

(A 2.,

VICTORIAN



# WORKING TIME TABLE

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## EASTERN & SOUTH-EASTERN DISTRICTS.

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(NOT TO BE ISSUED TO THE PUBLIC.)

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ON AND AFTER 1<sup>ST</sup> MAY, 1913.

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N.B.—Suggestions or proposed alterations for next issue must be forwarded to the  
General Superintendent of Transportation.

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C. MACAW,

GENERAL SUPERINTENDENT OF TRANSPORTATION.

BY ORDER OF

THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:

ALBERT J. MULLETT, ACTING GOVERNMENT PRINTER, MELBOURNE.

NS DEPART FROM THE FOLLOWING  
TIMES SHOWN HEREUNDER.

SPENCER-STREET.

DEPARTURES.

|  | Week Days.                                  |                             |                             |                                |                                   |                                    |                           |  |  |   | Suns.                      |
|--|---|-----------------------------|-----------------------------|--------------------------------|-----------------------------------|------------------------------------|---------------------------|--|--|---|----------------------------|
|  | Time.                                       | Time.                       | Time.                       | Time.                          | Time.                             | Time.                              | Time.                     | Time.  | Time.                                    | Time.                                   | Time.                      |
|  | a.m.<br>6 15*<br>(Albury)                   | a.m.<br>9 35<br>(Wallan)    | a.m.<br>..                  | p.m.<br>2 40<br>(Sey-<br>mour) | a.m.<br>..                        | p.m.<br>4 0<br>(Albury<br>express) | p.m.<br>..                | p.m.<br>..                                     | p.m.<br>5 0<br>(Sydney<br>express)       | p.m.<br>6 35<br>(Ben-<br>alla<br>& Yea) | a.m.<br>..                 |
| Gully (shown with Northern and Southern Line trains)     | 6 15* (Cobram)                              | ..                          | ..                          | ..                             | ..                                | ..                                 | 4 0 (Numurkah)            | 4 0 (Cobram Mons. only.)                       | ..                                       | ..                                      | ..                         |
| Eastern and South-Western and Branches (via Geelong)     | 6 30 (Port Fairy and Ballarat)              | ..                          | 11 0 (Geelong and Ballarat) | ..                             | ..                                | ..                                 | 3 20 (Colac and Ballarat) | 4 22 (Port Fairy)                              | 7 0 (Geelong)                            | ..                                      | ..                         |
| Northern and Branches (including Midland District Lines) | 6 25 (Bendigo, Mons., Tues., Thurs., Sats.) | 6 40 (Bendigo and Den'quin) | ..                          | 12 15 (Bendigo)                | p.m.<br>4 50 (Bendigo and W'ruca) | ..                                 | ..                        | 5 42 (Sats. ex.) and 6 30 (Sats. only Bendigo) | 11 41 (Sunbury 2nd Sat. only each month) | ..                                      | ..                         |
| North - Western and Branches (via Bacchus Marsh)         | 7 40 (Service-ton)                          | ..                          | ..                          | ..                             | 4 30 (Adelaide express)           | 5 6 (Wed days Stawell)             | ..                        | 5 6 (Ballarat)                                 | 7 9 (Ballarat)                           | ..                                      | 11 15 (Bacchus Marsh) 11 5 |
| Whittlesea   | 7 25  | ..                          | 10 27 (Sats. ex.)           | ..                             | 1 34 (Sats only)                  | ..                                 | ..                        | ..   | 5 20 (Daily)                             | ..                                      | ..                         |
| Werribee (Local Service)                                 | ..  | ..                          | ..                          | 2 7 (Sats. only)               | ..                                | ..                                 | 5 32 (Daily)              | ..   | ..                                       | 11 35 (Sat-.)                           | ..                         |

FLINDERS-STREET.

|  | a.m.              | a.m.                         | a.m.                                 | p.m.            | p.m.   | p.m.                           | p.m. | p.m.   | p.m.                         | p.m.                             | a.m.                               |
|--|-------------------|------------------------------|--------------------------------------|-----------------|--|--------------------------------|------|--|------------------------------|----------------------------------|------------------------------------|
| Fern Tree Gully                                      | 5 50              | ..                           | 8 52                                 | 1 0 (Sats. ex.) | ..   | 1 55 (Sats only)               | ..   | 6 25 (Sats. except.)                           | 6 55 (Sats. only)            | ..                               | 11 0                               |
| South-Eastern  | 6 30 (Wonthaggi)  | ..                           | 7 27 (Port Albert)                   | ..              | ..   | 2 50 (Wed. W'rhaggi & P. Alb.) | ..   | 4 45 (W. & S. ex W'rhaggi & L'g'tha)           | 6 30 (Sats. only)            | ..                               | ..                                 |
| Eastern and Branches                                 | 7 52 (Bairnsdale) | 8 16 (Warragul, Mons. only.) | 11 20 (Warragul, Tues., Thurs. Fris) | ..              | 1 30 (Dandeng-daily, to Pakenham Sats. only) | ..                             | ..   | 4 30 (Sale dly. Bairnsdale M, W, F, and Sats?) | 6 35 (Sats. except Warragul) | 6 40 (Sats. only)                | 11 2 (Pakenham and Clyde)          |
| Healesville  | 8 7               | ..                           | ..                                   | ..              | ..   | 12 15 (Sats. except.)          | ..   | 1 22 (Sats. only)                              | 4 53                         | ..                               | 11 22                              |
| Lilydale   | ..                | 8 7                          | 11 57 (Sats. only)                   | ..              | 12 15 (Sats. except.)                        | 1 22 (Sats. only)              | ..   | 4 53   | 6 30 (Sats. excepted)        | 7 25 (Sat. only) 11 25 (W. only) | 11 26 (Sats. only) 11 10 and 11 22 |
| Warburton  | ..                | 8 7                          | 11 57 (Sats. only)                   | ..              | ..   | ..                             | ..   | 4 53   | ..                           | ..                               | 11 10                              |
| Stony Point  | 8 10              | ..                           | ..                                   | ..              | ..   | ..                             | ..   | 5 9  | ..                           | ..                               | ..                                 |
| Mornington   | 8 42              | ..                           | ..                                   | ..              | ..   | 1 37 (Sats. only)              | ..   | 5 9  | ..                           | ..                               | ..                                 |
| Gembrook   | 8 52              | ..                           | ..                                   | ..              | ..   | 1 55 (Sats. only)              | ..   | ..   | 6 25 (Mons. and Fris.)       | ..                               | 11 0                               |
| Whittlesea (Suns. only) Bacchus Marsh (Sundays only) | ..                | ..                           | ..                                   | ..              | ..   | ..                             | ..   | ..   | ..                           | ..                               | 11 1 11 10                         |

\* On Mondays the train for Mansfield and Goulburn Valley lines and branches leaves at 6.48 a.m.

For Arrivals see Third Page of Cover.

**GENERAL NOTES (APPLICABLE TO ALL LINES).**

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

All inaccuracies must be immediately reported to the General Superintendent Transportation Branch.

Every Station-master or other employe connected with the working of the Transportation or Rolling-Stock Branches of the Victorian Railways is to be supplied, at the station where he is located, with a copy of every fresh issue of the Working Time Table Book, or section of the Book, in accordance with Regulation 8, and every such Station-master is held responsible that he thoroughly examines it so far as his own station is concerned. Station-masters and Locomotive Foremen must personally see that the foregoing is given effect to.

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Guards and Drivers will take notice that where the Times of Arrival and Departure are not expressly stated in the Time Tables the time specified is that of Departure from Stations, and in all cases trains should arrive in sufficient time to enable shunting (if any) and other work to be done, in order that they may leave at the appointed hour. Every effort must be made by Guards and Drivers to keep time shown in the Time Tables.

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

Passengers will not be booked by any of the Trains on the Main Lines for journeys between stations in the suburbs of Melbourne, nor to and from Melbourne and any suburban station, except where in the Time Tables Trains are timed to stop to pick up and set down Passengers, but this exception will only apply to Passengers to and from Melbourne.

**References applicable to Passenger and Mixed Trains.**

- \* Trains will not stop to pick up or set down passengers at stations marked thus \*.
- § Trains to stop when required to pick up or set down Passengers at Stations marked thus §, excepting for Inter-Suburban Station travelling. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire. This will not apply, however, where mails are concerned, and in all such cases trains must stop for the delivery and receipt of mails, even when not required to do so for passengers.
- ¶ Trains to stop to pick up Passengers at Stations marked thus ¶. Necessary signal to be exhibited when trains are required to stop.
- †† Trains to stop to set down, but not to pick up, Passengers at stations marked thus ††. Passengers desiring to alight must give notice to the Guard at the previous stopping station, where Guards must also inquire.
- Suburban trains should only stop twenty seconds at stations unless otherwise shown. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.
- (e) Workmen's Trains. Workmen are to be allowed to travel on Workmen's Tickets in the Suburban area by trains which will reach such Workmen's destination by 8.10 a. m.

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**References applicable to Stations.**

- T. These are Tablet Stations, at which a Tablet must be obtained before starting, and delivered up on arrival.
- E.S. These are Electric Staff Stations, at which an Electric Staff must be obtained before starting, and delivered up on arrival.
- † These are Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered up on arrival.
- G. These are Greasing and Examining Stations.
- W. These are Watering Stations.
- The names of Stations on the various lines where there is a "Caretaker" are printed in italics.
- N.C. There is no one in charge at these Stations.

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**References applicable to Goods Trains.**

- ‡ These Trains run as may be required. They are put on and off by special orders from the General Superintendent of Transportation or Depot Stations. When put on to run "till further notice," the issue of new Time Tables will not affect them unless they are cancelled in the new issue.
- Passengers travelling in Vans of Goods Trains.—For the information of the Staff, a list is appended showing the Goods Trains (other than those with car attached) which, when running, may be stopped (subject to grade limitations contained in the General Appendix, page 94) to pick up or set down passengers, provided they comply with conditions set out in last paragraph of page 93 of General Appendix. This privilege will not apply on days powder is forwarded.

In the event of any of the following trains being altered, it must be understood that the instructions will apply to the altered train.

| Section.                             | (when running).  |
|--------------------------------------|--|
| Melbourne—Woodend ... ..             | 5 a.m. Down (Mons. excepted)<br>9 a.m. Down (Mons.)              |
| Bendigo—Melbourne ... ..             | 1.20 p.m. Up   |
| Bendigo—Korong Vale ... ..           | 9 a.m. Down  |
| Maryborough—Castlemaine ... ..       | 4 a.m. Up  |
| Ballarat—Stawell ... ..              | 10.40 a.m. Up<br>8.20 a.m. Down                                  |
| Geelong—Ballarat ... ..              | 5.15 a.m. Down<br>11.30 p.m. Down                                |
| Melbourne—Seymour ... ..             | 9 a.m. Down<br>12.25 p.m. Up                                     |
| Seymour—Benalla ... ..               | 11.30 a.m. Down  |
| Benalla—Wodonga ... ..               | 2 p.m. Up  |
| Seymour—Numurkah ... ..              | 4 a.m. Down<br>5.25 p.m. Up                                      |
| Melbourne—Warragul ... ..            | 3.30 a.m. Down<br>1 p.m. Up                                      |
| Warragul—Traralgon ... ..            | 12.15 a.m. Down<br>5.5 p.m. Up                                   |
| Traralgon—Sale ... ..                | 8.50 a.m. Down<br>1.30 p.m. Up (Mons.)                           |
| Melbourne—Nyora ... ..               | 4.45 a.m. Down<br>3.45 p.m. Up                                   |
| Nyora—Korumburra ... ..              | 1.30 p.m. Up   |
| Korumburra—Port Albert ... ..        | 8.5 a.m. Down<br>9 a.m. Up                                       |
| Nyora—Wonthaggi ... ..               | 12.30 p.m. Down<br>7.20 a.m. Up                                  |
| Melbourne—Lilydale ... ..            | 4.25 a.m. Down<br>9.38 a.m. Down (Mons. and Tues. to Yarra Glen) |
| Yarra Glen—Lilydale ... ..           | 3.10 p.m. Up (Mons. and Tues. only)                              |
| Melbourne—Mornington Junction ... .. | 9.1 a.m. Down<br>7.5 p.m. Up                                     |

For Running Schedules, &c., of Passenger, Mixed, and Goods Trains, see Pages 211B-226.

EASTERN LINE.

stern District.

May, 1913.

MELBOURNE TO SALE AND SALE TO BAIRNSDALE.

DOWN

| Stations                       | 1        | 2a       | 4        | 4a       | 5         | 6         | 6a        | 7          | 8     | 9    | 9a   | 10   | 10a  | 11       | 12       | 13        | 15       | 15a       | 16         | 17       | 18       | 18a      |
|--------------------------------|----------|----------|----------|----------|-----------|-----------|-----------|------------|-------|------|------|------|------|----------|----------|-----------|----------|-----------|------------|----------|----------|----------|
| MELBOURNE—<br>Spencer-st. dep. | A.M. 1 0 | A.M. 3 0 | A.M. ... | A.M. ... | A.M. 9 25 | A.M. 9 50 | A.M. 11 0 | A.M. 11 55 | 12 32 | 1 30 | 1 30 | 2 30 | 2 50 | P.M. ... | P.M. ... | P.M. 6 32 | P.M. 8 3 | P.M. 8 30 | P.M. 10 59 | P.M. ... | P.M. ... | P.M. ... |
| Finders-st. <i>corr.</i>       | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | ...  | ...  | ...  | ...  | ...      | ...      | ...       | ...      | ...       | ...        | ...      | ...      | ...      |
| W U <i>dep.</i>                | 1 5      | 3 10     | 7 52     | 8 16     | 9 30      | 9 55      | 11 20     | NOON       | 12 37 | 1 30 | 1 35 | 2 35 | 3 0  | 4 30     | 6 35     | 6 40      | 8 15     | 8 35      | 11 5       | 11 25    | 11 2     | 1 0      |
| Richmond                       | ...      | ...      | 7 56     | 8 20     | ...       | ...       | 11 25     | ...        | ...   | 1 34 | ...  | ...  | 3 5  | ...      | 6 40     | ...       | ...      | ...       | ...        | 11 29    | 11 6     | 1 6      |
| South Yarra                    | ...      | ...      | 8 1      | 8 24     | ...       | ...       | 11 30     | 12 8       | ...   | 1 38 | ...  | ...  | 3 10 | ...      | 6 45     | ...       | ...      | ...       | ...        | 11 33    | 11 10    | 1 12     |
| Hawksburn                      | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | 1 41 | ...  | ...  | 3 15 | ...      | ...      | ...       | ...      | ...       | ...        | 11 36    | 11 13    | 1 16     |
| Toorak <i>corr.</i>            | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | 1 45 | ...  | ...  | 3 20 | ...      | ...      | ...       | ...      | ...       | ...        | 11 40    | 11 17    | 1 22     |
| Armadale <i>dep.</i>           | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | 1 47 | ...  | ...  | ...  | ...      | ...      | ...       | ...      | ...       | ...        | 11 42    | 11 19    | ...      |
| Malvern <i>corr.</i>           | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | 1 50 | ...  | ...  | 3 26 | ...      | ...      | ...       | ...      | ...       | ...        | 11 45    | 11 22    | 1 31     |
| Canfield W <i>corr.</i>        | ...      | ...      | ...      | ...      | ...       | ...       | 11 44     | ...        | ...   | ...  | ...  | ...  | ...  | ...      | ...      | ...       | ...      | ...       | ...        | ...      | ...      | ...      |
| Carnegie <i>dep.</i>           | ...      | ...      | 8 15     | 8 40     | ...       | ...       | 11 46     | P.M. 12 20 | ...   | 1 53 | 2 0  | 3 5  | 3 31 | 4 48     | 6 58     | 7 10      | ...      | ...       | 11 48      | 11 25    | 1 36     |          |
| Murrumbena                     | ...      | ...      | ...      | ...      | ...       | ...       | ...       | ...        | ...   | 1 57 | ...  | ...  | ...  | ...      | 7 2      | ...       | ...      | ...       | ...        | 11 52    | 11 29    | 1 40     |
| Oakleigh <i>corr.</i>          | ...      | ...      | 8 21     | ...      | ...       | ...       | 11 54     | ...        | ...   | 2 3  | ...  | ...  | ...  | 4 54     | ...      | 7 18      | ...      | ...       | 11 54      | 11 31    | 1 42     |          |
| Clayton                        | ...      | ...      | 8 25     | 8 52     | 10 5      | 11 35     | 11 57     | 12 30      | ...   | 2 4  | ...  | 3 45 | 4 58 | 7 10     | 7 20     | ...       | ...      | ...       | 11 58      | 11 35    | 1 46     |          |
| Spring Vale                    | ...      | ...      | 8 31     | ...      | ...       | ...       | P.M. 12 5 | ...        | ...   | 2 11 | ...  | 3 53 | 5 4  | 7 16     | 7 27     | ...       | ...      | ...       | 12 5       | 11 42    | 1 54     |          |
| Sandown Pk N C                 | ...      | ...      | 8 37     | ...      | ...       | ...       | 12 12     | ...        | ...   | 2 16 | 2 27 | 3 58 | 5 10 | 7 22     | 7 33     | ...       | ...      | ...       | 12 11      | 11 47    | 2 4      |          |

May, 1913.

Eastern District.

| Station                        | Arrival       | Departure     | Day | Time | Notes | Rate | Time | Day | Rate | Notes | Time | Day | Rate | Notes |
|--------------------------------|---------------|---------------|-----|------|-------|------|------|-----|------|-------|------|-----|------|-------|
| 109 16 1/2 Noble Park          | ...           | ...           | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 69 18 1/2 Dandenong E S W C    | arr. 3 10 6 5 | dep. 3 10 6 5 | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 57 22 1/2 Haulam               | arr. 8 48     | dep. 8 56     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 62 24 1/2 Narre Warren, E S    | arr. 9 1      | dep. 9 29     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 165 27 Berwick E S             | arr. 6 50     | dep. 8 4      | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 164 28 1/2 Beaconsfield        | arr. 9 13     | dep. 9 45     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 108 31 Officer E S             | arr. 9 19     | dep. 9 50     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 94 35 1/2 Pakenham E S W       | arr. 9 27     | dep. 9 40     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 115 40 Nar-nar-go'n E S        | arr. 9 36     | dep. 10 10    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 98 43 1/2 Tynong E S           | arr. 9 43     | dep. 9 50     | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 120 45 1/2 Garfield            | arr. 9 56     | dep. 10 30    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 121 46 1/2 Jefferson's Sidg NC | arr. 11 0     | dep. 11 20    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 143 48 1/2 Bunyip E S          | arr. 10 2     | dep. 10 36    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 143 51 Longwarry E S           | arr. 10 20    | dep. 11 12    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 444 56 1/2 Drouin E S          | arr. 10 30    | dep. 11 22    | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |
| 367 61 1/2 WARRAGUL E S W C    | arr. 7 0 12 0 | dep. 7 1 2a   | ... | ...  | ...   | ...  | ...  | ... | ...  | ...   | ...  | ... | ...  | ...   |

Note re No. 6a Warragul to Traralgon.—Load must not exceed three-fifths of Pulling Grade Got.

