SLEEPING BERTHS AND RESERVED SEAT BOOKING

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. ... ... "Intercapital Daylight"	Mon. to Sat.	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss Vale passengers change trains Goulburn), Strathfield, Sydney.
7.45 a.m. ... ... "Intercapital Daylight"	Mon. to Sat.	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. ... ... "Spirit of Progress"	Mon. to Sat.	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun., Tues., Thur., Fri.
7.0 p.m. ... ... "Spirit of Progress"	Sunday	"	"	Sleeping berths and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn. Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon., Wed., Fri., Sat.
8.10 p.m. ... ... "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	
8.0 p.m. ... ... "Southern Aurora"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.0 p.m. ... ... "Southern Aurora"	Daily (Sun. incl.)	Sydney	Melbourne	
8.40 p.m. ... ... "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berths and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton and S.A. stations. (See page 138).
7.0 p.m. ... ... "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide and S.A. stations.

SLEEPING BERTHS AND RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)

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

NORTHERN LINES

Train	Days of running	From	To	Stations from and to which seats or berths may be booked
8.10 a.m.	Mon., Tue., Wed., Fri.	Melbourne	Swan Hill	Castlemaine and stopping stations beyond. Where connections made passengers change to non-seat-booked Rail Motor trains — at Castlemaine for Maryborough line: at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines; at Swan Hill for Piangil line; at Kerang for Koondrook line and at Bendigo and Echuca for Balranald line. 6.5 p.m. Bendigo Sat. connects at Woodend for Daylesford line.
8.10 a.m.	Thursday	Melbourne	Bendigo	
8.20 a.m.	Saturday	Melbourne	Swan Hill	
1.35 p.m.	Mon., Tue., Wed., Fri. Sat.	Melbourne	Bendigo	
1.35 p.m.	Thursday	Melbourne	Swan Hill	
5.45 p.m.	Mon. to Fri.	Melbourne	Bendigo	
6.5 p.m.	Saturday	Melbourne	Bendigo	
9.30 a.m.	Mon. to Sat.	Melbourne	Daylesford	Woodend and stations beyond.
4.55 p.m.	Mon. to Fri.	Melbourne	Daylesford	
5.35 p.m.	Saturday	Melbourne	Daylesford	
9.5 p.m.	Mon. to Th.	Melbourne	Mildura	Berths to Donald and stations beyond; seats Maryborough, and stopping stations beyond.
9.20 p.m.	Fri., Sun.	Melbourne	Mildura	
9.0 p.m.	Sunday			
9.20 p.m.	Monday to Friday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.

NORTH WESTERN LINES

9.10 a.m.	Mon. to Sat.	Melbourne	Dimboola	Ballarat and stopping stations beyond. Where connections made passengers change to non-seat-booked Rail Motor trains at Ballarat for Linton, and Donald lines; at Ararat for Hamilton and Portland line; at Murtoa for Hopetoun line; at Dimboola for Serviceton line.
1.30 p.m.	Mon. to Fri.	Melbourne	Horsham	
1.30 p.m.	Saturday	Melbourne	Dimboola	
5.25 p.m. ...	Monday to Friday	Melbourne	Ballarat	Ballarat only
6.20 p.m. ...	Saturday ...	Melbourne	Ballarat	

SOUTH WESTERN LINES

8.25 a.m.	Mon. to Sat.	Melbourne	Port Fairy	Winchelsea and stopping stations beyond.
5.52 p.m.	Mon. to Friday	Melbourne	Warrnambool	
6.10 p.m.	Saturday	Melbourne	Warrnambool	
7.32 p.m.	Sunday	Melbourne	Warrnambool	

(Continued)

RESERVED SEAT BOOKING

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

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

* Combined train to Seymour.

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

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

WITHIN VICTORIA

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

Standard Gauge Trains—for travel to Victorian Stations. See under "Booking Conditions" for travel to Albury by **"Intercapital Daylight"**, and **"Spirit of Progress"** in each direction to Benalla, Wangaratta and Albury.

"The Overland" —for journeys within Victoria.

Road Motor Coach Services.

Guaranteed Special Trains.

"Puffing Billy" Narrow Gauge Trains—Belgrave–Emerald.

BOOKING CONDITIONS:

On trains by which passes are available:—

Reserved seats may be booked as from opening date for public booking.

Sleeping berths, Melbourne—Mildura Service—End sleeping berths, if available, may be reserved as from 9.0 a.m. on the day prior to date of travel.

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

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

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

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

INTERSTATE SERVICES

"Southern Aurora"

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

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

MELBOURNE—ADELAIDE
ADELAIDE—MELBOURNE

"The Overland"

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

MELBOURNE—SYDNEY
SYDNEY—MELBOURNE

"Spirit of Progress"

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

"Intercapital Daylight"

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

ALBURY—SYDNEY
SYDNEY—ALBURY

"Riverina Express"

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

SYDNEY—BRISBANE
BRISBANE—SYDNEY

Reserved seats may be booked on the opening date for public booking and sleeping berths fourteen days in advance of the date of travel by the **(No. 3) "Brisbane Express"** from Sydney and by **(No. 4) Brisbane Express** from South Brisbane.

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

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

TRANS-AUSTRALIAN RAILWAY
PORT PIRIE-KALGOORLIE

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

1st to 31st January, both dates inclusive.
The week preceding and including Easter Monday.
8th to 31st December, both dates inclusive.

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

25th August to 7th October, both dates inclusive.
1st to 7th December, both dates inclusive.

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

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

VICTORIAN PASSENGER ROLLING STOCK

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

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle buffers over or pulling Lines		Coupling (For Notes see page 148)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji Air conditioned (Roomettes)	20	...	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai. Air Conditioned (Twinettes)	20	...	50	78	3	Auto.	F.
"	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	...	53	78	3	Auto.	F.
"	8	Coliban, Acheron, Inman, Pekina, Tambo, Dargo, Loddon, Onkaparinga	20	...	45	74	1¼	Auto.	E.
AE ...	7	8 compartments	48	...	45	74	1¼	Auto.	E.
BE ...	5	9 compartments	...	72	45	74	1¼	Auto.	E.
AJ ...	3	2 compartments, Saloon type Air conditioned	48	...	45	78	7¾	Auto.	F.
BJ ...	10	2 compartments, Saloon type, Air conditioned	...	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer K	...	...	40	53	9¼	½ Auto., ½ Auto. and Screw	E.
CE ...	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
D ...	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	...	...	45	63	3¼	Auto.	—
D ...	1	Steel bulk mail van, No. 1 (25 tons capacity)	...	...	55	63	5¾	Auto.	—
JCP ‡ ...	9	Express Goods Brakevan ... Nos. 1–9 (10 tons capacity)	...	...	35	39	0	Auto.	E.
		Victorian Stock All Steel Bogie							
AS ...	13	8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 16	48	...	50M	75	0	Auto.	E.
BS ...	4	8 compartments (Air Conditioned), Nos, 1, 4, 7, 8	...	64	50M	75	0	Auto.	E. N
MBS ...	3	Mini Buffet, 5 compartments and Mini Buffet (air conditioned) Nos. 1–3	12 diners 40 sitting		48	75	0	Auto.	E.
ABS ...	2	8 compartments (Air conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ* ...	5	Saloon type (Air Conditioned) Nos. 3 to 7	48	...	50	75	0	Auto.	F.
AZ ...	3	Saloon type (Air Con'ed) Nos. 1, 2 and 8	56	...	50	75	0	Auto.	F.
BZ* ...	6	Saloon type (Air Conditioned) Nos. 1 to 6	...	64	50	75	0	Auto.	F.
BZ ...	1	Saloon type (Air Con'ed) No. 7	...	68	50	75	0	Auto.	F.
Dining	1	Murray (Air Conditioned) ...	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ...	48	...	75	76	1¼	Auto.	E.
Buffet ...	1	Moorabool ... ... (Air Conditioned) ...	19 diners 12 sitting		60	75	0	Auto.	E.

Note :—"F" Fluorescent; "E" Electric.

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

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

N "BS" carriage No. 8 Fluorescent lighting.

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

* No. 3 AZ and No. 3 BZ available for bogie exchange.

(N.E.)

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 148)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Norman (Air Conditioned) ...	24	...	54	75	0	Auto.	E.
"	1	State No. 4	26	...	50	74	9¼	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	...	60	75	7¼	Auto.	F.
"	1	Melville	...	...	40	50	2	Auto.	E.
"	1	Medical and Vision Test ...	...	...	45	74	1¼	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation)	...	...	30	48	2½	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths)	...	...	50	74	1¼	Auto.	E.
Parlor	1	Yarra	33	...	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		50	74	9¼	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos, 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1¼	Auto.	E.
"	1	No. 5	20	...	45	74	1¼	Auto.	E.
AE ...	24	8 compartments (Except Nos. 1, 3, 12)	48	...	45	74	1¼	Auto.	E.
BE ...	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	...	72	55	74	1¼	Auto.	E.
BE ...	4	8 compartments No. 49 to 52 (Air Conditioned)	...	64	55	74	1¼	Auto.	E.
BE ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1¼	Auto.	E.
BG ...	2	Saloon and Compartment type (air-conditioned)	...	64	50	71	0	Auto.	E.
ABE ...	16	8 compartments, Nos. 1 to 16	26	36	45	74	1¼	Auto.	E.
BCE ...	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	...	42	50	74	1¼	Auto.	E.
AW ...	40	6 compartments, 58-ft. body	40	...	35	61	2¾	Auto.	E.
AW ...	9	7 compartments, 64-ft. body Nos. 60 to 68	60	...	35	67	2	Auto.	E.
BW ...	42	7 compartments, 58-ft. body Nos. 1 to 9, 11 to 26, 28 to 44	...	60	35	61	2¾	Auto.	E.
BW ...	11	8 compartments, 64-ft. body, Nos. 60 to 70	...	68	35	67	2	Auto.	E.
ABW ...	4	6 compartments (3-1st, 3-2nd) 58-ft. body	19	25	35	61	2¾	½ Auto. ½ Trans. Nos. 4, 34, 40, 42	E.
ABW ...	5	7 compartments (3-1st, 4-2nd) 64-ft. body. Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ...	47	6 compartments (3-1st, 3-2nd) 58-ft. body	20	26	35	61	2¾	Auto. Nos. 7, 14, 15, 17, 21, 23, 25, 26, 31, 36, 38, 48, 49, 50, 51 52 ½ Auto. ½ Trans. Nos. 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 33, 35, 37, 39, 41, 43, 44, 45 46, 47	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines		Coupling (For notes see page 148)	Lighting facilities (See note)
			1st Class	2nd Class		feet	in.		
		Victorian Stock (Bogie Carriages)—continued							
BPL ...	28	9 compartments, Nos. 88 to 91, 93, 94, 100, 102 to 111, 113, 114, 116 to 122, 125, 126	...	82	30	60	5½	Auto.	E.
BPL	27	9 compartments, Nos. 42 to 46, 48, 50 to 55, 61, 78, 79, 81, 83, 85, 86, 95 to 99, 101, 123, 124,	...	82	30	59	11¼	Auto.	E.
BPL	65	9 compartments Nos. 1 to 27, 29 to 41, 56 to 60, 62 to 77, 80, 82, 84, 87	...	82	30	61	8	Auto	E.
ABL ...	1	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
Special	1	8 compartments, (Enterprise)	...	64	40	73	8	Screw	E.
BL ...	1	9 compartments, No. 13 (Pioneer)	...	72	40	73	8	Screw	E.
AV ...	4	6 compartments	32	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 23 ...	30	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 32 ...	28	...	30	53	6½	Screw	E.
BV ...	15	7 compartments	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brake-van, Nos. 19, 23 (15 cwt. capacity)	...	80	30	59	3½	Screw	—
BC ...	5	8 compartments with brake-van Nos. 1 to 4, 6 (15 cwt. capacity)	...	80	30	60	1¼	Screw, No. 4, ½ Auto, ½ Screw, Nos. 1, 2, 3, 6	—
BC ...	2	7 compartments with brake-van (15 cwt. capacity) Nos. 11, 15	...	70	30	60	1¼	Screw, No. 15, ½ Auto. ½ Screw, No. 11.	—
BC (M)...	1	7 compartments with brake-van (15 cwt. capacity) No. 17	...	70	30	60	1¼	Auto.	E.
BCPL ...	7	8 compartments Nos. 2 to 8	...	76	30	61	8	Auto.	E.
BCPL ...	1	6 compartments with brake-van (4 tons cap) No. 1	...	51	35	59	11¼	Auto.	E.
BCPL	9	8 compartments ... ... Nos. 9 to 17	...	76	30	60	5½	Auto.	E.
		Bogie Brakevans							
CE ...	5	Nos. 15, 33, 34, 36 and 37 (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
CE ...	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	...	...	45	63	3¼	Auto.	E.
CP ...	30	Nos. 1, 3, 6–11, 13,15–18, 20, 22–29, 31–35, 37, 39, 40 (10 tons capacity)	...	...	35	42	0	Auto.	E.
CA ...	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	...	...	30	43	0¾	Auto.	E.
CW ...	5	12 tons capacity, Nos. 16 to 20	...	...	35	53	3¼	Auto.	E.
CW ...	15	10 tons capacity	...	...	35	53	3¼	Auto.	E.
CV ...	2	10 tons capacity	...	...	35	53	6½	Auto.	E.
CV ...	5	fish compartment ... ... (10 tons capacity)	...	...	35	53	6½	Auto.	E.
C ...	21	8 tons capacity ... ... (Sanitary accommodation)	...	...	25	43	2½	Auto.	E.
C ...	1	Fish compartment, 8 tons capacity, No. 44	...	...	25	43	3½	Auto.	E.
ZLP ...	80	10 tons capacity ...	...	...	35	37	0	Auto.	E.

Note:—"E" Electric.

(M) The maximum load which can be hauled behind carriage BC 17 is shown in part (c) of Maximum Loads of Express and Passenger Trains, page 150.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd Class	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines feet	Overall Length of Vehicle over buffers or Pulling lines in.	Coupling (For notes see page 148)	Lighting facilities (See Note)
		Sundry Stock (Bogie)—continued.							
FP ...	4	Horse Box, 12 horses, No. 7, 10, 12, 13	...	...	30	48	2½	Auto.	—
WW ...	74	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K.
WW ...	60	Workmen's sleeper, Nos. 101 and over	...	...	20	Various		Auto.	K.
WK(M)	1	Workmen's kitchen carriage...	...	...	30	59	3½	Auto.	—
BP ...	13	Bogie Van	...	...	35	41	11½	Auto.	—
LP ...	10	Bogie Sheep Van	...	...	26	38	10	Auto.	—
TP ...	5	Nos. 1 to 5 Refrigerated ...	...	...	30	28	5	Auto.	—
VP ...	50	Bogie Louvre Van	...	...	35	41	11½	Auto.	—
Display Car	6	Saloon Interior for Special Charter ...	...	...	30	53	6½	Screw Nos. 2, 3, 5, 6. ½ Auto. ½ Screw Nos. 1, 4	—
		Brakevan and Sundry Stock (Fixed Wheel Base)							
ZP ...	24	2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	...	...	18	27	4	Dual	K.
		Brakevan and Sundry Stock (Not available for passenger trains)							
Z ...	1	4 tons capacity (6 wheels) No. 174	...	...	15	27	6	Auto.	K.
Z ...	12	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	118	2 tons capacity (4 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	363	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
WS ...	6	Workmen's shower carriage... (4 wheels)	...	...	...	...	...	Auto.	—
W ...	264	Workmen's sleeper	...	...	15	Various		Screw 5, No. Auto. 259 No.	—
WM ...	2	Workmen's mess carriage (6 wheels)	...	...	15	Various		Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ...	1	One compartment with Brakevan (No. 2) 4 tons	...	7	10	27	3¾	Auto.	—
NB ...	1	7 compartments (No. 24) ...	...	32	11	31	8	Auto.	—
NBH ...	11	Excursion carriage (Nos. 2–4, 6–11, 13,14)	...	32	7	27	3¾	Auto.	—
NBL ...	4	Excursion carriage ...	...	36	11	31	0	Auto.	—
NC ...	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	...	...	7½	27	3¾	Auto.	—
		Electric Trains	One Class						
M ...	35	7 compartments (swing) ...	70		55	60	1½	Screw	E.
M ...		8 compartments (swing) ...	80		55	and 61	8	Screw	E.
M ...	258	8 compartments (sliding) ...	84		55	61	8	Screw 211, Trans Hook 47	E.

Note:—"E" Electric; "K" Kerosene.

(M) The maximum load which may be hauled behind WK carriage is shown in part (c) of maximum loads of Express and Passenger trains, page 150.

Class	No. of Vehicles in Class	Description	Passenger Capacity — One Class	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines — feet	— in.	Coupling (For Notes see page 148)	Lighting facilities (See Note)
		Victorian Stock (Electric Trains)—continued.						
M ...	90	3 compartments (sliding) ...	59	55	62	11¼	Auto.	F.
M ...	81	1 compartment (sliding) ...	65	55	62	11½	Auto.	F.
M ...	17	1 compartment (sliding) Walk Through ...	71	55	62	11½	Auto.	F.
D ...	4	7 compartments (swing) ...	70	35	60 and 61	1¼	Screw	E.
D ...	10	8 compartments (swing) ...	80	35	61	8	Screw	E.
D ...	53	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T ...	12	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T ...	194	9 compartments (sliding) ...	94	35	61 and 59	6 3½	Screw 152 Trans. Hook 42	E.
T ...	90	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
T ...	75	1 compartment (sliding) ...	80	40	62	11¼	Auto.	F.
T ...	15	1 compartment (sliding) Walk Through ...	82	40	62	11¼	Auto.	F.
BT ...	15	9 compartments (swing) ...	90	35	59	3½	Screw	E.
BT ...	1	3 compartments (sliding) ...	73	30	59	3½	Trans. Hook	E.
BT ...	30	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
BT ...	25	1 compartment (sliding) ...	80	40	62	11¼	Auto.	F.
BT ...	5	1 compartment (sliding) Walk Through ...	82	40	62	11¼	Auto.	F.
G ...	100	9 compartments (sliding) ...	94	35	59	3	Screw 53, Trans. Hook 46	E.
CM ...	11	Parcels Coach (10 tons capacity)	...	55	61	8	Dual Nos. 1 to 5; 10 to 13 Screw No. 14,15	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Lighting facilities (see Note "B")
			1st Class	2nd Class					
		Victorian Stock Rail Motor Vehicles (Bogie)			Loaded.	feet	in.		
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92 (includes spare power unit) 2 brakevans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8½	Link and Pin (See Note "A")	F.
„	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	24	54	4⅛	Link and Pin	E.
„	2	Walker 102 H.P., Nos. 8, 13, small brakevan (25 cwt. capacity)	18	27	24	54	4⅛	Link and Pin	E.
„	14	Walker 153 H.P., Nos. 20 to 32, 34, 35 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	27	56	4⅜	Link and Pin	E.
„	1	Walker 153 H.P., No. 33, small brakevan (25 cwt. capacity)	18	27	26	56	4⅜	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56–64 (40 cwt capacity)	16	22	17	44	1¾	Link and Pin	E.
„	1	„ „ No. 55	—	38	17	44	1¾	„ „	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
„	1	With brakevan and lavatory, No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
„	3	With large brakevan and lavatory, Nos. 26, 27, 28 (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

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

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

EXPLANATORY NOTES :—

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

VICTORIAN PASSENGER ROLLING STOCK—*Continued.*

TONNAGE RATING OF VEHICLES WHEN EMPTY.

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

SOUTH AUSTRALIAN ROLLING STOCK.

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Lgth. of vehicle over buffers	
			1st Class	2nd Class		feet	ins.
Sleeping ...	2	"Angas" and "Finniss"	20	...	45	73	8½
Special ...	1	Officers' inspection carriage "Murray" (sleeper and diner) ...	8	...	52	77	7½
" ...	1	Vice Regal Carriage	10	...	51	77	10⅜
"AD" class ...	2	All steel (air-conditioned) Nos 1 & 2 ...	70	...	51	78	3
"BD" class ...	4	All steel (air-conditioned)	...	70	51	78	3
"AD" class ...	3	All steel (air-conditioned) Nos 3 to 5 ...	68	...	51	78	3
500 class ...	4	All steel (corridor)	42	...	45	71	4⅜
600 class ...	8	All steel (corridor)	...	64	45	71	4¾
700 class ...	11	All steel (country)	...	56	39	62	4⅝
700 class ...	4	All steel (country)	56	...	39	62	4⅝
750 class ...	4	All steel (country)	22	24	39	62	4⅝
780 class ...	4	All steel (country)	38	...	39	62	4⅝
"CD" class ...	11	Brake Van Passenger, 8 wheels, capacity, 25 tons	...	...	64 (39 when empty)	72	3
GB ...	10	Brake Van (Passenger and Freight) 8 wheels, Capacity 6 tons	...	...	28	39	8
8300 class ... (Nos.8300-8313)	14	Brake Van (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	...	4	35	40	2½
8300 class ... (Nos. 8314-8363, 8375-8379) ...	55	Brake Van (All steel) Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2½
4400 class ...	20	Brake Van, Passenger and Freight, 8 wheels, capacity 10 tons	...	10	24	42	1½
CGP ...	7	Brake Van (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	...	8	34	40	2½

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

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

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

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

LOADS FOR EXPRESS AND PASSENGER TRAINS

SCHEDULE LOADS.—Express and Passenger Train loads are computed on the basis of the tonnage rating of vehicles as shown on pages 142–148.

MAXIMUM LOADS:—

(a) The maximum load of any Passenger train consisting of all automatically coupled vehicles (other than "BC" No. 17 and "PL" type carriages) is 900 tons.
(b) The maximum load on a Passenger train which may be hauled behind a screw coupling is 360 tons, subject to a vehicle limitation of 13 vehicles on the train.
(c) The maximum load which may be hauled behind an automatically coupled "PL", "BC" No. 17 or "WK" carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down on page 213, in respect of engines assisting in front of trains, the double-headed load of Passenger trains will be the combined loads of the engines concerned, subject to the maximum load and vehicle limit shown.

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

EXPRESS TRAIN STOCK.—Only carriages of the "Z", "S", "E", "U" or "W" class and joint stock carriages are to be used on "The Overland".

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. BOGIE STOCK which have a letter **"P"** as the terminating letter of their classification **and S.A.R. Horse Boxes of the "BH", class and S.A.R. Goods Vehicles** which have been equipped with passenger type bogies and have a large letter **"P"** prominently displayed on diagonally opposite corners may be attached to passenger trains, and run at passenger train speed. However South Australian vehicles of the **"DRP", "MRP", "OWP", "RBP"** and **"RRP" class** which do not have a large letter **"P"** prominently displayed on diagonally opposite corners may only be attached to passenger trains when specially authorised by the Chief Traffic Manager; but the speed must not exceed that laid down for Express Goods Trains. They must be marshalled either next to the engine or directly attached to the train Brakevan.

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

"ZLP" and "ZP" Brakevans are permitted to be part of passenger trains. See page 211 for maximum speed. "Z", and "ZL" Brakevans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES

The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time Table.

PASSENGER TRAINS:—

The Engine Running schedules for Passenger trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time Tables.

