging Apparatus.

NOTE.—Mileage between Spencer St. and Maribyrnong River Goods Line (Footscray goods) is (4) four miles. (See page 471 Metropolitan District W.T.T. for tonnage loads, etc.).

Mileage between Spencer St. and Spotswood Powerhouse is (7) seven miles (See pages 472, 474. Metropolitan District W.T.T. for tonnage loads, etc.).

Mileage between Spencer St. and Paisley is 9 miles. (See pages, 223, 227 Western-South Western District W.T.T. for tonnage loads, etc.).

**WARRAGUL AND TRARALGON.**

Engine Running Time										SECTION	LOAD					
Roadside Sectional Loads					Through Ruling Grade Loads.						Mileage	DOWN	B	L	T	Y
3/5th Load (L. Electric).	Full Load (L. Electric)	Y. Full Load	T. Full Load		Full Load 700 tons (L. Electric).	No. 35 (News) 500 tons (L. Electric).	Y 350 tons	T 450 tons								
9	10	13	10	...	8	8	9	8	...	5	From— Warragul					
9	9	10	9	...	5	5	8	6	...	8	Darnum ...	1400	1100	...	900	600
11	11	12	11	...	8	8	10	8	...	13	Yarragon ...	...	...	...	...	...
12	13	16	14	...	11	11	13	12	...	19	Trafalgar ...	2000	1600	...	1600	1200
10	12	18	13	...	10	10	...	11	...	24	Moe ...	1200	1100	...	800	450
9	9	10	9	...	7	6	23	8	...	28	Herne's Oak	...	...	...	450	...
...	...	...	...	...	...	...	...	...	...	30	Morwell ...	750	700	...	500	350
15	16	18	16	...	14	14	16	14	...	37	Maryvale ...	...	...	...	1400	1200
											Traralgon ...	1800	1400	...	900	600
											UP					
...	...	...	...	...	...	...	...	...	...	7	From— Traralgon ...	...	...	...	...	...
15	16	20	19	...	15	...	...	...	...	9	Maryvale ...	...	...	...	...	...
9	9	10	9	...	7	...	...	...	...	13	Morwell ...	...	...	...	500	400
10	12	16	14	...	10	...	...	...	...	18	Herne's Oak	...	...	...	500	...
12	13	18	16	...	11	11	...	...	...	24	Moe ...	750	700	...	450	350
12	13	17	15	...	8	10	...	...	...	29	Trafalgar ...	...	1400	...	1200	...
9	10	15	12	...	6	7	...	...	...	32	Yarragon ...	1600	1400	...	1200	1000
10	10	14	12	...	8	8	...	...	...	37	Darnum ...	1500	1400	...	1000	800
											Warragul ...	1600	1400	...	1200	1000

TRARALGON TO ORBOST.

Engine Running Time										SECTION	LOAD						
Roadside Sectional Loads					Through Ruling Grade Loads						DOWN	T	Y				
Y Full Load	'T' 3/5ths Load	'T' Full Load						Y 400 tons	'T' 550 tons	Mileage							
28	18	21	...	...	...	...	...	26	...	9	<b>From—</b>						
											<b>Traralgon</b>						
											<b>Flynn</b>	...	600	...	400	...	...
											"	...	1000	...	800	...	...
											(h)	...	1400	...	1000	...	...
15	10	10	...	...	...	...	...	13	...	14	<b>Rosedale</b>	...	...	...	...	...	...
22	15	17	...	...	...	...	...	19	...	22	<b>Kilmany</b>	...	...	...	...	...	...
12	8	9	...	...	...	...	...	11	...	26	<b>Fulham</b>	...	900	...	500	...	...
12	9	10	...	...	...	...	...	10	...	30	<b>Salé</b>	...	1400	...	1200	...	...
	...	...	...	...	...	...	...	...	...	35	<b>Montgomery</b>	...	...	...	...	...	...
30	21	23	...	...	...	...	...	24	...	39	<b>Stratford Junction</b>	...	...	...	...	...	...
25	...	...	...	...	...	...	...	23	...	40	<b>Stratford</b>	...	1400	...	1000	...	...
22	30	34	...	...	...	...	...	20	32	47	<b>Munro</b>	...	...	...	400	...	...
20	13	14	...	...	...	...	...	18	12	55	<b>Fernbank</b>	...	600	...	400	...	...
10	...	...	...	...	...	...	...	9	...	62	<b>Lindenow</b>	...	...	...	...	...	...
21	20	20	...	...	...	...	...	20	18	66	<b>Hillside</b>	...	...	...	...	...	...
	18	18	...	...	...	...	...	...	...	73	<b>Bairnsdale...</b>	(d)	1400	...	800	...	...
	18	20	...	...	...	...	...	...	...	79	<b>Nicholson</b>	...	1000	...	500	...	...
	21	21	...	...	...	...	...	...	...	85	<b>Bumberrah</b>	...	...	...	...	...	...
	53	61	...	...	...	...	...	...	...	93	<b>Bruthen</b>	...	550	...	400	...	...
	25	30	...	...	...	...	...	...	...	110	<b>Nowa Nowa</b>	...	...	...	...	...	...
	21	24	...	...	...	...	...	...	...	116	<b>Tostaree</b>	...	...	...	...	...	...
	25	29	...	...	...	...	...	...	...	124	<b>Waygara</b>	...	...	...	...	...	...
										133	<b>Orbost</b>	(d)	550	...	350	...	...

(d) See General Appendix, re vehicles attached by screw Couplings, Bairnsdale-Orbost Line.

(h) Assisted in the rear from Traralgon to Stop Board at 98 miles 60 chains (see page 113).

**ORBOST TO TRARALGON**

Engine Running Time											SECTION	LOAD			
Roadside Sectional Loads					Through Trains							UP	T	Y	
Y Full Load.	T 3/5ths Load.	T Full Load.						Y 400 tons.	T 600 tons.	Mileage.					
..	30	35	...	...	...	...	...	...	...	9	<b>From—</b>				
..	21	24	...	...	...	...	...	...	...	17	<b>Orbost</b> ...	(d)			
..	20	23	...	...	...	...	...	...	...	23	<b>Waygara</b> ...			350	...
..	60	68	...	...	...	...	...	...	...	40	<b>Tostaree</b> ...			400	...
..	26	28	...	...	...	...	...	...	...	48	<b>Nowa Nowa</b> ...				...
..	16	16	...	...	...	...	...	...	...	54	<b>Bruthen</b> ...		550	350	...
..	18	18	...	...	...	...	...	...	...	60	<b>Bumberrah</b> ...	1000		800	...
24	...	...	...	...	...	...	...	23	...	67	<b>Nicholson</b> ...			400	...
13	20	23	...	...	...	...	...	12	22	71	<b>Bairnsdale</b> ...	(d)	630	450	...
21	15	17	...	...	...	...	...	19	15	78	<b>Hillside</b> ...	(h)		400	...
25	...	...	...	...	...	...	...	23	...	86	"	(h)	850	400	...
17	25	30	...	...	...	...	...	15	24	93	<b>Lindenow</b> ...		600	400	...
..	...	...	...	...	...	...	...	...	...	94	"				...
30	20	20	...	...	...	...	...	24	...	103	<b>Fernbank</b> ...				...
15	11	12	...	...	...	...	...	13	...	107	<b>Munro</b> ...		900	500	...
14	8	9	...	...	...	...	...	12	...	111	<b>Stratford</b> ...		1200	700	...
23	15	17	...	...	...	...	...	19	...	119	<b>Stratford Junction</b> ...				...
18	12	14	...	...	...	...	...	17	...	124	<b>Montgomery</b> ...				...
30	18	21	...	...	...	...	...	27	...	133	<b>Sale</b> ...		1400	1000	...
											<b>Fulham</b> ...				...
											<b>Kilmany</b> ...				...
											<b>Rosedale</b> ...		1400	1000	...
											<b>Flynn</b> ...		600	400	...
											<b>Traralgon</b> ...		1000	600	...

(d) See General Appendix re vehicles attached by screw couplings Orbost-Bairnsdale Line.  
 (h) For Goods trains assisted in rear from Bairnsdale to Stop-board at 169½ miles (see page 113).

**MOE AND YALLOURN.**

Engine Running Time.								SECTION.	LOAD.								
Roadside Sectional Loads.			Through Ruling Grade Load.						Mileage	DOWN.	L	T	Y				
3/5ths Load. L—Electric		Full Load. L—Electric	L—Electric	Y													
14	...	14	14	18	...	...	...	5 7	From— Moe Yalourn ... Nth. Yalourn	...	...	1000	1000	800	...	...	
									UP.								
...	...	18	18	22	...	...	...	2 7	From— Nth. Yalourn Yalourn Moe ...	...	...	...	1400	1000	800	...	...

**MORWELL AND MIRBOO NORTH.**

Engine Running Time.								SECTION.	LOAD.							
Roadside Sectional Loads.									Mileage.	DOWN.	T	Y				
3/5ths Load.	4/5ths Load	Full Load.														
16	19	22	...	...	...	...	...	7	From— Morwell							
10	12	14	...	...	...	...	...	12	Yinnar ...	...	500	...	380	...	...	...
26	30	36	...	...	...	...	...	37	Mirboo North	...	350	...	300	...	...	...
									UP.							
18	20	32	...	...	...	...	...	11	Mirboo North	...	1000	...	650	...	...	...
11	12	14	...	...	...	...	...	13	Boolarra ...	...	...	...	...	...	...	...
18	20	23	...	...	...	...	...	20	Yinnar ... Morwell ...	...	500	...	400	...	...	...

**TRARALGON AND STRATFORD (VIA MAFFRA).**

Engine Running Time												SECTION	LOAD		
Roads de Sectional Loads						Through Ruling Grade Loads							Mileage.	DOWN	T
Y, Full Load.	T, 3/5ths Load.	T, Full Load.							Y, 400 tons.	T, 550 tons.	T, 600 tons.				
20	13	15	...	...	...	...	...	...	19	14	...	6	<b>From—</b> <b>Traralgon</b>		
													<b>Glengarry</b> ...	700g	400
													" (m) (mm) ...	1000	800
18	...	...	...	...	...	...	...	...	15	...	...	11	<b>Toongabbie</b> ...	...	...
17	22	28	...	...	...	...	...	...	14	23	...	16	<b>Cowwarr</b> ...	1000	800
23	15	18	...	...	...	...	...	...	20	14	...	23	<b>Heyfield</b> ...	700	500
18	12	13	...	...	...	...	...	...	16	10	...	29	<b>Tinamba</b> ...	1200	800
16	11	12	...	...	...	...	...	...	13	9	...	34	<b>Maffra</b> ...	1400	1000
...	...	...	...	...	...	...	...	...	...	...	...	39	<b>Stratford Junction</b> ...	...	...
21	20	20	...	...	...	...	...	...	17	17	...	40	<b>Stratford</b> ...	750	600
													<b>UP.</b>		
...	...	...	...	...	...	...	...	...	...	...	...	1	<b>From—</b> <b>Stratford Junction</b> ...	...	...
22	20	20	...	...	...	...	...	...	18	...	17	6	<b>Maffra</b> ...	1000	700
16	11	13	...	...	...	...	...	...	13	...	10	11	<b>Tinamba</b> ...	1400	1000
19	12	15	...	...	...	...	...	...	17	...	13	17	<b>Heyfield</b> ...	...	400
20	15	18	...	...	...	...	...	...	18	...	14	24	<b>Cowwarr</b> ...	650	400
30	23	...	...	...	...	...	...	...	...	...	...	29	<b>Toongabbie</b> ...	700	450
30	23	24	...	...	...	...	...	...	25	...	18	34	<b>Glengarry</b> ...	1800	1200
18	12	15	...	...	...	...	...	...	14	...	14	40	<b>Traralgon</b> ...	750	500

(m) Assisted in the rear from Traralgon to Stop-board at 98 miles 77 chains, see page 113. For trains so assisted the engine running time may be increased by 4 minutes.