**EASTERN LINE.—Melbourne to Sale and Sale to Bairnsdale.** continued.

Down.

| Feet<br>abv. sea | Miles | STATIONS.                          | 1<br>Goods.<br>+<br>A.M. | 1a<br>Goods.<br>+<br>A.M. | 2a<br>Goods.<br>+<br>P.M. | 3<br>A.M. | 4<br>Pass.<br>A.M. | 5<br>Goods.<br>+<br>P.M. | 6<br>Gds.<br>+<br>P.M. | 6a<br>Goods car<br>at.<br>Thurs.<br>P.M. | 7<br>Goods.<br>+<br>P.M. | 8<br>P.M. | 9<br>P.M. | 10<br>P.M. | 11<br>Pass.<br>P.M. | 12<br>Goods.<br>Daily<br>P.M. | 13<br>Gds.<br>Daily<br>A.M. | 14<br>A.M. | 15<br>Gds.<br>+<br>A.M. |
|------------------|-------|------------------------------------|--------------------------|---------------------------|---------------------------|-----------|--------------------|--------------------------|------------------------|--|--------------------------|-----------|-----------|------------|---------------------|-------------------------------|-----------------------------|------------|-------------------------|
| 355              | 63½   | Nilma                              | dep.                     | ...                       | ...                       | ...       | 10 51              | ...                      | ...                    | 4 32\$                                   | ...                      | ...       | ...       | ...        | 7 42                | ...                           | ...                         | ...        | ...                     |
| 375              | 65½   | Darum E S                          | arr.                     | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 7 49                | ...                           | ...                         | ...        | ...                     |
| 272              | 69    | Yarragon E S                       | dep.                     | ...                       | ...                       | ...       | 11 4               | ...                      | ...                    | 4 40                                     | ...                      | ...       | ...       | ...        | 7 57                | ...                           | ...                         | ...        | ...                     |
| 228              | 74    | Trafalgar E S                      | arr.                     | ...                       | ...                       | ...       | ...                | 2 20                     | ...                    | 4 51                                     | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
| 229              | 80½   | Moe E S W                          | dep.                     | ...                       | 12 30                     | ...       | 11 16              | 2 35                     | ...                    | 5 5                                      | ...                      | ...       | ...       | ...        | 8 8                 | ...                           | ...                         | ...        | ...                     |
| 229              | 80½   | Moe E S W                          | arr.                     | ...                       | ...                       | ...       | 11 26              | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 8 19                | ...                           | ...                         | ...        | ...                     |
| 238              | 89    | Morwell E S                        | dep.                     | ...                       | 1 25                      | ...       | 11 31              | ...                      | ...                    | 5 24                                     | ...                      | ...       | ...       | ...        | 8 24                | ...                           | ...                         | ...        | ...                     |
| 238              | 89    | Morwell E S                        | arr.                     | ...                       | ...                       | ...       | 11 52              | ...                      | ...                    | 5 51                                     | ...                      | ...       | ...       | ...        | 8 45                | ...                           | ...                         | ...        | ...                     |
| 141              | 97½   | Traralgon W G<br>E S               | dep.                     | ...                       | 1 41                      | ...       | 11 57              | ...                      | ...                    | 6 20                                     | ...                      | ...       | ...       | ...        | 8 49                | ...                           | ...                         | ...        | ...                     |
| 18               | 101½  | Loy Yang                           | arr.                     | ...                       | 2 5                       | ...       | 12 10              | 3 50                     | ...                    | 6 38                                     | ...                      | ...       | ...       | ...        | 9 4                 | ...                           | ...                         | ...        | 5 30                    |
| 173              | 106   | Flagm                              | dep.                     | ...                       | Goods.<br>Daily<br>A.M.   | ...       | 12 20              | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 9 15                | ...                           | ...                         | ...        | ...                     |
| 58               | 111½  | Rosedale E S                       | arr.                     | ...                       | ...                       | ...       | 12 30\$            | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 9 25\$              | ...                           | ...                         | ...        | ...                     |
| 101              | 119½  | Kilmany N.C.                       | dep.                     | ...                       | ...                       | ...       | 12 41              | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 9 36                | ...                           | ...                         | ...        | ...                     |
| 104              | 120   | Woundallah (Ballast<br>Siding) N C | arr.                     | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
| 76               | 123½  | Fulham                             | dep.                     | ...                       | ...                       | ...       | 12 53              | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 9 47                | ...                           | ...                         | ...        | ...                     |
| 32               | 127½  | SALE E S + W G                     | arr.                     | ...                       | 10 40                     | ...       | 1 16\$             | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 10 10\$             | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    | dep.                     | ...                       | ...                       | ...       | 1 26               | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 10 20               | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | 1 46               | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | 10 45               | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                | ...                      | ...                    | ...                                      | ...                      | ...       | ...       | ...        | ...                 | ...                           | ...                         | ...        | ...                     |
|                  |       |                                    |                          | ...                       | ...                       | ...       | ...                |                          |                        |  |                          |           |           |            |                     |                               |                             |            |                         |





Eastern District.

May, 1913.

Up. EASTERN LINE.—Bairnsdale to Stratford and Melbourne via Sale—continued.

| Height above sea level | Miles | STATIONS.         | 2          | 3            | 4     | 5           | 6              | 7      | 7a                                | 7b         | 8     | 8b             | 9            | 9a           | 9b               | 10            | 11   | 12                          | 12a      | 13          | 14                 | 14a  |
|------------------------|-------|-------------------|------------|--------------|-------|-------------|----------------|--------|-----------------------------------|------------|-------|----------------|--------------|--------------|------------------|---------------|------|-----------------------------|----------|-------------|--------------------|------|
| feet                   |       |                   | Pass.      | Thro. Mixed. | Pass. | Pass. Sats. | Milk Sats. Ex. | Goods. | Limited Thro. Mixed M., Th., Fri. | Gds. Sats. | Pass. | Gds. Sats. ex. | Goods. Sats. | Gds. Sats. † | Goods Sat. ex. † | Goods. Daily. |      | Goods. Sats. Inc. Mons. ex. | Goods. † | Pass. Sats. | Goods. Milk. Sats. |      |
|                        |       |                   | A.M.       | A.M.         | P.M.  | P.M.        | P.M.           | P.M.   | P.M.                              | P.M.       | P.M.  | P.M.           | P.M.         | P.M.         | P.M.             | P.M.          | A.M. | A.M.                        | A.M.     | A.M.        | P.M.               | P.M. |
| 164 142½               |       | Beaconsfield      | {arr. 7 27 | 7 58         | 12 10 | 4 13        | 9 30           | 5 17   | 5 17                              | ...        | 9 3   | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | 7 30               | ...  |
| 165 144                |       | Berwick E S       | {arr. 7 32 | 8 7          | 12 16 | 4 18        | 6 50           | 7 30   | 5 24                              | ...        | 9 9   | ...            | 11 10        | ...          | ...              | ...           | ...  | ...                         | ...      | 12 2        | 7 35               | 7 53 |
| 62 146½                |       | Narre Warren E S  | {arr. 7 37 | 8 19         | 12 22 | 4 25        | 7 15           | 7 38   | 5 30                              | ...        | 9 18  | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | 12 45       | 7 42               | 8 6  |
| 57 148½                |       | Hallam            | {arr. 7 41 | 8 29         | 12 27 | 4 31        | 8 50           | 8 50   | 5 53                              | ...        | 9 24  | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | 1 0         | 7 48               | 8 18 |
| 69 152½                |       | Dandenong E S W G | {arr. 7 50 | 8 38         | 12 35 | 4 40        | 8 15           | 8 15   | 9 45                              | ...        | 9 32  | ...            | 11 30        | 2 0          | ...              | ...           | ...  | ...                         | ...      | 1 15        | 8 1                | 8 41 |
| 109 154½               |       | Noble Park        | {dep. 7 53 | 8 57         | 12 39 | 4 46        | ...            | ...    | 6 8                               | ...        | 9 35  | ...            | ...          | 2 29         | 2 40             | ...           | ...  | ...                         | ...      | ...         | 8 7                | *    |
| 144 155½               |       | Sand'n Park N C   | {arr. 8 0  | *            | *     | 4 52        | ...            | ...    | *                                 | ...        | *     | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | 8 13               | 8 53 |
| 165 156½               |       | Spring Vale       | {arr. 8 6  | 9 10         | 12 49 | 4 58        | ...            | ...    | 6 21                              | ...        | *     | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | 8 19               | 9 4  |
| 197 159                |       | Clayton           | {arr. 8 13 | 9 19         | 12 55 | 5 3         | ...            | ...    | 6 29                              | ...        | 9 56  | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | ...                | ...  |
| 187 161½               |       | Oakleigh ...      | {arr. 8 20 | 9 26         | 1 5   | 5 12        | 8 40           | 11 0   | 6 40                              | ...        | S     | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | 1 45        | 8 27               | 9 16 |
| 141 162½               |       | Murrumbeena       | {arr. 8 24 | *            | *     | 5 16        | ...            | ...    | *                                 | ...        | *     | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | 8 31               | *    |
| 149 163½               |       | Carnegie          | {arr. 8 26 | *            | *     | 5 18        | ...            | ...    | *                                 | ...        | *     | ...            | ...          | ...          | ...              | ...           | ...  | ...                         | ...      | ...         | 8 33               | *    |
| 169 164½               |       | Caulfield W       | {arr. 8 30 | 9 39         | 1 13  | 5 23        | 8 50           | ...    | 6 50                              | ...        | 10 10 | ...            | ...          | 12 15        | ...              | ...           | ...  | ...                         | ...      | ...         | 8 37               | 9 29 |



SOUTH-EASTERN LINE.

DOWL. MELBOURNE AND DANDENONG TO KORUMBURRA, LEONGATHA, AND PORT ALBERT.

| Height above sea level | Miles. | STATIONS.           | 1          | 1a         | 1b    | 2     | 3     | 4      | 5        | 7      | 8      | 8a                         | 9                           | 9a                | 10           | 10a          | 10b                 | 11                         |
|------------------------|--------|---------------------|------------|------------|-------|-------|-------|--------|----------|--------|--------|----------------------------|-----------------------------|-------------------|--------------|--------------|---------------------|----------------------------|
|                        |        |                     | Goods. +   | Thro. Gds. | Goods | Pass. | Pass. | Goods. | Goods. † | Goods. | Goods. | Pass. Weds. and Sat. Only. | Pass. Wed. and Sat. except. | Pass. Sats. only. | Goods Daily. | Goods Daily. | Goods Saks. except. | Goods Milk. Sun. Car atch. |
| feet.                  |        |                     | A.M.       | A.M.       | A.M.  | A.M.  | A.M.  | A.M.   | P.M.     | P.M.   | P.M.   | P.M.                       | P.M.                        | P.M.              | P.M.         | P.M.         | P.M.                | P.M.                       |
| 30                     | —      | MELBOURNE W G—      | d. 12 5    | 3 15       | 4 45  | ...   | ...   | 9 55   | 12 16    | 3 3    | ...    | ...                        | ...                         | ...               | 7 55         | 8 30         | 10 5                | ...                        |
| 16                     | —      | Spencer-st. ...     | { a. 12 10 | 3 20       | ...   | 6 30  | 7 27  | 10 0   | ...      | ...    | ...    | 2 50                       | 4 45                        | 6 30              | 8 0          | 8 35         | 10 10               | ...                        |
| 26                     | 1 1/2  | Flinders-street ... | ...        | 3 30       | ...   | 6 35  | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 27                     | 2 1/2  | Richmond ...        | ...        | ...        | ...   | 6 39  | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 60                     | 3 1/2  | South Yarra ...     | ...        | ...        | ...   | ...   | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 121                    | 4 1/2  | Hawthorn ...        | ...        | ...        | ...   | ...   | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 141                    | 4 3/4  | Toorak ...          | ...        | ...        | ...   | ...   | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 168                    | 5 1/2  | Armadale ...        | ...        | ...        | ...   | ...   | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 169                    | 6 1/2  | Malvern ...         | ...        | ...        | ...   | ...   | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 149                    | 7 1/2  | Canfield W ...      | ...        | 3 45       | ...   | 6 55  | 7 47  | 10 30  | ...      | 3 35   | ...    | 3 10                       | 5 5                         | 6 50              | 8 45         | 9 0          | 10 35               | ...                        |
| 141                    | 8 1/2  | Carnegie ...        | ...        | ...        | ...   | *     | *     | ...    | ...      | ...    | ...    | ...                        | ...                         | ...               | ...          | ...          | ...                 | ...                        |
| 187                    | 9 1/2  | Murrumbena ...      | ...        | ...        | ...   | ...   | ...   | ...    | 12 56    | ...    | ...    | ...                        | ...                         | ...               | 8 56         | ...          | ...                 | ...                        |
| 197                    | 12     | Oakleigh ...        | ...        | 3 55       | ...   | 7 3   | 7 55  | 10 40  | 1 30     | 3 45   | ...    | 3 24                       | 5 18                        | 7 4               | 9 12         | 9 25         | 10 50               | ...                        |
| 165                    | 14 1/2 | Clayton ...         | ...        | ...        | ...   | 7 9   | *     | ...    | ...      | ...    | ...    | 3 29                       | 5 23                        | 7 9               | ...          | ...          | ...                 | ...                        |
| 144                    | 15 1/2 | Spring Vale ...     | ...        | ...        | ...   | 7 15  | *     | ...    | ...      | ...    | ...    | 3 34                       | 5 28                        | 7 14              | ...          | ...          | ...                 | ...                        |
| 109                    | 16 1/2 | Sand. Pk. N C ...   | ...        | ...        | ...   | *     | *     | ...    | ...      | ...    | ...    | *                          | *                           | *                 | ...          | ...          | ...                 | ...                        |
| 69                     | 18 1/2 | Noble Park ...      | ...        | 1 15       | 4 20  | 7 5   | 8 13  | 11 4   | 1 55     | 4 10   | ...    | 3 44                       | 5 38                        | 7 24              | 9 35         | 9 50         | 11 20               | ...                        |
|                        |        | DANDENONG W G E S   | { a. 1 30  | 4 30       | 8 30  | 7 43  | 8 16  | 11 10  | 2 20     | 4 25   | ...    | 3 49                       | 5 55                        | 7 45              | 10 17        | 11 0         | 11 45               | 3 10                       |

See No. 18a Down ex Melbourne. Page 195a.



SOUTH-EASTERN LINE.

MELBOURNE AND DANDENONG TO KORUMBURRA, LEONGATHA, AND PORT ALBERT

Down.

—continued.

| Height above sea. | Miles. | STATIONS.          | 1                    | 1a       | 1b        | 2        | 3                  | 4 | 5 | 7 | 8 | 8a                | 9                             | 9a                 | 10         | 10a              | 10b      | 11 |
|-------------------|--------|--------------------|----------------------|----------|-----------|----------|--------------------|---|---|---|---|-------------------|-------------------------------|--------------------|------------|------------------|----------|----|
| feet.             |        |                    | Goods.               | Goods.   | Goods.    | Goods.   | Pass.              |   |   |   |   | Pass. Weds. only. | Pass. Weds. and Sats. except. | Pass. Sats. only.  | Gds. Daily | G ds. Sums. exp. |          |    |
| 746               | 68½    | KORUMBURRA W G E S | A.M. 6 0<br>Goods. † | A.M. ... | P.M. 3 50 | A.M. ... | A.M. 10 32         |   |   |   |   | P.M. 6 14         | P.M. 8 7                      | P.M. 10 0          | A.M. 2 30  |                  | A.M. 4 0 |    |
| 511               | 71½    | Kardella           | A.M. 6 50            | 5 30     |           | 8 5      | Thro. Mixed. 10 47 |   |   |   |   | Thro. Mixed. 6 34 | Thro. Mixed. 8 27             | Thro. Mixed. 10 20 |            |                  |          |    |
| 266               | 74½    | Ruby               | 7 20                 | 6 5      |           | 8 50     | 10 54              |   |   |   |   | 6 42              | 8 35                          | 10 28              |            |                  |          |    |
| 273               | 78     | LEONGATHA E S      | 7 20                 | 6 5      |           | 8 50     | 11 4               |   |   |   |   | 6 52              | 8 45                          | 10 38              |            |                  |          |    |
| —                 | 79½    | Ballast Siding N C | 8 0                  | 7 25     |           | 9 10     | 11 16              |   |   |   |   | 7 9               |                               |                    |            |                  |          |    |
| 109               | 83     | Koosbarra          |                      |          |           |          | 11 28              |   |   |   |   | 7 19              |                               |                    |            |                  |          |    |
| 67                | 86½    | Tarwin W           |                      |          |           |          | 11 37              |   |   |   |   | 7 27              |                               |                    |            |                  |          |    |
| 77                | 88     | Meenyan            |                      |          |           |          | 11 43              |   |   |   |   | 7 34              |                               |                    |            |                  |          |    |
| 156               | 90     | Stony Creek E S    | 9 50                 | 8 30     |           | 10 5     | 11 51              |   |   |   |   | 7 41              |                               |                    |            |                  |          |    |
| 148               | 94½    | Buffalo            |                      |          |           |          | P.M. 12 18         |   |   |   |   | 7 51              |                               |                    |            |                  |          |    |
| 308               | 97½    | Boys N C           |                      |          |           |          | 12 11              |   |   |   |   | 8 6               |                               |                    |            |                  |          |    |
| 165               | 99½    | Fish Creek E S     |                      |          |           |          | 12 16              |   |   |   |   | 8 20              |                               |                    |            |                  |          |    |
| 422               | 102½   | Hoddle Range       | 11 15                | 10 15    |           | 11 30    | 12 40              |   |   |   |   | 8 29              |                               |                    |            |                  |          |    |
| 76                | 107½   | Foster E S + W     |                      | 50       |           | P.M. 2 5 | 1 0                |   |   |   |   | 44                |                               |                    |            |                  |          |    |



SOUTH-EASTERN LINE.

