VICTORIAN RAILWAYS

WORKING TIME-TABLE ADDENDA

(GENERAL INSTRUCTIONS)

NORTHERN AND MIDLAND DISTRICTS,
WESTERN AND SOUTH WESTERN DISTRICTS,
NORTH EASTERN DISTRICT,
EASTERN DISTRICT,
METROPOLITAN DISTRICT.

ISSUED 7th AUGUST, 1978.

(NOT TO BE ISSUED TO THE PUBLIC)

INTRODUCTION

INDEX TO GENERAL INSTRUCTIONS

	Pages
Army Personnel Movement of	44, 45
Austrail Pass	27, 28
Bankcard Credit Scheme	35
Carriages, class of, not to be attached to Goods Trains	108
Carriages, types of, not permitted to run on certain lines	62
Carriage Windows and Fittings, damage to	75
Cheques	12
Deposit Booking Arrangements	14
Double-Headed Loads	62
Express Train Stock	62
Foggy weather	63
Footwarmers supply of	57–60
Freight Vehicles on Passenger Trains	62
Green Star Parcels	46
Group Travel	8
Ice Supply of	56
Labels for Dangerous Goods according to class	113
Loads, Passenger and Express Trains, Maximum	62
Loads, Tonnage of Goods Trains, Computation of	90–106
Locomotive Axle Loads, overall lengths	107
Locomotives "Dead" Mass (nearest tonne)	107
Locomotives fitted with Automatic Staff Exchange Apparatus	64
L.P. Gas Heated Passenger Vehicles	58
Marshalling Instructions for Up Goods Trains	86
Maximum Gross Mass per Goods Vehicle	108
Melbourne–Hamilton Road Bus Service	42, 43
Mixed Trains, loads and locomotives running schedules for	63
Motorail	48–55
Outline, Maximum Loading	110
Overloaded Vehicles	108
Overloading of Passenger Trains	62
Passes, Privilege Tickets, Limitation of Availability	20, 21
Passenger, Rolling Stock control of	24–26
Passenger Trains provided with Sitting Car Conductors	76–77
Passenger Trains, Locomotive Running Schedules	63
Passengers travelling in Brakevans of Goods Trains	22
Platforms, Trains departing and arriving Melbourne	3–7
Qantas Holidays	29
Rail Shunting Tractors, Mass to be allowed	107

INDEX TO GENERAL INSTRUCTIONS (Cont'd)

	Pages
Reserved Seat Booking	8–19
Retired Railwaymen, Half Intersystem Concessions for	13
Running Statements, Guards	87–89
Sleeping Berth Booking	8–17
Steam and Diesel Cranes, etc. Mass to be allowed	107
Symbols, Station Reference	112
Symbols, Train Time-table Reference	112
Tamping Machines and Ballast Regulators, Speed of	64
Telephone Reservations	13
Travel Credit-Cards	30–33
Travel Orders	12
Truck Sheets, Guards	88
Unaccompanied Children, travel of by Interstate Services	22
Vehicles, Goods, Mass to be allowed, and overall lengths (Victorian Stock)	91–96
Vehicles, Goods, Mass to be allowed, and overall lengths (South Australian Stock)	97–100
Vehicles, Goods, Mass to be allowed and overall lengths (New South Wales Stock)	103–106
Vehicles, Goods, Mass to be allowed and overall lengths (Australian National Stock)	101
Vehicles, Goods, Mass to be allowed and overall lengths (Western Australian Stock)	102
Vehicles, Passenger, Description, Tonnage Rating, etc. (Victorian Stock)	66–71
Vehicles, Passenger, Description, Tonnage Rating (South Australian Stock)	71
Vehicles, Passenger, Description, Tonnage Rating (New South Wales Stock)	72–74
Vehicles, Passenger, Description, Tonnage Rating etc. (Victorian and South Australian Joint Stock).	65
Vehicles, Passenger, Description, Tonnage Rating, etc. (Victorian and New South Wales Joint Stock).	72
Vehicle Limitations, Goods Trains	108
Working Time-table Addenda, Amending Circulars	130–132

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET
(See Footnote)

Trains LEAVE SPENCER ST. as under for:—

Trains	Line	Plat.	Days
BENDIGO, ETC.			
8 0 a.m.	Woodend ..	5	Mon. to Sat.
8 45	Bendigo ..	5	Tue.to Fri.
"Great Northern Limited"			
8 45	Bendigo and Swan Hill	5	Monday, Saturday
12 20 p.m.	Kyneton ..	7	Saturday
1 40	Bendigo ..	1	Mon., Wed., Fri., Sat.
1 40	Bendigo and Swan Hill	1	Tue., Thurs.
3 53	Kyneton ..	6	Mon. to Fri.
4 30	Kyneton	7	Mon. to Fri.
5 4	Woodend ..	6	Friday
5 4	Bendigo ..	5	Mon, Tue, Thur.
5 4	Bendigo & Swan Hill	5	Wednesday
5 14	Kyneton ..	8	Mon. to Fri.
5 35	Woodend ..	5	Saturday
5 40	Bendigo and Swan Hill ..	5	Friday
5 45	Kyneton ..	6	Mon. to Fri.
6 5	Bendigo ..	5	Saturday
9 32 a.m.	Bendigo and Swan Hill ..	3	Sunday
7 10 p.m.	Bendigo ..	3	Sunday
BALLARAT-SERVICETON-ADELAIDE			
7 7 a.m.	Ballarat (via Geelong) ..	7	Mon. to Fri.
7 12	Ballarat (via Geelong) ..	7	Saturday
7 50	Hamilton Bus ..	Car Park	Mon. to Sat.
8 30	Horsham ..	6	Mon. to Sat.
9 32	Melton ..	6	Mon. to Fri.
12 17 p.m.	Bacchus Marsh	6	Saturday
1 0	Ballarat ..	6	Saturday
1 0	Ballarat and Donald ..	6	Mon. to Fri.
2 15	Bacchus Marsh	5	Mon. to Fri.
3 41	Bacchus Marsh	2	Mon. to Fri.
4 10	Ballarat (via Geelong)	4	Saturday
4 10	Ballarat (via Geelong)	3	Mon. to Fri.
4 25	Bacchus Marsh	8	Mon. to Fri.
4 56	Dimboola ..	1	Mon. to Fri.
5 25	Bacchus Marsh	7	Mon. to Fri.
5 58	Ballarat ..	7	Mon. to Fri.
6 0	Dimboola ..	6	Saturday
6 25	Bacchus Marsh	6	Mon. to Fri.
6 32	Ballarat ..	7	Saturday
8 55	Adelaide "The Overland"	2	Daily Sun. inc. (connect to W.A.)
9 20	Ballarat and Mildura "The Vinelander"	5	Sun. to Fri.
9 32	Bacchus Marsh	6	Mon. to Fri.
9 35 a.m.	Horsham ..	6	Sunday
7 5 p.m.	Ballarat ..	6	Sunday

Trains ARRIVE SPENCER ST. as under from:—

Train	Line	Plat.	Days
BENDIGO, ETC.			
7 15 a.m.	Kyneton ..	5	Mon. to Fri.
8 20	Kyneton ..	8	Mon. to Sat.
8 38	Woodend ..	6	Saturday
8 45	Kyneton ..	7	Mon. to Fri.
9 40	Bendigo ..	5	Mon. to Fri.
9 40	Bendigo ..	5	Saturday
11 18	Woodend ..	6	Mon. to Fri.
11 55	Swan Hill ..	5	Wed., Fri.
2 25 p.m.	Swan Hill ..	1	Mon., Tue., Thur., Sat.
2 25	Bendigo ..	1	Wed., Fri.
4 40	Woodend ..	6	Mon. to Fri.
5 15	Woodend ..	5	Saturday
7 30	Bendigo ..	4	Saturday
7 55	Bendigo ..	6	Friday
8 15	Bendigo ..	6	Mon. to Thur.
8 25	Woodend ..	6	Friday
11 39 a.m.	Bendigo ..	1	Sunday
9 30 p.m.	Swan Hill ..	1	Sunday
ADELAIDE-SERVICETON-BALLARAT			
6 48 a.m.	Bacchus Marsh	6	Mon. to Fri.
7 30	Bacchus Marsh ..	7	Mon. to Fri.
7 50	Mildura and Ballarat .. "The Vinelander"	3	Mon. to Sat.
8 45	Adelaide "The Overland"	2	Sunday Connect ex W.A.
8 15	Bacchus Marsh	7	Mon. to Sat.
9 0	Adelaide "The Overland"	2	Mon. to Sat. (Connect ex W.A.)
9 38	Ballarat (via Geelong)	3	Mon. to Sat.
10 0	Ballarat ..	7	Mon. to Thur.
		7	Saturday
		6	Friday
11 15	Melton ..	6	Mon. to Fri.
12 15 p.m.	Dimboola	4	Mon. to Fri.
		2	Saturday
2 5	Ballarat	6	Saturday
2 5	Donald and Ballarat	6	Mon. to Fri.
4 45	Bacchus Marsh	6	Mon. to Fri.
5 10	Hamilton Bus	Car Park	Mon. to Sat.
6 0	Bacchus Marsh	4	Mon. to Fri.
6 20	Ballarat (via Geelong)	4	Saturday
6 35	Ballarat (via Geelong)	4	Mon. to Fri.
8 10	Horsham ..	4	Saturday
8 20	Horsham	4	Mon. to Fri.
9 15	Bacchus Marsh	6	Mon. to Fri.
11 0 a.m.	Ballarat ..	1	Sunday
9 10 p.m.	Horsham ..	1	Sunday

Note—Peruse the Working Time-tables for particulars of branch line connecting services and stations at which the trains indicated above will stop. During holiday periods, train times and platform arrangements may be varied. Peruse the special time-tables and docking sheets issued for these occasions.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page 3).

Trains LEAVE SPENCER STREET as under for:— GEELONG-WARRNAMBOOL

Train	Line	Plat.	Days
5 48 a m	Geelong ..	3	Mon to Fri.
6 3	Werribee ..	6	Sat.
6 32	Werribee	6	Sat.
		8	Mon. to Fri.
7 7	Geelong (connects Ballarat)	7	Mon. to Fri.
7 12	Geelong (connects Ballarat)	7	Saturday
7 33	Werribee ..	6	Mon. to Fri.
7 36	Werribee NA ..	12	Sat.
7 56	Werribee ..	6	Mon. to Fri.
8 20	Geelong ..	4	Mon. to Sat.
8 36	Werribee NA	12	Sat.
9 4	Werribee NA ..	12	Mon. to Fri.
9 35	Warrnambool ..	5	Mon. to Sat.
9 36	Werribee NA ..	12	Mon. to Sat.
10 10	Geelong ..	3	Mon. to Sat.
10 36	Werribee NA ..	12	Mon. to Sat.
11 10	Geelong	4	Sat.
		3	Mon. to Fri.
11 36	Werribee NA ..	12	Mon. to Sat.
12 10 p.m.	Geelong	3	Mon. to Fri.
		8	Sat.
12 16	Werribee NA ..	12	Sat.
12 36	Werribee NA ..	12	Mon. to Fri.
1 10	Geelong	4	Saturday
		3	Mon. to Fri.
1 36	Werribee NA ..	12	Mon. to Sat.
2 10	Geelong	4	Sat.
		3	Mon. to Fri.
2 36	Werribee NA ..	12	Mon. to Fri.
3 10	South Geelong	5	Mon. to Fri.
3 16	Werribee NA ..	12	Mon. to Fri.
3 36	Werribee NA ..	12	Sat.
3 44	Werribee	6	Mon. to Thur.
		1	Friday
4 10	Geelong (connects Ballarat)	4	Sat.
		3	Mon. to Fri.
4 21	Werribee ..	5	Mon. to Fri.
4 55	South Geelong ..	4	Mon. to Fri.
4 59	Werribee ..	7	Mon. to Fri.
5 11	South Geelong ..	14	Mon. to Fri.
5 20	Geelong ..	2	Mon. to Fri.
5 30	Werribee ..	7	Sat.
5 50	Geelong ..	8	Sat.
5 55	Geelong ..	14	Mon. to Fri.
6 10	Werribee ..	3	Mon. to Fri.

Trains ARRIVE SPENCER STREET as under from:— WARRNAMBOOL-GEELONG

Train	Line	Plat.	Days
6 52 a.m.	Geelong ..	4	Mon. to Sat
7 20	Geelong ..	4	Mon. to Fri.
7 52	Werribee NB ..	11	Sat.
7 55	Geelong ..	4	Mon. to Fri.
8 5	South Geelong ..	13	Mon. to Fri.
8 18	Geelong ..	13	Mon. to Fri.
8 30	Werribee ..	7	Mon. to Fri.
8 32	Werribee NB ..	11	Sat.
8 35	Geelong ..	8	Sat.
8 40	South Geelong	4	Mon. to Fri.
9 2	Geelong ..	3	Mon. to Fri.
9 32	Werribee NB ..	11	Mon. to Sat.
9 38	Geelong (connects Ballarat)	3	Sat.
9 38	South Geelong (connects Ballarat)	3	Mon. to Fri.
9 53	Werribee NB ..	11	Mon. to Fri.
10 35	Geelong	4	Sat.
		3	Mon. to Fri.
11 12	Werribee NB ..	11	Mon. to Sat.
11 25	Warrnambool	3	Sat.
		4	Mon. to Fri.
11 47	Werribee NB ..	13	Sat.
11 52	Werribee NB ..	11	Mon. to Fri.
12 32 p.m.	Werribee NB ..	11	Sat.
12 35	Geelong	4	Sat.
		3	Mon. to Fri.
12 52	Werribee NB ..	11	Mon. to Fri.
1 30	Geelong ..	3	Mon. to Fri.
1 35	Geelong ..	4	Sat.
1 52	Werribee NB ..	11	Mon. to Sat.
2 10	Werribee ..	6	Sat.
2 35	Geelong ..	5	Mon. to Fri.
2 52	Werribee NB ..	11	Mon. to Fri.
3 30	Geelong	4	Sat.
		5	Mon. to Fri.
3 52	Werribee NB ..	11	Sat.
3 53	Werribee NB ..	11	Mon. to Fri.
4 30	Werribee ..	6	Mon. to Fri.
4 35	Geelong ..	3	Mon. to Fri.
5 9	Werribee ..	6	Mon. to Fri.
5 20	Geelong ..	8	Sat.
5 26	Werribee	9	Mon. to Thur.
		6	Fri.
		7	Sat.
5 45	Werribee ..	11	Mon. to Fri.
5 47	Geelong B ..		

A—From Flinders Street. B—To Flinders Street.

N—Passengers change trains Newport.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page 3)

Trains LEAVE SPENCER STREET as under for:—
GEELONG-WARRNAMBOOL
(Cont'd)

Train	Line	Plat.	Days
6 23 p.m.	Warrnambool	3	Sat.
		2	Mon. to Fri.
6 45	Werribee ..	6	Mon. to Fri.
6 56	Werribee NA ..	12	Sat.
7 10	Geelong ..	4	Mon. to Fri.
8 10	Geelong A ..	12	Mon. to Fri.
8 10	Geelong A ..	14	Sat.
8 33	Werribee NA ..	12	Mon. to Fri.
9 3	Werribee NA ..	14	Sat.
9 30	Geelong A ..	12	Mon. to Fri.
11 25	Geelong A ..	14	Mon. to Sat.
9 45 a.m.	Geelong A	14	Sun.
9 53	Werribee NA ..	14	Sun.
11 13	Werribee NA	14	Sun.
12 33 p.m.	Werribee NA ..	14	Sun.
1 53	Werribee NA ..	14	Sun.
2 30	Geelong A ..	14	Sun.
3 13	Werribee NA ..	14	Sun.
4 33	Werribee NA ..	14	Sun.
5 40	Geelong A	14	Sun.
5 53	Werribee NA ..	14	Sun.
7 13	Werribee NA ..	4	Sun.
7 40	Warrnambool ..	14	Sun.
8 33	Werribee NA ..	14	Sun.
10 30	Geelong A ..	14	Sun.
11 29	Werribee A ..	14	Sun.

Trains ARRIVE SPENCER STREET as under from:—
WARRNAMBOOL-GEELONG
(Cont'd)

Train	Line	Plat.	Days
6 20 p.m.	Geelong (connects Ballarat	4	Sat.
6 35	South Geelong (connects Ballarat)	4	Mon. to Fri.
6 50	Werribee ..	8	Mon. to Fri.
7 12	Werribee NB ..	11	Sat.
7 15	Geelong B ..	11	Sat.
7 24	Geelong B ..	11	Mon. to Fri.
8 18	Geelong B ..	11	Fri.
8 22	Warrnambool	5	Sat.
		3	Mon. to Thur.
8 58	Werribee NB ..	11	Mon. to Fri.
8 58	Werribee NB ..	13	Sat.
10 18	Geelong B ..	11	Mon. to Thu.
10 35	Warrnambool ..	2	Fri.
10 45	Werribee ..	6	Mon. to Sat.
8 57 a.m.	Werribee NB ..	13	Sun
9 11	Geelong B ..	13	Sun.
10 17	Werribee NB ..	13	Sun.
11 37	Werribee NB ..	13	Sun.
12 57 p.m.	Werribee NB ..	13	Sun.
1 40	Geelong B	13	Sun.
2 17	Werribee NB ..	13	Sun.
3 37	Werribee NB ..	13	Sun.
4 57	Werribee NB	13	Sun.
5 11	Geelong B ..	13	Sun.
6 17	Werribee NB ..	13	Sun.
6 20	Geelong ..	7	Sun.
7 37	Werribee NB ..	13	Sun.
8 20	Geelong B ..	13	Sun.
8 57	Werribee NB ..	13	Sun.
9 50	Warrnambool ..	2	Sun.
10 30	Werribee B ..	13	Sun.

A—From Flinders Street.

B—To Flinders Street.

