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PRICE ONE PENNY.



BOOK TIME TABLE

OF THE

VICTORIAN RAILWAYS,

INCLUDING THE LATE

Melbourne and Hobson's Bay United Railways,

AND

DENILQUIN AND MOAMA RAILWAY.

JUNE 1880.

Melbourne :

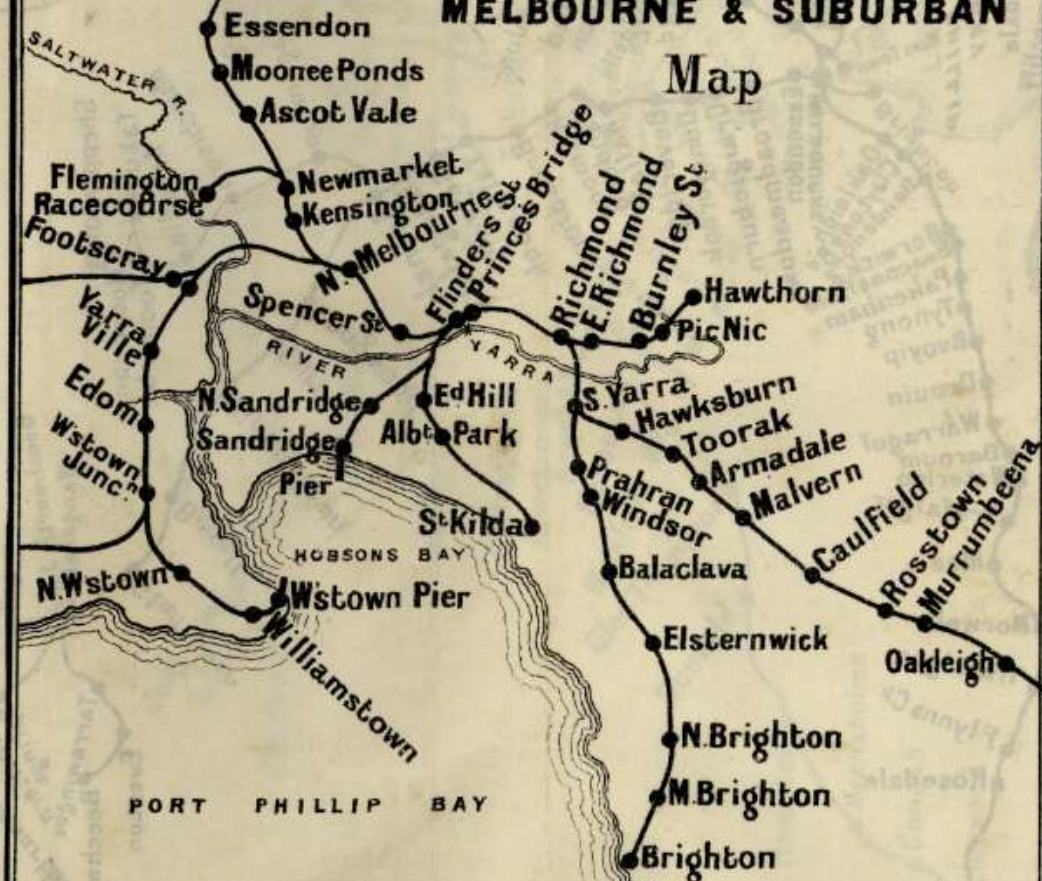
BY AUTHORITY: JOHN FERRES, GOVERNMENT PRINTER.

A map of New South Wales, Australia, showing the River Murrumbidgee and the town of Deniliquin. The river is depicted as a winding line, and the town is marked with a dot. The text 'NEW SOUTH WALES' is prominently displayed across the top. Other labels include 'RIVER MURRUMBIDGEE' and 'Deniliquin'.

[illegible]

CAPE OTWAY

Map



Vic. Railway Commission Office

PRICE ONE PENNY.

To be obtained at the principal Stations, and of Mr. LEVI, Book Stall, Spencer street, and of Mr. BAIRD, Book Stall, Flinders street, Melbourne.