Up. PORT ALBERT, LEONGATHA, AND KORUMBURRA TO DANDENONG AND MELBOURNE.

| STATIONS.         | 1  |      | 2                  |                | 4      |                | 6            |                | 6a          | 6b             | 7            | 7a             | 7b       | 7c           | 8     | 9    | 11    |
|-------------------|--|------|--------------------|----------------|--------|----------------|--------------|----------------|-------------|----------------|--------------|----------------|----------|--------------|-------|------|-------|
|                   | Gds. Daily.  | 1a   | Ltd. Thro. Mx. Th. | Gds. Daily.    | Mixed. | Pass.          | Goods Daily. | Goods Daily.   | Goods D'ly. | Goods Daily.   | Goods Daily. | Goods Daily.   | Goods. † | Goods Daily. |       |      |       |
|                   | A.M.   | A.M. | P.M.               | P.M.           | P.M.   | P.M.           | P.M.         | P.M.           | P.M.        | P.M.           | P.M.         | A.M.           | A.M.     | P.M.         | P.M.  | P.M. |       |
| PORT ALBERT† dep. | ...  | ...  | 4 50               | ...            | 12 5   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 9 0          | ...   | ...  | ...   |
| Alberton † W { a. | ...  | ...  | 4 58               | ...            | 12 13  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| { d.              | ...  | ...  | 5 5                | ...            | 12 23  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Gelliondale       | ...  | ...  | 5 15§              | ...            | 12 36§ | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Hedley            | ...  | ...  | 5 26§              | ...            | 12 50§ | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Welshpool         | ...  | ...  | 5 36§              | ...            | 1 7    | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Agnes N C         | ...  | ...  | §                  | ...            | 1 14§  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Toora † { arr.    | ...  | ...  | ...                | ...            | 1 22   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 11 30        | ...   | ...  | ...   |
| { dep.            | ...  | ...  | 5 50               | ...            | 1 37   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 12 0         | 2 10  | ...  | ...   |
| Bennison          | ...  | ...  | 5 58§              | ...            | 1 47§  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | P.M.         | ...   | ...  | ...   |
| { arr.            | ...  | ...  | ...                | ...            | 2 1    | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 12 30        | ...   | ...  | ...   |
| Foster ES† { dep. | ...  | ...  | ...                | ...            | 2 21   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 1 30         | ...   | ...  | ...   |
| { arr.            | ...  | ...  | ...                | ...            | 2 21   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Hoddle Range      | ...  | ...  | 6 5                | ...            | 2 21   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Fish Creek E S... | ...  | ...  | 6 20§              | ...            | 2 42   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Boys N C          | ...  | ...  | 6 30§              | ...            | 2 51   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Buffalo           | ...  | ...  | 6 35§              | ...            | 3 0§   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| S t o n y { arr.  | ...  | ...  | 6 42§              | ...            | 3 8§   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 2 40         | ...   | ...  | ...   |
| { dep.            | ...  | ...  | 6 52               | ...            | 3 19   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 4 0          | ...   | ...  | ...   |
| Creek E S         | ...  | ...  | 6 57§              | ...            | 3 26   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Meeniyah          | ...  | ...  | 7 1§               | ...            | 3 34   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Tarwin W          | ...  | ...  | 7 10§              | ...            | 3 44§  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Koonwarra         | ...  | ...  | ...                | ...            | ...    | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Ballast Siding NC | ...  | ...  | 7 20               | ...            | 3 56   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 5 0          | 6 10  | ...  | ...   |
| LEONGATHA { arr.  | Ex. Wonthaggi. Picks up car at Nyora and detaches it at Dandenong. | ...  | Daily.             | Ex. Wonthaggi. | ...    | Ex. Wonthaggi. | ...          | Ex. Wonthaggi. | ...         | Ex. Wonthaggi. | ...          | Ex. Wonthaggi. | ...      | 5 0          | 6 10  | ...  | ...   |
| { dep.            | ...  | ...  | 7 25               | ...            | 4 7    | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 5 30         | 7 0   | ...  | ...   |
| Ruby              | ...  | ...  | 7 35               | ...            | 4 17   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Kardella          | ...  | ...  | 7 49               | ...            | 4 33§  | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| KORUMBURRA { arr. | ...  | ...  | 8 4                | ...            | 4 45   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 6 30         | 8 0   | ...  | ...   |
| { dep.            | ...  | ...  | 8 20               | ...            | 5 7    | ...            | ...          | ...            | ...         | 1 30           | ...          | ...            | ...      | 7 0          | 8 55  | ...  | ...   |
| Whitelaw NC       | ...  | ...  | 8 26§              | ...            | §      | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Bena ES           | ...  | ...  | 1a                 | ...            | 1b     | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Jeetho            | ...  | ...  | 8 33               | ...            | 5 18   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | 7 57         | 9 50  | ...  | ...   |
| Loch ES           | ...  | ...  | 8 42               | ...            | 5 27   | ...            | ...          | ...            | ...         | 2 35           | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| { dep.            | ...  | ...  | 8 51               | ...            | 5 35   | ...            | ...          | ...            | ...         | 2 45           | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| { arr.            | ...  | ...  | 8 59               | ...            | 5 43   | ...            | ...          | ...            | ...         | 3 0            | ...          | ...            | ...      | ...          | 10 27 | ...  | ...   |
| Nyora WES         | Goods Car attd. to D'ndong.  | ...  | 9 9                | 12 35          | 5 51   | 6 10           | 10 0         | 3 45           | 7 45        | 1 5            | 9 15         | 10 55          | 11 55    | ...          | ...   | ...  | ...   |
| Lang Lang WES     | 1a   | ...  | 9 9                | 12 35          | 5 51   | 6 10           | 10 0         | 3 45           | 7 45        | 1 5            | 9 15         | 10 55          | 11 55    | ...          | ...   | ...  | ...   |
| { dep.            | 6 15   | ...  | 9 25               | 1 5            | 6 3*   | 6 24           | ...          | ...            | 8           | 7 1            | 30           | ...            | ...      | ...          | ...   | A.M. | 12 35 |
| Caldermeade       | ...  | ...  | 9 31               | ...            | 6 7*   | 6 29           | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Monomeith         | ...  | ...  | 9 37               | ...            | 6 11*  | 6 35           | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Koo-wee-rup ES    | { a.   | 6 35 | ...                | ...            | ...    | 6 40           | 7, 9         | 4 35           | 8 24        | ...            | ...          | ...            | ...      | 12 5         | 12 54 | ...  | ...   |
| { d.              | 6 50   | ...  | 9 43               | 1 25           | 6 15*  | 6 45           | ...          | 4 50           | 8 38        | 2 0            | ...          | ...            | ...      | 12 20        | 1 9   | ...  | ...   |
| Dalmore NC        | ...  | ...  | 9 51§              | ...            | 6 26   | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Tooradin ES       | { arr.   | ...  | ...                | ...            | 6 30   | 6 59           | ...          | 5 23           | ...         | ...            | ...          | ...            | ...      | 12 40        | 1 30  | ...  | ...   |
| { dep.            | ...  | ...  | 9 56               | ...            | ...    | ...            | ...          | ...            | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| { arr.            | ...  | ...  | ...                | ...            | ...    | ...            | ...          | 11 25          | ...         | ...            | ...          | ...            | ...      | ...          | ...   | ...  | ...   |
| Clyde ES          | { dep.   | ...  | 10 8               | ...            | 6 40*  | 7 11           | 11 30        | 5 55           | ...         | ...            | ...          | ...            | ...      | 12 55        | ...   | ...  | ...   |

See General Notes, pages 2, 3, and 4.

For references, see page 3.

Motor cars are allowed to stand in No. 2 Road at Korumburra. See General Appendix, pages 101 and 109



SOUTH-EASTERN LINE.

Up. PORT ALBERT, LEONGATHA, AND KORUMBURRA TO DANDENONG AND MELBOURNE—continued.

| STATIONS.           | 1                         | 1a  | 2     | 4             | 6     | 6a    | 6b            | 7             | 7a        | 7b            | 7c       | 8         | 9             | 11                       |
|---------------------|---------------------------|-----|-------|---------------|-------|-------|---------------|---------------|-----------|---------------|----------|-----------|---------------|--------------------------|
|                     | Goods. Car att'ch. Daily. | —   | Pass. | Goods. Daily. | Pass. | Pass. | Goods. Daily. | Goods. Daily. | Gds. Dly. | Goods. Daily. | Goods. † | Gds. Dly. | Goods. Daily. | Gds. Milk Sndy Car atthd |
|                     | A.M.                      |     | A.M.  | P.M.          | P.M.  | P.M.  | P.M.          | P.M.          | P.M.      | A.M.          | P.M.     | A.M.      | A.M.          | P.M.                     |
| Cranbourne E S      | arr. ...                  | ... | ...   | ...           | Pre 7 | Pre 7 | 11 45         | 6 6           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Lyndhurst ES        | arr. ...                  | ... | ...   | ...           | ...   | ...   | 10a           | 7 35          | ...       | ...           | ...      | ...       | 2 0           | 6 2                      |
|                     | dep. ...                  | ... | 10 18 | ...           | 6 47  | 7 19  | 11 50         | 7 45          | ...       | ...           | ...      | ...       | ...           | ...                      |
|                     | arr. ...                  | ... | ...   | ...           | ...   | ...   | ...           | 9a            | ...       | ...           | ...      | ...       | ...           | ...                      |
|                     | dep. 7 53                 | ... | 10 29 | 2 33          | 6 54* | 7 30  | 12 2          | 8 10          | 9a        | 9 42          | 3 30     | 10 46     | ...           | 6 20                     |
|                     | arr. 8 10                 | ... | 10 38 | 2 45          | 7 3   | 7 39  | 12 15         | 8 25          | 10a 10    | 10a 10        | 3 30     | 11 04     | 2 25          | 6 30                     |
| DANDENONG E S W G   | arr. ...                  | ... | ...   | ...           | ...   | 9a    | ...           | ...           | 10a 10    | 10a 10        | ...      | 10b       | ...           | ...                      |
|                     | dep. 9 15                 | ... | 10 50 | 2 50          | 7 15  | 7 59  | 12 35         | 10 15         | 9 52      | 4 0           | 11 20    | 1 50      | 3 0           | ...                      |
| Noble Park          | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Sandown Park NC     | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Spring Vale         | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Clayton             | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Oakleigh            | arr. ...                  | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
|                     | dep. 9 50                 | ... | 11 13 | 3 20          | 7 32  | 8 24  | ...           | ...           | 10 22     | ...           | ...      | ...       | ...           | ...                      |
| Murrumbena          | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Carnegie            | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Caulfield W         | arr. ...                  | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
|                     | dep. 10 4                 | ... | 11 23 | 3 30          | 7 40  | 8 34  | ...           | ...           | 10 36     | ...           | ...      | ...       | ...           | ...                      |
| Malvern             | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Armadale            | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Toorak              | ...                       | ... | ...   | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Hawksburn           | ...                       | ... | 11 33 | ...           | ...   | ...   | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| South Yarra         | ...                       | ... | 11 36 | ...           | 7 50  | 8 44  | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| Richmond            | ...                       | ... | 11 41 | ...           | 7 55  | 8 49  | ...           | ...           | ...       | ...           | ...      | ...       | ...           | ...                      |
| MELBOURNE—          | Flinders-st. arr. 10 25   | ... | 11 45 | 3 50          | 7 59  | 8 53  | 2 0           | ...           | 10 56     | 5 25          | ...      | ...       | ...           | ...                      |
|                     | W G dep. M                | ... | ...   | M             | ...   | ...   | M             | ...           | M         | M             | ...      | ...       | 4 25          | ...                      |
| Spencer-street arr. | ...                       | ... | ...   | ...           | ...   | ...   | ...           | 12 35         | ...       | ...           | 12 45    | 3 30      | 4 30          | ...                      |

M Thence to Spencer-street as practicable.

S. Sets down passengers at Oakleigh and Caulfield, but does not pick up there.

C Through passengers by No 1 Up change to Warragul train at Dandenong, where the car is to be cut off.

The load of No. 1 up must not exceed equal to 17 vehicles throughout the trip.

No. 6 Up is only to stop at Tooradin for crossing purposes, and passengers are not to be picked up or set down at that station with this train.

Welshpool Horse Tram Line (Narrow Gauge) 3½ miles in length between Welshpool Rail way Station and Port Welshpool Jetty. Trips are run as under, viz :—Leave Welshpool daily at 9 a.m. and 3 p.m., returning from the Jetty at 11 a.m. and 4 p.m. Running time, 30 minutes each way. For instructions regarding the working of this line, see General Appendix, page 213.

For Block Sections, see Suburban District Working Time Table.

General Notes, pages 2, 3, and 4. For references, see page 3.

POWLETT COALFIELD LINE.  
NYORA TO WONTHAGGI.

DOWN.

| Height above sea level | Miles | STATIONS.                     | 1         | 1a.                 | 2        | 3         | 3a               | 3b               | 3c               | 4        | 5        | 6        | 7        | 8        | 9        | 10        | 11        | 12       |
|------------------------|-------|-------------------------------|-----------|---------------------|----------|-----------|------------------|------------------|------------------|----------|----------|----------|----------|----------|----------|-----------|-----------|----------|
| 16                     |       | MELBOURNE (Finders-street) WG | A.M. 8 15 | A.M. 6 30           | P.M. ... | A.M. 9 55 | P.M. 2 50        | P.M. 4 45        | P.M. 6 30        | P.M. 3 3 | P.M. 3 3 | P.M. ... | A.M. ... | P.M. ... | A.M. ... | P.M. 8 30 | P.M. 10 5 | A.M. ... |
| 396                    | 55½   | NYORA W E S                   | 7 10      | 9 7                 | 12 30    | 2 20      | 5 17             | 7 21             | 9 14             | 8 45     | 8 45     | ...      | ...      | ...      | ...      | 2 20      | A.M. 10 3 | ...      |
| 174                    | 6½    | Woodleigh E S                 | 7 45      | Through Mixed, 9 20 | 12 30    | 2 40      | Thro. Mix'd 6 20 | Thro. Mix'd 7 30 | Thro. Mix'd 9 27 | 9 50     | 9 50     | ...      | ...      | 11 30    | ...      | 2 40      | 3 30      | 4 30     |
| 149                    | 10    | Kernot E S W                  | 8 5       | 9 39                | ...      | ...       | 6 39             | 7 49             | 9 46             | ...      | ...      | ...      | ...      | 11 52    | ...      | ...       | ...       | 4 50     |
| 118                    | 11½   | Almurta ...                   | 8 25      | 9 49                | ...      | ...       | 6 49             | 7 59             | 9 56             | 10 37    | 10 37    | ...      | ...      | ...      | ...      | ...       | ...       | 4 58     |
| 99                     | 13½   | Glen Forbes E S               | 8 50      | 9 56                | ...      | ...       | 6 56             | 8 6              | 10 3             | ...      | ...      | ...      | ...      | ...      | ...      | ...       | 4 20      | ...      |
| 69                     | 16½   | Woolamai E S                  | 8 50      | 10 3                | ...      | ...       | 7 3              | 8 13             | 10 10            | ...      | ...      | ...      | ...      | ...      | ...      | ...       | 4 30      | ...      |
| 114                    | 19    | Woolamai Quarries Sdg. NC.    | ...       | 10 13               | ...      | ...       | 7 13             | 8 23             | 10 20            | ...      | ...      | ...      | ...      | ...      | ...      | ...       | ...       | ...      |
| 199                    | 20½   | Anderson E S                  | ...       | 10 26               | ...      | ...       | 7 26             | 8 36             | 10 33            | ...      | ...      | ...      | ...      | ...      | ...      | 3 57      | ...       | ...      |
| 125                    | 22½   | Mitchell's Sdg. NC.           | ...       | 10 36               | ...      | ...       | 7 36             | 8 46             | 10 43            | ...      | ...      | ...      | ...      | ...      | ...      | 4 11      | ...       | ...      |
| 41                     | 23½   | Kileunda E S                  | ...       | 10 36               | ...      | ...       | 7 36             | 8 46             | 10 43            | ...      | ...      | ...      | ...      | ...      | ...      | ...       | ...       | ...      |
| 19                     | 26½   | Dalyston E S                  | 9 42      | 10 49               | ...      | ...       | 7 50             | 8 59             | 10 56            | 11 35    | 11 35    | ...      | ...      | ...      | ...      | ...       | ...       | 5 30     |
| 27                     | 28½   | Powlett N. Woolamai Sdg. NC   | 9 52      | *                   | 2 21     | 4 40      | *                | *                | 11 6*            | 11 45    | 11 45    | ...      | ...      | 1 48     | ...      | ...       | ...       | 6 50     |
| 30                     | —     | State Mine E S +              | ...       | 11 5                | ...      | ...       | 8 5              | 9 14             | 11 11            | ...      | ...      | ...      | ...      | ...      | ...      | ...       | ...       | ...      |
| 81                     | 30½   | WONTHAGGI + ...               | ...       | ...                 | ...      | ...       | ...              | ...              | ...              | ...      | ...      | ...      | ...      | ...      | ...      | ...       | ...       | ...      |

WONTHAGGI TO NYORA.

| Height above Sea. | Miles. | STATIONS.                                 | 1 Goods. Daily. | 2 Through Mixed. | 3 Goods. + | 4 Goods. | 5 Through Mixed. | 6 Goods. | 7 Goods. | 7a Goods. Saks. ex. | 8 Goods. Saks. | 9 Goods. | 10 Goods. | 11 Goods. | 12 Goods. | 13 Goods. |
|-------------------|--------|---|-----------------|------------------|------------|----------|------------------|----------|----------|---------------------|----------------|----------|-----------|-----------|-----------|-----------|
| 81                | —      | WONTHAGGI + ... dep.                      | A.M. ...        | A.M. 6 55        | A.M. ...   | A.M. ... | P.M. ...         | P.M. ... | P.M. ... | P.M. ...            | P.M. ...       | P.M. ... | P.M. ...  | P.M. ...  | P.M. ...  | P.M. ...  |
| —                 | 3 4    | State Mine E S + ... arr.                 | 3 0             | 7 0              | 7 40       | 9 15     | 4 5              | 4 45     | 5 20     | 7 0                 | 8 30           | 11 15    | 9 15      | ...       | ...       | ...       |
| 19                | 4      | Dalyston E S ... dep.                     | ...             | 7 10             | ...        | 9 40     | 4 20             | 4 54     | ...      | ...                 | 9 0            | 11 37    | ...       | ...       | ...       | ...       |
| 27                | 2 1/2  | Powlett Nth. Woolamai Siding N C ... arr. | ...             | ...              | ...        | ...      | ...              | ...      | ...      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 41                | 7      | Kilcunda E S ... dep.                     | ...             | 7 22             | ...        | ...      | 4 32             | ...      | ...      | 7 38                | ...            | ...      | ...       | ...       | ...       | ...       |
| 125               | 8 1/2  | Mitchell's Siding N C ... arr.            | ...             | ...              | ...        | 10 17    | ...              | ...      | ...      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 199               | 10 1/2 | Anderson E S ... dep.                     | 3 46            | 7 37             | ...        | 10 30    | 4 47             | 5 31     | ...      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 114               | 11 1/2 | Woolamai Quarries Siding N C ... arr.     | 4 0             | ...              | ...        | ...      | ...              | ...      | ...      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 69                | 14     | Woolamai E S ... dep.                     | ...             | 7 48             | ...        | ...      | 4 58             | ...      | 6 50     | 8 25                | 9 55           | A.M. ... | 10 10     | ...       | ...       | ...       |
| 99                | 17 1/2 | Glen Forbes E S ... arr.                  | ...             | ...              | ...        | ...      | 5 9              | 5 56     | 7 15     | ...                 | 10 11          | 12 49    | 10 50     | ...       | ...       | ...       |
| 118               | 19 1/2 | Almurta ... dep.                          | 4 25            | 8 6              | ...        | ...      | 5 16             | 6 12     | 8 0      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 149               | 20 1/2 | Kernot E S W ... arr.                     | ...             | 8 13             | ...        | ...      | 5 23             | 6 20     | 8 0      | ...                 | 10 35          | ...      | ...       | ...       | ...       | ...       |
| 174               | 24     | Woodleigh E S ... dep.                    | ...             | ...              | ...        | ...      | ...              | 6 31     | ...      | ...                 | ...            | ...      | ...       | ...       | ...       | ...       |
| 396               | 30 1/2 | NYORA E S W ... arr.                      | 4 56            | 8 23             | 9 40       | 12 20    | 6 0              | 7 20     | 9 10     | 9 40                | 11 26          | 2 5      | 11 50     | 12 30     | ...       | ...       |
| 16                | 55 1/2 | MELBOURNE (Flinders-st) ... dep.          | 15 50           | 9 9              | ...        | 12 35    | 6 10             | 7 45     | ...      | 10 0                | 11 55          | ...      | 1 5       | ...       | ...       | ...       |
| 16                | 55 1/2 | MELBOURNE (Flinders-st) ... arr.          | 10 10           | 11 45            | ...        | 3 55     | 8 53             | 10 56    | ...      | 2 5                 | 4 30           | ...      | 5 30      | ...       | ...       | ...       |

↑ This train (No. 1 up) picks up a car at Nyora and leaves at Dandenong daily. Load of train not to exceed equal to 17 vehicles Nyora to Melbourne.