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

EXPRESS AND PASSENGER TRAIN LOADS

Train	Section	Engine	Schedule Load
DOWN—			TONS
8.30 a.m. (No. 5)	Melbourne–Seymour	B	500
8.50 a.m. (No. 91)...	Melbourne–Seymour	T	300
10.41 a.m. (No. 91)...	Seymour–Tocumwal	T	250
10.14 a.m. (No. 5)	Seymour–Albury	B	270
10.24 a.m. (No. 7)	Seymour–Tocumwal	T	200
9.30 a.m. (No. 33)...	Melbourne–Seymour	S or B	300
11.15 a.m. (No. 33)...	Seymour–Albury	S or B	300
11.25 a.m. (No. 35)...	Seymour–Numurkah	T	200
12.50 p.m. (No. 11)...	Seymour	T	150
4.45 p.m. (No. 15) Mon. to Thur. ...	Melbourne–Albury	S or B	400
4.45 p.m. (No. 15) Friday ...	Melbourne–Albury	S or B	450
5.0 p.m. (No. 9) Friday‡	Melbourne–Wangaratta	T	310
5.50 p.m. (No. 19)...	Melbourne–Albury	S or B	350
5.50 p.m. (No. 39)...	Melbourne–Albury	S or B	350
5.18 p.m. (No. 17)...	Melbourne–Seymour	T	300
7.7 p.m. (No. 17)...	Seymour–Numurkah	T	250
5.30 p.m. (No. 25)...	Melbourne–Seymour	T	150
6.30 p.m. (No. 31)...	Melbourne–Seymour	T	250
8.10 p.m. (No. 31)...	Seymour–Numurkah	T	250
UP—			
6.50 a.m. (No. 6)	Numurkah–Seymour	T	250
6.55 a.m. (No. 4)	Seymour–Melbourne	T	150
9.2 a.m. (No. 6)	Seymour–Melbourne	T	300
7.0 a.m. (No. 10)...	Albury–Melbourne	B	350
7.0 a.m. (No. 8)	Albury–Melbourne	B	400
3.0 p.m. (No. 22)...	Tocumwal–Melbourne	T	200
3.10 p.m. (No. 18)...	Albury–Melbourne	S or B	270
3.15 p.m. (No. 20)...	Tocumwal–Melbourne	T	200
4.55 p.m. (No. 26)...	Albury–Melbourne	B	300
5.15 p.m. (No. 24)...	Numurkah–Melbourne	T	200

DOWN	Engine Running Time. * Engine Running Schedule based on train being non-stop at these stations								
	"B" 300 Tons	"B" 300 Tons	"S" or "B" 350 Tons	"B" 400 Tons	"B" See below	"B" 500 Tons	"T" 200 Tons	"T" 250 Tons	"T" 310 Tons
Spencer Street to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Melbourne ...	*	*	*	*	*	*	*	*	*
Essendon	11	10*	10*	10*	11	11*	11	10*	11*
Broadmeadows ...	10*	9*	10*	11*	12*	12*	13	12*	12*
Somerton	*	*	*	*	*	*	*	*	*
Craigieburn	8	8*	8*	9*	10*	10*	11	10*	11*
Donnybrook	6*	5*	6*	6*	6½*	6½*	8	8	8*
Beveridge	7*	7*	8*	9*	9*	9*	9	9*	9*
Wallan	5	4*	4*	4*	4*	4*	6	5*	5*
Heathcote Jct. ...	5*	5*	5*	5*	5½*	5½*	*	5*	6*
Wandong	*	*	*	*	*	*	9	2*	*
Kilmore East... ...	8	6*	6*	6*	7*	7*	7	6	7*
Broadford	9	6*	6*	6*	7*	7*	9	9	7*
Tallarook	11	8*	8*	8*	9*	9*	12	11*	10*
Seymour	9	7*	8	8	8	7*	8	8	8
Mangalore	8*	8*	9*	10*	9*	11*	11		11*
Avenel...	6	4*	7	7	7	7		...	6*
Locksley	8*	6*	8*	9*	9	10*	...	...	10*
Longwood	5*	5*	6	7	7	8	...	...	7*
Euroa	9	9*	11	12	12	13½	...	...	13*
Violet Town	12	11*	12	14	13	15½	...	...	14*
Baddaginnie	9*	8*	10	11	10	12	...	...	11*
Benalla	8	7*	9	10	9	10	...	...	10
Glenrowan	14*	14*	16	17	16	21	...	...	22*
Wangaratta	9	8*	10	11	10	11	...	...	10*
Bowser		*	*	*	4	*	...	...	5*
Springhurst	...	15*	17	19	14	21	...	...	16*
Chiltern	...	8*	10	11	10	13	...	...	12*
Barnawartha	...	5*	8	8	8	9	...	...	7*
Wodonga	...	12*	15	16	15	17	...	...	15*
Albury	...	8	8	9	8	9	...	...	8
Total ...	177	203	235	253	250	276	114	95	271

"B" 300 tons

"B" 270 tons

PASSENGER TRAIN ENGINE SCHEDULES—ALBURY-MELBOURNE—*Continued*

UP	Engine Running Time * Engine Running Schedule based on train being non-stop at these stations									
	"B" 270 Tons	"B" 300 Tons	"B" 300 Tons	"B" 300 Tons	"S" "X" or "B" 350 Tons	"B" 400 Tons	"B" 500 Tons	"T" 200 Tons	"T" 310 Tons	"B" 300 Tons
Albury to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Wodonga ...	8	...	...	8*	8	9	9	...	8*	...
Barnawartha ...	15	...	...	12*	16	16	17	...	16*	...
Chiltern ...	8	...	...	6*	9	9	10	...	9*	...
Springhurst ...	10	...	...	8*	10	11	11	...	10*	...
Bowser ...	12	...	...	*	*	*	*	...	13*	...
Wangaratta ...	5	...	...	14*	15	16	18	...	5*	...
Glenrowan ...	11	...	11*	11*	12	13	14	...	14*	...
Benalla ...	15	...	14	14*	15	15	16	...	17	...
Baddaginnie ...	9	...	8*	7*	9	10	9	...	11*	...
Violet Town ...	10	...	9	7*	10	11	11	...	10*	...
Euroa ...	14	...	13	11*	13	14	15	...	15*	...
Longwood ...	13	...	9*	9*	11	12	13	...	12*	...
Locksley ...	7	...	5*	5*	6*	7*	8*	...	6*	...
Avenel ...	10	...	8	6*	8	8	8	...	9*	...
Mangalore ...	6*	...	6*	4*	7*	7*	8*	...	7*	...
Seymour ...	9	9	7*	7*	8	9	10	10	10	...
Tallarook ...	8*	9	7*	7*	8*	8*	9*	9	9*	9
Broadford ...	10*	11	10*	10*	11*	12*	12*	14	12*	11
Kilmore East ...	8*	9	8*	8*	8*	9*	10*	12	10*	9
Wandong ...	*	*	*	*	*	*	*	9	*	7
Heathcote Jct. ...	7*	8*	7*	7*	8*	9*	9*	*	9*	5
Wallan ...	4*	5	4*	4*	4*	4*	4*	8	4*	6
Beveridge ...	4*	5*	4*	4*	4*	4*	4*	6	4*	6
Donnybrook ...	5*	5*	5*	5*	5*	5*	5*	7	6*	7
Craigieburn ...	4*	5	4*	4*	4*	4*	4*	6	5*	6
Somerton ...	*	*	*	*	*	*	*	*	*	*
Broadmeadows ...	6*	6	6*	6*	6*	6*	6*	8	6*	6
Essendon ...	8	9	8*	8*	8*	8*	8*	9	8*	9
N. Melbourne ...	*	*	*	*	*	*	*	*	*	*
Spencer Street	11	11	10	10	10	10	11	11	11	11
Total..	237	92	163	202	233	246	259	109	256	92

PASSENGER TRAIN ENGINE SCHEDULES.—*Continued.*

SEYMOUR–TOCUMWAL (N.S.W.)

DOWN	Engine Running Time. * Engine Running Schedules based on train being non-stop at these stations.					
	"B" 300 Tons	"T" 200 Tons	"T" 250 Tons			
Seymour to—	Mins.	Mins.	Mins.			
Mangalore	9*	11	10*	...	...	...
Tabilk	*	9	*	...	...	...
Nagambie	14	7	13	...	...	...
Wahring	*	8	*	...	...	...
Murchison East	16	10	15	...	...	...
Arcadia	10	9	10	...	...	...
Toolamba	8	8	8	...	...	...
Mooroopna	10	10	10	...	...	...
Shepparton	6	6	6	...	...	...
Congupna		*	*	...	...	...
Tallygaroopna	...	14	14	...	...	...
Wunghnu	...	9	*	...	...	...
Numurkah	...	7	15	...	...	...
Katunga	...	10		...	...	...
Strathmerton	...	9	...	...	...	...
Mywee	...	*	...	...	...	...
Tocumwal (N.S.W.)	...	15	...	...	...	...
Total	73	142	101			

UP	Engine Running Time. * Engine Running Schedules based on train being non-stop at these stations.					
	"B" 300 Tons	"T" 200 Tons	"T" 200 Tons			
Tocumwal (N.S.W.) to—	Mins.	Mins.	Mins.			
Mywee	...	*	...	...	...	...
Strathmerton	...	15	...	...	...	...
Katunga	...	9	...	...	...	...
Numurkah	...	10	...	...	...	...
Wunghnu	...	7	7	...	...	...
Tallygaroopna	...	8	8	...	...	...
Congupna	...	*	*	...	...	...
Shepparton	...	14	14	...	...	...
Mooroopna	6	6	6	...	...	...
Toolamba	10	10	10	...	...	...
Arcadia	8	8	8	...	...	...
Murchison East	10	9	10	...	...	...
Wahring	*	10	*	...	...	...
Nagambie	16	8	15	...	...	...
Tabilk	*	7	*	...	...	...
Mangalore	14*	9	14*	...	...	...
Seymour	9	10	10	...	...	...
Total	73	140	102			

BENALLA–YARRAWONGA.

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Benalla to—	Mins.	**Yarrawonga to—**	Mins.
Goorambat	17	Telford	12
Nooramunga (R.M. stopping Pl.)	*	Tungamah	12
Devenish	10	St. James	13
St. James	7	Devenish	7
Tungamah	14	Nooramunga (R.M. stopping Pl.)	*
Telford	11	Goorambat	10
Yarrawonga	11	**Benalla**	19
Total	70	Total	73

SPRINGHURST–WAHGUNYAH.

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Springhurst to—	Mins.	**Wahgunyah to—**	Mins.
Lilliput	13	Rutherglen	13
Rutherglen	12	Lilliput	12
Wahgunyah	13	**Springhurst**	13
Total	38	Total	38

WANGARATTA-EVERTON-BRIGHT.

DOWN	Engine Running Time "Y" 140 tons	UP	Engine Running Time "Y" 140 tons
Wangaratta to—	Mins.	**Bright to—**	Mins.
Bowser	6	Porepunkah	10
Londrigan	7	Eurobin	14
Tarrawingee	10	Ovens	19
Everton	8	Myrtleford	9
Bowman	24	Gapsted	13
Gapsted	14	Bowman	15
Myrtleford	12	Everton	24
Ovens	9	Tarrawingee	6
Eurobin	19	Londrigan	9
Porepunkah	14	Bowser	7
Bright	10	**Wangaratta**	6
Total	133	Total	132

TOOLAMBA-ECHUCA.

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Toolamba to—	Mins.	**Echuca to—**	Mins.
Tatura	11	Koyuga	15
Byrneside	7	Tongala	8
Merrigum	8	Kyabram	11
Kyabram	11	Merrigum	11
Tongala	11	Byrneside	8
Koyuga	8	Tatura	7
Echuca	15	**Toolamba**	11
Total	71	Total	71

STRATHMERTON-COBRAM.

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Strathmerton to—	Mins.	**Cobram to—**	Mins.
Yarroweyah	8	Yarroweyah	8
Cobram	8	**Strathmerton**	8
Total	16	Total	16

BENALLA–YARRAWONGA

DOWN	Diesel Electric Rail Motor — Running Time		Diesel Rail Car (153 H.P.) — Running Time		Diesel Rail Car (102 H.P.) Running Time
	Motor Only	Motor and Standard Trailer or "ZP" Brake Van	Without Trailer	With Trailer	—
Benalla to—	Mins.	Mins.	Mins.	Mins.	Mins.
Goorambat	15	16	15½	16½	17
Nooramunga (R.M. Stopping Place)	5	5	4½	4½	4½
Devenish	6	6	5	5½	5½
St. James	6	6½	6	6½	6½
Tungamah	10	10½	10	10½	11
Telford	8½	10	8½	10	9
Yarrawonga	9	10	9½	10½	11½
Total	59½	64	59	64	65

UP	Diesel Electric Rail Motor — Running Time		Diesel Rail Car (153 H.P.) — Running Time		Diesel Rail Car (102 H.P.) Running Time
	Motor Only	Motor and Standard Trailer or "ZP" Brake Van	Without Trailer	With Trailer	—
Yarrawonga to—	Mins.	Mins.	Mins.	Mins.	Mins.
Telford	9	10	9½	10½	11½
Tungamah	8½	10	8½	10	9
St. James	10	10½	10	10½	11
Devenish	6	6½	6	6½	6½
Nooramunga (R.M. Stopping Place)	6	6	5	5½	5½
Goorambat	5	5	4½	4½	4½
Benalla	15	16	15½	16½	17
Total	59½	64	59	64	65

WANGARATTA–BEECHWORTH

DOWN	Diesel Rail Car (102 H.P.) Running Time	UP	Diesel Rail Car (102 H.P.) Running Time
Wangaratta to—	Mins.	**Beechworth to—**	Mins.
Bowser	6	Everton	26
Londrigan...	7	Tarrawingee	6
Tarrawingee	10	Londrigan...	9
Everton	9	Bowser	7
Beechworth	38	**Wangaratta**	6
Total	70	Total	54

EVERTON–BRIGHT

DOWN	Diesel Rail Car (102 H.P.) Running Time	UP	Diesel Rail Car (102 H.P.) Running Time
Everton to—	Mins.	**Bright to—**	Mins.
Bowman	22	Porepunkah	10
Gapsted	13	Eurobin	13
Myrtleford	12	Ovens	18
Ovens	9	Myrtleford	9
Eurobin	18	Gapsted	14
Porepunkah	13	Bowman	13
Bright	10	**Everton**	23
Total	97	Total	100

RAIL MOTOR SCHEDULES

MELBOURNE–SEYMOUR–WANGARATTA–ALBURY

DOWN	Running Time									
	280 H.P. Diesel Rail Car				153 H.P. Diesel Rail Car					
	Without Trailer	With Trailer	Without Trailer	With Trailer	Without Trailer	With Trailer	Without Trailer	With Trailer	Without Trailer	With Trailer
Spencer Street to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
North Melbourne...	*	*	*	*	*	*	*	*	*	*
Essendon	12	*	*	*	12	12	*	*	12	12
Broadmeadows ...	9	21*	21*	21*	9	12	21*	24*	9	12
Somerton	*	*	*	5*	*	6½*	*	6*	*	*
Craigieburn ...	9	9	8½*	4*	9	5	8½*	5*	8½*	11*
Donnybrook ...	7	7*	6*	6*	7	8½	6*	8*	6*	8*
Beveridge ...	9	9	8*	8*	9	13	8*	10*	8*	10*
Wallan	5	5	4½*	5	5	6	4½*	5*	4½*	5*
Heathcote Junction	6	6	4*	5*	6	...	5*	7*	...	...
Wandong	2	2	2*	2*	2	...	2*	2*	...	...
Kilmore East ...	7	6*	6*	7	7	...	7*	7*	...	...
Broadford ...	8	7*	7*	7	10	...	10*	11*	...	...
Tallarook	12	12	11*	12	13	...	13	15	...	...
Seymour	7		6*		8	...				
Mangalore... ...	10	...	10*	...	...	...	...	...	...	...
Avenel	6	...	6*	...	...	...	...	...	...	...
Locksley	9	...	9½*	...	...	...	...	...	...	...
Longwood... ...	7	...	7*	...	...	...	...	...	...	...
Euroa	13	...	12½	...	...	...	...	...	...	...
Violet Town ...	15	...	15*	...	...	...	...	...	...	...
Baddaginnie ...	10	...	10*	...	...	...	...	...	...	...
Benalla	9	...	10	...	...	...	...	...	...	...
Glenrowan ...	17	...	17*	...	...	...	...	...	...	...
Wangaratta ...	11	...	11	...	...	...	...	...	...	...
Bowser	5	...	5*	...	...	...	...	...	...	...
Springhurst ...	14	...	13*	...	...	...	...	...	...	...
Chiltern	11	...	11*	...	...	...	...	...	...	...
Barnawartha ...	8	...	8*	...	...	...	...	...	...	...
Wodonga	16	...	16*	...	...	...	...	...	...	...
Albury	8	...	8	...	...	...	...	...	...	...
Total	262	84	253	82	97	63	85	100	48	58

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

RAIL MOTOR SCHEDULES

MELBOURNE–SEYMOUR–WANGARATTA–ALBURY—*Continued*

DOWN	Running Time								
	102 H.P. Diesel Rail Car		**D.E. Rail Motor**	**D.E. Rail Motor and "C" Brake Van**					
Spencer Street to—	mins.	mins.	mins.	mins.					
North Melbourne...	*	*	*	*	...	...	...	...	...
Essendon	12	12*	*	*	...	...	...	...	...
Broadmeadows ...	12	12*	24*	26*	...	...	...	...	...
Somerton	6½*	6*	5*	7*	...	...	...	...	...
Craigieburn ...	5½	5*	4*	5*	...	...	...	...	...
Donnybrook ...	9	8*	7*	7*	...	...	...	...	...
Beveridge	12½	12*	9*	11*	...	...	...	...	...
Wallan	6	5½	5	6	...	...	...	...	...
Heathcote Junction	...	...	6*	8*	...	...	...	...	...
Wandong	...	...	2*	2*	...	...	...	...	...
Kilmore East ...	...	...	6*	7*	...	...	...	...	...
Broadford... ...	...	...	8*	9*	...	...	...	...	...
Tallarook	...	...	12	14	...	...	...	...	...
Seymour	...	...			...	...	...	...	...
Mangalore... ...	...	...	...	...	...	...	...	...	...
Avenel	...	...	...	...	...	...	...	...	...
Locksley	...	...	...	...	...	...	...	...	...
Longwood... ...	...	...	...	...	...	...	...	...	...
Euroa	...	...	...	...	...	...	...	...	...
Violet Town ...	...	...	...	...	...	...	...	...	...
Baddaginnie ...	...	...	...	...	...	...	...	...	...
Benalla	...	...	...	...	...	...	...	...	...
Glenrowan ...	...	...	...	...	...	...	...	...	...
Wangaratta ...	...	...	...	...	...	...	...	...	...
Bowser	...	...	...	...	...	...	...	...	...
Springhurst ...	...	...	...	...	...	...	...	...	...
Chiltern	...	...	...	...	...	...	...	...	...
Barnawartha ...	...	...	...	...	...	...	...	...	...
Wodonga	...	...	...	...	...	...	...	...	...
Albury	...	...	...	...	...	...	...	...	...
Total	63½	60½	88	102					

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

RAIL MOTOR SCHEDULES

ALBURY–WANGARATTA–SEYMOUR–MELBOURNE

UP	Running Time										
	Diesel Rail Car (280 H.P.)		Diesel Rail Car (153 H.P.)					Diesel Rail Car (102 H.P.)		D.E. Rail Motor	D.E. Rail Motor and "C" Brake Van
	With Trailer	W'out Trailer	W'out Trailer	With Trailer	W'out Trailer	W'out Trailer	With Trailer				
Albury to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
Wodonga	9	9*	...	...	...	...	...	...	...	...	...
Barnawartha	18	20*	...	...	...	...	...	...	...	...	...
Chiltern	9	8½*	...	...	...	...	...	...	...	...	...
Springhurst	10	11*	...	...	...	...	...	...	...	...	...
Bowser	13	14*	...	...	...	...	...	...	...	...	...
Wangaratta	5	4½	...	...	...	...	...	...	...	...	...
Glenrowan	13	13½*	...	...	...	...	...	...	...	...	...
Benalla	16	15½	...	...	...	...	...	...	...	...	...
Baddaginnie	9	9*	...	...	...	...	...	...	...	...	...
Violet Town	10	10*	...	...	...	...	...	...	...	...	...
Euroa	15	14½	...	...	...	...	...	...	...	...	...
Longwood	12	11½*	...	...	...	...	...	...	...	...	...
Locksley	7	6½*	...	...	...	...	...	...	...	...	...
Avenel	9	9*	...	...	...	...	...	...	...	...	...
Mangalore	6	5½*	...	...	...	...	...	...	...	...	...
Seymour	8	8*	...	...	...	...	...	...	...	...	...
Tallarook	8	7*	...	...	9	...	...	...	...	...	...
Broadford	13	11*	...	...	13	12*	16*	...	...	12*	17*
Kilmore East	10	9*	...	...	10	9*	12*	...	...	10*	13*
Wandong	8	6*	...	...	8*	7*	8*	...	...	7*	9*
Heathcote Junction ...	3	2*	...	...	2*	2*	2*	...	...	2*	3*
Wallan	5	4½*	...	...	5*	5*	5*	...	...	5*	5*
Beveridge	5	4*	6	6	5*	5*	5*	6	5½*	4*	5*
Donnybrook	7	5*	8	8	7*	7*	7*	8	7*	5*	6*
Craigieburn	7	5*	7	7	6*	6*	6*	7	6*	5*	5*
Somerton	*	3*	4½*	4½*	*	*	4*	4½*	4*	3*	3*
Broadmeadows	8	3½*	5	5	8*	8*	4*	5	4*	3*	3*
Essendon	9	*	10	10	10	9*	9*	12	12*	*	*
North Melbourne ...	*	*	*	*	*	*	*	*	*	*	*
Spencer Street	10	18	10	10	10	10	10	12	12	18	19
Total	253	248	50½	50½	93	80	88	54½	50½	74	88

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

MELBOURNE–TALLAROOK–MANSFIELD

DOWN	D.E. Rail Motor	Running Time				UP	D.E. Rail Motor	Running Time			
		D.E. Rail Motor and 'C' Brake Van	Diesel Rail Car 153 H.P.		280 H.P. Diesel Rail Car			D.E. Rail Motor and 'C' Brake Van	Diesel Rail Car 153 H.P.		280 H.P. Diesel Rail Car
			With Trailer	With-out Trailer					With Trailer	With-out Trailer	
Spencer Street to	Mins.	Mins.	Mins.	Mins.	Mins.	**Mansfield to—**	Mins.	Mins.	Mins.	Mins.	Mins.
Nth Melbourne ...	...	...	*	...	...	Maindample ...	15	18	...	15	15
Essendon ...	...	...	*	...	...	Bonnie Doon ...	10	12	...	10	10
Broadme'dows	...	...	24*	...	...	Woodfield ...	7	7	...	7	7
Somerton ...	...	...	6*	...	...	Merton ...	12	12	...	11	9
Craigieburn ...	...	...	5*	...	...	Kanumbra ...	16	16	...	13	14
Donnybrook...	...	...	8*	...	...	Yarck ...	8	8	...	8	8
Beveridge ...	...	...	10*	...	...	Cathkin ...	7	8	...	7	7
Wallan ...	...	...	5*	...	...	Molesworth ...	6	7	...	6	6
Heathcote Jn.	...	...	7*	...	...	Cheviot ...	18	20	...	14	16
Wandong ...	...	...	2*	...	...	Yea	7	7	...	7	7
Kilmore East	...	...	7*	...	...	Homewood ...	11	12	10	12	10
Broadford ...	...	...	11*	...	...	Kerrisdale ...	13	15	13	12	12
Tallarook ...	...	...	15	...	...	Trawool ...	12	14	12	12	12
Trawool ...	12	16	13	12	12	Tallarook ...	13	14	14	13	13
Kerrisdale ...	12	14	12	12	12	Broadford ...			16*		
Homewood ...	14	15	14	13	12	Kilmore East...	...	...	12*	...	...
Yea	13	14	13	12	10	Wandong ...	...	...	8*	...	...
Cheviot ...	8	9		8	7	Heathcote Jun.	...	...	2*	...	...
Molesworth ...	17	21	...	16	15	Wallan ...	...	...	5*	...	...
Cathkin ...	6	6	...	6	6	Beveridge ...	...	...	5*	...	...
Yarck ...	8	9	...	7	7	Donnybrook ...	...	...	7*	...	...
Kanumbra ...	10	11	...	8	9	Craigieburn ...	...	...	6*	...	...
Merton ...	18	24	...	15	17	Somerton ...	...	...	4*	...	...
Woodfield ...	11	11	...	11	11	Broadmeadows	...	...	4*	...	...
Bonnie Doon	6	6	...	6	7	Essendon ...	...	...	9*	...	...
Maindample...	11	14	...	10	10	Nth Melbourne	...	...	*	...	...
Mansfield ...	15	17	...	15	14	**Spencer Street**	...	...	10	...	...
Total ...	161	187	152	151	149	Total ...	155	170	137	147	146

* Running time based on Diesel Rail Car being non-stop at these stations.

RAIL MOTOR SCHEDULES—*Continued.*

SEYMOUR–MURCHISON EAST.

DOWN	Diesel Rail Car 102 H.P.	UP.	Diesel Rail Car 102 H.P.
	Running Time.		Running Time
Seymour to—	Mins.	**Murchison East to—**	Mins.
Mangalore	12	Wahring	10½
Tabilk	9	Nagambie	9½
Nagambie	7	Tabilk	7
Wahring	9	Mangalore	10
Murchison East	10½	**Seymour**	10½
Total	47½	Total	47½

SHEPPARTON–NUMURKAH.

