

S. 8650/15.

(A) 10).

VICTORIAN RAILWAYS.

Regular Goods Trains

AND

Roadside Work.

SUMMER TIME TABLE.

Commencing on 13th December, in addition to the Goods Trains shown in the New Summer Time Table to run with car attached, the following Goods Trains will run regularly, and the roadside work to be performed by each will be as shown herein. Goods Trains not included in this circular will be run only when specially arranged.

The instructions regarding the roadside work are to be generally observed, but whenever it is necessary to vary the work of any train the Guard must comply with such written instructions as may be supplied to him by the officer responsible for altering the roadside work.

Goods Trains not shown in the Roadside Schedule are to work at all stations as required.

A copy of this circular is to be supplied to every person whose duty requires him to have a copy of the Working Time Table.

C. MISCAMBLE,

Supt. Goods Train Service.
Spencer-street, Melbourne.

J. TIERNEY,

Supt. Pass. Train Service.
8s10 12.15

REGULAR GOODS TRAINS NORTHERN AND MIDLAND DISTRICTS.

MELBOURNE—WOODEND.

DOWN.

Nos. 3, 6A, 14 (Sat.), 15 (Sat. exc.),
22, 24, 26 and 27

UP.

Nos. 12, 16, 23, 24, 26, 27 and 28

WOODEND—BENDIGO.

Nos. 3, 13 (Sat.), 15 (Sat. exc.), 23,
and 26

Nos. 13, 23, 25, 27 (Sat. exc.), 28 (Mon.)

KORONG VALE—WYCHEPROOF.

No. 3 (Mon.)

CASTLEMAINE—MARYBOROUGH.

No. 11 (Sun. and Mon. exc.)

No. 9 (Sats. exc.)

MARYBOROUGH—ST. ARNAUD.

No. 1 (Daily)

No. 2 (Daily)

ST. ARNAUD—DONALD.

No. 1 (Daily)

No. 2 (Daily)

ROADSIDE WORK—NORTHERN LINE.

MELBOURNE AND WOODEND.

DOWN.

No. 3—Nil.

No. 6A—As required Sydenham to
Woodend.

No. 15 (Sats. exc.) 14 (Sats.) Perish-
able work only at Riddell

No. 22—Nil

No. 24—Nil

No. 26—Lancefield Junction. Mace-
don on Thursday only

No. 27—Nil

UP.

No. 12, as required, Woodend to
Sydenham

No. 16—Lancefield Junction

No. 23—Nil

No. 24—Nil

No. 26—Nil

No. 27—Nil

No. 28—Nil

WOODEND AND BENDIGO.

No. 3—Nil

No. 13 (Sat.) 15 (Sats. exc.) Kyneton
and as required, Castlemaine to
Bendigo

No. 23—Nil

No. 26—As required, Woodend to
Harcourt inclusive

No. 13—As required

No. 23—Pick up at Golden Square
and perishables at Harcourt,
Castlemaine and Kyneton

No. 25—Castlemaine and Kyneton

No. 27 (No. 28 Mon.)—Castlemaine

REGULAR GOODS TRAINS—WESTERN AND NORTH-WESTERN DISTRICTS.

MELBOURNE—BALLARAT (Via Bacchus Marsh).

DOWN.		UP.
No. 12		No. 9

BALLARAT—STAWELL.

Nos. 1, 7, 8 (Tues., Thur., Sat.)		Nos. 8 (Tues., Thur., Sat.) 14, 16
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STAWELL—DIMBOOLA.

No. 1		No. 16
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MELBOURNE—GEEELONG.

DOWN.		UP.
Nos. 1, 10A, 15, 12 to Ballarat via North Geelong Loop		Nos. 13B (Daily), 17 and 18 as shown, 20 ex Ballarat, via North Geelong Loop as shown

GEEELONG—COLAC.

Nos. 1, 1B, 2 to Birregurra		No. 13
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COLAC—WARRNAMBOOL.

No. 1		No. 13
No. 1B to Terang (alternate Weds.)		No. 13A ex Terang (alternate Weds.)

GEEELONG—BALLARAT.

Nos. 1, 2 (Mon., Wed., Fri.), 16 (Suns. inc., Mon. exc.)		Nos. 6 (Mon., Wed., Fri.), 15 and 17
No. 18—Sundays		No. 1—To Melbourne via North Geelong Loop as shown
No. 12A—ex Melbourne via North Geelong Loop		

GEEELONG—GHERINGHAP—MAROONA—ARARAT.

No. 3 (Mon., Wed., Fri.)		No. 3 (Mon., Wed., Fri.)
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COLAC—BEECH FOREST.

Nos. 1 and 2—Daily		Nos. 3 and 5—Daily
No. 5—As shown		No. 2—As shown

BEECH FOREST—CROWES.

No 1		No. 3
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ARARAT—HAMILTON.

No. 5		No. 4A
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ROADSIDE WORK—WESTERN AND NORTH-WESTERN LINES.