UP



May, 1913.

Eastern District.

**BAIRNSDALE, BRIAGOLONG, AND TRARALGON LINES.**

**Up. BAIRNSDALE AND BRIAGOLONG TO TRARALGON via MAFFRA.**

| Height above Sea. | Miles. | STATIONS.                        | 1                        | 1a                   | 1b   | 1c                     | 2        | 3   | 4                       | 5                            | 6                            | 7        |
|-------------------|--------|----------------------------------|--------------------------|----------------------|--|------------------------|----------|---|-------------------------|------------------------------|------------------------------|----------|
|                   |        |                                  | Pass. Mon., Thurs., Sat. | Gds Sats. Car att'd. | Goods Car attached. Tu., Wed., Th., Fri.         | Goods Car att'd. Mons. | Goods. ‡ | Goods Car att Mon., Tues., Goods Wed., Th., Fr. | Goods Car attchd. Sats. | Pass                         | Goods Ca. attchd. Mon., Sat. | Goods ‡  |
| 46                | —      | BAIRNSDALE † W                   | A.M. 5 40                | A.M. 6 45            | A.M. 9 30  | A.M. 9 50              | A.M. ... | P.M. ...  | P.M. ...                | P.M. 2 21                    | P.M. 5 30                    | P.M. ... |
|                   |        |                                  | dep. 6 51                | arr. 8 35            | 11 30  | 11 45                  | ...      | ...   | ...                     | 3 44                         | 6 58                         | ...      |
| 72                | 32½    | STRATFORD † W                    | Daily 7 0                | 9 5                  | 11 45  | 12 0                   | 10 15    | 12 15   | 2 30                    | 3 55                         | 7 10                         | 6 5      |
|                   |        |                                  | dep. ...                 | arr. ...             | ...  | ...                    | ...      | ...   | ...                     | ...                          | ...                          | ...      |
| 54                | 33½    | Stratford Jun. †                 | ... 7 3*                 | To Sale. ...         | To Sale. ...                                     | To Sale. ...           | 10 18    | 12 18*  | ...                     | 3 58*                        | ...                          | 6 ... 8  |
| 87                | 39     | Maffra † W                       | arr. 7 14                | ...                  | ...  | ...                    | ...      | 12 33   | 2 48                    | 4 9                          | ...                          | ...      |
| 196               | ...    | Briagolong † dep.                | ...                      | ...                  | Tricycle with mails, Mon., Wed., Fri. A.M. 10 30 | ...                    | ...      | ...   | ...                     | Mixed Tu, Th. Sat. P.M. 3 10 | ...                          | ...      |
| 130               | 3½     | Bushy Park N C                   | ...                      | ...                  | ...  | ...                    | ...      | ...   | ...                     | 3 20§                        | ...                          | ...      |
| 113               | 5½     | Boisdale                         | ...                      | ...                  | ...  | ...                    | ...      | ...   | ...                     | 3 35§                        | ...                          | ...      |
| 87                | 12½    | Maffra † W arr.                  | ...                      | ...                  | 12 30  | ...                    | ...      | ...   | ...                     | 4 7                          | ...                          | ...      |
| 87                | 39     | Maffra † W ...                   | dep. 7 18                | arr. 7 28            | ...  | 10 33                  | 12 53    | 3 3   | 3 16                    | 4 17                         | P.M. 5 52                    | 6 27     |
| 105               | 43½    | Tinamba † ...                    | dep. 7 29                | arr. 7 42            | ...  | 10 45                  | 1 38     | 3 30  | 4 28                    | 6 7                          | 6 42                         | 7 10     |
| 190               | 49½    | Heyfield † W                     | dep. 7 44                | arr. 7 53            | ...  | 11 5                   | 2 5      | 4 0   | 4 44                    | 6 35                         | 7 25                         | ...      |
| 181               | 53½    | Dawson ...                       | dep. ...                 | arr. ...             | ...  | 11 17                  | 2 14§    | 4 9§  | 4 53                    | 6 56                         | ...                          | ...      |
| 184               | 56½    | Cowwarr † ...                    | dep. 8 1                 | arr. ...             | ...  | 11 27                  | 2 30     | 4 26  | 7 0                     | 7 46                         | ...                          | ...      |
| 231               | 61½    | Toongabbie † ...                 | dep. 8 12                | arr. ...             | ...  | 11 50                  | 2 53     | 4 46  | 5 12                    | 7 20                         | 8 5                          | ...      |
| 144               | 66½    | Glengarry † ...                  | dep. 8 24                | arr. 8 36            | ...  | 12 5                   | 3 20     | 5 35  | 5 23                    | 8 0                          | 8 45                         | ...      |
| 141               | 72½    | Traralgon † W G                  | Pass. 9 5                | arr. ...             | ...  | 12 25                  | 3 40     | 5 55  | 5 35                    | 8 0                          | 8 45                         | ...      |
| 16                | 170½   | MELBOURNE (Flinders-street) arr. | P.M. 1 30                | ...                  | ...  | ...                    | ...      | ...   | 10 31                   | ...                          | ...                          | ...      |

Block system is in force between Stratford Junction and Stratford both on Down and Up journey. Station-masters, Glengarry to Maffra inclusive, to advise Station-master, Stratford, not later than 11.0 a.m. their Up loading and give tonnage. Station-master, Stratford, to arrange to clear them by No. 3 or No. 4 Up. See General Notes, pages 2, 3, and 4. For references, see page 3. Vehicles are allowed to stand in No. 2 Road at Traralgon and Bairnsdale. See General Appendix, pages 101 and 102.

NEERIM LINE.

| Down.             |        | WARRAGUL TO NEERIM SOUTH.            |                       |                           |  |
|-------------------|--------|--------------------------------------|-----------------------|---------------------------|--|
| Height above Sea. | Miles. | STATIONS.                            | 1<br>Mixed.<br>Thurs. | 2<br>Pass.                | 3<br>Ltd.<br>Thro. Mxd.<br>Tu., Th.,<br>Fri. |
| feet<br>16        | —      | MELBOURNE (Flinders-street) ... dep. | A.M.<br>...           | A.M.<br>7 52              | A.M.<br>11 20                                |
|                   |        |                                      |                       |                           | P.M.<br>2 37                                 |
| 367               | 61½    | WARRAGUL † W G ... } arr.            |                       | 10 30                     |  |
|                   |        |                                      |                       | Mixed.                    |  |
|                   |        |                                      |                       | Mon, Tues,<br>Fri., Sats. | Thurs.                                       |
|                   |        |                                      |                       | A.M.                      | P.M.   |
|                   |        | dep.                                 | 7 15                  | 11 15                     | 3 45   |
| 404               | 64½    | Lillico N C ...                      | 7 25§                 | 11 25§                    | 3 55§  |
| 475               | 66½    | Buln Buln ...                        | 7 37                  | 11 38                     | 4 10   |
| 374               | 68½    | Bravington N C ...                   | 7 41§                 | 11 42§                    | 4 14§  |
| 380               | 69½    | Rokeby ...                           | 7 54                  | 11 55§                    | 4 27§  |
| 622               | 72½    | Crossover N C ...                    | 8 15§                 | 12 17§                    | 4 49§  |
| 669               | 74½    | NEERIM SOUTH † ... arr.              | 8 30                  | P.M.<br>12 30             | 5 0  |

Up. NEERIM SOUTH TO WARRAGUL.

| Height above Sea. | Miles. | STATIONS.                            | 1<br>Mixed.<br>Thurs. | 2<br>Mixed.<br>Mon., Tu.,<br>Fri., Sat.       | 3<br>Mixed.<br>Thurs.   |
|-------------------|--------|--------------------------------------|-----------------------|---|-------------------------|
| feet<br>669       | —      | NEERIM SOUTH † ... dep.              | A.M.<br>9 10          | P.M.<br>2 10                                  | P.M.<br>5 35            |
| 622               | 2½     | Crossover N C ...                    | 9 20§                 | 2 22§   | 5 47§                   |
| 380               | 5½     | Rokeby ...                           | 9 32§                 | 2 38§   | 6 3§                    |
| 374               | 6½     | Bravington N C ...                   | 9 38§                 | 2 46§   | 6 11§                   |
| 475               | 8      | Buln Buln ...                        | 9 50                  | 3 5   | 6 30                    |
| 404               | 10½    | Lillico N C ...                      | 9 57§                 | 12  | 6 40§                   |
| 367               | 13½    | WARRAGUL † W ... } arr.              | 10 10                 | 3 25  | 6 55                    |
|                   |        |                                      | Pass.                 | Limited.                                      |                         |
|                   |        | dep.                                 | Daily.<br>10 57       | Thro. Mxd.<br>Mon., Tu.,<br>Th., Fri.<br>3 50 | Pass.<br>Daily.<br>7 50 |
| 16                | 74½    | MELBOURNE (Flinders-street) ... arr. | P.M.<br>1. 30         | 7 11  | 10 31                   |

See General Notes, pages 2, 3, and 4. For references, see page 3.

May, 1913.

Eastern District.

**THORPDALE LINE.**

| Down. MOE TO THORPDALE. |        |                                  |                     | Up. THORPDALE TO MOE. |                   |        |                       |                     |               |
|-------------------------|--------|----------------------------------|---------------------|-----------------------|-------------------|--------|-----------------------|---------------------|---------------|
| Height above Sea.       | Miles. | STATIONS.                        | 1<br>Mixed.<br>Mon. | 2<br>Pass.            | Height above Sea. | Miles. | STATIONS.             | 1<br>Mixed.<br>Mon. | 2<br>Mixed.   |
| feet                    |        |                                  | A.M.                | A.M.                  | feet              |        |                       | A.M.                | P.M.          |
| 16                      | —      | MELBOURNE (Flinders-street) dep. | ...                 | 7 52                  | 797               | —      | Thorpdale † dep.      | 9 0                 | 4 20          |
|                         |        | arr.                             | ...                 | 11 26                 | 760               | 1      | McColl's Siding NC    | ...                 | ...           |
|                         |        |                                  | ...                 | ...                   | 544               | 3½     | Narracan ...          | 9 10                | 4 38          |
| 229                     | 80½    | Moe † W ...                      |                     | Mixed.                | 385               | 6      | Coalville NC ...      | 9 22                | 4 55          |
|                         |        | dep.                             | 8 0                 | 11 50                 | 299               | 7½     | David NC ...          | 9 35                | 5 20          |
| 299                     | 84     | David NC ...                     | §                   | §                     | 229               | 11½    | Moe † W ...           | Pass.<br>Daily      | Pass.<br>6 39 |
| 385                     | 85½    | Coalville NC ...                 | 8 16                | 12 13                 |                   |        | dep.                  | 9 50                |               |
| 544                     | 87½    | Narracan ...                     | 8 22                | 12 35                 |                   |        |                       |                     |               |
| 760                     | 90½    | McColl's Siding NC               | ...                 | ...                   | 16                | 91½    | MELBOURNE—            | P.M.                |               |
| 797                     | 91½    | Thorpdale † arr.                 | 8 35                | 12 50                 |                   |        | (Flinders-street) ... | 1.30                | 10 31         |

Nos. 1 Down and 1 Up to be given a through load, other trains to do roadside work.

**WALHALLA LINE (Narrow Gauge).**

| Down. MOE TO WALHALLA. |        |                                  |                          |                                      | Up. WALHALLA TO MOE.       |                   |        |                                  |                               |                                      |                            |
|------------------------|--------|----------------------------------|--------------------------|--------------------------------------|----------------------------|-------------------|--------|----------------------------------|-------------------------------|--------------------------------------|----------------------------|
| Height above Sea.      | Miles. | STATIONS.                        | 1<br>Pass.               | 2<br>Tricycle with Mails. Wed. & Fr. | 3<br>G'ds. Wed. and Fri. † | Height Above Sea. | Miles. | STATIONS.                        | 1<br>Mixed. M. Tu., Th., Sat. | 2<br>Tricycle with Mails. Wed. & Fr. | 3<br>G'ds. Wed. and Fri. † |
| feet                   |        |                                  | A.M.                     |                                      | P.M.                       | feet              |        |                                  | A.M.                          | P.M.                                 | A.M.                       |
| 16                     | —      | MELBOURNE (Flinders-street) dep. | 7 52                     | ...                                  | ...                        | 1021              | —      | WALHALLA † W dep.                | 6 40                          | 3 30                                 | 8 30                       |
|                        |        | arr.                             | 11 26                    | ...                                  | ...                        | 717               | 2¼     | Thomson NC ...                   | 7 0                           | ...                                  | ...                        |
|                        |        |                                  | ...                      | ...                                  | ...                        | 995               | 4      | Platina NC ...                   | §                             | ...                                  | ...                        |
| 229                    | 80½    | Moe † W ...                      | Mixed. M., Tu., Th., Sa. | NOON.                                | NOON.                      | 1190              | 5½     | Murie NC ...                     | 7 28                          | ...                                  | ...                        |
|                        |        | dep.                             | NOON.                    | 12 0                                 | 12 0                       | 1320              | 7½     | Harris † W                       | arr. ...                      | ...                                  | ...                        |
|                        |        |                                  | P.M.                     | ...                                  | ...                        |                   |        | dep.                             | 7 48                          | 4 25                                 | ...                        |
| 201                    | 3½     | Gooding NC ...                   | 12 16                    | ...                                  | ...                        | 1210              | 9½     | Watson NC ...                    | 7 58                          | ...                                  | ...                        |
| 605                    | 10½    | Gould NC W ...                   | 12 55                    | P.M.                                 | ...                        | 1238              | 11½    | Moondarra NC                     | 8 8                           | 4 55                                 | ...                        |
| 1238                   | 14½    | Moondarra NC                     | 1 20                     | 1 45                                 | ...                        | 605               | 15½    | Gould NC W                       | 8 32                          | ...                                  | ...                        |
| 1210                   | 16½    | Watson NC ...                    | 1 30                     | ...                                  | ...                        | 201               | 22½    | Gooding NC ...                   | 9 3                           | ...                                  | ...                        |
|                        |        | arr.                             | ...                      | ...                                  | ...                        |                   |        | dep.                             | 9 25                          | 6 15                                 | 11 30                      |
| 1320                   | 18½    | Harris † W                       | dep. 1 59                | 2 10                                 | 4 30                       | 229               | 26     | Moe † W                          | Pass. Daily.                  | ...                                  | ...                        |
| 1190                   | 20½    | Murie NC ...                     | 2 15                     | ...                                  | ...                        |                   |        | dep.                             | 9 50                          | ...                                  | ...                        |
| 995                    | 22     | Platina NC ...                   | §                        | ...                                  | ...                        |                   |        |                                  |                               |                                      |                            |
| 717                    | 23½    | Thomson NC ...                   | 2 36                     | ...                                  | ...                        | 16                | 106½   | MELBOURNE (Flinders street) arr. | P.M.                          | ...                                  | ...                        |
| 1021                   | 26     | WALHALLA † W                     | arr. 3 0                 | 3 0                                  | 5 30                       |                   |        |                                  |                               |                                      |                            |

For maximum speeds on these lines and limitations at curves, &c., see C.8/12.

