



VICTORIAN RAILWAYS.

WORKING TIME TABLE

ALSO,

TIME TABLE OF THE DENILQUIN AND MOAMA RAILWAY

(As furnished by the Company).

(NOT TO BE ISSUED TO THE PUBLIC.)

ON AND AFTER 1ST JULY, 1886.

N.B.—Suggestions or proposed alterations for next month must be forwarded to the General Traffic Manager NOT LATER than the 15th instant.


JOHN ANDERSON,
GENERAL TRAFFIC MANAGER.

BY ORDER OF
THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:
JOHN FERRIS, GOVERNMENT PRINTER, MELBOURNE.

1st July, 1886.

GENERAL NOTES.

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

All inaccuracies must be immediately reported to the General Traffic Manager.

Every Station-master or other employe connected with the working of the Traffic or Locomotive Branches of the Victorian Railways is to be supplied, at the station where he is located, with a copy of the Working Time Table before the commencement of the month to which it applies, in accordance with Regulations 3 and 4, and every such Station-master is held responsible that he thoroughly examines it so far as his own station is concerned. Station-masters must personally see that the foregoing is given effect to.

Where there is a Locomotive Foreman at a Station, it will be his duty to see that the men connected with his branch receive their copies by the time named; but this duty will devolve upon the Station-master where no Locomotive Foreman is employed.

Goods Trains are to keep out of the way of Passenger Trains, and not to be on the road fifteen minutes prior to any Passenger Train being due. Ballast Trains to keep clear of Passenger and Goods Trains, and not to be on the road fifteen minutes prior to any Train being due.

Passenger or Mixed Trains meeting at Stations on Single Lines.—When two Passenger or Mixed Trains meet at a station on a single line at which there is only one platform, the train which is timed to arrive there first must, after passengers have been picked up and set down, set back, and *not go ahead* for the purpose of shunting into the siding to allow the other train to draw up to the platform. This does not apply to Warragul, Inglewood, and Stawell stations.

Guards and Drivers will take notice that both Passenger and Goods Trains are now timed at all Stations on Single Lines and at Block Stations. This does not necessarily imply stoppage, but is merely to insure the keeping of approximate running time. Where the Times of Arrival and Departure are not expressly stated in the Time Tables, the time specified is that of Departure from Stations, and in all cases trains should arrive in sufficient time to enable shunting (if any) and other work to be done, in order that they may leave at the appointed hour. Every effort must be made by Guards and Drivers to keep time shown in the Time Tables.

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

Regulation 298 and 348.—Guards and Drivers, before starting on return journeys, must ascertain what extra trains, if any, have been put on the road since they examined the notices at their home Station.

Trains must not arrive at Terminal Stations or Junctions before the time shown on the Time Tables

Guards and Drivers will take notice that the speed of Goods Trains Inwards and Outwards between Dudley-street Signal Cabin, Melbourne, and Goods Yard, Spencer-street, is not to exceed 5 miles an hour.

The absence of a Signal at a place where a Signal is ordinarily shown, or a Signal imperfectly exhibited must be considered a Danger Signal, and treated accordingly, and the fact reported to the Signalman or Station-master.

Shunting at roadsides to be done, as far as practicable, during daylight, the through loads being given to the night or very early morning trains.

Passengers will not be booked by any of the Trains on the Main Lines for journeys between stations in the suburbs of Melbourne, or to and from Melbourne and any suburban station.

References applicable to Passenger and Mixed Trains.

- * Trains will not stop at Stations marked thus *.
- † Trains will only stop when required to pick up and set down Passengers at Stations marked thus †. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.
- ‡ This train will only stop on *Saturdays* when required to pick up and set down passengers at Stations marked thus ‡. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.
- ¶ Trains will only stop to pick up Passengers at Stations marked thus ¶.
- †† Trains will only stop to set down Passengers at Stations marked thus ††. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.

References applicable to Stations.

- † These are Staff Stations, at which the Staff or Staff Ticket must be received before starting, or delivered up on arrival.
- G. These are Greasing and Examining Stations.
- W. These are Watering Stations.

References applicable to Goods Trains.

- † These Trains run as may be required. They are put on and off by special orders from the General Traffic Manager's Office or Depot Stations. When put on to run "till further notice," the issue of new Time Tables will not affect them.

Index to Lines, &c., arranged Alphabetically.

Line, &c.	Page.	Line, &c.	Page.
A.		L.	
Arr. and Dep. of Trains, Spencer-street ..	75, 76, 77	Lancefield Line	27
Arr. and Dep. of Trains, S.S. Stations, Saturdays	80, 81, 82, 83	Lilydale Line	48, 49
Arr. and Dep. of Trains, S.S. Stations, Week Days (except Saturdays)	77, 78, 79, 80	M.	
Avoca Line	27	Maldon Line	15
B.		Maryborough and Avoca Line	27
Pacchus Marsh Line	11	Maryborough, St. Arnaud, and Donald Line	26
Ballarat, Horsham, and Dimboola Line ..	20, 21, 22, 23	Melbourne (Flinders-street) to Williamstown	73
Ballarat, Maryborough, and Castlemaine Line	24, 25	by train and steamer, and <i>vice versa</i>	
Beechworth Line	35	Mirboo Line	48, 49
Box Hill Line	66, 67, 68, 69, 70	Mordialloc Line	52, 53, 54
Brighton Line	61, 62, 63, 64, 65	Myrtleford Line	40
C.		N.	
Casterton Line	32	North-Eastern Line	36, 37, 38, 39
Coburg Line	55, 56	Notes	2, 3
Colac and Campdown Line	98, 99	Numurkah Line	42, 43
D.		O.	
Daylesford Line	28, 29	Oakleigh Suburban Line	50, 51
Dimboola Line	20, 21, 22, 23	P.	
Donald Line	26	Portland Line	82, 83
E.		Port Melbourne Line	74, 75
Echuca Line	14, 15, 16, 17	Q.	
Essendon Line	59, 60	Queenscliff Line	30, 31
F.		R.	
Frankston Line	52, 53	References, &c.	13
G.		S.	
Gippsland Line	44, 45, 46, 47	Scarsdale Line	30, 31
Gordons Line	30, 31	Stations—List of V. R. and D. and M. Railway	{ 4, 5, 6, 7, 8, 9, 10, 11, 12
Goulburn Valley and Numurkah Line ..	42, 43	St. Kilda Line	71, 72, 73
H.		T.	
Hawthorn, Camberwell, and Box Hill Line ..	{ 66, 67, 68, 69, 70	Tatura Line	42, 43
Heyfield Line	48, 49	W.	
I.		Wahgunyah Line	41
Inglewood, Charlton, and Wycheproof Line	18, 19	Warracknabeal Line	33
K.		Williamstown Line	57, 58
Kerang Line	18, 19	Wycheproof Line	18, 19
Korong Vale and Boort Line	27	Y.	
		Yarrowonga Line	34
		Yea Line	42, 43

Bungar	39	B. & W.	P.	G.	R. T.							Up
Jacksonville	269	I. & W.	P.	L. G.	R. T.							Up
Bullarto	142	B. & G.	P.	L. G.	R. T.							Down
Bungaree Junction	94	A.	P.	G.	R. T.							Down
Bung Bong	155	G.	P.	L. G.	R. T.							Down
Bunnyip	16	H. & C.	P.	(a)								
Burnley	311	N.E.	P.	Firewood	R. T.							Down
Burnt Creek Sliding	35	B. & D.	P.	G.	R. T.							Down
Burrumbeet												
O.												
California Gully Sliding	327	I. & W.	P.	(a)	R. T.	T. T.	5 tons					
Camberwell	19	H. & C.	P.	G.	R. T.							
Campdown	242	C.	P.	Firewood								
Cannibal Creek	314	G.	P.	L. G.								
Canterbury	226	L.	P.	G.								
Carapooce	92	St. & D.	P.	L. G.	R. T.							
Carlsbrook	85	C. & M.	P.	G.	R. T.							
Carlruhe	66	M. & E.	P.	G.	R. T.							
Carrum	189a	M. & F.	P.	G.	R. T.							
Casterton	284	B. & C.	P.	L. G.	R. T.							
Castlemaine	72	M. & F.	P.	L. G.	R. T.							
Caulfield	148	O.	P.	G.	R. T.							
Chariton	205	I. & W.	P.	L. G.	R. T.							
Cheltenham	187	M. & F.	P.	L. G.	R. T.							
Chewton	71	M. & E.	P.	G.	R. T.							
Chillern	131	N.E.	P.	G.	R. T.							
Clayton's Road	151B	G.	P.	G.	R. T.							
Clunns	98	B. & M.	P.	G.	R. T.							
Coburg	276	M. & C.	P.	G.	R. T.							
Colw.	29	C.	P.	G.	R. T.							
Conah.	54	P.	P.	L. G.	R. T.							
Congupna Road	173	G. V.	P.	L. G.	R. T.							
Consawarre	21A	C.	P.	L. G.	R. T.							
Cope Cope	193	St. & D.	P.	L. G.	R. T.							
Coromby	322	M. & W.	P.	L. G.	R. T.							
Cowwart	258	H.	P.	G.	R. T.							
Cralfieburn	114	N.E.	P.	G.	R. T.							
Crawrick	100	B. & M.	P.	G.	R. T.							
Croydon	232	L.	P.	L. G.	R. T.							
D.												
Dandenong	132	G.	P.	L. G.	R. T.							
Daralong		G. V.	P.	Grain								
Dartbounce	151	St. & D.	P.	L. G.								
Darlumula	361	M. & M.	P.	L. G.								
Darum	117A	G.	P.	L. G.								
Darjessford	143	D.	P.	L. G.								
Deep Lead	43A	H. & D.	P.	L. G.								
Deatliquin (D. and M. Company)	3	D. & M.	P.	G.								
Deby	195	I. & W.	P.	G.								
Derenish	244	Y.	P.	L. G.								
Diggers Rest	59	M. & F.	P.	G.								
Dimboola	225	L. & D.	P.	G.								
Diguee	217	K.	P.	L. G.								

(a) Stations marked thus (a) are open for goods not requiring shed accommodation, such as sawn timber, firewood, stone, &c., at owner's risk.—(b) Cattle are discharged on Up side at stations marked thus (b).—(c) Cattle are discharged on Down side at stations marked thus (c).—(d) This is a cart weighbridge.

List of Stations, &c.—continued.

Stations.	Station No.	Line. See References, page 13.	Watering Stations W.	Greasing and Examining Stations G. & E.	Open for—		Telegraph.		Turntable T. T. (Engine)	Cranes. Capacity.	Weigh-bridges. Capacity.	Carriage Dock C. D.	Sheep Race S. R.	Cattle Race C. R.	Side of Line Discharged on. Horses, &c., are Up Down
					Passengers P.	Goods G. and Light Goods L. G.	Railway R. T. Telephone Tel. Postal P. T.	Capacity.							
D.															
Doble's	315	B. & D.	W.	..	P.	G.	R. T.	T. T.	5 tons	..	C. D.	S. R.	C. R.	..	..
Donald	195	St. & D.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	Up
Donnybrook	115	N.E.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	Up
Dooen	458	B. & D.	..	..	P.	G.	R. T.	..	7 tons	..	C. D.	S. R.	C. R.	..	Down
Dravin	156	Q	..	..	P.	G.	R. T.	..	3 tons	..	C. D.	..	C. R.	..	Up
Drysdale	114	B. & M.	..	..	P.	(a)	R. T.	..	..	..	C. D.	S. R.	C. R.	..	..
Dunach Siding .....	..	F.	..	..	P.	L. G.	R. T.	..	3 tons	..	C. D.	S. R.	C. R.	..	Down (b)
Dunkeld	51	B. & G.	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	..
Dunnstown	30	St. & D.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	..	Up
Dunroly	89	..	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	..
E.															
Eagleshawk	102	I. & W.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	..	..	..	Down
East Brighton	184	M. & F.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	..	..	..	..
East Richmond	14	H. & C.	W.	G. & E.	P.	G.	Tel.	T. T.	5 tons	15 tons	C. D.	S. R.	C. R.	..	Up
Edluca	80	M. & E.	W.	G. & E.	P.	G.	P. T.	..	..	..	C. D.	S. R.	C. R.	..	Down
Elahne	18	B. & D.	W.	G. & E.	P.	G.	R. T.	..	5 tons	(d) 10 tons	C. D.	S. R.	C. R.	..	Up
Elmore	78	M. & E.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	..	..
Elphinstone	70	M. & E.	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	..	..	..
Elsternwick	10	H.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	..	..	..	..
Enns	914	St. & D.	..	..	P.	(a)	R. T.	..	..	..	..	..	..	..	..
Epwam	277	M. & E.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..	Both
Erwood	112	E.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	..	Up
Euroa	125	N.E.	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	Up
Everton	135	W. & B.	..	..	P.	G.	R. T.	T. T.	..	..	C. D.	S. R.	C. R.	..	Up
F.															
Fairview	276	I. & W.	..	..	P.	L. G.	R. T.	..	5 tons	..	C. D.	..	..	..	Up
Fern Hill	140	D.	..	..	P.	G.	R. T.	..	..	(d) 10 tons	C. D.	..	..	..	..
Flemington Bridge	304	M. & C.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	..	..	..	Down
Flynn's Creek	162A	H.	..	..	P.	L. G.	R. T.	..	5 tons	..	C. D.	..	..	..	Up
Fooleray	2	W.	W.	..	P.	G.	R. T. & Tel.	T. T.	..	..	C. D.	..	..	..	..
Frankston	189B	M. & F.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	..	..	..	..
G.															
Geelong	14	B. & D.	W.	G. & E.	P.	G.	R. T.	T. T.	5 tons	15 tons	C. D.	S. R.	C. R.	..	..
Geelong Pier .....	..	..	..	..	P.	G.	R. T.	..	..	..	..	..	..	..	..
Gheringhap	14	B. & D.	W.	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	..
Glabonne	63	M. & F.	W.	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	C. R.	..	..
Glenahlyn	197	I. & W.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	..	..	..	..
Glenferrie	17	H. & G.	..	..	P.	L. G.	Tel.	..	..	..	C. D.	..	..	..	..

List of Stations, &c.—continued.

Stations.	Station No.	Line. See References, page 13.	Watering Stations W.	Graveling and Stations G. & E.	Open for—		Telegraph.	Turntable (Engine)	Cranes.	Weigh-bridges.	Carriage Dock	Sheep Race	Cattle Race	Side of Line Discharged on.
					Passengers P.	Goods G. and Light Goods L. G.								
L.														
Lal Lal	19	R. & D.	W.	..	P.	G.	R. T.	..	..	(d) 12 tons	C. D.	S. R.	C. R.	Both
Lancefield	61B	L. & L.	W.	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	..	Down
Lancefield Junction	61	M. & E.	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	..	Up
Lara	10	R. & D.	..	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	..	Down
Lee's Crossing	..	W. & B.	..	..	P.	G.	R. T.	..	..	..	..	..	..	Both
Leichardt	104	L. & W.	..	..	P.	G.	P. T.	..	..	..	..	..	..	Both
Leigh Road	15	B. & D.	..	..	P.	G.	P. T.	..	..	..	..	..	..	Both
Leopard	12D	Q.	..	..	P.	G.	P. T.	..	..	..	..	..	..	Both
Lethbridge	16	B. & D.	W.	..	P.	G.	R. T.	..	..	..	..	..	..	Both
Lillydale	233	L.	W.	..	P.	G.	R. T.	T. T.	..	..	..	..	..	Both
Little River	9	B. & D.	W.	..	P.	G.	R. T.	..	..	..	..	..	..	Both
Longvally	152A	G.	W.	..	P.	G.	R. T.	..	..	..	..	..	..	Up
Longwood	124	N. L.	W.	..	P.	G.	R. T.	..	..	..	..	..	..	Down
Loy Yang	162B	G.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..
Lubeck	45	B. & D.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..
Lyonville	142A	D.	..	..	P.	G.	..	..	..	..	..	..	..	..
M.														
Macedon	64	M. & E.	..	..	P.	G.	R. T.	..	..	..	..	..	..	Both
Macoma	295	K.	W.	..	P.	L. G.	R. T.	..	..	..	..	..	..	..
Malden	283	M.	..	..	P.	L. G.	R. T.	T. T.	..	..	..	..	..	..
Malmesbury	68	M. & E.	..	..	P.	G.	P. T.	..	..	..	..	..	..	Both
Malvern	147	O.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..
Mangalore	122A	N. L.	..	..	P.	L. G.	R. T.	..	..	..	..	..	..	..
Marcus Hill	273	Q.	..	..	P.	Mark	..	..	..	..	..	..	..	..
Marong	103	I. & W.	..	..	P.	G.	..	..	..	..	..	..	..	..
Marona	48	P.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..
Maryborough	86	B. & M.	W.	..	P.	G.	R. T.	T. T.	..	..	..	..	..	Up
Mathoura (D. & M. Company)	2	D. & M.	..	..	P.	G.	R. T.	..	..	..	..	..	..	Up
McKinnon	287	M. & F.	..	..	P.	G.	R. T.	..	..	..	..	..	..	..
Meibourne, Fencers-street A	..	..	W.	..	P.	G.	R. T. & Tel.	T. T. & T.	..	..	..	..	..	..
Meibourne, Prince's-bridge	..	..	W.	..	P.	G.	R. T. & Tel.	T. T.	..	..	..	..	..	..
Meibourne, Spenser-street—Passenger	..	..	W.	..	P.	G.	Tel.	..	..	..	..	..	..	..
Meibourne, Spenser-street—Sliding	..	..	..	..	..	G.	..	..	..	13 tons (d) 3,	C. D.	..	..	..
Goods and Lower Level Sliding	..	..	..	..	..	G.	..	..	..	10 tons ca.	C. D.	..	..	..
Meibourne, Shipping Shed	..	..	..	..	..	G.	..	..	..	..	..	..	..	..
Melton	271	B. M.	..	..	P.	L. G.	R. T.	..	..	..	..	..	..	..
Menzies	188	M. & F.	..	..	P.	G.	P. T.	..	..	..	..	..	..	Both
Meridith	17	B. & D.	..	..	P.	G.	..	..	..	..	..	..	..	..
Meriboo	266	B. & C.	..	..	P.	L. G.	..	..	..	..	..	..	..	..

List of Stations, &c.—continued.

Stations.	Station No.	Line. See References, page 13.	Watering Stations W.	Greasing and Examining Stations G. & E.	Open for—		Telegraph.	Turntable Traveller (Engine)	Cranes.	Weigh-bridges.		Carriage Dock C. D.	Sheep Race S. R.	Cattle Race C. R.	Side of Line Horses, &c., are Discharged on.
					Passen- gers P.	Goods G. and Light Goods L. G.				Capacity.	Capacity.				
O.															
Onkieligh	151	O.				P.	R. T.	T. T.	5 tons				S. R.	C. R.	Down
Officer's Siding	153B	G.				P.							S. R.	C. R.	Up
Ondit	28	O.													
P.															
Pakenham	154	G.				P.	R. T.						S. R.	C. R.	Down
Palmerston	280	E. & M.		G. & E.		P.									
Parwan	317	B. M.				P.									
Pascoe Vale	310	N. E.				P.									
Pettavel Road	233	C.				P.									
Pimpino	223	B. & D.				P.			5 tons						
Pirron Yallock	239	C.				P.	R. T.							C. R.	
Pombornet	241	C.				P.									
Portland	56	P.		G. & E.		P.	R. T.	T. T.	5 tons						Up
Portland Pier	56A	P.				P.									
Port Melbourne	2	P. M.				P.	R. T.								
Port Melbourne Pier		P. M.					Tel.			5 tons					Both
Powder Siding, Footscray		M. & E.					R. T. & Tel.								
Prabran	7	B.				P.									
Prairie	270	K.				P.	R. T.		6 tons				S. R.		
Pyramid Hill	263	K.				P.							S. R.		
Q.															
Queenscliff	123	Q.				P.	R. T.	T. T.	5 tons						Down
R.															
Racecourse	101	B. & M.				P.									
Ravenswood	74	X.				P.									
Raywood	235	K.				P.	R. T.								
Richmond	5	E.				P.	R. T. & Tel.								
Ridgell's Creek	62	M.				P.	R. T.		5 tons						
Ringwood	231	L.				P.	R. T.								
Ringwood Siding		L.				P.	R. T.								
Rochester	79	M.				P.	R. T.								
Romsey	61A	L. & L.				P.	R. T.								
Rosedale	163	G.				P.	R. T.								
Rosstown	140	C.				P.	R. T.								
Royal Park	288	M. & C.				P.									
Rutherglen	137	S. & W.				P.									
S.															
Sale	164	G. & C.		G. & E.		P.	R. T.	T. T.	5 tons						Up
Sandford	285	M.				P.									
Sandhurst	76	M.		G. & E.		P.	R. T.	T. T.	10 tons						
Sandhurst Cattle Siding		M.								15 tons					

245	Scarsdale	S	..	L.G.	R.T.	T.T.	..	C.D.	..	..	Down
286	Scarsdale Junction	S	..	L.G.	R.T.	T.T.	..	C.D.	..	..	..
334	Sebastian	K	G. & E.	L.G.	R.T.	T.T.	..	C.D.	C.R.	S.R.	Up
122	Seymour	N.E.	..	G.	R.T.	T.T.	..	C.D.	..	S.R.	Both
321	Sheep Hills	M. & W.	G. & E.	L.G.	R.T.	T.T.	..	C.D.	..	..	..
176	Shepparton	G.V.	..	G.	..	..	..	C.D.	..	..	..
246	Smythesdale	S	..	L.G.	..	..	..	C.D.	..	..	..
113A	Somerton	N.E.	..	L.G.	..	..	..	C.D.	..	..	..
185	South Brighton	M. & E.	..	(a)	..	..	..	..	..	..	..
289	South Brunswick	M. & C.	..	Firw' outw'ds	..	..	..	..	..	..	..
309	South Geelong	M. & E.	..	L.G.	R.T.	..	..	..	..	..	..
297	South Kerang	M. & C.	..	L.G.	..	..	..	..	..	..	..
0	South Melbourne	K	..	..	R.T. & Tel.	..	..	..	..	..	..
6	South Yarra	St. K.	..	(a)	..	..	..	C.D.	..	S.R.	Up
4	Spottiswoode	R	..	G.	R.T.	..	..	..	..	..	..
130	Springs	N.E.	..	(a)	..	..	..	..	..	..	..
1514	Spring Vale	G.	..	G.	..	..	..	C.D.	..	S.R.	Up
93	St. Arnaud	St. & D.	G. & E.	(a)	..	T.T.	..	C.D.	C.R.	..	..
..	Staugton's Siding	B. & M.	G. & E.	Firw' outw'ds	..	T.T.	..	C.D.	C.R.	..	Up (c)
43	Stawell	B. & D.	..	G.	R.T.	T.T.	..	C.D.	C.R.	..	..
249	St. James	B. & D.	..	(a)	..	..	..	..	..	..	..
4	St. Kilda	St. K.	G. & E.	L.G.	R.T.	..	..	..	..	..	..
4	Stoneyford	C	..	G.	..	..	..	C.D.	..	..	Both
60	Sunbury	M. & E.	..	L.G.	..	..	..	C.D.	..	..	..
227	Surrey Hills	L	..	L.G.	..	..	..	C.D.	..	..	..
192	Swanwater	St. & D.	..	L.G.	..	..	..	..	..	..	..
328	Sydney Flat	K	..	..	..	..	..	..	..	..	..
170	Tabilk	G.V.	..	L.G.	..	..	..	C.D.	..	..	Down
97	Talbot	B. & M.	..	G.	P.T.	..	..	C.D.	..	..	Down
121	Tallaroook	N.E.	..	G.	R.T.	T.T.	..	C.D.	C.R.	S.R.	Up
179	Tallygaropna	G.V.	..	L.G.	R.T.	..	..	C.D.	..	..	Down
69	Tarsdale	M. & E.	..	G.	P.T.	..	..	C.D.	..	..	Both
134	Tarravinee	W. & B.	..	L.G.	..	..	..	C.D.	..	..	Down
177	Tatura	T	..	L.G.	R.T.	..	..	C.D.	..	S.H.	Up
253	Teddywaddy	L. & W.	..	L.G.	..	..	..	C.D.	..	..	..
324	Telford	Y.	..	L.G.	..	..	..	C.D.	..	..	Down
174	Toolamba	G.V.	..	L.G.	R.T.	..	..	C.D.	..	..	..
253	Toongabbie	H.	..	G.	R.T.	..	..	C.D.	..	..	..
145	Toorak	O.	..	(a)	Tel.	..	..	C.D.	..	..	Down
96	Tourlelo	B. & M.	..	L.G.	..	..	..	..	..	..	..
281	Traawool	Ya.	..	L.G.	P.T.	..	..	C.D.	C.R.	..	Up
159	Tralagar	G.	..	L.G.	..	..	..	C.D.	..	..	..
296	Tragowel	K	..	L.G.	..	..	..	C.D.	..	..	..
162	Traralgon	G.	..	G.	R.T.	T.T.	..	C.D.	C.R.	S.R.	Down
36	Trarwalla	B. & D.	..	G.	R.T.	..	..	C.D.	C.R.	..	Down
14	Treatham	D.	..	G.	..	..	..	C.D.	..	..	..
248	Trunk Lead	S	..	L.G.	..	..	..	C.D.	..	..	..
325	Tungamah	Y.	..	G.	..	..	..	C.D.	..	..	..
139	Tylden	D.	..	L.G.	..	..	..	C.D.	..	..	Up
151B	Tynong	G.	..	L.G.	..	..	..	C.D.	..	..	..
126	Violet Town	N.E.	..	G.	R.T.	..	..	C.D.	C.R.	S.R.	Up

11

V-

(a) Stations marked thus (a) are open for goods not requiring shed accommodation, such as sawn timber, firewood, stone, &c., at owner's risk — (c) Cattle are discharged on Down side at Stations marked thus (c). — (d) This is a cart weighbridge.

1st July, 1886.

List of Stations, &c.—continued.

Stations.	Station No.	Line. See References, page 13.	Warehousing Stations W.	Examining and Stations G. & E.	Open for—		Telegraph.		Cranes.	Weigh-bridges.	Carriage Dock	Sheep Races S. R.	Cattle Races C. R.	Side of Line Discharged on.
					Passengers P.	Goods G. and Light Goods L. G.	Railway R. T.	Telephone Tel.							Postal P. T.	Turntable (Enging) T. T.	Capacity.	Capacity.
W.														
Wahanyah	138	S. & W.	W.	..	P.	G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	Both
Wahing	171A	G. V.	..	..	P.	Firewood	..	..	..	..	C. D.	..	..	..
Wail	224	B. & D.	..	..	P.	L. G.	..	..	..	..	C. D.	..	..	..
Wallace	32	B. & G.	..	..	P.	L. G.	..	..	..	..	C. D.	..	..	..
Wallan	117	N.E.	W.	..	P.	G.	R. T.	..	8 tons	..	C. D.	S. R.	..	Down
Wandong	118	N.E.	..	..	P.	G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	Up
Wangaratta	129	N.E.	W.	G. & E.	P.	Meat	..	..	..	..	C. D.	..	..	Up
Wangaratta Meat Company's Siding .....	..	N.E.	..	..	P.	L. G.	..	..	..	..	C. D.	..	..	..
Warracknabeal	32c	M. & W.	W.	..	P.	L. G.	..	..	7 tons	..	C. D.	S. R.	C. R.	Both
Warragul	157	G. D.	W.	G. & E.	P.	G.	R. T.	T. T.	..	..	C. D.	..	..	Down
Warranook	44A	B. & D.	..	..	P.	L. G.	..	..	..	..	..	..	..	..
Warrenheip	21	B. & D.	..	..	P.	L. G.	..	..	..	..	..	..	..	..
Wedderburn Road	198	L. & W.	..	..	P.	L. G.	..	..	..	..	C. D.	S. R.	C. R.	..
Weerite Siding .....	..	C.	..	..	P.	Live Stock (Outwards)	..	..	..	..	..	..	..	..
Werrabee	8	B. & D.	W.	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	..	Down
Wickliffe Road	49	P.	..	..	P.	G.	R. T.	..	..	..	C. D.	..	..	Up
Williamstown	7	W.	W.	..	P.	..	R. T.	T. T.	..	..	..	..	..	..
Williamstown Pier	7A	W.	W.	..	P.	G.	R. T. & Tel.	..	25 tons	{ 15 tons } { 20 tons }	..	..	..	..
Winchelsea	26	C.	W.	..	P.	G.	R. T.	..	..	..	C. D.	S. R.	..	..
Widmerere	34	B. & D.	..	..	P.	G.	R. T.	..	..	..	..	..	..	Up
Windsor	8	B.	W.	..	P.	(a)	R. T.	..	2 tons	..	..	..	..	Up
Woodong	133	N.E.	W.	G. & E.	P.	G.	R. T.	T. T.	5 tons	15 tons	C. D.	S. R.	C. R.	Up
Woodend	65	M. & E.	W.	G. & E.	P.	G.	R. T.	T. T.	8 tons	..	C. D.	S. R.	..	..
Wuaghnu	18c	G. V.	..	..	P.	L. G.	R. T.	T. T.	..	..	C. D.	..	..	Down
Wycheproof	251	I. & W.	..	..	P.	L. G.	R. T.	..	5 tons	..	C. D.	S. R.	C. R.	..
Wychitella	201	I. & W.	W.	..	P.	L. G.	R. T.	..	..	..	C. D.	S. R.	..	Down
Y.														
Yarragon	158	G.	..	..	P.	G.	P. T.	..	7 tons	..	C. D.	S. R.	C. R.	Up
Yarraville	3	W.	..	..	P.	G.	R. T.	..	6 tons	..	C. D.	..	..	..
Yarrawonga	321	Y.	W.	..	P.	L. G.	..	..	..	..	C. D.	..	..	..
Yallock	236	K.	..	..	P.	L. G.	..	..	..	..	C. D.	..	C. R.	..
Yea	260	Ya.	W.	..	P.	L. G.	R. T.	T. T.	..	..	C. D.	S. R.	..	..
Yendon	20	B. & D.	..	..	P.	L. G.	R. T.	..	..	..	C. D.	..	..	..
Yinnar	298	M. & M.	..	..	P.	L. G.	..	..	..	..	C. D.	..	..	Both

(a) Stations marked thus (a) are open for goods not requiring shed accommodation, such as sawn timber, firewood, stone, &c., at owner's risk.

REFERENCES, ETC.

Reference.	Line.	Page.	Description of Line.
A.	Avoca Line	27	Single line, Maryborough to Avoca.
B.	Brighton Line	59-63	Double line, Flinders-street to Brighton.
B. & C.	Branxholme and Casterton Line ..	32	Single line, Branxholme to Casterton.
B. & D.	Ballarat and Dimboola Line ..	20-23	Double line, Melbourne to Frozen Meat Co.'s Siding, Newport; single line, Frozen Meat Co.'s Siding, Newport, to Geelong; double line, Geelong to Macarthur-street Junction, near Ballarat; single line, Macarthur-street Junction, near Ballarat, to Dimboola.
B. & G.	Ballarat and Gordons Line ..	30, 31	Double line, Ballarat to Warrenheip; single line, Warrenheip to Gordons.
B. M.	Bacchus Marsh Line	14	Double line, Melbourne to Braybrook Junction; single line, Braybrook Junction to Parwan.
B. & M.	Ballarat and Maryborough Line ..	24, 25	Single line, Ballarat to Maryborough.
C.	Camperdown Line	28, 29	Single line, Geelong to Camperdown.
C. & M.	Castlemaine and Maryborough Line	24, 25	Single line, Castlemaine to Maryborough.
D.	Daylesford Line	28, 29	Double line, Woodend to Carlsruhe; single line, Carlsruhe to Daylesford.
D. & M.	Deniliquin and Moama Coy.'s Line	14-17	Single line, Echuca to Deniliquin.
E.	Essendon Line	57-58	Double line, Melbourne to Essendon.
E. & M.	Everton and Myrtleford Line ..	40	Single line, Everton to Myrtleford.
G.	Gippsland Line	44-47	Double line, Prince's-bridge or Flinders-street to Oakleigh; single line, Oakleigh to Sale.
G. V.	Goulburn Valley Line	42, 43	Single line, Seymour to Numurkah.
H.	Heyfield Line	48, 49	Single line, Traralgon to Heyfield.
H. & C.	Hawthorn and Camberwell Line ..	64-68	Double line, Prince's-bridge to Camberwell.
I. & W.	Inglewood and Wycheproof Line ..	18, 19	Single line, Sandhurst to Wycheproof.
K	Kerang Line	18, 19	Single line, Sandhurst to Kerang.
K. & B.	Korong Vale and Boort Line ..	27	Single line, Korong Vale to Boort.
L.	Lilydale Line	48, 49	Double line, Prince's-bridge to Camberwell; single line, Camberwell to Lilydale.
L. & L.	Lancefield Junction and Lancefield Line	27	Single line, Lancefield Junction to Lancefield.
M.	Maldon Line	15	Single line, Castlemaine to Maldon.
M. & C.	Coburg Line	54	Double line, Melbourne to North Melbourne; single line, North Melbourne to Coburg.
M. & E.	Melbourne and Echuca Line ..	14-17	Double line, Melbourne to Sandhurst; single line, Sandhurst to Echuca.
M. & F.	Mordialloc and Frankston Line ..	52-53	Double line, Prince's-bridge to Caulfield; single line, Caulfield to Frankston.
M. & M.	Morwell and Mirboo Line ..	48, 49	Single line, Morwell to North Mirboo.
M. & W.	Murtoa and Warracknabeal ..	33	Single line, Murtoa to Warracknabeal.
N. E.	North-Eastern Line	36-39	Double line, Melbourne to Ballast Pits Siding, near Wandong; single line, (a) Ballast Pits Siding to Albury.
O.	Oakleigh Suburban Line	50, 51	Double line, Prince's-bridge to Oakleigh.
P.	Portland Line	32, 33	Single line, Ararat to Portland.
P. M.	Port Melbourne Line	72, 73	Double line, Flinders-street to Port Melbourne.
Q.	Queenscliff Line	30, 31	Single line, Geelong to Queenscliff.
S.	Scarsdale Line	30, 31	Single line, Ballarat to Scarsdale.
St. & D.	St. Arnaud and Donald Line ..	26	Single line, Maryborough to Donald.
St. K.	St. Kilda Line	69-71	Double line, Flinders-street to St. Kilda.
S. & W.	Springs and Wahgunyah Line ..	41	Single line, Springs to Wahgunyah.
T.	Tatura Line	42, 43	Single line, Toolamba to Tatura.
W.	Williamstown Line	55, 56	Double line, Melbourne to Williamstown Pier.
W. & B.	Wangaratta and Beechworth Line	35	Single line, Wangaratta to Beechworth.
Y.	Yarrowonga Line	34	Single line, Benalla to Yarrowonga.
Ya.	Yea Line	42, 43	Single line, Tallarook to Yea.

(a) This line is duplicated between Broadford and Tallarook.

1st July, 1886.

Down.

MELBOURNE TO ECHUCA

Height above the Sea.	Miles.	STATIONS.	1		2		3	4		5	6	7	7a	8	9	10	11	12	
			Gds.	Gds. †	Gds.	Gds.	Powder, Thrady., Castle-maine to Sandhurst. Goods. News.	Gds. †	Gds. †	Goods Pick Up.	Pass.	Goods Pick Up.	Gds. †	Gds. †	Powd. Tues., Wed., Fri., Sat. Goods Pick Up.	Gds.	Mail, Pass.	Goods Pick Up.	
32	—	MELBOURNE W G	A.M. 1.30	A.M. 1.55	A.M. 2.20	A.M. 2.40	A.M. 3.40	A.M. 4.15	A.M. 4.45	A.M. 5.15	A.M. 6.50	A.M. 7.5	A.M. 7.55	A.M. 10.10	A.M. 10.40	A.M. 11.25	P.M. 12.15	P.M. 1.5	
58	1 1/4	North Melbourne	..	..	..	..	..	..	..	..	6.53	..	..	..	..	..	12.18	..
150	3 1/4	Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
184	5 1/4	Munro's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
224	7 1/4	Powder Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
248	8 1/2	Braybrook Junction	1.54	2.19	2.44	3.4	4.4	4.30	5.9	5.30	7.5*	7.20	8.10	10.30	11.4	11.45	12.20*	1.29	
348	11 1/2	Albion Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
388	13 1/2	Kellor Road	..	..	..	..	..	..	..	..	7.20	..	..	..	..	..	..	..
453	15 1/2	Diggersrest	..	..	..	..	..	..	..	..	8	..	..	..	..	..	..	..
702	23 1/2	SUNBURY W	arr. 2.40	3.5	3.30	3.55	5.3	5.30	6.0	6.45	7.44	8.35	9.5	11.3R	12.10	..	1.8	2.25	
1068	31 1/2	Lancefield Junction	dep. 3.5	3.30	3.55	4.15	5.30	5.55	6.25	7.8	8.2	9.5	9.34	12.5	12.38	..	1.25	2.52	
1205	35 1/2	Riddell's Creek	.. 3.18	3.43	4.8	4.28	5.45	6.12	6.42	7.24	8.12	9.25	9.50	12.20	12.58	..	1.35	3.17	
1526	40	Gisborne W	.. 3.35	4.0	4.25	4.45	6.2	6.29	6.59	7.43	8.27	9.50	10.7	12.37	1.18	..	1.49	3.33	
1660	43 1/2	Macedon	.. 3.45	4.10	4.35	4.55	6.12	6.39	7.9	7.53	8.35	10.0	10.25	12.47	1.28	..	1.57	3.42	
1840	48 1/2	Woodend W G	arr. 4.0	4.25	4.50	5.10	6.20	6.55	7.25	8.15	..	10.25	10.45	1.5	1.60	..	..	4.0
1900	53	Carlsruhe	dep. 5.15	..	5.35	5.55	7.0	7.30	..	10.20	8.48	10.50	..	1.35	2.20	..	2.9	4.20	
1987	56 1/2	KYNETON W G	arr. 5.25	..	5.45	6.5	7.10	7.40	..	10.30	8.55	11.0	..	1.45	2.16	4.30
2192	63 1/2	MALMSBURY	dep. ..	..	..	..	..	..	..	..	9.2	..	..	..	..	..	..	2.23
2338	67 1/2	Taradale	..	..	..	..	..	..	..	..	9.12	..	..	..	..	..	..	2.3R
2665	70 1/2	Elphinstone	.. 6.27	..	6.47	7.7	8.12	8.42	..	11.15	9.33	..	..	..	..	..	..	2.49
2993	75	Chewton	.. 6.38	..	6.58	7.18	8.23	8.53	..	11.26	9.38	12.0	..	2.35	3.35	..	3.4	5.20	
919	78	CASTLEMAINE W G	arr.	7.15	7.35	11.40	9.56	Mixed	P.M.	3.28	5.45
1006	82 1/2	Harcourt	dep. 6.55	..	..	..	8.40	9.10	..	..	10.0	12.43	1.55	3.0	4.0	..	..	3.32
1070	90 1/2	Ravenswood	..	..	..	..	..	..	..	..	10.24	..	..	..	..	..	..	4.00
1141	97 1/2	Kangaroo Flat	..	..	..	..	..	..	..	..	10.42	..	..	..	..	..	..	4.17
1256	99 1/2	Golden Square	..	..	..	..	..	..	..	..	10.46	..	..	..	..	..	..	4.21
758	100 1/2	SANDHURST W G †	arr. 8.15	Gds. ..	..	..	Mixed 10.0	10.30	..	Goods	10.50	2.15	3.0	4.10	5.30	..	..	4.25
—	102	Cattle Siding †	dep. A.M. 4.0	..	..	..	A.M. 4.45	..	..	A.M. 9.35	Mixed 9.40	P.M. 11.45	12.30	..	..	..	..	..
615	105 1/2	Epsom	.. 4.5	..	..	..	4.50	..	..	9.40	11.50	12.35	..	..	..	..	..	..
611	111 1/2	Bugshot †	arr. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
472	117 1/2	Goornong †	dep. ..	..	..	..	5.15	..	..	10.8	12.0	..	..	..	..	..	..	..
—	124 1/2	S. Elmore Siding	arr. 4.40	..	..	..	5.40	..	..	10.30	12.22	1.18	..	..	..	..	..	..
428	128 1/2	Elmore † W G	dep. 5.25	..	..	..	6.25	..	..	11.20	12.48	2.0	..	..	..	..	..	..
378	138 1/2	Rochester †	arr. ..	..	..	..	..	..	..	11.50	..	2.30	..	..	..	..	..	..
320	156	ECHUCA † W G	dep. 5.55	..	..	..	6.55	..	..	12.0	1.12	2.37	..	..	..	..	..	..
—	1	MOAMA	arr. 6.50	..	..	..	7.50	..	..	12.50	1.52	3.39	..	..	..	..	..	..
23	23	Mathoura	..	..	..	..	8.25	..	..	..	2.20	..	..	..	..	..	..	..
45	29 1/2	DENILIQUN	arr. ..	..	..	..	8.40	..	..	..	2.32	..	..	..	..	..	..	..
—	—	—	..	..	..	..	9.33	..	..	..	3.35	..	..	..	..	..	..	..
—	—	—	..	..	..	..	9.47	..	..	..	3.45	..	..	..	..	..	..	..
—	—	—	..	..	..	..	10.40	..	..	..	4.40	..	..	..	..	..	..	..

See General Notes, pages 2, 3, 16, and 17. For references, see page 3.

BACCHUS MARSH LINE.

Down. MELBOURNE TO PARWAN.

PARWAN TO MELBOURNE. Up.

Height above the Sea.	Miles.	STATIONS.	1		2		Height above the Sea.	Miles.	STATIONS.	1		2	
			Mixed	Mixed	Mixed.	Mixed.							
32	—	MELBOURNE W G	.. dep.	a.m. 7.35	p.m. 4.5	464	3	PARWAN †	.. dep.	a.m. 9.25	p.m. 5.50	..	..
58	1 1/4	North Melbourne	..	7.39	4.9	393	6 1/4	Staughton's Siding	..	9.55	6.15	..	..
150	3 1/4	Footscray	..	7.40	4.16	365	10 1/4	Melton †	..	10.8	6.29	..	..
184	5 1/4	BRAYBROOK JUNCTION †	..	7.55	4.25	305	18 1/4	Mount Atkinson †	..	10.28	6.49	..	..
224	7 1/4	Kororoit	..	8.6	4.30	184	18 1/4	Kororoit	..	10.39	6.58	..	..
365	11 1/4	Mount Atkinson †	..	8.26	4.56	124	21 1/4	BRAYBROOK JUNCTION †	..	10.49	7.7	..	..
393	13 1/4	Melton †	..	8.38	5.8	50	25 1/4	Footscray	..	10.56	7.14	..	..
464	20 1/4	Staughton's Siding	..	..	..	28	28 1/4	North Melbourne	..	11.0	7.18	..	..
—	29 1/2	PARWAN †	.. arr.	8.53	5.23	32	29 1/2	MELBOURNE W G	.. arr.	..	..	..	..

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

AND DENILQUIN.

Down.

STATIONS.	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	Gds. †	Pass.	Gds. †	Gds. †	Gds. †	Goods	Gds. †	Gds. †	Gds. †	Gds. †	Matl. Pass.	Gds. †	Gds. †	Gds. †	Gds. †	Gds. †	Gds. †
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE W G .. dep.	1.45	3.35	..	..	3.50	4.35	5.25	..	5.45	6.20	7.15	7.25	8.10	8.35	9.5	9.35	10.5
North Melbourne ..	..	3.38	..	..	..	..	..	..	..	..	7.18	..	..	..	..	..	..
Footscray ..	..	4	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..
Munro's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Powder Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Braybrook Junction ..	2.9	3.50	..	..	4.14	4.59	5.44	..	6.9	6.44	7.30*	7.49	8.34	8.59	9.29	9.59	10.29
Ablion Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kellor Road ..	..	4.5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Diggersrest ..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SUNBURY W { arr. dep.	2.55 4.28	..	..	..	5.13 5.50	6.30	..	..	6.55 7.30	8.8	8.5	8.48 9.25	9.50	10.20	10.50	11.20	..
Lancefield Junction ..	3.27	4.45	..	..	5.40	6.15	6.55	..	7.20	7.55	8.25	9.15	9.50	10.15	10.45	11.15	11.45
Riddell's Creek ..	3.43	4.55	..	..	5.55	6.28	7.8	..	7.35	8.8	8.35	9.30	10.5	10.30	11.0	11.30	12.0
Gisborne W ..	3.52	5.9	..	..	6.12	6.45	7.25	..	7.50	8.25	8.49	9.47	10.20	10.45	11.15	11.45	12.15
Macedon ..	4.2	5.17	..	..	6.22	6.55	7.35	..	8.0	8.35	8.57	9.57	10.30	10.55	11.25	11.55	12.25
Woodend W G { arr. dep.	4.25 5.31	5.36	6.0	6.30	7.0	7.40	8.10	8.40	9.30	10.0	9.10	10.15	10.45	11.10	11.40	12.10	12.40
Carlsruhe { arr. dep.	4.45 5.43	..	6.0	6.40	7.10	7.50	8.20	8.50	9.40	10.10	9.17§	10.35	11.5	11.35	12.5	12.35	1.5
KYNETON W G { arr. dep.	5.50 6.5	..	..	..	..	..	..	..	..	..	9.24 9.39	..	..	..	..	..	..
Malmsbury ..	6.16	..	..	..	..	..	..	..	..	..	9.50	..	..	..	..	..	..
Taradale ..	6.26	..	..	..	..	..	..	..	..	..	10.0	..	..	..	..	..	..
Elphinstone ..	5.45	6.31	7.0	7.30	7.55	8.35	9.10	9.40	10.30	10.57	10.5	11.32	12.2	12.32	1.2	1.32	2.2
Chewton ..	5.56	6.42§	7.11	7.41	8.6	8.46	9.21	9.51	10.41	11.8	10.19§	11.43	12.13	12.43	1.13	1.43	2.13
CASTLEMAINE W G { arr. dep.	6.51 6.10	6.59	7.25	7.55	8.25	9.4	9.40	10.10	10.35	11.25	10.30	12.0	12.30	1.0	1.30	2.0	2.30
Harcourt ..	..	7	..	..	..	..	..	..	..	..	10.26	..	..	..	..	..	..
Ruvenswood ..	..	7.44	..	..	..	..	..	..	..	..	11.12	..	..	..	..	..	..
Kangaroo Flat ..	..	7.48	..	..	..	..	..	..	..	..	11.16	..	..	..	..	..	..
Golden Square ..	7.25	7.52	8.45	9.15	9.40	10.25	10.55	11.50	12.5	12.35	11.20	1.15	1.45	2.15	2.45	3.15	3.1
SANDHURST W G † { arr. dep.	8.7 8.12	..	..	..	..	8.30†	..	..	..	..	..	..	..	..	..	..	..
Cattle Siding† ..	..	8.31	..	..	..	8.35	..	..	..	..	..	..	..	..	..	..	..
Epsom ..	..	8.44	..	..	..	9.15	..	..	..	..	..	..	..	..	..	..	..
Bagshot † { arr. dep.	8.44 * 9.10	..	..	..	..	9.55	..	..	..	..	..	..	..	..	..	..	..
Goornong † ..	..	9.34	..	..	..	10.35	..	..	..	..	..	..	..	..	..	..	..
S. Elmore Siding ..	..	10.14	..	..	..	11.30	..	..	..	..	..	..	..	..	..	..	..
Elmore † W G { arr. dep.	9.10 9.34	..	..	..	..	10.35	..	..	..	..	..	..	..	..	..	..	..
Rochester † ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ECHUCA † W G { arr. dep.	10.14 10.14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MOAMA { arr. dep.	.. 10.14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mathoura { arr. dep.	.. 10.14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DENILQUIN { arr. dep.	.. 10.14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

See General Notes, pages 2, 3, 16, and 17. For references, see page 8.