DOWN.	Diesel Rail Car 102 H.P.	UP.	Diesel Rail Car 102 H.P.
	Running Time		Runnning Time
Shepparton to—	Mins.	**Numurkah to—**	Mins.
Congupna	10	Wunghnu	7
Tallygaroopna	7	Tallygaroopna	9
Wunghnu	9	Congupna	7
Numurkah	7	**Shepparton**	10
Total	33	Total	33

MURCHISON EAST–RUSHWORTH–GIRGARRE.

DOWN.	Diesel Rail Car 102 H.P.	UP.	Diesel Rail Car 102 H.P.
	Running Time.		Running Time
Murchison East to—	Mins.	**Girgarre to—**	Mins.
Murchison	5	Stanhope	7
Rushworth	21	Rushworth	21
Stanhope	19	Murchison	19½
Girgarre	7	**Murchison East**	5
Total	52	Total	52½

RAIL MOTOR SCHEDULES—*Continued.*
TOOLAMBA–ECHUCA.

DOWN	Running Time							
	Diesel Electric Rail Motor					**Diesel Rail Car (153 H.P.)**		
	Motor only		Motor and Standard Trailer		Motor with 4-wheeled Vehicle Trailing	Without Trailer	With Trailer	With 3 Trailers
Toolamba to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Hendersyde	6	*	6½	*	*	5½	6½	...
Tatura	6	12	7	12	13½	6½	7½	...
Byrneside	5	5	6	6	6	5	6	...
Merrigum	7	7	8	8	9	7	8	...
Kyabram	9	9	10	10	12	9	10½	
Kyvalley	6	6	6	6	*	5½	6	7
R.M. Stop. Place (No. 32) ...	3½	*	4	*	*	4	4½	5
Tongala	4	6	5	6	15	4	5	6
R.M. Stop. Place (No. 28) ...	3½	*	4	*	*	4	4½	5
R.M. Stop. Place (No. 29) ...	*	*	*	*	*	*	*	4
Koyuga	4½	7	5	7	9	4½	5	4
Kanyapella (R.M. Stop. Pl.)	6	*	7	*	*	7	8	10
R.M. Stop. Place (No. 30) ...	3	*	3½	*	*	3½	4	4
R.M. Stop Place (No. 74) ...	5½	*	6	*	*	5½	6	8
Echuca ...	3	14	3	14	18½	3	3	7
Total	71	66	81	69	83	74	84½	60

UP	Running Time							
	Diesel Electric Rail Motor					**Diesel Rail Car (153 H.P.)**		
	Motor only		Motor and Standard Trailer		Motor with 4-wheeled Vehicle trailing	Without Trailer	With Trailer	With 3 Trailers
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Echuca ...	...	...	...	...	...	...	...	...
R.M. Stop. Place (No. 74) ...	3	*	3	*	*	3	3	3
R.M. Stop. Place (No. 30) ...	5½	*	6	*	*	5½	6	7
Kanyapella (R.M. Stop. Pl.)	3	*	3½	*	*	3½	4	4
Koyuga	6	16	7	16	19½	7	8	10
R.M. Stop. Place (No. 29) ...	*	*	*	*	*	*	*	4
R.M. Stop Place (No. 28) ...	4½	*	5	*	*	4½	5	4
Tongala	3½	7	4	7	9	4	4½	5
R.M. Stop Place (No. 32) ...	4	*	5	*	*	4	5	6
Kyvalley	3½	7	4	7	*	4	4½	5
Kyabram	5½	5	5	5	15	5½	6	7
Merrigum	9	9	9	9	12	9	10½	
Byrneside	7	7	8	8	8½	7	8	...
Tatura ...	5	5	6	6	6½	5	6	...
Hendersyde	6	*	7	*	*	6½	7½	...
Toolamba	5½	11	6½	11	14	5½	6½	...
Total	72	67	79	69	84½	74	84½	55

DIESEL ELECTRIC RAIL MOTOR TRAIN LOADS.
TOOLAMBA–ECHUCA.

Section	Vehicles which may be trailed
Toolamba and Echuca	DIESEL ELECTRIC RAIL MOTOR: A maximum of three vehicles may be trailed behind the Rail Motor Unit subject to the aggregate tonnage of the vehicles not exceeding 60 tons.

* Running time based on Rail Motor being non-stop at these stations.

SHEPPARTON–KATAMATITE.

DOWN	Diesel Rail Car 102 H.P.	UP	Diesel Rail Car 102 H.P.
	Running Time		Running Time
Shepparton to—	Mins.	**Katamatite to—**	Mins.
Pine Lodge	14	Youanmite	9
Cosgrove	10	Yabba North	7
Dookie	6	Dookie	17
Yabba North	15	Cosgrove	6
Youanmite	7	Pine Lodge	10
Katamatite	9	**Shepparton**	14
Total	61	Total	63

NUMURKAH–PICOLA.

DOWN	Diesel Rail Car 102 H.P.	UP	Diesel Rail Car 102 H.P.
	Running Time		Running Time
Numurkah to—	Mins.	**Picola to—**	Mins.
Waaia	12	Nathalia	13
Nathalia	12	Waaia	12
Picola	13	**Numurkah**	12
Total	37	Total	37

NUMURKAH–COBRAM.

DOWN	Diesel Rail Car 102 H.P.	UP	Diesel Rail Car 102 H.P.
	Running Time		Running Time
Numurkah to—	Mins.	**Cobram to—**	Mins.
Katunga	10	Yarroweyah	8
Strathmerton	9	Strathmerton	7
Yarroweyah	7	Katunga	9
Cobram	8	**Numurkah**	10
Total	34	Total	34

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS.

SCHEDULE LOADS.—The tonnage loads of Mixed trains are computed on the basis of tonnage ratings as shown on pages 142-148, for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 169–175.

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

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

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

ENGINE RUNNING SCHEDULES.

The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time-tables:—See also clause 5, page 200.

MIXED TRAINS—

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

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

MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN SEYMOUR AND WODONGA.

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

EXPRESS TRAINS.

(i) **No. 33** Sunday at Locksley, Baddaginnie.
(ii) **No. 15 and 19 Albury Express.** Mon. to Sat. at Mangalore, Locksley.
(iii) **No. 39 Albury Express.** Sunday at Locksley, and Baddaginnie.
(iv) **No. 8 Albury Express.** Mon. to Sat. at Bowser (Mon. and Fri.) Locksley and Mangalore.
(v) **No. 10 Albury Express.** Sunday at Baddaginnie, Locksley and Mangalore.
(vi) **No. 26.** Sunday at Baddaginnie, Locksley and Mangalore.
(vii) **No. 18.** Mon. to Sat. at Mangalore.

(xiii) The positions of the Exchanging Apparatus at the various Stations are as set out hereunder:—

DOWN

Station	Position of Exchanging Apparatus	Road or Line on which Exchange will be Effected
Mangalore...	749 feet Up side of Down Platform	Main Down Line
Avenel	22 feet Up side of Signal-bay	No. 2 Road
Locksley	34 feet Down side of Signal-box	„
Longwood...	Opposite Signal-box	„
Euroa	58 feet Down side of Signal-box	„
Violet Town	225 feet Up side of Signal-bay	„
Baddaginnie	575 feet Up side of Signal-box	No. 1 Road
Benalla	390 feet Down side of Up end of Platform ...	No. 2 Road
Glenrowan	30 feet Down side of Signal-bay	No. 2 Road
Wangaratta	17 feet Up side of Signal-box	No. 2 Road
Bowser	26 feet Up side of Signal-bay	Main Line
Springhurst	84 feet Up side of Signal-box	No. 2 Road
Chiltern	30 feet Up side of Signal-box	„
Barnawartha	35 feet Up side of Signal-box	„

UP

Station	Position of Exchanging Apparatus	Road or Line on which Exchange will be Effected
Barnawartha	35 feet Up side of Signal-box	No. 2 Road
Chiltern	170 feet Down side of Signal-box	„
Springhurst	89 feet Down side of Signal-box ...	„
Bowser	355 feet Down side of Signal-bay	Main Line
Wangaratta	17 feet Up side of Signal-box	No. 2 Road
Glenrowan	120 feet Up side of Signal-bay	No. 2 Road
Benalla	261 feet Up side of Down end of Platform ...	No. 2 Road
Baddaginnie	Opposite Signal-box	No. 1 Road
Violet Town	154 feet Down side of Signal-bay	No. 2 Road
Euroa	58 feet Down side of Signal-box	„
Longwood...	Opposite Signal-box	„
Locksley	34 feet Down side of Signal-box	„
Avenel	12 feet Up side of Signal-bay	„
Mangalore...	150 feet Down side of Platform	Main Up line

GENERAL INSTRUCTIONS

COMPILATION OF GUARDS' RUNNING STATEMENT.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPILATION OF GUARDS' TRUCK SHEET.

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

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

Vehicles used as safety are to be included in the load column, class of loading being shown "Safety." Water tank wagons containing water, whether attached by pipe to engine or not, are to be included as loaded, the weight of contents being computed as shown on the succeeding pages. Passenger carriages and brakevans to be recorded and weight shown (see schedule tonnage rating on pages 143-149).

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

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

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

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

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

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

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

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)

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

Standard weights will apply to commodities loaded as shown hereunder—

	To count as—	
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with under 3 feet firewood to water level	13 tons	
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded 2 feet 6 inches abovewater level with mallee roots	12 „	
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 „	
16½/22 ton "GY" wagon loaded with firewood less than 3 feet long to water level	16 „	
16½/22 ton "GY" wagon loaded 2 feet 6 inches above water level with mallee roots	13 „	
16½/22 ton "GY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 „	
16½/22 ton "GY" wagon loaded with props, palings and laths 3 feet 6 inches high	16 „	
16½/22 tons "RY" wagon loaded with firewood less than 3 feet long to water level	15 „	
16½/22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots	12½ „	
16½/27 ton "IZ" or 16½/22 tons "RY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 „	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded with firewood less than 3 feet long to water level	15 „	
31 ton "QR" (Nos. 1/376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots	14 „	Tare to be added in each case as directed
31 ton "QR" (Nos. 1/376 and 407) wagon loaded with props, palings and laths	19 tons	
31 ton "QR" wagon loaded with firewood less than 3 feet long to water level	17 „	
31 ton "QR" wagon loaded 2 feet 6 inches above water level with mallee roots	15 „	
31 ton "QR" wagon loaded with 5 feet firewood (on end)	21 „	
44 ton "E" wagon loaded with firewood less than 3 feet long to water level	29 „	
44 ton "E" wagon loaded 2 feet 6 inches above water level with mallee roots	23 „	
44 ton "E" wagon loaded with 5 feet firewood (on end)	24 „	
44 ton "E" wagon loaded with 6 feet firewood (on end)	29 „	
Water tank wagons (2,000 gallons capacity)	9 „	
"M" Van of horses or cattle	5½ „	
"MM" "MF", Van of horses or cattle	11 „	
"L" Van of sheep or calves (two tiers)	4½ „	
"L" Van of sheep or calves (one tier)	2¼ „	
Wagon or "M" Van loaded with sheep or calves	2¼ „	
"L" Van of pigs (two tiers)	6½ „	
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3¼ „	
"LL", "LF" or "LP" Van of sheep or calves (two tiers)	9 „	
"LL", "LF" or "LP" Van of sheep or calves (one tier)	4½ „	
"LL", "LF" or "LP" Van of pigs (two tiers)	13 „	
"LL", "LF" or "LP" Van of pigs (one tier)	6½ „	

Vehicles partly loaded with Live Stock:—

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

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

"GY"	22 tons

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

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

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

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

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

WEIGHT TO BE ALLOWED FOR GOODS VEHICLES

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

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

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

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

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES

CLASS OF VEHICLE	TARE WEIGHT
Narrow Gauge Vehicles—	
NQ Wagons (except Nos. 74, 80)	5
NQ Wagons (Nos. 74, 80)	6
NU Van	7

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	FIXED WHEEL BASE			
B	Box Van	25	11	14
DW	Domestic Water	26	10	7
FJ	Bulk Flour	25	12	20
G	Bulk Wheat Hopper	26	11	25
GY	Open Bulk Wheat	25	9	22
H	Box Wagon (Dept. use only)	21	9	10
HD	Box Wagon (Dept. use only)	27	9	11
HR	Flat Top Transport Wagon	26	8	16
HW	6 Wheel Weedex Staff Car	29	13	...
HY	Open	25	9	22
I†	Open	26	8	16½
IA†	Open	26	8	16½
IC†	Open Tippler	26	8	16½
IK	Safety Wagon–Pipe Transport 4 wheel	26	7	16½
IT	Timber	26	8	16½
IY	Open	25	9	22
IZ	Open	25	9	27
J	Bulk Cement Hopper	25	11	20
KAB	Particle Board	29	10	16
KC, KMC	Flat Top LCL Container Traffic	25	8	22
KCC	Cement Container Traffic	26	8	16½
K	Flat (Nos. 372, 373–20 tons)	22	7	16
KPC	Special Container Traffic	22	7	16
KPW	Wood Pulp 4 wheel	26	8	16½
KR	Rails	28	8	16
KS	Scantlings	25	9	22
KT	Open Timber	25	10	22
KW	4 Wheel Chipwood	26	9	15
L	Sheep Van (100 Animals)	23	10	10
M	Cattle Van (10 Animals)	23	9	10
N	Ballast Plough Wagon	19	7	...
O	Open Hopper	23	9	16½
OC	Sand Hopper	23	9	15½
OH†	Overhead (Dept. use only)	48	Tare	...
ON	Open Hopper	23	8	16½
P	Powder Van	22	10	6
RY	Open Wagon	25	9	22
T	Refrigerated Van (Wooden)	29	13	15½
T	Refrigerated Van (Steel)	29	12	15½
T	Refrigerated Van	22	11	12½
Tanks	Various	Various	Tare	...
TW†	Petroleum Products	25	Tare	40
U	Louvre Van	22	10	11½
U	Louvre Van	29	12	16
W	Workmen's Sleepers (Nos. 419 to 498)	26	11½	...
W	Workmen's Sleepers	29	9	...
WS	Workmen's Shower Car	26	13	...
WT	Water Wagon	26	11	9
WTT	Weighbridge Test Truck (Dept. use only)	...	21 15½	... ...
WZ	Weedex Spray Van (6 wheel)	26	13	...
BRAKEVANS				
Z	6 wheel (Nos. 1 to 626)	27	13	4
Z	4 wheel (Nos. 627 to 746)	27	13	4
ZL	6 Wheel	27	13	2 or 5
ZP	6 wheel	27	16	2

† Maximum length quoted where different lengths exist.

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES available for change of bogie 5′ 3″ – 4′ 8½″			
AX	Car Transport	59	20	10
ALX (Nos. 1 to 42)	Car Transport	76	21	15
BLX	Box Van	43	21	40
BMX	Box Van	42	20	35
CSX	Coil Steel	35	21	52
CSX	Coil Steel	40	22	52
ELX (Nos 1 to 200 & onwards)	Open Wagon	49	21	50
ESX	Steel Transport	49	21	50
EX	Open Wagon	46	19	44
FVF	Single Flexi-van	43	18	24
FQX	Container Wagons	66	19	55
FX	Bulk Flour	54	29	44
GJX (Nos. 1–100)	Bulk Wheat Hopper	49	16	57
GJX (Nos. 101–200)	Bulk Wheat Hopper	49	20	55
JX	Bulk Cement	46	25	50
QCX	L.C.L. Container (Traffic)	48	17	44
SBX	Flat Wagon with Fixed Bulkheads	43	18	44
SCX	Flat Wagon, Cable Drums	46	20	44
SFX	Flat Wagon	68	26	49
SKX	Flat Wagon	78	25	50
TVX (No. 1 & onwards)	Flat Wagon, Twin Flexi-vans	76	27	46
TWX	Petroleum Products	48	Tare	40
VHX	Louvre Van	55	25	50
VLX	Louvre Van	43	21	40
VP (when specially arranged)	Louvre Van	42	25	35

Class of Wagon	Description of Vehicles	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES NOT available for change of bogie 5′ 3″ – 4′ 8½″			
BB	Box Van	42	20	35
BLF	Box Van	43	21	44
BMF	Box Van	42	20	35
BP	Box Van	42	24	35
CJ	Bulk Cement Hopper	37	19	43
CJF	Bulk Cement Hopper	37	19	50
E	Open Wagon	46	19	44
EF	Open Wagon...	46	19	44
LF	Sheep Van (200 animals)	39	21	30
FP	Horse Box Nos. 7, 10, 12, 13 ...	48	25	(12 horses)
HH	Casualty Van (Dept. use only) Nos. 1 to 6	51	30	...
HR	Flat Top Transport Wagon	27	18	26
KR	Flat Rails	26	16	25
LF	Sheep Van (200 animals)	39	21	30
LL	Sheep Van (200 animals)	39	21	30
LP	Sheep Van (200 animals)	39	25	30
MF	Cattle Van (18 animals)	39	19	30
MM	Cattle Van (18 animals)	39	19	30
NN	Hopper Ballast Wagon Nos. 2 to 45 ...	30	14	31
NN	Hopper Ballast Wagon Nos. 46 onwards ...	30	14	35
Q†	Flat Wagon	48	Tare	31
QAB	Particle Board	53	20	30
QB	Well Wagon Nos. 1 to 12	55	19	31
QD	Crawlercrane rail transport	...	15½	10
QF	Flat Wagon	53	19	31
QH	Flat Wagon	40	31	90
QN	Hopper Ballast Wagon	37	14	26
QR†	Open Wagon Nos. 377 to 406 inclusive (4 Door)	43	16	31
QS	Flat Wagon—Special Loads	Various	Tare	171
QW	Well Wagon	95	92	150
QWF	Well Wagon No. 1	54	33	60
S	Flat Wagon	46	17	44
TP	Refrigerated Van Nos. 1 to 5 ...	28	21	15½
TW†	Petroleum Products	48	Tare	40
TWF†	Petroleum Products	48	Tare	40
UB	Louvre Van	29	15	16
UF	Louvre Van	29	15	16
V	Louvre Van	39	19	35
VF	Louvre Van	39	20	35
WA	Weedex Tankers	46	Tare	30
WK (m)	Workmen's Kitchen Car	60	26	...
WW	Workmens' Sleeper No. 100 and under ...	Various	30	...
WW	Workmens' Sleeper No. 101 onwards ...	33	20	...
Tanks	Various	Various	Tare	...
BRAKEVANS				
CA	Nos. 1 to 15	43	23	10
CP		42	26	10
JCP		42	26	10
ZLP		37	23	10

(m) The maximum load which may be hauled behind this carriage is 360 tons.
† Maximum length quoted where different lengths exist.

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length Over Pull Lines Nearest foot	Tons Empty	Tons Carrying Capacity	Nominal Capacity Gallons
	BOGIE VEHICLES not available for change of bogie 5′ 3″ – 4′ 8½″					
BH	Horse Box	70	52	26	12 Horses	
DP ...	Van	70	39	19	33 Tons	...
DRP	"	60	39	19	33	...
DFS, DS ...	"	60	39	18	33	...
DW	"	45	43	20	29	...
DWP ...	"	70	39	23	33	...
DWR ...	"	60	43	20	29	...
FB	Flat	45	46	17	55	...
FBA	"	45	46	16	33	...
FBF	"	45	46	17	44	...
FBR	"	60	46	18	44	...
FC, FCC ...	Flat	45	39	14	35	...
FCD	"	45	49	15	35	...
FDB	"	45	52	17	50	...
FSC	Flat Container	45	39	14	35	...
FWC	Flat Container	45	46	15	44	...
H	Hopper	45	35	19	55	...
HC	"	45	35	19	50	...
HCA	Hopper (Cement)	60	35	18	30	...
HS	"	45	35	19	55	...
M, MG ...	Box Van	45	39	18	33	...
MB ...	Van	60	39	23	33	...
MRP ...	"	60	39	18	33	...
O	Open	45	46	18	44	...
OB	"	45	46	18	44	...
OC ...	Open (Pyrites)	45	46	18	55	...
OMB ...	"	45	46	19	44	...
OS	"	60	46	18	44	...
OW	"	45	46	17	44	...
OWP ...	"	60	46	17	44	...
OWS ...	"	60	46	17	44	...
RB	Refrigerator	45	39	20	33	...
RBP	"	70	39	23	33	...
RRP	"	60	39	22	33	...
S, SBS ...	Sheep	45, 60	39	20	200 Sheep	...
W	Open	45	43	17	33 Tons	...
WVR ...	Van	60	43	21	28	...
TC	Petrol tank	45	39	20	...	4800
TC	" "	45	39	18	...	5300
TC	" "	45	41	25	...	10000
TC	" "	45	46	28	...	9900
TC	" "	45	43	26	...	7900
TC	" "	45	39	23	...	10000
TCA	Petrol Tank	45	39	20	...	5500
TCA	Petrol or Kero, tank... ...	45	39	24	...	8700
TCA	" "	45	39	22	...	10000
TCA	Fuel Oil Tank	45	39	22	...	10000
TS	" "	45	43	22	...	4900
TS	" "	45	34	17	...	5300
TS	" "	45	39	24	...	9000
TS	" "	45	40	23	...	10500
TS	" "	45	46	26	...	10500
TV	" "	45	43	20	...	5000
TV	" "	45	46	22	...	5000
TV	" "	45	39	25	...	8500
TV	" "	45	39	24	...	8900
TV	" "	45	39	21	...	10000
TV	" "	45	46	26	...	10000
TV	Petrol or Kero, tank... ...	45	46	23	...	5200
TV	" "	45	46	28	...	8500
TS	Fuel Oil Tank	45	39	22	...	8900
TV	Bitumen Oil Tank	45	41	31	...	10000
TA	Acid Tank	45	39–46	18to22	...	4500
TAL	Ammonia Tank	45	46	22	...	9000
TG	LPG Tank	45	58	34, 35	...	16,700
TG	Ammonia Tank	45	43	21	...	5000
TCO	Fuel Oil Tank	45	39	23	...	9000
TDF	" "	45	39	24	...	9000
TOL	" "	45	39	23	...	9000
TW	Water Tank...	45	39	23	...	9000

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—*Continued*—**See Note "A".**

Clase of Vehicle	Description of Vehicle	Maximum Speed m.p.h.	Maximum Length Over Pull Lines — Nearest foot	Tons Empty	Tons Carrying Capacity	Nominal Capacity Gallons
	Bogie VEHICLES available for change of bogie 5′ 3″–4′ 8½″					
ALX (Nos. 200 onwards)	Motor Car Carrier	60	76	21	15	...
ELX (No. 500 & onwards)	Open Wagon	60	49	22	50	...
FBX	Flat Wagon	60	48	18	54	...
FVS § ...	Flexivan	60	43	18	24	...
FPX	Flat Wagon (Particle Board) ...	60	48	20	52	...
LX	Louvre Van	60	43	20	40	...
OAX	Open Wagon	60	73	20	35	...
OMX ...	" "	60	73	21	35	...
OX	" "	60	46	18	44	...
RX	Insulated Van	60	39	20	33	...
SGX	Open Wagon...	60	49	22	50	...
	FIXED WHEEL BASE					
C, CS	Cattle Van	45, 60	39	18	18 Beasts	...
CF	" "	45	21	8	9 "	...
DA	Van	45	23	11	13 Tons	...
DWF ...	"	45	23	10	15	...
EE	Explosive Van	45	23	11	15*	...
OBF	Open Wagon	45	25	9	22	...
OF	" "	45	25	8	17	...
R	Refrigerator Van	45	23	11	16	...
SF	Sheep Van	45	21	10	100 Sheep	...
TC	Fuel Oil Tank	45	25	14	...	4500
TDF	" "	45	21	12	...	2000
Y	Open Wagon	45	23	9	17 Tons	...
YA	Acid Tank	45	23	12	...	1200
Z	Hopper Wagon	45	25	10	16	...

Note :—See page 150 for SAR vehicles which may be attached to passenger trains.

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

Some South Australian bogie goods vehicles have the letter **"P"** as the terminating letter of their classification but do not have a large letter **"P"** prominently displayed on the diagonally opposite corners of the body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 150) but must not be attached to express goods trains.

