



VICTORIAN RAILWAYS.

WORKING TIME TABLE

EASTERN DISTRICT

ON AND AFTER 12th OCTOBER, 1970

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager, (Room 70B, Phone 1092).

Spencer Street, Melbourne,
14th September, 1970

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

EASTERN DISTRICT

WORKING TIME-TABLE

(W.T.T. amending circulars to 62/70 (Passenger): 1045/70 Goods).
(With Weekly Notice Amendments to W.N. 37/70.)
Replacing Working Time-table Book effective from 5th May, 1969.

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GENERAL NOTES.

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

It is imperative that each Stationmaster carefully check this Time-table, regarding the timing of trains, crossing arrangements, & c., so far as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under the notice of the Co-ordinator of Time-Tables (Room 72) and Metropolitan or District Superintendent any inaccuracies that may appear herein.

Wall Sheet Time-tables issued in conjunction with this book are to be posted in a prominent position at a height from the ground and in close proximity to a light to enable passengers to consult it with facility. A red line must be ruled on each time-table 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 i.

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)
—	FLINDERS ST. W <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	*	*	*	...	*	*
4½	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	Murrumbeena ...	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
18½	DANDENONG ...	<i>arr.</i> 7 26C PASS F	...	...	...	...	...	...
		<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* ^{115A}	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 66)	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 19 ¹¹³	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
56½	Drouin (See note page 66)	8 34	9 7	9 55*	2 26	...	2 59	5 29
		<i>arr.</i> 8 45	9 17 ¹¹³	10 2	2 36	...	3 10	5 40
61½	WARRAGUL	<i>dep.</i> ...	9 27	10 4E	2 46	...	...	...
	Continued on page 6	27	15	21	33		45	43

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 67 re operation of Nos. 21 and 30 between Traralgon and Sale, and Sale and Bairnsdale without a brakevan in the rear.

F. No. 27 will be cancelled on Public Holidays.

For Block Notes see page 66.

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

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)	
			P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	
—	FLINDERS ST. W	dep.	4 53B	5 13	6 3	6 3	9 35	7 5	...
1½	Richmond ...	...	*	5 16	*	*	*	*	...
2½	South Yarra ...	...	*	5 19	*	*	*	*	...
3½	Hawksburn ...	...	*	*	*	*	*	*	...
4½	Toorak ...	...	*	*	*	*	*	*	...
4¾	Armadale ...	...	*	*	*	*	*	*	...
5½	Malvern ...	...	*	*	*	*	*	*	...
6½	Caulfield ...	{ arr. ... dep. 5 9B	...	5 28	6 19 6 22	6 19 6 21	...	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 ○ ...	...	*L	5 53	*	*	*	*	...
16½	Noble Park ...	...	*	5 55	*	*	*	*	...
18½	DANDENONG	{ arr. 5 29 dep. 5 33B	...	6 1C F	6 42	6 39	...	...	...
21	General Motors NC	...	*	6 9	6 45	6 42	10 11	7 41	...
22½	Hallam NC ...	...	5 39	6 14	*	*	*	*	...
24½	Narre Warren ...	...	5 43	6 17	6 52*	6 50	10 19	7 49	...
27	Berwick ...	{ arr. ... dep. 5 48	...	6 21	6 57-58	6 55	10 24-28	7 54	...
28½	Beaconsfield ...	...	5 52	6 25	*	6 59	10 30 ●	7 58	...
31	Officer ...	...	5 57	6 29	7 1*	7 4	10 34 ●	8 3	...
35½	Pakenham ...	...	6 4	6 36	7 6*	7 12	10 39 ●	8 10	...
40	Nar-Nar-Goon (See Note, page 66)	...	6 11	6 42	7 11*	7 20	10 47	8 17	...
43½	Tymong ...	...	6 17	6 48	7 14*	7 27	11 2	8 23	...
45½	Garfield ○ ...	...	6 22	6 52	*	7 32	11 7	8 28	...
48½	Bunyip ES ...	...	6 26	6 56	7 20*	7 37	11 12	8 32	...
51	Longwarry ES ...	...	6 31	7 0-84	7 23*	7 42	11 17	8 37	...
56½	Drouin (See Note page 66)	...	6 41	7 10	7 31*	7 55	11 29	8 48	...
61½	WARRAGUL	{ arr. 6 49 dep. 6 59	...	7 20	7 40	8 5	11 37	8 59	120
					Mon. to Thur. 7 50	Fri. 7 55		—102	
	Continued on page 6		41	69	53	53A	25	77	

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

C. Passengers change trains.

F. No. 69 will be cancelled on Public Holidays.

L. No. 41 is to stop to entrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Flinders Street and Sandown Park to arrange.

● **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 Flind. St.	STATIONS	15 PASS. MON. TO SAT.		33 PASS. SAT.	41 PASS. MON. TO FRI.	53 PASS.		53A PASS. SAT.	SUNDAY EXCURSION	
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	25 PASS.	77 PASS.
						MON. TO THUR.	FRI.		A.M.	P.M.
61½	WARRAGUL ...	arr. 9 17	10 2E	2 36	6 49	7 40	7 40	8 5	11 37	8 59
		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 66)									
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 66)									
80½	Moe † ...	arr. ...	10 25		7 28	...	...	...	...	...
		dep. -101		-127	-80	...	...	...	...	...
84½	Herne's Oak NC ...	9 57	10 27	3 16	7 36 ●	8 20	8 25	8 50	12 21	9 41
		...	...	...	...	...	...	...	12 30*	9 49*
89	Morwell ES ...	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. ...	...	...	...	...	8 55	110	...	...	...
91½	Maryvale ES NC ...	...	...	...	...	124, 110	...	...	...	...
	(See note, page 66)									
97½	TRARALGON ...	arr. 10 30	10 54	3 50-30	8 5	8 55	9 1	9 25	12 48	10 15
	ES	dep. ...	...	...	...	23A	124A	25	...	...
98½	Traralgon Live Stock Siding NC ...	...	11 2	...	...	9 3	9 9	9 33	12 50	...
106	Flynn NC ...	...	...	...	...	...	...	...	...	...
	(See note, page 66)									
111½	Rosedale ES ...	...	11 23-54	...	...	9 24	9 31	9 54	1 12	...
119½	Kilmany ...	...	11 36	...	...	§	§	§	1 25	...
	(See note, page 66)									
123½	Fulham NC ...	...	...	...	...	...	...	...	...	...
127½	SALE ES ...	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	STRATFORD 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	BAIRNSDALE ES W ...	arr. ...	1 15-30	...	...	...	11 35	11 55	...	...
		15	21	33	41	53	53	53A	25	77

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 67 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	
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	28 PASS.	76 PASS.
—	BAIRNSDALE dep.	...	...	A.M. -26 6 15-5	6 15	...	P.M. -35, 21 2 10	...	...	...
	ES W	...	...	...	...	...	...	...	...	...
½	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	STRATFORD ES	...	...	7 8	7 8	...	3 2	...	...	...
33½	Stratford Junction ES NC	...	...	...	...	...	...	...	...	...
37½	Montgomery NC	...	...	...	...	...	...	...	...	...
42	Felt and Textiles of Aust. Ltd. Siding NC	...	...	...	...	...	...	...	...	...
		arr.	...	7 27	7 27	...	3 21	...	...	...
43½	SALE ES	dep.	...	MON. TO FRI. 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 66)	...	...	...	...	...	...	...	...	...
59½	Rosedale ES	...	...	8 0	8 0	...	3 55	...	...	6 22
65	Flynn NC	...	...	...	...	...	...	...	...	...
	(See note, page 66)	...	...	...	...	...	...	...	...	...
72½	Traralgon Live Stock Siding NC	...	...	...	...	...	...	...	...	...
73½	TRARALGON	arr.	...	8 24-2	8 24-2	...-6A	4 20	...	...	6 43
	ES	dep.	5 35-8	6 25	8 32	8 32	1 55	4 28-10	4 45	6 45
79½	Maryvale ES NC	...	...	...	...	...	...	...	...	...
	(See note, page 66)	...	...	...	...	...	...	...	...	...
82	Morwell ES	arr.	...	-39	-39	...	...	...	...	...
		dep.	5 48	6 38	8 46	8 46	2 8	4 41	4 59	8 33
86½	Herne's Oak NC	...	...	...	...	...	...	...	...	8 38*
90½	Moe †	...	6 2	6 52	9 2	9 2	2 22	4 56	5 14	8 48
97	Trafalgar	...	6 11	7 1	9 11	9 11	2 31	5 4*	5 23	8 57
	(See note, page 66)	...	...	...	...	...	...	...	...	...
102	Yarragon	...	6 18§	7 7	9 19	9 19	2 38	5 9*	5 30	9 5
105½	Darnum O	...	6 24§	7 13	*	*	2 43	*	5 36	*
	(See note, page 66)	...	...	...	...	...	...	...	...	...
109½	Caltex Siding NC	arr.	...	...	...	...	...	...	...	...
		dep.	6 30	7 20	9 31	9 31	2 49	5 19	5 45	9 15
109½	WARRAGUL	arr.	MON. TO SAT. 6 40	7 28	9 46	9 46	2 59	5 21	5 55	9 25
		dep.	6 40	7 28	9 46	9 46	2 59	5 21	5 55	9 25
	Continued on...	Page 8	Page 8	Page 8	Page 8	Page 9	Page 9	Page 9	Page 9	Page 9
		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 67 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)	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
109½	WARRAGUL	... arr.	6 30 MON. TO SAT.	7 20	9 31	9 31	...	...
114½	Drouin ... (See note, page 66)	6 1 6 7	6 40 6 47	7 28 7 35	9 46 9 53*	9 46 9 54	10 8 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 66)	6 32	7 14	8 0	10 10*	10 22	10 42	...
135½	Pakenham ...	6 38	7 21	8 7	10 15*	10 29—115A	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	7 11C Suburban Electric	...	...	...	...	...	...
154½	Noble Park ...	7 15	7 53A	8 41H	10 38	11 4	11 25	...
155½	Sandown Park O ...	7 19	7 57A	*	*	*	*	...
156½	Spring Vale ...	7 22	8 0A	*	* K	* K	* K	...
157½	Westall ...	7 24	8 2A	*	*	*	*	...
159	Clayton ...	7 27	8 5A	*	*	*	*	...
160½	Huntingdale ...	7 30	8 9A	*	*	*	*	...
161½	Oakleigh ...	7 33	8 13A	*	*	*	*	...
162	Hughesdale ...	7 36	8 18A	8 54	*	*	*	...
162½	Murrumbena ...	7 38	*	*	*	*	*	...
163½	Carnegie ...	7 40	*	*	*	*	*	...
164½	Caulfield ...	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	12 0 Noon	...
		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.—No. 34 will be cancelled on Public Holidays.

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

K. Nos. 12, 12A, and 36 are to stop to detrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse.

Stationmasters Warragul and Sandown Park to arrange.

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

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	WARRAGUL	<i>arr.</i> P.M. 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 66)	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 66)	3 34	4 46-58	5 45*	6 29	10 1	8 38	...
135½	Pakenham ...	3 41	4 52	5 50*-58	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	...	...	...	10 25-25	...	...
146½	Narre Warren ...	4 0*	5 7	6 0*	6 52-58	10 27	9 2	...
148½	Hallam NC ...	*	5 11	6 3*	6 57	10 32	9 7	...
150	General Motors NC ...	*	5 15	*	*	*	*	...
152½	DANDENONG	<i>arr.</i> ... <i>dep.</i> 4 11	5 22C Suburban Electric	...	...	...	...	...
154½	Noble Park ...	*	5 24	6 13	7 10	10 40	9 16	...
155½	Sandown Park O ...	*	5 28	*	*	*	*	...
156½	Spring Vale ...	*	5 31	*	*	*	*	...
157½	Westall ...	*	5 33	*	*	*	*	...
159	Clayton ...	*	5 36	*	*	*	*	...
160½	Huntingdale ...	*	5 39	*	*	*	*	...
161½	Oakleigh ...	*	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	MELBOURNE— Flinders St. W ...	<i>arr.</i> 4 50	6 10	6 50	7 48	11 20	9 55	...
		24	68	30	32	28	76	

C. Passengers change trains.

F. No. 68 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)

Down. Goods Service.

Miles from Flin. St.	STATIONS	1 Through Goods Mon. (Tues. to Sat. †)	35 Fast Goods (News) Mon. to Sat.	113 Goods (News) Mon. to Sat.		39 Through Goods Tues. to Sat. (Mon. †)	79 Through Goods Mon to Sat. †	115A Road-side Goods Sat.
		A.M.	A.M.	A.M.		A.M.	A.M.	A.M.
	Spotswood Powerhouse <i>dep.</i>	...	...	...	...	2 20	...	...
	MELBOURNE—							
	Melbourne Yard ... <i>dep.</i>	12 30	12 15H	1 5	...	...	4 20	5 45
	Viaduct Junction ...	12 40	12 30	1 20	...	2 55	4 25	6 10
	Flinders Street W ...	...	12 35	1 25F	...	3 0	...	...
	... <i>dep.</i>	12 45	1 15	1 39	...	3 15	4 30	6 17
1½	Richmond ...	...	...	...	...	...	...	...
2½	South Yarra ...	...	...	...	...	...	...	...
3½	Hawksburn ...	...	...	...	...	...	...	...
4½	Toorak ...	...	...	...	...	...	...	...
4¾	Armadales ...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...
6½	Caulfield ...	...	...	...	...	...	...	...
	... <i>arr.</i>	1 6E	...	...	...	...	...	...
	... <i>dep.</i>	...	1 33	2 0	...	3 36	4 51	6 38
7½	Carnegie ...	...	...	...	...	...	...	...
8½	Murrumbeena ...	...	...	...	...	...	...	...
9	Hughesdale ...	...	...	...	...	...	...	...
9½	Oakleigh ...	...	1 40	2 7	...	3 43	4 58	6 45
10½	Huntingdale ...	...	...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...	...	...
13½	Westall ...	...	...	...	...	...	...	...
14½	Spring Vale ...	...	...	...	...	...	...	...
15½	Sandown Park ○	...	...	...	...	...	...	...
16½	Noble Park ...	...	...	...	...	...	...	...
18½	DANDENONG ...	...	...	...	...	...	...	7 3
	... <i>arr.</i>	...	...	...	...	...	...	8 24
	... <i>dep.</i>	3 0	1 57	2 33	...	4 1	5 16	...
21	General Motors NC	...	...	...	...	...	...	...
22½	Hallam NC ...	...	...	...	...	...	...	...
24½	Narre Warren ...	...	...	...	...	...	...	8 38
	... <i>arr.</i>	...	...	...	...	...	...	9 4
	... <i>dep.</i>	3 13	2 7	2 48	...	4 12	5 27	9 11
27	Berwick ...	...	...	...	...	...	...	9 40
	... <i>arr.</i>	...	...	...	...	...	...	10 7
	... <i>dep.</i>	3 18	2 12	2 56	...	4 17	5 32	10 19
28½	Beaconsfield ...	...	...	3 1	...	...	...	10 28
	... <i>arr.</i>	...	...	...	...	...	...	10 29
	... <i>dep.</i>	3 24	2 18	3 11	...	4 23	5 38	10 19
	... <i>arr.</i>	...	2 24	3 20—1	...	...	...	10 28
35½	Pakenham ...	...	...	...	...	...	...	10 28
	... <i>arr.</i>	...	...	...	...	...	...	10 28
	... <i>dep.</i>	-113	...	...	...	...	...	10 28
	... <i>arr.</i>	...	...	...	...	...	...	10 28
	... <i>dep.</i>	3 30	2 26	4 16	...	4 29	5 44	10 43
40	Nar-Nar-Goon ...	...	...	4 27—39	...	...-113	...	...
	(See note, page 66)	...	...	...	...	...	...	...
	... <i>arr.</i>	3 36	2 34	5 12	...	4 35	5 50	10 51
43½	Tynong ...	...	...	5 20	...	...	...	...
	... <i>arr.</i>	...	...	...	...	...	...	...
	... <i>dep.</i>	3 41	2 39	5 41	...	4 40	5 55	10 56
45½	Garfield ○	...	...	5 41	...	...	...	11 10
	... <i>arr.</i>	...	...	...	...	...	...	...
	... <i>dep.</i>	...	...	5 54	...	...	...-113	...
48½	Bunyip ES ...	...	...	6 33	...	4 48	6 3	11 16
	... <i>arr.</i>	...	...	6 40	...	...	...-34	...
	... <i>dep.</i>	3 49	2 47N	7 50	...	4 53	6 8	11 21
51	Longwarry ES	...	...	...	...	...	...	...
	... <i>arr.</i>	...	...	...	...	...	...	...
	... <i>dep.</i>	3 54	2 52N	8 3	...	...	...	...
56½	Drouin ...	...	...	9 20	...	5 4	6 19	11 32
	(See note, page 66)	...	...	9 40	...	5 25	6 45	11 50
	... <i>arr.</i>	4 5	3 3	...	...	...	...	...
	... <i>dep.</i>	4 25	3 15	...	...	...	...	...
61½	WARRAGUL ...	...	...	...	...	Mn. to Sat.	...	...
	... <i>dep.</i>	...	3 20	...	...	7 18	10 30	...
	Continued on Page ...	...	14	...	...	15	15	...
		1	35	113		39	79	115A

E. 12.30 a.m. (No. 1) Through Goods may shunt at Caulfield, Oakleigh and/or Dandenong as arranged by the Chief Train Controller. F. 1.5 a.m. (No. 113) News Goods is to be routed via No. 1 Centre Platform at Flinders Street. H. 12.15 a.m. (No. 35) is to be routed via No. 1 Centre Platform, Flinders Street. Load, Melbourne—Traralgon 27/500 tons.

N.—No. 35 is to stop at Bunyip and Longwarry on Saturdays only to discharge newspapers.

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

Down.		91	115	119	99	127	131	121
Miles from Flin. St.	STATIONS	Through Goods Mon. to Sat.	Roadside Goods Mon. to Fri.	Through Goods Sat.	Through Goods Mon. to Fri. †	Through Goods Mon. to Sat.	Through Goods Sat. †	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. ...
	MELBOURNE— 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 <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 ...	...	...	...	...	...	...	...
4¾	Armadale ...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...
6½	Caulfield ...	9 41	9 52	10 43	11 10	11 44	12 35	1 44
7¾	Carnegie ...	...	...	...	...	...	...	...
8½	Murrumbena ...	...	...	...	...	...	...	...
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 ...	...	...	...	...	...	...	...
	<i>arr.</i>	...	10 25	11 10	11 43	...	...	2 14
18½	DANDENONG ...	...	...	...	-60, 127	P.M. -99,60	...	-62,64,129
	<i>dep.</i>	10 10	10 47	11 40	12 25	12 11	1 2	2 45
21	General Motors NC ...	...	...	...	...	...	...	...
22½	Hallam NC ...	...	...	...	...	...	...	...
	<i>arr.</i>	...	11 1	...	...	...	...	...
24½	Narre Warren ...	...	-36, 60	...	...	...	...	...
	<i>dep.</i>	10 21	11 46	11 53	12 38	12 22	1 13	2 58
	<i>arr.</i>	...	11 53	...	...	...	...	...
27	Berwick ...	...	...	...	-115	-115	...	...
	<i>dep.</i>	10 26	12 49	11 58	12 43	12 27	1 18	3 3
28½	Beaconsfield ...	...	12 54	...	...	...	...	...
	<i>dep.</i>	...	1 4	...	...	...	...	...
	<i>arr.</i>	...	1 11	P.M.	...	...	...	...
31	Officer ...	...	1 19	12 4	12 49	12 33	1 24	3 9
	<i>dep.</i>	10 32	...	...	...	...	...	...
	<i>arr.</i>	...	...	...	...	...	...	...
35½	Pakenham ...	-115A	Through Goods	...	...	...	...	...
	<i>dep.</i>	10 38	1 28	12 10	12 55	12 39	1 30-64	3 15
40	Nar-Nar-Goon ...	...	...	...	...	...	...	...
	(See note, p. 66) <i>dep.</i>	10 44	1 37	12 16	1 1	12 45	1 36	3 21
	<i>arr.</i>	...	...	...	...	...	...	...
43½	Tynong ...	...	1 45	12 21	1 6	12 50	1 41	3 26
	<i>dep.</i>	10 49	...	...	...	...	...	...
	<i>arr.</i>	...	1 52	...	...	...	...	...
45½	Garfield ○ ...	...	2 2	...	...	...	...	...
	<i>dep.</i>	...	2 10	...	...	...	...	...
	<i>arr.</i>	...	...	...	...	...	...	...
48½	Bunyip ES ...	...	...	...	-64	-62	...	...
	<i>dep.</i>	10 57	2 23	12 29	1 14	12 58	1 51	3 34-58
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	2 7	3 50
	(See note, p. 66) <i>arr.</i>	11 30	2 53	1 10	1 50	1 30	2 20	4 10
61½	WARRAGUL ...	P.M.	...	-58	...	-99, 58	...	...
	<i>dep.</i>	12 5	...	3 23	...	2 15	...	8 10
	Continued on Page ...	15	...	16	...	16	...	17
		91	115	119	99	127	131	121

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 Thro. Gds. Mon. Fri. ‡	139 Thro. Gds. Sat.	205 Thro. Goods Sat.	217 Thro. Gds. Sat. ‡	219 Thro. Gds. Mon. to Fri.	231 Thro. Goods Mon. to Fri.	221 Thro. Goods Mon. to Fri.	223 Thro. Gds. Mon. to Fri.	229 Thro. Gds. Mon. to Fri. ‡
	Spotswood P'house MELBOURNE—	dep. p.m. 12 20	p.m. 2 15	p.m. 5 0	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. Ex Somerton
	Melbourne Yard	dep. ..	..	..	6 15	6 15	..	8 10	8 40	..
	Viaduct Junction	.. 1 2	2 45	5 40	6 30	6 50	..	8 20	9 11	9 20
	Flinders St. W ..	{ arr. 1 6	3 10	5 45	6 35	6 54	..	8 25	9 17	9 25L
	Flinders St. W ..	{ dep. 1 29	3 10	5 45	6 35	6 54	..	8 25	9 17	9 45
1 1/4	Richmond ..	..	..	..	..	..	..	..	..	..
2 3/4	South Yarra ..	..	..	..	..	..	..	..	..	..
3 3/4	Hawksburn ..	..	..	..	..	..	..	..	..	..
4 1/4	Toorak ..	..	..	..	..	..	..	..	..	..
4 3/4	Armadale ..	..	..	..	..	..	..	..	..	..
5 1/4	Malvern ..	..	..	..	..	..	..	..	..	..
6 1/4	Caulfield ..	.. 1 50	3 31	6 6	6 56	7 15	..	8 50	9 38	10 5
7 1/4	Carnegie ..	..	..	..	..	..	..	..	..	..
8 1/4	Murrumbeena ..	..	..	..	..	..	..	..	..	..
9	Hughesdale ..	..	..	..	..	..	..	..	..	..
9 1/2	Oakleigh ..	.. 1 57	3 38	6 13	7 3	7 22	..	8 57	9 45	10 13
10 1/2	Huntingdale ..	..	..	..	..	..	..	..	..	..
12	Clayton ..	..	..	..	..	..	..	..	..	..
13 1/4	Westall ..	..	..	..	..	..	..	..	..	..
14 1/2	Spring Vale ..	..	..	..	..	..	..	..	..	..
15 1/4	Sandown Park O ..	..	..	..	..	..	..	..	..	..
16 1/4	Noble Park ..	..	..	..	..	..	..	..	..	..
18 1/2	DANDENONG	arr. ..	..	6 34	7 21	..	-84	9 17	..	..
	" ..	dep. 64, 121	3 56	-66 6 54	-58A 7 40	7 40	8 0	-58 9 22	10 5	10 30
21	General Motors NC ..	..	..	..	..	..	..	..	..	..
22 1/2	Hallam NC ..	..	..	..	..	..	..	..	..	..
24 1/2	Narre Warren ..	arr. ..	..	..	..	-58	..	..	..	..
	" ..	dep. 2 31	4 7	7 9	7 53	7 51	8 13	9 35	10 16	10 42
27	Berwick ..	arr. ..	..	..	..	..	..	..	..	..
	" ..	dep. 2 36	4 12	7 14	7 58	7 56	8 18	9 40	10 21	10 47
28 1/2	Beaconsfield ..	..	..	..	..	..	..	..	..	..
31	Officer ..	.. 2 42	4 18	7 20	8 4	8 2	8 24	9 46	10 27	10 53
35 1/2	Pakenham ..	arr. ..	..	..	..	..	..	..	..	..
	" ..	dep. 2 48	4 24	7 26	8 10	8 8	8 30	9 52	10 33	10 59
40	Nar-Nar-Goon ..	arr. ..	..	..	..	..	..	..	..	..
	(See note, Page 66)	dep. 2 54	4 30	7 32	8 16	8 14	8 36	9 58	10 39	11 5
43 1/4	Tynong ..	arr. ..	..	..	..	..	..	..	..	..
	" ..	dep. 2 59	4 35	7 37	8 21	8 19	8 41	10 3	10 44	11 10
45 1/2	Garfield O ..	..	..	..	..	..	..	..	..	..
48 1/2	Bunyip ES ..	arr. ..	..	7 45	..	..	..	..	-110	-124
	" ..	dep. 3 7	4 43	7 55	8 29	8 27	8 47	10 11	10 52	11 20
51	Longwarry ES ..	arr. ..	..	..	..	..	..	..	..	..
	" ..	dep. 3 12	4 48	8 2	8 34	8 32	8 54	-80 10 16	10 57	11 25
56 1/2	Drouin ..	arr. ..	..	..	..	..	..	..	..	..
	" ..	dep. 3 23	4 59	8 15	8 45	8 43	9 5	10 29 110 10 54	11 8	11 36
61 1/4	(See note, Page 66) WARRAGUL ..	arr. 3 40	5 20	8 30	9 0	8 55	9 15	11 5	11 20	11 50
	" ..	dep. ..	6 45	..	..	-231 10 40	..	Tues. to Sat. 12 25	..	Tue. to Sat. a.m. 12 2
	Continued on Page ..	..	16	..	..	14	..	14	..	14
		129	139	205	217	219	231	221	223	229

L—Change locomotives

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
	MELBOURNE —								
	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. †					Mon.
	... <i>dep.</i>	10 23	11 30	A.M. 12 9	10 14	10 50	...	10 20	A.M. 12 9
1½	Richmond ...	...	...	...	...	...	...	...	...
2½	South Yarra ...	...	...	...	...	...	...	...	...
3½	Hawksburn ...	...	...	...	...	...	...	...	...
4½	Toorak ...	...	...	...	...	...	...	...	...
4½	Armadale ...	...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...	...
6½	Caulfield ...	10 44	11 52	12 30	10 35	11 12	...	10 41	12 30
7½	Carnegie ...	...	...	...	...	...	...	...	...
8½	Murrumbena ...	...	...	...	...	...	...	...	...
9	Hughesdale ...	...	Tue. to Sat.	...	...	...	...	...	...
			A.M. 12 2	12 37	10 42	11 19	...	10 48	12 37
9½	Oakleigh ...	10 51	12 2	12 37	10 42	11 19	...	10 48	12 37
10½	Huntingdale ...	...	...	...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...	...	...	...
13½	Westall ...	...	...	...	...	...	...	...	...
14½	Spring Vale ...	...	...	...	...	...	...	...	...
15½	Sandown Park ○	...	...	...	...	...	...	...	...
16½	Noble Park ...	...	...	...	...	...	...	...	...
18½	DANDENONG ...	...	—124	...	11 0-98	...	...	...	...
	... <i>arr.</i>	...	...	...	...	...	...	...	...
	... <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 ...	...	...	...	...	...	...	...	...
	... <i>arr.</i>	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 ...	...	...	...	...	...	...	...	...
	(See note P. 66) ... <i>arr.</i>	...	...	...	...	...	...	...	...
	... <i>dep.</i>	11 46	12 58	1 29	11 53	12 12	...	11 40	1 29
43½	Tynong ...	...	...	...	...	...	...	...	...
	... <i>arr.</i>	...	...	...	...	...	...	...	...
	... <i>dep.</i>	11 51	1 3	1 34	11 58	12 17	...	11 45	1 34
45½	Garfield ○	...	...	...	...	...	...	...	...
	... <i>arr.</i>	...	...	...	...	...	...	...	...
	... <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.	...	...	...	...	...	...	...
	... <i>dep.</i>	A.M. 12 5	—124A	—130	12 11	12 30	...	11 58	1 47
	... <i>arr.</i>	...	...	...	...	...	...	Mon.	...
56½	Drouin ...	...	...	...	...	...	...	A.M. 12 9	1 58
	(See note, P. 66) ... <i>dep.</i>	12 16	1 27	1 58	12 22	12 41	...	12 9	1 58
	... <i>arr.</i>	12 35	1 45	2 20	...	12 50	...	12 30	2 20
61½	WARRAGUL	...	...	...	...	...	...	...	...
	... <i>dep.</i>	...	...	...	12 31	—96 1 0	...	...	...
	Continued on Page ...	...	...	...	17	17	...	...	...
		225	227	239	29	49		245	249

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

Miles from Flin. St. (Via Maffra)	STATIONS	219 Thro. Goods Mon. to Fri.	243 Thro. Gds. Mon. to Fri.	229 Thro. Gds. Mon. to Fri. †	221 Thro. Goods Mon. to Fri.	13 Thro. Gds. Mon. to Sat.	1 Thro. Gds. Mon. ‡	5 Thro. Gds. Mon.	5A Thro. Gds. Tue. to Fri.	7 Thro. Gds. Sat.	35 Fast Gds. News Mon. to Sat.
61½	WARRAGUL arr.	p.m. 8 55 —231	p.m. ..	p.m. 11 50 Tue. to Sat † a.m.	p.m. 11 5 Tue. to Sat. a.m. 12 25 223,229	a.m. ..	a.m. ..	a.m. ..	a.m. ..	a.m. ..	a.m. 3 15
61½	" dep.	10 40	11 10	12 2	12 25	2 0	..	..	..	..	3 20
65½	Caltex Siding NC	..	..	..	..	..	..	..	..	..	..
65½	Darnum O (See note, p.66)	10 48	11 18	12 10	12 33	2 8	..	..	..	..	3 33
69	Yarragon	10 53	11 23	12 15	12 38	2 13	..	..	..	..	3 41
74	Trafalgar (See note, page 66)	arr. 11 ..	11 31	12 23	12 46	2 21	..	..	..	..	3 52
80½	Moe † ..	arr. ..	11 45	..	12 59	2 32	..	..	..	..	4 3
		dep. 11 12	12 10	12 34	1 39	2 52	..	..	..	..	4 6
85½	YALLOURN † arr.	..	..	..	..	..	..	..	..	..	..
84½	Herne's Oak NC	arr. ..	..	12 47	..	..	..	..	..	..	..
89	Morwell ES	arr. 11 29	12 20	1 10	1 51	..	..	..	..	..	..
		arr. 12 14	12 30	1 20	2 0	..	..	..	..	..	4 24
		dep. 12 10	1 0	1 43	2 22	3 11	..	..	..	..	4 29
91½	Morwell Briquette Sdg. arr.	..	..	..	..	3 20	..	..	..	..	..
93½	Hazelwood Sdg. NC arr.	..	..	..	..	14	..	..	..	..	..
91½	Maryvale NC ES (See note, page 66)	arr. ..	1 10	..	..	..	..	..	..	..	..
97½	TRARALGON ES	dep. 12 30	1 40	2 0	2 40	..	..	..	..	..	4 55
103½	Glengarry O ES (See note, page 66)	arr. 2 0	..	3 30	4 30	..	2 30	3 30	4 0	4 0	..
108½	Toongabbie (See note, p. 66)	arr. 2 14	..	To R'dale page 31	To Sale page 31	..	2 44	3 44	4 14	4 14	..
113½	Cowwarr O ES ..	arr. ..	..	..	..	..	..	..	..	..	..
120½	Heyfield ES ..	dep. 2 49-8	..	..	..	..	3 9	4 7	4 37	4 37	..
126½	Tinamba O ES (See note, page 66)	arr. 3 7	..	..	..	..	3 27	4 21	4 51	4 51	..
131½	MAFFRA ES ..	dep. 3 30	..	..	..	..	3 50	4 40	5 10	5 10	..
136½	Stratford Junct. NC ES	arr. 3 43	..	..	..	..	4 3	5 55	5 40	5 40	..
137½	STRATFORD ES ..	arr. 3 49	..	..	..	..	..	5 59	5 55	5 55	..
144½	Munro NC ..	arr. ..	..	..	..	..	4 9	4 57	5 59	5 59	..
152½	Fernbank O ES ..	arr. ..	..	..	..	..	..	..	..	6 31	..
159½	Lindenow ES ..	dep. 4 25	..	..	..	..	4 45	5 29	6 41	6 51	..
163	Hillside NC ..	arr. 4 41	..	..	..	..	5 1	5 41	6 53	7 3	..
169½	S.E.C. Siding NC ..	arr. ..	..	..	..	..	..	..	..	..	..
170	Bairnsdale Oil Siding NC	arr. ..	..	..	..	..	..	..	..	..	..
170½	BAIRNSDALE ES W arr.	5 5	..	..	..	..	5 25	6 5	7 20	7 30	..
		—12A	..	..	..	..	..	-12	-6A	-6A	..
		219	243	229	221	13	1	5	5A	7	35

Note :—For Traralgon—Maffra Passenger Service, see Page 30.

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

Goods Service—continued

Down.