(mm) When necessary, three locomotives may be employed on a Down Goods train from Traralgon to Stop-board at 98 miles 77 chains (Maffra Line), but in such case two locomotives must be in front and the other in the rear (see page 113).

g For trains departing from opposite the Inner Down Home Signal (Post No. 9).



**SPENCER-STREET TO KORUMBURRA.**

Engine Running Time						SECTION.	LOAD.								
Roadside Sectional Loads.		Through Trains					Mileage.	DOWN.	B	T	Y				
3/5ths Load.	Full Load.	3/5ths Load.	Full Load	T-400 tons.	No. 31 Fast Goods (News) Metb. Yard-Nyora 320 tons, Nyora-Korumburra 400 tons										
Viaduct Junction						From—									
5	6	4	5	5	5	1	Spencer Street								
17	19	...	...	...	...	5	Flinders-Street	1800	1250	...	1000	...	...	...	...
5	6	...	...	...	...	7	Toorak ... (d)	1000	650	...	450	...	...	...	...
4	5	23	25	20	21	8	Malvern ...	...	1200	...	570	...	...	...	...
...	...	...	...	...	...	9	Caulfield ...	1600	1400	...	950	...	...	...	...
...	11	7	9	...	...	9	Murrumbeena	...	1600	...	1000	...	...	...	...
7	9	5	7	...	...	11	Oakleigh ...	...	1000	...	570	...	...	...	...
...	...	...	...	...	...	13	Clayton ...	1400	1000	...	650	...	...	...	...
6	8	5	5	...	...	14	Westall ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	15	Spring Vale	...	...	...	...	...	...	...	...
10	12	8	9	25	26	17	Noble Park	...	...	...	...	...	...	...	...
6	8	5	7	...	...	20	Dandenong ...	1800	1600	...	1000	...	...	...	...
5	7	5	5	...	...	22	A. W glass Siding	...	...	...	...	...	...	...	...
13	16	10	13	16	17	24	Lyndhurst	1800	1600	...	1000	...	...	...	...
9	11	7	8	10	11	28	Cranbourne	1400	1000	...	500	...	...	...	...
9	11	8	9	...	...	32	Glyde ...	...	...	...	...	...	...	...	...
15	19	11	14	18	19	37	Tooradin ...	...	...	...	...	...	...	...	...
5	7	4	6	...	...	42	Koo-wee-rup	...	...	...	...	...	...	...	...
12	16	8	11	13	14	44	Monomeith	...	...	...	...	...	...	...	...
14	15	...	...	...	12	48	Lang Lang	1800	1600	...	1000	...	...	...	...
...	...	...	...	...	...	54	Australian Glass Manuf'rs Sdg.	1400	1000	...	700	...	...	...	...
11	15	22	28	23	14	57	Nyora ... (d)	750	520	...	400	...	...	...	...
7	9	7	8	9	9	60	Loch ...	1400	1000	...	600	...	...	...	...
22	27	20	25	25	27	66	Bena ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	69	Korumburra Cattle Siding	...	...	...	...	...	...	...	...
9	12	9	12	11	13	70	Korumburra	600	400	...	300	...	...	...	...

(d) See General Appendix for special instructions re Toorak.  
See General Appendix for special instructions re Nyora.

**KORUMBURRA TO SPENCER STREET.**

Roadside Sectional Loads		Engine Running Time					SECTION	LOAD					
		Through Trains											
		Ruling Grade Loads											
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.		Nos. 82, 82A Thro. Goods, T-420 tons.	Mileage.	UP	B	T	Y			
...	...	...	...	...	...	...	1	<b>From—</b>					
								<b>Korumburra</b>					
								<b>Korumburra</b>					
								<b>Cattle Siding...</b>	...	...	...	...	...
9	13	9	12	...	11	4		<b>Bena ...</b>	650	420	...	300	...
17	19	13	15	...	12	10		<b>Loch ...</b>	1400	1400	...	1200	...
12	14	10	12	...	11	13		<b>Nyora ...</b>	(d) 700	550	...	400	...
9	11	...	...	...	...	16		<b>Australian Glass</b>	...	...	...	...	...
								<b>Manufacturers Siding</b>	...	...	...	...	...
10	11	15	18	...	15	22		<b>Lang Lang</b>	...	...	...	...	...
12	16	9	12	...	...	26		<b>Monomeith</b>	...	...	...	...	...
6	9	5	7	...	11	28		<b>Koo-wee-rup</b>	...	...	...	...	...
16	21	13	17	...	...	33		<b>Tooradin</b>	1800	1800	...	1400	...
17	20	14	18	...	17	38		<b>Clyde</b>	...	...	...	...	...
12	14	9	11	...	9	42		<b>Granbourne</b>	1500	1000	...	750	...
9	11	8	9	...	...	46		<b>Lyndhurst</b>	...	...	...	...	...
5	7	5	6	...	...	48		<b>A. W'glass Siding</b>	...	...	...	...	...
7	9	5	7	...	15	50		<b>Dandenong</b>	1800	1800	...	1200	...
...	...	...	...	...	...	53		<b>Noble Park</b>	...	...	...	...	...
14	20	12	18	...	...	55		<b>Spring Vale</b>	...	...	...	...	...
...	...	...	...	...	...	56		<b>Westall</b>	...	...	...	...	...
8	10	6	8	...	...	57		<b>Clayton</b>	1500	1000	...	700	...
9	11	7	9	...	...	59		<b>Oakleigh</b>	...	...	...	...	...
...	...	...	...	...	...	61		<b>Murrumbeena</b>	...	...	...	...	...
10	12	8	10	...	30	62		<b>Caulfield</b>	(d) 1800	1500	...	900	...
...	...	...	...	...	...	63		<b>Malvern</b>	...	...	...	...	...
8	10	...	...	...	...	65		<b>Toorak</b>	(d)	...	...	...	...
14	16	21	24	...	20	69		<b>Flinders Street</b>	1800	...	...	1000	...
5	6	4	5	...	5	70		<b>Spencer Street</b>	1800	1500	...	1000	...

(d) See General Appendix for special instructions re Nyora.  
 See General Appendix for special instructions re shunting trains at Toorak.  
 See General Appendix for special instructions re Caulfield.

**KORUMBURRA TO YARRAM AND TOORA TO BARRY BEACH.**

Engine Running Time							SECTION	LOAD.								
Roadside Sectional Loads.			Through Trains													
No. 31 Goods 3/5ths Load "T"	3/5ths Load.	Full Load.	Ruling Grade Loads.													
			No. 31 Goods "T" 400 Tons.				Mileage.									
							DOWN	B	T							
...	6	...	8	...	...	...	3	From—								
...	8	...	9	...	...	...	6	Korumburra								
...	8	...	10	20	...	...	9	Kardella	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	11	Ruby	...	...	1000	800	...	...	...	...
...	...	...	...	...	...	...	11	Leongatha	...	...	1000	800	...	...	...	...
...	11	...	13	...	...	...	14	Leongatha	(f)...	...	800	700	...	...	...	...
...	7	...	9	...	...	...	17	Knox Siding	...	...	...	...	...	...	...	...
...	4	...	5	...	...	...	19	Koonwarra	...	...	1000	800	...	...	...	...
...	6	...	8	24	...	...	21	Tarwin	...	...	1200	800	...	...	...	...
...	10	...	12	9	...	...	26	Meeniyah	...	...	1600	1200	...	...	...	...
...	12	...	18	17	...	...	31	Stony Creek	...	...	800	600	...	...	...	...
...	23	...	29	23	...	...	39	Buffalo	...	...	1200	800	...	...	...	...
6	6	...	8	...	...	...	42	Fish Creek	...	...	...	...	...	...	...	...
7	7	...	9	...	...	...	45	Foster	...	...	600	400	...	...	...	...
12	13	...	18	...	...	...	51	Bennison	...	...	...	...	...	...	...	...
8	8	...	10	...	...	...	55	Toora...	...	...	...	...	...	...	...	...
11	11	...	14	...	...	...	61	Welshpool	...	...	...	...	...	...	...	...
8	8	...	10	...	...	...	64	Hedley	...	...	...	...	...	...	...	...
7	9	...	11	...	...	...	68	Gelliondale	...	...	...	...	...	...	...	...
								Alberton	...	...	...	...	...	...	...	...
								Yarram	...	...	1600	...	...	...	...	...
...	...	...	...	...	...	...	4	From—								
...	...	...	...	...	...	...	3	Toora	...	...	...	...	...	...	...	...
								Barry Beach Junction	...	...	...	...	...	...	...	...
								Barry Beach	...	...	...	...	...	...	...	...

f—For trains required to stop at Ruby.