MIRBOO LINE.

| Down. MORWELL TO NORTH MIRBOO. |        |   |                | Up NORTH MIRBOO TO MORWELL. |                   |        |   |                |        |
|--------------------------------|--------|---|----------------|-----------------------------|-------------------|--------|---|----------------|--------|
| Height above Sea.              | Miles. | STATIONS.                               | 1<br>Mixed Tu. | 2<br>Pass.                  | Height above Sea. | Miles. | STATIONS.                               | 1<br>Mixed Tu. | Mixed. |
| feet                           |        |   | A. M.          | A. M.                       | feet              |        |   | A. M.          | P. M.  |
| 16                             | —      | MELBOURNE (Flinders-street) <i>dep.</i> | ..             | 7 52                        | 784               | —      | NORTH MIRBOO + <i>dep.</i>              | 8 5            | 4 15   |
|                                |        |   |                |                             | 543               | 3½     | Darlimurla ...                          | 8 17           | 4 30   |
|                                |        |   |                |                             | 290               | 8      | Boolarra W ...                          | 8 35           | 5 0    |
|                                |        |   |                |                             | 239               | 12¾    | Yinnar ...                              | 8 51           | 5 30   |
| 283                            | 89     | Morwell +                               | <i>arr.</i>    | 11 52                       | 218               | 16½    | Hazelwood N C ...                       | 9 1            | 5 40   |
|                                |        |   |                |                             |                   |        |   | 9 1            | 5 55   |
|                                |        |   |                |                             |                   |        |   | Pass.          |        |
| 218                            | 92½    | Hazelwood N C ...                       | <i>dep.</i>    | 6 25                        | 283               | 20     | Morwell +                               | Daily.         | Pass.  |
| 239                            | 96½    | Yinnar ...                              |                | 6 34§                       |                   |        |   | 9 27           | 6 17   |
| 280                            | 101    | Boolarra W ...                          |                | 6 50                        |                   |        |   |                |        |
| 543                            | 105½   | Darlimurla ...                          |                | 7 7                         |                   |        |   |                |        |
| 784                            | 109    | NORTH MIRBOO + <i>arr.</i>              |                | 7 24                        | 16                | 109    | MELBOURNE (Flinders-street) <i>arr.</i> | P. M.          | 10 31  |
|                                |        |   |                | 7 35                        |                   |        |   | 1 30           |        |

Nos. 1 Down and 1 Up to have through load ; other trains to do roadside work.

See General Notes, pages 2, 3, and 4. For references, see page 3.

JUMBUNNA AND OUTTRIM LINE.

Down. KORUMBURRA TO JUMBUNNA AND OUTTRIM.

| Height above Sea. | Miles. | STATIONS.                                   | 1<br>Pass.  | 2                        |
|-------------------|--------|---|-------------|--------------------------|
| feet.             |        |   | A. M.       |                          |
| 16                | —      | MELBOURNE (Flinders-street) W C <i>dep.</i> | 7 27        | ...                      |
|                   |        |   | 8 13        | ...                      |
| 69                | 18½    | Dandenong E S W ...                         | <i>dep.</i> | ...                      |
|                   |        |   | 8 16        | ...                      |
|                   |        |   | 10 31       | Goods with Car attached. |
| 746               | 68¾    | KORUMBURRA E S C ...                        | <i>arr.</i> |                          |
|                   |        |   | Mixed.      | P. M.                    |
|                   |        |   | 10 55       | 2 45                     |
| 625               | 73     | Jumbunna E S + ...                          | <i>dep.</i> | ...                      |
|                   |        |   | ...         | ...                      |
|                   |        |   | 11 20       | 3 0                      |
| 576               | 74     | Jumbunna Coal Coy.'s Siding N C             | <i>dep.</i> | ...                      |
| 607               | 74½    | Outtrim North N C                           | ...         | ...                      |
| 541               | 75½    | OUTTRIM +                                   | <i>arr.</i> | 11 50                    |
|                   |        |   | 11 50       | 3 25                     |

See General Notes, pages 2, 3, and 4.

For references, see page 3.

The mileages for Korumburra Coal Mines are :—

|                                 | ... | ... | ... | miles. |
|---------------------------------|-----|-----|-----|--------|
| Korumburra to Coal Creek Siding | ... | ... | ... | 1      |
| „ Silkstone „                   | ... | ... | ... | 1¼     |
| „ Extended Co.'s. Siding        | ... | ... | ... | 1¾     |
| „ Austral „                     | ... | ... | ... | 2¼     |
| „ Strezlecki „                  | ... | ... | ... | 3      |



May, 1913.

Eastern District.

**JUMBUNNA AND OUTTRIM LINE.**

**Up. OUTTRIM AND JUMBUNNA TO KORUMBURRA.**

| Height above Sea. | Miles.          | STATIONS.                             | 1<br>Goods with Car attached. | 2<br>Goods with Car attached. |
|-------------------|-----------------|---------------------------------------|-------------------------------|-------------------------------|
| feet.             |                 |                                       | P. M.                         | P. M.                         |
| 541               | —               | OUTTRIM † ... .. dep.                 | 12 10                         | 3 45                          |
| 607               | $\frac{3}{4}$   | Outtrim North N C ... ..              | 12 15                         | 3 50                          |
| 576               | $1\frac{1}{4}$  | Jumbunna Coal Coy.'s Siding NC ... .. | ...                           | ...                           |
| 625               | $2\frac{1}{4}$  | Jumbunna E S † ... .. { arr. ... ..   | ...                           | ...                           |
|                   |                 | ... .. { dep. 12 35                   | 12 35                         | 4 10                          |
|                   |                 | ... .. { arr. 12 55                   | 12 55                         | 4 30                          |
| 746               | $6\frac{1}{4}$  | KORUMBURRA E S G ... .. { dep. ... .. | ...                           | Pass.<br>5 7                  |
|                   |                 | ... .. { arr. ... ..                  | ...                           | 7 3                           |
| 69                | $56\frac{3}{4}$ | Dandenong E S W ... .. { dep. ... ..  | ...                           | 7 15                          |
| 16                | $75\frac{1}{4}$ | MELBOURNE (Flinders-street) W G arr.  | ...                           | 7 59                          |

SPECIAL INSTRUCTIONS.—Guards and Drivers while running on the Coal Lines must keep a sharp look-out in case line should be obstructed by limbs falling from overhanging trees.

For maximum speeds on this line and limitations at curves, &c., see C.8/12.

INSTRUCTIONS *RE* REPORTING THE RUNNING OF PASSENGER TRAINS.

The following instructions are issued for compliance with by the Staff, and must be closely observed :—

Stations specified hereunder must despatch wires to reach Superintendent Passenger Train Service, not later than 8 a.m on day following that on which trains run, giving particulars of the arrival and departure of the undermentioned trains, whether on time or not. Warragul to wire twice daily, at midday and after last train at night.

Times are to be accurately shown ; if trains are only one (1) minute late they must be so shown on wire.

Stations must be careful to obtain full particulars from Guard when late, and in event of any time being lost by engine the cause must be ascertained from the Driver and included in wire.

Guards must furnish Station-masters with correct particulars as to cause of late running, any special occurrences on journey being detailed, and will require to show in the right-hand margin of their running statements particulars of any horse-boxes, carriage, hearse, or other trucks attached to or detached from their trains, the number and class of vehicle, and station from and to to be given.

When any of these trains are blocked at roadside stations full particulars must be wired by stations concerned, and if the train that caused block was running late the cause of such late running must be shown, if ascertainable. If blocked by Mixed or Goods trains, state whether over time on section or other cause.

Particulars of all Special passenger trains are to be reported by Junction and Terminal stations.

| District | Section.             | Train of which Statement of Running is to be wired. | Stations which are to wire Statement of Running. | Stations which are to report Arrival and Departure only, with Causes of any local delay. |   |       |  |
|----------|----------------------|---|--|--|---|-------|--|
| Eastern  | Melbourne—Warragul   | 8.16 a.m. Down Mon.                                 | Warragul, Traralgon, Sale, and Bairnsdale        | Dandenong and crossing stations if trains be late  |   |       |  |
|          | Melbourne—Sale       | 4.30 p.m. Down<br>7.40 a.m. Up                      |  |  |   |       |  |
|          | Melbourne—Bairnsdale | 7.52 a.m. Down ..<br>2.21 p.m. Up ..                |  |  |   |       |  |
|          | Bairnsdale—Sale      | 5.40 a.m. Up Th., Sats.                             |  |  |   |       |  |
|          | " Stratford          | 5.40 a.m. Up Mondays                                |  |  |   |       |  |
|          | Dandenong—Pakenham   | 5.50 a.m. Down Daily<br>7.12 a.m. Up Daily          |  |  | Pakenham—Dandenong  |       |  |
|          | Melbourne—Pakenham   | 1.30 p.m. Down Sats.<br>3.56 p.m. Up Sats.          |  |  |   |       |  |
|          | South-Eastern        | Melbourne—Nyora                                     |  |  | 6.30 a.m. Down<br>6.10 p.m. Up  | Nyora | Nyora<br>Clyde and crossing stations if trains be late |
|          |                      | Melbourne—Korumburra                                |  |  | 7.27 a.m. Down ..<br>4.45 p.m. Down, W. and Sats. ex.<br>2.50 p.m. Down, Wed.<br>6.30 p.m. Down, Sats.<br>8.20 a.m. Up Daily<br>5.7 p.m. Up Daily |       |  |

NOTE.—Station-master, Flinders-street, will require to furnish particulars on late running returns regarding any of the above trains which arrive at or depart from that station, whether they be on time or not.

PASSENGER TRAINS—EASTERN LINE.

The following Running Schedules have been fixed, viz. :—

| DOWN.                      | 7.52 A.M.  |                           | 4.30 P.M.  |                           |
|----------------------------|--|---------------------------|--|---------------------------|
|                            | Engine Running Time.   | Time allowed at Stations. | Engine Running Time.   | Time allowed at Stations. |
| SECTION.                   | Minutes.   | Minutes.                  | Minutes.   | Minutes.                  |
| <b>FLINDERS-STREET to—</b> |  |                           |  |                           |
| Richmond ..                | 3  | 1                         | ..   | ..                        |
| South Yarra ..             | 4  | 1                         | ..   | ..                        |
| Hawksburn ..               | 2  | ..                        | ..   | ..                        |
| Toorak ..                  | 3  | 1                         | ..   | ..                        |
| Armadale ..                | 2  | ..                        | ..   | ..                        |
| Malvern ..                 | 2  | ..                        | ..   | ..                        |
| Caulfield ..               | 3  | 1                         | 16   | 2                         |
| Oakleigh ..                | 6  | 4                         | 6  | 4                         |
| Clayton ..                 | 5  | 1                         | 5  | 1                         |
| Spring Vale ..             | 5  | 1                         | 5  | 1                         |
| Dandenong ..               | 7  | 4                         | 7  | 4                         |
| Hallam ..                  | 7  | 1                         | 8  | 1                         |
| Narre Warren ..            | 4  | 1                         | 5  | 1                         |
| Berwick ..                 | 6  | 1                         | 6  | 2                         |
| Beaconsfield ..            | 4  | 1                         | 4  | 1                         |
| Officer ..                 | 5  | 1                         | 5  | 1                         |
| Pakenham ..                | 7  | 1                         | 8  | 1                         |
| Nar-nar-goon ..            | 8  | 1                         | 8  | 1                         |
| Tynong ..                  | 6  | 1                         | 6  | 1                         |
| Garfield ..                | 6  | 1                         | 6  | 1                         |
| Bunyip ..                  | 5  | 1                         | 5  | 1                         |
| Longwarry ..               | 5  | 1                         | 6  | 1                         |
| Drouin ..                  | 15   | 3                         | 16   | 4                         |
| Warragul ..                | 10   | 15                        | 11   | 25                        |
| Nilma ..                   | 5  | 1                         | 5  | 1                         |
| Darnum ..                  | 5  | 1                         | 5  | 2                         |
| Yarragon ..                | 6  | 1                         | 6  | 2                         |
| Trafalgar ..               | 10   | 2                         | 9  | 2                         |
| Moe ..                     | 10   | 5                         | 11   | 5                         |
| Morwell ..                 | 21   | 5                         | 21   | 4                         |
| Traralgon ..               | 13   | 10                        | 15   | 11                        |
| Loy Yang ..                | 9  | 1                         | 9  | 1                         |
| Flynn ..                   | 10   | 1                         | 10   | 1                         |
| Rosedale ..                | 10   | 2                         | 10   | 1                         |
| Fulham ..                  | 22   | 1                         | 22   | 1                         |
| Sale ..                    | 10   | 20                        | 10   | ..                        |
| Montgomery ..              | 9  | 1                         | ..   | ..                        |
| Stratford Junction ..      | 9  | ..                        | ..   | ..                        |
| Stratford ..               | 3  | 6                         | ..   | ..                        |
| Munro ..                   | 14   | 1                         | ..   | ..                        |
| Fernbank ..                | 16   | 1                         | ..   | ..                        |
| Lindenow ..                | 12   | 6                         | ..   | ..                        |
| Hillside ..                | 7  | 1                         | ..   | ..                        |
| Bairnsdale ..              | 13   | ..                        | ..   | ..                        |
| <b>Total</b>               | <b>344</b>   | <b>109</b>                | <b>266</b>   | <b>84</b>                 |
|                            | Engine requirements—Dandenong, 8 minutes; Warragul, 10 minutes; included in above. |                           | Engine requirements—Dandenong, 4 minutes; Warragul, 10 minutes; included in above. |                           |

EASTERN LINE—continued.

PASSENGER TRAINS.

| UP.                     | 7.40 A.M.  |                      | 2.21 P.M.  |                      |
|-------------------------|--|----------------------|--|----------------------|
|                         | SECTION.   | Engine Running Time. | Time allowed at Stations.  | Engine Running Time. |
|                         | Minutes.   | Minutes.             | Minutes.   | Minutes.             |
| BAIRNSDALE to—          |  |                      |  |                      |
| Hillside .. .. .        | ..   | ..                   | 16   | 1                    |
| Lindenow .. .. .        | ..   | ..                   | 9  | 14                   |
| Fernbank .. .. .        | ..   | ..                   | 14   | 1                    |
| Munro .. .. .           | ..   | ..                   | 15   | 1                    |
| Stratford .. .. .       | ..   | ..                   | 12   | 5                    |
| Montgomery .. .. .      | ..   | ..                   | 11   | 1                    |
| Sale .. .. .            | ..   | ..                   | 10   | 22                   |
| Fulham .. .. .          | 8  | 1                    | 8  | 1                    |
| Rosedale .. .. .        | 22   | 3                    | 22   | 4                    |
| Flynn .. .. .           | 11   | 1                    | 11   | 1                    |
| Loy Yang .. .. .        | 9  | 1                    | 9  | 1                    |
| Traralgon .. .. .       | 12   | 17                   | 12   | 15                   |
| Morwell .. .. .         | 18   | 4                    | 17   | 3                    |
| Moe .. .. .             | 18   | 5                    | 18   | 4                    |
| Trafalgar .. .. .       | 10   | 2                    | 10   | 2                    |
| Yarragon .. .. .        | 10   | 2                    | 9  | 2                    |
| Darnum .. .. .          | 7  | 2                    | 7  | 2                    |
| Nilma .. .. .           | 5  | 1                    | 5  | 1                    |
| Warragul .. .. .        | 8  | 20                   | 8  | 25                   |
| Drouin .. .. .          | 11   | 3                    | 11   | 3                    |
| Longwarry .. .. .       | 7  | 1                    | 8  | 1                    |
| Bunyip .. .. .          | 5  | 1                    | 5  | 1                    |
| Garfield .. .. .        | 5  | 1                    | 5  | 1                    |
| Tynong .. .. .          | 5  | 1                    | 5  | 1                    |
| Nar-nar-goon .. .. .    | 6  | 1                    | 6  | 1                    |
| Pakenham .. .. .        | 8  | 2                    | 8  | 1                    |
| Officer .. .. .         | 8  | 1                    | 8  | 1                    |
| Beaconsfield .. .. .    | 6  | 1                    | 6  | 1                    |
| Berwick .. .. .         | 4  | 2                    | 4  | 2                    |
| Narre Warren .. .. .    | 5  | 1                    | 5  | 4                    |
| Hallam .. .. .          | 4  | 1                    | 4  | 2                    |
| Dandenong .. .. .       | 8  | 4                    | 8  | 3                    |
| Spring Vale .. .. .     | 9  | 1                    | ..   | ..                   |
| Clayton .. .. .         | 5  | 1                    | ..   | ..                   |
| Oakleigh .. .. .        | 5  | 5                    | 21   | 5                    |
| Caulfield .. .. .       | 6  | 2                    | 6  | 3                    |
| Malvern .. .. .         | ..   | ..                   | ..   | ..                   |
| Armadale .. .. .        | ..   | ..                   | ..   | ..                   |
| Toorak .. .. .          | ..   | ..                   | ..   | ..                   |
| Hawksburn .. .. .       | ..   | ..                   | ..   | ..                   |
| South Yarra .. .. .     | 7  | 2                    | 7  | 4                    |
| Richmond .. .. .        | ..   | ..                   | ..   | 3                    |
| Flinders-street .. .. . | 8  | ..                   | 7  | ..                   |
| Total .. .. .           | 260  | 90                   | 347  | 143                  |
|                         | Engine requirements—Warragul, 10 minutes; Dandenong, 4 minutes; included in above. |                      | Engine requirements—Warragul, 10 minutes; Dandenong, 4 minutes; included in above. |                      |

For maximum speeds on this line and limitations at curves, &c., see C. 8/12.

May, 1913.

General Notes.

PASSENGER TRAINS—MELBOURNE (FLINDERS-STREET AND KORUMBURRA).