Miles from Flin. St. (Via M'fra)	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	WARRAGUL ...	arr. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. 5 25	A.M. ...	A.M. 6 45	A.M. 11 30
	... } dep. 4 15	...	...	...	5 10	6 5	7 18	...	10 30	12 5
61½	Caltex Siding NC ...	...	...	...	...	...	...	...	...	...
65½	Darnum O ...	arr. ...	...	...	5 23	6 15	...	...	...	...
	(See note, page 66) ... } 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	...	10 45	12 18
74	Trafalgar ...	arr. ...	...	...	5 49	7 51	...	...	...	...
	(See note, page 66) ... } dep. 4 36	...	...	...	5 54	8 40	7 39	...	10 53	12 26
	... } arr. ...	...	...	...	6 10	8 53	7 50	...	...	12 37
80½	Moe † ...	dep. 4 47	...	...	6 40	10 32-12, 21	8 10	...	11 5	12 57
85½	YALLOURN †	arr. 5 5	...	...	7 0-60	10 45-62	...	...	...	...
	... } arr. ...	...	...	...	...	...	...	...	...	...
	... } dep. ...	...	...	...	...	...	...	...	...	...
84½	Herne's Oak NC ...	arr. ...	...	...	...	...	8 29-12, 12A	...	...	...
	... } dep. ...	...	...	...	...	...	9 14	...	11 22-64	...
89	Morwell ES ...	arr. ...	...	...	...	...	...	...	11 42	1 15
	... } dep. ...	...	...	...	...	...	...	...	...	...
91½	Morwell Briq. Sdg. ...	arr. ...	...	...	...	...	9 25-64	...	...	1 30
93½	Hazelwood Sdg. NC ...	arr. ...	...	...	...	...	...	...	...	50
91½	Maryvale NC ES ...	arr. ...	...	...	...	...	...	...	11 49 P.M.	...
	(See note, page 66) ... } dep. ...	...	...	...	...	...	...	...	12 14	...
	... } arr. ...	...	...	...	...	...	...	...	12 30	...
97½	TRARALGON ...	...	...	...	8	...	...	...	...	...
	ES ... } dep. ...	...	5 0	5 30	...	...	...	8 25-2	...	...
103½	Glengarry O ES ...	arr. ...	5 19	5 49	...	...	...	...	...	...
	(See note, page 66) ... } dep. ...	...	5 36	6 5	...	...	...	8 39	...	...
108½	Toongabbie ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) ... } 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 ...	...	2	2	...	...	...	...	...	...
	... } dep. ...	...	7 34	8 4	...	...	...	9 18	...	...
126½	Tinamba O ES ...	arr. ...	7 49	8 19	...	...	...	...	...	...
	(See note, page 66) ... } dep. ...	...	8 25	8 55	...	...	...	9 28	...	...
	... } arr. ...	...	8 40	9 10	...	...	...	9 55-26	...	...
131½	MAFFRA ES ...	...	...	...	35	...	...	10 39-11	...	...
	... } dep. ...	...	...	...	...	...	...	...	...	...
136½	Stratford Junct. NC ES ...	...	...	...	...	...	...	...	...	...
137½	STRATFORD ...	arr. ...	...	...	...	...	...	10 59	...	...
	ES ... } dep. ...	...	...	...	...	...	...	11 22-6A	...	...
144½	Munro NC ...	...	...	...	...	...	...	...	...	...
152½	Fernbank O ES ...	arr. ...	...	...	...	...	...	12 6	...	...
	... } dep. ...	...	...	...	...	...	...	1 0	...	...
	... } arr. ...	...	...	...	...	...	...	1 14	...	...
159½	Lindenow ES ...	dep. ...	...	...	...	...	...	1 37	...	...
163	Hillside NC ...	...	...	...	...	...	...	...	...	...
169½	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...	...
170	Bairnsdale Oil Siding NC ...	...	...	...	...	...	...	...	...	...
170½	BAIRNSDALE ES W ...	arr. ...	...	...	...	...	...	2 0-30	...	...
		61	11	11	89	101	39	35	79	91

NOTE :—For Traralgon-Maffra Passenger Service See Page 30.
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 M'fra)	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	WARRAGUL ...	P.M. ...	P.M. 1 30	P.M. 1 30	P.M. ...	...	P.M. 1 10	P.M. ...	P.M. 5 20	P.M. ...
	... {	arr. ...	...	...	...	...	...	...	...	...
	dep. 2 0	2 0	2 15	2 15	...	...	3 23	5 35	6 45	...
61½	Caltex Siding NC ...	arr. ...	...	...	...	...	...	...	...	...
65½	Darnum O ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) {	dep. 2 8	2 23	2 23	...	...	3 31	5 43	...	...
	arr. ...	...	...	...	...	...	...	...	...	...
69	Yarragon ...	dep. 2 13	2 28	2 28	...	...	3 36	5 48	6 58	...
74	Trafalgar ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) {	dep. 2 21	2 36	2 36	...	...	3 44	5 56	7 6	7 17
	arr. ...	...	2 47	2 47-50	...	...	...	6 7	7 16	7 17
80½	Moe † ...	dep. 2 32	3 10	3 33	...	...	3 55	6 47	7 55	7 55
	... {	arr. ...	...	...	...	...	...	...	...	...
85½	YALLOURN † ...	arr. 2 55-66	...	...	...	...	...	...	...	...
84½	Herne's Oak NC ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
89	Morwell ES ...	arr. ...	...	3 52	3 0-84	...	4 12	7 7	8 14	...
	... {	dep. ...	-84	3 57	3 35	...	-30	-90	8 20	-106
	arr. ...	3 30	3 30	3 57	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 ...	arr. ...	...	...	3 43	...	...	7 29	...	...
	(See note, page 66) {	dep. ...	...	...	3 55	...	-78	7 44	...	...
97½	TRARALGON ...	arr. ...	...	...	4 5-30	...	6 5-90	8 0	...	9 45
	ES ...	dep. ...	...	...	...	...	...	...	...	...
103½	Glengarry O ES ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) {	dep. ...	...	...	...	...	...	...	...	...
108½	Toongabbie ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) {	dep. ...	...	...	...	...	...	...	...	...
113½	Cowwarr O ES ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
120½	Heyfield ES ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
126½	Tinamba O ES ...	arr. ...	...	...	...	...	...	...	...	...
	(See note, page 66) {	dep. ...	...	...	...	...	...	...	...	...
131½	MAFFRA ES ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
130½	Stratford Jct. NC ES ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
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 Sdg. NC ...	arr. ...	...	...	...	...	...	...	...	...
170½	BAIRNSDALE ES W ...	arr. ...	...	...	...	...	...	...	...	...
	... {	dep. ...	...	...	...	...	...	...	...	...
		105	127	127	177		119	133	139	107

Ex Morwell Briquette Siding.

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

(Via MAFFRA)—Goods Service—continued.

Down.

Miles from Flin. St. (Via M'fra)	STATIONS	121 Through Goods Mon. to Fri.	87 Through Goods Sunday		29 Through Goods Sunday †	49 Through Goods Sunday	31 Light Engine Sunday	37 Light Engine Sunday †	65 Light Engine Sunday (See Note)
61½	WARRAGUL ... { arr.	P.M. 4 10	A.M. ...	...	P.M. ...	P.M. 12 50	P.M. ...	P.M. ...	P.M. ...
	... { dep.	8 10	8 25	...	12 31	1 0	...	1 25	4 45
61½	Caltex Siding NC	...	...	...	...	...	...	...	...
65½	Darnum O (See note, p.66)	8 18	8 33	...	12 37	1 8	...	1 33	4 53
69	Yarragon ... { arr.	8 23	8 38	...	12 43	1 13	...	1 38	4 58
	... { dep.	...	...	...	...	...	...	...	...
74	Trafalgar ... { arr.	...	...	...	...	...	...	...	...
	(See note, Page 66) { dep.	8 31	8 46	...	12 51	1 21	...	1 46	5 6
	... { arr.	...	...	...	1 2	1 32	...	...	...
80½	Moe † ... { dep.	8 44	8 59	...	1 22	1 52	...	1 57	5 18
									100
85½	YALLOURN † arr.	...	...	...	...	...	...	2 15	...
								-152	...
84½	Horne's Oak NC	8 56	9 11	...	1 30	2 2	...	...	5 26
89	Morwell ES ... { arr.	9 5	...	...	...	...	...	...	...
	... { dep.	-110,124	9 19	...	1 40	2 12	...	...	5 34
91½	Morwell Briquette Sdg. arr.	...	9 35-96	...	2 0	2 30	...	...	5 45
					-49,100	-100,102	...	...	...
93½	Hazelwood Siding NC arr.	...	...	...	...	...	...	...	Run No. 102
91½	Maryvale NC ES (See note, Page 66) { arr.	10 8	...	...	...	...	...	...	...
	... { dep.	10 35	...	...	...	...	...	...	...
	... { arr.	10 50—	...	...	...	...	...	...	...
97½	TRARALGON ES { dep.	124A,130	...	...	...	...	3 40	...	...
	... { arr.	...	...	...	...	...	To Sale Page 31	...	...
103½	Glengarry O ES (See note, Page 66) { dep.	...	...	...	...	...	...	...	...
108½	Toongabbie (See nte, P. 66) { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
113½	Cowwarr O ES { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
120½	Heyfield ES ... { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
126½	Tinamba O ES (See note, Page 66) { dep.	...	...	...	...	...	...	...	...
	... { arr.	...	...	...	...	...	...	...	...
131½	MAFFRA ES { dep.	...	...	...	...	...	...	...	...
	... { arr.	...	...	...	...	...	...	...	...
136½	Stratford Junct. NC ES... { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
137½	STRATFORD ES { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
144½	Munro NC ... { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
152½	Fernbank O ES { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
159½	Lindenow ES ... { arr.	...	...	...	...	...	...	...	...
	... { dep.	...	...	...	...	...	...	...	...
163	Hillside NC ...	...	...	...	...	...	...	...	...
169½	S E C Siding NC	...	...	...	...	...	...	...	...
170	Bairnsdale Oil Siding NC	...	...	...	...	...	...	...	...
170½	BAIRNSDALE ES W arr.	...	...	...	...	...	...	...	...
		121	87		29	49	31	37	65

Note: No. 65 may clear available loading.

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

Goods Service.

Up.

Miles (Via M'fra)	STATIONS	40 Thro. Goods Mn. †	14A Thro. Goods Sat.	14 Thro. Goods Mon. to Fri.	48 Thro. Goods Mon. ‡	8 Thro. Goods Tue. to Sat.	16 Goods Tue., Thur. (Mon. †)	60 Thro. Goods Mon. to Sat.	84 Thro. Goods Mon. to Sat.
—	BAIRNSDALE ES W <i>dep.</i> ...	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
¼	Bairnsdale Oil Sdg. NC ...	...	...	...	...	12 15	...	...	...
1	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...
7½	Hillside NC ...	...	...	...	...	...	...	...	...
11	Lindenow ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	...	...	12 40	...	...	...
17½	Fernbank O ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	...	...	12 57	...	...	...
26	Munro NC ...	...	...	...	...	...	...	...	...
32½	STRATFORD ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	...	...	1 25	...	...	...
33½	Stratford Junction NC ES ...	...	...	...	...	1 33	...	...	...
39	MAFFRA ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	...	...	1 50	...	...	...
43½	Tinamba O ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	(See note, Page 66) <i>dep.</i> ...	...	...	...	...	2 2	...	...	...
49½	Heyfield ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	...	...	2 17	...	...	...
56½	Cowwarr O ES ...	<i>arr.</i> ...	...	...	...	2 35	...	...	...
	<i>dep.</i> ...	...	...	...	...	2 54-219	...	...	...
61½	Toongabbie (See note, Page 66) ...	...	...	...	...	...	...	...	...
66½	Glengarry O ES ...	<i>arr.</i> ...	...	...	...	...	...	...	...
	(See note, Page 66) <i>dep.</i> ...	...	...	...	...	3 12	...	...	...
	<i>arr.</i> ...	...	...	...	...	3 27-11	...	...	...
72½	TRARALGON ES ...	<i>dep.</i> ...	...	...	...	-5A,7,4,4A,16		...	...
	<i>dep.</i> ...	...	...	...	...	Tue. to Fri.	Sat.	9 0	...
79	Maryvale NC ES ...	...	...	...	...	5 35	6 10	...	...
	(See note, Page 66)	...	...	...	...	...	...	...	...
86	Hazelwood Siding NC ...	...	-13	-13	...	...	...	...	...
83½	Morwell Briquette Siding <i>dep.</i> ...	12 40	4 50	5 10	...	...	...	...	11 5
81½	Morwell ES ...	<i>arr.</i> 12 50	5 0	5 20	...	...	9 20	...	11 15
	<i>dep.</i> ...	1 0	5 10	5 30	...	5 50	6 25	9 55	-79
85½	Herne's Oak NC ...	...	...	...	...	...	...	...	11 25
85	YALLOURN † <i>dep.</i> ...	...	...	...	6 45	...	...	9 10-89	...
		...	...	...	-61	...	...	...	...
90	Moe † ...	<i>arr.</i> 1 19	5 29	5 49	...	...	To Mirboo North	...	11 44
	<i>dep.</i> ...	1 37	6 7	6 17	7 3	6 7	6 42	...	P.M.
96½	Trafalgar ...	<i>arr.</i> ...	...	...	...	...	...	9 28	12 4
	(See note, Page 66) <i>dep.</i> ...	1 50	6 18	6 30	7 14	6 18	6 53	9 39	...
	<i>arr.</i> ...	...	...	...	...	...	...	...	...
101½	Yarragon ...	<i>arr.</i> ...	...	...	-101	-101	...	...	...
	<i>dep.</i> ...	2 0	6 28	6 40	7 24	6 26	7 1	9 49	12 27
	<i>arr.</i> ...	...	...	...	...	...	...	...	...
104½	Darnum O ...	<i>dep.</i> ...	-101	...	...	-101	...	...	...
	(See note, Page 66) <i>dep.</i> ...	2 7	6 35	6 47	7 31	6 32	7 7	9 57	12 34
108½	Caltex Siding NC ...	...	...	...	...	...	...	...	...
109	WARRAGUL ...	<i>arr.</i> ...	...	6 55	7 45	6 45	7 20	10 10	...
	<i>dep.</i> ...	2 17	6 55	7 40	7 55	7 0	7 25	10 20	12 49
	Continued on Page ...	24	24	24	24	24	24	29	25
		40	14A	14	48	8	8	16	60
									64

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.
—	BAIRNSDALE ES W dep.	7 15-12	...	...	...	8 15	...	...
¼	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	...	...
		dep. 8 20	...	...	...	9 47	...	...
26	Manro NC ...	...	...	...	...	...	...	...
32½	STRATFORD ES	arr. 8 50	...	...	...	10 47	...	...
		dep. 9 30	...	...	...	—35	...	...
33½	Stratford Junct. NC ES	...	...	...	...	11 12	...	...
		arr. 9 50	...	...	...	...	...	...
39	MAFFRA ES	Through Goods	...	...	...	Through Goods	...	...
		dep. 10 10	...	...	...	11 43	...	...
		arr. ... 5	...	...	...	11 55-17	...	...
43½	Tinamba O ES	dep. 10 20	...	...	...	P.M.	...	...
	(See note, page 66)	...	...	...	...	12 15	...	...
49½	Heyfield ES ...	" 10 33	...	...	...	12 30-16	...	...
56½	Cowwarr O ES	arr. ...	...	...	...	...	...	...
		dep. 10 47	...	...	...	12 44	...	...
61½	Toongabbie ...	arr. ...	...	...	...	...	...	...
	(See note, page 66)	dep. ...	...	...	...	...	...	...
66½	Glengarry O ES	arr. 11 5-17	...	...	...	...	...	...
	(See note, page 66)	dep. 11 25	...	...	...	1 2	...	...
		arr. 11 45	...	...	...	1 30-84	...	...
72½	TRARALGON ES	...	...	—79	...	...	—79	...
		dep. ...	...	12 45	...	...	1 0	2 0
		arr. ...	...	1 0	...	...	1 15	2 15
79	Maryvale NC ES	...	...	—24	...	...	2 30	3 18
	(See note, page 66)	dep. ...	...	2 10	...	...	...	...
86	Hazelwood Siding NC ...	...	...	...	...	...	...	...
83½	Morwell Briquette Siding dep.	...	...	...	...	...	...	...
81½	Morwell ES ...	arr. ...	...	2 15	...	...	2 37-30, 32, 127, 177	3 25
		dep. ...	...	—50	...	...	Mon. to Fri.	...
		arr. ...	...	2 40	...	...	5 20	...
		dep. ...	...	...	...	...	5 27	...
85	YALLOURN † dep.	...	12 15	101	4 10-105	...	...	...
90	Moe † ...	arr. ...	...	3 0	...	...	...	...
		dep. ...	12 33	127, 33	4 28	...	5 37	...
96½	Trafalgar ...	arr. ...	...	3 28	...	...	...	...
	(See note, page 66)	dep. ...	12 44	3 42	4 39	...	5 48	...
101½	Yarragon ...	" ...	12 54	3 55	4 49	...	5 58	...
104½	Darnum O ...	arr. ...	...	...	...	...	...	...
	(See note, page 66)	dep. ...	1 1	...	4 57	...	6 5	...
108½	Caltex Siding NC	...	...	...	...	...	...	...
		arr. ...	...	4 15	5 10	...	6 15	...
109	WARRAGUL	...	—119	...	—30, 139	...	...	...
		dep. ...	1 25	6 20	5 30	...	6 30	...
	Continued on Page		25	26	25		26	
		26	62	58A	66	6A	84	

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.	Sat.	Sat.		Sat.	Sat.
—	BAIRNSDALE ES W <i>dep.</i>	P.M.	P.M.	A.M.	P.M.	P.M.		P.M.	P.M.
½	Bairnsdale Oil Sdg. NC	...	...	...	...	...	...	...	...
1	SEC Siding NC	...	...	...	...	...	...	...	...
7¼	Hillside NC	...	...	...	...	...	...	...	...
11	Lindenow ES ...	<i>arr.</i>	...	...	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
17¾	Fernbank O ES	<i>arr.</i>	...	...	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
26	Munro NC	...	...	...	...	...	...	...	...
32¾	STRATFORD ES	<i>arr.</i>	...	...	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
33¾	Stratford Junct. NC ES	<i>arr.</i>	...	...	...	...	...	...	...
39	MAFFRA ES	<i>dep.</i>	...	—11	—17	...	...	...	...
43¾	Tinamba O ES	<i>arr.</i>	...	11 0	1 15	...	...	...	...
	(See note, page 66)	<i>dep.</i>	...	...	...	...	...	...	...
		<i>arr.</i>	...	11 16	1 35	...	...	...	...
		<i>dep.</i>	...	11 35	1 53	...	...	...	...
49¾	Heyfield ES ...	<i>arr.</i>	...	P.M. —17	...	...	...	...	...
		<i>dep.</i>	...	12 46	2 26	...	...	...	...
56½	Cowwarr O ES	<i>arr.</i>	...	...	2 49	...	...	...	...
		<i>dep.</i>	...	1 6	3 4	...	...	...	...
61½	Toongabbie ...	<i>arr.</i>	...	...	...	...	...	...	...
	(See note, page 66)	<i>dep.</i>	...	...	...	...	...	...	...
66¾	Glengarry O ES	<i>arr.</i>	...	...	3 35	...	...	...	...
	(See note, page 66)	<i>dep.</i>	...	1 36	—10	...	...	...	...
		<i>arr.</i>	...	1 55	4 35	...	...	...	...
72¾	TRARALGON ES	<i>arr.</i>	...	...	5 0-80	...	...	...	...
		<i>dep.</i>	...	...	...	5 10	...	...	—18, 32
		<i>arr.</i>	...	...	...	5 22	...	...	5 20
		<i>dep.</i>	...	...	...	—119	...	...	5 35
79	Maryvale NC ES	<i>arr.</i>	...	...	...	6 15	...	...	6 0
	(See note, page 66)	<i>dep.</i>	...	...	...	...	...	...	...
86	Hazelwood Siding NC	...	...	...	...	...	...	...	...
83¾	Morwell Briquette Sdg. <i>dep.</i>	2 0	2 20	...	...	...	5 40	...	...
		—91	—91	...	...	...	—127	...	...
81¼	Morwell ES ...	<i>arr.</i>	2 10	2 30	...	...	5 50	6 7	...
		<i>dep.</i>	—58A	...	...	...	...	...	...
85½	Herne's Oak NC	<i>arr.</i>	2 20	2 35	...	6 25	6 0	6 35	...
		<i>dep.</i>	...	...	...	...	...	...	...
85	YALLOURN † <i>dep.</i>	...	...	...	...	...	...	...	...
90	Moe † ...	<i>arr.</i>	2 39	2 54	...	6 42	6 19	6 55	...
		<i>dep.</i>	—127	—127	...	—133	—133	—41	...
		<i>arr.</i>	2 52	3 20	...	7 15	6 38	7 35	...
96½	Trafalgar ...	<i>arr.</i>	...	...	...	...	...	7 48	...
	(See note, page 66)	<i>dep.</i>	3 5	3 33	...	7 28	6 51	—53	8 15
101¼	Yarragon	<i>arr.</i>	...	...	...	...	...	...	8 28
104¾	Darnum O ...	<i>arr.</i>	3 15	3 43	...	7 38	7 1	8 48	...
	(See note, page 66)	<i>dep.</i>	...	...	...	...	...	...	...
108¾	Caltex Siding NC	<i>arr.</i>	3 22	3 50	...	7 45	7 8	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
109	WARRAGUL	<i>arr.</i>	3 35	3 58	...	8 0	...	9 10	...
		<i>dep.</i>	4 0	4 25	...	9 0	7 25	10 0	...
	Continued on Page ...	25	25	...	...	26	26	27	...
		50	50	16	18	78	120	80	

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

Up Goods Service—continued

Miles (Via Maffra)	STATIONS	90 Thro. Goods Sat. ‡	126 Fast Goods Sat.	106 Elec. Loco. Light Sat.	128 Thro. Goods Mon. to Fri. ‡	110 Thro. Gds. Mon. to Fri.	124 Fast Goods Mon. to Thur.	124A Fast Goods Fri.	130 Through Goods	
									Mon. to Thur.	Sat. a.m.
—	BAIRNSDALE	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
	ES W dep. ..	..	2 40	..	..	..	4 50	6 0	..	..
1/4	Bairnsdale Oil Siding ..	..	..	..	..	..	..	..	..	..
	NC	..	..	..	..	..	..	..	..	..
1	SEC Siding NC	..	..	..	..	..	..	..	..	..
7 1/4	Hillside NC ..	..	..	..	..	..	..	..	..	..
11	Lindenow ES	..	3 5	..	..	..	5 12	6 22	..	..
17 3/4	Fernbank O ES	..	3 23	..	..	..	5 27	6 37	..	..
26	Munro NC ..	..	..	..	..	..	..	..	..	..
32 3/4	STRATFORD ES arr. ..	..	..	..	..	..	5 51	7 1	..	..
	dep. ..	..	3 50	..	..	..	6 11	7 21	..	..
33 3/4	Stratford Jct. NC ES	..	3 55	..	..	..	6 15	7 25	..	..
39	MAFFRA ES arr. ..	..	..	..	..	..	..	..	..	..
	dep. ..	..	4 12	..	..	..	6 35	7 42	..	..
43 3/4	Tinamba O ES arr. ..	..	..	..	..	..	..	..	..	..
	(See note, P. 66) dep. ..	..	4 22	..	Ex R'dale (page 31)	..	6 47	7 54	..	..
49 3/4	Heyfield ES ..	..	..	..	..	..	..	..	..	..
	dep. ..	..	4 35	..	..	..	7 0	8 7	..	..
56 1/2	Cowwarr O ES arr. ..	..	..	..	..	..	..	..	..	..
	dep. ..	..	4 49	..	..	..	7 14	8 21	..	..
61 1/2	Toongabbie	..	..	..	..	..	..	..	..	..
	(See note, page 66)	..	..	..	..	..	..	..	..	..
66 3/4	Glengarry O ES arr. ..	..	..	..	..	..	..	..	..	..
	(See note, P. 66) dep. ..	..	5 7	..	..	..	7 32	8 39	..	..
73 3/4	TRARALGON arr. ..	..	5 25	..	7 40	..	7 50	9 0	..	..
	ES	..	..	..	..	..	-41, 53	-23, 53	..	..
	dep. ..	-119	..	..	8 10-41	9 5	9 40E	11 0E	-121	-219
79	Maryvale NC ES arr. ..	..	..	..	..	..	..	..	..	..
	(See note, 66) dep. ..	..	..	..	..	..	..	..	..	..
86	Hazelwood Sdg. NC ..	..	..	-139	..	..	..	..	..	..
83 3/4	Morwell Briquette Siding ..	..	..	9 5	..	..	..	..	..	..
81 1/4	Morwell ES arr. ..	7 5	..	9 15	8 25-53	..	..	11 15	11 15	..
	dep. ..	-133	..	..	..	-121	-121	-219	-219	-243
85 1/2	Herne's Oak NC arr. ..	7 30	..	To Traral- gon	8 40	9 21	9 56	11 35	11 35	12 55
	dep. ..	..	..	..	8 47	..	..	..	..	..
	dep. ..	..	..	..	9 0	..	..	..	..	..
85	YALLOURN † dep. ..	..	..	..	..	..	..	..	..	..
90	Moe † ..	arr. 7 49	..	..	..	..	..	..	..	..
	dep. 8 15	-139	..	..	9 10	9 38	10 13	11 52	11 52	1 14
		..	..	..	..	..	..	..	Sat. a.m.	Tue. Fri. a.m.
96 1/4	Trafalgar ..	arr. 8 28	..	..	9 22	9 49	10 24	12 3	12 3	1 25
	(See note, P. 66) dep. ..	..	..	..	..	..	..	..	..	..
101 1/4	Yarragon ..	arr. 8 38	..	..	9 34	9 59	10 32	12 11	12 11	1 33
	dep. ..	..	..	..	9 44	10 6	10 38	12 17	12 17	1 39
104 3/4	Darnum ..	arr. 8 45	..	..	..	..	..	..	..	..
	(See note, page 66)	..	..	..	..	..	..	..	..	..
108 3/4	Caltex Siding NC	..	..	..	..	..	..	..	..	..
109	WARRAGUL arr. ..	9 5	..	..	9 54	10 16	10 50	12 30	12 30	1 50
	dep. ..	9 55	..	..	10 13	-219 10 26	10 55	12 45	1 30	2 35
	Continued on Page ..	26	—	16	27	27	27	24	24	24
		90	126	106	128	110	124	124A	130	

L.—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.		
—	BAIRNSDALE ES W <i>dep.</i>	...	...	...	...	...	...
½	Bairnsdale Oil Siding NC	...	...	...	...	...	...
1	S.E.C. Siding NC ...	...	...	...	...	...	...
7½	Hillside NC ...	...	...	...	...	...	...
11	Lindenow ES ...	...	...	...	...	...	...
17½	<i>Fernbank</i> ○ ES ...	...	...	...	...	...	...
26	Munro NC ...	...	...	...	...	...	...
32½	STRATFORD ES ...	...	...	...	...	...	...
33½	Stratford Jnet. NC ES	...	...	...	...	...	...
39	MAFFRA ES ...	...	...	...	...	...	...
43½	<i>Tinamba</i> ○ ES (See note, page 66)	...	...	...	...	...	...
49½	Heyfield ES ...	...	...	...	...	...	...
56½	<i>Cowwarr</i> ○ ES ...	...	...	...	...	...	...
61½	<i>Toongabbie</i> (See note, page 66)	...	...	...	...	...	...
66½	<i>Glengarry</i> ○ ES (See note, page 66)	...	...	...	...	...	...
72½	TRARALGON ... } <i>arr.</i>	...	...	...	...	...	...
	ES	...	...	...	...	...	...
		6 35	...	...	...	...	...
79	Maryvale NC ES ... } <i>dep.</i>	...	...	...	...	...	...
	(See note, page 66)	...	...	...	...	...	...
	
86	Hazelwood Siding NC ...	...	...	...	...	...	...
83½	Morwell Briquette ... } <i>dep.</i>	...	8 20-104	...	11 5-87	...	...
	Siding	...	...	...	...	...	...
		6 50	...	...	...	...	...
81½	Morwell ES ... } <i>arr.</i>	...	...	...	...	...	...
		Run No. 98	8 37	...	11 20	...	...
85½	Herne's Oak NC ... } <i>dep.</i>	...	8 44	...	11 27	...	...
	
85	YALLOURN † <i>dep.</i>	...	...	...	...	...	...
	
90	Moe † ... } <i>arr.</i>	...	...	...	11 39	...	...
	
96½	Trafalgar (See note, page 66) ... } <i>dep.</i>	...	8 56	...	11 59	...	...
		...	...	...	P.M.	...	...
		...	9 7	...	12 12	...	...
101½	Yarragon ... } <i>arr.</i>	...	...	...	...	...	...
	
		...	9 17	...	12 20	...	...
104½	<i>Darnum</i> ○ (See note, page 66) ... } <i>dep.</i>	...	9 27	...	12 26	...	...
108½	Caltex Siding NC ...	...	...	...	...	...	...
109	WARRAGUL ... } <i>arr.</i>	...	9 35	...	12 35	...	...
	
		...	9 45	...	1 7	...	...
	
	Continued on Page ...	...	28	...	28	...	...
		104	98	...	96	...	...