MELBOURNE—BALLARAT (Via Bacchus Marsh).

No. 12—Pick up only at Sunshine, thence as required		No. 9—As required, Ballarat to Sun- shine
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Roadside Work—Western and North-Western Lines—Continued.

BALLARAT—STAWELL.

DOWN.

- No. 1—Nil.
 No. 7—Ararat, Irvine's Siding and Great Western
 No. 8—As required (Irvine's Siding and Great Western excepted)

UP.

- No. 8—As required, including Live Stock for Ballarat
 No. 14—Van work at Great Western, and as required at Ararat
 No. 16—Nil.

STAWELL—DIMBOOLA.

- No. 4—As required

- No. 16—To be given only single engine ruling grade load and is not to perform roadside work at stations between Murtoa and Stawell when another suitable Goods train is available to clear these stations.

MELBOURNE—GEELONG.

- No. 1—Nil
 No. 10A—As required
 Nos. 12, 15—Nil

- No. 13B—As required
 Nos. 17, 18 and 20—Nil

GEELONG—COLAC.

- No. 1—Pick up loading for stations Down side of Colac
 No. 1B—As required Birregurra to Colac
 No. 2—As required Moriac to Armytage

- No. 13—Pick up all perishables, Colac to South Geelong inclusive, and ordinary work as required

COLAC—WARRNAMBOOL.

- No. 1—As required

- No. 13—As required

GEELONG—BALLARAT.

- Nos. 1, 12A, 16, 18—Nil
 No. 2—As required

- No. 6—Van work only at Yendon, and as required at all other stations
 Nos. 1, 15, 17—Nil

Station-master, Ballarat, to arrange to have transfer work at Ballarat performed expeditiously, to permit of the 10.15 p.m. (No. 17) Up Geelong Goods departing sharp to time.

REGULAR GOODS TRAINS—NORTH-EASTERN DISTRICT.

MELBOURNE—SEYMOUR.

DOWN.

- Nos. 4, 6 (Suns. & Mons. exc.), 13, 15 (Sats.), 16 (Sats. exc.), 21 (Sats. exc.), 22 (Sats.), 26A, 27, 28, 29

UP.

- Nos. 9A, 16, 17 (Sats. exc.), 18 (Sats. only), 22 (Sats. exc.), 23, 25, 26, 26A, 27

SEYMOUR—BENALLA.

- Nos. 12 and 23

- Nos. 9 and 24

BENALLA—WODONGA.

- Nos. 1 and 2—To Wodonga, No. 6 to Wangaratta

- No. 19—Ex Wangaratta and Nos. 5 and 24 ex Wodonga

Regular Goods Trains—North-Eastern District—Continued.

YEA—CATHKIN.

DOWN.	UP.
No. 1—Daily	No. 5—Daily

SEYMOUR—SHEPPARTON.

DOWN.	UP.
No. 2 No. 4 to Murchison East (Mon., Wed., Fri.)	No. 8 ex Murchison East (Mon., Wed., Friday) No. 11

SHEPPARTON—NUMURKAH.

DOWN.	UP.
No. 2	No. 11

ROADSIDE WORK—NORTH-EASTERN LINE.

MELBOURNE—SEYMOUR.

DOWN.	UP.
No. 4—Tallarook only	No. 9A—As required
No. 6—McDougall, also at Broadford when required to pick up loading for McDougall, and at Tallarook when required to detach loading ex McDougall	No. 16—Wallan, and pick up milk as required
No. 13—Van work only at Essendon, thence as required	Nos. 17, 18, 23, 25, 26, 26A, 27—Nil
Nos. 15, 16, 21, 22, 26A, 27 and 28— Nil	No. 22—Tallarook, Wallan and Es- sendon
No. 29—Wallan	

SEYMOUR—BENALLA.

DOWN.	UP.
No. 12—As required	No. 9—As required
No. 23—Nil	No. 24—Perishable work only at Euroa and on Saturdays perishable work only at stations as required, also pick up perishables at Baddagin- nie on Tuesday and Friday

BENALLA—WODONGA.

DOWN.	UP.
No. 1—As shown hereunder	Nos. 5 and 19—As required
No. 2—As required, Wangaratta to Wodonga	No. 24—As shown hereunder
No. 6—As required to Wangaratta	

No. 1 Down Goods to be made up at Benalla with loading for Wodonga, Albury and Tallangatta Line only, and will pick up through perishable loading only at stations between Benalla and Wodonga.

S.M., Wangaratta, to place loading as far as practicable with the Branch Line engine, so that the 12.5 a.m. Down if required to attach perishables will have a straight pick up.

Roadside Work—North-Eastern Line—Continued.

The load of No. 24 Up Goods, Wodonga to Benalla, is to be limited to 40 vehicles, except when it is necessary for the purpose of clearing perishables and live stock, the number of vehicles may be increased subject to the schedule load for the engine. No. 24 Up is to do ordinary roadside work, Wodonga to Wangaratta, as required, and clear Wangaratta of perishables which arrive after the departure of No. 19 Up.