BOOK TIME TABLE

OF THE

VICTORIAN RAILWAYS,

INCLUDING THE LATE

Melbourne and Hobson's Bay United Railways,

AND

THE DENILQUIN AND MOAMA RAILWAY.

~~~~~  
**1st JUNE 1880.**  
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N.B.—All Time Tables published previous to this date are now cancelled and this is the only Table published by authority.

MELBOURNE:

By Authority: JOHN FERRES, Government Printer.

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INDEX TO STATIONS ON THE VICTORIAN RAILWAYS, AND THE DENILQUIN AND MOAMA RAILWAY.

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GENERAL NOTICE.—Passengers will not be booked by any of the trains on the Main Lines for journeys between stations in the suburbs of Melbourne, but trains will stop at these stations when required to pick up passengers on the down journey or to set them down on the up journey. At all other stations not timed trains will stop only when required to pick up or set down passengers; but passengers desiring to alight must give notice to the Guard at the previous station timed.

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1st June 1880.

TRAINS.**DOWN.—Melbourne to Echuca and Deniliquin.**

DAILY (EXCEPT SUNDAYS).

Height above Sea. ft.	Miles.		FARES.				TIME TABLE.					
			Single.		Saturday Excursion.		—	Mixed.	Land 2.	Mail.	Pass.	Mail.
			1st.	2nd.	1st.	2nd.						
			s. d.	s. d.	s. d.	s. d.		a.m.	a.m.	p.m.	p.m.	p.m.
32	—	MELBOURNE to —	—	—	—	—	dep.	—	6 45	12 15	3 35	7 15
18	1 $\frac{1}{4}$	N. MELBOURNE ..	—	—	—	—	—	—	—	—	—	—
60	3 $\frac{3}{4}$	FOOTSCRAY ..	—	—	—	—	—	—	—	—	—	—
348	15	KEILOR ROAD ..	2 6	1 6	—	—	—	—	7 15	12 45	4 5	—
653	20 $\frac{1}{4}$	DIGGERSREST ..	3 6	2 0	—	—	—	—	—	—	—	*
702	23 $\frac{3}{4}$	SUNBURY ..	4 0	2 6	—	—	{ arr.	—	7 37	1 5	—	8 5
							{ dep.	—	7 39	1 8	4 28	8 8
1068	31 $\frac{1}{4}$	LANCEFIELD ROAD	5 0	3 6	—	—	—	—	7 57	1 25	4 45	8 26
1205	35 $\frac{1}{2}$	RIDDELL'S CREEK	6 0	4 0	—	—	—	—	8 7	1 35	4 55	8 36
1526	40	GISBORNE ..	6 6	4 6	—	—	—	—	8 22	1 49	5 9	8 51
1660	43 $\frac{1}{4}$	MACEDON ..	7 0	5 0	—	—	—	—	8 30	1 57	5 17	9 0
1840	48 $\frac{1}{2}$	WOODEND ..	8 0	5 6	—	—	—	—	8 43	2 9	5 29	9 12
1800	53	CARLSRUHE ..	9 0	6 0	—	—	—	—	8 52	—	—	*
1687	56 $\frac{1}{2}$	KYNETON ..	9 6	6 6	—	—	{ arr.	—	8 57	2 23	5 43	9 26
							{ dep.	—	9 7	2 38	5 58	9 41
1492	63 $\frac{1}{2}$	MALMSBURY ..	10 6	7 0	—	—	—	—	9 18	2 49	6 9	9 52
1338	67 $\frac{3}{4}$	TARADALE ..	11 6	7 6	—	—	—	—	9 28	2 59	6 19	10 2
1365	70 $\frac{1}{4}$	ELPHINSTONE ..	12 0	8 0	—	—	—	—	9 33	3 4	6 24	10 7
1093	75	CHEWTON ..	12 6	8 6	—	—	—	—	*	3 19	*	10 21
919	78	CASTLEMAINE ..	13 0	8 6	—	—	{ arr.	—	9 52	3 28	6 44	10 28
							{ dep.	—	9 57	3 32	6 52	10 32
1096	82 $\frac{3}{4}$	HARCOURT ..	14 0	9 0	—	—	—	—	—	—	—	*
841	97 $\frac{1}{2}$	KANGAROO FLAT..	16 6	10 6	—	—	—	—	10 42	4 17	7 37	11 17
758	100 $\frac{1}{2}$	SANDHURST ..	17 0	11 0	—	—	arr.	—	10 50	4 25	7 45	11 25
									Mxd			
—	—	SANDHURST ..	—	—	—	—	—	5 15	11 30	—	8 0	—
472	117 $\frac{3}{4}$	GOORNONG ..	19 6	13 0	—	—	—	6 5	12 10	—	8 37	—
									p.m.			
428	128 $\frac{1}{4}$	ELMORE (late Run- nymede)	21 6	14 0	—	—	—	6 40	12 36	—	9 3	—
370	138 $\frac{3}{4}$	ROCHESTER ..	23 0	15 0	—	—	—	7 10	1 10	—	9 27	—
320	156	ECHUCA to— ..	26 0	17 0	—	—	{ arr.	8 5	1 50	—	10 7	—
—	1	MOAMA ..	0 6	0 3	—	—	{ dep.	8 30	2 30	—	—	—
—	23	MATHOURA ..	6 0	4 6	—	—	{ dep.	8 42	2 42	—	—	—
—	45	DENILIKUIN ..	12 0	9 0	—	—	{ arr.	9 35	3 45	—	—	—
							{ dep.	9 50	3 55	—	—	—
							arr.	10 45	4 45	—	—	—

Goods Trains leave Melbourne at 7.10 a.m. and 4.45 p.m., arriving at Sandhurst at 2.10 and 10.25 p.m. respectively.

* This train will not stop at stations thus marked.

Trains stop at Kyneton, Sandhurst, and Echuca for refreshments.

See General Notice, page 3.)

1st June 1880.

7

T R A I N S .

UP.—Deniliquin and Echuca to Melbourne.

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.		TIME TABLE.				
			Single.		—	Mixed.	—	Mixed.	Mixed.
			1st.	2nd.					
ft.			s. d.	s. d.		a.m.	a.m.	a.m.	a.m. p.m.
—	—	DENILIKUIN to—	—	—	dep.	—	—	—	8 30 1 50
—	22	MATHOURA ..	6 0	4 6	{ arr.	—	—	—	9 25 2 45
—	44	MOAMA ..	12 0	9 0	{ dep.	—	—	—	9 35 2 55
320	45	ECHUCA to—	12 0	9 0	{ dep.	—	—	—	10 33 3 53
370	17½	ROCHESTER ..	3 0	2 0	{ arr.	—	—	—	10 40 4 0
428	27¾	ELMORE (late Rnymede.)	4 6	3 0	{ dep.	—	—	8 15	11 0 4 30
472	38½	GOORNONG ..	6 6	4 0	—	—	—	9 0	11 45 5 8
758	55½	SANDHURST ..	9 0	6 0	arr.	—	—	9 30	12 36 5 38
—	—	SANDHURST ..	—	—	—	—	—	10 0	— 6 8
—	—	SANDHURST ..	—	—	—	—	—	11 0	— 7 0
841	58½	KANGAROO FLAT ..	9 6	6 6	—	—	1 & 2	Mail	— Mail
1096	73½	HARCOURT ..	12 0	8 0	dep.	—	6 45	noon	Exp.
919	78	CASTLEMAINE ..	13 0	8 6	—	—	6 52	p.m.	7 20
1093	81	CHEWTON ..	13 6	9 0	{ arr.	—	7 35	12 50	3 13
1365	85¾	ELPHINSTONE ..	14 0	9 6	{ dep.	—	7 38	12 55	3 59
1338	88½	TARADALE ..	14 6	9 6	—	—	7 47	1 4	4 4
1492	92½	MALMSBURY ..	15 6	10 0	—	—	7 58	1 19	4 28
1687	99½	KYNETON ..	16 6	11 0	{ arr.	—	8 3	1 25	4 35
1800	103	CARLSRUHE ..	17 0	11 0	{ dep.	—	8 12	1 35	4 45
1840	107½	WOODEND ..	18 0	11 6	—	—	8 26	1 51	5 0
1660	112½	MACEDON ..	19 0	12 0	—	—	8 36	2 6	5 14
1526	116	GISBORNE ..	19 6	12 6	—	—	8 52	—	—
1205	120½	RIDDELL'S CREEK ..	20 0	13 0	—	—	9 1	2 22	5 29
1068	124½	LANCEFIELD ROAD ..	21 0	13 6	—	—	9 10	2 33	5 41
702	132½	SUNBURY ..	22 0	14 6	—	—	9 18	2 41	5 49
653	135¾	DIGGERSREST ..	22 6	15 0	—	—	9 30	2 53	6 2
348	141	KEILOR ROAD ..	23 6	15 6	—	—	9 40	3 3	6 14
60	152½	FOOTSCRAY ..	25 6	16 6	—	—	9 55	3 18	6 30
18	154½	NORTH MELBOURNE ..	26 0	17 0	—	—	10 13	3 39	6 57
32	156	MELBOURNE ..	26 0	17 0	arr.	—	10 42	4 5	7 42
							10 45	4 8	7 45

The 7.20 p.m. Up runs express, stopping only at stations timed.
Trains stop at Kyneton, Sandhurst, and Echuca for refreshments.
(See General Notice, page 3.)

† Stops at Harcourt when required on Wednesdays

On Mondays the 6.47 a.m. Down Train runs to Healesford and back.

1st June 1880.

TRAINS.—DOWN.**Sandhurst to Inglewood.**

Height above Sea. feet.	Miles.		FARES.				TIME TABLE.		
			Single.		Saturday Excursions.		—	1 Mixed.	2 Mixed.
			1st.	2nd.	1st.	2nd.			
			s. d.	s. d.	s. d.	s. d.		a.m.	p.m.
—	—	MELBOURNE to —	—	—	—	—	dep.	6 45	3 35
758	100 $\frac{3}{4}$	SANDHURST ..	17 0	11 0	—	—	{ arr.	10 50	7 45
737	5	EAGLEHAWK ..	17 6	11 6	—	—	{ dep.	11 15	8 15
620	11 $\frac{3}{4}$	MARONG ..	18 6	12 6	—	—	—	11 29	8 29
589	16 $\frac{1}{2}$	LEICHARDT ..	19 6	13 0	—	—	—	11 49	8 49
478	20 $\frac{1}{2}$	DERBY ..	20 0	13 6	—	—	—	12 2	9 2
456	25 $\frac{3}{4}$	BRIDGEWATER ..	21 0	14 0	—	—	—	12 13	9 13
499	30	INGLEWOOD ..	21 6	14 6	—	—	arr.	12 30	9 15
								12 45	9 45

Springs to Wahgunyah.

								a.m.	p.m.
—	—	MELBOURNE to —	—	—	—	—	dep.	6 10	2 55
627	159 $\frac{1}{2}$	SPRINGS ..	—	—	—	—	{ arr.	1 4	9 53
							{ dep.	1 25	10 10
553	9 $\frac{1}{4}$	RUTHERGLEN ..	28 0	18 6	—	—	—	1 53	10 38
452	14	WAHGUNYAH ..	29 0	19 0	—	—	arr.	2 5	10 50

GIPPSLAND SUBURBAN LINE.**Flinders Street to Berwick.**1ST CLASS. 2ND CLASS.
Single. Return. Single. Return.

			s. d.	s. d.	s. d.	s. d.		a.m.	a. m.	p. m.	p.m.	p.m.	p. m.
20	..	MELB. FLINDERS STREET	..	..	..	..	dep.	9 7	10 10	12 35	4 13	5 34	11 35
25	2 $\frac{1}{2}$	SOUTH YARRA ..	..	..	..	..	..	9 14	10 18	12 43	4 21	5 42	11 43
60	3	HAWKSBURN ..	0 6	0 9	0 3	0 4 $\frac{1}{2}$	..	9 17	10 21	12 46	4 24	5 45	11 46
121	4	TOORAK ..	0 6	0 9	0 4	0 6	..	9 21	10 25	12 50	4 28	5 49	11 50
141	4 $\frac{1}{2}$	ARMADALE ..	0 6	0 9	0 4	0 6	..	9 24	10 28	12 53	4 31	5 52	11 53
168	5 $\frac{1}{4}$	MALVERN ..	0 6	0 9	0 4	0 6	..	9 27	10 31	12 56	4 34	5 55	11 56
169	6 $\frac{1}{4}$	CAULFIELD ..	0 9	1 3	0 6	0 9	..	9 31	10 35	1 0	4 38	5 59	12 0
149	7 $\frac{1}{2}$	ROSSTOWN ..	1 0	1 6	0 8	1 0	..	..	10 39	1 4	4 42	6 3	12 4
144	8	MURRUMBEENA ..	1 0	1 6	0 8	1 0	..	..	10 41	1 6	4 44	6 5	12 6
186	9 $\frac{1}{4}$	OAKLEIGH ..	1 6	2 3	1 0	1 6	{ arr.	..	10 45	1 10	4 48	6 9	12 10
							{ dep.	6 47	..	..	..	..	..
—	12	CLAYTON'S ROAD ..	..	..	..	..	..	..	..	..	..	..	..
69	18 $\frac{1}{4}$	DANDENONG ..	3 0	4 6	2 0	3 0	..	7 7	..	..	..	..	..
165	26 $\frac{3}{4}$	BERWICK ..	4 6	6 9	3 0	4 6	..	7 26	..	..	..	..	..

On Mondays the 6.47 a.m. Down Train runs to Beaconsfield and back.

1st June 1880.

9

TRAINS.—UP.

Inglewood to Sandhurst.

Height above Sea. ft.	Miles.		FARES.				TIME TABLE.		
			Single.				—	1	2
			1st.		2nd.			Mixed.	Mixed.
			s.	d.	s.	d.		a.m.	p.m.
499	—	INGLEWOOD to—	—	—	—	—	dep.	8 30	5 0
456	4 $\frac{1}{4}$	BRIDGEWATER	1	0	0	6	—	8 42	5 12
478	9 $\frac{1}{2}$	DERBY	1	6	1	0	—	8 59	5 29
589	13 $\frac{1}{2}$	LEICHARDT	2	6	1	6	—	9 10	5 40
620	18 $\frac{1}{4}$	MARONG	3	0	2	0	—	9 24	5 54
737	25	EAGLEHAWK	4	0	3	0	—	9 45	6 15
758	30	SANDHURST	5	0	3	6	{ arr.	10 0	6 30
							{ dep.	12 0	7 20
—	130 $\frac{3}{4}$	MELBOURNE	21	6	14	6	arr.	4 15	10 57

Wahgunyah to Springs.

							a.m.	p.m.
452	—	WAHGUNYAH to—				dep.	10 30	3 10
553	4 $\frac{3}{4}$	RUTHERGLEN				—	10 47	3 27
627	14	SPRINGS				{ arr.	11 10	3 50
						{ dep.	11 33	4 7
—	—	BENALLA				..	p.m. 2 10	—
—	173 $\frac{1}{2}$	MELBOURNE				arr.	—	10 45

GIPPSLAND SUBURBAN LINE.

Berwick to Flinders Street.

		1ST CLASS.				2ND CLASS.									
		Single.		Return.		Single.		Return.							
		s.	d.	s.	d.	s.	d.	s.	d.		a.m.	a.m.	a.m.	p.m.	p.m.
165	—	BERWICK				—	—	—	—	dep.	7 41	—	—	—	—
69	8 $\frac{1}{2}$	DANDENONG				1 6	2 3	1 0	1 6	—	8 1	—	—	—	—
—	14 $\frac{3}{4}$	CLAYTON'S ROAD				—	—	—	—	—	—	—	—	—	—
186	17 $\frac{1}{2}$	OAKLEIGH				3 0	4 6	2 0	3 0	{ arr.	8 21	—	—	—	—
										{ dep.	8 23	—	11 5	1 25	4 54
144	18 $\frac{3}{4}$	MURRUMBEENA				0 6	0 9	0 4	0 6	—	8 27	—	11 9	1 29	4 58
149	19 $\frac{1}{4}$	ROSTOWN				0 6	0 9	0 4	0 6	—	8 29	—	11 11	1 31	5 0
169	20 $\frac{1}{2}$	CAULFIELD				0 9	1 0	0 6	0 9	—	8 33	9 40	11 15	1 35	5 4
168	21 $\frac{1}{2}$	MALVERN				1 0	1 6	0 8	1 0	—	8 37	9 44	11 19	1 39	5 8
141	22	ARMADALE				1 0	1 6	0 8	1 0	—	8 40	9 47	11 22	1 42	5 11
121	22 $\frac{3}{4}$	TOORAK				1 0	1 6	0 8	1 0	—	8 43	9 50	11 25	1 45	5 14
60	23 $\frac{3}{4}$	HAWKSBURN				1 0	1 6	0 9	1 3	—	8 47	9 54	11 29	1 49	5 18
25	24 $\frac{1}{4}$	SOUTH YARRA				—	—	—	—	—	8 50	9 57	11 32	1 52	5 21
20	26 $\frac{3}{4}$	MELB. FLINDERSST. ..				1 6	2 3	1 0	1 6	arr.	8 58	10 5	11 40	2 0	5 29

On Mondays a Train leaves Beaconsfield at 7.36 a.m., connecting with 7.41 a.m. from Berwick.

1st June 1880.

TRAINS.**DOWN.—Melbourne to Ballarat, Stawell, and Horsham.**
DAILY (EXCEPT SUNDAYS).

Height above Sea	Miles.		FARES.				TIME TABLE.					
			Single.		Saturday Excursion.		—	Mail.	Mail.	Pass.	Mixed.	Mail Express
			1st.	2nd.	1st.	2nd.						
ft.			s. d.	s. d.	s. d.	s. d.	dep.	a.m.	a.m.	a.m.	p.m.	p.m.
32	—	MELBOURNE to—	—	—	—	—	—	—	6 30	11 10	4 10	7 0
51	63	WILLIAMST'N. J.	—	—	—	—	—	—	6 46	11 26	4 29	—
77	19 ³ / ₄	WERRIBEE ..	3 6	2 0	—	—	—	—	7 15	11 55	5 3	7 40
108	29 ³ / ₄	LITTLE RIVER ..	5 0	3 6	—	—	—	—	7 36	12 18	5 31	8 0
52	35 ³ / ₄	LARA ..	6 0	4 0	—	—	—	—	7 49	12 32	5 47	† —
57	45	GEE LONG ..	7 6	5 0	—	—	{ arr. dep.	—	8 13 8 30	12 57 1 12	6 15 6 35	8 30 8 45
200	51 ³ / ₄	MOORABOOL ..	8 0	5 6	—	—	—	—	—	—	—	—
250	55 ¹ / ₂	GHERINGHAP ..	—	—	—	—	—	—	—	—	—	—
394	59 ¹ / ₂	LEIGH ROAD ..	9 6	6 0	—	—	—	—	8 57	1 35	—	* 9 7
547	65 ¹ / ₄	LETHBRIDGE ..	10 6	7 0	—	—	—	—	—	1 48	—	—
1126	74 ¹ / ₂	MEREDITH ..	12 0	7 6	—	—	—	—	9 30	2 10	—	—
1300	80 ¹ / ₂	ELAINE ..	13 0	8 6	—	—	—	—	—	—	—	—
1531	87 ¹ / ₂	LAL LAL ..	14 0	9 0	—	—	—	—	10 0	2 40	—	9 50
1600	90 ¹ / ₄	YENDON ..	14 6	9 6	—	—	—	—	10 10	2 48	—	—
1725	96	WARRENHEIP ..	15 6	10 0	—	—	—	—	10 22	3 4	—	—
1413	99 ³ / ₄	BALLARAT EAST ..	16 0	10 6	—	—	—	—	10 33	3 18	—	10 18
1415	100 ¹ / ₄	BALLARAT ..	16 0	10 6	—	—	{ arr. dep.	— 7 15	10 35 10 50	3 20 3 55	9 0	10 20 10 35
1330	110	WINDERMERE ..	17 6	11 6	—	—	—	—	—	—	—	—
1315	113 ¹ / ₄	BURRUMBEET ..	18 6	12 0	—	—	—	7 57	11 21	4 35	—	—
1218	123 ³ / ₄	TRAWALLA ..	20 0	13 0	—	—	—	—	—	—	—	—
1272	128 ³ / ₄	BEAUFORT ..	21 0	13 6	—	—	—	9 2	12 4	5 25	—	11 43
1157	139	MIDDLE CREEK ..	—	—	—	—	—	—	—	—	—	—
1110	143	BUANGOR ..	23 0	15 6	—	—	—	9 52	12 40	6 7	—	—
1028	157 ¹ / ₄	ARARAT ..	25 6	17 0	—	—	{ arr. dep.	10 40 11 0	1 16 1 31	6 50 7 0	—	12 51 a.m. 1 1
955	162 ³ / ₄	ARMSTRONGS ..	26 6	17 6	—	—	—	—	—	—	—	—
783	168	GREAT WESTERN ..	27 6	18 0	—	—	—	—	—	—	—	—
759	176	STAWELL ..	28 6	19 0	—	—	{ arr. dep.	12 0 7 0	2 26 3 15	7 55	—	1 46
748	180 ³ / ₄	DEEP LEAD ..	29 6	19 6	—	—	—	7 16	3 31	—	—	—
567	188 ³ / ₄	GLENORCHY ..	31 0	20 6	—	—	—	7 40	3 55	—	—	—
488	201 ¹ / ₄	LUBECK ..	33 0	22 0	—	—	—	8 22	4 33	—	—	—
460	211 ³ / ₄	MURTOA ..	34 6	23 0	—	—	—	8 55	5 4	—	—	—
498	218	JUNG JUNG ..	35 6	24 0	—	—	—	9 17	5 24	—	—	—
435	224 ¹ / ₂	DOON ..	37 0	24 6	—	—	—	9 38	5 43	—	—	—
434	229 ¹ / ₂	HORSHAM ..	37 6	25 0	—	—	—	9 55	6 0	—	—	—

Trains stop at Geelong, Ballarat, and Ararat for refreshments.

NOTE.—The 7 p.m. Down train from Melbourne to Stawell runs Express, and will only stop at stations timed. (See General Notice, page 3.)

* This train will only stop at Leigh Road if required to pick up or set down passengers.

† To stop at Lara when required.

1st June 1880.

11

TRAINS.

UP.—Horsham to Stawell, Ballarat, and Melbourne.

DAILY (EXCEPT SUNDAYS).

Height above Sea	Miles.		FARES.		TIME TABLE.						
			Single.		—	Mxd.	Exps.	Mail.	Mxd.	Mail.	Mxd.
			1st.	2nd.							
ft.			s. d.	s. d.	—	a.m.	a.m.	a.m.	p.m.	noon	p.m.
434	—	HORSHAM to—	—	—	dep.	—	—	—	—	12 0	6 45
435	5	DOOEN ..	1 0	0 6	—	—	—	—	—	12 15	7 0
498	11½	JUNG JUNG ..	2 0	1 6	—	—	—	—	—	12 36	7 23
469	17¼	MURTOA ..	3 0	2 0	—	—	—	—	—	12 56	7 45
488	28¼	LUBECK ..	5 0	3 6	—	—	—	—	—	1 27	8 18
567	40¼	GLENORCHY ..	7 0	4 6	—	—	—	—	—	2 5	9 0
748	48¼	DEEP LEAD ..	8 0	5 6	—	—	—	—	—	2 29	9 24
										2 45	9 40
759	53½	STAWELL ..	9 0	6 0	{ arr.	—	—	—	—	—	—
					{ dep.	—	—	6 45	12 15	3 5	10 0
783	8	GREAT WESTERN ..	1 6	1 0	—	—	—	—	—	—	—
955	13¼	ARMSTRONGS ..	2 6	1 9	—	—	—	—	—	—	—
1028	18¾	ARARAT ..	3 0	2 0	{ arr.	—	—	7 39	1 15	3 59	11 0
					{ dep.	—	—	7 49	1 40	4 9	11 20
											a.m.
1110	33	BUANGOR ..	5 6	3 6	—	—	—	8 25	2 30	4 45	12 18
1157	37	MIDDLE CREEK ..	—	—	—	—	—	—	—	—	—
1272	47¼	BEAUFORT ..	8 0	5 6	—	—	—	9 2	3 19	5 25	1 10
1218	52¼	TRAWALLA ..	8 6	6 0	—	—	—	—	—	—	—
1315	62¼	BURRUMBETT ..	10 6	7 0	—	—	—	9 43	4 35	6 7	2 0
1330	66	WINDERMERE ..	11 0	7 6	—	—	—	—	—	—	—
1415	75¾	BALLARAT ..	12 6	8 6	{ arr.	—	—	10 21	5 20	6 45	2 45
		BALLARAT to—			{ dep.	4 45	6 20	11 30	3 25	7 10	—
1413	76¼	BALLARAT EAST ..	0 4	0 2	—	—	6 22	11 32	—	7 12	—
1725	80	WARRENHEIP ..	0 8	0 6	—	—	—	11 40	—	7 20	—
1600	85¼	YENDON (late Buninyong)	1 9	1 3	—	—	—	11 52	—	7 29	—
1531	88¼	LAL LAL ..	2 0	1 6	—	—	6 47	12 0	—	7 38	—
1300	95¼	ELAINE ..	3 6	2 6	—	—	—	—	—	—	—
1126	101¼	MEREDITH ..	4 0	3 0	—	—	7 9	12 29	—	8 4	—
547	110¼	LETHBRIDGE ..	6 0	4 0	—	—	—	—	—	—	—
394	116¼	LEIGH ROAD ..	7 0	4 6	—	—	7 35	1 5	—	8 39	—
250	120¼	GHERINGHAP ..	—	—	—	—	—	—	—	—	—
200	124¼	MOORABOOL ..	8 0	5 0	—	—	—	—	—	—	—
57	131	GEELONG ..	9 0	6 0	{ arr.	7 45	8 10	1 39	6 5	9 13	—
					{ dep.	—	8 27	1 54	6 30	9 28	—
52	140¼	LARA ..	10 0	6 6	—	—	8 47	2 15	—	9 49	—
108	146¼	LITTLE RIVER ..	11 0	7 0	{ arr.	—	9 2	2 29	—	10 3	—
					{ dep.	—	—	—	—	—	—
77	156¼	WERRIBEE ..	12 6	8 6	—	—	9 24	2 51	7 43	10 25	—
51	169¼	WILLIAMSTOWN JUNCN.	15 0	10 0	—	—	9 52	3 21	8 13	10 52	—
60	172¼	FOOTSCRAY ..	15 6	10 0	—	—	—	—	—	—	—
18	174¼	NORTH MELBOURNE ..	16 0	10 6	—	—	10 7	3 38	—	11 12	—
32	176	MELBOURNE ..	16 0	10 6	arr.	—	10 10	3 41	8 35	11 15	—

Trains stop at Geelong, Ballarat, and Ararat for refreshments. See Gen. Notice, p. 3.

* Does not stop at Windermere.

1st June 1880.

TRAINS. **DOWN.—Geelong to Colac.**

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.				TIME TABLE.				
			Single.		Saturday Excursion.		—	1	2	3	4
			1st.	2nd.	1st.	2nd.		Mix.	Mix.	Mix.	Mix.
ft.			s. d.	s. d.	s. d.	s. d.		a.m.	p.m.		
—	—	MELBOURNE to—	—	—	—	—	dep.	6 30	4 10	—	—
—	—	BALLARAT ..	—	—	—	—	dep.	6 20	3 25	—	—
57	45	GEELONG ..	—	—	—	—	dep.	8 50	6 55	—	—
39	4 $\frac{1}{2}$	CONNEMARRE ..	—	—	—	—	—	—	—	—	—
331	15 $\frac{1}{4}$	MOUNT MORIAC ..	10 0	7 0	—	—	—	9 32	7 37	—	—
394	19 $\frac{1}{4}$	LAKETOWN ..	11 0	7 0	—	—	—	—	—	—	—
281	25 $\frac{1}{4}$	WINCHELSEA ..	12 0	8 0	—	—	—	10 8	8 13	—	—
389	38 $\frac{1}{2}$	BIRREGURRA ..	14 0	9 6	—	—	—	10 45	8 50	—	—
—	42	IRREWARRA ..	—	—	—	—	—	—	—	—	—
420	47	ONDIT ..	15 6	10 0	—	—	—	11 10	9 15	—	—
436	50 $\frac{1}{2}$	COLAC ..	16 0	10 6	—	—	arr.	11 20	9 25	—	—

DOWN.—Geelong to Queenscliff.

								a.m.	p.m.		
—	—	MELBOURNE to—	—	—	—	—	dep.	6 30	4 10	—	—
—	—	BALLARAT ..	—	—	—	—	—	6 20	3 25	—	—
57	45	GEELONG ..	7 6	5 0	—	—	—	9 0	6 45	—	—
—	8 $\frac{1}{2}$	KENSINGTON ..	—	—	—	—	—	—	—	—	—
212	12 $\frac{1}{2}$	DRYSDALE ..	9 6	6 6	—	—	—	9 32	7 15	—	—
12	22 $\frac{3}{4}$	QUEENSCLIFF ..	11 6	7 6	—	—	arr.	10 0	7 40	—	—

DOWN.—Warrenheip to Gordons.

								a.m.	a.m.*	a.m.	p.m.†
—	—	MELBOURNE to—	—	—	—	—	dep.	—	—	11 10	—
—	—	BALLARAT ..	—	—	—	—	—	7 0	11 40	4 40	8 30
1725	4 $\frac{1}{4}$	WARRENHEIP ..	—	—	—	—	—	7 16	11 56	4 56	8 46
1739	6 $\frac{1}{2}$	DUNNSTOWN ..	0 6	0 4	—	—	—	7 27	12 7	5 7	8 57
1845	10	BUNGAREE JUNCTION ..	1 0	0 6	—	—	—	7 41	12 21	5 21	9 11
1940	12 $\frac{1}{2}$	WALLACE ..	1 6	1 0	—	—	—	7 52	12 32	5 32	9 22
1854	15	MILLBROOK ..	—	—	—	—	—	—	—	—	—
1879	17 $\frac{1}{4}$	GORDONS ..	2 0	1 6	—	—	arr.	8 7	12 47	5 47	9 37

* On Mondays only.

† On Saturdays only.

TRAINS.**UP.—Colac to Geelong.**

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.		TIME TABLE.			
			Single.		1	2	3	4
			1st.	2nd.				
ft.			s. d.	s. d.	dep.	a.m.	p.m.	
436	—	COLAC to—	—	—	—	5 50	3 25	—
420	3½	ONDIT ..	0 9	0 6	—	5 58	3 35	—
	8½	IRREWARRA ..	—	—	—	—	—	—
389	12	BIRREGURRA ..	2 0	1 6	—	6 19	4 0	—
281	24¾	WINDCHELSEA ..	4 0	3 0	—	6 55	4 42	—
394	30¾	LAKETOWN ..	5 0	3 6	—	—	—	—
331	35¼	MOUNT MORIAC ..	6 0	4 0	—	7 22	5 13	—
39	46	CONNEWARRE ..	7 6	5 0	—	—	—	—
57	50½	GEELONG ..	8 6	5 6	arr.	8 0	5 55	—
—	105¾	BALLARAT ..	—	—	arr.	10 35	9 0	—
—	95½	MELBOURNE ..	16 0	10 6	arr.	10 10	8 35	—

UP.—Queenscliff to Geelong.

						a.m.	p.m.		
12	—	QUEENSCLIFF to—	—	—	dep.	6 55	5 5	—	—
212	10¼	DRYSDALE ..	2 0	1 6	—	7 19	5 29	—	—
	14¼	KENSINGTON ..	—	—	—	—	—	—	—
57	22¾	GEELONG ..	4 0	2 6	arr.	7 50	6 0	—	—
—	78	BALLARAT ..	—	—	arr.	10 35	9 0	—	—
—	67¾	MELBOURNE ..	11 6	7 6	arr.	10 10	8 35	—	—

UP.—Gordons to Warrenheip.

						a.m.	*p.m.	p.m.	†p.m.
1879	—	GORDONS to—	—	—	dep.	9 0	1 0	6 5	9 55