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		
		P.M.	P.M.	P.M.	P.M.		
—	BAIRNSDALE 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> ○ ES ...	...	...	...	...	...	...
26	Munro NC ...	...	...	...	...	...	...
32½	STRATFORD ES	...	...	...	...	...	...
33½	Stratford Jnet. NC ES ...	...	...	...	...	...	...
39	MAFFRA ES ...	...	...	...	...	...	...
43½	<i>Tinamba</i> ○ ES (See note, page 66)	...	...	...	...	...	...
49½	Heyfield ES ...	...	...	...	...	...	...
56½	<i>Cowwarr</i> ○ ES ...	...	...	...	...	...	...
61½	<i>Toongabbie</i> (See note, page 66)	...	...	...	...	...	...
66½	<i>Glengarry</i> ○ ES (See note, page 66)	...	...	...	...	...	...
72½	TRARALGON ... { <i>arr.</i>	...	...	...	...	...	...
	ES ... { <i>dep.</i>	...	...	7 0	...	...	...
79	Maryvale NC ES ... { <i>arr.</i>	...	...	...	...	...	...
	(See note, page 66) { <i>dep.</i>	...	...	...	...	...	...
86	Hazelwood Siding NC ...	...	...	...	...	...	...
83½	Morwell Briquette ... <i>dep.</i>	...	4 45 —29, 49	...	7 25 —29, 49, 65	...	...
81½	Morwell ES ... { <i>arr.</i>	...	...	...	...	...	...
	... { <i>dep.</i>	...	4 55	7 15	7 35	...	...
85½	Herne's Oak NC ...	...	5 2	7 22	7 42	...	...
85	YALLOURN † <i>dep.</i>	3 30—37	...	...	...	...	...
90	Moe † ... { <i>arr.</i>	...	5 12 —37	...	...	...	...
	... { <i>dep.</i>	3 48	5 32	7 32	7 52	...	...
96½	Trafalgar (See note, page 66) ... { <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> ○ ... { <i>arr.</i>	4 17	...	...	...	...	...
	(See note, page 66)	...	...	...	...	...	...
108½	Caltex Siding NC ...	...	...	...	...	...	...
109	WARRAGUL ... { <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 ...	28	28	28	28		
		152	100	126	102		

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	8 Thro. Goods	14 Through Goods	8 Thro. Goods	48 Through Goods
		Sat.	Tue. to Fri.	Sat.	Mon. †	Sat.	Tues. to Fri.	Mon. to Fri.	Sat.	Mon. †
109	WARRAGUL ...	arr. A.M. 12 30	A.M. 12 30	A.M. 1 50	...	...	...	...	...	A.M. 7 45
	dep. 12 45E	1 30	2 35	2 17	6 55	7 0	7 40	7 25	7 55	
113½	Drouin ... (Sec note, page 66)	arr. ...	...	...	...	...	...	...	...	—113
	dep. 12 56	1 41	2 46	2 28	7 6	7 9	7 51	7 36	8 6	
119½	Longwarry ES ...	arr. ...	...	...	...	...	...	...	...	8 14
	dep. 1 21	1 50	2 55	2 36	7 14	7 17	7 59	7 44	8 25	—27
121½	Bunyip ES ...	arr. ...	...	...	...	...	...	...	...
	dep. 1 25	1 54	3 1	2 40	7 18	7 21	8 3	7 48	8 31	
124½	Garfield O ...	arr. ...	...	...	...	...	...	...	...
127	Tynong ...	arr. ...	...	...	...	...	...	...	...
130½	Nar-Nar-Goon ... (Sec note, page 66)	arr. ...	...	...	...	...	...	...	...
	dep. 1 38	2 7	3 14	2 53	7 31	7 34	8 16	8 1	8 44	
134½	Pakenham ...	arr. ...	...	...	...	...	...	...	...
	dep. 1 45	2 14	3 21	3 0	7 38	7 41	8 23	8 8	8 51	
139½	Officer ...	arr. ...	...	...	...	...	...	...	...
141½	Beaconsfield ...	arr. ...	...	...	...	...	...	...	...
143½	Berwick ...	arr. ...	...	...	...	...	...	...	...
	dep. 1 59	2 28	3 35	3 14	7 52	7 55	8 37	8 22	9 6	
145½	Narre Warren ...	arr. ...	...	...	...	...	...	...	...
147½	Hallam NC ...	arr. ...	...	...	...	...	...	...	...
149½	General Motors NC ...	arr. ...	...	...	...	...	...	...	...
151½	DANDENONG ...	arr. 2 15	2 43	3 50	...	8 14	8 55	8 37	9 25	
	dep. 2 59	3 45	4 40	3 35	8 24	9 16	9 22	9 40	10 0	
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	...	...	...	...	9 36A	10 0	...	
	dep. 4 4	...	5 2	3 55	8 44	12 15	9 41	10 45	10 19	
161½	Hughesdale ...	arr. ...	...	...	...	...	...	...	...
162	Murrumbeena ...	arr. ...	...	...	...	...	...	...	...
162½	Carnegie ...	arr. ...	...	...	...	...	...	...	...
163½	Caulfield ...	arr. ...	...	...	...	...	...	...	...
	dep. 4 10	4 11	5 12	4 1	8 54	12 24	9 48	10 54	10 27	
164½	Malvern ...	arr. ...	...	...	...	...	...	...	...
165½	Armadale ...	arr. ...	...	...	...	...	...	...	...
166	Toorak ...	arr. ...	...	...	...	...	...	...	...
167	Hawksburn ...	arr. ...	...	...	...	...	...	...	...
167½	South Yarra ...	arr. ...	...	...	...	...	...	...	...
168½	Richmond ...	arr. ...	...	...	...	...	...	...	...
170½	MELBOURNE— Flinders Street W	arr. 4 30	...	5 35	...	...	12 45	...	11 15	...
	dep. 4 50	4 31	5 55	4 21	9 19	1 12	10 15	11 40	10 47	
—	Viaduct Junction	arr. 4 55	4 36	6 0	4 26	9 23B	1 17	10 20B	11 45	10 51B
—	Melbourne Yard	arr. 5 35	5 30	6 35	5 20	9 50	1 40	11 10	12 5	11 30
		124A	130	130	40	14A	8	14	8	48

- A. Locomotive off No. 8 may run switch trip to Westall, if required, to place loading.
- 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 M'fra)	STATIONS		60 Through Goods Mon. to Sat.		64 Through Goods Mon. to Sat.	62 Through Goods Mon. to Sat.	58 Road- side Goods Mon. to Fri.	50 Through Goods		66 Through Goods (Mon. to Sat. †)	
								Sat.	Mon. to Fri.		
109	WARRAGUL	arr. 10 10 dep. 10 20	79,113	...	P.M. ...	P.M. —119 1 25	P.M. —127 1 35 1 47	P.M. 3 35 4 0	P.M. 3 58 4 25	P.M. 5 10 5 30	
113½	Drouin ... (See note, page 66)	arr. ... dep. 10 31		...	...	1 0	1 36	2 27 2 38	4 11	4 36	5 41
119½	Longwarry ES	arr. ... dep. 10 39	...	...	—127 1 8	1 44	—45 3 15	4 19	4 44	5 49	
121½	Bunyip ES	arr. ... dep. 10 43		...	...	—99 1 12	—131 1 48	3 22 3 42	4 50 4 23	4 50 5 40	5 53
124½	Garfield O	arr. ... dep. ...	...	...	...	...	3 48 3 58	...	...	...
127	Tynong	arr. ... dep. 10 51		...	...	1 20	1 56	4 6 4 21 4 30	4 31	5 52	6 1
130½	Nar-Nar-Goon (See note, page 66)	arr. ... dep. 10 56	...	...	...	...	—68 4 50 5 0	4 36	5 57 6 6	6 6	
134½	Pakenham ...	arr. ... dep. 11 3		...	...	1 32	2 8	—30 5 54 6 4	4 43	6 41	6 13
139½	Officer	arr. ... dep. 11 10	...	...	...	...	6 24	4 50	6 50	6 20	
141½	Beaconsfield	arr. ... dep. ...		...	...	...	...	6 37	...	—58	—58
143½	Berwick	arr. ... dep. 11 17	115	...	1 46	2 22	7 15	4 57	6 57	6 27	
145½	Narre Warren	arr. ... dep. 11 21		...	...	1 50	2 26	7 22 7 52	5 1	7 1	6 31
147½	Hallam NC	arr. ... dep. ...	...	...	...	...	...	...	...	...
149½	General Motors NC	arr. ... dep. ...		...	...	...	...	...	...	...	...
151½	DANDENONG	arr. 11 42 dep. 12 20	99,127,	...	2 5	2 42	8 10	5 20	7 14	...	
154	Noble Park ...	arr. ... dep. ...		...	...	2 30	3 10	9 20	5 52	7 45	6 52
155	Sandown Park O	arr. ... dep. ...	...	...	...	...	...	...	...	...
155½	Spring Vale	arr. ... dep. ...		...	...	...	...	...	...	...	...
157	Westall	arr. ... dep. ...	...	...	...	...	...	...	...	...
158½	Clayton	arr. ... dep. ...		...	...	...	...	...	...	...	...
159½	Huntingdale	arr. ... dep. ...	...	...	...	...	...	...	...	...
160½	Oakleigh	arr. 12 40 dep. 1 18		...	...	2 50	3 30	9 45	6 12	8 5	7 14
161½	Hughesdale	arr. ... dep. ...	...	...	...	...	...	...	...	...
162	Murrumbeena	arr. ... dep. ...		...	...	...	...	...	...	...	...
162½	Carnegie	arr. ... dep. ...	...	...	...	...	...	...	...	...
163½	Caulfield	arr. 1 27 dep. 2 0		...	...	2 58	3 40	9 53	6 20	8 14	7 23
164½	Malvern	arr. ... dep. ...	...	...	...	...	...	...	...	...
165½	Armadale	arr. ... dep. ...		...	...	...	...	...	...	...	...
166	Toorak	arr. ... dep. ...	...	...	...	...	...	...	...	...
167	Hawksburn	arr. ... dep. ...		...	...	...	...	...	...	...	...
167½	South Yarra	arr. ... dep. ...	...	...	...	...	...	...	...	...
168½	Richmond	arr. ... dep. ...		...	...	...	...	10 15	...	...	...
170½	MELBOURNE Flinders Street W	arr. ... dep. 2 20	...	...	3 18	4 5	11 5	6 40	8 35	7 43	
—	Viaduct Junction	arr. ... dep. 2 25B		...	...	3 22B	4 10	11 10	6 45B	8 39	7 48B
—	Melbourne Yard	arr. ... dep. 3 0		...	...	3 45	4 45	11 40	7 15	8 55	8 20

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. †			
		P.M.	P.M.	P.M.	P.M.	P.M.			
109	WARRAGUL ...	arr. 4 15	6 15	...	8 0	9 5	...	...	...
		dep. 6 20	6 30	7 25	9 0	9 55	...	...	...
113½	Drouin ...	arr. ...	...	...	...	...	...	...	...
	(See note, Page 66)	dep. 6 31	6 41	7 36	9 11	10 6	...	...	...
119½	Longwarry ES ...	arr. ...	6 49-69	-53A	...	...	...	...	...
		dep. 6 39	7 3	7 44	9 19	10 14	...	...	...
121½	Bunyip ES ...	arr. ...	...	-205	...	...	...	...	...
		dep. 6 43	7 9	7 48	9 23	10 18	...	...	...
124½	Garfield O ...	...	...	...	...	...	...	...	...
127	Tynong ...	...	6 51	7 17	7 56	9 31	10 26	...	...
130½	Nar-Nar-Goon ...	arr. ...	...	...	...	...	...	...	...
	(See note, Page 66)	dep. 6 56	7 22	8 1	9 36	10 31	...	...	...
134½	Pakenham ...	arr. ...	...	...	...	...	...	...	...
		dep. 7 3	7 29	8 8	9 43	10 38	...	...	...
139½	Officer ...	...	7 10	7 36	8 15	9 50	10 45	...	...
141½	Beaconsfield ...	...	...	...	...	...	...	...	...
143½	Berwick ...	arr. ...	...	...	...	...	...	...	...
		dep. 7 17	7 43	8 22	9 57	10 52	...	...	...
145½	Narre Warren ...	arr. ...	...	...	...	...	...	...	...
		dep. 7 21	7 47	8 26	10 1	10 56	...	...	...
147½	Hallam NC ...	...	...	...	...	...	...	...	...
149½	General Motors NC ...	...	...	...	...	...	...	...	...
151½	DANDENONG ...	arr. 7 35	8 0-58	-58	10 20	11 20	...	...	...
		dep. 8 10	8 35	8 45	10 55	11 46	...	...	...
154	Noble Park ...	...	...	...	...	...	...	...	...
155	Sandown Park O ...	...	...	...	...	...	...	...	...
155½	Spring Vale ...	...	...	...	...	...	...	...	...
157	Westall ...	...	...	...	...	...	...	...	...
158½	Clayton ...	...	...	...	...	...	...	...	...
159½	Huntingdale ...	...	...	...	...	...	...	...	...
160½	Oakleigh ...	arr. ...	...	...	...	Sun. A.M.	...	...	...
		dep. 8 30	8 55	9 5	11 17	12 8	...	...	...
161½	Hughesdale ...	...	...	...	...	...	...	...	...
162	Murrumbeena ...	...	...	...	...	...	...	...	...
162½	Carnegie ...	arr. ...	...	...	...	...	...	...	...
163½	Caulfield ...	...	...	...	...	...	...	...	...
		dep. 8 39	9 3	9 11	11 23	12 16	...	...	...
164½	Malvern ...	...	...	...	...	...	...	...	...
165½	Armadale ...	...	...	...	...	...	...	...	...
166	Toorak ...	...	...	...	...	...	...	...	...
167	Hawksburn ...	...	...	...	...	...	...	...	...
167½	South Yarra ...	...	...	...	...	...	...	...	...
168½	Richmond ...	...	...	...	...	...	...	...	...
	MELBOURNE —	arr. ...	9 23	...	...	...	...	...	...
170½	Flinders St. W	dep. 9 0	9 55	9 31	11 43	12 36	...	...	...
—	Viaduct Junction ...	...	10 0	9 36B	11 48	12 41	...	...	...
		arr. 9 45	10 30	10 0	Sun. A.M. 12 20	1 10	...	...	...
	Melbourne Yard ...	arr. 9 45	10 30	10 0	12 20	1 10	...	...	...
		58 A	84	120	78	90			

A. To Spotswood Powerhouse.

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	80 Through Goods Mon. to Fri.	128 Through Goods Mon. to Fri. †	110 Through Goods Mon. to Fri.	124 Fast Goods Mon. to Thurs.			
109	WARRAGUL ...	<i>arr.</i> P.M. 9 10	P.M. 9 54	P.M. 10 16	P.M. 10 50	...	...	...
		<i>dep.</i> 10 0	10 13	10 26	10 55E	...	...	...
113½	Drouin (See note, page 66)	<i>arr.</i> ...	...	—219	...	...	...	...
119½	Longwarry ES ...	<i>dep.</i> 10 11	10 22	10 37	11 4	...	...	...
		<i>arr.</i> —221	...	...	...	...	...	...
121½	Bunyip ES ...	<i>dep.</i> 10 19	10 30	10 45	11 12	...	...	...
		<i>arr.</i> —223	...	...	...	...	...	...
124½	Garfield O ...	<i>dep.</i> 10 23	10 34	10 49	11 16	...	...	...
127	Tynong ...	<i>arr.</i> ...	...	...	...	...	...	...
130½	Nar-Nar-Goon (See note, page 66)	<i>dep.</i> 10 31	10 42	10 57	11 24	...	...	...
		<i>arr.</i> ...	...	...	...	...	...	...
134½	Pakenham ...	<i>dep.</i> 10 36	10 47	11 2	11 29	...	...	...
		<i>arr.</i> ...	...	...	...	...	...	...
139½	Officer ...	<i>dep.</i> 10 43	10 53	11 9	11 35	...	...	...
		<i>arr.</i> ...	...	...	...	...	...	...
141½	Beaconsfield ...	<i>dep.</i> 10 50	10 59	11 16	11 41	...	...	...
		<i>arr.</i> ...	...	...	...	...	...	...
143½	Berwick ...	<i>dep.</i> 10 57	11 5	11 23	11 47	...	...	...
		<i>arr.</i> ...	...	...	...	...	...	...
145½	Narre Warren ...	<i>dep.</i> 11 1	11 9	11 27	11 51	...	...	...
					Tues. to Fri. A.M.	...	...	...
147½	Hallam NC ...	<i>arr.</i> ...	...	...	...	...	...	...
149½	General Motors NC ...	<i>dep.</i> 11 18	...	11 46	12 10	...	...	...
		<i>arr.</i> ...	...	Tue. to Sat. A.M.	...	...	...	...
151½	DANDENONG ...	<i>dep.</i> 11 50	11 25	12 15	12 50	...	...	...
154	Noble Park ...	<i>arr.</i> Tue. to Sat.	...	...	...	...	...	...
155	Sandown Park O ...	<i>arr.</i> A.M.	...	...	...	...	...	...
155½	Spring Vale ...	<i>arr.</i> ...	...	...	...	...	...	...
157	Westall ...	<i>arr.</i> ...	...	...	...	...	...	...
158½	Clayton ...	<i>arr.</i> ...	...	...	...	...	...	...
159½	Huntingdale ...	<i>arr.</i> ...	...	...	...	...	...	...
160½	Oakleigh ...	<i>dep.</i> 12 10	...	12 35	1 13	...	...	...
		<i>arr.</i> ...	...	...	1 58	...	...	...
161½	Hughesdale ...	<i>arr.</i> ...	...	...	...	...	...	...
162	Murrumbena ...	<i>arr.</i> ...	...	...	...	...	...	...
162½	Carnegie ...	<i>arr.</i> ...	...	...	...	...	...	...
163½	Caulfield ...	<i>dep.</i> 12 18	11 57	12 43	2 4	...	...	...
164½	Malvern ...	<i>arr.</i> ...	...	...	...	...	...	...
165½	Armadales ...	<i>arr.</i> ...	...	...	...	...	...	...
166	Toorak ...	<i>arr.</i> ...	...	...	...	...	...	...
167	Hawksburn ...	<i>arr.</i> ...	...	...	...	...	...	...
167½	South Yarra ...	<i>arr.</i> ...	...	...	...	...	...	...
168½	Richmond ...	<i>arr.</i> ...	...	...	...	...	...	...
		
170½	MELBOURNE— Flinders Street W	<i>arr.</i> 12 38	12 7L	1 3	2 25	...	...	...
	Viaduct Junction ...	<i>dep.</i> 1 10	12 25	1 30	2 55	...	...	...
	Melbourne Yard ...	<i>arr.</i> 1 15	12 30	1 35	3 0	...	...	...
		<i>arr.</i> 2 0	To Somerton	2 10	3 40	...	...	...
					
		80	128	110	124			

E. Authorised load **No. 124** Traralgon-Melbourne Fast Goods 700 tons.
L. Change Locomotives.

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
109	WARRAGUL ...	arr. 9 35	...	P.M. 12 35	P.M. 4 30	P.M. 6 10	...	P.M. 8 10	P.M. 8 30
		dep. 9 45	...	—49	—37				
113½	Drouin (See note, page 66)	arr. ...	...	1 7	4 40	6 20	...	8 25	9 30
		dep. 9 56	...	...	...	...	...	8 36	...
119½	Longwarry ES	arr. ...	...	1 18	4 51	6 31	...	8 52	9 41
		dep. 10 4	...	...	...	...	...	...	...
121½	Bunyip ES	arr. ...	...	1 26	4 59	6 39	...	9 0	9 49
		dep. 10 8	...	...	...	...	...	...	...
124½	Garfield O	arr. ...	...	1 30	5 3	6 43	...	9 4	9 53
127	Tynong	arr. ...	...	1 38	5 11	6 51	...	9 12	10 1
130½	Nar-Nar-Goon (See note, p. 66)	arr. ...	...	...	...	...	...	...	...
		dep. 10 21	...	1 43	5 16	6 56	...	9 17	10 6
134½	Pakenham	arr. ...	...	1 50	5 23	7 3	...	9 23	10 13
		dep. 10 28	...	...	...	...	...	...	...
139½	Officer ...	arr. ...	...	1 57	5 30	7 10	...	9 29	10 20
		dep. 10 35	...	...	...	...	...	...	...
141½	Beaconsfield	arr. ...	...	...	...	...	...	...	...
143½	Berwick	arr. ...	...	2 4	5 37	7 17	...	9 35	10 27
		dep. 10 45	...	...	...	...	...	...	...
145½	Narre Warren ...	arr. ...	...	2 8	5 41	7 21	...	9 39	10 31
		dep. 10 52	...	...	...	...	...	...	...
147½	Hallam NC	arr. ...	...	...	...	...	...	...	...
149½	General Motors NC	arr. ...	...	...	...	...	...	...	...
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	arr. ...	...	...	...	...	...	...	...
155	Sandown Park O	arr. ...	...	...	...	...	...	...	...
155½	Spring Vale	arr. ...	...	...	...	...	...	...	...
157	Westall ...	arr. ...	...	...	...	...	...	...	...
158½	Clayton	arr. ...	...	...	...	...	...	...	...
159½	Huntingdale	arr. ...	...	...	...	...	...	...	...
160½	Oakleigh	arr. ...	...	...	...	...	...	10 46	...
		dep. ...	...	...	...	...	...	11 28	...
161½	Hughesdale	arr. ...	...	...	...	...	...	...	...
162	Murrumbreena	arr. ...	...	...	...	...	...	...	...
162½	Carnegie	arr. ...	...	...	...	...	...	...	...
163½	Caulfield	arr. ...	...	3 6	6 28	8 19	...	11 35	11 15
		dep. 11 37	...	...	...	...	...	...	...
164½	Malvern	arr. ...	...	...	...	...	...	...	...
165½	Armadale	arr. ...	...	...	...	...	...	...	...
166	Toorak ...	arr. ...	...	...	...	...	...	...	...
167	Hawksburn	arr. ...	...	...	...	...	...	...	...
167½	South Yarra	arr. ...	...	...	...	...	...	...	...
168½	Richmond	arr. ...	...	...	...	...	...	...	...
	MELBOURNE—	arr. ...	...	...	...	8 39	...	11 55	...
	Flinders St. W	arr. ...	...	...	...	...	...	Mon.	...
170½		dep. 11 59	...	3 26	6 50	9 9	...	A.M. 12 15	11 35
—	Viaduct Junction	arr. 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

Down		Goods Service		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 † ...	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
		dep. 11 15	20	MORWELL † ...	arr. 3 0
109	MIRBOO NORTH †	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-THORPDALE.

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 Car 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.
—	MELBOURNE— (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 30C	10 54C	8 55C	9 1C	9 25C
97½	TRARALGON ES ...	... 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	A.M. ...	P.M. 9 6	P.M. 9 12	P.M. 9 36-53A
103½	Glenarry O ES (See note page 66)	... dep.	—26		53, 124	53, 124A	...
		... arr.	11 18	9 17			9 23	9 47
108¾	Toongabbie (See note page 66)	... dep.	11 28	§	§	§	§
113¾	Cowwarr O ES	... dep.	11 37	9 36	9 42	10 6	...
120½	Heyfield ES	... dep.	—16		9 49	9 55	10 19
126½	Tinamba O ES (See note, page 66)	... dep.	—6A		9 59	10 5	10 29
131¼	MAFFRA ES	... arr.	P.M. 12 10—18	10 20	10 26	10 47	...

MAFFRA-TRARALGON.

Up.

Passenger Service.

Miles.	STATIONS		2	2	10		
			280 H.P. Diesel Rail Car Mon. to Fri.	280 H.P. Diesel Rail Car Sat.	280 H.P. Diesel Rail Car Mon. to Sat.		
—	MAFFRA ES ...	... dep.	A.M. 7 10	A.M. 7 10	P.M. 3 5	...	...
		... arr.	...	...	...	...	...
4½	Tinamba O ES (See note, page 66)	... dep.	7 18	7 18	3 13	...	...
		... arr.	...	...	...	...	...
10½	Heyfield ES	... dep.	—11		3 24	...	...
		... arr.	7 29	7 29	...	...	...
17½	Cowwarr O ES	... dep.	7 42	7 42	3 37	...	...
		... arr.	7 52	7 52	3 47	...	...
27½	Glenarry O ES (See note, page 66)	... dep.	8 1	8 1	3 56—18	...	...
		... arr.	8 17C	8 17C	4 13C-30	...	...
		... arr.	—12, 35		"THE GIPPS- LANDER"		...
33½	TRARALGON ES ...	... dep.	PASS.	PASS	P.M.	...	...
		... arr.	A.M. 8 32	A.M. 8 32	4 28	...	...
—	MELBOURNE— (Flinders Street) W	... arr.	11 15	11 40	6 50	...	...

C—Change trains.

TRARALGON-SALE—Goods Service.

Down

Miles from Fl. St.	STATIONS		229 Through Goods Tue. to Sat. †	23 Roadside Goods Mon.	221 Roadside Goods Tue. to Sat.	233 Light Engine Mon. to Fri. †	31 Light Engine Sunday
97½	TRARALGON ES	<i>dep.</i>	A.M. 3 30	A.M. 4 0	A.M. 4 30	P.M. 5 40-114	P.M. 3 40
98½	Traralgon Livestock Siding NC	...	...	...	...	...	..
106	Flynn NC (See note, page 66)	...	...	...	...	...	..
111½	Rosedale ES	<i>arr.</i>	4 10	4 38	5 8	6 8	4 0
		<i>dep.</i>	...	5 1	5 31	...	..
119½	<i>Kilmany</i> (See note, page 66)	<i>arr.</i>	...	5 23	5 57	...	..
		<i>dep.</i>	...	5 36	6 6	...	..
123½	Fulham NC ... ..	...	...	...	...	...	..
127½	SALE ES W	<i>arr.</i>	...	6 20	6 50	...	4 25

STRATFORD-SALE-TRARALGON—Goods Service.

Up

Miles from Sale	STATIONS		54 Through Goods Sat.	114 Roadside Goods Mon. to Fri.	128 Through Goods Mon. to Fri. †	56 Light Engine Sunday
—	STRATFORD ES W	<i>dep.</i>	A.M.	P.M.	P.M.	P.M.
—	Stratford Junction NC ES	...	...	...	...	..
—	Montgomery NC	...	...	...	...	..
—	Felt and Textiles of Aust. Ltd. Sdg. NC	...	...	...	...	..
—	SALE ES W	<i>arr.</i>	...	...	...	..
4½	Fulham NC	<i>dep.</i>	10 30	2 20	...	2 10
		...	10 43	...	...	..
8½	<i>Kilmany</i> (See note, page 66)	<i>arr.</i>	...	...	...	..
		<i>dep.</i>	10 55	...	...	..
		<i>arr.</i>	11 14-21	3 25-30	...	2 23 Goods
16½	Rosedale ES	<i>dep.</i>	11 30	4 35	7 10	3 0A
21½	Flynn NC (See note, page 66)	...	11 47	...	...	..
29	Traralgon Livestock Siding NC	...	...	...	...	..
30½	TRARALGON ES	<i>arr.</i>	P.M. 12 15	5 35-107	7 40	3 25

A—No. 56 will clear available loading to a maximum of the equivalent of 16 vehicles from Rosedale, but must not be held beyond 3.0 p.m. to attach any late loading.

Operation of No. 56 Goods without a brakevan in the rear between Rosedale and Traralgon is hereby authorised.

BAIRNSDALE-ORBOST.
Goods Service.

Down.

Miles from Melb. (via. Sale)	STATIONS	3 Goods Mon. to Fri.	1 Goods Sat.	9 Goods Mon. to Fri.		
171	BAIRNSDALE W † ...	A.M. 9 0	A.M. 11 0	P.M. 7 30-124	...	...
177½	Nicholson NC ...	arr. 9 18	...	...	...	...
183½	<i>Bumberrah</i> (See note Page 33) ...	dep. 9 25	...	...	...	...
		arr. 9 45	...	...	...	...
		dep. 9 55	...	...	...	...
		arr. 10 16	11 59	8 29	...	...
190½	Bruthen † ...	...	P.M. 1 10	—8	...	...
		dep. 10 45	2 11	9 50	...	...
207½	Waygara Sawmilling Siding NC ...	arr. 11 46	...	10 51	...	...
208	Nowa Nowa W † ...	...	P.M. 2 30	11 10	...	...
		dep. 12 50-124	3 24	...	...	...
		arr. 1 15	3 40	...	...	...
		dep. 1 25	...	...	...	...
214	Tostaree NC (See note Page 33) ...	...	...	Tue. to Sat.	...	...
		arr. 1 49	...	A.M. ...	...	...
		dep. 2 0	...	...	...	...
222½	Waygara NC (See note Page 33) ...	arr. 2 50	5 45	12 40	...	...
231½	ORBOST † W ...	arr. 2 50	5 45	12 40	...	...

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.	
—	ORBOST † W ...	A.M. 9 20	A.M. 10 0		P.M. 6 0	
9	Waygara NC (See note)	arr. 9 50 dep. 10 15	10 35 11 10		...	
17½	Tostaree NC (See note)	arr. ... dep. ...	11 34 11 47		...	
23½	Nowa Nowa W † ...	arr. 11 2 dep. 11 25	P.M. 12 10 1 10—3		7 25 8 0	
24	Waygara Sawmilling Siding NC	...	...		...
40½	Bruthen † ...	arr. 12 33—1 dep. 1 0	2 18 2 50		9 8 10 0—9	
48	Bumberrah (See note) ...	arr. ... dep. ...	3 18 3 28		...	
54	Nicholson NC	arr. ... dep. ... arr. 2 0	3 44 3 52 4 10—9		...	
60½	BAIRNSDALE W † ...	dep. 2 40	Mon. to Thur.	Fri.	Tue. to Fri.	Sat.
		Mon.	4 50	6 0	A.M. 12 15	A.M. 12 15
		A.M.	Tue. to Fri.	Sat.	P.M.	P.M.
231½	MELBOURNE— (Flinders Street) W ...	...	A.M. ...	A.M. ...	P.M. ...	P.M. ...
—	Melbourne Yard ...	arr. 12 35	3 40	5 35	1 40	12 5

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-Orbost 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 Orbost.

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

Miles from Fl. St.	STATIONS	19 280 H.P. Diesel Rail Car Mon. to Sat.	93 Diesel Elec. Rail Mtr. Sat.	111 PASS. MON. TUE. WED. THUR.	113 Diesel Electric RI. Mtr. & Trlr. Fri.	55 PASS. SAT.	57 PASS. FRI.	59 Diesel Electric Rail Mtr. & Trlr. Mon. Tue. Wed. Thur.	125 Diesel Electric Rail Mtr. Sun.
—	MELBOURNE—	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1 ¹ / ₂	Flinders St. W dep.	9 5	1 0	3 58	3 58	6 12	6 20	6 20	6 45
2 ¹ / ₂	Richmond ..	*	*	*	*	*	*	*	*
3 ¹ / ₂	South Yarra ..	*	*	*	*	*	*	*	*
4 ¹ / ₂	Hawksburn ..	*	*	*	*	*	*	*	*
4 ¹ / ₂	Toorak ..	*	*	*	*	*	*	*	*
4 ¹ / ₂	Armadale ..	*	*	*	*	*	*	*	*
5 ¹ / ₂	Malvern ..	*	*	*	*	*	*	*	*
6 ¹ / ₂	Caulfield ..	9 23	1 16	4 15	4 15	6 29	6 39	6 39	7 3
7 ¹ / ₂	Carnegie ..	*	*	*	*	*	*	*	*
8 ¹ / ₂	Murrumbeena ..	*	*	*	*	*	*	*	*
9	Hughesdale ..	*	*	*	*	*	*	*	*
9 ¹ / ₂	Oakleigh ..	*	*	4 22	4 22	*	*	*	*
10 ¹ / ₂	Huntingdale ..	*	*	*	*	*	*	*	*
12	Clayton ..	*	*	*	*	*	*	*	*
13 ¹ / ₂	Westall ..	*	*	*	*	*	*	*	*
14 ¹ / ₂	Spring Vale ..	*	*	*	*	*	*	*	*
15 ¹ / ₂	Sandown Park O ..	*	*	*L	*	*	*	*	*
16 ¹ / ₂	Noble Park ..	*	*	*	*	*	*	*	*
18 ¹ / ₂	DANDENONG arr.	..	..	4 37	..	..	7 1	7 1	..
	ES " .. dep.	9 45	1 36	4 41	4 40	6 49	7 6	7 5	7 26
19 ¹ / ₂	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC	..	..	..	..	..	..	..	..
20	C'wealth Engineering Coy's Sdg. NC	..	..	..	..	..	..	..	..
20 ¹ / ₂	Containers Ltd. Sdg. .. (D'ngong) NC	..	..	..	..	..	..	..	..
21	Aust. W'glass Sdg. NC	..	..	..	..	..	..	..	..
23	Lyndhurst (see note, .. page 66)	*	1 42	4 48	4 47	6 56 [§] ₃₈	*	*	*
27 ¹ / ₂	Cranbourne arr.	9 56-20	..	4 55	..	7 5	7 19-38	7 17-38	..
	ES W .. dep.	10 7	1 49	4 57	4 54	7 5	7 21	7 19	7 38
30 ³ / ₂	Clyde ..	10 13 ●	1 55	5 3	5 0	7 10	7 28	7 25	7 44
35 ¹ / ₂	Tooradin .. arr.	..	..	5 10	5 7	7 17	7 36	7 32	7 50
	" .. dep.	10 20 ●	2 2	5 10	5 7	7 17	7 36	7 32	7 50
37 ¹ / ₂	Dalmore R.M. Stop. Place NC	*	Z	§	Z	*	*	*	*
41	Koo-wee-rup arr.	..	..	5 19-38	..	..	7 45	..	..
	ES W .. dep.	10 29	2 12	5 21	5 17-38	7 25	7 47	7 41	7 58
43	Monomeith NC ..	*	2 15§	5 24§	5 20§	*	*	*	*
47 ¹ / ₂	Lang Lang ES arr.	..	..	5 30	5 30	..	..	..	8 6-46
	(See note, page 66) dep.	10 38	2 22	5 40 ● ⁴²	5 40 ● ⁴²	7 35	7 57	7 50	8 16 ●
52 ³ / ₂	Aust. Gls. Co's Sdg. NC	..	..	5 56	5 59	7 51	8 13	8 8	..
55 ¹ / ₂	NYORA ES W arr.	10 52	..	5 56	5 59	7 51	8 13	8 8	8 35
	" .. dep.	10 54	2 37	5 59	6 2	7 53	8 18	8 13	8 37
59	Loch O ES .. arr.	..	..	6 6	6 10	8 0 [‡]	8 25 [‡]	8 21 [‡]	8 45
	" .. dep.	11 1	2 45	6 6	6 10	8 0 [‡]	8 25 [‡]	8 21 [‡]	8 45
65	Bena ..	11 16	3 4	6 22	6 30	8 16 [‡]	8 41 [‡]	8 41 [‡]	9 5
68 ¹ / ₂	Korumburra Cattle Sdg. NC	..	..	..	..	..	..	..	..
68 ³ / ₂	KORUMBURRA arr.	11 25	3 13	6 30	6 41	8 23	8 48	8 52	9 16
	ES W .. dep.	-38A, 63	-52	-88,86	-86, 88	..	-82, 88	-82, 88	..
	" .. dep.	11 27	3 15	6 40	6 44	8 33	8 58	8 55	9 18
	Continued on page 35	19	93	111	113	55	57	59	125

● No. 19 may depart Cranbourne 9.57 a.m., Clyde 10.3 a.m., Tooradin 10.10 a.m. No. 125 may depart Lang Lang 8.7 p.m. No. 111 may depart Lang Lang 5.31 p.m. No. 113 may depart Lang Lang 5.31 p.m. For Block Notes see page 66.

L. No. 111 is to stop to entrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Flinders Street and Sandown Park to arrange.

MELBOURNE-LEONGATHA-YARRAM—Passenger Service—continued

Down

Miles from Fl. St.	STATIONS	19 280 H.P. Diesel Rail Car Mon to Sat.	93 D.E. Rail Motor Sat.	111 PASS MON. TUE. WED. THUR.	113 D.E. Rail Mtr. and Trlr. Fri.	55 PASS. SAT.	57 PASS. FRI.	59 D.E. Rail Motor & Trlr. Mon., Tue., Wed., Thur.	125 D.E. Rail Mtr. Sun.
68 $\frac{3}{4}$	KORUMBURRA <i>arr.</i>	a.m. 11 25	p.m. 3 13	p.m. 6 30	p.m. 6 41	p.m. 8 23	p.m. 8 48	p.m. 8 52	p.m. 9 16
	ES W .. <i>dep.</i>	-38A, 63 11 27	-52 3 15	-86, 88 6 40	-86, 88 6 44	8 33	-82, 88 8 58	-82, 88 8 55	9 18
71 $\frac{1}{2}$	Kardella NC (see note, page 66) ..	..	..	..	..	..	..	..	..
74 $\frac{3}{4}$	Ruby NC ..	..	..	..	..	..	..	..	..
78	LEONGATHA ES <i>arr.</i>	11 45	3 35	6 57	7 5	8 50	9 14T	9 15	9 40
	" .. <i>dep.</i>	..	-42A, 80	-82 7 1	-82	8 54	9 16	..	..
80 $\frac{1}{2}$	Knox Siding NC ..	..	..	..	..	..	..	..	..
83	Koonwarra ..	..	..	..	..	..	..	..	..
86 $\frac{1}{4}$	Tarwin ..	..	..	..	..	..	..	..	..
88	Meeniyah ES ..	..	..	7 24	..	9 17	9 41	..	..
90	Stony Creek ..	..	..	..	..	..	..	..	..
94 $\frac{3}{4}$	Buffalo (see note, page 66) ..	..	..	7 37§	..	9 30§	9 56§	..	..
99 $\frac{1}{2}$	Fish Creek .. <i>arr.</i>	..	..	..	..	..	10 6	..	..
	(see note, page 66) <i>dep.</i>	..	..	7 48	..	9 40	10 8	..	..
107 $\frac{1}{4}$	FOSTER ES † W <i>arr.</i>	..	..	8 3	..	..	10 23	..	..
	" .. <i>dep.</i>	..	..	8 6	..	9 57	10 27	..	..
110 $\frac{1}{4}$	Bennison NC ..	..	..	..	..	..	..	..	..
113 $\frac{1}{2}$	Toora † ES ..	..	..	8 18	..	10 7	10 40	..	..
117 $\frac{1}{4}$	Barry Beach .. <i>arr.</i>	..	..	..	..	..	..	..	..
	Junction † (See note, page 66) <i>dep.</i>	..	..	..	..	..	..	..	..
120 $\frac{1}{4}$	Barry Beach NC † <i>arr.</i>	..	..	..	..	..	..	..	..
119 $\frac{3}{4}$	Welshpool ES † .. <i>dep.</i>	..	..	8 29	..	10 17	10 52	..	..
123 $\frac{1}{2}$	Hedley NC (see note, page 66) ..	..	..	..	..	..	..	..	..
129 $\frac{1}{4}$	Gelliondale ..	..	..	8 42§	..	10 29§	11 6§	..	..
132 $\frac{1}{2}$	Alberton (see note, p. 66) ..	..	..	..	..	..	..	..	..
136 $\frac{1}{4}$	YARRAM † .. <i>arr.</i>	..	..	8 55	..	10 45	11 20	..	..
		19	93	111	113	55	57	59	125

T—D.E. Trailer to be detached from rear of No. 57 at Leongatha and placed in yard by Rail Tractor.