**YARRAM TO KORUMBURRA AND BARRY BEACH TO TOORA.**

	Engine Running Time							SECTION	LOAD.											
	Roadside Sectional Loads			Through Trains					Mileage	UP.	B	T								
	No. 82 and 82A Goods 3/5ths Load 'T'	3/5ths Load	Full Load.	Ruling Grade Loads																
			No. 82 and 82A 400 tons 'T'																	
...	...	...	...	...	...	...	...	3	From— Barry Beach	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	4	Barry Beach Jcn. Toora	...	...	...	...	...	...	...	...	...	...	
7	7	...	8	...	...	...	...	4	From— Yarram	...	...	...	...	...	...	...	...	...	...	
8	8	...	10	...	...	...	...	7	Alberton	...	...	...	...	...	...	...	...	...	...	
11	11	...	14	...	...	...	...	13	Gelliondale	...	...	...	...	...	...	...	...	...	...	
8	8	...	10	...	...	...	...	17	Hedley	...	...	...	...	...	...	...	...	...	...	
12	13	...	18	...	...	...	...	23	Welshpool	...	...	1600	...	...	...	...	...	...	...	
7	7	...	8	...	...	...	...	26	Toora	...	...	900	...	...	...	...	...	...	...	
6	7	...	9	...	...	...	...	29	Bennison	...	...	...	...	...	...	...	...	...	...	
...	24	...	32	29	...	...	...	37	Foster	...	1600	1600	...	...	...	...	...	...	...	
...	12	...	17	15	...	...	...	42	Fish Creek	...	600	400	...	...	...	...	...	...	...	
...	11	...	13	9	...	...	...	47	Buffalo	...	600	400	...	...	...	...	...	...	...	
...	4	...	6	...	...	...	...	49	Stony Creek	...	1000	800	...	...	...	...	...	...	...	
...	4	...	6	...	...	...	...	51	Meeniyah	...	1600	1600	...	...	...	...	...	...	...	
...	8	...	10	...	...	...	...	54	Tarwin	...	1600	1600	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	57	Koonwarra	...	1000	800	...	...	...	...	...	...	...	
...	13	...	17	27	...	...	...	59	Knox Siding	...	...	...	...	...	...	...	...	...	...	
...	8	...	11	...	...	...	...	62	Leongatha	...	600	400	...	...	...	...	...	...	...	
...	12	...	18	...	...	...	...	65	Ruby	...	...	...	...	...	...	...	...	...	...	
...	11	...	16	40	...	...	...	68	Kardella	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	Korumburra	...	600	400	...	...	...	...	...	...	...	

**NYORA TO WONTHAGGI, KIRRAK.**

Engine Running Time								Mileage	SECTION	LOAD						
Roadside Loads		Through Trains								DOWN.	B	T	Y			
3/5ths Load.	Full Load.	Ruling Grade Loads.		Through Trains												
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.													
11	...	14	10	...	13	...	...	7	<b>From—</b>	...	...	...	...	...	...	...
7	...	9	6	...	8	...	...	10	<b>Nyora</b>	...	...	...	...	...	...	...
4	...	5	3	...	4	...	...	12	<b>Woodleigh</b>	...	...	...	...	...	...	...
12	...	15	10	...	13	...	...	17	<b>Kernot ...</b>	...	...	...	...	...	...	...
12	...	14	12	...	14	...	...	21	<b>Almurta</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	23	<b>Woolamai</b>	...	1800	1400	800	...	...	...
17	...	21	17	...	21	...	...	27	<b>Anderson ...</b>	...	...	...	...	...	...	...
9	...	11	8	...	10	...	...	30	<b>Kilcunda ...</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	31	<b>Dalyston ...</b>	...	900	700	500	...	...	...
...	...	...	...	...	...	...	...	31	<b>State Mine</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	31	<b>Wonthaggi</b>	...	1400	1000	700	...	...	...
...	...	...	...	...	...	...	...	31	<b>Wonthaggi</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	34	<b>Kirrak ...</b>	...	...	...	450	...	...	...
...	...	...	...	...	...	...	...	—	<b>UP.</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	—	<b>From—</b>	...	...	...	700	...	...	...
...	...	...	...	...	...	...	...	—	<b>Kirrak</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	—	<b>Wonthaggi</b>	...	...	...	...	...	...	...
10	...	12	9	...	11	...	...	1	<b>Wonthaggi</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	4	<b>State Mine</b>	...	...	...	...	...	...	...
25	...	33	23	...	30	...	...	8	<b>Dalyston ...</b>	...	1800	1800	1200	...	...	...
10	...	12	9	...	10	...	...	14	<b>Kilcunda ...</b>	...	...	...	...	...	...	...
14	...	16	12	...	14	...	...	10	<b>Anderson ...</b>	...	900	700	470	...	...	...
6	...	8	5	...	6	...	...	14	<b>Woolamai</b>	...	1800	1800	1200	...	...	...
9	...	9	8	...	9	...	...	19	<b>Almurta ...</b>	...	1400	1000	500	...	...	...
20	...	35	20	...	33	...	...	21	<b>Kernot ...</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	24	<b>Wonthaggi</b>	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	31	<b>Nyora ...</b>	...	900	700	470	...	...	...

**LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS.**

STATION	No. 1 ROAD	No. 2 ROAD	No. 3 ROAD
	NEAREST FOOT	NEAREST FOOT	NEAREST FOOT
Narre Warren ... ..	—	1850	—
Berwick ... ..	—	1650	—
Pakenham ... ..	—	1800	—
Nar Nar Goon ... ..	—	1850	—
Drouin ... ..	—	780	—
Warragul ... ..	—	1670	1350
Yarragon ... ..	—	—	1900
Trafalgar ... ..	—	—	2050
Moe (See note) ... ..	—	1750	—
Herne's Oak ... ..	—	2214	—
Morwell ... ..	—	(No. 2a) 8190	—
Yallourn ... ..	1700	1300	1240
Morwell Briquette Siding ... ..	1800	1800	—
Traralgon ... ..	—	1150	—
Rosedale ... ..	—	500	—
Sale ... ..	450	360	850
Stratford ... ..	—	700	500
Fernbank ... ..	—	800	—
Lindenow ... ..	—	750	350
Glengarry ... ..	—	800	—
Cowwarr ... ..	1000	800	—
Heyfield ... ..	600	600	—
Tinamba ... ..	860	810	—
Maffra ... ..	—	1000	600
Bruthen ... ..	720	620	—
Nowa Nowa ... ..	780	465	—
Cranbourne ... ..	1200	1200	—
Tooradin ... ..	1200	1200	—
Koo-wee-rup ... ..	—	1700	800
Lang Lang ... ..	1250	1075	—
Nyora ... ..	—	600	400
Loch ... ..	—	600	—
Korumburra ... ..	—	475	—
Leongatha ... ..	—	650	550
Meeniyan ... ..	1200	1130	—
Fish Creek ... ..	—	510	—
Foster ... ..	—	450	—
Toora ... ..	—	480	—
Yarram ... ..	1000	800	—
Anderson ... ..	—	460	—
Wonthaggi ... ..	800	600	—

**NOTE :—THE INSIDE RECEIVER ROADS AT MOE ARE 1350 FEET.**

**OPERATION OF NOS. 21 AND 30 BETWEEN TRARALGON AND SALE, AND SALE AND BAIRNSDALE WITHOUT A BRAKEVAN IN THE REAR.**

**Nos. 21 and 30** may run without a brakevan in the rear between Traralgon and Sale and Sale and Bairnsdale. In all cases, the rear vehicle must be fitted with a hand-brake which must be in good order.

The Conductor must ride in the rear carriage for the purpose of carrying out the duties specified hereunder :—

1. (a) **Duties of Conductor.** On account of the brakevan of the abovementioned trains being next the engine, the duties specified will devolve upon the Conductor who must be an employe qualified to perform Guard's duties.

(b) The Conductor must ride in the rear of the train and carry out each or all, as may be necessary, of the duties laid down in sections i to xiv hereunder. He must :—

- (i) See that the prescribed Tail Signal, i.e., a White Disc by day and a Red Tail Light during darkness or foggy weather is carried on the rear of the trailing vehicle and so fixed that the face of the disc or light will show clearly to the rear. See also sub-clause (c), clause 1, page 193, General Appendix.
- (ii) Examine all special train and other notices as directed for the Guard, in Regulation 185.
- (iii) Have with him in the rear carriage, a Guard's kit, complete.
- (iv) Exchange hand signals with the Fireman as soon as practicable after the train has started. (See clause (f), Regulation 194).
- (v) Comply with Regulation 198 when necessary in regard to giving information to the Signaller that the whole of the train, with Tail Disc or Light attached, has arrived.
- (vi) Perform the duties specified for Guards, in the event of the train being pushed. (See Regulation 201 and the Instruction on page 291, General Appendix).
- (vii) Secure the train by means of the Hand Brake if the engine be detached for any purpose. (See Regulation 203).
- (viii) Protect the train as directed in Regulation 239 and issue the authority should it be necessary for the engine to return for the rear portion of the train when the Driver is IN POSSESSION OF A PROCEED ORDER OR A PORTION OF A COMPOSITE ELECTRIC STAFF.
- (ix) When necessary, protect the train in accordance with the Rules and Regulations, should it be brought to a stand by the use of the Communication apparatus. The Guard must take steps to ascertain why the Communication apparatus was applied.
- (x) Comply with the provisions of Regulation 247 in the event of failure or accident.
- (xi) Carry out the duties provided for the Guard in Rules 16 and 16C, Electric Staff and Tablet Rules. (See Appendix V, Book of Rules and Regulations).
- (xii) Test the Hand Brake of the rear carriage prior to testing the Air Brake, to satisfy himself it is in good order, and see, in all cases, that it is screwed off before starting.
- (xiii) Test the Air Brake in the manner prescribed for the Guard in the Air Brake Instructions. (See Rules 22 to 29 inclusive, Appendix III, Book of Rules and Regulations).
- (xiv) Observe the instructions prescribed for the Guard in Rule 31, clause (a), Appendix III.

**Duties of the Guard.** The duties of the Guard in charge of the train are modified to the extent mentioned above ; but he is in no way relieved from the proper performance of his duties as regards the general working of the train and must see, as far as reasonably practicable, that the duties herein specified are properly carried out by the Conductor.

### ENGINE AXLE LOADS.

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

Class.	Maximum Axle Load.			Length (Overall)		Weight (Nearest Ton) "DEAD"
	T.	C.	Q.	Feet	Inches	
<b>Broad-gauge—</b>						
"R" ... ..	19	10	0	77	3 $\frac{1}{4}$	187
"S" Diesel Electric ... ..	19	0	0	60	11	114
"X" Diesel Electric ... ..	18	12	0	60	3	112
"B" Diesel Electric ... ..	18	12	0	60	10	112
"H Diesel Electric (Nos. 1-5) ... ..	20	0	0	43	11	80
"T" Diesel Electric (320 to 346) ... ..	17	0	0	47	9	68
"T" Diesel Electric (347 onwards) ... ..	17	0	0	43	11	68
"F" Diesel Electric ... ..	16	14	0	30	1 $\frac{1}{2}$	50
"L" Electric .. ...	16	4	0	59	0	97
"W" Diesel Hydraulic ... ..	16	0	0	30	1	48
"Y" Diesel Electric ... ..	16	0	0	40	0	64
"J" .. ...	14	10	0	60	5 $\frac{1}{2}$	114
"E" (Electric) (1102 to 1111.) ... ..	13	15	2	38	8 $\frac{1}{2}$	55
"D3" .. ...	13	14	0	58	3 $\frac{3}{8}$	100
"K" .. ...	13	10	0	60	3 $\frac{3}{8}$	105
<b>Narrow-gauge—</b>						
"NA" ... ..	9	9	2	—	—	35