MALDON LINE.

Down. CASTLEMAINE TO MALDON.						MALDON TO CASTLEMAINE. Up					
Height above Sea. Miles.	STATIONS.	1	2†	3	4	Height above Sea. Miles.	STATIONS.	1	2†	3	4
		Pass.	Goods. Pwdr Thurs.	Pass.	Pass.			Mixed	Goods. Pwdr Thurs.	Mixed	Mixed
32	MELBOURNE W G dep.	A.M. 6.50	A.M. ..	P.M. 12.15	P.M. 3.35	1177	MALDON † .. dep.	A.M. 6.50	A.M. 8.50	A.M. 11.50	P.M. 6.10
919	CASTLEMAINE † W G { arr. dep.	9.56	..	3.28	6.51	908	Muckleford † ..	7.2	..	12.2	6.22
918	Maldon Junction †	Mixed 10.30	Mixed 7.40	Mixed 4.10	Mixed 7.5	918	Maldon Junction †	7.16	9.25	12.16	6.36
908	Muckleford †	10.33	7.45	4.13	7.8	919	CASTLEMAINE † W G { arr. dep.	7.20	9.30	12.20	6.40
1177	MALDON † .. arr.	10.48	..	4.28	7.23	32	MELBOURNE W G { arr. dep.	7.38	..	12.55	8.10
		11.5	8.20	4.45	7.40			10.50	..	4.8	11.0

SPECIAL NOTICE.—All trains running on the Castlemaine and Maryborough and the Maldon Lines must approach Maldon Junction with great caution. No. 2 Up and 2 Down only run on the first Thursday in each month.

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

1st July, 1886.

Up.

DENILQUIN AND ECHUCA

Height above Sea.	Miles.	STATIONS.	1	2	3	4	4a	5	6	6a	6b	7	7a	7b	8	9	10	11	12	13	14
			Gds.	Gds.	Gds.	Gds. †	Gds. †	Pass.	Gds. †	Gds. †	Gds. Pick up to w'd.	Gds.	Gds. Pick up	Gds.	Gds. †	Gds. †	Gds.	Mixed.	Gds.	Goods Pick up	Gds. †	Gds. †
feet			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
—	—	DENILQUIN	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	22	Mathoura	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	44	MOAMA	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
320	45	ECHUCA †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		W G	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
378	17½	Rochester †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	8.02	8.45	..	..	..	..
428	27½	Elmore †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	8.40	9.23	..	..	..	..
		W G	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	31½	S. Elmore Siding	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
472	38½	Goornong †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	9.50	10.23	..	..	..	..
511	44½	Bagshot †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	10.8	10.40	..	..	..	..
615	50½	Epsom ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	54	Cattle Siding †	..	..	..	..	..	..	..	..	..	..	..	..	..	10.45	11.10	..	..	..	..
758	55½	SANDHURST †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	10.50	11.15	..	..	..	..
		W G	dep.	1.45	..	3.30	3.45	..	6.45	..	..	7.5	..	..	9.50	10.20	12.0	..	12.20	12.45	1.20
758	56½	SANDHURST W G	dep.	..	..	..	..	..	6.48	..	..	..	..	..	..	..	12.3	..	..	..	..
756	56½	Golden Square ..	..	..	..	..	..	..	6.52	..	..	..	..	..	..	..	12.7	..	..	..	..
841	58½	Kangaroo Flat ..	..	..	..	..	..	..	6.52	..	..	..	..	..	..	..	12.7	..	..	..	..
079	65½	Ravenswood ..	..	..	..	..	..	..	6.52	..	..	..	..	..	..	..	12.26	..	..	..	..
1096	73½	Harcourt ..	..	..	..	..	..	..	6.52	..	..	..	..	..	..	..	12.26	..	..	..	..
919	78	CASTLEMAINE	arr.	..	..	..	..	..	7.35	..	..	..	..	..	..	..	12.50	..	1.20	..	..
		W G	dep.	3.0	..	4.45	5.0	..	6.15	7.38	7.50	..	8.15	8.45	..	10.50	11.25	12.55	..	1.50	2.35
1093	81	Chewton	arr.	3.10	..	4.55	5.10	..	6.25	7.47	8.0	..	8.25	8.55	..	11.0	11.35	1.4	..	1.30	2.0
		dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1365	85½	Elphinstone	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		dep.	3.30	..	5.15	5.30	..	6.45	8.2	8.20	..	8.45	9.15	..	11.20	11.55	1.19	..	1.50	2.20	2.55
1338	88½	Taradale ..	..	..	..	..	..	..	8.7	..	..	..	..	..	..	..	1.25	..	..	..	..
1492	92½	Malmsbury ..	..	..	..	..	..	..	8.16	..	..	..	..	..	..	..	1.35	..	..	..	..
1687	99½	KYNETON	arr.	..	..	..	..	..	8.32	..	..	..	..	..	..	..	1.51	..	..	..	..
		W G	dep.	..	..	Mxd.	..	..	8.47	..	..	..	..	..	..	..	2.6	..	..	..	..
1800	103	Carlsruhe ..	arr.	..	..	..	..	..	8.55	..	..	..	..	..	..	..	..	..	..	..	..
		dep.	4.20	..	6.28	6.50	..	8.5	8.57	9.40	..	10.10	10.35	..	1.0	1.15	2.13	..	3.25	3.55	4.20
1840	107½	Woodend	arr.	4.30	..	6.40	7.0	..	8.15	..	9.50	..	10.20	10.45	..	1.10	1.25	..	3.35	4.5	4.35
		W G	dep.	5.0	5.30	7.0	7.30	7.50	9.20	9.9	10.5	..	10.55	11.20	11.45	1.30	2.40	3.22	3.30	4.25	..
1660	112½	Macedon ..	..	5.15	5.45	7.13	7.45	8.5	9.35	9.18	10.20	..	11.10	11.35	12.0	1.45	2.55	3.33	3.45	4.41	..
1526	116	Giaborne W ..	..	5.26	5.56	7.24	7.56	8.16	9.45	9.26	10.30	..	11.20	11.45	12.10	1.56	3.5	2.41	3.55	4.51	..
1205	120½	Riddell's Creek ..	..	5.39	6.9	7.36	8.9	8.29	9.55	9.37	10.40	..	11.34	11.59	12.24	2.9	3.19	2.53	4.9	5.6	..
1068	124½	Langsfield Junct.	..	5.54	6.24	7.50	8.24	8.46	10.10	9.47	10.55	..	11.49	12.14	12.39	2.24	3.38	3.3	4.24	5.21	..
702	132½	SUNBURY W	arr.	6.16	6.46	8.10	8.46	9.6	10.32	10.1	11.17	..	12.12	12.37	1.2	2.46	4.0	3.18	4.47	5.44	..
653	135½	Diggersrest ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
348	141	Keilor Road	..	..	..	..	..	..	10.19	..	..	..	..	..	..	..	..	..	..	..	..
—	147½	Albion Siding	..	..	..	..	..	..	..	..	12.40	..	..	..	..	..	..	..	..	..	..
124	148½	Braybrook Junct.	arr.	7.26	7.56	9.0	9.56	10.20	11.36	10.31	12.10	12.25	1.36	1.56	2.11	3.28	5.15	3.50	5.56	6.30	..
—	151	Powder Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	151	Munro's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50	152½	Footscray ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	154½	North Melb. arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	156	MELBOURNE	arr.	7.50	8.20	9.20	10.20	10.40	12.0	10.50	12.35	12.50	2.0	2.20	2.35	3.55	5.40	4.8	6.25	6.55	..
		W G	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

a Precedes No. 1 Up Bacchus Marsh train.

No. 10 Up from Echuca to Sandhurst to take through trucks, and can pick up trucks at Elmore only. Nos. 6 and 14 Down from Sandhurst to take through trucks only. No. 23 Up from Echuca to Sandhurst to take through trucks only, and not to do roadside shunting unless specially ordered. Nos. 5 and 12 Up and Down are the only Trains to be stopped for Van Goods.

No. 5 Up to take loaded trucks to Chewton and clear that station of empties. No. 11 Up is the last Up train by which trucks for Braybrook Junction are to be taken.

All stations on the Echuca line must wire to the Station-master, Echuca, daily, not later than 9.30 a.m., the number of loaded waggons that will be ready to go on by No. 16 Up from Echuca to Sandhurst. Stations neglecting to do so may not put on waggons to cut out other stations.

Goods Trains, with a through load from Sandhurst to Woodend, are to run the distance in two hours and three quarters. Goods Trains, with a through load from Melbourne to Woodend, are to run the distance in two hours and a half.

All Up Goods Trains to stop when required at Sunbury; to be broken up and re-made by Guards in the order specified by the Yard Inspector, Melbourne, from time to time.

No. 23 Up meets No. 6 Down at Moira Siding, on D. & M. line.

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

TO MELBOURNE.

Up.

STATIONS.		15	16	16a	17	18	19	20	21	22	23	24	25	26	27	28	29
		Gds. †	Mxd.	Gds. †	Goods †	Gds. †	Goods. †	Gds. †	Gds. †	Gds. †	Mxd.	Gds.	Goods	Goods.	Gds. †	Gds. †	Gds. †
		P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
DENILQUIN	dep.	..	8.30	..	..	..	..	..	..	..	1.45	..	..	..	..	..	..
Mathoura	arr.	..	9.25	..	..	..	..	..	..	..	2.40	..	..	..	..	..	..
	dep.	..	9.37	..	..	..	..	..	..	..	2.50	..	..	..	..	..	..
MOANA	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep.	..	10.38	..	..	..	..	..	..	..	3.53	..	..	..	..	..	..
EGHUGA † W G	arr.	..	10.45	..	..	..	..	..	..	..	4.0	..	..	..	..	..	..
	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rochester † ..	arr.	..	11.5	..	..	1.52 †	..	..	..	..	4.30	..	4.45 †	5.0 †	..	..	..
	dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elmore † W G	arr.	..	12.0	..	..	2.37	..	..	..	..	5.8	..	5.30	5.45	..	..	..
	dep.	..	12.38	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Elmore Siding ..	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep.	..	..	..	..	3.17	..	..	..	..	5.38	..	6.5	6.20	..	..	..
Goornong † ..	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep.	..	1.18	..	..	3.57	..	..	..	..	6.8	..	6.40	6.55	..	..	..
Bagshot † ..	..	..	1.50	..	..	..	..	..	..	..	6.25	..	..	..	..	..	..
Epsom ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cattle Siding	..	..	2.20	..	..	4.52	..	..	..	..	6.55	..	7.35	7.50	..	..	..
SANDHURST † G	arr.	..	2.25	..	..	4.57	..	..	..	..	7.0	..	7.40	7.55	..	..	..
	Pass.	..	..	..	..	Gds.	..	..	..	..	Exprs.	..	..	..	..	..	..
SANDHURST W	dep.	1.55	3.10	..	3.40	4.15	4.45	5.5	5.30	6.5	7.20	7.30	8.0	8.30 †	9.0	9.30	10.0
Golden Square	..	..	3.13	..	..	..	..	..	..	..	7.23	..	..	..	..	..	..
Kangaroo Flat	..	..	3.17	..	..	..	..	..	..	..	7.5	..	..	..	..	..	..
Ravenswood	..	..	§	..	..	..	..	..	..	..	8.0	..	..	..	..	..	..
Harcourt ..	..	..	§	..	..	..	..	..	..	..	8.5	..	..	..	..	..	..
CASTLEMAINE W G	arr.	..	4.0	..	..	..	..	..	..	..	8.10	8.35	9.5	9.35	10.5	10.35	11.5
	dep.	3.0	4.5	..	4.40	5.15	5.45	6.10	6.35	7.10	8.10	8.35	9.5	9.35	10.5	10.35	11.5
Chewton ..	..	3.10	4.14 †	..	4.50	5.25	5.55	6.20	6.45	7.20	8.19	8.45	9.15	9.45	10.15	10.45	11.15
Elphinstone ..	..	3.30	4.29	..	5.10	5.45	6.15	6.40	7.5	7.40	8.4	9.5	9.35	10.5	10.35	11.5	11.35
Taradale	..	..	4.35	..	..	..	..	..	..	..	8.44	..	..	..	..	..	..
Malmsbury ..	..	..	4.45	..	..	..	..	..	..	..	8.52	..	..	..	..	..	..
KYNETON W G	arr.	..	5.0	..	..	..	..	..	..	..	9.2	..	..	..	..	..	..
	dep.	..	5.15	..	..	..	..	..	..	..	9.12	..	..	..	..	..	..
Carlruhe A	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep.	4.45	5.22	..	6.15	6.55	7.20	7.45	8.5	8.40	*	10.5	10.35	11.5	11.35	12.5	12.35
Woodend W G	arr.	4.55	5.31	..	6.25	7.5	7.30	7.55	8.15	8.50	..	10.15	10.45	11.15	11.45	12.15	12.45
	dep.	..	5.34	5.45	7.0	7.45	8.15	..	9.35	10.0	9.47	10.35	11.5	11.35	12.5	12.35	1.5
Macedon ..	..	..	5.41	6.0	7.15	8.0	8.30	..	9.50	10.15	10.50	11.20	11.50	12.20	12.50	1.20	1.20
Gisborne W	..	..	5.49	6.10	7.25	8.10	8.40	..	10.0	10.25	11.0	11.30	12.0	12.30	1.0	1.30	1.30
Riddell's Creek	..	..	6.2	6.25	7.40	8.24	8.55	..	10.14	10.39	11.14	11.44	12.14	12.44	1.19	1.44	1.44
Lancefield Junction	..	..	6.14	6.40	7.55	8.39	9.10	..	10.20	10.54	11.29	11.59	12.29	12.59	1.24	1.59	1.59
SUNBURY W	..	..	6.30	6.56	8.11	9.0	9.26	..	10.52	11.17	10.15	11.52	12.22	12.52	1.22	1.52	2.22
Diggersrest	..	..	§	..	..	..	..	..	..	..	*	..	..	..	..	..	..
Keilor Road	..	..	6.51	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ablon Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brawbybrook Junction	..	..	7.6*	7.56	9.6	10.6	10.26	..	11.36	12.1	10.41*	12.36	1.6	1.36	2.6	2.36	3.6
Footscray	..	..	††	..	..	..	..	..	..	..	††	..	..	..	..	..	..
Powder Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Munro's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Melbourne	arr.	..	7.18	..	..	..	..	..	..	..	10.53	..	..	..	..	..	..
MELBOURNE W G	arr.	..	7.25	8.10	9.30	10.10	10.55	..	12.0	12.25	11.0	1.0	1.30	2.0	2.30	3.0	3.30

b Follows No. 2 Up Bacchus Marsh train.

No. 6 Down from Melbourne to Sandhurst, and No. 6 Up from Sandhurst to Melbourne must not be delayed more than five minutes at Carlruhe waiting on each other for Guards to change.

No. 14 Down from Melbourne to Sandhurst, and No. 16 Up from Sandhurst to Melbourne, must not be delayed more than five minutes at Woodend waiting on each other for Guards to change.

No. 12 and 13 Up unite at Woodend when latter is running.

Winter's Block System is in force on the following sections, viz., Down journey, between No. 1 Signal Box and Franklin street Junction; Franklin street Junction and Coburg Junction; Coburg Junction and Essendon Junction; Essendon Junction and Box near Saltwater River; Box near Saltwater River and Footscray Junction; Elphinstone and Castlemaine. Up journey, between Castlemaine and Chewton; Chewton and Elphinstone; Footscray Junction and Box near Saltwater River; Box near Saltwater River and Essendon Junction; Essendon Junction and Coburg Junction; Coburg Junction and Franklin street Junction; Franklin street Junction and No. 1 Signal Box.

TELEGRAPH BLOCK SYSTEM.—The sections are as follow, viz. :—Down Journey between—Sunbury and Lancefield Junction; Lancefield Junction and Riddell's Creek; Riddell's Creek and Gisborne; Gisborne and Macedon; Macedon and Woodend. Up Journey between—Woodend and Macedon; Macedon and Gisborne; Gisborne and Riddell's Creek; Riddell's Creek and Lancefield Junction; Lancefield Junction and Sunbury.

Woodend to report departure of all Down trains to Elphinstone.

On the Up journey, Goods Trains must stop at Riddell's Creek to lift brakes.

Drivers to feel all axle-boxes of Powder Vans when leaving them at Powder Siding, Footscray. A Loco. Examiner to proceed to the Powder Siding daily by the 7.5 a.m. Goods Train.

When Up Goods trains have trucks for Lancefield Line, Guards must stop their trains before reaching the Lancefield Line points at Lancefield Junction, to facilitate shunting.

No. 18 Up Goods to stop at Lancefield Junction when required to pick up Van Goods.

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

1st July, 1886.
Down.

SANDHURST, INGLEWOOD,

SANDHURST TO WYCHEPROOF.

Height abv. S.	Miles.	STATIONS.	1 † Goods	2 † Goods	3 † Goods	4 † Goods	5 B Powd. Rat. Goods	6 † Goods	7 Pass.	8 Goods	9 Mixed	10 † Goods	11 Pass.
100	—	MELBOURNE W G ..	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
75	100	SANDHURST † W G	dep.	..	..	..	..	..	6.50	..	..	..	3.35
..	3 1/2	California Gully Sliding	arr.	..	..	..	..	..	10.50	..	..	..	7.52
737	4 1/2	Eaglehawk † ..	dep.	3.0	3.25	3.55	4.50	6.45	9.50	11.30	12.25	3.0	3.35
620	11 1/2	Marong † ..	arr.	..	..	..	..	7.0	10.5	11.30	12.40	3.15	..
585	16 1/2	Leichardt † ..	dep.	3.20	3.45	4.15	5.10	7.16	10.45	11.44	1.0	3.25	3.52
478	20 1/2	Derby ..	arr.	..	..	..	..	..	..	P.M.	1.25	..	8.36
456	25 1/2	Bridgewater † ..	dep.	3.45	4.10	4.40	5.35	7.36	11.10	12.4	1.27	3.50	4.17
499	30	Inglewood † W	arr.	..	..	..	..	..	..	..	..	..	8.56
478	34	Kurting † ..	dep.	4.0	4.25	4.55	5.50	7.50	11.25	12.17	1.40	4.5	4.32
505	38 1/2	Glenalbyn † ..	arr.	..	..	..	..	..	..	..	..	..	9.9
573	45 1/2	Wedderburn Road † ..	dep.	4.13	4.38	5.8	6.3	8.3	11.38	12.28	1.51	4.19	4.45
450	50 1/2	KORONG VALE † W G	arr.	..	..	..	..	..	..	..	..	5.5	9.20
554	59	Wychitella	dep.	4.33	4.58	5.28	6.23	8.20	11.58	12.45	2.8	4.38	5.12
519	64	Buckrabanyule	arr.	..	..	..	..	..	..	..	..	..	9.37
438	67 1/2	Barrakee † ..	dep.	4.50	5.15	5.45	6.40	8.35	12.15	1.0	..	4.55	5.29
432	72 1/2	Charlton † W	arr.	..	..	..	..	..	..	..	..	..	9.52
395	78	Teddywaddy	dep.	5.0	5.25	6.0	6.50	8.50	12.16	1.10	2.23	5.5	5.35
368	85 1/2	Fairview	arr.	..	..	..	..	..	..	..	..	..	10.2
357	89 1/2	WYCHEPROOF †	dep.	5.16	5.41	6.16	7.6	9.7	12.32	1.22	2.35	5.21	5.56
			arr.	..	..	..	..	..	..	..	..	..	10.18
			dep.	5.33	5.58	6.33	7.23	9.24	12.49	1.35	2.52	5.38	6.13
			arr.	..	..	..	..	..	..	..	..	..	10.35
			dep.	5.57	6.22	6.57	7.47	9.48	12.3	1.51	3.16	6.2	6.55
			arr.	6.15	6.40	7.15	8.5	10.6	1.31	2.5	3.33	6.20	7.10
			dep.	..	..	..	..	Mixed.	11.10	..	2.20	..	..
			arr.	..	..	..	..	..	..	..	..	..	..
			dep.	..	..	..	..	11.35	..	2.43	..	..	..
			arr.	..	..	..	..	..	..	2.56	..	..	..
			dep.	..	..	..	..	12.5	..	3.6	..	..	..
			arr.	..	..	..	..	12.25	..	..	..	..	..
			dep.	..	..	..	..	..	..	3.25	..	..	..
			arr.	..	..	..	..	..	..	..	..	..	..
			dep.	..	..	..	..	..	..	3.40	..	..	..
			arr.	..	..	..	..	..	..	3.53	..	..	..
			dep.	..	..	..	..	..	..	4.5	..	..	..
			arr.	..	..	..	..	..	..	4.15	..	..	..

B To run to Inglewood only with powder.—No. 5 Down from Korong Vale to Charlton to be run by Boort engine.

Down.

KERANG LINE.

SANDHURST TO MITIAMO AND KERANG.

Hght. abv. S.	M.	STATIONS.	1 † Goods	2 † Goods	3 Pass.	4 † Goods	5 † Goods	6 † Goods	7 Pass.	8 † Goods
32	—	MELBOURNE W G ..	..	..	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
758	100	SANDHURST † W G ..	..	..	A.M.	6.50	..	..	..	3.35
..	104 1/2	California Gully Sliding ..	dep.	8.15	8.30	12.10	12.40	3.50	4.5	8.12
737	105 1/2	Eaglehawk † ..	arr.	..	..	..	..	..	..	..
515	111 1/2	Sydney Flat ..	dep.	8.30	8.45	12.25	12.55	4.5	4.20	8.27
478	115 1/2	Sebastian † W ..	arr.	..	9.19	..	..	4.40	4.55	..
418	119 1/2	Raywood † ..	dep.	9.4	9.40	1.0	1.28	5.0	5.10	9.2
362	127	Yallock † ..	arr.	9.15	9.55	..	1.40	5.10	5.20	..
346	131 1/2	Dingee † ..	dep.	..	10.0	1.13	..	..	..	9.15
334	136	Prairie ..	arr.	..	10.28	1.34	..	..	..	..
319	142 1/2	Mitiamo † W G	dep.	..	10.46	1.47	..	..	..	9.36
30	146 1/2	Mologa † ..	arr.	..	11.10	2.2	..	..	..	9.49
264	154 1/2	Pyramid Hill †	dep.	..	11.30	2.20	..	..	..	10.4
282	159	Mincha W ..	arr.	..	..	..	..	..	..	..
272	165	Macorna ..	dep.	..	..	2.35	..	..	..	10.22
263	170 1/2	Tragowel ..	arr.	..	..	..	..	..	..	10.37
259	174 1/2	South Kerang ..	dep.	..	..	3.0	..	..	..	11.2
225	179 1/2	KERANG † W	arr.	..	..	3.12	..	..	..	11.14
			dep.	..	..	3.30	..	..	..	11.32
			arr.	..	..	3.45	..	..	..	11.47
			dep.	..	..	3.58	..	..	..	12.0
			arr.	..	..	4.13	..	..	..	A.M.
			dep.	..	..	..	..	..	..	12.15

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

WYCHEPROOF TO SANDHURST.

Height above Sea.	Miles.	STATIONS.	1 † Goods	2 † Goods	3 Mixed	4 † Goods	5 Mixed	5a † Goods	6 Mixed	7 Goods	8 † Goods	9 † Goods	10 Goods	11 † Goods
feet.			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
357	—	WYCHEPROOF † dep.	..	..	..	..	8.45	..	..	..	P.M.	P.M.	P.M.	P.M.
368	3 1/2	Fairview ..	..	..	..	..	8.57	..	..	..	..	..	..	..
380	7	Glenloch ..	..	..	..	..	9.9	..	..	..	..	..	..	..
395	11 1/2	Toddywaddy ..	..	..	..	..	9.22	..	..	..	..	..	..	..
432	16 1/2	Charlton † W ..	arr.	..	..	..	..	..	..	..	..	..	..	..
		dep.	..	..	..	..	9.42	..	12.45	..	..	..	..	..
438	21 1/2	Barrakee † ..	arr.	..	..	..	..	..	..	..	..	..	..	..
		dep.	..	..	..	..	9.57	..	1.5	..	..	..	..	..
519	25 1/2	Buckrabanyule ..	..	..	..	..	10.11	..	..	..	..	..	..	..
552	30 1/2	Wychitella † W ..	arr.	..	..	..	..	..	..	..	..	..	..	..
		dep.	..	..	..	..	10.26	..	1.35	..	..	..	..	..
		arr.	..	..	..	..	10.55	..	2.0	..	..	..	..	..
460	39	KORONG VALE † W G	dep.	6.40	7.30	8.10	8.40	11.5	..	3.35	4.20	4.50	..	6.40 8.5
		arr.	6.55	7.45	..	..	..	..	..	..	..	..	..	..
573	44	Wedderburn Road †	dep.	6.57	7.47	8.25	8.55	11.20	..	3.50	4.35	5.5	..	6.55 8.20
		arr.	7.21	..	..	9.21	..	..	..	..	5.30	..	..	..
505	50 1/2	Glenalbyn † ..	dep.	7.23	8.11	8.49	9.24	11.44	..	4.14	4.59	5.38	..	7.19 8.44
		arr.	..	..	..	..	..	..	..	5.17	..	..	..	..
478	55 1/2	Kurting † ..	dep.	7.43	8.31	9.7	9.44	12.2	..	4.32	5.21	5.56	..	7.37 9.1
		arr.	7.57	8.44	9.20	9.57	12.15	12.15	Goods †	4.45	5.35	6.10	..	7.50 ..
499	59 1/2	Inglewood † W ..	dep.	8.5	8.45	9.30	10.5	12.25	1.55	5.0	5.45	6.25	..	7.55 9.15
		arr.	..	..	..	..	..	12.40	2.7	..	..	..	..	9.27
456	63 1/2	Bridgewater † ..	dep.	8.20	8.57	9.42	10.20	12.45	2.8	5.12	5.57	6.37	..	8.7 9.37
		arr.	..	..	..	..	..	..	..	..	..	..	..	..
476	68 1/2	Derby ..	dep.	8.40	9.14	9.59	10.40	1.2	2.24	5.29	6.14	6.54	..	8.24 9.52
		arr.	..	..	..	..	..	..	..	..	..	..	..	..
589	72 1/2	Leichardt † ..	dep.	8.53	9.25	10.10	10.53	1.13	2.40	5.40	6.25	7.7	..	8.35 10.4
		arr.	..	..	..	..	..	..	..	..	..	..	..	..
620	77 1/2	Marong † ..	dep.	9.10	9.39	10.24	11.10	1.27	2.54	5.54	6.39	7.24	..	8.56 10.18
		arr.	..	10.0	..	11.35	..	..	..	..	7.0	..	..	..
737	84 1/2	Eaglehawk † ..	dep.	9.35	10.5	10.45	11.44	1.48	3.15	6.15	7.10	7.45	..	9.17 10.40
		arr.	..	..	..	..	..	1.58	..	..	..	..	..	..
—	85 1/2	California Gully Sliding	..	..	..	..	..	..	..	..	..	..	..	..
758	89 1/2	SANDHURST † W G	arr.	9.50	10.20	11.0	12.0	2.10	3.30	6.30	7.25	8.5	..	9.32 10.55
		dep.	..	..	Pass.	..	Pass.	..	10	Express.	..	..	..	..
32	190	MELBOURNE W G	arr.	..	..	P.M.	4.8	..	..	11.0	..	..	..	..

No. 6 Up from Charlton to Korong Vale to be run by Boort engine.

KERANG LINE.

Up.

KERANG AND MITIAMO TO SANDHURST.

Height above Sea.	M.	STATIONS.	1 Mixed	2 † Goods	3 † Goods	4 † Goods	5 Mixed	6 † Goods	7 † Goods	8 † Goods
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
255	—	KERANG † W ..	..	..	..	..	1.35	..	..	..
259	4 1/2	South Kerang ..	..	..	..	..	1.50	..	..	..
263	9	Tragowel ..	..	..	..	..	2.3	..	..	..
272	14 1/2	Macorna ..	..	..	..	..	2.18	..	..	..
282	20 1/2	Mincha W ..	..	..	..	..	2.36	..	..	..
		arr.	..	..	..	..	2.48	..	..	..
294	24 1/2	Pyramid Hill † ..	..	..	..	..	3.0	..	..	..
		dep.	7.38	..	..	..	3.25	..	..	..
309	32 1/2	Mologa † ..	..	..	..	..	3.40	..	..	..
319	37	Mitiamo † W G ..	..	..	11.45	..	3.58	..	..	..
334	43 1/2	Prairie ..	..	..	12.5	..	4.13	..	..	..
346	48	Dingee † ..	..	..	12.25	..	4.26	..	..	..
362	52 1/2	Yallook † ..	..	..	12.39	..	..	..	..	..
		arr.	..	..	1.5	..	..	..	..	..
418	59 1/2	Raywood † ..	..	..	1.40	1.55	4.47	5.30	5.55	10.5
		dep.	9.25	9.55	..	..	..	..	..	..
		arr.	..	10.7	..	..	..	..	..	..
478	63 1/2	Sebastian W † ..	..	..	1.55	2.10	5.0	5.51	6.16	10.20
		dep.	9.40	10.20	..	..	..	..	..	..
515	67 1/2	Sydney Flat ..	..	..	..	..	..	..	..	..
		arr.	10.15	11.0	..	..	..	..	..	..
737	73 1/2	Eaglehawk † ..	..	..	2.30	2.45	5.35	6.30	6.55	10.50
		dep.	10.20	11.5	..	..	..	..	..	..
		arr.	10.20	11.20	2.45	3.0	5.50	6.45	7.10	11.5
—	75	California Gully Sliding	..	..	..	..	..	..	..	..
758	78 1/2	SANDHURST † W G	..	..	..	..	Express	..	..	..
		dep.	12.0	..	..	..	7.20	..	..	..
		arr.	..	..	..	..	..	..	..	..
32	179 1/2	MELBOURNE W G	..	..	..	..	11.0	..	..	..

See General Notes, pages 2 and 3.

For references, see page 3.

Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1157 139 Middle Creek †	dep. 4 40	5 0	6 4	6 40	8 0	9 45	9 57	11 17	12 25	2 30	3 52	5 55	7 25	8 36	9 11	10 18	12 23	12 37			
1110 143 Buangor †	arr. 4 52	5 17	6 16	6 55	8 25	10 0	11 34	12 40	2 50	3 35	4 45	6 7	7 37	8 58	9 24	10 29	12 34	12 48			
1026 152 Dobles †	dep. 5 19	5 44	6 43	7 22	8 52	10 27	11 15	12	3 15	3 51	5 10	6 32	8 4	9 25	9 55	10 53	12 13	1 17			
1028 157 ARARAT † W G	arr. 5 35	6 0	6 58	7 37	9 0	10 40	11 30	1 16	3 28	4 6	5 25	6 50	8 19	9 40	10 10	11 8	12 18	1 30			
935 162 Armstrongs †	dep. 5 45	6 15	7 8	7 52	9 20	10 42	11 40	1 41	3 54		5 35	7 0	8 29	9 52	10 25	11 15	12 23	1 40			
783 168 Great Western †	arr. 6 0	6 50	7 28	8 9	9 39	10 57	11 56	1 56	4 9		5 54	7 15	8 44	10 10	10 40	11 30	12 38	1 55			
759 176 STAWELL † W G	dep. 6 15	7 7	7 52	8 37	9 52	11 13	1 10	2 11	4 24		6 10	7 30	8 59	10 25	10 55	11 45	12 9	2 18	2 33		
748 184 Deep Lead	arr. 6 30	7 29	8 14	9 0	10 15	11 37	1 33	2 36	4 49		6 33	7 55	9 25	10 48	11 19	12 9					
557 188 GLENORCHY † W	dep. 3 35	4 0	4 50	5 50	7 12	8 30	9 50	11 12	3 55		5 55										
556 195 Warranook †	arr. 4 10	5 0	6 20	7 36	9 52	11 51	1 40	3 11	5 15		7 15	9 35	11 10								
488 204 Lutbeck †	arr. 4 40	5 30	6 55	8 15	9 48	11 31	1 15	3 31	5 30		7 30	10 10	11 50								
466 211 MERTON † W	dep. 4 10	5 0	6 20	7 36	9 52	11 51	1 40	3 11	5 15		7 15	9 35	11 10								
498 218 JUNG JUNG † W	arr. 4 40	5 30	6 55	8 15	9 48	11 31	1 15	3 31	5 30		7 30	10 10	11 50								
435 224 POONEN "	dep. 4 10	5 0	6 20	7 36	9 52	11 51	1 40	3 11	5 15		7 15	9 35	11 10								
434 229 BORSHAN † W	arr. 4 40	5 30	6 55	8 15	9 48	11 31	1 15	3 31	5 30		7 30	10 10	11 50								
447 239 Pimpino †	dep. 4 10	5 0	6 20	7 36	9 52	11 51	1 40	3 11	5 15		7 15	9 35	11 10								
443 245 Wall †	arr. 4 40	5 30	6 55	8 15	9 48	11 31	1 15	3 31	5 30		7 30	10 10	11 50								
364 250 DIMBOOLA † W G	dep. 4 10	5 0	6 20	7 36	9 52	11 51	1 40	3 11	5 15		7 15	9 35	11 10								

NOTES.—Nos. 9 Down and 2 Up Trains meet at Larrobe Terrace, Geelong. Goods change. Nos. 19 Down and 8 Up Trains meet at North Geelong. Goods change. Nos. 5 Down to do roadside shunting between Ballarat, Ararat, and Stawell.—Stationmaster Ballarat, may arrange to run No. 11 Down to Ararat, returning on No. 14 Up time, or may run it to Beaufort only, returning on No. 9 Up time. When No. 14 Up, Stawell to Ballarat, is running, No. 6 Down, Ballarat to Beaufort, cannot run. If required, second engine and van to be attached to No. 5 Down to Beaufort, returning thence as per No. 3 Up. Tall Rope not to be used in Shunting at Warrenheip.

Two Engines must not run on the temporary Bridge at Werrabee together, nor on the Bridge at Glenorchy.

Geelong Pier is three-quarters of a mile from Geelong Station.

WINTER'S BLOCK SYSTEM.—The sections are as follows, viz.:—Down Journey between—No. 1 Signal Box, Melbourne Yard, and Franklin street Junction; Franklin street Junction and Coburg Junction; Coburg Junction and Essendon Junction; Essendon Junction and Box near Saltwater River; Box near Saltwater River and Footscray Junction; Footscray Junction and Lyndhurst Junction; Lyndhurst Junction and Spottiswoode; Spottiswoode and Newport; Yenon and Warrenheip; Warrenheip and Ballarat; Ballarat East and Ballarat; Lyndhurst street Box, Ballarat and Macarthur street Junction; Beaufort and top of Beaufort Bank (Gate No. 30); Gate No. 30, top of Beaufort Bank, and Middle Creek; No. 68 Gate, Ararat side of Stawell, and Lyndhurst street Box, Ballarat; Macarthur street Junction and Lyndhurst street Box, Ballarat; Ballarat and Outer Station (Point at Stawell). Up Journey between—Middle Creek and top of Beaufort Bank (Gate No. 30); Gate No. 30 and Beaufort; Macarthur street Junction and Lyndhurst street Box, Ballarat; Ballarat and Ballarat East; Ballarat East and Warrenheip; Warrenheip and Lyndhurst street Box, Ballarat; Lyndhurst street Junction and Lyndhurst street Box, Ballarat; Ballarat and Footscray Junction and Box near Saltwater River; Box near Saltwater River and Essendon Junction; Essendon Junction and Coburg Junction; Coburg Junction and Franklin street Junction; Franklin street Junction and No. 1 Signal Box, Melbourne Yard.

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

Up.

DIMBOOLA TO HORSHAM, STAWELL, BALLARAT, AND MELBOURNE,

Up.

1st July, 1886.

Station	1	1A	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	16A	17	18	19	20	21
STATIONS.	Goods	Goods	Gds.	Goods.	Goods.	Goods.	Goods.	Gds.	Mixed.	Goods	Goods	Goods	Mixed.	Goods.	Goods	Gds.	Gds.	Gds.	Mixed.	Goods.	Goods.	Goods.	Goods.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
364	dep.	..	..	6 15	..	..	..	..	..	..	..	..	10 35	..	..	..	..	..	5 0	..	7 41	..	..
443	arr.	..	..	..	..	..	..	..	..	..	..	..	10 50	..	..	..	..	..	5 15	..	8 5	..	..
447	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
414	arr.	..	..	7 30	..	..	..	..	..	..	..	..	11 10	..	..	..	..	..	5 35	..	8 30	..	..
435	arr.	..	..	..	8 40	..	..	..	..	..	..	..	11 45	..	..	..	..	..	6 10	..	9 10	..	..
436	arr.	..	..	..	..	..	..	..	..	..	..	..	Noon.	..	..	..	..	..	6 30	..	9 30	..	..
437	arr.	..	..	..	..	..	..	..	..	..	..	..	12 0	..	..	..	..	..	6 45	..	..	..	..
438	arr.	..	..	..	..	..	..	..	..	..	..	..	12 30	..	..	..	..	..	7 6	..	10 6	..	..
439	arr.	..	..	..	9 20	..	..	..	..	..	..	..	12 59	..	..	..	..	..	7 26	..	10 26	..	..
438	arr.	..	..	..	10 15	..	..	..	..	..	..	..	..	..	..	..	..	..	7 45	..	10 26	..	..
438	arr.	..	..	..	10 25	..	..	..	9 10	..	..	..	1 30	..	..	..	..	..	7 57	..	10 57	..	..
526	arr.	..	..	..	11 2	..	..	..	9 48	..	..	..	2 8	..	..	..	..	..	8 35	..	11 40	..	..
567	arr.	..	..	..	11 12	..	..	..	9 55	..	..	..	2 15	..	..	..	..	..	8 40	..	11 50	..	..
748	arr.	..	..	..	11 50	..	..	..	10 18	..	..	..	2 38	..	..	..	..	..	8 59	..	11 50	..	..
759	arr.	..	..	..	11 50	..	..	..	10 30	..	..	..	2 50	..	..	..	..	..	9 15	..	12 25	..	..
781	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
781	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
955	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1028	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1026	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1110	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1157	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1157	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

No.	Station	Direction	Goods		Pass.	Goods		Goods		Goods		Goods		Expire	Goods		Goods		Goods	Goods	Goods	Goods	Goods	Goods	Goods	Goods				
			A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.												
1272-122	Beaufort † W	dep. 5:37	arr. 7:30		8:20	10:16	10:42	11:47	12:15	1:30	2:55	3:16	5:22	5:22	5:31	3:16	5:31	5:40	7:10	7:10	7:10	7:10	7:10	7:10	7:10	7:10	7:10	7:10	7:10	
1218-127	Trawalla †	dep. 5:52	arr. 7:45		9:16	10:31	10:56	12:15	12:30	1:57	3:12	3:40	5:40	5:40	5:41	3:12	5:41	5:41	7:13	7:13	7:13	7:13	7:13	7:13	7:13	7:13	7:13	7:13	7:13	
1315-137	Burrumbidgee †	dep. 6:21	arr. 8:10		9:43	11:11	11:26	12:45	1:15	2:27	3:38	4:51	6:7	6:7	6:7	3:38	6:7	6:7	7:44	7:44	7:44	7:44	7:44	7:44	7:44	7:44	7:44	7:44	7:44	
1330-140	Wimmera †	dep. 6:30	arr. 8:20		9:54	11:12	11:45	12:50	1:38	2:36	3:47	4:51	6:17	6:17	6:17	3:47	6:17	6:17	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	
1402-146	Scarsdale Junction †	dep. 7:0	arr. 8:38		10:11	11:28	12:3	12:45	1:42	3:08	4:38	5:55	7:21	7:21	7:21	4:38	7:21	7:21	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	
1415-150	BALLARAT † W G	dep. 7:12	arr. 8:50		10:21	11:42	12:15	12:50	1:41	3:10	4:50	5:55	7:23	7:23	7:23	4:50	7:23	7:23	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	
1433-151	Ballarat East	dep. 7:30	arr. 9:00		11:33	12:45	13:30	13:30	14:15	4:15	6:20	7:25	8:50	8:50	8:50	6:20	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	
1725-1548	Warrenhelp	dep. 7:30	arr. 9:20		11:45	13:00	13:30	13:30	14:15	4:27	6:20	7:25	8:50	8:50	8:50	6:20	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	
1600-160	Yendon	dep. 7:30	arr. 9:36		11:56	13:10	13:30	13:30	14:15	4:38	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	
1531-1631	Lal Lal W	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
1530-170	Elaine	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
1526-176	Meredith	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
547-185	Leithridge W	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
394-191	Leigh Road	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
250-195	Gheringhap	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
200-199	Moorabool	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
56-203	North Geelong	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
57-203	GEELONG † W G	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
51-207	North Geelong	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
5-215	Ara †	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
100-221	Little River † W	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
77-231	Werrisbee † W	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
243	Newport Meat Siding	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
43-244	Newport †	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
50-247	Federay	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
18-249	North Melbourne	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48
32-250	MELBOURNE W G arr.	dep. 8:0	arr. 9:56		12:4	13:30	13:30	13:30	14:15	4:46	6:16	7:21	8:50	8:50	8:50	6:16	8:50	8:50	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48	9:48

No. 8 Up and 9 Down trains meet at Labrope Terrace, Geelong. Goods change. No. 8 Up, Goods from Geelong to Melbourne, to be broken up and re-made by Goods at Werrisbee, in the order specified by the Yard Inspector, Melbourne, from time to time. No. 9 and 11 Up, when running, and 12 Up, to approach Scarsdale Junction very cautiously. No. 10 Up on Saturdays to approach Scarsdale Junction very cautiously. Station-master, Ballarat, may arrange to run No. 11 Down to Ararat, returning at No. 14 Up time, or may run it to Ballarat only, returning on No. 9 Up time. No. 9 Up from Stawell to Ararat only to run when Nos. 7 and 8 Down from Ballarat to Stawell are not running, and return from Ararat to Stawell on time of No. 8 Down. **Ballarat**—Fat! Rope not to be used in Shunting at Warrenhelp. No. 5 Up to leave empty trucks at Leithridge Quarries and pick up loaded trucks there. — All tip trains arriving at Ballarat must stop at, or short of, East end of Down Platform.

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

BALLARAT AND CASTLEMAINE LINE.
BALLARAT (via MARYBOROUGH) TO CASTLEMAINE.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4	5	6	7	8	8 a	9	10
feet			Mixed.	Goods.	Mixed Pick-up.	Goods. †	Goods. †	Powder, Saturday.	Passenger.	Mixed.	Goods. †	Goods. †	Passenger.
72	DOWN.	MELBOURNE W G	..	..	..	..	..	..	..	..	..	..	P.M. 7.0
7415	100 1/2	BALLARAT † W G	..	..	..	..	..	..	..	..	..	..	10.25
1510	6 1/2	Racecourse	..	..	7.55	8.45	12.35	1.20	3.30	5.0	7.15	9.30	Mixed.
1438	11 1/2	Creswick † W	..	..	8.13	9.20	12.53	1.40	3.48	5.18	7.33	9.48	11.0
1421	12 1/2	North Creswick †	..	..	..	9.30	1.10	2.10	4.4	..	8.5	10.5	11.18
131 1/2	13 1/2	Australasia Co.'s Siding	..	..	8.33	..	1.14	..	4.8	..	..	..	11.30
1295	19	Tourello †	..	..	8.56	..	1.33	..	..	..	..	..	..
1081	22 1/2	Clunes † W	..	..	9.0	10.0	1.38	2.32	4.25	..	8.26	10.27	..
—	30	Dunach Siding	..	..	9.17	10.17	1.55	2.48	..	..	..	10.40	12.2
818	33 1/2	Talbot †	..	..	..	..	..	3.3	4.33	..	8.40	11.10	..
787	42 1/2	MARYBOROUGH † W G	..	..	9.52	10.52	2.22	3.36	5.10	..	..	..	12.17
634	47	Carisbrook †	..	..	10.20	11.20	2.45	4.8	5.37	..	..	..	..
770	53 1/2	Moodort †	..	..	10.50	..	4.35	4.40	5.55	..	..	..	..
671	59	Joyce's Creek	..	..	11.3	..	4.38	4.53	6.7	..	..	..	..
710	62 1/2	Newstead †	..	..	11.27	..	..	5.16	..	..	..	..	..
815	70	Guildford †	..	..	11.31	..	4.58	5.31	6.26	..	..	..	..
518	75 1/2	Maldon Junction †	..	..	11.46	..	5.13	5.42	6.41	..	..	..	..
919	76 1/2	CASTLEMAINE † W G	..	..	11.55	..	5.49	6.9	7.15	..	..	..	..
32	—	MELBOURNE W	..	..	12.40	..	6.5	6.25	7.30	..	..	..	..
			7.38	..	12.55	..	6.10	6.30	7.35	..	..	..	..
			10.50	..	4.8	..	..	..	8.10	..	..	..	..
			..	..	..	..	..	..	11.0	..	..	..	..