SEYMOUR—NUMURKAH.

DOWN.	UP.
No. 2—As required, Arcadia to Numurkah.	No. 8—Pick up all perishables and perform ordinary roadside work as far as practicable to afford relief to No. 11 Up.
No. 4—As required.	No. 11 as required.

REGULAR GOODS TRAINS—EASTERN AND SOUTH-EASTERN DISTRICTS.**MELBOURNE AND WARRAGUL.**

DOWN.	UP.
Nos. 1 (Mons. exc.) 2A (Daily), 8 (Sat. exc.) 9A (Sat.), 10A (Sats.), 10B (Sats. exc.) to Berwick.	No. 6A ex Berwick (Daily), 7, 10 (Sats. exc.) and 11

WARRAGUL—TRARALGON.

Nos. 12 and 13.	Nos. 9, 10 and 11 as shown, No. 12 (Daily).
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TRARALGON—SALE.

No. 2A (Thur. and Sat. exc.)	No. 10 (Mon.) No. 11 (Mon. Thur. and Sat. exc.)
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MELBOURNE—NYORA.

Nos. 1, 2, 4, 7, 9, 13 and 14	Nos. 1, 2, 3, 6, 7, 13, 14.
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NYORA—KORUMBURRA.

Nos. 6 and 13.	Nos. 7 and 13.
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KORUMBURRA—TOORA.

No. 1.	No. 13.
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NYORA—WONTHAGGI.

Nos. 1, 3, 4, 9, 10.	Nos. 1, 3, 4, 7, 8.
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ROADSIDE WORK—EASTERN AND SOUTH-EASTERN LINES. MELBOURNE—WARRAGUL.

DOWN.

- No. 1—To work at Dandenong, Pakenham, Nar-Nar-Goon, Garfield and Longwarry.
- No. 2A—Pick up Eastern line trucks only at Oakleigh, and work as required, Dandenong and stations beyond.
- No. 8 (9A Sats.) to work at Dandenong, Berwick, and Bunyip, and van work for cream traffic at stations Dandenong to Warragul. Perishable van work at Garfield and Pakenham on Tues. and Thurs.
- No. 10A Sats. (10B Sats. exc.) Van work for empty milk cans only, as required.
- No. 13 takes loading for Warragul and stations beyond, discharges milk cans as required, otherwise nil.

UP.

- No. 6A—Van work as required, also clear Berwick of ordinary Up loading, which is to be detached at Dandenong.
- No. 7—Work at all stations as required. Trucks picked up at stations between Warragul and Pakenham are to be placed next the engine, and the loading is to be properly marshalled at Pakenham.
- No. 10—Live stock work only.
- No. 11—Put off perishable and urgent loading from stations beyond Warragul, otherwise nil.

NOTE.—The Oakleigh Pilot Engine is to be used to place trucks together at Oakleigh to give No. 2A Eastern a straight pick up.

WARRAGUL—TRARALGON.

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| <p>No. 12—When loading offers may take a sectional load to Moe and reduce there to ruling grade load Surplus loading to be cleared from Moe by No. 13 Down.</p> <p>No. 13—As required.</p> | <p>Nos. 9, 10 and 11 to work at Moe, Trafalgar, Yarragon and Nilma.</p> <p>No. 12 to work at Morwell and Darnum.</p> |
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TRARALGON—SALE.

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| <p>No. 2A—As required, but not to shunt at Kilmany on Mondays.</p> | <p>No. 10 (Mon.)—As required, all stations (Kilmany exc.)</p> <p>No. 11 (Mons. exc.)—As required.</p> |
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MELBOURNE—NYORA.

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| <p>No. 4—As required Oakleigh to Olyde, discharge milk cans at stations Dandenong to Nyora.</p> <p>No. 9—Pick up at Dandenong, and as required Tooradin to Nyora.</p> <p>No. 13—Pick up at Dandenong.</p> <p>Nos. 1, 2, 7, 14—Nil.</p> | <p>No. 1—Van work for milk traffic as required. Work at Dandenong and Toorak</p> <p>No. 3—Dandenong, Noble Park, Spring Vale, Clayton and Oakleigh.</p> <p>No. 7—As required.</p> <p>Nos. 2, 6, 13, 14—Nil.</p> |
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NYORA—KORUMBURRA.

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| <p>No. 6—As required.</p> <p>No. 13—Discharge empty milk cans as required.</p> | <p>No. 7—As required.</p> <p>No. 13—Nil</p> |
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NYORA—WONTHAGGI.

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| <p>Nos. 3, 9—As required.</p> <p>Nos. 1, 4, 10—Nil.</p> | <p>Nos. 4, 7—As required.</p> <p>Nos. 1, 3, 8—Nil.</p> |
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REGULAR GOODS TRAINS—SUBURBAN LINES.**MELBOURNE—NEWPORT.**

DOWN.	UP.
Nos. 2 and 8A.	Nos. 5 and 10A.

MELBOURNE—ST. ALBANS.

