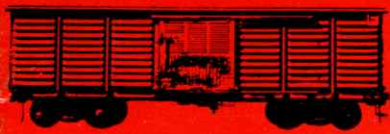


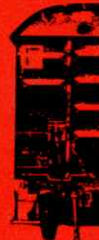


# RAIL WAGONS

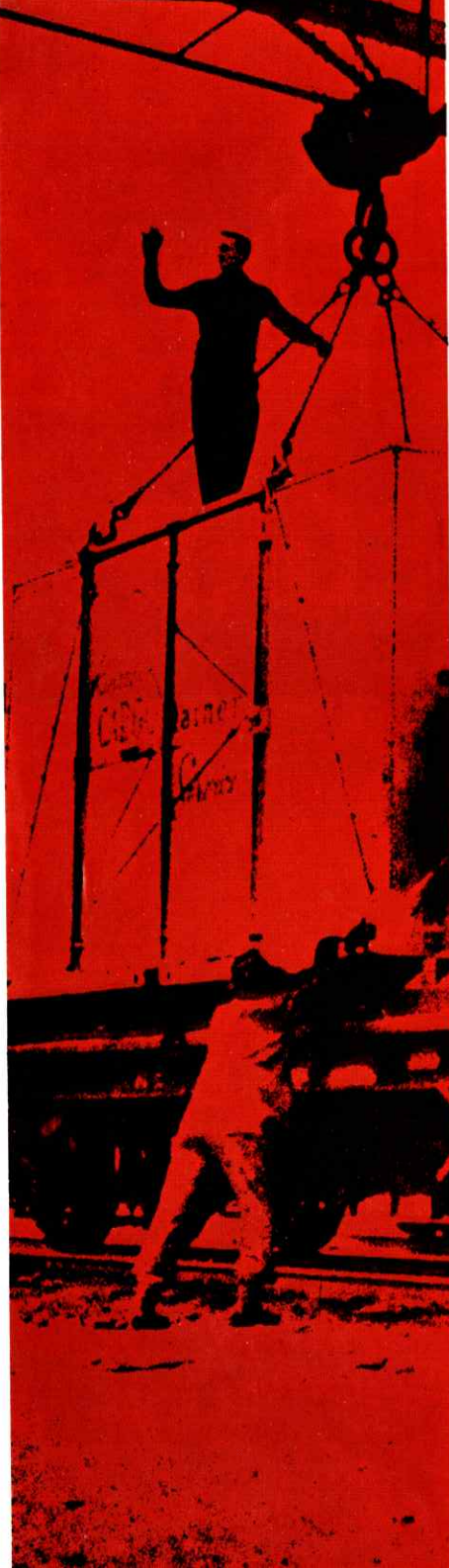


*for every*

**FREIGHTING NEED**



PRICE: 20c  
(Complimentary Copy)



This booklet lists the numerous Victorian rail freight vehicles that are designed to carry a wide range of goods safely and efficiently in the interests of customers.

For easy reference a commodity guide to classes of vehicles and a vehicle index are included. Also the vehicles are grouped into two sections, broad gauge and bogie exchange.

Vehicles are listed with information about their use, capacity and measurements, and typical vehicles in each section are illustrated. Also shown are rail-road containers used in the Rail-Pak system of freighting. This is followed by advice on good packaging, and loading diagrams.

Your Railways welcome any inquiries about freighting by rail, and will gladly assist customers to gain the most economical use of rail vehicles and facilities. You can also obtain information about rail vehicles, from other States, that operate on Victorian lines. Simply write to the Chief Commercial Manager, Railways Administrative Offices, Spencer Street, Melbourne, or 'phone 62 0311, extension 2095.

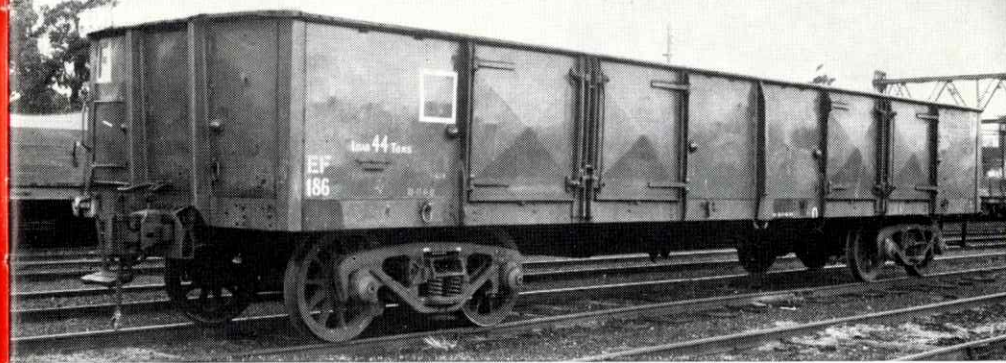
## ● VEHICLE INDEX

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I	4	MF	12	QWF	6		

(See page 19 for commodity guide to class of vehicle)

# BROAD GAUGE

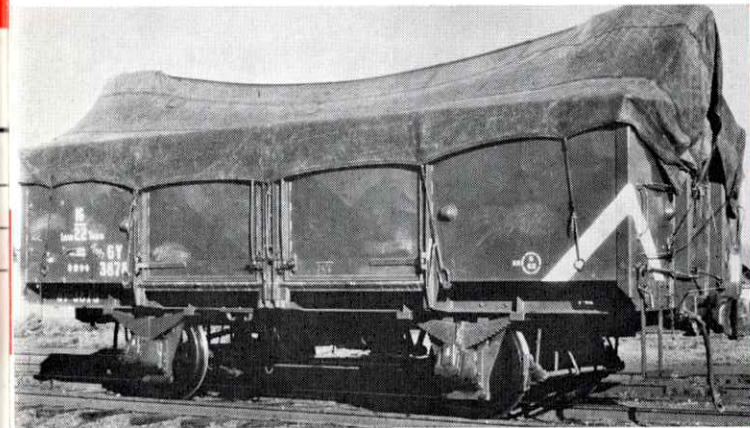
Vehicles in this section are used on 5' 3" gauge lines of the Victorian Railways and on South Australian connecting lines of the same gauge. These vehicles allow a direct Melbourne-Adelaide freight service.



EF open wagon. Two sets of double-hinged doors on both sides, with removable door stanchions. Tarpaulin protection.