Nos. 3, 4, and 5 Down, and Nos. 1 and 1a Up, to do shunting between Ballarat and Maryborough; No. 6 Up and No. 7 Down to take through trucks between Ballarat and Maryborough, and to pick up through trucks at Creswick, No. 6 Up to take trucks to Clunes also; and Nos. 3 and 5 Up, and No. 6 Down, to do shunting between Maryborough and Castlemaine. No. 9 Up must not do pick-up work except at Clunes. On Saturdays, No. 1a Up to take trucks for Clunes and Creswick only; and No. 6 Up to take trucks to Clunes and Creswick, and to pick up through trucks at those stations.

Passengers from Ballarat to Sandhurst can book at Castlemaine by the 7.5 a.m. and the Van of the 4.35 p.m. Down Goods trains from Melbourne to Sandhurst. SPECIAL NOTICE.—All trains running on the Castlemaine and Maryborough and the Maldon Lines must approach Maldon Junction with great caution.

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

BALLARAT AND CASTLEMAINE LINE.

CASTLEMAINE (with MARYBOROUGH) TO BALLARAT.

Height above the Sea	Miles.	STATIONS.	1 Goods.	1a Powder, Monday Goods.	2 Goods. †	2a Goods. †	3 Passenger.	4 Goods. †	5 Mixed.	6 Mixed.	7 Goods.	8 Goods.	9 Pass.
feet			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
32	—	MELBOURNE W G	..	..	..	..	6.50	..	..	8.45	..	..	3.35
320	—	ECHUCA W G	..	..	..	..	..	..	..	Pass.	..	..	4.30
758	—	SANDHURST W G	..	..	..	..	9.56	..	..	12.00	..	..	..
919	78	CASTLEMAINE W G	..	8.25	..	..	Mixed.	..	..	Mixed Pick-up.	2.5 †	7.45 †	Mixed.
DOWN.													
918	1	Malden Junction †	..	8.30	..	..	10.25	..	..	1.55	2.10	7.50	8.25
815	6 1/2	Gulldford †	..	8.50	..	..	10.40	..	..	2.12	2.27	8.5	8.38
710	14 1/2	Nowstead †	..	9.17	..	..	11.3	..	..	2.39	2.54	8.26	8.56
671	17 1/2	Joyce's Creek	..	9.29	..	..	11.14	..	..	2.50	3.5	8.36	9.5
770	22 1/2	Moolort †	..	9.47	..	..	11.29	..	..	3.5	3.20	8.52	9.18
634	29 1/2	Carlsbrook †	..	10.13	..	..	11.50	..	..	3.28	3.43	9.10	9.33
787	34	MARYBOROUGH † W G	..	10.25	..	..	12.2	..	..	3.45	4.0	9.25	9.45
			5.0	Mixed.	7.10	1.25	12.20	1.30	..	4.40	5.45	6.0 †	10.5
UP.													
818	43	Tarbut †	..	7.35	..	..	..	2.0	..	5.10	6.15	6.30	10.32
—	46 1/2	Dunach Siding	..	8.2	..	..	12.48	2.24	..	..	..	..	..
1081	53 1/2	Clunes † W	..	8.43	..	..	..	3.3	..	..	..	..	..
1295	57 1/2	Tourello †	..	9.0	..	..	1.26	3.13	..	5.47	6.58	7.13	11.9
—	62 1/2	Australasia Co.'s Siding	..	9.20	..	..	1.38	3.28	..	..	..	..	..
1421	63 1/2	North Creswick †	..	9.43	..	..	2.0	..	..	6.11	7.15	7.30	11.21
1438	65	Creswick † W	..	9.30	..	..	2.10	3.58	..	..	..	..	11.36
1510	69 1/2	Itacourse ..	..	9.43	..	..	2.23	4.10	5.55	6.21	7.50	8.5	11.41
1415	76 1/2	BALLARAT † W G	..	10.5	..	..	2.45	4.45	6.27	6.35	8.8	8.23	11.56
12	—	MELBOURNE W G	..	11.30	..	..	4.15	..	..	10.46	8.30	8.45	12.15

Nos. 3, 4, and 5 Down, and Nos. 1 and 10 Up, do shunting between Ballarat and Maryborough; No. 6 Up and No. 7 Down to take through trucks between Ballarat and Maryborough, and to pick up through trucks at Creswick; No. 8 Up to take trucks to Clunes also; and Nos. 3 and 6 Down, to do shunting between Maryborough and Castlemaine, through trucks at those stations. All Up trains arriving at Ballarat must stop at, or short of, Past end of Down platform. Passengers from Ballarat to Sandhurst can book at Castlemaine by the 7.5 a.m. and the Van of the 4.35 p.m. Down Goods trains from Melbourne to Sandhurst. SPECIAL NOTICE.—All trains running on the Castlemaine and Maryborough and the Maldon Lines must approach Maldon Junction with great caution. See General Notes, pages 2 and 3. For references, see page 3.

1st July, 1886.

Down. MARYBOROUGH, ST. ARNAUD, AND DONALD LINE.

MARYBOROUGH TO ST. ARNAUD AND DONALD.

Height above Sea.	Miles.	STATIONS.	MARYBOROUGH TO ST. ARNAUD AND DONALD.										
			1 Goods	2 Goods †	3 Goods †	4 Mxd.	5 Powder, Monday Goods	6 Pass.	7 Goods †	8 Goods †	9 Goods	10 Goods †	11 Pass.
ft. 32	—	MELBOURNE W G	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
199	78	CASTLEMAINE † W G	dep. ..	..	..	..	..	6 50	..	..	..	..	3 35
			arr. ..	..	..	..	..	9 56	..	..	..	..	6 51
			dep. ..	..	..	..	..	Mixed 10 20	..	..	..	..	Mixed 8 20
787	112	MARYBOROUGH † W G	arr. ..	..	..	..	..	12 2	..	..	..	..	9 45
616	6	Havelock ..	dep. ..	5 25	7 0	7 15	10 35	12 13	12 45	..	..	6 5	9 55
			arr. ..	5 42	7 17	7 32	10 52	12 30	1 2	..	..	6 22	10 11
580	9	Bet-bet † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	5 53	7 28	7 43	11 3	12 41	1 13	..	..	6 33	10 22
631	13½	DUNOLLY † ..	arr. ..	..	..	..	..	..	..	..	..	6 45	..
			dep. ..	6 5	7 40	7 55	11 17	12 55	1 27	..	..	6 50	10 34
722	17½	Goldsborough † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	6 17	7 54	8 9	11 31	1 7	1 41	..	..	7 4	10 47
688	25½	Beallba † W ..	arr. ..	..	8 22	..	..	..	2 9	..	..	7 30	..
			dep. ..	6 45	..	8 38	12 5	1 37	2 14	..	..	..	11 10
625	33	Emu † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	7 6	..	8 57	12 25	1 50	2 33	..	..	..	11 31
625	40½	Carapooce † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	7 25	..	9 16	12 45	2 13	2 52	..	..	..	11 48
			arr. ..	7 45	..	9 33	1 5	2 30	3 10	..	..	..	12 0
784	46½	ST. ARNAUD † W G	arr. ..	..	..	..	Goods † A.M.	..	..	..	..	..	..
			dep. ..	8 15	..	9 45	11 25	2 50	3 10	P.M. 6 0	..	..	..
565	53½	Darkbonec ..	arr. ..	..	..	..	..	..	..	..	..	..	..
479	58	Swanwater ..	arr. ..	..	..	..	..	..	..	..	..	..	..
397	63	Cope Cope † W ..	arr. ..	..	..	..	..	..	4 0	..	..	..	..
374	70½	DONALD † W ..	arr. ..	9 5	..	10 35	12 7	3 40	..	6 50	..	..	..
			arr. ..	9 30	..	10 55	12 32	4 0	..	7 15	..	..	..

Up.

DONALD TO ST. ARNAUD AND MARYBOROUGH.

Height above Sea.	Miles.	STATIONS.	DONALD TO ST. ARNAUD AND MARYBOROUGH.										
			1 Goods	2 Mixed.	3 Goods †	4 Goods	5 Mixed	6 Goods	7 Goods †	8 Goods	9 Goods †	10 Goods †	11 Goods
ft. 374	—	DONALD † W ..	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			dep. ..	6 15	..	10 5	11 45	..	1 15	..	4 25	..	..
397	7½	Cope Cope † W ..	arr. ..	..	..	10 30	..	..	..	..	..	..	..
			dep. ..	6 37	..	10 35	12 7	..	1 40	4 20	4 45	..	..
479	12½	Swanwater ..	arr. ..	..	..	..	..	..	..	..	..	..	..
505	17	Darkbonec ..	arr. ..	7 30	..	11 25	1 0	..	2 30	..	5 30	..	..
784	23½	ST. ARNAUD † W G	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	7 45	..	11 40	1 15	1 45	3 10	5 10	..	..	..
625	30	Carapooce † ..	arr. ..	..	..	..	..	2 5	..	..	..	..	..
			dep. ..	8 2	..	12 0	1 22	2 14	3 27	5 30	..	..	..
625	37½	Emu † ..	arr. ..	..	..	12 20	1 52	2 31	..	..	..	..	..
			dep. ..	8 21	..	12 27	1 57	2 36	3 46	5 49	..	..	..
688	44½	Beallba † W ..	arr. ..	8 37	..	..	..	..	..	..	..	..	..
			dep. ..	8 39	9 0	12 45	2 14	3 2	4 4	6 7	..	8 0	..
722	52½	Goldsborough † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	9 10	9 29	1 7	2 36	3 28	4 33	6 36	..	8 29	..
631	56½	DUNOLLY † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	9 24	9 43	1 27	2 55	3 58	4 47	6 50	..	8 43	..
580	61½	Bet-bet † ..	arr. ..	..	..	..	..	..	..	..	..	..	..
			dep. ..	9 35	9 54	1 41	3 6	4 10	4 58	7 1	..	8 54	..
616	64½	Havelock ..	arr. ..	9 46	10 5	1 54	3 17	4 23	5 10	7 12	..	9 5	..
787	70½	MARYBORO' † W G	arr. ..	10 4	10 23	2 10	3 35	4 42	5 27	7 30	..	9 23	..
			dep. ..	10 50	..	..	4 25	..	5 55	..	..	..	..
919	104½	CASTLEMAINE † W G	arr. ..	12 40	..	..	6 10	..	7 35	..	..	..	..
			arr. ..	Pass. 12 55	..	..	6 59	..	8 10	..	..	..	..
778	—	SANDHURST W G	arr. ..	..	..	..	7 52	..	..	..	..	..	..
320	—	ECHUCA W G ..	arr. ..	..	..	..	10 14	..	..	..	..	..	..
32	182½	MELBOURNE W G	arr. ..	4 8	..	..	..	..	11 0	..	..	..	..

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

Down.

MARYBOROUGH AND AVOCA LINE.

1st July, 1886.

MARYBOROUGH TO AVOCA.

Height above the Sea.	Miles.	STATIONS.	1 Mondays only. Mixed.	2 † Goods, Powder, Tuesdays.	3 Mondays excepted. Mixed.	4 Pass.	5 Mixed.	6 Saturdays only. Mixed.
feet 32	—	MELBOURNE W G .. dep.	A.M. ..	A.M. ..	A.M. ..	A.M. 6.50	P.M. ..	P.M. ..
787	112	MARYBOROUGH † W G .. { arr. dep.	..	..	..	Mixed. P.M. 12.2	..	..
767	7 3/4	Bung Bong	6.0	7.30	8.0	12.25	6.5	10.10
805	11 1/4	Homebush	6.22	7.52	8.22	12.47	6.27	10.32
794	15	AVOCA † arr.	6.50	8.20	8.50	1.15	6.43 6.55	10.48 11.0

Up.

AVOCA TO MARYBOROUGH.

Height above the Sea.	Miles.	STATIONS.	1 † Goods, Powder, Tuesdays.	2 Mixed.	3 Mixed.	4 Mixed.	5 Saturdays only. Mixed.
feet 794	—	AVOCA † dep.	A.M. 8.50	A.M. 9.25	P.M. 3.5	P.M. 7.15	P.M. 11.10
805	3 1/4	Homebush	9.4	9.39	3.19	7.29	11.24
767	7 3/4	Bung Bong	9.20	9.55	3.35	7.45	11.40
787	15	MARYBOROUGH † W G { arr. dep.	9.40 ..	10.15 10.50	3.55 4.25	8.5 ..	12.0 ..
32	127	MELBOURNE W G arr.	..	Pass. 4.8	Pass. 11.0	..	..

Nos. 1, 3, 5, and 6 Down, and Nos. 2, 4, and 5 Up are run by the Rowan Car, the load for which is one vehicle. Trucks of Live Stock or Goods to be forwarded by Nos. 2 and 4 Down, and Nos. 1 and 3 Up.

Down.

LANCEFIELD LINE.

LANCEFIELD JUNCTION TO LANCEFIELD.

Height above the Sea.	Miles.	STATIONS.	1 Pass.	2 Pass.
feet 32	—	MELBOURNE W G dep.	A.M. 6.50	P.M. 7.15
1068	31 1/4	LANCEFIELD JUNCTION † { arr. dep.	8.2 Mixed.	8.25 Mixed.
—	3 3/4	Bolinda Siding	8.20	8.40
1362	5	Monegetta	8.53	9.13
1599	9	Romsey †	9.10	9.30
1561	14 1/2	LANCEFIELD † W arr.	..	..

Up.

LANCEFIELD TO LANCEFIELD JUNCTION.

Height above the Sea.	Miles.	STATIONS.	1 Mixed.	2 Mixed.
feet 1561	—	LANCEFIELD † W dep.	A.M. 6.50	P.M. 5.10
1599	5 1/2	Romsey †	7.14	5.34
1362	9 1/4	Monegetta	7.40	6.0
—	10 1/4	Bolinda Siding	7.50	6.14
1068	14 1/2	LANCEFIELD JUNCTION † { arr. dep.	7.50 9.20	Pass. 6.14 7.25
32	45 3/4	MELBOURNE W G arr.	..	..

No. 1 Down to take empties to Bolinda Siding on Tuesdays and Fridays. Loaded trucks to be picked up by No. 1 Up on Wednesdays and Saturdays.

KORONG VALE AND BOORT LINE.

Down.					BOORT TO KORONG VALE.					Up.	
Height above the Sea.	Miles.	STATIONS.	1 Pass.	2 Goods †	Height above the Sea.	Miles.	STATIONS.	1 Mixed.	2 Goods †	1 Mixed.	2 Goods †
feet 32	—	MELBOURNE W G .. dep.	A.M. 6.50	P.M. ..	feet 305	—	BOORT † W G dep.	A.M. 9.55	P.M. 5.0		
758	100 3/4	SANDHURST † W G { arr. dep.	10.50 Mixed.	..	337	8 3/4	Mysia	10.20	5.27		
460	151	KORONG VALE † { arr. W G dep.	11.30 P.M.	..	393	12 1/4	Borong †	10.31	5.40		
393	156 1/4	Borong †	2.5	..	460	18 1/4	KORONG VALE † { arr. W G dep.	10.45 11.5	6.0 ..		
337	160 1/4	Mysia	2.30	6.50	758	68 1/4	SANDHURST † W G { arr. Pass.	2.10 Pass.	..		
305	169	BOORT † W G arr.	2.44 7.10	7.10	32	169	MELBOURNE W G arr.	3.10 7.25	..		

See General Notes, pages 2 and 3.

For references, see page 3.

1st July, 1886.

Down.

CARLSRUHE AND

WOODEND TO DAYLESFORD.

Height above the Sea.	Miles.	STATIONS.	1 Powder, Thurs., Goods.	2 Pass.	3 Goods.	4 Goods. †	5 Pass.	6 Mixed.
feet 32	—	MELBOURNE W G ..	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
		dep. ..	..	6.50	..	..	3.35	..
		arr. ..	..	8.48	..	..	5.31	..
1840	48½	Woodend W G ..		Mixed.			Mixed.	
		dep. ..	5.0	9.15	10.35	3.5	5.45	..
1800	4½	Carlsruhe † ..	5.15	9.26	10.48	3.18	5.56	..
		arr. ..	..	..	..	..	..	..
1884	8	Tylden † ..		N				
		dep. ..	5.31	9.39	11.6	3.36	6.9	..
2136	11½	Fern Hill † ..	5.46	9.52	11.21	3.51	6.20	..
		arr. ..	..	..	..	4.10	..	..
2264	15½	Trentham † ..						
		dep. ..	6.5	10.6	11.40		6.32	..
2408	19	Lyonville ..	6.20	10.22	11.55	..	6.46	..
2452	21½	Bullarto † ..	6.29	10.32	12.5	..	6.54	..
2241	24½	Musk Creek ..	6.45	10.44	..	..	7.4	..
2039	27½	DAYLESFORD † W ..	6.55	10.55	..	..	7.15	..

Only No. 1 Down and No. 2 Up to take trucks for Musk Creek. No. 5 Down to take through load, and do no roadside snunting.

Down.

GEELONG, COLAC,

GEELONG TO COLAC AND CAMPERDOWN.

Height above Sea.	Miles.	STATIONS.	1 † Live Stock or Goods.	2 † Live Stock or Goods	3 Pass.	4 † Live Stock or Goods.	5 † Live Stock or Goods.	6 Pass.	7 Pass.	8 Sats. only.
feet 32	—	MELBOURNE W G dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
		arr. ..	..	..	6.30	..	..	11.10	4.15	7.0
		dep. ..	..	..	8.5	..	..	12.57	6.2	8.22
57	45	GEELONG † W G..			Mixed.			Mixed.	Mixed.	Mixed.
		dep. ..	5.25	6.40	8.50	10.10	10.25	1.50	6.55	9.10
62	1	South Geelong ..	..	..	8.53	..	..	1.53	6.58	9.13
—	2	Queenscliff Junction † ..	5.31	6.46	8.56	10.16	10.31	1.56	7.1	9.16
39	4½	Connewarre ..	..	..	..	..	..	..	..	..
333	11½	Pettavel Road ..	..	..	..	..	..	..	..	..
		arr. ..	..	7.22	..	..	..	..	..	..
331	15½	Mount Moriac † ..								
		dep. ..	6.5	7.25	9.36	10.52	11.7	2.36	7.41	9.56
394	19½	Modewarre ..	..	..	..	..	..	..	..	..
		arr. ..	6.35	7.56	10.11	11.23	11.37	3.11	8.16	10.31
281	25½	Winchelsea † W ..								
		dep. ..	6.48	8.0	10.16	11.33	11.48	3.16	8.21	10.36
		arr. ..	..	..	..	..	..	3.54	..	..
389	38½	Birregurra † ..								
		dep. ..	7.25	8.37	10.54	12.10	12.25	4.0	8.59	11.14
385	42	Irrewarra ..	..	..	..	..	..	..	..	..
		arr. ..	..	..	..	..	..	..	..	..
420	47	Ondit † ..								
		dep. ..	7.50	9.2	11.24	12.35	12.50	4.30	9.29	11.44
		arr. ..	8.0	9.12	11.34	12.45	1.0	4.40	9.39	11.54
416	50½	COLAC † W G ..								
		dep. ..	8.15	9.55	11.49	1.0	..	4.50	9.54	12.0
		arr. ..	..	..	..	..	..	..	..	..
467	59½	Pirron Yallock † ..								
		dep. ..	8.39	10.19	12.13	1.24	..	5.14	10.18	12.33
491	66	Stoneyford ..	..	..	..	..	..	..	..	..
		arr. ..	9.5	..	..	1.50	..	..	..	..
545	68½	Pombornelt † ..								
		dep. ..	9.10	10.45	12.39	2.15	..	5.40	10.44	12.59
		arr. ..	..	..	..	..	..	..	..	..
—	72½	Weerite Siding ..	..	..	..	..	..	..	..	..
541	78½	CAMPERDOWN † W arr.	9.35	11.10	1.5	2.40	..	6.6	11.10	1.35

No. 7 Down runs daily (Saturdays and Sundays excepted) from Geelong to Camperdown.

Winter's Block System is in force on the following section, Up and Down journey, viz. —Signal-box "A," Geelong and South Geelong.

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

DAYLESFORD TO WOODEND.

Height above the Sea. feet	Miles.	STATIONS.			1	2	3	4	5	6
					Mixed.	Goods.	Goods.	Mixed.	Goods. †	Mixed.
					A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
2039	—	DAYLESFORD † W	..	dep.	7.0	7.45	..	3.35	..	..
2241	3	Musk Creek	..	..	7.10	8.10	..	3.45	..	..
2452	6	Bullarto †	..	..	7.20	8.20	12.20	3.55	..	..
2408	8½	Lyonville ..	..	..	7.26	8.28	12.26	4.1	..	..
2264	12	Trentham †	..	..	..	..	..	..	..	..
2136	16	Fern Hill †	..	..	7.41	8.45	12.41	4.16	4.35	..
1884	19½	Tylden † ..	..	..	7.56	9.10	12.56	4.31	4.50	..
1800	22½	Carlsruhe †	..	..	..	9.26	..	..	..	..
1840	27½	Woodend W G	..	..	8.10	9.44	1.10	4.45	5.12	..
			..	..	8.24	9.58	1.25	4.59	5.30	..
			..	..	8.35	10.8	1.35	5.10	5.40	..
			..	..	9.9	..	..	5.32	..	..
32	75½	MELBOURNE W G	..	arr.	10.50	..	..	7.25	..	..

Only No. 1 Down and No. 2 Up to take trucks for Musk Creek.

AND CAMPERDOWN LINE.

CAMPERDOWN AND COLAC TO GEELONG.

Height above Sea. feet	Miles.	STATIONS.			1 †	2	3	4 †	5 †	6	7 †	8 †
			Live Stock or Goods. Mlys. only	Mixed.	Mixed.	Live Stock or Goods.	Live Stock or Goods.	Mixed.	Live Stock or Goods.	Live Stock or Goods.		
			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
541	—	CAMPERDOWN † W	dep.	3.50	4.5	8.45	..	12.10	1.50	2.45	4.20	..
	5½	Weerite siding	..	..	§	§	..	..	§	..	..	..
545	9½	Pombornelt † ..	arr.	..	..	..	..	12.35	..	..	..	..
491	12½	Stoneyford	..	..	§	§	..	..	§	..	..	..
467	19	Pirron Yallock †	..	..	..	..	..	1.2	..	..	5.7	..
436	28	COLAC † W G ..	..	..	..	..	..	..	..	..	..	..
			dep.	4.15	4.30	9.10	..	12.40	2.15	3.10	4.45	..
			arr.	..	..	..	..	..	..	..	..	..
420	31½	Onait † ..	..	..	..	..	..	1.2	..	..	5.7	..
383	36½	Irrowarra	..	..	§	§	..	..	§	..	..	..
389	40	Birregurra †	..	..	..	..	..	..	..	..	..	..
			dep.	4.37	4.52	9.12	..	1.24	2.41	3.36	5.14	..
			arr.	5.0	5.15	9.55	..	1.49	3.5	4.0	5.37	..
281	52½	Winchelsea † W ..	..	..	..	..	..	..	..	..	..	..
394	58½	Modewarre	..	..	..	..	..	..	..	..	..	..
331	63½	Mount Mortao †	..	..	..	..	..	..	..	..	..	..
333	67½	Pettavel Road	..	..	..	..	..	..	..	..	..	..
39	74	Connawarro	..	..	..	..	..	..	..	..	..	..
			dep.	5.15	5.30	10.10	1.40	2.0	3.20	4.15	5.45	..
			arr.	..	..	..	..	..	..	4.25	..	..
281	52½	Winchelsea † W ..	..	..	..	..	..	..	..	..	..	..
394	58½	Modewarre	..	..	..	..	..	..	..	..	..	..
331	63½	Mount Mortao †	..	..	..	..	..	..	..	..	..	..
333	67½	Pettavel Road	..	..	..	..	..	..	..	..	..	..
39	74	Connawarro	..	..	..	..	..	..	..	..	..	..
			dep.	6.16	6.51	11.17	3.12	3.27	4.43	5.37	7.2	..
			arr.	7.10	..	..	..	..	..	..	7.3	..
57	78½	GEELONG † W G	..	..	..	..	..	..	..	..	..	..
			dep.	7.40	7.55	12.0	3.41	3.58	5.18	6.8	7.41	..
			arr.	8.14	8.2	12.40	..	..	..	..	..	..
			..	8.17	8.5	12.49	4.25	4.40	6.5	6.50	8.23	..
			..	8.20	..	..	..	..	..	..	..	..
			..	..	Pass.	Pass.	..	..	Pass.	..	..	..
32	123½	MELBOURNE W G	..	..	10.15	3.41	..	..	8.30	..	..	..

No. 2 Up to take through load only.

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

1st July, 1886.

Down.

GEELONG AND

GEELONG TO QUEENSCLIFF.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Pass.	Pass.	Pass.	Sats. only. Pass.
32	—	MELBOURNE W G dep.	A.M. 6.30	A.M. 11.10	P.M. 4.15	P.M. ..
57	45	GEELONG † W G { arr.	8.5	12.57	6.2	..
62	1	South Geelong { dep.	Mixed. 8.45	Mixed. 1.45	Mixed. 6.35	..
—	2	Queenscliff Junction† { arr.	8.48	1.48	6.38	..
27	5	Moolap { dep.	..	..	..	..
27	7	Leopold	8.51	1.51	6.41	..
212	12½	Drysdale †	9.24	2.24	7.14	..
153	16	Marcus Hill	9.50	2.50	7.40	..
12	22½	QUEENSCLIFF W † arr.	..	..	..	..

Winter's Block System is in force on the following section, Up and Down journey, viz.:—Signal-box "A," Geelong and South Geelong.

Down.

WARRENHEIP AND

BALLARAT TO GORDONS.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Mixed.	Pass.	Pass.	Mixed.
32	—	MELBOURNE W G dep.	A.M. ..	A.M. 6.30	A.M. 11.10	P.M. ..
1415	—	BALLARAT W G { arr.	..	10.30	3.20	..
1413	¾	Ballarat East { dep.	6.50	Mixed. 11.45	Mixed. 4.30	10.0
1725	4½	Warrenheip †	6.54	11.49	4.34	10.3
1739	6½	Dunnstown †	7.12	12.7	4.52	10.16
1845	10	Bungaree Junction	7.23	12.19	5.4	10.27
1940	12½	Wallace †	7.37	12.33	5.18	10.41
1854	15	Millbrook	7.49	12.45	5.30	10.52
1879	17½	GORDONS † arr.	8.7	1.1	5.47	11.7

No. 4 Down runs on Saturdays only.

WINTER'S BLOCK SYSTEM.—Sections on Down Journey between—Ballarat and Ballarat East, Ballarat East and Warrenheip.

When required, the engine and Guard of No. 1 must return to Millbrook to do any necessary shunting there. Station-masters Millbrook and Gordons to arrange.

Down.

BALLARAT AND

BALLARAT TO SCARSDALE.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Mixed.	Pass.	Pass.	Mixed.
32	—	MELBOURNE W G dep.	A.M. ..	A.M. 6.30	A.M. 11.10	P.M. ..
1415	—	BALLARAT † W G { arr.	..	10.30	3.20	..
1492	3¾	Scarsdale Junction † { dep.	7.15	Mixed. 11.40	Mixed. 4.20	10.55
1344	8½	Trunk Lead	7.27	11.52	4.32	11.7
1491	10½	Euaddon †	7.41	12.6	4.46	11.21
1180	14½	Smythesdale	7.48	12.13	4.53	11.28
1189	17	SCARSDALE † arr.	8.3	12.28	5.8	11.43
			8.11	12.36	5.16	11.50

No. 3 Down to approach Scarsdale Junction very cautiously. No. 4 Down runs on Saturdays only: it must approach Scarsdale Junction very cautiously.

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

QUEENSCLIFF LINE.

Up.

QUEENSCLIFF TO GEELONG.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Mixed.	Mixed.	Mixed.	Sats. only Mixed.
			A.M.	NOON.	P.M.	P.M.
12	—	QUEENSCLIFF W † dep.	7.10	12.0	4.50	..
153	6 $\frac{3}{4}$	Marcus Hill	§	§	§	..
212	10 $\frac{1}{4}$	Drysdale †	7.36	12.26	5.16	..
27	15 $\frac{3}{4}$	Leopold	§	§	§	..
27	17 $\frac{3}{4}$	Moolap	§	§	§	..
—	20 $\frac{1}{4}$	Queenscliff Junction †	8.9	12.59	5.49	..
62	21 $\frac{1}{4}$	South Geelong	8.12	1.2	5.52	..
			8.15	1.5	5.55	..
57	22 $\frac{3}{4}$	GEELONG † W G	Pass.	Pass.	Pass.	..
			8.40	1.54	6.40	..
32	67 $\frac{3}{4}$	MELBOURNE W G arr.	10.15	3.41	8.30	..

GORDONS LINE.

Up.

GORDONS TO BALLARAT.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Mixed.	Mixed.	Mixed.	Mixed.
			A.M.	P.M.	P.M.	P.M.
1879	—	GORDONS † dep.	9.0	1.20	6.5	11.20
1854	2 $\frac{1}{4}$	Millbrook	§	§	§	§
1940	4 $\frac{3}{4}$	Wallace †	9.18	1.38	6.23	11.34
1845	7 $\frac{1}{4}$	Bungaree Junction	9.29	1.49	6.34	11.42
1739	10 $\frac{1}{4}$	Dunnstown †	9.44	2.4	6.49	11.53
						A.M.
1725	13	WARRENHELP †	10.0	2.20	7.5	12.0
1413	16 $\frac{3}{4}$	Ballarat East	10.9	2.29	7.14	12.12
			10.12	2.32	7.17	12.15
1415	17 $\frac{1}{4}$	BALLARAT W G	Pass.	..	..	..
			11.30	..	..	..
			P.M.	..	..	..
32	109	MELBOURNE W G arr.	3.41	..	..	..

No. 4 Up runs on Saturdays only.

Tall Rope not to be used in Shunting at Warrenhelp.

WINTER'S BLOCK SYSTEM.—Sections on Up Journey between—Warrenhelp and Ballarat East, Ballarat East and Ballarat.

SCARSDALE LINE.

Up.

SCARSDALE TO BALLARAT.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
feet			Mixed.	Mixed.	Mixed.	Mixed.
			A.M.	P.M.	P.M.	A.M.
1189	—	SCARSDALE † dep.	8.35	1.30	5.40	12.0
1180	2 $\frac{1}{4}$	Smythesdale	8.43	1.38	5.48	12.3
1291	6 $\frac{3}{4}$	Haddon †	8.58	1.53	6.3	12.23
1344	8 $\frac{3}{4}$	Trunk Lead	9.5	2.0	6.10	12.30
1492	13 $\frac{1}{4}$	Scarsdale Junction †	9.19	2.14	6.24	12.44
			9.31	2.25	6.35	12.57
1415	17	BALLARAT † W G	Pass.	Pass.	Pass.	..
			11.30	4.15	7.10	..
			P.M.	..	..	..
32	117 $\frac{1}{4}$	MELBOURNE W G arr.	3.41	8.30	10.46	..

No. 3 Up to approach Scarsdale Junction very cautiously. It follows No. 11 Up and precedes No. 12 Up, Stawell trains, from Scarsdale Junction to Ballarat. No. 4 Up runs on Sundays only; it precedes No. 16A Up, Stawell train when running, from Scarsdale Junction to Ballarat. All Up trains arriving at Ballarat must stop at, or short of, east end of Down platform.

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

1st July, 1886.

Down.

ARARAT, HAMILTON, AND

ARARAT TO HAMILTON AND PORTLAND.

Height above the Sea.	Miles.	STATIONS.	1		2	
			Pass.		Pass.	
feet			P.M.		A.M.	
32	—	MELBOURNE W G dep.	7.0		6.30	
			A.M.		P.M.	
1028	157½	ARARAT † W G { arr. dep.	Mixed. 1.30 1.50		Mixed. 1.16 1.50	
826	13	Maroona †	2.16		2.24	
812	23½	Wickliffe Road † { arr.	..		..
891	36½	Glen Thompson † W { dep. arr. dep.	2.40 3.10 3.15		2.51 3.21 3.26	
833	47½	Dunkeld † { arr. dep.	3.41 3.46		3.52 3.57	
771	53½	Moutajup	§		§	
576	66½	HAMILTON † W G { arr. dep.	4.31 4.50		4.42 4.57	
411	82½	Branxholme † W.. .. . { arr.	5.30		5.37	
401	90½	Condah † W { dep.	..		..
430	96½	Myamyn	5.50		5.57	
88	104½	Heywood †	6.10		6.17	
			6.30		6.37	
40	119½	PORTLAND † W G { arr. dep.	7.6 7.11		7.13 7.18	
—	120½	Portland Pier arr.	7.16		7.23	

All trains must approach Branxholme with great caution.

No. 1 Down from Ararat to Portland Pier does not run on Mondays, but on Sundays instead.

Down.

CASTERTON LINE.

Up.

BRANXHOLME TO CASTERTON.					CASTERTON TO BRANXHOLME.								
Height above the Sea.	Miles.	STATIONS.	1		2		Height above the Sea.	Miles.	STATIONS.	1		2	
			Pass.		Mixed.					Mixed.	Mixed.	Mixed.	
feet			P.M.		A.M.		feet			A.M.		P.M.	
32	—	MELBOURNE W G dep.	7.0		..		158	—	CASTERTON † W dep.	9.30		3.25	
			A.M.				154	2¾	Sandford †	9.41		3.36	
		Portland Pier	Mixed. ..		9.30		189	8¾	Henty †	10.3		3.58	
40	1	Portland .. .. .	..		10.0		266	14	Merino †	10.19		4.14	
1028	157½	ARARAT † W G { arr. dep.	1.30 1.50		.. ..		464	22½	Grassdale †	10.52		4.48	
411	239½	BRNXHLME † W { arr. dep.	5.30 5.45		11.43 NOON. 12.0		520	27½	Murndal	§		1§	
520	244½	Murndal	§		§		411	32	BRNXHLME † W { arr. dep.	11.25 11.43		5.20 5.37	
464	249	Grassdale †	6.20		12.35		40	69½	PORTLAND arr.	..		7.13	
266	257½	Merino †	6.54		1.0		—	70½	Portland Pier arr.	..		7.23	
189	262½	Henty †	7.10		1.25					P.M. 6.43		..	
154	268½	Sandford †	7.32		1.47		1415	171½	BALLARAT W G { arr. dep.	Pass. 7.10		..	
158	271½	CASTERTON † W arr.	7.45		2.0		32	271½	MELBOURNE arr.	10.46		..	

All trains must approach Branxholme with great caution.

No. 1 Down from Ararat to Casterton does not run on Mondays, but on Sundays instead.

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

PORTLAND LINE.

Up.

PORTLAND TO HAMILTON AND ARARAT.

Height above the Sea.	Miles.	STATIONS.	1 Mixed.	2 Mixed.
feet	—	Portland Pier	A.M.	P.M.
40	1	PORTLAND † W G	9.30 dep.	4.0
88	16	Heywood †	9.35 arr.	4.5
430	23½	Myamyn	10.0 dep.	4.30
401	30½	Condah † W	10.38 ..	5.8
411	38½	Branxholme † W	11.1 ..	5.31
			arr.	5.51
			dep.	6.19
			11.21	6.19
			11.43	
			P.M.	
576	54	HAMILTON † W G	12.24 arr.	7.0
771	66½	Moutajup	12.39 dep.	7.15
833	73	Dunkeld †	1.29 ..	8.3
891	84½	Glen Thompson † W	1.34 dep.	8.32
			arr.	8.37
			dep.	8.37
			arr.	8.37
			2.7	8.37
			2.40	8.37
812	97½	Wickliffe Road †	2.51 dep.	9.12
826	107½	Maroona †	3.16 ..	9.37
1028	120½	ARARAT † W G	3.51 arr.	10.10
			dep.	10.35
			4.9	10.35
			arr.	A.M.
1415	177½	Ballarat W G	6.43 arr.	1.28
			Pass.	
32	277½	MELBOURNE W G	7.10 dep.	
			arr.	
			10.46	

All trains must approach Branxholme with great caution.

Down.

WARRACKNABEAL LINE.

Up.

MURTOA TO WARRACKNABEAL.				WARRACKNABEAL TO MURTOA.			
Height above Sea.	Miles.	STATIONS.	1 Pass.	Height above Sea.	Miles.	STATIONS.	1 Mixed.
feet			P.M.	feet			A.M.
32	..	MELBOURNE W G .. dep.	7.0	361	..	WARRACKNABEAL † W dep.	10.0
			Mixed.				10.30
			A.M.	380	10	Sheep Hills	10.56
			2.33	426	18½	Minyip	11.20
759	176	STAWELL † W G	10.32	445	26	Coromby	11.35
			P.M.				P.M.
			12.19	460	31½	MURTOA † W	12.59
460	211½	MURTOA † W	1.20				6.43
			1.35				Pass.
445	217	Coromby	1.50	1,415	142½	BALLARAT † W G	7.10
426	224½	Minyip	2.25				10.46
380	233	Sheep Hills	2.55	32	243	MELBOURNE W G	
361	243	WARRACKNABEAL † W arr.					

1st July, 1886.

Down.

YARRAWONGA LINE.

BENALLA TO YARRAWONGA.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4	5
			Goods. †	Pass.	Goods. †	Pass.	Lght.Engine, Mondays.
feet			A.M.	A.M.	P.M.	P.M.	A.M.
32	—	MELBOURNE W G dep.	..	6 40	..	2 55	..
				Mixed.		Mixed.	
588	121½	BENALLA † W G {arr. dep.	..	11 19	..	7 58	..
			8 15	11 45	5 10	8 50	4 45
				P.M.			
531	131½	Goorambat † dep.	8 50	12 15	5 45	9 20	..
472	137½	Devenish † dep.	9 10	12 33	6 5	9 38	..
451	141½	St. James † W {arr. dep.	9 25	..	6 20	9 50	5 45
			..	12 45	..	..	..
421	149½	Tungamah † W dep.	..	1 7	..	..	..
414	154½	Telford † dep.	..	1 27	..	..	..
420	161½	YARRAWONGA † W arr.	..	1 50	..	..	..

Up.

YARRAWONGA TO BENALLA.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4	5
			Mixed.	Goods. †	Mixed.	Goods. †	Lght.Engine, Saturdays.
feet			A.M.	A.M.	P.M.	P.M.	P.M.
420	..	YARRAWONGA † W dep.	..	..	2 20	..	..
414	6½	Telford † dep.	..	..	2 43	..	..
421	12½	Tungamah † W dep.	..	..	3 3	..	..
451	19½	St. James † W {arr. dep.	..	..	3 30	..	..
			6 30	9 45	3 45	6 50	10 20
472	24	Devenish † dep.	6 42	10 0	3 57	7 5	..
531	30	Goorambat † dep.	7 0	10 20	4 15	7 25	..
588	40½	BENALLA † W G {arr. dep.	7 30	10 55	4 45	8 0	11 20
			Express.	..	5 18	..	..
			7 50	..	..	..	..
32	161½	MELBOURNE W G arr.	11 16	..	Pass. 10 15	..	..

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

Dowl.

WANGARATTA AND BEECHWORTH LINE.

WANGARATTA TO BEECHWORTH.

Height above the Sea.	Miles.	STATIONS.	1 † Powder, Saturday.	2 Pass.	3 Mixed.	4 Pass.
feet 32	—	MELBOURNE W G dep.	A.M. ..	A.M. 6 40	P.M. ..	P.M. 2 55
				Mixed.		
					21	
493	145½	WANGARATTA † W G { arr.	..	12 7	—	Mixed. 8 59
			dep.	8 15	12 22	4 20
—	3	Beechworth Junction † .. ..	..	8 23	12 30	4 28
602	12	Tarrawingee .. ..	..	..	12 50	4 47
780	15½	Everton † .. ..	..	..	1 0	..
—	22½	Lee's Crossing .. ..	..	..	1 5	5 0
1775	26	BEECHWORTH † W	arr.	9 45	1 45	5 40
						5 40
						10 38

Up.

BEECHWORTH TO WANGARATTA.

Height above the Sea.	Miles.	STATIONS.	1 Mixed.	2 Powder, Saturday. †	3 Mixed.	4 Mixed.
feet 1775	—	BEECHWORTH † W dep.	A.M. 5 10	A.M. 10 0	P.M. 8 17	P.M. 7 15
—	3½	Lee's Crossing .. ..	..	..	..	..
780	10½	Everton †	{ arr. 6 5	..	3 12	..
			dep. 6 10	10 20	3 17	7 50
602	14	Tarrawingee .. ..	..	..	3 27	8 0
—	23	Beechworth Junction † .. ..	..	6 40	11 22	3 47
			arr. 6 48	11 30	3 55	8 20
493	26	WANGARATTA † W G	{ dep. Express. 7 2	..	4 22	8 28
			..	..	Pass. 10 15	..
32	171½	MELBOURNE W G	arr. 11 16	..	..	..

Guards on the Up journey must stop the train on the summit of the rise a short distance from Beechworth and her put down and pin all truck brakes; and take them off on arrival at Everton.

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

1st July, 1886.

MELBOURNE TO WODONGA

Down.

Height above sea level.	Miles.	STATIONS.	1	2	3	4	5	6	7	8	8A	9	10	11	12	13
feet			Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods, News.	Goods.	Goods.	Goods.	Goods.	Pass.	Goods.	Mixed.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
32	1	MELBOURNE W G	dep. 1 0	1 35	2 5	2 35	3 5	3 35	3 55	4 10	4 30	5 0	5 33	6 40	8 35	A.M. 10 45
18	1 1/2	North Melbourne	..	..	..	..	..	..	..	..	..	..	..	6 43	..	10 48
56	2	Newmarket	..	..	..	..	..	..	..	..	..	..	..	..	..	..
146	5	Essendon	..	..	..	..	..	..	..	..	..	..	..	..	..	..
123	7	Paseoc Vale	..	..	..	..	..	..	..	..	..	..	..	..	..	..
408	10 1/2	Broadmeadows	..	..	..	..	..	..	..	..	..	..	..	..	..	..
543	13 1/2	Somerton	..	..	..	..	..	..	..	..	..	..	..	..	..	..
617	16 1/2	Craigieburn	..	..	..	..	..	..	..	..	..	..	..	..	..	..
731	20 1/2	Donnybrook	..	..	..	..	..	..	..	..	..	..	..	..	..	..
989	26	Beveridge	..	..	..	..	..	..	..	..	..	..	..	..	..	..
980	29 1/2	Wallan W	dep. 2 37	3 8	3 35	4 8	4 39	5 5	5 30	5 47	..	6 45	8 13	7 56	10 12	12 20
1050	34 1/2	Wandong	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	36 1/2	Ballast Pits Siding †	arr. ..	..	..	..	..	..	..	..	..	..	..	..	..	..
908	39 1/2	Kilmore † W	dep. 2 54	3 25	3 52	4 25	4 56	5 22	5 47	6 4	..	7 3	8 30	8 11	10 32	12 37
725	46 1/2	Broadford †	dep. 3 5	3 35	4 0	4 35	5 5	5 30	6 10	6 48	..	8 55	9 33	8 21	11 12	12 50
585	56	Tallarook †	dep. 3 26	3 54	4 21	4 56	5 26	5 53	6 29	7 7	..	9 15	9 50	8 35	11 33	1 0
464	61 1/2	SEYMOUR † W G	arr. 4 8	4 36	5 3	5 39	6 8	6 39	7 14	7 50	..	9 43	10 20	9 5	12 12	1 45
476	67 1/2	Mangalore †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
491	72	Avenel †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	76	Monea Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	79 1/2	Burnt Creek Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
578	84 1/2	Longwood † W	..	..	..	..	..	..	..	..	..	..	..	..	..	..
574	93 1/2	Euroa †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
585	105	Violet Town †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
611	113 1/2	Baddaginnie	..	..	..	..	..	..	..	..	..	..	..	..	..	..
558	121 1/2	BENALLA † W G	..	..	..	..	..	..	..	..	..	..	..	..	..	..
747	135 1/2	Glenrowan †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
493	145 1/2	WANGATA † W G	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	148 1/2	Beechworth Jct. †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
627	159 1/2	Springs †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
691	168 1/2	Chiltern † W	..	..	..	..	..	..	..	..	..	..	..	..	..	..
589	174	Barnawartha †	..	..	..	..	..	..	..	..	..	..	..	..	..	..
518	187	WODONGA † W G	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	190 1/2	ALBURY (N.S.W.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..

B Sydney time, 5.50 a.m.—C Sydney time, 8.15 a.m.—D Sydney time, 8.5 a.m.—E Sydney time, 1.50 p.m.—F Sydney time, 2.15 p.m.—H This train meets one train on the double line between Ballast Pits Siding and Wallan.—K This train meets one train on the double line between Broadford and Tallarook.—Ka This train meets two trains on the double line between Broadford and Tallarook.—Nos. 1, 2, and 6 Down run empty from Wodonga to Albury.—Nos. 11 and 19 Down must not take trucks between Melbourne and Seymour, but run as purely Passenger Trains. Although shown as Mixed between Seymour and Wodonga, passenger loads are not to be exceeded. They each can take four trucks between Seymour and Benalla and between Benalla and Wodonga.—L No. 14 Down from Benalla to leave powder at Wangaratta, for Beechworth line, and take goods thence to Springs.—Double line between Essendon and Ballast Pits Siding in use.—Double line between Broadford and Tallarook in use.