DOWN.	UP.
No. 9A (Daily). No. 15A—West Footscray. No. 8—Sunshine	No. 8—Ex Sunshine No. 11 (Daily). No. 11A—Ex West Footscray.

MELBOURNE—BROADMEADOWS.

DOWN.	UP.
No. 8A.	No. 2.

MELBOURNE—COBURG.

DOWN.	UP.
No. 20 (Daily).	No. 23 (Sats. exc.) No. 28 (Sats.)

MELBOURNE—FITZROY—VICTORIA PARK—RESERVOIR.

DOWN.	UP.
No. 1—To Reservoir (Daily). No. 2—To Victoria Park (Daily). No. 4—To Fitzroy (Daily).	No. 1—Ex Reservoir (Daily). No. 1A—Ex Victoria Park (Sats.) No. 3—Ex Victoria Park (Tue. and Thur.) No. 4—Ex Victoria Park (Mon. Wed., Fri.) No. 5—Ex Fitzroy (Daily).

VICTORIA PARK—HEIDELBERG.

DOWN.	UP.
No. 2 (Sats. ex.)	No. 3 (Tues. and Thurs.) No. 4 (Mon., Wed., Fri.)

HEIDELBERG—ELTHAM.

DOWN.	UP.
No. 2A (Mon., Wed. and Fri.)	No. 4 (Mon. Wed. and Fri.)

ELTHAM—HURSTBRIDGE.

DOWN.	UP.
No. 2A (Wed. and Fri.)	No. 4 (Wed. and Fri.)

MELBOURNE—LILYDALE.

DOWN.	UP.
Nos. 1, 2, 10, 13—On week days. Nos. 1, 2, 8, 16—On Sats. No. 22 to Box Hill (Mon., Wed., Fri.) No. 10B (14A Sats.) to Riversdale.	Nos. 4, 8 (Mon. and Tues.), 11 (Mon. and Tues. exc.) and 18 week days. Nos. 2, 9, 17—On Sats. No. 1—Ex Box Hill (Tues., Thurs. Sats.) No. 13A—Ex Riversdale.

Regular Goods Trains—Suburban Lines—Continued.

LILYDALE—HEALESVILLE.

DOWN.

No. 2 (Weds. and Sats.) to Healesville.
 No. 2 (Thurs. and Fri.) to Yarra Glen.
 No. 10 (Mon. and Tues.) to Yarra Glen.

UP.

No. 9 (Sats.) and 11 (Weds.) ex
 Healesville, 10 (Thurs. and Fri.)
 ex Yarra Glen, 16 (Mon. and Tues.)
 ex Yarra Glen.

LILYDALE—WARBURTON.

Nos. 2, 5, 7—As shown in S. 8460/15. | Nos. 5, 6, 7—As shown in S. 8460/15

MELBOURNE—UPPER FERN TREE GULLY.

4.25 a.m.—As shown in S. 8549/15. | 8.30 a.m.—As shown in S. 8549/15.

UPPER FERN TREE GULLY—GEMBROOK.

No. 1 (Mon., Wed. and Fri.) | No. 2 (Sats.) ex Emerald (S. 8460/115)
 No. 3A (Sats.) to Emerald (S. 8460/15).

CAMBERWELL—ASHBURTON.

No. 3—As shown. | No. 4A—As shown.

MELBOURNE—MORDIALLOC.

No. 2 (Daily), No. 12 (Daily), No. 14
 (Sats. exc.) | Nos. 15 (Sats.), 1 (Sats. exc.), 20
 (Sats. exc.), 23 (Sats. exc.) 24
 (Sats.)

MORDIALLOC—MORNINGTON JUNCTION.

No. 2 to Frankston | No. 15 (Sats.), 16 (Sats. exc.) ex
 No. 12 | Frankston, 20 (Sats. exc.) ex
 No. 14 to Seaford (Sats. exc.) | Seaford
 No. 9 (Daily) Frankston to Mornin- | No. 23 (Sats. exc.), 24 (Sats.)
 ton Junction | No. 10 (Daily) Mornington Junc. to
 Frankston

MORNINGTON JUNCTION—STONY POINT.

No. 9 (Daily) |

MELBOURNE—WINDSOR—SANDRINGHAM.

No. 1 to Windsor (Mon., Wed., Fri.) | No. 1 ex Windsor (Mon., Wed., Fri.)
 Nos. 3 (Sats. exc.) and 6 (Sats.) to | Nos. 3 (Sats. exc.), 7 (Sats.) ex
 Sandringham | Sandringham

Regular Goods Trains.—Suburban Lines—Continued.**MELBOURNE—ST. KILDA.**

DOWN.

UP.

The Goods service between Melbourne and St. Kilda will be run daily (Saturdays excepted) by an engine and crew from Jolimont yard.

MELBOURNE—OAKLEIGH.

No. 16 to Caulfield
No. 15 to Oakleigh

No. 12 ex Caulfield
No. 12A ex Oakleigh, as shown

MELBOURNE—KEW.