## OPEN WAGONS

CLASS AND USE	CAPACITY tons	INTERNAL MEASUREMENTS				cubic feet to water level	No. per side	DOOR OPENING maximum	
		length	width	height	height			width	
<b>4-WHEEL</b>									
General goods									
I or IA	16½	22' 0"	8' 6"	3' 8"	687	1	3' 8"	10' 0"	
I or IA (high side)	16½	17' 11½"	8' 6"	4' 6"	687	1	4' 6"	6' 0"	
IY	16½-22	22' 0"	8' 6"	3' 8"	687	1	3' 8"	10' 0"	
HY	16½-22	22' 0"	9' 0"	4' 6¼"	891	1	4' 6¼"	10' 3"	
IZ	16½-27	22' 0½"	9' 0"	4' 1½"	817	1	4' 1½"	10' 3"	
RY	16½-22	22' 0½"	9' 0"	4' 1½"	817	1	4' 1½"	10' 3"	
Bulk wheat									
GY	16½-22	22' 0"	9' 0"	4' 6"	891	1	4' 6"	10' 0"	
<b>BOGIE</b>									
Long & special loading									
E or EF	44	42' 11½"	8' 8"	4' 6"	1675	2	4' 6"	10' 1½"	
QR (two types)	31	34' 8½"	8' 0½"	2' 11"	814	} whole side drops down			
	31	39' 8½"	8' 1½"	2' 11"	942				

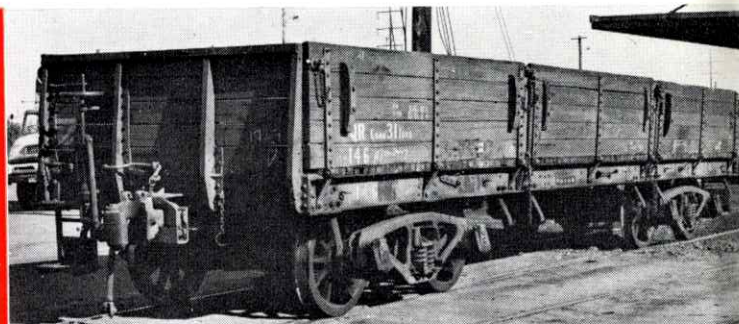


GY open wagon. Double-hinged doors on both sides, with removable door stanchions. Tarpaulin protection.

## FLAT WAGONS

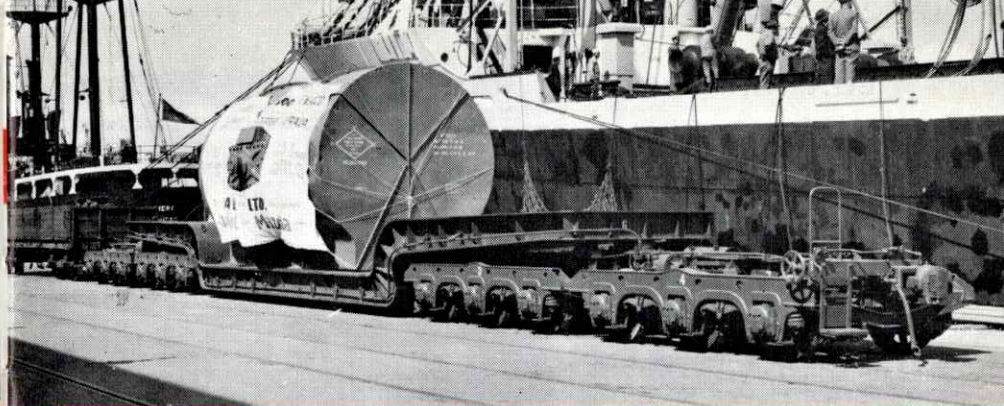
CLASS AND USE	CAPACITY	EXTERNAL MEASUREMENTS	
	tons	length	width
<b>4-WHEEL</b>			
Machinery, and safety wagons for long loading on other vehicles			
K (steel floor)	16	18' 0"	8' 6"
K (wooden floor)	20	25' 7"	8' 6¼"
<b>BOGIE</b>			
Long and special loading			
Q (wooden floor)	31 concentrated	42' 0"	9' 0"
Q and QF (steel floor)	31 distributed	50' 0"	9' 0"
QH (two types)	90 distributed	37' 0"	9' 6"
	50 concentrated		
	90 distributed	37' 0"	10' 0"
	50 concentrated		
S	44 distributed	43' 0"	8' 11"

QR open wagon. Three drop-down doors on both sides, and removable door stanchions. Tarpaulin protection.

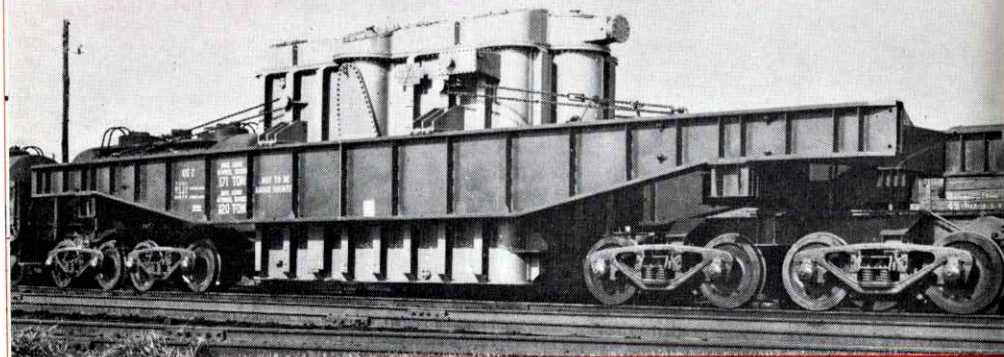




Q flat wagon.



QW well wagon.



QS well wagon. Open centre with removable side beams.

### WELL WAGONS (BOGIE)

CLASS AND USE	CAPACITY	MEASUREMENTS	
	tons	load length	width
Long and special loading			
QB (two types)	31 distributed 14 central	52' 18' 0" well	9' 0" 3' 9" well
	31 concentrated	42' 0" 20' 0" well	9' 0" 9' 0" well
QWF	60 concentrated	15' 11" 15' 11" well	8' 6" 4' 0" well
QW	150 distributed over 20'	26' 0" 26' 0" well	8' 7" 8' 7" well
Stators or transformers			
QS (open centre, fixed side beams)	120	*	9' 7" 9' 7" well
		* max. load length 19' 0" or 12' 0" according to location	
QS (open centre, removable side beams)	120 when fitted with 50-ton cast steel bogies 171 when fitted with four 6-wheel bogies		9' 7" 9' 7" well
		max. load length 25' 0"	

### LOUVRE VANS

CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS			DOOR OPENING				
		tons	length	width	height	cubic feet	No. per side	maximum	
								height	width
<b>4-WHEEL</b>									
General goods and perishable traffic									
U (four types)	11½	17' 5"	7' 7¼"	7' 4¾" sides 8' 2" middle	1029	1	7' 1¾"	4' 6"	
	11½	17' 10"	8' 7"	7' 2" sides 8' 1½" middle	1226	1	6' 8¾"	5' 6 5/16"	
	16	25' 0"	8' 0"	7' 4¾" sides 8' 2" middle	1520	1	7' 1¾"	4' 6"	
	16	25' 0"	8' 0"	7' 4¾" sides 8' 2" middle	1520	1	7' 0"	7' 0"	

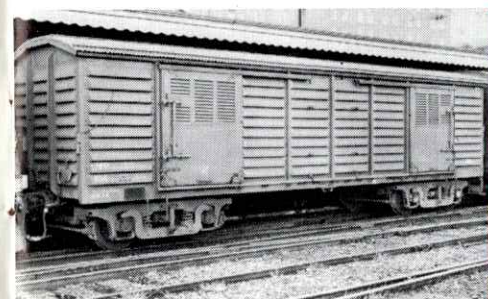
Note—A number of U louvre vans have wooden floors.