1854	2¼	MILLBROOK ..	—	—	—	—	—	—	—
1940	4¼	WALLACE ..	1 0	0 6	—	9 18	1 14	6 23	10 9
1845	7½	BUNGAREE JUNCTION ..	1 6	1 0	—	9 29	1 22	6 34	10 17
1739	10¾	DUNNSTOWN ..	2 0	1 6	—	9 43	1 33	6 48	10 28
1725	13	WARRENHEIP ..	2 0	1 6	arr.	9 54	1 40	6 59	10 35
—	17¼	BALLARAT ..	3 0	2 0	arr.	10 6	1 52	7 11	10 50
—	—	—	—	—	—	p.m.	—	—	—
—	109	MELBOURNE ..	—	—	arr.	3 41	—	—	—

* On Mondays only.

† On Saturdays only.

1st June 1880.

TRAINS.**Ararat to Hamilton and Portland.**

Height above sea.	Miles.		FARES.				TIME TABLE.				
			Single.		Saturday Excursion.		—	1	2	3	4
			1st.	2nd.	1st.	2nd					
ft.			s. d.	s. d.	s. d.	s. d.		a.m.	p.m.		
—		MELBOURNE to— ..	—	—	—	—	dep.	6 30	7 0	—	—
								p.m.	a.m.		
1028	57½	ARARAT ..	—	—	—	—	{ arr.	1 16	12 51	—	—
826	3	MAROONA ..	23 0	18 6	—	—	{ dep.	1 50	1 11	—	—
812	23½	WICKLIFFE ROAD ..	29 6	19 6	—	—	—	2 24	1 45	—	—
831	36½	GLEN THOMPSON ..	31 6	21 0	—	—	—	2 51	2 12	—	—
833	47	DUNKELD ..	33 6	22 6	—	—	—	3 25	2 51	—	—
							—	4 0	3 21	—	—
576	66½	HAMILTON ..	36 6	24 6	—	—	{ arr.	4 50	4 11	—	—
411	8	BRANXHOLME ..	33 6	26 6	—	—	{ dep.	5 5	—	—	—
401	9½	CONDRAH ..	40 6	27 0	—	—	—	5 45	—	—	—
88	04½	HEYWOOD ..	43 0	23 6	—	—	—	6 7	—	—	—
40	1½	PORTLAND ..	45 6	30 6	—	—	arr.	6 44	—	—	—
								7 20	—	—	—

Trains stop at Hamilton for refreshments.

DOWN.—Melbourne (via Ballarat) to Maryborough and Castlemaine.**DAILY (EXCEPT SUNDAYS).**

								a.m.	a.m.	a.m.	p.m.
32		MELBOURNE to—	—	—	—	—	dep.	—	6 30	11 10	7 0
14 5	4	BALLARAT	—	—	—	—	{ arr.	—	10 35	3 20	10 20
1510	107	RACECOURSE	17 0	11 0	—	—	{ dep.	7 35	12 20	3 30	10 50
148	113	CRESWICK	18 0	12 0	—	—	—	8 9	12 56	4 0	11 20
1495	194	TOURELLO	19 0	12 6	—	—	—	8 40	1 27	4 21	11 41
1081	23	CLUNES	20 0	13 0	—	—	—	8 57	1 48	4 35	11 56
818	134	TALBOT	21 6	14 0	—	—	—	9 32	2 25	5 10	12 31
7 7		MARYBOROUGH	—	—	—	—	{ arr.	10 0	3 0	5 40	1 0
631		CARISBROOK	—	—	—	—	{ dep.	10 35	4 10	5 55	—
7 0		MOOLORT	—	—	—	—	—	10 48	—	6 7	—
671		JOYCE'S CREEK	—	—	—	—	—	11 17	—	6 30	—
7 0		NEWSTEAD	—	—	—	—	—	11 32	—	6 48	—
815		GUILDFORD	—	—	—	—	—	11 41	—	6 57	—
9 9		CASTLEMAINE	—	—	—	—	{ arr.	12 30	6 5	7 45	—
753		SANDHURST	—	—	—	—	{ dep.	12 55	6 52	8 9	—
320		ECHUCA	—	—	—	—	arr.	2 10	7 45	10 25	—
32		MELBOURNE	—	—	—	—	—	—	10 7	—	—
							arr.	4 15	—	10 57	—

Trains stop at Maryborough for refreshments.

1st June 1880.

15

TRAINS. **Portland to Hamilton and Ararat.**

Height above Sea. ft.	Miles.		FARES.				TIME TABLE				
			Single.		Saturday Excursion.		—	1 Mixed.	2 Mixed.	3 Mixed.	4 Mixed.
			1st	2nd.	1st.	2nd.					
s. d.	s. d.	s. d.	s. d.				dep.	a m.	p.m.		
40	—	PORTLAND to—	—	—	—	—	—	10 15	—	—	—
88	15	HEYWOOD ..	2 6	1 9	—	—	—	10 53	—	—	—
401	29½	CONDAH ..	5 0	3 6	—	—	—	11 30	—	—	—
411	37½	BRANXHOLME ..	6 6	4 6	—	—	—	11 52	—	—	—
576	53	HAMILTON ..	9 0	6 0	—	—	{ arr.	12 32	—	—	—
833	72	DUNKELD ..	12 0	8 0	—	—	{ dep.	12 47	7 50	—	—
891	83½	GLEN THOMPSON ..	14 0	9 6	—	—	—	1 37	8 40	—	—
812	96½	WICKLIFFE R... ..	16 0	11 0	—	—	—	2 12	9 15	—	—
826	106½	MAROONA ..	18 0	12 0	—	—	—	2 50	9 53	—	—
1028	119½	ARARAT ..	20 0	13 6	—	—	{ arr.	3 16	10 18	—	—
1415	176½	BALLARAT ..	29 6	19 6	—	—	{ dep.	3 51	10 53	—	—
—	276½	MELBOURNE ..	45 6	30 6	—	—	arr.	4 9	11 20	—	—
								a.m.			
								6 45	2 45	—	—
								11 15	—	—	—

Trains stop at Hamilton for refreshments.

UP.—Melbourne (via Castlemaine) to Maryborough and Ballarat.

DAILY (EXCEPT SUNDAYS).

							a.m.	a.m.	a.m.	p.m.
32	—	MELBOURNE to—	—	—	—	dep.	—	6 45	—	3 35
320	—	ECHUCA ..	—	—	—	{ arr.	—	—	8 15	4 30
758	—	SANDHURST ..	—	—	—	{ dep.	—	—	12 0	—
919	78	CASTLEMAINE ..	—	—	—	{ arr.	—	9 52	12 50	6 44
815	84½	GUILDFORD ..	14 0	9 0	—	{ dep.	—	10 6	1 30	8 20
710	92½	NEWSTEAD ..	15 6	10 0	—	—	—	10 28	—	8 41
671	95½	JOYCE'S CREEK ..	16 0	10 6	—	—	—	10 53	—	9 6
770	100½	MOOLORT ..	17 0	11 0	—	—	—	11 4	—	9 6
634	107½	CARISBROOK ..	18 0	12 0	—	—	—	11 17	—	9 29
787	112	MARYBOROUGH ..	18 6	12 6	—	{ arr.	—	11 36	—	9 43
818	121	TALBOT ..	20 0	13 6	—	{ dep.	7 20	11 48	3 25	10 0
1081	—	CLUNES ..	—	—	—	—	7 47	12 15	4 40	10 15
1295	—	TOURELLO ..	—	—	—	—	8 23	12 42	5 10	10 40
1438	—	CRESWICK ..	—	—	—	—	8 40	1 12	5 47	1 17
1510	—	RACECOURSE ..	—	—	—	—	9 10	1 27	5 59	11 41
1415	—	BALLARAT ..	—	—	—	{ arr.	9 50	2 40	6 55	1 0
32	—	MELBOURNE ..	—	—	—	{ dep.	11 30	3 25	7 10	—
						arr.	3 41	8 35	11 15	—

* Does not stop at Racecourse. Trains stop at Maryborough for refreshments.

Passengers from Ballarat to Sandhurst can book at Castlemaine by the 7.10 a.m. and the Van of the 6.45 p.m.
 down Goods train from Melbourne to Sandhurst. Passengers from Echuca to Ballarat and Ballarat to Echuca
 may book by Mixed trains leaving Castlemaine and Maryborough respectively at 1.30 p.m. and at 4.10 p.m.

1st June 1880.

TRAINS.—DOWN.—Maryborough to Avoca.

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.				TIME TABLE.			
			Single.		Saturday Excursion.		—	1 Mixed.	2 Mixed.	3 Mixed.
			1st.	2nd.	1st.	2nd.				
ft.			s.	d.	s.	d.	s.	d.		
—	—	MELBOURNE to—	—	—	—	—	—	—	—	—
787	112	MARYBOROUGH ..	18	6	12	6	—	—	—	—
767	119 $\frac{1}{2}$	BUNG BONG ..	20	0	13	6	—	—	—	—
805	123 $\frac{1}{2}$	HOME BUSH ..	20	6	14	0	—	—	—	—
794	127	AVOCA ..	21	0	14	0	—	—	—	—
							arr.	—	1 10	—

Melbourne (via Castlemaine) to Dunolly and St. Arnaud.

									a.m.	a.m.	p.m.
32	—	MELBOURNE to—	—	—	—	—	—	dep.	—	6 45	3 35
919	78	CASTLEMAINE ..	—	—	—	—	—	arr.	—	9 52	6 44
								dep.	—	10 6	8 20
787	112	MARYBOROUGH ..	18	6	12	6	—	arr.	—	11 48	10 0
								dep.	5 15	12 0	10 10
616	118	HAVELOCK ..	19	6	13	0	—	—	—	—	—
580	121	BET BET ..	20	0	13	6	—	—	—	—	—
631	125 $\frac{1}{2}$	DUNOLLY ..	21	0	14	0	—	—	5 55	12 40	10 50
722	129 $\frac{1}{2}$	GOLDSBOROUGH ..	21	6	14	6	—	—	6 9	12 54	11 4
688	137 $\frac{1}{2}$	BEALIBA ..	23	0	15	6	—	—	6 37	1 22	11 32
625	152 $\frac{1}{2}$	CARAPOORE ..	25	0	17	0	—	—	7 14	1 59	12 9
784	158 $\frac{1}{2}$	ST. ARNAUD ..	26	6	17	6	—	—	arr.	7 35	2 20
										12 30	

DOWN.—Seymour to Shepparton.

									a.m.		
32	—	MELBOURNE ..	—	—	—	—	—	dep.	6 10	—	—
464	61 $\frac{1}{2}$	SEYMOUR ..	—	—	—	—	—	—	9 15	—	—
476	6 $\frac{1}{2}$	MANGALORE ..	11	6	7	6	—	—	9 40	—	—
428	17	NAGAMBIE ..	13	0	9	0	—	—	10 22	—	—
401	30	MURCHISON ..	15	6	10	0	—	—	11 14	—	—
395	36 $\frac{3}{4}$	ARCADIA ..	16	6	11	0	—	—	11 41	—	—
384	41 $\frac{1}{2}$	TOOLAMBA ..	17	0	11	6	—	—	12 1	—	—
372	48 $\frac{1}{2}$	MOOROPNA ..	18	6	12	0	—	—	12 28	—	—
377	51 $\frac{1}{2}$	SHEPPARTON ..	19	0	12	6	—	—	arr.	12 40	—

DOWN.—Toolamba to Tatura.

									a.m.		
32	..	MELBOURNE ..	—	—	—	—	—	dep.	6 10	—	—
384	103	TOOLAMBA ..	17	0	11	6	—	—	p.m.	12 15	—
377	7	TATURA ..	18	6	12	0	—	—	arr.	12 43	—

1st June 1880.

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TRAINS.—UP.—Avoca to Maryborough.

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.		TIME TABLE				
			Single.		—	1	2	3	4
			1st.	2nd.		Mxd.	Mxd.		
			s. d.	s. d.		p.m.			
794	—	AVOCA ..	—	—	dep.	4 30	—	—	—
805	3 $\frac{1}{4}$	HOME BUSH ..	0 9	0 6	—	—	—	—	—
767	7 $\frac{1}{2}$	BUNG BONG ..	1 6	1 0	—	—	—	—	—
787	15	MARYBOROUGH ..	2 6	2 0	arr.	5 20	—	—	—
32 127		MELBOURNE ..	21 0	14 0	arr.	10 57	—	—	—

St. Arnaud and Dunolly (via Castlemaine) to Melbourne.

						a. m.	p. m.		
784	—	ST. ARNAUD to—			dep.	8 0	3 15	—	—
625	6 $\frac{1}{4}$	CARAPOOEE ..	1 0	0 9	—	8 20	3 35	—	—
688	21	BEALIBA ..	3 6	2 6	—	—	4 12	—	—
722	29	GOLDSBOROUGH ..	5 0	3 6	—	—	4 41	—	—
631	33	DUNOLLY ..	5 6	3 6	—	9 40	4 55	—	—
580	37 $\frac{1}{2}$	BET BET ..	—	—	—	—	—	—	—
616	40 $\frac{1}{2}$	HAVELOCK ..	—	—	—	—	—	—	—
787	46 $\frac{1}{2}$	MARYBOROUGH ..	8 0	5 6	{ arr.	10 20	5 35	—	—
					{ dep.	10 35	5 55	—	—
919	80 $\frac{1}{2}$	CASTLEMAINE ..	13 0	9 0	{ arr.	12 30	7 45	—	—
					{ dep.	12 55	8 9	—	—
32 158 $\frac{1}{2}$		MELBOURNE ..	26 6	17 6	arr.	4 15	10 57	—	—

UP.—Shepparton to Seymour.

						p. m.			
372	—	SHEPPARTON ..	—	—	dep.	4 15	—	—	—
372	3	MOOROPNA ..	0 6	0 4	—	4 27	—	—	—
384	9 $\frac{3}{4}$	TOOLAMBA ..	1 6	1 0	—	4 54	—	—	—
395	14 $\frac{3}{4}$	ARCADIA ..	2 6	1 6	—	5 14	—	—	—
401	21 $\frac{1}{2}$	MURCHISON ..	3 6	2 6	—	5 41	—	—	—
428	34 $\frac{1}{2}$	NAGAMBIE ..	6 0	4 0	—	6 33	—	—	—
476	45	MANGALORE ..	7 6	5 0	—	7 15	—	—	—
464	51 $\frac{1}{2}$	SEYMOUR ..	8 6	6 0	arr.	7 40	—	—	—
32 112 $\frac{3}{4}$		MELBOURNE ..	19 0	12 6	—	10 45	—	—	—

UP.—Tatura to Toolamba.

						p. m.			
377	—	TATURA ..	—	—	dep.	4 15	—	—	—
384	7	TOOLAMBA ..	1 0	0 9	arr.	4 43	—	—	—
32 110		MELBOURNE ..	18 6	12 0	—	10 45	—	—	—

Passengers to and from Tatura change carriages at Toolamba.

1st June 1880.

GIPPSLAND LINE.

(From Prince's Bridge Station, Melbourne.)

TRAINS.—DOWN—Melbourne to Sale.

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.				TIME TABLE.			
			Single.		Saturday Excursion.		—	1	2	3
			1st.	2nd.	1st.	2nd.		Mxd.	Mxd.	Mxd.
ft.			s. d.	s. d.	s. d.	s. d.		a.m.	p.m.	
32	—	MELBOURNE to —	—	—	—	—	dep.	7 55	4 7	—
60	3	HAWKSBURN ..	—	—	—	—	—	8 4	4 17	—
186	9½	OAKLEIGH ..	1 6	1 0	—	—	—	8 23	4 35	—
69	18½	DANDENONG ..	3 0	2 0	—	—	—	8 44	4 56	—
165	26½	BERWICK ..	4 6	3 0	—	—	—	9 7	5 19	—
164	28	BEACONSFIELD ..	4 6	3 0	—	—	—	9 12	5 22	—
94	35	PAKENHAM ..	6 0	4 0	—	—	—	9 29	5 41	—
—	43½	TYNONG ..	—	—	—	—	—	—	—	—
145	48	BUNYIP.. ..	8 0	5 6	—	—	—	9 58	6 10	—
444	56	DROUIN.. ..	9 6	6 0	—	—	—	10 20	6 32	—
367	61	WARRAGUL ..	10 0	7 0	—	—	{ arr. dep.	10 35 10 52	6 47 7 7	—
375	65	DARNUM ..	11 0	7 6	—	—	—	11 3	7 18	—
272	68½	WATERLOO ..	11 6	7 6	—	—	—	11 14	7 34	—
223	73½	TRAFALGAR ..	12 6	8 6	—	—	—	11 26	7 46	—
229	80	MOE	13 6	9 0	—	—	—	11 42	8 2	—
283	88½	MORWELL ..	15 0	10 0	—	—	—	12 7	8 27	—
141	97	TRARALGON ..	16 0	11 0	—	—	—	12 28	8 48	—
173	106	FLYNN'S CREEK ..	17 6	12 0	—	—	—	12 50	9 10	—
58	111	ROSEDALE ..	18 6	12 6	—	—	—	1 3	9 23	—
32	127½	SALE	21 6	14 0	—	—	arr.	1 40	10 0	—

Passengers to or from stations on the Gippsland Line beyond Oakleigh will be picked up and set down at Hawksburn. Trains stop at Warragul for refreshments.

DOWN.—Carlsruhe to Daylesford.

			s. d.	s. d.	s. d.	s. d.	Pass.	Pass.			
							a.m.	p.m.			
32	—	MELBOURNE ..	—	—	—	—	dep.	6 45	3 35	—	—
1840	48½	WOODEND ..	—	—	—	—	—	9 15	6 0	—	—
1880	4½	CARLSRUHE ..	—	—	—	—	—	9 28	6 13	—	—
1884	8	TYLDEN ..	9 6	6 6	—	—	—	9 44	6 29	—	—
2136	11½	FERN HILL ..	10 0	6 6	—	—	—	10 0	6 45	—	—
2264	15½	TRENTHAM ..	10 6	7 0	—	—	—	10 18	7 3	—	—
2452	21½	BULLARTO ..	11 6	8 0	—	—	—	10 40	7 25	—	—
2039	26½	DAYLESFORD ..	12 6	8 6	—	—	arr.	11 0	7 45	—	—

Passengers change carriages at Woodend.

1st June 1880.

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GIPPSLAND LINE.

TRAINS.—UP—Sale to Melbourne.

DAILY (EXCEPT SUNDAYS).

Height above Sea. ft.	Miles.		FARES.		TIME TABLE.			
			Single.		—	1 Mixed.	2 Mixed.	3 Mixed.
			1st.	2nd.				
			s. d.	s. d.		a.m.	p.m.	
32	—	SALE	—	—	dep.	7 42	4 4	—
58	16½	ROSEDALE	3 0	2 0	—	8 18	4 40	—
173	21½	FLYNN'S CREEK	3 6	2 6	—	8 31	4 53	—
141	30½	TRARALGON	5 6	3 6	—	8 53	5 15	—
283	38½	MORWELL	6 6	4 6	—	9 14	5 36	—
229	47½	MOE	8 0	5 6	—	9 39	6 1	—
223	53½	TRAFALGAR	9 0	6 0	—	9 55	6 17	—
272	58½	WATERLOO	10 0	6 6	—	10 7	6 29	—
375	62½	DARNUM	10 6	7 0	—	10 18	6 40	—
367	66½	WARRAGUL	11 6	7 6	{ arr. dep.	10 30 10 50	6 52 7 12	—
444	71½	DROUIN	12 0	8 0	—	11 6	7 28	—
145	79½	BUNYIP	13 6	9 0	—	11 29	7 51	—
—	83½	TYNONG	—	—	—	—	—	—
94	92½	PAKENHAM	15 6	10 6	—	12 1	8 22	—
164	9½	BEACONSFIELD	16 6	11 0	—	12 21	8 42	—
165	100½	BERWICK	17 0	11 6	—	12 24	8 45	—
69	109½	DANDENONG	18 6	12 6	—	12 49	9 11	—
186	118½	OAKLEIGH	20 0	13 0	{ arr. dep.	1 9 1 21	9 31 9 41	—
60	124½	HAWKSBURN	—	—	—	1 40	9 58	—
32	127½	MELBOURNE	21 6	14 0	arr.	1 49	10 8	—

Trains stop at Warragul for refreshments.

UP.—Daylesford to Carlsruhe.

			s. d.	s. d.		Pass. a.m.	Pass. p.m.	
2039	—	DAYLESFORD	—	—	dep.	6 45	3 25	—
2452	5½	BULLARTO	1 0	0 6	—	7 7	3 47	—
224	11½	TRENTHAM	2 0	1 6	—	7 29	4 9	—
2136	15½	FERN HILL	2 6	2 0	—	7 47	4 27	—
1884	18½	TYLDEN	3 0	2 0	—	8 3	4 43	—
1880	22½	CARLSRUHE	4 0	2 6	—	8 19	4 59	—
1840	26½	WOODEND	4 6	3 0	arr.	8 30	5 10	—
32	75½	MELBOURNE	12 6	8 6	arr.	10 45	7 45	—

Passengers change carriages at Woodend.

1st June 1880.

TRAINS.**DOWN.—Melbourne to Wodonga.**

DAILY (EXCEPT SUNDAYS).

Height above the Sea.	Miles.		FARES.				TIME TABLE.				
			Single.		Saturday Excursion		—	1 & 2.	Mixed.	1 & 2.	Mixed.
			1st.	2nd.	1st.	2nd.					
ft.			s. d.	s. d.	s. d.	s. d.		a.m.	a.m.	p.m.	p.m.
32	—	MELBOURNE to— ..	—	—	—	—	dep.	6 10	—	2 55	4 40
18	11	NORTH MELBOURNE	—	—	—	—	—	—	—	*	—
56	2	NEWMARKET ..	—	—	—	—	—	6 18	—	3 1	4 50
146	5	ESSENDON ..	—	—	—	—	—	6 22	—	3 7	4 55
408	10	BROADMEADOWS ..	2 0	1 0	—	—	—	—	—	3 20	—
617	16	CRAIGIEBURN ..	2 6	2 0	—	—	—	6 55	—	3 34	5 30
731	20	DONNYBROOK ..	3 6	2 6	—	—	—	—	—	*	—
989	26	BEVERIDGE ..	4 6	3 0	—	—	—	—	—	†	—
980	29	WALLAN WALLAN	5 0	3 6	—	—	—	7 29	—	4 5	6 4
1050	34	WANDONG ..	6 0	4 0	—	—	—	7 41	—	*	6 16
908	39	KILMORE ..	6 6	4 6	—	—	—	7 55	—	4 29	6 30
725	46	BROADFORD ..	8 0	5 0	—	—	—	8 11	—	4 46	6 46
585	56	TALLAROOK ..	9 6	6 0	—	—	—	8 31	—	5 7	7 6
464	61	SEYMOUR ..	10 0	6 6	—	—	{ arr. dep.	8 45 9 0	—	5 19 5 34	7 20 8 7
476	67	MANGALORE ..	11 6	7 6	—	—	—	9 15	—	5 52	—
491	72	AVENEL ..	12 0	8 0	—	—	—	9 24	—	6 2	—
578	84	LONGWOOD ..	14 0	9 6	—	—	—	9 50	—	6 29	—
574	93	EUROA ..	15 6	10 6	—	—	—	10 10	—	6 50	—
585	105	VIOLET TOWN ..	17 6	11 6	—	—	—	10 39	—	7 27	—
558	121	BENALLA ..	20 0	13 6	—	—	{ arr. dep.	11 15 11 30	— 5 0	8 4 8 19	11 50 —
747	135	GLENROWAN ..	22 6	15 0	—	—	—	—	—	—	—
493	145	WANGARATTA ..	24 0	16 0	—	—	{ arr. dep.	12 25 12 30	— 6 25	9 14 9 19	— —
627	159	SPRINGS ..	26 6	17 6	—	—	—	1 4	—	9 53	—
691	168	CHILTERN ..	28 0	18 6	—	—	—	1 26	—	10 15	—
589	174	BARNAWARTHA ..	29 0	19 0	—	—	—	1 39	—	10 28	—
538	187	WODONGA ..	31 0	20 6	—	—	arr.	2 7	8 45	10 56	—

DOWN.—Melbourne to Wangaratta and Beechworth.

							a.m.	p.m.		
32	—	MELBOURNE to— ..	—	—	—	—	dep.	6 10	2 55	—
493	145	WANGARATTA ..	—	—	—	—	—	12 42	9 29	—
602	157	TARRAWINGEE ..	26 6	17 6	—	—	—	—	—	—
780	161	EVERTON ..	27 0	18 0	—	—	—	1 30	10 22	—
1775	171	BEECHWORTH ..	28 6	19 0	—	—	arr.	2 10	11 2	—

1st June 1880.

21

TRAINS.—UP.—Wodonga to Melbourne.

DAILY (EXCEPT SUNDAYS).

Height above Sea.	Miles.		FARES.		TIME TABLE.				
			Single.		—	Mixed.	1 and 2.	Mixed.	1 and 2.
			1st.	2nd.					
ft			s. d.	s. d.		a.m.	a.m.	a.m.	p.m.
538	—	WODONGA to—	—	—	dep.	—	6 10	10 0	3 5
589	13	BARNAWARTHA	2 0	1 6	—	—	6 36	—	3 31
691	18½	CHILTERN	3 0	2 0	—	—	6 50	—	3 42
627	27½	SPRINGS	4 6	3 0	—	—	7 11	—	4 7
493	41½	WANGARATTA	7 0	4 6	{ arr. dep.	—	7 45	—	4 41
747	51½	GLENROWAN	8 6	5 6	—	—	7 50	—	4 46
558	65½	BENALLA	11 0	7 6	{ arr. dep.	—	8 14	—	—
585	82	VIOLET TOWN	13 6	9 0	—	—	8 44	2 10	5 40
574	93½	EUROA	15 6	10 6	—	—	8 59	—	5 55
578	102½	LONGWOOD	17 0	11 0	—	—	9 33	—	6 29
491	115	AVENEL	19 0	12 6	—	—	10 10	—	6 56
476	119½	MANGALORE	—	—	—	—	10 28	—	7 14
464	125½	SEYMOUR	21 0	14 0	{ arr. dep.	—	10 54	—	7 40
585	131	TALLAROOK	22 0	14 6	—	6 40	11 3	—	7 50
725	140½	BROADFORD	23 6	15 6	—	11 33	—	—	8 5
908	147½	KILMORE	24 6	16 0	—	6 53	11 45	—	8 20
1050	152½	WANDONG	25 6	17 0	—	7 16	12 4	—	8 32
980	157½	WALLAN WALLAN	26 0	17 0	—	7 55	12 21	—	8 51
989	161	BEVERIDGE	27 0	17 6	—	8 10	12 37	—	9 8
731	166½	DONNYBROOK	27 6	18 0	—	8 20	12 47	—	*
617	170½	CRAIGIEBURN	28 6	18 6	—	—	—	—	9 32
408	176½	BROADMEADOWS	29 6	19 0	—	—	—	—	—
146	182	ESSENDON	30 6	20 0	—	8 50	1 15	—	—
56	184½	NEWMARKET	31 0	20 0	—	—	—	—	—
18	185½	NORTH MELBOURNE	31 0	20 6	—	9 22	1 43	—	10 27
32	187	MELBOURNE	31 0	20 6	arr.	9 40	1 58	—	10 42
									10 45

UP.—Beechworth to Wangaratta and Melbourne.

						a.m.	p.m.		
1775	—	BEECHWORTH to—	—	—	dep.	6 0	3 5	—	—
780	10½	EVERTON	1 6	1 0	—	6 40	3 45	—	—
602	14	TARRAWINGEE	2 6	1 6	—	—	—	—	—
493	26	WANGARATTA	4 6	3 0	{ arr. dep.	7 33	4 31	—	—
32	171½	MELBOURNE	28 6	19 0	arr.	7 50	4 46	—	—
						1 58	10 45	—	—

Passengers on the Essendon Line may be booked by these trains from Newmarket or Essendon Up or Down, but strictly subject to the condition that there is room in the carriages. These trains do not stop at stations marked thus *.

† Will stop when required to set down passengers.

Passengers from Kensington, Ascot Vale, or Moonee Ponds to stations on the North-Eastern Line can book only at Newmarket or Essendon.

Trains stop at Seymour, Benalla, and Wangaratta for refreshments.

(See General Notice, page 3.)

1st June 1880.

TRAINS.**DOWN.—Melbourne to Williamstown.**

Height above the Sea.	Miles.		FARES.			
			Single.		Return.	
			1st.	2nd.	1st.	2nd.
32 ft.	—	MELBOURNE to—	s. d.	s. d.	s. d.	s. d.
18 "	1½	NORTH MELEOURNE ..	0 3	0 2	0 4	0 3
60 "	3½	FOOTSCRAY ..	0 4	0 3	0 6	0 4½
25 "	4½	YARRAVILLE ..	0 6	0 4	0 9	0 6
47 "	5½	EDOM * ..	0 8	0 6	1 0	0 9
42 "	6½	WILLIAMSTOWN JUNCTION ..	0 9	0 6	1 0	0 9
27 "	7½	NORTH WILLIAMSTOWN ..	0 9	0 6	1 0	0 9
15 "	9½	WILLIAMSTOWN .. arr.	0 9	0 6	1 0	0 9

TIME TABLE.—WEEK DAYS.*

Leave—	—	5 55	6 35	7 20	7 45	8 15	8 50	9 15	9 40	10 20	11 0	12 0	1 0	2 0
MELBOURNE to—	—	3 0	4 20	4 55	5 20	5 55	6 25	6 50	7 20	8 15	9 15	10 35	12 0	—
N. MELBOURNE	—	5 59	6 39	7 23	7 49	8 19	8 53	9 19	9 44	10 24	11 4	12 3	1 4	2 4
FOOTSCRAY ..	—	3 4	4 23	4 59	5 24	5 59	6 29	6 54	7 24	8 19	9 19	10 39	12 4	—
YARRAVILLE ..	—	6 6	6 46	7 29	7 56	8 26	8 59	9 26	9 51	10 31	11 11	12 9	1 11	2 11
EDOM * ..	—	3 11	4 29	5 6	5 31	6 6	6 36	7 1	7 31	8 26	9 26	10 46	12 11	—
WILLIAMSTN. JN.	—	6 9	6 49	7 32	7 59	8 29	9 2	9 29	9 54	10 34	11 14	12 12	1 14	2 14
N. WILLIAMSTN.	—	3 14	4 32	5 9	5 34	6 9	6 39	7 4	7 34	8 29	9 29	10 49	12 14	—
Arrive at	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WILLIAMSTOWN	—	6 16	6 56	7 39	8 6	8 36	9 9	9 36	10 1	10 41	11 21	12 19	1 21	2 21
	—	3 21	4 39	5 16	5 41	6 16	6 46	7 11	7 41	8 36	9 36	10 56	12 21	—
	—	6 20	7 0	7 42	8 10	8 40	9 12	9 40	10 5	10 45	11 25	12 22	1 25	2 25
	—	3 25	4 42	5 20	5 45	6 20	6 50	7 15	7 45	8 40	9 40	11 0	12 25	—
	—	6 25	7 5	7 45	8 15	8 45	9 15	9 45	10 10	10 50	11 30	12 25	1 30	2 30
	—	3 30	4 45	5 25	5 50	6 25	6 55	7 20	7 50	8 45	9 45	11 5	12 30	—

NOTE.—The 6.35, 7.45, 8.50, 9.40, and 11 a.m., and the 3, 4.55, 5.10, 5.55, 6.25, 6.50, 7.20, 8.15, 9.15, 10.35, and 12 p.m. trains do not proceed to the Pier. * Trains will only stop at Edom when required to pick up or set down passengers. Passengers desiring to alight must give notice to the Guard at the previous station. On Saturdays the 6.50, 7.20, 8.15, 9.15, 10.35, and 12 p.m. down, and the 7.10, 7.35, 8.15, 9, 9.55, and 11.15 p.m. up, will stop at Edom.