No. 53 (Sun., Mon., Wed., Thurs.)
Nos. 54 (Sats. exc.) and 56 (Sats.) as
shown, to Burnley

No. 1 (Daily) ex Burnley, as shown
No. 1B (Mon., Tues., Thurs., Fri.)

ROADSIDE WORK—SUBURBAN LINES.**MELBOURNE—LILYDALE—HEALESVILLE
WARBURTON.**

DOWN.

No. 1—Take Warburton Line loading, pick up at Box Hill only.
No. 2—Take Healesville Line loading, shunt Box Hill, Mitcham, Ringwood, Croydon.
No. 8 (Sats.), No. 10 (Sats. exc.)—Box Hill Mitcham, Croydon and Mooroolbark.
No. 13 (Sats. exc.), No. 16 (Sats.)—Blackburn, Tunstall (van work), Ringwood, Croydon, and as required Lilydale to Warburton.
No. 22—Canterbury and Surrey Hills.

UP.

Nos. 4 (Sats. exc.), 2 (Sats.), Box Hill, Blackburn, Tunstall and Mitcham.
No. 5 ex Warburton (S. 8460/15)—Work at all stations as required to Lilydale. Return from Evelyn to Wandin for second load when necessary.
Nos. 8 and 11 (No. 9 Sat.)—As required at all stations to Ringwood.
No. 18 (No. 17 Sats.), (Nos. 6 and 7—S. 8460/15—ex Warburton)—As required at Blackburn, Tunstall and Mitcham, and perishable work only at all other stations.

NOTE.—The engine of the 9.38 a.m. (No. 10 Saturdays excepted, No. 8 Saturdays) to be utilised for yard work at Lilydale, and to clear Cave Hill and Black's Siding as required, and return to Melbourne with the 5.35 p.m. Up Mixed.

Roadside Work—Suburban Lines—Continued.

MELBOURNE—MORNINGTON JUNCTION.

DOWN.

No. 2 Caulfield, Mordialloc, Monolyte Siding, and Frankston only.

No. 12 (Sats. exc.) Cheltenham and as required, Mordialloc to Mornington Junc., and Sidings excepted.

NOTE.—This train on Week days may also work at stations Caulfield to Mentone when required to pick up loading for stations beyond Frankston.

No. 12 (Sats. only), van work only at Glen Huntly and Ormond, and as required Bentleigh to Mornington Junction.

No. 14 as required Caulfield to Mordialloc (Cheltenham exc.), thence Forsyth's Siding and Seaford.

UP.

No. 15 (Sats.), 16 (Sats. exc.) Wedge's Siding, and as required Mordialloc to Caulfield.

No. 20, Seaford, Carrum, Aspendale, and Mordialloc.

No. 23 (Sats. exc.), as required Mornington Junction to Mordialloc (sand Sidings excepted), and pick up perishable loading only at stations between Mordialloc and Caulfield.

No. 24 (Sats.), as required Mornington Junction to Mordialloc (Wedge's Siding exc.) and pick up perishable loading only at stations between Mordialloc and Caulfield.

MORNINGTON JUNCTION—STONY POINT.

No. 9 as required, Frankston to Stony Point.

No. 23 (Sats. exc.) as required Stony Point to Mornington Junction.

SUBURBAN GOODS TRAINS.

**The following Instructions show the
Marshalling Arrangements and Work
to be performed by Suburban Goods
Trains.**

PORT MELBOURNE GOODS TRAIN.

5 a.m. and 2 p.m. Down.

These trains are run with single engine loads, and take loading for Jolimont, St. Kilda, Graham and Port Melbourne. In addition the 5 a.m. also takes urgent loading for the 8.10 a.m. Stony Point train to be detached at Jolimont.

Down trains with full loads are to have the assistance of a banker in the rear between Melbourne Yard and Viaduct Signal Box to enable the train to promptly clear the Viaduct Section.

On the Down journey all loading for shipment must be next to the Van leaving Jolimont.

On the Up journey the loading is to be marshalled in the following order:—Van, loading for Shipping Shed, loading for Old Main Line Platform, loading for No. 1 Centre Yard (Old Ballarat Shed), loading for No. 2 Centre Yard, loading for No. 6 Centre Yard. All other loading is to be attached to the train in the order in which it is picked up.

The Van is to be reversed at Jolimont on both the Down and Up journey.

ENGINE REQUIREMENTS.—Port Melbourne, 5 minutes.

TOORAK AND CAULFIELD GOODS TRAIN.

10.45 p.m. Down.

The 10.45 p.m. train is run either with a single engine or a double-headed load, and works at Toorak and Caulfield only.

When an assistant engine is used it returns at once from Toorak, or Caulfield as the case may be.

A Melbourne Yard shunter accompanies the train to assist with the work at Toorak and Caulfield.

The Watchman at Toorak marks off trucks to be specially placed, and also warns pedestrians of danger during shunting operations, when necessary. Guard and Assistant Guard to also be on the alert to warn pedestrians when necessary.