N—Passengers change trains Newport.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET (See Footnote, Page 3)

Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for:— SEYMOUR-COBRAM-ALBURY-SYDNEY			
7 10 a.m.	Seymour ..	5	Mon. to Sat.
8 35	Albury and Cobram	2	Mon. to Sat.
8 40	**Sydney— .. "Intercapital Daylight"**	**1**	**Mon. to Sat.**
12 50 p.m.	Seymour ..	5	Saturday ..
1 30	Seymour ..	6	Mon. to Fri. ..
4 13	Seymour ..	6	Mon. to Fri. ..
4 45	Albury .. "Albury Express"	2	Mon. to Fri.
5 18	Cobram ..	3	Mon. to Fri.
5 30	Seymour ..	4	Mon. to Fri.
5 30	Mansfield Bus ..	Inner Road	Mon. to Thur.
5 45	Albury .. "Albury Express"	2	Sat.
6 8	Cobram ..	4	Saturday
6 15	Mansfield Bus ..	Inner Road	Fri., Sat.
6 45	Sydney— .. "Spirit of Progress"	1	Daily, Sun. Inc.
8 0	Sydney— .. "Southern Aurora"	1	Daily, Sun. Inc.
9 25 a.m.	Albury and Cobram	4	Sunday
5 51 p.m.	Albury .. "Albury Express"	2	Sunday

Train	Line	Plat.	Days
Trains ARRIVE SPENCER ST. as under from: SYDNEY-ALBURY-COBRAM-SEYMOUR			
7 35 a.m.	Seymour ..	6	Mon. to Fri.
8 25	Seymour ..	3	Mon. to Fri.
8 40	Seymour ..	6	Saturday
9 0	**Sydney .. "Southern Aurora"**	**1**	**Daily, Sun. Inc.**
9 55	Sydney— "Spirit of Progress"	1	Daily, Sun. Inc.
10 10	Cobram ..	5	Sat.
10 10	Cobram ..	4	Mon. to Fri.
11 0	Seymour ..	6	Mon. to Sat.
11 30	Mansfield Bus ..	Inner Road	Mon. to Sat.
11 40	Albury .. "Albury Express"	1	Mon. to Sat.
5 35 p.m.	Seymour ..	6	Mon. to Fri.
7 40	Cobram ..	3	Mon. to Sat.
8 0	Albury ..	3	Mon. to Fri.
8 20	Sydney— "Intercapital Daylight"	1	Mon. to Sat.
8 40	Albury ..	3	Saturday
11 35	Albury "Albury Express"	2	Sunday
8 15 p.m.	Cobram ..	1	Sunday
8 40	Albury ..	1	Sunday

Standard gauge trains shown in heavy black type.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote page 3).

Train	Line	Plat.	Days
Trains LEAVE FLINDERS STREET as under for:—			
6 45 a.m.	Warragul D ..	6	Mon. to Fri.
7 20	Traralgon ..	1 Cent	Mon. to Sat.
7 33	Werribee N ..	7	Saturday
8 33	Werribee N ..	7	Saturday
9 0	Bairnsdale .. "The Gippslander"	1 Cent	Mon. to Sat.
9 1	Werribee N ..	7	Mon. to Fri.
9 15	Leongatha ..	1 Cent	Mon. to Sat.
9 33	Werribee N	6	Mon. to Fri.
		7	Saturday
9 38	Inverloch B ..	6	Mon. to Sat.
10 33	Werribee N ..	7	Mon. to Sat.
11 33	Werribee N ..	7	Mon. to Sat.
12 13 p.m.	Werribee N ..	7	Saturday
12 33	Werribee N ..	7	Mon. to Fri.
12 35	Traralgon ..	1 Cent	Saturday
12 57	Warragul ..	1 Cent	Mon. to Fri.
1 0	Leongatha ..	1 Cent	Saturday
1 33	Werribee N ..	7	Mon. to Sat.
2 33	Werribee N ..	7	Mon. to Fri.
3 13	Werribee N ..	6	Mon. to Fri.
3 33	Werribee N ..	7	Saturday
3 37	Warragul ..	11 East	Mon. to Fri.
3 58	Leongatha ..	1 Cent	Friday
3 58	Yarram ..	1 Cent	Mon. to Thur.
4 46	Traralgon ..	1 Cent	Mon. to Fri.
5 6	Warragul E ..	6	Mon. to Fri.
5 18	Inverloch B ..	6	Mon. to Fri.
5 58	Inverloch B ..	6	Saturday
6 8	Sale ..	1 Cent	Mon. to Thur.
6 8	Bairnsdale ..	1 Cent	Friday
6 15	Bairnsdale ..	1 Cent	Saturday
6 20	Yarram ..	1 Cent	Saturday
6 25	Leongatha ..	1 East	Mon. to Thur.
6 25	Yarram ..	1 East	Friday
6 53	Werribee N ..	7	Saturday
8 5	Geelong ..	1 Cent	Mon. to Sat.
8 30	Werribee N ..	7	Mon. to Fri.
9 0	Werribee N ..	7	Saturday
9 25	Geelong ..	1 Cent	Mon. to Sat.
11 20	Geelong ..	1 Cent	Mon. to Sat.
9 28 a.m.	Sale ..	1 East	Sunday
9 40	Geelong ..	1 Cent	Sunday
9 50	Werribee N ..	9	Sunday
11 10	Werribee N ..	9	Sunday
12 30 p.m.	Werribee N ..	9	Sunday
1 50	Werribee N ..	9	Sunday
2 25	Geelong ..	1 Cent	Sunday
3 10	Werribee N ..	9	Sunday
4 30	Werribee N ..	9	Sunday
5 35	Geelong ..	1 Cent	Sunday
5 50	Werribee ..	9	Sunday
6 25	Leongatha ..	1 Cent	Sunday
7 5	Traralgon ..	1 Cent	Sunday
7 10	Inverloch B ..	8	Sunday
7 10	Werribee N ..	9	Sunday
8 30	Werribee N ..	9	Sunday
10 25	Geelong ..	1 Cent	Sunday
11 25	Werribee ..	1 Cent	Sunday

Train	Line	Plat.	Days
Trains ARRIVE FLINDERS STREET as under from:—			
7 52 a.m.	Warragul D ..	9	Mon. to Fri.
7 56	Werribee N ..	6	Saturday
8 33	Warragul ..	10 East	Mon. to Fri.
8 36	Werribee N ..	6	Saturday
8 40	Traralgon ..	1 East	Saturday
8 45	Leongatha ..	2	Saturday
8 48	Leongatha ..	1 East	Mon. to Fri.
9 20	Traralgon ..	1 Cent	Mon. to Fri.
9 36	Werribee N ..	6	Mon. to Sat.
9 57	Werribee N ..	2	Mon. to Fri.
10 40	Bairnsdale ..	1 Cent	Monday
10 40	Sale ..	1 Cent	Tue. to Fri.
10 48	Inverloch B ..	7	Saturday
10 53	Inverloch B ..	6	Mon. to Fri.
11 10	Yarram ..	1 Cent	Mon. to Sat.
11 15	Bairnsdale ..	1 Cent	Saturday
11 16	Warragul ..	1 Cent	Mon. to Fri.
11 16	Werribee N ..	9	Mon. to Fri.
11 16	Werribee N ..	6	Saturday
11 56	Werribee N ..	8	Saturday
11 56	Werribee N ..	6	Mon. to Fri.
12 36 p.m.	Werribee N ..	6	Saturday
12 56	Werribee N ..	7	Mon. to Fri.
1 56	Werribee N ..	6	Saturdays
1 56	Werribee N ..	7	Mon. to Fri.
2 56	Werribee N ..	9	Mon. to Fri.
3 56	Werribee N ..	6	Saturday
3 57	Werribee N ..	3	Mon. to Fri.
4 50	Traralgon ..	1 Cent	Saturday
5 55	Geelong ..	1 East	Mon. to Fri.
6 6	Warragul E ..	7	Mon. to Fri.
6 20	Bairnsdale .. "The G'lander"	1 Cent	Mon. to Fri.
6 30	Bairnsdale .. "The G'lander"	1 Cent	Saturday
6 36	Inverloch B ..	6	Mon. to Fri.
6 48	Inverloch B ..	9	Saturday
7 10	Leongatha ..	1 Cent	Mon. to Fri.
7 16	Werribee N ..	6	Saturday
7 20	Geelong ..	1 Cent	Saturday
7 30	Geelong ..	1 Cent	Mon. to Fri.
7 33	Traralgon ..	1 Cent	Mon. to Fri.
7 34	Leongatha ..	1 Cent	Saturday
8 25	Geelong ..	1 Cent	Friday
9 2	Werribee N ..	6	Mon. to Sat.
10 25	Geelong ..	1 Cent	Mon. to Thur.
9 0 a.m.	Werribee N ..	8	Sunday
9 17	Geelong ..	1 East	Sunday
10 20	Werribee N ..	8	Sunday
11 15	Traralgon ..	1 Cent	Sunday
11 40	Werribee N ..	8	Sunday
1 0 p.m.	Werribee N ..	8	Sunday
1 46	Geelong ..	1 Cent	Sunday
2 20	Werribee N ..	8	Sunday
3 40	Werribee N ..	8	Sunday
5 0	Werribee N ..	8	Sunday
5 17	Geelong ..	1 Cent	Sunday
6 20	Werribee N ..	8	Sunday
7 40	Werribee N ..	8	Sunday
7 47	Inverloch B ..	9	Sunday
8 25	Geelong ..	1 Cent	Sunday
9 0	Werribee N ..	8	Sunday
9 15	Sale ..	1 Cent	Sunday
9 40	Leongatha ..	1 Cent	Sunday
10 35	Werribee ..	1 Cent	Sunday

N—Passengers change trains Newport. **D**—Passengers change trains Dandenong.

E—Passengers change trains Pakenham.

B.—Change at Dandenong to or from Wonthaggi, Inverloch Bus.

SLEEPING BERTHS AND RESERVED SEAT BOOKING

(1) RESERVATIONS.

Passengers holding appropriate rail tickets or passes may, on payment of the prescribed fees, reserve sleeping berths, where provided, first or economy seats by certain Victorian services and local trains in other states.

Reservation of sleeping berths or seats is compulsory for travel by Intersystem Express trains also by certain services within New South Wales, Queensland and Western Australia.

Sleeping berths are provided only in conjunction with first-class travel over the Victorian, New South Wales and South Australian systems, and with first or economy travel over the Queensland, Western Australian and Australian National systems. (Economy travel is available over the New South Wales and South Australian systems where travel is made by "Indian Pacific" or relief express thereof).

(2) PHONE NUMBER OF CLIENTS.

In instances where Clients request sleeping berth accommodation or where Motorail reservations are secured involving either booking of seats or berths, Booking Clerks are to advise Reservation Staff phone number of the Client concerned in order that contact may be made at a later date should the necessity arise.

(3) RESERVATION OF SEATS FOR CHILDREN UNDER FOUR YEARS OF AGE FOR WHOM A RAIL TICKET IS NOT HELD.

Intrasystem (Local) and Intersystem Journeys—

For each parent or guardian travelling, one seat may be reserved for one or more children under four (4) years of age who do not hold rail tickets; half rail fare shall be charged for each additional seat required for children under four (4) years of age.

A reserved seat ticket shall be issued and the prescribed fee paid for each reserved seat.

(4) RESERVATION OF BERTHS FOR CHILDREN UNDER FOUR YEARS OF AGE.

Separate sleeping berth accommodation will not be provided for any child under 4 years of age being carried free of charge.

When separate sleeping berth accommodation is requested for a child under 4 years of age half rail fare and full sleeping berth fee is to be charged.

See page 17, P.F. 17/368 for full particulars of regulations covering travel of children in sleeping cars.

Children under 4 years of age may share a berth with a parent, guardian or a child under 16 years of age at no additional charge.

(5) TRAVEL OF PENSIONERS:—

Pensioners travelling on half fare concessions are entitled to reserved seats and/or sleeping berths to or from locations on the direct line outlined hereunder, the advance booking of which will open in accordance with journey to be undertaken, See Clause 10.

Between Melbourne and Sydney
Between Sydney and Brisbane
Between Melbourne and Adelaide
Between Melbourne and Perth
Between Melbourne and Alice Springs
Between Sydney and Perth

(6) PACKAGE DEAL BOOKINGS.

Applications for Package Deal Bookings are to be made to the Tours Promotion Officer, Manager Passenger Operations as indicated hereunder:—

Mondays to Fridays .. 8.45 a.m. to 4.30 p.m.
Saturdays .. .. 8.45 a.m. to 11.45 a.m. } ext 1736 or 1749

(7) GROUP TRAVEL.

The following arrangements in conjunction with Group Travel can be arranged:—

(a) Co-ordinated bus and tram travel.
(b) Itineraries to places of interest whilst a Group is in Melbourne or awaiting connection between trains, or any other location such as Ballarat, Geelong etc.
(c) Overnight accommodation.
(d) All refreshment arrangements.

When arranging Group Travel, Staff should fully aquaint Manager, Passenger Operations with all aspects of the Tour which they require to be organised by this Office so that all appropriate arrangements can be made.

Generally, such Groups prefer to pay for all aspects of an excursion as outlined above prior to departure and this is to be arranged where practicable with Manager, Passenger Operations then being responsible for re-imbursement to co-ordinating Organisations involved with the Tour.

Seating accommodation for Group travel will be reserved at no additional charge, however, should air-conditioned seating accommodation be required normal seat booking fees of 50c will apply.

(8) GROUP BOOKINGS.

Applications for reservations for parties in excess of 6 persons (bona fide family travel excepted) are to be referred to Manager, Passenger Operations, Room B24, as indicated hereunder.

Mondays to Fridays .. .. 8.30 a.m. to 4.45 p.m. ..	Interstate	1679
	Intrastate	2126 or 1749
Saturdays .. .. 8.45 a.m. to 11.45 a.m. ..	Interstate	1673
	Intrastate	

In respect to Intrastate Group travel Booking Officers must ensure that Group Travel Officers in Manager, Passenger Operations Division are fully aware of details of travel by Groups and all relevant travel requirements.

Group Travel Officers will then arrange to issue VPT memoranda advising all concerned of travel of the Group, and other relevant details in order that appropriate accommodation can be made available on the train concerned and adequate supervision given where considered warranted.

(9) CLOSING OF RESERVED SEAT BOOKING

Booking of reserved seats for Intrastate passengers in carriages which are provided for optional seat booking shall close two hours prior to the scheduled departure times of the respective trains, or 8.0 p.m. the previous night for following morning departures.

(10) ADVANCE BOOKING

(a) **Intrastate Travel**—Except as otherwise indicated herein the booking of passengers travelling to Victorian destinations open two calendar months prior to the date of travel for forward journey, and three calendar months for return journey.

(*b*) **Between Melbourne–Benalla and Wangaratta.**

By "Spirit of Progress" and Relief Express in each direction seven (7) days prior to date of travel (to extent of accommodation available).

Passengers not securing a reserved seat can join the 'Up' "Spirit of Progress" or Relief Express on the understanding that a seat may not be available. Should advice be received that it is not practicable to allot a seat, the passenger is to be forewarned to this effect.

For passengers joining at Wangaratta or Benalla and a seat becoming available en route, the appropriate Reserved Seat fee is to be paid to the Conductor.

The foregoing will not apply in respect to Group travel. In every instance in which Group travel offers from Wangaratta and/or Benalla for the 'Up' "Spirit of Progress" arrangements must be made for Reserved Seats to be secured in the normal manner. Normal Reserved Seat fees will apply.

(*c*) **Between Melbourne and Albury.**

(*i*) By Victorian gauge trains—two calendar months prior to the date of travel.

(*ii*) By "Spirit of Progress" and Relief Express, and "Intercapital Daylight" and Relief Express in each direction between Melbourne and Albury, seven (7) days prior to date of travel, to extent of accommodation available.

(*d*) **Victorian Travel by "The Overland" Between Melbourne and Serviceton.** Passengers for Victorian roadside stopping stations beyond Ballarat to Murtoa inclusive are permitted to reserve seats seven (7) days in advance of the date of travel, whilst passengers for Horsham and beyond may book seats up to two (2) calendar months in advance.

Passengers for Ballarat may, subject to accommodation being available, reserve seats on the day of travel.

Passengers to Victorian stopping stations to Kaniva may reserve sleeping berths from 5.0 p.m. on day of travel subject to accommodation being available. See Table 80 of Passenger Fares Book P.F. 17/368. Passengers to Serviceton may book sleeping berths two months in advance of date of travel.

(e) **Victorian Travel by "The Overland" between Serviceton and Melbourne.** Seat reservations optional from Victorian stopping stations Serviceton to Ararat inclusive to the extent of accommodation available seven (7) days prior to the date of travel. (Application for bookings to be directed to the Central Reservation Bureau ("Diagrams"), extension "4" or to "Tickets" Adelaide either by telegram or phone ext. 2168, and must be made at least no later than 5.0 p.m. on the day prior to travel).

Passengers not securing a reserved seat join "The Overland" on the understanding that a seat may not be available. Should advice be furnished that it is not practicable to allot a seat, the passenger concerned is to be forewarned to this effect.

Passengers from Victorian stopping stations Serviceton to Stawell inclusive desirous of a sleeping berth, must make application to the Conductor when joining. Passengers are not permitted to join "The Overland" at Ballarat except those holding reservations by "Intercapital Daylight" the same day.

(*f*) **Advance Booking Period for Interstate Travel**—between any two of the following locations:

(*i*) Melbourne, Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Port Pirie, Kalgoorlie, Perth and Fremantle.

The booking of passengers for travel to Sydney, Canberra, Murwillumbah, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 12 calendar months prior to the date of travel on the forward journey and 13 calendar months prior to the date of travel in respect of the return journey, including journeys between Sydney and Adelaide (via Broken Hill).

(*ii*) Other Interstate destinations on the direct line between Murwillumbah, Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, and Perth (Albury Excepted):—The booking for passengers for travel between Interstate destinations on the direct line between Murwillumbah, Sydney, Brisbane, Canberra, Adelaide, Alice Springs, Kalgoorlie, and Perth opens two (2) calendar months prior to the date of travel on the forward journey and three (3) calendar months in respect of the return journey.

(*iii*) Intermediate travel by "Southern Aurora" from Melbourne and Goulburn. Passengers may travel by "Southern Aurora" from Melbourne to Goulburn, and Goulburn to Melbourne the advance booking of which will be restricted to two (2) calendar months prior to the date of travel. (See P.F. 17/366 re tickets to be held).

(*iv*) Intermediate travel by "Southern Aurora" between Albury and Sydney. Passengers may travel by "Southern Aurora" from Albury to Sydney and Sydney to Albury, the advance booking of which will be restricted to seven (7) days prior to date of travel. (See P.F.1 7/366 re tickets to be held).

