

S. 2204-10.

(A. 2.)

VICTORIAN RAILWAYS.

TRANSPORTATION BRANCH,

GEN. SUPERINTENDENT'S OFFICE,

Melbourne, May 3, 1910.

Powlett Coal Field Railway.

(S. 1639/10 is cancelled.)

The Powlett Coal Field Railway from Nyora to Wonthaggi will be open for general Passenger and Goods traffic on and after Monday 9th May, 1910, under the following conditions:—

PASSENGER TRAFFIC.

The following will be the stations open for Passenger traffic and their mileages from Nyora:—

Hunter	... 6½ miles	Anderson	... 20½ miles
McKenzie	... 9½ "	Kilcunda	... 23½ "
Kernot	... 13½ "	Dalyston	... 27 "
Woolamai	... 16¾ "	Wonthaggi	31 "

The present names of Almurta and Anderson's Corner, shown in S. 1639/10, will be altered to McKenzie and Anderson respectively. Hunter and Kernot will be No-one-in-charge stations, and passengers from these stations will be booked by Guard.

Separate instructions will be issued regarding fares; also rates for Goods.

GOODS TRAFFIC.

Inwards and Outwards.—General Goods (including coal).

McKenzie, Woolamai, Anderson, Dalyston and Wonthaggi will be Goods stations.

There is no crane power or shed accommodation at McKenzie, Woolamai, Anderson, Dalyston or Wonthaggi. Goods will, therefore, be received at owners' risk, both as to forwarding and unloading.

Until the ballasting of the line is completed Ballast and other Construction trains are to get preference over Goods trains. Until otherwise arranged the Chief Engineer of Railway Construction will arrange for the maintenance of the Way and Works.

The line is worked under the Electric Staff system, with Electric Staff stations at McKenzie, Woolamai, Anderson, Dalyston and the Temporary Terminus near Wonthaggi. Between the Temporary Terminus and Wonthaggi trains will be worked under the Train Staff and Ticket system. Subject to the Rules and Instructions for working the Electric Staff system, or the Train Staff and Ticket system, as the case may be, where they apply, ballast trains may be worked over the line as required by the Officer-in-Charge of Construction.

The staff and boxes for the section, Temporary Terminus-Wonthaggi, will be sent to the District Superintendent, Flinders-street, who will require to have them placed before Monday, 9th inst.

Up and Down Home Signals are provided at McKenzie, Woolamai, Anderson and Dalyston, and a Down Home Signal at the Temporary Terminus.

The speed of any train between the Down Home Signal at the Temporary Terminus and Wonthaggi must not exceed 8 miles per hour.

When approaching the Temporary Terminus in the Up direction the Driver must bring his train to a stand at a distance of not less than 100 yards clear of the place at which Down trains arrive, and after it has been brought to a stand he must not move his train forward until he receives a Hand Signal from the person in charge at the Temporary Terminus to do so. The Hand Signal to be a Green Light or Flag held steadily in the hand. Engines working on either leg of the Triangle leading to the State Coal Mine must not foul the main running line without the Engine-drivers first receiving the authority of the Signaller at the Temporary Terminus to do so.

The speed of trains must not exceed 10 miles per hour from the Temporary Terminus to Anderson, and 15 miles per hour from Anderson to Nyora. These speed limits, however, are subject to such alterations as may be considered necessary by the Officer in charge of the Construction, who will advise the Transportation Branch Officer in charge of the line regarding any change that he may consider necessary.

As the line is only partly fenced, Engine-drivers must keep a good look-out all the time that their trains are in motion, and, whenever necessary, sound the engine whistle in good time to give due notice of the approach of their trains. At present whistle posts are not provided, as shown in the General Appendix, page 72, but the instructions therein contained, and also those shown on page 84 of the General Appendix, must be complied with as regards sounding the engine whistle.

DOWN.

The following is the Time Table, Daily (Sundays excepted):—

Mileage.	Station.	Engine Running Schedule.													
			1	1A	2	3	4	5	6	7	8	9	10		
			Pas-senger.	Light Engine.	Light Engine.	Goods.	Goods.	Light Engine.	Goods.	Goods.	Light Engine.	Goods.	Goods.		
		Minutes.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	
—	Melbourne (Flinders-street)	Dep.	6 30	...	...	...	...	...	...	...	...	...	...	...
		Arr.	9 7	...	...	...	...	...	...	...	...	...	...	...
55½	Nyora E.S.	Dep.	9 30	...	...	6 15	7 18	...	11 25	12 24	...	3 9	4 35	...
6½	Hunter N.C.	Dep.	§	...	...	...	...	...	...	...	...	...	...	...
		Arr.	...	...	...	...	7 58	...	12 5	...	...	...	5 15	...
9½	McKenzie E.S.	Dep.	40	10 13	...	6 55	8 7	1A	12 16	1 4	...	3 49	5 35	5	
13½	Kernot N.C.	Dep.	§	...	...	...	...	...	...	...	...	...	...	...
		Arr.	...	...	...	7 26	...	...	...	...	...	...	...	...
16¾	Woolamai E.S.	Dep.	31	10 49	...	7 36	8 38	1A	12 47	1 35	...	4 20	6 6	4	
		Arr.	...	...	...	...	9 3	...	...	...	...	...	...	...
20½	Anderson E.S.	Dep.	25	11 19	5 0	7 18	8 1	‡ 2	9 42	11 30	1 12	2 0	2 44	4 45	‡ 5
23½	Kilcunda N.C.	Dep.	§	...	...	...	...	...	...	...	...	...	...	...
		Arr.	...	5 43	8 1	...	10 25	A.M.	12 13	...	...	3 27	...	...
27	Dalyston	Dep.	43	P.M.	1A	2	2	‡ 3	10 32	...	1 55	2 43	...	5 31	7 15
30	Temp'ry Termin's E.S.†	Arr.	20	...	...	9 4	10 52	...	...	2 15	3 3	...	5 51	7 35
31	Wonthaggi†	Arr.	...	12 22	...	...	...	...	...	...	...	...	...	...