The following Running Schedules have been fixed, viz. :—

| DOWN.                  | 6.30 A.M.            |                           | 7.27 A.M.   |                           | 2.50 P.M.<br>(Weds.) |   | 4.45 P.M.<br>(W. & Sa. exc.) |   | 6.30 P.M.<br>(Sats.) |   |           |
|------------------------|----------------------|---------------------------|---|---------------------------|----------------------|---|------------------------------|---|----------------------|---|-----------|
|                        | Engine Running Time. | Time allowed at Stations. | Engine Running Time.  | Time allowed at Stations. | Engine Running Time. | Time allowed at Stations.                                     | Engine Running Time.         | Time allowed at Stations.                                     | Engine Running Time. | Time allowed at Stations.                                     |           |
|                        | Minutes.             | Minutes.                  | Minutes.  | Minutes.                  | Minutes.             | Minutes.  | Minutes.                     | Minutes.  | Minutes.             | Minutes.  |           |
| <b>FLINDERS-ST. to</b> |                      |                           |   |                           |                      |   |                              |   |                      |   |           |
| Richmond ..            | 4                    | 1                         | (Express)<br>Engine running time Nyora to Korumburra when load does not exceed equal to 13½ vehicles over that section. | ..                        |                      |   |                              |   |                      |   |           |
| South Yarra            | 3                    | 1                         |   | ..                        |                      |   |                              |   |                      |   |           |
| Hawksburn ..           | 3                    |                           |   | ..                        |                      |   |                              |   |                      |   |           |
| Toorak ..              | 3                    | 1                         |   | ..                        |                      |   |                              |   |                      |   |           |
| Armadaile ..           | 2                    |                           |   | ..                        |                      | (Express)   | (Express)                    | (Express)   | (Express)            | (Express)   |           |
| Malvern ..             | 3                    |                           |   | ..                        |                      |   |                              |   |                      |   |           |
| Caulfield ..           | 3                    | 1                         |   | 19                        | 1                    | 17  | 3                            | 17  | 3                    | 17  | 3         |
| Carnegie ..            | ..                   | ..                        |   | ..                        | ..                   | 3   | 1                            | 3   | 1                    | 3   | 1         |
| Murrumbena ..          | ..                   | ..                        |   | ..                        | ..                   | 2   | 1                            | 2   | 1                    | 2   | 1         |
| Oakleigh ..            | 7                    | 1                         |   | 7                         | 1                    | 3   | 4                            | 3   | 3                    | 3   | 4         |
| Clayton ..             | 5                    | 1                         | ..  | ..                        | 4                    | 1   | 4                            | 1   | 4                    | 1   |           |
| Spring Vale ..         | 5                    | 1                         | ..  | ..                        | 4                    | 1   | 4                            | 1   | 4                    | 1   |           |
| Dandenong ..           | 8                    | 20                        | 18  | 3                         | 10                   | 5   | 10                           | 19  | 10                   | 21  |           |
| Lyndhurst ..           | 8                    | 1                         | ..  | ..                        | 7                    | 3   | 7                            | 1   | 7                    | 3   |           |
| Cranbourne ..          | 9                    | 1                         | ..  | ..                        | 8                    | 3   | 8                            | 1   | 8                    | 3   |           |
| Clyde ..               | 6                    | 1                         | (Express)<br>Engine running time Nyora to Korumburra when load does not exceed equal to 13½ vehicles over that section. | ..                        | 6                    | 2   | 6                            | 12  | 6                    | 3   |           |
| Tooradin ..            | 7                    | 1                         |   | ..                        | ..                   | 7   | 2                            | 7   | 8                    | 7   | 2         |
| Dalmore ..             | 4                    | 1                         |   | ..                        | ..                   | 4   | 1                            | 4   | 1                    | 4   | 1         |
| Koo-wee-rup ..         | 7                    | 1                         |   | ..                        | ..                   | 6   | 2                            | 6   | 1                    | 6   | 2         |
| Monomeith ..           | 4                    | 1                         |   | ..                        | ..                   | 4   | 2                            | 4   | 2                    | 4   | 2         |
| Caldermeade ..         | 4                    | 1                         |   | ..                        | ..                   | 4   | 1                            | 4   | 1                    | 4   | 1         |
| Lang Lang ..           | 5                    | 2                         |   | 65                        | 5                    | 5   | 3                            | 5   | 3                    | 5   | 3         |
| Nyora ..               | 19                   | ..                        |   | 17                        | 7                    | 18  | 5                            | 18  | 4                    | 18  | 4         |
| Loch ..                | ..                   | ..                        |   | 7                         | 2                    | 7   | 10                           | 7   | 2                    | 7   | 3         |
| Jeetho ..              | ..                   | ..                        |   | 8                         | 1                    | 7   | 2                            | 7   | 1                    | 7   | 1         |
| Bena ..                | ..                   | ..                        | 15  | 12                        | 11                   | 4   | 11                           | 3   | 11                   | 2   |           |
| Whitelaw ..            | ..                   | ..                        | 4   | 1                         | 4                    | 1   | 4                            | 1   | 4                    | 1   |           |
| Korumburra ..          | ..                   | ..                        | 7   | 7                         | 6                    | ..  | 6                            | ..  | 6                    | ..  |           |
| <b>Total ..</b>        | <b>119</b>           | <b>37</b>                 | <b>167</b>  | <b>37</b>                 | <b>22</b>            | <b>147</b>  | <b>57</b>                    | <b>147</b>  | <b>70</b>            | <b>147</b>  | <b>63</b> |
|                        |                      |                           | Engine requirements—Dandenong, 5 minutes (included in above)  |                           |                      | Engine requirements—Dandenong, 5 minutes (included in above). |                              | Engine requirements—Dandenong, 5 minutes (included in above). |                      | Engine requirements—Dandenong, 5 minutes (included in above). |           |

| UP.                   | 8.20 a.m.            |                           | 5.7 P.M.             |                           | UP.                | 8.20 a.m.  |                      | 5.7 P.M.                  |                      |                           |
|-----------------------|----------------------|---------------------------|----------------------|---------------------------|--------------------|--|----------------------|---------------------------|----------------------|---------------------------|
|                       | Engine Running Time. | Time allowed at Stations. | Engine Running Time. | Time allowed at Stations. |                    | SECTION.   | Engine Running Time. | Time allowed at Stations. | Engine Running Time. | Time allowed at Stations. |
|                       | Mins.                | Mins.                     | Mins.                | Mins.                     |                    |  | Mins.                | Mins.                     | Mins.                | Mins.                     |
| <b>KORUMBURRA to—</b> |                      |                           |                      |                           | <b>CLYDE to—</b>   |  |                      |                           |                      |                           |
| Whitelaw ..           | 6                    | ..                        | 6                    | 1                         | Cranbourne ..      | 8  | 3                    | 7                         | ..                   |                           |
| Bena ..               | 4                    | 3                         | 3                    | 1                         | Lyndhurst ..       | 7  | 4                    | 7                         | ..                   |                           |
| Jeetho ..             | 8                    | 1                         | 8                    | 1                         | Dandenong ..       | 9  | 12                   | 9                         | 15                   |                           |
| Loch ..               | 7                    | 2                         | 7                    | 1                         | Spring Vale ..     | 9  | 1                    | ..                        | ..                   |                           |
| Nyora ..              | 8                    | 10                        | 8                    | 8                         | Clayton ..         | 5  | 1                    | ..                        | ..                   |                           |
| Lang Lang ..          | 12                   | 4                         | 12                   | ..                        | Oakleigh ..        | 5  | 2                    | 16                        | 1                    |                           |
| Caldermeade ..        | 4                    | 2                         | 4                    | ..                        | Caulfield ..       | 9  | 1                    | 7                         | 1                    |                           |
| Monomeith ..          | 4                    | 2                         | 4                    | ..                        | Malvern ..         | ..   | ..                   | ..                        | ..                   |                           |
| Koo-wee-rup ..        | 4                    | 2                         | 4                    | ..                        | South Yarra ..     | 7  | 5                    | 7                         | 3                    |                           |
| Dalmore ..            | 7                    | 1                         | 4                    | ..                        | Richmond ..        | 4  | 1                    | 4                         | 1                    |                           |
| Tooradin ..           | 4                    | 1                         | 11                   | ..                        | Flinders-street .. | 4  | ..                   | 4                         | ..                   |                           |
| Clyde ..              | 10                   | 1                         | 11                   | ..                        |                    |  |                      |                           |                      |                           |
| <b>Total ..</b>       |                      |                           |                      |                           | <b>Total ..</b>    | <b>145</b>   | <b>59</b>            | <b>139</b>                | <b>33</b>            |                           |
|                       |                      |                           |                      |                           |                    | Engine requirements, Nyora, 2 minutes (included in above). |                      |                           |                      |                           |

# General Notes.

May, 1913.

The following are the Schedule Loads for Passenger Trains on Eastern and South-Eastern Lines:—

## EASTERN.

**Down.**

**Up.**

| Engine.                               | Section.                                  | Schedule Load Equal. | Engine.               | Section.            | Schedule Load Equal. |
|---------------------------------------|---|----------------------|-----------------------|---------------------|----------------------|
| A 2<br>High Pressure<br>AA<br>2 "A's" | Melbourne-Traralgon<br>(4 Down Excepted). | 21 vehicles          | A 2                   | Traralgon-Melbourne | 21 vehicles          |
|                                       | Melbourne-Traralgon<br>(4 Down).          | 20 vehicles          | High Pressure<br>"AA" | Traralgon-Melbourne | 16 vehicles          |
|                                       | Melbourne-Traralgon                       | 15 vehicles          | 2 "A's"               | Traralgon-Melbourne | 24 vehicles          |
|                                       | Melbourne-Traralgon                       | 23 vehicles          |                       |                     |                      |

2.21 p.m. BAIRNSDALE TO TRARALGON.

Bairnsdale to Sale:—"DD" 14, R (90%), 12, R (85% or 80%) 11, D (70%) 10.  
Sale to Traralgon:—"DD" 15, AA (90%) 13½, AA (85%) 12½, A, or D (80%) 12.

## SOUTH-EASTERN.

**Down.**

| Engine.  | Melbourne<br>to<br>Nyora. | Nyora<br>to<br>Korumburra. | Korumburra<br>to<br>Leongatha. |
|--|---------------------------|----------------------------|--------------------------------|
| A 2<br>High Pressure<br>"A" or "D"<br>2 Engines<br>(vide A2315/10) | 20                        | 17                         | 17                             |
|  | 14                        | 11                         | ...                            |
|  | 18                        | 18                         | ...                            |

**Up.**

| Engine.  | Leongatha<br>to<br>Korumburra. | Korumburra<br>to<br>Nyora. | Nyora<br>to<br>Melbourne. |
|--|--------------------------------|----------------------------|---------------------------|
| "A 2"<br>High Pressure<br>"A" or "D"<br>2 Engines<br>(vide A2315/10) | 16                             | 18                         | 22                        |
|  | ...                            | 12                         | 16                        |
|  | ...                            | 18                         | 18                        |

For maximum speeds on the above lines and limitations at curves, &c., see U.8/12.

May, 1913.

General Notes.

Passenger Trains—continued.

TRARALGON TO SALE, VIA MAFFRA AND STRATFORD.

| DOWN.                       |  |  |  |  | 9.30 P.M.   |                           |
|-----------------------------|--|--|--|--|---|---------------------------|
| SECTION.                    |  |  |  |  | Engine Running Time.                                    | Time allowed at Stations. |
|                             |  |  |  |  | Minutes.  | Minutes.                  |
| TRARALGON to—               |  |  |  |  |   |                           |
| Glengarry .. .. .           |  |  |  |  | 13  | 1                         |
| Toongabbie .. .. .          |  |  |  |  | 11  | 1                         |
| Cowwarr .. .. .             |  |  |  |  | 10  | 1                         |
| Dawson .. .. .              |  |  |  |  | ..  | ..                        |
| Heyfield .. .. .            |  |  |  |  | 14  | 1                         |
| Tinamba .. .. .             |  |  |  |  | 11  | 1                         |
| Maffra .. .. .              |  |  |  |  | 10  | 1                         |
| Stratford Junction .. .. .  |  |  |  |  | 11  | ..                        |
| Stratford .. .. .           |  |  |  |  | 3   | 16                        |
| Stratford Junction .. .. .  |  |  |  |  | 3   | ..                        |
| Montgomery .. .. .          |  |  |  |  | 7   | ..                        |
| Sale .. .. .                |  |  |  |  | 12  | ..                        |
| Total .. .. .               |  |  |  |  | 105   | 22                        |
| Engine requirements .. .. . |  |  |  |  | Stratford, 10 minutes (turn engine), included in above. |                           |
| UP.                         |  |  |  |  | 6.20 A.M.   |                           |
| SECTION.                    |  |  |  |  | Engine Running Time.                                    | Time allowed at Stations. |
|                             |  |  |  |  | Minutes.  | Minutes.                  |
| SALE to—                    |  |  |  |  |   |                           |
| Montgomery .. .. .          |  |  |  |  | 10  | 1                         |
| Stratford Junction .. .. .  |  |  |  |  | 8   | ..                        |
| Stratford .. .. .           |  |  |  |  | 3   | 18                        |
| Stratford Junction .. .. .  |  |  |  |  | 3   | ..                        |
| Maffra .. .. .              |  |  |  |  | 11  | 4                         |
| Tinamba .. .. .             |  |  |  |  | 10  | 1                         |
| Heyfield .. .. .            |  |  |  |  | 13  | 2                         |
| Dawson .. .. .              |  |  |  |  | 8   | 1                         |
| Cowwarr .. .. .             |  |  |  |  | 7   | 1                         |
| Toongabbie .. .. .          |  |  |  |  | 10  | 1                         |
| Glengarry .. .. .           |  |  |  |  | 10  | 2                         |
| Traralgon .. .. .           |  |  |  |  | 12  | ..                        |
| Total .. .. .               |  |  |  |  | 105   | 31                        |
| Engine requirements .. .. . |  |  |  |  | Stratford, 10 minutes (turn engine), included in above. |                           |

For maximum speeds on this line and limitations at curves &c., see C.8/12.

MIXED TRAINS—EASTERN DISTRICT.

The following Engine Running Schedules have been fixed for Mixed Trains as under :—

Guards must enter in the proper column on TRs 13 and 13A in the case of Mixed train running, as instructed in Weekly Notice, 10/05, Clause 10, particulars of time lost or gained, and drivers will be required to explain the cause of any time lost that in the aggregate is in excess of the time gained on the journey.

Guards to show on TRs 13 and 13A in the respective columns under "Shunting," "Van Goods," "Blocked," "Due to Loco." and "Other Causes," the full time occupied, and on TR 15 only overtime is to be shown.

Depôt stations and others, when wiring particulars of Mixed train running, must show only the overtime occupied at stations. The ordinary allowances at stations must not be shown.

On lines that have Engine Running Schedules this information can readily be compiled ; for, after allowing for the schedule running time between stations, the remainder of the time available before the train is due to depart from the station, as per Working Time Table, is for transportation work.

CHANGING CREWS, 5 MINUTES.

MELBOURNE—WARRAGUL.

| Section.            | Engine Running Time. | Section.               | 6.32 a.m. Engine Running Time. | Engine Running Time. | Load Down and Up Journey.   |
|---------------------|----------------------|------------------------|--------------------------------|----------------------|---|
| <b>Down</b>         |                      | <b>Up</b>              |                                |                      |   |
| FLINDERS-STREET to— |                      | WARRAGUL to—           |                                |                      |   |
| Caulfield ... ..    | 22                   | Drouin ... ..          | 12                             | 14                   | DD, X, AA (90%) 16/200, AA (85%)<br>15/185, A 14/180<br>(Schedule loads of 6.32 a.m. Up and 6.35 p.m. Down Mixed Trains are shown below). |
| Oakleigh ... ..     | 8                    | Longwarry ... ..       | 10                             | 11                   |   |
| Clayton ... ..      | 7                    | Bunyip ... ..          | 6                              | 6                    |   |
| Springvale ... ..   | 6                    | Garfield ... ..        | 6                              | 6                    |   |
| Dandenong... ..     | 10                   | Tynong ... ..          | 6                              | 6                    |   |
| Hallam ... ..       | 8                    | Nar-nar-geon ... ..    | 6                              | 7                    |   |
| Narre Warren ... .. | 5                    | Pakenham ... ..        | 9                              | 10                   |   |
| Berwick ... ..      | 7                    | Officer ... ..         | 9                              | 10                   |   |
| Beaconsfield ... .. | 4                    | Beaconsfield ... ..    | 6                              | 8                    |   |
| Officer ... ..      | 6                    | Berwick ... ..         | 5                              | 6                    |   |
| Pakenham ... ..     | 9                    | Narre Warren ... ..    | 5                              | 6                    |   |
| Nar-nar-geon ... .. | 9                    | Hallam ... ..          | 5                              | 6                    |   |
| Tynong ... ..       | 7                    | Dandenong ... ..       | 9                              | 10                   |   |
| Garfield ... ..     | 7                    | Springvale ... ..      | 10                             | 12                   |   |
| Bunyip ... ..       | 6                    | Clayton ... ..         | 7                              | 8                    |   |
| Longwarry ... ..    | 6                    | Oakleigh ... ..        | 6                              | 9                    |   |
| Drouin ... ..       | 17                   | Caulfield ... ..       | 8                              | 9                    |   |
| Warragul ... ..     | 12                   | Hawksburn ... ..       | 7                              | ...                  |   |
|                     |                      | South Yarra ... ..     | 3                              | 11                   |   |
|                     |                      | Richmond ... ..        | 4                              | 5                    |   |
|                     |                      | Flinders-street ... .. | 4                              | 4                    |   |
|                     | 156                  |                        | 143                            | 164                  |   |

MIXED TRAINS.

(Loads).

| Train.               | Section.        |                 | Load Limit. |          | Locomotive.                                  |
|----------------------|-----------------|-----------------|-------------|----------|--|
|                      | From.           | To.             | Tonnage.    | Vehicles |  |
| { 6.35 p.m.<br>MIXED | Flinders-st. .. | Dandenong ..    | 230         | 22       | RY and Y (118%), DD and X (100%).            |
|                      | Dandenong ..    | Warragul ..     | 200         | 18       |  |
| { 6.32 a.m.<br>MIXED | { Warragul ..   | Dandenong ..    | 150         | 11       | RY and Y. (118%), DD and X (100%). AA (90%). |
|                      | { Dandenong     | Flinders-st. .. | 200         | 14       |  |



Mixed Trains—continued.

BAIRNSDALE—SALE (FULL LOAD).

| BAIRNSDALE TO— | Minutes. | STRATFORD TO—         | Minutes. | Load Down & Up Journey                 |
|----------------|----------|-----------------------|----------|--|
| Hillside ..    | 17       | Stratford Junction .. | 3        | DD, 16/215, R (90 %),<br>and D (80 %), |
| Lindenow ..    | 9        | Montgomery ..         | 8        | 14/180, R (80 and                      |
| Fernbank ..    | 14       | Sale ..               | 10       | 85 %), 12/165, D                       |
| Munro ..       | 15       |                       |          | (70 %), 11/150, W                      |
| Stratford ..   | 12       |                       |          | (53 %), 9/125                          |
|                |          |                       | 88       |  |

For maximum speeds on this line and limitations at curves, &c., see C.8/12.

ENGINE REQUIREMENTS.—Nil.

NYORA—WONTHAGGI.

The following maximum loads may be taken by the Up and Down Mixed Trains between Nyora and Wonthaggi:—

“DD” class engines—20 vehicles 210 tons.

“W” “ ” “ 20 “ 150 tons.

KORUMBURRA—FOSTER—PORT ALBERT.