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

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

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

§ When specially authorized

WEIGHT TO BE ALLOWED FOR NEW SOUTH WALES GDS. VEHICLES
(Available for change of Bogie 4′ 8½″—5′ 3″)

Class of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tons Empty	Tons Carrying Capacity
ARX (Hopper Wagon–Cement) ...	50	40	16	56
BBC (b) (Flat Wagon Steel Plate) ...	60	76	29	47
BBX (Flat Wagon Steel Plate) ...	60	76	29	47
BC, (Flat Wagon Container) ...	60	76	27	49
BCX " " " ...	60	76	27	45
BDL (b) (Open Wagon)	60	49	21	52
BDX (Open Wagon)	60	49	21	52
BEX (Flat Wagon)	60	48	21	51
BK, BKX (Motor Car Bodies) ...	60	75	20	(12 Mtr Cars)
CBX (Flat Wagon for Containers) ...	60	76	27	49
CCX (Open Wagon, Coiled Steel) ...	60	49	23	49
CGX (Ore Concentrates)	60	36	17	55
CMX (Flat Wagon)	60	48	20	53
CPX (Flat Wagon) End Bulkhead ...	60	61	24	49
FCX (Open Wagon) Furnace Coke ...	60	43	20	40
GCX " " " " ...	60	43	20	40
GX (Open Wagon)	60	43	20	40 & 52
GLX (Louvre Van)	60	48	24	47
HGX (Open Wagon)	60	43	20	50
HLX (Louvre Van)	60	48	24	47
HMX (Flat Wagon)	60	48	20	53
OCX (Container)	60	66	21	52
PMX (Flat Wagon Steel Plate) (Spl.	60	49	24	40
SBC (b) (Flat Wagon) ... Frame)	60	76	27	55
SMX (Flat Wagon Semi-Trailer) ...	60	48	20	53
STX (Flat Wagon Semi-Trailer) ...	60	76	28	47
TLX (Louvre Van Tin Plate) ...	60	48	24	45
TMX (Flat Wagon for Pipes) ...	60	48	20	53
TVX (Flat Wagon Twin Flexi-van) (No. 12400 & onwards) ...	60	76	24	46
WHX (Hopper Wagon–Wheat) ...	60	47	17	56
ESSO Bitumen Tanks Nos. 139–143 Ety	60	52	28	11300–11950 gals.
" " " " Loaded	50	52	28	11300–11950 gals.

(b) Suitable for Bogie exchange when specially authorised. May be loaded with return traffic via Dynon Bogie Exchange to N.S.W. from Victoria.

WEIGHT TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES
(Available for change of Bogie 4′ 8½″—5′ 3″)

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

WEIGHT TO BE ALLOWED FOR WESTERN AUSTRALIAN GOODS VEHICLES
(Available for change of Bogie 4′ 8½″—5′ 3″)

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

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

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

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

LOADS OF GOODS TRAINS.

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

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

The general conditions governing engines assisting in front of trains and the lines on which double-heading is permitted are shown on page 213.

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

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

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

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

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 225 tons. The maximum load on grades at a speed of 5 miles per hour as follows:—Grade 1 in 50, 30 tons; 1 in 75, 65 tons; 1 in 100, 85 tons; 1 in 110, 90 tons; 1 in 200, 150 tons, see page 212.

ENGINE RUNNING SCHEDULES.

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

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

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

(c) *Through Goods Trains.*—

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

Stations where Engine Power is changed.
Stations where trains have to stop to Test Brakes.

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

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

Page	Section and Terminal Stations	Page	Sectional and Terminal Stations
181–182	Sunshine and Newport	192	Wangaratta and Everton
183–186	Melbourne and Seymour	195–196	Strathmerton and Cobram
187–189	Seymour and Benalla	195–196	Tocumwal and Seymour
187–189	Benalla and Wodonga	198	Toolamba and Echuca
191	Benalla and Tungamah	197	Murchison East and Rushworth
191	Tungamah to Yarrawonga	197	Rushworth and Colbinabbin
191	Yarrawonga and Oaklands	197	Rushworth and Girgarre
191	Yarrawonga to Benalla	199	Numurkah and Picola

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES

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

Steam Crane—	To count as—
No. 2 (without tender)	40 tons.
No. 3 (with tender)	60 „
No. 4 (without tender)	40 „
Nos. 8 and 9 (without tender)	45 „
No. 10 (without tender)	35 „
No. 11 (without tender)	50 „
No. 15 (without tender)	45 „
60-ton wreckage cranes (Nos. 18 and 19) with match wagon	105 „
30-ton wreckage cranes (Nos. 5 and 7) with match wagon	70 „
10-ton wreckage crane (No. 6) with match wagon	55 „
10-ton Diesel crane (Way and Works Branch No. 45) with special "Q" wagon	55 „
3-ton steam cranes (Way and Works Branch, Nos. 41, 42, 43, 44), with match wagon	30 „
Grab cranes (Nos. 33 and 36)	35 „

ENGINE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

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

Class	Maximum Axle Load	Length Overall	Weight (Nearest Ton) "DEAD"
Broad-gauge—	T. C. Q.	Ft. Ins.	
"H" (Diesel Electric)	20 0 0	43 11	80
"R"	19 10 0	77 3¼	187
"X" (Diesel Electric)	18 12 0	60 3	112
"S" (Diesel Electric)	19 0 0	60 11	114
"B" (Diesel Electric)	18 12 0	60 10	112
"T" (Diesel Electric) (320 to 346)	17 0 0	47 9	68
"T" (Diesel Electric) (347 onwards)	17 0 0	43 11	68
"F" (Diesel Electric)	16 14 0	30 1½	50
"L" Electric	16 4 0	59 0	97
"W" (Diesel Hydraulic)	16 0 0	30 1	48
"Y" (Diesel Electric)	16 0 0	40 0	64
"J"	14 10 0	60 5½	114
"E" (Electric) (1102 to 1111)	13 15 2	38 8½	55
"K"	13 10 0	60 3⅜	105
"D 3"	13 14 0	58 3⅜	100
Narrow-gauge—			
"NA"	9 9 2	— —	35

ENGINE RUNNING SCHEDULES—*Continued.*

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

Subject to the speeds shown on pages 200 to 212, or to any speed restrictions published from time to time it will be the duty of the Driver to maintain the speed of his train as near to the maximum permissible speed as the load and grade will allow.

(e) **Light Engines.**—(i) The Running Schedule for a "Light" Engine, two "Light" Engines attached, or in either case with only a brakevan attached, shall (subject to the instructions on pages 200 to 212) be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the engine runs, unless a special schedule is issued to the contrary.

See page 211 for speed of light engines.

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

VEHICLE LIMITATIONS.

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

	Maximum length expressed in equivalent number of vehicles
(*a*) Goods trains (with or without carriage or carriages attached) ...	75
(In the case of a train **composed wholly of bogie vehicles** the maximum shall not exceed 45 such vehicles).	
(*b*) Trains of empty passenger carriages	30

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

The loads which may be hauled behind auto coupled PL carriages are shown on page 101 and must not be exceeded whether the carriages are loaded or empty.

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS.

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

MOMENTUM GRADES.

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

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

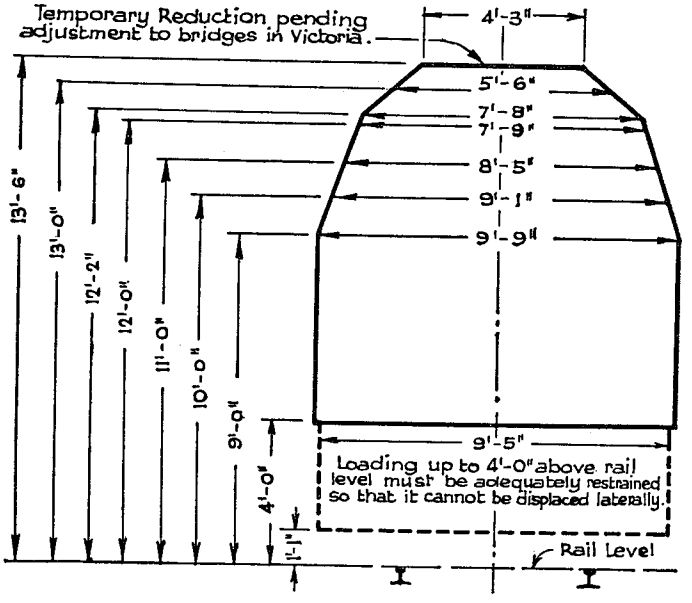
Mileage Shown in Load Schedule Footnotes.—The mileage quoted in the footnotes is in every instance in accordance with that shown in the Grades Book.

MAXIMUM LOADING OUTLINE.

The particulars of the Maximum Load Outline for Broad-gauge Lines within Victorian and South Australian Systems and correct method of using the Loading Outline are shown hereunder :—

Above Rail Level	Width Centrally Located
at 13′ 6″	4′ 3″
» 13′ 0″	5′ 6″
» 12′ 2″	7′ 8″
» 12′ 0″	7′ 9″
» 11′ 0″	8′ 5″
» 10′ 0″	9′ 1″
» 9′ 0″	9′ 9″

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



GENERAL REFERENCES TO FOOTNOTES OF GOODS LOAD SCHEDULES.

(Pages 180 to 199)

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

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

Engine Running Time				SECTION		LOAD										
Roadside Sectional Loads		Through Ruling Grade Loads														
3/5ths Load	Full Load.	3/5ths Load.	Full Load.	Mileage.	DOWN	S & X	B	T & H					Y		W	
					Melbourne Yard to—											
12	15	12	15	2	**South Kensington**	...	...	...		...	...	...	...	...		...
7	9	7	9	5	**West Footscray**	...	...	...		...	...	...	...	720		720
14	16	14	16	8	**Sunshine**	1800	1600	1200		...	...	...	...	800		800
					UP.											
					Sunshine to—											
12	13	10	13	3	**West Footscray** (uu) ...	1800	1600	1000		...	...	...	...	1000		1000
					„ „ ...	2100	2100	1600		...	...	...	...	1200		1200
8	11	8	11	6	**South Kensington** ...	...	...	...		...	...	...	...	...		...
12	12	12	12	8	**Melbourne Yard** ...	2100	2100	1600		...	...	...	...	1200		1200

(uu) Load for Up trains which have to be pushed back into Siding on Down side of West Footscray.

MELBOURNE-KENSINGTON-NEWMARKET STOCK SIDING.

(g) (See pages 184, 185). The following maximum tonnage loads and vehicle limits apply to Down and Up Goods trains:—

MELBOURNE YARD—KENSINGTON (LOCAL)

Class of Engine	Via High Level Gravitation Roads				Via Ordinary Running Line			
	One hour before and during passenger traffic		After passenger traffic has ceased, and until one hour before the first passenger train in the morning		One hour before and during passenger traffic		After passenger traffic has ceased, and until one hour before the first passenger train in the morning	
	Load	Vehicle Limit	Load	Vehicle Limit	Load	Vehicle Limit	Load	Vehicle Limit
S & X ...	1500	40	1500	40	1500	40	1500	40
B ...	1400	40	1400	40	1400	40	1400	40
T & H ...	1000	40	1000	40	1000	40	1000	40
W ...	700	40	700	40	700	40	700	40
F ...	550	30	600	40	—	—	550	40
Y ...	600	30	600	40	600	30	600	40

MELBOURNE YARD-NEWMARKET STOCK SIDING.

Class of Engine	Tonnage Load Maximum
S & X	1500
B	1400
T & H	800
W	700
F	550
Y	600

NEWPORT–SUNSHINE AND TOTTENHAM YARD.

Engine Running Time					SECTION	LOAD						
Roadside Main Line Loads		Through Main Line Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN	S or X	B	T or H		W	Y	
					Newport (d) **to—**							
3	4	3	3	1	**Thomas' Mill Siding**	...	...	...	...	...	...	...
...	...	...	...	1	**Amalgamated Workshops Sdg.**	...	...	...	...	...	...	...
...	...	...	...	1	**Caltex Siding**	...	...	...	...	...	...	...
...	...	...	...	1	**McKenzie & Holland's Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**Brookwood** (See footnote) ...	...	...	...	...	...	...	...
...	...	...	...	2	**Sulphates Pty. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**H. Beecham & Co. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**R. J. Gilbertson Pty. Ltd. Siding**	...	...	...	...	...	...	...
...	...	...	...	2	**Aust. Barley Board Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**Jas. Hardie & Co. Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**Wright & Sons Pty. Ltd. Siding**...	...	...	...	...	...	...	...
...	...	...	...	2	**Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)**	...	...	...	...	...	...	...
...	...	...	...	3	**Rheem (Aust.) Pty. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**Little Brooklyn Siding** (a) ...	...	...	...	...	...	...	...
...	...	...	...	3	**Cyclone Co. of Aust. Ltd. and M. F. Steel Washers Pty. Ltd. Siding**	...	...	...	...	...	...	...
...	...	...	...	3	**Ready Mixed Concrete Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**N. Smorgon & Sons Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**Co-op. Farmers & Graziers Sdg. (Prossor)**	...	...	...	...	...	...	...
...	...	...	...	3	**S.E.C. Siding**	...	...	...	...	...	...	...
...	...	...	...	3	**A. G. Sims Siding**	...	...	...	...	...	...	...
7	8	7	7	3	**Brooklyn**	...	...	1400	...	1250	1250	...
...	...	...	...	3	**Dalgety-New Zealand Loan Sdg.**	...	...	...	...	...	...	...
...	...	...	...	3	**Armbrook**	...	...	...	...	...	...	...
...	...	...	...	3	**N. M. Watkins Siding**	...	...	...	...	...	...	...
				3	**N. M. & P. Watkins Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**Melbourne Machinery Co. Sdg.**	...	...	1000	...	650	650	...
...	...	...	...	3	**Highfield Quarries Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**V.R. Rubbish Tip Siding** ...	...	...	...	...	...	...	...
...	...	...	...	3	**Stramit Ind. Ltd.**	...	...	...	...	...	...	...
...	...	...	...	4	**Monsanto Siding**	...	...	...	...	...	...	...
...	...	...	...	4	**Stanley Quarries Siding** ...	...	...	...	...	...	...	...
...	...	...	...	4	**Western Metropolitan Market Trust Siding** (see footnote)	...	...	...	...	...	...	...
7	8	7	7	5	**Sunshine** (d)	1800	1800	1200	...	800	800	
					Brooklyn to—							
...	...	...	...		**Wash Dock Sdgs.**	...	...	...	...	...	...	...
7	8	7	7	2	**Tottenham Yd.**	1800	1800	1200	...	1000	1000	...

Notes.

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

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

Brookwood and Western Metropolitan Market Trust Sidings are unattended Electric Staff Posts and are to be worked in accordance with instructions in General Appendix.

TOTTENHAM YARD–SUNSHINE AND NEWPORT.

Engine Running Time						LOAD						
Road-side Main Line Loads		Through Main Line Loads		SECTION								
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	UP	S or X	B	T or H		W	Y	
					Tottenham Yd. to—							
...	...	...	...	2	Wash Dock Sdgs.	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	2100	2100	2100	...	1200	1200	...
					Sunshine (d) **to—**							
...	...	...	...	1	Western Metropolitan Market Trust Sdg. (see footnote, p. 181)	...	...	...	...	...	...	...
...	...	...	...	1	Stanley Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	1	Monsanto Siding	...	...	...	...	...	...	...
...	...	...	...	2	Stramit Ind. Ltd.	...	...	...	...	...	...	...
...	...	...	...	2	V.R. Rubbish Tip Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Highfield Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Melbourne Machinery Co. Siding	...	...	...	...	...	...	...
...	...	...	...	2	N. M. & P. Watkins Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	N. M. Watkins Siding	...	...	...	...	...	...	...
...	...	...	...	2	Armbrook...	...	...	...	...	...	...	...
...	...	...	...	2	Dalgety–New Zealand Loan Sdg.	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	...	...	...	...	...	...	...
...	...	...	...	2	A. G. Sims Siding	...	...	...	...	...	...	...
...	...	...	...	2	S.E.C. Siding	...	...	...	...	...	...	...
...	...	...	...	2	Co-op Farmers & Graziers Sdg. (Prossor)	...	...	...	...	...	...	...
				2	N. Smorgan & Sons Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Ready Mixed Concrete Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Cyclone Co. of Aust. Ltd. and M. F. Steel Washers Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	2	Little Brooklyn Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Rheem (Aust.) Pty. Ltd. Siding...	...	...	...	...	...	...	...
...	...	...	...	3	Sth. Brooklyn. (Thos. Borthwick & Sons Pty. Ltd. Siding)	...	...	...	...	...	...	...
...	...	...	...	3	Wright & Sons Pty. Ltd. Siding...	...	...	...	...	...	...	...
...	...	...	...	3	Jas. Hardie & Coy's. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Aust. Barley Board Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	R. J.Gilbertson Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	3	H. Beecham & Co. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Sulphates Pty. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Brookwood (See footnote, page 181)	...	...	...	...	...	...	...
...	...	...	...	4	McKenzie & Holland's Siding ...	...	...	...	...	...	...	...
...	...	...	...	4	Caltex Siding	...	...	...	...	...	...	...
...	...	...	...	4	Amalgamated Workshops Sdg.	...	...	...	...	...	...	...
7	7	7	7	4	Thomas' Mill Siding	...	...	...	...	...	...	...
3	4	3	3	5	Newport (d)	2100	2100	2100	...	1200	1200	...

Note.

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

Roadside Sectional Loads		Through Trains						SECTION		LOAD.					
		Ruling Grade Loads													
3/5ths Load.	Full Load.	3/5ths Load.			L.E., L.E. and Brake Van.	'S' & 'X' 900 Tons, 'B' 800 Tons (via Albion), 'S' & 'X' 850 Tons, 'B' 750 Tons (via Es'don)	"T" 550 Tons (via Albion)	Mileage.	DOWN.	S & X	B	T & H	W	Y	
		Via Tottenham Goods, Line							**Melbourne Yard to—**						
12	15	12	...	...	...	...	...	2	**South Kensington** ...	...	...	...	...	...	...
11	13	11	...	...	...	24	...	6	**Tottenham Yard** (c) ...	1800	1600	1200	750	750	...
9	11	8	...	...	...	8*	25*	8	**Sunshine**	...	...	...	...	...	...
3	4	3	...	...	...	2*	2*	9	**Albion**	1800	1800	1600	850	850	...
...	...	...	...	...	...	...	...	12	**Albistore**	...	...	...	...	...	...
28	40	23	...	...	...	21*	21*	18	**Broadmeadows X** ...	1200	1000	750	435	435	...
		Via Essendon							**Melbourne Yard to—**						...
12	12	12	...	...	...	...	...	2	**Kensington**	...	...	...	...	...	...
...	...	...	...	...	...	...	...	3	**Newmarket** ... (g) ...	...	...	...	...	...	...
14	17	13	...	...	...	23*	...	5	**Essendon**	1500	1400	1000	...	395	...
16	20	15	...	...	...	...	...	9	**Glenroy**	...	...	...	...	...	...
7	9	6	...	...	...	19*	...	11	**Broadmeadows X** (t) ...	850	750	450	...	360	...
10	13	9	...	...	...	...	...	21	**Somerton**	...	...	750	435	435	...
9	11	8	...	...	...	15*	15*	23	**Craigieburn**	...	...	...	...	...	...
13	16	12	...	...	...	10*	10*	28	**Donnybrook**	...	...	...	...	...	...
21	24	19	...	...	...	13*	14*	33	**Beveridge** ... (r) ...	900	800	550	...	360	...
9	12	8	...	...	...	8*	8*	37	**Wallan**	1800	1600	1200	...	620	...
12	15	11	...	...	8	10*	10*	40	**Heathcote Junction** (r) ...	...	...	...	...	...	...
3	4	2	...	...	3	3*	3*	41	**Wandong**	900	800	550	...	360	...
10	12	9	...	...	8	8*	8*	47	**Kilmore East**	...	...	...	...	...	...
15	17	13	...	...	12	10*	10*	54	**Broadford**	...	...	...	...	...	...
4	4	...	...	...	...	...	...	55	**McDougall** ... (d) ...	1800	1800	1400	...	395	...
21	23	20	...	...	15	16*	16*	63	**Tallarook**	900	800	550		360	...
13	15	11	...	...	10	10	10	68q	**Seymour**	1200	1000	700	...	450	...

For reference notes (c), (d), (g), (q), (r), (t), (X), see page 185.

SEYMOUR AND MELBOURNE.

Roadside Sectional Loads		Through Trains						SECTION		LOAD				
		Ruling Grade Loads												
3/5ths Load.	Full Load.	3/5ths Load.			Full Double Load.	"S" & "X" 900 tons. "B" 800 tons.	"T" 520 tons.	Mileage.	UP.	S & X	B	T & H	W	Y
8	8	8				...	...	1	**Seymour Marshalling Yard to— Seymour**	1800	1800	1800	...	1200
									Seymour to— ...					
17	22	15			...	13*	13*	5	**Tallarook**	...	...	...	...	...
24	30	21			...	17*	17*	14	**Broadford** (r)	...	...	520	...	...
19	25	17			...	13*	13*	21	**Kilmore East** ...	...	...	...	...	...
14	19	12			...	11*	11*	27	**Wandong** ... (r)	...	...	650	...	...
6	10	5			...	4*	4*	28	**Heathcote Junction** (r)	...	...	...	...	...
9	10	7			...	6*	6*	31	**Wallan**	900	800	550	...	350
9	13	8			12	5*	5*	35	**Beveridge**	...	...	...	...	...
10	12	9			10	8*	8*	40	**Donnybrook** ...	...	...	...	...	...
8	11	7			9	7*	7*	45	**Craigieburn**... ...	...	...	...	—	...
5	6	5			5	...	...	47	**Somerton** ... (d)	...	...	...	...	...
		Via Tottenham Goods Lines.												
6	7	5			...	9*	9*	50	**Broadmeadows X** ...	2100	2100	1800	...	...
...	...	...			...	...	...	56	**Albistore**	...	...	...	...	...
19	23	19			...	16*	16*	59	**Albion** ... (c)	...	...	...	...	...
3	4	3			...	2*	2*	60	**Sunshine**	...	...	1800	...	1200
8	11	8			...	8*	...	62	**Tottenham Yard** ...	...	...	...	...	...
14	16	14			...	...	...	66	**South Kensington** ...	...	...	...	...	...
14	14	14			...	24	25	68q	**Melbourne Yard** (c)	2100	2100	1600	...	1200
		Via Essendon												
6	7	5			6	9*	...	50	**Broadmeadows X** ...	2100	2100	1800	1200	1200
5	5	4			4	...	...	52	**Glenroy**	...	...	...	...	...
9	10	8			10	12*	...	56	**Essendon** ... (c)	...	...	...	...	...
...	...	...			...	...	...	58	**Newmarket** (g) (u)	...	...	...	...	...
...	...	...			...	...	...	59	**Kensington** ...	...	...	...	...	...
13	15	13			16	22	...	61	**Melbourne Yard** (u)	2100	2100	1600	1000	1000

For reference notes (c), (d), (g), (q), (r), (u), (X), see page 185.

NOTES

(o) Momentum Grades—

Down Journey—

At Mileage	Speed Necessary (Miles per hour)
2½ miles passing South Kensington station	20
3¾ after passing under Bendigo line	20

Up journey—

13 after leaving Broadmeadows	20
10¾ after leaving Broadmeadows	20
6½ approaching Strathmore	30
2¼ approaching South Kensington station	25

(d) See General Appendix, for special instructions re McDougall and Somerton.

(g) See page 180.

(q) The mileage of Goods trains to Seymour from Williamstown is 67, from Newport 65 and from Dynon 66.

(r) As delays will arise with these loads if the trains are blocked at Beveridge Home Signal or at Heathcote Junction Home Signal on the Down journey or at Broadford or Wandong Home Signal or at Heathcote Junction Home Signal on the Up journey, they should not be given "Line Clear" unless it is fairly certain that such blocks will not occur.

(t) In the event of a Down Goods train being brought to a stand on the bank between Essendon and Broadmeadows from inability of the engine to take the whole forward, and it is found necessary to divide the train, the first portion must not consist of more than 18 vehicles, in order that they can be promptly placed in "A" Siding at Broadmeadows.