### BOGIE

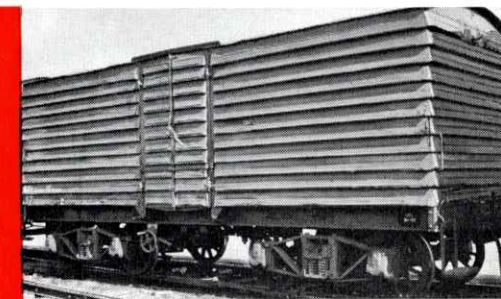
General goods and perishable traffic

UB }  
UF }  
V }

16	25' 0"	8' 0"	7' 4¾" sides 8' 2" middle	1520	1	7' 0"	7' 0"
33	35' 10"	8' 6¾"	7' 2" sides 8' 1 7/16" middle	2405	2	6' 8¾"	5' 6 7/16"



V louvre van. Two sliding doors both sides.

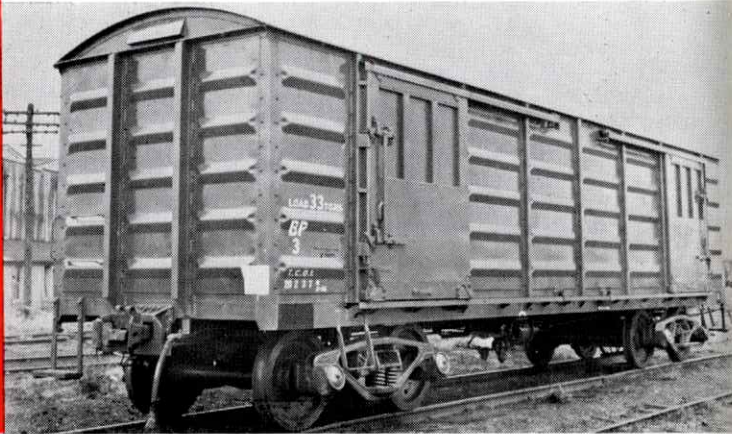


UB louvre van. Double-hinged doors both sides, without stanchion.

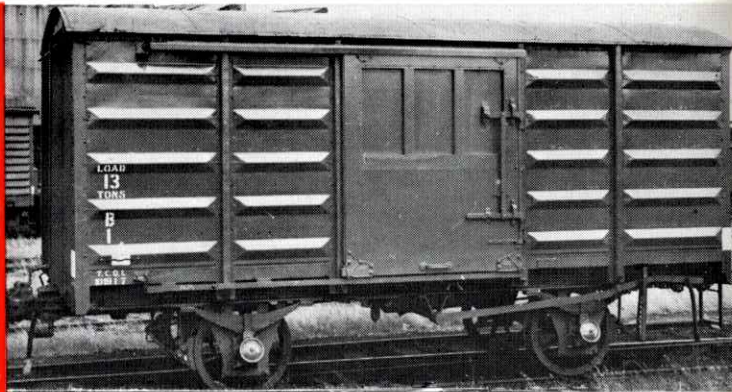
## BOX VANS

CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS				DOOR OPENING		
		tons	length	width	height	cubic feet	maximum	
	No. per side						height	width
<b>4-WHEEL</b> General goods								
B	14	21' 10 <sup>3</sup> / <sub>8</sub> "	8' 7"	7' 2" 8' 1 <sup>1</sup> / <sub>2</sub> "	sides middle	1500	1	6' 8 <sup>5</sup> / <sub>8</sub> " 5' 6 <sup>1</sup> / <sub>2</sub> "
<b>BOGIE</b> General goods								
BA	23	34' 4"	7' 8"	6' 2 <sup>3</sup> / <sub>4</sub> " 7' 0"	sides middle	1741	1	6' 0" 4' 0"
BB and BP	35	38' 10"	8' 7"	7' 2" 8' 1 <sup>1</sup> / <sub>2</sub> "	sides middle	2670	2	6' 8 <sup>5</sup> / <sub>8</sub> " 5' 6 <sup>7</sup> / <sub>16</sub> "

BP box van.  
Two sliding  
doors both sides.

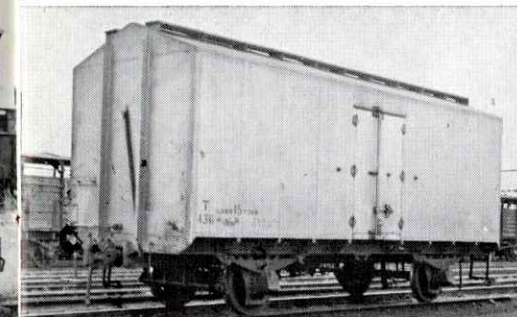


B box van.  
Single sliding  
door both sides.

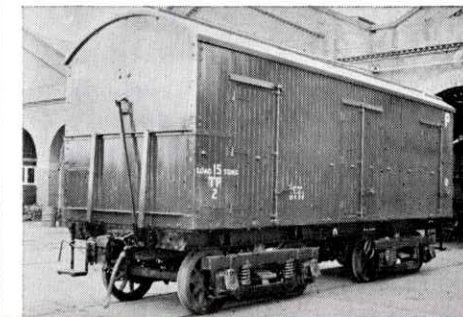


## ICE-REFRIGERATED VANS

CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS				DOOR OPENING		
		tons	length	width	height	cubic feet	maximum	
	No. per side						height	width
<b>4-WHEEL</b> Perishable goods								
T (wooden) (three types)	12 <sup>1</sup> / <sub>2</sub>	17' 3 <sup>1</sup> / <sub>4</sub> "	8' 1 <sup>1</sup> / <sub>4</sub> "	{ to roof 7' 1 <sup>1</sup> / <sub>2</sub> " sides 8' 6 <sup>1</sup> / <sub>4</sub> " middle to ice bunker 6' 1" min.	1126	1	6' 2" 3' 11"	
	12 <sup>1</sup> / <sub>2</sub>	16' 11 <sup>1</sup> / <sub>4</sub> "	7' 9 <sup>1</sup> / <sub>2</sub> "	{ to roof 7' 1 <sup>1</sup> / <sub>2</sub> " sides 8' 6 <sup>1</sup> / <sub>4</sub> " middle to ice bunker 6' 1" min.	1004	1	5' 10 <sup>1</sup> / <sub>2</sub> " 3' 11"	
	15 <sup>1</sup> / <sub>2</sub>	24' 8 <sup>1</sup> / <sub>4</sub> "	8' 1 <sup>1</sup> / <sub>4</sub> "	{ to roof 7' 1 <sup>1</sup> / <sub>2</sub> " sides 8' 8 <sup>1</sup> / <sub>4</sub> " middle to ice bunker 6' 1" min.	1610	1	6' 2" 3' 11"	
<b>Note</b> — A number of the above vans have maximum load of 12 tons for meat hung from hooks.								
T (steel)	15 <sup>1</sup> / <sub>2</sub>	24' 8 <sup>3</sup> / <sub>8</sub> "	8' 0"	{ to roof 7' 4" sides 8' 11 <sup>1</sup> / <sub>2</sub> " middle to ice bunker 6' 6 <sup>7</sup> / <sub>8</sub> " min.	1520	1	6' 2" 3' 11 <sup>5</sup> / <sub>8</sub> "	
<b>BOGIE</b> Perishable goods								
TP (three compartments)	15 <sup>1</sup> / <sub>2</sub>	4' 10 <sup>3</sup> / <sub>4</sub> " 11' 9" 7' 11 <sup>3</sup> / <sub>4</sub> "	8' 1 <sup>1</sup> / <sub>2</sub> " " "	{ to roof 7' 4 <sup>3</sup> / <sub>8</sub> " sides 8' 8 <sup>1</sup> / <sub>4</sub> " middle to ice bunker 6' 1" min.	290 720 490	1 1 1	5' 10 <sup>3</sup> / <sub>4</sub> " " " 3' 0" 3' 11" 3' 0"	



T ice-refrigerated van. Double-  
hinged doors both sides.