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

AND ALBURY (N.S.W.).

Down.

STATIONS.	13A	13	15	16	17	18	19	20	21	22	23	24	25	26	27
	Goods. †	Goods. †	Goods, Powder, Thurs.	Goods. †	Goods.	Goods. †	Pass.	Goods. †	Goods.	Exprs. †	Mixed.	Goods.	Goods.	Goods. †	Goods. †
MELBOURNE W G dep.	A.M. 11 15	A.M. 11 35	P.M. 12 10	P.M. 12 55	P.M. 1 25	P.M. 2 10	P.M. 2 55	P.M. 3 3	P.M. 3 55	P.M. 4 55	P.M. 5 10	P.M. 6 5	P.M. 6 55	P.M. 7 30	P.M. 8 5
North Melbourne
Newmarket
Essendon ..	11 30	11 55	12 30	1 14	1 45	2 29	3 7	3 22	4 10	5 0	5 13	6 25	7 15	7 50	8 25
Pascoe Vale
Broadmeadows	P.M. 12 19	12 50	1 34	2 5	2 47	3 22	3 42	4 28	5 13	5 46	6 43	7 35	8 10	8 45
Somerton	1 10	1 54	2 25	2 5	3 22	3 42	4 28	5 13	5 46	6 43	7 35	8 10	8 45
Craigieburn	12 36	1 10	1 54	2 25	2 5	3 22	3 42	4 28	5 13	5 46	6 43	7 35	8 10	8 45
Donnybrook	12 50	1 24	2 8	2 39	3 20	3 48	4 16	5 0	5 25	6 4	7 3	7 55	8 30	9 5
Beveridge	1 6	1 39	2 25	2 56	3 56	4 31	5 10	5 47	6 33	7 33	8 24	9 0	9 35	9 18
Wallan W { arr.	..	1 20	..	..	..	3 48	4 31	5 10	5 47	6 33	7 33	8 24	9 0	9 35	9 18
{ dep.	..	1 30	1 49	2 40	3 10	4 24	4 10	4 50	5 52	6 45	7 50	8 40	9 15	9 50	9 50
Wandong	1 42	2 1	2 52	3 22	4 35	4 19	5 2	6 0	6 55	8 2	8 52	9 27	10 2	10 2
Ballast Pits Siding † { arr.	1 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..
{ dep.	..	1 47	2 6	2 57	3 27	4 40	4 24	5 7	6 14	5 59	7 1	8 7	8 57	9 32	10 7
Kilmore † W { arr.	..	1 55	2 14	3 5	..	..	..	5 15	6 22	..	..	8 15	..	9 40	10 15
{ dep.	..	2 2	2 25	3 19	3 38	4 48	4 31	5 26	6 32	6 4	7 9	8 42	9 5	10 0	10 40
Broadford † { arr.	..	2 2	2 45	3 19	3 38	4 48	4 31	5 26	6 32	6 4	7 9	8 42	9 5	10 0	10 40
{ dep.	..	2 23	2 58	3 38	4 5	5 9	4 47	5 45	6 51	6 14	7 33	9 3	9 33	10 21	11 1
Tullaroek † { arr.	4 22	K	K	Ka	K	K	K	Ka	Ka	..	..
{ dep.	..	2 50	3 25	4 4	4 36	5 36	5 9	6 11	7 19	6 28	8 5	9 33	9 53	10 51	11 31
SKYMOUR † W G { arr.	..	3 5	3 40	4 18	4 51	5 51	5 19	6 26	7 34	6 37	8 20	9 50	10 10	11 8	11 48
{ dep.	Goods.	..	..	..	Mixed.	..	..	6 57	8 40	9 20	..	Goods. †	Goods. †
Mangalore †	4 30	..	..	..	5 39	..	..	7 7	8 58	9 38	..	11 58	12 15
Avenue †	4 43	..	..	..	5 57	..	..	7 7	8 58	9 38	..	12 13	12 33
Monae Siding	4 53	..	..	..	6 7	..	..	7 13	9 11	9 51	..	12 23	12 43
Burnt Creek Siding	7 20	9 23	..	..	..	..
Longwood † W { arr.	6 30	..	..	7 26	..	..	..	..	..
{ dep.	5 30	..	..	..	6 35	..	..	7 35	9 45	10 27	..	..	..
Euroa †	6 0	..	..	..	6 55	..	..	7 35	10 11	10 49	..	12 50	1 10
Violet Town † { arr.	6 17	..	..	..	7 21	..	..	7 49	10 16	11 16	..	1 11	1 31
{ dep.	6 50	..	..	..	7 21	..	..	8 6	10 49	11 47	..	1 42	2 2
Baddaginnie	8 20	..	..	..	..	..
{ arr.	7 38	..	..	..	7 58	..	..	8 35	11 32	12 30	..	2 25	2 45
BENALLA † W G { arr.	..	Goods Pdr.Fri †	..	..	..	..	..	..	..	..	..	..	..	..	..
{ dep.	..	P.M. 6 30	..	..	..	..	8 8	..	..	8 40	..	..	..	..	..
Glenrowan †
{ arr.	..	7 17	..	..	..	..	8 38	..	..	9 1	..	..	..	..	..
{ dep.	..	8 0	..	..	..	..	8 59	..	..	9 16	..	..	..	..	..
WANGGATA † W G { arr.
{ dep.	..	8 28	..	..	..	..	9 6	..	..	9 21	..	..	..	..	..
Beechworth Jct. { arr.	..	8 38	..	..	..	..	9 14	..	..	9 26	..	..	..	..	..
{ dep.	..	9 20	..	..	..	..	9 41	..	..	9 56	..	..	..	..	..
Springs †	9 51	..	..	9 56	..	..	..	..	..
Chiltern † W { arr.
{ dep.
Barnawartha † { arr.
{ dep.
WODONGA † W G { arr.
{ dep.	11 0	..	..	10 38	..	..	..	..	..
ALBURY (N.S.W.) { arr.	11 10	..	..	10 48	..	..	..	..	..

† Sydney time, 11.35 p.m.—† Sydney time, 11.13 p.m.—† Daily, except Sundays.—No. 15 Down to wait at Euroa when No. 23 Up is running, then run to Violet Town and shunt there to allow No. 19 Down to pass, and arrive at Benalla at 8.20 p.m., ahead of No. 22 Down Express.—No. 15 Down to take through load to Kilmore, and no van goods to be placed in that train for stations Melbourne side of Kilmore.—No. 17 Down to do roadside work between Essendon and Wandong.—No. 22 Down Express from Melbourne and No. 8 Up Express from Wodonga only to carry passengers to and from Melbourne, Seymour, Benalla, Wangarratta, Wodonga, Albury, and Sydney. No. 22 Down Express to take passengers for the Beechworth, Myrtleford, and Yarrawonga lines also. Only a limited number can be taken by the Express trains.—First class and long journey passengers must have preference over second class and short journey passengers, respectively.—Passengers for the roadside stations mentioned can only be taken by the express provided there be room.—Guards and Drivers of No. 23 Down not to arrive at Tullaroek before time.—Whiter's Block System is in force on the following sections on Up and Down journey, viz.—For Passenger Trains: No. 1 Signal Box, Melbourne Yard and Franklin street Junction, Franklin street Junction and Coburg Junction, Coburg Junction and Essendon Junction. For all trains: Essendon Junction and Kensington, Kensington and Newmarket, Newmarket and Ascot Vale, Ascot Vale and Moonee Ponds, Moonee Ponds and Broadmeadows, Broadmeadows and Craigieburn, Craigieburn and Donnybrook, Donnybrook and Beveridge, Beveridge and Wallan, Wallan and Wandong, Wandong and Ballast Pits Siding.

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

1st July, 1900.

Up.

ALBURY (N.S.W.) AND

Height above Sea.	Miles.	STATIONS.		10											
				Goods. †	Goods. †	Goods. †	Mixed.	Goods. †	Goods.	Goods.	Goods.	Goods.	Express. I	Goods. †	Goods.
feet	—	ALBURY (N.S.W.) †	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
538	3½	WODONGA † W G	dep. arr.												
580	11	Barnawartha †	dep. arr.												
691	18½	Chiltern † W	dep. arr.												
627	27½	Springs †	dep. arr.												
	38½	Beechworth Junction †	dep. arr.												
493	41½	WANGARATTA † W G	dep. arr.												
747	51½	Glenrowan †	dep. arr.												
558	65½	BENALLA † W G	dep. arr.												
611	73½	Baddaginnie	dep. arr.												
585	82	Violet Town †	dep. arr.												
574	93½	Euroa †	dep. arr.												
578	102½	Longwood † W	dep. arr.												
	107½	Burnt Creek Siding	"												
	111	Monea Siding	"												
491	115	Avenel †	dep. arr.												
476	119½	Mangalore †	dep. arr.												
464	125½	SEYMOUR † W G	dep. arr.												
185	131	Tallaroek †	dep. arr.												
785	140½	Broadford †	dep. arr.												
908	147½	Killmore † W	dep. arr.												
	150½	Ballast Pits Siding †	dep. arr.												
1050	152½	Wandong	dep. arr.												
980	157½	Wallan W	dep. arr.												
989	161	Beveridge	dep. arr.												
731	166½	Donnybrook	dep. arr.												
617	170½	Craigieburn	dep. arr.												
543	173½	Somerton	dep. arr.												
408	176½	Broadmeadows	"												
123	180	Pascoo Vale	"												
46	182	Essendon	arr.												
56	184½	Newmarket	dep.												
18	185½	North Melbourne	"												
32	187	MELBOURNE W G	arr.												

B Sydney time, 6.10 a.m. — H This train meets one train on the double line between Ballast Pits Siding and Wallan. — K This train meets one train on the double line between Broadford and Tallaroek. — L This train meets two trains on the double line between Broadford and Tallaroek — Nos. 11 and 19 Down and Nos. 14 and 20 Up carry goods between Seymour and Wodonga, but only through trucks for Melbourne, Seymour, Benalla, or Wodonga, and the limits for passenger trains must not be exceeded. See footnotes to Load Table, N.E. System. They run as purely passenger trains between Seymour and Melbourne. All other road-side shunting or pick-up is to be done by the other trains. Passengers on the Essendon line may be booked by passenger trains from Newmarket or Essendon Up or Down, but strictly subject to the condition that there is room in the carriages. — J Daily, except Sundays. — Nov. 21, 27, and 28 Up run only between Albury and Wodonga. — Double line between Essendon and Ballast Pits Siding in use. — Double line between Broadford and Tallaroek in use. — Passengers can be allowed to travel in van of No. 9 Up goods train from Pascoo Vale to Essendon. — Trucks to be sent to Newmarket by No. 7 Up.

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

WODONGA TO MELBOURNE.

1st July, 1886. Up.

STATIONS.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	Mixed.	Goods	Goods	Mixed	Goods	Goods	Goods	Mixed	Stock or Goods	Mixed	Empty Cars.	Goods	Stock or Goods.	Goods Pwdr. Sat.	Goods	Stock or Goods.	Empty Cars.	Empty Cars.
	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.
ALBURY (N.S.W.) † dep.	..	..	..	8 45	..	..	..	8 50	..	..	..	..	..	..	..	..	..	..
WODONGA † W G arr.	..	..	..	8 50	..	..	..	9 45	11 5	2 35	..	..	..	..	..	..	..	..
Rarnawartha † dep.	..	..	..	9 14	..	..	..	10 15	11 44	..	..	..	1 35	3 0	..	4 35	..	..
Chiltern † W arr.	..	..	..	9 28	..	..	..	10 37	12 3	3 16	..	..	2 5	3 30	..	5 5	..	..
Springs † .. dep.	..	..	..	9 45	..	..	..	10 37	12 3	3 16	..	..	2 25	3 50	..	5 29	..	..
Beechworth Juno † arr.	..	..	..	10 5	..	..	..	11 10	12 40	3 36	3 41	..	2 53	4 20	..	5 57	..	..
WANGRITA. † W G dep.	..	..	..	10 13	..	..	..	11 45	1 15	4 7	4 12	..	3 19	4 48	..	6 25	..	..
Glenrowan † .. arr.	..	..	..	10 20	..	..	..	12 15	1 20	4 12	4 30	..	3 29	..	..	6 50	..	..
BENALLA † W G dep.	..	..	..	10 43	..	..	..	12 45	1 50	4 35	5 15	..	4 0	..	..	7 17	..	..
Baddaginnie arr.	8 20	..	..	11 29	..	..	..	1 55	2 40	5 18	Pre. 28 Up.	..	5 23	..	..	8 36	10 20	8 50
Violet Town † dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Euroa † .. arr.	9 5	..	..	12 2	..	..	..	2 44	3 25	5 51	..	..	6 13	..	..	9 25	9 40	..
Longwood † W dep.	9 39	..	..	12 30	..	..	..	3 17	3 52	6 17	..	..	6 55	..	..	10 0	10 15	..
Burnt Creek Siding arr.	10 15	..	..	12 51	..	..	..	3 44	4 17	6 40	..	..	7 35	..	..	10 35	10 49	..
Monea Siding dep.	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Avenel † .. arr.	10 49	..	..	1 20	..	..	..	4 43	5 0	7 13	..	..	8 5	..	..	11 5	11 20	..
Mangalore † dep.	11 1	..	..	1 35	..	..	..	5 0	5 57	7 23	..	..	8 18	..	..	11 20	11 40	..
SEYMOUR † W G arr.	11 29	..	..	1 50	..	..	..	5 20	6 15	7 38	8 G.V.	..	8 38	..	..	11 40	12 58	..
Tallarook † dep.	11 45	12 15	1 0	2 15	4 19	4 52	5 20	5 52	6 38	7 53	8 21	8 41	9 15	10 30	11 55	12 30	1 0	..
Broadford † arr.	11 57	12 30	1 15	2 27	4 33	5 7	5 36	6 8	6 54	8 5	8 41	9 11	9 45	10 5	12 10	12 45	1 15	..
Kilmore † W dep.	12 16	1 9	1 43	2 46	5 7	5 45	6 14	6 51	7 28	8 24	9 23	9 44	10 21	11 20	12 37	1 12	1 42	..
Ballast Pits Siding † arr.	12 34	1 28	2 14	3 5	5 20	6 5	6 40	7 14	7 40	8 42	9 42	10 15	10 45	11 38	12 50	1 30	2 0	..
Wandong .. dep.	12 42	1 36	2 22	3 12	5 33	6 13	6 48	7 22	7 54	8 50	9 50	10 23	10 53	11 46	1 3	1 38	2 8	..
Wallan W arr.	..	..	..	..	5 49	..	..	..	8 11	..	..	..	..	..	..	..	..	..
Beveridge .. dep.	12 59	1 50	2 39	3 29	5 50	6 28	7 5	7 44	8 15	9 5	10 5	10 40	11 10	12 3	1 21	1 55	2 25	..
Donnybrook .. arr.	8	2 3	2 49	3	5 59	6 38	7 15	7 54	8 25	9 12	10 15	10 50	11 20	12 13	1 30	2 5	2 35	..
Craigieburn dep.	9	2 18	3 5	3	6 15	6 52	7 30	8 10	8 40	9 23	10 30	11 5	11 35	12 28	1 43	2 18	2 48	..
Somerton .. arr.	1 25	2 33	3 20	3 55	6 28	7 4	7 45	8 25	8 52	9 30	10 45	11 20	11 50	12 43	1 54	2 30	3 0	..
Broadmeadows .. dep.	1 40	2 47	3 35	4 10	6 43	7 19	8 0	8 40	9 7	9 44	11 0	11 35	12 5	12 58	2 8	2 45	3 15	..
Pascoe Vale .. arr.	5	3 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Essendon dep.	1 54	3 12	3 50	4 24	6 58	7 35	8 15	8 57	9 22	9 57	11 15	11 55	12 30	1 13	2 21	3 0	3 30	..
Newmarket .. arr.	2 3	..	..	4 33	..	..	..	..	..	10 6	..	..	..	..	..	..	..	..
MELBOURNE W G arr.	2 10	3 28	4 12	4 40	7 20	7 55	8 35	9 17	9 40	10 15	11 30	12 15	12 50	1 33	2 36	3 15	3 45	..

C Sydney time, 8.50 a.m. — D Sydney time, 0.5 a.m. — F Sydney time, 2.15 p.m. — F Sydney time, 2.28 p.m. — G Sydney time, 11.35 p.m. — H Sydney time, 11.45 p.m. — No. 4A Up from Seymour is a pick-up for Tallarook Broadford, and Kilmore. These stations to telegraph Seymour previous day before 7.0 p.m. waggons to go on. When trains are timed to meet at Tallarook, guards must see that they have sufficient brake power on, both on Up and Down journey. No. 15 Down to wait at Euroa when No. 23 Up is running, then run to Violet Town and shunt there to allow No. 19 Down to pass, and arrive at Benalla at 8.20 p.m. ahead of No. 22 Down Express. — TELEGRAPH BLOCK SYSTEM. — The Sections are as follow, viz.:—Down Journey between—Ballast Pits Siding and Kilmore. Kilmore and Broadford, Broadford and Tallarook, Tallarook and Seymour, Seymour and Mangalore. Up Journey between—Avenel and Mangalore, Mangalore and Seymour, Seymour and Tallarook, Tallarook and Broadford, Broadford and Kilmore. Kilmore and Ballast Pits Siding. — Trucks for Essendon not to be put on No. 6 Up. — When No. 19 Up is running, Wodonga to Seymour, it must back up G.V. line at Mangalore, and wait arrival of No. 19 Down N.E. train.

1st July, 1886.

Down. **EVERTON AND MYRTLEFORD LINE.**

EVERTON TO MYRTLEFORD.

Height above sea.	Miles.	STATIONS.	1 Pass.	2 Pass
feet 32	—	MELBOURNE W G dep.	A.M. 6 40	P.M. 2 55
780	161	EVERTON † dep.	Mixed. P.M. 1 0	Mixed. P.M. 10 13
745	169	Murungee "	1 24	10 37
769	173½	Palmerston "	1 37	10 50
686	177½	MYRTLEFORD † W arr.	1 50	11 3

Up. **MYRTLEFORD TO EVERTON.**

Height above sea.	Miles.	STATIONS.	1 Mixed.	2 Mixed.
feet 686	—	MYRTLEFORD † W dep.	A.M. 5 18	P.M. 2 25
769	4½	Palmerston "	5 31	2 38
745	8½	Murungee "	5 44	2 51
780	16½	EVERTON † { arr. dep.	6 8 6 10	3 15 3 17
32	177½	MELBOURNE W G arr.	Express. 11 16	Pass. P.M. 10 15

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

Special Notice.—The Up trains from Myrtleford must approach Everton with great caution.

Down.

SPRINGS AND WAHGUNYAH LINE.

SPRINGS TO WAHGUNYAH.

Height above the Sea.	Miles.	STATIONS.					1 Pass.	2 Pass.
feet						A.M.	P.M.	
32	—	MELBOURNE W G	..	..	..	dep. 6 40	2 55
						Mixed.	Mixed.	
627	159½	SPRINGS †	..	..	..	{ arr. 12 40	9 41
553	9½	RUTHERGLEN †	..	..	..	{ dep. 12 50	10 5
452	14	WAHGUNYAH † W G	..	..	..	" 1 18	10 35
						arr. 1 30	10 45	

Up.

WAHGUNYAH TO SPRINGS.

Height above the Sea.	Miles.	STATIONS.					1 Mixed.	2 Mixed.
feet						A.M.	P.M.	
452	—	WAHGUNYAH † W G	..	..	..	dep. 8 55	2 35
553	4½	Rutherglen † ..	..	..	..	" 9 12	2 52
627	14	SPRINGS †	..	..	..	{ arr. 9 35	3 15
558	52½	Benalla W G	..	..	..	{ dep. 9 45	3 36
						arr. 11 9	5 3	
						P.M.		
464	112½	Seymour † W G	..	..	..	{ arr. 1 50	7 38
						Pass.	Pass.	
32	173½	MELBOURNE W G	..	..	..	{ dep. 2 15	7 53
						arr. 4 40	10 15	

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

1st July, 1886.
Down.

GOULBURN VALLEY AND

SEYMOUR TO NUMURKAH.

Height above Sea	Miles.	STATIONS.	1	2	2a	3	4	5	6	7	8	9	10	11
			Goods.	Goods.	Goods.	Goods.	Pass.	Goods.	Goods.	Pass.	Goods.	Goods.	Goods.	Goods.
32	—	MELBOURNE W G	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
61½		SEYMOUR † W G	dep.	..	..	..	6 40	..	..	2 55	..	..	..	..
			arr.	..	..	..	9 5	..	..	5 19	..	..	..	..
475	6½	Mangalore †	dep.	..	..	6 10	Mixed	12 25	3 47	6 15	7 38	..	..	..
442	12½	Tablk Sliding	arr.	..	..	..	9 45	..	..	6 15	7 38	..	..	..
428	17	NAGAMBIE †	dep.	..	..	6 30	10 1	12 43	4 5	6 31	7 55	..	..	..
—	23	Wanting Sliding	arr.	..	..	..	10 17	..	..	8	..	..	..	..
411	24½	Dargalong ..	dep.	..	..	7 5	10 27	1 18	4 35	6 56	8 28	..	..	..
			arr.	..	..	..	..	..	..	..	..	..	..	..
401	30	MURCHISON † W	dep.	6 10	6 24	..	7 50	10 57	2 21	5 22	7 27	10 0	2 36	10 50
			arr.	..	..	..	..	..	..	..	..	..	..	..
395	36½	Arcadia † ...	dep.	..	6 50	..	8 25	11 15	2 46	5 52	7 45	10 25	..	..
			arr.	..	7 10	..	8 40	..	3 0	..	..	10 45	3 15	..
384	41½	Toolamba † W	dep.	..	7 16	..	8 53	11 28	3 10	6 12	7 58	..	..	..
			arr.	..	..	..	..	..	..	..	..	..	..	..
374	48½	Mooroopna †	dep.	..	7 39	..	9 24	11 46	3 40	6 41	8 16	..	..	A.M.
			arr.	7 20	7 49	..	9 34	12 0	3 50	6 51	8 30	..	..	12 0
372	51½	SHEPPAR- TON † W G	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Light Engne Mon.
			dep.	..	8 40	..	..	12 10	1 0	4 30	8 40	..	..	4 0
361	57½	Congupna Road † ..	arr.	..	..	..	..	..	..	..	..	..	..	..
			dep.	..	9 0	..	..	12 25	..	..	8 55	..	..	..
363	62	Tallygaroopna †	arr.	..	..	..	..	..	1 40	..	..	..	..	..
			dep.	..	9 17	..	..	12 40	..	..	9 10	..	..	..
			arr.	..	..	..	..	..	..	5 30	..	..	..	..
351	67½	Wunghnu †	dep.	..	9 37	..	..	12 58	..	..	9 28	..	..	..
351	72	NUMURKAH †	arr.	..	9 50	..	..	1 10	..	..	9 40	..	..	5 0

† These trains will be run by Tatura engine, guard, and van.
Nos. 4 and 7 Down not to take trucks to or from stations between Seymour and Shepparton.

Down.

TATURA

TOOLAMBA TO TATURA.

Height above the Sea.	Miles.	STATIONS.	1	2	3	4
			Pass.	Goods. †	Pass.	Light Engine, Sundays. †
32	—	MELBOURNE W G	A.M.	P.M.	P.M.	P.M.
			dep.	..	2 55	..
384	10½	TOOLAMBA † W	arr.	..	7 58	..
			dep.	3 20	8 5	4 30
377	7	TATURA †	arr.	3 41	8 26	4 51

Down.

TALLAROOK AND

TALLAROOK TO YEA.

Height above Sea.	Miles.	STATIONS.	1	2
			Pass.	Pass.
32	—	MELBOURNE W G	A.M.	P.M.
			dep.	2 55
58½	56	TALLAROOK † W	arr.	5 9
			dep.	5 20
546	62½	Traawool	..	5 35
540	68½	Kerrisdale	..	5 49
564	74½	Homewood	..	6 5
505	79½	YEA † W	..	6 20

No. 2 Down to take through trucks from Tallarook to Yea. It must not do any shunting at roadside stations.
See General Notes, pages 2 and 3. For references, see page 8.

NUMURKAH TO SEYMOUR.

Height above Sea.	Miles.	STATIONS.	NUMURKAH TO SEYMOUR.											
			1 Goods	2 Mixed.	3 Goods.	4 Goods	5 Goods	6 Mixed	7 Goods	8 Goods	9 Goods	10 Goods	11 Goods	12 Light Engine Sat.
feet		NUMURKAH † ..	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
353	—	dep. ..	5 40	..	10 20	..	3 15	..	..	..	..	..	..	11 0
351	4½	Wunghnu † ..	dep. ..	5 51	..	10 35	..	3 27	..	5 45	..	..	..	..
353	10	Tallygaroopna † ..	arr. ..	6 6	..	10 55	1 50	3 45	..	..	..	..	..	..
361	14½	Congupna Road †	dep. ..	6 19	..	11 12	..	4 0	..	..	..	..	..	..
		arr. ..	6 33	..	11 30	2 30	4 15	..	6 45	..	..	..	..	12 0
372	20½	SHEPPARTON W G				Gds. P.M.				Gds. P.M.				Gds. P.M.
		dep. 4 45	6 43	9 5	12 40	..	4 25	4 45	7 40	..	..	..	..	9 30
372	23½	Mooroopna † ..	arr. ..	..	..	..	..	..	7 55	..	..	..	..	..
		dep. ..	6 51	9 24	12 55	..	4 32	5 0	8 16	..	..	..	..	..
384	30½	TOOLAMBA † W ..	arr. ..	..	..	..	..	..	..	..	..	..	..	..
		dep. ..	7 10	10 0	1 21	..	4 47	5 26	8 37	..	9 10	1 36	..	..
395	35½	Arcadia † ..	arr. ..	..	10 20	..	..	5 46	..	..	..	..	..	..
		dep. ..	7 25	10 25	1 41	..	5 0	5 52	8 52	..	..	..	..	..
401	42	MURCHISON † W ..	arr. 5 55	..	10 50	..	..	..	..	..	9 50	2 21	10 40	..
		dep. ..	7 47	10 57	2 6	..	5 22	..	9 12	9 40	..	..	..	..
411	47½	Dargalong ..	..	..	..	..	..	6 20	..	..	..	..	..	..
—	49	Wahring Siding ..	..	5	..	..	..	..	..	..	..	..	..	..
428	55	NAGAMBIE † ..	arr. ..	..	..	..	..	6 56	..	..	..	..	..	..
		dep. ..	8 22	11 33	2 48	..	5 56	7 5	9 46	10 19	..	..	..	..
442	59½	Tablik Siding ..	arr. ..	..	..	..	..	6 9	..	..	..	..	..	..
		dep. ..	..	..	..	..	6 24	7 38	..	..	..	..	..	..
476	65½	Mangalore † ..	arr. ..	..	..	..	..	..	..	..	..	..	..	..
		dep. ..	8 52	12 8	3 22	..	6 31	7 55	10 19	10 52	..	..	..	..
464	72	SEYMOUR † W G	arr. ..	9 10 1/2	12 24 1/2	3 40	..	6 47 1/2	8 15 1/2	10 39	11 12	..	..	..
		Exp. dep. ..	9 33	..	..	..	..	7 53	..	..	..	..	..	..
12	113½	MELBOURNE W G	arr. ..	11 16	..	..	..	10 15	..	..	..	..	..	..

† These trains will be run by Tatura engine, guard, and van.

Nos. 2 and 6 Up not to take trucks to or from stations between Shepparton and Seymour. Live stock and perishables to go by No. 7 Up.

LINE.

Up.

TATURA TO TOOLAMBA.

Height above Sea.	Miles.	STATIONS.	TATURA TO TOOLAMBA.			
			1 Mixed.	2 Goods.	3 Mixed.	4 Light Engine, Sundays.
feet		TATURA † ..	A.M.	P.M.	P.M.	A.M.
377	—	dep. ..	6 40	12 40	4 20	8 30
		arr. ..	7 1	1 1	4 41	8 51
384	7	TOOLAMBA † W	..	..	..	..
		dep. ..	7 10	..	4 47	..
		arr. ..	9 10	..	6 47	..
464	48½	SEYMOUR † W G ..	..	..	Pass.	..
		dep. ..	Express.	..	7 53	..
32	110	MELBOURNE W G	..	..	10 15	..
		arr. ..	11 16	..	..	..

YEA LINE.

Up.

YEA TO TALLAROOK.

Height above Sea.	Miles.	STATIONS.	YEA TO TALLAROOK.	
			1 Mixed.	2 Mixed.
feet.		YEA † W	..	..
535	—	dep. ..	P.M.	P.M.
		arr. ..	12 55	6 45
564	5½	Homewood ..	..	..
		dep. ..	1 15	7 0
540	11½	Kerrisdale ..	..	..
		dep. ..	1 33	7 16
546	17	Tranwool ..	..	..
		dep. ..	1 50	7 30
		arr. ..	2 10	7 45
585	23½	TALLAROOK † W	..	..
		dep. ..	Pass.	Pass.
		arr. ..	2 27	8 5
		..	P.M.	..
32	79½	MELBOURNE W G ..	..	..
		arr. ..	4 40	10 15

No. 2 Up to take through trucks from Yea to Tallarook. It must not do any shunting at roadside stations.

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

1st July, 1886.

Down.

GIPPSLAND LINE.—

MELBOURNE TO SALE.

Height above the Sea. feet	Miles.	STATIONS.	1	1 a	2	3	3 a	4	5	6	6 a	7
			Goods.	Goods.	Goods. Powder, Wednesdy.	Pass.	Goods.	Goods.	Goods. Saturdy exceptd.	Goods. B	Goods. †	Passenger.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
—	—	Spencer-st. dep.	2 35	3 20	4 35	..	7 0	10 45	12 10	..	..	..
—	—	Loopon Tramway ..	..	..	..	..	..	..	..	..	..	..
—	—	Coal Gears { arr.	..	3 50	..	..	..	..	..	..	..	..
24	—	MELBRN., W G dep.	3 5	4 10	5 5	..	7 28	11 10	12 37	..	..	..
—	—	(Prince's-bridge) "	3 10	4 12	5 10	6 42	7 32	11 14	12 41	11 28	..	4 32
27	2 1/2	South Yarra "	3 18	4 20	5 18	6 50	7 40	11 24	12 50	11 37	..	4 41
60	3	Hawkesburn { arr.	..	..	..	..	..	..	..	..	..	..
121	4	Tooruk dep.	3 21	..	5 21	6 52	7 43	11 30	12 53	11 40	2 0	4 44
141	4 1/2	Armadale ..	..	..	..	..	..	..	..	..	..	..
168	5 1/2	Malvern ..	..	..	..	..	..	..	..	..	..	..
169	6 1/2	Caulfield W ..	3 55	..	5 55	7 5	8 45	12 5	1 20	12 25	2 25	4 55
149	7 1/2	Rosstown ..	..	..	..	..	..	..	..	..	..	..
144	8	Murrumbidgee ..	..	..	..	..	..	..	..	..	..	..
136	9 1/2	OAKLEIGH † { arr.	..	..	..	..	8 55	12 15	1 30	12 35	2 35	..
177	12	Clayton's Road dep.	4 5	4 50	6 5	7 14	..	12 33	1 32	12 43	..	5 4
165	14 1/2	Spring Vale ..	..	..	..	..	..	..	..	..	..	..
69	18 1/2	Dandenong † { arr.	..	..	..	..	..	..	2 0	1 13	..	..
57	22 1/2	Hallam's Road dep.	4 35	5 15	6 35	7 38	..	1 3	2 7	..	..	5 20
52	24 1/2	Narre Warren ..	..	..	..	..	..	..	..	..	..	..
165	26 1/2	Berwick † { arr.	..	..	..	..	..	1 33	..	..	..	..
64	28	Beaconsfield dep.	5 5	5 40	7 4	8 10	..	1 39	2 35	..	..	5 57
108	30 1/2	Officer's Siding ..	5 9	..	7 8	8 14	..	1 43	2 39	..	..	6 1
94	35	Pakenham † { arr.	..	..	..	..	..	..	..	..	..	..
115	39 1/2	Nar-nar-goont dep.	5 30	6 5	7 29	8 32	..	2 4	3 0	..	..	6 20
98	41	Tynong ..	..	6 20	..	..	..	..	..	..	..	..
—	43 1/2	Cannibal Ck. Siding { arr.	6 7	6 30	7 43	8 44	..	2 16	3 14	..	..	6 35
145	48	Bunyip † ..	..	..	..	8 54	..	..	..	..	..	6 43
143	51	Longwarry † { dep.	6 10	6 53	8 8	9 9	..	2 47	3 39	..	..	6 56
444	56	Drouin † ..	6 22	7 3	8 20	9 18	..	2 59	3 51	..	..	7
167	61	WARRAGUL { dep.	6 45	7 25	8 43	9 34	..	3 19	4 14	..	..	7 19
335	63	Bloomfield ..	7 0	7 40	9 0	9 50	..	3 35	4 30	..	..	7 34
375	65	Darnum † { arr.	7 15	..	11 25	10 10	..	..	..	..	..	7 56
272	68 1/2	Yarragon † { dep.	..	..	..	..	..	..	..	..	..	..
223	73 1/2	Traralgar † { arr.	..	..	11 41	10 21	..	..	..	..	..	8 7
229	80	Moe † W { dep.	..	..	11 54	10 32	..	..	..	..	..	8 17
233	88 1/2	Morwell † { arr.	..	..	12 11	10 44	..	..	..	..	..	8 30
141	97	Traralgon † W { dep.	..	..	..	..	..	..	..	..	..	..
118	101	Loy Yang ..	..	..	12 37	11 0	..	..	..	..	..	8 46
173	106	Flynn's Creek † { arr.	..	..	1 5	11 25	..	..	..	..	..	9 11
58	111	Rosedale † { dep.	..	..	1 34	11 48	..	..	..	..	..	9 34
32	127 1/2	SALE † W G { arr.	..	..	..	..	..	..	..	..	..	9 56
					2 4	12 10	..	..	..	..	..	10 9
					2 20	12 23	..	..	..	..	..	10 44
					3 12	12 58	..	..	..	..	..	..

B This train runs from Flinders-street.

Oakleigh to regulate goods traffic at Armadale, Tooruk, and Hawkesburn, and to notify available empties to Yard Inspector. No. 8 Down to run as a purely passenger train to Oakleigh, thence as a mixed, taking through trucks only.

Telegraph Block System.—The sections are as follow, viz.:—Down journey between Longwarry and Drouin, Drouin and Warragul, Warragul and Darnum, Moe and Morwell, Morwell and Traralgon. Up journey between Traralgon and Morwell, Morwell and Moe, Darnum and Warragul, Warragul and Drouin, Drouin and Longwarry.

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

MELBOURNE TO SALE.

STATIONS.		8	9	9a	10	11	12	13	14	15
		Pass.	Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Goods, Sundries only.
		P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Spencer-street	dep.	..	..	8 10	9 0	10 0	1 10	1 25	2 5	9 0
Loop on Tramway	arr.	..	..	..	..	..	1 23	1 48	2 48	..
Coal Gears	arr.	..	..	..	..	..	1 38	1 58	2 38	..
MELBOURNE, W G (Prince's-bridge)	dep.	6 0	..	8 39	9 26	10 27	1 42	2 1	2 40	9 30
South Yarra	..	6 8	..	8 50	9 39	10 41	1 50	2 9	2 48	9 38
Hawksburn	..	6 11	..	..	9 42	10 44	1 53	2 12	2 51	..
Toorak	..	..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..	..	..	..
Caulfield W	..	6 22	..	9 15	9 55	11 0	2 20	2 30	3 10	..
Rosstown	..	..	..	..	..	..	..	..	..	..
Murrumbidgee	..	..	..	..	..	..	..	..	..	..
OAKLEIGH †	arr.	6 32	..	..	..	..	..	2 40	3 20	..
	dep.	6 44	..	9 25	10 5	11 10	2 28	3 5	4 3	9 55
Clayton's Road	..	..	..	..	..	..	..	..	..	..
Spring Vale	..	..	..	..	..	..	..	..	..	..
Dandenong † W G	arr.	7 15	..	..	..	11 40	..	3 35	4 33	..
	dep.	7 20	..	9 55	10 34	12 4	2 56	3 37	4 36	10 20
Hallam's Road	..	..	..	..	..	..	..	..	..	..
Narre Warren	..	..	..	..	..	..	..	..	..	..
Berwick †	arr.	..	..	..	11 5	..	..	4 9	..	..
	dep.	7 55	..	10 25	11 40	12 34	3 23	4 12	5 10	10 45
Beaconsfield	..	7 59	..	10 29	11 44	12 38	3 27	4 16	5 14	..
Officer's Siding	..	..	..	..	..	..	..	..	..	..
Fakenham † W G	arr.	..	..	..	..	..	..	..	..	..
	dep.	8 20	..	10 50	12 6	1 1	3 51	4 42	5 40	11 10
Nar-nar-noon †	arr.	8 35	..	11 2	12 20	..	..	..	5 55	..
	dep.	8 55	..	11 4	12 37	1 15	4 2	4 56	6 45	11 25
Tynong	..	..	..	..	..	..	..	..	..	..
Cannibal Creek Siding	..	..	..	..	..	..	..	..	..	..
Bunyip †	arr.	9 20	..	11 35	..	..	..	5 22	..	..
	dep.	9 22	..	12 9	1 2	1 40	4 29	5 25	7 10	11 50
Longwarry †	arr.	..	..	..	..	..	..	..	7 20	..
	dep.	9 31	..	12 19	1 12	1 52	4 41	5 37	7 34	A.M.
Dronia †	arr.	..	..	..	..	..	4 59	5 57	7 49	12 0
	dep.	9 46	..	12 39	1 32	2 15	5 3	6 18	8 9	12 15
WARRAGUL † W G	arr.	10 3	..	12 57	1 49	2 32	5 20	6 35	8 27	12 30
	dep.	..	..	1 10	1 55	3 15	5 30	7 34	9 20	Live Stock or Goods
Bloomfield	..	..	..	..	..	..	..	..	9 32	10 10
Darnum †	..	..	..	..	..	..	..	..	9 34	10 25
	dep.	..	..	1 26	2 7	3 27	5 42	7 45	9 54	10 25
Yarragon †	arr.	..	..	..	..	..	5 54	7 56	..	..
	dep.	..	..	1 39	2 20	3 40	6 7	8 11	9 46	10 37
Trafalgar †	arr.	..	..	..	..	..	..	..	..	..
	dep.	..	..	1 56	2 35	3 54	6 21	8 9	10 0	10 51
Moe † W	arr.	..	..	..	..	..	6 38	9 26	..	..
	dep.	..	..	2 22	2 55	4 12	7 12	9 38	10	11
Morwell †	arr.	..	..	..	..	..	7 42	..	..	..
	dep.	..	..	2 55	3 23	4 40	7 47	10 8	10 50	11 41
Traralgon † W	arr.	..	..	3 20	..	5 5	8 12	..	..	..
	dep.	..	..	..	3 48	5 52	8 44	10 32	11 14	12 5
Loy Yang	..	..	..	..	..	..	..	..	..	..
Flynn's Creek †	arr.	..	..	..	..	..	..	..	..	..
	dep.	..	..	4 15	4 30	6 20	9 11	10 59	11 41	12 32
Rosedale †	arr.	..	..	..	..	..	..	..	..	..
	dep.	..	..	5 17	6 40	8 13	9 26	11 14	11 53	12 47
SALE .. W G	arr.	..	..	..	5 53	7 19	10 10	11 55	12 35	1 25

Note.—When No. 10 Up, Sale to Warragul, is running, No. 11 Down, Warragul to Sale, cannot run. When No. 9a Up, Traralgon to Warragul, is running, No. 9a Down, Warragul to Traralgon, cannot run. Nos. 1, 1A, 2, 3A, 4, 5, 6, 9A, 10, 11, 12, 13, and 14 Down, and Nos. 1A, 1B, 2, 4, 5, 5A, 6, 7, 9A, 10, 11, 12, 13, and 14, Up do not run into Prince's-bridge station. The times shown opposite these trains at that station are the hours at which the trains will pass.—Nos. 10, 11, 12, and 13 Down run to Sale one day, and return the following day with Nos. 10, 11, 12, and 14 Up to Melbourne.—No. 14 Down follows No. 7 Down from Nar Nar Goon.—No. 13 Down follows No. 7 Down from Melbourne.—No. 8 Down to take passengers for Hawksburn, Toorak, Armadale, Malvern, Rosstown, and Murrumbidgee, provided there is room in the carriage when leaving Prince's-bridge Station. Winter's Block System is in force on the following sections on Up and Down journey, viz.—Prince's-bridge and Richmond, Richmond and South Yarra, South Yarra and Hawksburn, Hawksburn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block system is not enforced between Hawksburn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.) See General Notes, pages 2 and 3. For references, see page 3.

SALE TO MELBOURNE.

Relief and the net	Miles.	STATIONS.	1 Milk & Goods. Mon. only.	1a Mixed.	1aa Goods. C	1b Goods.	2 Goods.	3 Pass.	4 Goods.	5 Goods. †	5a Goods. C †	6 Mixed.	7 Goods. Satdys. exceptd.
net			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
32	—	SALE W G † dep.	..	..	..	..	..	..	6 55	7 5	..	..	..
48	164	Rosedale † .. arr.	..	..	..	..	..	..	7 30	8 2	..	..	..
173	214	Flynn's Crk. † dep.	..	..	..	..	..	..	7 43	8 19	..	..	..
118	264	Loy Yang .. dep.	..	..	..	..	..	..	7 54	8 33	..	..	..
141	304	Traralgon W dep.	..	..	..	..	..	..	8 4	8 49	..	..	..
283	384	Morwell † .. arr.	..	..	..	..	..	..	8 26	9 18	..	..	..
229	474	Moe W † .. dep.	..	..	..	..	..	..	8 50	9 48	..	..	..
223	534	Trafalgar † arr.	..	..	..	..	..	..	9 5	10 9	..	..	..
272	584	Yarragon † .. dep.	..	..	..	..	..	..	9 17	10 25	..	..	..
375	624	Darnum † .. arr.	..	..	..	..	..	..	9 28	10 45	..	..	..
335	644	Bloomfield .. dep.	..	..	..	..	..	..	8	..	..	..	..
307	664	WARRAGUL W G † arr.	..	..	..	..	..	..	8 0	9 45	11 0	..	..
444	714	Drouin † .. dep.	1 10	5 30	..	8 20	9 10	10 5	11 20	..	..	4 35	6 0
143	764	Longwarry † .. arr.	1 25	5 45	..	8 37	9 29	..	..	..	..	4 50	6 17
145	794	Bunyip † .. dep.	1 40	6 0	..	8 43	9 35	10 20	11 42	..	..	4 59	6 25
—	82	Cannibal Ck. Sliding	..	..	..	8 58	9 51	10 34	11 57	..	..	5 15	6 40
98	844	Tynong .. dep.	2 4	..	..	9 8	..	..	..	..	..	5 25	6 51
115	88	Nar-nar-agoon dep.	..	..	..	..	..	..	..	..	..	..	..
94	924	Pakenham W G † arr.	2 14	6 30	..	9 29	10 26	11 45	12 37	..	..	5 55	7 35
108	964	Officer's Sliding	2 27	6 46	..	9 45	10 50	11 16	1 1	..	..	6 10	7 50
164	994	Beaconsfield .. dep.	2 56	7 0	..	..	..	..	..	..	..	6 20	8 20
165	1004	Berwick † .. arr.	..	7 4	..	10 12	11 13	11 36	1 24	..	..	6 43	8 43
62	1034	Narre Warren .. dep.	3 0	7 5	..	11 5	11 17	11 40	1 33	..	..	6 50	8 47
57	1054	Hallam's Road .. arr.	3 7	..	..	..	..	..	..	..	..	..	..
69	1094	Dandenong W G † dep.	3 13	7 32	..	11 30	..	..	..	..	..	7 20	..
165	1134	Spring Vale .. arr.	3 27	7 38	..	11 40	11 47	12 4	2 0	..	..	7 30	9 12
177	1154	Clayton's Road .. dep.	..	..	..	..	..	..	..	..	..	..	..
136	1184	OAKLEIGH † arr.	..	8 5	..	12 5	12 14	..	2 28	..	..	8 0	9 40
169	1214	Caulfield W .. dep.	4 0	8 36	10 0	12 10	12 48	12 29	2 50	1 26	..	8 5	10 0
168	1224	Malvern .. arr.	..	8 46	10 10	12 20	12 58	12 37	3 0	1 30	3 50	8 14	10 10
141	123	Armadale .. dep.	..	8 49	..	..	..	..	..	..	..	..	..
121	1234	Toorak .. arr.	..	8 54	..	..	..	..	..	..	..	..	..
60	1244	Hawksburn .. dep.	..	8 57	..	..	..	..	..	..	..	..	..
27	1244	South Yarra .. arr.	..	9 2	10 25	12 38	1 22	12 52	3 52	2 17	4 22	8 32	10 32
24	1274	MELB. (Prince's-bridge) W G † dep.	4 20	9 4	10 33	12 41	1 25	12 55	3 55	2 4	4 25	8 35	10 35
—	—	Coal Geare .. arr.	4 30	9 13	10 41	12 51	1 35	1 5	4 3	2 14	4 35	8 45	10 45
—	—	Loop on Tramway .. dep.	5 0	..	..	12 54	..	..	..	..	..	..	..
—	—	Spencer-street .. arr.	5 15	..	..	1 4	1 38	..	4 7	..	..	..	..
—	—	.. dep.	..	..	..	1 14	1 13	..	..	2 27	..	..	..
—	—	.. arr.	5 45	..	..	1 23	1 48	..	..	2 30	..	..	..
—	—	.. dep.	..	..	..	1 35	2 5	..	4 37	2 47	5 5	9 20	11 20

C This train runs into Flinders-street.
 Passenger Through Trains meet at Warragul. Engines and Guards change.—No. 3a Down to clear Suburban Stations of empties. No. 1AA Up to take loaded trucks for South Suburban Stations. Nos. 2, 4, and 7 Up to be broken up and re-made by Guards at Oakleigh.
 No. 6 Up to take a goods train load.
 No. 1A Up stops at all stations from Oakleigh to South Yarra inclusive to pick up and set down passengers. When Nos. 3, 6, and 9 Up stop at Malvern, Armadale, Toorak, Hawksburn, and South Yarra to set down passengers; passengers for Melbourne may travel from those stations provided there be room in the carriages.
 Nos. 4 and 5a Up from Oakleigh to do all necessary road-side work between that station and Hawksburn, and No. 5a Up to shunt at any station, when required, to allow No. 6 Up Frankston train to precede it.
 See General Notes, pages 2 and 3. For references, see page 3.