Inward trucks are specially placed at private allotments at Toorak, and spare empties and Down loading are taken through to Caulfield and cleared from there by the 8.39 p.m. Down Oakleigh Goods or as may be arranged by Superintendent of Melbourne Yards.

Yard Staff at Toorak and Caulfield to instruct Guard as to the Yard work to be performed. S.Ms. to so arrange. On the Up trip loading for Jolimont, St. Kilda, and Port Melbourne lines is put off at Jolimont.

ENGINE REQUIREMENTS.—Caulfield, 5 minutes.

OAKLEIGH GOODS TRAIN.

8.39 p.m. Down.

This train is run either with a single engine or double-headed load, and works at Malvern, Caulfield and Glen Huntly, and at Murrumbreena on the Down journey only. The assistant engine is returned from Malvern or Caulfield, as the case may be.

A Shunter, to assist with the shunting, joins the train at Malvern, runs through to Oakleigh, and returns to Malvern on the Up trip.

The engine runs a special trip from Caulfield to Glen Huntly, travelling via the Caulfield Sidings.

Murrumbreena loading must be next engine leaving Caulfield. This train takes loading and empties to Oakleigh for Eastern and South-Eastern Lines, and on arrival at Oakleigh squares up the Yard and suitably places loaded and empty trucks for the Eastern and South-Eastern trains.

The loading is marshalled on the Up trip.

The Signaller on duty instructs Guard as to the Yard work to be performed. S.Ms. to so arrange.

On the Up trip, loading for Jolimont, St. Kilda and Port Melbourne lines is detached at Jolimont.

ENGINE REQUIREMENTS—Caulfield, 5 minutes } Taking water.
Oakleigh, 5 minutes }

BURNLEY GOODS TRAIN.

12.14 a.m. and 1.0 a.m. Down.

These trains are usually run with Single engine load, and a Yard Porter is in attendance at Burnley.

On occasions when only one train is scheduled it takes loading for Burnley and Darling line, and the loading for the latter line must be next the engine leaving Melbourne.

When two trains are scheduled, the 12.14 a.m. must take the loading for the Darling Line.

When there is not sufficient loading to ensure full loads for each train the 1.0 a.m. is to be fully loaded, and the 12.14 a.m. is to take the balance of loading offering.

The work at Burnley consists of squaring up the Yard and placing Inward trucks at allotments as required.

On the Up trips it is only necessary to keep empties together in case they are put off at Jolimont.

ENGINE REQUIREMENTS—Nil.

HAWTHORN AND KEW GOODS TRAIN.

11.55 p.m. Down.

This train is usually run with a single engine load and works at Hawthorn and Kew only, and at times puts off empties at Jolimont on the Up trip.

A Melbourne Yard Shunter to assist with the shunting accompanies the train.

The loading is merely put off at Hawthorn on the Down trip, and the Yard is squared up, and inward loading suitably placed on the Up trip.

When there is a full load on the Down trip, the engine is run light from Hawthorn to Barker with the Shunter, who remains there and attends to the Crossing gates until the train arrives.

On occasions when there is less than a full load, the train stops short at the Crossing gates, which are attended to by the Shunter, who must ride upon the engine.

On the Up trip also the Shunter rides upon the engine, and attends to the Crossing gates.

The train is not marshalled on the Up trip.

ENGINE REQUIREMENTS,—Kew—5 minutes water.

BOX HILL GOODS TRAIN.

11.12. p.m. Down.

This train is run either with a single engine or double-headed load.

The assistant engine is usually returned light from Camberwell to Melbourne, and train works at Camberwell, Canterbury, Surrey Hills and Box Hill.

A Yard Porter to assist with the shunting joins the train at Camberwell and runs through to Box Hill and returns to Camberwell on the Up trip.

Instructions are received from the Signaller on duty at Canterbury and Surrey Hills.

The shunting movements at Box Hill consists of squaring up Yard, placing down loading and empties and marshalling the train for the Up trip.

ENGINE REQUIREMENTS,—Box Hill—15 minutes Turning
and water.

WINDSOR GOODS TRAIN.

12.18 a.m. Down.

This train is run with a single engine load, and works at Windsor only except that empties are put off at Jolimont on the Up journey when so arranged by the Superintendent of Melbourne Yards.

A Yard Porter is in attendance, and the shunting movements consists of squaring up the Yard and placing trucks at private allotments.

The loading is not marshalled on the Up trip.

ENGINE REQUIREMENTS.—Nil.

ELSTERNWICK AND SANDRINGHAM GOODS TRAINS.

9.35 a.m. and 10.40 a.m. Down.

These trains are run with a single engine load.

When 9.35 a.m. and 10.40 a.m. trains are both scheduled, the 9.35 a.m. works at Brighton and beyond, and the 10.40 a.m. is confined to Elsternwick only.

When one train only is scheduled, however, it works at Elsternwick, Brighton, Middle Brighton, Brighton Beach and Sandringham.