SUNDAYS.

Leave	MELBOURNE to—	10 25	1 35	2 15	3 15	4 15	5 15	6 45	9 0
	NORTH MELEOURNE ..	10 29	1 39	2 19	3 19	4 19	5 19	6 49	9 4
	FOOTSCRAY ..	10 36	1 46	2 26	3 26	4 26	5 26	6 56	9 11
	YARRAVILLE ..	10 39	1 49	2 29	3 29	4 29	5 29	6 59	9 14
	EDOM * ..	—	—	—	—	—	—	—	—
	WILLIAMSTOWN JUNCTION	10 46	1 56	2 36	3 36	4 36	5 36	7 6	9 21
	NORTH WILLIAMSTOWN ..	10 50	2 0	2 40	3 40	4 40	5 40	7 10	9 25
Arrive at	WILLIAMSTOWN	10 55	2 5	2 45	3 45	4 45	5 45	7 15	9 30

On Sundays trains leave the Pier Station 10 minutes prior to times advertised.

* These trains do not proceed to the Pier.

On Saturdays half-hourly trains leave Melbourne for Williamstown, commencing at 12 noon.

1st June 1880.

23

TRAINS.

UP.—Williamstown to Melbourne.

Height above the Sea.	Miles.		FARES.			
			Single.		Return.	
			1st.	2nd.	1st.	2nd.
ft.			s. d.	s. d.	s. d.	s. d.
15	—	WILLIAMSTOWN to—	—	—	—	—
27	1½	NORTH WILLIAMSTOWN ..	0 3	0 2	0 4	0 3
42	2½	WILLIAMSTOWN JUNCTION ..	0 4	0 3	0 6	0 4½
47	3½	EDOM*	0 4	0 3	0 6	0 4½
25	4½	YARRAVILLE	0 6	0 5	0 9	0 7
60	5½	FOOTSCRAY	0 9	0 6	1 0	0 9
18	8	NORTH MELBOURNE	0 9	0 6	1 0	0 9
32	9¼	MELBOURNE arr.	0 9	0 6	1 0	0 9

TIME TABLE.—WEEK DAYS.

WILLMSTWN. to	{	—	5 45	6 45	7 15	8 10	8 35	8 55	9 25	9 55	10 20	11 0	12 0	1 0	2 0
N. WILMSTWN.	{	3 0	—	4 5	5 15	5 40	6 5	6 35	7 10	7 35	8 15	9 0	9 55	11 15	—
WILMSTWN. JN.	{	3 4	—	4 9	5 18	5 44	6 9	6 39	7 14	7 39	8 19	9 4	9 59	11 19	—
EDOM *	{	—	5 54	6 54	7 23	8 16	8 43	9 3	9 31	10 3	10 29	11 8	12 8	1 6	2 8
YARRAVILLE ..	{	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FOOTSCRAY ..	{	3 15	—	4 20	5 28	5 55	6 20	6 50	7 24	7 50	8 29	9 14	10 9	11 29	—
N. MELBOURNE	{	—	6 2	7 2	7 33	8 26	8 53	9 13	9 41	10 13	10 37	11 18	12 18	1 16	2 18
Arrive at	{	3 18	—	4 23	5 31	5 58	6 23	6 53	7 27	7 53	8 32	9 17	10 12	11 32	—
MELBOURNE ..	{	—	6 11	7 11	7 41	8 32	9 1	9 21	9 47	10 21	10 46	11 26	12 26	1 22	2 26
	{	3 26	—	4 31	5 37	6 6	6 31	7 4	7 36	8 1	8 41	9 26	10 21	11 41	—
	{	—	6 15	7 15	7 45	8 35	9 5	9 25	9 50	10 25	10 50	11 30	12 30	1 25	2 30
	{	3 30	—	4 35	5 40	6 10	6 35	7 8	7 40	8 5	8 45	9 30	10 25	11 45	—

On Saturdays the 1 p.m. train starts at 1.10.

SUNDAYS

Leave	{	WILLIAMSTOWN to— ..	9 45	*12 45	*2 15	3 15	4 15	6 0	7 30	*8 45
	{	NORTH WILLIAMSTOWN ..	9 49	12 49	2 19	3 19	4 19	6 4	7 34	8 49
	{	WILLIAMSTOWN JUNCTION	9 54	12 54	2 24	3 24	4 24	6 9	7 39	8 54
	{	EDOM*	—	—	—	—	—	—	—	—
	{	YARRAVILLE	9 59	12 59	2 29	3 29	4 29	6 14	7 44	8 59
	{	FOOTSCRAY	10 2	1 2	2 32	3 32	4 32	6 17	7 47	9 2
	{	NORTH MELBOURNE ..	10 11	1 11	2 41	3 41	4 41	6 26	7 56	9 11
Arrive at	{	MELBOURNE	10 15	1 15	2 45	3 45	4 45	6 30	8 0	9 15

On Saturdays half-hourly Trains leave Williamstown for Melbourne commencing at 12 noon.

1st June 1880.

TRAINS. **DOWN.—Melbourne to Essendon.**

Height above Sea.	Miles.	FARES.					
		Single.			Return.		
		1st.	2nd.	s. d.	1st.	2nd.	s. d.
ft.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
32	—	—	—	—	—	—	—
18	1 $\frac{1}{4}$	0 3	0 2	0 4	0 4	0 3	0 3
45	2	0 3	0 2	0 4 $\frac{1}{2}$	0 4 $\frac{1}{2}$	0 3	0 3
56	2 $\frac{1}{2}$	0 3	0 2	0 4 $\frac{1}{2}$	0 4 $\frac{1}{2}$	0 3	0 3
106	3 $\frac{1}{4}$	0 4	0 3	0 6	0 6	0 4 $\frac{1}{2}$	0 4 $\frac{1}{2}$
137	4	0 6	0 4	0 9	0 9	0 6	0 6
146	5	0 6	0 4	0 9	0 9	0 6	0 6
MELBOURNE to—							
NORTH MELBOURNE ..		..	..	..	..	..	..
KENSINGTON ..		..	..	..	..	..	..
NEWMARKET ..		..	..	..	..	..	..
ASCOT VALE ..		..	..	..	..	..	..
MOONEE PONDS ..		..	..	..	..	..	..
ESSENDON ..		..	..	..	..	..	..

TIME TABLE.—WEEK DAYS.

MELBOURNE to—	5 40	6 40	7 50	8 45	9 55	10 45	11 45	12 50	1 40	2 35	4 30	5 35	6 30	7 35	8 35	9 30	10 40	11 35
NORTH MELBOURNE	5 43	6 43	7 53	8 48	9 58	10 48	11 48	12 53	1 43	2 38	4 33	5 38	6 33	7 38	8 38	9 33	10 43	11 38
KENSINGTON ..	5 47	6 47	7 57	8 52	10 2	10 52	11 52	12 57	1 47	2 42	4 37	5 42	6 37	7 42	8 42	9 37	10 47	11 42
NEWMARKET ..	5 50	6 50	8 0	8 55	10 5	10 55	11 55	1 0	1 50	2 45	4 40	5 45	6 40	7 45	8 45	9 40	10 50	11 45
ASCOT VALE ..	5 54	6 54	8 4	8 59	10 9	10 59	11 59	1 4	1 54	2 49	4 44	5 49	6 44	7 49	8 49	9 44	10 54	11 49
MOONEE PONDS ..	5 57	6 57	8 7	9 2	10 12	11 2	12 2	1 7	1 57	2 52	4 47	5 52	6 47	7 52	8 52	9 47	10 57	11 52
ESSENDON <i>arr.</i>	6 0	7 0	8 10	9 5	10 15	11 5	12 5	1 10	2 0	2 55	4 50	5 55	6 50	7 55	8 55	9 50	11 0	11 55

SUNDAYS.

MELBOURNE to—	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
NORTH MELBOURNE	9 30	1 0	2 30	5 45	9 10	9 10
KENSINGTON	9 33	1 3	2 33	5 48	9 13	9 13
NEWMARKET	9 37	1 7	2 37	5 52	9 17	9 17
ASCOT VALE	9 40	1 10	2 40	5 55	9 20	9 20
MOONEE PONDS	9 44	1 14	2 44	5 59	9 24	9 24
Arrive at Essendon	9 47	1 17	2 47	6 2	9 27	9 27
	9 50	1 20	2 50	6 5	9 30	9 30

TRAINS.

UP.—Essendon to Melbourne.

Height above Sea.	Miles.	FARES.					
		Single.		Return.			
		1st.	2nd.	1st.	2nd.	s. d.	s. d.
ft.		s. d.	s. d.	s. d.	s. d.		
146	—	—	—	—	—	—	—
137	1	0 3	0 2	0 4	0 3	0 3	0 3
106	1 1/2	0 3	0 2	0 4	0 3	0 3	0 3
56	2 1/2	0 3	0 2	0 4 1/2	0 3	0 4 1/2	0 3
45	3	0 4	0 3	0 6	0 4 1/2	0 4 1/2	0 4 1/2
18	3 1/2	0 4	0 3	0 6	0 4 1/2	0 4 1/2	0 4 1/2
32	5	0 6	0 4	0 9	0 6	0 6	0 6

TIME TABLE.—WEEK DAYS.

ESSENDON to—	6 5	7 20	8 20	9 10	10 20	11 15	12 15	1 15	2 5	3 15	5 5	6 0	7 0	8 0	9 5	9 55	11 5	12 0
MOONEE PONDS	6 8	7 23	8 23	9 13	10 23	11 18	12 18	1 18	2 8	3 18	5 8	6 3	7 3	8 3	9 8	9 58	11 8	12 3
ASCOT VALE	..	6 11	7 26	8 26	9 16	10 26	11 21	12 21	1 21	2 11	3 21	5 11	6 6	7 6	8 6	9 11	10 1	11 11
NEWMARKET	..	6 15	7 30	8 30	9 20	10 30	11 25	12 25	1 25	2 15	3 25	5 15	6 10	7 10	8 10	9 15	10 5	11 15
KENSINGTON	..	6 18	7 33	8 33	9 23	10 33	11 28	12 28	1 28	2 18	3 28	5 18	6 13	7 13	8 13	9 18	10 8	11 18
NORTH MELBOURNE	..	6 21	7 36	8 36	9 26	10 36	11 31	12 31	1 31	2 21	3 31	5 21	6 16	7 16	8 16	9 21	10 11	11 21
MELBOURNE	arr.	6 25	7 40	8 40	9 30	10 40	11 35	12 35	1 35	2 25	3 35	5 25	6 20	7 20	8 20	9 25	10 15	11 25

SUNDAYS.

ESSENDON to—	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
MOONEE PONDS	10 0	2 0	3 0	3 0	6 15	9 35	6 15	9 35	9 35
ASCOT VALE	10 3	2 3	3 3	3 3	6 18	9 38	6 18	9 38	9 38
NEWMARKET	10 6	2 6	3 6	3 6	6 21	9 41	6 21	9 41	9 41
KENSINGTON	10 10	2 10	3 10	3 10	6 25	9 45	6 25	9 45	9 45
NORTH MELBOURNE	10 13	2 13	3 13	3 13	6 28	9 48	6 28	9 48	9 48
Active at MELBOURNE	10 16	2 16	3 16	3 16	6 31	9 51	6 31	9 51	9 51
	10 20	2 20	3 20	3 20	6 35	9 55	6 35	9 55	9 55

1st June 1880.

Notice to Passengers.

The V. R. Department does not guarantee these times, or that connection between the trains will be kept, neither is any responsibility undertaken for delay, but every effort will be made to ensure punctuality. In the event of circumstances occurring during or prior to the journey which may render it inexpedient for trains to proceed, the V. R. Department will return the fare paid, but does not undertake to forward the passengers.

PASSENGERS can be booked at stations only on condition that there is room in the carriages. The tickets furnished to passengers on payment of their fares will be required to be produced or given up whenever demanded by any Victorian Railway officer or servant, it being distinctly understood that the tickets remain the property of the Railway Department, and are *not sold* to passengers. Any passenger unable or refusing to produce the required ticket, or travelling with one that is illegible, will be charged the fare from the most distant station from whence the train started. These tickets are not transferable, but are available only for the parties to whom they are issued. Passengers on all lines (Williamstown, Essendon, Gippsland Suburban, Gordons, Queenscliff, and late M. and H. B. lines excepted) holding single tickets will be allowed to break their journey at any station or stations between the stations named on the ticket, and such privilege will be available for seven days, including the day of issue of the tickets. These tickets are not available for return for any portion of the journey, but can only be used between stations in the same direction as the journey was commenced, and must be given up on arrival at destination whether the time for which they are available has expired or not. They must also be given up if the time for which they are available has expired before destination is reached. No claim will be entertained for loss or detention arising from the neglect or inability of passengers to complete their journey on the day of issue; but before taking a ticket passengers should refer to the *Time Table* and ascertain whether they can go through. Monthly Ticket holders will be required to produce their tickets when called upon to do so by any of the officers or servants of the department.

CHILDREN under four (4) years of age travel free. Above four (4) and under twelve (12), half fare.

Servants of the V. R. Department are prohibited from receiving gratuities from the public under pain of dismissal.

RETURN TICKETS are issued daily on the Williamstown, Essendon, and Gippsland Suburban Lines, where they are only available on the day of issue.

It is requested that any irregularities may be notified to the TRAFFIC MANAGER, Spencer street Station, Melbourne.

Regulations as to Luggage.

(Approved by Board of Land and Works, 31st July 1874.)

1. On and after 1st September 1874 the Department will not undertake any liability in respect to the loss, miscarriage, detention, or non-delivery of passengers' luggage, carried or to be carried by railway free or at excess rates, unless the owner thereof has complied with the following regulations:—

2. No parcels, boxes, carpet-bags, portmanteaus, or other packages or luggage shall be received or carried, free or at excess rates, at the risk of the Department unless 15 minutes before the time of starting the luggage has been delivered to the station porter;—to be weighed, paid for, and labelled accordingly, if the luggage is in excess also to be labelled to the passenger's destination, and that the person

paying such excess rates may obtain a receipt for the same; or, if the luggage is carried free, that he may require from the said porter a numbered check or checks for the said luggage, one check for each parcel, according to the description of the checks here following; and the Department will not be liable for any loss, detention, miscarriage, or damage through the neglect by passengers of these regulations, whether such neglect arise through insufficiency of time or other cause not attributable to the default of the Department.

3. A luggage check complete, and when not in use, consists of a leather tie about half an inch broad and from 6 to 10 inches long, with a slit at each end in which is fastened a disc or check of block-tin. Both checks are stamped with the same number. When in use the passenger is in possession of one of the checks, and the other is attached to his portmanteau or other free luggage, which will not be delivered except to the person giving up the check of the same number as that attached to the luggage.

4. Railway servants, on receiving luggage from passengers, will first ascertain and require payment for the excess weight, if any, attaching in such case to each parcel the "excess label," as also the yellow label, showing the destination, and hand at the same time to the passenger a receipt for the excess rates showing the total number of packages. If the luggage is carried free, the porter receiving it will hand to the passenger a numbered check as before mentioned for each parcel. No check is required for excess luggage, nor is it to be issued for free luggage, until the yellow label showing the passenger's destination has been affixed; but from the time that the passenger obtains a receipt for excess rates or receives a check or checks for free luggage it is entirely at the risk of the Department, and if carried free it is the duty of the porter to attach to each parcel a check correspondingly numbered. Finally, the station porter will see that the luggage thus labelled and checked is placed in the proper van in charge of the guard.

5. Luggage checked as above will be carried at the risk of the Department to the place of destination, but it will devolve upon the passenger to claim it there and to prove the ownership by giving up the numbered check or checks for the same. The duplicate check or checks will then be detached from the luggage prior to delivery. Luggage put out of the van on to the platform will be delivered, if carried free, as checks are presented, and if carried at excess rates, upon the presentation of the receipt for the same. All luggage unclaimed will be held by the station master, and be forwarded to Melbourne if not claimed within one month.

6. After checks are issued for luggage about to be carried free no package or parcel is to be delivered, even temporarily, at any station to the owner thereof unless he has returned the check or checks for the same; and it is the duty of the porter on delivering the said luggage, and after removing the checks therefrom, to fasten the two checks of the same number upon the leather tie, one at each end, as above mentioned, so that the check is complete and ready for future use.

7. No officer or servant of the Department has authority to undertake any charge or responsibility in respect of luggage left temporarily at a station unless the same has been booked at cloak-room charges; or to place luggage in the van at the risk of the Department, or to take any responsibility in respect of the same, unless it has been checked or paid for at excess rates as above mentioned.

8. These regulations do not apply to parcels taken by passengers with them in the carriage at their own risk. But no luggage will be allowed in the carriages unless of such a size that it can be placed under or over the seat without inconvenience to other passengers.

9. A supply of checks will be issued to each station, and all officers and servants using the same are enjoined to see that the two discs or checks of the same number for each fastening are properly secured thereon when not in use. If luggage is delivered without the passenger giving up his disc, or without detaching the

1st June 1880.

corresponding disc from the luggage, the check becomes incomplete and useless. For every disc lost 2s. 6d. will require to be paid by the officer or servant responsible for such loss.

10. For all purposes of ownership or delivery of luggage, free or at excess rate, the checks issued represent the parcels carried free, one check for each, and receipts for excess rates represent excess luggage; but both checks and receipts are transferable, and passengers are not bound to see in person after their luggage, either in paying for it, checking it before it is put in the van, or in obtaining delivery. Passengers may do this through any person not an officer or servant of the Department; but luggage will not be carried in the van at the risk of the Department unless these regulations have been complied with, nor, except as hereinafter provided, will luggage be delivered unless the checks or receipts for excess rates are produced; but any person producing them will receive the luggage as and for the owner.

11. Any passenger losing his checks or receipts for excess rates may be required, before he can obtain his luggage, to make a declaration to that effect, giving the numbers of the checks and a description of the luggage; also to guarantee the Department against any loss or claim from wrong delivery. And should the evidence as to ownership appear to the Department insufficient, it will be in the power of the Department to detain the said luggage.

12. No officer or servant of the Department is authorized to act as agent of the passengers in collecting checks or "excess" receipts at a station to obtain luggage from the guard. The passengers, personally or by their agents, must give up the same and claim delivery.

13. All unclaimed luggage kept at a station twelve hours after its carriage by railway will be charged cloak-room rates for each package, and the Department will sell the same if unclaimed after six months.

14. When a disc or check is lost, the one remaining must be forwarded to the Traffic Manager with a report. The number on the check forwarded will be altered by the addition of A or B, &c., and a fresh check similarly numbered will be supplied, the altered number to take the place of that previously used. This may be done monthly, or as often as required by the Traffic Manager.

15. Passengers with luggage breaking their journey will do so at their own risk as to any delay in delivery thereof, unless they have directed the luggage to be labelled accordingly, since guards can only be guided by the labels as to the arrangement of luggage in the van. If a passenger from Melbourne to Sandhurst, for example, has his luggage labelled and checked thereto, yet breaks journey at Castlemaine, the Department will not be responsible to put out his luggage there. Passengers who intend to break their journey should have their luggage labelled and checked accordingly before starting.

16. Guards, porters, and others must be careful in handling luggage neither to injure labels nor to detach checks. The leather tie is not to be nailed or tacked to luggage; but when there is no handle or attachment a cord must be used for that purpose round the parcel.

17. Officers and servants will report without delay to the Traffic Manager any loss by passengers of their checks or of receipts for excess rates, so that delivery may be stopped to any other holder. Should wrong delivery be made before the loss is known the Department will not be responsible.

18. Receipts given to passengers for payment of excess luggage rates must invariably specify the number of parcels making up the luggage. Any infringement of this rule to be reported to the Traffic Manager.

19. It is optional with passengers to require checks according to these regulations; but should they delay or omit to do so, luggage will be entirely at the passenger's risk whether lost, carried, or left behind.