SALE TO MELBOURNE.

STATIONS.		8	9	9a	10	11	12	13	14
		Goods. P.M.	Passenger. P.M.	Live Stock or Goods. P.M.	Live Stock or Goods. P.M.	Live Stock or Goods. P.M.	Live Stock or Goods. P.M.	Live Stock or Goods. P.M.	Live Stock or Goods. P.M.
SALE W G †	dep.	..	4 48	..	3 15	3 45	4 5	6 0	7 20
Rosevale † ..	arr.	..	..	..	..	..	..	..	..
Flyn's Creek †	dep.	..	5 17	..	3 58	4 30	4 50	6 40	8 0
Loy Yang ..	arr.	..	..	..	..	..	..	..	..
Traralgon W †	dep.	..	5 30	..	4 15	4 45	5 5	6 55	8 17
	arr.	..	5 41	..	4 28	4 58	5 19	7 8	8 30
Morwell † ..	dep.	..	5 51	2 58	4 41	5 11	6 18	7 22	8 44
	arr.	..	..	..	..	..	..	..	9 8
Moe W † ..	dep.	..	6 13	3 23	5 5	5 35	6 42	7 47	9 11
	arr.	..	..	3 53	..	..	..	8 17	..
Traralgon † ..	dep.	..	6 39	4 12	5 35	6 5	7 12	8 47	9 38
	arr.	..	..	..	..	..	..	..	9 56
Yarragon †	dep.	..	6 54	4 30	5 53	6 22	7 33	9 5	10 0
	arr.	..	..	..	6 7	..	7 50	..	..
Darnum † ..	dep.	..	7 6	4 45	6 9	6 39	8 17	9 20	10 15
	arr.	..	..	..	..	..	..	..	..
Bloomfield ..	dep.	..	7 17	4 56	6 21	6 49	8 29	9 34	10 25
	arr.	..	..	..	..	..	..	..	..
WARRAGUL W G †	dep.	..	7 33	5 10	6 35	7 5	8 45	9 48	10 37
	arr.	..	..	..	..	..	..	..	..
Dromin † ..	dep.	..	7 53	5 25	7 0	8 35	9 15	10 5	10 50
	arr.	..	..	5 45	7 17	8 52	9 31	..	..
Longwarry †	dep.	..	8 9	5 57	7 19	8 56	9 46	10 20	11 5
	arr.	..	..	..	..	..	..	..	..
Bunyip † ..	dep.	..	8 24	6 12	7 34	9 11	10 1	10 35	11 20
	arr.	..	..	..	..	..	..	..	..
Cannibal Creek Siding	dep.	..	8 32	6 19	7 40	9 22	10 9	10 43	11 28
Tynong ..	arr.	..	..	..	..	..	..	..	..
Nar-nar-noon †	dep.	..	8 52	6 36	8 5	9 47	10 26	11 0	11 43
	arr.	..	..	6 49	8 18	..	..	..	..
Pakenham W G †	dep.	..	9 3	7 20	8 35	9 57	10 37	11 13	11 56
Officer's Siding	arr.	..	..	..	..	..	..	..	A.M.
Beaconsfield ..	dep.	..	9 20	..	8 58	10 16	10 58	11 34	12 17
	arr.	..	..	7 41	..	..	..	..	..
Berwick † ..	dep.	..	9 24	7 55	9 2	10 20	11 2	11 38	12 21
Narre Warren	arr.	..	..	..	..	..	..	..	..
William's Road	dep.	..	..	..	9 12	..	..	A.M.	12 47
	arr.	..	..	..	..	..	..	12 4	16 S
Dandenong W G †	dep.	..	9 50	8 20	9 55	10 46	11 28	12 35	12 55
Spring Vale	arr.	..	..	..	..	..	..	..	..
Clayton's Road	dep.	..	..	..	..	..	..	..	..
	arr.	..	..	8 47	10 25	..	..	..	..
OAKLEIGH †	dep.	..	10 15	8 53	10 40	11 12	11 55	1 5	1 25
	arr.	..	..	..	..	..	A.M.	..	..
Caulfield W	dep.	..	10 23	9 3	11 0	11 21	12 3	1 13	..
Malvern ..	arr.	..	..	..	..	..	..	..	..
Armadale ..	dep.	..	..	..	..	..	..	..	..
Toorak ..	arr.	..	..	..	..	..	..	..	..
Hawkesburn ..	dep.	..	10 39	9 18	11 18	11 38	12 19	1 26	1 46
	arr.	..	..	..	..	..	..	..	..
South Yarra	dep.	..	10 42	9 21	11 21	11 41	12 22	1 29	1 49
MELB. (Prince's-bridge) W G	arr.	..	10 51	9 31	11 31	11 51	12 32	1 39	1 59
Coal Gears	dep.	..	..	9 35	11 34	11 55	12 40	1 42	2 2
Spencer-street	arr.	..	..	10 0	12 0	12 23	1 5	2 10	2 30

Note.—When No. 10 Up, Sale to Warragul, is running, No. 11 Down, Warragul to Sale, cannot run. When No. 9a Up, Traralgon to Warragul, is running, No. 9a Down, Warragul to Traralgon, cannot run. All trains from Gippsland must stop dead at Hawkesburn, come in from that station cautiously to South Yarra Station after receiving "Line clear" from South Yarra Junction, and stop dead at South Yarra Station. "Line clear" can be given by South Yarra Junction to Hawkesburn and Prahran simultaneously for Up trains, but both the trains from Hawkesburn and Prahran must approach South Yarra Station under perfect control, and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawkesburn must have preference.

Winter's Block System is in force on the following sections on Up and Down journey, viz.—Prince's Bridge and Richmond, Richmond and South Yarra, South Yarra and Hawkesburn, Hawkesburn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawkesburn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.)

Passengers to or from stations on the Gippsland Line beyond Oakleigh will be picked up and set down at South Yarra, Armadale, and Toorak, to give notice to the Guard at Oakleigh.

For references, see page 3

1st July, 1886.
Down.

LILYDALE LINE.

Height above Sea.	Miles.	STATIONS.	1		2		3		4		5		6		Light Engine, Sundays
			Goods.	Pass.	Goods.	Goods.	Goods.	Mixed.	Goods.	Pass.					
24	—	MELBOURNE (Prince's-bridge) WG dep.	A.M. 5 30	A.M. 6 10	A.M. 10 15	A.M. 10 50	A.M. 11 55	P.M. 4 15	P.M. 5 10	A.M.					
26	1 1/4	Richmond .. .. .	..	6 15	..	..	12 0	..	5 15	..				
26	2	East Richmond .. .. .	..	6 18	..	..	12 3	..	5 18	..				
42	2 1/2	Burnley	arr. ..	..	10 25	..	..	..	..	..
44	3 1/2	Hawthorn	dep. ..	6 25	..	..	12 10	..	5 25	..				
90	4 1/2	Glenferrie .. .. .	..	6 28	..	..	12 13	..	5 28	..				
205	5 1/2	Camberwell † W	arr. ..	..	..	..	..	..	5 33	..				
			dep. 5 52	6 33	..	11 11	12 18	4 36	5 34	8 0					
200	6 1/2	Canterbury †	arr. ..	..	..	..	..	4 41	..	..			
			dep. 5 57	6 38	..	11 16	12 23	4 45	5 39	..					
287	7 1/2	Surrey Hills †	arr. ..	..	..	11 19	..	4 48	..	8 15				
			dep. 6 0	6 41	..	12 4	12 26	..	5 42	..					
317	9 1/2	Box Hill †	arr. ..	..	..	..	..	..	..	..
			dep. 6 56	6 46	..	11 31	12 33	4 55	5 47	..					
302	10 1/2	Blackburn .. .. .	..	..	..	..	..	..	..	..
—	12 1/2	Mitcham Brick Siding .. .. .	..	..	..	..	..	..	..	..
482	13 1/2	Mitcham .. .. .	..	6 58	..	..	12 49	..	5 59	..				
408	15 1/2	Ringwood †	arr. ..	..	..	..	..	..	..	..
			dep. 7 25	7 4	..	12 22	12 56	5 25	6 5	..					
—	16 1/2	Ringwood Brick Siding .. .. .	..	..	..	..	..	..	..	..
385	18 1/2	Croydon .. .. .	..	7 13	..	..	1 9	..	6 14	..				
322	23 1/2	LILYDALE † W	arr. 7 58	7 30	..	12 55	1 25	6 5	6 30	..					

Passengers to or from stations on the Lilydale line beyond Box Hill will be picked up and set down at Richmond, East Richmond, Hawthorn, Glenferrie, Camberwell, Canterbury, and Surrey Hills. On the Up journey, passengers desiring to alight at these stations must give notice to the guard at Box Hill. Passengers will not be booked to or from Melbourne and stations on the Hawthorn and Camberwell line by these trains; but, if there be room, the Up trains may pick up passengers at Camberwell, Glenferrie, and Hawthorn for Melbourne, and No. 4 Down may take passengers from Melbourne to Hawthorn.

Lilydale trains not to do any shunting at Burnley.

Nos. 3 Down and 4 Up and 5 Down and 6 Up to take trucks to and from Ringwood Brick Siding and Mitcham Brick Siding, and do roadside work.

Nos. 4 Down and 3 & 5 Up to take through trucks. Nos. 1a and 6 Down and 1 Up to run as purely passenger trains.

Winter's Block System is in force on the following Sections on the Up and Down journey, viz.:—Prince's Bridge and Richmond, Richmond and East Richmond, East Richmond and Burnley and Hawthorn, Hawthorn and Glenferrie, Glenferrie and Auburn, Auburn and Camberwell. (The Block System is not enforced at Auburn from the departure of the last passenger train each night till 6.30 a.m. the following day. During that time the Section is Glenferrie and Camberwell.)

MIRBOO LINE.

Down.

MORWELL TO NORTH MIRBOO.

Height above Sea.	Miles.	STATIONS.	1	
			Pass.	Goods.
24	—	MELBOURNE (Prince's-bridge)	A.M. 6.42	..
			11.25	..
28 1/2	8 1/2	Morwell †	Mixed. 11.45	..
			P.M. ..	..
239	96	Yinnar † W	arr. ..	..
			12.10	..
290	100 1/2	Boolarra †	dep. 12.25	..
343	105 1/2	Darlinghurst † .. .. .	..	12.45
784	108 1/2	North Mirboo †	arr. 1.0	..

TRARALGON AND

Down.

TRARALGON TO HEYFIELD.

Height above Sea.	Miles.	STATIONS.	1		2		3		4		5		6	
			Pass.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Live Stock or Goods.	Pass.	Live Stock or Goods.	Pass.	Live Stock or Goods.			
24	—	MELBOURNE (Prince's-bridge)	A.M. 6 42	..	P.M. ..	..	P.M. ..	..	P.M. 4 32	..			
			11 48	..	..	..	..	..	9 34	..			
141	97	Traralgon † W	Mixed. P.M. 12 5	..	..	..	..	..	Mixed. 9 50	..	10 35		
			12 27	3 35	3 55	5 25	..	10 12	..	..	..
144	103 1/2	Glongarra	arr. ..	4 21	4 36	..	..	..	..	..	..
231	108 1/2	Toongabbie †	dep. 12 43	4 42	4 57	5 55	..	10 28	..	11 5				
			12 59	..	..	..	..	10 44	..	..		
184	113 1/2	Cowwarr .. .. .	..	1 11	..	..	..	10 56	..	..		
181	116 1/2	Glenmaggie .. .. .	..	..	..	..	..	..	..	..
190	120 1/2	HEYFIELD † W	arr. 1 23	5 25	5 40	6 40	..	11 8	..	11 50				

When Nos. 2 and 3 Down are running, No. 3 Up cannot run.

LILYDALE LINE.

1st July, 1886.

Up.

Height above Sea.	Miles.	STATIONS.	1		2	2a	3	4	5	6	7
			Pass.	Goods.	Goods.	Mixed.	Goods.	Mixed.	Goods.	Light Engin. Sundays.	
feet			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
322	—	LILYDALE † W	dep.	8 0	..	9 0	1 55	2 10	7 0	7 10	..
386	5 3/4	Croydon ..	..	8 15	..	..	2 11	..	7 16	..	..
408	6 3/4	Ringwood Brick Siding	..	8 25	..	9 40	2 21	2 50	7 26	..	..
482	10 1/2	Ringwood † ..	..	8 31	..	..	2 27	..	7 32	..	..
..	11	Mitcham ..	..	..	..	..	..	..	..	..	..
302	13	Mitcham Brick Siding	..	..	..	..	..	..	..	..	..
..	13	Blackburn ..	..	..	..	..	..	..	..	..	..
317	14 1/2	Box Hill † ..	arr.	..	..	..	..	..	7 45	8 33	..
..	14 1/2	Box Hill † ..	dep.	8 42	..	10 40	2 40	3 30	7 46	8 37	12 30
287	16	Surrey Hills † ..	arr.	..	..	..	..	3 37	..	..	..
..	16	Surrey Hills † ..	dep.	8 47	..	10 48	2 45	3 38	7 51	8 42	..
200	17	Canterbury † ..	arr.	..	..	..	2 48	3 41	..	8 45	..
..	17	Canterbury † ..	dep.	8 50	..	10 51	2 51	3 45	7 54	8 55	..
205	18 1/2	Camberwell † W	arr.	..	..	10 56	2 56	3 50	7 59	9 0	12 45
..	18 1/2	Camberwell † W	dep.	8 55	..	11 0	3 3	3 52	8 0	9 3	..
90	19 1/2	Glenferrie ..	..	8 58	..	..	3 7	..	8 3	9 3	..
..	19 1/2	Glenferrie ..	arr.	9 1	..	11 7	3 10	3 59	8 6	9 10	..
44	20 1/2	Hawthorn ..	..	..	..	..	..	..	..	..	..
..	20 1/2	Hawthorn ..	dep.	9 2	..	11 9	3 11	4 1	8 7	9 11	..
42	21 1/2	Burnley ..	..	..	10 45	..	..	..	..	..	..
26	21 3/4	East Richmond	..	9 8	..	..	3 16	..	8 14	..	..
26	22 1/4	Richmond ..	..	9 11	..	11 20	3 20	4 10	8 17	9 20	..
24	23 1/4	MELBOURNE (Prince's-bridge) W G	arr.	9 16	10 55	11 25	3 26	4 15	8 22	9 25	..

Passengers to or from stations on the Lilydale line beyond Box Hill will be picked up and set down at Richmond, East Richmond, Hawthorn, Glenferrie, Camberwell, Canterbury, and Surrey Hills. On the Up journey, passengers desiring to alight at these stations must give notice to the guard at Box Hill. Passengers will not be booked to or from Melbourne and stations on the Hawthorn and Camberwell line by these trains; but, if there be room, the Up trains may pick up passengers at Camberwell, Glenferrie, and Hawthorn for Melbourne, and No. 4 Down may take passengers from Melbourne to Hawthorn.

Lilydale trains not to do any shunting at Burnley.

Nos. 4 Up and 3 Down and 6 Up and 5 Down to take trucks to and from Ringwood Brick Siding and Mitcham Brick Siding, and do roadside work

Nos. 3 and 5 Up and 4 Down to take through trucks. Nos. 1 Up and 1a and 6 Down to run as purely passenger trains.

MIRBOO LINE.

NORTH MIRBOO TO MORWELL.

Up.

Height above Sea.	Miles.	STATIONS.	1		
			Mixed.		
feet.			A.M.	P.M.	
784	—	NORTH MIRBOO † ..	dep.	6.40	..
543	3 1/2	Darlimurla † ..	..	6.55	..
290	8	Booharra † ..	..	7.15	..
..	8	Booharra † ..	arr.	..	..
239	12 1/2	Yinnar † W	..	7.30	..
..	12 1/2	Yinnar † W	dep.	7.55	..
..	12 1/2	Yinnar † W	arr.	..	..
283	20	Morwell † ..	..	8.26	..
..	20	Morwell † ..	dep.	..	..
..	20	Morwell † ..	arr.	..	..
24	108 1/2	MELBOURNE (Prince's-bridge)	..	P.M. 1.5	..

HEYFIELD LINE.

HEYFIELD TO TRARALGON.

Up.

Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	
			Mixed.	Live Stock or Goods.	Live Stock or Goods.	Mixed.	Live Stock or Goods.	Live Stock or Goods.	
feet			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
190	—	HEYFIELD † W	dep.	6 30	1 30	3 30	4 2	5 15	7 0
181	3 3/4	Glenmaggie	..	6 42	..	..	4 14	..	..
184	6 3/4	Cowwarr	..	6 54	..	..	4 26	..	..
..	6 3/4	Cowwarr	arr.	..	..	..	..	..	..
231	11 1/2	Toongabbie † ..	..	7 10	2 3	4 10	4 42	5 55	7 40
144	17	Glengarry	..	7 26	..	..	4 58	..	..
..	17	Glengarry	arr.	7 48	2 45	5 0	5 20	6 45	8 30
141	23 1/4	Traralgon † W	..	Pass.	..	..	Pass.	..	..
..	23 1/4	Traralgon † W	dep.	8 4	..	..	5 51	..	..
24	120 1/2	MELBOURNE (Prince's-bridge)	arr.	1 5	..	..	10 56	..	..

When No. 3 Up is running, Nos. 2 and 3 Down cannot run.

1st July, 1886.

Down. **OAKLEIGH SUBURBAN LINE.—Week Days (Saturdays included).**

Height above Sea.	Miles.	STATIONS.	1	2	3	4	4A	5	6	7	8
feet 24	—	MELBOURNE (Princes'-bridge) W G .. dep.	A.M. 7 2	A.M. 7 22	A.M. 8 31	A.M. 9 8	A.M. 10 0	A.M. 11 11	P.M. 12 29	P.M. 1 20	P.M. 2 21
27	2 1/2	South Yarra ..	7 9	7 30	8 39	9 16	10 8	11 20	12 37	1 28	2 29
60	3	Hawksburn ..	7 12	7 33	8 42	9 19	10 11	11 23	12 40	1 31	2 32
121	4	Toorak ..	7 17	7 38	8 47	9 24	10 16	11 28	12 45	1 36	2 37
141	4 1/2	Armadale ..	7 20	7 41	8 50	9 27	10 19	11 31	12 48	1 39	2 40
168	5 1/2	Malvern ..	7 24	7 45	8 54	9 31	10 23	11 35	12 52	1 43	2 44
169	6 1/2	Caulfield W ..	7 28	7 49	8 58	9 35	10 27	11 39	12 56	1 47	2 48
149	7 1/2	Rosstown ..	7 32	7 53	9 2	9 39	10 31	11 43	1 0	1 51	2 52
144	8	Murrumbena ..	7 35	7 56	9 5	9 42	10 34	11 46	1 3	1 54	2 55
136	9 1/2	OAKLEIGH † .. { arr. dep. }	7 39	8 0	9 9	9 46	10 38	11 50	1 7	1 58	2 59
177	12	Clayton's Road ..	..	..	..	9 47	..	..	..	..	..
165	14 1/2	Spring Vale ..	..	..	..	..	..	..	..	..	..
69	18 1/2	DANDENONG † W { arr. dep. }	..	..	..	10 14	..	..	..	..	3 26
57	22 1/2	Hallam's Road ..	..	..	..	..	..	..	..	..	3 27
62	24 1/2	Narre Warren ..	..	..	..	..	..	..	..	..	..
165	26 1/2	Berwick † ..	..	..	..	..	..	..	..	..	3 53
164	28	Beaconsfield .. arr.	..	..	..	..	..	..	..	..	3 57

Height above Sea.	Miles.	STATIONS.	9A Satdys. exceptd.	9B Satdys. only.	9 Satdys. exceptd.	10	11	12	13	14	15	16
feet 24	—	MELBOURNE (Princes'-bridge) W G .. dep.	P.M. 3 10	P.M. 3 20	P.M. 4 21	P.M. 5 20	P.M. 6 20	P.M. 7 2	P.M. 8 0	P.M. 9 51	P.M. 10 25	P.M. 11 30
27	2 1/2	South Yarra ..	3 18	3 28	4 29	5 28	6 28	7 10	8 8	10 0	10 33	11 38
60	3	Hawksburn ..	3 21	3 31	4 32	5 31	6 31	7 13	8 11	10 3	10 36	11 41
121	4	Toorak ..	3 26	3 36	4 37	5 36	6 36	7 18	8 16	10 8	10 41	11 46
141	4 1/2	Armadale ..	3 29	3 39	4 40	5 39	6 39	7 21	8 19	10 11	10 44	11 49
168	5 1/2	Malvern ..	3 33	3 43	4 44	5 43	6 43	7 25	8 23	10 15	10 48	11 53
169	6 1/2	Caulfield W ..	3 37	3 47	4 48	5 47	6 47	7 29	8 27	10 19	10 52	11 57
149	7 1/2	Rosstown ..	..	3 51	4 52	5 51	6 51	7 33	8 31	10 23	10 56	12 1
144	8	Murrumbena ..	..	3 54	4 55	5 54	6 54	7 36	8 34	10 26	10 59	12 4
136	9 1/2	OAKLEIGH † .. { arr. dep. }	..	3 58	4 59	5 58	6 58	7 40	8 38	10 30	11 3	12 8
177	12	Clayton's Road ..	..	..	..	..	..	..	..	..	..	..
165	14 1/2	Spring Vale ..	..	..	..	..	..	..	..	..	..	..
69	18 1/2	DANDENONG † W arr.	..	..	..	..	..	..	..	..	..	12 35
57	22 1/2	Hallam's Road .. dep.	..	..	..	..	..	..	..	..	..	..
62	24 1/2	Narre Warren ..	..	..	..	..	..	..	..	..	..	..
165	26 1/2	Berwick † ..	..	..	..	..	..	..	..	..	..	..
164	28	Beaconsfield .. arr.	..	..	..	..	..	..	..	..	..	..

e Workmen's Trains.

f Workmen's Train on Saturdays.

Down. **MELBOURNE (Prince's-bridge) TO OAKLEIGH. SUNDAYS.**

Height above Sea.	Miles.	STATIONS.	1	2	3	4
feet 24	—	MELBOURNE (Prince's-bridge) W G dep.	P.M. 12 50	P.M. 3 0	P.M. 5 20	P.M. 8 50
26	1 1/2	Richmond ..	12 54	3 4	5 24	8 54
27	2 1/2	South Yarra ..	12 58	3 8	5 28	8 58
60	3	Hawksburn ..	1 1	3 11	5 31	9 1
121	4	Toorak ..	1 6	3 16	5 36	9 6
141	4 1/2	Armadale ..	1 9	3 19	5 39	9 9
168	5 1/2	Malvern ..	1 13	3 23	5 43	9 13
169	6 1/2	Caulfield W ..	1 17	3 27	5 47	9 17
149	7 1/2	Rosstown ..	1 21	3 31	5 51	9 21
144	8	Murrumbena ..	1 24	3 34	5 54	9 24
136	9 1/2	OAKLEIGH ..	1 28	3 38	5 58	9 28

Trains will only stop 30 seconds at stations on the Oakleigh Suburban Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

All trains from Oakleigh or Mordialoc lines must stop dead at Hawksburn, come in from that station cautiously to South Yarra Station, after receiving "Line Clear" from South Yarra Junction, and stop dead at South Yarra Station. "Line Clear" can be given by South Yarra Junction to Hawksburn and Prahran simultaneously for Up trains, but both the trains from Hawksburn and Prahran must approach South Yarra Station under perfect control and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawksburn must have preference.

Winter's Block System is in force on the following sections on Up and Down journey, viz.: — Prince's Bridge and Richmond, Richmond and South Yarra, South Yarra and Hawksburn, Hawksburn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawksburn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.)

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

1st July, 1886.

OAKLEIGH SUBURBAN LINE.—Week Days (Saturdays included). Up.

Height above Sea.	Miles.	STATIONS.	1	2	3	4	4A	5	6	7	8
feet			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
164	—	Beaconsfield .. dep.	..	..	..	..	..	..	..	..	..
165	1 1/2	Berwick † .. ..	..	..	..	..	..	..	..	..	..
62	3 1/2	Narre Warren .. ..	..	..	..	..	..	..	..	..	..
57	5 1/2	Hallam's Road .. ..	..	..	..	..	..	..	..	..	..
69	9 1/2	DANDENONG † W G dep.	..	..	..	..	..	10 36	10 10 G	..	..
165	13 1/2	Spring Vale .. ..	..	..	..	..	..	..	Pre. 1 b	..	..
177	16	Clayton's Road .. ..	..	..	..	..	..	..	..	Pre. 5 G.	..
136	18 1/2	OAKLEIGH † .. ..	..	..	..	..	..	..	..	..	..
		dep.	6 33	7 44	8 10	9 12	..	11 3	12 3	1 15	2 15
144	20	Murrumbidgee	6 37	7 48	8 14	9 16	..	11 7	12 7	1 19	2 19
149	20 1/2	Rosstown	6 40	7 51	8 17	9 19	..	11 10	12 10	1 22	2 22
169	21 1/2	Caulfield W	6 44	7 55	8 21	9 23	10 32	11 14	12 14	1 26	2 26
168	22 1/2	Malvern	6 48	7 59	8 25	9 27	10 36	11 18	12 18	1 30	2 30
141	23 1/2	Armadale	6 52	8 3	8 29	9 31	10 40	11 22	12 22	1 34	2 34
121	24	Toorak	6 55	8 6	8 32	9 34	10 43	11 25	12 25	1 37	2 37
60	25 1/2	Hawkesburn	6 59	8 11	8 37	9 39	10 48	11 30	12 30	1 42	2 42
27	25 1/2	South Yarra	7 2	8 14	8 39	9 42	10 51	11 33	12 33	1 45	2 45
24	28	MELBOURNE (Prince's-bridge.) W G arr.	7 10	8 22	8 49	9 51	11 1	11 41	12 41	1 54	2 54

Height above Sea.	Miles.	STATIONS.	9A Sattlys. exceptd.	9 Sattlys. only	10 Sattlys. only	11	12	13	14	15	16	17
feet			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
164	—	Beaconsfield .. dep.	..	..	4 5 13 G	..	..	..	..	..	..	..
165	1 1/2	Berwick † .. ..	..	..	4 9 13 G	..	..	..	..	..	..	..
62	3 1/2	Narre Warren .. ..	..	..	..	..	..	..	..	..	..	..
57	5 1/2	Hallam's Road .. ..	..	..	..	..	..	..	..	..	..	..
69	9 1/2	DANDENONG † W G dep.	..	3 35 13 G	4 36 14 G	..	..	..	..	..	..	12 45 14 G
165	13 1/2	Spring Vale .. ..	..	..	..	..	..	..	..	..	..	..
177	16	Clayton's Road .. ..	..	..	..	..	..	..	..	..	..	..
136	18 1/2	OAKLEIGH † .. ..	..	Daily 5 3 10 G	Daily 5 3 10 G	..	..	..	Pre. 9n G.	..	..	Pre. 11 G.
		dep.	..	4 3 12 G	5 13	6 15	7 3	7 53	8 43	10 35 10 G	11 8	..
144	20	Murrumbidgee .. ..	..	4 7	5 17	6 19	7 7	7 57	8 47	10 39 10 G	11 12	..
149	20 1/2	Rosstown .. ..	..	4 10	5 20	6 22	7 10	8 0	8 50	10 42 10 G	11 15	..
169	21 1/2	Caulfield W	3 42	4 14	5 24	6 26	7 14	8 4	8 54	10 46	11 19	..
168	22 1/2	Malvern	3 46	4 18	5 28	6 30	7 18	8 8	8 58	10 50	11 23	..
141	23 1/2	Armadale	3 50	4 22	5 33	6 34	7 22	8 12	9 2	10 54	11 27	..
121	24	Toorak	3 53	4 25	5 37	6 37	7 25	8 15	9 5	10 57	11 30	..
60	25 1/2	Hawkesburn	3 58	4 30	5 42	6 42	7 30	8 20	9 10	11 2	11 35	..
27	25 1/2	South Yarra	4 1	4 33	5 45	6 45	7 33	8 23	9 13	11 5	11 38	..
24	28	MELBOURNE (Prince's-bridge.) W G arr.	4 10	4 41	5 54	6 54	7 41	8 31	9 21	11 13	11 46	..

Workmen's Trains from Oakleigh.

Workmen's Train on Saturdays.

OAKLEIGH TO MELBOURNE (Prince's-bridge). SUNDAYS.

Up.

Height above Sea.	Miles.	STATIONS.	1	2	3	4
feet			A.M.	P.M.	P.M.	P.M.
136	—	OAKLEIGH	10 5	2 0	4 30	6 2
144	1 1/2	Murrumbidgee	10 9	2 4	4 34	6 6
149	1 1/2	Rosstown	10 12	2 7	4 37	6 9
169	3	Caulfield W	10 16	2 11	4 41	6 13
168	4	Malvern	10 20	2 15	4 45	6 17
141	4 1/2	Armadale	10 24	2 19	4 49	6 21
121	5 1/2	Toorak	10 27	2 22	4 52	6 24
60	6 1/2	Hawkesburn	10 32	2 27	4 57	6 29
27	6 1/2	South Yarra	10 35	2 30	5 0	6 32
26	7 1/2	Richmond	10 40	2 34	5 4	6 36
24	9 1/2	MELBOURNE (Prince's-bridge.) W G arr.	10 45	2 38	5 8	6 40

All trains from Oakleigh or Mordialloc lines must stop dead at Hawkesburn, come in from that station cautiously to South Yarra Station, after receiving "Line Clear" from South Yarra Junction, and stop dead at South Yarra Station. "Line Clear" can be given by South Yarra Junction to Hawkesburn and Prahran simultaneously for Up trains, but both the trains from Hawkesburn and Prahran must approach South Yarra Station under perfect control, and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawkesburn must have preference.

Winter's Block System is in force on the following sections on Up and Down Journey, viz.:—Prince's Bridge and Richmond, Richmond and South Yarra, South Yarra and Hawkesburn, Hawkesburn and Toorak, Toorak and Armadale, and Richmond, Richmond and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawkesburn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.)

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

CAULFIELD, MORDIALLOC, AND FRANKSTON LINE.—Daily (Sundays excepted).

DOWN.		MELBOURNE TO MORDIALLOC AND FRANKSTON.											
Height above Sea	Miles.	Stations.	1 Pass.	2 Pass.	3 Pass.	4 Pass.	5 Goods.	6 Pass.	7 Pass.	8 Pass.	9 Pass.	10 Inss.	11 Pass.
feet.			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—		MELBOURNE (Prince's-bridge) W G	5.55	8.59	10.43	12.19		2.31	4.42	5.30	6.30	9.30	11.15
27	2 1/2	South Yarra ..	6.3	9.7	10.51	12.27		2.39	4.50	5.38	6.37	9.38	11.23
60	3	Hawkesburn ..	6.11	9.10	10.54	12.30		2.42	4.53	5.41	6.40	9.41	11.26
121	4 1/2	Toorak ..	6.14	9.18	10.58	12.35		2.47	4.58	5.46	6.45	9.46	11.31
141	5 1/2	Armadale ..	6.18	9.22	11.5	12.38		2.50	5.1	5.49	6.48	9.49	11.34
168	6 1/2	Malvern ..	6.22	9.26	11.8	12.42		2.54	5.5	5.53	6.52	9.53	11.38
167	6 3/4	CAULFIELD W †	6.26	9.30	11.12	12.46	2.6	2.58	5.9	5.57	6.56	9.57	11.42
152	7 1/2	Glen Huntly †	6.29	9.33	11.15	12.50		3.2	5.13	6.1	7.0	10.1	11.46
118	8 1/2	North Road †	6.31	9.38	11.17	12.53		3.5	5.16	6.4	7.3	10.4	11.49
96	9	McKinnon ..	6.33	9.40	11.20	12.57		3.7	5.18	6.6	7.5	10.6	11.51
92	9 1/2	East Brighton †	6.33	9.40	11.22	1.5		3.9	5.20	6.8	7.7	10.8	11.53
118	10 1/2	South Brighton W †	6.33	9.44	11.26	1.9		3.13	5.24	6.8	7.11	10.8	11.53
123	11 1/2	Highbury †	6.33	9.47	11.29	1.12		3.17	5.29	6.12	7.15	10.12	11.57
122	11 3/4	Cheltenham †	6.33	9.52	11.34	1.17		3.20	5.32	6.15	7.18	10.15	12.0
66	14 1/2	Mentone †	6.33	9.52	11.34	1.17		3.25	5.37	6.20	7.23	10.20	12.5
13	16 1/2	MORDIALLOC †	6.33	9.55	11.37	1.20	2.58	3.28	5.40	6.23	7.26	10.23	12.8
23	21 1/2	Carrum †	6.33	10.1	11.43	1.26	3.0	3.34	5.46	6.29	7.32	10.29	12.14
28	26 1/2	FRANKSTON † W	6.33	10.7	11.43	1.30	3.20	Mixed.	5.50	6.20	7.33	Mixed.	12.15

All trains from Oakleigh or Mordialloc lines must stop dead at Hawkesburn, come in from that station cautiously to South Yarra Station, after receiving "Line Clear" from South Yarra Junction, and stop dead at South Yarra Station. "Line Clear" can be given by South Yarra Junction to Hawkesburn and Prahan simultaneously for Up trains, but both the trains from Hawkesburn and Prahan must approach South Yarra Station under perfect control, and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawkesburn must have preference.

Winter's Block System is in force on the following sections on Up and Down journey, viz.:—Prince's Bridge and Richmond, Richmond and South Yarra, South Yarra and Hawkesburn, Hawkesburn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawkesburn and Caulfield from departure of last passenger train each night till 6 A.M. the following day.)

No. 2 and 10 Up and No. 9 Down not to take trucks, but run as purely Passenger Trains. All trains except No. 4 Up and No. 5 Down to run as purely Passenger Trains between Mordialloc and Melbourne.

No. 4 Up and No. 5 Down only to take trucks for such stations as S.M., Caulfield, may direct.

Trains will only stop 30 seconds at stations on the Mordialloc and Frankston Lines, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the train possible delay will be liable to be left behind.

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

CAULFIELD, MORDIALLOC, AND FRANKSTON LINE.—Daily (Sundays excepted).

FRANKSTON AND MORDIALLOC TO MELBOURNE.

Up. Height above Sea.	Miles.	Stations.	1		2		3		4		5		6		7		8		9		10		11	
			Pass.	A.M.	Pass.	A.M.	Pass.	P.M.	Goods.	A.M.	Mixed.	A.M.	Pass.	P.M.	Mixed.	P.M.	Pass.	P.M.	Mixed.	P.M.	Pass.	P.M.	Pass.	P.M.	Mixed.	P.M.
28	—	FRANKSTON † W	..	7.10	..	8.45	11.0	..	11.0	..	..	..	2.35	..	..	4.40	..	..	..	7.30	..	..	8.55	..
23	4½	Carrum †	..	7.21	..	8.56	11.15	..	11.15	..	..	..	2.36	..	..	4.51	..	..	..	7.46	..	..	9.5	..
13	9½	MORDIALLOC †	..	7.35	..	9.10	11.30	..	11.30	..	..	..	2.30	..	..	5.5	..	..	..	7.46	..	..	9.20	..
66	12	Mentone †	..	7.40	..	9.11	11.55	..	11.55	..	..	..	2.52	..	..	5.12	..	..	..	8.0	..	..	9.24	..
122	13	Cheltenham †	..	7.46	..	9.17	11.6	..	11.6	..	..	..	2.58	..	..	5.18	..	..	..	8.6	..	..	9.30	..
123	14½	Highbett †	..	7.49	..	9.20	11.9	..	11.9	..	..	..	3.1	..	..	5.21	..	..	..	8.9	..	..	9.33	..
118	15½	South Brighton W †	..	7.54	..	9.25	11.14	..	11.14	..	..	..	3.6	..	..	5.26	..	..	..	8.14	..	..	9.38	..
92	16½	East Brighton †	..	7.57	..	9.28	11.17	..	11.17	..	..	..	3.9	..	..	5.29	..	..	..	8.17	..	..	9.41	..
96	17½	McKinnon ..	..	8.1	..	9.32	11.22	..	11.22	..	..	..	3.13	..	..	5.33	..	..	..	8.21	..	..	9.45	..
118	17½	North Road †	..	8.3	..	9.34	11.24	..	11.24	..	..	..	3.15	..	..	5.35	..	..	..	8.23	..	..	9.47	..
152	18½	Glen Huntly †	..	8.5	..	9.36	11.26	..	11.26	..	..	..	3.17	..	..	5.37	..	..	..	8.25	..	..	9.49	..
169	20	CAULFIELD W †	..	8.8	..	9.39	11.29	..	11.29	..	..	..	3.20	..	..	5.40	..	..	..	8.28	..	..	9.52	..
168	21	Malvern ..	..	8.12	..	9.43	11.33	..	11.33	..	..	..	3.24	..	..	5.44	..	..	..	8.32	..	..	9.56	..
141	21½	Armadale ..	..	8.16	..	9.47	11.38	..	11.38	..	..	..	3.28	..	..	5.49	..	..	..	8.37	..	..	10.0	..
121	22½	Toorak ..	..	8.20	..	9.51	11.42	..	11.42	..	..	..	3.32	..	..	5.53	..	..	..	8.41	..	..	10.4	..
60	23½	Hawksburn ..	..	8.23	..	9.54	11.46	..	11.46	..	..	..	3.35	..	..	5.57	..	..	..	8.45	..	..	10.7	..
27	24½	South Yarra ..	..	8.28	..	9.59	11.51	..	11.51	..	..	..	3.40	..	..	6.2	..	..	..	8.49	..	..	10.12	..
24	24½	MELBOURNE (Prince's-bridge) W †	..	8.32	..	10.2	11.54	..	11.54	..	..	..	3.42	..	..	6.5	..	..	..	8.52	..	..	10.15	..
			..	8.40	..	10.11	12.2	..	12.2	..	..	..	3.51	..	..	6.14	..	..	..	9.0	..	..	10.24	..

All trains from Oakleigh or Mordialloc lines must stop dead at Hawksburn, come in from that station cautiously to South Yarra Station after receiving "Line Clear" from South Yarra Junction, and stop dead at South Yarra station. "Line Clear" can be given by South Yarra Junction to Hawksburn and Prahran simultaneously for Up trains, but both the trains from Hawksburn and Prahran must approach South Yarra Station under perfect control, and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawksburn must have preference.

Whiler's Block System is in force on the following sections on Up and Down Journeys, viz.—Princes Bridge and Richmond, Richmond and Richmond and South Yarra, South Yarra and Hawksburn, Hawksburn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawksburn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.)

Nos. 2 and 10 Up and No. 9 Down not to take trucks, but run as purely Passenger Trains. All Trains except No. 4 Up and No. 5 Down to run as purely Passenger Trains between Mordialloc and Melbourne.

No. 4 Up and No. 5 Down only to take trucks for such stations as S.M., Caulfield, my direct.

Trains will only stop 30 seconds at stations on the Mordialloc and Frankston lines, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

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

MELBOURNE AND MORDIALLOC.

SUNDAYS.

Down.

Up.

Melbourne (Prince's-bridge) to Mordialloc.

Mordialloc to Melbourne (Prince's-bridge).

Height Above Sea.	Miles.	STATIONS.			Height Above Sea.	Miles.	STATIONS.		
		1	2	3			1	2	3
feet.		A.M.	P.M.	P.M.	feet.		P.M.	P.M.	P.M.
24	—	10 5	2 5	5 52	13	—	12 15	4 30	7 15
26	17	10 9	2 9	5 56	66	—	12 21	4 36	7 21
27	24	10 11	2 11	6 0	122	—	12 24	4 39	7 24
60	3	10 16	2 16	6 3	123	—	12 29	4 44	7 29
121	4	10 21	2 21	6 8	118	—	12 32	4 47	7 32
141	4 1/2	10 24	2 24	6 11	92	MORDIALLOC † W G	12 36	4 51	7 36
168	5 1/2	10 28	2 28	6 15	96	Mentone †	12 38	4 53	7 38
169	6 1/2	10 32	2 32	6 19	118	Cheltenham †	12 40	4 55	7 40
152	7 1/2	10 36	2 36	6 23	152	Ilighett	12 43	4 58	7 43
118	8 1/2	10 39	2 39	6 28	168	South Brighton † W	12 47	5 2	7 47
96	9	10 41	2 41	6 30	169	East Brighton †	12 51	5 6	7 51
92	9 1/2	10 43	2 43	6 34	168	McKinnon	12 55	5 10	7 55
118	10 1/2	10 47	2 47	6 37	141	North Road †	12 58	5 13	7 58
123	11 1/2	10 50	2 50	6 42	121	Glen Huntly †	1 3	5 18	8 3
122	13 1/2	10 55	2 55	6 45	60	Malvern	1 6	5 21	8 6
66	14 1/2	10 58	2 58	6 48	27	Caulfield † W	1 10	5 25	8 10
13	16 1/2	11 4	3 4	6 51	24	North Road †	1 14	5 29	8 14
							arr.		

All trains from Oakleigh or Mordialloc lines must stop dead at Hawksturn, come in from that station cautiously to South Yarra Station after receiving "Line Clear" from South Yarra Junction, and stop dead at South Yarra Station. "Line Clear" can be given by South Yarra Junction to Hawksturn and Prahran simultaneously for Up trains, but both the trains from Hawksturn and Prahran must approach South Yarra Station under perfect control, and must not pass the Home Semaphore there until the arm for the respective lines is lowered. In the event of both trains challenging the Home Semaphore at the same time, the train from Hawksturn must have preference.

Winter's Block System is in force on the following sections on Up and Down journey, viz.—Prince's Bridge and Richmond, Richmond and South Yarra, South Yarra and Hawksturn, Hawksturn and Toorak, Toorak and Armadale, Armadale and Malvern, Malvern and Caulfield. (The Block System is not enforced between Hawksturn and Caulfield from departure of last passenger train each night till 6 a.m. the following day.)

Trains will only stop 30 seconds at stations on the Mordialloc line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

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

MELBOURNE TO COBURG.—WEEK DAYS (SATURDAYS INCLUDED).

Down.

Height above Sea	Miles	STATIONS.	Gds. Pass.	1 A	2	3	4	5	6	7	7A	8	9	10	11	11A	12	13	14	15	16	17	18	19	20	21	22	23
32	—	MELBOURNE W G	dep.	5 25	6 0	6 28	7 40	7 55	8 52	9 15	10 11	10 15	11 15	12 17	12 35	1 31	2 40	3 30	4 21	4 50	5 20	6 5	6 25	7 30	8 25	9 21	10 25	11 35
18	1 1/2	North Melbourne †	arr.	5 29	6 4	6 31	7 44	7 59	8 56	9 19	10 13	10 20	11 19	12 31	12 39	1 35	2 44	3 34	4 24	4 54	5 14	6 11	6 29	7 34	8 31	9 25	10 29	11 39
50	2 1/2	Flemington Bridge	dep.	5 29	6 8	6 36	7 43	8 3	9 0	9 23	10 16	11 23	12 35				2 48	3 38	4 28	4 58	5 18	6 15	6 33	7 38	8 35	9 30	10 33	11 43
121	3 1/2	Royal Park (Zoological Gardens) †	arr.	5 29	6 8	6 36	7 43	8 3	9 0	9 23	10 16	11 23	12 35				2 48	3 38	4 28	4 58	5 18	6 15	6 33	7 38	8 35	9 30	10 33	11 43
151	4	South Brunswick	dep.	5 29	6 11	6 41	7 51	8 6	9 3	9 26	10 19	11 26	12 38				2 51	3 41	4 31	5 4	5 11	6 18	6 36	7 41	8 38	9 31	10 36	11 46
150	4 1/2	Brunswick †	arr.	5 29	6 11	6 41	7 51	8 6	9 3	9 26	10 19	11 26	12 38				2 51	3 41	4 31	5 4	5 11	6 18	6 36	7 41	8 38	9 31	10 36	11 46
193	5 1/2	Moreland	dep.	5 29	6 15	6 48	7 55	8 10	9 7	9 30	10 13	11 30	12 42				2 55	3 45	4 35	5 8	5 15	6 22	6 40	7 45	8 42	9 37	10 40	11 50
200	6 1/2	Coburg †	arr.	5 29	6 15	6 48	7 55	8 10	9 7	9 30	10 13	11 30	12 42				2 55	3 45	4 35	5 8	5 15	6 22	6 40	7 45	8 42	9 37	10 40	11 50

All Goods trains to do shunting at South Brunswick, except No. 11A Up.

SUNDAYS.