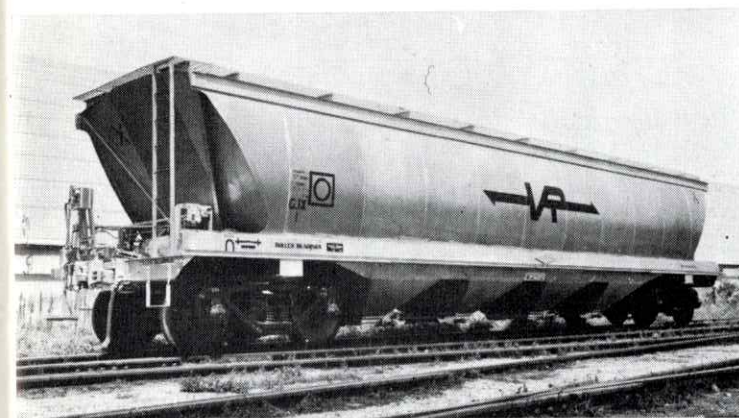
TP ice-refrigerated van. Two single and  
one double-hinged doors on both sides.

## SPECIAL WAGONS

CLASS AND USE	CAPACITY		INTERNAL MEASUREMENTS			
	tons		length	width	height	cubic feet
<b>4-WHEEL</b>						
Bulk cement J (two types)	20 20					640 810
KCC (Fyansford to Cudgewa)	16½		two containers and contents			
Bulk flour FJ	20					1032
Briquettes and brown coal IC (tippler)	16½		$\left\{ \begin{array}{l} 17' 11\frac{1}{2}'' \\ 22' 0'' \end{array} \right.$	$\left\{ \begin{array}{l} 8' 6'' \\ 8' 7'' \end{array} \right.$	$\left\{ \begin{array}{l} 4' 6'' \\ 3' 8'' \end{array} \right.$	687 687
Pyneboard KAB (adjustable bulkheads)	17½					20' 10" to 20' 11"
Rail-road containers KC KMC	22 22		} three L.C.L. containers			
Pulpwood KT	22		22' 0"	8' 6"		
Timber IT (three bolsters on floor)	16½		22' 0"	8' 6"	3' 8" one end 7' 6" other end	
KS	22		22' 0"	8' 6"		
<b>BOGIE</b>						
Bulk cement CJ	43					1320
Bulk wheat GJX	57					2590
Pyneboard QAB (adjustable bulkheads)	30 distributed		49' 3" to 45' 8"	9' 0"		

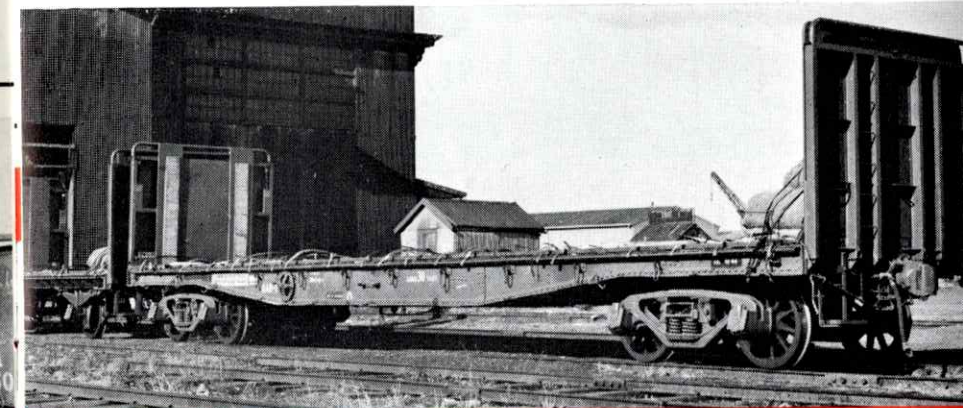
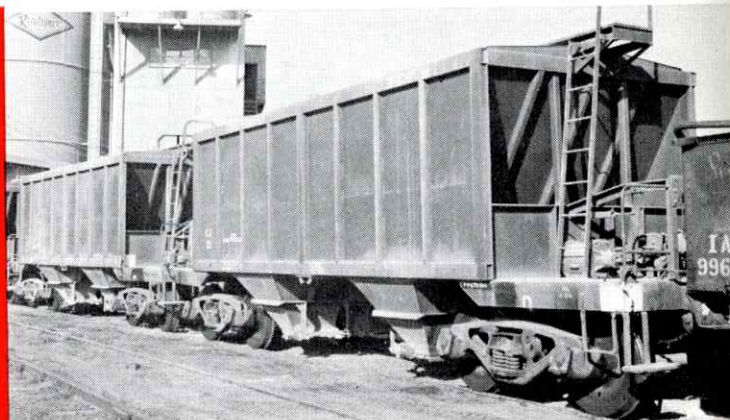


FJ bulk flour wagon. Gravity fill and pneumatic discharge.



GJX bulk wheat wagon.

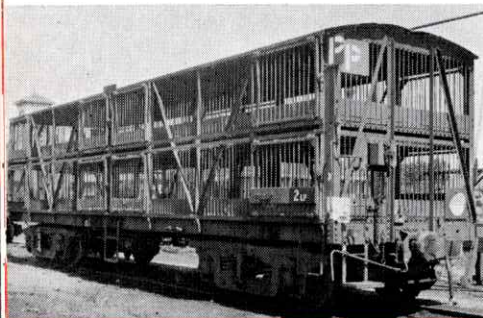
CJ bulk cement wagon. Gravity fill and discharge.



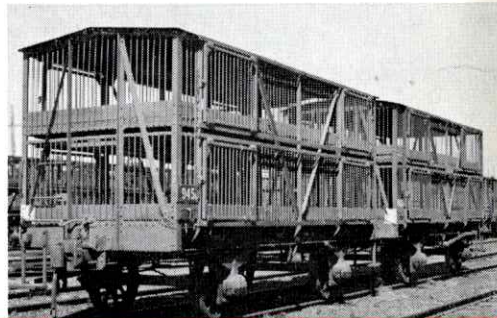
QAB wagon for Pyneboard traffic.