**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 authorised 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 authorised 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 Train Services and Metropolitan or District Superintendent by Stationmaster 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 Train Services.
3. The maximum speeds laid down in respect of the various Lines, or portions of Lines, are subject to :—
  - (i) the provisions of Regulation 59 ;
  - (ii) the special speeds shown on pages 108 to 112 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 102.
4. The running of engines **tender first** is subject to the instructions on page 112 relating to tender first running.  
(See also sub-clause (c) section (i), clause 1, page 112).
5.
  - (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains and except in the case of "ZP" brake-vans run at the speeds laid down for passenger trains. Express goods trains consisting solely of bogie passenger vehicles, except suburban motors, and/or Victorian bogie goods vehicles having the letter "P", "F" or "X" as the last letter of their classification, with the exception of loaded tank wagons classed "TWF", or "TWX" may run at speeds laid down for express goods trains. The maximum speed of "ZP" brake-vans and tank wagons classed "TWF" or "TWX" is laid down in Special Rates of Speed, clause 4, pages 109, 110.
  - (ii) When any goods vehicle including "Z" and "ZL" brake-vans without "P", "F" or "X" as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.
  - (iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the maximum speed allowed due to the classes of vehicles included in the train and the Driver or Guard if relieved must pass this information on to his relief.
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 Speed for Trains Hauled by Certain Classes of Engines.**—The maximum speed 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
B (Diesel- Electric) ...	70	E Electric 1102-1111	40	R ...	70	X (Diesel Electric)	70
		F (Diesel- Electric)	20	S (Diesel Electric) (See Note 3)	70	Y (Diesel ... Electric)	40
		H (Diesel Electric)	60			Y (Diesel ... Electric No. 175)	60
D3 ...	60	J ...	50	T ...	60	Narrow Gauge NA	20
		K ...	50	(Diesel Elec.)			
		L (Elec.)	70	W. (Diesel Hydraulic)	20		

**Note 1.**—The maximum speeds laid down for engines in clause 8 hereof are subject to the maximum speeds laid down in respect of various lines, or portions of lines, and to the conditions imposed above and also on pages 102 to 112 inclusive.

**Note 2.**—See page 110 for speed of an engine or engines with a brakevan of fixed-wheel base only attached, and for speed of light engines.

**Note 3.**—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. Set back movements, when driven from Hostler's End, are not permitted.

**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.†
Diesel-Electric Rail Motors ... ..	60
Diesel Rail Car (Walker Type), 102 H.P. Except (No. 4) ... ..	45
Diesel Rail Car (Walker Type), 102 H.P. No. 4 ... ..	50
Diesel Rail Car (Walker Type), 153 H.P. ... ..	50
Diesel Rail Car (Walker Type), 280 H.P. ... ..	60 (Without Trailer)
	50 (With Trailer)

† See clauses 3 and 5, page 101.

**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 for the Line or portion of Line over which the Rail Motor is running, and to the conditions imposed on pages 101 to 112 inclusive. Where any goods vehicle is attached, the speed laid down on page 110 for the type of vehicles concerned must not be exceeded.

**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 100 for engine axle loads.)

1. Except where instructions to the contrary are in force the classes of engines 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 authorise the running, for one return trip, of a heavier class of engine (excluding “B” 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 authorised in pages 103 to 112 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.
Morwell ... ..	Mirboo North ... ..	All classes ... ..	10
Traralgon ... ..	Maffra ... ..	All classes ... ..	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 Signaller.

4. Engines of a greater axle load than “T” Class must not operate in Angliss’s siding at Footscray.

**5. Light Engines.**—(a) Two light engines, coupled, may run over any line on which Double-heading is authorised, 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 authorised to run on such Line.

(b) Except as shown hereunder, not more than two light engines are permitted to run coupled unless specially authorised by the Chief Traffic Manager.

(c) Three light engines coupled are permitted to run between Spencer-Street and Newport Workshops.

**6. Pier and Wharf Lines.**—“R,” “S,” “X” or “B,” Class engines are not permitted to run on any pier or wharf line, unless specially authorised.

**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 Trains		Goods or Express Goods Trains.			
	Electric Diesel or Steam Locomotive Funnel First.	Steam Locomotive Tender First.	Electric Diesel or Steam Locomotive Funnel First.	Steam Locomotive Tender First.		
	Miles per Hour.	Miles per Hour.	Miles per Hour.	Miles per Hour.		
<b>Spencer-street and Flinders-street</b> ... ..	20	20	15	15	} All classes Except "H"	
<b>Flinders-street and the Down Home Signals at Jolimont Junction</b> (all lines) ...	25	25	15	15		
<b>Jolimont Junction and South Yarra</b> (via Caulfield Lines)	30	30	20	20		
<b>Jolimont Junction and South Yarra</b> (via Brighton Lines)	30	30	20	20		
<b>South Yarra and Caulfield</b> ... ..	35	30	20	20		
<b>Caulfield and Glenhuntly</b> ... ..	...	...	...	...		
" R " Class engines excepted ... ..	40	30	30	30		
" R " Class engines ... ..	30	30	30	30		
Via " B " Siding ... ..	...	...	5	5		
Passing over the Glenhuntly-road level crossing Up end Glenhuntly Station	10	10	10	10		
<b>Caulfield and Oakleigh</b> ... ..	40	30	40	30		
<b>Oakleigh and Dandenong</b> ... ..	...	(See page 105.)	...	...		
<b>Flinders-street and Port Melbourne Station</b> ...	40	30	20*A	30*B		} "S" and lighter ("H" not permitted)
Between Speed Board at Up end of Down Platform at North Port station and Level Crossing, Bridge Street, Down trains	25	25	20*A	25*B		
Between Speed Board at Down side of Graham station and Post 38 (Up Starting Signal, Graham), Up trains	30	30	20*A	30*B		
<b>Port Melbourne Station and Port Melbourne Railway Pier</b>	5	5	5	5	} " S " and lighter ("H" not permitted) (See note 6, page 102)	
<b>Graham and Prince's Pier</b>	5	5	5	5		
<b>Spencer-street and North Melbourne Junction</b>	40	30	15	15	} All classes	
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 (See note 4, page 102)	
Entering Newport Goods Yard ... ..	...	...	5	5		
<b>Maribyrnong River Line—</b>					} " S " and lighter ("H" not permitted)	
In clear daylight ... ..	...	...	10	10		
During darkness or foggy weather ...	...	...	5	5		
<b>Spotswood and Power-house Yard</b> ... ..	...	...	10	10	} All classes except "H"	
<b>North Melbourne Junction and Newmarket</b> ...	30	30	20	20		
<b>Newmarket Junction and Flemington Race-course—</b>						
Newmarket Junction and Show Grounds Platform	...	...	10	10	} All classes except "H"	
Show Grounds Platform and Flemington Racecourse	20	20	10	10		

† See clauses 3 and 5, page 102. \*A—Hauled by Steam, Diesel or Electric Locomotives.  
\*B—Hauled by Parcels Coaches or Electric Motors.

**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. †
	Miles per Hour
<b>Between Viaduct Junction, West Tower and North Melbourne.</b>	
Between West Tower and Viaduct Junction. ... ..	10
Up and Down Coburg Goods lines, between West Tower and North Melbourne Junction. ...	10
<b>Northern and Western Goods Lines.</b>	
Between West Tower and South Kensington Junction (Down and Up Journeys). ...	10
<b>North-Eastern Goods Lines.</b>	
Between West Tower and Kensington Junction (Down and Up Journeys). ... ..	10
Light Engines passing Franklin Street Signal-box to or from South Dynon Diesel Depot via Engine Flyover Road ... ..	15
Passing Level Crossings between the Yard and Appleton and Victoria Docks. See Special Instructions in the General Appendix ... ..	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 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. 268. ... ..	10
Down trains to Clifton Hill Line—when passing around 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
between Signal No. 278 Swanston Street Bridge on Nos. 1 and 2 East Roads at Flinders Street Station. ... ..	15
<b>Jolimont Goods Yard.</b>	
Entering from the East or West end ... ..	10

† See clauses 3, and 5, page 102.

**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			
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	
<b>Oakleigh and Huntingdale</b> ... ..	60	60	40	"R" and "H" Class engines excepted "R" Class engines
<b>" " " " " "</b> ... ..	50	50	40	
<b>Huntingdale and Dandenong</b> ... ..	50	50	40	
<b>Dandenong and Moe</b> ... ..	70	60	40	All classes except "H"
			See note "B" below	
<b>Warragul Station—</b> ... ..	25	25	25	All classes except "H"
between Down and Up Home Arrival Signals Nos. 3 and 16—17 respectively				
<b>Moe and Traralgon</b> ... ..	60	50	40	"B" and lighter ("H" not permitted)
<b>Traralgon and Rosedale</b> ... ..	50	50	40	
<b>Rosedale and Kilmany</b> ... ..	60	50	40	"B" and lighter ("H" not permitted)
<b>Kilmany and Sale</b> ... ..	50	50	40	
<b>Sale Wharf Line—</b> ... ..	...	...	10	"T" and lighter "B" and lighter ("H" not permitted)
<b>Sale and Stratford</b> ... ..	50	50	40	
Passing over Avon River Bridge (mileage 137 miles 39 chains) All engines or trains	20	20	20	
<b>Stratford and Bairnsdale</b> ... ..	50	50	40	"B" and lighter ("H" not permitted)
<b>Bairnsdale and 199 miles</b> ... ..	25	25	25	
<b>199 miles and Orbost</b> ... ..	35	35	35	"T" and lighter "T" and lighter
<b>Moe and Yallourn</b> ... ..	40	40	40	
<b>Yallourn and Brown Coal Mine</b> ... ..	15	15	15	All classes except "H" "T" and lighter

† See clauses 3 and 5, page 102.

**NOTE B.**—The Maximum Speed between Dandenong and Moe for any Goods train (Up or Down) consisting of all automatically coupled vehicles (including engine and brakevan) and running funnel first will be forty-five (45) miles per hour. It will be the duty of the Guard of any Goods train running between Dandenong and Moe to inform the Driver at the commencing point of the train, and also at any point where the composition of the train is altered, if the train is not completely automatically coupled, and the Driver, if relieved, must pass this information on to his relief.

**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		
	Passen-ger Trains	Goods or Mixed Trains	
	Miles per Hour	Miles per Hour	
<b>Morwell and Mirboo North—</b>			
“T” and “Y” Class engines ... ..	20	20	“T” and lighter
Rail Motor Trains ... ..	30	...	
<b>Morwell and Morwell Briquette Siding</b> ... ..	—	15	All Classes except “H”
<b>Traralgon and Heyfield</b> ... ..	40	30	“B” and lighter, (“H” not permitted)
<b>Heyfield and Maffra</b> ... ..	50	35	“B” and lighter, (“H” not permitted)
<b>Maffra and Stratford Junction—</b> ... ..	50	40	“B” and lighter, (“H” not permitted)
<b>Dandenong and Foster</b> ... ..	50	40	All classes except “H” (See footnote)
<b>Foster and Yarram</b> ... ..	60	40	“B” and lighter (“H” not permitted)
<b>Nyora and Wonthaggi</b> ... ..	45	35	“B” and lighter (“H” not permitted)
<b>Wonthaggi and Kirrak</b> ... ..	15	15	“T” and lighter

† See clauses 3, and 5 page 102.