YARRAM-LEONGATHA-MELBOURNE—Passenger Service

Up.

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 Mon. to Fri.	42A 280 H.P. Diesel Rail Car Sat.	46 D. E. Rail Motor & Tr. Sun.			
		A.M.	A.M.	P.M.	P.M.	P.M.			
3½	YARRAM † ... <i>dep.</i>	...	6 20	...	...	...	...	...	...
7	Alberton (see note, p. 66)	...	6 27	...	...	...	...	...	...
12½	Gelliondale ...	...	6 33	...	...	...	...	...	...
16½	Hedley NC(see note,p.66)	...	6 40	...	...	...	...	...	...
	Welshpool † ES ...	...	6 48	...	...	...	...	...	...
—	Barry Beach NC † <i>dep.</i>	...	...	...	...	...	...	...	...
3	Barry Beach ... { <i>arr.</i> ...	...	...	...	...	...	...	...	...
	Junction † { <i>dep.</i> ...	...	...	...	...	...	...	...	...
	(See note, p. 66)	...	...	...	...	...	...	...	...
22½	Toora ES † ...	...	6 58	...	...	...	...	...	...
26	Bennison NC ...	...	§	...	...	...	...	...	...
29	FOSTER † ES W { <i>arr.</i> ...	...	...	...	...	...	...	...	...
36½	Fish Creek (See { <i>dep.</i> ...	...	7 11	...	...	...	...	...	...
	note page 66) { <i>arr.</i> ...	...	...	...	...	...	...	...	...
41½	Buffalo (see note, p. 66) { <i>dep.</i> ...	...	7 29	...	...	...	...	...	...
46½	Stony Creek ...	...	7 39§	...	...	...	...	...	...
48½	Meeniyah ES ...	...	§	...	...	...	...	...	...
50	Tarwin ...	...	7 53	...	...	...	...	...	...
53½	Koonwarra ...	...	§	...	...	...	...	...	...
55½	Knox Siding NC ...	...	§	...	...	...	...	...	...
58½	LEONGATHA ES { <i>arr.</i> ...	...	...	...	...	...	...	...	...
	{ <i>dep.</i> 6 10	6 10	—31	4 35	—93	6 55	...	...	...
61½	Ruby NC ...	...	8 17	...	5 20	...	...	...	...
64½	Kardella. NC (see note, page 66)	...	...	...	...	...	...	...	...
67½	KORUMBURRA ES W { <i>arr.</i> ...	...	8 35	...	...	...	...	...	...
	{ <i>dep.</i> -31	-31	-63A, 33	-86	...	...	...	...	...
		6 35	8 45	4 55	5 40	7 22	...	...	...
	Continued on page 37	6	20	42	42A	46			

YARRAM-LEONGATHA-MELBOURNE

Passenger Service—continued.

Up.

Mls. from Yarram	STATIONS	6 D.E.R. Mtr. & Trailer Mon. to Fri. D.E. R. Mtr. Sat.		20 PASS. MON. TO SAT.	42 280 H.P. Diesel Rail Car Mon. to Fri.	42A 280 H.P. Diesel Rail Car Sat.		46 D. E. Rail Motor & Tlr. SUN.	
		A.M.		A.M.	P.M.	P.M.		P.M.	
67½	KORUMBURRA { arr. ...	... 31	...	8 35	...	...	...	...	...
	ES W { dep. 6 35	...	...	-63A, 33 8 45	-86 4 55	5 40	...	7 22	...
68	Korumburra Cattle Siding NC ...	...	...	...	...	...	...	...	...
71½	<i>Bena</i> ...	6 44	...	8 53	5 4	5 49	...	7 31	...
77½	<i>Loch</i> O ES ... { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 6 59	...	...	9 6	5 17	6 2	...	7 46	...
80½	NYORA ES W ... { arr. ...	...	...	9 15-63	5 24	6 9	...	7 58	...
	... { dep. 7 12	...	...	9 18	5 26	6 11	...	8 0	...
83½	Australian Glass Coy's Siding NC ...	...	...	...	...	...	...	...	...
89	Lang Lang ES (see note, page 66) { arr. ...	...	...	...	5 36	...	...	8 11	...
	... { dep. 7 24	...	...	9 31	5 38	6 22	...	8 13	...
93½	Monomeith NC ...	7 31§	...	*	*	*	...	*	...
95½	Koo-wee-rup ES W ... { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 7 35	...	...	9 41	5 43	6 32	...	8 22	...
99	Dalmore R. M. Stop. Place NC ...	Z	...	*	Z	Z	...	*	...
100½	<i>Tooradin</i> ... { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 7 45	...	...	9 50	5 58	6 41	...	8 30	...
106½	<i>Clyde</i> ...	7 55	...	9 57	6 6	6 49	...	8 38	...
109	Cranbourne ES W ... { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 8 3	...	...	-19 10 4	6 13	7 7●	...	8 46	...
113½	<i>Lyndhurst</i> (see note, page 66) ...	8 9	...	*	*	*	...	*	...
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	DANDENONG ES { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 8 18B	...	...	10 19	6 27	7 19	...	8 58	...
120	Noble Park ...	*	...	*	*	*	...	*	...
121	<i>Sandown Park</i> O ...	*	...	* K	*	*	...	*	...
121½	Spring Vale ...	8 28B	...	*	*	*	...	*	...
123	<i>Westall</i> ...	*	...	*	*	*	...	*	...
124½	Clayton ...	*	...	*	*	*	...	*	...
125½	Huntingdale ...	*	...	*	*	*	...	*	...
126½	Oakleigh ...	8 37B	...	*	*	*	...	*	...
127½	Hughesdale ...	*	...	*	*	*	...	*	...
128	Murrumbeena ...	*	...	*	*	*	...	*	...
128½	Carnegie ...	*	...	*	*	*	...	*	...
129½	Caulfield ... { arr. ...	...	...	...	...	...	...	...	...
	... { dep. 8 46B	...	...	10 43	6 54	7 45	...	9 25	...
130½	Malvern ...	*	...	*	*	*	...	*	...
131½	Armadale ...	*	...	*	*	*	...	*	...
132	Toorak ...	*	...	*	*	*	...	*	...
133	Hawksburn ...	*	...	*	*	*	...	*	...
133½	South Yarra ...	*	...	*	*	*	...	*	...
134½	Richmond ...	*	...	*	*	*	...	*	...
—	MELBOURNE W								
136½	Flinders Street ... { arr. 9 5	...	...	11 2	7 10	8 1	...	9 44	...
	... { dep. Empty 9 13	...	...	...	Empty 7 30	Empty 8 15	...	...	...
137½	Spencer St. ...	arr. 9 16	...	...	7 34	8 19	...	...	...

● —No. 42A may depart Cranbourne 6.56 p.m.,
 B—Stops Monday to Friday to detrain only. Stops Saturday to detrain or entrain.
 K. No. 20 is to stop to detrain, only on the days a Race Meeting is conducted at Sandown Park Race-course. Stationmasters Korumburra and Sandown Park to arrange.
 For Block Notes see Page 66.

MELBOURNE-KORUMBURRA-FOSTER-BARRY BEACH-YARRAM—Goods Service.

Down.

Miles from Flind. Street	STATIONS	63 Roadside Goods Tue. to Fri.	67 A Through Goods Sat. †	67 Through Goods Mon. to Fri. †	47 Goods Mon. to Fri.
		A.M.	A.M.	A.M.	P.M.
—	Tottenham Yard ... dep.	...	...	...	...
—	South Kensington ...	...	...	...	...
—	North Melbourne Junction ...	...	...	...	...
—	MELBOURNE YARD ... dep.	3 5	8 35	9 40	...
—	Viaduct Junction ...	3 15	8 55	10 4	...
—	Flinders Street W ... { arr. dep.	...	...	...	...
1 1/2	Richmond ...	3 20	9 0	10 8	...
2 1/2	South Yarra ...	...	...	...	...
3 1/2	Hawksburn ...	...	...	...	...
4 1/2	Toorak ...	...	...	...	...
4 3/4	Armadale ...	...	...	...	...
5 1/2	Malvern ...	...	...	...	...
6 1/2	Caulfield ...	3 45	9 25	10 29	...
7 1/2	Carnegie ...	...	...	...	...
8 1/2	Murrumbena ...	...	...	...	...
9	Hughesdale ...	...	...	...	...
9 1/2	Oakleigh ...	3 54	9 34	10 37	...
10 1/2	Huntingdale ...	...	...	...	...
12	Clayton ...	...	...	...	...
13 1/4	Westall ...	...	...	...	...
14 1/2	Spring Vale ...	...	...	...	...
15 1/2	Sandown Park O ...	...	...	...	...
16 1/4	Noble Park ...	...	...	...	...
18 1/2	DANDENONG ES ... { arr. dep.	4 15 4 45	9 55-20 10 40	10 59 11 20	12 5
	Amalgamated Co.-op. ...	...	...	...	...
19 1/2	Marketeers (Aust.) Ltd. Sdg. NC ...	...	...	...	...
20	C'th Eng. Coy.'s Sdg. NC ...	...	...	...	...
20 1/2	C'tainers Ltd. Sdg. (D'ng) NC ...	...	...	...	...
21	Aust. W'glass Sdg. NC ... { arr. dep.	...	...	...	12 10-56
23	Lyndhurst (See note, page 66) ...	5 0	...	...	...
27 1/4	Cranbourne ES W ... { arr. dep.	5 16 5 46	...	11 42	...
30 1/2	Clyde ... { arr. dep.	5 57 6 7	...	11 50	...
35 1/2	Tooradin ... { arr. dep.	6 18 6 28	...	11 59	...
37 1/4	Dalmore R. M. St. Pl. NC ...	...	...	...	...
41	Koo-wee-rup ES W ... { arr. dep.	6 47-6 7 40	...	P.M. 12 13	...
43	Monomeith NC ...	...	11 39	12 19	...
47 1/2	Lang Lang ES ... { arr. dep.	8 3-92 8 35	...	...	...
52 1/2	Australian Glass Co's. ... { arr. dep.	...	11 50	12 30	...
	Sdg. NC ... { arr. dep.	...	...	...	...
55 1/2	NYORA ... { arr. dep.	9 0 -20 9 40 9 50	12 18-38A 12 50	1 2 1 37	...
59	Loch O ES ... { dep.	10 5	12 58	1 47	...
65	Bena ... { arr. dep.	10 27 10 40	...	...	...
68 1/4	Korumburra Cattle Sdg. NC ... { arr. dep.	10 55-38	1 23	2 12	...
68 1/2	KORUMBURRA ... { arr. dep.	...	1 40	2 25	...
	ES W ... { dep.	...	...	...	...
	Continued on page ...	—	—	—	—
		63	67A	67	47

Not to run when No. 63A runs.

MELBOURNE-KORUMBURRA-FOSTER-BARRY BEACH-YARRAM—Goods Service.—continued.

Down.

Miles from Flind. St.	STATIONS	61 Through Goods		169 Through Goods		187 Through Goods		31 Through Goods		63A Roadside Goods	
		Mon. to Fri.	P.M.	Mon. to Fri.	P.M.	Mon. to Fri.	P.M.	Sun. to Fri.	P.M.	Sun.	P.M.
—	Tottenham Yard ... dep.	...	...	...	...	11 0	...	...	...	...	...
—	South Kensington ...	...	...	...	...	11 26	...	...	...	...	...
—	North Melbourne Junction ...	...	...	...	...	11 30	...	...	...	...	...
—	MELBOURNE YARD ... dep.	7 0	...	7 40	...	...	...	11 40	...	11 45	...
								Mon. to Sat.		Mon.	
								A.M.		A.M.	
—	Viaduct Junction ...	7 35	...	8 0	...	11 35	...	12 5	...	12 20	...
—	Flinders Street W ...	arr. ...	...	...	...	...	...	12 9	...	...	...
		dep. 7 40	...	8 4	...	11 40	...	12 20	...	12 25	...
1½	Richmond ...	...	...	...	...	...	...	...	...	...	...
2½	South Yarra ...	...	...	...	...	...	...	...	...	...	...
3¼	Hawksburn ...	...	...	...	...	...	...	...	...	...	...
4¼	Toorak ...	...	...	...	...	...	...	...	...	...	...
4¾	Armadale ...	...	...	...	...	...	...	...	...	...	...
5½	Malvern ...	...	...	...	...	...	...	...	...	...	...
6½	Caulfield ...	8 0	...	8 25	...	12 2	...	12 41	...	12 50	...
7¾	Carnegie ...	...	...	...	...	...	...	...	...	...	...
8½	Murrumbcena ...	...	...	...	...	...	...	...	...	...	...
9	Hughesdale ...	...	...	...	...	...	...	...	...	...	...
9½	Oakleigh ...	8 9	...	8 32	...	12 11	...	12 48	...	12 59	...
10½	Huntingdale ...	...	...	...	...	...	...	...	...	...	...
12	Clayton ...	...	...	...	...	...	...	...	...	...	...
13¼	Westall ...	...	...	...	...	...	...	...	...	...	...
14½	Spring Vale ...	...	...	...	...	...	...	...	...	...	...
15¼	Sandown Park O ...	...	...	...	...	...	...	...	...	...	...
16½	Noble Park ...	...	...	...	...	...	...	...	...	...	...
18½	DANDENONG ES ...	arr. ...	...	8 52	...	12 32	...	...	...	1 20	...
		dep. —38	...	...	...	—31	...	—187	...	...	...
19½	Amalgamated Co-op. Marketeers ...	...	...	...	...	...	...	...	...	...	...
20	(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. ...	...	...	...	1 42	...	...	...	2 27	...
		dep. ...	...	...	...	2 10	...	...	...	2 47	...
23	Lyndhurst (See note, page 66) ...	...	...	...	...	2 15	...	...	...	2 52	...
27¼	Cranbourne ES W ...	arr. ...	...	...	...	2 25—88	...	1 24	...	3 2	...
		dep. 8 46	...	10 5	...	2 40	...	1 27	...	3 35	...
30¼	Clyde ...	arr. ...	...	...	...	...	...	...	...	3 43	...
		dep. 8 56	...	10 13	...	2 48	...	1 35	...	3 53	...
35½	Tooradin ...	arr. ...	...	...	...	...	...	...	...	4 3	...
		dep. 9 5	...	10 22	...	2 57	...	...	...	4 15	...
37¼	Dalmore R. M. St. Pl. NC ...	...	...	...	...	...	...	...	...	...	...
41	Koo-wee-rup ES W ...	arr. ...	...	10 36—86,82	...	...	...	1 54—88	...	4 34	...
		dep. 9 14	...	11 26	...	3 11	...	2 1	...	4 55	...
43	Monomeith NC ...	...	...	...	...	...	...	...	...	...	...
47¼	Lang Lang ES ...	arr. 9 33	...	...	...	3 28—82A	...	2 15	...	5 12	...
	(See note, page 66)	dep. 9 44—86	...	11 39	...	3 35	...	2 18	...	5 35	...
52¾	Australian Glass Co.'s Sdg. NC ...	arr. ...	...	...	...	Tu. to Sat.	...	...	...	5 47	...
		dep. ...	...	...	...	A.M.	...	...	...	6 10	...
		arr. 10 14	...	12 8	...	4 36	...	2 44	...	6 25	...
55½	NYORA ES W ...	dep. —82	...	R'side Gds.	...	—72	...	—82A	...	—6	...
		arr. 10 30	...	12 29—88	...	5 0	...	2 54	...	7 15	...
59	Loch O ES ...	arr. ...	...	...	...	...	...	...	...	7 24	...
		dep. 10 39	...	12 38	...	5 7	...	3 3	...	7 40	...
65	Bena ...	arr. ...	...	...	...	...	...	...	...	8 4	...
		dep. 11 4	...	1 3	...	5 27	...	3 28	...	8 20	...
68¼	Korumburra Cattle Sdg. NC ...	arr. ...	...	1 20—82A	...	5 40—6,92	...	...	...	...	...
		arr. 11 20	...	...	...	...	...	3 40	...	8 35	...
								—72, 92, 6			
68¾	KORUMBURRA ES W ...	dep. 11 30	82A, 88	...	...	...	...	Mon. to Fri.	Sat. †	...	...
								6 40	7 42	...	...
	Continued on page ...	...	40	—	—	...	...	40	40	—	—
			61	169	187	31	31			63A	

Not to run when No. 63 runs.

20, 33A, 38

MELBOURNE-KORUMBURRA-FOSTER-BARRY BEACH-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.	
68¾	KORUMBURRA ES W	arr.	a.m. 3 40-72,92,6	a.m. ..	a.m. ..	p.m. 11 20	..
			Mon to Fr	20,187, 63A	20,63A	82A, 88	
			Sat. ‡	8 45	9 35	11 30	..
71½	Kardella NC (See note, page 66)	dep.	6 40	..	9 43	..	..
74¾	Ruby NC	..	..	..	9 52	..	..
78	LEONGATHA ES	arr.	7 0-92	8 2	10 2	11 50	..
			-20	..	..	..	..
		dep.	7 20	8 22	9 10	10 17	11 55
						Tue. to Sat. a.m.	..
80½	Knox Siding NC	..	..	..	..	..	..
83	Koonwarra	arr.	..	..	10 28	..	..
		dep.	..	9 20	10 38	12 6	..
86¼	Tarwin	arr.	..	..	10 45	..	..
		dep.	..	..	10 55	12 11	..
88	Meeniyen ES	arr.	7 40-20	8 42	10 59	12 18	..
		dep.	8 4	9 0	11 19	12 23	..
90	Stony Creek	arr.	..	..	11 25	..	..
		dep.	8 12	9 6	9 32	11 35	12 30
94¾	Buffalo (See note, page 66)	arr.	..	..	9 39	11 47	..
		dep.	8 24	9 16	9 49	12 2	12 39
99½	Fish Creek	arr.	..	..	10 1	12 14	..
	(See note, page 66)	dep.	8 42	9 28	10 25	12 44	12 56
107¼	FOSTER ES † W	arr.	9 10	9 50	10 25	1 10	1 19
			Roadside Goods	Roadside Goods		98, 86	
110¼	Bennison NC	arr.	9 32	10 10	10 55	..	1 24
		dep.	9 38	..	..	..	..
113½	Toora † ES	arr.	9 48	..	..	..	..
		dep.	9 55	10 28	11 15	..	1 40
			10 25	11 0	Noon	..	1 45
117¼	Barry Beach Junct. †	arr.	10 35	11 10	12 10	..	1 55
	(See note, page 66)	dep.	10 45	11 20	12 20	..	2 5
120¼	Barry Beach NC †	arr.	11 5	11 45-80	12 45-86	..	2 30-92
	Up						
	Barry Beach NC †	dep.	11 25	..	..	..	..
	Barry Beach Junct. †	arr.	11 45	..	..	..	..
	(See note, page 66)						
	Down						
	Barry Beach Junct. †	dep.	11 55	..	..	..	..
	(See note, page 66)						
119¾	Welshpool ES †	arr.	p.m. 12 5	..	..	..	..
		dep.	12 30	..	..	..	..
123½	Hedley NC (See note, page 66)	..	12 38	..	..	..	..
129¼	Gelliondale	arr.	12 49	..	..	..	..
		dep.	1 7	..	..	..	..
132½	Alberton	arr.	1 15	..	..	..	..
	(See note, page 66)	dep.	1 25	..	..	..	..
136¼	YARRAM †	arr.	1 35	..	..	..	..
			82, 82A				
			31	31	33	33A	61

YARRAM-BARRY BEACH-FOSTER-KORUMBURRA-MELBOURNE—Goods Service.

Up.

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. 23.10.70	82A Roadside Goods Alt. Fri. Comm. 16.10.70
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	YARRAM † ... dep. ...	...	...	...	...	2 20-31	5 0-31
3½	Alberton ... arr. ... (See note, page 66)	...	...	...	...	2 27	5 7
7	Gelliondale ... dep. ...	...	...	...	...	2 34	5 21
12½	Hedley NC (See note p. 66) ... arr. ...	...	...	...	...	2 48	...
16½	Welshpool † ES ... dep. ...	...	...	...	...	3 4	6 4
—	Barry Beach NC † ... dep. ...	3 40-61	12 25-31	1 15-33	...	3 12	6 4
3	Barry Beach Junction † ... dep. ... (See note, page 66)	...	...	...	...	3 31	6 18
22½	Toora ES † ... dep. ...	4 5	12 50	1 40	...	...	...
26	Bennison NC ... arr. ...	4 15	1 0	1 50	...	...	...
29	FOSTER ES † W ... dep. ...	4 25	...	2 0	...	3 43	6 30
36½	Fish Creek (See note, page 66) ... arr. ...	4 35	1 10	2 10	...	4 18	7 20
41½	Buffalo (See note, page 66) ... dep. ...	4 48	...	...	...	4 31	7 33
46½	Stony Creek ... arr. ...	4 53	1 24	2 23	2 50-33A, 86	4 56	8 0
48½	Meeniyen ES ... dep. ...	5 15	1 48	2 47	3 14	...	...
50	Tarwin ... arr. ...	5 27	2 0	2 59	3 50	5 25	8 29
53½	Koonwarra ... dep. ...	5 36	2 10	3 10	4 0	...	...
55½	Knox Siding NC ... arr. ...	5 40	2 15	...	4 9	5 40	...
58½	LEONGATHA ES ... dep. ...	5 45	2 20	3 14	4 15	5 49	8 53
61½	Ruby NC ... arr. ...	5 49	2 24	3 18	4 19	...	8 59-57
64½	Kardella NC (See note p. 66) ... dep. ...	6 1	2 32	3 26	4 42	5 55	9 45
67½	KORUMBURRA ES W ... arr. ...	6 20	2 45	...	4 46	...	...
		6 20	2 45	...	4 52	...	...
		7 5	3 40	3 39	5 22	6 22	10 18
		7 35	4 12	4 10	6 22	8 0	11 25
		—31	—93	—	—111, 59, 61, 57, 86, 82,	—59, 88, 57	—61, 169
		7 40	...	7 20	Alt. Fri. Comm. 16.10.70	Mon. Tue., Wed., Thu. Alt. Fri. Comm. 23.10.70	Alt. Sats. Comm. 17.10.70
		7 40	...	7 20	Alt. Fri. Comm. 16.10.70	Mon. Tue., Wed., Thu. Alt. Fri. Comm. 23.10.70	Alt. Sats. Comm. 17.10.70
	Continued on page	42	—	43	43	43	42
		92	80	86	88	88	82A

YARRAM-BARRY BEACH-FOSTER-KORUMBURRA-MELBOURNE—Goods Service.—continued.

Up.

Miles from Yarram	STATIONS	82A Through Goods Alt. Fri. Comm. 16.10.70	72 Light Engine Tue., Thur.	92 Through Goods Tue. to Sat.		56 Goods Mon. to Fri.	38A Goods Sat.
		P.M. 11 25 Alt. Sat. 17.10.70	A.M. —31	A.M. 7 35 —31	...	P.M. ...	A.M. ... —19
67½	KORUMBURRA ...	a.r. 1 30	...	...	...	...	...
68	Korumburra Cattle Siding NC	dep. 1 30	3 50	7 40	...	...	11 55
71½	Bena ...	arr. ...	...	...	...	...	P.M. ...
77½	Loch O ES	dep. 1 41	3 58	7 49	...	...	12 4
80½	NYORA ES W	arr. ...	4 10	8 2	...	...	12 17
83½	Australian Glass Co's. Siding NC	dep. 2 6	4 20	...	...	...	...
89	Lang Lang ES (See note page 66)	arr. ...	...	8 12	...	...	12 27
93½	Monomeith NC	dep. 3 10	...	8 27-63	...	...	12 37
95½	Koo-wee-rup ES W	arr. ...	...	...	...	...	2 0
99	Dalmore R.M. Stop. Place NC	dep. 3 25-187	...	...	...	...	2 10-93
100½	Tooradin	dep. 3 40	...	8 27-63	...	...	2 30
105½	Clyde	arr. ...	...	...	...	...	2 42
109	Cranbourne ES W	dep. 3 51	...	8 41	...	...	2 49
113½	Lyndhurst (See note, page 66)	arr. ...	...	...	...	...	...
115½	Aust. W'glass Siding NC	dep. 4 0	...	8 54	...	...	3 6
115½	Containers Ltd. Siding NC	arr. ...	...	9 8	...	...	3 24
116½	C'wealth Engineering Co's Siding NC	dep. 4 8	...	...	...	...	...
116½	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC	arr. ...	...	9 17	...	...	3 35
117½	DANDENONG ES	dep. 4 17	...	...	...	...	3 50
120	Noble Park	arr. ...	...	...	...	12 45-47	4 35
121	Sandown Park O	dep. ...	...	...	...	...	...
121½	Spring Vale	arr. ...	...	...	...	...	...
123	Westall	dep. ...	...	...	...	...	...
124½	Clayton	arr. ...	...	...	...	...	...
125½	Huntingdale	dep. ...	...	...	...	...	...
126½	Oakleigh	arr. ...	...	9 55	...	...	5 10
127½	Hughesdale	dep. 5 35	...	...	...	...	...
128	Murrumbeena	arr. ...	...	...	...	...	...
128½	Carnegie	dep. ...	...	...	...	...	...
129½	Caulfield	arr. ...	...	10 3	...	...	5 19
130½	Malvern	dep. 5 43	...	...	...	...	...
131½	Armadaile	arr. ...	...	...	...	...	...
132	Toorak	dep. ...	...	...	...	...	...
133	Hawksburn	arr. ...	...	...	...	...	...
133½	South Yarra	dep. ...	...	...	...	...	...
134½	Richmond	arr. ...	...	...	...	...	...
—	MELBOURNE W	arr. ...	...	...	...	...	5 40
136½	Flinders Street	dep. 6 5	...	10 23	...	...	5 50
—	Viaduct Junction	arr. ...	...	10 28	...	...	5 54A
—	Melbourne Yard	dep. 6 25	...	11 0	...	...	...
—		arr. 7 0	...	...	...	...	...
		82A	72	92		56	38A

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

YARRAM-BARRY BEACH-FOSTER-KORUMBURRA-MELBOURNE—Goods Service—continued.

Up.

Miles from Yarram	STATIONS		38	52	86	88	82	88
			Roadside Goods Mon. to Fri.	Through Goods Sat. ‡	Through Goods Mon. to Fri.	Through Goods Alt. Fri. Comm. 16.10.70	Through G'ds. Mon., Tue., Wed., Thur. Alt. Fri. Comm. 23.10.70	Through G'ds. Mon., Tue., Wed., Thur. Alt. Fri. Comm. 23.10.70
67½	KORUMBURRA ES W ...	arr. ...	P.M. ...	P.M. ...	P.M. 4 10 Tue., Th. (M., W., Fri. †) -42-	P.M. 6 22 } 113	P.M. 8 0	P.M. 6 22 -111,61,59, 113, 57, 82,86
68	Korumburra Cattle Siding NC ...	dep. 1 0-63	4 0	7 20	9 50	-57, 59,88	11 30	
71¼	<i>Bena</i> ...	arr. 1 9 dep. 1 19	4 9	7 29	10 1		11 42	
77¼	<i>Loch</i> O ES ...	arr. 1 36-67 dep. 1 51	4 22	7 42	10 13		11 57 A.M. Tue., Wed., Thur., Fri., Alt. Sat.	
80¾	NYORA ES W ...	arr. 2 5 dep. 2 50	4 32	7 52 -59, 57 9 20	10 25 -61 10 55		12 10 -169 12 55	
83½	Australian Glass Co's Siding NC ...	arr. 2 59 dep. 4 4	...	...	...		...
89	Lang Lang ES ... (See note page 66) ...	arr. 4 19 dep. 4 49	4 46	9 38-61 9 50	11 10		1 14	
93¼	Monomeith NC ...	arr. 5 3 dep. 6 25	4 55	10 8 } 169 10 42	11 21-169 11 31		1 35-31 1 58	
99	Dalmore R. M. Stop. Place NC ...	arr. ... dep. ...	5 13	10 59	11 44		2 11	
100¾	<i>Tooradin</i> ...	arr. ... dep. ...	5 27	11 17	11 58		2 25	
105½	<i>Clyde</i> ...	arr. 6 59 dep. -57, 59	5 36	11 28	12 8	Tue. to Sat. A.M.	2 34 -187	
109	Cranbourne ES W ...	arr. 7 40 dep. ...	5 44	...	...		3 10 3 21
113¼	<i>Lyndhurst</i> (See note, page 66) ...	arr. 7 58 dep. 8 18	...	...	...		...
115¼	Aust. W'glass Siding NC ...	arr. ... dep. ...	...	...	...		...
115¾	Containers Ltd. Sdg. (D'ng) NC ...	arr. ... dep. ...	...	...	...		...
116¼	C'wealth Engineering Co's Sdg. ...	arr. ... dep. ...	...	...	...		...
116¾	Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg. NC ...	arr. 8 26 dep. -61	5 54	11 50 Wed., Fri. (Tu., Th., Sat. †) A.M. 12 1	...		3 30 4 0	
117¼	DANDENONG ES ...	arr. 8 35 dep. ...	7 0	12 1	12 30		4 0	
120	Noble Park ...	arr. ... dep. ...	...	...	...		...
121	<i>Sandown Park</i> O ...	arr. ... dep. ...	...	...	...		...
121¾	Spring Vale ...	arr. ... dep. ...	...	...	...		...
123	<i>Westall</i> ...	arr. ... dep. ...	...	...	...		...
124¼	Clayton ...	arr. ... dep. ...	...	...	...		...
125¾	Huntingdale ...	arr. ... dep. ...	...	...	...		...
126¾	Oakleigh ...	arr. 8 58 dep. ...	7 23	12 25	1 0		4 25	
127¼	Hughesdale ...	arr. ... dep. ...	...	...	...		...
128	Murrumbcena ...	arr. ... dep. ...	...	...	...		...
128½	Carnegie ...	arr. ... dep. ...	...	...	...		...
129¾	Caulfield ...	arr. 9 7 dep. ...	7 31	12 33	1 9		4 33	
130¾	Malvern ...	arr. ... dep. ...	...	...	...		...
131½	Armadale ...	arr. ... dep. ...	...	...	...		...
132	Toorak ...	arr. ... dep. ...	...	...	...		...
133	Hawksburn ...	arr. ... dep. ...	...	...	...		...
133½	South Yarra ...	arr. ... dep. ...	...	...	...		...
134¾	Richmond ...	arr. ... dep. ...	...	...	...		...
—	MELBOURNE W ...	arr. ... dep. ...	...	...	1 35		...
136¼	Flinders Street ...	arr. 9 28 dep. ...	7 56	12 55	2 0		4 55	
—	Viaduct Junction ...	arr. 9 32A dep. ...	8 1	1 0	2 5		5 0	
—	Melbourne Yard ...	arr. ... dep. ...	8 30	1 40	2 40		5 40	
			38	52	86	82	88	

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

(E)

NYORA-WONTHAGGI—Passenger Service.

Down

Miles from Flind. Street	STATIONS	1 280 H.P. Diesel Rail Car Mon. to Sat.	5 PASS. SAT.	7 D.E. Rail Mtr. & Trailer Mon. Tue. Wed. Thur.	9 PASS. FRI.		11 D.E. Rail Mtr. Sun.
— 55½	MELBOURNE W	a.m.	p.m.	p.m.	p.m.		p.m.
	Flinders Street .. dep.	9 5	6 12	6 20	6 20	..	6 45
	NYORA W † .. arr.	10 52 c	7 51 c	8 8 c	8 13 c	..	8 35 c
		(102H.P.) Diesel Rail Car	(102H.P.) Diesel Rail Car	(102H.P.) Diesel Rail Car	(102H.P.) Diesel Rail Car		(102H.P.) Diesel Rail Car
	" .. dep.	11 2	8 0	8 25	8 30	..	8 43
62¼	Woodleigh NC (See note)	11 14	8 11§	8 36§	8 41§	..	8 54§
65½	Kernot NC ..	11 20	8 16§	8 42§	8 47§	..	8 59§
67	Almurta NC (See footnote)	11 24	8 19§	8 46§	8 51§	..	9 2§
72¼	Woolamai NC ..	11 34	8 28§	8 56§	9 1§	..	9 11§
76	Anderson O † ..	11 44	8 37	9 5	9 10	..	9 21
78½	Kilcunda (See footnote)	11 51	8 43§	9 12§	9 17§	..	9 27§
82¼	Dalyston (See footnote)	11 59	8 50§	9 20§	9 25§	..	9 33§
		p.m.					
85½	State Mine NC	..	..	..	..	..	..
86¼	WONTHAGGI † W .. arr.	12 12-30	9 5	9 30	9 35	..	9 45
89½	Kirrak NC .. ..	..	..	..	..	..	..