The work at Elsternwick consists of squaring up the Yard and suitably placing trucks at allotments. Empties are cleared on the Up trip.

A Porter will join the 9.35 a.m. Down (1.50 p.m. Sats.) at Elsternwick to assist with the shunting at Brighton and Middle Brighton, returning thence by Passenger to Elsternwick.

Up loading or empties from Brighton and Middle Brighton are taken through to Sandringham, as the Sidings mentioned are only worked on the Down trip.

Trucks of firewood and coal for the Rolling Stock Branch, Brighton Beach, are taken through to Sandringham, and returned on the Up trip.

ENGINE REQUIREMENTS.—Sandringham—5 minutes water;
Jolimont—5 minutes water.

BROADMEADOWS GOODS TRAIN.

4.30 a.m. Down.

This train is usually run with a single engine load and works at Essendon, Glenroy and Broadmeadows unless other arrangements are made by Superintendent of Melbourne Yards.

A Melbourne Yard Shunter to assist with the shunting accompanies the train.

The Yard work at Essendon and Broadmeadows consists of squaring up the Sidings and suitably placing trucks. The loading is not marshalled on the Up trip.

Signalman on duty instructs Guard as to the work to be performed.

ENGINE REQUIREMENTS.—Essendon—5 minutes water.

HEIDELBERG GOODS TRAIN.

5.0 a.m. Down.

This train is run either with a single engine or double-headed load, and the assistant engine is usually returned light from Victoria Park.

On Mondays, Wednesdays and Fridays this train runs through to Eltham.

The train works at Victoria Park, Fairfield Park, Alphington, Ivanhoe and Heidelberg.

A Shunter to assist with the shunting joins the train at Victoria Park, and runs through to Heidelberg and return.

A Yard Porter is in attendance at Victoria Park, and train is reversed there on the Down and Up trip, but the loading is not marshalled on Up trip.

Yard work at Victoria Park consists of squaring up the Sidings, and placing trucks at allotments. Ordinary roadside work is performed at Fairfield Park, Alphington, Ivanhoe and Heidelberg.

This train must depart from Melbourne on time, otherwise it is blocked at North Melbourne Junction and North Fitzroy by Suburban Passenger train.

On Up trip shunting movements at Ivanhoe and Fairfield Park must be carried out expeditiously to avoid detentions to Suburban trains.

ENGINE REQUIREMENTS—Heidelberg -5 minutes water.

FITZROY GOODS TRAINS.

8.45 a.m. and 3.5 p.m. Down.

These trains are run either with single engine or double-headed load, and the assistant engine is returned light from North Fitzroy.

The 8.45 a.m. works at North Fitzroy and Fitzroy, and the 3.5 p.m. at North Carlton, North Fitzroy and Fitzroy. Any Up loading from North Carlton is to be taken through to North Fitzroy on the Down trip.

A Shunter to assist with the shunting accompanies each train from North Fitzroy to Fitzroy and rides upon the engine and opens the crossing gates which must be closed by the Guard after the train passes through.

The Yard work at Fitzroy consists of squaring up the Siding and suitably placing trucks at private allotments. Loading is not marshalled on the Up trip.

ENGINE REQUIREMENTS—5 minutes.

BELL GOODS TRAIN.

5.5 a.m. Down.

This train is run either with a single engine or a double-headed load, and the assistant engine is returned light from North Fitzroy.

Ordinary roadside work is performed at North Fitzroy, Northcote, Croxton, Bell and Reservoir, and train runs through to Whittlesea when so arranged by the Superintendent of Melbourne Yards.

Whittlesea line loading is marshalled and left in the Sidings at North Fitzroy ready for a straight pick up from that station by the Down Whittlesea Mixed train.

Loading is not marshalled on the Up trip. A Shunter does not accompany the train.

ENGINE REQUIREMENTS—Whittlesea—20 minutes turning and water when train runs through.

COBURG GOODS TRAIN.**10 a.m. Down.**

This train is run either with a single engine or double-headed load, the assistant engine being returned from South Brunswick.

Ordinary roadside work is performed at South Brunswick, Brunswick, Moreland and Coburg on the Down journey, and at Brunswick and South Brunswick only on the Up journey.

A Shunter to assist with the shunting joins the train at South Brunswick and assists with the Yard work at stations mentioned both on the Down and Up trip.

Loading is not marshalled on the Up trip.

ENGINE REQUIREMENTS.—Coburg—5 minutes, water.

**FOOTSCRAY, WEST FOOTSCRAY, SUNSHINE AND
ST. ALBANS GOODS TRAINS.**

These trains are scheduled, viz. :—7.15 a.m. to Sunshine, 11.5 a.m. to St. Albans, and 2.55 p.m. to West Footscray and work as follows:—

- 7.15 a.m.—West Footscray, Sunshine, and Albion Siding.
- 11.5 a.m.—Sunshine, Federal Manure Siding and St. Albans.
- 2.55 p.m.—Footscray and West Footscray only.

Each train is usually run with a single engine load.