(*v*) Bookings to other Interstate destinations not covered by (*i*) and (*ii*) are as under:—

QUEENSLAND	..	Six (6) calendar months in advance of the date of travel.
NEW SOUTH WALES	..	One calendar month in advance of date of travel for forward journey, two calendar months in advance of date of travel for return journey.
SOUTH AUSTRALIA	..	Between Adelaide—Mt. Gambier, Adelaide—Broken Hill—two months in advance of date of travel. All other local journeys—fourteen days in advance of date of travel.
WESTERN AUSTRALIA	..	Two calendar months in advance of date of travel.
TRANS-AUSTRALIAN AND CENTRAL AUSTRALIAN	..	Twelve calendar months in advance of date of travel.

(11) RETURN RESERVATIONS

Booking Staff are to bring to notice of passengers that facilities for advance booking of return journey accommodation is available, and take necessary action to secure any reservations required, and arrange, if practicable, to complete bookings for the return journey prior to commencement of the forward journey.

(12) APPLICATION FOR RESERVATIONS

When a request for a sleeping berth or reserved seat is received at a country station or suburban station authorised to book passengers for Country or Interstate journeys, application shall be made to the Officer controlling the reservations by telephone or service telegram for the accommodation required.

(13) INFORMATION REQUIRED

The telephone or telegram application shall state the train and date of travel, station at which passenger or passengers will join, class of ticket held, destination station, name and sex of passengers and type of seat or berth required. For each seat or berth allotted the Officer controlling the reservations is to be advised relevant reservation ticket number issued.

(14) CONFIRMATION SHEETS (P. 221)

When application is made by telephone the Booking Clerk must enter complete details of each transaction on the prescribed confirmation sheet P. 221 and then repeat back to the Reservation Clerk full particulars of train, date, allotment and ticket numbers in respect of each booking. Confirmation sheets are to be forwarded each day by the first available means to the Central Reservation Bureau, Room B24, Spencer Street.

(14) APPLICATION FOR RESERVATION OF SLEEPING BERTHS AND/OR RESERVED SEATS SHOULD BE DIRECTED AS FOLLOWS:—

(a) **CENTRAL RESERVATION BUREAU** for the following services:—

INTRASTATE SERVICES

DOWN—All "Down" Intrastate services departing from Melbourne as outlined on pages 18 and 19
UP—9.30 p.m. "The Vinelander" Mildura to Melbourne.
2.10/20 p.m. "The Gippslander" Bairnsdale–Melbourne.
All 'Up' Albury Broad Gauge Services.
12.50 p.m. Hamilton—Melbourne Bus. ($ee page 42)

INTERSTATE SERVICES

8.40 a.m. "Intercapital Daylight" & Relief Services Melbourne to Sydney.
7.45 a.m. "Intercapital Daylight" & Relief Services Sydney to Melbourne.
6.45 p.m. "Spirit of Progress" & Relief Services Melbourne to Sydney.
8.10 p.m. "Spirit of Progress" & Relief Services Sydney to Melbourne.
8.0 p.m. "Southern Aurora" & Relief Services Melbourne to Sydney.
8.0 p.m. "Southern Aurora" & Relief Services Sydney to Melbourne..
6.30 p.m. "Brisbane Ltd" Express & Relief Services Sydney to Brisbane.
3.40 p.m. "Brisbane Ltd." Express & Relief Services Brisbane to Sydney. (2.40 p.m. during Daylight Saving period)
6.40 p.m. "Gold Coast Motorail" Sydney to Murwillumbah.
3.45 p.m. "Gold Coast Motorail" Murwillumbah to Sydney.
9.0 a.m. Sunday to Friday, 8.25 a.m., Saturday "Newcastle Express" Sydney to Newcastle.
12.50 p.m. Monday to Saturday "Newcastle Express" Sydney to Newcastle.
4.45 p.m. Monday to Friday, 4.40 p.m., Sunday 5.10 p.m. Saturday "Newcastle Express" Newcastle to Sydney.
8.55 p.m. "The Overland" & Relief Services Melbourne to Adelaide.
7.10 p.m. "The Overland" & Relief Services Adelaide to Melbourne.
12.30 p.m. train Adelaide to Port Pirie.
4.45 p.m. "Trans Australian" / "Indian Pacific" Port Pirie to Perth.
9.00 p.m. "Indian Pacific" / "Trans Australian" Perth to Port Pirie.
3.15 p.m. "Indian Pacific", Sydney to Perth.
9.00 p.m. "Indian Pacific", Perth to Sydney.
8.05 a.m. train Adelaide to Port Pirie Mondays.
11.50 p.m. "The Ghan" Marree to Alice Springs, Mondays.
8.0 p.m. "The Ghan" Alice Springs to Marree, Wednesdays.
5.45 p.m. train Port Pirie to Adelaide, Friday.

FACILITIES ARE AVAILABLE AT THE CENTRAL RESERVATION BUREAU WHEREBY RESERVATION CLERKS MAY SPEAK DIRECT WITH RESERVATION STAFF IN SYDNEY, BRISBANE, ADELAIDE AND PERTH. BOOKING STAFF MAY REQUEST RESERVATION STAFF TO USE THIS FACILITY TO EXPEDITE BOOKING ARRANGEMENTS.

(b) The terminal station indicated for "Up" Victorian trains as outlined hereunder.

Depot Station controlling booking	Train
WODONGA	7.25 a.m. Albury—Melbourne Daily Sun. Inc. "Albury Express"
"	3.30 p.m. Albury—Melbourne Mon. to Fri.
"	4.30 p.m. Albury—Melbourne Sat.
"	4.10 p.m. Albury—Melbourne Sun.
BAIRNSDALE ..	2.10 p.m. Bairnsdale—Melbourne Mon. to Fri. "The Gippslander"
" ..	2.20 p.m. Bairnsdale—Melbourne. Sat. "The Gippslander"
MILDURA	9.30 p.m. Mildura—Melbourne Sun. to Fri. "The Vinelander".

(15) HOURS OF DUTY, CENTRAL RESERVATION BUREAU

The normal hours of business at the Central Reservation Bureau are:—

Sundays	8.00 a.m. to 9.35 p.m.
Mondays to Fridays inclusive	7.30 a.m. to 9.35 p.m.
Saturdays	7.30 a.m. to 8.55 p.m.

Applications for all reservations are to be made on automatic telephone number—extension 4.

(16) S.T.D. CALLS TO THE CENTRAL RESERVATION BUREAU FROM COUNTRY STATIONS.

When calling the Central Reservation Bureau on S.T.D. the following Telecom numbers are available.

S.T.D. 03 { 62 0771 / 62 2477

These numbers are monitored by a Telephonist, including Saturdays and Sundays, who immediately alerts Reservation Clerks the line on which an S.T.D. call is waiting.

The practice of calling the normal Departmental Switchboard 61 001 and then asking for extension 4 is not to be used as there is no way of identifying an S.T.D. call by this means and costly delays could result.

(17) APPLICATION FOR BOOKINGS AT AUTHORISED STATIONS

Applications of any nature at an Authorised Booking Station must receive attention at the station at which the inquiry is made and applicants must not be referred to another booking point.

At a station not authorised to perform Country and/or Intersystem Booking, action must be taken to secure "Tentative" reservations from the Central Reservation Bureau, and the applicant informed of the most convenient location at which booking may be completed.

(18) RESPONSIBILITY OF BOOKING CLERKS

In no circumstances, during the authorised booking hours indicated, are applicants at a booking location to be advised to contact the Central Reservation Bureau direct. This function must be carried out by the Booking Officer concerned.

(19) DIRECT BOOKING LINES

At the Central Reservation Bureau direct exclusive telephone lines are available to Sydney, Brisbane, Adelaide, and Perth Reservation Bureaux and Booking Clerks may request Reservation Clerks to use this facility to expedite booking arrangements.

(20) RESERVATIONS SECURED ON BEHALF OF CLIENTS.

Booking and Reservation Staff must have a distinct understanding with Clients as to the actual reservations secured on their behalf. When reservations are secured on Relief Services which do not provide the identical standard of accommodation as the train on which reservations were initially requested, the Client must be so informed particularly where non-air-conditioned accommodation is provided or when a Dining or Buffet Car is not provided.

(21) PASSENGERS JOINING OR ALIGHTING AT ROADSIDE STATIONS.

Booking Staff must advise Reservation Clerks when passengers will join or alight at a roadside station in order that this information may be endorsed on relevant diagrams prepared for Conductors. In instances where the fare to the roadside station is identical to the applicable Intercapital Fare, blank tickets must be prepared showing correct joining or alighting station.

When making a reservation Booking Clerks must state destination of passenger and not destination of train, so that passenger will not be booked to a station where train does not stop. It will then be the Booking Clerk's responsibility to ensure Branch line trains or Buses make connection with Main line trains.

(22) WHERE NO THROUGH CONNECTION PROVIDED.

When a Client elects to travel by a service which does not make a "direct" connection with a branch line train or buses tickets must be endorsed "NO THROUGH CONNECTION" vide Instruction No. 11 of the Ticket Checkers Manual.

(23) ACCEPTANCE OF CHEQUES.

Booking and Reservation Clerks must be fully conversant with the conditions under which cheques may be accepted, vide A. 139/73 in order that Clients may be advised accordingly.

Subject to the conditions set out in S.A.I. 35 as amended in Weekly Notice 5/73, personal cheques drawn on any bank in Australia payable to the Victorian Railways will be accepted in payment of all services except:—

(a) Suburban daily and weekly fares.
(b) Cash on Delivery Parcels.

Bank cheques drawn payable to Victorian Railways may be accepted for Cash on Delivery Parcels.

When accepting Personal cheques the staff shall:—

1. Establish the bona-fide of the drawer of the cheque in every instance before the cheque is accepted.
   Suggested methods are:—
   (a) Sighting driving licence, bank book, credit card, etc., or
   (b) Requesting private telephone number and verifying with the Telephone Directory, or
   (c) Ascertaining private address and checking with the Street Directory.
2. Endorse on the back of the cheque, the means of identification and append his signature and the date. If accepted in payment of passenger fare, the date of travel must also be shown.
3. Ensure that the cheque is paid into the Official Revenue Account in the next bank lodgement.

DISHONOURED CHEQUES

If a cheque received in the course of business from a person, firm or corporation is dishonoured, no further cheque is to be accepted from that person, firm or corporation without reference to the Comptroller of Accounts.

(24) TRAVEL ORDERS

Staff at a station on which a Travel Order has been issued must check with the Central Reservation Bureau before issuing of tickets to ensure that the reservation particulars and date of travel quoted on the Order agree with the master booking diagram.

It is also imperative that the ticket numbers issued also be furnished to the Central Reservation Bureau immediately as final confirmation of the booking which facilitates the duties of all staff concerned including Conductors etc.

It is realised that Travel Orders may be presented for exchange of tickets outside the hours when Reservation Staff are on duty but within normal hours it is expected that the foregoing procedures be carried out. However, details are to be communicated to Central Reservation Bureau 'Diagrams' at the earliest opportunity.

HALF FARE INTERSYSTEM CONCESSIONS FOR RETIRED RAILWAYMEN

(1) Railwaymen eligible for passes after retirement are also entitled to the privilege of half-fare concession for interstate travel, provided they had, at the date of retirement, not less than 30 years' service calculated in accordance with the principles followed for long service leave purposes, wives and widows of such retired employes, with 30 years service who would, but for the death of the employes have received pass privileges on their retirements.

(2) Wives of retired railwaymen, entitled to passes and with the requisite service, may also be granted the concession.

(3) The concession will be in addition to normal passes granted.

(4) Full charges will be made for sleeping berths or seats.

(5) Retired railwaymen desirous of obtaining the intersystem concession must apply to the Secretary for Railways (Room 154), for letter of authority to purchase an intersystem ticket, or tickets, at half fare. The letter will be issued in duplicate—one copy for the Booking Clerk as authority for the issue of the ticket at half fare and the other to be held by the passenger as his authority to hold such ticket.

"DIRECT PHONE RESERVATIONS"

Facilities are available at the Central Reservation Bureau whereby the general public may phone 62 0771 direct for reservations between the hours of 8.0 a.m. and 9.0 p.m. Daily, Sundays and Public Holidays included.

Arrangements will then be made with the Client concerned for either:—

(a) Rail and/or reservation tickets to be forwarded by mail, time permitting, upon receipt of payment of money due to the Chief Booking Clerk, Spencer Street, or made available at a booking location to suit the Client.

(b) Rail and/or reservation tickets to be made available for payment at a location authorised to issue Intersystem tickets.

In each instance the ticketing deadline date by which the Client will require to either make full payment or lodge a deposit, will be determined by the Central Reservation Bureau Staff and all concerned will be advised accordingly.

The following procedures will apply.

1. Applicants will be informed of the ticketing deadline date (and in certain circumstances the time) by which the booking must be completed, or in respect of Intersystem travel, deposit lodged.

2. Should some special circumstance prevent completion of the Phone booking by the due date, the Reservation Clerk may authorise a later date for completion.

Prior to authorising any extension of time for completion, the Reservation Clerk will give due consideration to the extent of accommodation then available by the train concerned and the period to elapse before the date of travel.

3. There must be a definite understanding with applicants respecting the completion of Phone bookings and the due date for completion will be recorded on the diagrams.

4. Reservation Clerks will not advise applicants or Booking Staff details of Phone allotments but will quote the relevant Car Number to facilitate location of the reservation on diagrams when completion of the bookings is being effected.

5. In every instance Booking Staff must, before issuing tickets in completion of a Phone booking, or, in respect of any Intersystem journey, before issuing Deposit Receipt Order, check with the Central Reservation Bureau on extension "4", obtain details of the allotment and then complete the booking in the prescribed manner, i.e. advise the Reservation Clerk the ticket numbers issued and repeat back the allotment, day, date and train of travel and destination of passenger and forward confirmation of booking on duplicate copy of Deposit Receipt Order form P. 158 or prescribed confirmation form P. 221.

See Clause (c) under Deposit Booking Arrangements.

6. Defence Rail Transport Officers will obtain Phone bookings in the normal manner on extension "4" and will be advised full details of reservations, but the provisions of Clause 5 must be strictly observed by Booking Clerks when finalising bookings.

7. In the event of a Client ringing a station direct for a Phone reservation the Client is to be advised that Station Staff will endeavour to arrange a booking on their behalf, and telephone the result as soon as practicable, or alternatively, the Client informed that the Reservation Bureau may be rung direct for personal contact with the Reservation Clerk.

In no circumstances are Clients to be directed to call the Reservation Bureau direct unless the matter has been fully discussed and the Client then desires to do so.

8. Should a Client seek a tentative booking at a Station, Staff are to contact the Central Reservation Bureau on extension "4". Reservation Clerks will not advise Booking Clerks details of tentative allotments but will quote the relevant car number to facilitate location of the reservation on diagrams when completion of the booking is being effected.

In no circumstances are Clients to be directed to call the Reservation Bureau direct unless the matter has been fully discussed and the Client desires to do so.

DEPOSIT BOOKING ARRANGEMENTS FROM VICTORIAN STATIONS TO INTER-SYSTEM STATIONS

(a) Accommodation for travel from Victorian Stations to Intersystem destinations may be allotted within the prescribed advance booking period subject to payment in accordance with clauses (1) and (2) under "Direct Phone Reservations", of a minimum deposit of $10.00 per passenger and finalisation of the transaction by payment of balance of fares not less than one (1) calendar month prior to date of travel. See clause (e). A Deposit Receipt Order P. 158 shall be issued in triplicate for the amount of deposit and endorsed by dating stamp with the exact date by which the booking must be finalised also with the passengers full name, address and telephone number.

(b) The Booking Officer is to indicate to the Reservation Clerk that a deposit only has been paid and quote the relevant Deposit Receipt Number and station of issue and endorse on Deposit Receipt, class of travel, type of ticket to be ultimately issued, date of travel, full reservation particulars as advised by the Central Reservation Bureau, deposit paid and balance due. (Subject to fare variation).

(c) The original copy of the Deposit Receipt Form is to be handed to the passenger concerned, the duplicate copy forwarded to the Central Reservation Bureau, Room B.24 as confirmation of the booking, the triplicate retained at the booking point. Booking Officers must ensure that all reservation particulars obtained from the Central Reservation Bureau are endorsed on Deposit Receipt Form P. 158. However, it will not be necessary to compile and forward confirmation of booking on prescribed form P.221 in instances where Deposit Receipt Form P. 158 is issued.

(d) Upon payment of balance due, which must be made not later than one (1) calendar month prior to date of travel, (See clause (e)) the Booking Officer must advise the Central Reservation Bureau by telephone the reserved and/or berth ticket numbers issued and repeat back the allotment, day, date and train of travel and destination of passengers and duly compile and forward confirmation of issue of reserved seat and/or berth ticket numbers to the Central Reservation Bureau on the prescribed form P. 221. Failure to advise ticket numbers to the Central Reservation Bureau could result in bookings being cancelled and relet thus causing a booking irregularity.

(e) Final payment and issue of the tickets must be completed no later than (1) calendar month prior to the date nominated as the date of travel when the initial application is made. Failure to complete the transaction by the due date will result in the cancellation of the reservations, which may then be let to any subsequent applicant without notice. Booking Officers must have a definite understanding with applicants respecting the completion of Deposit Bookings and the due date for completion is to be endorsed in the appropriate space provided on Deposit Receipt Order P. 158 by dating stamp.

"LAY-BY" BOOKING ARRANGEMENTS FROM VICTORIAN STATIONS TO INTER-SYSTEM DESTINATIONS.

Should passengers elect for payment to be made progressively by "Lay-By" payments, minimum $10.00 per payment, conditions outlined in (a), (b), (c), (d) and (e) for Deposit Booking Arrangements will again apply for the initial issue of Deposit Receipt Order, except that Booking Staff will endorse "Instalment Paid" in lieu of "Deposit Paid", for final issue of tickets.

After issue of the initial Deposit Receipt Order it will not be necessary for Booking Officers to contact the Central Reservation Bureau as each subsequent Deposit Receipt Order is issued until final payment of the balance due, vide clause (d) for Deposit Booking arrangements, however, each duplicate copy of Deposit Order issued for each "Lay-By" payment will require to be forwarded to the Central Reservation Bureau, Room B.24, duly endorsed with all relevant particulars and number of original deposit receipt.