(4.5ths of goods load between Korumburra and Foster, and goods load between Foster and Port Albert.)

| Section.           | Engine Running Time. | Section.           | Engine Running Time. |
|--------------------|----------------------|--------------------|----------------------|
| <b>Down.</b>       | Minutes.             | <b>Up.</b>         | Minutes              |
| KORUMBURRA to—     |                      | PORT ALBERT to—    |                      |
| Kardella ... ..    | 7                    | Alberton ... ..    | 8                    |
| Ruby ... ..        | 8                    | Gelliondale ... .. | 13*                  |
| Leongatha ... ..   | 7                    | Hedley ... ..      | 12                   |
| Koonwarra ... ..   | 9                    | Welshpool ... ..   | 9                    |
| Tarwin ... ..      | 7                    | Agnes ... ..       | 7                    |
| Meeniyau ... ..    | 6                    | Toora ... ..       | 7                    |
| Stony Creek ... .. | 6                    | Bennison ... ..    | 8                    |
| Buffalo ... ..     | 9                    | Foster ... ..      | 7                    |
| Boys ... ..        | 9                    | Hodde Range ... .. | 19                   |
| Fish Creek ... ..  | 5                    | Fish Creek ... ..  | 7                    |
| Hodde Range ... .. | 13                   | Boys ... ..        | 8                    |
| Foster ... ..      | 9                    | Buffalo ... ..     | 6                    |
| Bennison ... ..    | 6                    | Stony Creek ... .. | 9                    |
| Toora ... ..       | 8                    | Meeniyau... ..     | 5                    |
| Agnes ... ..       | 7                    | Tarwin ... ..      | 5                    |
| Welshpool ... ..   | 7                    | Koonwarra ... ..   | 8                    |
| Hedley ... ..      | 8                    | Leongatha ... ..   | 12                   |
| Gelliondale ... .. | 11                   | Ruby ... ..        | 8                    |
| Alberton ... ..    | 13*                  | Kardella ... ..    | 14                   |
| Port Albert ... .. | 8                    | Korumburra ... ..  | 12                   |
|                    | 163                  |                    | 184                  |

The load of 6.34 p.m. Down, Wednesdays, (No. 8a), and 4.50 a.m. Up, Thursdays, (No. 2), through Mixed Trains between Korumburra and Port Albert must not exceed 3.5ths of ruling grade load.

ENGINE REQUIREMENTS.

|  |   |
|--|---|
| Down.  | Up.   |
| Foster—5 minutes.                                    | Gelliondale—2 minutes (included in speed schedule). |
| *Gelliondale—5 minutes (included in speed schedule). | Foster—5 minutes.                                   |

For maximum speeds on this line and limitations at curves, &c., see C 8./12.

Mixed Trains—continued.

LEONGATHA—DANDENONG.

| Section.                        | Engine Running Time. |   | Loads. |
|---------------------------------|----------------------|---|--------|
|                                 | Minutes.             |   |        |
| <b>Up.</b><br><b>LEONGATHA—</b> |                      |   |        |
| Ruby ... ..                     | 8                    | } AA (90%), 16/160, AA (85%), 15/152, A 14/142<br>DD 16/170, R (90 %), and D (80 %), 14/145,<br>R (80 and 85 %), 12/130<br>D (70 %), 11/120, W (70 %), 10/110 |        |
| Kardella ... ..                 | 14                   |   |        |
| Korumburra ... ..               | 12                   |   |        |
| Whitelaw ... ..                 | 6                    | } DD 14/210, R (90 %), and D (80 %), 12/170<br>R (80 and 85 %), 11/160, D (70 %), 10/150<br>W (70 %), 9/135   |        |
| Bena ... ..                     | 4                    |   |        |
| Jeetho ... ..                   | 8                    |   |        |
| Loch ... ..                     | 7                    |   |        |
| Nyora ... ..                    | 8                    |   |        |
| Lang Lang ... ..                | 14                   |   |        |
| Caldermeade ... ..              | 5                    |   |        |
| Monomeith ... ..                | 5                    | } DD 15/225, R (90 %), D (80 %), 13/195<br>R (80 % and 85 %), 12/175<br>D (70 %), 11/160, W (70 %) 10/145   |        |
| Koo-wee-rup ... ..              | 5                    |   |        |
| Dalmore ... ..                  | 7                    |   |        |
| Tooradin ... ..                 | 4                    |   |        |
| Clyde ... ..                    | 9                    |   |        |
| Cranbourne ... ..               | 7                    |   |        |
| Lyndhurst ... ..                | 8                    |   |        |
| Dandenong ... ..                | 9                    |   |        |
|                                 | 140                  |   |        |

ENGINE REQUIREMENTS.

Nyora—3 minutes.

MIXED (ALSO GOODS WITH CAR ATTACHED) TRAINS.

(Loads).

| Train.                          | Section.                 |                       | Load Limit.      |           | Locomotive. |
|---------------------------------|--------------------------|-----------------------|------------------|-----------|-------------|
|                                 | From.                    | To.                   | Tonnage.         | Vehicles. |             |
| Mixed and Goods<br>car attached | Korumburra<br>Outtrim .. | Outtrim<br>Korumburra | Goods Load<br>,, | 18<br>16  | } Any class |

TRARALGON—STRATFORD.

| Section.                             | Running<br>Time<br>Engine. | Load Down<br>Journey.  | Section.                           | Engine<br>Running<br>Time. | Load Up<br>Journey.  |
|--------------------------------------|----------------------------|--|------------------------------------|----------------------------|--|
| <b>Down.</b><br><b>TRARALGON to—</b> | Minutes                    |  | <b>Up.</b><br><b>STRATFORD to—</b> | Minutes                    |  |
| Glengarry ... ..                     | 13                         | } DD 15/200, R (85 and<br>90 %), D (80 %),<br>13/170, R (80 %),<br>12/160, W (70 %),<br>10/130, F (53 %),<br>9/120, T (70 %),<br>10/130. | Stratford Junction                 | 3                          | } DD 13/180, R (85 and<br>90 %), and D (70 %),<br>11/150, R (80 %),<br>11/140, W (70 %),<br>9/120, F (53 %),<br>8/110, T (70 %),<br>9/120. |
| Toongabbie ... ..                    | 11                         |  | Maffra ... ..                      | 11                         |  |
| Cowwarr... ..                        | 10                         |  | Tinamba ... ..                     | 10                         |  |
| Dawson ... ..                        | 7                          |  | Heyfield ... ..                    | 13                         |  |
| Heyfield ... ..                      | 7                          |  | Dawson ... ..                      | 9                          |  |
| Tinamba ... ..                       | 11                         |  | Cowwarr ... ..                     | 7                          |  |
| Maffra ... ..                        | 10                         |  | Toongabbie ... ..                  | 10                         |  |
| Stratford Junction                   | 11                         |  | Glengarry ... ..                   | 10                         |  |
| Stratford ... ..                     | 3                          |  | Traralgon ... ..                   | 12                         |  |
|                                      | 83                         |  |                                    |                            |  |

For maximum speeds on the above lines and limitations at curves, etc., see C 8./12.

Mixed Trains—continued.

ENGINE REQUIREMENTS.

Down. | Up.  
 Heyfield—4 minutes water.\* | Heyfield—3 minutes water.\*

\* On days that train runs to Briagolong only.

MAFFRA—BRIAGOLONG.

(Load same as for Traralgon—Stratford section.)

| Section.          | Engine Running Time. | Section.          | Engine Running Time. |
|-------------------|----------------------|-------------------|----------------------|
|                   | Minutes.             |                   | Minutes.             |
| <b>Down.</b>      |                      | <b>Up.</b>        |                      |
| MAFFRA to—        |                      | BRIAGOLONG to—    |                      |
| Boisdale ... ..   | 15                   | Bushy Park ... .. | 8                    |
| Bushy Park ... .. | 5                    | Boisdale ... ..   | 5                    |
| Briagolong ... .. | 8                    | Maffra ... ..     | 20*                  |
|                   | 28                   |                   | 33                   |

\* Includes time taken by engine stopping short at points to be turned into platform.

WARRAGUL—NEERIM SOUTH.

(Goods Load.)

| Section.           | Engine running time. | Section.         | Engine running time. |
|--------------------|----------------------|------------------|----------------------|
|                    | Minutes.             |                  | Minutes.             |
| <b>Down.</b>       |                      | <b>Up.</b>       |                      |
| WARRAGUL TO—       |                      | NEERIM SOUTH TO— |                      |
| Lillico .. ..      | 9                    | Crossover .. ..  | 7                    |
| Buln Buln .. ..    | 8                    | Rokeyby .. ..    | 8                    |
| Bravington .. ..   | 4                    | Bravington .. .. | 5                    |
| Rokeyby .. ..      | 6                    | Buln Buln .. ..  | 7                    |
| Crossover .. ..    | 14                   | Lillico .. ..    | 7                    |
| Neerim South .. .. | 7                    | Warragul .. ..   | 8                    |
|                    | 48                   |                  | 42                   |

ENGINE REQUIREMENTS

Neerim South—6 minutes.

For maximum speeds on the above lines and limitations at curves, &c., see C.8/12.

Mixed Trains—*continued.*

MOE—THORPDALE.

(Goods Load.)

| Section.          | Engine Running Time. | Section,          | Engine Running Time. |
|-------------------|----------------------|-------------------|----------------------|
| <b>DOWN.</b>      | Minutes.             | <b>UP.</b>        | Minutes.             |
| MOE TO—           |                      | THORPDALE TO—     |                      |
| Coalville .. .. . | 15                   | Narracan .. .. .  | 11                   |
| Narracan .. .. .  | 9                    | Coalville .. .. . | 6                    |
| Thorpdale.. .. .  | 15                   | Moe .. .. .       | 17                   |
|                   | 39                   |                   | 34                   |

ENGINE REQUIREMENTS.

*Nil.*

MOE—WALHALLA.

Down and Up Mixed Trains between Moe and Walhalla are limited to a maximum load of 55 tons.

MORWELL—NORTH MIRBOO.

(Goods Load.)

| Section                  | Engine running time. | Section,           | Engine running time |
|--------------------------|----------------------|--------------------|---------------------|
| <b>DOWN.</b>             | Minutes.             | <b>UP.</b>         | Minutes.            |
| MORWELL TO—              |                      | NORTH MIRBOO TO—   |                     |
| Hazlewood .. .. .        | 9                    | Darlimurla .. .. . | 9                   |
| Yinnar .. .. .           | 12                   | Boolara .. .. .    | 10                  |
| Boolara .. .. .          | 12                   | Yinnar .. .. .     | 11                  |
| Skinner's Siding .. .. . | 11                   | Hazlewood .. .. .  | 10                  |
| Darlimurla .. .. .       | 5                    | Morwell .. .. .    | 12                  |
| North Mirboo .. .. .     | 12                   |                    |                     |
|                          | 61                   |                    | 52                  |

ENGINE REQUIREMENTS.

*Nil.*

For maximum speeds on the above lines and limitations at curves, &c., see C. 8/12

May, 1913.

General Notes.

GOODS TRAINS—EASTERN DISTRICT.

The following Engine Running Schedules have been fixed :—

MELBOURNE—WARRAGUL.

| Section.                  | ROADSIDE TRAINS.                               |  | THROUGH TRAINS.                                |  |   |
|---------------------------|--|--|--|--|---|
|                           | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Light Engine Running Tender First. Max. speed, 30 miles per hour. |
| Up.                       | Minutes.                                       | Minutes.                               | Minutes.                                       | Minutes.                               |   |
| <b>WARRAGUL to--</b>      |  |  |  |  |   |
| Drouin ... ..             | 15   | 17                                     | 14   | 16                                     | ...   |
| Longwarry ... ..          | 13   | 14                                     | 12   | 13                                     | ...   |
| Bunyip ... ..             | 7  | 9                                      | 6  | 8                                      | ...   |
| Garfield ... ..           | 7  | 8                                      | 6  | 7                                      | ...   |
| Tynong ... ..             | 6  | 7                                      | 4  | 5                                      | ...   |
| Nar-nar-goon ... ..       | 7  | 9                                      | 6  | 7                                      | ...   |
| Pakenham ... ..           | 10   | 12                                     | 9  | 11                                     | ...   |
| Officer ... ..            | 10   | 13                                     | 9  | 11                                     | ...   |
| Beaconsfield ... ..       | 8  | 10                                     | 6  | 7                                      | ...   |
| Berwick— ... ..           | 6  | 7                                      | 5  | 5                                      | ...   |
| Narre Warren ... ..       | 6  | 8                                      | 5  | 6                                      | ...   |
| Hallam ... ..             | 7  | 8                                      | 5  | 5                                      | ...   |
| Dandenong ... ..          | 9  | 12                                     | 7  | 9                                      | ...   |
| Spring Vale ... ..        | 12   | 14                                     | 10   | 12                                     | ...   |
| Clayton ... ..            | 8  | 10                                     | 7  | 8                                      | ...   |
| Oakleigh ... ..           | 10   | 12                                     | 8  | 10                                     | ...   |
| Caulfield ... ..          | 10   | 11                                     | 9  | 10                                     | ...   |
| Spencer-street ... ..     | 25   | 25                                     | 25   | 25                                     | ...   |
|                           | 176  | 206                                    | 153  | 175                                    | ...   |
| <b>Down.</b>              |  |  |  |  |   |
| <b>SPENCER-STREET to—</b> |  |  |  |  |   |
| Caulfield ... ..          | 30   | 30                                     | 30   | 30                                     | ..  |
| Oakleigh ... ..           | 9  | 11                                     | 8  | 10                                     | ...   |
| Clayton ... ..            | 7  | 8                                      | 6  | 7                                      | ...   |
| Spring Vale ... ..        | 6  | 6                                      | 5  | 5                                      | ...   |
| Dandenong ... ..          | 10   | 12                                     | 8  | 10                                     | ...   |
| Hallam ... ..             | 11   | 12                                     | 10   | 11                                     | ...   |
| Narre Warren ... ..       | 6  | 7                                      | 4  | 5                                      | ...   |
| Berwick... ..             | 9  | 11                                     | 8  | 10                                     | ...   |
| Beaconsfield ... ..       | 7  | 7                                      | 5  | 5                                      | ..  |
| Officer ... ..            | 6  | 7                                      | 5  | 5                                      | ...   |
| Pakenham ... ..           | 9  | 10                                     | 8  | 9                                      | ...   |
| Nar-nar-goon ... ..       | 13   | 16                                     | 12   | 14                                     | ...   |
| Tynong ... ..             | 7  | 8                                      | 6  | 7                                      | 8   |
| Garfield ... ..           | 8  | 9                                      | 6  | 7                                      | 7   |
| Bunyip ... ..             | 6  | 8                                      | 5  | 6                                      | 7   |
| Longwarry ... ..          | 6  | 8                                      | 5  | 6                                      | 7   |
| Drouin ... ..             | 24   | 30                                     | 22   | 28                                     | 12  |
| Warragul ... ..           | 14   | 16                                     | 13   | 15                                     | 12  |
|                           | 188  | 216                                    | 166  | 190                                    | 53  |

ENGINE REQUIREMENTS.

Down Journey.

Up Journey.

Dandenong—taking water, 6 minutes.  
Pakenham—taking water, 10 minutes.

Dandenong—taking water, 6 minutes.  
Pakenham—taking water, 10 minutes.

Changing Crews, 5 minutes.

For maximum speeds on the above line and limitations at curves, &c., see C. 8/12,

Goods Trains—*continued.*

MELBOURNE—BERWICK.

The schedule loads for No. 10a Down, Melbourne to Berwick Goods train are as follow :—  
 Melbourne to Dandenong.— $\frac{3}{5}$ th of Goods load.  
 Dandenong to Berwick.—Louvre trucks (for milk) and van only.  
 No. 6 Up is run for milk and cream only. No other loading is to be conveyed.

WARRAGUL—TRARALGON.

| Section.             | ROADSIDE TRAINS.                                     |  | THROUGH TRAINS.                                      |  |
|----------------------|--|--|--|--|
|                      | Up to and including<br>Three-fifths of<br>Full Load. | Over Three-fifths<br>and up to Full<br>Load. | Up to and including<br>Three-fifths of<br>Full Load. | Over Three-fifths<br>and up to Full<br>Load. |
|                      | Minutes.   | Minutes.                                     | Minutes.   | Minutes.                                     |
| <b>Down.</b>         |  |  |  |  |
| <b>WARRAGUL to—</b>  |  |  |  |  |
| Nilma ... ..         | 5  | 7  | 4  | 6  |
| Darnum ... ..        | 5  | 7  | 4  | 6  |
| Yarragon ... ..      | 8  | 10   | 7  | 9  |
| Trafalgar ... ..     | 11   | 14   | 10   | 12   |
| Moe ... ..           | 14   | 17   | 14   | 17   |
| Morwell ... ..       | 27   | 35   | 26   | 34   |
| Traralgon ... ..     | 18   | 23   | 18   | 23   |
| Total .. ..          | 88   | 113  | 83   | 107  |
| <b>Up.</b>           |  |  |  |  |
| <b>TRARALGON to—</b> |  |  |  |  |
| Morwell ... ..       | 21   | 29   | 20   | 28   |
| Moe ... ..           | 24   | 30   | 24   | 29   |
| Trafalgar ... ..     | 13   | 16   | 12   | 15   |
| Yarragon ... ..      | 13   | 16   | 12   | 15   |
| Darnum ... ..        | 9  | 12   | 8  | 11   |
| Nilma ... ..         | 5  | 6  | 4  | 5  |
| Warragul ... ..      | 6  | 8  | 6  | 8  |
| Total ... ..         | 91   | 117  | 86   | 111  |

Engine Requirements, Up and Down—Moe, 5 minutes.

For maximum speeds on the above line and limitations at curves, &c., see C. 8/12.

Goods Trains—continued.