NOTE—Dandenong and Foster. When running between Dandenong and Foster, tenders of “R” class engines must not contain more than 5000 gallons of water (3 feet from top of tank).

**FLASHING LIGHT SIGNALS AND BOOM BARRIERS.**  
(Instructions pages 178-182, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
<b>MELBOURNE TO DANDENONG</b>				
Caulfield 6-45	Grange Road	7	4	BB
Carnegie 7-51	Koornang Road	7	47	BB
Clayton 11-78	Centre Road	12	36	FL
Westall 13-26	Westall Road	13	33	FL
Spring Vale 14-37	Springvale Road	14	32	BB
Noble Park 16-19	Corrigan Road T	15	51	FL
" "	Heatherton Road	16	1	FL
" "	Chandler's Road T	16	71	FL
<b>DANDENONG TO ORBOST via SALE</b>				
Dandenong 18-49	Webster Street T	18	76	FL
"	South Gippsland Highway T	19	67	FL
Hallam 22-40	Hallam Road T	22	45	FL
Narre Warren 24-35	Station Street	24	37	BB
Pakenham 35-31	Main Street	35	23	FL
Nar Nar Goon 40-9	Koo-wee-rup Road	40	3	FL
Bunyip 48-30	Iona Road	48	7	FL
Drouin 56-43	Lardner's Road T	58	52	FL
"	Gardiner's Road T	55	4	FL
Warragul 61-18	Gallagher's Lane T	60	37	FL
Yarragon 68-77	Factory Road	68	58	FL
"	Shady Creek Road	69	17	FL
Trafalgar 73-77	Ashley Street	73	64	FL
"	Not Named	74	27	FL
Moe 80-12	Coalville Road	79	53	FL
Traralgon 97-36	Liddiard Road	98	17	FL
Rosedale 111-25	Longford Road T	113	60	FL
" " "	Willung Road T	111	32	FL
Sale 127-67	Maffra Road	129	39	FL
Stratford 138-25	Princes Highway T	138	47	FL
Bairnsdale 171-7	Princes Highway T	168	53	FL
<b>TRARALGON-MAFFRA</b>				
Traralgon 97-36	Liddiard Road	98	17	FL
Traralgon 97-36	Princes Highway T	98	65	FL
Glengarry 103-30	Rosedale Road T	103	19	FL
Heyfield 120-33	Maffra Road	120	47	FL
Maffra 131-26	Bundalaguah Road	131	11	FL
Maffra 131-26	Sale Road T	131	41	FL
<b>YALLOURN-BROWN COAL LINE</b>				
	Eastern Road	85	53	FL
<b>DANDENONG-YARRAM</b>				
Dandenong 18-49	Webster Street T	18	76	FL
"	Green's Road	20	65	FL
Lyndhurst 25-3	Lyndhurst Road T	23	17	FL
Cranbourne 27-19	South Gippsland Highway	27	29	FL
Koo-wee-rup 40-76	Rossiter's Road	41	6	FL
Lang Lang 47-26	Westernport Road T	47	16	FL
Bena 64-77	Bena Road	65	79	WW
Korumburra 68-61	Warragul Road	68	36	WW
Koonwarra 83-3	South Gippsland Highway	82	70	FL
Meeniyian 87-77	South Gippsland Highway T	88	77	FL
Hedley 123-47	South Gippsland Highway T	123	37	FL
<b>NYORA-WONTHAGGI</b>				
Woodleigh 62-10	South Gippsland Highway T	59	18	FL

**Abbreviations :** Flashing Lights—FL. Wig Wag—WW. Boom Barriers—BB.

Level Crossings in the above list indicated by the letter ' T ' are equipped with telephone communications.

### 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 clause 8, page 101, and clause 9, page 102.

**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 are indicated 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				
"	40	...	60				

**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) (i) Between OAKLEIGH and DANDENONG and DANDENONG and NYORA, over facing points worked from a Locking Frame or otherwise securely fastened, or over trailing points ... ..	25	50†
(ii) Between DANDENONG and MOE except at Bunyip, Longwarry and Moe, over facing points worked from a Locking Frame or otherwise securely fastened, or over trailing points. At Bunyip and Longwarry ... ..	25	70†
	25	60†
(iii) At Moe ... ..	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.



**SPECIAL SPEEDS—continued.**

**3. At Various Places.—(a) All trains.**

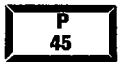
Description.	Maximum Speed.
<b>Terminal Stations—</b>	Miles per Hour.
When engine is passing the near end of platform at which the train has to stop. See clauses (d), Rule 12 Appendix III., and the General Appendix.	15
<b>Suburban Stations—</b>	
Entering and passing through in foggy weather ... ..	15
<b>On Single Lines—</b>	
When entering a crossing station at which the train has to stop ... ..	15
<b>Staff Stations—</b>	
When staffs are exchanged by means of Staff Automatic Exchange apparatus ...	50
When exchanging miniature staff, by hand—	
(a) When cane carrier is used ... ..	20 † †
(b) When automatic staff exchange carrier is used ... ..	15 † †
When exchanging staff (ordinary type), or delivering ticket ... ..	15 † †
Rail Motor Trains when driver is delivering or receiving a staff or ticket (see also General Appendix) ... ..	6
“ S ” Class Diesel Electric Locomotives—Hostler's End leading ... ..	See Note † † †
<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 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 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 Staff from or delivering a Staff to a Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Staff with a Signalman 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 Staff from or delivering a Staff to or exchanging a Staff with a Signalman either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be safely effected.



(b) **Express Goods Trains**—At various locations, a Speed Board (See diagram in margin) placed on the left-hand side of the line at a suitable distance before reaching a Signal indicates that **Express Goods Train** speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal. The train will then proceed according to the aspect displayed.



(c) **Passenger Trains**—At various locations, a Speed Board (See diagram in margin) placed on the left-hand side of the line at a suitable distance before reaching a Signal indicates that **Passenger Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal. The train will then proceed according to the aspect displayed.



(d) **Goods Trains**—At various locations, a Speed Board (See diagram in margin) placed on the left hand side of the line at a suitable distance before reaching a Signal indicates that **Goods Train** speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal. The train will then proceed according to the aspect displayed.

**SPECIAL SPEEDS—continued**

**4. Various Trains, Light Engines, Steam and Diesel Cranes, Diesel Fordson Rail Tractors.**

Description.	Maximum Speed.
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" Brake Van or Brake Vans ... ..	60
Goods Train by which "Dead" Engines are conveyed—see page 233, General Appendix	...
Any Victorian bogie goods vehicle, "ZP" excepted, having "P" as the last letter of its classification ... ..	70
Any Victorian bogie goods vehicle, except Tank Wagons, having "F" or "X" as the last letter of its classification ... ..	60
Tank Wagons classified as "TWF" or "TWX" when loaded ... ..	50
Tank Wagons classified as "TWF" or "TWX" when empty ... ..	60
"NN" Wagons when loaded (a) ... ..	35
"Z" or "ZL" brake-vans and goods vehicles except Victorian bogie goods vehicles with "P", "X" or "F" as the last letter of their classification ... ..	45
Suburban "M" and "CM" Cars numbered below 500 ... ..	50
Suburban "M" Cars numbered over 500 ... ..	70
<b>Light Engines—</b>	
"X" Class Diesel Electric Locomotive ... ..	60
"S" Class Diesel Electric Locomotive No. 1 End Leading ... ..	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, p. 101)	30
"B", "H", "L" or "T" class ... ..	60
"D3", "R", "J", or "K" ... ..	50
"Y" ... ..	40
"F" and "W" class ... ..	20
Engine or Engines with a Brakevan of Fixed-wheel Base only attached ... ..	(See page 101 clause 5, sub-clause (ii))
Any Break-down Van Train or any Train to which a Break-down Brakevan is attached ...	40
Engines when running in any Locomotive Depot within the T.R. Point ... ..	10
Any Train by which any Diesel or Steam Crane is conveyed ... ..	The maximum speed for the Diesel or Steam Crane conveyed
<b>Diesel Cranes—</b>	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tons) ... ..	(See note below)

a—Permission must be obtained from the Train Controller before loaded "NN" wagons are conveyed by any trains, see page 101 clause 5, sub clause (iii).

**Note :—**The maximum permissible speed for the Way and Works Branch No. 45 Diesel Crane (10 tons) will be as follows :—

Line or portion of Line	Maximum Speed	Line or portion of Line	Maximum Speed
	Miles per Hour		Miles per Hour
Dandenong and Sale ... ..	30	83 miles, 50 chains and Yallourn ...	20
Sale and Stratford ... ..	30	Yallourn and Latrobe River Bridge	15
Stratford and Bairnsdale ... ..	30	Latrobe River Bridge and Brown Coal Mine	15
Bairnsdale and Orbost ... ..	20		
Traralgon and Maffra ... ..	30	Morwell and Mirboo North ... ..	15
Maffra and Stratford Junction ... ..	20	Dandenong and Yarram ... ..	30
Moe and Yallourn :—		Nyora and Wonthaggi ... ..	30
Moe and 83 miles, 50 chains ... ..	30		

On Metropolitan and Suburban lines the crane may run at a maximum speed of thirty (30) miles per hour or at the speed permitted for a "T" Class locomotive whichever is the lower.

**SPECIAL SPEEDS—continued.**

**Various Trains, Light Engines, and Steam and Diesel Cranes, Diesel Fordson Rail Tractors.**

Description	Maximum Speed
<b>Steam Cranes—</b> ... ..	Miles per Hour
Nos 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons) ... ..	40
	(See note)
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) ... ..	40
	(See note)
No. 6 (Rolling Stock Branch, Wreckage, 10 tons) ... ..	30
Nos. 33 and 36 (Stores Branch, Grab) ... ..	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons) ... ..	15

**Note** :—When the 30 ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) are conveyed by Special Train, the train is permitted to run only on the lines and up to the maximum speed for the Cranes as set out below provided that the maximum speed of the train shall not exceed :—

- (a) The maximum laid down for the locomotive hauling the train over the portion of the line concerned.
- (b) The maximum speeds for Goods Trains.
- (c) The speeds in the Special Speed Section.

When conveyed by a Goods Train the speed of the train shall be that laid down for a Goods Train over the line concerned provided that it does not exceed the maximum speed for the cranes as set out herein.