Booking Staff must have a clear understanding with applicants paying by "Lay-By" that it will be necessary to produce each Deposit Receipt (Form P. 158) when making subsequent payments.

ALLOTMENTS OBTAINED FROM OTHER SYSTEMS

In instances where a Deposit Receipt Order is issued for an allotment obtained other than from the Central Reservation Bureau, the location from where the allotment is made available must be advised of the Deposit Receipt Order issued and, upon final payment, advised of reserved seat and/or berth ticket and/or Intersystem Special Service Order issued.

APPLICATIONS MADE LESS THAN ONE MONTH PRIOR TO DATE OF TRAVEL

If application be made less than one month prior to the date of travel the fares must be paid in full in accordance with clauses (1) and (2) page 13 for "Direct Phone Reservations". Clauses (4), (5) and (6) also apply.

CANCELLATIONS

In all instances of cancellation of a reservation obtained from the Central Reservation Bureau, secured by the issue of a Deposit Receipt Order, application for refund of deposit is to be forwarded to the Chief Marketing Manager and the Central Reservation Bureau notified by telephone of the cancellation followed by confirmation to this effect on the prescribed form P. 221.

In all cases passengers should be encouraged to complete bookings as early as practicable.

SLEEPING BERTHS AND RESERVED SEAT BOOKING—*Continued.*

INTERSTATE

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. .. "Intercapital Daylight" ..	Mon. to Sat. (Sun. ‡)	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, Sydney.
7.45 a.m. .. "Intercapital Daylight"	Mon. to Sat. (Sun. ‡)	Sydney	Melbourne	Seat booking compulsory. Strathfield, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. .. "Spirit of Progress"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths from Melbourne and stopping stations to Wagga Wagga for Yass Junction, Goulburn, Moss Vale, (Bowral, Mittagong, Picton, on Saturdays ex Melbourne) Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, (Bowral, Mittagong, Picton on Saturdays ex Melbourne) Strathfield, and Sydney.
8.10 p.m. .. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berths and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn to Wagga Wagga and stopping stations to Melbourne. Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla.
8.0 p.m. .. .. "Southern Aurora"	Daily (Sun. Incl.)	Melbourne	Sydney	Sleeping berths only between Melbourne and Sydney, (see note, page 8, re booking between Albury and Sydney, Melbourne and Goulburn). Booking compulsory.
8.0 p.m. .. .. "Southern Aurora"	Daily .. (Sun. Incl.)	Sydney	Melbourne	
8.55 p.m. .. "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berths and seat booking compulsory. Sleeping berths to South Australian stations indicated hereunder. (See note, page 9 re sleeping berths to Victorian stations), seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton, Wolseley, Bordertown, Keith, Tintinara, Coonalpyn, Tailem Bend, Murray Bridge, Nairne, Balhannah, Bridgewater, Adelaide. (See pages 9 and 10.)
7.10 p.m. .. "The Overland"	Daily (Sun. Incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide, Bridgewater Balhannah, Nairne, Murray Bridge, Tailem Bend, Coonalpyn, Tintinara, Keith, Bordertown, Wolseley. Seat booking optional for passengers joining at Serviceton, Kaniva, Nhill, Dimboola, Horsham, Murtoa, Stawell and Ararat. (See pages 9 and 10.)

SLEEPING BERTHS AND RESERVED SEAT BOOKING—*Continued*

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)

Passengers may, at their option, book seats and/or berths on the following trains as indicated herein.

Train	Days of running	From	To	Stations from and to which seats or berths may be booked
NORTHERN LINES				
8.45 a.m. .. "Great Northern Limited"	Monday, Saturday	Melbourne	Swan Hill	Castlemaine and stopping stations beyond.
8.45 a.m. .. "Great Northern Ltd."	Tue. to Fri.	Melbourne	Bendigo	
1.40 p.m. ..	Mon., Wed., Fri., Sat.,	Melbourne	Bendigo	
1.40 p.m.	Tue., Thur.	Melbourne	Swan Hill	
5.4 p.m.	Mon., Tues., Thur.	Melbourne	Bendigo	
5.4 p.m.	Wednesday	Melbourne	Swan Hill	
5.40 p.m. ..	Friday	Melbourne	Swan Hill	
6.5 p.m.	Saturday	Melbourne	Bendigo	
9.20 p.m. .. "The Vinelander"	Sun. to Fri..	Melbourne	Mildura	Berths to Donald and stopping stations beyond; seats Creswick and stopping stations beyond.
				Passengers for Ballarat, subject to accommodation being available, may reserve seats on the day of travel only.
9.30 p.m. .. "The Vinelander"	Sunday to Friday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
NORTH WESTERN LINE				
7.50 a.m. ..	Mon. to Sat.	Melbourne	Hamilton ..	See page 42
8.30 a.m. ..	Mon. to Sat.	Melbourne	Horsham	Ballarat and stopping stations beyond. Where connections made passengers change to Non Seat Booked Rail Motor trains or bus at Ballarat for Donald line; at Ararat for Hamilton and Portland line; at Horsham for Serviceton Line; at Murtoa for Warracknabeal and Hopetoun Line bus.
4.56 p.m. ..	Mon. to Fri.	Melbourne	Dimboola	
6.00 p.m. ..	Saturday	Melbourne	Dimboola	
SOUTH WESTERN LINE				
9.35 a.m. ..	Mon. to Sat.	Melbourne	Warrnambool	Moriac and stopping stations beyond. Where connection made, passengers change to Non-booked seat Bus at Warrnambool for Port Fairy Line.
6.23 p.m. ..	Mon. to Sat.	Melbourne	"	
7.40 p.m. ..	Sunday	Melbourne	Warrnambool	

RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—*Continued.*

Train	Days of running	From	To	Stations from and to which seats may be booked
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.35 a.m.* ..	Mon. to Sat.	Melbourne	Albury ..	Avenel and stopping stations beyond. Passengers change to non-seat booked Rail Motor train at Benalla for Yarrawonga Line.
8.35 a.m.* ..	Mon. to Sat.	Melbourne	Cobram ..	Seymour and stopping stations beyond. Passengers change to non-seat booked Rail Motor Train at Toolamba for Echuca Line.
4.45 p.m. .. "Albury Express"	Mon. to Fri.	Melbourne	Albury ..	Seymour and stopping stations beyond. Passengers change to non-seat booked Rail Motor Train at Benalla for Yarrawonga Line.
5.45 p.m. ..	Sat.			
5.51 p.m. "Albury Express"	Sun.			
5.18 p.m. ..	Mon. to Fri.	Melbourne	Cobram	Seymour and stopping stations beyond Passengers change into non-seat Booked Rail Motor train at Toolamba for Echuca Line.
6.8 p.m. ..	Saturday	Melbourne	Cobram	
7.25 a.m. ..	Daily, (Sun. incl.)	Albury	Melbourne	Passengers from stopping stations Albury to Euroa inclusive.
3.30 p.m. ..	Mon. to Fri.	Albury	Melbourne	Passengers from stopping stations Albury to Euroa inclusive.
4.30 p.m. ..	Sat.	Albury	Melbourne	
4.10 p.m. ..	Sun.	Albury	Melbourne	

*Combined train to Seymour.

EASTERN LINE				
7.20 a.m. ..	Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping stations beyond
9.00 a.m. .. "The Gippslander"	Mon. to Sat.	Melbourne	Bairnsdale	Passengers change to Bus at Traralgon for the Maffra Line.
12.35 p.m. ..	Sat.	Melbourne	Traralgon ..	Warragul and stations beyond.
4.46 p.m. ..	Mon. to Fri.	Melbourne	Traralgon	Warragul and stations beyond.
6.8 p.m. ..	Friday ..	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to Bus at Traralgon for the Maffra Line.
6.15 p.m. ..	Saturday ..	Melbourne	Bairnsdale	
6.8 p.m. ..	Mon. to Thurs.	Melbourne	Sale	
3.58 p.m. ..	Mon. to Thurs.	Melbourne	Yarram	Korumburra and stations beyond. (Economy class only).
6.20 p.m. ..	Sat. ..	Melbourne	Yarram	
6.25 p.m. ..	Fri.	Melbourne	Yarram	
2.10 p.m. ..	Mon. to Fri.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.
2.20 p.m. .. "The Gippslander"	Sat.			

PASSES AND PRIVILEGE TICKETS—LIMITATION OF AVAILABILITY AND CONDITIONS OF BOOKING OF SLEEPING BERTHS AND RESERVED SEATS

WITHIN VICTORIA

Paper Leave, Paper Duty, Book Duty passes or Privilege tickets are NOT available by:—

Standard Gauge Trains— for travel to Victorian Stations. See under "Booking Conditions" for travel to Albury by **"Intercapital Daylight"** and **"Spirit of Progress"** in each direction to Benalla, Wangaratta and Albury.

"The Overland"— for journeys within Victoria.

The Wangaratta–Mt. Buffalo Road Motor Coach Service.

Guaranteed Special Trains.

"Puffing Billy" Narrow Gauge Trains—Belgrave–Lakeside. (Operated by Emerald Tourist Railway Board)

BOOKING CONDITIONS:

On trains and buses by which passes are available Reserved seats, and Sleeping berths, may be booked as fromopening date for public booking.

Melbourne–Albury:—Holders of paper leave passes or privilege tickets may book reserved seats, if available, on day prior to, or day of travel at Melbourne for travel by **"Intercapital Daylight"** to Albury.

Reserved seats for a journey from Albury to Melbourne by **"Intercapital Daylight"** may be booked on day of travel **at Albury only.**

Melbourne–Benalla–Wangaratta–Albury:—Reserved seats if available on day of travel by **"Spirit of Progress"** in each direction between Melbourne–Benalla–Wangaratta–Albury.

INTERSTATE SERVICES

CONDITIONS OF BOOKING on trains by which passes and privilege tickets are available:—

MELBOURNE—ADELAIDE
ADELAIDE—MELBOURNE

"The Overland"

Sleeping berths or reserved seats may be booked as from the opening date for public booking.

MELBOURNE—SYDNEY
SYDNEY—MELBOURNE

"Spirit of Progress"

Reserved seats may be booked as from the opening date for public booking. Sleeping berths if available, may be reserved fourteen days prior to date of travel.

"Intercapital Daylight"

Reserved seats may be booked as from the opening date for public booking.

"Southern Aurora"

Paper Leave, Paper Duty, Book Passes, (other than Standard Australian Red Book Passes) or privilege tickets are **NOT AVAILABLE** for travel on "Southern Aurora".

INTERSTATE SERVICES—*continued*

SYDNEY—BRISBANE
BRISBANE—SYDNEY

"Brisbane Limited Express" Reserved seats may be booked as from the opening date for public booking. Sleeping berths, may be reserved two months prior to date of travel.

SYDNEY—PERTH
PERTH—SYDNEY
"Indian Pacific"

With the exception of holders of Australasian Gold Passes, Standard Australian Book Passes and Intersystem Blue Linen Book Passes the following restrictions will apply to holders of Intersystem Paper Passes desiring to travel by "Indian Pacific" in each direction between Sydney and Perth.

During the periods 1st February until a week prior to Easter Monday and from Easter Tuesday until 7th December a maximum of four first class and six economy berths per train, subject to availability will be available for all Systems. A ballot will be held in Sydney and Perth two months in advance of date of travel and application therefore should be made to the Chief Traffic Manager of the respective Systems for accommodation advising of the route desired to travel.

During the periods 1st to 31st January, week prior and including Easter Monday, and 8th to 31st December Intersystem Paper Pass holders will not be permitted to travel by "Indian Pacific".

PORT PIRIE–KALGOORLIE
KALGOORLIE–PORT PIRIE
BY "TRANS AUSTRALIAN" EXPRESS

PORT PIRIE TO PERTH MONDAYS, WEDNESDAYS, SATURDAYS
PERTH TO PORT PIRIE MONDAYS, WEDNESDAYS, FRIDAYS

Leave Passes are **NOT AVAILABLE** for travel in either direction over the Trans-Australian Railway between Port Pirie and Kalgoorlie during the following periods each year:—

1st to 31st January, both dates inclusive.
The week preceeding and including Easter Monday.
8th to 31st December, both dates inclusive.

In addition, during the undermentioned periods, travel will be limited by a quota, in respect of which, when necessary, a ballot will be conducted three months prior to the date of travel:—

25th August to 7th October, both dates inclusive.
1st to 7th December both dates inclusive.

During the above periods it will be necessary for Pass-holders to first secure accommodation required in each direction between Melbourne and Perth and then make application to the Pass Officer, Room 104, for inclusion in ballot. After drawing of respective ballots the Pass Officer will advise Pass-holders whether they have been successful or not.

BY "INDIAN PACIFIC"

PORT PIRIE–PERTH SUNDAYS, TUESDAYS, THURSDAYS, FRIDAYS
PERTH–PORT PIRIE SUNDAYS, TUESDAYS, THURSDAYS, SATURDAYS
Leave passes are NOT AVAILABLE for travel in either direction over the Trans Australian Railway between Port Pirie and Kalgoorlie where travel is involved by "Indian Pacific".

Conditions generally in regard to availability of passes and privilege tickets at Christmas, Easter or other special periods, are published in the Weekly Notice or separate circulars prior to these occasions.

The obligation of ascertaining such conditions is on the Pass-holder.

BOOKINGS

PASS-HOLDERS MAY MAKE APPLICATION FOR RESERVATIONS AT RECOGNISED BOOKING LOCATIONS OR BY 'PHONING THE CENTRAL RESERVATION BUREAU, EXTENSION '4'.

TRAVEL OF UNACCOMPANIED CHILDREN BY INTERSTATE SERVICES

The following procedure is to be adopted in respect to travel of unaccompanied children by Interstate services.

Booking Officers when arranging travel of unaccompanied children up to the age of fifteen (15) years are to obtain the following information.

(a) Name, address and phone number of Adult who will accompany child /children to the train.
(b) Name, address and phone number of Adult who will meet child /children at destination station.
(c) Should a change of trains be incurred en route in which child /children will be leaving station, name, address and phone number of Adult who will be in charge of child /children.

The Manager, Passenger Operations, is to be advised the foregoing information together with applicable allotment on extension 2270 (Supervisor, Central Reservation Bureau).

The Manager, Passenger Operations, will then advise all concerned in respect of travel of the unaccompanied children.

The Victorian Railways Board reserve the right to decline the travel of a child or children between the ages of 4 years and under 16 years unaccompanied by a Parent or an Adult should it be deemed necessary (P.F. 17/164).

Children under 4 years are not to be permitted to travel unless in the care of a Parent or an Adult. (P.F. 17/164).

PASSENGERS TRAVELLING IN BRAKEVANS OF GOODS TRAINS

Passengers may be permitted to travel by Goods trains, subject to the instructions contained in the General Appendix.

Note 1. Except as prescribed in the General Appendix, Passengers must not, under any conditions be allowed to travel in Brakevans of Ballast trains.

Note 2.—For instructions regarding travel in carriages on Goods Trains, see Passenger Fares and Coaching Rates Book, page 27, and the General Appendix.

CONTROL OF PASSENGER ROLLING STOCK

1. The control of passenger rolling stock is by the Car Allotment Officers, situated in Manager, Passenger Operations, phone 1673, 1854 or 1679 ("Cars").
The Car Allotment Officer is on duty as follows:—
8.30 a.m.—4.51 p.m. Mondays to Fridays, and Public Holidays; 8.45 a.m.—11.45 a.m. Saturdays.

2. The basic make up of all passenger trains is as set out in the respective District Working Time-Tables.

3. Passenger rolling stock must be worked strictly as set out in the respective District Working Time-Table or in accordance with instructions issued by the Car Allotment Officer.

4. Should special circumstances necessitate varying instructions the Car Allotment Officer is to be immediately notified by phone in order that carriage working may be varied accordingly.

5. At Holiday periods the basic make up of most passenger trains will be altered to cope with traffic demand and actual train loads varied will be as set out on a special holiday train load sheet distributed to all Stationmasters concerned.
The train load sheet will indicate the consist of the train from Melbourne and dispersal of carriages enroute and at the terminal station.
Stationmasters must make themselves fully conversant with the instructions indicated on the special train load sheet and work carriages in accordance with particulars shown.
It will be the responsibility of Stationmasters concerned and Senior Train Controller to carefully check each special train load notice and bring to notice of the Car Allotment Officer any variations considered necessary.
Should special circumstances necessitate varying issued instructions clause 4 must be strictly adhered to.

6. When special Group Travel offers a Victorian Party Travel "VPT" notice is issued to all concerned setting out instructions associated with travel of the Group.
Stationmasters instructed to set aside accommodation for the Group must confer with the Car Allotment Officer in respect of carriage working and, if additional carriages are required must ensure that same are on hand in sufficient time for attachment to the train concerned.

7. When a special train notice in regard to the running of a special passenger train is issued, the Stationmaster at the station shown at which the train will originate must confer with the Car Allotment Officer to ensure that carriages are on hand in sufficient time to form the special train.

8. After completion of special traffic vide clause 6 and 7 the Car Allotment Officer will issue instructions regarding dispersal of empty carriages.

9. Passenger Brakevans:—The use of passenger brakevans on goods trains is not permitted unless authorised by the Manager, Passenger Operations or Manager, Wagon Operations.

10. Before 8.0 a.m. on week days the Stationmaster at every station where, at 7.0 a.m., there are carriages and passenger brakevans on hand, must telegraph particulars of all such vehicles including the class of each vehicle and its number to the Manager, Passenger Operations. Also to be included in the advice are the anticipated number and classes of vehicles required for outgoing trains. Vehicles requiring or undergoing repairs must be shown separately. At stations where Staff is not on duty before 8.0 a.m. arrangements must be made by the Stationmaster for the information to be supplied after arrival or departure, as the case may be, of the last passenger train the previous day. Should no vehicles be on hand on a particular day a 'Nil' return to be forwarded.

11. The following Staff must communicate with the Car Allotment Officer (Tel. Auto. 1673) each morning and discuss generally the carriage and brakevan position:—

BENDIGO DISTRICT

(a) Stationmaster Bendigo to telephone and confer each morning Mondays to Fridays, including public holidays, with the Car Allotment Officer in respect to Bendigo District carriage working.

(b) Should other stations be involved in carriage working, such as Castlemaine, Echuca, Swan Hill, Kyneton etc., the Car Allotment Officer will contact such locations and instruct direct.