Up WONTHAGGI-NYORA—Passenger Service

Miles from Wonthaggi	STATIONS	2 102 H.P. Diesel Rail Car Mon. to Sat.	4 102 H.P. Diesel Rail Car Mon. to Fri.	6 102 H.P. Diesel Rail Car Sat.			8 102 H.P. Diesel Rail Car Sun.
	Kirrak NC	a.m.	p.m.	p.m.	..	..	p.m.
	WONTHAGGI † W dep.	7 55	4 10	4 50	..	..	6 45
¾	State Mine NC ..	8 4	4 19	4 59	..	..	6 53§
4	Dalyston (See footnote)	8 8	4 28	5 8	..	..	7 1§
8	Kilcunda (See footnote)	8 13	4 36	5 16	..	..	7 10
10¼	Anderson O † ..	8 23-3	4 43	5 23	..	..	7 16§
14	Woolamai NC ..	8 29	4 53	5 33	..	..	7 25§
19¼	Almurta NC (See footnote)	8 39	5 0	5 38	..	..	7 29§
20¾	Kernot NC ..	8 44	5 4	5 44	..	..	7 34§
24	Woodleigh NC (See note)	8 50	5 4	5 44	..	..	7 34§
30¾	NYORA † W .. arr.	9 8-20 c	5 19-42 c	6 3-42A c	..	..	7 53-46 c
		PASS.	280 H.P. D.R.C.	280 H.P. D.R.C.			D.E. Rail Mtr. & Trlr.
	" .. dep.	9 18	5 26	6 11	..	..	8 0
86¼	MELBOURNE— Flinders Street W .. arr.	11 2	7 10	8 1	..	..	9 44

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—Change trains.

NYORA-WONTHAGGI—Goods Service.

Down.				Up.			
Miles from Flin. St.	STATIONS	3 Goods Tue., Thur.		Miles from Wonthaggi	STATIONS	30 Goods Tue., Thur.	
			A.M.				P.M.
55½	NYORA W † ...	dep. 6 5	...	—	Kirrak NC ...	...	...
62¼	Woodleigh NC (See note, page 44)	arr. 6 15 dep. 6 24	...	—	WONTHAGGI W	dep. 12 30-1	...
65½	Kernot NC	arr. 6 30	...	¾	State Mine NC	arr. 12 35	...
67	Almurta NC (See note, page 44)	dep. 6 48 arr. 6 52	...	4	Dalyston (See note, page 44)	dep. 1 5 arr. 1 10	...
72¼	Woolamai NC	dep. 7 5 arr. 7 15	...	8	Kilcunda (See note, page 44)	dep. 1 33 arr. 1 48	...
76	Anderson O †	arr. 7 28 dep. 7 40	...	10¼	Anderson O †	dep. 1 53 arr. 2 3	...
78¼	Kilcunda (See note, page 44)	arr. 8 40 dep. 8 49	...	14	Woolamai NC	arr. 2 28 dep. 2 37	...
82¼	Dalyston (See note, page 44)	arr. 9 4 dep. 9 21	...	19¼	Almurta NC (See note, page 44)	arr. 2 43 dep. 2 55	...
85½	State Mine NC	dep. 9 50 arr. ...	...	20¼	Kernot NC	arr. 3 5 dep. 3 10	...
86¼	WONTHAGGI † W	arr. 10 10	1.30	24	Woodleigh NC (See note, page 44)	arr. 3 15 dep. 3 23	...
89½	Kirrak NC	...	...	30¼	NYORA † W	arr. 3 28 dep. 3 50	...



GENERAL INSTRUCTIONS

BLOCK NOTES

EASTERN LINES

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 West Tower (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 5.40 a.m. until No 221 clears; Saturdays from 6.5 a.m. until No. 24 clears. Sundays from 7.45 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 accordingly 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, the station may be switched out when **No. 10** 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.

SOUTH EASTERN LINE

Lang Lang is switched in as an Electric Staff station as shown hereunder:—Mondays to Fridays, from 1.50 a.m. until **No. 61** clears. Saturdays from 1.50 a.m. until **No. 55** 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.

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 :—

I. (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 I, 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 Signalman 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 Regulations 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.

CAULFIELD 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
EASTERN LINE DOWN		SOUTH-EASTERN LINE DOWN	
No. 15	Local	No. 19	Local
No. 21	Local	No. 55	Local
No. 25	Local	No. 57	Local
No. 33	Local	No. 59	Local
No. 41	Local	No. 93	Local
No. 43	Local	No. 111	Local
No. 45	Local	No. 113	Local
No. 53	Local	No. 125	Through
No. 53A	Local		
No. 77	Through		
UP		UP	
No. 4	Through	No. 6	Through
No. 4A	Through	No. 20	Through
No. 12	Through	No. 42	Through
No. 12A	Through	No. 42A	Through
No. 24	Through	No. 46	Through
No. 28	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 Stationmaster (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.

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 set out hereunder :—

Station	Position of Exchanging Apparatus	Road or Line on which Exchange will be effected
	DOWN	
Bunyip	314 feet Up side of Platform	No. 1 Road
Longwarry	95 feet Up side of Platform Signal levers	No. 1 Road
	UP	
Longwarry	161 feet Down side of Platform	No. 1 Road
Bunyip	Opposite Platform Signal levers	No. 1 Road

FLASHING LIGHT SIGNALS AND BOOM BARRIERS

(Instructions pages 178-182, General Appendix)

EASTERN LINES

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
MELBOURNE TO DANDENONG				
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
DANDENONG TO ORBOST via SALE				
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
Berwick 26-74	Clyde Road T	26	62	FL
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
"	Bloomfield Road T	63	00	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
TRARALGON-MAFFRA				
Traralgon 97-36	Liddiard Road	98	17	FL
Glengarry 103-30	Rosedale Road T	103	19	FL
Toongabbie 108-60	Maffra Road T	108	65	FL
Cowwarr 113-53	Maffra Road T	112	14	FL
Cowwarr 113-53	Maffra Road T	113	63	FL
Heyfield 120-33	Maffra Road	120	47	FL
Heyfield 120-33	Maffra Road T	122	39	FL
Tinamba 126-42	Maffra Road T	126	31	FL
Maffra 131-26	Bundalaguah Road	131	11	FL
Maffra 131-26	Sale Road T	131	41	FL
YALLOURN-BROWN COAL LINE				
"	Eastern Road	85	53	FL

Abbreviations :—Flashing Lights—F.L. Boom Barriers—B.B. Level Crossings in the list indicated by the letter 'T' are equipped with telephone communications.

FLASHING LIGHT SIGNALS AND BOOM BARRIERS—continued.

(Instructions pages 178-182 General Appendix)

SOUTH EASTERN LINES

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
DANDENONG-YARRAM				
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
Clyde 30-61	Berwick Road T	29	10	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	FL
Korumburra 68-61	Warragul Road	68	36	WW
Koonwarra 83-3	South Gippsland Highway	82	70	FL
Meeniyah 87-77	South Gippsland Highway T	88	77	FL
Welshpool 119-64	Barry Beach Road T	117	24	FL
	(Main line & Branch)			
Hedley 123-47	South Gippsland Highway T	123	37	FL
Alberton 132-45	South Gippsland Highway T	132	57	FL
Alberton 132-45	South Gippsland Highway T	133	71	FL
NYORA-WONTHAGGI				
Woodleigh 62-10	South Gippsland Highway T	59	18	FL

Abbreviations : Flashing Lights—F.L. Wig Wag—W.W. Boom Barriers—B.B.

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

Unit 1: Foundations of Mathematics

Chapter 1: Number Systems

Lesson 1.1: The Real Number System

The real number system consists of all numbers that can be represented on a number line. This includes natural numbers, integers, rational numbers, and irrational numbers. The real number system is denoted by the symbol \mathbb{R} .

Natural numbers are the counting numbers: 1, 2, 3, 4, 5, ... Integers include the natural numbers and their opposites: ..., -3, -2, -1, 0, 1, 2, 3, ... Rational numbers are numbers that can be expressed as a fraction of two integers, where the denominator is not zero. Examples include $\frac{1}{2}$, $\frac{3}{4}$, and $-\frac{5}{6}$.

Irrational numbers are real numbers that cannot be expressed as a fraction of two integers. Examples include $\sqrt{2}$, $\sqrt{3}$, and π . The real number system is closed under addition, subtraction, multiplication, and division (except by zero).

The real number system is a complete ordered field. This means that every non-empty set of real numbers that is bounded above has a least upper bound (supremum).

Number lines are used to represent real numbers. The number line is a horizontal line with arrows at both ends, representing the direction of increasing and decreasing values. The origin is the point where the number line crosses the horizontal axis, labeled as 0. Positive numbers are to the right of the origin, and negative numbers are to the left of the origin.

Number lines can be used to compare real numbers. For example, $3 < 5$ and $-2 > -4$. The number line also illustrates the concept of absolute value, which is the distance of a number from the origin. For example, the absolute value of 3 is 3, and the absolute value of -3 is 3.

The real number system is also used to define the operations of addition, subtraction, multiplication, and division. These operations are defined in terms of the properties of the real number system. For example, the addition of two real numbers is defined as the operation that takes two real numbers and produces another real number.

The real number system is a fundamental part of mathematics and is used in many areas of science and engineering. It provides a foundation for understanding the properties of numbers and the relationships between different types of numbers.

The real number system is a complete ordered field. This means that every non-empty set of real numbers that is bounded above has a least upper bound (supremum). This property is essential for many of the results in calculus and analysis.

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EXPRESS AND PASSENGER TRAIN LOADS.

EASTERN LINE

Train	Section	Class of Loco.	Schedule Load
DOWN			
7.38 a.m. (No. 27)	Dandenong-Warragul, Mon. to Fri.	L	Tons 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
9.35 a.m. (No. 25)	Flinders Street-Sale, Sun.	B	325
7.5 p.m. (No. 77)	Flinders Street-Traralgon, Sun.	L	370
UP			
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
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
5.55 p.m. (No. 76)	Sale-Flinders Street, Sun.	B	325

SOUTH EASTERN LINE

Train	Section	Class of Loco.	Schedule Load
DOWN			
3.58 p.m. (No. 111)	Flinders Street-Yarram, Mon. to Thur.	T	160
6.20 p.m. (No. 57)	Flinders Street-Yarram, Fri.	T	200
6.12 p.m. (No. 55)	Flinders Street-Yarram, Saturday	T	200
UP			
6.20 a.m. (No. 20)	Yarram-Flinders Street, Mon. to Sat.	T	125

MAKE UP OF PASSENGER TRAINS.

The following are the type of carriages to be used on the trains listed 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.

EASTERN LINE

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					Ist	Econ.	Total
7.25 a.m.	Melbourne	Traralgon	Mon. to Sat., CE, ABE, ABW	125	45	61	106
7.38 a.m.	Dandenong	Warragul	Mon. to Fri., BCPL, ABU, BPL, Bf L, BPL, BPL, BCPL	215	20	506	526
8.35 a.m.	Melbourne	Sale	Mon., BCE*, AW*, BW, BZ, BUFFET, AZ, CE	325	94	166	260
			Tue., Wed., Thur., Sat., BCE*, ABE*, BZ, BUFFET, AZ, CE	300	80	142	222
			Fri., BCE*, ABE*, BW, AW, BZ, BUFFET, AZ, CE	370	120	202	322
11.57 a.m.	Sale	Bairnsdale	Mon., CE, AZ, BUFFET, BZ, BW, Tue., Wed., Thur., Sat., CE, AZ, BUFFET, BZ	240	54	124	178
			Tue., Wed., Thur., Sat., CE, AZ, BUFFET, BZ	205	54	64	118
			Fri., CE, AZ, BUFFET, BZ, AW, BW	275	94	124	218
12.40 p.m.	Melbourne	Traralgon	Sat., CE, BPL, BPL, BPL, BPL, BW, AS	250	48	380	428
1.15 p.m.	Melbourne	Warragul	Mon. to Fri., CW, BCPL, ABU	100	20	102	122
3.38 p.m.	Melbourne	Warragul	Mon. to Fri., CW, BPL, BPL, BPL, BPL, ABE, BW, 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., Tue., Wed., CW†, CE, AS, BS, AW, BW	250	88	124	212
			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
10.10 p.m.	Sale	Bairnsdale	Fri., BCE, BW, AW, BS, AS, CE	265	88	166	254
10.35 p.m.	Sale	Bairnsdale	Sat., BCE, BW, AW, BS, AS, CE	265	88	166	254
6.9 p.m.	Dandenong	Warragul	Mon., to Fri., BCPL, ABU, BPL, BPL, BPL, BCPL	215	20	506	526
6.1 a.m.	Warragul	Dandenong	Mon. to Fri., BCPL, BPL, BPL, BPL, BPL, ABU, BCPL	215	20	506	526
6.15 a.m.	Bairnsdale	Sale	Sat., CE, AS, BS, AW, BW, BCE	265	88	166	254
			Mon., CE, AS, BS, AW, BW, BCE	265	88	166	254
7.35 a.m.	Sale	Melbourne	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	250	48	380	428
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, ABU, BCPL, CW	135	20	102	122
1.55 p.m.	Traralgon	Melbourne	Sat., CW, ABW, ABE, CW§	150	45	61	106

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 draw the leading BCPL car-van beyond the platforms at Caulfield, Spring Vale, Sandown Park, Noble Park and Dandenong.

* Detach Traralgon.

§ Attach Traralgon.

† Detach Morwell.

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

MAKE UP OF PASSENGER TRAINS—continued.

EASTERN LINE

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					Ist	Econ.	Total
2.10 p.m.	Bairnsdale	Sale	Mon., BW, BZ, BUFFET, AZ, CE	240	54	124	178
			Tue., Wed., Thur., Sat., BZ, BUFFET, AZ, CE	205	54	64	118
3.29 p.m.	Sale	Melbourne	Fri., BW, AW, BZ, BUFFET, AZ, CE	275	94	124	218
			Mon., CE, AZ, BUFFET, BZ, BW, AW, BCE§	325	94	166	260
			Tues., Wed., Thurs., Sat., CE, AZ, BUFFET, BZ, ABE§, BCE§	300	80	142	222
4.12 p.m.	Warragul	Dandenong	Fri., CE., AZ., BUFFET, BZ, AW, BW, ABE§, BCE§	370	120	202	322
4.45 p.m.	Traralgon	Melbourne	Mon. to Fri., BCPL, BPL, BPL, BPL, BPL, ABU, BCPL	215	20	506	526
			Mon. to Fri., CE, ABW, ABE	125	45	61	106

§ Attach Traralgon.

SUNDAY EXCURSION TRAINS

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					Ist	Econ.	Total
9.35 a.m.	Melbourne	Sale	BCE, AE, BPL, BPL, BPL, AE, BPL	260	96	362	458
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	235	40	380	420
5.55 p.m.	Sale	Melbourne	BCE, BPL, AE, BPL, BPL, BPL, AE	320	96	358	454

SOUTH EASTERN LINE

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					Ist	Econ.	Total
3.58 p.m.	Melbourne	Yarram	Mon., Tue., Wed., Thur., CW, BE ●, BE, BP	170	—	136	136
6.20 p.m.	Melbourne	Yarram	Fri., D.E. Trailer (Large Van type) † CW, BE ●, BW, BP	190	—	186	186
6.12 p.m.	Melbourne	Yarram	Sat., CW, BE ●, BE	135	—	136	136
6.20 a.m.	Yarram	Melbourne	Mon. to Fri., CW, BE, BE ●	135	—	136	136
			Sat., CW, BE ●, BW,	125	—	124	124

● Air-conditioned.

† Detach Leongatha.

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."	270 Tons "L."	370 Tons "L."	400 Tons "L."	310 Tons "T."	245 Tons "T."		325 Tons "B."	170 Tons "L."	245 Tons "T."	310 Tons "T."	270 Tons "L."	270 Tons "L."	325 Tons "L."	400 Tons "L."	325 Tons "B."
Flinders St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Bairnsdale to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield	14*	15	15	16	16	16	16	Hillside	12	12	12	12	12	12	12	12
Oakleigh	*	*	*	*	*	*	*	Lindenow	7	7	7	7	7	7	7	7
Dandenong	16*	17	17	18	18	18	18	Fernbank	11	11	11	11	11	11	11	11
Hallam	*	4*	4*	4*	4*	4*	4*	Munro	21	21	21	21	21	21	21	21
Narre Warren	6*	3*	3*	3*	3*	3*	3*	Stratford	16	16	16	16	16	16	16	16
Berwick	3*	4	4	4	4	4	4	Sale	12	12	12	12	12	12	12	12
Beaconsfield	3*	3	3	3	3	3	3	Kilmany	3	3	3	3	3	3	3	3
Officer	4*	4	4	4	4	4	4	Rosedale	4	4	4	4	4	4	4	4
Pakenham	4*	6	6	6	6	6	6	Traralgon	7	7	7	7	7	7	7	7
Nar-Nar-Goon	5*	6	6	6	6	6	6	Morwell	7	7	7	7	7	7	7	7
Tynong	3*	5	5	5	5	5	5	Hernes Oak	6	6	6	6	6	6	6	6
Garfield	5*	4	4	4	4	4	4	Moe	4	4	4	4	4	4	4	4
Bunyip	3*	3	3	3	3	3	3	Trafalgar	4	4	4	4	4	4	4	4
Longwarry	7*	4	4	4	4	4	4	Yarragon	4	4	4	4	4	4	4	4
Drouin	7	9	9	10	8	8	8	Darnull	11	11	11	11	11	11	11	11
Warragul	7	8	8	8	8	8	8	Warragul	8	8	8	8	8	8	8	8
Darnull	7	6	6	5*	5*	5*	5*	Drouin	5	5	5	5	5	5	5	5
Yarragon	7	6	6	7	7	7	7	Longwarry	5	5	5	5	5	5	5	5
Trafalgar	7	6	6	7	7	7	7	Bunyip	7	7	7	7	7	7	7	7
Moe	7	8	8	8	8	8	8	Garfield	9	9	9	9	9	9	9	9
Hernes Oak	7	8	8	8	8	8	8	Tynong	9	9	9	9	9	9	9	9
Morwell	7	8	8	8	8	8	8	Nar-Nar-Goon	9	9	9	9	9	9	9	9
Traralgon	7	8	8	8	8	8	8	Pakenham	9	9	9	9	9	9	9	9
Rosedale	7	8	8	8	8	8	8	Officer	9	9	9	9	9	9	9	9
Kilmany	7	8	8	8	8	8	8	Beaconsfield	9	9	9	9	9	9	9	9
Sale	7	8	8	8	8	8	8	Berwick	9	9	9	9	9	9	9	9
Stratford Jct.	7	8	8	8	8	8	8	Narre Warren	9	9	9	9	9	9	9	9
Stratford	7	8	8	8	8	8	8	Hallam	9	9	9	9	9	9	9	9
Munro	7	8	8	8	8	8	8	Dandenong	9	9	9	9	9	9	9	9
Fernbank	7	8	8	8	8	8	8	Oakleigh	9	9	9	9	9	9	9	9
Lindenow	7	8	8	8	8	8	8	Caulfield	9	9	9	9	9	9	9	9
Hillside	7	8	8	8	8	8	8	Flinders St.	9	9	9	9	9	9	9	9
Bairnsdale	7	8	8	8	8	8	8		9	9	9	9	9	9	9	9
Total	77	144	145	148	131	45	67	200	Total	94	67	45	140	145	131	196

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

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

DOWN	Engine Running Time						UP	Engine Running Time					
	160 Tons "T."	200 Tons "T."	260 Tons "T."	300 Tons "B"	150 Tons "B"	160 Tons "T."		125 Tons "T."	200 Tons "T."	200 Tons "T."	260 Tons "T."	150 Tons "B"	300 Tons "B"	125 Tons "T."
Flinders St. to	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Yarram to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield	15	15	16	16	..	15	Alberton	6	6	8	..	..	..
Oakleigh	*	*	*	*	..	5	Gelliondale	5	6	6	..	..	..
Dandenong	18	18	18	18	..	13	Hedley	7	7	8	..	..	..
Lyndhurst	*	*	*	*	..	7	Welshpool	6	6	6	..	..	..
Cranbourne	12	12*	13	12	..	7	Toora	8	10	10	..	..	..
Clyde	5	5*	5*	5½	..	5	Bennison	5	6	6	..	..	..
Tooradin	6	6*	7	6½	..	6	Foster	5	5	5	..	..	..
Dalmore	*	*	*	*	..	3	Fish Creek	16	18	20	..	..	..
Koo-wee-rup	7	8	8	9	..	3	Buffalo	9	10	11	..	..	..
Monomeith	*	*	*	*	..	5	Stony Creek	7	8	9	..	..	..
Lang Lang	9*	9*	9*	10	..	3	Meeniyian	4	4	4	..	..	..
Nyora	15*	16	15*	15	..	6	Tarwin	4	4	4	..	..	..
Loch	6	6	6	6	..	16	Koonwarra	7	7	7	..	..	..
Bena	15	15	15	15	..	6	Leongatha	10	10	10	..	..	..
Korumburra	7	7	7	7	..	..	Ruby	*	6*	7*	..	..	..
Kardella	*	*	4*	*	..	..	Kardella	*	8*	9*	..	..	..
Ruby	*	*	5*	*	..	..	Korumburra	18	7	7	..	..	..
Leongatha	17	16	7	16	..	..	Bena	7	8	8	..	..	..
Koonwarra	9	9	9	9	..	..	Loch	12	12	12	..	..	..
Tarwin	7	7	7	7	..	..	Nyora	6*	7*	7*	..	..	..
Meeniyian	4	4	4	4	..	..	Lang Lang	12*	12*	12*	..	..	..
Stony Creek	5	5	5	5	..	..	Monomeith	8	8*	8*	..	..	..
Buffalo	7	8	8	8	..	..	Koo-wee-rup	8	8*	8*	..	..	..
Fish Creek	10	10	11	11	..	..	Dalmore	8*	8*	8*	..	..	..
Foster	15	15	16	16	..	..	Tooradin	6	7	7	..	..	..
Bennison	4	5	5	5	..	..	Clyde	6	6	6	..	..	..
Toora	4	6	6	6	..	..	Cranbourne	5	6	6	..	..	..
Welshpool	8	10	10	10	..	..	Lyndhurst	*	6	6	..	..	..
Hedley	5	6	6	6	..	..	Dandenong	12	12	12	..	..	..
Gelliondale	7	7	8	8	..	..	Oakleigh	*	8	8	..	..	..
Alberton	4	6	6	6	..	..	Caulfield	18	18	18	..	..	..
Yarram	6	6	6	6	..	..	Flinders St.	15	15	15	..	..	..
Total	227	236	138	92	41	97	Total	226	240	138	41	88½	92

* 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"	
	Mins.			Mins.	
Nyora to—			Wonthaggi to—		
Woodleigh ..	12	..	Dalyston	8	..
Kernot	6	..	Kilcunda	6	..
Almurta	4	..	Anderson	8	..
Woolamai	9	..	Woolamai	7	..
Anderson	8	..	Almurta	9	..
Kilcunda	8	..	Kernot	4	..
Dalyston	6	..	Woolleigh	6	..
Wonthaggi	8	..	Nyora	12	..
Total ..	61	..	Total ..	60	..

RAIL MOTOR RUNNING SCHEDULES
MELBOURNE-TRARALGON

DOWN	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.		UP	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	
	Mins	Mins			Mins	Mins.	
Flinders St.				Traralgon			
Caulfield ..	16	16	..	Morwell	13	12*	..
Dandenong ..	18	18	..	Moe	16	15*	..
Hallam	6	5*	..	Trafalgar	8	7*	..
Narre Warren ..	3	2½*	..	Yarragon	7	6*	..
Berwick	5½	5*	..	Darnum	6	5*	..
Beaconsfield ..	3	2½*	..	Warragul	7	7	..
Officer	3½	3*	..	Drouin	9	8*	..
Pakenham	5½	5*	..	Longwarry	7	6*	..
Nar Nar Goon ..	7	6*	..	Bunyip	4½	3½*	..
Tynong	5	4*	..	Garfield	4½	3½*	..
Garfield	4½	4*	..	Tynong	4½	3½*	..
Bunyip	5	4*	..	Nar Nar Goon ..	4½	3½*	..
Longwarry	4	3½*	..	Pakenham	6	5*	..
Drouin	11	10*	..	Officer	6	5*	..
Warragul	8	8	..	Beaconsfield	4	3*	..
Darnum	7½	6½*	..	Berwick	3	2½*	..
Yarragon	5	4	..	Narre Warren ..	4	3*	..
Trafalgar	7	6*	..	Hallam	3	2½*	..
Moe	8½	8*	..	Dandenong	6	6	..
Morwell	15	14*	..	Caulfield	21	21	..
Traralgon	11	11	..	Flinders St. ..	16	16	..
Total ..	159	146	..	Total ..	160	144	..

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

RAIL MOTOR RUNNING SCHEDULES

MORWELL-MIRBOO NORTH

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

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
Traralgon to—	Minutes	Minutes	Maffra to—	Minutes	Minutes
Glengarry	11	10	Tinamba	7	7
Toongabbie	10	9	Heyfield	10	10
Cowwarr	8	8	Cowwarr	12	12
Heyfield	12	11	Toongabbie	9	9
Tinamba	9	9	Glengarry	8	8
Maffra	7	7	Traralgon	11	10
Total ..	57	54	Total ..	57	56

RAIL MOTOR RUNNING SCHEDULES—continued.

MELBOURNE-LEONGATHA-WONTHAGGI.

DOWN	Dsl. Rail Car 102	Dsl. Rail Car 280	Dsl. Rail Car 280	Diesel Electric Rail Motor				UP	Dsl. Rail Car 102	Dsl. Rail Car 280	Dsl. Rail Car 280	Diesel Electric Rail Motor				
	H.P.	H.P.	H.P.	With Trlr.	With Trlr.	With-out Trlr.	With-out Trlr.		H.P.	H.P.	H.P.	With Trlr.	With Trlr.	With-out Trlr.	With-out Trlr.	
	Mins	Mins	Mins	Mins	Mins	Mins	Mins		Mins	Mins	Mins	Mins	Mins	Mins	Mins	Mins
Flinders St.								Wonthaggi								
Caulfield ..	16	16	17	17	15	15	15	Dalyston ..	8	..	..	8	..	8	..	8
Oakleigh ..	*	*	*	*	*	*	*	Kilcunda ..	8	..	..	7	..	7	..	7
Dandenong ..	18	18	22	22	19	19	19	Anderson ..	7	..	..	9	..	9	..	8
Lyndhurst ..	*	6	6½	6½	*	6	*	Woolamai ..	6	..	..	8	..	8	..	8
Cranbourne ..	11	6	6½	12	6	11	11	Almurta ..	9	..	..	12	..	12	..	11
Clyde ..	5	5	5	5	4½	4½	4½	Kernot ..	4	..	..	7	..	7	..	6
Tooradin ..	6	6	6	6	6	6	6	Woodleigh ..	5	..	..	7	..	7	..	7
Dalmore ..	*	3½	3½	*	3	*	*	Nyora ..	14	..	..	18	..	13	..	..
K'-wee-rup ..	7½	5	5	7½	5	7	7									
Monomeith ..	*	3	3	*	2½	2½	2½	Total ..	61			76				
Lang Lang ..	8	6	6	8	6	6	6									
Nyora ..	14	14	18½	18½	17	17	17	Leongatha to								
Loch ..	7	7	..	7½	..	..	..	Ruby ..	..	*	*	..	..	..	..	..
Bena ..	14	14	..	19	..	..	..	Kardella ..	..	*	*	..	..	..	..	..
Korumburra ..	9	9	..	10½	..	..	..	Korumburra ..	20	20	27	..	..	..	..	..
Kardella ..	*	*	..	*	..	..	..	Bena ..	8	8	8	..	..	..	..	..
Ruby ..	*	*	..	*	..	..	..	Loch ..	12	12	14	..	..	..	..	..
Leongatha ..	17	17	..	19	..	..	..	Nyora ..	7	7	11½	..	..	..	..	..
Total ..		132½	152½		152	..	..	Lang Lang ..	10	10	10½	10½	10½	10½	10½	10½
Nyora-								Monomeith ..	6	*	6	*	6	6	6	6
Woodleigh ..	11	..	..	..	12	12	..	K'-wee-rup ..	3	8	3	8	3	3	3	3
Kernot ..	5	..	..	..	7	7	..	Dalmore ..	5	*	5	*	5	5	5	5
Almurta ..	3	..	..	..	5	5	..	Tooradin ..	3½	7½	3½	7½	3	3	7	7
Woolamai ..	9	..	..	..	12	11	..	Clyde ..	7	7	8	8	7	7	6½	6½
Anderson ..	8	..	..	..	10	8	..	Cranbourne ..	6	6	7	7	7	6½	6½	*
Kilcunda ..	6	..	..	..	8	7	..	Lyndhurst ..	5½	*	5½	*	5½	5½	5½	*
Dalyston ..	7	..	..	..	6	6	..	Dandenong ..	5½	10	5½	10	5½	5½	10	10
Wonthaggi ..	8	..	..	..	9	9	..	Spring Vale ..	*	*	9	*	*	*	*	*
								Oakleigh ..	*	*	8	*	*	*	*	*
								Caulfield ..	21	21	8	24	22	22	22	22
								Flind. St. ..	16	16	17	17	15	15	15	15
Total ..	57	—		99	69	155	88	Total ..	—	135½	132½	156½	92	156	87	87

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

GENERAL INSTRUCTIONS.

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 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 35, 37 and 43 appear the following :—

	DOWN		III PASS. MON. TUE., WED., THUR.		UP		38 Goods		42 D.R.C. MON. TO FRI.
Leongatha arr.			p.m. 6 57 —82	Koo-wee-rup arr.			p.m. 5 3		p.m. .. —38
" dep.			7 1	" dep.			6 25	} 42, 111	5 48

The above example indicates :—

- (a) That **No. III** (Down) meets **No. 82** (Up)
- (b) That **No. 38** (Up) meets **No. III** (Down) and follows **No. 42** (Up)
- (c) That **No. 42** (Up) precedes **No. 38** (Up)

Footnote references are indicated by Capital letters A, B, C, etc., shown after the figures in Train Schedules such as **3.38A** shown for number **43** (Down) train at Flinders Street (Page 4).

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 108.

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 108 for maximum permissible speed.

MOMENTUM GRADES

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

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

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

GENERAL INSTRUCTIONS—continued

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.

(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 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 train stopping at all stations.

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 98 to 108) 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 106 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 Signalman must inform the Signalman in advance, by telephone or telegraph, that the train consists of an engine (or Engines) and brakevan.

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.

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				Mile- age	SECTION	LOAD			
Roadside Sectional Loads		Through Ruling Grade Loads				DOWN	B	L	T	Y
3/5ths Load L-Electric	Full Load L-Electric	¶ Full Load L-Electric	¶ No. 35 (News) 500 tons L-Electric						
		Viaduct	Junc.		From—				
5	5	5	5	1	Spencer Street ..	..	..	..	..
..	..	..	..	5	Flinders Street ..	1800	1200	1250	1000
..	..	..	..	7	Toorak (d) ..	1000	850	650	450
..	..	..	..	8	Malvern ..	..	..	1200	570
18	22	21	18	7	Caulfield ..	1600	1100	1400	950
..	..	..	..	9	Murrumbeena ..	..	..	..	1000
..	..	..	..	11	Oakleigh ..	..	..	..	570
..	..	..	..	13	Clayton ..	1400	..	1000	650
..	..	..	..	14	Westall ..	..	..	..	..
..	..	..	..	15	Spring Vale ..	..	..	..	..
..	..	..	..	17	Noble Park ..	..	..	..	..
25	26	25	24	20	Dandenong ..	1800	1200	1600	1000
8	9	..	..	24	Hallam ..	..	..	..	..
5	5	11	10	26	Narre Warren ..	2000	1600	1000	900
6	7	5	5	28	Berwick ..	1000	700	650	400
4	5	..	..	30	Beaconsfield ..	1200	900	800	600
6	7	6	6	32	Officer ..	..	..	..	..
9	9	6	6	37	Pakenham ..	2000	1800	1800	1000
9	9	6	6	41	Nar-Nar-Goon ..	1400	1100	800	600
8	8	5	5	44	Tynong ..	2000	1800	1800	1000
7	7	..	..	47	Garfield ..	..	..	..	..
5	6	8	8	50	Bunyip ..	1000	700	650	400
7	7	5	5	52	Longwarry ..	2000	1800	1800	1200
11	13	11	9	58	Drouin ..	..	..	..	..
10	10	9	9	62	Warragul ..	750	700	500	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	B	L	T	Y	
3/5ths Load L-Electric	Full Load L-Electric	¶ Full Load 700 tons L-Electric	¶ Full Load 1400 tons L-Electric								
					From—						
10	12	9	11	4	Warragul						
10	11	8	8	10	Drouin	1500	1400	1000	550	..	..
6	7	4	4	12	Longwarry .. ..	..	..	..	..	..	..
5	6	..	..	15	Bunyip	2000	1800	1800	1200	..	..
6	8	..	..	18	Garfield	1600	1500	1100	800	..	..
7	9	8	8	18	Tynong	1500	1400	900	600	..	..
9	10	5	5	21	Nar-Nar-Goon	2000	1800	1200	..	..	..
9	10	6	7	25	Pakenham .. ..	..	1500	1200	800	..	..
9	10	6	7	30	Officer .. ..	..	1400	1000	600	..	..
6	8	..	..	32	Beaconsfield	1600	1400	1200	900	..	..
5	5	6	7	34	Berwick	1500	1400	1000	500	..	..
6	7	4	4	36	Narre Warren .. ..	..	1800	1200	700	..	..
6	6	..	..	38	Hallam .. ..	..	..	..	..	..	..
9	10	10	11	42	Dandenong	2000	1600	1200	900	..	..
..	..	..	6	45	Noble Park .. ..	..	..	..	..	..	..
..	..	..	3	46	Spring Vale .. ..	..	..	..	..	..	..
..	..	..	2	47	Westall .. ..	..	..	..	..	..	..
..	..	..	3	49	Clayton	1500	..	1000	700	..	..
..	..	..	5	51	Oakleigh .. ..	..	..	..	..	..	..
..	..	..	..	53	Murrumbeena .. ..	..	..	..	..	..	..
24	28	22	8	54	Caulfield	1800	1400	1500	900	..	..
..	..	..	..	55	Malvern .. ..	..	..	..	..	..	..
..	..	..	..	57	Toorak .. ..	..	..	..	..	..	..
20	22	20	20	61	Flinders Street	1800	1800	1500	1000	..	..
5	5	5	5	62	Spencer Street	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 461 Metropolitan District W.T.T. for tonnage loads, etc.).