The maximum permissible speeds for 60 ton and 30 ton Wreckage Cranes are as follows :—

Line or portion of Line between :—	Maximum Speed	
	60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
	Miles per Hour	Miles per Hour
Dandenong and Moe ... ..	40	40
Moe and Traralgon ... ..	35	40
Traralgon and Stratford (via Sale) ... ..	Not Allowed	30
Stratford and Bairnsdale ... ..	Not Allowed	40
Bairnsdale and Orbost ... ..	Not Allowed	25
Traralgon and Stratford Junction (via Maffra) ... ..	Not Allowed	30
Moe and Yallourn ... ..	40	40
Yallourn and Latrobe River Bridge ... ..	15	15
The 60 ton Crane is not permitted over Latrobe River Bridge		
Latrobe River Bridge and Brown Coal Mine ... ..	Not Allowed	15
Morwell and Mirboo North ... ..	Not Allowed	25
Dandenong and Leongatha ... ..	Not Allowed	40
Leongatha and Foster ... ..	Not Allowed	40
Foster and Alberton ... ..	Not Allowed	30
Alberton and Yarram ... ..	Not Allowed	40
Nyora and Wonthaggi ... ..	Not Allowed	30

Description	Maximum Speed
<b>On Truck Weighbridge—</b> ... ..	Miles per Hour
(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 employe leaves the leading vehicles to attend to the points ... ..	3

**SPECIAL SPEEDS — continued.**  
**DIESEL FORDSON RAIL TRACTORS —**

The Maximum Permissible Speed is 20 m.p.h. (Permissible Loads—See page 83).

**ENGINES RUNNING TENDER FIRST.**

1. Unless specially authorised, no engine employed as assisting engine on a Passenger train shall run tender first.
2. Subject to paragraph 1, an engine may run tender first on any line at any time.

**ENGINES ASSISTING IN FRONT OF TRAINS.**

(Regulation 174.)

1. (a) Subject to the following instructions, an assisting engine may be employed in front on a Passenger, or Goods train over the Lines or Sections of Lines shown in clause 6 hereunder.  
(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) In the case of—
  - (i) Passenger Trains.—The load must not exceed the maximum authorised load for the train concerned. In no case must either engine be run tender first.
  - (ii) Goods Trains.—The authorised 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 this engine shall be the leading engine.
3. When a train is hauled by a steam locomotive and a Diesel Electric or Diesel Hydraulic locomotive, the steam locomotive must trail.
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 work.
5. When an assisting steam engine is employed, a water tank may be attached between the engines.
6. The Lines and Sections of Lines on which double-heading of trains is permitted are as shown hereunder :—

**Section—**

Melbourne and Bairnsdale, via Rosedale or Maffra.	Dandenong and Yarram.
Bairnsdale and Orbost.	Nyora and Wonthaggi
Moe and Yallourn	

7. Where a higher powered diesel locomotive than "T" or "Y" class is running in multiple with either "T" or "Y" class locomotive, the higher powered locomotive with a dynamic brake must be the leading locomotive, except where instructions have been issued to the contrary.

## ENGINES ASSISTING IN REAR OF TRAINS.

### (Regulation 173.)

1. Engines are only to assist in 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. Bank engines at the rear of vehicles without buffers 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 authorised 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.

(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 brakevan not equipped with buffers is utilised 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 Working Time Table books 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.
Traralgon to "Stop Board" at mileage 98 miles 60 chains (Sale Line.)	Goods Trains.
Traralgon to "Stop Board" at mileage 98 miles 77 chains (Maffra Line.)	Goods Trains.
Bairnsdale to "Stop Board" at mileage 169½	Goods Trains.

### MAKE UP OF PASSENGER TRAINS.

The following are the type of carriages 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 carriage haulage.

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
7.25 a.m.	Melbourne	Traralgon	Mon. to Fri., CE, ABE, ABW ...	125	45	61	106
			Sat., CE, ABE, ABW BW ...	160	45	121	166
7.38 a.m.	Dandenong	Warragul	Mon. to Fri., BCPL, AW BPL, BC, BC, BC, BC	215	40	476	516
8.35 a.m.	Melbourne	Sale	Mon., BCE*, AW*, BW, BZ, BUF- FET, AZ, CE	325	100	166	266
			Tue., Wed., Thur., Sat., BCE*, ABE*, BZ, BUFFET, AZ, CE ...	300	86	142	228
			Fri., BCE*, ABE*, BW, AW, BZ, BUFFET, AZ, CE	370	126	202	328
11.57 a.m.	Sale	Bairnsdale	Mon., CE, AZ, BUFFET, BZ, BW	240	60	124	184
			Tue., Wed., Thur., Sat., CE, AZ, BUFFET, BZ	205	60	64	124
			Fri., CE, AZ, BUFFET, BZ, AW, BW	275	100	124	224
12.40 p.m.	Melbourne	Traralgon	Sat., CE, AW, BPL, BPL, ... BPL, BPL, BW, AS	285	88	380	468
1.15 p.m.	Melbourne	Warragul	Mon. to Fri., CW, BCPL, AW ...	100	40	76	116
3.38 p.m.	Melbourne	Warragul	Mon. to Fri., CW, BPL, BPL, BPL, BPL, BW, ABE, BCPL (A)	265	26	416	442
4.53 p.m.	Melbourne	Traralgon	Mon. to Fri., CE, AW BPL, BPL, BPL, BPL, BW, AS	285	88	380	468
6.3 p.m.	Melbourne	Sale	Mon., CW¶, CE, AS, BS, AW, BW	250	88	124	212
6.3 p.m.	Melbourne	Sale	Tue., Wed., CW¶, CE, AS, BS, ... AW, BW, BPL**	280	88	204	292
			Thur., CW¶, CE, AS, BS, AW, BW, ABU	285	108	150	258
6.3 p.m.	Melbourne	Sale	Fri., CW¶, CE, AS, BS, AW, BW, BCE, BW*, ABU*, BW*	405	108	312	420
			Sat., CE, AS, BS, AW, BW, BCE, ABU*, BW*	335	108	252	360
			Fri., BCE, BW, AW, BS, AS, CE ...	265	88	166	254
10.10 p.m.	Sale	Bairnsdale	Sat., BCE, BW, AW, BS, AS, CE ...	265	88	166	254
10.35 p.m.	Sale	Bairnsdale	Mon. to Fri., BCPL, AW, BPL, BC, BC, BC, BC	215	40	476	516
6.9 p.m.	Dandenong	Warragul	Mon. to Fri., BC, BC, BC, BC, BPL, AW, BCPL	215	40	476	516
6.1 a.m.	Warragul	Dandenong	Sat., CE, AS, BS, AW, BW, BCE ...	265	88	166	254
6.15 a.m.	Bairnsdale	Sale	Mon., CE, AS, BS, AW, BW, BCE	265	88	166	254
			Sat., BCE, BW, AW, BS, AS, CE, BW§, ABU§, BW§, CW§	405	108	312	420
			Mon., BCE, BW, AW, BS, AS, CE, ABU§, BW§	335	108	252	360
7.35 a.m.	Sale	Melbourne	Tues., CE, BS, AS, BW, AW ...	215	88	124	212
			Fri., CE, BS, AS, ABU, BW, AW, CW§	285	108	150	258
7.35 a.m.	Sale	Melbourne	Wed., Thur., CE, BS, AS, BW, AW, CW§	250	88	124	212
5.35 a.m.	Traralgon	Melbourne	Sat., CE, AS, BW, BPL, BPL, BPL, BPL, AW	285	88	380	468
6.40 a.m.	Warragul	Melbourne	Mon. to Fri., BCPL, ABE, BW, BPL, BPL, BPL, BPL	230	26	492	518
6.25 a.m.	Traralgon	Melbourne	Mon. to Fri. CE, AS, BW, BPL, ... BPL, BPL†, BPL†, AW †	285	88	380	468
10.8 a.m.	Warragul	Melbourne	Mon. to Fri., CW, AW, BCPL, CW	135	40	76	116
1.55 p.m.	Traralgon	Melbourne	Sat., CW, BW, ABW, ABE, CW§	185	45	121	166

A—Leading BCPL car-van to run locked between Flinders Street and Warragul, and the Driver of the 3.38 p.m. (No. 43) Pass. is hereby authorized to drive the leading BCPL car-van beyond the platforms at Caulfield, Spring Vale, Sandown Park, Noble Park and Dandenong.

\* Detach Traralgon.

§ Attach Traralgon.

\*\* Detach Sale.

¶ Detach Morwell.

† Carriages to be locked leaving Traralgon and unlocked at Warragul.

**MAKE UP OF PASSENGER TRAINS—continued.**

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
2.10 p.m.	Bairnsdale	Sale	Mon., BW, BZ, BUFFET, AZ, CE	240	60	124	184
			Tue., Wed., Thurs., Sat., BZ, BUFFET, AZ, CE	205	60	64	124
			Fri., BW, AW, BZ, BUFFET, AZ, CE	275	100	124	224
3.29 p.m.	Sale	Melbourne	Mon., CE, AZ, BUFFET, BZ, BW, AW, BCE§	325	100	166	266
			Tues., Wed., Thurs., Sat., CE, AZ, BUFFET, BZ, ABE§, BCE§	300	86	142	228
			Fri., CE, AZ, BUFFET, BZ, AW, BW, ABE§, BCE§	370	126	202	328
4.12 p.m.	Warragul	Dandenong	Mon. to Fri., BC, BC, BC, BC, BPL, AW, BCPL	215	40	476	516
4.45 p.m.	Traralgon	Melbourne	Mon. to Fri., CE, ABW, ABE	125	45	61	106
6.12 p.m.	Melbourne	Yarram	Mon., Tue., Wed., Thur., CW, BE A/C, BP	125	—	64	64
6.12 p.m.	Melbourne	Yarram	Fri., CW, BW, BE A/C, BP	160	—	124	124
6.12 p.m.	Melbourne	Yarram	Sat., CW, BE A/C	90	—	64	64
7.10 a.m.	Yarram	Melbourne	Mon. to Fri., CW, BE A/C	90	—	64	64
			Sat., CW, BW, BE A/C	125	—	124	124

A/C Air-conditioned. § Attach Traralgon.

**SUNDAY EXCURSION TRAINS**

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
9.35 a.m.	Melbourne	Sale	BCE, AE, BPL, BPL, BPL, AE, BPL	260	96	362	458
6.45 p.m.	Melbourne	Leongatha	BCPL, ABU (Dual)*, ABU (Dual)*	100	—	166	166
7.5 p.m.	Melbourne	Traralgon	CE, AW BPL, BPL, BPL, BPL, BW	235	40	380	420
8.20 a.m.	Traralgon	Melbourne	CE, BW, BPL, BPL, BPL, BPL, AW, CW	235	40	380	420
5.55 p.m.	Sale	Melbourne	BCE, BPL§§, BPL§§, BPL, AE, BPL, BPL, BPL, AE	320	96	522	618
6.45 p.m.	Leongatha	Melbourne	BCPL, ABU (Dual)*, ABU (Dual)*	100	—	166	166

§§ Attach Sale. \* As Second class.

# LIGHTING OF COUNTRY TRAINS

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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 carriages 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 carriages at a convenient station.