GOODS TRAIN SHUNTING AT BROADMEADOWS

(x)—

The maximum loads which may be pushed in the 'down' direction on 'up' main line are as under—

CLASS	S & X	B		T & H		Y		W
LOAD	1500	1400		800		600		650

STOCK ON UP TRAINS FOR NEWMARKET

(see General Appendix)

(u)—

1. The loads which can be pushed from the Up Main Line into the Newmarket Yard are as under:—

CLASS	S & X	B		T & H		Y		W	
LOAD	1800	1600		1200		750		650	

2. When it is necessary for any Up Goods train to shunt at Newmarket during passenger traffic, the Signalman at Newmarket must be advised by the Central Train Controller, and the Signalman receiving this advice must immediately confer by telephone with the Yard Foreman at the Cattle Yards Siding and ascertain whether or not there is a clear Road for the train to arrive on. If there is not a clear Road, or for any other reason the Yard Foreman is not in a position to accept the train, the Signalman must promptly advise the Train Controller, who will then arrange for trains being held at Essendon or dealt with as shown in sub-clause (a) of clause 3 hereof. The Yard Foreman must promptly advise the Signalman and Central Train Controller when he is in a position to deal with the train, and the time that trains are held up at Essendon must be limited to the shortest possible period.

3. (a) Except as shown in sub-clause (b) hereof, no train must be uncoupled on the Main Line at Newmarket for shunting purposes. When required to detach vehicles, the whole of the train must, if practicable, be shunted to the Cattle Yards. If this cannot be done without causing delay, it must be sent on to West Tower or Melbourne Yard, where the Newmarket loading must be detached and returned promptly.

(b) (i) Unless circumstances render it necessary, Up Goods trains between the hours of 12.30 a.m. and 4.30 a.m., provided all Passenger trains due to pass have done so, need not be shunted to the Cattle Yards for the purpose of detaching vehicles. The train must be brought to a stand at the Home Signal (Post No. 15), but before the train is uncoupled the Guard must, in addition to screwing on the Hand-brake in the Brake-van, apply a sufficient number of Hand-brakes on the vehicles left standing on the Main Line in accordance with Regulation 204 and General Appendix. The Guard must also see that the Side and Tail Lights on the Brake Van are burning brightly, and that a White Light is exhibited on the front vehicle of the portion of the train left on the Running Line.

When the vans which are to be shunted to the Cattle Yards have been drawn forward clear of the Points in the Main Line by the Train engine a Pilot engine is to be utilized to haul these vehicles to the Cattle Yards.

(ii) Special attention is directed to clause (b) of Regulation 204 in respect of train not being uncoupled until the Guard has secured the rear portion.

(iii) When an Up train is required to stop at Newmarket for the purpose of detaching vehicles between 12.30 a.m. and 4.30 a.m., Central Control must so advise the Signalman at Essendon and Newmarket prior to the train arriving at Essendon, and the Signalman at Essendon must not permit a following train to depart until he has conferred with the Signalman at Newmarket and ascertained that the preceding train has left that station.

(iv) The Signalman at Essendon and Newmarket must make a record across the figure line of the Train Register Book of all messages received and sent in respect of Up trains requiring to shunt at Newmarket; also the departure times of such trains from Newmarket.

4. Particulars regarding messages received and how trains are dealt with must be shown in Train Register Books at Essendon and Newmarket.

5. Special boards of a triangular shape, painted white with black lettering, are erected on the left-hand side of the Up Line between Newmarket Junction and Kensington to indicate to Drivers of Up North-Eastern Line live-stock trains which are to be shunted to the yard at Newmarket, the point at which they must bring the engine to a stand, so that the rear of the train will be clear of the Junction points. The Boards are lettered "75 Vehicles", "65 Vehicles", and "55 Vehicles". The "75 Vehicles" Board is erected near Automatic Signal No. E. 172, the "65 Vehicles" Board 235 feet nearer Newmarket Station and the "55 Vehicles" Board a further 235 feet nearer Newmarket Station.

Up Goods trains must not stop at Newmarket Station for relief purposes.

Relief engine Crews or Guards must proceed direct to Newmarket Yard, where relief is to be effected after train has set back into the siding.

All concerned must see that the setting back movement is smartly performed, and thus avoid undue detention to suburban traffic.

ENGINES ASSISTING GOODS TRAINS FROM UP MAIN LINE TO THE CATTLE YARDS

When "Up" Goods or Livestock trains are to be assisted by an engine in the rear from the "Up" Main Line to the Cattle Yards at Newmarket, the following procedure is to be adopted by the Drivers concerned:—

1. The train must be stopped with the rear end well clear of the Junction points at Newmarket. To ensure this, special Location Boards for trains consisting of equal to 55, 65 and 75 vehicles respectively are erected on the Left-hand side of the "Up" line between Newmarket Junction and Kensington to indicate to Driver the point at which they must bring their engines to a stand in accordance with the number of vehicles on the train.

2. After stopping, the Driver must see that the brake pipe pressure is reduced 20 lbs. below normal and leave the Brake Valve in Lap position. He must then close the Brake Valve Isolating Cock, return the Brake Valve to release position, with the No. 4 brake valve, or running position with A6-ET or A7-EL equipment and watch the air pressure gauge for the Brake pipe pressure to rise. This will indicate to him that the Assistant Engine Driver has taken charge of the Air Brake.

3. The assistant or dropping-on engine must approach the rear of the train with 95 lbs or more Main Reservoir pressure. The Driver must stop his engine at the rear of the train by an application of the Air Brake and leave the Brake Valve in Lap position until the coupling up has been completed.

4. On receiving the necessary Fixed and Hand Signals, the code whistles are to be exchanged and the train is ready to proceed. It must be controlled and stopped where necessary by an application of the Air Brake by the Driver of the assisting engine.

SEYMOUR TO ALBURY

Engine Running Trains										SECTION			LOAD				
Roadside Trains			Through Times														
Banked Loads			Banked Loads														
3/5ths Load		Full Load	3/5ths Load		Full Load	"S" & "X" 900 Tons "B" 800 Tons	"S" & "X" 1250 Tons "B" 1000 Tons	"T" 550 Tons		Mileage	DOWN		S & X	B		T & H	Y
(*d*)		(*hh*)	(*d*)		(*hh*)						**Seymour to—**						
19	...	21	18	...	20	12	14	12		7	**Mangalore** ...	(*c*)	1800	1600	...	1200	800
...	...	...	...	...	...	...	...	...		...	**,,** ...	(*h*)	2100	1800	...	1800	1200
15	..	16	14	...	15	7	8	8		11	**Avenel**	...	1300	1100	...	750	550
...	...	...	...	...	...	...	...	...		...	**,,**	(*hh*)	2000	1800	...	1200	1100
21	...	29	18	...	24	11	11	12		18	**Locksley**	...	...	...	...	...	...
14	...	19	13	...	17	9	10	9		24	**Longwood**	...	...	...	...	...	...
13	...	15	11	...	13	6	6	7		28	**Creighton** ...	(*c*)	...	...	...	...	...
12	...	16	10	...	12	7	8	8		33	**Euroa**	(*c*)	...	...	...	1200	...
13	...	16	12	...	15	7	7	8		38	**Balmattum** ...	...	...	...	...	...	...
16	...	22	14	...	19	9	9	10		44	**Violet Town** ...	...	...	...	...	...	...
22	...	26	19	...	23	13	14	14		53	**Baddaginnie** ...	...	...	...	...	...	...
19	...	22	17	...	19	11	12	12		60	**Benalla**	...	2100	1800	...	1600	1000
Roadside Sectional Loads			Through Ruling Grade Loads														
15	...	19	13	...	16	...	...	...		6	**Winton**	...	...	...	...	...	1200
26	...	32	23	...	29	26	28	25		15	**Glenrowan** ...	(†)	1250	1100	...	750	550
20	...	21	18	...	19	12	13	14		24	**Wangaratta** ...	...	...	...	...	...	...
10	...	12	8	...	10	6	6	6		28	**Bowser**	...	1800	1800	...	1400	1000
29	...	35	27	...	33	20	22	20		39	**Springhurst** ...	...	...	...	...	750	...
19	...	25	17	...	21	13	15	13		47	**Chiltern**	...	...	...	...	...	...
14	...	17	11	...	13	9	10	10		53	**Barnawartha** ...	...	1250	1100	...	900	550
30	...	36	25	...	31	18	18	19		66	**Wodonga**	...	1800	1600	...	1400	900
...	...	...	...	...	...	...	...	...		67	**Coal Siding** ...	...	...	...	...	...	...
...	...	...	...	...	...	11	11	11		70	**Albury**	...	2100	1800	...	1600	1000

(*h*) Assisted in rear to Stop-board at 63 miles, 50 chains. See General Appendix. Page 594.

(*hh*) Assisted in rear to Stop-board at 69 miles, 40 chains (Down side of Mangalore).

(*d*) Without Banking Engine.

NOTE.—The load referred to in (*hh*) may be taken by a single engine from Stop-board at 69½ miles to Benalla.

§§ All vehicles automatically coupled and Staff Automatic Exchanging Apparatus in operation.

(*c*) Momentum Grades.

Down journey—

At Mileage		Speed Necessary (Miles per Hour).
About 90 near Down side of Creighton	...	Locomotive of Down train stopping at Creighton should, in order to obtain the necessary momentum, recommence the journey not nearer to the grade than the Down end of platform.
148¼ approaching Bowser ...	...	25

(†) BENALLA–ALBURY.—Goods train with full loads should receive preference in either direction in order to avoid stopping them at the Home Signal when approaching Glenrowan. In cases where a train is approaching Glenrowan from each side and both have full loads, the question of preference is to be decided on the spot according to the exigencies of traffic following in either direction.

ALBURY TO BENALLA

Engine Running Time: Roadside Sectional Loads 3/5ths Load		Roadside Sectional Loads Full Load	Through Trains: Ruling Grade Loads 3/5ths Load		Ruling Grade Loads Full Load	"S" & X 900 Tons "B" 800 Tons	"S" & X 1250 Tons "B" 1000 Tons	"T" 520 Tons	Mileage	SECTION UP			LOAD S & X	B		T & H		Y
...	...	...	...	...	...	...	...	...	3	**Albury to— Coal Siding**	...	...	...	...	...	...	...	680
...	...	...	...	...	...	11	11	11	4	**Wodonga**	...	...	1800	1600	...	1200	...	650
30	...	38	28	...	35	21	25	22	17	**Barnawartha**	...	...	1800	1600	...	1000	...	650
19	...	23	17	...	19	12	15	14	23	**Chiltern**	...	...	1250	1100	...	750	...	550
19	...	22	17	...	19	12	12	13	31	**Springhurst**	...	...	1800	1800	...	1600	...	1000
25	...	32	23	...	28	16	18	16	42	**Bowser**	...	...	1600	1400	...	1000	...	650
10	...	12	8	...	9	6	6	6	46	**Wangaratta**	...	(c)	2100	2100	...	1600	...	1200
25	...	34	23	...	31	18	22	20	55	**Glenrowan**	...	(†)	1250	1100	...	750	...	550
18	...	21	15	...	19	...	...	...	64	**Winton**	...	...	...	...	...	...	...	...
14	...	17	12	...	14	22	22	22	70	**Benalla**	...	...	2100	1800	...	1600	...	1000

BENALLA TO SEYMOUR

Engine Running Time: Roadside Sectional Loads 3/5ths Load		Roadside Sectional Loads Full Load	Through Trains: Ruling Grade Loads 3/5ths Load		Ruling Grade Loads Full Load	"S" & "X" 900 Tons "B" 800 Tons	"S" & "X" 1250 Tons "B" 1000 Tons	"T" 520 Tons		Mileage	SECTION UP			LOAD S & X	B	T & H	Y
21	...	26	20	...	25	12	13	13		7	**Benalla to— Baddaginnie**	...	...	...	...	...	...
19	...	23	17	...	21	13	13	14		16	**Violet Town**	...	...	...	...	...	...
15	...	19	13	...	17	9	9	10		22	**Balmattum**	...	...	...	...	...	...
14	...	17	13	...	15	8	8	8		27	**Euroa**	...	...	...	...	1600	1000
14	...	19	13	...	17	8	9	8		32	**Creighton**	...	...	...	...	...	...
10	...	13	9	...	11	6	6	7		36	**Longwood**	...	...	...	...	...	...
13	...	15	11	...	13	9	9	9		42	**Locksley**	...	...	...	...	...	...
17	...	21	14	...	17	10	10	12		49	**Avenel**	...	...	...	1800	1400	...
14	...	26	12	...	20	7	8	8		53	**Mangalore**	...	(c)	...	1600	1200	800
18	...	22	16	...	20	11	11	11		60	**Seymour**	...	(c)	2100	2100	1800	1200

NOTES (*see also page* 188)

† The load for Up Goods trains assisted in the rear, between Wangaratta and Glenrowan, will be the same as laid down for the Glenrowan–Benalla section. (See page 188).

UP Journey— At Mileage ... Speed Necessary (Miles per hour)

(c) Momentum Grades—

145¾ approaching Wangaratta ... 25
71¼ after leaving Avenel 20
66½ after leaving Mangalore ... 25
64 approaching Seymour... ... 25
61½ approaching Seymour... ... Any train exceeding three-fourths of this tonnage should, if practicable, be given a run into the Seymour Yard. The Guard must advise the Officer in Charge at the last stopping place, who must promptly pass the information on to Seymour.

TALLAROOK TO MANSFIELD.

Engine Running Time: R'side Sect. Loads 3/5ths Load.	R'side Sect. Loads Full Load.	Through Ruling Grade Loads 3/5ths Load.	Through Ruling Grade Loads Full Load.	Mileage.	SECTION	LOAD: B & S	T					Y				
					DOWN											
					Tallarook to— (d)											
15	18			7	**Trawool**	...	...	...	...	...	...	...	...	...	...	...
15	18			12	**Kerrisdale** ...	...	...	...	...	...	...	...	...	...	...	...
14	17			18	**Homewood** ...	...	...	...	...	...	...	...	...	...	...	...
14	18			24	**Yea**	600	400	...	...	...	...	320	...	...	...	...
9	12			27	**Cheviot** ... (c)	—	400	...	...	...	...	320	...	...	...	...
21	28			35	**Molesworth** ...	...	380	...	...	...	...	320	...	...	...	...
6	8			37	**Cathkin**	...	1000	...	...	...	...	650	...	...	...	...
10	12			41	**Yarck**	...	1000	...	...	...	...	650	...	...	...	...
12	18			46	**Kanumbra** ...	...	...	...	...	...	...	...	...	...	...	...
23	33			53	**Merton**	...	380	...	...	...	...	320	...	...	...	...
12	14			59	**Woodfield** (c)	...	1000	...	...	...	...	650	...	...	...	...
8	10			62	**Bonnie Doon** ...	...	1000	...	...	...	...	750	...	...	...	...
11	14			67	**Maindample** ...	...	400	...	...	...	...	320	...	...	...	...
18	22			76	**Mansfield** ...	...	600	...	...	...	...	400	...	...	...	...
					UP											
					Mansfield to— (d)											
18	22			9	**Maindample** ...	...	...	...	...	...	...	...	...	...	...	...
10	12			14	**Bonnie Doon**	...	500	...	...	...	...	320	...	...	...	...
9	11			17	**Woodfield** ...	...	900	...	...	...	...	650	...	...	...	...
14	17			23	**Merton**	...	500	...	...	...	...	350	...	...	...	...
20	28			30	**Kanumbra** ...	...	400	...	...	...	...	320	...	...	...	...
10	12			35	**Yarck**	...	...	...	...	...	...	...	...	...	...	...
9	11			38	**Cathkin**	...	1000	...	...	...	...	750	...	...	...	...
6	8			41	**Molesworth** ...	...	1000	...	...	...	...	750	...	...	...	...
22	30			48	**Cheviot**	—	380	...	...	...	...	320	...	...	...	...
8	9			52	**Yea** ...	...	1000	...	...	...	...	750	...	...	...	...
13	16			57	**Homewood** ...	600	400	...	...	...	...	...	...	...	...	...
14	16			63	**Kerrisdale** (c)	...	...	...	...	...	...	...	...	...	...	...
14	17			68	**Trawool**	...	...	...	...	...	...	...	...	...	...	...
14	18			76	**Tallarook** ...	700	500	...	...	...	...	350	...	...	...	...

CATHKIN TO ALEXANDRA

					DOWN											
					Cathkin to— (d)											
11	16			4	**Koriella**	...	700	...	...	...	...	500	...	...	...	...
15	22			9	**Alexandra** ...	...	380	...	...	...	...	250	...	...	...	...
					UP											
					Alexandra to— (d)											
15	22			5	**Koriella**	...	380	...	...	...	...	250	...	...	...	...
10	12			9	**Cathkin**	...	1000	...	...	...	...	750	...	...	...	...

NOTES.

(c) Momentum grades, Down journey—

At Mileage		Speed Necessary (Miles per hour).
82½	Approaching Cheviot ...	 20
113	Approaching Woodfield ...	 25
	Up journey	
66½	After leaving Kerrisdale ...	 25

(d) See General Appendix for instructions re Tallarook–Mansfield and Cathkin–Alexandra Lines.

Engine Running Time: R'side Sect. Loads 3/5ths Load.	Engine Running Time: R'side Sect. Loads Full Load.	Engine Running Time: Through Ruling Grade Loads 3/5ths Load.	Engine Running Time: Through Ruling Grade Loads Full Load.	Mileage.	SECTION	LOAD
					DOWN	T Y
					Benalla to—	
16	21	15	19	10	**Goorambat**	1500 1000
5	7	4	5	13	**Nooramunga**	
5	7	4	5	16	**Devenish**	
7	9	5	7	20	**St. James**	
12	15	10	13	28	**Tungamah**	1500 1200
11	14		12	33	**Telford**	920 700
12	15		12	40	**Yarrawonga**	1500 1000
29	32	26	29	47	**Sloane**	
25	27	22	24	54	**Warragoon**	
21	23	19	21	59	**Rennie**	
28	30	26	28	67	**Sanger**	
23	26	21	23	73	**Wangamong**	1800 1200
20	23	18	20	78	**Oaklands (N.S.W.)**	1400 970
					UP	
					Oaklands (N.S.W.) to–	
15	17	14	16	5	**Wangamong**	
17	19	16	18	11	**Sanger**	
21	23	20	22	19	**Rennie**	
15	17	14	16	24	**Warragoon**	
18	20	17	19	31	**Sloane**	
21	25	20	23	38	**Yarrawonga**	
12	14		11	45	**Telford** (d)	1800 1200
13	18		12	50	**Tungamah**	1100 700
11	14		11	58	**St. James**	
7	9		6	62	**Devenish**	
5	7		5	65	**Nooramunga**	
5	7		5	68	**Goorambat**	
16	21		16	78	**Benalla**	1500 1000

NOTES.
(d) See General Appendix, re dividing load at Telford.

WANGARATTA AND BRIGHT.

Engine Running Time: Road-side Sectional Loads 3/5ths Load	Engine Running Time: Road-side Sectional Loads Full Load	Engine Running Time: Through Ruling Grade Loads 3-5ths Load	Engine Running Time: Through Ruling Grade Loads Full Load	Mileage	SECTION DOWN		LOAD T.				LOAD Y			
					Wangaratta to—									
10	12	7	8	4	**Bowser** ...	(c)	1400	...	...	...	1000	...	...	
8	10	8	8	7	**Londrigan** ...	...	...	...	...	...	...	...	...	
12	16	11	12	12	**Tarrawingee**	...	1500	...	...	...	1000	...	...	
9	12	7	10	16	**Everton** ...	...	400	...	...	...	300	...	...	
22	25	...	...	24	**Bowman** ...	...	...	...	...	...	...	...	...	
15	21	...	...	28	**Gapsted** ...	...	380	...	...	...	280	...	...	
13	15	...	...	32	**Myrtleford** ...	...	...	...	...	...	...	...	...	
10	11	...	...	35	**Ovens** ...	...	...	...	...	...	...	...	...	
20	23	...	...	42	**Eurobin** ...	...	...	...	...	...	...	...	...	
14	16	...	...	47	**Porepunkah** ...	...	...	...	...	...	...	...	...	
12	14	...	...	51	**Bright** ...	...	1500	...	...	...	1000	...	...	
					UP									
					Bright to—									
12	14	...	...	4	**Porepunkah** ...	...	...	...	...	...	...	...	...	
14	16	...	...	9	**Eurobin** ...	...	...	...	...	...	...	...	...	
20	23	...	...	16	**Ovens** ...	...	...	...	...	...	...	...	...	
10	11	...	...	19	**Myrtleford** ...	...	1500	...	...	...	1200	...	...	
15	17	...	...	23	**Gapsted** ...	...	...	...	...	...	...	...	...	
16	22	...	...	27	**Bowman** ...	...	380	...	...	...	280	...	...	
22	28	...	...	35	**Everton** ...	...	450	...	...	...	330	...	...	
8	9	7	9	39	**Tarrawingee**	...	...	...	...	...	...	...	...	
12	14	11	13	44	**Londrigan** ...	...	...	...	...	...	...	...	...	
8	10	8	9	47	**Bowser** ...	...	1500	...	...	...	1100	...	...	
10	12	8	10	51	**Wangaratta**	(c)	1600	...	...	...	1200	...	...	

NOTE.

(c) Momentum grade, Up journey. With the above loads the speed of 25 m.p.h. must be attained at mileage 145¾ approaching Wangaratta to take the load over the grade.

Momentum, Down Journey, Mileage 148¼ approaching Bowser 25 m.p.h.

EVERTON AND BEECHWORTH

					DOWN									
31	49	...	...	10	**Everton to—** **Beechworth** ...	(d)	250	...	...	...	180	...	...	
					UP									
26	28	...	...	10	**Beechworth to—** **Everton** ...	(d)	350	...	...	...	240	...	...	

NOTE

(d) See General Appendix, Pages 497-510 for instructions.

WANGARATTA AND PEECHELBA EAST

Engine Running Time: Road-side Sectional Loads 3/5ths Load	Engine Running Time: Road-side Sectional Loads Full Load	Engine Running Time: Through 3/5ths Load	Engine Running Time: Through Full Load	Mileage	SECTION	LOAD T	LOAD Y
					DOWN		
12	14			4	**Wangaratta to— Bowser** (c)		
24	27			11	**Boorhaman**		
16	20			16	**Peechelba East**		1000
					UP		
					Peechelba East to— Boorhaman		
16	18			5			
22	26			12	**Bowser**		
10	12			16	**Wangaratta** (c)		1200

NOTE

(c) Momentum grade, Down journey—
Mileage 148¼ approaching Bowser, 25 miles per hour.
(c) Momentum grade, Up journey. With the above load a speed of 25 miles per hour must be attained at mileage 145¾ approaching Wangaratta to take the load over the grade.

SPRINGHURST AND WAHGUNYAH

Engine Running Time: Road-side Sectional Loads 3/5ths Load	Engine Running Time: Road-side Sectional Loads Full Load	Engine Running Time: Through 3/5ths Load	Engine Running Time: Through Full Load	Mileage	SECTION	LOAD T	LOAD Y
					DOWN		
14	14			5	**Springhurst to— Lilliput**		
14	14			9	**Rutherglen**		
14	14			14	**Wahgunyah**	1500	1000
					UP		
					Wahgunyah to— Rutherglen (c)	800	530
15	17			5			
13	15			9	**Lilliput**		
16	16			14	**Springhurst** (c)	1200	830

NOTE

c) Momentum grade. Up journey—

At Mileage	Speed Necessary (Miles per hour)
169¾ approaching Rutherglen	20
162½ approaching Springhurst	25

Engine Running Time: Boadside Sectional Loads: 3/5ths Load	Boadside Sectional Loads: Full Load	Through Ruling Grade Loads: 3/5ths Load	Through Ruling Grade Loads: 4/5ths Load	Through Ruling Grade Loads: Full Load	Through Ruling Grade Loads: "T" (see note "H")	Mileage	SECTION: DOWN	LOAD: S & X	B	T					Y			
							Wodonga to—											
6	8					3	**Bandiana Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...					...	**Bandiord Siding**	...	...	...	...	...	...	...	...	...	...	...
6	7					4	**Bandolier Siding** ...	1600	1600	1200	...	...	...	...	800	...	...	...
7	8					7	**Bonegilla**	...	...	...	...	...	...	...	...	...	...	...
6	8					9	**Ebden**	750	...	...	...	...	...	...	...	...	...	...
12	17				35	14	**Huon**	—	650	...	...	...	...	...	...	...	...	...
17	20				24	22	**Tallangatta**	...	—	...	...	...	...	...	350	...	...	...
24	29					31	**Bullioh** ... (c)	...	...	500	...	...	...	...	380	...	...	...
...	...					...		...	...	...	...	...	...	...	...	...	...	...
60	80					43	**Koetong**	...	...	...	...	...	...	...	...	...	...	...
25	36					50	**Shelley...** ... (d)(e)	...	...	350	...	...	...	...	300	...	...	...
50	50					59	**Beetoomba**	...	...	...	...	...	...	...	...	...	...	...
30	31					69	**Cudgewa** ... (c)(e)	...	...	500	...	...	...	...	400	...	...	...
							UP											
							Cudgewa to—											
29	33					10	**Beetoomba** ... (f)	...	...	...	...	...	...	...	...	...	...	...
45	60					19	**Shelley...** ... (d)	...	...	350	...	...	...	...	300	...	...	...
25	27					26	**Koetong**	...	...	...	...	...	...	...	...	...	...	...
43	45					38	**Bullioh** ... (c)	...	...	...	...	...	...	...	...	...	...	...
23	27				—	47	**Tallangatta**	...	...	...	...	...	...	...	...	...	...	...
19	20				24	55	**Huon**	...	—	...	...	...	...	...	...	...	...	...
14	17					60	**Ebden** ... ... (c)	—	650	500	...	...	...	...	380	...	...	...
5	7					62	**Bonegilla**	1600	1600	1200	...	...	...	...	...	...	...	...
6	7					65	**Bandolier Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...					...	**Bandiord Siding** ...	...	...	...	...	...	...	...	...	...	...	...
7	9					66	**Bandiana Siding** ...	...	...	...	...	...	...	...	...	...	...	...
7	9				35	69	**Wodonga** ... (c)	1800	1800	1500	...	...	...	...	1000	...	...	...