(c) The Car Allotment Officer will advise the Senior Train Controller, Bendigo all carriage working movements involving stations beyond Bendigo. The Senior Train Controller must then confer with the Stationmaster concerned to ensure that car working arrangements are in order.

BALLARAT DISTRICT

(a) Stationmaster Ballarat to telephone and confer each morning Mondays to Fridays, including public holidays, with the Car Allotment Officer in respect to Ballarat District carriage working and carriage working on through trains to the Ararat District.

(b) Should other stations be involved in carriage working, such as Maryborough, Donald, Bacchus Marsh etc., the Car Allotment Officer will contact such locations and instruct direct.

(c) The Car Allotment Officer will advise the Senior Train Controller, Ballarat all carriage working movements involving stations beyond Ballarat within the District. The Senior Train Controller must then confer with the Stationmaster concerned, except in the case of Mildura, to ensure that car working arrangements are in order.

(d) Stationmaster Mildura to confer as deemed necessary with the Car Allotment Officer in respect to carriage working on "The Vinelander".

ARARAT DISTRICT

(a) Stationmaster Ararat to telephone and confer each morning Mondays to Fridays, including public holidays, with the Car Allotment Officer in respect to Ararat District carriage working and carriage working on through trains.

(b) Should other stations be involved in carriage working, such as Horsham, Dimboola, Hamilton, etc., the Car Allotment Officer will contact such locations and instruct direct.

(c) The Car Allotment Officer will advise the Senior Train Controller Ararat all carriage working movements involving stations beyond Ararat. The Senior Train Controller must then confer with the Stationmaster concerned to ensure that car working arrangements are in order.

GEELONG DISTRICT

(a) Stationmaster Geelong to telephone and confer each morning Mondays to Fridays, including public holidays, with the Car Allotment Officer in respect to Geelong District carriage working and carriage working on through trains.

(b) Should other stations be involved in carriage working, such as Warrnambool, Camperdown etc., the Car Allotment Officer will contact such locations and instruct direct.

(c) The Car Allotment Officer will advise the Senior Train Controller Geelong all carriage working movements involving stations beyond Geelong. The Senior Train Controller must confer with the Stationmaster concerned to ensure that car working arrangements are in order.

SEYMOUR DISTRICT

(a) Stationmaster Wodonga to telephone and confer each morning Mondays to Fridays including public holidays, with the Car Allotment Officer in respect to North Eastern Line carriage working.

(b) Stationmaster Cobram to telephone and confer each morning Mondays to Fridays including public holidays, with the Car Allotment Officer in respect to Goulburn Valley Line carriage working.

(c) Should other stations be involved in carriage working, such as Seymour, Wangaratta Benalla, Shepparton etc., the Car Allotment Officer will contact such locations and instruct direct.

(d) Senior Train Controller, Seymour, to telephone and confer with the Car Allotment Officer each day Mondays to Fridays including public holidays, to ascertain carriage working movements as arranged with the foregoing Stationmasters or their Staff in order to be fully aware of carriage movements within the District. The Senior Train Controller must then confer with the Stationmaster concerned to ensure that car working arrangements are in order.

EASTERN DISTRICT

(a) Stationmaster Traralgon to telephone and confer each morning Mondays to Fridays, including public holidays, with the Car Allotment Officer in respect to Eastern District carriage working and carriage working on through trains.

(b) Should other stations be involved in carriage working, such as Bairnsdale, Sale and Warragul or in the South Eastern District, Korumburra, Yarram etc., the Car Allotment Officer will contact such locations and instruct direct.

(c) The Car Allotment Officer will advise the Senior Train Controller, Chief Train Controllers Office, all carriage working movements involving stations in the Eastern and South Eastern District.

SPARE CARRIAGES

Should spare cars normally stabled at any station be utilized for 'Up' traffic the Car Allotment Officer, auto. 1673, 1679, is to be immediately advised during the hours 8.30 a.m.—4.51 p.m. Mondays to Fridays, and Public Holidays 8.45 a.m.—11.45 a.m. Saturdays, whilst outside these hours the Senior Train Controller at Chief Train Controllers Office, is to be so advised in order that immediate action can be taken to replace carriages.

12. Depot Stationmasters must exercise close oversight in respect of the composition of passenger trains and ensure that the passenger carriage loads of such trains are regulated to accord with passenger traffic requirements. The unnecessary haulage of carriages must be avoided.

CAR MILEAGE STATISTICS

13. Car Mileage statistics are compiled each day by staff in Manager, Passenger Operations and in this connection the following stations are to telegraph "Cars" each day the following information.

SPARE CARS AND BRAKEVANS ON HAND TOGETHER WITH CARS AND BRAKEVANS DETACHED AND ATTACHED TO TRAINS.

BENDIGO DISTRICT	..	Bendigo, Swan Hill, Echuca, Robinvale, and Deniliquin.
BALLARAT DISTRICT	..	Ballarat, Mildura.
ARARAT DISTRICT	..	Horsham, Dimboola.
GEELONG DISTRICT	..	Geelong, Warrnambool.
SEYMOUR DISTRICT	..	Cobram, Wodonga, Shepparton.
EASTERN DISTRICT	..	Traralgon, Bairnsdale, Sale, Yarram.

SPARE CARS ON HAND AND MOVEMENT OF SPARE CARS.

ARARAT DISTRICT	..	Ararat, Hamilton.
GEELONG DISTRICT	..	Camperdown.
SEYMOUR DISTRICT	..	Benalla, Wangaratta, Toolamba, Seymour.
EASTERN DISTRICT	..	Warragul (inc .load of No. 27 each day), Korumburra.

CARRIAGE NUMBERS FOR 'UP' TRAINS ORIGINATING AT STATIONS BELOW.

BENDIGO DISTRICT	..	Swan Hill, Bendigo, Kyneton.
BALLARAT DISTRICT	..	Ballarat, Mildura, Bacchus Marsh.
ARARAT DISTRICT	..	Horsham, Dimboola.
GEELONG DISTRICT	..	Geelong, Warrnambool, Werribee.
SEYMOUR DISTRICT	..	Seymour, Wodonga, Cobram.
EASTERN DISTRICT	..	Bairnsdale, Traralgon, Sale, Warragul, Yarram, Leongatha.

AUSTRAILPASS
RAILWAYS OF AUSTRALIA ALL LINES FIRST CLASS PERIODICAL TICKET

The Railways of Australia through Thos. Cook & Sons, Japan Travel Bureau and the New Zealand Government Railways market throughout overseas countries a first class all lines periodical ticket titled "AUSTRAILPASS".

The Austrailpass is available for unlimited first class rail travel for intersystem, country and suburban journeys on all lines operated by the Australian National and State railway systems. It is to be specially noted that Austrailpass only covers rail travel and seat reservations. The cost of meals and sleeping berths fees where applicable are to be collected and appropriate tickets issued.

These tickets will not be sold within Australia, (7 days extension excepted).

Austrailpass tickets will be issued for the following periods viz:

Duration	Fare $ (Australian)
* 14 days	150·00
21 days	200·00
1 month	250·00
2 months	360·00
3 months	420·00

*After arrival in Australia an extension of seven days may be arranged on payment of $55.00. An extension may only be permitted on a 14 days ticket. Ticket holders requiring this extension are to be referred to the Main Booking Office, Spencer Street. On presentation of the fourteen day Austrailpass, a separate seven day extension Austrailpass is to be issued, and stapled to the original Austrailpass.

The Austrailpass is illustrated below (tickets are similar except for the period of availability). Colour Lime green.

Front

AUSTRAILPASS

21 days

FIRST CLASS

NOT TRANSFERABLE

FIRST DAY | LAST DAY

M

Country Passport No.

RAILWAYS OF AUSTRALIA ALL LINES TICKET

Back

CONDITIONS

1. This ticket must be presented with the passport at the Ticket Office of the departure station of the initial journey for endorsement of validity dates. New Zealand residents must produce proof of identity.
2. This ticket is valid for first class travel or economy class when first class not available over the Government Railway Systems of Australia (including approved co-ordinated road services).
3. This ticket includes reserved seats where applicable but not sleeping berth or meal charges.
4. Use of the ticket must begin within six months of the date of issue. Travel on the ticket must be completed by midnight on the last day of validity.
5. No refund is payable if this is lost or stolen or if use has begun. Application for refund must be submitted to the Issuing Office, within twelve months of the date of issue.

Date and Office of Issue

AUSTRAILPASS

RAILWAYS OF AUSTRALIA ALL LINES FIRST CLASS PERIODICAL TICKET—*Continued.*

Each ticket when issued will be endorsed with the passenger's name, country of origin, passport number and on the back of the ticket the office of issue and the date of issue will be stamped, New Zealand residents do not require a passport to enter Australia and tickets issued in that country will not bear a passport number.

When ever the Austrailpass is presented to make a booking, for travel or to be validated the holder (New Zealand residents excepted) will require to produce their passport. New Zealand residents must produce proof of their identity.

Tickets will not be available for travel until validated by the insertion of the dates of availability. The ticket is to be validated at the booking office at the station from which the first train journey is commenced. Should a ticket which has not been validated be presented at the barrier the holder is to be referred to the booking office. Barrier Staff and Conductors must carefully examine each "Austrailpass" to ensure it has been validated before the pass holder is permitted to commence his/her journey.

Care is to be taken in endorsing the dates of availability on the ticket. Each ticket clearly indicates the period for which the ticket is to be made available, e.g. 14 days, 21 days etc.

Three squares are provided for insertion of the date of the first day and the date of the last day. In the first square of each is to be inserted the number of the date of the day of the month, in the second the number of the month and in the third square the number of the year.

Where in any square the number to be inserted is less than 10 a nought is to be inserted in front of the number; for example, a 21 day ticket available from 3rd April, 1978 until 23rd April, 1978 would be completed as follows:—

First Day

03	04	78

Last Day

23	04	78

The first and last day are both to be counted in assessing the number of days as shown above for the 21 day ticket. Similarly a one month ticket issued on 22.11.78 would expire on 21.12.78.

Travel cannot be commenced on the evening prior to the first day and the final journey must be completed prior to midnight on the last day. A ticket expiring 08.09.78 cannot be used as portion of a journey Melbourne to Sydney by the Southern Aurora on that day. The full Melbourne to Sydney fare must be paid.

Use of the ticket must begin within 6 months of the date of issue (See conditions on back of ticket).

A luggage allowance of 160 kg shall apply.

No restrictions shall apply to advance booking within the scope of the particular ticket. Should first class accommodation be not available the holder may elect to travel economy, however, no allowance in the fare will be made in such instances.

The Austrailpass is not available for travel on privately operated bus or ferry services which co-ordinate with rail services. Travel by additional augmented train services and special race trains is permitted but travel by privately hired guaranteed special trains is not allowed.

Austrailpasses are not issued at any reduction in fares to children, pensioners and students.

Ticket may be retained by the holder after expiry.

Several other railway systems also operate road services, and holders of Austrailpasses should be advised to make enquiries on arrival in another state to ascertain if the ticket is available for such services.

Austrailpass is neither refundable nor replaceable in case of loss, theft, or once use has begun. In other cases the application for refund must be submitted to the office of issue within one year from the date of issuance.

ADVICE OF USE

Where reservations are required in conjunction with travel of a Client who presents an "Austrailpass" for first class rail travel, Booking Staff must, when requesting the Central Reservation Bureau for reservation quote the "Austrailpass Number" so that their use can be duly recorded by the Reservation Clerk.

QANTAS HOLIDAYS
JETABOUT RAIL PLAN—AUSTRALIA

The Commissioners of the Railways of Australia in conjunction with Qantas issue an all lines ticket for overseas visitors.

It is available for the period shown for suburban, country and intersystem rail travel on all lines operated by the Australian National and State Railways system. The ticket is available for first class rail travel where available but does not include berth and meal charges.

The ticket specimen shown hereunder is only being marketed by Qantas outside Australia.

(Colour Pink)

QANTAS HOLIDAYS G No. 0000

JETABOUT RAIL PLAN—AUSTRALIA

ALL LINES FIRST CLASS TICKET

In conjunction with

Railways of Australia

Introducing.....
whose signature appears below.

Please provide first class transportation by all Railway services throughout Australia.

Passenger's signature..... Validity.....

to.....(inclusive)

Overseas visitors issued with the foregoing ticket will in most instances be also provided with Qantas Holidays Accommodation vouchers. These vouchers are to be accepted and exchanged for the ancillary (berth or meal) charge indicated thereon.

A voucher account is to be prepared account Qantas.

Accommodation Voucher Specimen.

(Colour Green)

QANTAS HOLIDAYS

Transaction Number

ACCOMMODATION VOUCHER A 0000

JETABOUT HOTEL._____

ACCOMMODATION.....

FOR NIGHT OF:.....

NAME(S):.....

Void if mutilated or altered

Currency code

PLEASE NOTE
- This voucher is good for one night of accommodation (room only) for the date and room type nominated above.
- Use is subject to the conditions shown on the back of this voucher.

IMPORTANT: This voucher is not valid unless the Qantas Holidays validation stamp appears hereon.

RAILWAYS OF AUSTRALIA
TRAVEL CREDIT CARDS

Railways of Australia Railway Travel Credit Cards are issued for use in all Australian States and instructions apply as follows:

The Railway Travel Credit Cards will be honoured on presentation at all Victorian Railway Booking Offices and Victorian Government Tourist Bureaux.

The Credit Cards are issued by the Chief Marketing Manager to the nominees of approved Business Organisations, Clubs, Unions and Societies.

Note: Travel Agents both accredited and non-accredited are excluded and the cards will not be issued to travel agents, nor can the cards be presented to or operated on at any travel agency.

The cards will not normally be issued to individuals, however, in exceptional circumstances, individuals may be given a credit card solely at the discretion of the Chief Marketing Manager.

The form of application X. 3462 provides that the applicant organisation will be responsible for the payment for tickets issued on presentation of credit cards held by their nominees and that payment will be made not later than 14 days after the accounts are rendered.

Railway Travel Credit Cards will be issued subject to the following conditions:—

1. A Railway Travel Credit Card shall be signed by the person for whose use it is intended and countersigned in the name of and by or on behalf of the applicant.

2. A Railway Travel Credit Card shall upon presentation at any Australian Railway Booking Office (off-line Booking Agencies and Tasmanian Railway Offices excepted) entitle the bearer to have debited to the applicant's credit account the cost of the rail and or reservation tickets, which costs the applicant agrees to pay to the Victorian Railways Board (hereinafter called the Board).

3. A receipt shall be given the Board's Officers by the bearer of a Railway Travel Credit Card for such rail and reservation tickets issued to him.

4. If a Railway Travel Credit Card is lost, or destroyed, the applicant agrees to notify the Board and request cancellation of that card, but the applicant hereby indemnifies the Board against any wrongful or subsequent use of any card declared to be lost or destroyed.

5. Refunds, in respect of any unused rail or reservation tickets, will be subject to the conditions set out in the Passenger Fares and Coaching Rates Book, and credited only to the credit account concerned.

6. Railway Travel Credit Cards may be cancelled upon 14 days notice by either party, or, without prior notice by the Board in the event of default by the applicant. Individual Railway Travel Credit Cards, upon application, are to be returned to the Victorian Railways Board.

RAILWAYS OF AUSTRALIA—TRAVEL CREDIT CARDS—*Continued.*

On production of a Railway Travel Credit Card at any Victorian Railway Booking Office or Government Tourist Bureaux rail and reservation tickets, as required, are to be issued without cost to the applicants and a receipt obtained in duplicate on form X. 3463 (Specimen herein). These forms will be numbered, in duplicate, in pads of fifty and a supply will be kept at all principal booking stations.

Stations accepting X. 3463 forms must ensure that:—

(i) The name of the Credit Account and Credit Card Number are quoted with particulars on the Credit Card.

(ii) The signature of the person obtaining the tickets agrees with the specimen signature of the holder appearing on the Credit Card.

(iii) Tickets issued on Credit Cards are to be endorsed "Departmental".

X. 3463 forms are dealt with by stations on similar lines to Government Department vouchers.

Separate voucher accounts P. 149, accompanied by the original X. 3463 forms, for each Organisation are to be submitted to the Comptroller of Accounts with the Departmental accounts at the end of each month.

The debit notes from several stations will be summarised by the Comptroller of Accounts and one account submitted to the business organisation, club, society or union. Payment to be made by cheque to the Comptroller of Accounts.

Applications for credit in respect of any unused rail or reservation tickets must be submitted to the Chief Marketing Manager, 13th Floor, 470 Collins Street, Melbourne for dealing.

The credit cards will be numbered and prefixed with an appropriate letter to indicate the Railway System which has issued the card.

Prefix Letters:—

V. — Victoria.
N. — N.S.W.
S. — South Australia
C. — Australian National
W. — Western Australia
Q. — Queensland
T. — Tasmania

When the holder of a Railways of Australia Travel Credit Card is unable to make personal application for issue of a ticket, another person may be nominated to collect it on his behalf.

In addition to the credit card, Form P. 71 signed by both the holder of the credit card and the person authorised to collect the ticket, is to be presented to the booking officer.

The person authorised to collect the ticket will give receipt for it on Form X. 3463.

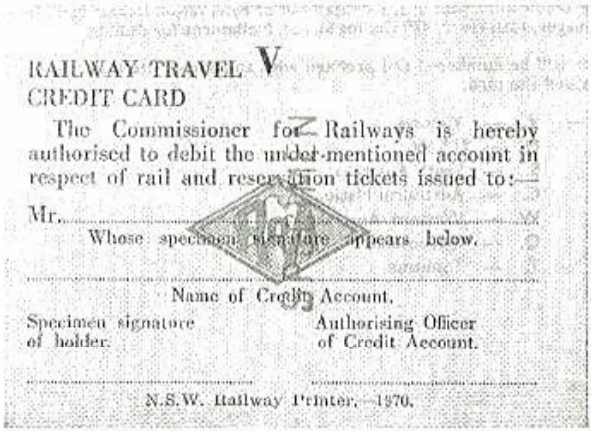
The signature of the credit card holder on Form P 71 must agree with that on the credit card.

The signature on Form X. 3463 of the person authorised to collect the ticket must agree with that on Form P. 71.

Form P. 71 is to be attached to receipted Form X. 3463 which is to be dealt with as set herein.