‡ Attach second engine next to the trucks, tender first.

†† Detach second engine.

§ Stop if required to pick up or set down.

* Not to stop for Passenger purposes.

† Ordinary Staff stations.

UP.

Mileage.	Station.	Engine Running Schedule.	1 Mixed.	1A Goods.	2 Goods.	3 Goods.	4 Goods.	5 Goods.	6 Goods.	
...	Wonthaggi † ...	Dep.	Minutes.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
1	Temporary Terminus, E.S.†	"	...	2 20	...	8 10	10 10	11 52	3 15	5 9
			..	*	6 0			A.M.		
4	Dalyston, E.S.	Arr.	...	...	6 20	8 30	10 30	12 12	3 35	5 29
		Dep.	20	2 50	‡—1A	‡—2-3	‡—4	‡—5	‡—8	‡—9
7½	Kilcunda, N.C. ...	"	...	§	6 30	8 46	10 40	12 22	3 45	5 39
		Arr.	..	...	7 11	9 27	11 21	1 3	4 26	6 20
10½	Anderson, E.S.	Dep.	41	3 35	††	††—4	†	††—6	††—9	—10
		Arr.	...	...	7 16	9 32	11 26	1 14	4 46	6 33
14½	Woolamai, E.S.	Dep.	16	3 56	—3	9 48	11 42	1 38	5 2	6 49
17½	Kernot, N.C. ...	Arr.	...	§	...	...	...	...	...	...
		Dep.	...	...	—4	...	—6	...	—10	...
21½	McKenzie, E.S.	Arr.	...	...	...	...	a.m.	...	...	...
		Dep.	31	4 27	8 3	10 19	12 13	2 9	5 33	7 20
24½	Hunter, N.C. ...	"	...	§	...	...	...	...	...	...
		Arr.	60	5 27	9 3	11 19	1 13	3 9	6 33	8 20
31	Nyora, E.S. ...	Dep.	...	Pass.	...	...	...	—9	...	...
86½	Melbourne (Flinders-street)	Arr.	...	8 30	...	...	...	...	...	...

‡ Attach Assisting engine in front, funnel first.

†† Detach Assisting engine.

† Ordinary Staff stations.

§ Stop if required to pick up or set down.

* Not to stop for passenger purposes.

The Passenger load of the Mixed train will be No. 35 ABAB, No. 10 BB, and Van. No. 73 BB will be placed at Nyora to be used when required. A standard water truck to be attached to the train each way.

Assisting engine of No. 4 Up Goods to take water at 1.3 a.m. at Anderson, by pumping from the water truck to the tender.

Station-master, Nyora, to arrange for two loaded water trucks to be forwarded to Anderson daily. Station-master at latter place to return promptly when empty.

For engine requirements each Goods or Coal train will require to have a water truck attached thereto.

Crew of No. 9 Down to change over with the crew of No. 5 Up.

Crew of No. 10 Down to change over with the crew of No. 6 Up.

Until suitable accommodation can be given it may be necessary to cross trains whilst vehicles are standing in the loop line; in such cases Station-masters concerned must arrange for the instructions which apply to Guildford and Irrewarra in the General Appendix, page 101, being observed. During darkness or in foggy weather a red light to be shown at each end of any standing vehicles.

All Coal trains on the Up journey should have an assisting engine in front from Dalyston to Anderson, and a single engine from thence to Nyora.

The assisting engine will be stabled at Anderson, and work between there and Dalyston. It will be attached (funnel first) as the leading engine to Up trains from Dalyston, and to Down trains as shown but on the Down journey must run tender first and be attached to the trucks.

Train Loads.—The schedule loads for "W" class engines are as under:—

DOWN.			UP.		
	...	Tons.		...	Tons.
Nyora to Woolomai	...	300	Wonthaggi to Dalyston	...	300
Woolomai to Dalyston	...	90	Dalyston to Anderson	...	90
Dalyston to Wonthaggi	...	300	Anderson to McKenzie	...	250
			McKenzie to Nyora	...	180

The mixed train Up and Down must run with not more than Single Engine loads subject to a maximum number of vehicles of twenty (20).

In computing the train tonnage on both Down and Up journeys, the weight of the water truck is not to be included.

The load for two "W" class engines between Dalyston and Anderson will be 180 tons.

These loads may be increased later on if it be found after actual tests that it is practicable to do so.

The loads specified are subject to the condition that the load on any one axle, computing both tare and contents of the truck, must not exceed 10 tons. The loading in the trucks must be evenly distributed.

Station-master Nyora, to arrange as far as reasonably practicable that North Melbourne Loco. coal be marshalled next the engine. Loaded OO trucks, however, whether for North Melbourne or elsewhere, to be always next the engine.

S. JONES,

General Superintendent.