LUGGAGE.

(Approved by the Board of Land and Works, 4th June 1879.)

First-class passengers are allowed to carry 84lbs., Second-class passengers 56lbs., free of charge, the same to consist of *wearing apparel only*; and to be contained in a bag, carpet-bag, trunk, box, portmanteau, or valise, or any other package commonly used for its carriage. If in chests of drawers, cases, or other packages which usually contain merchandise, they will be charged as parcels. All excess above that weight will be charged at the undermentioned "Excess Luggage" rates. Passengers having luggage must deliver it to the station porter fifteen minutes before the starting of the train, so as to give sufficient time to have it weighed (if in excess), checked, and stowed. No luggage will be allowed to be placed in the carriages unless of such size that it can be placed under or over the seat, without inconvenience to other passengers; but the Department does not hold itself liable for the loss of luggage, whether free or at excess rates, unless the Regulations for the carriage of the same, exhibited at all stations, have been complied with.

Passengers must have their names, and the station to which they are proceeding, distinctly marked on their luggage, and satisfy themselves that it is placed on the trains. To prevent mistakes, they should also have all old labels removed from their luggage. The Department will not hold itself liable for any package not distinctly addressed, or for which the owner has not obtained a luggage check, as per Regulations dated 31st July 1874; nor for any package of luggage, whether "*checked*" or "*excess*," whose value shall exceed the sum of £10, unless such value shall be declared at the time of booking, and a further sum, equal to one per centum upon such declared value, paid.

EXCESS LUGGAGE RATES.

For every 28 lbs. or part of 28 lbs. additional.

Under 10 Miles.	10 to 40 Miles.	40 to 60 Miles.	60 to 80 Miles.	80 to 110 Miles.	110 to 150 Miles.	150 to 250 Miles.	250 to 300 Miles.	300 to 350 Miles.	350 to 400 Miles.	400 to 450 Miles.	450 to 500 Miles.
s. d. 0 6	s. d. 0 9	s. d. 1 0	s. d. 1 3	s. d. 1 6	s. d. 1 9	s. d. 2 0	s. d. 2 6	s. d. 2 9	s. d. 3 0	s. d. 3 3	s. d. 3 6

LEFT LUGGAGE OR CLOAKROOM CHARGES.

Every large parcel 6d., every small parcel 3d., for twenty-four hours. Over that time an extra charge of 2d. per diem on large, and 1d. per diem on small parcels to be made. Passengers' luggage left in a train or at a station, and subsequently claimed, are also charged these rates; and, likewise, parcels arriving at stations addressed "To be left till called for," if such parcels are not taken delivery of in forty-eight hours after arrival at the respective stations. The Board will not, however, be responsible for any parcel left in Cloakroom or Left-luggage Office whose value shall exceed the sum of £10, unless such value shall at the time of booking be declared, and a further sum, equal to one per centum upon such declared value, be paid.

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Table of Fares**FOR WAGGONETTES RUNNING IN CONNECTION WITH VICTORIAN RAILWAYS, MELBOURNE.***Ordinary Journey.*

s. d.

To or from Victorian Railways and the late Melbourne and Hobson's Bay Railway Co.'s terminus, either by Flinders or Collins street route ..	0	6
To or from Victorian Railways and Post Office, either by Collins or Bourke street route ..	0	6
To or from Victorian Railways and the corner of Elizabeth and Victoria streets, either by Collins, Bourke, Lonsdale, La Trobe, or Victoria street route ..	0	6
And to or from Victorian Railways and any point in any street within and including the following boundaries, viz.:—Spencer street on the west, Flinders street on the south, Elizabeth street on the east, and Victoria street on the north ..	0	6

By the Hour.

First hour, 3s. ; for every subsequent 15 minutes ..	0	9
--	---	---

By Distance.

Not exceeding one mile, one or two persons ..	1	0
Not exceeding one mile, three or more persons ..	2	0
For every half-mile beyond the first mile, one-half the rate per mile.		
Half fare back allowed when over two miles from the Stand.		

By the Day.

For any 12 hours completed between 5 a.m. and 10 p.m. ..	30	0
For calling off the Stand, and not further employing same ..	1	0

For Detention.

Every 15 minutes (except for purpose of returning) ..	0	6
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Complaints against cabmen to be made to the Station-master or Constable on duty at Spencer street Station, Melbourne.

Table of Daily and Periodical Fares

BETWEEN MELBOURNE AND STATIONS ON THE WILLIAMSTOWN AND ESSENDON LINES, AND BETWEEN PRINCE'S BRIDGE AND STATIONS ON THE GIPPSLAND SUBURBAN LINE.

STATIONS.	DAILY.				PERIODICAL.							
	Single.		Return.		Monthly		Quarterly.		Half-Yearly.		Yearly.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>Melbourne and</i>												
NTH. MELBOURNE	0 30	20 4	0 3	7 0	5 0	0 18 0	0 13 0	1 12 6	1 3 6	3 2 0	2 4 6	
FOOTSCRAY	0 40	30 6	0 4½	12 0	8 0	1 10 6	1 0 6	2 15 0	1 17 0	5 4 6	3 10 6	
YARRAVILLE	0 60	40 9	0 6	15 0	10 0	1 18 6	1 5 6	3 9 6	2 6 0	6 12 0	4 7 6	
EDOM	0 80	61 0	0 9	16 0	12 6	2 1 0	1 12 0	3 14 0	2 17 6	7 0 6	5 9 6	
W'MSTOWN JUNC.	0 90	61 0	0 9	20 0	15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 0	
NTH. W'MSTOWN	0 90	61 0	0 9	20 0	15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 0	
WILLIAMSTOWN	0 90	61 0	0 9	20 0	15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 0	
KENSINGTON	0 30	20 4½	0 3	8 6	6 0	1 2 0	0 15 6	1 19 6	1 8 0	3 15 0	2 13 6	
NEWMARKET	0 30	20 4½	0 3	8 6	6 0	1 2 0	0 15 6	1 19 6	1 8 0	3 15 0	2 13 6	
ASCOT VALE	0 40	30 6	0 4½	12 0	8 0	1 10 6	1 0 6	2 15 0	1 17 0	5 4 6	3 10 6	
MOONEE PONDS	0 60	40 9	0 6	13 0	8 6	1 13 0	1 2 0	2 19 6	1 19 6	5 13 0	3 15 0	
ESSENDON	0 60	40 9	0 6	13 0	8 6	1 13 0	1 2 0	2 19 6	1 19 6	5 13 0	3 15 0	
<i>Prince's Bridge and</i>												
HAWKSBURN	0 60	30 9	0 4½	12 0	8 0	1 10 6	1 0 6	2 15 0	1 17 0	5 4 6	3 10 6	
TOORAK	0 60	40 9	0 6	15 0	10 0	1 18 6	1 5 6	3 9 6	2 6 0	6 12 0	4 7 6	
ARMADALE	0 60	40 9	0 6	15 0	10 0	1 18 6	1 5 6	3 9 6	2 6 0	6 12 0	4 7 6	
MALVERN	0 60	40 9	0 6	15 0	10 0	1 18 6	1 5 6	3 9 6	2 6 0	6 12 0	4 7 6	
CAULFIELD	0 90	61 3	0 9	16 0	12 6	2 1 0	1 12 0	3 14 0	2 17 6	7 0 6	5 9 6	
ROSSTOWN	1 00	81 6	1 0	20 0	15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 0	
MURRUMBEENA	1 00	81 6	1 0	20 0	15 0	2 11 0	1 18 6	4 12 0	3 9 6	8 15 0	6 12 0	
OAKLEIGH	1 61	02 3	1 6	25 0	17 6	3 4 0	2 5 0	5 15 6	4 1 0	10 19 6	7 14 0	
DANDENONG	3 02	04 6	3 0	43 0	30 0	5 9 6	3 16 6	9 17 0	6 17 6	18 14 6	13 1 6	
BERWICK	4 63	06 9	4 6	55 0	38 0	7 0 6	4 17 0	12 13 0	8 14 6	24 1 0	16 11 6	

QUARTERLY TICKETS are issued only on { 1st January, 1st April,
1st July, and 1st October.

HALF-YEARLY " " " 1st January and 1st July.

YEARLY " " " 1st January.

Table of Daily and Periodical Fares

BETWEEN MELBOURNE AND STATIONS ON THE WILLIAMSTOWN AND ESSENDON LINES, AND BETWEEN LINES, AND BETWEEN SUBURBAN LINES.

PERIODICAL TICKETS.

MONTHLY.—To and from all stations (Williamstown, Essendon, and Gippsland Suburban Lines excepted).—For two miles and under, 12s. 1st class, and 7s. 6d. 2nd class; over two and not exceeding five miles, 2s. 6d. and 2s. per mile added to two-mile amount; over five and not exceeding ten miles, 2s. and 1s. 6d. per mile added to five-mile amount; over ten and not exceeding fifty miles, 1s. 6d. and 1s. per mile added to ten-mile amount; and over fifty miles, 9d. and 6d. per mile for each class respectively added to the fifty-mile amount.

QUARTERLY.—Fifteen per cent. off Three-monthly.

HALF-YEARLY.—Ten per cent. off Two-quarterly.

YEARLY.—Five per cent. off Two-half-yearly.

PERIODICAL TICKETS FOR ALL LINES.

(The late M. & H. B. Lines excepted.)

YEARLY, £104 10s. | HALF-YEARLY, £55 | QUARTERLY, £30 11s.

NOTE.—All Periodical Tickets are issued subject to any alterations which may be made in the Trains during their currency, and no allowance or compensation will be made to the holders on account of any alteration in the time, or reduction in the number of such trains.

SPECIAL TRAINS.

Arrangements can be made for Special Trains at 7s. 6d. per mile for six persons, any above that number paying First-Class Fare additional, minimum £5. Returning within 24 hours, rate and a half—11s. 3d.

PARCELS RATES.

(Approved by the Board on 4th June 1879.)

1. On and after 1st July 1879, the Rates for Parcels, whether prepaid or to pay, forwarded at the owners' risk, or at the risk of the Board, as common carriers, will be according to the rates and conditions here following:—

PARCELS RATES.

Miles.	At the risk of the Owner. Stamped.						At the risk of the Carrier. Not Stamped, and under £10 in value.					
	Not over					For every 25 lbs., or for any por- tion thereof, ad- ditional.	Not over					For every 25 lbs., or for any por- tion thereof, ad- ditional.
	14 lbs.	25 lbs.	50 lbs.	75 lbs.	100 lbs.		14 lbs.	25 lbs.	50 lbs.	75 lbs.	100 lbs.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Not over 101 miles	0 9	1 0	2 0	3 0	4 0	1 0	1 0	1 3	2 6	3 9	5 0	1 3
Not over 201 miles	1 3	1 9	3 6	5 3	7 0	1 9	1 9	2 3	4 6	6 9	9 0	2 3
For every 100 miles, or por- tion thereof, additional ..	0 6	0 9	1 6	2 3	3 0	0 9	0 9	1 0	2 0	3 0	4 0	1 0

2. Packed parcels in hampers, crates, bags, cases, or other packages to be charged quadruple the above rates, and the onus of proving that parcels are not packed to rest with the consignors or consignees.

3. Victorian newspapers, in parcels containing not less than twelve, sent direct from the publishers or their agents on the day of publication, and press parcels to be forwarded free at owners' risk (see Clause 11).

4. All stamps affixed to parcels must bear the signature of the sender as agreeing to the conditions of carriage, otherwise the stamps will be treated as informal and cancelled, and the parcels will be waybilled at unstamped parcels rates. When two or more parcels are consigned to one person, the above rates are charged on each parcel separately.

PERISHABLES (to be prepaid).

5. Fish, fruit, butter, eggs, milk, dead game or poultry, ice, and vegetables, when sent in single packages, to be charged the above rates, stamped or not stamped, as the case may be; but when two or more packages are sent from one consignor to one consignee 4th class goods rates to be charged if carried at owner's risk and consigned on owner's risk notes (Form 86 A), at 9d. per ton per mile if carried at the risk of the carrier. The minimums as per goods tariff to be enforced. All perishables carried at either of these rates to be prepaid in cash, and waybilled on the usual parcels waybill.

6. Bicycles, feathers, furniture, glass, hats, paper, bonnet or hat boxes, cases of millinery, straw bonnets, mirrors (loose), musical instruments, perambulators, pictures, sewing machines, wickerwork, wire cages (loose), or other articles light or fragile, are

1st June 1880.

considered admeasurement goods, and will be charged 50 per cent, additional on the above rates. Unstamped parcels containing articles and property of a description not mentioned or specified in the first section of the Act of the Parliament of Victoria numbered 78, such articles and property being over £10 in value, shall, in addition to the amount chargeable by the foregoing scale of rates, be charged a further sum equal to one per centum upon the declared value thereof.

7. Returned empties by passenger trains, if prepaid, will be carried according to the following scale, but only provided the stationmaster is satisfied that the packages had been previously sent at parcels rates by passenger trains, and that they are unlocked or open for inspection when brought for carriage, and remain so until they are discharged from the van. If not prepaid, either by stamps or cash, ordinary parcels rates will be charged.

RATES FOR RETURNED EMPTIES—PREPAID.

Miles.	At Owner's Risk. Stamped.				At Carrier's Risk. Not Stamped.			
	Not over 25 lbs.		For every 25 lbs., or for any portion thereof, additional.		Not over 25 lbs.		For every 25 lbs., or for any portion thereof, additional.	
	s.	d.	s.	d.	s.	d.	s.	d.
Not over 101 miles	0	1	0	1	0	2	0	4
Not over 201 miles	0	2	0	2	0	4	0	8
For every 100 miles, or for any portion thereof, additional..	0	1	0	1	0	2	0	4

8. The stamps to be used for the prepayment of parcels freight are in number and value as follows:—

- | | | | | |
|---------------|----------------|------------------|---------------------|---------------------|
| 1. One Penny. | 3. Threepence. | 5. Ninepence. | 7. Two shillings. | 9. Four shillings. |
| 2. Twopence. | 4. Sixpence. | 6. One shilling. | 8. Three shillings. | 10. Five shillings. |

9. The freight stamp should be affixed, as nearly as possible, in the same relative position on the parcel as is the postage stamp on a letter, that is, on the right hand side and close to the address. Where the package, being such as meat, a bag, a crate, a cage, &c., does not admit of this, the freight stamp should be attached on a separate and secure label.

10. In regard to stamped parcels upon which, when brought to a station to be carried by railway, charges have been already incurred, the Board will not recognise such charges in any way, either by cash payment thereof, or by account as "paid on."

11. Newspapers in packages and press parcels must be open at the sides, so that the contents can be ascertained. Packages entirely covered, or covered so that the contents cannot be ascertained, will be carried at the rates for ordinary parcels. Milk cans must be legibly stamped with the name of the station from which they are sent, so as to facilitate the punctual return of empty cans. The labels should be durable, made of wood or metal, and distinctly addressed. "Money Parcels," whether stamped or not, must be so addressed, and if over the value of £10 such value must be declared.

12. The Board will not be common carriers of live poultry, nor are they to be received if tied by the legs; they must be in coops, cases, or crates.

13. The rates for perishables do not include loading or unloading, in which the servants of the senders and consignees must assist if required. These rates are strictly conditional that the regulations in reference thereto are complied with; in default thereof the rates for ordinary parcels will be charged.

14. All parcels, whether stamped or not, must be brought to the station at least fifteen minutes before the time fixed for the departure of the train they are to be sent by.

15. The delivery of stamped parcels, after they have been carried by railway, may be made, irrespectively of the ownership thereof, to the person who, from his description of the parcel or other evidence, appears to represent the owner or his agent, or to any licensed carrier.

16. Every care will be taken for the delivery of parcels stamped, but without responsibility, as per conditions set forth on the stamps, as the rates in clause 1 are strictly conditional that stamped parcels, to whomsoever delivered, are solely at the risk of the owner.

17. A receipt will be given, if demanded, for parcels not stamped, carried at the rates provided by clause 1, and for perishables carried at goods rates, provided by clause 1.

18. Although no receipt will be given or liability undertaken for stamped parcels, yet for the convenience of the public the parcels clerk will, if required to do so, mark the merchants' delivery book, provided the stamped parcels are correctly described therein.

19. Each stamped parcel must be securely covered and addressed to its destination irrespectively of the writing upon the freight stamp. Separate parcels which are merely tied together must each be stamped. Returned empties, if securely tied together, may be prepaid by one or more stamps of the required value on the outside package.

20. When the freight stamps affixed are not of full value for the weight or distance, and the sender omits or refuses to affix the additional stamps necessary, the stamp will be cancelled, and the parcel forwarded at unstamped parcels rates.

21. Freight stamps will be sold at all stations, and also by licensed vendors.

22. The parcels clerk on receiving a stamped parcel for carriage will mark the freight stamp thereon with the name of the station. This mark is to be made on the right hand side of the freight stamp. The receiving station will also mark the stamp on the left hand side of the freight stamp.

23. Nothing in these regulations affects the rate for gold, live stock, wool, dangerous goods, horses, and dogs, the exceptions provided by the Act of Parliament of Victoria numbered 78.

24. Unstamped parcels containing any of the articles mentioned in the first section of the Act of Parliament of Victoria numbered 78 shall be charged the following increased rates, viz.:—Over £10 and under £50 in value, double, and over £50 in value, quadruple unstamped parcels rates, as shown above.

25. Nothing in these rates affects the parcels rates now in force on the Williamstown and Essendon lines.

26. Corpses, under 40 miles, 20s. each; above 40 miles, 6d. per mile. Corpses will not be forwarded unless a certificate is produced from the medical attendant at time of decease, setting forth that death was not caused by any contagious or infectious disease.

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1st June 1880.

PARCELS RATES.

(Approved by the Board on 4th August, 1879.)

WILLIAMSTOWN, ESSENDON, AND GIPPSLAND SUBURBAN LINES.

On and after 11th August 1879, the Rates for Parcels carried on the above-mentioned Lines will be according to the rates here following:—

At the Risk of the Owner, Stamped.—ORDINARY PARCELS.

Not over						For every 28 lbs., or for any portion thereof, additional.
7 lbs.	14 lbs.	28 lbs.	56 lbs.	84 lbs.	112 lbs.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 3	0 6	0 9	1 0	1 3	1 6	0 9