Mileage between Spencer St. and Spotswood Powerhouse is (7) seven miles (See pages 462, 464, Metropolitan District W.T.T. for tonnage loads, etc.).

Mileage between Spencer St. and Paisley is 9 miles. (See pages, 224, 225 Western and South Western Districts W.T.T. for tonnage loads, etc.).

WARRAGUL AND TRARALGON

Engine Running Time								SECTION	LOAD				
Roadside Sectional Loads				Through Ruling Grade Loads					Mil- eage	DOWN	B	L	T	Y
3/5th Load (L Ele- ctric)	Full Load (L Ele- ctric)	Y Full Load	T Full Load	Full Load 700 tons (L Ele- ctric)	No. 35 (News 500 tons (L Ele- ctric)	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	9	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
					(1400 tons)				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

MORWELL-MORWELL BRIQUETTE SIDING

Engine Running Time								SECTION	LOAD				
									Mil- eage	DOWN	B	L	T
..	3	UP				
									From— Morwell Briq. Sdg. to Morwell	1500

TRARALGON TO ORBOST

Engine Running Time					Mile- age	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						
						From—				
28	18	21	26	..	9	Traralgon				
						Flynn ..	600	400	..	
15	10	10	13	..	14	" .. (h) ..	1000	800	..	
22	15	17	19	..	22	Rosedale ..	1400	1000	..	
12	8	9	11	..	26	Kilmany ..	..	..	..
12	9	10	10	..	30	Fulham ..	900	500	..	
..	..	..	..	..	35	Sale ..	1400	1200	..
..	..	..	..	..	39	Montgomery ..	..	..	..
30	21	23	24	..	40	Stratford Junction ..	..	..	..
25	..	..	23	..	47	Stratford ..	1400	1000	..
22	30	34	20	32	55	Munro ..	..	400	..
20	13	14	18	12	62	Fernbank ..	600	400	..	
10	..	..	9	..	66	Lindenow ..	..	..	..
21	20	20	20	18	73	Hillside ..	..	..	..
..	18	18	..	..	79	Bairnsdale (d) ..	1400	800	..
..	21	21	..	..	85	Nicholson ..	1000	500	..
..	53	61	..	..	93	Bumberrah ..	..	..	..
..	25	30	..	..	110	Bruthen ..	550	400	..
..	21	24	..	..	116	Nowa Nowa ..	..	..	..
..	25	29	..	..	124	Tostaree ..	..	..	..
..	..	..	..	..	133	Waygara ..	..	..	..
..	..	..	..	..	..	Orbost .. (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 109).

ORBOST TO TRARALGON

Engine Running Time					Mile- age	SECTION UP	LOAD			
Roadside Sectional Loads			Through Trains				T	Y	T	Y
Y Full Load	T 3/5ths Load	T Full Load	Y 400 tons	T 600 tons						
						From—				
					9	Orbost .. (d)				
	30	35	..	..	17	Waygara .. ..	..	..	350 ..
	21	24	..	..	23	Tostaree .. ..	..	..	400 ..
	20	23	..	..	40	Nowa Nowa ..	..	..	.. ..
	60	68	..	..	48	Bruthen	550	..	350 ..
	26	28	..	..	54	Bumberrah ..	1000	..	800 ..
	16	16	..	..	60	Nicholson ..	..	..	400 ..
	18	18	..	..	67	Bairnsdale (d) ..	630	..	450 ..
24	..	..	23	..	67	Hillside .. ..	..	..	400 ..
13	20	23	12	22	71	Lindenow .. (h) ..	600	..	400 ..	
21	15	17	19	15	78	.. .. (h) ..	850	..	700 ..
25	..	..	23	..	86	Fernbank .. ..	..	..	.. ..
17	25	30	15	24	93	Munro	900	..	500 ..	
..	..	..	..	..	94	Stratford	1200	..	700 ..
..	..	..	..	..	98	Stratford Junction	..	..	.. ..
30	20	20	24	..	103	Montgomery ..	..	..	.. ..
15	11	12	13	..	107	Sale	1400	..	1000 ..	
14	8	9	12	..	111	Fulham .. ..	..	..	.. ..
23	15	17	19	..	119	Kilmany .. ..	..	..	.. ..
18	12	14	17	..	124	Rosedale	1400	..	1000 ..	
30	18	21	27	..	133	Flynn	600	..	400 ..	
						Traralgon	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 169 $\frac{1}{2}$ miles (see page 109).

MOE AND YALLOURN

Engine Running Time					Mile- age	SECTION DOWN	LOAD		
Roadside Sectional Loads		Through Ruling Grade Load					L	T	Y
3/5ths Load L—Elec- tric	Full Load L—Elec- tric	L—Elec- tric	Y						
14	14	14	18	..	5 7	From— Moe Yallourn Nth. Yallourn	1000	1000	800
	18	18	22	..	2 7	UP From— Nth. Yallourn Yallourn Moe	1400	1000	800

MORWELL AND MIRBOO NORTH

Engine Running Time					Mile- age	SECTION DOWN	LOAD		
Roadside Sectional Loads		Full Load					T	Y	
3/5ths Load	4/5ths Load								
16	19	22	..	..	7	From— Morwell			
10	12	14	..	..	12	Yinnar	500		380
26	30	36	..	..	20	Boolarra	350		300
						Mirboo North			
						UP From— Mirboo North			
18	20	32	..	..	8	Boolarra	1000		650
11	12	14	..	..	13	Yinnar			
18	20	23	..	..	20	Morwell	500		400

TRARALGON AND STRATFORD (VIA MAFFRA)

Engine Running Time						Mile- age	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	T, 600 tons					
20	13	15	19	14	..	6	From— Traralgon Glengarry	700g	400	
18	..	..	15	..	..	11	" (m (mm)	1000	800
17	22	28	14	23	..	16	Toongabbie .. ..	..	..
23	15	18	20	14	..	23	Cowwarr	1000	800	
18	12	13	16	10	..	29	Heyfield	700	500	
16	11	12	13	9	..	34	Tinamba	1200	800	
..	..	..	..	..	..	39	Maffra	1400	1000
21	20	20	17	17	..	40	Stratford Junction .. ..	..	..
..	..	..	..	..	..	..	Stratford	750	600
..	..	..	..	..	..	..	UP		
22	20	20	18	..	17	1	From— Stratford Stratford Junction .. ..	..	..
16	11	13	13	..	10	6	Maffra	1000	700	
19	12	15	17	..	13	11	Tinamba	1400	1000	
20	15	18	18	..	14	17	Heyfield .. ..	..	400
..	..	..	..	..	..	24	Cowwarr	650	400
30	22	24	25	..	18	29	Toongabbie	700	450	
18	12	15	14	..	14	34	Glengarry	1800	1200	
..	..	..	..	..	..	40	Traralgon	750	500

(m) Assisted in the rear from Traralgon to Stop-board at 98 miles 77 chains, see page 109. 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 109).

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

SPENCER STREET TO KORUMBURRA

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

Engine Running Time					Mile- age	SECTION	LOAD				
Roadside Sectional Loads		Through Trains					UP	B	T	Y	
		Ruling Grade Loads									
3/5ths Load	Full Load	3/5ths Load	Full Load	Nos. 82, 82A Thro. Goods, T-420 tons							
..	..	..	..	..	1	From— Korumburra				
9	13	9	12	11	4	Korumburra Cattle ..					
17	19	13	15	12	10	Siding					
12	14	10	12	11	13	Bena	650	420	..	300	
9	11	..	..	..	16	Loch	1400	1400	..	1200
10	11	15	18	15	22	Nyora .. (d)	700	550	..	400	
12	16	9	12	..	26	Australian Glass					
6	9	5	7	11	28	Manufacturers Siding					
16	21	13	17	..	33	Lang Lang					
17	20	14	18	17	38	Monomeith					
12	14	9	11	9	42	Koo-wee-rup					
9	11	8	9	..	46	Tooradin	1800	1800	..	1400	
5	7	5	6	..	48	Clyde					
7	9	5	7	15	50	Cranbourne	1500	1000	..	750	
..	..	..	..	..	53	Lyndhurst				
14	20	12	18	..	55	A. W'glass Siding					
..	..	..	..	..	56	Dandenong	1800	1800	..	1200
8	10	6	8	..	57	Noble Park					
9	11	7	9	..	59	Spring Vale					
..	..	..	..	..	61	Westall				
10	12	8	10	30	62	Clayton	1500	1000	..	700	
..	..	..	..	..	63	Oakleigh				
8	10	..	..	..	65	Murrumbeena				
14	16	21	24	20	69	Caulfield (d)	1800	1500	..	900	
5	6	4	5	5	70	Malvern					
						Toorak (d)					
						Flinders Street	1800	..	..	1000
						Spencer Street	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		Through Trains			SECTION	LOAD	
Roadside Sectional Loads		Ruling Grade Loads		Mileage		DOWN	B	T
No. 31 Goods 3/5ths Load "T"	3/5ths Load	Full Load	No. 31 Goods "T" 400 Tons				
..	6	8	..	3	From—		
..	8	9	..	6	Korumburra		
..	8	10	20	9	Kardella	1000	800
..	..	..	..	..	Ruby	1000	800
..	..	..	..	..	Leongatha	800	700
..	..	..	..	..	Leongatha .. (f) .. .	..	..
..	11	13	..	11	Knox Siding .. .. .	..	..
..	7	9	..	14	Koonwarra	1000	800
..	4	5	..	17	Tarwin	1200	800
..	6	8	24	19	Meeniyah	1600	1200
..	10	12	9	21	Stony Creek	800	600
..	12	18	17	26	Buffalo	1200	800
..	23	29	23	31	Fish Creek .. .. .	..	..
6	6	8	..	39	Foster	600	400
7	7	9	..	42	Bennison .. .. .	..	..
12	13	18	..	45	Toora .. .. .	..	..
8	8	10	..	51	Welshpool .. .. .	..	..
11	11	14	..	55	Hedley .. .. .	..	..
8	8	10	..	61	Gelliondale .. .. .	..	..
7	9	11	..	64	Alberton .. .. .	..	..
				68	Yarram .. .. .	..	1600
					From—		
..	..	..	..	4	Toora		
..	..	..	..	7	Barry Beach Junction .. .. .	..	..
					Barry Beach .. .. .	..	..

f—For trains required to stop at Ruby.

YARRAM TO KORUMBURRA AND BARRY BEACH TO TOORA

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

NYORA TO WONTHAGGI, KIRRAK

Engine Running Time					Mile- age	SECTION	LOAD					
Roadside Loads		Through Trains					DOWN	B	T	Y		
		Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load									
						From—						
11	14	10	13	..	7	Nyora .. ..	..	..	..	..	..
7	9	6	8	..	10	Woodleigh .. ..	..	..	..	..	..
4	5	3	4	..	12	Kernot .. ..	..	..	..	..	..
12	15	10	13	..	17	Almurta .. ..	..	..	..	..	..
12	14	12	14	..	21	Woolamai	1600	1400	800	..	..
..	..	..	..	..	23	Anderson .. ..	..	..	..	..	..
..	..	..	..	..	21	Kilcunda .. ..	..	..	..	..	..
17	21	17	21	..	27	Dalyston	900	700	500	..	..
9	11	8	10	..	30	State Mine .. ..	..	..	..	..	..
..	..	..	..	..	31	Wonthaggi	1400	1000	700	..	..
..	..	..	..	..	31	Wonthaggi .. ..	..	..	..	..	..
..	..	..	..	..	34	Kirrak .. ..	..	..	450	..	..
						UP						
						From—						
..	..	..	..	..	—	Kirrak .. ..	..	..	..	700	..
..	..	..	..	..	—	Wonthaggi .. ..	..	..	..	..	..
..	..	..	..	..	1	Wonthaggi .. ..	..	..	..	..	..
10	12	9	11	..	4	State Mine .. ..	..	..	..	..	..
..	..	..	..	..	8	Dalyston	1800	1800	1200	..	..
25	33	23	30	..	10	Kilcunda .. ..	..	..	..	..	..
10	12	9	10	..	14	Anderson	900	700	470	..	..
14	16	12	14	..	14	Woolamai	1800	1800	1200	..	..
6	8	5	6	..	19	Almurta	1400	1000	500	..	..
9	9	8	9	..	21	Kernot .. ..	..	..	..	..	..
20	35	20	33	..	24	Woodleigh .. ..	..	..	..	..	..
					31	Nyora	900	700	470	..	..

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 Co-ordinator of Time-tables and Metropolitan or District Superintendent by Stationmaster and others engaged in Train Running. Drivers to bring the matter under notice of any Superior Officer, who must report the matter to his superintendent, and, in addition forward copy of his report direct to the Co-ordinator of Time-tables.
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 104 to 108 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 99.
4. The running of engines tender first is subject to the instructions on page 108 relating to tender first running.
(See also sub-clause (c) section (i), clause 1, page 108).
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 105, 106.
 - (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)	45			Y (Diesel .. Electric No. 175 Narrow Gauge NA)	60
D3	60	J ..	50	T (Diesel Elec.)	60		
		K ..	50	W (Diesel Hydraulic)	20		
		L (Elect.)	70				

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 99 to 108 inclusive.

Note 2.—See page 114 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.**

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 Loco- motive Funnel First	Steam Loco- motive Tender First	Electric Diesel or Steam Loco- motive Funnel First	Steam Loco- motive Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Spencer-Street and Flinders-Street ..	20	20	15	15	All classes
Flinders-Street and the Down Home Signals at Jolimont Junction (all lines)	25	25	15	15	
Jolimont Junction and South Yarra (via Caulfield Lines)	30	30	20	20	All classes Except "H"
Jolimont Junction and South Yarra (via Brighton Lines)	30	30	20	20	
South Yarra and Caulfield	35	30	20	20	
Caulfield and Glenhuntly .. ..	..	..	..	..
"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	
Caulfield and Oakleigh	40	30	40	30	
Oakleigh and Dandenong		(See page 102)			
Flinders-Street & Port Melbourne Station	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 Start- ing Signal, Graham), Up trains	30	30	20*A	30*B	
Port Melbourne Station & Port Melbourne Railway Pier	5	5	5	5	"S" and lighter ("H" not permitted) (See note 6, page 99)
Graham and Prince's Pier	5	5	5	5	"B" and lighter ("H" not permitted) (See note 6, page 99)
Spencer-Street & North Melbourne Junct.	40	30	15	15	All classes
When diverging from a straight road on other lines at Franklin Street Junction	20	20	15	15	
North Melbourne Junction and Newport..	40	30	30	30	All classes (See note 4, page 99)
Entering Newport Goods Yard .. ..	..	..	5	5
Maribyrnong River Line—					
In clear daylight	10	10	"S" and lighter ("H" not permitted)
During darkness or foggy weather .. ..	..	..	5	5
Spotswood and Power-house Yard	10	10	All classes except "H"
North Melbourne Junct. and Newmarket Newmarket Junction and Flemington Racecourse—	30	30	20	20	
Newmarket Junction and Show Grounds Platform	10	10	All classes except "H" "B" and lighter ("H" not permitted)
Show Grounds Platform and Flemington Racecourse	20	20	10	10	

†See clauses 3 and 5, page 99. *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
Between Viaduct Junction, West Tower and North Melbourne	
Main Goods Lines between West Tower and Viaduct Junction	25
Coburg Goods lines, between West Tower and North Melbourne Junction	25
Northern and Western Goods Lines	
Main Goods Lines between West Tower and South Kensington	25
North-Eastern Goods Lines	
North-Eastern Goods Lines to and from Kensington	25
Passing Level Crossings between the Yard and Appleton and Victoria Docks.	5
On the Reversing Loop	4
Outside Goods Lines	25
Macaulay and North Melbourne	
Goods trains passing through Arden Street Siding. See General Appendix	5
Flinders Street Station	
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
"C" Box, Flinders Street	
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
"D" Box, Flinders Street	
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
Jolimont Goods Yard	
Entering from East or West end	10

† See clauses 3, and 5, page 99.

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

Line or Portion of Line Between—	Maximum Speed †			Class 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	
Oakleigh and Huntingdale	60	60	40	"R" and "H" Class engines excepted "R" Class engines
" " " "	50	50	40	
Huntingdale and Dandenong	50	50	40	
Dandenong and Moe	70	60	40	} All classes except "H"
			See note "B" below	
Warragul Station— between Down and Up Home Arrival Signals Nos. 3 and 16—17 respectively	25	25	25	} All classes except "H"
Moe and Traralgon	60	50	40	
Traralgon and Rosedale	50	50	40	"B" and lighter ("H" not permitted)
Rosedale and Kilmany	60	50	40	
Kilmany and Sale	50	50	40	
Sale Wharf Line— Sale and Stratford	10	"T" and lighter "B" and lighter ("H" not permitted)
Passing over Avon River Bridge (mileage 137 miles 39 chains) All engines or trains	20	20	20	
Stratford and Lindenow	50	50	40	"B" and lighter ("H" not permitted)
Lindenow and Bairnsdale	50	30	30	
Bairnsdale and Orbost	35	35	35	"B" and lighter ("H" not permitted)
Moe and Yallourn	40	40	40	
Yallourn and Brown Coal Mine	15	15	15	All classes except "H" "T" and lighter

† See clauses 3 and 5, page 99.

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

† See clauses 3, and 5 page 99.

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).

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 , 98, and clause 9, page 99.

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 curve, and the indicated speed must not be exceeded until the whole 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	.. ..	20		More than 9	.. ..	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‡
(iii) At Moe	25	60‡
.. .. .	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
Terminal Stations— 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.	Miles per Hour 15
Suburban Stations— Entering and passing through in foggy weather	15
On Single Lines— When entering a crossing station at which the train has to stop	15
Staff Stations— When staffs are exchanged by means of Staff Automatic Exchange apparatus	70
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 † † †
Crossing Stations— When backing a train over level crossing not provided with gates	5
Examining Stations— When entering stations. See also General Appendix	10
Permanent-way Repairer’s Signals— In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265 and 274, also General Appendix	15
Single Line Working— Over points which become facing points when the traffic of a double line is being worked over a single line	10
When Air Brake is Wholly Inoperative— On a long falling gradient, or when approaching any station or junction	15

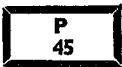
† † NOTE :—When an Engineman is receiving a Staff from or delivering a Staff to a Signaller standing on ground level, the speed of the train must not exceed six (6) miles per hour.

When an Engineman is exchanging a Staff with a Signaller standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

† † † When an Engineman on an “S” Class Diesel Locomotive running Hostler’s End leading is receiving a Staff from or delivering a Staff to or exchanging a Staff with a Signaller either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be effected safely.



(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)	30
"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
Light Engines—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 105)	30
"B", "L" or "T" or "X" class	60
"D3", "R", "J" or "K"	50
"Y" (Except No. 175)	40
"Y" (No. 175)	70
"F" and "W" class	20
"H" Class	45
Engine or Engines with a Brakevan of Fixed-wheel Base only attached	See page 98, 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 of the Diesel or Steam Crane conveyed
Diesel Cranes—	
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 98, 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	15
Bairnsdale and Orbost	20	Coal Mine	
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
Steam Cranes—	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. 3, and 4 (Rolling Stock Branch, 5 tons)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tons)	40
	(See note)
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 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 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
On Truck Weighbridge—	Miles per Hour
(i) Vehicles over Scales	4
(ii) Engines or Vehicles over Weighbridge relief rails	8
Pushing Trains—	
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

DIESEL FORDSON RAIL TRACTORS—

The Maximum Permissible Speed is 20 m.p.h. (Permissible Loads—See page 84).

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 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) Mixed Trains—Except where specially authorised, the load, vehicular or tonnage, of the train engine must not be exceeded. In no case must either engine be run tender first.

(iii) Goods Trains.—The 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.
Bairnsdale and Orbst
Moe and Yallourn.

Dandenong and Yarram.
Nyora and Wonthaggi.

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 and staff exchanging apparatus, must be the leading locomotive, except where instructions have been issued to the contrary.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

Subject to the conditions laid down in Regulation 232 and the instructions pages 370, 375 and 376, General Appendix, the following trains or classes of trains may run without a brakevan in the rear on the sections of lines specified, viz. :—

Train or Class of Train	Section	Maximum Number of Vehicles
Goods Train	Between Flinders Street and Spencer Street	10
	†Between Spencer Street and Newmarket	40
	Between Flinders Street and Port Melbourne	60
	Between Graham and Princes Pier	35
	Between Melbourne Yard and Maribyrnong River Goods Siding	40
	Between Newport and Williamstown, Newport South and Newport Workshops	30
	†From Caulfield to Glenhuntly	20
	†Between Dandenong and Lyndhurst	10
	†Between Dandenong and General Motors	30
	Between Moe and Yallourn	60
	†From Traralgon Cattle Yards (Sale Line) to Traralgon	15
	From Woollen Mills Siding (Stratford Line) to Sale	10
	From S.E.C. Siding to Bairnsdale	10
	From Korumburra to Korumburra Cattle Siding	10
	†Between Toora and Barry Beach	20

* Except where otherwise provided, the practice must be limited to the hours between sunrise and sunset.

† Also during the hours of darkness.

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.

2. **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.

3. The Bank Engine must be coupled to the rear of the train whilst the train is stationary, and the Automatic Brake must be connected throughout the whole of the train. When the necessary brake tests have been completed and the drivers have exchanged the proper hand signals the train may proceed.

4 (a) When a Bank Engine runs through the section, it must not be uncoupled until the train is within the protection of the Home Signal at the station to which it is appointed to run.

(b) At certain places, the train is only assisted to a Stop Board, or other specified location in the section. In these circumstances the train must be stopped with the train engine near to the Stop Board or other specified location. The Bank Engine must be immediately uncoupled from the train which may then proceed, and the Bank Engine must return without delay, to the Home Signal at the station in the rear.

5. 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.

6. 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 169 $\frac{1}{2}$.	Goods Trains.

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

DOWN

No. 35 conveys, Rear Brake Van, Vans of Newspapers, Mails, etc., loaded as shown hereunder; general goods loading, Traralgon to Tinamba, then Flynn to Sale loading on locomotive.

Stopping Arrangements :—

Flinders Street (No. 1 Centre Platform) Load newspapers, mails and parcels.
Pakenham—Discharge newspapers only.
Bunyip } Saturdays only to discharge news-
Longwarry } papers.
Drouin—Discharge newspapers, mails and parcels.
Warragul—Detach Brake Van.
Darnum } Discharge newspapers, mails and
Yarragon } parcels.
Trafalgar }
Moe—Detach Vans. (Brake Van only Monday.)
Morwell—Detach Brake Van.

LOADING OF VANS
MONDAYS ONLY

<p>First Van (Large Louvre)</p>	<p>Newspapers and mails for beyond Traralgon including newspapers only for Heyfield, Toongabbie and Tinamba—Discharge Traralgon. (See stowing diagram page 111).</p>
<p>Second Van (Louvre)</p>	<p>Newspapers, mails and parcels for Traralgon.</p>
<p>Third Van (Brake Van) Forms Brake Van of No. 35 Traralgon—Bairnsdale Goods, Mondays to Fridays and No. 11 Traralgon—Maffra Goods, Saturdays.</p>	<p>Newspapers for Glengarry and Cowwarr (Transferred at Traralgon to No. 11 Goods). Mails for Heyfield. Parcels for stations Glengarry to Bairnsdale and beyond.</p>
<p>Fourth Van (Brake Van) Detach at Morwell.</p>	<p>Newspapers, mails and parcels for Morwell.</p>
<p>Fifth Van (Brake Van) Detach at Moe.</p>	<p>Newspapers for Pakenham. Newspapers, mails and parcels for Drouin. Newspapers, mails and parcels for Darnum, Yarragon and Trafalgar. Newspapers, mails and parcels for Moe and Yallourn.</p>
<p>Sixth Van (Brake Van). Rear vehicle ex Melbourne. Detach at Warragul.</p>	<p>Newspapers for Pakenham. Newspapers, mails and parcels for stations Tynong to Longwarry to be discharged at Warragul and returned on No. 34 Pass. Mondays to Fridays and No. 4 Pass. Saturdays.</p>

AUTHORISED WORKING OF GOODS TRAINS—continued

EASTERN DISTRICT

MELBOURNE-WARRAGUL-TRARALGON-YALLOURN

DOWN

No. 35 LOADING OF VANS—continued

TUESDAYS TO SATURDAYS

First Van (Large Louvre)	Newspapers and mails for beyond Traralgon, including newspapers only for Heyfield, Toongabbie and Tinamba—Discharge Traralgon. (See Stowing diagram).
Second Van (Louvre)	Newspapers, mails and parcels for Traralgon.
Third Van (Brake Van) Forms Brake Van of No. 35 Traralgon-Bairnsdale Goods, Mondays to Fridays and No. 11 Traralgon-Maffra Goods Saturdays.	Newspapers for Glengarry and Cowwarr. (Transferred at Traralgon to No. 11 Goods) Mails for Heyfield. Parcels for stations Glengarry to Bairnsdale and beyond.
Fourth Van (Brake Van) Detach at Morwell.	Newspapers, mails and parcels for Morwell.
Fifth Van (Louvre) Detach at Moe.	Newspapers, mails and parcels for Moe.
Sixth Van (Brake Van) Detach at Moe.	Newspapers for Pakenham. Newspapers, mails and parcels for Drouin. Newspapers, mails and parcels for Yallourn. Newspapers, mails and parcels for Darnum, Yarragon and Trafalgar.
Seventh Van (Brake Van). Rear vehicle ex Melbourne. Detach at Warragul	Newspapers for Pakenham. Newspapers, mails and parcels for stations Tynong to Longwarry to be discharged at Warragul and returned on No. 34 Pass. Mondays to Fridays and No. 4 Pass. Saturdays.

STOWING DIAGRAM

FIRST VAN (LARGE LOUVRE)

Mails: Heyfield Maffra Rosedale Fulham Sale R.A.A.F. (E. Sale) Woodside Yarram	Newspapers: Maffra-Sale -Yarram Contractor	Door : Open Space	Newspapers: Stratford-Bairnsdale -Orbost Contractor	Mails: Stratford Munro Bairnsdale Swan Reach Metung Lakes Entrance Bruthen Orbost
		Door :		

AUTHORISED WORKING OF GOODS TRAINS—continued

EASTERN DISTRICT

MELBOURNE-WARRAGUL-TRARALGON-YALLOURN

DOWN

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, including CW Brakevan (Parcels for Bairnsdale detached from No. 53).

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 Trafalgar by	No. 101

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, 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.

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 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.

AUTHORISED WORKING OF GOODS TRAINS—continued

EASTERN DISTRICT

YALLOURN-TRARALGON-WARRAGUL-MELBOURNE

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. 14, 50, 62, 64, Shunt Dandenong (if required).
 No. 66 Through, shunt Dandenong, Oakleigh and Caulfield only.
 No. 8 Shunt Dandenong, Oakleigh, if required.
 May operate switch trip Oakleigh to Westall, Tuesdays to Fridays if required, to place loading.

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. 54 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

SOUTH-EASTERN DISTRICT

MELBOURNE-KORUMBURRA

DOWN	UP
<p>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. 47 Convey A.W.G. loading only. No. 61 Through. Nos. 63, 63A Roadsides. Nos. 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. Prior to placing empty 'OC' wagons at A.G.M. Siding, clear 'Up' loading into the loop road for clearance as arranged by Centrol.</p>	<p>No. 38 Roadsides to Dandenong, then through to Spotswood. No. 38A Shunt A. G. M. Siding, A. W. G. Siding, then through to Spotswood and Newport as arranged by Centrol. Clear empty 'OC' wagons Newport Yard, to Melbourne Yard for onward transit by No. 63A Sundays. 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.</p>

DOWN	UP
KORUMBURRA-YARRAM	
<p>No. 29 Through. No. 31 Shunt Leongatha. Shunt Meeniyan to detach livestock; Shunt Foster to detach perishable loading Roadsides Toora to Yarram. No. 33 Shunt Foster, Toora, Barry Beach. No. 33A Roadsides. No. 61 Through.</p>	<p>No. 88 Roadsides. Nos. 82, 82A Roadsides to Foster then shunt Leongatha only. Nos. 80, 86, Through. No. 92 Through; Shunt Foster.</p>

DOWN	UP
NYORA-WONTHAGGI	
<p>No. 3 Roadsides.</p>	<p>No. 30, Roadsides.</p>

MARSHALL 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 LINES

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	Nos. 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

LIGHTING OF COUNTRY TRAINS

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 near verandahs, etc., Stationmasters, Guards and Conductors must vary 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 LINES 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
Melbourne-Traralgon	Flinders Street to light. Warragul extinguish ..	Flinders Street to light. Terminal extinguish.
3.38 p.m. Melbourne-Warragul	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
4.53 p.m. Melbourne-Traralgon	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
6.3 p.m. Melbourne-Sale	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
6.3 p.m. Melbourne-Bairnsdale	Dandenong to light. Terminal extinguish.	Dandenong to light. Terminal extinguish.
6.9 p.m. Dandenong-Warragul	Flinders Street to light. Terminal extinguish. ..	Flinders Street to light. Terminal extinguish.
6.12 p.m. Melbourne-Yarram	Flinders Street to light. Terminal extinguish. ..	Flinders Street to light. Terminal extinguish.
7.5 p.m. Melbourne-Traralgon Sun.	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 ..	Bairnsdale to light. Sale extinguish.
5.35 a.m. Traralgon-Melbourne	Bairnsdale to light. Sale extinguish ..	Conductor to light. Terminal extinguish.
6.40 a.m. Warragul-Melbourne	Yarram to light. Leongatha extinguish ..	Traralgon to light. Terminal extinguish.
6.15 a.m. Bairnsdale-Melbourne	Conductor to light. Terminal extinguish ..	Sale to light. Terminal extinguish.
6.20 a.m. Yarram-Melbourne	Warragul to light. Dandenong extinguish ..	Flinders Street to light. Terminal extinguish.
2.10 p.m. Bairnsdale-Melbourne	Traralgon to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
4.12 p.m. Warragul-Dandenong	Sale to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
4.45 p.m. Traralgon-Melbourne	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
5.55 p.m. Sale-Melbourne Sun.	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
3.58 p.m. Melbourne-Yarram	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
6.20 p.m. Melbourne-Yarram		

EASTERN DISTRICT.

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS.

(Measurement to Nearest Foot)

STATION	No. 1 ROAD NEAREST FOOT	No. 2 ROAD NEAREST FOOT	No. 3 ROAD NEAREST FOOT
MELBOURNE-ORBOST (via Sale)			
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) 6190	—
Traralgon	—	1150	—
Rosedale	—	500	—
Sale	450	360	850
Stratford	—	700	500
Fernbank	—	800	—
Lindenow	—	750	350
Bruthen	720	620	—
Nowa Nowa	780	465	—
MOE-YALLOURN			
Yallourn	1700	1300	1240
MORWELL-MORWELL BRIQUETTE SDG.			
Morwell Briquette Siding	1800	1800	—
TRARALGON-MAFFRA			
Glengarry	—	800	—
Cowwarr	1000	800	—
Heyfield	600	600	—
Tinamba	860	810	—
Maffra	—	1000	600
MELBOURNE-YARRAM			
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	—
NYORA-WONTHAGGI			
Anderson	—	460	—
Wonthaggi	800	600	—

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

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 of 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 :—

‡ Indicates that the trains 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 the 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.

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

¶ Indicates that the train will only stop if required to pick up passengers, vangoods and/or mails. Necessary signal to be exhibited when the trains are required to stop.

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

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

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

‡ Trains marked ‡ run only if required. Special advice will be issued by the Chief Traffic Manager, 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.

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

† Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered on arrival.

NC No one in charge stations.

W Watering Stations.

○ Stations worked under Caretaker conditions, but at which the male employees in charge are authorized to collect freight charges.

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

POSTAL MOTOR TROLLEY SERVICES

CONDITIONS OF OPERATION.

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

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

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

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

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

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

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

5. Each Postal Motor Trip is paid for by the Postal Department and Stationmasters concerned must promptly telegraph the Co-Ordinator of Time-tables (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, etc.

See the General Appendix for further instructions.

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.

LIMITED TRAIN SERVICES 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
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NORTHERN AND MIDLAND DISTRICT

Echuca-Balranald	Tue., Fri.		Merbein-Yelta	Wed.
Elmore-Cohuna .. ..	..	Mon., Thur.	|	Redcliffs-Meringur .. ..	..	Thur. (See Note)
Woodend-Daylesford .. ..	..	Wed., Fri.	|	Kerang-Koondrook .. ..	..	Fri.
Ballarat-Newlyn .. ..	..	Tue. & Alt. Fri.	|	Wedderburn .. ..	..	Wed.
Castlemaine-Maldon .. ..	..	Thurs.	|	Wycheproof-Sea Lake .. ..	..	Tues. Fri.
Swan Hill-Nyahwest .. ..	..	Tues., Fri.	|	Sea Lake-Nandaly .. ..	..	Wed.; Alt. Sat.
Nyahwest-Piangil .. ..	..	Fri.	|	Ultima-Robinvale .. ..	..	Tues., Thur.
Piangil-Kooloonong .. ..	..	Alt. Fri.	|	Nandaly-Kulwin .. ..	..	Alt. Sat.
Inglewood-Dunolly .. ..	..	Mon.	|	Ouyen-Pinnaroo .. ..	..	Mon., Fri.
Maryborough-Avoca .. ..	..	Wed.	|			

Note:—Commencing on Thursday 19.3.70 and on alternate Thursdays, a road vehicle will operate between Redcliffs and Meringur for parcels and goods.