Height above Sea	Miles	STATIONS.	1	2	3	4	5	6	7
32	—	MELBOURNE W G	A.M. 9 25	P.M. 1 10	P.M. 2 17	P.M. 3 25	P.M. 4 30	P.M. 5 35	P.M. 6 55
18	1 1/2	North Melbourne †	dep.	P.M. 1 14	P.M. 2 21	P.M. 3 29	P.M. 4 34	P.M. 5 39	P.M. 6 59
50	2 1/2	Flemington Bridge	arr.	P.M. 1 18	P.M. 2 25	P.M. 3 33	P.M. 4 38	P.M. 5 43	P.M. 7 03
121	3 1/2	Royal Park (Zoological Gardens) †	arr.	P.M. 1 16	P.M. 2 23	P.M. 3 31	P.M. 4 36	P.M. 5 41	P.M. 7 01
151	4	South Brunswick	dep.	P.M. 1 25	P.M. 2 32	P.M. 3 40	P.M. 4 45	P.M. 5 50	P.M. 7 10
150	4 1/2	Brunswick †	arr.	P.M. 1 28	P.M. 2 35	P.M. 3 43	P.M. 4 48	P.M. 5 53	P.M. 7 13
193	5 1/2	Moreland	dep.	P.M. 1 32	P.M. 2 39	P.M. 3 47	P.M. 4 52	P.M. 5 57	P.M. 7 17
200	6 1/2	Coburg †	arr.	P.M. 1 35	P.M. 2 42	P.M. 3 50	P.M. 4 55	P.M. 6 00	P.M. 7 20

Winter's Block System is in force on the following sections on Up and Down Journey, viz.:—No. 1 Signal Box, Melbourne Yard, and Franklin-street Junction, Franklin-street Junction and Coburg Junction, on week days.

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

1st July, 1886.

COBURG TO MELBOURNE.—WEEK DAYS (SATURDAYS INCLUDED).

Up.

Height above Sea feet	STATIONS.	1		1A		2		3		4		5		6		7		8		8A		9		10		11		11A		12		13		14		15		16		17		18		19		20		21		22		23	
		Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.	Pass.	Gths.						
200	COBURG	dep.	6 30																																																		
193	Moreland		6 31	arr.																																																	
150	Brunswick †				arr.																																																
151	South Brunswick				dep.																																																
121	Royal Park (Zoological Gardens) †				arr.																																																
50	Flemington Bridge				dep.																																																
18	North Melbourne †				arr.																																																
12	MELBOURNE W G				dep.																																																
					arr.																																																

All Goods trains to do shunting at South Brunswick, except No. 11A Up.

SUNDAYS.

Height above Sea. feet	Miles.	STATIONS.																																																			
		1	2	3	4	5	6	7																																													
200	COBURG †																																																				
193	Moreland																																																				
150	Brunswick †																																																				
151	South Brunswick																																																				
121	Royal Park (Zoological Gardens) †																																																				
50	Flemington Bridge																																																				
18	North Melbourne †																																																				
12	MELBOURNE W G																																																				

Winter's Block System is in force on the following sections on Up and Down journey, viz.:—No. 1 Signal Box, Melbourne Yard, and Franklin-street Junction, Franklin-street Junction and Coburg Junction, on week days.

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

MELBOURNE TO WILLIAMSTOWN.—Week Days (Saturdays included).

DOWL.

Stations	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
MELBOURNE W G dep.																											
North Melbourne																											
Footscray																											
Yarraville																											
Spottiswoode																											
Newport																											
N. Williamstown																											
Williamstown W arr.																											

WILLIAMSTOWN TO MELBOURNE.—Week Days (Saturdays included).

Stations	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Williamstown W dep.																											
N. Williamstown																											
Newport																											
Spottiswoode																											
Yarraville																											
Footscray																											
North Melbourne																											
MELBOURNE W G arr.																											

Winter's Block System is in force on the following sections, Up and Down Journey, viz.:—No. 1 Signal Box, Melbourne Yard, and Franklin-street Junction, and Colburg Junction, Colburg Junction and Essendon Junction, Essendon Junction and Box near Saltwater River, Box near Saltwater River and Footscray Junction and Yarraville, Yarraville and Spottiswoode, Spottiswoode and Newport, Newport and North Williamstown, North Williamstown and Ann-street Box, Ann-street Box and Pier Signal Box—on week days.

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

1st July, 1886.

WILLIAMSTOWN TO MELBOURNE.—Week Days (Saturdays included).

Up

Stations	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54												
Melbourne W arr.	3 15	3 30	3 45	4 00	4 15	4 30	4 45	5 00	5 15	5 30	5 45	6 00	6 15	6 30	6 45	7 00	7 15	7 30	7 45	8 00	8 15	8 30	8 45	9 00	9 15	9 30	9 45	10 00	10 15	10 30	10 45	11 00	11 15	11 30	11 45	12 00	12 15		
North Melbourne	3 11	3 26	3 41	3 56	4 11	4 26	4 41	4 56	5 11	5 26	5 41	5 56	6 11	6 26	6 41	6 56	7 11	7 26	7 41	7 56	8 11	8 26	8 41	8 56	9 11	9 26	9 41	9 56	10 11	10 26	10 41	10 56	11 11	11 26	11 41	11 56	12 11	12 26	
Footscray	3 7	3 22	3 37	3 52	4 07	4 22	4 37	4 52	5 07	5 22	5 37	5 52	6 07	6 22	6 37	6 52	7 07	7 22	7 37	7 52	8 07	8 22	8 37	8 52	9 07	9 22	9 37	9 52	10 07	10 22	10 37	10 52	11 07	11 22	11 37	11 52	12 07	12 22	12 37
Spottiswoode	3 3	3 18	3 33	3 48	4 03	4 18	4 33	4 48	5 03	5 18	5 33	5 48	6 03	6 18	6 33	6 48	7 03	7 18	7 33	7 48	8 03	8 18	8 33	8 48	9 03	9 18	9 33	9 48	10 03	10 18	10 33	10 48	11 03	11 18	11 33	11 48	12 03	12 18	12 33
Newport	3 5	3 20	3 35	3 50	4 05	4 20	4 35	4 50	5 05	5 20	5 35	5 50	6 05	6 20	6 35	6 50	7 05	7 20	7 35	7 50	8 05	8 20	8 35	8 50	9 05	9 20	9 35	9 50	10 05	10 20	10 35	10 50	11 05	11 20	11 35	11 50	12 05	12 20	12 35
North Williamstown	3 1	3 16	3 31	3 46	4 01	4 16	4 31	4 46	5 01	5 16	5 31	5 46	6 01	6 16	6 31	6 46	7 01	7 16	7 31	7 46	8 01	8 16	8 31	8 46	9 01	9 16	9 31	9 46	10 01	10 16	10 31	10 46	11 01	11 16	11 31	11 46	12 01	12 16	12 31
Williamstown W dep.	2 45	3 0	3 15	3 30	3 45	4 0	4 15	4 30	4 45	5 0	5 15	5 30	5 45	6 0	6 15	6 30	6 45	7 0	7 15	7 30	7 45	8 0	8 15	8 30	8 45	9 0	9 15	9 30	9 45	10 0	10 15	10 30	10 45	11 0	11 15	11 30	11 45	12 0	12 15

(e) Workmen's trains.

(f) Workmen's trains on Saturdays.

(g) These trains do not proceed to or from the Pier Station.

(h) These trains run daily except Saturdays and Sundays. On Saturdays they run when required.

Trains will only stop 30 seconds at North Williamstown, 15 seconds at Newport and Spottiswoode, and 20 seconds at Yarraville, Footscray, and North Melbourne. Passengers neglecting to eat themselves with the least possible delay will be liable to be left behind.

Passengers will be booked to Melbourne at the Pier Station, but only by the trains leaving that station.

No. 1 on Down journey to take trucks for Yarraville, Spottiswoode, and Newport. On Up journey, to run through, and not take transfers for Prince's-bridge and Port Melbourne.

Williamstown Pier is 9 1/2 miles from Melbourne.

Down.

SUNDAYS.

Up.

Stations	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Melbourne W dep.	10 20	10 35	10 50	11 05	11 20	11 35	11 50	12 05	12 20	12 35	12 50	1 05	1 20	1 35
North Melbourne	10 21	10 36	10 51	11 06	11 21	11 36	11 51	12 06	12 21	12 36	12 51	1 06	1 21	1 36
Footscray	10 23	10 38	10 53	11 08	11 23	11 38	11 53	12 08	12 23	12 38	12 53	1 08	1 23	1 38
Yarraville	10 27	10 42	10 57	11 12	11 27	11 42	11 57	12 12	12 27	12 42	12 57	1 02	1 17	1 32
Spottiswoode	10 31	10 46	11 01	11 16	11 31	11 46	12 01	12 16	12 31	12 46	1 01	1 16	1 31	1 46
Newport	10 35	10 50	11 05	11 20	11 35	11 50	12 05	12 20	12 35	12 50	1 05	1 20	1 35	1 50
North Williamstown	10 39	10 54	11 09	11 24	11 39	11 54	12 09	12 24	12 39	12 54	1 09	1 24	1 39	1 54
Williamstown W arr.	10 45	10 55	11 05	11 15	11 25	11 35	11 45	11 55	12 05	12 15	12 25	12 35	12 45	12 55

(g) These trains do not proceed to or from the Pier Station.

On Sundays Trains leave the Pier Station to minutes prior to times advertised, which refer to the town station. Passengers will be booked to Melbourne at the Pier Station, but only by the trains leaving that station.

Winton's Block System is in force on the following sections, Up and Down Journey, viz.—No. 1 Signal Box, Melbourne Yard, and Franklin-street Junction, Essendon Junction, Coburg Junction and Essendon Junction, Footscray Junction, Footscray Junction and Yarraville, North Williamstown and Newport, Newport and North Williamstown, North Williamstown and Ann-street Box, Ann-street Box and Pier Signal Box—on week days.

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

MELBOURNE TO ESSENDON.—Week Days.

Stations	Time																			
	1	1a	2	2a	2b	3	4	5	5a Goods	6	7	7a	8	8a	9	9a	10	11	12	12a Sat. only.
MELBOURNE W G dep.	5:38	6:15	6:45	7:15	7:30	7:50	8:8	8:45	8:50	9:10	9:53	10:20	10:50	11:20	11:51	12:20	12:45	1:10	1:40	2:15
North Melbourne	5:41	6:18	6:43	7:18	7:33	7:53	8:11	8:48	..	9:13	9:56	10:23	10:53	11:23	11:54	12:23	12:48	1:13	1:43	2:18
Kensington	5:45	6:22	6:51	7:22	7:37	7:57	8:15	8:52	..	9:17	10:0	10:27	10:57	11:27	11:58	12:27	12:52	1:17	1:47	2:22
Newmarket	5:48	6:25	6:55	7:25	7:40	8:0	8:18	8:55	9:0	9:20	10:3	10:30	11:0	11:30	12:1	12:30	12:55	1:20	1:50	2:25
Ascot Vale	5:52	6:29	6:59	7:29	7:44	8:4	8:22	8:59	..	9:24	10:7	10:34	11:4	11:34	12:5	12:34	12:59	1:24	1:54	2:29
Moorce Ponds	5:55	6:32	7:2	7:32	7:47	8:7	8:25	9:2	..	9:27	10:10	10:37	11:7	11:37	12:8	12:37	1:2	1:27	1:57	2:32
ESSENDON	5:58	6:35	7:5	7:35	7:50	8:10	8:28	9:5	..	9:30	10:13	10:40	11:10	11:40	12:11	12:40	1:5	1:30	2:0	2:35

Stations	13a Sat. only.	14	14a	15	15a	16	17	17a	18	19	20	21	22	23	24	25	26	27	28	29
MELBOURNE W G dep.	3:10	3:33	4:18	4:35	5:0	5:15	5:37	5:55	6:15	6:35	7:10	7:40	8:10	8:40	9:10	9:50	10:20	10:50	11:20	11:50
North Melbourne	3:13	3:41	4:21	4:38	5:3	5:18	5:40	5:58	6:18	6:38	7:13	7:43	8:13	8:43	9:13	9:53	10:23	10:53	11:23	11:53
Kensington	3:17	3:45	4:25	4:42	5:7	5:22	5:44	6:2	6:32	6:42	7:17	7:47	8:17	8:47	9:17	9:57	10:27	10:57	11:27	11:57
Newmarket	3:20	3:48	4:28	4:45	5:10	5:25	5:47	6:5	6:35	6:45	7:20	7:50	8:20	8:50	9:20	10:0	10:30	11:0	11:30	12:0
Ascot Vale	3:24	3:52	4:32	4:49	5:14	5:29	5:51	6:9	6:39	6:49	7:24	7:54	8:24	8:54	9:24	10:4	10:34	11:4	11:34	12:4
Moorce Ponds	3:27	3:55	4:35	4:52	5:17	5:32	5:54	6:12	6:32	6:52	7:27	7:57	8:27	8:57	9:27	10:7	10:37	11:7	11:37	12:7
ESSENDON	3:30	3:58	4:38	4:55	5:20	5:35	5:57	6:15	6:35	6:55	7:30	8:0	8:30	9:0	9:30	10:10	10:40	11:10	11:40	12:10

Workmen's Trains on Saturdays.

SUNDAYS.

Workmen's Trains.

Stations	Time												
	1	2	3	4	5	6	7	8	9	10	11	12	
MELBOURNE W G	9:10	1:5	2:30	4:40	5:40	5:56	6:40	8:50	9:10	9:55	10:20	10:50	
North Melbourne	9:13	1:8	2:33	4:43	5:43	5:59	6:43	8:53	9:13	9:58	10:23	10:53	
Kensington	9:17	1:12	2:37	4:47	5:47	6:3	6:47	8:57	9:17	10:2	10:27	10:57	
Newmarket	9:40	1:15	2:40	4:50	5:50	6:6	6:50	9:0	9:20	10:5	11:0	11:30	
Ascot Vale	9:44	1:19	2:44	4:54	5:54	6:10	6:54	9:4	9:24	10:9	11:4	11:34	
Moorce Ponds	9:47	1:22	2:47	4:57	5:57	6:13	6:57	9:7	9:27	10:12	11:7	11:37	
ESSENDON	9:50	1:25	2:50	5:0	6:0	6:16	7:0	9:10	9:30	10:15	11:10	11:40	

Trains will only stop 20 seconds at stations on the Essendon Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

Winter's Block System is in force on the following sections on Up and Down journey, viz:—No 1 Signal Box, Melbourne Yard, and Franklin-street Junction, Franklin-street Junction and Coburg Junction, Coburg Junction and Essendon Junction, Essendon Junction and Kensington, Kensington and Newmarket, Newmarket and Ascot Vale, Ascot Vale and Moorce Ponds, Moorce Ponds and Essendon, on week days.

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

1st July, 1886.

ESSENDON TO MELBOURNE.

Up.

Height Miles.	STATIONS.	1		2		3		4		5		6		7		7a		8		8a		9		9b		10		11		12		12a			
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
146	ESSENDON	dep.	6.12	7.20	7.40	8.0	8.20	8.35	9.12	9.40	10.20	10.47	11.15	11.45	12.18	12.45	1.15	1.37	2.7	2.42	3.2														
137	Moonee Ponds	..	6.8	7.23	7.43	8.3	8.23	8.38	9.15	9.43	10.33	10.50	11.18	11.48	12.21	12.48	1.18	1.40	2.10	2.45	3.5														
106	Ascot Vale	..	6.12	7.27	7.47	8.7	8.27	8.42	9.19	9.47	10.27	10.54	11.22	11.52	12.25	12.52	1.22	1.44	2.14	2.49	3.9														
56	Newmarket	..	6.15	7.30	7.50	8.30	8.45	8.45	9.22	9.50	10.30	10.57	11.25	11.55	12.28	12.55	1.25	1.47	2.17	2.52	3.12														
45	Kensington	..	6.18	7.33	7.53	8.13	8.33	8.48	9.25	9.53	10.33	11.00	11.28	11.58	12.31	12.58	1.28	1.50	2.20	2.55	3.15														
18	North Melbourne	..	6.21	7.36	7.56	8.16	8.36	8.51	9.28	9.56	10.36	11.3	11.31	12.1	12.34	1.1	1.31	1.53	2.23	2.58	3.18														
32	MELBOURNE W G	arr.	6.25	7.1	7.40	8.0	8.40	8.55	9.32	10.0	10.40	11.7	11.35	12.5	12.38	1.5	1.35	1.57	2.27	3.2	3.12														

Height Miles.	STATIONS.	13a		14		15		15a		16		17		17a		18		19		20		21		22		23		24		25		26		27		28		29		
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
146	ESSENDON	dep.	3.17	4.5	4.45	5.5	5.27	5.42	6.5	6.21	6.40	7.3	7.40	8.7	8.40	9.5	9.37	10.17	10.47	11.20	11.50	12.20																		
137	Moonee Ponds	..	3.40	4.8	4.48	5.8	5.30	5.45	6.8	6.25	6.43	7.6	7.43	8.10	8.43	9.8	9.40	10.20	10.50	11.23	11.53	12.23																		
106	Ascot Vale	..	3.44	4.12	4.32	5.12	5.34	5.49	6.12	6.29	6.47	7.10	7.47	8.14	8.47	9.12	9.44	10.24	10.54	11.27	11.57	12.27																		
56	Newmarket	..	3.47	4.15	4.35	5.15	5.37	5.52	6.15	6.32	6.50	7.13	7.50	8.17	8.50	9.15	9.47	10.27	10.57	11.30	12.0	12.30																		
45	Kensington	..	3.50	4.18	4.38	5.18	5.40	5.55	6.18	6.35	6.53	7.16	7.53	8.20	8.53	9.18	9.50	10.30	11.0	11.33	12.3	12.33																		
18	North Melbourne	..	3.53	4.21	4.41	5.21	5.43	5.58	6.21	6.38	6.56	7.19	7.56	8.23	8.56	9.21	9.53	10.33	11.3	11.30	12.6	12.36																		
32	MELBOURNE W G	arr.	3.57	4.25	4.45	5.25	5.47	6.2	6.15	6.41	7.0	7.23	8.0	8.27	9.0	9.25	9.57	10.37	11.7	11.40	12.10	12.40																		

Workmen's Trains.

Workmen's Trains on Saturdays.

SUNDAYS.

Height above sea.	STATIONS.	1		2		3		4		5		6		7		8		9		10																			
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.																	
146	ESSENDON	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
137	Moonee Ponds	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
106	Ascot Vale	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56	Newmarket	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	Kensington	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	North Melbourne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	MELBOURNE W G	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Trains will only stop 20 seconds at stations on the Essendon Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will Winter's Block System is in force on the following sections on Up and Down Journey, viz.:—No. 1 Mignal Box, Melbourne Yard, and Franklin-street Junction, Franklin-street Junction and Coburg Junction, Coburg Junction and Essendon Junction, Essendon Junction and Kensington, Kensington and Newmarket, Newmarket and Ascot Vale, Ascot Vale and Moonee Ponds, Moonee Ponds and Kensington, on week days.
See General Notes, pages 2 and 3. For references, see page 3.

1st July, 1886.

BRIGHTON ELSTERNWICK, AND BALACLAVA TO MELBOURNE (Flinders-street). WEEK DAYS.—SATURDAYS EXCEPTED.

Height above sea level.	Miles	Up.	1	1A	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
26	—	BRIGHTON																			
	—	BEACH W dep.	5 0	..	..	6 15	6 50	..	7 10	..	7 30	..	7 50	..	8 8	..	..	8 28	..	..	8 50
41	—	Middle Brighton ..	5 3	..	..	6 18	6 53	..	7 13	..	7 33	..	7 53	..	8 11	..	..	8 31	..	..	8 53
49	1 0	North Brighton ..	5 7	..	..	6 22	6 57	..	7 17	..	7 37	..	7 57	..	8 15	..	..	8 35	..	..	8 57
51	3	Elsternwick ..	5 12	5 45	6 12	6 27	7 2	7 12	7 22	7 32	7 42	7 52	8 2	8 11	8 20	8 26	8 35	8 40	8 44	8 48	9 2
42	4	Balacava ..	5 16	5 49	6 16	6 31	7 6	7 16	7 26	7 36	7 46	7 56	8 6	8 15	8 24	8 30	8 39	8 44	8 48	8 56	9 6
47	5	Windsor ..	5 20	5 53	6 20	6 35	7 10	7 20	7 30	7 40	7 50	8 0	8 10	8 19	8 28	8 34	8 43	8 48	8 52	9 0	10
43	5 5	Prahran ..	5 24	5 57	6 24	6 39	7 14	7 24	7 34	7 44	7 54	8 4	8 14	8 23	8 32	8 38	8 47	8 52	8 56	9 0	10
27	6 4	South Yarra ..	5 28	6 1	6 28	6 43	7 18	7 28	7 38	7 48	7 58	8 8	8 18	8 27	*	8 42	8 51	8 56	9 0	9 14	18
26	7 3	Richmond ..	5 33	6 6	6 33	6 48	7 23	7 33	7 43	7 53	8 3	8 13	8 23	8 32	*	8 47	8 56	9 0	9 14	9 18	26
16	9	MELBURNE, Flinders-street W G arr.	5 38	6 10	6 38	6 53	7 28	7 38	7 48	7 58	8 8	8 18	8 28	8 37	8 43	8 52	9 1	9 4	9 10	9 18	26

			19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
26	—	BRIGHTON															
	—	BEACH W dep.	..	9 10	..	9 30	9 50	10 10	..	10 40	..	11 20	..	12 0	..	12 40	..
41	—	Middle Brighton ..	..	9 13	..	9 33	9 53	10 13	..	10 43	..	11 23	..	12 3	..	12 43	..
49	1 0	North Brighton ..	..	9 17	..	9 37	9 57	10 17	..	10 47	..	11 27	..	12 7	..	12 47	..
51	3	Elsternwick ..	..	9 22	..	9 42	10 2	10 22	10 32	10 52	11 12	11 32	11 52	12 12	12 32	12 52	1 12
42	4	Balacava ..	9 16	9 26	9 36	9 46	10 6	10 26	10 36	10 56	11 16	11 36	11 56	12 16	12 36	12 56	1 16
47	5	Windsor ..	9 20	9 30	9 40	9 50	10 10	10 30	10 40	11 0	11 20	11 40	12 0	12 20	12 40	1 0	20
43	5 5	Prahran ..	9 24	9 34	9 44	9 54	10 14	10 34	10 44	11 4	11 24	11 44	12 4	12 24	12 44	1 4	24
27	6 4	South Yarra ..	9 28	9 38	9 48	9 58	10 18	10 38	10 48	11 8	11 28	11 48	12 8	12 28	12 48	1 8	28
26	7 3	Richmond ..	9 33	9 43	9 53	10 3	10 23	10 43	10 53	11 13	11 33	11 53	12 13	12 33	12 53	1 13	33
16	9	MELBURNE, Flinders-street W G arr.	9 38	9 48	9 58	10 8	10 28	10 48	10 58	11 18	11 38	11 58	12 18	12 38	12 58	1 18	38

			34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
26	—	BRIGHTON																
	—	BEACH W dep.	1 20	..	2 0	2 20	2 40	3 0	..	3 20	..	4 0	..	4 40	..	5 0	..	5 20
41	—	Middle Brighton ..	1 23	..	2 3	2 23	2 43	3 3	..	3 23	..	4 3	..	4 43	..	5 3	..	5 43
49	1 0	North Brighton ..	1 27	..	2 7	2 27	2 47	3 7	..	3 27	..	4 7	..	4 47	..	5 7	..	5 27
51	3	Elsternwick ..	1 32	1 52	2 12	2 32	2 52	3 12	3 22	3 32	3 52	4 12	4 32	4 52	5 2	5 12	5 22	5 32
42	4	Balacava ..	1 36	1 56	2 16	2 36	2 56	3 16	3 26	3 36	3 56	4 16	4 36	4 56	5 6	5 16	5 26	5 36
47	5	Windsor ..	1 40	2 0	2 20	2 40	3 0	3 20	3 30	3 40	4 0	4 20	4 40	5 0	5 10	5 20	5 30	5 40
43	5 5	Prahran ..	1 44	2 4	2 24	2 44	3 4	3 24	3 34	3 44	4 4	4 24	4 44	5 4	5 14	5 24	5 34	5 44
27	6 4	South Yarra ..	1 48	2 8	2 28	2 48	3 8	3 28	3 38	3 48	4 8	4 28	4 48	5 8	5 18	5 28	5 38	5 48
26	7 3	Richmond ..	1 53	2 13	2 33	2 53	3 13	3 33	3 43	3 53	4 13	4 33	4 53	5 13	5 23	5 33	5 43	5 53
16	9	MELBURNE, Flinders-street W G arr.	1 58	2 18	2 38	2 58	3 18	3 38	3 48	3 58	4 18	4 38	4 58	5 18	5 28	5 38	5 48	5 58

			50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
26	—	BRIGHTON															
	—	BEACH W dep.	..	..	5 40	..	6 0	..	6 20	..	..	6 40	..	7 0	7 10	..	7 30
41	—	Middle Brighton ..	..	..	5 43	..	6 3	..	6 23	..	..	6 43	..	7 3	7 13	..	7 33
49	1 0	North Brighton ..	..	..	5 47	..	6 7	..	6 27	..	..	6 47	..	7 7	7 17	..	7 37
51	3	Elsternwick ..	..	5 42	5 52	6 2	6 12	6 22	6 32	6 42	6 52	7 2	7 12	7 22	7 32	7 42	7 52
42	4	Balacava ..	5 42	5 40	5 56	6 6	6 16	6 26	6 36	6 46	6 56	7 6	7 16	7 26	7 36	7 46	7 56
47	5	Windsor ..	5 46	5 50	6 0	6 10	6 20	6 30	6 40	6 45	6 50	7 0	7 10	7 20	7 30	7 40	7 50
43	5 5	Prahran ..	5 50	5 55	6 4	6 14	6 24	6 34	6 44	6 49	6 54	7 4	7 14	7 24	7 34	7 44	7 54
27	6 4	South Yarra ..	5 55	5 59	6 8	6 18	6 28	6 38	6 48	6 53	6 58	7 8	7 18	7 28	7 38	7 48	7 58
26	7 3	Richmond ..	5 59	6 3	6 13	6 23	6 33	6 43	6 53	7 3	7 13	7 23	7 33	7 43	7 53	8 3	8 8
16	9	MELBURNE, Flinders-street W G arr.	6 4	6 8	6 18	6 28	6 38	6 48	6 57	7 0	7 8	7 18	7 28	7 38	7 48	7 58	8 8

			65	66	67	68	69	70	71	72	73	74	75	76	77	78	79
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
26	—	BRIGHTON															
	—	BEACH W dep.	..	8 10	..	8 50	..	9 30	..	10 10	..	10 40	..	11 20	..	..	12 5
41	—	Middle Brighton ..	..	8 13	..	8 53	..	9 33	..	10 13	..	10 43	..	11 23	..	..	12 8
49	1 0	North Brighton ..	..	8 17	..	8 57	..	9 37	..	10 17	..	10 47	..	11 27	..	..	12 12
51	3	Elsternwick ..	8 28	8 28	8 48	9 2	9 22	9 42	10 2	10 22	..	10 52	..	11 32	..	..	12 17
42	4	Balacava ..	8 6	8 26	8 46	9 6	9 26	9 46	10 6	10 26	10 40	10 56	11 20	11 36	11 54	12 17	12 25
47	5	Windsor ..	8 10	8 30	8 50	9 10	9 30	9 50	10 10	10 30	10 44	11 0	11 24	11 40	11 58	12 21	12 29
43	5 5	Prahran ..	8 14	8 34	8 54	9 14	9 34	9 54	10 14	10 34	10 48	11 4	11 28	11 44	11 58	12 21	12 33
27	6 4	South Yarra ..	8 18	8 38	8 58	9 18	9 38	9 58	10 18	10 38	10 52	11 8	11 32	11 48	12 2	12 25	12 38
26	7 3	Richmond ..	8 23	8 43	9 3	9 23	9 43	10 3	10 23	10 43	10 57	11 13	11 37	11 53	12 7	12 30	12 38
16	9	MELBURNE, Flinders-street W G arr.	8 28	8 48	9 8	9 28	9 48	10 8	10 28	10 48	11 2	11 18	11 42	11 58	12 12	12 35	12 43

e Workmen's trains.

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

MELBOURNE (Flinders-street) TO BALACLAVA, ELSTERNWICK, AND BRIGHTON
SATURDAYS.

1st July, 1886.

Height feet	Miles	Down.	Miles																						
			1	1A	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
16		MELBNE., Flinders-street W G dep.	5 15 15 35	5 45 6 0	6 25 6 35	6 45 6 55	7 4 7 15	7 24 7 35	7 44 7 55	8 4 8 10	8 15 8 24	8 35 8 45	8 50 9 0	9 5 9 15	9 25 9 35	9 45 9 55	10 5 10 15	10 25 10 35	10 45 10 55	11 5 11 15	11 25 11 35	11 45 11 55	12 5 12 15	12 25 12 35	12 45 12 55
26	1 1/2	Richmond ..	5 20 5 40	5 50 6 0	6 10 6 20	6 30 6 40	6 50 7 0	7 10 7 20	7 30 7 40	7 50 8 0	8 10 8 20	8 30 8 40	8 50 9 0	9 10 9 20	9 30 9 40	9 50 10 0	10 10 10 20	10 30 10 40	10 50 11 0	11 10 11 20	11 30 11 40	11 50 12 0	12 10 12 20	12 30 12 40	12 40 12 50
27	2 1/2	South Yarra ..	5 24 5 44	5 54 6 0	6 14 6 24	6 34 6 44	6 54 7 0	7 14 7 24	7 34 7 44	7 54 8 0	8 14 8 24	8 34 8 44	8 54 9 0	9 14 9 24	9 34 9 44	9 54 10 0	10 14 10 24	10 34 10 44	10 54 11 0	11 14 11 24	11 34 11 44	11 54 12 0	12 14 12 24	12 34 12 44	12 44 12 54
43	3 3/4	Prahran ..	5 27 5 47	5 58 6 0	6 18 6 28	6 38 6 48	6 58 7 0	7 18 7 28	7 38 7 48	7 58 8 0	8 18 8 28	8 38 8 48	8 58 9 0	9 18 9 28	9 38 9 48	9 58 10 0	10 18 10 28	10 38 10 48	10 58 11 0	11 18 11 28	11 38 11 48	11 58 12 0	12 18 12 28	12 38 12 48	12 48 12 58
47	4	Windsor ..	5 30 5 50	6 0 6 10	6 20 6 30	6 40 6 50	7 0 7 10	7 20 7 30	7 40 7 50	8 0 8 10	8 20 8 30	8 40 8 50	9 0 9 10	9 20 9 30	9 30 9 40	9 50 10 0	10 10 10 20	10 30 10 40	10 50 11 0	11 10 11 20	11 30 11 40	11 50 12 0	12 10 12 20	12 30 12 40	12 40 12 50
42	5	Balacava ..	5 34 5 54	6 0 6 10	6 20 6 30	6 40 6 50	7 0 7 10	7 20 7 30	7 40 7 50	8 0 8 10	8 20 8 30	8 40 8 50	9 0 9 10	9 20 9 30	9 30 9 40	9 50 10 0	10 10 10 20	10 30 10 40	10 50 11 0	11 10 11 20	11 30 11 40	11 50 12 0	12 10 12 20	12 30 12 40	12 40 12 50
51	6	Elsternwick ..	5 38 5 58	6 0 6 10	6 20 6 30	6 40 6 50	7 0 7 10	7 20 7 30	7 40 7 50	8 0 8 10	8 20 8 30	8 40 8 50	9 0 9 10	9 20 9 30	9 30 9 40	9 50 10 0	10 10 10 20	10 30 10 40	10 50 11 0	11 10 11 20	11 30 11 40	11 50 12 0	12 10 12 20	12 30 12 40	12 40 12 50
49	7 1/2	North Brighton ..	.. 6 3 ..	.. 6 29 6 39	.. 6 39 6 49	.. 6 49 6 59	.. 7 0 7 10	.. 7 10 7 20	.. 7 20 7 30	.. 7 30 7 40	.. 7 40 7 50	.. 7 50 8 0	.. 8 0 8 10	.. 8 10 8 20	.. 8 20 8 30	.. 8 30 8 40	.. 8 40 8 50	.. 8 50 9 0	.. 9 0 9 10	.. 9 10 9 20	.. 9 20 9 30	.. 9 30 9 40	.. 9 40 9 50	.. 9 50 10 0	
41	8 1/2	Middle Brighton ..	.. 6 6 ..	.. 6 33 6 43	.. 6 43 6 53	.. 6 53 7 0	.. 7 0 7 10	.. 7 10 7 20	.. 7 20 7 30	.. 7 30 7 40	.. 7 40 7 50	.. 7 50 8 0	.. 8 0 8 10	.. 8 10 8 20	.. 8 20 8 30	.. 8 30 8 40	.. 8 40 8 50	.. 8 50 9 0	.. 9 0 9 10	.. 9 10 9 20	.. 9 20 9 30	.. 9 30 9 40	.. 9 40 9 50	.. 9 50 10 0	
26	9	BRIGHTON BEACH W arr.	.. 6 10 ..	.. 6 38 6 48	.. 6 48 6 58	.. 6 58 7 0	.. 7 0 7 10	.. 7 10 7 20	.. 7 20 7 30	.. 7 30 7 40	.. 7 40 7 50	.. 7 50 8 0	.. 8 0 8 10	.. 8 10 8 20	.. 8 20 8 30	.. 8 30 8 40	.. 8 40 8 50	.. 8 50 9 0	.. 9 0 9 10	.. 9 10 9 20	.. 9 20 9 30	.. 9 30 9 40	.. 9 40 9 50	.. 9 50 10 0	

^e Workmen's trains.—Trains will only stop 30 seconds at stations on the Brighton Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind. See General Notes, pages 2 and 3. For references, see page 3.

1st July, 1886.

BRIGHTON, ELSTERNWICK, AND BALACLAVA TO MELBOURNE (Flinders-street), SATURDAYS.

Table with columns for stations (Brighton, Beach W, Middle Brighton, North Brighton, Elsternwick, Balaclava, Windsor, Prahran, South Yarra, Richmond, Melbourne) and rows for train numbers (1-19, 20-33, 34-48, 49-65, 66-83). Includes 'Up.' and 'Height above sea level'.

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

MELBOURNE (Flinders-street), BALACLAVA, AND BRIGHTON TRAINS.
SUNDAYS.

Miles. from Melb.	Miles.	feet	Down.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
15	—		MELBOURNE, Flinders-street W G dep.	9 50	10 20	12 35	12 45	1 3	1 40	2 0	2 30	2 50	3 10	3 30	4 0	4 30	5 5
16	1 1/2		Richmond	9 55	10 25	12 40	12 50	1 8	1 45	2 5	2 35	2 55	3 15	3 35	4 5	4 35	5 10
27	2 1/2		South Yarra	9 59	10 29	12 44	12 54	1 12	1 49	2 9	2 30	2 50	3 10	3 30	4 0	4 30	5 14
43	3 3/4		Prahran	10 3	10 33	12 48	12 58	1 16	1 53	2 13	2 43	3 3	3 23	3 43	4 13	4 43	5 18
47	4		Windsor	10 6	10 36	12 51	1 1	1 19	1 56	2 16	2 46	3 6	3 26	3 46	4 16	4 46	5 21
42	5		Balacava	10 10	10 40	12 55	1 5	1 23	2 0	2 20	2 50	3 10	3 30	3 50	4 20	4 50	5 25
51	6		Elsternwick .. .. .	..	10 44	12 59	1 9	1 27	2 4	2 24	2 54	3 14	3 34	3 54	4 24	4 54	5 29
49	7 1/2		North Brighton .. .. .	..	10 49	1 4	1 14	1 32	2 9	2 29	2 59	3 19	3 39	3 59	4 29	4 59	5 34
41	8 1/2		Middle Brighton .. .. .	..	10 55	1 10	1 20	1 36	2 15	2 35	3 5	3 25	3 45	4 5	4 35	5 5	5 40
26	9		BRIGHTON BEACH W arr.	..	10 58	1 13	1 23	1 39	2 18	2 38	3 8	3 28	3 48	4 8	4 38	5 8	5 34

		15	16	17	18	19	20	21	22	23	24	25	26	27	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
16	—	MELBOURNE, Flinders-street W G dep.	5 38	6 06	7 0	7 30	8 0	8 15	8 40	8 55	9 10	9 25	9 55	10 5	
26	1 1/2	Richmond	5 43	6 35	7 5	7 35	8 5	8 20	8 45	9 0	9 15	9 30	10 0	10 10	
27	2 1/2	South Yarra	5 47	6 39	7 9	7 39	8 9	8 24	8 49	9 4	9 19	9 34	10 4	10 14	
43	3 3/4	Prahran	5 51	6 43	7 13	7 43	8 13	8 28	8 53	9 8	9 23	9 38	10 8	10 18	
47	4	Windsor	5 54	6 46	7 16	7 46	8 16	8 31	8 56	9 11	9 26	9 41	10 11	10 21	
42	5	Balacava	5 58	6 50	7 20	7 50	8 20	8 35	9 0	9 15	9 30	9 45	10 15	10 25	
51	6	Elsternwick	6 2	6 54	7 24	7 54	8 24	..	9 4	..	9 34	..	10 19	..	
49	7 1/2	North Brighton	6 7	6 59	7 29	7 59	8 29	..	9 9	..	9 39	..	10 24	..	
41	8 1/2	Middle Brighton	6 13	6 55	7 35	8 5	8 35	..	9 15	..	9 45	..	10 30	..	
26	9	BRIGHTON BEACH W arr.	6 16	6 38	7 8	7 38	8 8	8 38	..	9 18	..	9 48	..	10 33	..

		1	2	3	4	5	6	7	8	9	10	11	12	13	
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
26	—	BRIGHTON BEACH W dep.	..	10 10	12 50	1 30	1 45	2 5	2 35	3 5	3 35	4 5	4 35	5 5	5 35
41	8 1/2	Middle Brighton .. .. .	..	10 13	12 53	1 33	1 48	2 8	2 38	3 8	3 38	4 8	4 38	5 8	5 38
49	1 1/2	North Brighton .. .. .	..	10 17	12 57	1 37	1 52	2 12	2 42	3 12	3 42	4 12	4 42	5 12	5 42
51	3	Elsternwick .. .. .	..	10 22	1 2	1 42	1 57	2 17	2 47	3 16	3 47	4 17	4 47	5 17	5 47
42	4	Balacava	10 20	10 26	1 6	1 46	2 1	2 21	2 51	3 20	3 51	4 21	4 51	5 21	5 51
47	5	Windsor	10 24	10 30	1 10	1 50	2 5	2 25	2 55	3 24	3 55	4 25	4 55	5 25	5 55
43	5 1/2	Prahran	10 28	10 34	1 14	1 54	2 9	2 29	2 59	3 28	3 59	4 29	4 59	5 29	5 59
27	6 1/2	South Yarra	10 32	10 38	1 18	1 58	2 13	2 33	3 3	3 32	4 3	4 33	5 3	5 33	6 3
26	7 1/2	Richmond	10 37	10 43	1 23	2 3	2 18	2 38	3 8	3 37	4 8	4 38	5 8	5 38	6 8
16	9	MELBOURNE, Flinders-street W G arr.	10 42	10 48	1 28	2 8	2 23	2 43	3 13	3 42	4 13	4 43	5 13	5 43	6 13

		14	15	16	17	18	19	20	21	22	23	24	25	26	27	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
26	—	BRIGHTON BEACH W dep.	5 55	6 10	6 35	7 5	7 30	7 55	8 12	..	8 42	..	9 22	..	9 52	..
41	8 1/2	Middle Brighton	5 58	6 13	6 38	7 8	7 33	7 58	8 15	..	8 45	..	9 25	..	9 55	..
40	1 1/2	North Brighton	6 2	6 17	6 42	7 12	7 37	8 2	8 19	..	8 49	..	9 29	..	9 59	..
51	3	Elsternwick	6 7	6 22	6 47	7 17	7 42	8 7	8 24	..	8 54	..	9 34	..	10 4	..
42	4	Balacava	6 11	6 26	6 51	7 21	7 46	8 11	8 28	8 41	8 58	9 21	9 38	9 51	10 8	10 31
47	5	Windsor	6 15	6 30	6 55	7 25	7 50	8 15	8 32	8 45	9 2	9 25	9 42	9 55	10 12	10 55
43	5 1/2	Prahran	6 19	6 34	6 59	7 29	7 54	8 19	8 36	8 49	9 6	9 29	9 46	9 59	10 16	10 39
27	6 1/2	South Yarra	6 23	6 38	7 1	7 31	7 58	8 23	8 40	8 53	9 10	9 33	9 50	10 3	10 20	10 43
26	7 1/2	Richmond	6 28	6 43	7 8	7 38	8 1	8 28	8 45	8 58	9 15	9 38	9 55	10 8	10 25	10 48
16	9	MELBOURNE, Flinders-street W G arr.	6 31	6 48	7 13	7 43	8 8	8 33	8 50	9 3	9 20	9 43	10 0	10 13	10 30	10 53

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

1st July, 1886.

BOX HILL, CAMBERWELL, AND HAWTHORN TO MELBOURNE (Prince's-bridge).
 WEEK DAYS.—SATURDAYS EXCEPTED.

Miles	Up.		Distances (Miles)														
	1 e	2 e	2A	3 e		3A	4	4A	5	6	7	8	9	10	11	12	13
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
317	Box Hill ↑ dep.	6 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
287	1 1/2 Surrey Hills ↑	arr.	6 35	..	..	..	..	..	7 47	..	..	..	..	..	8 59	..	..
200	2 1/2 Canterbury ↑	dep.	6 41	..	..	..	..	..	..	..	..	..	..	..	..	..	..
205	3 1/2 CAMBERWELL ↑	arr.	6 44	..	..	..	..	..	7 55	..	..	..	..	..	..	..	..
24	4 1/2 W	dep.	6 40	..	..	..	..	..	8 0	..	..	..	..	..	9 7	..	..
24	4 1/2 Auburn ..	dep.	6 51	7 11	..	7 31	..	7 51	..	8 11	8 25	8 35	8 45	8 59	9 9	9 21	9 31
90	5 Glenferrie ..	..	6 53	7 13	..	7 33	..	7 53	..	8 13	8 27	8 37	8 47	9 1	9 11	9 23	9 33
44	5 1/2 Hawthorn ..	..	6 55	7 15	..	7 35	..	7 55	..	8 15	8 29	8 39	8 49	9 3	9 13	9 25	9 35
44	5 3/4 Burnley ..	..	6 55	7 19	7 29	7 38	7 48	7 58	8 8	8 18	8 32	8 42	8 52	9 6	9 16	9 28	9 38
42	6 1/2 East Richmond ..	..	7 1	7 21	7 31	7 41	7 51	8 1	8 11	8 21	8 35	8 45	8 55	9 9	9 19	9 31	9 41
26	7 1/2 Richmond ..	..	7 4	7 24	7 34	7 44	7 54	8 4	8 14	8 24	8 38	8 48	8 58	9 12	9 22	9 34	9 44
26	7 3/4 Richmond ..	..	7 8	7 28	7 38	7 48	7 58	8 8	8 17	8 28	8 42	8 52	9 2	9 12	9 24	9 36	9 46
24	9 1/4 MELBOURNE, Prince's-bridge W G	arr.	7 13	7 33	7 43	7 53	8 3	8 13	8 22	8 33	8 45	8 58	9 5	9 21	9 31	9 42	9 54

	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
317	Box Hill ↑ dep.	..	..	10 19	..	11 10	..	12 12	..	1 19	..	2 19	..	3 19	..
287	1 1/2 Surrey Hills ↑	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..
200	2 1/2 Canterbury ↑	dep.	..	..	10 24	..	11 24	..	12 17	..	1 24	..	..	2 24	..
205	3 1/2 CAMBERWELL ↑	arr.	..	..	..	..	..	..	12 20	..	..	..	..	..	..
124	4 1/2 W	dep.	..	..	10 27	..	11 27	..	12 24	..	1 27	..	..	2 27	..
124	4 1/2 Auburn ..	dep.	9 51	10 13	10 43	11 13	11 43	12 13	12 30	1 11	..	1 43	2 10	2 43	3 11
90	5 Glenferrie ..	..	9 53	10 15	10 45	11 15	11 45	12 15	12 41	1 13	..	1 45	2 12	2 45	3 13
44	5 1/2 Hawthorn ..	..	9 55	10 17	10 47	11 17	11 47	12 17	12 43	1 15	..	1 47	2 14	2 47	3 15
44	5 3/4 Burnley ..	..	9 58	10 20	10 50	11 20	11 50	12 20	12 46	1 18	1 33	1 50	2 17	2 50	3 18
42	6 1/2 East Richmond ..	..	10 1	10 23	10 53	11 23	11 53	12 23	12 49	1 21	1 36	1 53	2 20	2 53	3 21
26	7 1/2 Richmond ..	..	10 5	10 26	10 56	11 26	11 56	12 26	12 52	1 24	1 39	1 56	2 23	2 56	3 24
24	9 1/4 MELBOURNE, Prince's-bridge W G	arr.	10 9	10 30	11 0	11 30	12 0	12 30	12 56	1 27	1 43	2 0	2 27	3 0	3 30

	29	30	31	32	33 e	34	35	36	37	38	39	40	41	42
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
317	Box Hill ↑ dep.	..	..	4 35	..	..	..	5 27	..	..	..	6 10	..	..
287	1 1/2 Surrey Hills ↑	arr.	..	..	..	..	..	..	..	..	..	..	..	..
200	2 1/2 Canterbury ↑	dep.	..	..	4 40	..	..	5 32	..	..	..	6 15	..	..
205	3 1/2 CAMBERWELL ↑	arr.	..	..	..	..	..	5 35	..	..	..	..	..	..
124	4 1/2 W	dep.	..	..	4 43	..	..	5 39	..	..	..	6 18	..	..
124	4 1/2 Auburn ..	dep.	4 39	..	4 59	..	5 19	5 29	5 39	5 49	5 59	6 9	6 19	6 29
90	5 Glenferrie ..	..	4 41	..	5 1	..	5 21	5 31	5 41	5 51	6 1	6 11	6 21	6 31
44	5 1/2 Hawthorn ..	..	4 43	..	5 3	..	5 23	5 33	5 43	5 53	6 3	6 13	6 23	6 33
44	5 3/4 Burnley ..	..	4 40	4 50	5 0	5 10	5 20	5 30	5 40	5 50	6 0	6 10	6 20	6 30
42	6 1/2 East Richmond ..	..	4 40	4 50	5 9	5 19	5 29	5 39	5 49	5 59	6 9	6 19	6 29	6 39
26	7 1/2 Richmond ..	..	4 52	5 2	5 12	5 10	5 32	5 42	5 52	6 2	6 12	6 22	6 32	6 42
26	7 3/4 Richmond ..	..	4 50	5 0	5 10	5 10	5 30	5 40	5 50	6 0	6 10	6 20	6 30	6 40
24	9 1/4 MELBOURNE, Prince's-bridge W G	arr.	5 1	5 11	5 21	5 25	5 41	5 50	6 0	6 11	6 21	6 31	6 41	6 51

	43	44	45	46	47	48	49	50	51	52	53	54	55
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
317	Box Hill ↑ dep.	..	..	7 0	..	..	8 19	..	9 19	..	10 19	..	11 15
287	1 1/2 Surrey Hills ↑	arr.	..	..	..	..	8 24	..	9 24	..	10 24	..	11 20
200	2 1/2 Canterbury ↑	dep.	..	..	7 5	..	8 27	..	9 27	..	10 27	..	11 23
205	3 1/2 CAMBERWELL ↑	arr.	..	..	7 18	..	8 32	..	9 32	..	10 32	..	11 28
124	4 1/2 W	dep.	7 1	..	7 21	7 43	8 13	8 43	9 13	9 43	10 13	10 43	11 13
124	4 1/2 Auburn ..	..	7 3	..	7 23	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15
90	5 Glenferrie ..	..	7 5	..	7 25	7 47	8 17	8 47	9 17	9 47	10 17	10 50	11 17
44	5 1/2 Hawthorn ..	..	7 8	7 18	7 28	7 50	8 20	8 50	9 20	9 50	10 20	10 53	11 20
44	5 3/4 Burnley ..	..	7 11	7 21	7 31	7 53	8 23	8 53	9 23	9 53	10 23	10 56	11 23
42	6 1/2 East Richmond ..	..	7 14	7 24	7 34	7 56	8 26	8 56	9 26	9 56	10 26	10 59	11 26
26	7 1/2 Richmond ..	..	7 18	7 28	7 38	8 0	8 30	9 0	9 30	10 0	10 30	11 3	11 30
26	7 3/4 Richmond ..	..	7 18	7 28	7 38	8 0	8 30	9 0	9 30	10 0	10 30	11 3	11 30
24	9 1/4 MELBOURNE, Prince's-bridge W G	arr.	7 23	7 33	7 44	8 5	8 35	9 5	9 35	10 5	10 35	11 8	11 35

e Workmen's trains from Hawthorn.