NOTES

(H) Engine running schedule for "T" class is based on load of 400 tons Wodonga and Tallangatta Down and Up.

(c) Momentum grades—

Down journey— At Mileage	Speed Necessary (Miles per hour)	Up journey— At Mileage	Speed Necessary (Miles per hour)
193½ approaching Bonegilla	35	231 approaching Koetong	20
195¾ at Ebden	30	229¾ after leaving Koetong	15
198¾ approaching Huon	30	212¾ approaching Tallangatta	25
203½ Leaving Sandy Creek	30	210¾ ,, ,,	25
208 approaching Tallangatta	30	206¾ leaving Tallangatta	30
211½ after leaving Tallangatta	25	201 after leaving Huon	20
217¾ approaching Bullioh	25	197¼ approaching Ebden	30
249¾ approaching Wabba	25	190¼ approaching Bandiana	25

(d) See General appendix for instructions.

(e) 700 tons may be hauled between Shelley and Cudgewa when hauled by two 'T' class locomotives.

(f) If the "Up" loading offering from Beetoomba exceeds the schedule load, the train may be divided and the first portion taken to Shelley. Before departing, however, the remaining portion must be placed in the siding at Beetoomba and securely braked. After the first portion has been placed in the siding at Shelley and securely braked, the engine is to return with the Brake-van attached, from Shelley to Beetoomba for the second portion of the load.

Engine Running Time							SECTION	LOAD										
Road-side Trains			Through Trains															
Banked Load			Banked Load															
3/5ths Load		Full Load	3/5ths Load		Full Load	T. 1200 tons	Mileage	DOWN	S & X	B	T							Y
								Seymour to—										
21	...	24	20	...	23	22*	7	**Mangalore**	1800	1600	1200	...	...	...	...	...	...	800
								" ... (*h*)	2100	1800	1800	...	...	...	...	...	...	1200
16	...	18	13	...	15	11*	13	**Tabilk**	...	...	...	...	...	...	...	...	...	...
12	...	14	9	...	11	8*	17	**Nagambie**	...	...	...	...	...	...	...	...	...	...
16	...	18	13	...	15	12*	23	**Wahring**	...	...	...	...	...	...	...	...	...	...
18	...	21	17	...	19	15	30	**Murchison East** ...	...	2100	...	...	...	...	...	...	...	1200
17	...	19	16	...	18	15	37	**Arcadia**	...	...	...	...	...	...	...	...	...	...
13	...	15	11	...	13	13	42	**Toolamba**	...	...	...	...	...	...	...	...	...	...
17	...	19	15	...	17	16	49	**Mooroopna**	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...			...	...	...	...	...	...	...	...	...	...
9	...	11	7	...	9	8	52	**Shepparton**	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	53	**Shepparton Live Stock Siding**	...	...	...	...	...	...	...	...	...	...
16	...	18	15	...	17	...	58	**Congupna**	...	...	...	...	...	...	...	...	...	...
12	...	14	10	...	12	23	63	**Tallygaroopna** ...	...	...	...	...	...	...	...	...	...	...
15	...	17	13	...	15	14	68	**Wunghnu**	...	...	...	...	...	...	...	...	...	...
12	...	14	11	...	13	11	73	**Numurkah**	...	...	...	...	...	...	...	...	...	...
17	...	20	16	...	18	15	79	**Katunga**	...	...	...	...	...	...	...	...	...	...
15	...	19	13	...	16	13	85	**Strathmerton**	...	...	...	...	...	...	...	...	...	1200
11	...	13	9	...	11	...	89	**Mywee**	...	...	...	...	...	...	...	...	...	...
19	...	23	18	...	22	22	95	**Tocumwal**	...	...	1800	...	...	...	...	...	...	1200
								Strathmerton to—										
12	...	14	10	...	12	...	4	**Yarroweyah**	...	...	...	...	...	...	...	...	...	...
13	...	15	11	...	14	...	9	**Cobram**	...	...	1800	...	...	...	...	...	...	1200

* Engine running schedule based on trains being non-stop at these stations.

NOTE

(*h*) Assisted to Stop-board at 63 miles, 50 chains. See pages 214, 215.

Engine Running Time: Roadside Sectional Loads 3/5ths Load	Roadside Sectional Loads Full Load	Through Ruling Grade Loads 3/5ths Load	Through Ruling Grade Loads Full Load	Through Ruling Grade Loads 'T.' 1200 Tons	Mileage	SECTION UP	LOAD S & X	B			T						Y
						Cobram to											
12	15	11	14	...	5	**Yarroweyah**	...	...	...	...	...	...	...	...	...	...	...
13	16	10	12	...	9	**Strathmerton**	...	...	...	...	1800	...	...	...	...	...	1200
						Tocumwal to—											
19	23	18	22	...	6	**Mywee**	...	...	...	...	1800	...	...	...	...	...	...
11	14	10	12	22	10	**Strathmerton**	...	...	...	...	...	...	...	...	...	...	1200
15	18	13	16	13	16	**Katunga**	...	...	...	...	...	...	...	...	...	...	...
17	21	15	18	15	22	**Numurkah**	...	...	...	...	...	...	...	...	...	...	...
13	15	12	14	11	27	**Wunghnu**	...	...	...	...	...	...	...	...	...	...	...
15	18	13	16	14	32	**Tallygaroopna**	...	...	...	...	...	...	...	...	...	...	...
13	15	11	13	...	37	**Congupna**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	42	**Shepparton Live Stock Siding**	...	...	...	...	...	...	...	...	...	...	...
16	19	15	17	24	43	**Shepparton**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...			...	...	...	...	...	...	...	...	...	...	...
10	12	8	10	8	46	**Mooroopna**	...	...	...	...	...	...	...	...	...	...	...
18	22	16	20	16	53	**Toolamba**	...	...	...	...	...	...	...	...	...	...	...
14	19	13	16	13	58	**Arcadia**	...	...	...	...	...	...	...	...	...	...	...
18	23	16	20	15	65	**Murchison East** ...	...	—									1200
19	24	17	22	15*	72	**Wahring**	...	...	...	...	...	...	...	...	...	...	...
17	22	16	20	12*	78	**Nagambie**	...	...	...	...	...	...	...	...	...	...	1200
12	16	10	14	10*	82	**Tabilk**	...	...	...	...	...	...	...	...	...	...	...
18	25	16	22	14*	88	**Mangalore** ...	—	...	...	...	...	...	...	...	...	...	1000
18	22	16	20	14	95	**Seymour** ...	2100	2100	...	...	1800	...	...	...	...	...	1200

* Engine running schedule based on trains being non-stop at these stations.

MURCHISON EAST AND COLBINABBIN.—RUSHWORTH AND GIRGARRE.

Engine Running Time: Roadside Sectional Loads 3/5ths Load	Engine Running Time: Roadside Sectional Loads Full Load	Engine Running Time: Through Ruling Grade Loads 3/5ths Load.	Engine Running Time: Through Ruling Grade Loads Full Load	Mileage	SECTION DOWN	LOAD T	LOAD	LOAD	LOAD	LOAD	LOAD Y	LOAD				
					Murchison East to—											
7	7	7	7	2	**Murchison**	1600	...	...	...	...	1000	...				
25	32	23	30	13	**Rushworth** ...	1000	...	...	...	...	700	...				
15	17	15	16	17	**Erwen**	600	...	...	...	...	400	...				
12	14	12	12	21	**Wanalta**	...	...	...	...	...	...	...				
16	18	16	17	26	**Colbinabbin** ...	1500	...	...	...	...	1000	...				
					UP.											
					Colbinabbin to—											
12	15	12	13	5	**Wanalta**	...	...	...	...	...	...	...				
9	12	8	9	9	**Erwen**	1500	...	...	...	...	1000	...				
12	16	11	14	13	**Rushworth** ...	800	...	...	...	...	520	...				
25	31	23	29	24	**Murchison** ... (c)	1000	...	...	...	...	700	...				
7	7	7	7	26	**Murchison East** ...	1500	...	...	...	...	1000	...				
					DOWN.											
					Rushworth to—											
25	30	36	38	11	**Stanhope**	600	...	...	...	...	400	...				
9	12	12	13	14	**Girgarre**	1500	...	...	...	...	1000	...				
					UP.											
					Girgarre to—											
12	13	9	11	3	**Stanhope**	1500	...	...	...	...	1000	...				
36	40	28	32	14	**Rushworth** ...	650	...	...	...	...	435	...				

NOTE.

Momentum grades.

(c) Up journey—

Murchison—With full loads, trains must be set back to Down end of Murchison station, in order to obtain necessary momentum to take increased loads over grade just outside Murchison.

Engine Running Time						SECTION	LOAD										
Roadside Sectional Loads			Through Ruling Grade Loads														
3/5ths Load		Full Load	3/5ths Load		Full Load	Mileage	DOWN	T					Y				
							Toolamba to—										
18	...	20	16	...	19	7	**Tatura**	...	...	...	...	...	...	...			
8	...	10	7	...	8	10	**Byrneside**	...	...	...	...	...	...	...			
12	...	15	10	...	13	15	**Merrigum**	...	...	...	...	...	...	...			
16	...	20	14	...	17	21	**Kyabram**	...	...	...	...	...	...	...			
16		21	14	...	18	28	**Tongala**	...	...	...	...	...	...	...			
11	...	13	10	...	11	32	**Koyuga**	...	...	...	...	...	...	...			
...	...	...	...	...	...	36	**Kanyapella**	...	...	...	...	...	...	...			
24	...	29	22	...	27	42	**Echuca**	1800	...	...	...	...	1200	...			
							UP										
							Echuca to—										
...	...	...	...	...	...	6	**Kanyapella**	...	...	...	...	...	...	...			
25	...	31	23	...	29	10	**Koyuga**	...	...	...	...	...	...	...			
12	...	14	10	...	12	14	**Tongala**	...	...	...	...	...	...	...			
17	...	22	15	...	19	21	**Kyabram**	...	...	...	...	...	...	...			
17	...	20	15	...	18	27	**Merrigum**	...	...	...	...	...	...	...			
12	...	15	11	...	14	32	**Byrneside**	...	...	...	...	...	...	...			
9	...	11	8	...	9	35	**Tatura**	...	...	...	...	...	...	...			
19	...	22	17	...	19	42	**Toolamba**	1800	...	...	...	...	1200	...			

SHEPPARTON AND KATAMATITE

Engine Running Time: Road-side Sectional Loads 3/5ths Load	Engine Running Time: Road-side Sectional Loads Full Load	Engine Running Time: Through Ruling Grade Loads 3/5ths Load	Engine Running Time: Through Ruling Grade Loads Full Load	SECTION Mileage	SECTION	LOAD									
					DOWN					Y			T		
					Shepparton to—										
...	...	...	...	1	**Canning Factory Sdg.** ...			...	...	...	...		...		
17	... 21	...	...	8	**Pine Lodge** ...			...	...	...	...		...		
...	...	...	...	12	**Lamrock**			...	...	...	...		...		
14	... 18	...	...	14	**Cosgrove**			...	...	...	1000		1500		
9	... 13	...	...	17	**Dookie**			...	...	...	...		...		
19	... 23	...	...	25	**Yabba North** ...			...	...	...	...		...		
9	... 11	...	...	29	**Youanmite**			...	...	...	...		...		
12	... 14	...	...	34	**Katamatite**			...	...	...	700		1200		
					UP										
					Katamatite to—										
12	... 15	...	...	5	**Youanmite**			...	...	...	...		...		
10	... 13	...	...	9	**Yabba North** ...			...	...	...	1000		1500		
23	... 30	...	...	17	**Dookie** ... (c)			...	...	...	550		1000		
8	... 11	...	...	20	**Cosgrove**			...	...	...	...		...		
...	...	...	...	22	**Lamrock**			...	...	...	...		...		
14	... 17	...	...	26	**Pine Lodge** ...			...	...	...	...		...		
...	...	...	...	33	**Canning Factory Sdg.** ...			...	...	...	...		...		
20	... 28	...	...	34	**Shepparton** ...			...	...	...	1000		1500		

NOTE

(c) Momentum grades
At mileage
Up journey, 132¾

Speed necessary (Miles per hour)
25

NUMURKAH AND PICOLA

					DOWN			T				Y				
					Numurkah to—											
17	... 20	15	... 18	7	**Waaia**			...		...	...	...				
18	... 22	17	... 19	14	**Nathalia**			...		...	...	...				
19	... 24	16	... 20	21	**Picola**			1500		...	...	1200				
					UP											
					Picola to—											
20	... 24	17	... 21	7	**Nathalia**			...		...	...	...				
19	... 23	17	... 20	14	**Waaia**			...		...	...	...				
17	... 21	15	... 19	21	**Numurkah**			1500		...	...	1200				

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

SPEED OF ENGINES OR TRAINS

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

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

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

(i) the provisions of Regulation 59;
(ii) the special speeds shown on pages 209 to 212 inclusive;
(iii) such **temporary** speed reductions as are shown from time to time in the Weekly Notice or other Printed or Written Instructions; and
(iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 201.

4. The running of engines **tender first** is subject to the instructions on page 213 relating to tender first running. (See also sub clause (*c*) clause 1, page 213).

5. (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains and, except in the case of "ZP" brake vans run at the speeds laid down for passenger trains. Express Goods or Mixed trains consisting solely of bogie passenger vehicles, except suburban motors, and or Victorian bogie goods vehicles having the letter "P" "F" or "X" as the last letter of their classification, with the exception of loaded tank wagons classed "TWF", or "TWX" may run at speeds laid down for express goods trains. The maximum speed for "ZP" brake vans and tank wagons classed "TWF" or "TWX" is laid down in Special Rates of Speed, clause 4, p.211.

(ii) When any goods vehicle including "Z" and "ZL" brake vans without "P" "F" or "X" as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.

(iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the maximum speed allowed due to the classes of vehicles included in the train and the Driver or Guard if relieved must pass this information on to his relief.

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

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

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

Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour
B (Diesel Elec)	70			L (Electric)	70	W (Diesel Hydraulic)	20
X (Diesel Elec)	70	E (Electric) 1102–1111	40			Y (Diesel Elec)	40
H (Diesel Elec)	60			R	70	(No. 175)	60
		F (Diesel Elec.)	20	S (Diesel Elec.) (See note 3)	70	Narrow Gauge NA	20
		J	50	T (Diesel Elec.)	60		
		K	50				

Note 1.—The maximum speeds laid down for engines in clause 8 hereof are subject to the maximum speeds laid down in respect of various Lines or portions of Lines, and to the conditions imposed above and also on pages 178 and 201 to 212 inclusive.

Note 2.—See page 211 for speed of an engine or engines with a brakevan of the fixed-wheel base only attached and for the speed of light engines.

Note 3.—The maximum speed of trains hauled by 'S' class Diesel Electric Locomotives when Hostler's End leading is 30 m.p.h., and when Hostler's End leading in Station Yards 10 m.p.h. Set back movements, when driven from Hostler's End, are not permitted.

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

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

Rail Motor Trains	Maximum Speeds† Miles per Hour
Diesel-Electric Rail Motors	... 60
Diesel Rail Car (Walker type) 102 H.P.*	... 45 } See footnote
Diesel Rail Car (Walker type) 153 H.P.	... 50 }
Diesel Rail Car (Walker type) 280 H.P.	... 60 (without trailer)
	50 (with trailer)

† **See Clauses 3 and 5, Page 200** * **No. 4, 50 Miles per Hour**

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

(b) The maximum Speeds, shown above for Rail Motor Trains, are subject to the maximum Speeds laid down for Passenger Trains, for the Line or portion of Line over which the Rail Motor is running, and to the conditions imposed hereunder and on pages 202 to 212 inclusive. Where any goods vehicle is attached, the speed laid down on page 211 for the type of vehicle concerned must not be exceeded.

CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.

Except where otherwise provided, the following are the particulars of the classes of engines that are allowed to run over the various broad-gauge lines. The words **"and lighter"** in respect of some lines or portion of lines mean engines of a lighter axle load than the class specified. (See instruction page 177 for engine axle loads).

1. Except where instructions to the contrary are in force the classes of engines allowed to run on any particular line, or portion of a line may also be worked on any siding connected therewith.

2. In a case of special emergency the District Engineer, may authorise the running, for one return trip, of a heavy class of engine (excluding "B" and heavier classes) then specified for a particular line.

3. (a) On the branch lines specified hereunder, engines of a heavier axle load than those ordinarily authorized in pages 204 to 208 to run over such branch line, may when necessary for shunting purposes, and subject to Block Working Rules, be placed on the branch line at the station named; in every such case the speed specified herein for the local movement on the branch line must not be exceeded. See also clause (b).

Station	Branch Line	Class of Engine that may be used for Shunting on Branch Lines	Speed
			Miles per Hour
Tallarook	Yea	"S" and lighter	10
Strathmerton	Cobram		
Bowser	Beechworth		
Bowser	Peechelba East ...		
Springhurst	Wahgunyah ...		
Echuca	Toolamba		
Murchison East	Rushworth		

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

4. Engines of a greater axle load than "T" Class must not operate in Angliss's Siding at Footscray.

5. **Light Engines.**—(a) Two light engines, coupled, may be run over any line on which Double heading is authorized, subject to the maximum speed for Double Headed trains not being exceeded, and subject also to the condition that the permission applies to engines of the classes authorised to run on such line.

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

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

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

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES

Flinders Street Yard

Line or Portion of Line	Maximum† Speed
	Miles per Hour
"C" Box, Flinders-street	
Arriving trains from the Camberwell Line between the East end of "C" Signal-box and Nos. 6 and 7 Roads, and No. 5 Road via "U"	15
"D" Box, Flinders-street	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto. Signal S 22 and the platform; speed must not be increased after passing 3-position Home Signal No.268	10
Down trains to Clifton Hill Line—when passing round the curve between "D" Signal-box and the Down Automatic Signal S 15	10
Shunting movements between "D" and "E" Boxes via "Through Siding"	5
Between Signal No. 278 Swanston Street Bridge on Nos. 1 and 2 East Roads at Flinders Street Station.	15
Jolimont Goods Yard	
Entering from the East or West End	10

† See clauses 3 and 5, page 200

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

Melbourne Goods Yards (including North Melbourne Junction and Arden Street)
Flinders Street Yard

Line or Portion of Line	Maximum† Speed
	Miles per Hour
Between Viaduct Junction, West Tower and North Melbourne	
Between West Tower Signal Box and Viaduct Junction	10
Up and Down Coburg Goods Lines, between West Tower and North Melbourne Junction	10
Northern and Western Goods Lines	
Between West Tower and South Kensington Junction (Down and Up journeys)	10
North-Eastern Goods Lines	
Between West Tower and Kensington Junction (Down and Up journeys)	10
Passing over Level Crossings between the Yard and Victoria and Appleton Docks. See Special Instructions in the General Appendix	5
On the Reversing Loop	4
Light engines passing Franklin Street Signal-box to or from South Dynon Diesel Depot *via* engine Fly-over Road	15
Macaulay and North Melbourne	
Goods trains passing through Arden-street Sidings. See Special Instructions in the General Appendix	5
Flinders-street Station	
The speed of any train or engine, on any siding, or when being shunted to or from any siding and a running line at Flinders-street, must not exceed 15 miles per hour. This is subject to the special speeds specified hereunder:—	
Over Viaduct Sidings	5
Flinders-street Station between Box "A" on the West side and Boxes "B" and "C" on the East side, all roads. Subject to the further restrictions (see hereunder) in regard to Nos. 2 and 7 Roads	15
From West End of Nos. 2 and 7 Roads, to Swanston-street Bridge	5

† See clauses 3 and 5, page 200

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

Suburban District Line or Portion of Line Between—	Maximum Speed†				Classes of Engines Allowed to Run
	Passenger Trains		Goods Express, Goods, or Mixed Trains		
	Electric Diesel or Steam Locomotive Funnel First	Steam Locomotive Tender First	Electric Diesel or Steam Locomotive Funnel First	Steam Locomotive Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Flinders-street and Spencer-street	20	20	15	15	All Classes
Spencer-street and North Melbourne Junction	40	30	15	15	All Classes
When diverging from a straight road on other lines at Franklin-street Junction	20	20	15	15	
North Melbourne Junction and Newport ...	40	30	30	30	All Classes. See note 4, page 202
Entering Newport Goods Yard ...	...	...	5	5	
Maribyrnong River Line	...	...	...	...	"S" & lighter ("H" not permitted)
In clear daylight	...	...	10	10	
During darkness or foggy weather ...	...	...	5	5	
Spotswood and Power House Yard	...	...	10	10	All Classes except "H"
Newport and Williamstown	40	30	30	30	All Classes except "H"
Williamstown and Williamstown Pier Station	20	20	20	20	All Classes except "H"
Newport and Altona Junction ...	50	30	30	30	All Classes
Newport ("B" Box) and Newport ("A" Box), via Goods Line	...	...	10	10	
Newport ("A" Box) and Newport ("B" Box), via "E" Siding	...	...	5	5	
Newport and Workshops Platform	...	...	...	...	"S" & lighter ("H" not permitted)
Clear weather	10	10	10	10	
Foggy weather	5	5	5	5	
Newport and Sunshine (Loop Line) ...	30	25	30	25	All Classes
Footscray and Sunshine	...	...	...	...	See page 206
Sunshine and Albion	...	...	...	...	
South Kensington and South Dynon Junction* (**Maribyrnong River**)	(see	note)	25	25	All Classes
South Dynon Junction and West Footscray Junction*	(see	note)	40	30	All Classes
Over the Fixed Points at West Footscray Junction until the whole of the train has cleared the points	...	...	10	10	All Classes
West Footscray and Sunshine—into Tottenham Gravitation Yard	...	...	15	15	All Classes
North Melbourne Junction and Newmarket Junction	30	30	20	20	All Classes
Newmarket Junction and Essendon ...	Up 50 Dn.40	30	20	20	All Classes
Essendon Station between Down and Up Home Signals. Posts Nos. 40 and 6 respectively	25	25	20	20	
Newmarket Junction and Flemington Racecourse—					
Newmarket Junction and Showgrounds platform	20	20	10	10	All Classes except "H"
Showgrounds Platform and Flemington Racecourse	20	20	10	10	"B" & lighter ("H" not permitted)

***Note**—Passenger Trains are not permitted to run on the Victorian Gauge Goods lines Up or Down, between South Kensington and West Footscray unless specially authorised by the Chief Civil Engineer.