WESTERN AND SOUTH-WESTERN DISTRICT

Ballarat-Eureka .. ..	..	Service as required	|	Goroke-Carpolac .. ..	..	Tues.
Ballarat-Skipton .. ..	..	Mon.	|	Horsham-Hamilton .. ..	..	Wed.
Lubeck-Marnoo .. ..	..	Tues.	|	Hamilton-Horsham .. ..	..	Thurs.
Marnoo-Bolangum .. ..	..	Tues.	|	Hamilton-Coleraine .. ..	..	Tues., Thur.
Warracknabeal-Hopetoun .. ..	..	Wed., Fri.	|	Rainbow-Yaapeet .. ..	..	Thur.
Hopetoun-Patchewollock .. ..	..	Wed.	|	Jeparit-Yanac .. ..	..	Wed.
Natimuk-Goroke .. ..	..	Tues., Thur.	|	Geelong-Queenscliff .. ..	..	Wed.
			|	Terang-Mortlake .. ..	..	Tues.
			|	Koroit-Hamilton .. ..	..	Wed.
			|	Hamilton-Koroit .. ..	..	Wed.
			|	Warrnambool-Port Fairy .. ..	..	Tues., Fri.

NORTH EASTERN DISTRICT

Cathkin-Alexandra .. ..	..	Mon., Wed.	|	Rushworth-Girgarre .. ..	..	Mon., Thur.
Yarrawonga-Oaklands .. ..	..	Sun.	|	Rushworth-Colbinabbin .. ..	..	Wed.
Wangaratta-Peechelba East .. ..	..	Alternate Mon. (See Note A)	|	Shepparton-Katamatite .. ..	..	Mon.
Wangaratta-Beechworth .. ..	..	Tue., Thur.	|	Numurkah-Picola .. ..	..	Mon. (See Note B)
Wangaratta-Bright .. ..	..	Mon., Wed.	|	Numurkah-Nathalia .. ..	..	Mon., Wed.

A. Closed during the period 21st April-1st November, 1970.

B. A road service operates for goods and parcels traffic between Nathalia and Picola on Wednesday.

METROPOLITAN DISTRICT

Heidelberg-Eltham .. ..	..	Mon.	|	Frankston-Stony Point .. ..	..	Wed.
Reservoir-Thomastown .. ..	..	Tue., Wed.	|	Glenhuntly-Frankston .. ..	..	Mon., Wed.
Lilydale-Healesville .. ..	..	Wed.	|	Baxter-Mornington .. ..	..	Fri.
Bayswater-Upper F.T. Gully .. ..	..	Mon., Fri.	|	Melbourne-Hawthorn .. ..	..	Mon.
			|	Melbourne-Darling .. ..	..	Mon.
			|	Melbourne-Essendon .. ..	..	Mon., Wed.

EASTERN DISTRICT

Morwell-Mirboo North	Tue., Thur.		Nyora-Wonthaggi	Tue., Thur.
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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.

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 economy 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 economy 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 Manager, Passenger Operations.

(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-Benalla and Wangaratta.

By "Spirit of Progress" and Relief Express in each direction seven (7) days prior to date of travel (to extent of accommodation available).

Between Melbourne and Albury.

Booking of passengers making journeys between Melbourne and Albury only 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 (7) days prior to date of travel, (to extent of accommodation available).

Victorian Travel by "The Overland" Melbourne-Adelaide. Passengers for Victorian road-side 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 stations to Kaniva may reserve sleeping berths, from 5.0 p.m. on 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 six (6) calendar months in advance of date of travel.

INTERSTATE

SLEEPING BERTHS AND RESERVED SEAT BOOKING

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. (Sun. ‡)	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. (Sun. ‡)	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. "Spirit of Progress"	Daily (Sun. incl.)	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. to Fri. Sleeping berths and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn.
8.10 p.m. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	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. to Sat.
8.0 p.m. "Southern Aurora"	Daily (Sun. Incl.)	Melbourne	Sydney	
8.0 p.m. "Southern Aurora"	Daily (Sun. Incl.)	Sydney	Melbourne	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.40 p.m. "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	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 iv).
7.0 p.m. "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide and S.A. stations.

SLEEPING BERTHS AND RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)

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

NORTHERN LINES

(Reprint of page vi, 7.9.70)

Train	Days of running	From	To	Stations from and to which seats or berths may be booked
8.45 a.m. "Great Northern Limited"	Monday, Wed., Fri., Saturday	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; at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines; at Swan Hill for Piangil line; at Kerang for Koondrook line and at Bendigo and Echuca for Ballranald line.
8.45 a.m. "Great Northern Ltd."	Tue., Thur.	Melbourne	Bendigo	
1.35 p.m.	Monday, Wed., Fri. Sat.	Melbourne	Bendigo	
1.35 p.m.	Tue., Thur.	Melbourne	Swan Hill	
5.4 p.m.	Mon. to Thu.	Melbourne	Bendigo	
5.40 p.m.	Friday	Melbourne	Bendigo	
6.5 p.m.	Saturday	Melbourne	Bendigo	
9.5 p.m.	Mon. to Thu.	Melbourne	Mildura	Berths to Donald and stations beyond; seats Maryborough, and stopping stations beyond.
9.20 p.m.	Fri., Sun.	Melbourne	Mildura	
9.0 p.m.*	Sunday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
9.20 p.m.	Monday to Friday	Mildura	Melbourne	

* Altered to 9.20 p.m. May to October.

NORTH WESTERN LINES

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.	Monday to Friday	Melbourne	Ballarat	Ballarat only.
6.20 p.m.	Saturday	Melbourne	Ballarat	

SOUTH WESTERN LINES

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	

(Continued)

RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—Continued.

(Reprint of page vii, 7.9.70)

Train	Days of running	From	To	Stations from and to which seats may be booked
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.30 a.m.* ..	Mon. to Sat.	Melbourne	Albury ..	Avenel and stopping stations beyond. Passengers change to non-seat-booked Rail Motor train at Benalla for Yarrowonga line.
8.30 a.m.* ..	.. Mon. to Sat.	Melbourne	Tocumwal..	Seymour and stopping stations beyond. Where connection made, passengers change to non-seat-booked Rail Motor trains: at Toolamba for Echuca line and at Strathmerton for Cobram line.
4.45 p.m. ..	.. Mon. to Fri.	Melbourne	Albury ..	Seymour and stopping stations beyond. Where connection made, passengers change to non-seat-booked, Rail Motor train at Benalla for Yarrowonga line.
5.50 p.m. ..	.. Sat., Sun. }			
5.18 p.m. ..	.. Mon. to Fri.	Melbourne	Numurkah Numurkah }	Where connections made, passengers change into non-seat-booked Rail Motor trains; at Toolamba for Echuca line and at Numurkah for Cobram line.
6.30 p.m. ..	.. Saturday	Melbourne		
6.7 p.m. ..	.. Friday	Melbourne	Mansfield ..	Yea and stations beyond.
7.5 a.m. ..	.. Daily, (Sun. incl.)	Albury	Melbourne	Passengers from stopping stations Albury to Euroa.

*Combined train to Seymour.

EASTERN LINE				
7.25 a.m. ..	.. Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping 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. ..	.. Sat.	Melbourne	Traralgon	Warragul and stations beyond. Passengers change to non-seat-booked Rail Motor train at Traralgon for Maffra line.
4.53 p.m. ..	.. Mon. to Fri.	Melbourne	Traralgon	
6.3 p.m. ..	.. Fri., Sat.	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to non-seat-booked Rail Motor train at Traralgon for Maffra line.
6.3 p.m. ..	.. Mon., Tues., Wed., Thur.	Melbourne	Sale	
3.58 p.m. ..	.. Mn. to Thur.	Melbourne	Yarram ..	Korumburra and stations beyond (Economy only)
6.12 p.m. ..	.. Saturday	Melbourne	Yarram ..	Korumburra and stations beyond. (Economy only).
6.20 p.m. ..	.. Friday	Melbourne	Yarram	Korumburra and stations beyond. (Economy only).
2.10 p.m. ..	.. Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

**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. See under "Booking Conditions" For travel to Albury by "**Intercapital Daylight**" and "**Spirit of Progress**" in each direction to Benalla, Wangaratta and Albury.

"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 Service—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 journey from Albury to Melbourne by "**Intercapital Daylight**" may be booked on day of travel at **Albury only**.

Melbourne—Benalla—Wangaratta—Albury:— Reserved seats if available on day of travel by "**Spirit of Progress**" in each direction between Melbourne—Benalla—Wangaratta—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 on "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.

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

INTERSTATE SERVICES—continued

**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 by (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.

**SYDNEY—PERTH
PERTH—SYDNEY**

"Indian Pacific"

With the exception of holders of Australasian Gold Passes, Standard Australian Book Passes and Intersystem Blue Linen Book Passes the following restrictions will apply to holders of Intersystem Paper Passes desiring to travel by "Indian Pacific" either via Sydney or Port Pirie to and from Perth.

During the periods 1st February until a week prior to Easter Monday and from Easter Tuesday until 7th December a maximum of four first class and six economy berths per train, subject to availability will be available for all Systems. A ballot will be held in Sydney and Perth two months in advance of date of travel and application therefore should be made to the Chief Traffic Manager of the respective Systems for accommodation advising of the route desired to travel.

During the periods 1st to 31st January, week prior and including Easter Monday, and 8th to 31st December Intersystem Paper Pass holders will not be permitted to travel by "Indian Pacific".

**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 the 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 Pass-holders to ascertain their eligibility for travel, and to make their own arrangements in respect of reservations for travel on the return journey.

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 xiii-xix.

MAXIMUM LOADS :—

- (a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "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", or "WK" carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down 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".

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. 3 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.

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. BOGIE STOCK which have a letter "P" as the terminating letter of their classification and **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 speed. However South Australian vehicles of the "DRP", "MRP", "OWP", "RBP" and "RRP" class which do not have a large 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 Time-table for maximum speed. "Z" and "ZL" Brakevans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES (PASSENGER TRAINS)

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.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS.—The tonnage loads of Mixed trains computed on the basis of tonnage ratings as shown on pages xiii–xix, for the vehicle concerned plus the weight of goods vehicles and contents as shown on pages xxiii–xxxii.

Vehicle Limitations.—Unless otherwise specified the number of vehicles must not exceed equal to thirty (30) vehicles counting each four or six-wheeled van or wagon and bogie UB, UF, or TP van (loaded or empty) CA, CP, JCP or ZLP brake-van (loaded or empty) as one; each other bogie vehicle or carriage loaded or empty as two.

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

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

ENGINE RUNNING SCHEDULES. (Mixed Trains)

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

MIXED TRAINS—

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

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

FOGGY WEATHER

Speed of Trains—In foggy weather or when, from any other cause, a good 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.

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 of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	..	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	..	50	78	3	Auto.	F.
"	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	..	53	78	3	Auto.	F.
"	3	Tambo, Dargo, 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	7¾	Auto.	F.
BJ	10	2 compartments, Saloon type, Air Conditioned	..	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock							
		V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer K .. ..	..	..	40	53	9¼	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	5¾	Auto.	—
JCP	9	‡ Express Goods Brakevan Nos. 1 to 9 (10 tons capacity)	..	..	35	39	0	Auto.	E.
		Victorian Stock All Steel (Bogie)							
AS	13	8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 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¶	6	Saloon type (Air Conditioned) Nos. 2 to 7	48	..	50	75	0	Auto.	F.
AZ	2	Saloon type (Air Conditioned) Nos. 1 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 Conditioned) No. 7	..	68	50	75	0	Auto.	F.
MBS	3	Mini-Buffer, Five compartments and Mini-Buffer (Air-Conditioned) Nos. 1, 2 and 3	12 diners 40 sitting	..	48	75	0	Auto.	E.
Dining	1	Murray (Air Conditioned) ..	48	..	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ..	48	..	75	76	1½	Auto.	E.
Buffer	1	Moorabool	19 diners 12 sitting	..	60	75	0	Auto.	E.
		(Air-Conditioned)							

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.

¶ AZ No. 3 and BZ No. 3 are available for bogie exchange.

VICTORIAN PASSENGER ROLLING STOCK—continued.

(Reprint of page xiv, 7.9.70)

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
Victorian Stock (Bogie Carriages)									
Special	1	Norman (Air-Conditioned) ..	24	..	54	75	0	Auto.	E.
"	1	State No. 4 ..	26	..	50	74	9 $\frac{1}{4}$	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	..	60	75	7 $\frac{1}{4}$	Auto.	F.
"	1	Melville ..	..	..	40	50	2	Auto.	E.
"	1	Medical and Vision Test ..	..	..	45	74	1 $\frac{1}{4}$	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation) ..	..	..	30	48	2 $\frac{1}{2}$	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths) ..	..	..	50	74	1 $\frac{1}{4}$	Auto.	E.
Parlor	1	Yarra ..	33	..	40	74	1 $\frac{1}{4}$	Auto.	E.
Break-down	1	Campaspe ..	16 sleepers	..	50	74	9 $\frac{1}{4}$	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air-Conditioned)	18 diners 18 sitting		60	74	1 $\frac{1}{4}$	Auto.	E.
Sleeping	4	Nos. 1 to 4 (Air Conditioned)	20	..	55	74	1 $\frac{1}{4}$	Auto.	E.
"	6	Nos. 5 to 10 ..	20	..	45	74	1 $\frac{1}{4}$	Auto.	E.
AE	22	8 compartments (Except Nos. 1, 3, 12)	48	..	45	74	1 $\frac{1}{4}$	Auto.	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	..	72	55	74	1 $\frac{1}{4}$	Auto.	E.
BE ..	4	8 compartments Nos. 49 to 52 (Air Conditioned)	..	64	55	74	1 $\frac{1}{4}$	Auto.	E.
BE ..	5	9 compartments Nos. 44 to 48	..	76	45	74	1 $\frac{1}{2}$	Auto.	E.
BE ..	26	9 compartments (Except Nos. 4, 19, 31, 34, 44 to 48)	..	72	45	74	1 $\frac{1}{4}$	Auto.	E.
BG ..	2	Saloon and Compartment type (air-conditioned)	..	64	50	71	0	Auto.	E.
ABE ..	15	8 compartments, Nos. 1 to 8, 10 to 16	26	36	45	74	1 $\frac{1}{4}$	Auto.	E.
BCE ..	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	..	42	50	74	1 $\frac{1}{4}$	Auto.	E.
AW	35	6 compartments, 58-ft. body	40	..	35	61	2 $\frac{3}{4}$	Auto.	E.
AW ..	9	7 compartments, 64-ft. body Nos. 60 to 68	60	..	35	67	2	Auto.	E.
BW ..	38	7 compartments, 58-ft. body Nos. 1, 2, 5 to 9, 11, 12, 14 to 26, 28, 29, 31 to 44	..	60	35	61	2 $\frac{3}{4}$	Auto.	E.
BW ..	11	8 compartments, 64 ft. body, Nos. 60 to 70	..	68	35	67	2	Auto.	E.
ABW ..	1	6 compartments (3-1st, 3-Economy) 58-ft. body No. 42	19	25	35	61	2 $\frac{3}{4}$	$\frac{1}{2}$ Auto. $\frac{1}{2}$ Trans.	E.
ABW ..	5	7 compartments (3-1st, 4-Economy) 64-ft. body Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ..	48	6 compartments (3-1st, 3-Economy) 58-ft. body	20	26	35	61	2 $\frac{3}{4}$	Auto. Nos. 7, 15, 17, 23, 25, 26, 31, 36, 38, 49-52; $\frac{1}{2}$ Auto. $\frac{1}{2}$ Trans. Nos. 2-6, 8-14, 16, 18-20, 22, 24, 27-30, 32-35, 37, 39-41, 43-47	E.

Note :—"F" Fluorescent; "E" Electric.

VICTORIAN PASSENGER ROLLING STOCK—continued.

(Reprint page xv, 12.10.70)

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See note)
			1st Class	Economy		feet	in.		
BPL	23	Victorian Stock (Bogie Carriages) continued. 9 compartments, Nos. 88 to 91, 93, 94, 100, 103 to 108, 110, 111, 116 to 120, 122, 125, 126	..	82	30	60	5½	Auto.	E.
BPL ..	22	9 compartments, Nos. 42 to 45, 48, 50 52 to 55, 61, 78, 79, 81, 83, 85, 95 to 97, 99, 123, 124	..	82	30	59	11¼	Auto.	E.
BPL	57	9 compartments, Nos. 1 to 4, 7, 9 to 17, 19 to 27, 29 to 33, 35 to 39, 41, 56 to 60, 62, 63, 65 to 77, 80, 84, 87	..	82	30	61	8	Auto.	E.
ABL	1	7 compartments, economy .. 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	3	6 compartments Nos. 1, 30, 35	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 ..	7	7 compartments ..	..	50	30	53	6½	Screw	E.
BC ..	1	8 compartments with brakevan, (15 cwt. capacity) No. 19	..	80	30	59	3½	Screw	—
BC	1	7 compartments with brakevan (15 cwt. capacity) No. 15	..	70	30	60	1¼	Screw	—
BCPL ..	1	6 compartments with brakevan (4 tons capacity) No. 1	..	51	35	59	11¼	Auto.	E.
BCPL ..	8	8 compartments Nos. 2 to 8, 21	..	76	30	61	8	Auto.	E.
BCPL ..	12	8 compartments, Nos. 9 to 20	..	76	30	60	5½	Auto.	E.
		Brakevan and Sundry Stock (Bogie)							
CE ..	6	Nos. 15, 33 to 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	0¾	Auto.	E.
CW ..	5	Nos. 16 to 20 (12 tons capacity)	..	..	35	53	3½	Auto.	E.
CW ..	15	Nos. 1 to 15 (10 tons capacity)	..	..	35	53	3½	Auto.	E.
CV ..	2	Brakevan, (10 tons capacity) ..	..	..	35	53	6½	Auto.	E.
CV ..	5	Brakevan, fish compartment .. (10 tons capacity)	..	..	35	53	6½	Auto.	E.
C	21	Brakevan, (8 tons capacity) .. (Sanitary accommodation)	..	..	25	43	2½	Auto.	E.
C ..	1	Brakevan, fish compartment .. (8 tons capacity). No. 44	..	..	25	43	3½	Auto.	E.
ZLP ..	80	Brakevan (10 tons capacity) ..	..	..	35	37	0	Auto.	E.

Note :—"E" Electric.

VICTORIAN PASSENGER ROLLING STOCK—Continued.
(Reprint page xvi, 22.6.70)

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines		Coupling (For notes see page xviii)	Lighting facilities (See Note)
			Ist Class	Economy		feet	in.		
		Sundry Stock (Bogie)—continued.							
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† ..	64	Workmen's sleeper, Nos. 101 and over	..	..	20	Various		Auto.	K.
WK(M)	1	Workmen's kitchen carriage..	..	..	30	59	3½	Auto.	—
BP ..	12	Bogie Van .. ..	..	..	35	41	11½	Auto.	—
LP ..	10	Bogie Sheep Van .. ..	..	..	26	38	10	Auto.	—
TP ..	5	Refrigerated Van, Nos. 1 to 5..	..	..	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 Nos. 2, 3, 5, 6. ½ Auto. ½ Screw Nos. 1, 4	—
		Brakevan and Sundry Stock (Fixed Wheel Base)							
ZP ..	21	2 tons capacity (6 wheels) Nos. 19, 31, 153, 211, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	..	..	18	27	4	Dual	K.
		Brakevan and Sundry Stock (Not available for passenger trains)							
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 ..	365	5 tons capacity (6 wheels) ..	..	..	15	27	4½	Auto.	K.
W† ..	264	Workmen's sleeper ..	..	..	15			Screw, 5 No. Auto., 259 No.	—
WM ..	1	Workmen's mess carriage (6 wheels)	..	..	15	Various		Auto.	—
WS ..	6	Workmen's shower carriage.. (4 wheels)	..	..	13	24	11	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ..	1	One compartment with Brakevan 4 tons (No. 2)	..	7	10	27	3¾	Auto.	—
NB ..	1	7 compartments (No. 24) ..	..	32	11	31	8	Auto.	—
NBH ..	11	Excursion carriage (Nos. 2 to 4, 6 to 11, 13, 14)	..	32	7	27	3¾	Auto.	—
NBL ..	4	Excursion carriage Nos. 1 to 4	..	36	11	31	0	Auto.	—
NC ..	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	..	..	7½	27	3¾	Auto.	—
		Electric Trains	One Class						
M ..	30	{ 7 compartments (swing) ..	70	55	60 and 55	61	1¼	Screw	E.
M ..		{ 8 compartments (swing) ..	80						
M ..	257	8 compartments (sliding) ..	84	55	61	8	8	Screw Screw 210, Trans Hook 47	E. E.

Note:—"E" Electric; "K" Kerosene.

(M) The maximum load which may be hauled behind WK carriage is shown in part (c) of maximum loads of Express and Passenger trains, page xi.

† Not to be attached to passengers trains unless authorised.

VICTORIAN PASSENGER ROLLING STOCK—Continued.

(Reprint page xvii, 22.6.70)

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			One Class		feet	in.		
Victorian Stock (Electric Trains)—continued								
M ..	90	3 compartments (sliding) ..	59	55	62	11¼	Auto.	F.
M ..	81	1 compartment (sliding) ..	65	55	62	11½	Auto.	F.
M ..	19	1 compartment (sliding) ..	71	55	62	11½	Auto.	F.
D ..	4	Walk Through ..	70	35	60	1¼	Screw	E.
D ..	10	7 compartments (swing) ..	80	35	61	8	Screw	E.
D ..	58	8 compartments (sliding) ..	84	35	61	6	Screw	E.
T ..	11	9 compartments (swing) ..	90	35	59	3½	Screw	E.
T ..	189	9 compartments (sliding) ..	94	35	61 and 59	6 and 3½	Screw 149 Trans. Hook 40	E.
T ..	90	3 compartments (sliding) ..	72	40	62	11¼	Auto.	F.
T ..	75	1 compartment (sliding) ..	80	40	62	11¼	Auto.	F.
T ..	15	1 compartment (sliding) ..	82	40	62	11¼	Auto.	F.
BT ..	14	Walk Through ..	90	35	59	3½	Screw	E.
BT ..	1	9 compartments (swing) ..	73	30	59	3½	Trans. Hook	E.
BT ..	30	3 compartments (sliding) ..	72	40	62	11¼	Auto.	F.
BT ..	25	1 compartment (sliding) ..	80	40	62	11¼	Auto.	F.
BT ..	5	1 compartment (sliding) ..	82	40	62	11¼	Auto.	F.
G ..	100	Walk Through ..	94	35	59	3	Auto.	F.
G ..	100	9 compartments (sliding) ..	94	35	59	3	Screw 53, Trans. Hook 47	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.

VICTORIAN PASSENGER ROLLING STOCK.—Continued

(Reprint page xviii, 22.6.70)

Class	No. of Vehicles in Class	Description of Vehicle	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	Economy		feet	in.		
		Victorian Stock Rail Motor Vehicles (Bogie)			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 to 32, 34, 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. 33, small brakevan (25 cwt. capacity)	18	27	26	56	4¾	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56-64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
"	1	" " " No. 55	—	38	17	44	1¾	" "	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	11½	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 Hooks, 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.

(Reprint page xix, 22.6.70)

Class of Vehicles				Tonnage Rating	Class of Vehicles				Tonnage Rating
				Tons					Tons
CA Brakevans	..	..	..	23	TP (Refrigerated Vans) (Nos. 1 to 5)	..	..	21
CE Brakevans	..	..	..	40	BP Vans	..	..	24
CP Brakevans	..	..	..	26	FP Horse Box (Nos. 7, 10, 12, 13)	..	..	25
CV Brakevans	..	..	..	27	Bogie Horse-Box (South Australian)	..	..	26
CW Brakevans	..	..	..	32	LP (Bogie Sheep Van)	..	..	25
C Brakevans	..	..	..	21	VP (Bogie Vans)	..	..	25
ZLP Brakevans	..	..	..	23				
JCP Brakevans	..	..	..	26				
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 of Vehicle	Passenger Capacity		Tonnage Rating	Overall Lgth of vehicle over buffers.			
			1st Class	Economy		feet	ins.		
Sleeping	..	2	"Angas" and "Finniss"	..	..	45	73	8½
Special	..	1	Officers' inspection carriage "Murray" (sleeper and diner)	..	..	52	77	7½
"	..	1	Vice Regal Carriage	..	..	51	77	10¾
"AD" class	..	2	All steel (air-conditioned) Nos. 1 & 2	..	..	51	78	3
"AD" class	..	3	All steel (air-conditioned) Nos. 3 to 5	..	..	51	78	3
"BD" class	..	4	All steel (air-conditioned)	..	..	70	51	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
780 class	..	4	All steel (country)	38	..	39	62
"CD" class	..	11	Brakevan Passenger, 8 wheels, capacity, 25 tons	64	72	3
						(39 when ety.)			
CGP	..	7	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	8	34	40	2½	
GB	..	11	Brakevan (Passenger and Freight) 8 wheels, Capacity 6 tons	..	..	28	39	8
8300 class (Nos 8300-8313)	..	14	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	4	35	40	2½	
8300 class (Nos. 8314-8363)	..	55	Brakevan (All steel) Passenger and Freight, 8 wheels, capacity 10 tons	..	8	34	40	2½	
8375-8379)					
4400 class	..	20	Brakevan, Passenger and Freight, 8 wheels, capacity 10 tons	..	10	24	42	1¾	

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 effect the running of the train, indicating clearly the location at which such variations occurred.

(d) **Particulars of the time occupied at stations, or the time lost or gained on each section, based on the schedule applicable to the full load or portion of that load, e.g., 3/5ths or 4/5ths 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 mileages as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast trains, 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 or Mixed train obtains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

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

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 242), in the case of trains operating within the Central Train Control area, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

COMPILATION OF GUARDS' TRUCK SHEET

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

The stations the vehicle is waybilled from and to, also attached and detached at, must be inserted. Vehicles used as safety are to be included in the load 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 the contents being computed as shown on the succeeding pages. Passenger carriages and brakevans to be recorded and weight shown (see schedule tonnage rating on pages xiii-xix).

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 5½ 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 "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—Live Stock	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 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 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 ton "RY" wagon loaded with firewood less than 3 feet long to water level	15 "	
16½/22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "	
16½/22 tons "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 props, palings and laths	19 "	
31 ton "QR" (Nos. 1-376 and 407) wagon loaded with 5 feet firewood (on end)	18 "	
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" or "MB" Van of horses or cattle	5½ "	
"MM", "MF", Van of horses or cattle	11 "	
"L" Van of sheep or calves (two tiers)	4½ "	
"L" 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	3½ "	
"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", "LF" 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 livestock :—

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

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

"GY" loaded with bulk wheat	22 tons
"GJX" (55, 57 tons) loaded with bulk oats	40 tons

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS).—Continued.

(Reprint page xxlii, 22.6.70)

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 weight of contents of a loaded vehicle on a Plant, Ballast or other departmental work train, the following scale is to be observed:—

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

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.

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES

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

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

**COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)
TARE WEIGHT TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.
WATER TANK UNITS—EX LOCOMOTIVE TENDER TANKS.**

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

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES

CLASS OF VEHICLE	TARE WEIGHT
Narrow Gauge Vehicles—	
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.

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

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxiv, 7.9.70)

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines		Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
			Nearest Foot				
FIXED WHEEL BASE							
B	Box Van	45	25		11	14	..
DW	Domestic Water	45	26		10	7	..
FJ	Bulk Flour	45	25		12	20	..
G	Bulk Wheat Hopper	45	26		11	25	..
GY	Open Bulk Wheat	45	25		9	22	0 10
H	Box Wagon (Dept. use only)	45	21		9	10	..
HD (Nos. 220-223)	Box Wagon (Dept. use only)	40	27		9	11-16	..
HD (except 220-223)	Box Wagon (Dept. use only)	45	27		9	11	..
HR	Flat Top Transport Wagon	45	26		8	16 to 27	..
I†	Open	45	26		8	16½	0 5
IA†	Open	45	26		8	16½	0 5
IC†	Open Tippler	45	26		8	16½	0 10
IK	Safety Wagon—Pipe Transport 4 wheel	45	26		7	16½	..
IT	Timber	45	26		8	16½	0 5
IY	Open	45	25		9	22	0 10
IZ	Open	45	25		9	27	..
J	Bulk Cement Hopper	45	25		11	20	..
K	Flat (Nos. 372, 373-20 tons)	45	22		7	16	0 10
KAB	Particle Board	45	29		10	17½	0 10
KC, KMC	Flat Top LCL Container Traffic	45	25		8	22	..
KCC	Cement Container Traffic	45	26		8	16½	0 5
KL	Flat Wagon Container Loading Plat.	45	25		8	16½	..
KPC	Special Container Traffic	45	22		7	16	..
KPW	Wood Pulp 4 wheel	45	26		8	16½	..
KQ	Flat Wagon (Container Traffic)	45	25		8	20	..
KR	Rails	45	28		8	16	..
KS	Scantlings	45	25		9	22	..
KT	Open Timber	45	25		10	22	..
KW	4 Wheel Chipwood	45	26		9	15	..
L	Sheep Van (Floor Area 308 Sq. Ft.)	45	23		10	10	..
M	Cattle Van (" " 141 ")	45	23		9	10	..
MB	Cattle Van (Bulls) (" 141 ")	45	23		9	10	..
MS	Fertilizer	45	23		9	10	..
N	Ballast Plough Wagon	45	19		7	..	..
O	Open Hopper	45	23		9	16½	0 10
OC	Sand Hopper	45	23		9	15½	..
OH†	Overhead (Dept. use only)	45	48		Tare	..	..
ON	Open Hopper	45	23		8	16½	0 10
P	Powder Van	45	22		10	6	..
RY	Open Wagon	45	25		9	22	0 10
T Nos. 192-417	Refrigerated Van (Wooden)	45	29		14	15½	0 10
T Nos. 420-469	Refrigerated Van (Steel)	45	29		12	15½	0 10
T Nos. 1-191	Refrigerated Van	45	22		11	12½	0 5
Tanks	Various	45	Various		Tare	..	..
TW†	Petroleum Products	45	25		Tare	40	..
U Nos. 1217-1466	Louvre Van	45	29		12	16	0 10
U Nos. 1467-1796	Louvre Van	45	22		10	11½	0 5
WT	Water Wagon	45	26		11	9	..
WTT	Weighbridge Test Truck (Dept. use only)	45	..		{ 21 15½	..	..
WZ	Weedex Spray Van (6 wheel)	45	26		13	..	..
BRAKEVANS							
Z	6 wheel (Nos. 1 to 626)	45	27		13	4	..
Z	4 wheel (Nos. 627 to 746)	45	27		13	4	..
ZL	6 wheel	45	27		13	2 or 5	..
ZP	6 wheel	60	27		16	2	..

† 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.

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxv, 12.10.70)

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt
			Nearest Foot			
BOGIE VEHICLES available for change of bogie 5' 3"-4' 8½"						
AX	Car Transport Wagon	60	59	20	10	..
ALX (Nos. under 200)	Car Transport Wagon	60	76	21	15	..
BLX	Box Van	60	43	21	40	1 0
BMX	Box Van	60	42	20	35	..
CSX (Nos. 9 and 10)	Coil Steel Wagon	60	35	21	53	..
CSX (Except Nos. 9 & 10)	Coil Steel Wagon	60	40	22	52	..
ELX (Nos. under 500)	Open Wagon	60	49	22	50	..
ESX	Steel Transport Open Wagon	60	49	21	50	..
EX	Open Wagon	60	46	19	44	0 10
FQX	Flat Wagon Containers	60	66	19	55	..
FX	Bulk Flour Hopper Wagon	60	54	29	44	1 0
GJX (Nos. 1-100)	Bulk Wheat Hopper Wagon	60A	49	16	57	2 0
GJX (Nos. 101-200)	Bulk Wheat Hopper Wagon	60A	49	20	55	..
JX	Bulk Cement Wagon	60	46	25	50	..
QCX	Flat Wagon L.C.L. Containers	60	48	17	46	1 0
SBX	Flat Wagon with Bulkheads	60	43	18	44	1 0
SCX	Flat Wagon, Cable Drums	60	46	20	45	..
SFX†	Flat Wagon End Bulkhead (63 ft.)	60	68	26	49‡	..
SKX	Flat Wagon (Container) (75 ft.)	60	78	25	50	..
TVX (Nos. 11-32)	Flat Wagon, Twin Flexi-vans	60	76	27	46	..
TWX (f)	Petroleum Products	60B	48	Tare	40	..
VHX	Louvre Van	60	55	25	50	..
VLX	Louvre Van	60	43	21	40	2 0

(f)—Not available for attaching to 60 m.p.h. Goods Trains when loaded.

A—50 m.p.h. in N.S.W.

B—50 m.p.h. when loaded; 50 m.p.h. in N.S.W. Loaded or Empty.

† Maximum length quoted where different lengths exist.

‡ Maximum load 49 tons including tare of containers and pallets, between Melbourne and Sydney and 46 tons between Melbourne and Adelaide.