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

1st July, 1886.

MELBOURNE (Prince's-bridge) TO HAWTHORN, CAMBERWELL, AND BOX HILL.
SATURDAYS.

Height above sea feet	Miles	Down.	1	2	2A	3	3A	4	4A	5	6	7	8	9	10	11	12	13	14	15	16
24	—	MELBURN, Prince's- bridge W & G dep.	A.M. 0 39	A.M. 6 59	A.M. 7 07	A.M. 7 19	A.M. 7 29	A.M. 7 39	A.M. 7 49	A.M. 7 59	A.M. 8 08	A.M. 8 18	A.M. 8 28	A.M. 8 38	A.M. 8 48	A.M. 8 58	A.M. 9 08	A.M. 9 18	A.M. 9 28	A.M. 9 38	A.M. 9 48
26	1½	Richmond ..	0 43	7 03	7 11	7 23	7 33	7 43	7 53	8 03	8 13	8 23	8 33	8 43	8 53	9 03	9 13	9 23	9 33	9 43	9 53
26	2	East Richmond ..	0 46	7 06	7 14	7 26	7 36	7 46	7 56	8 06	8 16	8 26	8 36	8 46	8 56	9 06	9 16	9 26	9 36	9 46	9 56
42	2½	Burnley ..	0 49	7 09	7 17	7 29	7 39	7 49	7 59	8 09	8 19	8 29	8 39	8 49	8 59	9 09	9 19	9 29	9 39	9 49	9 59
44	3½	Hawthorn ..	0 53	7 13	7 21	7 33	7 43	7 53	8 03	8 13	8 23	8 33	8 43	8 53	9 03	9 13	9 23	9 33	9 43	9 53	10 03
90	4½	Glenferrie ..	0 56	7 16	7 24	7 36	7 46	7 56	8 06	8 16	8 26	8 36	8 46	8 56	9 06	9 16	9 26	9 36	9 46	9 56	10 06
124	4¾	Auburn ..	0 59	7 19	7 27	7 39	7 49	7 59	8 09	8 19	8 29	8 39	8 49	8 59	9 09	9 19	9 29	9 39	9 49	9 59	10 09
205	5½	CAMBERWELL W dep.	7 20	..	..	..	..	..	..	8 20	8 32	8 42	8 54	9 06	9 18	9 30	9 42	9 54	10 06	10 18	10 30
200	6¾	Canterbury †	7 31	..	..	..	..	8 12	8 17	..	..	..	..	..	9 31	9 36	..	..	..	10 40	10 45
287	7¾	Surrey Hills †	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 48 ^{2A}
317	9½	Box Hill †..	7 30	..	..	..	..	8 25	..	..	..	..	..	..	9 44	..	..	..	..	..	10 53

24	20	26	42	44	90	124	205	200	287	317	17	18	19	20	21	22	23	24	25	26	27	28	29	30
—	1½	2	2½	3½	4½	4¾	5½	6¾	7¾	9½	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBURN, Prince's- bridge W & G dep.	Richmond ..	East Richmond ..	Burnley ..	Hawthorn ..	Glenferrie ..	Auburn ..	CAMBERWELL W dep.	Canterbury †	Surrey Hills †	Box Hill †..	11 10	11 15	11 45	12 10	12 16	12 20	12 37	12 48	12 53	1 3	1 14	1 24	1 34	1 44

24	20	26	42	44	90	124	205	200	287	317	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
—	1½	2	2½	3½	4½	4¾	5½	6¾	7¾	9½	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBURN, Prince's- bridge W & G dep.	Richmond ..	East Richmond ..	Burnley ..	Hawthorn	Glenferrie	Auburn ..	CAMBERWELL W dep.	Canterbury †	Surrey Hills †	Box Hill †	2 14	2 24	2 40	2 40	2 59	3 0	3 28	3 59	4 28	4 59	5 27	5 42	5 57	6 9	6 27

24	20	26	42	44	90	124	205	200	287	317	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
—	1½	2	2½	3½	4½	4¾	5½	6¾	7¾	9½	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
MELBURN, Prince's- bridge W & G dep.	Richmond ..	East Richmond ..	Burnley ..	Hawthorn	Glenferrie	Auburn ..	CAMBERWELL W dep.	Canterbury †	Surrey Hills †	Box Hill †	0 42	0 52	0 58	7 10	7 40	8 0	8 20	8 40	9 0	9 20	9 40	10 0	10 20	10 40	11 0	11 20	

e Workman's trains to Hawthorn.

NOTE.—Trains will only stop 30 seconds at stations on the Hawthorn, Camberwell, and Box Hill Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind. Passengers to and from Canterbury, Surrey Hills, and Box Hill change carriages at Camberwell.

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

1st July, 1886.

MELBOURNE (Prince's-bridge) AND HAWTHORN, CAMBERWELL, AND BOX HILL TRAINS.

SUNDAYS.

Height above Sea.	Miles.	Stations	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Down.			A.M.			A.M.			P.M.			P.M.			P.M.		
24	1	MELBURNE (Prince's-bridge) W & G dep.	9 40	10 0	12 40	1 0	1 25	1 55	2 25	2 55	3 25	3 55	4 25	4 55	5 25	5 55	6 35
26	1 1/4	Richmond ..	9 45	10 5	12 45	1 5	1 30	2 0	2 30	3 0	3 30	4 0	4 30	5 0	5 30	6 0	6 40
26	2	East Richmond ..	9 48	10 8	12 48	1 8	1 33	2 3	2 33	3 3	3 33	4 4	4 33	5 5	5 33	6 3	6 43
42	2 1/4	Burnley ..	9 51	10 11	12 51	1 11	1 36	2 6	2 36	3 6	3 36	4 5	4 36	5 6	5 36	6 6	6 46
44	3	Hawthorn ..	9 55	10 15	12 55	1 14	1 40	2 10	2 40	3 10	3 40	4 10	4 40	5 10	5 40	6 10	6 50
90	4 1/4	Glenferrie ..	9 58	..	12 58	1 17	1 43	2 13	2 43	3 13	3 43	4 13	4 43	5 13	5 43	6 13	6 53
124	4 3/4	Auburn ..	10 1	..	1 1	1 20	1 46	2 16	2 46	3 16	3 46	4 16	4 46	5 16	5 46	6 16	6 56
205	5 1/2	CAMBERWELL † W ..	10 5	..	1 5	1 24	1 50	2 20	2 50	3 20	3 50	4 20	4 50	5 20	5 50	6 20	7 0
		..	10 17	..	1 10	..	1 55	..	3 25	..	4 25	..	..	..	..	..	..
200	6 1/4	Canterbury † ..	10 22	..	1 15	..	2 0	..	3 30	..	4 30	..	..	..	..	..	..
237	7 1/4	Surrey Hills † ..	10 25	..	1 18	..	2 3	..	3 33	..	4 33	..	..	..	..	..	..
317	9 1/4	BOX HILL † ..	10 30	..	1 23	..	2 8	..	3 38	..	4 38	..	..	..	..	..	..
			P.M.			P.M.			P.M.			P.M.			P.M.		
24	1	MELBURNE (Prince's-bridge) W & G dep.	6 55	7 35	8 5	8 20	8 45	9 5	9 20	9 45	..	..	..	..	..	..	..
26	1 1/4	Richmond ..	7 0	7 40	8 10	8 24	8 49	9 9	9 24	9 49	..	..	..	..	..	..	..
26	2	East Richmond ..	7 3	7 43	8 13	8 27	8 51	9 12	9 27	9 51	..	..	..	..	..	..	..
42	2 1/4	Burnley ..	7 6	7 46	8 16	8 30	8 54	9 15	9 30	9 54	..	..	..	..	..	..	..
44	3	Hawthorn ..	7 10	7 50	8 20	8 33	8 57	9 18	9 33	9 57	..	..	..	..	..	..	..
90	4 1/4	Glenferrie ..	7 13	7 53	8 23	..	9 0	9 21	..	10 0	..	..	..	..	..	..	..
124	4 3/4	Auburn ..	7 16	7 56	8 26	..	9 3	9 24	..	10 3	..	..	..	..	..	..	..
205	5 1/2	CAMBERWELL † W ..	7 20	8 0	8 30	..	9 7	9 27	..	10 7	..	..	..	..	..	..	..
		..	..	..	..	..	9 12	..	..	..	..	..	..	..	..	..	..
200	6 1/4	Canterbury † ..	..	..	..	..	9 17	..	..	..	..	..	..	..	..	..	..
237	7 1/4	Surrey Hills † ..	..	..	..	..	9 20	..	..	..	..	..	..	..	..	..	..
317	9 1/4	BOX HILL † ..	..	..	..	..	9 25	..	..	..	..	..	..	..	..	..	..
			P.M.			P.M.			P.M.			P.M.			P.M.		
317	—	BOX HILL † ..	..	..	..	..	8 30	..	..	..	..	..	..	..	..	..	..
237	1 1/4	Surrey Hills † ..	..	..	..	..	8 35	..	..	..	..	..	..	..	..	..	..
200	2 1/4	Canterbury † ..	..	..	..	..	8 38	..	..	..	..	..	..	..	..	..	..
205	3 1/4	CAMBERWELL † W ..	..	..	..	..	8 43	..	..	..	..	..	..	..	..	..	..
		..	7 8	7 38	8 8	..	8 48	9 18	..	9 43	..	..	..	..	..	..	..
124	4 1/4	Auburn ..	7 10	7 40	8 10	..	8 50	9 20	..	9 45	..	..	..	..	..	..	..
90	5	Glenferrie ..	7 12	7 42	8 12	..	8 52	9 22	..	9 47	..	..	..	..	..	..	..
44	5 1/4	Hawthorn ..	7 15	7 45	8 15	8 43	8 55	9 25	9 40	9 50	..	..	..	..	..	..	..
42	6 1/4	Burnley ..	7 18	7 48	8 18	8 46	8 58	9 28	9 43	9 53	..	..	..	..	..	..	..
26	7 1/4	East Richmond ..	7 21	7 51	8 21	8 49	9 1	9 31	9 46	9 56	..	..	..	..	..	..	..
26	7 3/4	Richmond ..	7 25	7 55	8 25	8 52	9 4	9 34	9 49	9 59	..	..	..	..	..	..	..
24	9 1/4	MELBURNE (Prince's-bridge) W & G arr.	7 30	8 0	8 30	8 56	9 9	9 38	9 53	10 3	..	..	..	..	..	..	..

NOTE.—Trains will only stop 30 seconds at Stations on the Hawthorn and Camberwell Line unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

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

MELBOURNE AND ST. KILDA TRAINS. WEEK DAYS.—SATURDAYS EXCEPTED.

1st July, 1886.

Table with columns for stations (Melbourne, South Melbourne, Albert Park, Middle Park, St. Kilda) and time slots (1-12A). Rows are categorized by direction (Down, Up) and time of day (a.m., p.m., noon, midngt).

Trains will only stop 30 seconds at stations on the St. Kilda Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind. Winter's Block System is in force on the following Sections on Up and Down journey, viz.:—Fulls-bridge and South Melbourne, South Melbourne and Middle Park, Middle Park and St. Kilda. See General Notes, pages 2 and 3. For references, see page 3.

1st July, 1886.

MELBOURNE AND ST. KILDA TRAINS. SATURDAYS.

Table with columns for distance above/below sea level, miles, and train numbers 1-26. Rows show departure and arrival times for Melbourne and St. Kilda stations.

/ Workmen's trains.

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

MELBOURNE AND ST. KILDA TRAINS.
SUNDAYS.

		Down.															
		1	2	3	3A	4	5	6	7	8	9	10	11	12	13	14	
16	MELBOURNE, Flinders-street W G .. dep.	a.m. 10 40	p.m. 12 45	p.m. 1 0	p.m. 1 15	p.m. 1 40	p.m. 2 0	p.m. 2 20	p.m. 2 40	p.m. 3 0	p.m. 3 20	p.m. 3 40	p.m. 4 0	p.m. 4 20	p.m. 4 40	p.m. 5 0	
17	South Melbourne	10 44	12 49	1 4	1 19	1 44	2 4	2 24	2 44	3 4	3 24	3 44	4 4	4 24	4 44	5 4	
23	Albert Park ..	10 47	12 52	1 7	1 22	1 47	2 7	2 27	2 47	3 7	3 27	3 47	4 7	4 27	4 47	5 7	
12	Middle Park ..	10 50	12 55	*	1 25	1 50	*	2 30	2 50	*	3 30	*	4 30	*	*	*	
28	St. KILDA W G .. arr.	10 53	12 58	1 11	1 28	1 53	2 11	2 33	2 53	3 11	3 33	3 51	4 11	4 33	4 51	5 11	
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
16	MELBOURNE, Flinders-street W G .. dep.	p.m. 5 20	p.m. 5 40	p.m. 6 0	p.m. 6 20	p.m. 6 40	p.m. 7 0	p.m. 7 20	p.m. 7 40	p.m. 8 0	p.m. 8 20	p.m. 8 40	p.m. 9 0	p.m. 9 20	p.m. 9 40	p.m. 10 0	p.m. 10 20
17	South Melbourne	5 24	5 44	6 4	6 24	6 44	7 4	7 24	7 44	8 4	8 24	8 44	9 4	9 24	9 44	10 4	10 24
23	Albert Park ..	5 27	5 47	6 7	6 27	6 47	7 7	7 27	7 47	8 7	8 27	8 47	9 7	9 27	9 47	10 7	10 27
12	Middle Park ..	5 30	*	*	6 30	*	*	7 30	*	*	8 30	8 50	9 30	*	*	*	10 30
28	St. KILDA W G .. arr.	5 33	5 51	6 11	6 33	6 51	7 11	7 33	7 51	8 11	8 33	8 53	9 11	9 33	9 51	10 11	10 33
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
28	St. KILDA W G .. dep.	a.m. 10 20	a.m. 10 30	p.m. 12 40	p.m. 1 0	p.m. 1 20	p.m. 1 40	p.m. 2 0	p.m. 2 20	p.m. 2 40	p.m. 3 0	p.m. 3 20	p.m. 3 40	p.m. 4 0	p.m. 4 20	p.m. 4 40	p.m. 4 40
12	Middle Park ..	10 23	10 33	*	1 3	*	*	2 3	2 23	2 43	*	3 23	*	4 23	*	*	*
23	Albert Park ..	10 26	10 36	12 44	1 6	1 24	1 44	2 6	2 26	2 46	3 4	3 26	3 44	4 4	4 26	4 44	4 44
17	South Melbourne	10 30	10 40	12 47	1 9	1 27	1 47	2 9	2 29	2 49	3 7	3 29	3 47	4 7	4 29	4 47	4 47
16	MELB., Flinders-street W G .. arr.	10 35	10 45	12 51	1 13	1 31	1 51	2 13	2 33	2 53	3 11	3 33	3 51	4 11	4 33	4 51	4 51
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
28	St. KILDA W G .. dep.	p.m. 5 0	p.m. 5 20	p.m. 5 40	p.m. 6 0	p.m. 6 20	p.m. 6 40	p.m. 7 0	p.m. 7 20	p.m. 7 40	p.m. 8 0	p.m. 8 20	p.m. 8 40	p.m. 9 0	p.m. 9 20	p.m. 9 40	p.m. 10 0
12	Middle Park ..	5 0	5 23	5 43	6 0	6 23	6 43	7 0	7 23	7 43	8 0	8 23	9 0	9 23	9 43	10 0	10 4
23	Albert Park ..	5 4	5 26	5 46	6 4	6 26	6 46	7 4	7 26	7 44	8 4	8 26	8 44	9 4	9 26	9 44	10 7
17	South Melbourne	5 7	5 29	5 49	6 7	6 29	6 49	7 7	7 29	7 47	8 7	8 29	8 47	9 7	9 29	9 47	10 1
16	MELB., Flinders-street W G .. arr.	5 11	5 33	5 53	6 11	6 33	6 53	7 11	7 33	7 51	8 11	8 33	8 51	9 11	9 33	9 51	10 11

WILLIAMSTOWN AND MELBOURNE TRAINS.

WEEK DAYS.—SATURDAYS INCLUDED.

From Gem pier, Williamstown, by steamer	..	a.m. 8 30	a.m. 9 30	a.m. 10 30	a.m. 11 30	p.m. 12 30	p.m. 1 30	p.m. 2 30	p.m. 3 30	p.m. 4 30	p.m. 5 30	..
From Melbourne (Flinders-street)	..	8 45	9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	..

SUNDAYS.

From Gem pier, Williamstown, by steamer	..	p.m. 1 30	p.m. 2 30	p.m. 3 30	p.m. 4 30	p.m. 5 30	..	..	..	..	..
From Melbourne (Flinders-street)	..	1 45	2 45	3 45	4 45	5 45	..	..	..	..	..

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

1st July, 1886.

MELBOURNE AND PORT MELBOURNE TRAINS.

WEEK DAYS.—SATURDAYS INCLUDED.

Height above sea.	Miles	Down.	1 Goods	1A Goods †	2 Goods	3 Goods	4 Goods †	5 Goods	5A Goods †	6 Goods	7 Goods	8 Goods	8A Goods †	9 Goods	10 Goods
16	—	MELBOURNE, Flinders-street W G .. dep.	a.m. 6 33	a.m. 7 3	a.m. 7 15	a.m. 7 33	a.m. 7 45	a.m. 8 3	a.m. 8 15	a.m. 8 32	a.m. 8 45	a.m. 9 3	a.m. 9 15	a.m. 9 33	a.m. 9 45
10	1 1/4	Montague ..	.. ..	.. ..	7 19	.. ..	7 49	.. ..	8 19	.. ..	8 49	.. ..	9 19	.. ..	9 49
10	1 1/2	North Sandridge ..	.. ..	.. ..	7 21	.. ..	7 51	.. ..	8 21	.. ..	8 51	.. ..	9 21	.. ..	9 51
10	2 1/4	PORT MELBOURNE W arr.	6 42	7 12	7 24	7 42	7 54	8 12	8 24	8 41	8 54	9 12	9 24	9 42	9 54
16	—	MELBOURNE, Flinders-street W G .. dep.	a.m. 10 15	a.m. 10 33	a.m. 10 45	a.m. 11 3	a.m. 11 15	a.m. 11 33	a.m. 11 45	p.m. 12 3	p.m. 12 15	p.m. 12 33	p.m. 12 45	p.m. 1 3	p.m. 1 15
10	1 1/4	Montague ..	10 19	.. ..	10 49	.. ..	11 19	.. ..	11 49	.. ..	12 19	.. ..	12 49	.. ..	1 19
10	1 1/2	North Sandridge ..	10 21	.. ..	10 51	.. ..	11 21	.. ..	11 51	.. ..	12 21	.. ..	12 51	.. ..	1 21
10	2 1/4	PORT MELBOURNE W arr.	10 24	10 42	10 54	11 12	11 24	11 42	11 54	12 12	12 24	12 42	12 54	1 12	1 24
16	—	MELBOURNE, Flinders-street W G .. dep.	p.m. 1 45	p.m. 2 3	p.m. 2 15	p.m. 2 33	p.m. 2 45	p.m. 3 3	p.m. 3 15	p.m. 3 33	p.m. 3 45	p.m. 4 3	p.m. 4 15	p.m. 4 33	p.m. 4 45
10	1 1/4	Montague ..	1 49	.. ..	2 19	.. ..	2 49	.. ..	3 19	.. ..	3 49	.. ..	4 19	.. ..	4 49
10	1 1/2	North Sandridge ..	1 51	.. ..	2 21	.. ..	2 51	.. ..	3 21	.. ..	3 51	.. ..	4 21	.. ..	4 51
10	2 1/4	PORT MELBOURNE W arr.	1 54	2 12	2 24	2 42	2 54	3 12	3 24	3 42	3 54	4 12	4 24	4 42	4 54
16	—	MELBOURNE, Flinders-street W G .. dep.	p.m. 5 45	p.m. 6 3	p.m. 6 15	p.m. 6 33	p.m. 6 45	p.m. 7 15	p.m. 7 45	p.m. 8 15	p.m. 8 45	p.m. 9 15	p.m. 9 45	p.m. 10 15	p.m. 10 45
10	1 1/4	Montague ..	5 49	.. ..	6 19	.. ..	6 49	7 19	7 49	8 19	8 49	9 19	9 49	10 19	10 49
10	1 1/2	North Sandridge ..	5 51	.. ..	6 21	.. ..	6 51	7 21	7 51	8 21	8 51	9 21	9 51	10 21	10 51
10	2 1/4	PORT MELBOURNE W arr.	5 54	6 12	6 24	6 42	6 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24	10 54
10	—	PORT MELBOURNE W dep.	a.m. 6 15	a.m. 6 45	a.m. 7 0	a.m. 7 15	a.m. 7 30	a.m. 7 45	a.m. 8 0	a.m. 8 15	a.m. 8 30	a.m. 8 45	a.m. 9 0	a.m. 9 15	a.m. 9 30
10	1/4	North Sandridge ..	.. ..	.. ..	7 3	.. ..	7 33	.. ..	8 3	.. ..	8 33	.. ..	9 3	.. ..	9 33
10	1	Montague ..	.. ..	.. ..	7 5	.. ..	7 35	.. ..	8 5	.. ..	8 35	.. ..	9 5	.. ..	9 35
16	2 1/4	MELB., Flinders-st. W G arr.	6 24	6 54	7 9	7 24	7 39	7 54	8 9	8 24	8 39	8 53	9 9	9 24	9 39
10	—	PORT MELBOURNE W dep.	a.m. 10 0	a.m. 10 15	a.m. 10 30	a.m. 10 47	a.m. 11 0	a.m. 11 15	a.m. 11 30	a.m. 11 47	noon 12 0	p.m. 12 15	p.m. 12 30	p.m. 12 47	p.m. 1 3
10	1/4	North Sandridge ..	10 3	.. ..	10 33	.. ..	11 3	.. ..	11 33	.. ..	12 3	.. ..	12 33	.. ..	1 6
10	1	Montague ..	10 5	.. ..	10 35	.. ..	11 5	.. ..	11 35	.. ..	12 5	.. ..	12 35	.. ..	1 8
16	2 1/4	MELB., Flinders-st. W G arr.	10 9	10 24	10 39	10 56	11 9	11 24	11 39	11 56	12 9	12 24	12 39	12 56	1 39
10	—	PORT MELBOURNE W dep.	p.m. 1 47	p.m. 2 0	p.m. 2 15	p.m. 2 30	p.m. 2 47	p.m. 3 0	p.m. 3 15	p.m. 3 30	p.m. 3 47	p.m. 4 0	p.m. 4 15	p.m. 4 30	p.m. 4 47
10	1/4	North Sandridge ..	.. ..	2 3	.. ..	2 33	.. ..	3 3	.. ..	3 33	.. ..	4 3	.. ..	4 33	.. ..
10	1	Montague ..	.. ..	2 5	.. ..	2 35	.. ..	3 5	.. ..	3 35	.. ..	4 5	.. ..	4 35	.. ..
16	2 1/4	MELB., Flinders-st. W G arr.	1 56	2 9	2 24	2 39	2 56	3 9	3 24	3 39	3 56	4 9	4 24	4 39	4 56
10	—	PORT MELBOURNE W dep.	p.m. 5 15	p.m. 5 30	p.m. 5 47	p.m. 6 0	p.m. 6 15	p.m. 6 30	p.m. 7 0	p.m. 7 30	p.m. 8 0	p.m. 8 30	p.m. 9 0	p.m. 9 30	p.m. 10 0
10	1/4	North Sandridge ..	.. ..	5 33	.. ..	6 3	.. ..	6 33	7 3	7 33	8 3	8 33	9 3	9 33	10 3
10	1	Montague ..	.. ..	5 35	.. ..	6 5	.. ..	6 35	7 5	7 35	8 5	8 35	9 5	9 35	10 5
16	2 1/4	MELB., Flinders-st. W G arr.	5 24	5 39	5 56	6 9	6 24	6 39	7 9	7 39	8 9	8 39	9 9	9 39	10 9

e Workmen's trains. f Workmen's trains on Saturdays.

† To run when required.

Winter's Block System is in force on the following sections on Up and Down journey, viz.—Falls Bridge and Montague Montague and Graham-street.

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

1st July, 1886.

MELBOURNE AND PORT MELBOURNE TRAINS. SUNDAYS.

Miles. feet.		Direction	Miles										
			1	2	3	4	5	6	7	8	9	10	11
		Down.											
16	1	MLBNE., Flinders-st. W G dep.	a.m. 10 50	p.m. 12 46	p.m. 1 15	p.m. 1 45	p.m. 2 15	p.m. 2 45	p.m. 3 15	p.m. 3 45	p.m. 4 15	p.m. 4 45	p.m. 5 15
10	1 1/4	Montague	10 54	12 50	1 19	1 49	2 19	2 49	3 19	3 49	4 19	4 49	5 19
10	1 1/2	North Sandridge ..	10 56	12 52	1 21	1 51	2 21	2 51	3 21	3 51	4 21	4 51	5 21
10	2 1/4	PORT MELBOURNE W .. arr.	10 50	12 55	1 24	1 54	2 24	2 54	3 24	3 54	4 24	4 54	5 24
			12	13	14	15	16	17	18	19	20		
16	1	MLBNE., Flinders-st. W G dep.	p.m. 5 45	p.m. 6 15	p.m. 6 45	p.m. 7 15	p.m. 7 45	p.m. 8 15	p.m. 8 45	p.m. 9 15	p.m. 9 45	..	..
10	1 1/4	Montague	5 49	6 19	6 49	7 19	7 49	8 19	8 49	9 19	9 49	..	..
10	1 1/2	North Sandridge ..	5 51	6 21	6 51	7 21	7 51	8 21	8 51	9 21	9 51	..	..
10	2 1/4	PORT MELBOURNE W .. arr.	5 54	6 24	6 54	7 24	7 54	8 24	8 54	9 24	9 54	..	..
			12	13	14	15	16	17	18	19	20		
		Up.											
10	1	PORT MELBOURNE W .. dep.	a.m. 10 30	p.m. 12 30	p.m. 1 0	p.m. 1 30	p.m. 2 0	p.m. 2 30	p.m. 3 0	p.m. 3 30	p.m. 4 0	p.m. 4 30	p.m. 5 0
10	1 1/4	North Sandridge ..	10 33	12 33	1 3	1 33	2 3	2 33	3 3	3 33	4 3	4 33	5 3
10	1 1/2	Montague	10 35	12 35	1 5	1 35	2 5	2 35	3 5	3 35	4 5	4 35	5 5
16	2 1/4	MLBNE., Flinders-st. W G arr.	10 39	12 39	1 9	1 39	2 9	2 39	3 9	3 39	4 9	4 39	5 9
			12	13	14	15	16	17	18	19	20		
10	1	PORT MELBOURNE W .. dep.	p.m. 5 30	p.m. 6 0	p.m. 6 30	p.m. 7 0	p.m. 7 30	p.m. 8 0	p.m. 8 30	p.m. 9 0	p.m. 9 30	..	..
10	1 1/4	North Sandridge ..	5 33	6 3	6 33	7 3	7 33	8 3	8 33	9 3	9 33	..	..
10	1 1/2	Montague	5 35	6 5	6 35	7 5	7 35	8 5	8 35	9 5	9 35	..	..
16	2 1/4	MLBNE., Flinders-st. W G arr.	5 39	6 9	6 39	7 9	7 39	8 9	8 39	9 9	9 39	..	..

Trains will only stop 30 seconds at stations on the Port Melbourne Line, unless otherwise shown on the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind. Quarter-hourly trains to run on Sundays, if required; S.M., Flinders-street, to arrange. Port Melbourne Pier is 2 1/4 miles from Melbourne.

Arrivals at and Departures from Melbourne (Spencer-street) Daily (except Sundays).

Line.	Arr. A.M.	Dep. A.M.	Line.	Arr. A.M.	Dep. A.M.	Line.	Arr. A.M.	Dep. A.M.
M. & E.	12.0	...	N.E.	...	3.55	E.	...	7.30
W.	12.5	...	N.E.	...	4.10	M. & C.	7.30	...
E.	12.10	...	M. & E.	...	4.15	B.M.	...	7.35
W.	...	12.15	W.	...	4.20	M. & C.	7.35	...
N.E.	12.15	...	B. & D.	...	4.25	W.	...	7.40
M. & E.	12.25	...	N.E.	...	4.30	M. & C.	...	7.40
M. & C.	12.30	...	M. & E.	...	4.45	E.	7.40	...
E.	12.40	...	W.	4.50	...	W.	7.45	...
B. & D.	12.40	...	N.E.	...	5.0	M. & E.	7.50	...
W.	12.45	...	M. & E.	...	5.15	E.	...	7.50
N.E.	12.50	...	M. & C.	...	5.25	M. & C.	...	7.55
N.E.	...	1.0	W.	...	5.30	M. & E.	...	7.55
M. & E.	1.0	...	N.E.	...	5.33	W.	...	8.0
M. & E.	1.30	...	E.	...	5.38	E.	8.0	...
M. & E.	...	1.30	W.	...	5.55	W.	...	8.5
N.E.	1.33	...	W.	6.15	...	E.	...	8.8
N.E.	...	1.35	W.	...	6.0	N.E.	8.7	...
M. & E.	...	1.55	M. & C.	...	6.0	W.	8.10	...
M. & E.	2.0	...	W.	...	...	W.	...	8.20
W.	...	2.0	E.	...	6.15	E.	8.20	...
N.E.	...	2.5	E.	6.25	...	M. & E.	8.20	...
M. & E.	...	2.20	M. & C.	...	6.28	W.	8.30	...
M. & E.	2.30	...	(h) B. & D.	...	6.30	M. & C.	8.35	...
N.E.	...	2.35	W.	...	6.35	N.E.	...	8.35
N.E.	2.36	...	(h) N.E.	...	6.40	E.	8.40	...
M. & E.	...	2.40	W.	6.45	...	W.	...	8.40
M. & E.	3.0	...	E.	...	6.45	E.	...	8.45
N.E.	...	3.5	(h) M. & E.	...	6.50	W.	8.50	...
N.E.	3.15	...	M. & C.	6.55	...	E.	...	8.50
M. & E.	3.30	...	W.	...	7.0	M. & C.	...	8.52
N.E.	...	3.35	E.	7.2	...	E.	8.55	...
M. & E.	...	3.40	M. & E.	...	7.5	M. & C.	9.0	...
N.E.	3.45	...	E.	...	7.15	W.	...	9.0
B. & D.	...	3.50	W.	...	7.20	N.E.	9.5	...

(h) Passenger or Mixed Country Trains.

1st July, 1886.

Arrivals at and Departures from Melbourne, &c.—*continued.*

Line.	Arr. A.M.	Dep. A.M.	Line.	Arr. P.M.	Dep. P.M.	Line.	Arr. P.M.	Dep. P.M.
E.	...	9.10	W.	...	12.40	N.E.	...	3.55
W.	9.10	...	N.E.	12.42	...	W.	...	4.0
M. & C.	...	9.15	W.	12.45	...	B.M.	...	4.5
(h) M. & E.	9.20	...	E.	...	12.45	(h) M. & E.	4.8	...
W.	...	9.30	M. & E.	12.50	...	(h) B. & D.	...	4.15
W.	9.30	...	B. & D.	...	12.50	E.	...	4.18
E.	9.32	...	N.E.	...	12.55	N.E.	4.12	...
B. & D.	9.35	...	B. & D.	12.55	...	W.	4.15	...
(h) N.E.	9.42	...	W.	...	1.0	M. & C.	...	4.21
W.	9.50	...	E.	1.5	...	E.	4.25	...
E.	9.50	...	M. & E.	...	1.5	M. & C.	4.28	...
M. & C.	9.50	...	E.	...	1.10	W.	...	4.30
E.	...	9.53	B. & D.	...	1.15	E.	...	4.35
W.	...	10.0	W.	1.15	...	M. & E.	...	4.35
E.	10.0	...	N.E.	1.18	...	(h) N.E.	4.40	...
W.	10.5	...	W.	...	1.20m	W.	4.45	...
M. & C.	...	10.7	M. & C.	1.22	...	W.	...	4.50
W.	10.10	...	N.E.	...	1.25	M. & C.	...	4.50
(h) B. & D.	10.15	...	W.	...	1.30n	(h) N.E.	...	4.55
M. & E.	...	10.10	M. & C.	...	1.31	E.	...	5.0
M. & C.	...	10.15	E.	1.35	...	E.	5.5	...
M. & C.	10.18	...	M. & C.	...	1.35	(h) N.E.	...	5.10
M. & E.	10.20	...	W.	...	1.40m	W.	...	5.10
E.	...	10.20	E.	...	1.40	E.	...	5.15
N.E.	10.25	...	M. & E.	...	1.45	M. & C.	5.15	...
W.	...	10.30	W.	1.45	...	W.	5.18	...
W.	...	10.35	E.	1.57	...	B. & D.	...	5.20
E.	10.40	...	M. & E.	2.0	...	M. & C.	...	5.20
M. & E.	10.40	...	W.	...	2.0	E.	5.25	...
M.	...	10.40	(h) N.E.	2.10	...	M. & E.	...	5.25
W.	10.43	...	N.E.	...	2.10	W.	5.30	...
N.E.	10.45	...	W.	2.15	...	W.	...	5.30
(h) N.E.	...	10.45	E.	...	2.15m	E.	...	5.37
E.	...	10.50	W.	...	2.20m	M. & E.	5.40	...
(h) M. & E.	10.50	...	M. & E.	2.20	...	W.	5.43	...
B.M.	11.0	...	E.	2.27	...	E.	5.47	...
M. & C.	11.2	...	W.	2.30	...	M. & E.	...	5.45
W.	...	11.0	M. & C.	2.30	...	W.	...	5.50
E.	11.7	...	W.	...	2.30n	E.	...	5.55
(h) B. & D.	...	11.10	M. & E.	2.35	...	M. & C.	5.56	...
W.	11.15	...	E.	...	2.35	W.	6.0	...
N.E.	...	11.15	W.	...	2.40m	E.	6.2	...
M. & C.	...	11.15	M. & C.	...	2.40	W.	...	6.0
E.	...	11.20	N.E.	2.40	...	M. & C.	...	6.5
(h) N.E.	11.16	...	W.	2.45n	...	N.E.	...	6.5
M. & E.	...	11.25	M. & C.	2.48	...	W.	...	6.10
W.	...	11.30	W.	2.50	...	E.	...	6.15
E.	11.35	...	(h) N.E.	...	2.55	M. & C.	6.15	...
N.E.	...	11.35	W.	...	3.0	W.	6.20	...
N.E.	11.40	...	E.	3.2m	...	M. & E.	...	6.20
W.	11.45	...	N.E.	...	3.3	M. & E.	6.25	...
E.	...	11.51	W.	3.5	...	E.	6.25	...
W.	P.M.	P.M.	E.	...	3.10m	M. & C.	...	6.25
W.	...	12.0	W.	3.15	...	W.	...	6.30
M. & E.	12.0	...	E.	3.22	...	E.	...	6.35
E.	12.5	...	M. & C.	3.27	...	W.	6.40	...
N.E.	12.10	...	N.E.	3.28	...	E.	6.42	...
N.E.	...	12.10	W.	3.30m	3.30	N.E.	...	6.55
M. & C.	12.10	...	M. & C.	...	3.30	(h) B. & D.	...	7.0
W.	12.15	...	M. & C.	3.35	...	M. & E.	6.55	...
(h) M. & E.	...	12.15	(h) M. & E.	...	3.35	W.	7.0	...
W.	12.20	...	E.	...	3.38	E.	7.0	...
E.	...	12.20	(h) B. & D.	3.41	...	M. & C.	7.6	...
M. & C.	...	12.27	W.	...	3.44	W.	...	7.5
W.	...	12.30	W.	3.45n	...	E.	...	7.10
M. & C.	12.34	...	W.	3.50m	...	W.	7.15	...
M. & E.	12.35	...	M. & E.	...	3.50	(h) M. & E.	...	7.15
M. & C.	...	12.35	M. & E.	3.55	...	B.M.	7.18	...
E.	12.38	...	E.	3.57m	...	M. & C.	7.20	...

(h) Passenger or Mixed Country Trains.

(m) On Saturdays only (n) Saturdays excepted.

1st July, 1886.

Arrivals at and Departures from Melbourne, &c.—continued.

Line.	Arr. P.M.	Dep. P.M.	Line.	Arr. P.M.	Dep. P.M.	Line.	Arr. P.M.	Dep. P.M.
N.E.	7.20	...	M. & C.	8.35	...	M. & C.	10.18	...
E.	7.23	...	M. & E.	...	8.35	E.	...	10.20
(h) M. & E.	7.25	...	E.	...	8.40	M. & C.	...	10.25
M. & E.	...	7.25	W.	8.45	...	W.	...	10.30
N.E.	...	7.30	E.	9.0	...	M. & E.	10.30	...
M. & C.	...	7.30	W.	...	9.0	E.	10.37	...
W.	...	7.33	M. & E.	...	9.5	W.	10.40	...
W.	7.35 m	...	E.	...	9.10	(h) B. & D.	10.46	...
W.	7.40	...	W.	9.15	...	E.	...	10.50
E.	...	7.40	N.E.	9.17	...	M. & E.	10.55	...
W.	7.45 n	...	M. & C.	...	9.21	(h) M. & E.	11.0	...
B. & D.	7.50	...	E.	9.25	...	W.	...	11.0
N.E.	7.55	...	M. & C.	9.30	...	E.	11.7	...
E.	8.0	...	M. & E.	9.30	...	W.	11.15	...
W.	...	8.0	W.	...	9.30	M. & C.	11.20	...
N.E.	...	8.5	M. & E.	...	9.35	E.	...	11.20
M. & E.	...	8.10	N.E.	9.40	...	N.E.	11.30	...
E.	...	8.10	W.	9.45	...	W.	...	11.30
W.	8.15	...	E.	...	9.50	M. & C.	...	11.35
M. & E.	8.20	...	E.	9.57	...	B. & D.	11.35	...
M. & C.	...	8.25	W.	...	10.0	E.	11.40	...
E.	8.27	...	M. & E.	...	10.5	W.	11.45	...
(h) B. & D.	8.30	...	W.	10.10	...	E.	...	11.50
W.	...	8.30	(h) N.E.	10.15	...	B. & D.	11.50	...
N.E.	8.35	...						

(h) Passenger or Mixed Country Trains. (m) On Saturdays only. (n) Saturdays excepted.

Departures and Arrivals of all Trains at the undermentioned places.

DOWN. WEEK DAYS—SATURDAYS EXCEPTED.

Melbourne.		Punt Road.	Richmond.	South Yarra.	To	Melbourne.		Punt Road.	Richmond.	South Yarra.	To
Flinders street.	Prince's bridge.					Flinders street.	Prince's bridge.				
A.M.	A.M.	A.M.	A.M.	A.M.	Darnum	A.M.	A.M.	A.M.	A.M.	A.M.	Camberwell
3 10 p	...	3 13	3 14	3 18	Warragul	8 10	8 8	8 11	8 12	...	Elsternwick
4 12 p	...	4 15	4 16	4 20	Sale	8 15	...	8 14	8 15	8 18	Elsternwick
5 10 p	...	5 13	5 14	5 18	Elsternwick	8 24	8 10	8 10	8 20	8 24	Camberwell
5 15	...	5 19	5 20	5 24	Lilydale	8 24	8 10	8 22	8 23	8 28	Brighton
5 35	5 30	5 24	5 25	...	Brighton	...	8 20	8 28	8 29	8 33	Camberwell
5 45	...	5 29	5 30	5 44	Elsternwick	...	8 20	8 33	8 34	8 38	Oakleigh
6 0	5 55	5 49	5 50	5 54	East Brighton	8 35	8 31	8 34	8 35	8 39	Balaclava
6 25	6 10	5 58	5 59	6 3	Brighton	...	8 30	8 39	8 40	8 43	Camberwell
6 35	...	6 4	6 5	6 9	Lilydale	8 42 p	8 30	8 42	8 43	8 47	Traralgon
...	6 30	6 14	6 15	...	Brighton	8 45	...	8 40	8 47	8 50	Brighton
...	6 42	6 20	6 20	6 34	Brighton	...	8 51	8 49	8 50	8 54	Camberwell
6 45	...	6 39	6 40	6 44	Camberwell	8 55	8 51	8 54	8 55	9 0	Balaclava
6 55	...	6 42	6 43	...	Sale	...	8 50	8 50	9 0	9 3	Frankston
...	6 42	6 45	6 46	6 50	Elsternwick	...	9 2	9 2	9 3	9 7	Box Hill
7 4	...	6 49	6 50	6 54	Brighton	...	9 2	9 5	9 6	9 13	Brighton
...	6 50	6 53	7 0	7 4	Box Hill	...	9 2	9 5	9 6	9 13	Dandenong
...	7 2	7 2	7 3	...	Oakleigh	...	9 8	9 8	9 9	9 13	Balaclava
...	7 2	7 5	7 6	7 9	Elsternwick	...	9 8	9 11	9 12	9 16	Camberwell
...	7 9	7 8	7 9	7 13	Hawthorn	...	9 8	9 11	9 12	9 16	Brighton
...	7 12	7 12	7 13	...	Frankston	...	9 8	9 11	9 12	9 16	Hawthorn
...	7 12	7 15	7 16	7 20	Brighton	...	9 8	9 11	9 12	9 16	Sale
...	7 12	7 19	7 20	7 24	Camberwell	...	9 8	9 11	9 12	9 16	Camberwell
...	7 10	7 22	7 23	...	Oakleigh	...	9 8	9 11	9 12	9 16	Brighton
...	7 23	7 25	7 26	7 30	Elsternwick	...	9 8	9 11	9 12	9 16	Caulfield
...	7 23	7 28	7 29	7 33	Hawthorn	...	9 8	9 11	9 12	9 16	Elsternwick
...	7 20	7 32	7 33	...	Oakleigh	...	9 8	9 11	9 12	9 16	Box Hill
...	7 20	7 35	7 36	7 40	Brighton	...	9 8	9 11	9 12	9 16	Burnley
...	7 20	7 39	7 40	7 44	Box Hill	...	9 8	9 11	9 12	9 16	Brighton
...	7 30	7 42	7 43	...	Elsternwick	...	9 8	9 11	9 12	9 16	Sale
...	7 30	7 48	7 49	7 53	Hawthorn	...	9 8	9 11	9 12	9 16	Camberwell
...	7 40	7 52	7 53	...	Brighton	...	9 8	9 11	9 12	9 16	Mordialloc
...	7 50	8 0	8 0	8 4	Camberwell	...	9 8	9 11	9 12	9 16	Elsternwick
...	8 2	8 3	8 3	...	Elsternwick	...	9 8	9 11	9 12	9 16	
...	8 8	8 8	8 9	8 12		...	9 8	9 11	9 12	9 16	

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading. p Goods Trains from Spencer-street!

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

DOWN.

WEEK DAYS—SATURDAYS EXCEPTED—continued.