† See clauses 3 and 5, page 200

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

Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Locomotive Tender First / All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Essendon and Albury	...	...	...	...	All Classes
Essendon Station between Down and Up Home Signal Posts Nos. 40 and 6 ...	25	25	25	20	
DOWN					
Essendon and Strathmore	50	30	30	30	
Strathmore and Broadmeadows	60	40	40	30	
UP					
Essendon and Pascoe Vale	60	40	40	30	
Pascoe Vale and Broadmeadows	50	25	25	25	
Broadmeadows and Heathcote Junct. See note A	70	60	45	30	
Heathcote Junction and Wodonga See note A ...	70	60§	40	30	
Down trains when passing over the junction of Single and Double lines at Dysart (Mileage 59.20)	40	40	40 (see note below)	30	
Entering or passing through back (East) Platform Road at Seymour—					
ALL TRAINS	15	15	15	15	
Passing over Junction of Single and Double Lines at the Down end of Mangalore station (Mileage 68)—					
(a) Down Trains	50	50	40	30	
(b) Up Trains	40	40	40	30	
Wodonga and Albury—	...	...	...	...	All Classes
Double-headed trains excepted	70	40	40	30	
Between Wodonga and South Bank of main Stream of the River Murray—					
Double-headed trains	70	40	40	30	
Between the South Bank of the main Stream of the River Murray and Albury— ...					
Double-headed trains	30	30	30	30	
Wodonga Loop Line—All trains	10	10	10	10	

† See clauses 3 and 5, page 200

Note "A" Goods trains comprising GJX Bogie Hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h.

NOTE—(i) the maximum speed between Heathcote Junction and Wodonga for any Goods train (Up or Down) Express Goods trains excepted consisting of all automatically-coupled vehicles (including Engine and Brake Van) and running with Engine funnel first, will be forty-five (45) miles per hour. It will be the duty of the Guard of any Goods train running between Heathcote Junction and Wodonga to inform the Driver at the commencing point of the train and also at any place where the composition of the train is altered whether the train is completely automatically-coupled or otherwise, and the Driver, if relieved, must pass this information on to his Relief.

NOTE—(ii) Speed marked § are subject to restrictions indicated by speed boards as described on page 210 Special Speeds, Clause 3 (b) Location of boards and the Speed indications shown are as follows:—

At Mileage	Speed Indication Miles per Hour
Down Journey	
38¼ approaching Kilmore East	F 50
92½ approaching Euroa	F 55
Up Journey	
175½ approaching Barnawartha	F 55

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

Line or Portion of Line Between—	Maximum Speed †			Steam Locomotive Tender First	Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Footscray and Sunshine	50	40	30	30	All classes. (See note 5, Page 202)
Sunshine and Albion	50	40	40	30	All classes
Broadmeadows and Albion	40	40	40	25	All classes
Somerton and Ford Coys. Siding	...	...	25	...	All classes except "H"
Tallarook and Yea	45	...	40	25	All classes except "H"
Yea and Mansfield	...	...	...	...	"T" and lighter
Rail Motor Trains	40	...	...	...	
"W" Class engines	35	...	35	...	
"T" and "Y" Class engines	25	...	25	...	
(Over deviations from 118 miles 70 chains to 119 miles 40 chains) All trains ...	25	...	25	20	
Cathkin and Alexandra—	...	...	...	...	"T" and lighter
"W" Class engines	25	...	25	...	
"T" and "Y" Class engines	15	...	15	...	
Benalla and Yarrawonga (See Note **B**) ...	60	...	40	20	All classes except "H"
Rail Motor Trains	60	...	...	...	
Yarrawonga and Oaklands— (See Note **A**) ...	...	...	...	...	"T" and lighter
"W" Class engines	25	...	25	...	
"T" and "Y" class engines	20	...	20	...	

† See clauses 3 and 5, page 200.

Note "A" Goods trains comprising GJX Bogie Hopper wheat wagons may be operated at a speed not exceeding 20 m.p.h. and with a maximum load limit of 50 (fifty) tons.

Note "B" Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h. between Benalla and Yarrawonga.

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

Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Locomotive Tender First — All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Bowser and Peechelba East	15	...	15	...	"T" and lighter
Bowser and Everton—	40	...	40	20	"T" and lighter
when passing through Station Yards. All trains	20	...	20	20	
Everton and Bright—	...	...	...	...	"T" and lighter
"W" Class engines	25	...	25	...	
"T" and "Y" Class engines	20	...	20	...	
Everton and Beechworth—	...	...	...	...	"T" and lighter
"W" Class engines	25	...	25	...	
"T" and "Y" Class engines	20	...	20	...	
Springhurst and Wahgunyah—(See Note **A**) ...	25	...	25	15	"T" and lighter
Wodonga and Ebden—	50	...	40	30	All Classes except "H"
Over the Fixed Points at 187 miles, 36 chains, 188 miles, 66 chains, and 188 miles 78 chains	25	...	25	25	
Ebden and Tallangatta	...	...	...	...	"B" and lighter
"W" Class engines	35	...	30	...	("H" not permitted)
"S", "X", "B", "T" and "Y" Class engines	25	...	25	...	
Tallangatta and Cudgewa	...	...		...	"T" "Y"
"W" Class engines	25	...	25	...	and "W"
"T" and "Y" Class engines	20	...	20	...	

† see clauses 3 and 5, page 200

Note A :—Goods train comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (57 tons) may be operated at a speed not exceeding 20 m.p.h.

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

Line or Portion of Line Between	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First — All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Mangalore and Shepparton (See Note **C**) ...	60	50	40	25	All classes except "H"
Shepparton and Murray River Bdge (See Note **C**)	60	...	40	25	
Over Murray River Bridge at Tocumwal	10	...	10	10	"T" and lighter
Murray River Bdge & Tocumwal— (See Note **C**)	40	...	40	20	"T" and lighter
Murchison East and Colbinabbin— (See Note **B**)					
"W" Class engines	30	...	30	...	"T" and lighter
"T" and "Y" Class engines	20	...	20	...	
Rushworth and Girgarre— (See Note **B**) ...					
"W" Class engines	25	...	25	...	
"T" and "Y" Class engines	20	...	20	...	
Toolamba and Echuca— (See Note **E**)					
Rail Motor Trains	60	...	40	...	"T" & lighter
Rail Motor Trains excepted	50	...	40	25	
Shepparton and Yabba North—					
"W" Class engines excepted	30	...	25	20	"T" and lighter
"T" and "Y" Class engines	25	...	25	...	
Yabba North and Katamatite— (See Note **B**) ...	20	...	20	20	"Y" and lighter
Numurkah and Picola— (See Note **B**) ...					
"W" Class engines	25	...	25	...	"T" and lighter
"T" and "Y" Class engines	20	...	20	...	
Strathmerton and Cobram—(See Note **A**)	40	...	25	...	"T" and lighter

†See clauses 3 and 5, page 200.

Note A :—Goods trains comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (57 tons) may be operated at a speed not exceeding 20 m.p.h.

Note B :—Goods trains comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (50 tons) may be operated at a speed not exceeding 20 m.p.h.

Note C :—Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h.

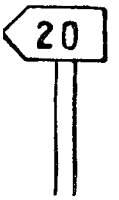
Note E :—Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 45 m.p.h.

SPECIAL SPEEDS

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

(i) *the provisions of Regulation* 59;
(ii) *such* **temporary** *speed reductions as are shown from time to time in the "Weekly Notice" or other printed or written instructions; and*
(iii) *the Special Speeds laid down in clause* 8, *page* 200, *and clause* 9, *page* 201.

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



(b) The following tables are a guide to the maximum speeds around curves of certain radii on Suburban lines, and on all other lines.

Suburban Lines		All Other Lines	
Radius of Curve in Chains	Maximum Speed	Radius of Curve in Chains	Maximum Speed
	Miles per hour		Miles per hour
Less than 8	10	Less than 8	10
„ 8 to 9	15	„ 8 to 9	15
More than 9 „ 11	20	More than 9 „ 12	20
„ 11 „ 14	25	„ 12 „ 15	25
„ 14 „ 18	30	„ 15 „ 25	30
„ 18 „ 22	35	„ 25 „ 30	35
„ 22 „ 26	40	„ 30 „ 35	40
„ 26 „ 30	45	„ 35 „ 40	50
„ 30 „ 35	50	„ 40	60
„ 35 „ 40	55	Special speeds for curves between Essendon and Albury—	
„ 40	60	More than 35 to 40	55
		„ 40 „ 50	60
		„ 50 „ 80	65
		„ 80	70

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

	Maximum Speed	
	When Running to or from Lines Diverging from the Straight Road	When Running on the Straight Road
	Miles per Hour	Miles per Hour
(a) Except as shown in sub-clause (b), (c) and (d) hereof—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points	25	40‡
(ii) Over Facing Points held by hand	15	15
(b) Between ESSENDON and BROADMEADOWS over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points	25	60‡
(c) Between Somerton and Wodonga over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points, except at Euroa, Wangaratta and Barnawartha	25	70‡
At Euroa, Wangaratta and Barnawartha	25	60‡
(d) Diesel Rail Cars (Walker Type) 102HP and 153HP		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points	10	40‡
(ii) Over Facing Points held by hand	10	10

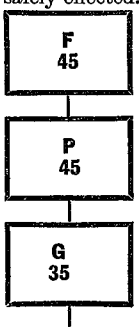
‡ Where the through running road is on a curve the speed passing over Points is limited by the **maximum** speed indicated on the curve board, provided this does not exceed the maximum permissible **speed** over points.

3. **At Various Places**—(a) ALL TRAINS

Description.	Maximum Speed.
	Miles per Hour.
Terminal Stations—	
When engine is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 12, Appendix III, and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus ...	70
When exchanging miniature staff, by hand—	
(*a*) When cane carrier is used	20‡‡
(*b*) When staff automatic exchange carrier is used	15‡‡
When exchanging staff (or ordinary type) or delivery ticket	15‡‡
Rail Motor Trains when driver is delivering or receiving a staff or ticket. (See also General Appendix)	6
"S" Class Diesel Electric Locomotives—	
Hostler's end leading	See note †††
Crossing Stations—	
When backing a train over level crossing not provided with gates	5
Examining Stations—	
When entering station. See also General Appendix	10
Permanent-way Repairers' Signals—	
In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265, and 274, and also the General Appendix	15
Single Line Working—	
Over points which become facing points when the traffic of a double line is being worked over a single Line	10
When Air Brake is Wholly Inoperative—	
On a long falling gradient, or when approaching any station or junction ...	15

‡‡ NOTE.—When an Engineman is receiving a Staff from or delivering a Staff to a Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

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



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

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

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

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

Description	Maximum Speed Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	60
Goods Trains by which "Dead" engines are conveyed—See page 233, General Appendix	...
Any Victorian bogie goods vehicle ("ZP" excepted) having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle (except Tank Wagons) having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX" when loaded	50
Tank Wagons classified as "TWF" or "TWX" when empty	60
"Z" or "ZL" brakevans and goods vehicles, except Victorian bogie goods vehicles with "P" "X" or "F" as the last letter of their classification	45
Suburban "M", "ABM" and "CM" Cars numbered below 500	50
Suburban "M" Cars numbered over 500	70
'NN" Wagons when loaded (Permission must be obtained from the Train Controller before. loaded "NN" Wagons are conveyed by any train—See page 200 item 5 (iii).	35
Light Engines:—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (see Note 3, page 201)	30
"B", "L", "T", or "H" class	60
"Y"	40
"Y" No. 175	60
"F", "W"	20
Engine or engines with brakevan of fixed-wheel base only attached	(See page 200 item 5 (ii))
Engines when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Van Train or any Train to which a Break-down Van is attached	40
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for the Diesel or Steam Crane Conveyed
Diesel Crane:—	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tons)	(see note below)
Steam Cranes:—	
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	40
No. 10 (Rolling Stock Branch, 10 tons)	(See note)
Nos. 2, 3, 4, 8 9 and 15 (Rolling Stock Branch, 5 tons)	15
No. 5 (Rolling Stock Branch, Wreckage, 30 tons)	20
No. 6 (Rolling Stock Branch, Wreckage, 10 tons)	40
Nos. 33 and 36 (Stores Branch, Grab)	(See note)
Nos. 41, 42, 43, and 44 (Way and Works Branch, 3 tons)	30
	15
	15

Note:—When the 30 ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) or 10 ton No. 45 Diesel Crain are conveyed by Special Train, the train is permitted to run only on the lines and up to the maximum speeds for the Cranes as set out below provided that the maximum speed ot the train shall not exceed:—

(*a*) The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.

(*b*) The maximum speeds for goods trains.

(*c*) The speeds in the Special Speed section.

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

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

The maximum permissible speeds for 60 ton and 30 ton wreckage cranes and 10 ton No. 45 Diesel Crane on the following lines or portion of lines are as follows:—

	10 ton No. 45 Diesel Crane (See note)	Maximum Speed	
		60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
	Miles per Hour	Miles per Hour	Miles per Hour
Broadmeadows and Albury	30	40	40
Tallarook and Yea	30	40	40
Over all Bridges beyond 57½ miles	30	15	40
Yea and Mansfield	20	Not allowed	30
Cathkin and Alexandra	15	Not allowed	30
Benalla and Yarrawonga	20	Not allowed	30
Yarrawonga and Oaklands	20	Not allowed	25
Bowser and Peechelba East	15	Not allowed	15
Bowser and Everton	20	Not allowed	30
Everton and Bright	20	Not allowed	25
Everton and Beechworth	20	Not allowed	30
Springhurst and Wahgunyah	20	Not allowed	25
Wodonga and Ebden	30	40	40
Ebden and Tallangatta	20	Not allowed	30
Tallangatta and Shelley	20	Not allowed	25
Shelley and Beetoomba	15	Not allowed	15
Beetoomba and Cudgewa	20	Not allowed	25
Mangalore and Mywee	30	40	40
Mywee and Tocumwal	30	Not allowed	30
Murchison East and Rushworth	20	Not allowed	30
Rushworth and Colbinabbin	20	Not allowed	30
Rushworth and Girgarre	20	Not allowed	25
Toolamba and Merrigum	30	Not allowed	40
Echuca and Merrigum	30	40	40
All bridges, Echuca to Merrigum	20	15	25
Shepparton and Katamatite	20	Not allowed	30
Numurkah and Picola	20	Not allowed	30
Strathmerton and Cobram	30	Not allowed	30

Note :—On Metropolitan and Suburban lines the crane may run at a maximum speed of thirty (30) miles per hour or at a speed permitted for a " T " class locomotive which ever is the lower.

Description	Maximum Speed
On Truck Weighbridge—	Miles per hour
(i) Vehicles over Scales	4
(ii) Engines or vehicles over weighbridge relief rails	8
Pushing Trains—	
On running lines	10
When passing around any curve of less than 8 chains radius	5
Empty trains, when Guard, Shunter, or other employe leaves the leading vehicles to attend to the points	3

DIESEL FORDSON RAIL TRACTOR

Description	Maximum Load Hauling or Pushing	Maximum Speed
		Miles per Hour
Diesel Fordson Rail Tractor	**Tons**	
On level track	225	20
On grades ... ... 1 in 50	30	
„ ... ... 1 in 75	65	
„ ... ... 1 in 100	85	
„ ... ... 1 in 110	90	
„ ... ... 1 in 200	150	

ENGINES RUNNING TENDER FIRST

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

2. Subject to above, any engine may run tender first on any line at any time.

ENGINES ASSISTING IN FRONT OF TRAINS

(Regulation 174)

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

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

(c) In the case of—

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

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

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

3. When a train is hauled by a steam locomotive and diesel electric, or diesel hydraulic locomotive, the steam locomotive must trail.

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

5. When an assisting steam engine is employed, a water tank may be attached between the engines.

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

Section—

Melbourne and Albury
Newport and Sunshine Loop Line
Tallarook and Mansfield.
Benalla and Yarrawonga
Wangaratta and Myrtleford
Tallangatta and Cudgewa (2 "T" class locomotives only).
Springhurst and Wahgunyah
Wodonga and Tallangatta
Seymour and Cobram
Murchison East and Rushworth.
Toolamba and Echuca

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

ENGINES ASSISTING IN REAR OF TRAINS.

(Regulation 173.)

1. Engines are only to assist in the rear of trains over such sections of the Line as are shown in the following list, or in cases of emergency, in accordance with the Rules and Regulations.

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

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

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

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

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

In all cases when an assisting engine to be returned light is held for more than fifteen minutes, a full report, giving particulars of the detention, must be forwarded to the District Superintendent, or Chief Train Controller.

6. The employment of an engine to assist in the rear of a goods train where authorised by the above mentioned instructions is permissible whether the train concerned is hauled by one or by two engines in front, provided that the relevant instructions contained in the Working Time Table relating to engines assisting in front of trains (Regulation 174) and engines assisting in rear of trains (Regulation 173) are fully observed.

List of Sections over which trains may be assisted in the rear —

Section	Class of Train and Special Instructions to be Observed
Seymour to "Stop Board" at 63 miles 50 chains	1. Goods Trains. Bank Engine to run uncoupled (See (c) of clause 5) 2. To safeguard the operation an Annett Lock is fixed on the Interlocking Frame at "B" Box, and during the absence of the Key from this Lock, the Signals leading to the Down Line, on Post No. 20, will be locked at the Stop position. 3. Before the train proceeds on its journey, the Signalman must withdraw the Annett Key from the Lock, and hand it to the Driver of the Bank Engine when the Engine is passing the Box. This will authorize the Driver of the Bank Engine to assist the train as far as the STOP BOARD and to return on the WRONG LINE as far as Post No. 22; the Driver must approach Post No. 22 cautiously. When the Engine comes to a stand, the Driver must return the Annett Key to the Signalman, who must immediately replace it in the lock. 4. To enable the Key to be withdrawn, the Fixed Signal on Post No. 20 will require to be placed to the Stop position after the Train Engine has passed it; the Driver of the Bank engine is hereby authorized to pass such Signal, for the purpose of assisting the train to the STOP BOARD, when verbally authorized by the Signalman. 5. The Signalman must be informed by the Yard Foreman or Leading Shunter when the Key will be required. The Guard of the train to be assisted must inform the Driver of the Train Engine that there will be a Bank Engine in the rear, and the Driver of the Bank Engine when ready to start must give three whistles—one long, one short, and one long—and the Driver of the Train Engine must not proceed until this intimation has been given, and the Whistle Signals referred to in Regulation 173 have been exchanged.

List of sections over which trains may be assisted in the rear—(*Continued*).

Section	Class of Train and Special Instructions to be Observed
Seymour to "Stop Board" at 63 miles, 50 chains—continued	6. Should the Train Engine become disabled while the train is being assisted, the Bank Engine may, if able, push the train to Mangalore, and then return on the Right Line as soon as possible; in every such case the Bank Engine must be coupled to the train, and the Air Brake connected. The Signalman at Mangalore must advise the Signalman at Seymour "B" Box of the circumstances, and until the Bank Engine has returned, and the Annett Key has been delivered to the Signalman, no Down Train or Engine must be allowed to proceed in the direction of Mangalore. 7. (a) If the Bank Engine fails when assisting, and it becomes necessary to divide the train, the Driver of the Train Engine must return from Mangalore for the rear portion of the train on the WRONG LINE, in accordance with Regulation 243, but, before the Train Engine leaves with the first portion, the Driver of the Bank Engine must endorse the Guard's Wrong Line Order, to the effect that he will not move the rear portion of the train. Detonators must be placed upon the Line about 200 yards from the front vehicle of the rear portion, in accordance with clause (d) of Regulation 243. (b) As soon as possible after the failure, the Driver of the disabled Bank Engine must hand the Annett Key to the Fireman, with instructions to take it back to "B" Box, and inform the Signalman there of the failure, whereupon relief must be arranged and a Relief Engine allowed to enter the Section under the following arrangements:— (i) The Driver of the Relief Engine must be in possession of the Annett Key, which must be handed to him, in the presence of the Signalman, by the Fireman of the disabled Engine. The Fireman must accompany the Relief Engine back to the place where he left his own engine. (ii) When he is in possession of the Annett Key, the Driver of the Relief Engine may pass the Signal on Post No. 20, upon being instructed to do so by the Signalman. (iii) The Driver of the Relief Engine must retain possession of the Key until he returns with the disabled Engine up to Post No. 22. (c) When proceeding to "B" Box for assistance, the Fireman of the disabled Engine must place Detonators upon the Line, in accordance with Regulation 239. If the disabled Bank Engine returns to Seymour before the Train Engine has returned for the rear portion of the train, the Guard must continue to protect the train in accordance with the Regulations. 8. Should the Bank Engine fail when returning from the STOP BOARD, the Driver and Fireman must comply with paragraphs (b) and (c) of clause 7. 9. The Signalman at Seymour "B" Box must, when Seymour "C" Box is open, advise the Signalman at that Box when a Down train is being assisted to the Stop Board at 63 miles 50 chains, and after the passage of the train the Signalman at Seymour "C" Box must maintain the Points in the "Down" running line in their Normal position until the Bank Engine has cleared the points on the return journey to Seymour.
Seymour to Mangalore; Mangalore to "Stop Board" at 69½ miles	Goods Trains—Bank Engine to run uncoupled Mangalore to Stop Board at 69½ miles. (See (c) of clause 5).
Wangaratta to Glenrowan ...	Goods Trains.
Yea to Cathkin ...	Goods Trains.
Echuca to "Stop Board" at Up end of the Murray River Bridge.	Goods Trains—Bank Engine to run uncoupled. (See (c) of clause 5)

LIGHTING OF COUNTRY TRAINS

These arrangements are based on the **scheduled times of trains and average weather conditions. In the event of late running, exceptionally dull weather, or trains being docked in close proximity to verandahs, etc., Stationmasters, Guards and Conductors must vary the arrangements as circumstances require.** When non-vestibuled carriages are in use on the Main Line trains, it may become necessary to depart from the following instructions, and in such instances, Stationmasters, Guards and Conductors will require to suitably arrange for the lighting of such carriages at a convenient station.
Economy must be exercised in the use of electric lights in carriages, as serious damage, very costly to repair, occurs when the batteries become exhausted through the lights being allowed to burn unnecessarily at stations. A three-position switch is provided, viz.: " Off ", " Half ", and "Full Light ".

See General Appendix, pages 419 and 420, for instructions regarding electrically-lighted carriages and brake-vans.

(*a*) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

On trains which have to pass through tunnels and on which a conductor is not employed, the carriages must also be illuminated, but as considerable delay would be involved in lighting and extinguishing the lights at stopping stations on either side of the tunnels, arrangements are to be made for them to run with lights reduced, i.e., on half-lights.

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES

Guards or Rail Motor Drivers to switch on lights when necessary and extinguish them when no longer required.

COUNTRY BRANCH LINE TRAINS

The arrangements for lighting of Branch Line Trains to be varied to accord with local conditions as arranged by the District Superintendent.

Train	April to October	November to March
	NORTH EASTERN DISTRICT	
4.45 p.m. Melbourne–Albury ... 5.50 p.m., Sat., Sun.	Conductor to light and extinguish	Conductor to light and extinguish
5.18 p.m. Melbourne–Numurkah	Spencer Street to light. Terminal extinguish	Seymour to light. Terminal extinguish
5.30 p.m. Melbourne–Seymour	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extniguish
6.30 p.m. Melbourne–Numurkah	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
6.50 a.m. Numurkah–Melbourne	Numurkah to light. Terminal extinguish	
6.55 a.m. Seymour–Melbourne	Seymour to light. Seymour extinguish	Conductor to light. Terminal extinguish
7.0 a.m. Albury–Melbourne	Conductor to light and extinguish	Conductor to light and extinguish
3.0 p.m. Tocumwal–Melbourne 3.15 p.m. (Sat.)	Conductor to light. Terminal extinguish	Condutor to light. Terminal extinguish
3.10 p.m. Albury–Melbourne	Conductor to light. Terminal extinguish	
4.55 p.m. Albury–Melbourne, Sun.	Guard to light. Terminal extinguish	Guard to light. Terminal extinguish
5.15 p.m. Numurkah–Melbourne, Sun.	Shepparton to light. Terminal extinguish	Shepparton to light. Terminal extinguish

MAKE UP OF PASSENGER TRAINS

The following are the type of carriages to be used on the trains specified :—
The loads set out provide for average traffic requirements and Depot Stationmasters and Train Control Staff concerned are to keep traffic requirements under close review in order to arrange for any adjustment of the loads as may be necessary to adequately provide for the traffic offering, or alternatively, to obviate unnecessary carriage haulage.