At the Risk of the Carrier, not Stamped, and under £10 in Value.—ORDINARY PARCELS.

Not over				For every 25 lbs., or for any portion thereof, additional, up to 275 lbs.	Consignments from 275 lbs. to 10 cwt., 7s. 6d. Over 10 cwt. must be forwarded by Goods Trucks at Goods Rates.
25 lbs.	50 lbs.	75 lbs.	100 lbs.		
s. d.	s. d.	s. d.	s. d.	s. d.	
1 0	2 0	3 0	4 0	0 6	

Bicycles, feathers, furniture, glass, hats, paper, bonnet or hat boxes, cases of millinery, straw bonnets, mirrors (loose), musical instruments, perambulators, pictures, sewing machines, wickerwork, wire cages (loose), or other articles light or fragile, are considered admeasurement goods, and will be charged 50 per cent. additional on the above rates. Unstamped parcels containing articles and property of a description not mentioned or specified in the first section of the Act of the Parliament of Victoria numbered 78, such articles and property being over £10 in value, shall, in addition to the amount chargeable by the foregoing scale of rates, be charged a further sum equal to one per centum upon the declared value thereof.

Returned empties by passenger trains, if prepaid, will be carried according to the following scale, but only provided the stationmaster is satisfied that the packages have been previously sent at parcels rates by passenger trains, and that they are unlocked or open for inspection when brought for carriage, and remain so until they are discharged from the van. If not prepaid either by stamps or cash, ordinary parcels rates will be charged.

RATES FOR RETURNED EMPTIES—PREPAID.

At Owner's Risk, Stamped.		At Carrier's Risk, not Stamped.	
	s. d.		s. d.
Not exceeding 25 lbs. ..	0 1	Not over 25 lbs. ..	0 2
For every 25 lbs., or for any portion thereof, additional ..	0 1	For every 25 lbs., or for any portion thereof, additional ..	0 4

All the conditions relating to parcels, stamped and not stamped, contained in the Parcels Rates Bye-Law, dated 4th June 1879, are hereby made applicable to parcels carried under this Bye-Law, except so far as they may be altered by the above-mentioned conditions.

RATES FOR CONVEYANCE OF CARRIAGES, HORSES, AND DOGS.

Carriages, gigs, dog carts, and vehicles of a similar description, under 40 miles, Twenty Shillings each; above 40 miles, Sixpence per mile. Two vehicles belonging to the same owner, and loaded on one truck, 9d. per truck per mile, if owner accepts all risks. Three vehicles, on same terms, 1s. per truck per mile; minimum, Twenty Shillings. For vehicles sent for repair, Return Tickets, available for four weeks, will be issued at 50 per cent. additional on these rates. Horses, under 40 miles, Twenty Shillings each; above 40 miles, Sixpence per mile. Full Horse Box, one owner, One Shilling and Threepence per mile; minimum, Forty shillings. In Goods Trucks and by Goods Trains, on either Up or Down journey, 1s. per truck per mile; by Passenger Trains, 1s. 6d. per truck per mile. Stud Horses, under 20 miles, Twenty Shillings each; above 20 miles, One Shilling per mile. Dogs, under 12 miles, Sixpence each; above 12 miles, One Halfpenny per mile.

The V. R. Department does not undertake to forward Horses or Carriages by any particular time or Train; but when required to be sent 24 hours' notice should be given, and they must be at the forwarding Station one hour before the departure of the Train. Dogs must be provided with collars and chains or other sufficient means to secure them, without which the V. R. Department will not be responsible for their safety, and if unaccompanied by a Passenger, must have the address firmly attached to the collar. In any case the Department is only liable to the extent of One Pound (£1) unless value is declared and paid for according to Bye-law 28.

CORPSES.

Corpses, under 40 miles, Twenty Shillings each; above 40 miles, Sixpence per mile. Corpses will not be forwarded unless a certificate is produced from the medical attendant at time of decease setting forth that death was not caused by any contagious or infectious disease.

RATES FOR CONVEYANCE OF CARRIAGES, HORSES, AND DOGS.

OVERLAND JOURNEY TO AND FROM MELBOURNE AND SYDNEY.

MELBOURNE TO SYDNEY.

	Miles.
MELBOURNE to WODONGA (Railway). Leave 2.55 p.m., arrive 10.56 p.m.	
Fares—1st Class, 31s.; 2nd Class, 20s. 6d.	187
WODONGA to SOUTH WAGGA (Coach). Leave for Albury on arrival of train, thence at 1 a.m. Fare, 42s.	93
SOUTH WAGGA to SYDNEY (Railway). Leave 5.30 p.m., arrive 6.50 a.m. Fares—1st Class, 58s. 6d.; 2nd Class, 39s. 6d.	309

NOTES.—A train also leaves Melbourne for Wodonga at 6.10 a.m. The Melbourne to Wodonga trains do not run on Sundays, and the Wagga to Sydney train does not run on Saturdays, but on Sundays instead. Sleeping cars are attached to trains leaving Wagga on Tuesdays, Thursdays, and Sundays.

Through Single Tickets, covering the journey from Melbourne to Sydney and *vice versa*, are issued at £5 each by Messrs. Cobb and Co. The portion for the Railway part of the journey must be exchanged at Melbourne and Wagga Wagga respectively for Railway tickets.

SYDNEY TO MELBOURNE.

	Miles.
SYDNEY to SOUTH WAGGA (Railway). Leave 7.30 p.m., arrive 9.25 a.m. Fares—1st Class, 58s. 6d.; 2nd Class, 39s. 6d.	309
SOUTH WAGGA to WODONGA (Coach). Leave on arrival of train at Wagga, arriving at Albury 11.30 p.m., thence to Wodonga at 5.30 a.m. Fare, 42s.	93
WODONGA to MELBOURNE (Railway). Leave 6.10 a.m., arrive 1.58 p.m. Fares—1st Class, 31s.; 2nd Class, 20s. 6d.	187

NOTES.—Sleeping cars are attached to trains leaving Sydney on Mondays, Wednesdays, and Fridays. The Sydney to Wagga trains do not run on Sundays.

GENERAL NOTES.—Coaches run seven days a week. Passengers should book at Cobb and Co.'s Office, Melbourne and Sydney, before starting. Passengers leaving Melbourne and Sydney on Fridays lose a day on the route.

OVERLAND JOURNEY TO AND FROM ADELAIDE AND MELBOURNE.

(Daily Communication.)

MELBOURNE TO ADELAIDE.

	Miles.
MELBOURNE to HAMILTON (Railway). Daily (Sundays excepted). Leave Melbourne 7 p.m., due Hamilton 4.11 a.m. Fares—1st Class, 36s. 6d.; 2nd Class, 24s. 6d.	224
HAMILTON to NARRACOORTE (Coach). Daily (Mondays excepted). Leave 6 a.m., arrive at Narracoorte noon following day. Fare, 40s.	112
NARRACOORTE to KINGSTON (Railway). Daily. Leave 12.30 p.m., due at Kingston 3.30 p.m. Fare, 11s. 1d.	53
KINGSTON to MENINGIE (Coach). Daily. Leave 4 p.m., due at Meningie 6 a.m. next day. Fare, 40s.	98
MENINGIE to MILANG (Steamer, across Lake). Daily. Leave 6.30 a.m., due at Milang 10.30 a.m. Fare, 10s.	40
MILANG to ADELAIDE (Coach). Daily. Leave at noon, due at Adelaide 6.30 p.m. Fare, 8s.	48
Through passengers stay one night at Penola. Fare, £6 13s. 7d.	575

ADELAIDE TO MELBOURNE.

	Miles.
ADELAIDE to MILANG (Coach). Daily. Leave Adelaide 7 a.m., due Milang 12.30 p.m. Fare, 8s.	48
MILANG to MENINGIE (Steamer, across Lake). Daily. Leave Milang 1 p.m., due Meningie 5 p.m. Fare, 10s.	40
MENINGIE to KINGSTON (Coach). Daily. Leave Meningie 6 p.m., due at Kingston 8 a.m. following day. Fare, 40s.	98
KINGSTON to NARRACOORTE (Railway). Daily. Leave Kingston 8.30 a.m., due at Narracoorte 11.30 a.m. Fare, 11s. 1d.	53
NARRACOORTE to HAMILTON (Coach). Daily (Saturdays excepted). Leave 12.30 p.m., due at Hamilton 11.30 a.m. next day (break of five hours at Casterton). Fare, 40s.	112
HAMILTON to MELBOURNE (Railway). Daily (Sundays excepted). Leave 12.47 p.m., due in Melbourne 11.15 p.m. Fare—1st Class, 36s. 6d.; 2nd Class, 24s. 6d.	224

Through Journey ADELAIDE to MELBOURNE (64½) sixty-four and a quarter hours. Fare, £6 13s. 7d.

575

Passengers for Melbourne leaving Adelaide on Fridays lose one day at Penola.

1st June 1880.

Trains.—Sandridge and Melbourne to Windsor and Brighton Beach.

WEEK DAYS—SATURDAYS EXCEPTED.

DOWN.																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
SANDRIDGE... dep.	..	..	7 0	7 30	..	8 0	..	..	..	..	8 30	..	..	..	..	..	..
North Sandridge ..	..	..	7 3	7 33	..	8 3	..	..	..	..	8 33	..	..	..	..	..	..
MELBOURNE { arr.	..	..	7 7	7 37	..	8 7	..	..	..	..	8 37	..	..	..	..	..	..
Richmond .. dep.	..	6 0	7 7	7 40	7 50	..	8 0	8 10	8 20	8 27	..	8 30	8 37	8 40	8 50	..	..
South Yarra ..	..	6 4	7 11	7 44	7 54	..	8 4	8 14	8 24	..	..	8 34	..	8 44	8 54	..	..
Prahran ..	..	6 8	7 15	7 48	7 58	..	8 8	8 18	8 28	..	..	8 38	..	8 48	8 58	..	..
WINDSOR { arr.	..	6 12	7 19	7 52	8 2	..	8 12	8 22	8 32	8 35	8 38	8 42	8 48	8 52	9 2	..	..
Balaclava .. dep.	..	6 15	7 22	7 55	8 5	..	8 15	8 25	8 35	8 38	..	8 45	8 51	8 55	9 5	..	..
Elsternwick ..	..	..	7 28	..	..	..	..	..	8 36	..	..	..	..	8 56	..	..	..
North Brighton ..	..	..	7 30	..	..	..	..	..	8 38	..	..	..	..	8 58	..	..	..
Middle Brighton ..	..	..	7 34	..	..	..	..	..	8 42	..	..	..	..	9 4	..	..	..
BRIGHTON BCH. arr.	..	..	7 38	..	..	..	..	..	8 46	..	..	..	..	9 8	..	..	..
	..	..	7 42	..	..	..	..	..	..	..	..	..	..	9 12	..	..	..
	..	..	7 45	..	..	..	..	..	8 50	..	..	..	..	9 15	..	..	..
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
SANDRIDGE... dep.	9 0	..	..	..	9 30	..	..	..	10 0	..	10 30	..	11 0	..	..	11 30	..
North Sandridge ..	9 3	..	..	..	9 33	..	..	..	10 3	..	10 33	..	11 3	..	..	11 33	..
MELBOURNE { arr.	9 7	..	..	..	9 37	..	..	..	10 7	..	10 37	..	11 7	..	..	11 37	..
Richmond .. dep.	..	9 3	9 10	9 20	9 30	9 40	10 0	10 0	10 20	10 20	10 37	10 40	11 0	11 20	11 20	11 37	..
South Yarra ..	..	9 7	9 14	9 24	..	9 44	10 4	10 4	10 24	10 24	10 37	10 44	11 4	11 24	11 24	11 37	..
Prahran ..	..	9 10	9 18	9 28	..	9 48	10 8	10 8	10 28	10 28	10 37	10 48	11 8	11 28	11 28	11 37	..
WINDSOR { arr.	..	9 14	9 22	9 32	..	9 52	10 12	10 12	10 32	10 32	10 37	10 52	11 12	11 32	11 32	11 37	..
Balaclava .. dep.	..	9 17	9 25	9 35	9 38	9 55	10 15	10 15	10 35	10 35	10 37	10 55	11 15	11 35	11 35	11 37	..
Elsternwick ..	..	..	..	9 37	..	..	10 18	10 18	..	..	..	10 58	..	11 37	11 37	11 37	..
North Brighton ..	..	..	..	9 39	..	..	10 20	10 20	..	..	..	11 0	..	11 39	11 39	11 39	..
Middle Brighton ..	..	..	..	9 43	..	..	10 24	10 24	..	..	..	11 4	..	11 43	11 43	11 43	..
BRIGHTON BCH. arr.	..	..	..	9 47	..	..	10 28	10 28	..	..	..	11 8	..	11 47	11 47	11 47	..
	..	..	..	9 51	..	..	10 32	10 32	..	..	..	11 12	..	11 51	11 51	11 51	..
	..	..	..	9 54	..	..	10 34	10 34	..	..	..	11 14	..	11 54	11 54	11 54	..

Trains—Sandridge and Melbourne to Windsor and Brighton Beach—continued.

WEEK DAYS—SATURDAYS EXCEPTED.

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
DOWN.															
SANDRIDGE .. dep.	a.m.	12 0	a.m.	12 0	p.m.	12 30	p.m.	1 0	p.m.	1 30	p.m.	2 0	p.m.	2 30	
North Sandridge ..	12 3	12 3	12 3	12 3	12 33	12 33	1 3	1 3	1 33	1 33	2 3	2 3	2 3	2 33	
MELBOURNE { arr.	12 7	12 7	12 7	12 7	12 37	12 37	1 7	1 7	1 37	1 37	2 7	2 7	2 7	2 37	
Richmond .. dep.	11 40	12 0	12 0	12 20	12 40	12 40	1 0	1 0	1 20	1 20	1 40	2 0	2 0	2 20	
South Yarra ..	11 44	12 4	12 4	12 24	12 44	12 44	1 0	1 0	1 24	1 24	1 44	2 4	2 4	2 24	
Prahran ..	11 48	12 8	12 8	12 28	12 48	12 48	1 0	1 0	1 28	1 28	1 48	2 8	2 8	2 28	
WINDSOR { arr.	11 52	12 12	12 12	12 32	12 52	12 52	1 0	1 0	1 32	1 32	1 52	2 12	2 12	2 32	
Balaclava .. dep.	11 55	12 15	12 15	12 35	12 55	12 55	1 0	1 0	1 35	1 35	1 55	2 15	2 15	2 35	
Elsternwick ..	12 17	12 17	12 17	12 37	12 57	12 57	1 0	1 0	1 37	1 37	1 57	2 17	2 17	2 37	
North Brighton ..	12 19	12 19	12 19	12 39	12 59	12 59	1 0	1 0	1 39	1 39	1 59	2 19	2 19	2 39	
Middle Brighton ..	12 23	12 23	12 23	12 43	1 03	1 03	1 0	1 0	1 43	1 43	2 03	2 23	2 23	2 43	
BRIGHTON BCH. arr.	12 27	12 27	12 27	12 47	1 07	1 07	1 0	1 0	1 47	1 47	2 07	2 27	2 27	2 47	
	12 31	12 31	12 31	12 51	1 11	1 11	1 0	1 0	1 51	1 51	2 11	2 31	2 31	2 51	
	12 34	12 34	12 34	12 54	1 14	1 14	1 0	1 0	1 54	1 54	2 14	2 34	2 34	2 54	
SANDRIDGE .. dep.	p.m.	3 0	p.m.	3 0	p.m.	3 30	p.m.	4 0	p.m.	4 30	p.m.	5 0	p.m.	5 30	
North Sandridge ..	3 3	3 3	3 3	3 33	3 33	3 33	4 3	4 3	4 33	4 33	5 3	5 3	5 3	5 33	
MELBOURNE { arr.	3 7	3 7	3 7	3 37	3 37	3 37	4 7	4 7	4 37	4 37	5 7	5 7	5 7	5 37	
Richmond .. dep.	2 40	3 0	3 0	3 20	3 40	3 40	4 0	4 0	4 20	4 20	4 40	5 0	5 0	5 20	
South Yarra ..	2 44	3 4	3 4	3 24	3 44	3 44	4 4	4 4	4 24	4 24	4 44	5 4	5 4	5 24	
Prahran ..	2 48	3 8	3 8	3 28	3 48	3 48	4 8	4 8	4 28	4 28	4 48	5 8	5 8	5 28	
WINDSOR { arr.	2 52	3 12	3 12	3 32	3 52	3 52	4 12	4 12	4 32	4 32	4 52	5 12	5 12	5 32	
Balaclava .. dep.	2 55	3 15	3 15	3 35	3 55	3 55	4 15	4 15	4 35	4 35	4 55	5 15	5 15	5 35	
Elsternwick ..	2 57	3 17	3 17	3 37	3 57	3 57	4 17	4 17	4 37	4 37	4 57	5 17	5 17	5 37	
North Brighton ..	2 59	3 19	3 19	3 39	3 59	3 59	4 19	4 19	4 39	4 39	4 59	5 19	5 19	5 39	
Middle Brighton ..	3 3	3 23	3 23	3 43	4 03	4 03	4 23	4 23	4 43	4 43	5 03	5 23	5 23	5 43	
BRIGHTON BCH. arr.	3 7	3 27	3 27	3 47	4 07	4 07	4 27	4 27	4 47	4 47	5 07	5 27	5 27	5 47	
	3 11	3 31	3 31	3 51	4 11	4 11	4 31	4 31	4 51	4 51	5 11	5 31	5 31	5 51	
	3 14	3 34	3 34	3 54	4 14	4 14	4 34	4 34	4 54	4 54	5 14	5 34	5 34	5 54	

Express.

Trains.—Sandridge and Melbourne to Windsor and Brighton Beach—continue.

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1st June 1880.

WEEK DAYS—SATURDAYS EXCEPTED.

DOWN.

	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82
SANDRIDGE <i>dep.</i>	p.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.	p.m.	p.m.	p.m.	p.m.
North Sandridge..	..	..	5 30	..	..	..	..	6 0	..	..	..	..	..	6 30	..	..	..
MELBOURNE { <i>arr.</i>	..	..	5 33	..	..	..	..	6 3	..	..	..	..	..	6 33	..	..	..
<i>dep.</i>	..	..	5 37	..	..	..	..	6 7	..	..	..	..	..	6 37	..	..	..
Richmond	5 10	5 20	..	5 30	5 37	5 40	5 50	..	6 0	6 10	6 18	6 21	6 30	..	6 40	6 50	7 0
South Yarra	5 14	5 24	..	5 34	..	5 44	5 54	..	6 4	6 14	..	6 25	6 34	..	6 44	6 54	7 4
Prahran ..	5 18	5 28	..	5 38	..	5 48	5 58	..	6 8	6 18	..	6 29	6 38	..	6 48	6 58	7 8
WINDSOR .. { <i>arr.</i>	5 22	5 32	..	5 42	..	5 52	6 2	..	6 12	6 22	..	6 33	6 42	..	6 52	7 2	7 12
<i>dep.</i>	5 25	5 35	..	5 45	5 48	5 55	6 5	..	6 15	6 25	6 28	6 35	6 45	..	6 55	7 5	7 15
Balaclava..	..	..	..	..	5 49	..	..	..	..	..	6 29	..	..	..	..	..	7 16
Elsternwick	..	..	..	..	5 51	..	..	..	..	..	6 31	..	..	..	..	..	7 19
North Brighton	..	..	..	..	5 55	..	..	..	..	..	6 35	..	..	..	..	..	7 23
Middle Brighton..	..	..	..	..	5 59	..	..	..	..	..	6 39	..	..	..	..	..	7 27
BRIGHTON BH. <i>arr.</i>	..	..	..	..	6 3	..	..	..	..	..	6 43	..	..	..	..	..	7 31
	..	..	..	..	6 5	..	..	..	..	..	6 45	..	..	..	..	..	7 34

	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98
SANDRIDGE <i>dep.</i>	pm	p.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.	p.m.	p.m.
North Sandridge..	7 0	..	7 30	..	8 0	..	..	..	..	..	10 30	..	..	11 30	..	..
MELBOURNE { <i>arr.</i>	7 3	..	7 33	..	8 3	..	..	..	..	..	10 33	..	..	11 33	..	..
<i>dep.</i>	7 7	..	7 37	..	8 7	..	..	..	..	..	10 37	..	..	11 37	..	..
Richmond..	..	7 10	..	7 40	..	8 10	8 40	9 10	9 40	10 10	..	10 40	11 10	..	11 40	11 44
South Yarra	..	7 14	..	7 44	..	8 14	8 44	9 14	9 44	10 14	..	10 44	11 14	..	..	11 48
Prahran ..	..	7 18	..	7 48	..	8 18	8 48	9 18	9 48	10 18	..	10 48	11 18	..	..	11 52
WINDSOR .. { <i>arr.</i>	..	7 22	..	7 52	..	8 22	8 52	9 22	9 52	10 22	..	10 52	11 22	..	..	11 56
<i>dep.</i>	..	7 25	..	7 55	..	8 25	8 55	9 25	9 55	10 25	..	10 55	11 25	..	11 51	11 59
Balaclava..	..	..	..	..	..	8 26	..	9 26	..	..	..	10 56	..	..	11 52	..
Elsternwick	..	..	..	..	..	8 29	..	9 29	..	..	..	10 59	..	..	11 55	..
North Brighton	..	..	..	..	..	8 33	..	9 33	..	..	..	11 3	..	..	11 59	..
Middle Brighton..	..	..	..	..	..	8 37	..	9 37	..	..	..	11 7	..	..	12 3	..
BRIGHTON BH. <i>arr.</i>	..	..	..	..	..	8 41	..	9 41	..	..	..	11 11	..	..	12 7	..
	..	..	..	..	..	8 44	..	9 44	..	..	..	11 14	..	..	12 10	..

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Trains.—Brighton Beach and Windsor to Melbourne and Sandridge.

WEEK DAYS—SATURDAYS EXCEPTED.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15*	16	17
UP.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
BRIGHTON BH. <i>dep.</i>	..	..	..	7 7	..	..	..	..	..	8 15	..	..	..	..	8 54	..	..
Middle Brighton ..	..	..	..	7 10	..	..	..	..	..	8 18	..	..	..	..	8 56	..	..
North Brighton ..	..	..	..	7 15	..	..	..	..	..	8 22	..	..	..	..	9 0	..	..
Elsternwick ..	..	..	..	7 19	..	..	..	..	..	8 26	..	..	..	..	9 4	..	..
Balaclava ..	..	..	..	7 24	..	..	..	..	..	8 30	..	..	..	..	9 8	..	..
WINDSOR { <i>arr.</i>	..	..	..	7 27	..	..	..	..	..	8 33	..	..	..	..	..	..	..
{ <i>dep.</i>	..	..	6 20	7 30	8 0	8 10	..	8 20	8 30	8 36	8 40	..	8 50	9 0	..	9 13	..
Prahan ..	..	..	6 22	7 32	8 2	8 12	..	8 22	8 32	..	8 42	..	8 52	9 2	..	9 15	..
South Yarra ..	..	..	6 26	7 36	8 6	8 16	..	8 26	8 36	..	8 46	..	8 56	9 6	..	9 19	..
Richmond ..	..	..	6 30	7 40	8 10	8 20	..	8 30	8 40	8 43	8 50	..	9 0	9 10	..	9 23	..
MELBOURNE { <i>arr.</i>	..	..	6 35	7 46	8 14	8 25	..	8 34	8 44	8 47	8 55	..	9 0	9 15	9 18	9 27	..
{ <i>dep.</i>	7 18	..	..	7 48	..	..	8 18	..	..	..	..	8 48	..	..	..	..	9 18
North Sandridge ..	7 22	..	..	7 52	..	..	8 22	..	..	..	..	8 52	..	..	..	..	9 22
SANDRIDGE.. <i>arr.</i>	7 25	..	..	7 55	..	..	8 25	..	..	..	..	8 55	..	..	..	..	9 25
DOWN.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
18	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
BRIGHTON BH. <i>dep.</i>	..	..	9 20	..	..	..	..	..	..	..	..	10 40	..	..	..	11 20	..
Middle Brighton ..	..	..	9 22	..	..	..	..	..	..	..	..	10 42	..	..	..	11 22	..
North Brighton ..	..	..	9 26	..	..	..	..	..	..	..	..	10 46	..	..	..	11 26	..
Elsternwick ..	..	..	9 30	..	..	..	..	..	..	..	..	10 50	..	..	..	11 30	..
Balaclava ..	..	..	9 34	..	..	..	..	..	..	..	..	10 54	..	..	..	11 34	..
WINDSOR { <i>arr.</i>	..	..	9 36	..	..	..	..	..	..	..	..	10 57	..	..	..	11 37	..
{ <i>dep.</i>	9 20	9 30	9 38	9 41	..	10 0	..	10 20	10 40	..	..	11 0	..	11 20	11 40	..	..
Prahan ..	9 22	9 32	..	9 43	..	10 2	..	10 22	10 42	..	..	11 2	..	11 22	11 42	..	..
South Yarra ..	9 26	9 36	..	9 47	..	10 6	..	10 26	10 46	..	..	11 6	..	11 26	11 46	..	..
Richmond ..	9 30	9 40	..	..	..	10 10	..	10 30	10 50	..	..	11 10	..	11 30	11 50	..	..
MELBOURNE { <i>arr.</i>	9 35	9 44	9 47	9 53	..	10 15	..	10 32	10 55	..	..	11 15	..	11 35	11 55	..	..
{ <i>dep.</i>	..	..	..	..	9 48	..	10 18	..	..	10 48	..	..	11 18	..	..	..	11 48
North Sandridge ..	..	..	..	..	9 52	..	10 22	..	..	10 52	..	..	11 22	..	..	..	11 52