Federal Manure Siding is supervised by S.M., Sunshine, and the Main Line Points are Staff locked. The engine is allowed outside the Departmental boundary gate, only as far as the Notice Board which reads "Engine not allowed to pass this post."

The 2.55 p.m. runs through to West Footscray, where loading for Footscray is sorted out and placed on one of the Siding roads. The engine then runs light to Footscray for empties and Outward trucks which are taken to West Footscray, after which engine again runs to Footscray with the Inward loading and finally returns to West Footscray light.

A Shunter accompanies the 7.15 a.m. train from the Melbourne Yard and assists with the shunting at West Footscray, Sunshine and Albion Siding.

There are two Yard Porters stationed at West Footscray and they work as follows, changing shifts on alternate weeks:—

No. 1 joins the 2.55 p.m. train at West Footscray and assists with the whole of the shunting movements of the train until it is ready to depart from Footscray on the Up journey.

No. 2 joins the 11.5 a.m. St. Albans train at West Footscray and assists with the shunting at Sunshine, Federal Manure Siding, Albion Siding at St. Albans.

ENGINE REQUIREMENTS--Nil.

SWITCHING TRIPS TO KENSINGTON AND NEWMARKET.

Three regular trains are scheduled at 5.0 a.m., 1.0 p.m., and 9.0 p.m., and additional trips are run as may be arranged by Superintendent of Melbourne Yards.

A Melbourne Yard Shunter accompanies each train to assist with the shunting.

A Yard Porter is in attendance between the hours of 7.30 a.m. and 5.30 p.m. at Kensington, where loading must be specially placed for Younghusband, Row & Co. and Kimpton & Son.

When the Yard Porter is not on duty instructions are received from the Signalman at Kensington.

A Yard Porter is in attendance throughout the 24 hours at Newmarket, at which station the yard work consists of placing trucks in the General Inward Siding, and also specially placing trucks for Dalgety & Co. in their private Siding. Live Stock trucks and Horse boxes are placed at and cleared from the Live Stock Sidings as circumstances may require.

ENGINE REQUIREMENTS—5 minutes water.

SWITCHING TRIPS TO SOUTH KENSINGTON.

During busy periods an engine is specially booked for three regular shifts, and at other times, trains are scheduled by Supt. of Melbourne Yards as may be required.

A Melbourne Yard Shunter accompanies each train to assist with the shunting.

There is an employe of the Goods Supt. in charge at South Kensington between the hours of 8.0 a.m. and 5.0 p.m. and outside of these hours instructions are received from the Signalman on duty.

The work consists of squaring up the Sidings in connection with the Australian Mercantile Co., Minifie's Flour Mill, and the New Zealand Loan Co.

The Sidings are usually cleared of outwards loading and empties after 5 p.m. daily, and trucks are not marshalled on the Up trip.

ENGINE REQUIREMENTS—Nil.

4.0 a.m. YARRAVILLE AND NEWPORT GOODS TRAIN AND 12.20 p.m. NEWPORT GOODS TRAIN.

The 4.0 a.m. works at Yarraville on the Down trip only, and prompt departure of this train from the Melbourne Yard is imperative, so that the shunting movements at Yarraville may be performed prior to early morning Suburban Passenger Train Running.

Empties and Inward loading are specially placed, and the Outwards loading is cleared by the Newport Switching Engine, which makes special trips from Newport for this purpose.

On arrival at Newport, the loading is placed in one of the Sidings, and the train then returns to Melbourne with any loading offering.

4.0 a.m. Yarraville and Newport Goods Train and 12.20 p.m.

Newport Goods Train.—(continued.)

The Yard work is performed by the Local Switching Engine which also works Spotswood, North Williamstown, Yarraville and (when open for traffic) Altona Bay Sidings between the hours of 6.0 a.m. and 10 p.m.

When the local Switching Engine is otherwise engaged, train engines ex Melbourne Yard may be utilised to run a trip to Yarraville or Altona Bay Sidings, should the latter be open for traffic, but this must only be arranged by Superintendent of Melbourne Yards.

ENGINE REQUIREMENTS—Newport—5 minutes.

NEWPORT-SUNSHINE LOOP GOODS TRAIN.

4.0 a.m.

This train is run with single engine load, and the engine employed must be of the RY class.

A shunter accompanies the train from Newport to assist with the shunting, and the work on the Down and Up trips consists of placing or clearing trucks at the following Sidings:—Thomas' Flour Mills, Hasell's, McKenzie and Holland's, Russell's, Little Brooklyn, Brooklyn, Prahran Council, Hayes' and the Commonwealth.

Borthwick's Meat Freezing Works Siding is usually worked by special engine from Melbourne.

Outward loading from Brooklyn, Prahran Council and Hayes' Sidings is taken through to Commonwealth Siding, where train terminates and is returned from there on the Up trip.

After placing trucks at Newport for weighing purposes, train returns to Melbourne with any Up loading offering.

ENGINE REQUIREMENTS—Newport—5 minutes.