## LIVESTOCK VANS

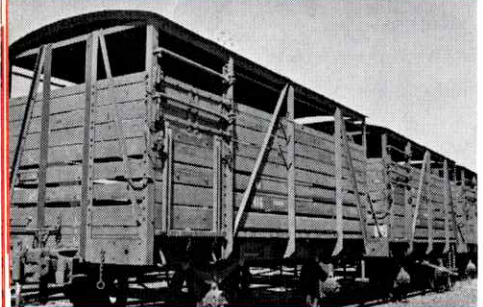
CLASS AND USE	NUMBER OF ANIMALS	CAPACITY tons	DOOR OPENING						
			No. per side	maximum					
				height	width				
<b>4-WHEEL</b>									
Sheep L	100	4½	4	3' 2"	4' 0"				
Cattle M	10	5½	1	6' 9½"	4' 0⅞"				
<b>BOGIE</b>									
Sheep LL and LF LP	200 200	9 9	8 8	3' 2" 3' 2"	4' 0" 4' 0"				
Cattle MM and MF	20	11	2	6' 7¾"	4' 0⅞"				
CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS							
		length	width	height	cu. feet				
<b>4-WHEEL</b>									
Cattle and fertilizer MS	10 animals or 11 tons					1	6' 9½"	4' 0⅞"	



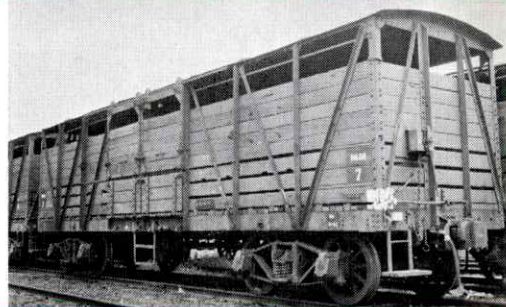
LP livestock van. Four sliding doors to each deck on both sides.



L livestock van. Two sliding doors to each deck on both sides.



M livestock van. One drop down ramp each side.



MM livestock van. Two combination sliding and drop-down ramp doors each side.

## PETROLEUM PRODUCTS, EXPLOSIVES

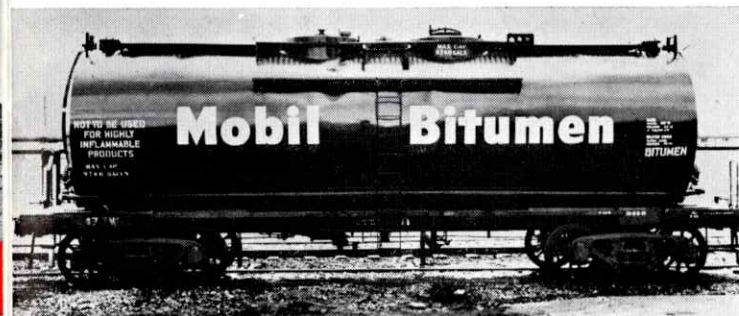
CLASS AND USE	TYPE	CAPACITY	DOOR OPENING			
			No. per side	maximum		
				height	width	
<b>4-WHEEL and BOGIE</b>						
Petroleum products OT TW TWF } various	tanker	various				
<b>4-WHEEL</b>						
Explosives P	van	10 tons (1500 lb. net of explosives)	1	6' 0⅞"	4' 9"	



Single-compartment petroleum tanker.



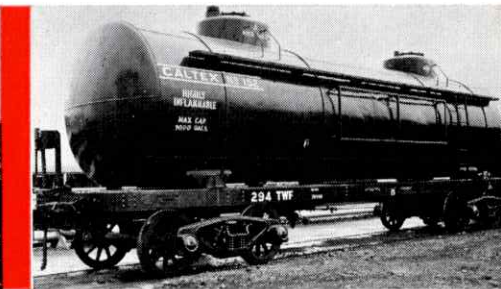
Bitumen tanker with heater tubes.



Bitumen tanker with heater tubes.



Three-compartment petroleum tanker.



Twin-compartment petroleum tanker.

P explosives van.



# BOGIE EXCHANGE

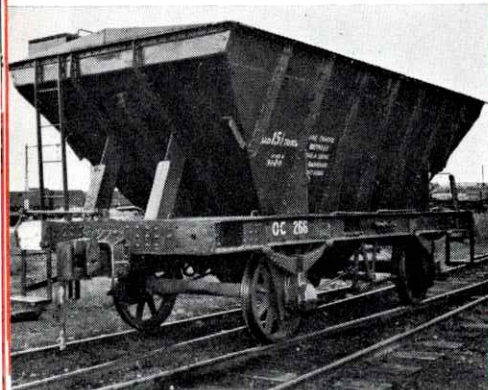
These Victorian vehicles can be inter-changed between broad (5' 3") and standard (4' 8½") gauge lines at Melbourne, Wodonga, or Port Pirie to save transhipment of vehicles' contents. This allows straight through freighting between Kalgoorlie and Brisbane.

## HOPPER WAGONS

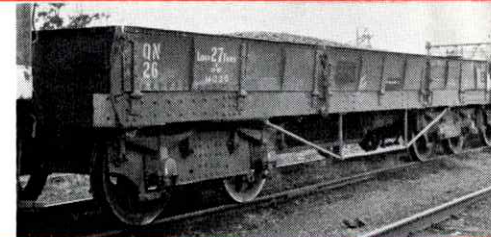
CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS				
		tons	length	width	height	
	inc. hopper				exc. hopper	
<b>4-WHEEL</b>						
Ballast						
O (two types)	16½ 16½	17' 8" 20' 0"	8' 4½" 9' 0"	5' 6½" 7' 4½"		15.2 15.2
Sand						
OC (metal covers)	15½	20' 0"	9' 0"	7' 4½"		15.2
<b>BOGIE</b>						
Ballast						
NN (two types)	31 35 and 31	17' 8¼" 19' 7¼"	8' 5" 8' 4¾"	7' 10" 8' 5½" sides lowered	5' 3" 5' 3" sides lowered	29.6 24.5 33.8 25.5
ON	16½	20' 0"	9' 9"	6' 3"		15.2
QN	27	33' 0"	8' 5"	4' 2"	1' 8"	21.5