Economy must also be exercised in the use of electric lights in carriages, 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 carriages and Brakevans.**

## **(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 carriages must 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.**

## **DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES.**

Guard or Rail Motor Driver 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>EASTERN DISTRICT.</b>	
7.25 a.m. Melbourne-Traralgon	Flinders Street to light. Warragul extinguish	...
3.38 p.m. Melbourne-Warragul...	Flinders Street to light. Terminal extinguish	...
4.53 p.m. Melbourne-Traralgon	Flinders Street to light. Terminal extinguish	...
6.3 p.m. Melbourne-Sale	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
6.3 p.m. Melbourne-Bairnsdale	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
6.9 p.m. Dandenong-Warragul	Dandenong to light. Terminal extinguish	Dandenong to light. Terminal extinguish.
6.12 p.m. Melbourne-Yarram ...	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
6.45 p.m. Melbourne-Leongatha Sun.	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
7.5 p.m. Melbourne-Traralgon Sun.	Warragul to light. Dandenong extinguish	Warragul to light. Dandenong extinguish.
6.1 a.m. Warragul-Dandenong	Traralgon to light. Ticket Collector to extinguish	Traralgon to light. Warragul extinguish.
6.25 a.m. Traralgon-Melbourne	Warragul to light. Terminal extinguish	...
6.40 a.m. Traralgon-Melbourne	Bairnsdale to light. Sale extinguish	Bairnsdale to light. Sale extinguish.
6.15 a.m. Bairnsdale-Melbourne	Yarram to light. Leongatha extinguish	...
7.10 a.m. Yarram-Melbourne ...	Conductor to light. Terminal extinguish	Conductor to light. Terminal extinguish.
2.10 p.m. Bairnsdale-Melbourne	Warragul to light. Dandenong extinguish	...
4.12 p.m. Warragul-Dandenong	Traralgon to light. Terminal extinguish	Traralgon to light. Terminal extinguish.
4.45 p.m. Traralgon-Melbourne	Sale to light. Terminal extinguish	Sale to light. Terminal extinguish.
5.55 p.m. Sale-Melbourne Sun.	Leongatha to light. Terminal extinguish	Leongatha to light. Terminal extinguish.
6.45 p.m. Leongatha-Melbourne Sun.	Leongatha to light. Terminal extinguish	...

**AUTHORISED WORKING OF GOODS TRAINS  
EASTERN DISTRICT  
MELBOURNE-WARRAGUL-TRARALGON-YALLOURN**

DOWN

No. 35 stops Flinders Street (No. 1 Centre Platform, pick up newspapers, mails, etc.). Conveys loading for Maffra and beyond marshalled next the Traralgon newspaper lounv vans, then Traralgon to Tinamba, and Flynn to Sale marshalled next the locomotive. Stops Pakenham and Drouin to discharge newspapers, etc.

**First Van (Louvre), Mons. to Sats.**—Newspapers and mails for beyond Traralgon (also "Sun" and "Age" newspapers only for Heyfield, Toongabbie and Tinamba to be discharged at Traralgon.)

**Second Van (Louvre) Mons. to Sats.**—Traralgon newspapers, mails and parcels to be discharged at Traralgon.

**Third Van (Brake Van), Mons to Sats.**—Newspapers for Glengarry, Cowwarr, mails for Heyfield and parcels for all stations Glengarry to Bairnsdale and beyond. Forms Brake Van No. 35 Traralgon-Bairnsdale goods Mon. to Fri. No. 11 Traralgon-Maffra, Sats.

NOTE :—Newspapers for Glengarry and Cowwarr transferred at Traralgon to 5.0 a.m. (No. 11) Goods Mondays and 5.30 a.m. (No.11) Goods Tuesdays to Fridays.

**Fourth Van (Brake Van), Mons. to Sats.**—Newspapers, mails and parcels for Morwell. Detach at Morwell.

**Fifth Van (Louvre), Tues to Sats.**—(See special note re Mons.) ; Newspapers, mails and parcels for Moe. Detach at Moe.

**Sixth Van (Brake Van), Tues. to Sats.**—(See special note re Mons.), "Sun" and "Age" Newspapers for Pakenham.

Newspapers, mails and parcels for Drouin and Yallourn and mails for Trafalgar. Discharge "Sun" and "Age" newspapers at Pakenham. Discharge newspapers, etc. at Drouin. Perishable parcels for Moe. Brake Van detached at Moe and attached to No. 89 Yallourn goods.

**Seventh Van (Brake Van), Mons. to Sats.**—Newspapers, mails and parcels Tynong to Trafalgar inclusive ("Sun" and "Age" newspapers for Pakenham and newspapers, etc., for Drouin excepted).

Brake Van detached at Warragul and forms Brake Van of No. 89, Warragul-Yallourn goods

NOTE :—Newspapers, etc. for stations Tynong to Longwarry inclusive ("Sun" and "Age" newspapers for Pakenham, and newspapers, etc. for Drouin excepted) go through to Warragul and are returned by No. 34 Pass. Mon. to Fri. and No. 4 Pass. Sat.

**Special Note** :—On Monday only the fifth van (louvre) will not be provided. The following van will be a Brake Van and will contain "Sun" and "Age" newspapers for Pakenham, newspapers, mails and parcels for Drouin, Moe and Yallourn; and mails for Trafalgar. Discharge "Sun" and "Age" newspapers at Pakenham, newspapers, mails and parcels at Drouin. Van detached at Moe (Moe and Trafalgar consignments discharged) and Van then attached to No. 89 Yallourn Goods.

NOTE :—Consignments for Moe to be loaded last at Flinders Street. The REAR Brake Van will contain newspapers, mails and parcels, Tynong to Trafalgar inclusive (Drouin excepted), Brake Van detached at Warragul and forms

Brake Van of No. 89 Warragul-Yallourn goods. Newspapers for stations Tynong to Longwarry inclusive (Pakenham and Drouin excepted) go through to Warragul and are returned by No. 34 Pass. Mon. to Fri. and No. 4 Pass. Sat.

No. 113 stops Flinders Street (No. 1 Centre Platform) pick up newspapers, etc. Discharge newspapers Hallam to Nar-Nar-Goon inclusive (Pakenham excepted). (Discharge mails at Pakenham Saturdays). Convey loading for Warragul and beyond except Bairnsdale to Orbost inclusive. Also conveys loading for roadsides Pakenham to Drouin, except Garfield, marshalled next the locomotive.

Nos. 115, 115A convey loading for Warragul and beyond except Bairnsdale to Orbost inclusive, also conveys loading for roadsides Dandenong to Officer inclusive and Garfield, marshalled next the locomotive. Van Goods Tynong, Wed., Fri.

No. 89 conveys newspapers Darnum to Trafalgar inclusive Yallourn Perishable loading and empty vehicles. Shunt Moe only, and attach Brake Van of newspapers, mails and parcels detached from No. 35.

No. 101 Roadsides—

No. 119 Through: shunt Dandenong, Warragul and Morwell only.

No. 121. Connect with loading ex No. 140 Express Goods ex South Australia. From Melbourne Yard convey loading for Warragul and beyond except Bairnsdale to Orbost inclusive. Also conveys loading for Dandenong to be marshalled next the locomotive.

Shunt Dandenong DETACH loading ex Melbourne Yard.

PICK UP loading for Warragul and beyond.

Shunt Warragul DETACH loading for stations Warragul to Maryvale inclusive, Yallourn, and Mirboo North line.

PICK UP loading for Traralgon and beyond.

Shunt Morwell and Maryvale PICK UP loading for beyond Traralgon only.

NOTE: Loading off No. 121 at Warragul to be cleared as follows :—

Stations Maryvale, Morwell, Mirboo	
North Line by	Nos. 243, 133
" Yallourn and Moe	No. 221
" Darnum, Yarragon, by	No. 101
Trafalgar by	

No. 133 Through, shunt Morwell and Maryvale only.

No. 219 From Melbourne Yard, convey loading for Bairnsdale and beyond marshalled next the brakevan, then Maffra and Stratford livestock and perishable loading loading, then Morwell and Mirboo North Line and empty iced 'T' wagons for Bairnsdale and beyond next the locomotive.

**At Warragul Attach** Bairnsdale and Orbost Line perishable loading and if room available loading for beyond Bairnsdale.

**AUTHORISED WORKING OF GOODS TRAINS—continued.**  
**EASTERN DISTRICT**  
**MELBOURNE—WARRAGUL—TRARALGON—YALLOURN**

DOWN

**At Morwell Detach** local and Mirboo North Line loading.

**At Traralgon Detach** Maffra and Stratford livestock and perishable loading for attachment to 4.0 a.m. (No. 5A).

**Attach** CW brakevan (parcels for Bairnsdale) forwarded from Morwell per No. 121 Goods.

**Authorised Load:** Melbourne Yard—

Morwell	700 tons
Morwell—Traralgon	565 tons
Traralgon—Bairnsdale	600 tons

CW brakevan from Morwell to be cleared by No. 121 to Traralgon, thence attached to 2.0 a.m. (No. 219) Traralgon—Bairnsdale Through Goods.

No. 221 Convey loading for Flynn to Sale marshalled next the brakevan then Traralgon to Hillside (except Maffra and Stratford livestock and perishable); Morwell and Mirboo North Line (detach at Morwell); Moe and Yallourn (detach at Moe); Warragul to Trafalgar (detach at Warragul); Drouin.

Shunt Drouin, Warragul, Moe, Morwell, Traralgon.

No. 243 From Warragul convey loading for Glen-

garry to Maffra marshalled next the brakevan then Stratford to Orbost; Traralgon; Maryvale; Morwell including Mirboo North line., Shunt Moe to pick-up loading for Morwell and beyond.

Shunt Maryvale and Morwell.

DETACH inward loading.  
 PICK UP loading for Traralgon and beyond.

No. 177 ex Mirboo North. Roadsides.

No. 1 may shunt Caulfield, Oakleigh, Dandenong as arranged by Chief Train Controller.

Nos. 13, 29, 39, 49, 61, 79, 87, 91, 99, 105, 127, 129, 131, 139, 153, 205, 217, 223, 225, 227, 229, 239, 245, 249 Through.

No. 231 from Dandenong conveys all loading for Warragul and beyond and is to be marshalled as follows—Brakevan, empty "I" wagons, empty "IT" wagons, Warragul to Moe loading, Maryvale loading, Morwell and Mirboo North line loading, then Sale, Maffra, Bairnsdale and beyond loading. **Note**—Bairnsdale perishable loading to be marshalled next to the locomotive.

UP

No. 16 to Mirboo North, Roadsides.

No. 58, Roadsides.

No. 58A Roadsides to Warragul then Through load. (Shunt Dandenong).

No. 78 Shunt Maryvale, Moe, Warragul, and Dandenong.

No. 90, Shunt Warragul, Dandenong only.

Nos. 8, 14, 50, 62, 64, Shunt Dandenong (if required).