SANDRIDGE.. <i>arr.</i>	..	..	..	..	9 55	..	10 25	..	..	10 55	..	..	11 25	..	..	..	11 55

* Express.

Trains—Brighton Beach and Windsor to Melbourne and Sandridge—continued.

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WEEK DAYS—SATURDAYS EXCEPTED.

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
BRIGHTON BEACH <i>dep.</i>	noon	p.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Middle Brighton ..	..	..	12 0	..	..	12 40	..	..	1 20	..	..	..	2 0	..	..
North Brighton ..	..	..	12 2	..	..	12 42	..	..	1 22	..	..	..	2 2	..	..
Elsternwick ..	..	..	12 6	..	..	12 46	..	..	1 26	..	..	..	2 6	..	..
Balaclava ..	..	..	12 10	..	..	12 50	..	..	1 30	..	..	..	2 10	..	..
WINDSOR ..	..	..	12 14	..	..	12 54	..	..	1 34	..	..	..	2 14	..	..
WINDSOR { <i>arr.</i>	..	..	12 17	..	..	12 57	..	..	1 37	..	..	..	2 17	..	..
Prahran ..	12 0	..	12 20	12 40	..	1 0	..	1 20	1 40	..	2 0	..	2 20	2 40	..
South Yarra ..	12 2	..	12 22	12 42	..	1 2	..	1 22	1 42	..	2 2	..	2 22	2 42	..
Richmond ..	12 6	..	12 26	12 46	..	1 6	..	1 26	1 46	..	2 6	..	2 26	2 46	..
MELBOURNE { <i>arr.</i>	12 10	..	12 30	12 50	..	1 10	..	1 30	1 50	..	2 10	..	2 30	2 50	..
North Sandridge ..	12 15	..	12 35	12 55	..	1 15	..	1 35	1 55	..	2 15	..	2 35	2 55	..
SANDRIDGE { <i>dep.</i>	..	12 18	..	..	12 48	..	1 18	..	..	1 48	..	2 18	..	..	2 48
	..	12 22	..	..	12 52	..	1 22	..	..	1 52	..	2 22	..	..	2 52
	..	12 25	..	..	12 55	..	1 25	..	..	1 55	..	2 25	..	..	2 55
BRIGHTON BEACH <i>dep.</i>	p.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.	p.m.	p.m.
Middle Brighton ..	2 40	..	3 20	..	..	4 0	..	..	..	..	..	4 48	..	..	..
North Brighton ..	2 42	..	3 22	..	..	4 2	..	..	..	..	..	4 50	..	..	..
Elsternwick ..	2 46	..	3 26	..	..	4 6	..	..	..	..	..	4 54	..	..	..
Balaclava ..	2 50	..	3 30	..	..	4 10	..	..	..	..	..	4 58	..	..	..
WINDSOR { <i>arr.</i>	2 54	..	3 34	..	..	4 14	..	..	..	..	..	5 2	..	..	..
WINDSOR { <i>dep.</i>	2 57	..	3 37	..	..	4 17	..	..	..	..	..	5 5	..	..	..
Prahran ..	3 0	..	3 40	..	4 0	4 20	4 30	4 40	..	4 50	5 0	5 10	..	5 20	5 30
South Yarra ..	3 2	..	3 42	..	4 2	4 22	4 32	4 42	..	4 52	5 2	5 12	..	5 22	5 32
Richmond ..	3 6	..	3 46	..	4 6	4 26	4 36	4 46	..	4 56	5 6	5 16	..	5 26	5 36
MELBOURNE { <i>arr.</i>	3 10	..	3 50	..	4 10	4 30	4 40	4 50	..	5 0	5 10	5 20	..	5 30	5 40
North Sandridge ..	3 15	..	3 55	..	4 15	4 35	4 46	4 54	..	5 5	5 14	5 26	..	5 34	5 46
SANDRIDGE { <i>dep.</i>	..	3 18	..	3 48	..	..	..	..	4 48	..	..	..	5 18	..	..
	..	3 22	..	3 52	..	..	..	..	4 52	..	..	..	5 22	..	..
	..	3 25	..	3 55	..	..	..	..	4 55	..	..	..	5 25	..	..

Trains.—Brighton Beach and Windsor to Melbourne and Sandridge—continued.

WEEK DAYS—SATURDAYS EXCEPTED.

UP.

	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79
BRIGHTON BEACH <i>dep.</i>	p.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.	p.m.	p.m.
Middle Brighton ..	..	..	5 30	..	..	..	..	6 8	..	..	..	..	6 50	..	..
North Brighton ..	..	..	5 32	..	..	..	..	6 10	..	..	..	..	6 52	..	..
Elsternwick ..	..	..	5 36	..	..	..	..	6 14	..	..	..	..	6 56	..	..
Balaclava ..	..	..	5 40	..	..	..	..	6 18	..	..	..	..	7 0	..	..
WINDSOR ..	..	..	5 44	..	..	..	..	6 22	..	..	..	..	7 4	..	..
Pradhan ..	..	..	5 47	..	..	..	..	6 26	..	..	..	..	7 7	..	..
South Yarra ..	..	..	5 50	6 10	6 10	..	6 20	6 30	6 40	..	6 50	7 0	7 10	7 20	7 30
Richmond ..	5 40	5 42	5 52	6 2 12	6 16	..	6 22	6 32	6 42	..	6 52	7 2	7 12	..	7 22
MELBOURNE ..	5 46	5 56	6 0	6 6 16	6 20	..	6 26	6 36	6 46	..	6 56	7 6	7 16	..	7 26
North Sandridge ..	5 50	6 0	6 10	6 10 20	6 25	6 18	6 30	6 40	6 50	..	7 0	7 10	7 20	..	7 30
SANDRIDGE .. <i>arr.</i>	5 54	5 48	6 6	6 14	6 25	6 25	6 35	6 45	6 54	6 48	7 5	7 15	7 25	7 18	7 35
	..	5 52	..	..	..	6 22	..	..	..	6 52	..	..	..	7 22	..
	..	5 55	..	..	..	6 25	..	..	..	6 55	..	..	..	7 25	..
	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
BRIGHTON BEACH <i>dep.</i>	p.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.	p.m.	p.m.
Middle Brighton ..	..	..	7 40	..	..	..	9 8	..	..	10 8	..	..	..	11 18	..
North Brighton ..	..	..	7 42	..	..	..	9 10	..	..	10 10	..	..	..	11 20	..
Elsternwick ..	..	..	7 46	..	..	..	9 14	..	..	10 14	..	..	..	11 24	..
Balaclava ..	..	..	7 50	..	..	..	9 18	..	..	10 18	..	..	..	11 28	..
WINDSOR ..	..	..	7 54	..	..	..	9 22	..	..	10 22	..	..	..	11 32	..
Pradhan ..	..	..	7 57	..	..	..	9 25	..	..	10 25	..	..	..	11 35	..
South Yarra ..	7 30	7 32	8 0	8 30	8 30	9 0	9 30	10 0	..	10 30	11 0	..	11 30	11 38	12 0
Richmond ..	7 36	7 36	8 2	8 32	8 32	9 2	9 32	10 2	..	10 32	11 2	..	11 32	11 40	..
MELBOURNE ..	7 40	7 40	8 6	8 36	8 36	9 6	9 36	10 6	..	10 36	11 6	..	11 36	11 44	..
North Sandridge ..	7 45	7 45	8 10	8 40	8 40	9 10	9 40	10 10	..	10 40	11 10	..	11 40	11 48	12 8
SANDRIDGE .. <i>arr.</i>	7 48	7 52	8 15	8 45	8 45	9 15	9 45	10 15	..	10 45	11 15	..	11 45	11 52	12 12
	..	..	..	8 18	..	..	..	..	10 18	..	..	11 18	..	..	..
	..	7 52	..	8 22	..	..	..	..	10 22	..	..	11 22	..	..	..
	..	7 55	..	8 25	..	..	..	..	10 25	..	..	11 25	..	..	..

1st June 1880.

Trains.—Melbourne to Emerald Hill and St. Kilda.

WEEK DAYS—SATURDAYS EXCEPTED.

DOWN.

[illegible]

1st June 1880.

Trains.—Melbourne to Hawthorn—WEEK DAYS—SATURDAYS EXCEPTED.

DOWN.																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
MELBOURNE	7 47	7 44	8 4	8 23	8 46	9 0	9 33	10 3	10 30	11 3	11 30	12 3	12 30	1 3	1 30	2 3
Richmond	7 8	7 48	8 8	8 27	..	9 4	..	10 7	10 34	11 7	11 34	12 7	12 34	1 7	1 34	2 7
East Richmond	7 11	7 51	8 11	8 31	8 51	9 7	9 38	10 9	10 37	11 9	11 37	12 9	12 37	1 9	1 37	2 9
Burnley street	..	..	..	..	8 53	..	..	..	..	..	..	..	..	1 11	..	..
HAWTHORN	7 16	7 56	8 16	8 36	8 56	9 12	9 42	10 14	10 42	11 14	11 42	12 14	12 42	1 14	1 42	2 14
dep.																
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
p.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.	p.m.	p.m.	p.m.	p.m.
MELBOURNE	2 30	3 3	3 30	4 3	4 24	4 44	5 6	5 24	5 44	6 7	6 33	7 3	7 30	8 30	9 30	10 30
Richmond	2 34	3 7	3 34	4 7	4 28	4 48	5 10	..	5 48	6 11	6 37	7 7	7 34	8 34	9 34	10 34
East Richmond	2 37	3 9	3 37	4 9	4 31	4 51	5 12	5 30	5 51	6 14	6 39	7 9	7 37	8 37	9 37	10 37
Burnley street	..	..	..	..	4 34	..	..	..	..	6 16	..	..	..	..	..	..
HAWTHORN	2 42	3 14	3 42	4 14	4 36	4 56	5 17	5 35	5 56	6 18	6 44	7 14	7 42	8 42	9 42	10 42
arr.																

Trains.—Hawthorn to Melbourne—WEEK DAYS—SATURDAYS EXCEPTED.

UP.																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
a.m.	a.m.	a.m.	a.m.	a.m.	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.
7 28	8 4	8 25	8 40	9 0	9 20	9 45	10 16	10 45	11 16	11 45	12 16	12 45	1 16	1 45	2 16		
7 31	..	8 28	8 43	..	..	..	..	10 48	..	..	..	..	..	1 48	..		
7 33	8 10	8 31	8 45	9 5	9 25	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20	1 50	2 20		
7 36	8 13	8 33	..	9 7	9 27	9 53	10 23	10 53	11 23	11 53	12 23	12 53	1 23	1 53	2 23		
7 40	8 17	8 37	8 52	9 12	9 32	9 56	10 27	10 58	11 27	11 58	12 27	12 58	1 27	1 58	2 28		
HAWTHORN dep.																	
Burnley street ..																	
East Richmond ..																	
Richmond ..																	
MELBOURNE arr.																	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
p.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.	p.m.	p.m.	p.m.	p.m.	p.m.
2 45	3 16	3 45	4 17	4 44	5 4	5 24	5 44	6 4	6 25	6 46	7 16	7 45	8 45	9 45	10 45	11 45	
..	..	..	..	..	..	..	..	..	..	..	7 19	..	..	..	..	..	
2 50	3 20	3 50	4 22	4 50	5 10	5 30	5 50	6 10	6 30	6 50	7 20	7 50	8 50	9 50	10 50	11 50	
2 53	3 23	3 53	4 24	4 53	5 13	5 33	5 53	6 13	6 33	6 53	7 23	7 53	8 53	9 53	10 53	11 53	
2 58	3 27	3 58	4 28	4 58	5 18	5 38	5 58	6 18	6 38	6 58	7 28	7 57	8 57	9 57	10 57	11 58	
HAWTHORN dep.																	
Burnley street ..																	
East Richmond ..																	
Richmond ..																	
MELBOURNE arr.																	

Trains.—Sandridge and Melbourne to Windsor and Brighton Beach.

SATURDAYS.

DOWN.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SANDRIDGE <i>dep.</i>	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
North Sandridge	..	..	..	7 0	7 30	..	8 0	..	..	..	..	8 30	..	..	..	..	9 0
MELBOURNE { <i>arr.</i>	..	..	..	7 3	7 33	..	8 3	..	..	..	..	8 33	..	..	..	..	9 3
<i>dep.</i>	..	..	..	7 7	7 37	..	8 7	..	..	..	..	8 37	..	..	..	..	9 7
Richmond	..	..	6 0	7 7	7 40	7 50	..	8 0	8 10	8 20	8 27	..	8 30	8 37	8 40	8 50	..
South Yarra	..	..	6 4	7 11	7 44	7 54	..	8 4	8 14	8 24	..	..	8 34	..	8 44	8 54	..
Prahran	..	..	6 8	7 15	7 48	7 58	..	8 8	8 18	8 28	..	..	8 38	..	8 48	8 58	..
WINDSOR { <i>arr.</i>	..	..	6 12	7 19	7 52	8 2	..	8 12	8 22	8 32	8 35	..	8 42	8 48	8 52	9 2	..
<i>dep.</i>	..	..	6 15	7 22	7 55	8 5	..	8 15	8 25	8 35	8 38	..	8 45	8 51	8 55	9 5	..
Balaclava	..	..	..	7 28	..	..	..	..	..	8 36	..	..	..	..	8 56	..	..
Elsternwick	..	..	..	7 30	..	..	..	..	..	8 38	..	..	..	..	8 58	..	..
North Brighton	..	..	..	7 34	..	..	..	..	..	8 42	..	..	..	..	9 4	..	..
Middle Brighton	..	..	..	7 38	..	..	..	..	..	8 46	..	..	..	..	9 8	..	..
BRIGHTON BH. <i>arr.</i>	..	..	..	7 42	..	..	..	..	..	8 50	..	..	..	..	9 10	..	..
	..	..	..	7 45	..	..	..	..	..	..	..	..	..	..	9 15	..	..
SANDRIDGE <i>dep.</i>	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
North Sandridge	..	..	..	9 30	..	..	10 0	..	..	10 30	..	..	11 0	..	..	11 30	..
MELBOURNE { <i>arr.</i>	..	..	..	9 33	..	..	10 3	..	..	10 33	..	..	11 3	..	..	11 33	..
<i>dep.</i>	..	..	..	9 37	..	..	10 7	..	..	10 37	..	..	11 7	..	..	11 37	..
Richmond	9 3	9 10	9 20	..	9 30	9 40	..	10 0	10 20	..	10 40	..	11 0	11 0	11 20	..	11 40
South Yarra	9 7	9 14	9 24	..	..	9 44	..	10 4	10 24	..	10 44	..	11 4	11 4	11 24	..	11 44
Prahran	9 10	9 18	9 28	..	..	9 48	..	10 8	10 28	..	10 48	..	11 8	11 8	11 28	..	11 48
WINDSOR { <i>arr.</i>	9 14	9 22	9 32	..	..	9 52	..	10 12	10 32	..	10 52	..	11 12	11 12	11 32	..	11 52
<i>dep.</i>	9 17	9 25	9 35	..	9 38	9 55	..	10 15	10 35	..	10 55	..	11 15	11 15	11 35	..	11 55
Balaclava	..	..	9 37	..	..	..	..	10 18	..	..	10 58	..	..	..	11 37	..	..
Elsternwick	..	..	9 39	..	..	..	..	10 20	..	..	11 0	..	..	..	11 39	..	..
North Brighton	..	..	9 43	..	..	..	..	10 24	..	..	11 4	..	..	..	11 43	..	..
Middle Brighton	..	..	9 47	..	..	..	..	10 28	..	..	11 8	..	..	..	11 47	..	..
BRIGHTON BH. <i>arr.</i>	..	..	9 51	..	..	..	..	10 32	..	..	11 12	..	..	..	11 51	..	..
	..	..	9 54	..	..	..	..	10 34	..	..	11 14	..	..	..	11 54	..	..

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Trains.—Sandridge and Melbourne to Windsor and Brighton Beach—continued.

SATURDAYS.

DOWN.

	34	35	36	37	38	39	40	41	42	43	44	45	46	47
SANDRIDGE ..	noon.	p.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.
North Sandridge ..	12 30	..	..	12 30	..	1 0	..	..	..	1 30	..	..	..	2 0
MELBOURNE ..	12 30	..	..	12 33	..	1 3	..	..	..	1 33	..	..	..	2 3
Richmond ..	12 37	..	..	12 37	..	1 7	..	..	..	1 37	..	..	..	2 7
South Yarra ..	..	12 0	12 20	..	12 40	..	1 0	1 20	1 29	..	1 32	1 40	1 51	..
Prahran ..	..	12 4	12 24	..	12 44	..	1 4	1 24	..	..	1 36	1 44	1 55	..
WINDSOR ..	..	12 8	12 28	..	12 48	..	1 8	1 28	..	..	1 40	1 48	1 59	..
Balaclava ..	..	12 12	12 32	..	12 52	..	1 12	1 32	..	..	1 44	1 52	2 3	..
Elsternwick ..	..	12 15	12 35	..	12 55	..	1 15	1 34	1 38	..	1 46	1 55	2 5	..
North Brighton ..	..	12 17	..	..	12 57	..	..	..	1 39	..	..	..	..	..
Middle Brighton ..	..	12 19	..	..	12 59	..	..	..	1 41	..	..	..	..	..
BRIGHTON BEACH ..	..	12 23	..	..	1 3	..	..	..	1 45	..	..	..	..	..
	..	12 27	..	..	1 7	..	..	..	1 49	..	..	..	..	..
	..	12 31	..	..	1 11	..	..	..	1 53	..	..	..	..	..
	..	12 34	..	..	1 14	..	..	..	1 55	..	..	..	..	..

	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
SANDRIDGE ..	p.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.	p.m.	p.m.
North Sandridge ..	2 0	2 9	2 12	2 20	2 30	2 30	2 40	2 50	3 0	3 0	3 10	3 20	3 30	3 40	4 0
MELBOURNE ..	2 4	..	2 16	2 24	2 33	2 34	2 44	2 54	3 3	3 3	3 14	3 24	3 33	3 44	4 3
Richmond ..	2 8	..	2 20	2 28	2 37	2 38	2 48	2 58	3 7	3 8	3 18	3 28	3 37	3 48	4 7
South Yarra ..	2 12	..	2 24	2 32	..	2 42	2 52	3 2	..	3 12	3 22	3 32	..	3 52	..
Prahran ..	2 14	2 18	2 27	2 35	..	2 45	2 55	3 5	..	3 15	3 25	3 35	..	3 55	..
WINDSOR ..	..	2 19	..	..	..	..	2 57	..	..	..	..	3 37	..	..	..
Balaclava ..	..	2 21	..	..	..	..	2 59	..	..	..	..	3 39	..	..	..
Elsternwick ..	..	2 25	..	..	..	..	3 3	..	..	..	..	3 43	..	..	..
North Brighton ..	..	2 29	..	..	..	..	3 7	..	..	..	..	3 47	..	..	..
Middle Brighton ..	..	2 33	..	..	..	..	3 11	..	..	..	..	3 51	..	..	..
BRIGHTON BEACH ..	..	2 35	..	..	..	..	3 14	..	..	..	..	3 54	..	..	..

Trains.—Sandridge and Melbourne to Windsor and Brighton Beach—continued.

SATURDAYS.

DOWN.		63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79
SANDRIDGE .. dep.		p.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.	p.m.	p.m.	p.m.	p.m.
North Sandridge ..		..	..	4 30	..	5 0	..	..	5 30	..	6 0	..	..	6 30	..	7 0	..	..
MELBOURNE	{	..	..	4 33	..	5 3	..	..	5 33	..	6 3	..	..	6 33	..	7 3	..	..
	arr.	..	..	4 37	..	5 7	..	..	5 37	..	6 7	..	..	6 37	..	7 7	..	..
Richmond ..	dep.	4 0	4 20	..	4 40	..	5 0	5 20	..	5 40	..	6 0	6 20	6 40	6 50	..	7 0	7 10
South Yarra ..	..	..	4 24	..	4 44	..	5 4	5 24	..	5 44	..	6 4	6 24	6 44	6 54	..	7 4	7 14
Prahran ..	..	4 8	4 28	..	4 48	..	5 8	5 28	..	5 48	..	6 8	6 28	6 48	6 58	..	7 8	7 18
WINDSOR ..	{	4 12	4 32	..	4 52	..	5 12	5 32	..	5 52	..	6 12	6 32	6 52	7 2	..	7 12	7 22
	arr.	4 15	4 35	..	4 55	..	5 15	5 35	..	5 55	..	6 15	6 35	6 55	7 5	..	7 15	7 25
Balaclava ..	dep.	..	4 37	..	..	..	5 17	..	..	5 57	..	..	6 37	..	..	..	7 17	..
Elsternwick ..	..	..	4 39	..	..	..	5 19	..	..	5 59	..	..	6 39	..	..	..	7 19	..
North Brighton ..	..	..	4 43	..	..	..	5 23	..	..	6 3	..	..	6 43	..	..	..	7 23	..
Middle Brighton ..	..	..	4 47	..	..	..	5 27	..	..	6 7	..	..	6 47	..	..	..	7 27	..
BRIGHTON BH. arr.	{	..	4 51	..	..	..	5 31	..	..	6 11	..	..	6 51	..	..	..	7 31	..
	..	..	4 54	..	..	..	5 34	..	..	6 14	..	..	6 54	..	..	..	7 34	..
		80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	
SANDRIDGE .. dep.		p.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.	p.m.	p.m.	p.m.	
North Sandridge ..		..	7 30	..	8 0	..	8 30	..	9 30	..	10 0	10 30	..	..	11 30	..	..	..
MELBOURNE	{	..	7 33	..	8 3	..	8 33	..	9 33	..	10 33	10 33	..	..	11 33	..	..	..
	arr.	..	7 37	..	8 7	..	8 37	..	9 37	..	10 37	10 37	..	..	11 37	..	..	..
Richmond ..	dep.	7 20	..	7 40	..	8 10	8 40	9 10	..	9 40	10 10	..	10 40	11 10	..	11 40	11 44	
South Yarra ..	..	7 24	..	7 44	..	8 14	8 44	9 14	..	9 44	10 14	..	10 44	11 14	..	..	11 48	
Prahran ..	..	7 28	..	7 48	..	8 18	8 48	9 18	..	9 48	10 18	..	10 48	11 18	..	..	11 52	20
WINDSOR ..	{	7 32	..	7 52	..	8 22	8 52	9 22	..	9 52	10 22	..	10 52	11 22	..	..	11 56	24
	arr.	7 35	..	7 55	..	8 25	8 55	9 25	..	9 55	10 25	..	10 55	11 25	..	11 51	11 59	
Balaclava ..	dep.	..	..	..	..	8 27	..	9 27	..	..	..	..	10 56	..	..	11 52	..	
Elsternwick ..	..	..	..	..	..	8 29	..	9 29	..	..	..	..	10 59	..	..	11 55	..	
North Brighton ..	..	..	..	..	..	8 33	..	9 33	..	..	..	..	11 3	..	..	11 59	..	
Middle Brighton ..	..	..	..	..	..	8 37	..	9 37	..	..	..	..	11 7	..	..	12 3	..	
BRIGHTON BH. arr.	{	..	..	..	..	8 41	..	9 41	..	..	..	..	11 11	..	..	12 7	..	
	..	..	..	..	..	8 44	..	9 44	..	..	..	..	11 14	..	..	12 10	..	

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Trains.—Brighton Beach and Windsor to Melbourne and Sandridge.

SATURDAYS.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
UP.															
BRIGHTON BEACH <i>dep.</i>	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Middle Brighton	..	..	..	7 7	..	..	..	..	..	8 15	..	..	..	..	8 54
North Brighton	..	..	..	7 10	..	..	..	..	..	8 18	..	..	..	..	8 56
Elsternwick	..	..	..	7 15	..	..	..	..	..	8 22	..	..	..	..	9 0
Balacava	..	..	..	7 19	..	..	..	..	..	8 26	..	..	..	..	9 4
WINDSOR { <i>arr.</i>	..	..	..	7 24	..	..	..	..	..	8 30	..	..	..	..	9 8
WINDSOR { <i>dep.</i>	..	..	..	7 27	..	..	..	..	..	8 33	..	..	..	..	..
Prahran	..	..	6 20	7 30	8 0	8 10	..	8 20	8 30	8 36	8 40	..	8 50	9 0	..
South Yarra	..	..	6 22	7 32	8 2	8 12	..	8 22	8 32	..	8 42	..	8 52	9 2	..
Richmond	..	..	6 26	7 36	8 6	8 16	..	8 26	8 36	..	8 46	..	8 56	9 6	..
MELBOURNE { <i>arr.</i>	..	..	6 30	7 40	8 10	8 20	..	8 30	8 40	8 43	8 50	..	9 0	9 10	..
MELBOURNE { <i>dep.</i>	..	..	6 35	7 46	8 14	8 25	..	8 34	8 44	8 47	8 55	..	9 5	9 15	9 18
North Sandridge	7 18	7 22	..	7 48	..	..	8 18	..	..	..	..	8 48	..	..	..
SANDRIDGE { <i>arr.</i>	7 25	7 25	..	7 55	..	..	8 25	..	..	..	..	8 55	..	..	..
	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
BRIGHTON BEACH <i>dep.</i>	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Middle Brighton	..	..	..	..	9 20	..	..	..	..	10 1	..	..	10 40	..	..
North Brighton	..	..	..	..	9 22	..	..	..	..	10 4	..	..	10 42	..	..
Elsternwick	..	..	..	..	9 26	..	..	..	..	10 8	..	..	10 46	..	..
Balacava	..	..	..	..	9 30	..	..	..	..	10 12	..	..	10 50	..	..
WINDSOR { <i>arr.</i>	..	..	..	..	9 34	..	..	..	..	10 16	..	..	10 54	..	..
WINDSOR { <i>dep.</i>	..	..	..	..	9 36	..	..	..	..	10 18	..	..	10 57	..	..
Prahran	9 13	..	9 20	9 30	9 38	9 41	..	10 0	..	10 20	10 40	..	11 0	..	11 20
South Yarra	9 15	..	9 22	9 32	..	9 43	..	10 2	..	10 22	10 42	..	11 2	..	11 22
Richmond	9 19	..	9 26	9 36	..	9 47	..	10 6	..	10 26	10 46	..	11 6	..	11 26
MELBOURNE { <i>arr.</i>	9 23	..	9 30	9 40	..	9 53	..	10 10	..	10 30	10 50	..	11 10	..	11 30
MELBOURNE { <i>dep.</i>	9 27	..	9 35	9 44	9 47	9 53	..	10 15	..	10 32	10 55	..	11 15	..	11 35
North Sandridge	9 18	9 22	..	..	..	9 48	..	..	10 18	..	..	10 48	..	11 18	..
SANDRIDGE { <i>arr.</i>	9 25	9 25	..	..	..	9 55	..	..	10 22	..	..	10 52	..	11 22	..
	..	..	..	..	..	..	..	..	10 25	..	..	10 55	..	11 25	..

Trains.—Brighton Beach & Windsor to Melbourne & Sandridge—continued.

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SATURDAYS.

UP.

	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77
BRIGHTON BCH. <i>dep.</i>	p.m. 4 0	p.m. 4 2	p.m. 4 4	p.m. 4 6	p.m. 4 8	p.m. 5 0	p.m. 5 2	p.m. 5 4	p.m. 5 6	p.m. 5 8	p.m. 6 0	p.m. 6 2	p.m. 6 4	p.m. 6 6	p.m. 6 8	p.m. 7 0	p.m. 7 2
Middle Brighton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Balaclava	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WINDSOR	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Prahran	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Richmond	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Sandridge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SANDRIDGE	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92