RAILWAYS OF AUSTRALIA TRAVEL CREDIT CARD

FRONT



RAILWAY TRAVEL
CREDIT CARD

The Commissioner for Railways is hereby authorised to debit the under-mentioned account in respect of rail and reservation tickets issued to:—

Mr. .....

Whose specimen signature appears below.

.....

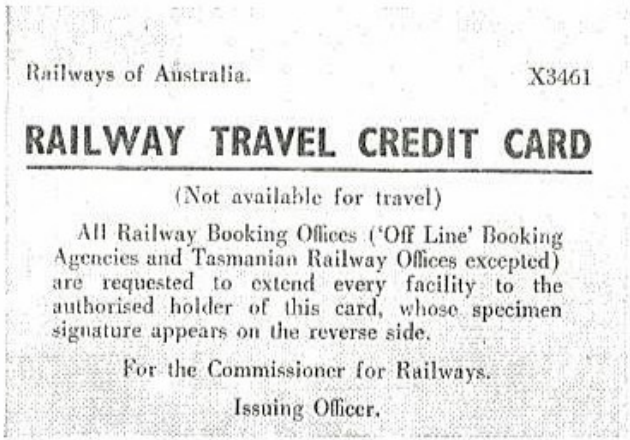
Name of Credit Account.

Specimen signature of holder.

Authorising Officer of Credit Account.

N.S.W. Railway Printer.—1970.

BACK



Railways of Australia. X3461

RAILWAY TRAVEL CREDIT CARD

(Not available for travel)

All Railway Booking Offices ('Off Line' Booking Agencies and Tasmanian Railway Offices excepted) are requested to extend every facility to the authorised holder of this card, whose specimen signature appears on the reverse side.

For the Commissioner for Railways.

Issuing Officer.

RECEIPT FOR RAIL AND RESERVATION TICKETS ISSUED ON PRODUCTION OF RAIL TRAVEL CREDIT CARDS

FRONT

RAILWAYS OF AUSTRALIA. X3463

Receipt for Rail and Reservation Tickets issued on Production of Rail Travel Credit Cards

Please debit the undermentioned rail and/or reservation tickets to:—

Name of Credit Account..... V № 30905

Number of Credit Card produced.....

* First class * Single and * Seat (s).
* Economy * Return * Sleeping Berth (s).

From ..... to .....

for travel on.....

Received the abovementioned tickets

.....
Signature of Credit Card holder.

Issued Ticket No..... from..... to.....

Dated..... * Seat and * Sleeping Berth ticket No.....

Value $

* Delete words not required.

.....
Booking Clerk.

N.S.W. Railway Printer—1970.

BANKCARD CREDIT SCHEME

Patrons offering at stations shown on the attached list may purchase tickets by presenting a valid Bankcard as "payment".

Each Bankcard transaction will be restricted to a minimum of five dollars, and a maximum or "floor limit" of $300 must **NOT** be exceeded except:

(a) by obtaining authority from "Bankcard Authorisation" telephone 602 1155;

(b) by receipt of **cash** corresponding to the amount in excess of $300.

IT IS NOT PERMITTED TO SPLIT SALES WHICH WOULD OTHERWISE BE IN EXCESS OF THE AUTHORISED FLOOR LIMIT.

For refund purposes, when the individual Bankcard transaction exceeds $200 but does not exceed $300, each ticket must be endorsed "Bankcard" (or in the case of periodical tickets, a suitable endorsement in the Periodical Ticket Holders' Book).

Other tickets purchased with Bankcard must NOT be so endorsed.

Station staff are not permitted to give cash refunds on tickets endorsed "Bankcard", otherwise the normal refund conditions will apply.

The Bankcard Imprinter must not be tampered with, or operated by other than "booking" staff and only official Bankcard stationery is to be used. (The provision of Driving Licence Number or Registration Number on Sales Vouchers will not apply to this Department).

The booklet "The Simple Procedure for a Bankcard Sale" must be kept in a prominent place in the booking office and the instructions contained therein must be strictly complied with.

Bankcard Warning Bulletins will be issued from time to time and will remain current until superseded by receipt of a subsequent issue.

With the exception of stations from which **ALL** revenue is forwarded to the Cash Clerk, Spencer Street, all Bankcard copies of sales vouchers and summaries are to be "banked" by the normal banking station and **not forwarded to the Cash Clerk.**

Individual totals of other stations Bankcard transactions are to be recorded daily by the banking station from the Merchants Summaries received and a grand total is to be shown under the heading—Bankcard—on the bank pay-in slip.

A sales voucher shall not be valid if:

(i) the signature on the sales voucher is forged or unauthorised;

(ii) the particulars inserted on the sales voucher are not identical with those on the copy given to the cardholder;

(iii) the Bankcard has expired or was listed on the Warning Bulletin at the time of the transaction;

(iv) the sales voucher is incomplete, illegible or has been altered.

If an error is made when compiling a sales voucher, it must immediately be destroyed and a new one completed.

Bankcard must NOT be used for any purpose other than the purchase of tickets and change must not be given.

The Merchant's copies of Sales Vouchers and Summaries are to be checked and initialled daily by the Officer-in-Charge and filed for future reference.

39 (Reserved)

ADDITIONAL SERVICE FOR RAIL PASSENGERS BETWEEN MELBOURNE AND HAMILTON UTILIZING ANSETT MOTORS BUS SERVICE

Additional service for rail passengers is available on the regular scheduled Ansett Motors Bus Service operating between Melbourne and Hamilton.

Rail passengers will be conveyed between Melbourne and Ballarat, Linton, Skipton, Westmere, Lake Bolac, Glen Thompson, Dunkeld, and Hamilton.

The following arrangements apply:

(a) TIME-TABLE

	Mon. to Sat. a.m.		Mon. to Sat. p.m.
Ansett Terminal (Franklin Street)	dep. 7.30	Hamilton	dep. 12.50
		Dunkeld	1.13
Spencer Street	dep. 7.50	Glen Thompson	1.28
Ballarat	9.30	Lake Bolac	1.49
Linton	9.57	Westmere	1.58
Skipton	10.14	Skipton	2.25
Westmere	10.42	Linton	2.41
Lake Bolac	10.54	Ballarat	3.13
Glen Thompson	11.15	Ansett Terminal (Franklin Street)	arr. 5.00
Dunkeld	11.27		
Hamilton	arr. 11.50	Spencer Street	arr. 5.10

Refreshments will not be available en route.

Toilet facilities are available on the bus.

(b) PICK UP AND SET DOWN LOCATIONS

Spencer Street	Outer Car Park adjacent to Luggage Hall.
Ballarat	Railway Station
Linton	Murrells News Agency.
Skipton	Skipton Hotel.
Westmere	Westmere General Store.
Lake Bolac	Stanbury's Cafe.
Glen Thompson	D. & S. Yandell General Store.
Dunkeld	Mountain View Cafe.
Hamilton	Railway Station.

Intending passengers must be directed to pick up points as outlined and particularly note that the bus will not deviate to the railway station at Linton, Skipton, Westmere, Glen Thompson, and Dunkeld.

(c) TICKET ARRANGEMENTS

Booking Staff are to issue intending passengers rail tickets in the normal manner subject to (e) Page 43.

For travel on the Ansett Motors Bus passengers must be in possession of an appropriate rail ticket available between locations as set out in (a) or which cover the Melbourne–Hamilton section of the journey i.e. a passenger in possession of a Warragul–Portland ticket may elect to travel between Melbourne and Hamilton on the bus.

FOR THE BUS PORTION OF THE JOURNEY ONE CLASS TRAVEL WILL APPLY ASSESSED AT ECONOMY FARES.

ADDITIONAL SERVICE FOR RAIL PASSENGERS BETWEEN MELBOURNE AND HAMILTON UTILIZING ANSETT MOTORS BUS SERVICE (Cont'd)

(d) COMPULSORY SEAT BOOKING

As accommodation in the Ansett Motors Bus will be strictly limited compulsory seat booking will apply at a charge of 50 cents for each reserved seat.

Booking Staff will require to ascertain from Clients offering to locations in which travel by the bus may be undertaken if the journey is to be made by this means and, if so, obtain a reservation vide (f) and issue a reserved seat ticket in the normal manner.

Particular attention of the Client must be directed to clause (b) in respect to applicable pick up locations.

The time of departure from the applicable location is to be endorsed on the ticket together with the relevant seat number allotted, the space in which a car number is normally indicated is to be endorsed "BUS".

(e) APPLICATION FOR RESERVATIONS

Application for reservations are to be made to the Central Reservation Bureau in the normal manner or to the Stationmaster, Hamilton telephone S.T.D. (055) 72 3088, 72 3223.

Generally, stations in the Western District in the vicinity of Hamilton are to apply for reservations to the Stationmaster, Hamilton, whilst all other locations are to apply to the Central Reservation Bureau.

The Central Reservation Bureau and the Stationmaster, Hamilton, will be able to effect reservations in each direction on the bus.

When making application for reservations to either the Central Reservation Bureau or the Stationmaster, Hamilton, Booking Staff are as well as quoting the reserved seat ticket number issued, to also quote particulars of the rail ticket, including the ticket number, held in conjunction with the reserved seat ticket for endorsing on the diagram. This aspect must be given particular attention and is required for information of the Comptroller of Accounts.

Normal advance booking periods for Intrastate travel will apply.

(f) PURCHASING OF TICKETS DIRECT ON BUS

Should passengers from roadside locations en route not book in advance request for travel may be made direct to the Bus Driver, who, subject to room being available, will issue appropriate rail ticket to cover the bus journey only at the prescribed fare, plus 50 cents reserved seat fee.

Passengers offering for travel in this manner do so on the understanding that should all seats in the bus be reserved travel may be declined by the Bus Driver.

At Spencer Street and Hamilton all applications for travel on the bus must be directed to the Booking Office and are not to be effected by the Bus Driver.

Should a passenger require a ticket from say Linton to Warragul the Bus Driver will only issue a rail ticket to cover the Linton–Melbourne section of the journey, and the passenger will, on arrival in Melbourne, require to then book for the Melbourne–Warragul section of the journey.

(g) GROUP TRAVEL

Group Travel will only be accepted at the discretion of the Manager Passenger Operations.

No concession fare travel will be permissible for Groups who obtain reservations on the bus. In all instances the full applicable fare will apply.

(h) PASS HOLDERS

Pass Holders and Private Ticket Holders are permitted to travel on the bus subject to payment of the appropriate reserved seat fee and authority of the Manager, Passenger Operations, which is to be obtained from the Senior Reservation Clerk, Central Reservation Bureau, ext. 2270.

(i) PERIODICAL TICKET HOLDERS

Periodical Ticket Holders will not be permitted to travel on the bus. In all instances the appropriate fare must be paid.

(j) CHECKING AND COLLECTION OF TICKETS

Stationmaster, Spencer Street and Hamilton are to arrange for checking and nipping of tickets for all passengers joining at their respective stations.

All tickets will be collected by Ansett Motors for forwarding to the Comptroller of Accounts.

(k) LUGGAGE AND VAN GOODS

Passengers accompanied luggage and collapsible pushers only will be accepted on the Ansett Motors Bus Service.

At Spencer Street luggage will only be accepted at the embussing area.

All other luggage, van goods and mails are to be conveyed on regular rail services.

MOVEMENT OF ARMY PERSONNEL BY RAIL

(a) All bookings required by the Department of the Army (Suburban journeys excepted) are obtained by Telex communication from the System concerned where the ticket will be collected irrespective as to whether an actual seat or berth reservation is required or not. For this purpose all Systems are linked to the P.M.G. Telex network with the Telex machine installed in Manager, Passenger Operations (Telex VICRAIL 31927) being utilized by this State.

(b) All such requests originate from sixteen Army Movement Co-ordinating Centres located throughout Australia as under.

QUEENSLAND

Townsville	..Telex 77136
Canungra	..Telex 42114
Brisbane	..Telex 41346

NEW SOUTH WALES

Singleton	..Telex 25877
Sydney	..Telex 21186
Liverpool–Holsworthy	..Telex 25884
Wagga Wagga	..Telex 69598

AUST. CAPITAL TERRITORY

Canberra	..Telex 62121

VICTORIA

Albury–Wodonga	Telex 56962
Puckapunyal	..Telex 33200
Melbourne outward	Telex 32434
inward	..Telex 33648

TASMANIA

Hobart	..Telex 58166

SOUTH AUSTRALIA

Adelaide	..Telex 88103

WESTERN AUSTRALIA

Perth	..Telex 93432

NORTHERN TERRITORY

Darwin	..Telex 85266

(c) Any requests for reservations or tickets received from individual Units are to be refused by Booking Staff and the person concerned is to be informed that contact should be made with the nearest Movement Co-ordinating Centre.

(d) Each request for reserved or non reserved accommodation will be "Telexed" by the Movement Co-ordinating Centre concerned to the System involved where the rail ticket will be issued using normal Departmental coding, in the case of this System to the Manager, Passenger Operations.

(e) After processing the request the Manager, Passenger Operations ("Diagrams") will advise by telegram the station where the ticket will be collected authorising issue of the ticket.

(f) The telegram despatched by Manager, Passenger Operations will include the individual name of each passenger travelling and a reference number. The telegram is to be treated as a voucher for the value of the tickets issued. A voucher account is to be prepared against the Department of Army and forwarded in accordance with Station Account Instruction No. 391.

(g) Tickets issued are to be endorsed "Departmental" and the wire reference number endorsed on the ticket.

(h) Tickets will be collected direct from the Booking Office or Station concerned by each individual passenger. However, before the ticket is handed over, the passenger must produce an Army I.D. identification card, particulars of which must correspond to that quoted on the telegram received from the Manager, Passenger Operations.

(i) A SIGNATURE **MUST** BE OBTAINED FOR THE TICKET ON THE ACTUAL TELEGRAM RECEIVED FROM THE MANAGER, PASSENGER OPERATIONS.

(j) Four types of I.D. cards will be on issue, viz:—

(i) AAF 129 Red I.D. card issued to full time service members.

(ii) F.MOV 1 Green I.D. card issued to C.M.F. units.

(iii) F.MOV 2 Brown I.D. card issued to Civilian employees.

(iv) F.MOV 3 Blue I.D. card issued to dependents of servicemen.

In addition, a special I.D. Card will be issued to Army recruits.

(k) Each I.D. card will only be valid when a signature appears thereon which corresponds with the name printed on the card. Should any attempt be made to remove the signature from the card the word "VOID" will appear in the space provided for signature.

(l) Unless confirming advice is received from "Diagrams" indicating an alternative means of identification under no circumstances are tickets to be issued to the passenger irrespective of rank or status, unless identification is confirmed by production of an I.D. card corresponding with particulars outlined on telegram from Manager, Passenger Operations authorising issue of ticket.

(m) The Department of Army has been requested to instruct the member travelling to collect the ticket at least thirty minutes before train departure time where possible.

(n) Where reservation of seats and, or berths are involved, ticket numbers issued are to be advised to the Central Reservation Bureau ("Diagrams"), extension '4', in the normal manner.

(o) In the event of passengers not collecting tickets, or when tickets prepared in advance are subsequently cancelled, tickets are to be treated as a "non issue" and the telegram received from "Diagrams" forwarded to "Chief Bookkeeper, Room 302, Spencer Street" endorsed accordingly. When a seat or berth ticket is also involved the tickets together with telegram received from "Diagrams" are to be forwarded by value direct to "Chief Bookkeeper, Room 302, Spencer Street". Arrangements for crediting the Department of Army with the value of such tickets will be dealt with by the Comptroller of Accounts.

(p) Where a berth reservation is involved the Comptroller of Accounts will ascertain cancellation fee applicable from Manager, Passenger Operations.

(q) Should personnel offer at a station for travel and a confirming telegram or verbal telephone advice has not been received from "Diagrams" authorising such travel, the person concerned is to be informed to contact the nearest Army Movement Co-ordinating Centre whilst Departmental Staff are to immediately telephone "Diagrams" on Auto 2270 to seek authority for issue of the tickets concerned.

(r) Intrastate movements by special train or large groups by ordinary services for which individual tickets are not to be issued will be arranged with the Manager, Passenger Operations who will issue the necessary instructions to all concerned.

(s) Should the time factor preclude despatch of a telegram prior to personnel requesting ticket at a booking location, Staff at the Central Reservation Bureau will telephone the location concerned and issue verbal instructions to be followed by confirming telegram.

(t) In all instances a copy of the incoming Telex message from the Army Movement Co-ordinating Centre together with copy of telegram despatched by Manager, Passenger Operations will be forwarded to the Comptroller of Accounts.

GREEN STAR PARCELS SERVICE

The "Green Star Parcels Service" is provided at Flinders Street, Spencer Street and certain suburban stations for consignors requiring urgent despatch of parcels from these locations and operates 7 days a week.

The service is limited to packages not exceeding 8 kg. mass; a surcharge of $1.00 shall be imposed on each package to which the Green Star is affixed in addition to the normal freight charge. The freight charge may be prepaid or to pay but the Green Star surcharge must be prepaid by cash or voucher or debited to an authorised credit or cash deposit account. When waybilled, waybill must be endorsed Green Star; if the value of the Green Star stamp is debited to a voucher or credit account, surcharge must be shown on a separate line endorsed Green Star and the name of account holder shown.

The service operates within the following areas:—

From Flinders Street

To all stations on the suburban electrified network and to stations on the Stony Point, Mornington and Healesville lines and to stations serviced by country passenger trains originating from that station.

Green Star parcels for suburban stations are to be despatched by the first available train and to country stations will be accepted up to 10 minutes prior to scheduled departure of train concerned.

Green Star parcels will be accepted at Flinders Street "Medicine Counter" from 6.00 a.m. to 8.00 p.m. Mondays to Fridays and 6.00 a.m. to 1.00 p.m. Saturdays.

Outside normal hours, Green Star parcels will be accepted at the Parcels Dock despatch cabin No. 1 platform.

Between 1.00 p.m. Saturdays and 6.00 a.m. Mondays at the Station Masters Office on No. 1 Platform.

From Spencer Street

To stations serviced by Interstate and country trains and Bacchus Marsh and Werribee trains originating from that station.

Green Star parcels will be accepted up to 10 minutes before the scheduled departure time of train concerned.

Green Star parcels may be consigned at the Outwards Parcels Office from 6.00 a.m. to 8.00 p.m. Mondays to Fridays and 6.00 a.m. to 1.00 p.m. Saturdays.

Outside normal hours, they are accepted at the Spencer Street Luggage Hall.