No. 66 Through, shunt Dandenong, Oakleigh and Caulfield only.

No. 80 shunt Maryvale, Moe, Trafalgar (Monday), Yarragon (Monday), Warragul, Dandenong.

No. 84 shunt Maryvale, Morwell, Trafalgar (Tuesday to Friday), Yarragon (Tuesday to Friday), Warragul, and Dandenong.

No. 110 shunt Dandenong only.

No. 124, 124A, 126, shunt Dandenong, Oakleigh only.

No. 130 shunt Warragul, then Through load. Shunt Dandenong.

Nos. 14A, 40, 48, 60, 96, 98, 100, 102, 120, 152, 154, Through.

**TRARALGON—MAFFRA—BAIRNSDALE**

DOWN

UP

No. 219 Through, Bairnsdale and beyond.

No. 5, Through.

No. 5A, Through, shunt Maffra to detach Shed and Outside Platform and Stratford to detach Perishable loading despatched to Traralgon by No. 219.

No. 7, Through, Shunt Maffra to detach Shed and Outside Platform loading despatched to Traralgon by No. 219.

No. 11, Roadsides.

No. 35 Through to Maffra then Roadsides.

Nos. 6A, 26, Roadsides to Maffra, then Through.

Nos. 8, 16, Through.

No. 124 Through, clear Newmarket livestock from Lindenow.

No. 18 Roadsides.

**TRARALGON—SALE**

DOWN

UP

Nos. 23, 221 Roadsides.

No. 114, Roadsides.

No. 64 Through.

No. 126 (ex Bairnsdale) Shunt Rosedale.

**BAIRNSDALE—ORBOST**

DOWN

UP

Nos. 1, 3, 9, Roadsides.

Nos. 126, 124, 8, Roadsides.

**AUTHORISED WORKING OF GOODS TRAINS.—continued.**

**EASTERN DISTRICT  
MELBOURNE-KORUMBURRA**

**DOWN**

No. 31 Stops Flinders Street (No. 1 Platform, pick up parcels and mails, newspapers offering, etc.) then Cranbourne, Koo-wee-rup, Lang Lang (discharge newspapers only), Nyora (discharge newspapers, parcels and mails for Lyndhurst, Clyde, Tooradin, Dalmore, Monomeith and Lang Lang (mails and parcels) which are to be returned by No. 6 Diesel Electric Rail Motor; van goods for Bena (to be taken through to Korumburra and returned by No. 6 Diesel Electric Rail Motor) and Loch. Conveys Toora to Yarram loading next to brakevan, then Foster perishable loading, then Leongatha perishable loading. If room available loading for Korumburra and beyond.  
Through load Melbourne Yard-Nyora 520 tons, Nyora-Korumburra 400 tons.  
No. 55 Convey A.W.G. loading only.  
No. 61 Through.  
Nos. 63, 63A Roadside.  
No. 67, 67A. Shunt Dandenong, Nyora.  
No. 169 Convey loading Korumburra to Foster next to brakevan, then Nyora and Wonthaggi line loading, at Dandenong attach loading for Yarram and Wonthaggi lines. On Tuesdays and Thursdays also convey perishable loading for Koo-wee-rup and Lang Lang.  
Shunt Dandenong, Nyora.  
No. 187 Convey loading for Dandenong, A. W. G. Siding, A. G. M. Siding, Nyora, Korumburra and beyond.

**UP**

No. 38 Roadside to Dandenong, then through to Spotswood.  
No. 38A Shunt A. G. M. Siding, A. W. G. Siding, then through to Spotswood.  
No. 56 Clear available loading from A. W. G. Siding for destinations other than Spotswood and/or Newport (loading from A. W. G. Siding to Spotswood and/or Newport to be cleared by No. 38).  
Nos. 52, 92 Through.  
Nos. 82, 86 Through; shunt Nyora.  
No. 82A Through; shunt Nyora, Dandenong.  
No. 88 Through; shunt Nyora, Cranbourne, Dandenong.

**KORUMBURRA-YARRAM**

**DOWN**

No. 29 Through.  
No. 31 Shunt Leongatha. Shunt Meenyan to detach livestock; Shunt Foster to detach perishable loading Roadside Toora to Yarram.  
No. 33 Shunt Foster, Toora, Barry Beach.  
No. 33A Roadside.  
No. 61 Through.

**UP**

No. 88 Roadside.  
Nos. 82, 82A Roadside to Foster then shunt Leongatha only.  
Nos. 80, 86, Through.  
No. 92 Through; Shunt Foster.

**NYORA-WONTHAGGI**

**DOWN**

No. 3 Roadside.

**UP**

No. 30, Roadside.

**MARSHAL LOADS UP GOODS TRAINS.**

All Up Goods Trains are to be marshalled en route in the following order :—  
Engine, Dandenong loading, Through livestock, Newmarket livestock, Sunshine and Newport livestock, Jolimont loading, all perishable loading, Dynon Area (including Bogie Exchange), empty vans and wagons, Cowper Street loading, Melbourne Goods (except Perishables), export butter, Victoria Dock and Appleton Dock loading, empty returns, brakevan.

**NOTE** :—On arrival in Melbourne Yard all perishable loading must be next to the locomotive and when picking up en route the above marshalling arrangements must be strictly observed.

**DESPATCH ARRANGEMENTS FOR LOADING  
EASTERN DISTRICT**

**MELBOURNE YARD-WARRAGUL-TRARALGON-MAFFRA-BAIRNSDALE-ORBOST  
YALLOURN-MIRBOO NORTH-SALE LINE**

Loading from Melbourne Yard, Dandenong and Warragul to be despatched as follows:—

**FROM MELBOURNE YARD TO:—**

Dandenong	Nos. 115, 115A, 121
Hallam to Officer and Garfield	Nos. 115, 115A
Pakenham to Longwarry except Garfield	No. 113
Drouin	Nos. 113, 221
Warragul to Moe, Yallourn and Maryvale	Nos. 113, 115, 115A, 119 121, 221
Morwell and Mirboo North Line	Nos. 113, 115, 115A, 119, 121, 219, 221
Traralgon to Hillside and Flynn to Sale	Nos. 35, 113, 115, 115A, 119, 121, 221
Maffra, Stratford livestock and perishable, Bairnsdale and beyond	Nos. 35, 113, 115, 115A, 119, 121, 219

**FROM DANDENONG TO:—**

Hallam to Drouin.	Nos. 115, 115A
Warragul and beyond	Nos. 115, 115A, 119, 121, 231

**FROM WARRAGUL TO:—**

Darnum, Yarragon, Trafalgar	No. 101
Moe	Nos. 221, 101
Yallourn	No. 221, 89, 101
Morwell including Mirboo North line, Maryvale	Nos. 113, 243
Flynn to Sale	Nos. 119, 121, 133, 221
Bairnsdale and beyond	Nos. 119, 121, 133, 219
Traralgon to Hillside	Nos. 119, 121, 133, 243











# NOTES

1969																								
January						February						March												
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S				
						1							1	30	31					1				
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8				
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15				
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22				
26	27	28	29	30	31		23	24	25	26	27	28	23	24	25	26	27	28	29					
April						May						June												
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S				
						1						1	2	3	1	2	3	4	5	6	7			
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14				
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21				
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28				
27	28	29	30				25	26	27	28	29	30	31	29	30									
July						August						September												
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S				
						1	31					1	2						1	2	3	4	5	6
6	7	8	9	10	11	12	3	4	5	6	7	8	9	7	8	9	10	11	12	13				
13	14	15	16	17	18	19	10	11	12	13	14	15	16	14	15	16	17	18	19	20				
20	21	22	23	24	25	26	17	18	19	20	21	22	23	21	22	23	24	25	26	27				
27	28	29	30	31			24	25	26	27	28	29	30	28	29	30								
October						November						December												
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S				
						1	30					1						1	2	3	4	5	6	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13				
12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20				
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27				
26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31							

1970																													
January						February						March																	
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
						1	2	3						1	2	3	4	5	6	7	1	2	3	4	5	6	7		
4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	8	9	10	11	12	13	14		
11	12	13	14	15	16	17	8	9	10	11	12	13	14	15	16	17	18	19	20	21	15	16	17	18	19	20	21		
18	19	20	21	22	23	24	15	16	17	18	19	20	21	22	23	24	25	26	27	28	22	23	24	25	26	27	28		
25	26	27	28	29	30	31	22	23	24	25	26	27	28	29	30	31					29	30	31						
April						May						June																	
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
						1	2	3	4	31				1	2	3	4	5	6	7	1	2	3	4	5	6	7		
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13		
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20		
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27		
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30					28	29	30						
July						August						September																	
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
						1	2	3	4	30	31			1	2	3	4	5	6						1	2	3	4	5
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12		
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19		
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26		
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30				27	28	29	30					
October						November						December																	
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S									
						1	2	3	4	1	2	3	4	5	6	7						1	2	3	4	5			
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	6	7	8	9	10	11	12		
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	13	14	15	16	17	18	19		
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	20	21	22	23	24	25	26		
25	26	27	28	29	30	31	29	30						27	28	29	30	31			27	28	29	30	31				

Good Friday, March 27, 1970

**1969**

January							February							March						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	4						1	30	31					1
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
26	27	28	29	30	31	23	24	25	26	27	28	23	24	25	26	27	28	29		

April							May							June								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
				1	2	3	4	5					1	2	3	1	2	3	4	5	6	7
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14		
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21		
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28		
27	28	29	30	25	26	27	28	29	30	31	29	30										

July							August							September								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
				1	2	3	4	5	31					1	2	1	2	3	4	5	6	7
6	7	8	9	10	11	12	3	4	5	6	7	8	9	7	8	9	10	11	12	13		
13	14	15	16	17	18	19	10	11	12	13	14	15	16	14	15	16	17	18	19	20		
20	21	22	23	24	25	26	17	18	19	20	21	22	23	21	22	23	24	25	26	27		
27	28	29	30	31	24	25	26	27	28	29	30	28	29	30								

October							November							December						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	4	30					1	1	2	3	4	5	6	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
26	27	28	29	30	31	23	24	25	26	27	28	29	28	29	30	31				

**1970**

January							February							March						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3								1	2	3	4	5	6	7
4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	11	12	13	14
11	12	13	14	15	16	17	8	9	10	11	12	13	14	15	16	17	18	19	20	21
18	19	20	21	22	23	24	15	16	17	18	19	20	21	22	23	24	25	26	27	28
25	26	27	28	29	30	31	22	23	24	25	26	27	28	29	30	31				

April							May							June							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
				1	2	3	4	31					1	2	1	2	3	4	5	6	7
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13	
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27	
26	27	28	29	30	24	25	26	27	28	29	30	28	29	30							

July							August							September						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	4	30	31				1	1	2	3	4	5		
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31	23	24	25	26	27	28	29	27	28	29	30				

October							November							December						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5		
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30	27	28	29	30	31							

Good Friday, March 27, 1970