Melbourne.		Punt Road.	Richmond.	South Yarra.	To	Melbourne.		Punt Road.	Richmond.	South Yarra.	To
Flinders-street.	Prince's-bridge.					Flinders-street.	Prince's-bridge.				
P.M.	P.M.	P.M.	P.M.	P.M.	Lilydale	P.M.	P.M.	P.M.	P.M.	P.M.	Camberwell
11 5	10 50	10 53	10 54	11 14	Brighton	5 16	5 14	5 17	5 18	..	Balaclava
..	11 10	11 14	11 15	..	Box Hill	..	..	5 20	5 21	5 25	Oakleigh
..	11 11	11 15	11 16	11 20	Oakleigh	..	5 20	5 24	5 25	5 28	Box Hill
11 14 p	..	11 18	11 19	11 24	Warragul	5 26	..	5 30	5 31	5 35	Brighton
11 25	..	11 29	11 30	11 34	Elsternwick	..	5 30	5 34	5 35	5 38	Mordialloc
11 28	..	11 32	11 33	11 37	Oakleigh	..	5 33	5 36	5 37	..	Camberwell
..	11 40	11 44	11 45	..	Camberwell	5 35	..	5 39	5 40	5 44	Elsternwick
11 45	..	11 49	11 50	11 54	Brighton	..	5 44	5 47	5 48	..	Camberwell
..	11 55	11 59	12 0	..	Lilydale	5 46	..	5 50	5 51	5 55	Brighton
P.M.	P.M.	P.M.	P.M.	P.M.	Elsternwick	..	5 53	5 56	5 57	..	Camberwell
12 5	..	12 9	12 10	12 14	Box Hill	5 55	..	5 59	6 0	6 4	Elsternwick
..	12 10	12 14	12 15	..	Frankston	..	6 0	6 4	6 5	6 8	Warragul
..	12 19	12 22	12 23	12 27	Brighton	..	6 4	6 7	6 8	..	Camberwell
12 25	..	12 29	12 30	12 34	Brighton	6 0	..	6 10	6 11	6 15	Brighton
..	12 29	12 32	12 33	12 37	Oakleigh	0 11	..	6 15	6 16	6 20	Elsternwick
..	12 40	12 44	12 45	..	Camberwell	..	6 14	6 17	6 18	..	Box Hill
12 41 p	..	12 45	12 46	12 50	Warragul	6 16	..	6 20	6 21	6 25	Balaclava
12 45	..	12 49	12 50	12 54	Elsternwick	..	6 20	6 24	6 25	6 28	Oakleigh
..	12 52	12 56	12 57	..	Hawthorn	..	6 24	6 27	6 28	..	Camberwell
1 5	..	1 9	1 10	1 14	Brighton	0 26	..	6 30	6 31	6 35	Brighton
..	1 10	1 14	1 15	..	Box Hill	..	6 30	6 33	6 34	6 37	Frankston
..	1 20	1 23	1 24	1 28	Oakleigh	..	6 34	6 37	6 38	..	Camberwell
1 25	..	1 29	1 0	1 34	Elsternwick	6 36	..	6 40	6 41	6 45	Elsternwick
1 35	..	1 39	1 40	1 44	Brighton	6 45	..	6 49	6 50	6 54	Brighton
..	1 40	1 44	1 45	..	Camberwell	..	6 50	6 54	6 55	..	Box Hill
1 42 p	..	1 45	1 46	1 50	Sale	..	6 58	7 2	7 3	..	Hawthorn
1 45	..	1 49	1 50	1 54	Brighton	..	7 2	7 5	7 6	7 10	Oakleigh
2 1 p	..	2 5	2 6	2 9	Sale	7 4	..	7 8	7 9	7 13	Elsternwick
2 5	..	2 9	2 10	2 14	Brighton	..	7 8	7 12	7 13	..	Camberwell
..	2 10	2 14	2 15	..	Camberwell	7 14	..	7 18	7 19	7 23	Brighton
..	2 21	2 25	2 26	2 29	Dandenong	7 35	..	7 39	7 40	7 44	Elsternwick
2 25	..	2 29	2 30	2 34	Brighton	..	7 39	7 42	7 43	..	Camberwell
..	2 31	2 35	2 36	2 39	Mordialloc	7 55	..	7 59	8 0	8 4	Brighton
2 40 p	..	2 43	2 44	2 48	Sale	..	8 0	8 3	8 4	8 8	Oakleigh
..	2 40	2 44	2 45	..	Camberwell	..	8 10	8 14	8 15	..	Box Hill
2 45	..	2 49	2 50	2 54	Elsternwick	8 15	..	8 19	8 20	8 24	Elsternwick
3 5	..	3 9	3 10	3 14	Brighton	8 35	..	8 39	8 40	8 44	Brighton
..	3 10	3 13	3 14	3 18	Caulfield	..	8 40	8 44	8 45	..	Camberwell
..	3 10	3 14	3 15	..	Box Hill	8 55	..	8 59	9 0	9 4	Elsternwick
..	3 25	3 29	3 30	..	Camberwell	..	9 10	9 14	9 15	..	Box Hill
3 25	..	3 29	3 30	3 34	Elsternwick	9 15	..	9 19	9 20	9 24	Brighton
..	3 40	3 44	3 45	..	Camberwell	..	9 30	9 33	9 34	9 38	Frankston
3 45	..	3 49	3 50	3 54	Brighton	9 35	..	9 39	9 40	9 44	Elsternwick
4 5	..	4 9	4 10	4 14	Elsternwick	..	9 40	9 44	9 45	..	Camberwell
..	4 9	4 12	4 13	..	Camberwell	..	9 51	9 55	9 56	10 0	Oakleigh
4 12	..	4 16	4 17	4 21	Brighton	9 55	..	9 59	10 0	10 4	Brighton
..	4 15	4 19	4 20	..	Lilydale	..	10 10	10 14	10 15	..	Box Hill
..	4 21	4 25	4 26	4 29	Oakleigh	10 15	..	10 19	10 20	10 24	Balaclava
4 24	..	4 28	4 29	4 33	Brighton	..	10 25	10 28	10 29	10 33	Oakleigh
..	4 25	4 31	4 32	..	Box Hill	10 36	..	10 39	10 40	10 44	Brighton
..	4 32	4 36	4 37	4 41	Sale	..	10 40	10 44	10 45	..	Camberwell
4 35	..	4 39	4 40	4 44	Elsternwick	10 55	..	10 59	11 0	11 4	Balaclava
..	4 30	4 42	4 43	..	Hawthorn	..	11 5	11 9	11 10	..	Camberwell
..	4 42	4 45	4 46	4 50	Frankston	11 10	..	11 14	11 15	11 19	Brighton
4 44	..	4 48	4 49	4 53	Brighton	..	11 15	11 18	11 19	11 23	Frankston
..	4 48	4 52	4 53	..	Camberwell	..	11 20	11 24	11 25	..	Camberwell
..	4 53	4 56	4 57	..	Hawthorn	11 25	..	11 29	11 30	11 34	Balaclava
4 55	..	4 59	5 0	5 4	Elsternwick	..	11 30	11 33	11 34	11 38	Dandenong
..	5 4	5 7	5 8	..	Camberwell	11 40	..	11 44	11 45	11 47	Brighton
5 6	..	5 10	5 11	5 15	Brighton	..	11 43	11 47	11 48	..	Box Hill
..	5 10	5 14	5 15	..	Lilydale	11 50	..	11 54	11 55	11 59	Balaclava
5 11	..	5 15	5 16	5 20	Elsternwick	..	..	..	..	..	..

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading.

^p Goods Trains from Spencer-street

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

UP.

WEEK DAYS—SATURDAYS EXCEPTED.

From	South Yarra.	Richmond.	Punt Road.	Melbourne.		From	South Yarra.	Richmond.	Punt Road.	Melbourne.	
	A.M.	A.M.	A.M.	Prince's bridge.	Flinders-street.		P.M.	P.M.	P.M.	Prince's bridge.	Flinders-street.
Camberwell ..	12 2	12 7	12 8	12 12	..	Oakleigh ..	12 33	12 36	12 37	12 41	..
Balaclava ..	12 22	12 27	12 28	..	12 12	Warragul ..	12 41	12 46	12 47	..	12 51p
Sale ..	12 25	12 30	12 31	..	12 28 ^p	Elsternwick ..	12 48	12 53	12 54	..	12 58
Balaclava ..	12 33	12 38	12 39	..	12 35	Box Hill ..	..	12 56	12 57	1 1	..
Brighton ..	1 29	1 34	1 35	..	12 43	Sale ..	12 55	1 0	1 1	1 5	..
Sale ..	1 49	1 54	1 55	..	1 39 ^p	Brighton ..	1 8	1 13	1 14	..	1 18
Sale ..	4 20	4 25	4 26	4 30	1 59 ^p	Camberwell ..	..	1 27	1 28	1 32	..
Warragul ..	5 23	5 33	5 34	..	6 15 ^p	Darnum ..	1 25	1 30	1 31	..	1 35p
Brighton ..	6 1	6 5	6 6	..	5 38	Elsternwick ..	1 28	1 33	1 34	..	1 38
Elsternwick ..	6 23	6 33	6 34	..	6 10	Mordialloc ..	1 35	1 39	1 40	1 44	..
Elsternwick ..	6 43	6 48	6 49	..	6 38	Hawthorn ..	..	1 43	1 44	1 48	..
Brighton ..	7 2	7 5	7 6	7 10	6 53	Oakleigh ..	1 45	1 49	1 50	1 54	..
Oakleigh ..	..	7 8	7 9	7 13	..	Brighton ..	1 48	1 53	1 54	..	1 58
Box Hill ..	7 15	7 20	7 21	7 25	..	Box Hill ..	..	2 0	2 1	2 5	..
East Brighton ..	7 18	7 23	7 24	..	7 28	Oakleigh ..	2 4	2 9	2 10	..	2 14p
Brighton ..	..	7 28	7 29	7 33	..	Elsternwick ..	2 8	2 13	2 14	..	2 18
Camberwell ..	..	7 33	7 34	..	7 38	Camberwell ..	..	2 27	2 28	2 32	..
Elsternwick ..	7 28	7 33	7 34	..	7 38	Brighton ..	2 28	2 33	2 34	..	2 38
Hawthorn ..	..	7 38	7 39	7 43	..	Oakleigh ..	2 45	2 49	2 50	2 54	..
Brighton ..	7 38	7 43	7 44	..	7 48	Brighton ..	2 48	2 53	2 54	..	2 58
Camberwell ..	..	7 43	7 49	7 53	..	Camberwell ..	..	3 0	3 1	3 5	..
Elsternwick ..	7 48	7 53	7 54	..	7 58	Brighton ..	3 8	3 13	3 14	..	3 18
Hawthorn ..	..	7 58	7 59	8 3	..	Lilydale ..	..	3 20	3 22	3 26	..
Brighton ..	7 58	8 3	8 4	8 8	8 8	Camberwell ..	..	3 30	3 31	3 35	..
Camberwell ..	..	8 8	8 9	8 13	..	Brighton ..	3 28	3 33	3 34	..	3 38
Elsternwick ..	8 8	8 13	8 14	..	8 18	Elsternwick ..	3 33	3 43	3 44	..	3 48
Oakleigh ..	8 14	8 17	8 18	8 22	..	Frankston ..	3 42	3 46	3 47	3 51	..
Hawthorn ..	..	8 17	8 18	8 22	..	Brighton ..	3 48	3 53	3 54	..	3 58
Brighton ..	8 18	8 23	8 24	..	8 28	Box Hill ..	..	3 58	3 59	4 3	..
Box Hill ..	..	8 28	8 29	8 33	..	Sale ..	3 55	3 58	3 59	..	4 3p
Elsternwick ..	8 27	8 32	8 33	8 37	..	Caulfield ..	4 1	4 5	4 6	4 10	..
Frankston ..	8 32	8 35	8 36	8 40	..	Lilydale ..	..	4 10	4 11	4 15	..
Brighton ..	8 35	8 38	8 39	..	8 43	Elsternwick ..	4 8	4 13	4 14	..	4 18
Camberwell ..	..	8 41	8 42	8 45	..	Camberwell ..	..	4 18	4 19	4 23	..
Oakleigh ..	8 39	8 44	8 45	8 49	..	Oakleigh ..	4 25	4 30	4 31	..	4 35p
Elsternwick ..	8 42	8 47	8 48	..	8 52	Brighton ..	4 28	4 33	4 34	..	4 38
Camberwell ..	..	8 53	8 54	8 58	..	Dandenong ..	4 33	4 36	4 37	4 41	..
Elsternwick ..	..	8 56	8 57	..	9 1	Camberwell ..	..	4 39	4 40	4 44	..
Brighton ..	8 55	8 59	9 0	..	9 4	Mordialloc ..	4 45	4 50	4 51	4 55	..
Camberwell ..	..	9 1	9 2	9 5	..	Elsternwick ..	4 48	4 53	4 54	..	4 58
Elsternwick ..	9 1	9 5	9 6	9 10	..	Camberwell ..	..	4 56	4 57	5 1	..
Warragul ..	9 4	9 8	9 9	9 13	..	Hawthorn ..	..	5 6	5 7	5 11	..
Lilydale ..	..	9 11	9 12	9 16	..	Brighton ..	5 8	5 13	5 14	..	5 18
Balaclava ..	9 8	9 13	9 14	..	9 18	Box Hill ..	..	5 16	5 17	5 21	..
Camberwell ..	..	9 16	9 17	9 21	..	Hawthorn ..	..	5 21	5 22	5 25	..
Brighton ..	9 18	9 22	9 23	..	9 26	Elsternwick ..	5 18	5 23	5 24	..	5 28
Camberwell ..	..	9 25	9 27	9 31	..	Brighton ..	5 28	5 33	5 34	..	5 38
Balaclava ..	9 28	9 33	9 34	..	9 38	Camberwell ..	..	5 36	5 37	5 41	..
Box Hill ..	..	9 37	9 38	9 42	..	Elsternwick ..	5 38	5 43	5 44	..	5 48
Brighton ..	9 38	9 43	9 44	..	9 48	Camberwell ..	..	5 46	5 47	5 50	..
Oakleigh ..	9 42	9 46	9 47	9 51	..	Oakleigh ..	5 45	5 49	5 50	5 54	..
Camberwell ..	..	9 49	9 50	9 54	..	Brighton ..	5 48	5 53	5 54	..	5 58
Balaclava ..	9 48	9 53	9 54	9 58	..	Camberwell ..	..	5 56	5 57	6 0	..
Hawthorn ..	..	9 58	9 59	10 3	..	Balaclava ..	5 55	5 59	6 0	..	6 4
Brighton ..	9 58	10 3	10 4	10 8	..	Elsternwick ..	5 59	6 3	6 4	..	6 8
Frankston ..	10 2	10 6	10 7	10 11	..	Box Hill ..	..	6 6	6 7	6 11	..
Camberwell ..	..	10 9	10 10	10 14	..	Frankston ..	6 5	6 9	6 10	6 14	..
Brighton ..	10 18	10 23	10 24	..	10 28	Brighton ..	6 8	6 13	6 14	..	6 18
Camberwell ..	..	10 30	10 31	10 35	..	Camberwell ..	..	6 16	6 17	6 21	..
Oakleigh ..	10 33	10 37	10 38	..	10 41	Elsternwick ..	6 18	6 23	6 24	..	6 28
Brighton ..	10 38	10 43	10 44	..	10 48	Camberwell ..	..	6 26	6 27	6 31	..
Burnley ..	..	10 50	10 51	10 55	..	Brighton ..	6 28	6 33	6 34	..	6 38
Elsternwick ..	10 48	10 53	10 54	..	10 58	Camberwell ..	..	6 36	6 37	6 41	..
Caulfield ..	10 51	10 56	10 57	11 1	..	Elsternwick ..	6 38	6 43	6 44	..	6 48
Box Hill ..	..	11 0	11 1	11 5	..	Box Hill ..	..	6 46	6 47	6 51	..
Brighton ..	11 8	11 13	11 14	..	11 18	Oakleigh ..	6 45	6 49	6 50	6 54	..
Lilydale ..	..	11 20	11 21	11 25	..	Brighton ..	6 48	6 53	6 54	..	6 57
Camberwell ..	..	11 30	11 31	11 35	..	Balaclava ..	6 52	6 58	6 59	7 3	..
Elsternwick ..	11 28	11 33	11 34	..	11 38	Camberwell ..	..	6 58	7 3	7 4	..
Dandenong ..	11 33	11 36	11 37	..	11 41	Elsternwick ..	6 58	7 3	7 4	7 13	..
Brighton ..	11 48	11 53	11 54	..	11 58	Camberwell ..	..	7 8	7 9	7 13	..
Frankston ..	11 54	11 58	11 59	12 2	..	Brighton ..	7 8	7 13	7 14	7 23	..
..	P.M.	P.M.	P.M.	P.M.	P.M.	Camberwell ..	7 18	7 18	7 19	..	7 29
Box Hill ..	12 0	12 0	12 1	12 5	..	Elsternwick ..	..	7 23	7 24	..	7 33
Elsternwick ..	12 8	12 13	12 14	..	12 18	Hawthorn ..	..	7 28	7 29	7 33	..
Camberwell ..	..	12 30	12 31	12 35	..	Brighton ..	7 28	7 33	7 34	..	7 38
Brighton ..	12 28	12 33	12 34	..	12 38	Oakleigh ..	7 33	7 36	7 37	7 41	..

NOTE.—Although the above-mentioned Trains are shown in consecutive order, signalmen must give and receive the usual Bell Signals between the stations referred to in the heading.

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

UP.

WEEK DAYS—SATURDAYS EXCEPTED—continued.

From	South Yarra.	Richmond.	Punt Road.	Melbourne.		From	South Yarra.	Richmond.	Punt Road.	Melbourne.	
				Prince's-bridge.	Flinders-street.					Prince's-bridge.	Flinders-street.
Box Hill ..	P.M.	P.M.	P.M.	P.M.	P.M.	Elsternwick ..	P.M.	P.M.	P.M.	P.M.	P.M.
Brighton ..	7 39	7 39	7 40	7 44	7 48	Box Hill ..	9 38	9 43	9 44	10 1	9 48
Mordialloc ..	7 43	7 47	7 48	7 51	7 58	Brighton ..	9 58	10 3	10 4	10 5	10 8
Elsternwick ..	7 48	7 53	7 54	8 5	8 8	Frankston ..	10 15	10 20	10 21	10 24	10 28
Camberwell ..	..	8 0	8 1	8 5	8 8	Elsternwick ..	10 18	10 23	10 24	10 27	10 31
Brighton ..	7 58	8 3	8 4	8 9	8 11	Camberwell ..	..	10 30	10 31	10 35	10 48
Lilydale ..	..	8 17	8 18	8 22	8 28	Warragul ..	10 35	10 40	10 41	10 44	10 48
Elsternwick ..	8 18	8 23	8 24	8 28	8 31	Brighton ..	10 38	10 43	10 44	10 47	10 51
Oakleigh ..	8 23	8 26	8 27	8 31	8 35	Sale ..	10 42	10 46	10 47	10 51	11 2
Camberwell ..	..	8 30	8 31	8 35	8 45 p	Balaclava ..	10 52	10 57	10 58	11 3	11 8
Warragul ..	8 35	8 40	8 41	8 45 p	8 48	Box Hill ..	..	11 3	11 4	11 8	11 13
Brighton ..	8 38	8 43	8 44	8 48	9 0	Oakleigh ..	11 5	11 9	11 9	11 13	11 18 p
Frankston ..	8 52	8 56	8 57	9 0	9 5	Brighton ..	11 8	11 13	11 14	11 17	11 31
Box Hill ..	..	9 0	9 1	9 5	9 8	Sale ..	11 21	11 26	11 27	11 30	11 35
Elsternwick ..	8 58	9 3	9 4	9 21	9 25	Camberwell ..	..	11 30	11 31	11 35	11 42
Oakleigh ..	9 13	9 16	9 17	9 21	9 25	Balaclava ..	11 32	11 37	11 38	11 41	11 46
Lilydale ..	..	9 20	9 21	9 25	9 28	Oakleigh ..	11 38	11 41	11 42	11 46	11 51 p
Brighton ..	9 18	9 23	9 24	9 28	9 31 p	Sale ..	11 41	11 46	11 47	11 51	11 58
Traralgon ..	9 21	9 26	9 27	9 31	..	Box Hill ..	..	11 52	11 53	11 57	..
Camberwell ..	..	9 30	9 31	9 35	..	Brighton ..	11 48	11 53	11 54	..	..

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading, p Goods Trains to Spencer-street.

Departures and Arrivals of all Trains at the undermentioned places.

DOWN.

SATURDAYS.

Melbourne.		Punt Road.	Richmond.	South Yarra.	To	Melbourne.		Punt Road.	Richmond.	South Yarra.	To
Flinders-street.	Prince's-bridge.					Flinders-street.	Prince's-bridge.				
A.M.	A.M.	A.M.	A.M.	A.M.	Darnum	A.M.	A.M.	A.M.	A.M.	A.M.	Camberwell
8 10 p	..	3 13	3 14	3 18	Warragul	8 4	7 59	8 2	8 3	8 12	Elsternwick
4 12 p	..	4 15	4 16	4 20	Sale	8 10	8 8	8 11	8 12	8 18	Camberwell
5 10 p	..	5 13	5 14	5 18	Elsternwick	8 15	8 10	8 14	8 15	8 24	Elsternwick
5 15	5 30	5 19	5 20	5 24	Lilydale	..	8 10	8 19	8 20	8 24	Elsternwick
5 35	..	5 34	5 35	5 44	Brighton	8 24	8 20	8 22	8 23	8 33	Camberwell
5 45	..	5 49	5 50	5 54	Elsternwick	..	8 20	8 23	8 24	8 33	Brighton
6 0	5 55	5 58	5 59	6 3	East Brighton	..	8 31	8 33	8 34	8 39	Camberwell
6 25	6 10	6 4	6 5	6 9	Brighton	8 35	8 31	8 34	8 35	8 39	Oakleigh
6 35	..	6 14	6 15	..	Lilydale	..	8 39	8 39	8 40	8 43	Balaclava
6 45	6 89	6 29	6 30	6 34	Brighton	8 42 p	..	8 42	8 43	8 50	Camberwell
6 55	6 42	6 39	6 40	6 44	Brighton	8 45	8 45	8 46	8 47	8 54	Traralgon
..	6 42	6 42	6 43	..	Camberwell	..	8 51	8 49	8 50	8 54	Brighton
6 45	..	6 45	6 46	6 50	Sale	8 55	8 51	8 54	8 55	8 58	Camberwell
6 55	6 59	6 49	6 50	6 54	Elsternwick	..	8 59	8 59	9 0	9 3	Balaclava
..	7 2	6 59	7 0	7 4	Brighton	..	8 59	9 2	9 3	9 7	Frankston
..	7 2	7 2	7 3	..	Box Hill	9 4	9 2	9 5	9 6	9 9	Box Hill
..	7 5	7 5	7 6	7 9	Oakleigh	9 4	9 3	9 8	9 9	9 13	Brighton
..	7 9	7 8	7 9	7 13	Elsternwick	..	9 3	9 11	9 12	9 16	Dandenong
..	7 12	7 12	7 13	..	Hawthorn	9 10	9 18	9 14	9 15	9 19	Balaclava
..	7 12	7 15	7 16	7 20	Frankston	9 21	9 18	9 22	9 23	9 27	Camberwell
7 15	..	7 19	7 20	7 24	Brighton	..	9 28	9 25	9 26	9 30	Brighton
..	7 19	7 22	7 23	..	Camberwell	9 81 p	9 28	9 32	9 33	9 39	Hawthorn
..	7 22	7 25	7 26	7 30	Oakleigh	..	9 39	9 35	9 36	9 39	Sale
7 24	..	7 28	7 29	7 33	Elsternwick	..	9 39	9 42	9 43	9 54	Camberwell
..	7 29	7 32	7 33	..	Hawthorn	9 45	10 0	9 49	9 50	9 54	Brighton
7 32 p	..	7 35	7 36	7 40	Oakleigh	..	10 0	10 3	10 4	10 8	Caulfield
7 35	..	7 39	7 40	7 44	Brighton	10 5	10 10	10 9	10 10	10 14	Elsternwick
..	7 30	7 42	7 43	..	Box Hill	..	10 10	10 14	10 15	..	Box Hill
7 44	..	7 48	7 49	7 53	Elsternwick	..	10 15	10 19	10 20	..	Burnley
..	7 49	7 52	7 53	..	Hawthorn	10 25	..	10 29	10 30	10 34	Brighton
7 55	..	7 59	8 0	8 4	Brighton	..	..	10 29	10 30	10 34	Brighton

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading, p Goods Trains to Spencer-street.

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

DOWN.

SATURDAYS—continued.

Melbourne.		Punt Road.	Richmond.	South Yarra.	To	Melbourne.		Punt Road.	Richmond.	South Yarra.	To
Flinders-street.	Prince's-bridge.					Flinders-street.	Prince's-bridge.				
A.M.	A.M.	A.M.	A.M.	A.M.		P.M.	P.M.	P.M.	P.M.	P.M.	
10 32 ^p	..	10 36	10 37	10 41	Sale	..	3 50	4 2	4 3	..	Box Hill
..	10 40	10 44	10 45	..	Camberwell	4 14	..	4 18	4 19	4 23	Elsternwick
..	10 43	10 46	10 47	10 51	Mordialloc	..	4 15	4 19	4 20	..	Lilydale
10 45	..	10 49	10 50	10 54	Elsternwick	..	4 28	4 32	4 33	..	Camberwell
..	10 50	10 53	10 54	..	Lilydale	..	4 32	4 36	4 37	4 41	Sale
11 5	..	11 9	11 10	11 14	Brighton	4 35	..	4 39	4 40	4 44	Brighton
..	11 10	11 14	11 15	..	Box Hill	..	4 42	4 45	4 46	4 50	Frankston
..	11 11	11 15	11 16	11 20	Oakleigh	4 55	..	4 59	5 0	5 4	Elsternwick
11 14 ^p	..	11 18	11 19	11 24	Warragul	..	4 59	5 2	5 3	..	Camberwell
11 25	..	11 29	11 30	11 34	Elsternwick	..	5 10	5 14	5 15	..	Lilydale
11 28	..	11 32	11 33	11 37	Oakleigh	5 15	..	5 19	5 20	5 24	Brighton
11 35	..	11 39	11 40	11 44	Brighton	..	5 20	5 24	5 25	5 28	Oakleigh
..	11 40	11 44	11 45	..	Camberwell	..	5 27	5 31	5 32	..	Camberwell
11 50	..	11 54	11 55	11 59	Brighton	..	5 30	5 34	5 35	5 38	Mordialloc
..	11 5	11 59	12 0	..	Lilydale	5 35	..	5 39	5 40	5 44	Elsternwick
..	..	..	..	P.M.	..	..	5 42	5 46	5 47	..	Hawthorn
11 55	..	11 59	12 0	12 4	Elsternwick	5 54	..	5 58	5 59	6 3	Brighton
P.M.	P.M.	P.M.	P.M.	..	..	..	5 57	6 0	6 1	..	Box Hill
12 5	..	12 9	12 10	12 14	Brighton	..	6 0	6 4	6 5	6 8	Warragul
..	12 10	12 14	12 15	..	Box Hill	6 5	..	6 9	6 10	6 14	Brighton
12 15	..	12 19	12 20	12 24	Elsternwick	..	6 9	6 13	6 14	..	Hawthorn
..	12 19	12 22	12 23	12 27	Frankston	6 15	..	6 19	6 20	6 24	Elsternwick
..	12 22	12 25	12 26	..	Hawthorn	..	6 20	6 24	6 25	6 28	Oakleigh
12 24	..	12 28	12 29	12 33	Brighton	6 24	..	6 28	6 29	6 33	Brighton
..	12 29	12 32	12 33	12 37	Oakleigh	..	6 27	6 30	6 31	..	Camberwell
..	12 33	12 36	12 37	..	Camberwell	..	6 30	6 33	6 34	6 37	Frankston
12 35	..	12 39	12 40	12 44	Elsternwick	6 35	..	6 39	6 40	6 44	Elsternwick
..	12 44	12 47	12 48	..	Camberwell	..	6 42	6 46	6 47	..	Hawthorn
12 46	..	12 50	12 51	12 55	Brighton	6 45	..	6 49	6 50	6 54	Brighton
..	12 53	12 56	12 57	..	Camberwell	..	6 52	6 56	6 57	..	Hawthorn
12 55	..	12 59	1 0	1 4	Elsternwick	..	6 58	7 2	7 3	..	Box Hill
..	1 3	1 6	1 7	..	Camberwell	..	7 2	7 5	7 6	7 10	Oakleigh
1 5	..	1 9	1 10	1 14	Brighton	7 4	..	7 8	7 9	7 13	Elsternwick
1 10	..	1 14	1 15	1 19	Elsternwick	..	7 10	7 14	7 15	..	Camberwell
..	1 14	1 17	1 18	..	Box Hill	7 15	..	7 19	7 20	7 24	Brighton
1 16	..	1 20	1 21	1 25	Balaclava	7 35	..	7 39	7 40	7 44	Elsternwick
..	1 20	1 23	1 24	1 28	Oakleigh	..	7 40	7 44	7 45	..	Camberwell
..	1 24	1 27	1 28	..	Camberwell	7 55	..	7 59	8 0	8 4	Brighton
1 26	..	1 30	1 31	1 35	Brighton	..	8 0	8 3	8 4	8 8	Oakleigh
..	1 34	1 37	1 38	..	Camberwell	..	8 0	8 4	8 5	..	Camberwell
1 36	..	1 40	1 41	1 45	Elsternwick	8 15	..	8 19	8 20	8 24	Elsternwick
1 42 ^p	..	1 45	1 46	1 50	Sale	..	8 20	8 24	8 25	..	Box Hill
..	1 44	1 47	1 48	..	Camberwell	8 35	..	8 39	8 40	8 44	Brighton
1 46	..	1 50	1 51	1 55	Brighton	..	8 40	8 44	8 45	..	Camberwell
..	1 54	1 57	1 58	..	Camberwell	8 55	..	8 59	9 0	9 4	Elsternwick
1 56	..	2 0	2 1	2 5	Elsternwick	..	9 0	9 4	9 5	..	Camberwell
2 1 ^p	..	2 5	2 6	2 9	Sale	9 15	..	9 19	9 20	9 24	Brighton
..	2 4	2 7	2 8	..	Camberwell	..	9 20	9 24	9 25	..	Box Hill
2 6	..	2 10	2 11	2 15	Brighton	..	9 30	9 33	9 34	9 38	Frankston
2 11	..	2 15	2 16	2 20	Elsternwick	9 35	..	9 39	9 40	9 44	Elsternwick
..	2 14	2 17	2 18	..	Box Hill	..	9 40	9 44	9 45	..	Camberwell
2 16	..	2 20	2 21	2 25	Balaclava	..	9 51	9 55	9 56	10 0	Oakleigh
..	2 21	2 25	2 26	2 29	Deaconsfield	9 55	..	9 59	10 0	10 4	Brighton
..	2 24	2 27	2 28	..	Camberwell	..	10 0	10 4	10 5	..	Camberwell
2 26	..	2 30	2 31	2 35	Brighton	10 15	..	10 19	10 20	10 24	Balaclava
..	2 31	2 35	2 36	2 39	Mordialloc	..	10 20	10 24	10 25	..	Box Hill
2 35	..	2 39	2 40	2 44	Elsternwick	..	10 25	10 28	10 29	10 33	Oakleigh
2 40 ^p	..	2 43	2 44	2 48	Sale	10 35	..	10 39	10 40	10 44	Brighton
..	2 40	2 44	2 45	..	Camberwell	..	10 40	10 44	10 45	..	Camberwell
2 45	..	2 49	2 50	2 54	Brighton	10 55	..	10 59	11 0	11 4	Balaclava
..	2 49	2 53	2 54	..	Hawthorn	..	11 0	11 4	11 5	..	Camberwell
2 55	..	2 59	3 0	3 4	Elsternwick	11 10	..	11 14	11 15	11 19	Brighton
..	2 59	3 2	3 3	..	Box Hill	..	11 15	11 18	11 19	11 23	Frankston
..	3 9	3 13	3 14	..	Hawthorn	..	11 20	11 24	11 25	..	Camberwell
3 15	..	3 19	3 20	3 24	Brighton	11 25	..	11 29	11 30	11 34	Balaclava
..	3 20	3 23	3 24	3 28	Oakleigh	..	11 30	11 33	11 34	11 38	Dandenong
..	3 28	3 32	3 33	..	Camberwell	11 40	..	11 44	11 45	11 47	Brighton
..	..	3 39	3 40	3 44	Elsternwick	..	11 43	11 47	11 48	..	Box Hill
3 55	..	3 59	4 0	4 4	Brighton	11 50	..	11 54	11 55	11 59	Balaclava

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading. ^p Good Trains to Spencer-street.

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

UP.

SATURDAYS.

From	South Yarra.	Richmond.	Punt Road.	Melbourne.		From	South Yarra.	Richmond.	Punt Road.	Melbourne.	
				Prince's-bridge.	Flinders-street.					Prince's-bridge.	Flinders-street.
Camberwell ..	A.M.	A.M.	A.M.	A.M.	A.M.	Warragul ..	P.M.	P.M.	P.M.	P.M.	P.M.
Balaclava ..	12 2	12 7	12 8	12 12	..	Hawthorn ..	12 41	12 46	12 47	12 55	12 51 ^p
Sale ..	12 22	12 27	12 28	..	12 12	Brighton ..	..	12 50	12 51	..	..
Balaclava ..	12 25	12 30	12 31	..	12 32 ^p	Sale ..	12 48	12 53	12 54	..	12 58
Brighton ..	12 33	12 38	12 39	..	12 35	Elsternwick ..	12 55	1 0	1 1	1 5	..
Sale ..	1 29	1 34	1 35	..	12 43	Box Hill ..	12 58	1 3	1 4	..	1 8
Sale ..	1 49	1 54	1 55	..	1 39 ^p	Brighton ..	..	1 6	1 7	1 11	..
Brighton ..	5 28	5 33	5 34	..	1 59 ^p	Elsternwick ..	1 8	1 13	1 14	..	1 18
Elsternwick ..	6 1	6 5	6 6	..	5 38	Camberwell ..	..	1 16	1 17	1 21	..
Elsternwick ..	6 28	6 33	6 34	..	6 10	Elsternwick ..	1 18	1 23	1 24	..	1 29
Brighton ..	6 43	6 48	6 49	..	6 38	Camberwell ..	..	1 26	1 27	1 31	..
Box Hill ..	..	7 8	7 9	7 13	..	Darnum ..	1 25	1 30	1 31	..	1 35 ^p
Oakleigh ..	7 2	7 5	7 6	7 10	..	Brighton ..	1 28	1 33	1 34	..	1 38
East Brighton ..	7 15	7 20	7 21	7 25	..	Camberwell ..	..	1 36	1 37	1 41	..
Brighton ..	7 18	7 23	7 24	..	7 28	Mordialloc ..	1 35	1 39	1 40	1 44	..
Camberwell ..	..	7 28	7 29	7 33	..	Elsternwick ..	1 38	1 43	1 44	..	1 48
Elsternwick ..	7 28	7 33	7 34	..	7 38	Box Hill ..	..	1 46	1 47	1 51	..
Hawthorn ..	..	7 38	7 39	7 43	..	Oakleigh ..	1 45	1 49	1 50	1 54	..
Brighton ..	7 38	7 43	7 44	..	7 48	Brighton ..	1 48	1 53	1 54	..	1 58
Camberwell ..	..	7 48	7 49	7 53	..	Camberwell ..	..	1 55	1 56	2 0	..
Elsternwick ..	7 48	7 53	7 54	..	7 58	Balaclava ..	1 53	1 58	1 59	..	2 3
Hawthorn ..	..	7 58	7 59	8 3	..	Elsternwick ..	1 58	2 3	2 4	..	2 8
Brighton ..	7 58	8 3	8 4	..	8 8	Camberwell ..	..	2 6	2 7	2 11	..
Camberwell ..	..	8 8	8 9	8 13	..	Oakleigh ..	2 4	2 9	2 10	..	2 14 ^p
Elsternwick ..	8 8	8 13	8 14	..	8 18	Brighton ..	2 8	2 13	2 14	..	2 18
Oakleigh ..	8 14	8 17	8 18	8 22	..	Camberwell ..	..	2 16	2 17	2 21	..
Hawthorn ..	..	8 17	8 18	8 22	..	Elsternwick ..	2 18	2 23	2 24	..	2 28
Brighton ..	8 18	8 23	8 24	..	8 28	Camberwell ..	..	2 26	2 27	2 31	..
Box Hill ..	..	8 28	8 29	8 33	..	Brighton ..	2 28	2 33	2 34	..	2 38
Elsternwick ..	8 27	8 32	8 33	..	8 37	Camberwell ..	..	2 36	2 37	2 41	..
Frankston ..	8 32	8 35	8 36	8 40	..	Elsternwick ..	2 38	2 43	2 44	..	2 48
Brighton ..	8 35	8 38	8 39	8 45	..	Box Hill ..	..	2 46	2 47	2 51	..
Camberwell ..	..	8 41	8 42	8 45	..	Oakleigh ..	2 45	2 49	2 50	2 54	..
Oakleigh ..	8 39	8 44	8 45	8 49	..	Brighton ..	2 48	2 53	2 54	..	2 58
Elsternwick ..	8 42	8 47	8 48	..	8 52	Camberwell ..	..	2 55	2 56	3 0	..
Camberwell ..	..	8 53	8 54	8 58	..	Balaclava ..	2 53	2 58	2 59	..	3 3
Elsternwick ..	8 51	8 56	8 57	..	9 1	Elsternwick ..	2 58	3 3	3 4	..	3 8
Brighton ..	8 55	8 59	9 0	..	9 4	Camberwell ..	..	3 8	3 9	3 14	..
Camberwell ..	..	9 1	9 2	9 5	..	Brighton ..	3 8	3 13	3 14	..	3 18
Elsternwick ..	9 1	9 5	9 6	..	9 10	Hawthorn ..	..	3 16	3 17	3 21	..
Warragul ..	9 4	9 8	9 9	9 13	..	Lilydale ..	..	3 20	3 22	3 26	..
Lilydale ..	..	9 11	9 12	9 16	..	Elsternwick ..	3 10	3 24	3 25	..	3 29
Balaclava ..	9 8	9 13	9 14	..	9 18	Camberwell ..	..	3 27	3 28	3 32	..
Camberwell ..	..	9 16	9 17	9 21	..	Brighton ..	3 28	3 33	3 34	..	3 38
Brighton ..	9 18	9 22	9 23	..	9 26	Hawthorn ..	..	3 37	3 38	3 42	..
Camberwell ..	..	9 26	9 27	9 31	..	Elsternwick ..	3 38	3 43	3 44	..	3 48
Balaclava ..	9 28	9 33	9 34	..	9 38	Frankston ..	3 42	3 46	3 47	3 51	..
Box Hill ..	..	9 37	9 38	9 42	..	Box Hill ..	..	3 49	3 50	3 54	..
Brighton ..	9 38	9 43	9 44	..	9 48	Brighton ..	3 48	3 53	3 54	..	3 58
Oakleigh ..	9 42	9 46	9 47	9 51	..	Sale ..	3 55	3 58	3 59	..	4 3 ^p
Camberwell ..	..	9 49	9 50	9 54	..	Brighton ..	3 58	4 3	4 4	..	4 8
Balaclava ..	9 48	9 53	9 54	..	9 58	Lilydale ..	..	4 10	4 11	4 15	..
Hawthorn ..	..	9 58	9 59	10 3	..	Camberwell ..	..	4 18	4 19	4 23	..
Brighton ..	9 58	10 3	10 4	..	10 8	Elsternwick ..	4 18	4 23	4 24	..	4 28
Frankston ..	10 2	10 6	10 7	10 11	..	Oakleigh ..	4 25	4 30	4 31	..	4 35 ^p
Camberwell ..	..	10 9	10 10	10 14	..	Brighton ..	4 33	4 36	4 37	4 41	..
Brighton ..	10 18	10 23	10 24	..	10 28	Oakleigh ..	..	4 43	4 44	..	4 48
Camberwell ..	..	10 30	10 31	10 35	..	Brighton ..	4 38	4 47	4 48	4 52	..
Oakleigh ..	10 33	10 37	10 38	..	10 41	Mordialloc ..	4 45	4 50	4 51	4 55	..
Brighton ..	10 38	10 43	10 44	..	10 48	Elsternwick ..	4 58	5 3	5 4	..	5 8
Burnley ..	..	10 50	10 51	..	10 55	Brighton ..	5 18	5 23	5 24	..	5 28
Elsternwick ..	10 48	10 53	10 54	..	10 58	Camberwell ..	..	5 28	5 29	5 33	..
Caulfield ..	10 51	10 56	10 57	11 1	..	Elsternwick ..	5 38	5 43	5 44	..	5 48
Box Hill ..	..	11 0	11 1	11 5	..	Beneonefield ..	5 45	5 49	5 50	5 54	..
Brighton ..	11 8	11 13	11 14	..	11 18	Camberwell ..	..	6 0	6 1	6 5	..
Lilydale ..	..	11 20	11 21	11 25	..	Brighton ..	5 58	6 3	6 4	..	6 8
Camberwell ..	..	11 30	11 31	11 35	..	Frankston ..	6 5	6 9	6 10	6 14	..
Elsternwick ..	11 29	11 33	11 34	..	11 38	Hawthorn ..	..	6 12	6 13	6 17	6 21
Dandenong ..	11 33	11 36	11 37	11 41	..	Elsternwick ..	0 18	0 23	0 24	0 28	..
Brighton ..	11 48	11 53	11 54	..	11 58	Box Hill ..	..	0 27	0 28	0 32	..
Frankston ..	11 54	11 58	11 59	12 2	..	Hawthorn ..	..	0 40	0 41	0 45	..
Box Hill ..	P.M.	P.M.	P.M.	P.M.	P.M.	Brighton ..	6 38	6 43	6 44	..	6 48
Elsternwick ..	12 8	12 13	12 14	12 5	12 18	Oakleigh ..	6 45	6 49	6 50	6 54	..
Camberwell ..	..	12 25	12 26	12 30	..	Camberwell ..	..	6 58	6 59	7 3	..
Brighton ..	12 28	12 33	12 34	..	12 38	Elsternwick ..	6 58	7 2	7 4	..	7 8
Oakleigh ..	12 33	12 36	12 37	12 41	..	Hawthorn ..	..	7 10	7 11	7 15	..
Elsternwick ..	12 38	12 43	12 44	..	12 48	Brighton ..	7 8	7 13	7 14	..	7 18
						Hawthorn ..	..	7 20	7 21	7 25	..
						Elsternwick ..	7 18	7 23	7 24	..	7 28

NOTE—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading. ^p Goods Trains to Spencer-street.

1st July, 1886.

Departures and Arrivals of all Trains at the undermentioned places.

UP.

SATURDAYS—continued.

From	South Yarra.	Richmond.	Punt Road.	Melbourne.		From	South Yarra.	Richmond.	Punt Road.	Melbourne.	
				Prince's-bridge.	Flinders-street.					Prince's-bridge.	Flinders-street.
Box Hill ..	P.M.	P.M.	P.M.	P.M.	P.M.	Camberwell ..	P.M.	P.M.	P.M.	P.M.	P.M.
Brighton ..	7 28	7 33	7 34	7 33	7 38	Elsternwick ..	9 38	9 43	9 44	9 32	9 48
Oakleigh ..	7 33	7 36	7 37	7 41	7 48	Camberwell ..	9 58	9 47	9 48	9 52	10 8
Brighton ..	7 38	7 43	7 44	7 50	7 58	Brighton ..	10 3	10 3	10 4	10 8	10 8
Camberwell ..	7 43	7 47	7 48	7 51	7 58	Box Hill ..	10 7	10 7	10 8	10 12	10 12
Mordialloc ..	7 48	7 53	7 54	8 5	8 8	Frankston ..	10 15	10 20	10 21	10 24	10 24
Elsternwick ..	7 58	8 0	8 1	8 22	8 28	Elsternwick ..	10 18	10 23	10 24	10 28	10 28
Camberwell ..	8 18	8 23	8 24	8 31	8 32	Camberwell ..	10 18	10 27	10 28	10 32	10 48
Brighton ..	8 23	8 26	8 27	8 31	8 45 p	Brighton ..	10 38	10 43	10 44	10 44	10 48
Lilydale ..	8 27	8 27	8 28	8 32	8 48	Sale ..	10 42	10 46	10 47	10 51	10 51
Elsternwick ..	8 35	8 40	8 41	8 45 p	8 52	Camberwell ..	10 42	10 46	10 47	10 51	10 51
Oakleigh ..	8 38	8 43	8 44	8 52	9 0	Balaclava ..	10 52	10 57	10 58	11 2	11 2
Camberwell ..	8 43	8 47	8 48	9 0	9 8	Box Hill ..	10 52	11 7	11 8	11 12	11 12
Warragul ..	8 47	8 52	8 53	9 12	9 12	Oakleigh ..	11 5	11 8	11 9	11 13	11 13
Brighton ..	8 52	8 56	8 57	9 12	9 21	Brighton ..	11 8	11 13	11 14	11 18	11 18
Camberwell ..	8 58	9 3	9 4	9 21	9 25	Sale ..	11 8	11 26	11 27	11 31 p	11 31 p
Frankston ..	9 7	9 7	9 8	9 25	9 28	Camberwell ..	11 21	11 26	11 27	11 32	11 32
Elsternwick ..	9 13	9 16	9 17	9 28	9 31 p	Balaclava ..	11 27	11 27	11 28	11 32	11 32
Box Hill ..	9 18	9 20	9 21	9 31 p	9 31 p	Box Hill ..	11 27	11 27	11 28	11 32	11 32
Oakleigh ..	9 21	9 23	9 24	9 31 p	9 31 p	Sale ..	11 32	11 37	11 38	11 42	11 42
Lilydale ..	9 26	9 26	9 27	9 31 p	9 31 p	Oakleigh ..	11 32	11 37	11 38	11 42	11 42
Brighton ..	9 21	9 26	9 27	9 31 p	9 31 p	Brighton ..	11 38	11 41	11 42	11 46	11 46
Traralgon ..	9 21	9 26	9 27	9 31 p	9 31 p	Box Hill ..	11 41	11 46	11 47	11 52	11 52
						Brighton ..	11 48	11 53	11 54	11 58	11 58

NOTE.—Although the above-mentioned Trains are shown in consecutive order, Signalmen must give and receive the usual Bell Signals between the stations referred to in the heading. p Goods Trains to Spencer-street.