## BOGIE EXCHANGE VEHICLES

CLASS AND USE	CAPACITY	INTERNAL MEASUREMENTS				DOOR OPENING		
		tons	length	width	height	cubic feet	maximum	
	No. per side						height	width
<b>BOX</b>								
General goods								
BLX	40	40' 0"	8' 8¾"	7' 10¾" sides 9' 5¾" middle	3160	1	7' 6¾"	12' 0"
BMF	35	40' 0"	8' 7"	7' 6" sides 8' 5½" middle	2885	1	7' 3¾"	12' 0"
BMX	35	38' 10"	8' 7"	7' 2" sides 8' 1½" middle	2670	2	6' 8¾"	5' 6 16"
<b>OPEN</b>								
General goods								
EX	44	42' 11 5/8"	8' 8"	4' 6"	1675	2	4' 6"	10' 1 1/2"
ELX (three types)	50 50 50	45' 11 1/4" 45' 11 1/4" 45' 11 1/4"	8' 11 3/8" 9' 0" 9' 0 1/4"	4' 6 1/8" 4' 6 1/4" 4' 6 1/4"	1867 1869 1874	2 2 2	6' 4 1/4" 6' 4 1/4" 6' 4 1/4"	10' 3" 10' 3" 10' 3"
Steel								
SFX	50	60' 11 1/4"	9' 6"					
<b>LOUVRE</b>								
Perishable and general goods								
VHX (two types)	50 50	52' 0" 52' 0"	8' 6 3/4" 8' 6 3/4"	8' 0 1/8" sides 9' 7 1/8" middle 7' 10 3/8" sides 9' 5 3/8" middle	4115 4050	1 1	7' 6 3/8" 7' 6 3/8"	12' 0" 12' 0"
VLX (two types)	40 40	40' 0" 40' 0"	8' 6 3/4" 8' 6 3/4"	7' 10 3/8" sides 9' 5 3/8" middle 8' 0 1/8" sides 9' 7 1/8" middle	3110 3160	1 1	7' 6 3/8" 7' 6 3/8"	12' 0 1/2" 12' 0 1/2"
VF (two types)	35 35	35' 10" 35' 10"	8' 6 3/4" 8' 6 3/4"	7' 2" sides 8' 1 9/16" middle 7' 2 1/8" sides 8' 1 9/16" middle	2405 2405	2 1	6' 8 3/8" 6' 9 1/4"	5' 6 16" 6' 0"
VP	35	38' 10"	8' 7"	7' 2" sides 8' 1 9/16" middle	2670	2	6' 8 5/8"	5' 6 5/16"



OC hopper wagon. Steel sheet covering.



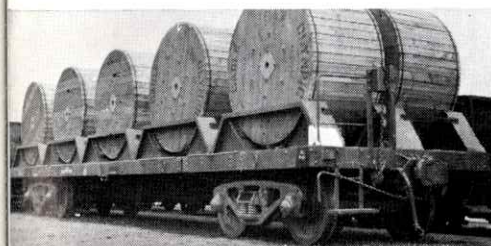
QN hopper wagon.



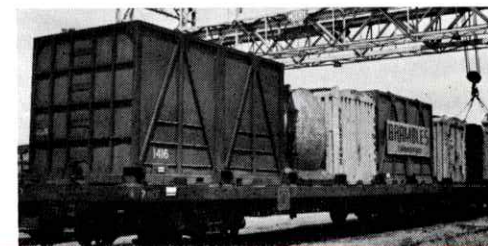
CLASS AND USE	CAPACITY		INTERNAL MEASUREMENTS		
	tons		length	width	height
<b>FLAT WAGONS</b>					
Rail-road containers					
QCX	46 distributed		45' 0"	8' 11" 8' 1"	(container fitting)
Flat sheets					
ESX	50		45' 11 1/4"	9' 1"	
Plaster board					
SBX (fixed bulkheads)	44 distributed		40' 0"	8' 9"	
Flexi-Vans					
FVF (single)	24	van and contents			
TVX (twin)	46	van and contents			
<b>SPECIAL</b>					
Cable					
SC	44				
Bulk cement					
JX	50	43' 6" (3 hoppers 540 cu. ft. each)			1620 cubic feet
Motor cars					
AX	10		55' 11"	8' 6"	5' 3" lower deck } 5' 1 1/2" upper deck } 8 cars, 13' 4" long or 6 cars, over 17' 10" long
ALX	15		73'	8' 7"	5' 4" lower deck } 5' 2 3/4" upper deck } 12 cars, 11' 8" long; 10 cars, 14' 1" long; or 8 cars, 17' 7" long
MLX	15		73'	8' 7"	5' 2 3/8" lower deck } 5' 1" upper deck car bodies } 7 cars, 10' 1"; 6 cars, 11' 11"; 5 cars, 14' 4"; or 4 cars, 17' 11"
Petroleum products					
TWX		tankers, various			



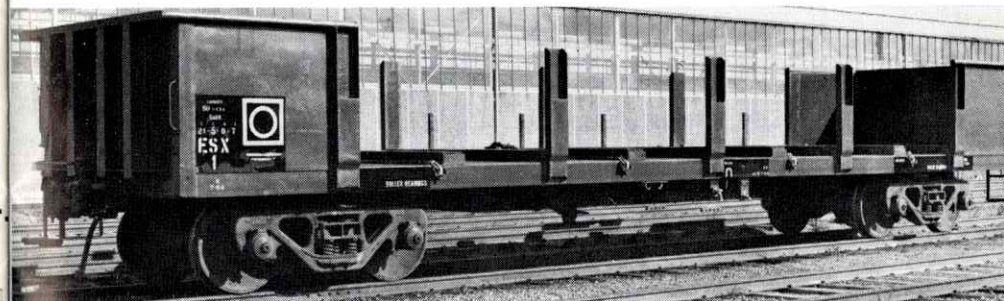
JX bulk cement wagon. Gravity fill and pneumatic discharge.



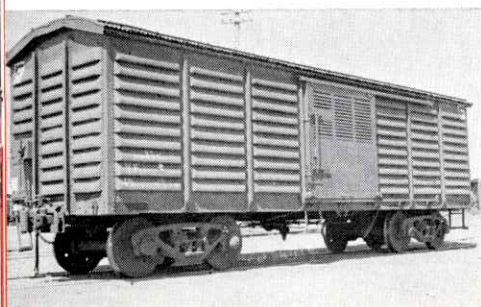
SC cable wagon with rubber cushioned cradles.



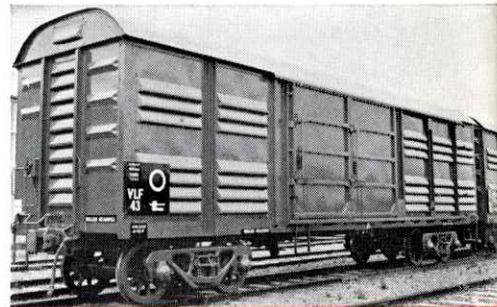
QCX rail-road container wagon



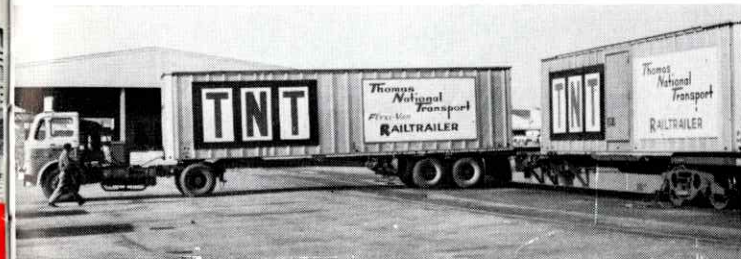
ESX steel transport wagon.