From the following authorised Suburban Stations to any suburban or country station:—

FLINDERS STREET
SPENCER STREET
ARMADALE
ASCOT VALE
BAYSWATER
BELGRAVE
BELL
BENTLEIGH
BLACKBURN
BOX HILL
BROADMEADOWS
BRUNSWICK
BURWOOD
CAMBERWELL
CAULFIELD
CHELSEA
CHELTENHAM
CLAYTON
CLIFTON HILL
COBURG
COLLINGWOOD
CROYDON
DANDENONG
ELSTERNWICK
ESSENDON
FAIRFIELD
FERNTREE GULLY
FOOTSCRAY
FRANKSTON
GLEN WAVERLEY
GREENSBOROUGH
HAWKSBURN
HAWTHORN
HEIDELBERG
HIGHETT
HOLMESGLEN
HUNTINGDALE
JEWELL
LARA
LILYDALE
MALVERN
MENTONE
MITCHAM
MOORABBIN
MORDIALLOC
MORELAND
MOUNT WAVERLEY
MURRUMBEENA
NEWMARKET
NEWPORT
NOBLE PARK
NORTHCOTE
NORTH MELBOURNE
NORTH BRIGHTON
NUNAWADING
OAKLEIGH
PRAHRAN
RESERVOIR
RICHMOND
RINGWOOD
ROYAL PARK
ST. KILDA
SANDRINGHAM
SOUTH MELBOURNE
SOUTH YARRA
SPRINGVALE
SUNSHINE
SURREY HILLS
THORNBURY
TOORAK
UPPER FERN TREE GULLY
WEST FOOTSCRAY
WEST RICHMOND

Green Star parcels are accepted at any time during hours each authorised suburban station is open and shall be despatched by the first available train.

Before accepting a Green Star parcel for a country destination, staff are to ensure there is sufficent time between the arrival of the suburban train at the terminal station and departure of the country train, for the transfer to be effected.

Green Star parcels consigned between Frankston and Dandenong lines are to be transferred at Caulfield, whilst those between stations on all other lines radiating from Richmond are to be transferred at Richmond.

Similarly, Green Star parcels from stations on all lines on the Down side of Richmond to stations on the Western side of Flinders Street will also be transferred at Richmond, but Green Star parcels between stations on the Down side of Richmond and stations on the Clifton Hill group of lines are to be transferred at Flinders Street.

Green Star parcels between Western Suburbs are to be transferred at Spencer Street or Footscray if applicable whilst those from Western to Eastern Suburbs are to be transferred at Flinders Street if transit on a through train is not possible.

Green Star parcels from the Eastern suburbs for connection with country trains departing from Spencer Street are to be transferred at Richmond when necessary, whilst those from the Western suburbs

for country trains departing from Spencer Street will be discharged at Spencer Street, unless the point of origin is on the direct line and is serviced by a stopping train for the station concerned.

In all cases the following procedure will apply:—

Separate consignment notes must be lodged for Green Star consignments, but more than one Green Star consignment may be entered on the one consignment note, which must be endorsed (Green Star) and time and date of receipt shown.

The despatching station will enter particulars of the parcel in a value book especially set aside for the purpose, it is then to be taken immediately to the platform and a signature obtained from platform staff or guard of the train by which it is despatched. The sending station will telephone the destination station or transfer point giving train despatched by and destination.

In the event of a transfer being involved, transfer station must telephone destination station the train despatched by, to enable that station to have an employee in position to receive parcel and avoid delay to the train.

For Green Star parcels terminating at or for Flinders Street, the Parcels Foreman, (Auto 1381) is to be advised.

For Green Star parcels terminating at or for transfer at Spencer Street, the Parcels Foreman (Auto 1914) is to be advised and arrangements will be made for staff to be in attendance for the movement of the parcel.

At destination stations, staff are to immediately enter Green Star parcels in the Delivery Book, endorsing the entry "Green Star"; train and time of arrival must also be recorded.

If application has not been made for delivery within one hour of arrival, every effort must be made to contact consignee. If delivery is not effected within 24 hours the Claims Agent is to be advised.

If inquiry is made for a Green Star parcel which has not arrived, the Claims Agent is to be notified by telephone.

The Service provides top priority despatch, however the time, date and train of arrival is not guaranteed. (See page 10 clause 5 of Parcels and Luggage Rates Book).

Green Star stamps are issued in sheets of 20 and are to be requisitioned for in the normal way.

SAI 174. 18 and 174. 19 shall apply to Green Star stamps and in addition sending stations must endorse the Green Star stamp with the station stamp.

"MOTORAIL" SERVICE BETWEEN PORT PIRIE AND PERTH

A "Motorail" service is available for Clients in each direction between Port Pirie and Perth for the conveyance of accompanied motor vehicles.

IT IS TO BE PARTICULARLY NOTED THAT THE FOREGOING SERVICE WILL NOT BE AVAILABLE FOR UNACCOMPANIED MOTOR VEHICLES.

AS INDICATED IN THE FOLLOWING, TWO SETS OF CHARGES WILL BE APPLICABLE FOR THIS SERVICE DEPENDENT AS TO WHETHER CARS ARE TO BE CONVEYED BY PASSENGER OR GOODS SERVICES (see Clause 3). IT IS THEREFORE NECESSARY FOR BOOKING STAFF TO CONTACT THE CENTRAL RESERVATION BUREAU FOR 'MOTORAIL' SPACE AND ALSO ADVICE AS TO APPLICABLE CHARGES TO APPLY.

BOOKING AND RESERVATION STAFF MUST BE PARTICULARLY CERTAIN THAT CLIENTS FULLY UNDERSTAND DESPATCH ARRANGEMENTS AND DAYS ON WHICH CARS WILL BE AVAILABLE FOR DELIVERY OR ARE TO BE CONSIGNED AT PERTH.

Rates, conditions and Booking arrangements generally applicable to the carriage of accompanied motor vehicles between Port Pirie and Perth are as follows:—

1. General Conditions.

(a) Bookings up to a maximum of 8 motor vehicles per train will be accepted for the conveyance of accompanied motor vehicles by passenger train in each direction between Port Pirie and Perth each day Monday to Sunday inclusive. Consignments in excess of this number and also caravans, trailers etc. will be conveyed by goods train. (See Sub Clause (d) and (e) also Clause 3).

(b) Motor vehicles acceptable for passenger train transit shall include all makes and models of passenger type cars of any mass or size including coupe utilities, panel or camper vans but excluding buses and motor vehicles hauling caravans, trailers, boats, etc. (See Clause 5(c)).

(c) Initially motor vehicles accepted for passenger train transit will be conveyed on flat wagons. It is intended that eventually double-decker car carrying wagons will be provided for this purpose.

(d) Consignments in excess of the maximum of 8 motor vehicles prescribed for passenger train transit, in the westbound direction, shall be transported by a goods train following the passenger train on which the owners travel. (See Clause 3).

(e) In the eastbound direction advance bookings will be accepted for transport by a preceding goods train, when the maximum of 8 vehicles acceptable for passenger train transit, has been reached. (See Clause 3).

(f) Charges for passenger train transit of motor vehicles differ from those receiving goods train transit. Full classified gazetted freight rates apply to all caravans and trailers consigned by goods train. (See Clause 5).

(g) Passengers will be permitted to leave a reasonable amount of personal luggage in motor vehicles whilst in transit. However, the Commissioners reserve the right for additional charges to be raised in respect of saleable merchandise, canoes, or roof-top dingies etc. Carriage of loading of the latter nature on motor vehicles forwarded by passenger train will not be permitted. Any luggage left in a vehicle will be carried under Owner's Risk conditions of carriage. Luggage left in vehicles shall be included in the assessment of personal luggage to which the free luggage allowance applies subject to the prescribed mass not being exceeded overall.

(h) To obtain the 'motor-rail' service freight rate one fare paying passenger must accompany each vehicle.

(i) The Motorail Service is not available for Pass Holders.

(j) The rates include loading and unloading.

(k) Owner's Risk conditions of carriage apply.

(l) Freight charges are to be prepaid.

2. Booking Arrangements.

Advance booking of 'Motorail' space is compulsory in each direction between Port Pirie and Perth. In this connection all requests for 'motorail' reservations are to be directed by Booking Staff to the Central Reservation Bureau where Reservation Staff will communicate with Australian National Railways to effect a booking and advise applicable charges to apply and transit arrangements (See Clause 3). Normal advance booking of twelve months will apply.

Australian National Railways will require information such as name of Client, type of model of motor vehicle, registration number, date of travel and whether hauling a caravan, trailer etc.

3. **Transit Arrangements—Port Pirie to Perth Terminal and Kewdale.** (Kewdale is the Western Australian Railways freight loading terminal situated approximately 11 kilometres from Perth).

(a) **Westbound**

In the Westbound direction motor vehicles will be accepted for despatch from Port Pirie only. Passengers will travel on the "Indian Pacific" or "Trans Australian" departing from Port Pirie at 4.45 p.m. each day. "Motor-rail" vehicles consigned and paid for at the rate applicable to passenger train transit will be conveyed on the same train and will be delivered at Perth Terminal within one hour of arrival.

Motor vehicles which are accepted for goods train transit will be transported by a goods train following the "Indian Pacific" or "Trans Australian" and will be available at Kewdale at 10.00 a.m. on the day following the day of arrival of the passenger train i.e. an overnight wait in Perth will be involved.

The Western Australian System will provide courtesy cars to convey drivers to Kewdale as required to obtain delivery of their motor vehicles.

(b) **Eastbound**

Motor-rail' vehicles accepted for transit by PASSENGER TRAIN 'Indian Pacific' or 'Trans Australian' will be accepted at Perth Terminal and conveyed on the same train as their accompanying owners departing Perth Terminal at 9.00 p.m. Delivery will be effected at Port Pirie immediately upon arrival at that location.

Passengers from whom motor vehicles are accepted for transit by GOODS TRAIN will be required to consign their vehicles on the day preceding the day of departure by 'Indian Pacific' or 'Trans Australian'. This is necessary in order that the vehicles can be available for delivery on arrival of the passenger train at Port Pirie i.e. after consigning their motor vehicle by goods train, passengers will be required to stop overnight at Perth before departure by passenger train the following evening at 9.00 p.m.

4. **Loading and Delivery Arrangements.**

(a) **Loading—Port Pirie Westbound**

Before loading at Port Pirie westbound, passengers should remove any luggage required for the journey or which is to be booked for transport in the luggage van and then consign their motor vehicles at the Port Pirie Railway Station. Vehicles will be accepted for loading at the loading ramp adjacent to the Railway Station between 1.00 p.m. and 2.00 p.m. each day.

(b) **Delivery—Perth Terminal.**

Vehicles arriving by passenger train will be available for delivery at Perth Terminal within one hour of arrival.

Delivery—Kewdale

Vehicles arriving by the goods train which follows the passenger train from Port Pirie, will be available at Kewdale at 10.00 a.m. on the day following the day of the arrival of the passenger train by which the passenger travels.

(c) **Loading—Perth Terminal Eastbound**

Vehicles accepted for transit by PASSENGER TRAIN are to be available for loading at Perth Terminal between 4.00 p.m. and 5.00 p.m. on the day of departure.

Loading—Kewdale Eastbound

Vehicles will be loaded daily at Kewdale at the following times—

Mondays to Fridays 2.00 p.m.

Saturdays and Sundays 11.00 a.m.

Contact should be made with the Officer-in-Charge, Kewdale Freight Depot, for direction in regard to consigning and location of the loading ramp. Units accepted for transit by goods train must be consigned on the day prior to the day of departure of the passengers from Perth.

(d) **Delivery—Port Pirie**

Vehicles will be available for delivery at a spur line adjacent to the Port Pirie Station within thirty minutes after the passenger train arrives at that loaction.

5. **'Motorail' Charges—Port Pirie—Kewdale—Port Pirie (Refer Clause 1 (f)).**

(a) **By Passenger Train** — **Westbound**—$125.00 per vehicle; **Eastbound**—$125.00 per vehicle

(b) **By Goods Train**

Westbound	(Only after Passenger Train accommodation is exceeded.)	$125.00 per vehicle
Eastbound		$125.00 per vehicle

(c) Cars towing Caravans, Trailers, Boats etc.,

Caravans, Trailers, Boats etc. will only be conveyed at Published Goods rates and motorail charges will not be applicable.

In order for a Client offering with a car hauling a caravan, trailer or boat etc. to gain motorail charges for the car, it will be necessary for the car to be separated to be forwarded on the motorail wagon with the caravan, trailer, boat etc. forwarded by normal goods services.

This could mean that in the Westbound direction the caravan etc. may arrive in Perth a day later than the car whilst in the Eastbound direction the caravan etc. may require to be despatched from Perth a day earlier than the car, in both instances this will be dependent upon whether the car consigned on Motorail receives Passenger or Goods transit (See Clause 3).

6. **Ticketing Arrangements**

On Receipt of advice from the Central Reservation Bureau of charges to apply (either by passenger or goods service) Booking Staff are to issue an Intersystem Special Service Order for presentation by the Client at either Port Pirie and/or Perth as the case may be.

Where authorised Travel Agent's do not hold Intersystem Special Service Order's, such Orders may be obtained on presentation of an Agent's Booking Order at any Victorian Railway Interstate booking office.

"MOTORAIL" SERVICE BETWEEN MELBOURNE AND MILDURA

The "MotorRail" Service between Melbourne and Mildura, providing transit for accompanied and unaccompanied motor cars and trailers, will be provided in each direction between Melbourne and Mildura, on Sunday to Friday inclusive.

An AX Motor Vehicle Transport wagon will be attached, as required, to the undermentioned services:—

DOWN 9.20 p.m.(**No. 8143**)"The Vinelander" Melbourne-Mildura, Sun. to Fri. Inclusive—Leading Vehicle
UP 9.30 p.m.(**No. 8110**) "The Vinelander" Mildura-Melbourne, Sun. to Fri. Inclusive—Trailing Vehicle

Details of AX wagons are shown on page 94.

Motor Cars may be conveyed on both lower and upper decks of the AX wagons which are 17 050 mm. in length (internally) with capacity of 3 vehicles on each deck.

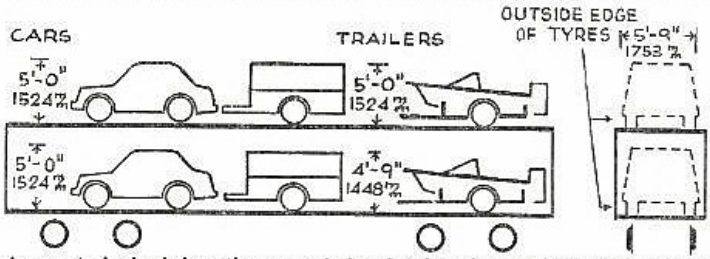
Requests made for loading on lower or upper decks will be met if possible, but no guarantee can be given as this is dependent on the types of vehicles offering for each particular train.

The maximum heights of vehicles which may be loaded on AX wagons are:—

Lower Deck:— Motor Car—1524 mm, Trailer—1448 mm.
Upper Deck:— Motor Car or Trailer—1524 mm.

Maximum wheel track width measured from the extreme outside edges of the tyres 1753 mm.

Roof Racks and radio aerials which come above the specified height must be removed by the consignor.



Vehicles are to be loaded on the upper deck only when the number offering exceeds the capacity of the lower deck.

BOOKING ARRANGEMENTS

The following charges will apply:—

Accompanied Motor Car	..$22.50 in each direction.
Accompanied Motor Car and Trailer	..$34.00 in each direction.
Unaccompanied Motor Car	..$34.00 in each direction.
Unaccompanied Motor Car and Trailer	..$50.00 in each direction.

Charges for all accompanied vehicles must be prepaid.

Unaccompanied vehicles may be accepted 'to pay' on the authority of the Chief Traffic Manager.

To obviate unnecessary haulage of AX wagons and to ensure against acceptance of motor cars in excess of the number which can be accommodated by any one train, persons desiring to take advantage of the facility will be required to furnish advance advice of their intention to do so, not later than 4.30 p.m. on the day prior to travel. This arrangement will not however, provided working of an AX wagon has already been or can be arranged, preclude later acceptance of motor cars to the capacity of AX wagons up till the time by which they must be lodged for loading:—viz. **prior to 8.15 p.m. Sunday to Friday at Spencer Street and Mildura.**

Booking and Inquiry points receiving requests for transit of motor cars must have recourse to the most expeditious means of communications (including postal trunk line telephone, if necessary), to ascertain availability of space by a particular train, quoting passenger's name, the make, type dimensions and registration number (or in the case of unregistered vehicles, the engine serial number) of car as follows:—

DOWN JOURNEY: During normal Head Office Hours, 8.30 a.m. to 4.51 p.m. Mon. to Fri. and 8.45 a.m. to 11.45 a.m. Sat.—From Carriage Allotment Officer, Passenger Operations Division—Telephone Auto. 1673. Inquiries may also be relayed via the Central Reservation Bureau—Telephone Auto. 4. At other times—from Spencer Street—Telephone Auto. 1272.

UP JOURNEY: From S.M. Mildura.
The Carriage Allotment Officer is to confer with S.M. Spencer Street, and exchange telegrams with S.M. Mildura, daily, in respect of the working of AX wagons and the number of cars booked by each train. S.M.'s Spencer Street and Mildura are to arrange that load telegrams include the number of motor cars despatched by each train concerned.

ACCEPTANCE OF CARS

Motor cars will be accepted at owner's risk for despatch at Spencer Street (South Concourse) and at the selected site at Mildura only.

At the Cloak Room Spencer Street or at Stationmaster's Office Mildura as the case may be, the appropriate charge must be collected and a five page goods consignment note "set" must be completed by the consignor, indicating the owner's name, and the make, type, dimensions and registration number of the car, (or in the case of an unregistered vehicle, the engine serial number). For all accompanied vehicles, the passenger's ticket number and date or travel must be endorsed on the consignment note. The appropriate portion of the passenger's ticket must be endorsed "CAR".

An employe deputed, in company with the owner or driver must inspect the vehicle to ensure that there is no evidence of damage, leakage of oil or fuel, or equipment missing, and a note of any damage or deficiency must be made on the consignment notes. The pink copy of the consignment note must be endorsed with the special non-claim rubber stamp, and handed to the passenger for presentation at the destination station to gain delivery.