MELBOURNE—KORUMBURRA.

| Section.                  | ROADSIDE TRAINS.                               |  | THROUGH TRAINS.                                |  |
|---------------------------|--|--|--|--|
|                           | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. |
|                           | Minutes.                                       | Minutes.                               | Minutes.                                       | Minutes.                               |
| <b>Down.</b>              |  |  |  |  |
| <b>SPENCER-STREET TO—</b> |  |  |  |  |
| Caulfield .. .. .         | 30   | 30                                     | 30   | 30                                     |
| Oakleigh .. .. .          | 9  | 11                                     | 8  | 10                                     |
| Clayton .. .. .           | 7  | 8                                      | 6  | 7                                      |
| Spring Vale .. .. .       | 6  | 6                                      | 5  | 5                                      |
| Dandenong .. .. .         | 10   | 12                                     | 8  | 10                                     |
| Lyndhurst .. .. .         | 11   | 13                                     | 10   | 12                                     |
| Cranbourne .. .. .        | 14   | 16                                     | 13   | 14                                     |
| Clyde .. .. .             | 10   | 12                                     | 9  | 11                                     |
| Tooradin .. .. .          | 11   | 12                                     | 10   | 11                                     |
| Dalmore .. .. .           | 6  | 7                                      | 5  | 6                                      |
| Koo-wee-rup .. .. .       | 11   | 12                                     | 9  | 10                                     |
| Monomeith .. .. .         | 6  | 7                                      | 5  | 6                                      |
| Caldermeade .. .. .       | 6  | 7                                      | 5  | 6                                      |
| Lang Lang .. .. .         | 7  | 8                                      | 7  | 8                                      |
| Nyora .. .. .             | 37   | 40                                     | 37   | 40                                     |
| Loch .. .. .              | 10   | 11                                     | 9  | 10                                     |
| Jeetho .. .. .            | 10   | 11                                     | 9  | 10                                     |
| Bena .. .. .              | 19   | 24                                     | 18   | 21                                     |
| Whitelaw .. .. .          | 6  | 7                                      | 5  | 6                                      |
| Korumburra .. .. .        | 7  | 8                                      | 6  | 7                                      |
| <b>Total</b> .. .. .      | <b>233</b>                                     | <b>262</b>                             | <b>214</b>                                     | <b>240</b>                             |
| <b>Up.</b>                |  |  |  |  |
| <b>KORUMBURRA TO—</b>     |  |  |  |  |
| Whitelaw .. .. .          | 6  | 7                                      | 5  | 6                                      |
| Bena .. .. .              | 5  | 6                                      | 5  | 5                                      |
| Jeetho .. .. .            | 9  | 10                                     | 8  | 9                                      |
| Loch .. .. .              | 8  | 9                                      | 6  | 7                                      |
| Nyora .. .. .             | 12   | 14                                     | 11   | 12                                     |
| Lang Lang .. .. .         | 18   | 20                                     | 17   | 18                                     |
| Caldermeade .. .. .       | 7  | 8                                      | 6  | 7                                      |
| Monomeith .. .. .         | 6  | 7                                      | 5  | 6                                      |
| Koo-wee-rup .. .. .       | 6  | 7                                      | 5  | 6                                      |
| Dalmore .. .. .           | 10   | 12                                     | 9  | 10                                     |
| Tooradin .. .. .          | 6  | 7                                      | 5  | 6                                      |
| Clyde .. .. .             | 17   | 20                                     | 16   | 18                                     |
| Cranbourne .. .. .        | 12   | 14                                     | 10   | 12                                     |
| Lyndhurst .. .. .         | 9  | 10                                     | 8  | 9                                      |
| Dandenong .. .. .         | 13   | 15                                     | 12   | 13                                     |
| Spring Vale .. .. .       | 12   | 14                                     | 10   | 12                                     |
| Clayton .. .. .           | 8  | 10                                     | 7  | 8                                      |
| Oakleigh .. .. .          | 10   | 12                                     | 8  | 10                                     |
| Caulfield .. .. .         | 10   | 11                                     | 9  | 10                                     |
| Spencer-street .. .. .    | 25   | 25                                     | 25   | 25                                     |
| <b>Total</b> .. .. .      | <b>209</b>                                     | <b>238</b>                             | <b>187</b>                                     | <b>208</b>                             |

ENGINE REQUIREMENTS.

Down.

Dandenong, 6 minutes water.  
 Lang Lang, 6 minutes water.  
 Nyora, 3 minutes water only.  
 Nyora, 30 minutes (Melbourne engines).

Up.

Nyora, 6 minutes.  
 Nyora, 15 minutes (Korumburra engines).  
 Dandenong, 6 minutes water.

For maximum speeds on this line and limitations at curves, &c., see C. 8/12.

Goods Trains—*continued.*

KORUMBURRA—FOSTER.

(Full Load.)

| Section.            | Tender first—<br>(a) Light.<br>(b) With full tonnage less 10 per cent.<br>Max. speed 20 miles per hour. | Engine Running Time. | Section.            | Engine Running Time. |
|---------------------|---|----------------------|---------------------|----------------------|
|                     |   | Minutes.             |                     | Minutes              |
| <b>Down.</b>        |   |                      | <b>Up.</b>          |                      |
| KORUMBURRA to—      |   |                      | FOSTER to—          |                      |
| Kardella ... ..     | ...   | 7                    | Hoddle Range ... .. | 23                   |
| Ruby ... ..         | ...   | 8                    | Fish Creek ... ..   | 8                    |
| Leongatha ... ..    | ...   | 9                    | Boys ... ..         | 10                   |
| Koonwarra ... ..    | ...   | 10                   | Buffalo ... ..      | 7                    |
| Tarwin ... ..       | ...   | 7                    | Stony Creek ... ..  | 13                   |
| Meeniyam ... ..     | ...   | 6                    | Meeniyam ... ..     | 6                    |
| Stony Creek ... ..  | ...   | 7                    | Tarwin ... ..       | 5                    |
| Buffalo ... ..      | ...   | 10                   | Koonwarra ... ..    | 9                    |
| Boys ... ..         | ...   | 11                   | Leongatha ... ..    | 16                   |
| Fish Creek ... ..   | ...   | 5                    | Ruby ... ..         | 9                    |
| Hoddle Range ... .. | ...   | 15                   | Kardella ... ..     | 18                   |
| Foster ... ..       | ...   | 10                   | Korumburra ... ..   | 16                   |
| Toora ... ..        | 23  | ...                  |                     |                      |
| <b>Total</b> ... .. | <b>23</b>   | <b>105</b>           | <b>Total</b> ... .. | <b>140</b>           |

ENGINE REQUIREMENTS.

Down: Nil. | Up: Tarwin, 5 minutes.  
Foster, 30 minutes.

For maximum speeds on this line and limitations at curves, &c., see C. 8/12.



Goods Trains—continued.

NYORA—WONTHAGGI.

| Section.            | Light Engines. | Goods Trains. Full Loads. | Section.            | Through Trains. Full Loads. | Roadside Trains. Full Loads. |
|---------------------|----------------|---------------------------|---------------------|-----------------------------|------------------------------|
|                     | Minutes.       | Minutes.                  |                     |                             | Minutes.                     |
| <b>Down.</b>        |                |                           | <b>Up.</b>          |                             |                              |
| NYORA to—           |                |                           | STATE MINE to—      |                             |                              |
| Woodleigh ... ..    | 16             | 20                        | Dalyston ... ..     | 13*                         | 14*                          |
| Kernot ... ..       | 8              | 10                        | Kilcunda ... ..     | 10                          | 12                           |
| Almurta ... ..      | ..             | 6                         | Anderson .. ..      | 22                          | 25                           |
| Glen Forbes... ..   | 8              | 7                         | Woolamai ... ..     | 12                          | 13                           |
| Woolamai ... ..     | 8              | 12                        | Glen Forbes ... ..  | 12                          | 14                           |
| Anderson ... ..     | 10             | 14                        | Almurta ... ..      | 6                           | 7                            |
| Kilcunda ... ..     | 8              | 12                        | Kernot ... ..       | 7                           | 8                            |
| Dalyston ... ..     | 7              | 12                        | Woodleigh... ..     | 10                          | 11                           |
| State Mine ... ..   | 8              | 10                        | Nyora ... ..        | 30                          | 32                           |
| <b>Total</b> ... .. | <b>73</b>      | <b>103</b>                | <b>Total</b> ... .. | <b>122</b>                  | <b>136</b>                   |

\* Includes 5 minutes to draw train out of classification sidings on to main line through staff locked points.

ENGINE REQUIREMENTS

Down and Up—Kernot, eight minutes water each engine.

TRARALGON, SALE, AND BAIRNSDALE (via MAFFRA).

| Sections.                | ROADSIDE TRAINS.                               |  | THROUGH TRAINS                                 |  | Special 5 a.m. Goods Car Attached. |
|--------------------------|--|--|--|--|------------------------------------|
|                          | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. |                                    |
|                          | Minutes.                                       | Minutes.                               | Minutes.                                       | Minutes.                               | Minutes.                           |
| <b>TRARALGON TO—</b>     |  |  |  |  |                                    |
| Glengarry .. ..          | 16   | 20                                     | 15   | 19                                     | 20                                 |
| Toongabbie .. ..         | 13   | 16                                     | 12   | 15                                     | 16                                 |
| Cowwarr .. ..            | 12   | 14                                     | 11   | 13                                     | 13                                 |
| Dawson .. ..             | 8  | 10                                     | 7  | 9                                      | 9                                  |
| Heyfield .. ..           | 9  | 12                                     | 8  | 11                                     | 12                                 |
| Tinamba .. ..            | 13   | 15                                     | 12   | 14                                     | 14                                 |
| Maffra .. ..             | 11   | 13                                     | 10   | 12                                     | 12                                 |
| Stratford Junction .. .. | 12   | 13                                     | 12   | 12                                     | 12                                 |
| Stratford .. ..          | 4  | 4                                      | 4  | 4                                      | 4                                  |
| Stratford Junction .. .. | 4  | 4                                      | 4  | 4                                      | —                                  |
| Montgomery .. ..         | 10   | 11                                     | 9  | 10                                     | —                                  |
| Sale .. ..               | 12   | 13                                     | 11   | 12                                     | —                                  |
| <b>STRATFORD TO—</b>     |  |  |  |  |                                    |
| Munro .. ..              | ..   | ..                                     | ..   | ..                                     | 23                                 |
| Fernbank .. ..           | ..   | ..                                     | ..   | ..                                     | 18                                 |
| Lindenow .. ..           | ..   | ..                                     | ..   | ..                                     | 15                                 |
| Hillside .. ..           | ..   | ..                                     | ..   | ..                                     | 8                                  |
| Bairnsdale .. ..         | ..   | ..                                     | ..   | ..                                     | 15                                 |
|                          | <b>124</b>                                     | <b>145</b>                             | <b>115</b>                                     | <b>135</b>                             | <b>191</b>                         |

ENGINE REQUIREMENTS.

Heyfield, 5 minutes.  
Stratford, 10 minutes.

Heyfield, 5 minutes, water (5 a.m.).

For maximum speeds on the above lines and limitations at curves, &c., see C. 8/12.

Goods Trains—continued.

SALE—TRARALGON.

| Section.          | THROUGH TRAINS.                                |  | ROADSIDE TRAINS.                               |  |
|-------------------|--|--|--|--|
|                   | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. |
|                   | Minutes.                                       | Minutes.                               | Minutes.                                       | Minutes.                               |
| SALE TO—          |  |  |  |  |
| Fulham .. .. .    | 9  | 12                                     | 10   | 13                                     |
| Kilmany .. .. .   | 8  | 10                                     | 9  | 10                                     |
| Rosedale .. .. .  | 14   | 16                                     | 14   | 17                                     |
| Flynn .. .. .     | 10   | 15                                     | 12   | 16                                     |
| Loy Yang .. .. .  | 10   | 12                                     | 11   | 13                                     |
| Traralgon .. .. . | 12   | 14                                     | 13   | 15                                     |
|                   | 63   | 79                                     | 69   | 84                                     |

TRARALGON—SALE.

| Section.            | THROUGH TRAINS.                                |  | ROADSIDE TRAINS.                               |  |
|---------------------|--|--|--|--|
|                     | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. |
| Minutes.            | Minutes.                                       | Minutes.                               | Minutes.                                       |  |
| Traralgon to Sale   | 9  | 12                                     | 10   | 13                                     |
| Traralgon to Kerang | 10   | 13                                     | 11   | 14                                     |
| Traralgon to Fulham | 9  | 12                                     | 10   | 13                                     |
| Traralgon to Kerang | 14   | 18                                     | 15   | 19                                     |
| Traralgon to Fulham | 7  | 9                                      | 8  | 10                                     |
| Traralgon to Sale   | 10   | 11                                     | 10   | 12                                     |
|                     | 59   | 75                                     | 64   | 81                                     |

ENGINE REQUIREMENTS

Nz.

STRATFORD—TRARALGON.

| Section.                   | ROADSIDE TRAINS.                               |  | THROUGH TRAINS.                                |  |
|----------------------------|--|--|--|--|
|                            | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. | Up to and including Three-fifths of Full Load. | Over Three-fifths and up to Full Load. |
| Minutes.                   | Minutes.                                       | Minutes.                               | Minutes.                                       |  |
| STRATFORD TO—              |  |  |  |  |
| Stratford Junction .. .. . | 4  | 4                                      | 4  | 4                                      |
| Maffra .. .. .             | 13   | 16                                     | 12   | 15                                     |
| Tinamba .. .. .            | 11   | 13                                     | 10   | 12                                     |
| Heyfield .. .. .           | 14   | 18                                     | 13   | 17                                     |
| Dawson .. .. .             | 10   | 13                                     | 9  | 12                                     |
| Cowwarr .. .. .            | 8  | 10                                     | 7  | 9                                      |
| Toongabbie .. .. .         | 13   | 16                                     | 12   | 15                                     |
| Glengarry .. .. .          | 13   | 15                                     | 12   | 14                                     |
| Traralgon .. .. .          | 15   | 19                                     | 14   | 18                                     |
| Totals .. .. .             | 101  | 124                                    | 93   | 116                                    |

Engine Requirements.—Heyfield 5 minutes.

For maximum speeds on the above lines and limitations at curves, &c., see C. 8/12.

COUNTRY PASSENGER AND MIXED TRAINS ARRIVE AT THE FOLLOWING METROPOLITAN STATIONS AT TIMES SHOWN HEREUNDER.

SPENCER-STREET.

| Line.   | ARRIVALS.  |  |                                   |         |                                |                              |                                |                        |                                       |                               | Sundays.   |
|---|------------|--|-----------------------------------|---------|--------------------------------|------------------------------|--------------------------------|------------------------|---------------------------------------|-------------------------------|--|
|   | Week Days. |  |                                   |         |                                |                              |                                |                        |                                       |                               |  |
|   | Time.      | Time.  | Time.                             | Time.   | Time.                          | Time.                        | Time.                          | Time.                  | Time.                                 | Time.                         |  |
| Whittlesea ..   | a.m. 8 28  |  | p.m. 12 4                         | a.m. .. | p.m. 2 51                      | p.m. ..                      | p.m. ..                        | p.m. ..                | p.m. ..                               | p.m. 9 46                     | p.m. 9 7   |
| Goulburn Valley (shown also with North - Eastern Line trains) |            |  | 12 4 (Ex. Numurkah)               |         | 12 4 (ex. Cobram Tues. only)   |                              |                                | 11 8 (Ex Cobram)       |                                       |                               |  |
| Western and South - Western Branches (ex Geelong)             |            | 9 39 (Ex Ballarat and Colac)                         | 1 27 (EX Port Fairy & Ball.) a.m. |         | 2 39 (Ex. Geelong)             |                              | 7 31 (Ex Geelong and Ballarat) | 10 43 (EX Port Fairy)  |                                       |                               |  |
| Northern and Branches (including Midland District Lines)      |            | 9 45 (Ex Kyneton)                                    | 10 10 (EX Bendigo)                |         | 3 14 (EX Bendigo Mons. only.)  | 3 55 (EX Echuca and Bendigo) |                                | 7 27 (EX Bendigo)      | 9 59 (EX Bendigo Mons., Weds., Fris.) | 10 55 (EX Echuca and Bendigo) | a.m. 1 53 (EX Sunbury 2nd Sun. in month) p.m. 8 44 (Bacchus Marsh) |
| North - Western and Branches (via Bacchus Marsh)              |            | 9 26 (Local exp. fr. Ba Prt) 9 59 (Arjelide Express) |                                   |         | 2 15 (EX Stawell and Ballarat) |                              |                                | 10 24 (EX Service-ton) |                                       |                               | 8 10 (Seymour) a.m. 8 24   |
| North - Eastern Branches                                      |            | 9 54 (EX Seymour)                                    | 12 4 (EX Benalla)                 |         |                                |                              | 12 51 (Sydney express)         | 1 50 (Albury express)  |                                       | 11 34 (EX Albury)             | 8 10 (Seymour) a.m. 8 24   |
| Werribee (Local Service)                                      |            |  |                                   |         | 3 50 (Sats. only)              | 7 18                         |                                |                        |                                       |                               |  |

CLINDERS-STREET.

|                              |                            |                       |                       |         |  |  |  |                       |                     |            |                              |
|------------------------------|----------------------------|-----------------------|-----------------------|---------|--|--|--|-----------------------|---------------------|------------|------------------------------|
| Lilydale                     | a.m. 8 32                  | a.m. 8 12 (Mon. exc.) | a.m. 9 21 (Mon. only) | a.m. .. | p.m. 12 55 (Saturdays excepted)              | p.m. 1 8 (Sat. only)                               | p.m. 2 53 (Sats. only)                       | p.m. 7 7              | p.m. ..             | p.m. 10 12 | p.m. 8 52 and 9 42           |
| Eastern and Branches         | 8 51 (EX Warragul)         | 10 4 (EX Warragul)    |                       |         | 1 30 (EX Sale daily) (EX B'dale M, Th, Sat.) | 5 45 (EX Danden'g daily. From Pak'nham Sats. only) | 7 11 (EX Warragul Weds' and Sats. excepted.) | 10 31 (EX Bairnsdale) |                     |            | 6 45 (EX Pak'nham and Clyde) |
| Fern Tree Only               | 9 12                       |                       |                       |         | 1 37 (Saturdays excepted)                    | 1 38 (Sats. only)                                  | 4 32 (Sat. exc.)                             | 5 5 (Sats. only)      | 6 52 (Sats. only)   | 9 37       | 8 40                         |
| South-Eastern ..             |                            |                       |                       |         | 11 45 (EX Leongatha)                         |  |  | 7 59 (EX Port Albert) | 8 53 (EX Wonthaggi) |            | 10 12 (EX Clyde)             |
| Healesville                  | 9 12 (Mon. exc.)           | 9 24 (Mon. only)      |                       |         | 12 55 (Saturdays excepted)                   |  |  | 1 3 (Sats. only)      |                     | 10 12      | 9 7                          |
| Warburton                    | 9 12 (Mon. exc.)           | 9 24 (Mon. only)      |                       |         | 2 53 (Saturdays only)                        |  | 7 7  |                       |                     |            | 8 52                         |
| Gembrook                     | 9 12 (Thursdays excepted.) |                       |                       |         | 5 5 (Saturdays only)                         |  |  |                       |                     | 9 37       | 8 40                         |
| Stony Point                  | 9 28                       |                       |                       |         | 1 39   | 2 37 (Sats. only)                                  |  | 6 59 (Sat. exc.)      |                     |            |                              |
| Mornington                   | 9 28                       |                       |                       |         |  | 3 26 (Sat. only)                                   |  |                       | 6 59                |            |                              |
| Bacchus Marsh (Sundays only) |                            |                       |                       |         |  |  |  |                       |                     |            | 8 48                         |
| Whittlesea (Suns. only)      |                            |                       |                       |         |  |  |  |                       |                     |            | 9 11                         |

\* On Fridays this North-Eastern train is due Melbourne at 10.10 p.m.  
 † From Port Albert on Thursdays only, and Wonthaggi daily.