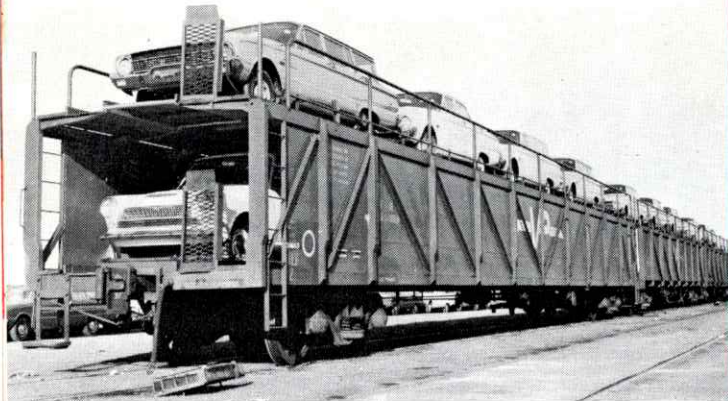
VF louvre van. Single sliding door both sides.



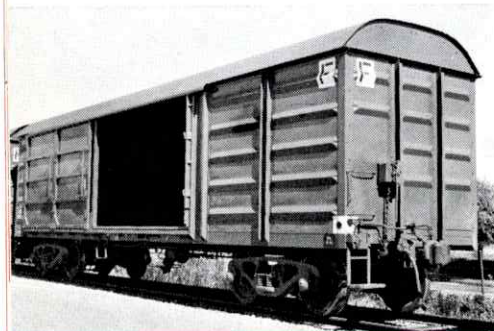
VLX box van. Single sliding door both sides.



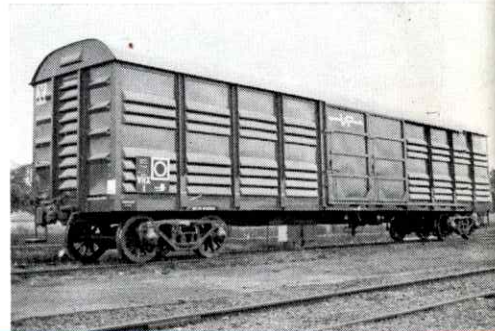
TVX twin Flexi-Van wagon.



ALX motor car transport wagon.



BLX box van. Single sliding door both sides.



VHX box van. Single sliding door both sides.



ELX open wagon. Two sets of double-hinged doors both sides without stanchions. Fluted sides for partitioning loading.

## ● COMMODITY GUIDE TO CLASS OF VEHICLE

TYPE OF COMMODITY	BROAD GAUGE Page	BOGIE EXCHANGE Page
● BALLAST	14	—
● BRIQUETTES AND BROWN COAL	10	—
● CABLE	—	16, 17
● CEMENT—BULK	10	16, 17
● CONTAINERS	10	16, 17, 20, 21
● EXPLOSIVES	13, 14	—
● FERTILIZER	12	—
● FLAT SHEETS	—	16
● FLEXI-VANS	—	16, 17, 21
● FLOUR—BULK	10	—
● GENERAL GOODS	4, 7, 8,	15
● LIVESTOCK	12	—
● LONG AND SPECIAL LOADINGS	4, 5, 6	—
● MACHINERY	5	—
● MOTOR CARS AND CAR BODIES	—	16, 18
● PERISHABLE GOODS	7, 9	15
● PETROLEUM PRODUCTS	13	16
● PLASTER BOARD	—	16
● PULPWOOD	10	—
● PYNEBOARD	10	—
● SAND	14	—
● STATORS AND TRANSFORMERS	6, 7	—
● STEEL	—	15
● TIMBER	10	—
● WHEAT—BULK	4, 10, 11	—

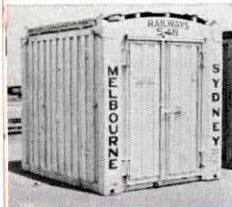
(See page 3 for vehicle index)

# CONTAINERS

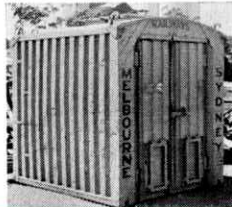
Pictures in this section illustrate the extensive use of containers in the Rail-Pak system of freighting. These include insulated and ordinary L.C.L. (less than car load) containers, hired out by the Victorian Railways, and a wide range of customer-built types. Rail-Pak advantages are: perfect rail-road co-ordination, elimination of goods handling between consignment and delivery, bulk handling benefits and saving in packaging, bank-vault security, and protection against dust and weather.



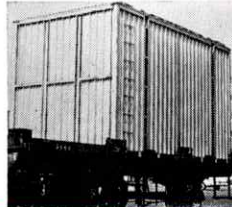
Rail-road-sea container. Tasmanian service.



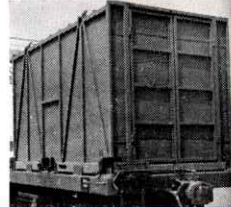
6-ton or 295-cu. ft. insulated L.C.L. container.



6-ton or 320-cu. ft. ordinary L.C.L. container, also for bulk malt.



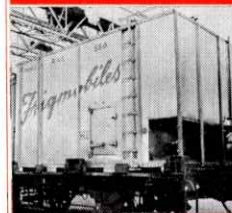
Side door container, 14 ft. long.



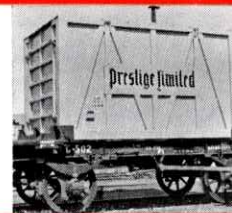
End door container, 14 ft. long.



Two 14-ft. containers.



Container with automatic diesel engine powered freezer unit.



Container for textile industry.



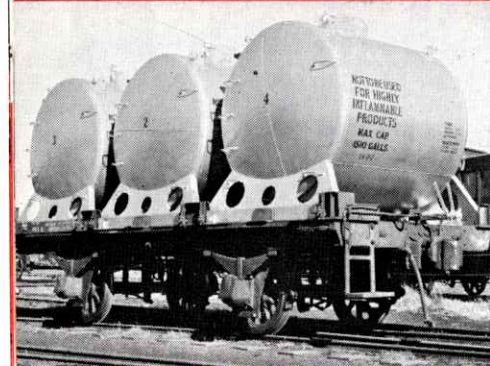
Bulk cement container. Ply-wood construction.



Industrial liquids container. Insulated.



Flexi-Flat container with removable sides and ends (Flexi-Van system).



Tallow container with inbuilt heating coils.



Liquid petroleum gas container.



Flexi-Frig container, for perishable goods, with automatic diesel engine powered freezer unit (Flexi-Van system).

# PACKAGING

For acceptance at Commissioners' risk, packaging must conform to the specifications set out in the Goods Rates Book, Volume I (your local stationmaster has details).

Internal and external packaging materials should be sufficiently strong so that the product will reach the customer in perfect condition.

**WOODEN CRATES AND CASES** should be built of good timber and of sufficient strength to safely carry the contents during handling and transit. External battens, bracing pieces, and wire or steel strapping should be provided to ensure rigidity. Internal bracing must be used to hold contents securely in position.

**FIBREBOARD CONTAINERS** should conform to the various standards published by the Australian Standards Association, and should not be packed beyond the weight they are designed to hold. Internal divisions and/or cushioning material should be used to prevent movement of the products. Flaps should be sealed with silicate type glue or stapled to ensure rigidity of the container.