BRIGHTON BCH. <i>dep.</i>	p.m. 7 40	p.m. 7 42	p.m. 7 44	p.m. 7 46	p.m. 7 48	p.m. 7 50	p.m. 7 52	p.m. 7 54	p.m. 7 56	p.m. 7 58	p.m. 8 00	p.m. 8 02	p.m. 8 04	p.m. 8 06	p.m. 8 08
Middle Brighton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Elsternwick	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Balaclava	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WINDSOR	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Prahran	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Richmond	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MELBOURNE	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Sandridge	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SANDRIDGE	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Trains—Melbourne to Emerald Hill and St. Kilda.—SATURDAYS.

DOWN.

	1	2	3	4	5	6	7	8	9	10	11	12
MELBOURNE ..	a.m. 7 50	a.m. 8 20	a.m. 8 40	a.m. 9 0	a.m. 9 20	a.m. 9 40	a.m. 10 0	a.m. 10 15	a.m. 10 30	a.m. 11 0	a.m. 11 30	noon. 12 0
Emerald Hill..	dep. 7 54	8 24	8 44	9 4	9 24	9 44	10 4	10 18	10 34	11 4	11 34	12 4
Albert Park ..	7 56	8 26	8 46	9 6	9 26	9 46	10 6	10 21	10 36	11 6	11 36	12 6
ST. KILDA ..	arr. 8 2	8 30	8 50	9 10	9 30	9 50	10 10	10 25	10 40	11 10	11 40	12 10
MELBOURNE ..	—	—	—	—	—	—	—	—	—	—	—	—
Emerald Hill..	13	14	15	16	17	18	19	20	21	22	23	24
Albert Park ..	p.m. 12 20	p.m. 12 40	p.m. 1 0	p.m. 1 20	p.m. 1 40	p.m. 2 0	p.m. 2 20	p.m. 2 40	p.m. 3 0	p.m. 3 20	p.m. 3 40	p.m. 4 0
ST. KILDA ..	dep. 12 24	12 44	1 4	1 24	1 44	2 4	2 24	2 44	3 4	3 24	3 44	4 4
MELBOURNE ..	12 26	12 46	1 6	1 26	1 46	2 6	2 26	2 46	3 6	3 26	3 46	4 6
Emerald Hill..	arr. 12 30	12 50	1 10	1 30	1 50	2 10	2 30	2 50	3 10	3 30	3 50	4 10
MELBOURNE ..	—	—	—	—	—	—	—	—	—	—	—	—
Emerald Hill..	25	26	27	28	29	30	31	32	33	34	35	36
Albert Park ..	p.m. 4 20	p.m. 4 40	p.m. 5 0	p.m. 5 20	p.m. 5 40	p.m. 6 0	p.m. 6 20	p.m. 6 40	p.m. 7 0	p.m. 7 20	p.m. 7 40	p.m. 8 0
ST. KILDA ..	dep. 4 24	4 44	5 4	5 24	5 44	6 4	6 24	6 44	7 4	7 24	7 44	8 4
MELBOURNE ..	4 26	4 46	5 6	5 26	5 46	6 6	6 26	6 46	7 6	7 26	7 46	8 6
Emerald Hill..	arr. 4 30	4 50	5 10	5 30	5 50	6 10	6 30	6 50	7 10	7 30	7 50	8 10
MELBOURNE ..	—	—	—	—	—	—	—	—	—	—	—	—
Emerald Hill..	37	38	39	40	41	42	43	44	45	46	47	—
Albert Park ..	p.m. 8 20	p.m. 8 40	p.m. 9 0	p.m. 9 20	p.m. 9 40	p.m. 10 0	p.m. 10 20	p.m. 10 40	p.m. 11 0	p.m. 11 20	p.m. 11 40	..
ST. KILDA ..	dep. 8 24	8 44	9 4	9 24	9 44	10 4	10 24	10 44	11 4	11 24	11 44	..
MELBOURNE ..	8 26	8 46	9 6	9 26	9 46	10 6	10 26	10 46	11 6	11 26	11 46	..
Emerald Hill..	arr. 8 30	8 50	9 10	9 30	9 50	10 10	10 30	10 50	11 10	11 30	11 50	..

Trains.—Brighton Beach & Windsor to Melbourne & Sandridge.—SUNDAYS.

	1 & 2	3	4	5	6	7	8	9	10	11	12	13
UP.												
BRIGHTON BCH. <i>dep.</i>	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Middle Brighton ..	..	10 0	..	..	..	1 0	..	2 6	..	3 6	..	4 6
North Brighton ..	..	10 3	..	..	..	1 3	..	2 9	..	3 9	..	4 9
Elsternwick ..	..	10 7	..	..	..	1 7	..	2 14	..	3 14	..	4 14
Balaclava ..	..	10 12	..	..	..	1 12	..	2 19	..	3 19	..	4 19
WINDSOR { <i>arr.</i>	..	10 17	..	..	..	1 16	..	2 23	..	3 23	..	4 23
.. { <i>dep.</i>	..	10 19	..	..	..	1 18	..	2 26	..	3 26	..	4 26
Prahran ..	..	10 22	..	..	1 5	1 20	2 0	2 30	3 0	3 30	4 0	4 30
South Yarra ..	..	10 24	..	..	1 7	1 22	2 2	2 32	3 2	3 32	4 2	4 32
Richmond ..	..	10 28	..	..	1 11	1 26	2 6	2 36	3 6	3 36	4 6	4 36
MELBOURNE { <i>arr.</i>	..	10 32	..	..	1 15	1 30	2 10	2 40	3 10	3 40	4 10	4 40
.. { <i>dep.</i>	..	10 39	..	..	1 20	1 35	2 15	2 45	3 15	3 45	4 15	4 45
North Sandridge ..	9 48	..	10 48	12 48	1 18	1 48	2 18	2 48	3 18	3 48	4 18	4 48
SANDRIDGE { <i>arr.</i>	..	..	10 52	12 52	1 22	1 52	2 22	2 52	3 22	3 52	4 22	4 52
.. { <i>dep.</i>	9 55	..	10 55	12 55	1 25	1 55	2 25	2 55	3 25	3 55	4 25	4 55
	14	15	16	17	18	19	20	21	22	23	24	25
BRIGHTON BCH. <i>dep.</i>	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Middle Brighton ..	..	5 6	..	6 0	..	..	7 6	..	8 6	..	9 6	..
North Brighton ..	..	5 9	..	6 3	..	..	7 9	..	8 9	..	9 9	..
Elsternwick ..	..	5 14	..	6 8	..	..	7 14	..	8 14	..	9 14	..
Balaclava ..	..	5 19	..	6 13	..	..	7 19	..	8 19	..	9 19	..
WINDSOR { <i>arr.</i>	..	5 23	..	6 17	..	..	7 23	..	8 23	..	9 23	..
.. { <i>dep.</i>	..	5 26	..	6 20	..	..	7 26	..	8 26	..	9 26	..
Prahran ..	5 0	5 30	6 0	6 22	6 30	7 0	7 30	8 0	8 30	9 0	9 30	10 0
South Yarra ..	5 2	5 32	6 2	6 24	6 32	7 2	7 32	8 2	8 32	9 2	9 32	10 11
Richmond ..	5 6	5 36	6 6	6 28	6 36	7 6	7 36	8 6	8 36	9 6	9 36	10 15
MELBOURNE { <i>arr.</i>	5 10	5 40	6 10	6 34	6 40	7 10	7 40	8 10	8 40	9 10	9 40	10 19
.. { <i>dep.</i>	5 15	5 45	6 15	6 40	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 24
North Sandridge ..	5 18	5 48	6 18	6 48	..	7 18	7 48	8 18	8 48	..	..	..
SANDRIDGE { <i>arr.</i>	5 22	5 52	6 22	6 52	..	7 22	7 52	8 22	8 52	..	..	..
.. { <i>dep.</i>	5 25	5 55	6 25	6 55	..	7 25	7 55	8 25	8 55	..	..	..

Trains.—Melbourne to Emerald Hill and St. Kilda.—SUNDAYS.

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1st June 1880.

DOWN.

	1	1a	2	3	4	5	6	7	8	9	10	11	12
	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.
MELBOURNE	dep.	10 45	12 45	1 0	2 20	2 40	3 0	3 20	3 40	4 0	4 20	4 40	4 40
Emerald Hill	..	10 50	12 49	1 4	2 24	2 44	3 4	3 24	3 44	4 4	4 24	4 44	4 44
Albert Park..	..	10 52	12 51	1 6	2 26	2 46	3 6	3 26	3 46	4 6	4 26	4 46	4 46
ST. KILDA ..	arr.	10 55	12 55	1 10	2 30	2 50	3 10	3 30	3 50	4 10	4 30	4 50	4 50

	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	p.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.	p.m.	p.m.
MELBOURNE	dep.	5 0	5 20	5 40	6 0	6 20	6 40	7 0	7 20	7 40	8 0	8 20	8 40	9 0	9 40
Emerald Hill	..	5 4	5 24	5 44	6 4	6 24	6 44	7 4	7 24	7 44	8 4	8 24	8 44	9 4	9 44
Albert Park..	..	5 6	5 26	5 46	6 6	6 26	6 46	7 6	7 26	7 46	8 6	8 26	8 46	9 6	9 46
ST. KILDA ..	arr.	5 10	5 30	5 50	6 10	6 30	6 50	7 10	7 30	7 50	8 10	8 30	8 50	9 10	9 50

Trains.—St. Kilda and Emerald Hill to Melbourne.—SUNDAYS.

UP.

	1	1a	2	3	4	5	6	7	8	9	10	11	12
	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.
ST. KILDA ..	dep.	10 30	12 30	12 45	1 15	1 45	2 0	2 20	2 40	3 0	3 20	3 40	4 0
Albert Park..	..	10 33	12 33	12 48	1 18	1 48	2 3	2 23	2 43	3 3	3 23	3 43	4 23
Emerald Hill	..	10 35	12 35	12 50	1 20	1 50	2 5	2 25	2 45	3 5	3 25	3 45	4 25
MELBOURNE	arr.	10 40	12 40	12 55	1 23	1 53	2 10	2 30	2 50	3 10	3 30	3 50	4 30

	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	p.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.	p.m.	p.m.
ST. KILDA ..	dep.	4 40	5 0	5 20	5 40	6 0	6 20	6 40	7 0	7 20	7 40	8 0	8 20	8 40	9 0
Albert Park	..	4 43	5 3	5 23	5 43	6 3	6 23	6 43	7 3	7 23	7 43	8 3	8 23	8 43	9 23
Emerald Hill	..	4 45	5 5	5 25	5 45	6 5	6 25	6 45	7 5	7 25	7 45	8 5	8 25	8 45	9 25
MELBOURNE..	arr.	4 50	5 10	5 30	5 50	6 10	6 30	6 50	7 10	7 30	7 50	8 10	8 30	8 50	9 30

Trains.—Melbourne to Hawthorn.—SUNDAYS.

	DOWN.																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	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.	p.m.	p.m.	p.m.	p.m.
MELBOURNE .. dep.	10 15	12 55	1 30	2 0	2 30	3 0	3 30	4 0	4 30	5 0	5 30	6 0	6 30	7 0	7 30	8 30	9 0
Richmond ..	10 20	1 0	1 35	2 5	2 35	3 5	3 35	4 5	4 35	5 5	5 35	6 5	6 35	7 5	7 35	8 35	9 5
East Richmond ..	10 22	1 2	1 37	2 7	2 37	3 7	3 37	4 7	4 37	5 7	5 37	6 7	6 37	7 7	7 37	8 37	9 7
Burnley street ..	..	1 4	..	..	..	..	..	..	..	5 9	..	..	..	..	..	..	9 9
HAWTHORN .. arr.	10 27	1 7	1 42	2 12	2 42	3 12	3 42	4 12	4 42	5 12	5 42	6 12	6 42	7 12	7 42	8 42	9 12

Trains.—Hawthorn to Melbourne.—SUNDAYS.

	UP.																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	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.	p.m.	p.m.	p.m.	p.m.
HAWTHORN .. dep.	10 30	1 15	1 45	2 15	2 45	3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 45	9 15
Burnley street ..	10 33	..	..	2 18	..	3 18	..	..	..	..	..	6 18	..	..	..	..	..
East Richmond ..	10 35	1 19	1 49	2 19	2 49	3 19	3 49	4 19	4 49	5 19	5 49	6 19	6 49	7 19	7 49	8 49	9 19
Richmond ..	10 38	1 22	1 52	2 22	2 52	3 22	3 52	4 22	4 52	5 22	5 52	6 22	6 52	7 22	7 52	8 52	9 22
MELBOURNE .. arr.	10 43	1 26	1 56	2 26	2 56	3 26	3 56	4 26	4 56	5 26	5 56	6 26	6 56	7 26	7 56	8 56	9 26

Trains.—Williamstown and Melbourne.—SUNDAYS.

	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
From WILLIAMSTOWN ..	..	1 30	2 30	3 30	4 30	5 30	..
From MELBOURNE ..	..	1 48	2 48	3 48	4 48	5 48	..

1st *June* 1880.

ВЛОМ МЕТРОЧУЗЕ

Annual Tickets ..

1st June 1880.

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Fares to Stations.

STATIONS.	No. of Station.	EMERALD HILL AND ALBERT PARK.		ST. KILDA.		RICHMOND.		SOUTH YARRA.	
		Single.		Single.		Single.		Single.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne	0	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Sandridge	1	0 3	0 2	0 4	0 3	0 3	0 2	0 3	0 2
Sandridge	2	..	..	..	..	..	..	..	..
Emerald Hill and Albert Park	3	..	..	0 3	0 2	0 7	0 5	0 7	0 5
St. Kilda	4	0 3	0 2	0 4	0 3	0 6	0 4	0 6	0 4
Richmond	5	0 6	0 4	0 7	0 5	0 7	0 5	0 7	0 5
South Yarra	6	0 6	0 4	0 7	0 5	0 7	0 5	0 7	0 5
Prahran	7	0 7	0 5	0 7	0 5	0 7	0 5	0 7	0 5
Windsor	8	0 7	0 5	0 7	0 5	0 7	0 5	0 7	0 5
Balaclava	9	0 9	0 6	0 9	0 6	0 9	0 6	0 9	0 6
Elsternwick	10	0 11	0 8	0 11	0 8	0 11	0 8	0 11	0 8
North Brighton	11	0 11	0 8	0 11	0 8	0 11	0 8	0 11	0 8
Middle Brighton	12	0 11	0 8	0 11	0 8	0 11	0 8	0 11	0 8
Brighton Beach	13	0 11	0 8	0 11	0 8	0 11	0 8	0 11	0 8
East Richmond	14	..	..	..	..	..	..	..	..
Hawthorn	15	..	..	..	..	..	..	..	..
Williamstown	..	..	..	..	..	..	..	..	..
Half-Yearly Tickets	..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Annual Tickets	..	2 2 0	3 5 0	3 5 0	3 5 0	2 2 0	3 17 0	2 8 6	4 12 0

1st June 1880.

Fares to Stations.

STATIONS.	No. of Station.	PRAHRAN.		WINDSOR.		BALACLAVA.		ELSTERNWICK.	
		Single.		Single.		Single.		Single.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne	0	s. d. 0 4	s. d. 0 3	s. d. 0 4	s. d. 0 3	s. d. 0 6	s. d. 0 4	s. d. 0 8	s. d. 0 6
North Sandridge	1	0 8	0 6	0 1	0 0	0 8	0 6	0 1	0 0
Sandridge	2	0 8	0 6	0 1	0 0	0 8	0 6	0 1	0 0
Emerald Hill and Albert Park	3	0 7	0 5	0 1	0 0	0 7	0 5	0 1	0 0
St. Kilda	4	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
Richmond	5	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
South Yarra	6	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Prahran	7	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Windsor	8	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Balaclava	9	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
Elsternwick	10	0 6	0 4	0 9	0 6	0 6	0 4	0 9	0 6
North Brighton	11	0 8	0 6	0 1	0 0	0 8	0 6	0 1	0 0
Middle Brighton	12	0 8	0 6	0 1	0 0	0 8	0 6	0 1	0 0
Brighton Beach	13	0 8	0 6	0 1	0 0	0 8	0 6	0 1	0 0
East Richmond	14	0 7	0 5	0 1	0 0	0 7	0 5	0 1	0 0
Hawthorn	15	0 7	0 5	0 1	0 0	0 7	0 5	0 1	0 0
Williamstown	..	..	..	..	..	..	..	..	..
Half-Yearly Tickets	..	£ s. d. 3 2 0	£ s. d. 3 5 0	£ s. d. 4 4 0	£ s. d. 4 4 0	£ s. d. 5 2 0	£ s. d. 5 2 0	£ s. d. 5 2 0	£ s. d. 5 2 0
Annual Tickets	..	5 17 6	6 2 6	7 13 6	7 13 6	9 0 0	9 0 0	9 0 0	9 0 0

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Fares to Stations.

STATIONS.	No. of Station.	NORTH BRIGHTON.				MIDDLE BRIGHTON.				BRIGHTON BEACH.			
		Single.		Return.		Single.		Return.		Single.		Return.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ..	0	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Sandridge ..	1	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Sandridge ..	2	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Emerald Hill and } ..	3	0 11	0 8	1 4½	1 0	0 11	0 8	1 4½	1 0	0 11	0 8	1 4½	1 0
Albert Park ..	4	..	..	..	..	..	..	..	..	..	..	..	..
St. Kilda ..	5	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Richmond ..	6	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
South Yarra ..	7	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Prahran ..	8	0 6	0 4	0 9	0 6	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Windsor ..	9	0 4	0 3	0 6	0 4½	0 6	0 4	0 9	0 6	0 8	0 6	1 0	0 9
Balaclava ..	10	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 6	0 4	0 9	0 6
Elsternwick ..	11	..	..	..	..	..	..	..	..	..	..	..	..
North Brighton ..	12	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Middle Brighton ..	13	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Brighton Beach ..	14	..	..	..	..	..	..	..	..	..	..	..	..
East Richmond ..	15	..	..	..	..	..	..	..	..	..	..	..	..
Hawthorn ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Williamstown ..	..	..	..	..	..	..	..	..	..	..	..	..	..
—		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Half-Yearly Tickets ..	..	5	7	0	5	17	0	5	17	0	6	7	6
Annual Tickets ..	..	9	9	0	10	7	0	10	7	0	11	5	0

1st June 1880.

Fares to Stations.

STATIONS.	Station No.	EAST RICHMOND.				HAWTHORN.				WILLIAMSTOWN.			
		Single.		Return.		Single.		Return.		Single.		Return.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ..	0	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Sandridge ..	1	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Sandridge ..	2	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	0 10	0 9
Emerald Hill and } ..	3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Albert Park ..	4	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
St. Kilda ..	5	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Richmond ..	6	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
South Yarra ..	7	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Prahran ..	8	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Windsor ..	9	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Balclava ..	10	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Elsternwick ..	11	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
North Brighton ..	12	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Middle Brighton ..	13	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Brighton Beach ..	14	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
East Richmond ..	15	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Hawthorn ..	16	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Williamstown ..	17	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 9	0 6	0 10	0 9
Half-Yearly Tickets ..	18	£ 2	s. 2	d. 0	£ 3	s. 5	d. 0	£ 3	s. 5	d. 0	£ 3	s. 5	d. 0
Annual Tickets ..	19	£ 3	s. 17	d. 0	£ 6	s. 2	d. 0	£ 6	s. 2	d. 0	£ 6	s. 2	d. 0
All Stations.		£ 16				s. 11				d. 8			

Omnibuses.

South Yarra Station for Toorak, on arrival of every train from Melbourne.
Toorak (near church) for South Yarra Station, 13 minutes before the departure of every train for Melbourne.

Hawthorn Station to Camberwell, Upper Hawthorn, and Kew, on arrival of each train from Melbourne.
Camberwell for Hawthorn Station 20 minutes, and Upper Hawthorn (Auburn Road), and Kew (Barnard's Corner), 12 minutes before the arrival of each train at Hawthorn Station.
Waggonettes ply regularly to and from St. Kilda Station and the Village Belle and Royal Hotels.

Periodical Tickets.

	DAILY TICKETS.				PERIODICAL TICKETS.							
	Single.		Return.		Monthly.				Half-Yearly.		Yearly.	
	1st.	2nd.	1st.	2nd.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
Melbourne and	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North Sandridge	0 3	0 2	0 4½	0 3	0 8	0 6	2 2	0	3 17	0	3 17	0
Sandridge ..	0 4	0 3	0 6	0 4½	0 13	0 10	3 8	0	6 5	0	6 5	0
E. Hill and Park	0 3	0 2	0 4½	0 3	0 8	0 6	2 2	0	3 17	0	3 17	0
St. Kilda ..	0 4	0 3	0 6	0 4½	0 12	0 10	3 5	0	6 2	6	6 2	6
Richmond ..	0 3	0 2	0 4½	0 3	0 8	0 6	2 2	0	3 17	0	3 17	0
South Yarra ..	0 3	0 2	0 4½	0 3	0 9	0 7	2 8	6	4 12	0	4 12	0
Prahran ..	0 4	0 3	0 6	0 4½	0 11	0 9	3 2	0	5 17	6	5 17	6
Windsor ..	0 4	0 3	0 6	0 4½	0 12	0 10	3 5	0	6 2	6	6 2	6
Balaclava ..	0 6	0 4	0 9	0 6	0 16	0 12	4 4	0	7 13	6	7 13	6
Elsternwick ..	0 8	0 6	1 0	0 9	1 0	0 16	5 2	0	9 0	0	9 0	0
North Brighton	0 8	0 6	1 0	0 9	1 1	0 17	5 7	0	9 9	0	9 9	0
Middle Brighton	0 8	0 6	1 0	0 9	1 3	0 18	5 17	0	10 7	0	10 7	0
Brighton Beach	0 8	0 6	1 0	0 9	1 5	0 1	6 7	6	11 5	0	11 5	0
East Richmond	0 3	0 2	0 4½	0 3	0 8	0 6	2 2	0	3 17	0	3 17	0
Hawthorn ..	0 4	0 3	0 6	0 4½	0 12	0 10	3 5	0	6 2	6	6 2	6
All Stations ..	..	..	..	..	..	..	..	..	16 11	8	16 11	8

Periodical Tickets are available to and from the stations for which they are issued, and to and from all intermediate stations. No rebate will be made on Periodical Tickets.

A deposit of 2s. 6d. is required to be made on Yearly and Half-yearly Tickets. Tickets must be returned within seven days after expiry, otherwise the deposit will be forfeited.

Yearly and Half-yearly Tickets available for the St. Kilda line are issued at Windsor, Balaclava, and the Brighton stations; and Yearly and Half-yearly Tickets available between Windsor and Melbourne are issued at St. Kilda station, at the rate of 25s. for Yearly and 12s. for Half-yearly, in addition to the ordinary rate between Melbourne and the station at which the Ticket is issued.

Children above four and under twelve years—Half-fares. Children attending school—Monthly Tickets at half adult rates; Quarterly Tickets at 12½ per cent. discount. Yearly, Half-yearly, and Monthly Tickets for youths under 20 years of age, whose salaries are under £65 per annum, and for youths attending school above 16 and under 20 years of age, at two-thirds of adult rates. All persons claiming the benefit of these regulations will be required to sign a declaration which has been prepared. Special arrangements may be made for schools or large numbers of children. The power of refusing or cancelling any Periodical Ticket is reserved.

Any person losing his or her Monthly Ticket can obtain a duplicate at the Flinders street Office, by paying a *pro rata* charge for the unexpired portion of the month.

The Booking Office window at each station will be opened ten minutes before and closed two minutes before the starting of every train. Return Tickets are only available on the day of issue. Passengers will be booked at the intermediate stations only on condition that there is room in the trains.