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
8.30 a.m.	Melbourne	Albury	Mon., Sat., MBS, AS, ABE, CE ...	188	74	76	150
			Tue., Wed., Thur. MBS,AS, ABE,CE, CW¶	223	74	76	150
			Fri., MBS, AS, ABE, AE, CE, CW¶ ...	268	122	76	198
8.30 a.m.	Melbourne	Tocumwal	Mon., CE, AS, BS, BE	190	48	136	184
			Tue., Wed., Thur., Fri., CE, AS, BS ...	145	48	64	112
			Sat., CE, AS, BS, ABU	180	68	90	158
12.50 p.m.	Melbourne	Seymour	Sat., BCPL, ABU, BW (L)	100	20	170	190
4.45 p.m.	Melbourne	Albury	Wed. VP¶, CE, AZ, AS, MBS, BZ	278	96	104	200
			Mon., Tue., Thur., VP¶, CE, AZ, MBS, BZ VP, VP	348	96	104	200
			Fri., VP¶, CE, AE§§, AZ, AS, MBS, BZ, BE§§, BE§§	411	144	248	392
5.18 p.m.	Melbourne	Numurkah	Mon., to Thurs. C*, C❖, C, AS, BS, ABE ...	220	74	100	174
			Fri., C*, C❖, C, AS, BS, ABU, BPL ...	240	68	170	238
5.30 p.m.	Melbourne	Seymour	Mon. to Fri., C, ABU, BW (L), BCPL ...	125	20	170	190
5.50 p.m.	Melbourne	Albury	Sat., CE, AZ, AS, MBS, BZ, ABE§§ ...	288	122	140	262
			Sun., CE, AZ, AS, MBS, BZ, BE§§ ...	288	96	176	272
6.30 p.m.	Melbourne	Numurkah	Sat., CE, AS, BS, ABW BW ...	215	68	150	218
6.50 a.m.	Numurkah	Melbourne	Mon., C, BS, AS, BW, ABW ...	195	68	150	218
			Tue., to Fri., C❖❖, C, BS, AS, ABE ...	195	74	100	174
			Sat., C❖❖, C, BS, AS, BPL, ABU ...	215	68	170	238
6.55 a.m.	Seymour	Melbourne	Mon. to Sat., BCPL, BW, (L) ABU ...	100	20	170	190
7.0 a.m.	Albury	Melbourne	Sun., CE, BZ, MBS, AS, AZ	243	96	104	200
7.0 a.m.	Albury	Melbourne	Mon. to Sat., CE, BZ, MBS, AS, AZ, CW¶¶, VP¶¶, C††	318	96	104	200
3.10 p.m.	Albury	Melbourne	Mon. to Thur., Sat., CE, ABE, AS, MBS	188	74	76	150
			Fri., CE, BE§, AE, ABE, AS, MBS, ...	283	122	148	270
3.0 p.m.	Tocumwal	Melbourne	Tue., Wed., Thur., Fri. C‡, CE, BS, AS ...	170	48	64	112
			Mon.,C‡, CE, BS, AS, BE	215	48	136	184
3.15 p.m.	Tocumwal	Melbourne	Sat., CE, BS, AS, ABU	180	68	90	158
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Albury	CW, AE, 2 BW (L)	150	48	136	184
9.30 a.m.	Melbourne	Numurkah	BCPL, AE, 2 BW (L), AW	180	88	212	300
4.55 p.m.	Albury	Melbourne	CW, AE§, BE§, BE§, ABE§, AE, 2 BW (L)	330	122	316	438
5.15 p.m.	Numurkah	Melbourne	BCPL, AW, 2 BW (L), AE	180	88	212	300

* Detach Toolamba. ❖ Detach Shepparton. ‡ Attach Toolamba. ❖❖ Attach Shepparton.
§§ Detach Albury. § Attach Albury. ¶ Detach Wangaratta. ¶¶ Attach Wangaratta, VP Tuesday to Sat., CW Wed., Thur., Fri., Sat. (L) Large Type. †† Attach Seymour Tue. to Sat.

MELBOURNE–SEYMOUR

DOWN

Nos. 57, 63, 65, 85, 87, 89, 107, 159, 163, 169, 185, 191, 205 Through.
No. 183 Shunt Tottenham Yard then Through.
No. 119. Shunt Broadford, Wednesday, Friday. Through Tues., Thurs., Sat.
No. 51 Roadsides.
No. 53 Through to Wallan, thence Roadsides.
No. 59 Through pick up Tottenham Yard. Convey loading for McDougall's Sdg., and Shunt for livestock only.
No. 103 Through conveys loading for Benalla and branch line, Glenrowan, Chiltern, Barnawartha, Springhurst and branch line, Wangaratta, and branch lines, Wodonga and branch line and Albury. Pick up Interstate Loading at Seymour off the Goulburn Valley Line.
No. 79 Through, conveys Goulburn Valley line also loading for stations Avenel to Benalla, except Euroa Mansfield and Alexandra line loading Mon., Tue., Wed., Fri. Broadford Tue., Thurs. Shunt Tallarook Mon., Tue., Wed., Fri. Broadford Tue., Thur. Marshal Order :— Seymour locomotive, Mansfield locomotive. Broadford pers. (Tue., Thurs.) Mansfield and Alexandra line loading (Mon., Tue., Wed., Fri.,) Brakevan. Stations Avenel to Benalla. Goulburn Valley line loading Brakevan.
No. 125 Through. Conveys powder vans from Tottenham Yard for Tocumwal line ex P.6 Pilot in addition to ordinary loading.
No. 99 Through. Conveys Toolamba, Echuca line loading. Also loading for Shepparton and Beyond Euroa.

UP

No. 52 Roadsides
Nos. 42, 56, 62, 66, 68, 82, 90, 92, 94, 102, 106, 110, 112, 118, 122, 124, 138, 140, 142, 152, 174, 176, 178, 184, 186 Through.

SEYMOUR–BENALLA

DOWN

Nos. 63, 65, 85, 103, 107, 119, 159, 165, 185 Through.
No. 105 Shunt Euroa, Benalla.
No. 117 Roadside.

UP

No. 60 Roadside.
Nos. 42, 54, 56, 66, 72, 92, 102, 106, 122, 124, 162, 178, 184, 186 Through.
No. 68 Through clears Euroa sales alternate Wednesdays.
No. 90 Through clears Benalla sales alternate Tuesdays.

BENALLA–WODONGA

DOWN

Nos. 63, 65, 85, 107, 119, 121, 197 Through.
No. 103 Shunt Wangaratta only.
No. 127 Shunt Wangaratta, Barnawartha.
No. 149 Shunt, Wangaratta, Springhurst.
No. 105 Shunt Glenrowan, Chiltern, Barnawartha (Wangaratta Thurs., Sat.).

UP

No. 62 Roadside.
Nos. 42, 54, 56, 66, 106, 124, 150, 162, 178, 184, 186, 190 Through.
No. 90 Pick up Wangaratta.
No. 122 Through. May pick up Wangaratta, Thursday.
No. 150 Through. Connect Benalla No. 62.
No. 92 clear stock ex Wodonga Sales, Tuesday.
No. 72 clear Wangaratta Sales. Connect Benalla. No. 92.

TALLAROOK–MANSFIELD–ALEXANDRA

DOWN

Nos. 51, 53, 99 113, 115, 117 213, Roadsides.

UP

Nos. 140, 82, 98 Roadsides.
No. 84, Through

BENALLA–YARRAWONGA–OAKLANDS

DOWN	UP
Nos. 79, 207, 209 Through	Nos. 104, 106, 188 Through
No. 47, 67, Through to Yarrawonga, then Roadsides	Nos. 126, 170, 182 Roadsides
Nos. 71, 75 Roadsides	No. 102 Roadsides to Yarrawonga, then for livestock only

WANGARATTA–BRIGHT–BEECHWORTH

Nos. 111 75 Through to Bowman, then Roadsides	Nos. 70, 108 Roadsides to Bowman, then through
Nos. 81, 83 95, Roadsides	Nos. 74, 76, 78, 80, Roadsides

WANGARATTA–PEECHELBA EAST

DOWN	UP
No. 77 Roadsides	No. 72 Roadsides

SPRINGHURST–WAHGUNYAH

DOWN	UP
No. 149, 197 Roadsides	No. 150, 190 Roadsides

WODONGA–TALLANGATTA–CUDGEWA

DOWN	UP
Nos. 145, 145A Roadside	Nos. 146, 146A Roadsides
No. 147 Local Area Pilot	No. 148 Local Area Pilot

SEYMOUR–SHEPPARTON

DOWN	UP
No. 57 Toolamba or Mooroopna only	Nos. 112, 138, 142 Roadsides as required
No. 61 Murchison East, Mooroopna only	No. 174 Mooroopna, Murchison East
No. 79 Clear Interstate loading from Toolamba when required th en Through	Nos. 110, 176 Through
Nos. 177, 187 Roadsides	No. 94 Mooroopna or Toolamba only
No. 137 Murchison East, Toolamba	
No. 99 Toolamba	
No. 69 Roadsides, conveys Colbinabbin and Girgarre Branch lines.	

SHEPPARTON–TOCUMWAL

DOWN	UP
Nos. 61, 69, 107, 137, 177 Roadsides	Nos. 114, 116, 176 Through
No. 79, Tue., Through to Numurkah, then Roadsides	No. 120 Roadsides
No. 79 Wed., Thurs., Fri., Sat., Roadsides	No. 110 Roadsides to Numurkah, then Through
	Clear stock ex Shepparton Sales, Thurs., Fri.

MURCHISON EAST–COLBINABBIN–GIRGARRE

DOWN	UP
Nos. 127, 129 Roadsides	Nos. 128, 130 Roadsides

TOOLAMBA–ECHUCA

DOWN	UP
No. 99 Roadsides	Nos. 138, 142 Roadsides

SHEPPARTON–KATAMATITE

DOWN	UP
No. 133 Roadsides	Nos. 132, 168 Roadsides

NUMURKAH–PICOLA

DOWN	UP
No. 135 Roadsides	No. 134 Roadsides

NUMURKAH–COBRAM

DOWN	UP
No. 107 Roadsides	Nos. 116, 114 Yarroweyah only
No. 109 Strathmerton and Yarroweyah	

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS

Location	Road					
	No. 1	No. 2	No. 3	No. 4	Siding "A"	Siding "B"
Melbourne–Albury						
Craigieburn	...	...	...	...	...	...
Donnybrook	...	...	...	...	...	1150′
Beveridge	...	...	...	...	...	...
Wallan	No. 10 Road 2900′, Refuge Siding 1280′					...
Heathcote Junction	...	...	...	...	...	...
Wandong	Refuge Siding 1300′			...	...	...
Kilmore East	Refuge Siding 1310′ down, 1290′ up				...	...
Broadford	Up Refuge Siding 1950′			...	...	...
	Down Refuge Siding 1240′			...	...	...
Tallarook	...	...	...	...	...	...
Seymour	2050′	2050′	...	...	...	...
Mangalore	460′	460′	Loop Siding 1900′		...	...
Avenel	940′	940′	660′	...	...	...
Locksley	980′	980′	1180′	...	...	...
Longwood	980′	980′	840′	...	...	...
Euroa	1540′	1410′	1075′	...	...	...
Violet Town	2670′	2670′	...	...	...	...
Baddaginnie	2000′	2000′	...	...	...	...
Benalla	1500′	1500′	...	...	...	...
Glenrowan	2100′	2100′	...	...	...	...
Wangaratta	810′	420′	...	...	...	...
Bowser	...	...	...	...	...	...
Springhurst	1000′	1000′	...	...	...	...
Chiltern	1260′	1260′	...	...	...	...
Barnawartha	740′	740′	1480′	...	...	...
Wodonga–Cudgewa						
Wodonga	850′	850′	980′	...	...	...
Huon	890′	890′	...	...	...	...
Tallangatta	770′	880′	580′	...	...	...
Koetong	600′	560′	...	...	...	...
Shelley	600′	600′	...	...	...	...
Cudgewa	...	1170′	1170′	...	...	...
Tallarook–Mansfield–Alexandra						
Yea	1195′	950′	...	...	...	...
Cathkin	860′	630′	...	...	...	...
Bonnie Doon	730′	390′	...	...	...	...
Mansfield	860′	630′	390′	...	...	...
Alexandra	760′	430′	...	...	...	...
Benalla–Yarrawonga						
Goorambat	1200′	980′	...	...	...	...
Devenish	960′	800′	...	...	...	...
St. James	870′	710′	...	...	...	...
Tungamah	1040′	950′	...	...	...	...
Yarrawonga	980′	980′	...	...	...	...
Bowser–Peechelba East						
Peechelba East	1335′	1170′	...	...	...	...
Wangaratta–Bright–Beechworth						
Myrtleford	705′	705′	...	...	...	...
Bright	1150′	500′	300′	...	...	...
Beechworth	450′	600′	...	...	...	...
Springhurst–Wahgunyah						
Rutherglen	1000′	1000′	...	...	...	...
Wahgunyah	970′	830′	780′	...	...	...

Location	Road					
	No. 1	No. 2	No. 3	No. 4	Siding "A"	Siding "B"
Seymour–Tocumwal						
Nagambie	1230′	1050′	...	...	...	...
Murchison East	1170′	1170′	...	...	...	...
Arcadia	1600′	1600′	900′	...	...	...
Toolamba	1040′	1040′	840′	...	...	...
Mooroopna	1425′	1425′	...	...	...	...
Shepparton	2380′	2380′	...	...	...	...
Tallygaroopna	2250′	2250′	...	...	...	...
Numurkah	...	815′	...	...	1230′	...
Strathmerton	860′	720′	...	...	...	...
Murchison–Girgarre						
Rushworth	1110′	640′	480′	...	...	...
Stanhope	...	...	...	...	...	...
Echuca–Toolamba						
Tatura	1220′	1010′	...	...	...	...
Merrigum	1200′	960′	...	...	...	...
Kyabram	800′	600′	...	...	...	...
Tongala	1900′	1200′	...	...	...	...
Shepparton–Katamatite						
Dookie	860′	860′	...	...	...	...
Numurkah–Picola						
Nathalia	860′	810′	610′	...	...	...
Picola	860′	630′	...	...	...	...
Numurkah–Cobram						
Cobram	860′	860′	...	...	...	...
Melbourne–Albury (Standard Gauge)						
Sunshine S.G. Loop	...	2994′	...	...	...	...
McIntyre S.G. Loop	...	2931′	...	...	...	...
Tullamarine S.G. Loop	...	2853′	...	...	...	...
Somerton S.G. Loop	...	2955′	...	...	...	...
Donnybrook S.G. Loop	...	2895′	...	...	...	...
Wallan S.G. Loop	...	2892′	...	...	...	...
Broadford S.G. Loop	...	3069′	...	...	...	...
Seymour S.G. Loop	...	2934′	...	...	...	...
Longwood S.G. Loop	...	2961′	...	...	...	...
Violet Town S.G. Loop	...	2922′	...	...	...	...
Benalla S.G. Loop	...	2946′	...	...	...	...
Glenrowan S.G. Loop	...	3429′	...	...	...	...
Alumatta S.G. Loop	...	2922′	...	...	...	...
Chiltern S.G. Loop	...	2928′	...	...	...	...
Wodonga S.G. Loop	...	2868′	...	...	...	...

FLASHING LIGHT SIGNALS AND BOOM BARRIERS
(Instructions pages 178–182, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
MELBOURNE TO BROADMEADOWS via ALBION				
Sunshine 7–51 ...	Anderson Street T ...	8	9	BB Vic. & SG
NEWPORT-SUNSHINE (LOOP LINE)				
Brooklyn Signal Box 9–48 ...	Kernot Street ...	7	62	FL
" "	Francis Street ...	8	68	FL
" " ...	Somerville Road ...	9	50	FL
Sunshine 11–29 ...	Sunshine Road ...	10	51	FL
MELBOURNE TO ALBURY Via ESSENDON				
Kensington 2–17 ...	Macaulay Road ...	2	13	BB
Moonee Ponds 4–22 ...	Park Street T ...	4	47	BB
Pascoe Vale 7–0 ...	Gaffney Street T ...	7	3	BB
Oak Park 8–0 ...	Devon Road T ...	7	58	BB
Glenroy 8–75 ...	Glenroy Road ...	8	66	BB
Broadmeadows 10–37	Camp Road T	10	24	BB Vic & SG
Somerton 13–42	Greenvale Road T ...	13	38	BB Vic. & SG
Donnybrook 20–51	Yan Yean Road	20	46	FL Vic. & SG
Wallan 29–40	Barber's Lane	29	28	BB Vic. & SG
"	Boundary Road	30	7	FL Vic. & SG
"	Magpie and Stump Road T	31	37	FL Vic. & SG
Heathcote Junction 33–16 ...	Escrites Road T	33	25	FL Vic. & SG
Seymour 61–26	Station Entrance	61	21	BB SG
"	High Street T	61	79	FL Vic. & SG
Mangalore 67–75	Hume Highway	68	1	FL Defence Siding (Vic.)
Avenel 72–4	Patterson Street	71	68	FL Vic. & SG
"	Bank Street	72	12	FL Vic. & SG
Locksley 79–20	Not Named	79	11	FL Vic. & SG
Longwood 84–52	Down Street	84	67	FL Vic. & SG
Creighton 89–5	Creighton Creek Road T ...	89	00	FL Vic. & SG
Euroa 93–67	Arcadia Road	93	30	FL Vic. & SG
Balmattum 98–59	Not Named T	98	49	FL Vic. & SG
Violet Town 105–17	Town Crossing T	104	46	FL Vic. & SG
" "	Station Access	105	20	FL SG
" "	Cowslip Street	105	25	BB Vic. & SG
Baddaginnie 113–69	Not Named	113	59	FL Vic. & SG
Benalla 121–25	Arundel Street T	120	60	FL Vic. & SG
"	Nunn Street	121	14	BB Vic. & SG
"	Yarrawonga Road T ...	124	52	FL Vic. & SG
Glenrowan 135–75	Old Hume Highway T ...	133	43	FL Vic. & SG
"	Hume Highway	136	12	FL Council Siding
Wangaratta 145–31	Sisely Avenue T	144	66	FL Vic. & SG
Bowser 149–3	Boorhaman Road T ...	148	15	FL Vic. & SG
" "	Three Chain Road ...	149	19	FL Vic. & SG
Springhurst 160–2 ...	Rutherglen Road T ...	159	19	FL Vic. & SG
Chiltern 168–47...	Beechworth Road	168	27	FL Vic. & SG
Barnawartha 174–6	Indigo Creek Road ...	173	53	FL Vic. & SG
"	Old Hume Highway ...	174	32	FL Vic. & SG
Wodonga 186–71	Station Entrance T ...	186	74	FL SG
"	High Street T	181	00	BB Vic. & SG
"	Hovell Street T	187	12	FL Vic. & SG
Wodonga Coal Siding	Osburn Street	187	33	FL Vic. & SG

FLASHING LIGHT SIGNALS AND BOOM BARRIERS
Instructions pages 178–182, General Appendix)

Name and Mileage of Nearest station	Level Crossing	Mileage		Type
		Mls.	Chs.	
WODONGA–CUDGEWA				
Wodonga 186–71	Hovell Street T	187	12	FL
"	Murray Valley Highway T ...	187	66	FL
Koetong 230–21	Corryong Road T	230	29	FL
SEYMOUR–TOCUMWAL				
Shepparton 112–79	Wyndham Street T ...	112	20	FL
"	Hayes Street T	112	47	FL
"	Knight Street T	113	56	FL
"	New Dookie Road T ...	114	48	FL
Congupna 119–21	Yarrawonga Road T ...	119	11	FL
Numurkah 133–57	Quinn Street T	133	71	FL
"	Saxton Street T	134	3	FL
"	Exhibition Street T ...	134	27	FL
NUMURKAH–PICOLA				
Numurkah 133–57	Quinn Street T	133	71	FL
"	Saxton Street T	134	3	FL
KATAMATITE LINE				
Shepparton 112–79	Knight Street T	113	56	FL
"	New Dookie Road T ...	114	48	FL
MANSFIELD LINE				
Trawool 62–71	Goulburn Valley Highway T	62	50	FL
"	Goulburn Valley Highway T	65	12	FL
Homewood 74–22	Goulburn Valley Highway T	73	39	FL
BRIGHT LINE				
Bowser 149–3	Hume Highway	149	18	FL
Gapsted 173–15	Ovens Highway	174	75	FL
Myrtleford 177–48	Standish Street	177	61	FL
Everton 161–3	Ovens Highway T ...	164	40	FL

Abbreviations :—Flashing Lights:—FL, Boom Barriers:—BB, Vic.—Victorian Gauge, SG—Standard Gauge.

Level Crossings in above list indicated by the letter T are equipped with telephone communication.

LOCATION OF TRACK TELEPHONES

The following list shows the location of track telephones between Somerton and Albury. Telephones within Station limits and at Crossing Loops are not included.

Mileage		Side of Line Located
Mls.	Chs.	
15	40	Down side V.G.
19	75	" " "
24	40	" " "
27	30	" " "
31	37	" " "
32	20	" " "
33	3	" " "
36	18	" " "
41	40	" " "
44	6	" " "
48	0	" " "
50	46	" " "
52	11	" " "
52	36	" " "
55	10	" " "
58	10	" " "
59	30	" " "
59	35	" " "
60	18	" " "
60	33	" " "
60	35	" " "
60	35	Between V.G. & S.G.
61	79	Down side V.G.
64	25	" " "
64	60	" " "
66	12	" " "
68	17	Between V.G. & S.G.
73	19	Down side V.G.
89	00	" " "
90	75	" " "
98	54	" " "
101	63	" " "
104	46	" " "
110	60	" " "
115	79	" " "
120	66	Between V.G. & S.G.
122	50	Down side V.G.
126	33	" " "
127	6	" " "
128	71	" " "
133	45	" " "
137	17	" " "
140	16	" " "
142	0	" " "
144	68	Between V.G. & S.G.
145	10	Down side V.G.
145	60	" " "
146	60	" " "
146	70	Between V.G. & S.G.
148	0	Down side V.G.
148	15	" " "
149	0	Between V.G. & S.G.
149	48	Between V.G. & S.G.
153	40	Down side V.G.
156	0	" " "
159	29	" " "
159	65	" " "
166	0	" " "
167	25	" " "
167	30	" " "
171	0	" " "
172	40	" " "
173	40	" " "
176	40	" " "
178	10	" " "
180	0	" " "
183	18	" " "
186	40	Between V.G. & S.G.
188	76	Up side of S.G.

Abbreviations : V.G.—Victorian Gauge; S.G.— Standard Gauge.

IMPORTANT

Any amendment of this Timetable will be issued in the form of a W.T.T. Circular commencing with a number following on W.T.T. 30/69 (Passenger) 1015/69 (Goods). All alterations should be made neatly in ink as soon as possible after receipt of amending notices.

Number of W.T.T. Circular	Date Alteration Commenced	Line Involved

Number of W.T.T. Circular	Date Alteration Commenced	Line Involved

(N.E.)

NOTES

1969

January

S	M	T	W	T	F	S
			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	28	29	30	31	

February

S	M	T	W	T	F	S
						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	28	

March

S	M	T	W	T	F	S
30	31					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	28	29

April

S	M	T	W	T	F	S
		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	28	29	30			

May

S	M	T	W	T	F	S
				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	28	29	30	31

June

S	M	T	W	T	F	S
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	28
29	30					

July

S	M	T	W	T	F	S
		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	28	29	30	31		

August

S	M	T	W	T	F	S
31					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	28	29	30

September

S	M	T	W	T	F	S
	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
28	29	30				

October

S	M	T	W	T	F	S
			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	28	29	30	31	

November

S	M	T	W	T	F	S
30						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	28	29

December

S	M	T	W	T	F	S
	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
28	29	30	31			

1970

January

S	M	T	W	T	F	S
				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	28	29	30	31

February

S	M	T	W	T	F	S
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	28

March

S	M	T	W	T	F	S
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	28
29	30	31				

April

S	M	T	W	T	F	S
			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	28	29	30		

May

S	M	T	W	T	F	S
31					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	28	29	30

June

S	M	T	W	T	F	S
	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
28	29	30				

July

S	M	T	W	T	F	S
			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	28	29	30	31	

August

S	M	T	W	T	F	S
30	31					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	28	29

September

S	M	T	W	T	F	S
		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	28	29	30			

October

S	M	T	W	T	F	S
				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	28	29	30	31

November

S	M	T	W	T	F	S
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	28
29	30					

December

S	M	T	W	T	F	S
		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	28	29	30	31		

Good Friday, March 27, 1970