GENERAL INSTRUCTIONS—Continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued

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

See page xxxiii in respect to Overloading of Goods Vehicles

(Reprint page xxvi, 12.10.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
			Pull Lines			
			Nearest Foot			
	BOGIE VEHICLES NOT available for change of bogie 5'3"-4'8½"					
BB ..	Box Van	45	42	20	35	..
BLF ..	Box Van	60	43	23	44	1 0
BP ..	Box Van	70	42	24	35	..
CJ ..	Bulk Cement Hopper	45	37	19	50	..
CJF ..	Bulk Cement Hopper	60	37	19	50	..
E ..	Open Wagon	45	46	19	44	0 10
FP ..	Horse Box	70	48	25 (12 horses)	..	..
FVF ..	Single Flexivan	60	43	18	24	..
HH ..	Casualty Van (Dept. use only) Nos. 1 to 6	45	51	24	40	..
HH ..	" " " " " Nos. 7 to 12	45	38	20	23	..
HR ..	Flat Top Transport Wagon	45	27	18	26	..
HW ..	Weedex Staff Car	45	29	13	..	..
KR ..	Flat Rails	45	26	16	25	..
LF ..	Sheep Van, Floor area 616 sq. ft.	60	39	21	30	..
LL ..	Sheep Van " " " " "	45	39	21	30	..
LP ..	Sheep Van " " " " "	70	39	25	30	..
MF ..	Cattle Van " " 282 " "	60	39	19	30	..
MM ..	Cattle Van " " " " "	45	39	19	30	..
NN††	Hopper Ballast Wagon Nos. 2 to 45	30	30	14	31	0 5
NN††	Hopper Ballast Wagon Nos. 46 onwards	30	30	14	35	0 5
Q† (Except No. 129)	Flat Wagon	45	48	Tare	31	0 5
Q (No. 129)	Flat Wagon	40	35	13	31	0 5
QAB ..	Particle Board	45	53	20	30	0 5
QB ..	Well Wagon Nos. 1 to 12	45	55	19	31	0 5
QD ..	Crawlercrane rail transport	45	..	15½	10	..
QF ..	Flat Wagon	45	53	19	31	0 5
QH ..	Flat Wagon	45	40	32	90	..
QN ..	Hopper Ballast Wagon	45	37	14	26	0 5
QR†	Open Wagon Nos. 377 to 406 inc. 4 Door	45	43	17	31	0 5
QR ..	" " Nos. 1-376 & 407 3 Door	45	38	16	27	..
QS ..	Flat Wagon—Special Loads	*	Various	Tare	171	..
QTF ..	Container (Tallow)	60	46	17	44	..
QW ..	Well Wagon	*	95	92	150	..
QWF	Well Wagon, No. 1	*	54	33	60	..
S ..	Flat Wagon	45	46	17	44	1 0
TP ..	Refrigerated Van Nos. 1 to 5	70	28	21	15½	0 10
TW†	Petroleum Products	45	48	Tare	40	..
TWF† Empty	Petroleum Products	60	48	Tare	40	..
TWF† Loaded	Petroleum Products	50	48	Tare	40	..
UB ..	Louvre Van	45	29	15	16	0 10
UF ..	Louvre Van	60	29	15	16	0 10
V ..	Louvre Van	45	39	19	33	1 0
VF ..	Louvre Van	60	39	20	35	1 0
VP ..	Louvre Van	70	42	25	35	1 0
WA ..	Weedex Tankers	45	46	Tare	30	..
Tanks	Various	45	Various	Tare	..	..
BRAKE-VANS						
CA ..	.. .. .	70	43	23	10	..
CP ..	.. .. .	70	42	26	10	..
JCP ..	.. .. .	70	42	26	10	..
ZLP ..	.. .. .	70	37	23	10	..

* Special instructions.

† Maximum length quoted where different lengths exist.

†† Empty 45 m.p.h.

GENERAL INSTRUCTIONS—Continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—Contd

See Note "A" (Page xxix)

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxvii, 12.10.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Permissible Overload Tons Cwt.
			Nearest foot				
BOGIE VEHICLES NOT available for change of bogie 5' 3"-4' 8½"							
BH ..	Horse Box ..	70	52	25	12 Horses	..	..
C ..	Cattle Van ..	45	39	18	18 Beasts	..	..
CS ..	Cattle Van ..	60	39	18	18 Beasts	..	..
DP ..	Van ..	70	39	19	33 Tons	..	..
DRP (f)	" ..	60	39	19	33	..	..
DFS, DS	" ..	60	39	19	33	..	..
DW ..	" ..	45	43	20	29	..	0 14
DWP	" ..	70	39	21	33	..	..
DWR (f)	" ..	60	43	20	29	..	0 14
FB ..	Flat Wagon ..	45	46	17	55	..	..
FBA ..	" ..	45	46	16	33	..	..
FBF ..	" ..	45	46	17	44	..	..
FBR (f)	" ..	60	46	17	55	..	..
FBT ..	" ..	45	46	17	50	..	..
FC, FCC	" ..	45	39	14	35	..	..
FCD ..	" ..	45	49	15	35	..	..
FDB ..	" ..	45	52	17	50	..	..
FSC ..	Flat Container ..	45	39	14	35	..	..
FVS ..	Flexivan ..	60	43	17	24	..	..
FWC	Flat Container ..	45	46	15	44	..	..
HB ..	Hopper ..	45	35	18	54	..	..
HC ..	" ..	45	35	19	50	..	..
HCA ††	Hopper (Cement) ..	60D	35	18	30	..	..
HCA ..	" ..	60	44	23	49	..	0 10
HS ..	" ..	45	35	19	55	..	..
M, MG	Box Van ..	45	39	18	33	..	..
MB ..	Van ..	60	39	23	33	..	..
MRP ††	" ..	60	39	18	33	..	..
O ..	Open Wagon ..	45	46	18	44	..	..
OB ..	" ..	45	46	18	44	..	..
OC ..	Open (Pyrites) ..	45	46	18	55	..	..
OMB ..	" ..	45	46	19	44	..	..
OS ..	" ..	60	46	18	44	..	..
OW ..	" ..	45	46	17	44	..	..
OWP ††	" ..	60	46	17	44	..	..
OWS	" ..	60	46	17	44	..	..
RB ..	Refrigerator ..	45	39	20	33	..	..
RBP ††	" ..	70	39	23	33	..	..
RRP ††	" ..	60	39	22	33	..	..
S ..	Sheep Wagon ..	45	39	19	200 Sheep	..	..
SBS ..	" ..	60	39	19	200 Sheep	..	..
SE ..	Van (Explosives) ..	60	29	15½	7½	..	..
SFC ..	Flat Wagon ..	45	43	25	..	..	..
W ..	Open Wagon ..	45	43	17	33 Tons	..	..
WV ..	Van ..	45	43	23	28	..	0 12
TA ..	Acid Tank ..	45	39-46	18to22	..	4500	..
TAL ..	Ammonia Tank ..	45	46	22	..	9000	..
TC ..	Petrol tank ..	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 ..	Petrol Tank ..	45	39	20	..	5500	..
TCA ..	Petrol or Kero. tank ..	45	39	24	..	8700	..
TCA ..	" ..	45	39	22	..	10000	..

(f) Not available for attaching to 60 m.p.h. Goods Trains.

†† Not available for attaching to 60 m.p.h. Goods trains when loaded.

D 45 m.p.h. when loaded.

GENERAL INSTRUCTIONS—Continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—Contd.

See Note "A" (Page xxix)

(Reprint of page xxviii, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons
			Nearest Foot			
TCA	Fuel Oil Tank	45	39	22	..	10000
TCO	Fuel Oil Tank	45	39	23	..	9000
TDF	" "	45	39	24	..	9000
TG	LPG Tank	45	58	34, 35	..	16,700
TG	Ammonia Tank	45	43	21	..	5000
TOL	Fuel Oil Tank	45	39	23	..	9000
TS	" "	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	" "	45	39	22	..	8900
TV	" "	45	46	28	..	8500
TV	" "	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. tank	45	46	23	..	5200
TV	Bitumen Oil Tank	45	41	31	..	10000
TW	Water Tank	45	39	23	..	9000

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—Continued—See Note "A"

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxix, 12.10.70)

Class of Vehicle	Description of Vehicle	Maximum Speed m.p.h.	Max'um Length Over Pull Lines	Tare Weight Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Permiss- ible Overload Tons Cwt.
			Nearest foot				
Bogie VEHICLES available for change of bogie 5'3"-4'8½"							
ALX (Nos. 200 onwards)	Motor Car Carrier	60	76	20	15	..	0 8
ELX (No. 500 & onwards)	Open Wagon	60	49	21	50	..	..
FBX	Flat Wagon	60	48	18	54	..	..
FCDX	Container Wagon	60	50	15	40	..	..
FPX	Flat Wagon (Particle Board) ..	60	48	20	52	..	..
FOX	Flat Wagon (Containers)	60	66	19	55	..	..
LX	Louvre Van	60	43	20	40	..	..
OAX	Open Wagon	60	73	20	35	..	0 4
OMX	Motor Body Transport	60	73	22	35	..	0 4
OX	Open Wagon	60	46	18	44	..	..
RX	Insulated Van	60	39	20	33	..	..
SFKX	Flat Wagon	60	78	..	50	..	..
SGX	Open Wagon	60	49	22	50 (46SA)	..	..
SGMX	"	60	59	25	47	..	..
SHBX	Hopper Wagon Bulk Grain	60	48	20	52	..	..
SHCX	Hopper Cement	60	44	23	49	..	..
FIXED WHEEL BASE							
CF	Cattle Van	45	21	8	9 Beasts	..	..
DA	Van	45	23	10	13 Tons	..	0 4
DWF	"	45	23	10	15	..	0 8
EE	Explosive Van	45	23	11	7½*	..	..
EE	Van	45	23	11	15	..	0 8
OBF	Open Wagon	45	25	9	22	..	..
OF	"	45	25	8	17	..	0 12
R	Refrigerator Van	45	23	11	15	..	0 8
SF	Sheep Van	45	21	9	100 Sheep	..	..
TC	Fuel Oil Tank	45	25	14	..	4500	..
TDF	"	45	21	12	..	2000	..
Y	Open Wagon	45	23	8	17	..	0 12
YA	Acid Tank	45	23	8	16	1200	..
Z	Hopper Wagon	45	25	9	16	..	0 10

Note :—See page x for SAR vehicles which may be attached to passenger trains.

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

Some South Australian 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 body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page x) but must not be attached to express goods trains.

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

South Australian vehicles having a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 4' 8½" gauge bogies.

Note "A"—The maximum load which can be hauled behind the following SAR Goods vehicles when on Express Goods Trains between Taillem Bend and Mile End is 1100 tons.

- | | |
|--------------------|---|
| DP | OMX (Nos 9, 17, 51, 57, 60, 79) |
| DS (Nos 26 to 115) | OS |
| DFS | OWS |
| DWP | OX (Except Nos. 64, 67, 70, 71, 73, 76) |
| OAX | RX (Except No. 9035) |

TARE WEIGHTS TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES

(Available for change of Bogie 4' 8½"—5' 3")

(Reprint page xxx, 12.10.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines		Tare Weight Tons	Carrying Capacity Tons
			Nearest Foot			
GBX ..	Open Wagons	60	47		20	50
GDX ..	Open Wagons	60	47		21	45
GMX ..	Open Wagons	60	78		30½	45
GNX ..	Motor Car Carrier Wagon	60	78		25	12
GOX ..	Open Wagons	60	78		28	45
LBX ..	Louvre Vans	60	48		21	40
LCX ..	Louvre Vans	60	48		22	45
LDX ..	Louvre Vans	60	48		23	45
LEX ..	Louvre Vans	60	78		31	44
RGX ..	Flat Wagons	60	50		20	55
RLX ..	Flat Wagons	60	59		22	53
RMX ..	Flat Wagon (Containers)	60	66		23	54
ROX ..	Flat Wagon (Containers)	60	78		24	51
VCX ..	Box Vans	60	48		21	40
VDX ..	Box Vans	60	48		22	40
VEV ..	Box Vans	60	78		31	43

TARE 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		Tare Weight Tons	Carrying Capacity Tons
			Nearest Foot			
WFCX	Flat Wagon	60	..		..	..
WFX ..	Flat Wagon	60	57		27	48
WGX ..	Open Wagon	60	59		26	49
WMX ..	Motor Car Carrier Wagon	60	78		24	12— Mtr. Cars
WQX ..	Flat Wagon	60	59		20	55
WVX ..	Covered Wagon	60	59		25	50

**GENERAL INSTRUCTIONS—Contd. TARE WEIGHT TO BE ALLOWED FOR NEW
SOUTH WALES GOODS VEHICLES (Available for change of Bogie 4' 8½"—5' 3")**

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxxi, 12.10.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines		Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
			Nearest Foot				
ARX ..	Hopper Wagon—Cement ..	50	40		16	56	..
BBX ..	Flat Wagon Steel Plate ..	60	76		27½	45½††	..
	Bolstered ..						..
BCX ..	Flat Wagon Container ..	60	76		27½	45½††	2 .. 0
BDX ..	Open Wagon ..	60	49		20	50	1 .. 0
BEX ..	Flat Wagon ..	60	48		20	51	..
BKX ..	Motor Car Bodies ..	60	76		20	15 (10 Mtr. Cars)	..
CBX ..	Flat Wagons for Containers ..	60	76		27½	45½††	..
CCX ..	Open Wagon, Coiled Steel ..	60	49		23	49	1 .. 0
CGX ..	Ore Concentrates ..	60	36		18	55	..
CMX ..	Flat Wagon Container ..	60	48		20	53	..
CPX ..	Flat Wagon, End Bulkhead ..	60	61		24	49	..
	Panelboard ..						..
FCX ..	Open Wagon Furnace Coke ..	60	43		20	40	2 .. 0
GCX ..	Open Wagon Furnace Coke ..	60	43		20	40	2 .. 0
GX ..	Open Wagon ..	60	43		20	40 & 52	1 .. 0
GLX ..	Louvre Van ..	60	48		25	47	2 .. 0
HGX ..	Open Wagon ..	60	43		20	50	..
HLX ..	Louvre Van ..	60	48		24	47	2 .. 0
HMX ..	Flat Wagon ..	60	48		20	53	..
HPX ..	Flat Wagon Panelboard ..	60	48		21	51	..
JLX ..	Louvre Van ..	60	59		26	47	..
OCX ..	Flat Wagon, Container ..	60	66		21	52 (54 on lines shown in Footnote)	..
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		27½	45½††	..
TLX ..	Louvre Van Tin Plate ..	60	48		27	45	1 .. 0
TMX ..	Flat Wagon for Pipes ..	60	48		20	53	..
TVX ..	Flat Wagon Twin Flexi-van ..	60	76		24	46	..
	(No. 12416 & onwards) ..						..
TANKS	"Esso" Bitumen Nos. 139-143 Ety. ..	60	52		28	11300-11950 gals.	..
"	"Esso" Bitumen Nos. 139-143 Ety. Loaded ..	50	52		28	11300-11950 gals.	..
WHX ..	Hopper Wagon—Wheat ..	60	47		16½	56	..

†† 49½ tons when operating on main lines between Sydney Metropolitan Area, Albury and South Brisbane.

GENERAL INSTRUCTIONS—Continued

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES

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

Steam Crane—	To count as—
No. 3 (with tender)	60 tons
No. 4 (without tender)	40 "
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 Diesel crane (Way and Works Branch No. 45) with special "Q" wagon	55 "
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon	30 "
Grab cranes (Nos. 33 and 36)	35 "

ENGINE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

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

Class	Maximum Axle Load	Length Overall	Weight (Nearest Ton) "DEAD"
Broad-gauge—	T. C. Q.	Ft. Ins.	
"H" (Diesel Electric)	20 0 0	43 11	80
"R"	19 10 0	77 3½	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
"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 1½	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 5½	114
"E" (Electric) (1102 to 1111)	13 15 2	38 8½	55
"K"	13 10 0	60 3¾	105
"D 3"	13 14 0	58 3¾	100
Narrow-gauge—			
"NA"	9 9 2	— —	35

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

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**. EBC Wagons are permitted a gross weight of 83 tons between Dynon and Albury on the Standard Gauge Line.

SOUTH AUSTRALIA The gross weight of any vehicle permitted to operate over the South Australian Railway 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 as between Melbourne and Adelaide.

NEW SOUTH WALES The gross weight of any vehicle permitted to operate over the New South Wales Railway System **must not exceed 73 tons**, except in respect to "BC" type wagons conveying containers between Albury and South Brisbane, the gross weight **must not exceed 77 tons**, and **73 tons** on all other lines. EBC wagons conveying refrigerated cargo are permitted to operate between Albury and South Brisbane with a gross weight of 83 tons.

OVERLOADED VEHICLES.

When vehicles are found to be loaded in excess of the carrying capacity but not in excess of the maximum load which includes the permissible overload, the surplus need not be removed, provided the maximum gross weight is not in excess of the tonnage figures shown above.

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) .. (In the case of a train composed wholly of bogie vehicles the maximum shall not exceed 45 such vehicles).	75
(b) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "UB", "UF" or "TP" van, or bogie "CA", "JCP", "ZLP", "CP" 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 xx 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.

MAXIMUM LOADING OUTLINE

The particulars of the Maximum Load Outline for Broad Gauge Lines (5' 3") within Victorian and South Australian Systems and for all traffic passing through Victoria to or from other Systems on Standard Gauge (4' 8½") or via the Bogie Exchange, are shown hereunder :—

Above Rail Level	Width Centrally Located
at 14' 0"	3' 0"
" 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"

Loading must not project more than 6 inches over the wagon at each end.

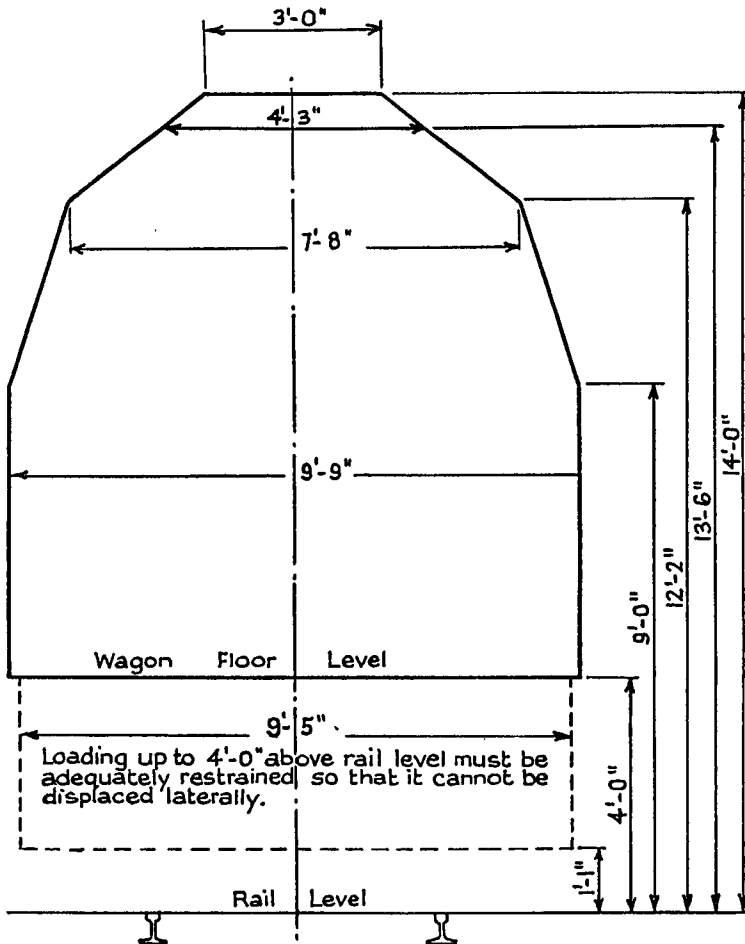
The width of 9' 9" at 9' 0" above rail level gradually tapers to 7' 8" at 12' 2" above rail level thence to 3' 0" at the maximum height of 14' 0" above rail level as indicated in the diagram hereunder :

All lashings, chains and other equipment used for securing moveable loading for conveyance must be within this 'Loading Outline.'

The full lines indicate the limit of movable loading and the dotted lines the limits of movable loading placed and conveyed on special low load wagons.

Any load exceeding the limits of this 'Loading Outline' must be treated as 'Out of Gauge' loading and may only be conveyed under special conditions approved of by the Chief Traffic Manager, Auto. 1429.

This Loading Outline is based on Goods Rolling Stock built with maximum dimensions not exceeding 75' 0" in length, 9' 9" in width and 53' 0" bogie centres.



COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

(See Footnote)

(Reprint of page xxxv, 12.10.70)

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for :— BENDIGO, ETC.				Trains ARRIVE SPENCER ST. as under from:—BENDIGO, ETC.			
8 0 a.m.	Woodend— Daylesford ..	6	Mon. to Sat.	7 15 a.m.	Kyneton ..	6	Mon. to Fri.
8 45	Bendigo (Con- nects Dayles- ford) ..	2	Tue., Thurs.	8 20	Kyneton ..	8	Mon. to Sat.
8 45	Bendigo and Swan Hill (Con- nects Daylesford)	2	Monday, Wed., Fri., Sat.	8 45	Daylesford ..	6	Mon. to Sat.
12 20 p.m.	Kyneton	8	Saturday	9 40	Bendigo ..	3	Mon. to Sat.
1 35	Bendigo ..	1	Mon., Wed., Fri., Sat.	2 25 p.m.	Swan Hill & Bendigo ..	1	Mon. to Sat.
1 35	Bendigo and Swan Hill ..	1	Tue., Thurs.	4 40	Daylesford ..	6	Mon. to Fri.
4 27	Woodend— Daylesford ..	6	Mon. to Thurs.	5 20	Daylesford ..	6	Saturday
4 27	Woodend ..	6	Fri.	7 55	Bendigo ..	6	Friday
5 4	Daylesford ..	6	Friday	8 15	Bendigo ..	6	Mon. to Thur.
5 4	Bendigo (Connects Daylesford) ..	6	Mon. to Thurs.	8 20	Woodend ..	6	Friday
5 14	Kyneton ..	8	Mon. to Fri.	8 31	Bendigo ..	4	Saturday
5 35	Woodend— Daylesford ..	6	Saturday Fri.	11 39 a.m.	Bendigo ..	3	Sunday
5 40	Bendigo ..	5	Mon. to Fri.	9 25 p.m.	Bendigo (Connects Daylesford) ..	2	Sunday
5 45	Kyneton ..	6	Mon. to Fri.	ADELAIDE—SERVICETON—BALLARAT			
6 5	Bendigo (connect Daylesford) ..	4	Saturday	7 30 a.m.	Bacchus Marsh ..	5	Mon. to Fri.
9 30 a.m.	Bendigo (Connects Daylesford) ..	3	Sunday	7 58	Mildura and Ballarat (via Nth. Geelong .. Loop) ..	3	Saturday
7 5 p.m.	Bendigo ..	3	Sunday	8 5	Mildura and Ballarat (via Nth Geelong Loop)	3	Mon. to Fr
BALLARAT—SERVICETON—ADELAIDE				8 18	Bacchus Marsh	6	Mon. to Fri. Saturday Daily Sun. inc. (from W.A. Sun. Tues., Wed., Fri., Sat.)
7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat. ..	8 57	Adelaide "The Overland"	2	Mon. to Sat. Mon. to Fri.
9 10	Dimboola ..	5	Mon. to Sat.	9 24	Ballarat ..	7	Mon. to Sat.
12 25 p.m.	Bacchus Marsh ..	6	Saturday ..	9 50	Ballarat (via Geelong)	4	Mon. to Fri.
1 30	Horsham ..	2	Mon. to Fri.	10 35	Ballarat (via Geelong)	9	Saturday
1 30	Dimboola ..	2	Saturday ..	2 0 p.m.	Horsham ..	2	Tues. to Sat.
2 5	Ballarat (via Geelong)	6	Saturday ..	2 0	Dimboola ..	2	Monday
3 41	Bacchus Marsh	6	Mon. to Fri.	6 10	Ballarat B (via Geelong)	10	Saturday
4 0	Ballarat (via Geelong)	4	Mon. to Fri.	6 20	Ballarat (via Geelong) B	10	Mon. to Fri.
4 23	Bacchus Marsh	8	Mon. to Fri.	8 0	Dimboola ..	4	Mon. to Sat.
5 25	Ballarat ..	7	Mon. to Fri.	10 55 a.m.	Ballarat ..	4	Sunday
6 20	Ballarat ..	8	Saturday ..	8 20 p.m.	Horsham ..	1	Sunday
6 20	Bacchus Marsh	4	Mon. to Fri. Daily, Sun. inc. (to W.A. Sun., Mon Tue., Thur., Fri.)				
8 40	Adelaide "The Overland"	2	Monday to Thursday				
9 5	Ballarat and Mildura ..	5	Fri. Sun.				
9 20	Ballarat and Mildura ..	5					
9 35 a.m.	Horsham ..	4	Sunday				
7 10 p.m.	Ballarat ..	4	Sunday				

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.

B—To Flinders Street.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page xxxv).

(Reprint of page xxxvi, 7.9.70)

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER STREET as under for :—				Trains ARRIVE SPENCER STREET as under from :—			
GEELONG-WARRNAMBOOL-PORT FAIRY				PORT FAIRY-WARRNAMBOOL-GEELONG			
6 8 a.m.	Werribee ..	9	Mon. to Fri.	7 3 a.m.	Werribee ..	6	Mon. to Fri.
6 31	Werribee ..	8	Mon. to Fri.	7 12	Werribee N B	11	Saturday
7 4	Geelong and Ballarat } ..	7	Mon. to Sat.	7 23	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 N A ..	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 ..	3	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 ..	11	Saturday
12 27	Werribee N A ..	12	Mon. to Fri.	9 26	Werribee N 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 N 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 ..	10	Mon. to Fri.
6 15	Geelong ..	7	Saturday	6 10	Geelong and Ballarat } ..	10	Saturday
8 5	Werribee ..	6	Mon. to Fri.	6 20	Geelong and Ballarat } ..	10	Mon. to Fri.
9 25	Geelong A ..	12	Mon. to Fri.	6 38	Werribee ..	8	Mon. to Fri.
11 24	Geelong A ..	12	Mon. to Sat.	7 16	Werribee B ..	13	Saturday
9 26 a.m.	Geelong A ..	10	Sunday	7 26	Geelong B ..	11	Saturday
10 48	Werribee N A ..	14	Sunday	7 30	Geelong ..	7	Mon. to Fri.
2 5 p.m.	Geelong A ..	10	Sunday	7 42	Geelong B ..	11	Friday
5 10	Werribee ..	6	Sunday	7 45	Port Fairy ..	5	Mon. to Thur.
7 37	Warrnambool A ..	10	Sunday	8 2	Werribee ..	8	Mon. to Fri.
8 12	Werribee A ..	14	Sunday	8 5	Port Fairy B ..	10	Saturday
11 29	Werribee A ..	14	Sunday	10 5	Port Fairy ..	2	Friday
				11 3	Werribee ..	6	Mon. to Fri
				9 44 a.m.	Werribee N B	13	Sunday
				10 26	Geelong B ..	10	Sunday
				12 51 p.m.	Werribee B ..	13	Sunday
				6 49	Werribee B ..	13	Sunday
				7 58	Geelong B ..	10	Sunday
				9 37	Warrnambool B	10	Sunday
				9 56	Werribee B ..	13	Sunday

A—From Flinders Street.

B—To Flinders Street.

N—Passengers change trains Newport.

(Continued on next page).

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

(Reprint of page xxxvii, 7.9.70)

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for :— SEYMOUR-TOCUMWAL-ALBURY- SYDNEY				Trains ARRIVE SPENCER ST. as under from : SYDNEY-ALBURY-TOCUMWAL— SEYMOUR			
7 10 a.m.	Seymour	.. 5	Mon. to Sat.	8 40 a.m.	Seymour	.. 3	Mon. to Sat
8 30	Albury and Tocumwal	} 5	Mon. to Sat.	9 0	Sydney— "Southern Aurora"	.. 1	Daily, Sun. Inc.
8 40	Sydney— "Intercapital Daylight"	.. 1	Mon. to Sat.				
12 50 p.m.	Seymour	.. 5	Saturday ..	9 55	Sydney— "Spirit of Progress"	.. 1	Daily, Sun. Inc.
4 13	Mansfield	.. 6	Mon. to Thur.	10 10	Mansfield	.. 6	Friday
4 45	Albury	.. 2	Mon. to Fri.	10 35	Numurkah	.. 2	Mon. to Sat.
5 18	Numurkah	.. 3	Mon. to Fri.	11 25	Albury	.. 1	Sunday
5 30	Seymour	.. 4	Mon. to Fri.	11 30	Seymour	.. 6	Mon. to Sat.
5 50	Albury	.. 2	Sat., Sun.	11 45	Albury	.. 1	Mon. to Sat.
6 7	Mansfield	.. 6	Fri., Sat.	12 5 p.m.	Mansfield	.. 6	Mon. to Thur., Saturday
6 30	Numurkah	.. 5	Saturday ..	7 40	Tocumwal	.. 3	Mon. to Sat.
6 45	Sydney— "Spirit of Progress"	.. 1	Daily, Sun. Inc.	8 10	Albury	.. 3	Mon. to Fri.
8 0	Sydney— "Southern Aurora"	.. 1	Daily, Sun. Inc.	8 20	Albury	.. 6	Saturday
8 50 a.m.	Mansfield	.. 6	Sunday	8 20	Sydney— "Intercapital Daylight"	.. 1	Mon. to Sat.
9 30	Albury and Numurkah	} 5	Sunday	9 0	Numurkah	.. 2	Sunday
				9 15	Albury	.. 1	Sunday
				10 1	Mansfield B	.. 13	Sunday

B. To Flinders Street.

Standard gauge trains shown in heavy black type.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote Page xxxv).

(Reprint of page xxxviii, 7.9.70)

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE FLINDERS STREET as under for :—				Trains ARRIVE FLINDERS STREET as under from :—			
6 39 a.m.	Warragul D	.. 6	Mon. to Fri.	7 15 a.m.	Werribee N	.. 6	Saturday
7 25	Traralgon	.. | Cent	Mon. to Sat.	8 1	Warragul D	.. 7	Mon. to Fri.
8 35	Bairnsdale	.. | Cent	Mon. to Sat.	8 38	Traralgon	.. | Cent	Saturday
9 5	"The Gippslander" Leongatha & Wonthaggi	} | Cent	Mon. to Sat.	8 40	Warragul	.. | East	Mon. to Fri.
				9 5	Leongatha	.. | East	Mon. to Sat.
9 15	Werribee N	.. 7	Mon. to Fri.	9 14	Werribee	.. | Cent	Saturday
12 24 p.m.	Werribee N	.. 7	Mon. to Fri.	9 19	Traralgon	.. | Cent	Mon. to Fri.
12 40	Traralgon	.. | Cent	Saturday	9 30	Werribee N	.. 6	Mon. to Fri.
1 0	Leongatha	.. | Cent	Saturday	11 2	Yarram & Wonthaggi	} | Cent	Mon. to Sat.
1 15	Warragul	.. | Cent	Mon. to Fri.				
3 38	Warragul	.. | Cent	Mon. to Fri.	11 15	Bairnsdale	.. | Cent	Mon.
3 58	Leongatha	.. | Cent	Fri.	11 15	Sale	.. | Cent	Tue., Wed., Thur., Fri.
3 58	Yarram	.. | Cent	Mon. to Thur.	11 27	Werribee N	.. 7	Mon. to Fri.
4 53	Traralgon	.. | Cent	Mon. to Fri.	11 40	Bairnsdale	.. | Cent	Saturday
5 13	Warragul D	.. 6	Mon. to Fri.	12 Noon	Warragul	.. | East	Mon. to Fri.
6 3	Sale	.. | Cent	Mon. to Thur.	4 50 p.m.	Traralgon	.. | Cent	Saturday
6 3	Bairnsdale	.. | Cent	Fri., Sat.	5 57	Geelong	.. | East	Mon. to Fri.
6 12	Leongatha & Wonthaggi	.. | Cent	Mon. to Thur.	6 10	Warragul D	.. 7	Mon. to Fri.
6 12	Yarram & Wonthaggi	} | Cent	Sat.	6 17	Geelong and Ballarat	.. | Cent	Saturday
				6 20	Yarram & Wonthaggi	.. | Cent	Fri.
9 20	Geelong	.. | Cent	Mon. to Fri.	6 26	Geelong and Ballarat	.. | Cent	Mon. to Fri.
11 20	Geelong	.. | Cent	Mon. to Sat.	6 50	Bairnsdale	.. | Cent	Mon. to Sat.
9 22 a.m.	Geelong	.. | West	Sunday	7 10	"The Gippslander" Leongatha & Wonthaggi	} | Cent	Mon. to Fri.
9 35	Sale	.. | Cent	Sunday				
10 45	Werribee N	.. 7	Sunday	7 19	Werribee N	.. 6	Saturday
2 0 p.m.	Geelong	.. | Cent	Sunday	7 29	Geelong	.. | East	Saturday
6 45	Leongatha & Wonthaggi	} | Cent	Sunday	7 45	Geelong	.. | East	Friday
				7 48	Traralgon	.. | Cent	Mon. to Fri.
7 5	Traralgon	.. | Cent	Sunday	8 1	Leongatha & Wonthaggi	.. | Cent	Saturday
7 32	Warrnambool	.. | Cent	Sunday	8 14	Port Fairy	.. | Cent	Saturday
8 8	Werribee	.. 2	Sunday	9 47 a.m.	Werribee N	.. 7	Sunday
11 25	Werribee	.. | Cent	Sunday	10 30	Geelong	.. | Cent	Sunday
				11 20	Traralgon	.. | Cent	Sunday
				12 55 p.m.	Werribee	.. | Cent	Sunday
				6 52	Werribee	.. 2	Sunday
				8 3	Geelong	.. | Cent	Sunday
				9 44	Leongatha & Wonthaggi	.. | East	Sunday
				9 43	Warrnambool	.. | Cent	Sunday
				9 55	Sale	.. | Cent	Sunday
				10 0	Werribee	.. 2	Sunday
				10 5	Mansfield	.. 3	Sunday

N—Passengers change trains Newport

D—Passengers change trains Dandenong.

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
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

1971

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								1	2	3	4	5	6	
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28							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	30	31				1	1	2	3	4	5			
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
25	26	27	28	29	30		23	24	25	26	27	28	29	27	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	1	2	3	4	5	6	7					1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11	
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18	
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25	
25	26	27	28	29	30	31	29	30	31					26	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	
31					1	2	1	2	3	4	5	6						1	2	3	4
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31		

Good Friday, April 9, 1971