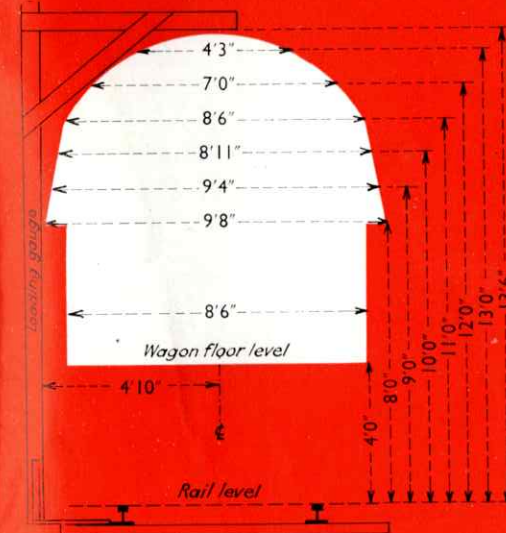
**BALES**—wrap contents in waterproof material and carefully sew bale with strong twine.

**ADDRESSING AND LABELLING**—Use block letters to ensure legibility. Tie-on labels must be strong and securely tied to the package. Enclose a packing slip showing the contents and names and addresses of the sender and the consignee. Use special labels in prominent red letters to indicate special handling and stowing requirements, such as "Fragile", "Handle with care", "Do not drop", "This side up", etc. All old addresses or labels should be completely removed or obliterated.

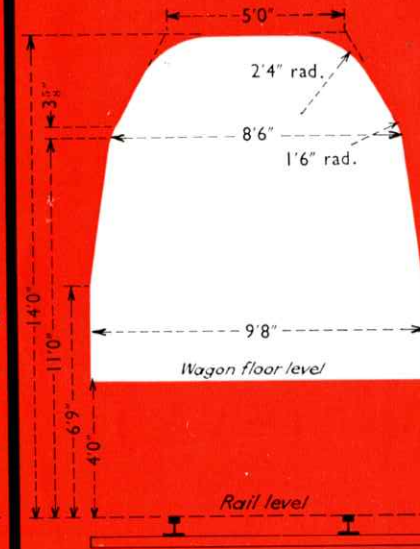
**STOWING**—Stow packages tightly, both laterally and longitudinally. Avoid contact with roof beams of vans. Fibreboard containers should be bonded (brick wall fashion) to prevent individual movement. Heavy cases, machinery, etc., must be secured with cleats and/or ropes to prevent movement.

# NORMAL LOADING LIMITS

## VICTORIAN AND SOUTH AUSTRALIAN 5' 3" LINES



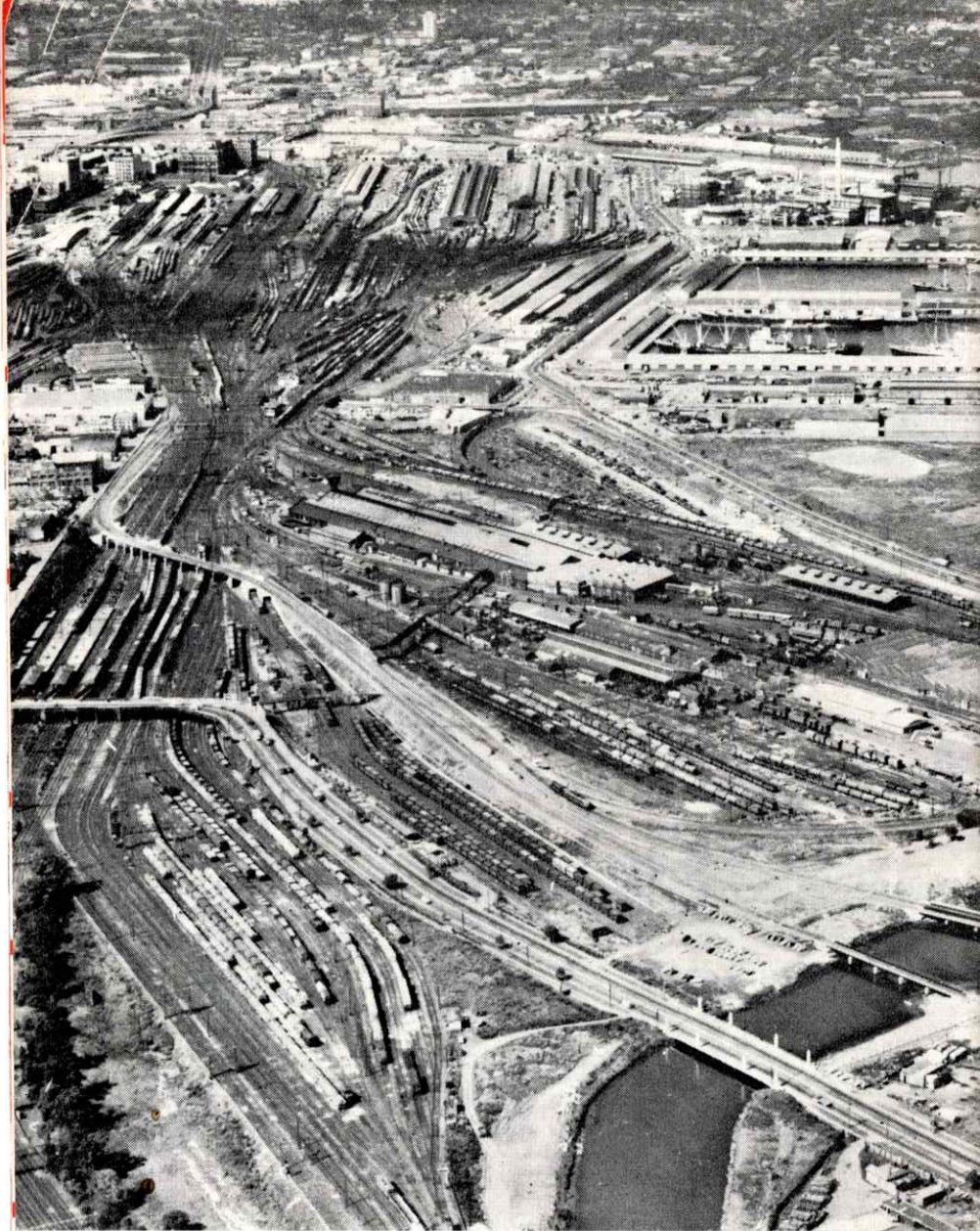
## VICTORIAN AND NEW SOUTH WALES 4' 8 1/2" LINES



These diagrams show the maximum dimensions of loadings for open wagons on broad and standard gauge lines. Height is measured from rail level, and width varies according to the loading height. A loading gauge is available at most Victorian sidings to measure loads for broad gauge traffic. The angular metal foot of the loading gauge must rest on the sleeper—not on the rail—with the end of the foot touching the outer edge of the rail.

## ABNORMAL LOADINGS

Before loading consignments of a greater over-all height or width (including ropes, chains, etc., used to secure the loading) than the authorized load dimensions shown in the normal loading limits diagrams, or of such an exceptional length that there is a doubt whether the load would pass safely around curves, details must be sent to the Superintendent of Freight Operations, Room 77, Railways Administrative Offices, Spencer Street, Melbourne—'phone 62 0311, extension 1429 or 1278.



*This picture shows part of Melbourne's huge railway yards at the city's edge and close to overseas shipping facilities.*