The car key must be obtained from the consignor who must be informed that it will be retained to facilitate loading, and prompt unloading and delivery at the destination.

The blue and yellow copies of the consignment note and the car key must be forwarded to the destination station on the same train as the car.

In the case of an unaccompanied vehicle, the consignor will retain the pink copy of the consignment note as a receipt. At the destination station a delivery signature must be obtained on the blue copy upon production by the claimant, on evidence of his or her bona fides.

Payment for Motor Car Transit at Booking Agencies or Booking Offices other than Spencer Street

Should Payment for motor car transit be tendered at an Agency or Booking Office other than Spencer Street, after it has been ascertained that space is available, a Travel Order or Agents' Booking. Order for the appropriate amount is to be issued for subsequent presentation at the Cloak Room, Spencer Street, where the Consignment Note is to be prepared. Rail Ticket held by the passenger concerned is to be endorsed "CAR". Car bookings will be accepted Two Months prior to date of travel.

Passengers in the "Down" direction are to be advised at booking offices to deliver cars and keys to the Cloak Room, Spencer Street, not later than the time required for loading. At Mildura, passengers are to be directed to deliver cars and keys to the employe in charge at the loading point not later than the stipulated time.

LOADING AND UNLOADING

Loading and Unloading of Motor Cars will be performed at Owner's Risk by Departmental Employes at the loading dock, No. 3 Centre track Spencer Street, and at the selected site at the down end of the passenger platform at Mildura.

A licensed motor car driver and an employe competent to perform the work of securing motor cars must be rostered to be in attendance at the South Concourse, Spencer Street, for the arrival of **No. 8110** ex Mildura, Mon. to Sat. incl. and not later than 7.30 p.m. Sun. to Fri. incl. for the departure of **No. 8143.**

A licensed motor car driver and employe competent to perform securing of motor cars and supervise operations must be rostered to be in attendance at Mildura for arrival of **No. 8413** from Melbourne on Mon. to Sat. incl. and not later than 7.30 p.m. on Sun. to Fri. incl. for the departure of **No. 8110.**

Motor cars and car keys will be accepted by the Cloak Room Attendant at the South Concourse, Spencer Street, not later than 8.05 p.m. Sun. to Fri. The vehicles will be loaded under the supervision of the Supervising Vanstower.

At Mildura, motor cars will be accepted at the selected site not later than 8.05 p.m. Sunday to Friday by an employe deputed to supervise loading.

LOADING AT SPENCER STREET.

The AX wagon is to be placed at the loading dock, No. 3 Centre track with the wheels against the baulk and brakes securely applied. Loading will be effected by driving cars over the portable track connectors to lower deck or special ramp to upper deck.

When motor cars are loaded, hand brakes fully applied, secured by car chocking beams provided, and doors, windows, bonnets and boot lids securely locked the AX wagon is to be lifted and attached as the leading vehicle to 9.20 p.m. (**No. 8143**) Melbourne-Mildura "The Vinelander".

The Officer despatching the train is to ensure the Guard has possession of the "Value" letter containing car keys and Consignment notes before departure.

UNLOADING AT MILDURA.

On arrival of **No. 8143** "The Vinelander" at Mildura, the train is to be stopped with the AX wagon at the selected site and the locomotive detached, when a portable loading ramp is to be placed in position at the "down" end of the AX wagon. Unloading will be effected by driving over the ramp.

S.M. Mildura is to be on the alert to receive the "Value" letter containing car keys from the Guard and ensure delay does not occur in unloading operations. He is to direct owners to the unloading site, where the pink copy of the Consignment Note must be presented to obtain delivery of vehicles. The windscreen of each vehicle is to be cleaned by means of a squeegee prior to delivery. Unaccompanied vehicles may be delivered upon production by the Claimant of evidence of his or her bona fides. After checking the details therein, cars and keys may be delivered and a receipt obtained on the blue copy of the Consignment note.

LOADING AT MILDURA.

No. 8110 Pass. with AX wagon attached as the rear vehicle located at the selected site, is to be docked, brakes securely applied, and the portable loading ramp placed in position at the down end of the AX wagon in sufficient time to enable loading of cars without causing delay to departure. Loading will be effected by driving over the ramp.

S.M. Mildura is to ensure, after cars are loaded, that hand brakes are fully applied, secured by car chocking beams provided, doors, windows, bonnets and boot lids securely locked, and that the Guard is in possession of the "Value" letter containing the car keys and Consignment Notes before departure.

UNLOADING AT SPENCER STREET.

Immediately on arrival of **No. 8110** Pass. at Spencer Street, the AX wagon is to be detached, and placed at the loading dock, No. 3 Centre track with the wheels against the baulk and brakes securely applied.

The employe deputed must be on the alert to receive the "Value" letter containing car keys and Consignment Notes from the Guard and deliver to the Supervising Vanstower, who is to ensure no delay occurs in unloading operations and arrange delivery. Unloading will be effected by driving over portable track connectors or special upper deck loading ramp.

Car owners are to be directed to the South Concourse, where the pink copy of Consignment Note must be presented and a signature obtained to gain delivery of vehicles. The windscreen of each vehicle is to be cleaned by means of a squeegee prior to delivery. Unaccompanied vehicles may be delivered upon production by the Claimant of evidence of his or her bona fides. After checking details thereon, cars and keys may be delivered and a receipt obtained on the blue copy of Consignment Note.

The Supervising Vanstower, Spencer Street, will be responsible for ensuring portable ramps and other necessary equipment are available as required.

S.M. Mildura is to ensure hand brakes on AX wagon and brakevan are fully applied during loading and unloading operations, and suitable protection is afforded until completed; that cars and equipment have been moved clear of the line, and the latter safely stored after use.

Stationmasters, Spencer Street and Mildura are to ensure due care is exercised by all concerned in loading and unloading operations, that cars are properly secured after loading, hand brakes fully applied, and doors, windows, bonnets and boot lids securely locked.

Passengers must not be permitted to remain in motor cars loaded on the AX wagon, but luggage may be left in the vehicle at Owner's Risk.

Patrons should be warned against overloading car boots with large suitcases, cases of fruit etc., which could depress the rear springs and cause damage through contact with the AX wagon floor or loading ramps. Loading may be distributed inside the car body to avoid this happening. Dogs must not be conveyed in motor vehicles on "Motorail" but shall be forwarded in the proper manner either in a portable dog box or in the dog-box of the brakevan and the appropriate freight charge collected.

The provisions contained in General Appendix Pages 431–432 (amended by W.N. 51/1961) and Transportation of Goods Book, page 377, (amended by T.G. 27–1962) respecting Petrol remaining in fuel tanks and disconnection of leads from battery terminals will not apply.

Passengers consigning or accepting delivery of motor cars may be permitted to enter or leave Nos. 3 and 5 platforms, Spencer Street, via the South Concourse.

"MOTORAIL" SERVICE BETWEEN MELBOURNE, SYDNEY, CASINO AND MURWILLUMBAH

The "MotoRail" Service between Melbourne and Sydney provides transit for motor cars between Melbourne and Sydney in each direction daily.

An MBK Motor vehicle transport wagon fitted with 70 m.p.h. bogies will be attached, as required, to the undermentioned services.

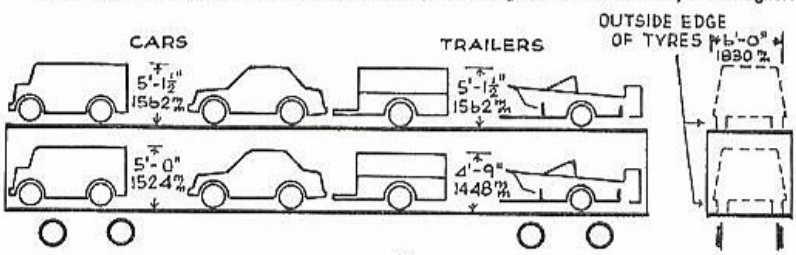
DOWN 8.00 p.m. (21) Southern Aurora, Melbourne–Sydney daily, Sunday included.
UP 8.00 p.m. (12) Southern Aurora, Sydney–Melbourne daily, Sunday included.

The MBK wagon will be marshalled as the leading vehicle from Melbourne & Sydney, transferred to the rear of the train at Albury, in both directions. Details of MBK wagons are shown below.

Motor Cars may be conveyed on both lower and upper decks of the MBK wagons which are 22 250 mm in length (internally) with capacity of 4 motor cars (each deck).

DIMENSIONS

The maximum heights of vehicles which may be loaded on MBK wagons are:—
LOWER DECK:— MOTOR CAR 1524 mm TRAILER 1448 mm
UPPER DECK:— MOTOR CAR OR TRAILER 1562 mm
MAXIMUM WHEEL TRACK IS 1830 mm measured from extreme outside edges of tyres.
Roof racks and radio aerials which come above the specified height must be removed by the consignor.



BOOKING ARRANGEMENTS (Accompanied Vehicles)

Accompanied motor cars may be accepted for conveyance on Southern Aurora and Gold Coast MotoRail providing the necessary tickets and reservations are held for the journey to be made.

Passengers to and from Sydney on the "Intercapital Daylight" and "Spirit of Progress" may also avail themselves of this service on the day of travel.

The following prepaid charges will apply:—

ACCOMPANIED MOTOR CAR – MELBOURNE TO SYDNEY – $40.00 IN EACH DIRECTION.
ACCOMPANIED TRAILER – MELBOURNE TO SYDNEY – $40.00 IN EACH DIRECTION.
ACCOMPANIED MOTOR CAR – MELBOURNE TO CASINO OR MURWILLUMBAH – $80.00 IN EACH DIRECTION.
ACCOMPANIED TRAILER – MELBOURNE TO CASINO OR MURWILLUMBAH – $80.00 IN EACH DIRECTION.

Passengers who have booked their cars from Melbourne to Murwillumbah or vice versa may obtain them for use during the stop over in Sydney, provided the cars are returned to Central Station by 5.20 p.m. for loading on the Gold Coast MotoRail which departs at 6.40 p.m. or by 6.45 p.m. for loading on the "Southern Aurora" which departs Sydney at 8.00 p.m.

Cancellation Fee. A cancellation fee of $5.00 shall be charged if the reservation of space for a MotoRail vehicle is cancelled within three days of the date of travel.

Booking and Inquiry points receiving requests for transit of motor cars must have recourse to the most expeditious means of communication (including postal trunk line telephone, if necessary), to ascertain availability of space by a particular train, quoting passengers name, type, dimensions and registration number of the car as follows:—

North Bound: Applications for seat, berth and car space reservations for all services involved between Melbourne and Casino or Murwillumbah are to be directed to the Central Reservation Bureau, Extension '4', where appropriate allotments and car space is held on all trains.

South Bound: Applications for seat, berth and car space reservations for all services involved between Murwillumbah or Casino and Melbourne are to be directed to the Central Reservation Bureau, Extension '4' where appropriate allotments and car space is held on all trains.

Should any client not wish to complete return reservations prior to departure from Melbourne, advice may be furnished that the following locations in New South Wales and Queensland may be contacted to arrange return bookings.

Sydney Booking Lounge (on the main concourse at Sydney Terminal Station) or City Ticket Office, Challis House, Martin Place, Sydney–opposite the G.P.O. Reservations may also be made by telephoning Sydney 211–4255 (7.00 a.m.–10.00 p.m. daily).

Casino Station, Telephone 62 1399.

Murwillumbah Station, Telephone 72 1050.

Coolangatta, Telephone 36 1252 (Queensland Govt. Tourist Bureau).

Surfers Paradise, Telephone 31 6808, 31 7557 (Queensland Govt. Tourist Bureau).

To obviate unnecessary haulage of MBK wagons and to ensure against acceptance of motor cars in excess of the number which can be accommodated by any one train, persons desiring to take advantage of the facility will be required to furnish advance advice of their intention to do so, not later than 4.30 p.m. on the day prior to travel. This arrangement will not however, providing an MBK wagon has already been or can be arranged, preclude late acceptance of motor cars to the capacity of MBK wagons, up to the time by which they must be lodged for loading:—viz. prior to 6.45 p.m. daily at Spencer Street and Central Station Sydney for "Southern Aurora", 5.30 p.m. at Central Station for Casino or Murwillumbah or 2.30 p.m. at Murwillumbah and 6.30 p.m. at Casino for Sydney and Melbourne.

Note—The working of MBK wagons must not be altered without the permission of the Carriage Allotment Officer who must closely liaise with Stationmaster Spencer Street and Car Diagram Bureau Sydney in respect of MBK working and the number of cars booked by each train. Stationmasters Spencer Street and Sydney are to ensure that train load wires include the number of motor cars despatched by each train and the destination.

PAYMENT FOR MOTOR CAR TRANSIT AT BOOKING AGENCIES OR BOOKING OFFICES OTHER THAN SPENCER STREET, SYDNEY, CASINO OR MURWILLUMBAH.

Should Payment for motor car transit be tendered at an Agency or Booking Office other than Spencer Street, Sydney, Casino or Murwillumbah, after it has been ascertained that space is available, a Travel Order or Agent's Order for the appropriate amount is to be issued for subsequent presentation at the Cloak Room, Spencer Street, where the Consignment Note and waybill are to be prepared. **Should the passenger desire to book and pay for the return of his car from Sydney, Casino or Murwillumbah, an Intersystem Special Service Order must be made out for the amount involved and handed to the passenger for presentation in Sydney, Casino or Murwillumbah.**

Rail Ticket held by the passengers concerned is to be endorsed "CAR". Car bookings will be accepted **twelve months** in advance for the forward journey and **thirteen months** in advance for the return. Passengers in the Down direction are to be advised at booking offices to deliver car keys to the Cloak Room, Spencer Street and the Luggage Room, Central Station Sydney not later than 6.45 p.m. on the day of travel.

"MOTORAIL" Service between Melbourne, Sydney and Murwillumbah—*Continued.*

BOOKING ARRANGEMENTS—*Continued.*

Applications will be tenatively listed and in some instances it may be possible to confirm the booking earlier than stipulated.

South Bound: Tenative bookings will be accepted and referred to New South Wales Authorities but the consignor must confirm the booking with the Controlling Officer in Sydney (Phone 211 4255) on the day of despatch—after 4.00 p.m. Mondays to Fridays and after 11.30 a.m. Saturdays, Sundays and Public Holidays.

CONSIGNING, WAYBILLING, DELIVERY

In the case of an unaccompanied vehicle the consignment note and waybill must be endorsed "UNACCOMPANIED, OPPORTUNITY LOADING", and the consignor must understand fully that the car or trailer will be despatched only as space is available.

The employe who delivers a vehicle shall satisfy himself that the person applying is the consignee, or if the applicant be not the consignee or his known representative, or a recognised carrier who has authority to take delivery on the consignee's behalf, the vehicle shall not be delivered unless an order signed by the consignee is produced.

ACCEPTANCE OF CARS

Motor cars at owners risk will be accepted for despatch at Spencer Street (South concourse or as directed) and transaction completed at the Cloak Room. In Sydney the vehicle is to be parked in the space specially indicated at Central Station and the transaction completed at the Sydney Luggage Room.

In both cases an Intersystem Parcels Consignment Note in triplicate endorsed with the Special Non-Claim Rubber Stamp must be completed by the Consignor, indicating The Owner's Name, the Make, Type, Dimensions and Registration Number of the Car (or in the case of an unregistered vehicle, the engine serial number). For all accompanied vehicles, the passengers' ticket number and date of travel must be endorsed on the consignment note. The appropriate portion of the passenger's ticket must be endorsed "CAR". Prior to acceptance the Employe receiving the car for despatch, in company with the owner or driver must inspect the vehicle to ensure there is no evidence of damage, leakage of oil or fuel, or equipment missing and a note of any damage or deficiency is to be made on the consignment note. The Duplicate of the Consignment Note must be handed to the passenger for presentation at the destination station to gain delivery. The car key must be obtained from the consignor, who must be informed that it will be retained to facilitate loading and prompt delivery at the destination.

Upon acceptance of the vehicle and payment of the appropriate charge or presentation of the Travel Warrant for the amount, an Intersystem parcels waybill is to be issued, on which is to be endorsed the Passenger's Name, Number and Description of Ticket, Make, Type and Registration Number of the car and date of travel. If the car is consigned to Casino or Murwillumbah and required in Sydney during the stopover period, such information must be endorsed on the waybill and the consignment note. The amount collected is to be shown in the total paid column of the waybill. The triplicate of the consignment not and the car keys with the special green label attached must be forwarded by the same train as the vehicle as a "VALUE" addressed to Stationmaster Sydney or Spencer Street as the case may be. Cars may be group waybilled and the duplicate of the waybill enclosed in a Value envelope endorsed, **"Debit Waybill Enclosed."**

LOADING AND UNLOADING

Loading and unloading of Motor Cars will be performed at Owner's Risk by Departmental Employes at the Standard Gauge Car Dock situated at the Northern end of No. 2 platform Spencer Street and at the Motor Rail Receiving Depot adjacent to the Luggage Room on main platform at Central Station, Sydney.

LOADING AT SPENCER STREET

Passengers are requested to present their cars to the Southern Concourse, adjacent to the Inner Roadway off Spencer Street, where they will be directed by the Watchman in charge of the area. After parking and securing their cars in the allotted area adjoining No. 3 and 4 platforms, passengers are to be directed to the Cloak Room, Spencer Street where the transaction will be completed.

After 6.00 p.m. daily the Watchman will direct the motor cars to the booking cabinet along side the barriers at No. 2 platform where a responsible employe will accept the car keys, receive payment of the charges and complete compilation of consignment note in triplicate and issue the necessary waybill. The passengers to be directed back to No. 1 platform via the suburban passenger ramp and subway.

This employe will also ensure that the necessary Green tag is attached to the ignition keys, and that the car keys and consignment notes are treated as a "value" consignment and handed to the Guard of 8.0 p.m. (No. 21) "Southern Aurora".

A licensed motor car driver and an employe competent to perform the work of securing motor cars must be rostered to be in attendance at the Standard Gauge Car Dock at 6.0 p.m. daily. Vehicles will be loaded under the supervision of the Supervising Van Stower.

The MBK wagon is to be placed in the Eastern Leg of the Standard Gauge Car Dock with the wheels against the baulk and hand brake securely applied. Loading will be effected by driving motor cars over portable track connectors to the lower deck or special ramp to the upper deck.

When motor cars are loaded, hand brakes fully applied, secured by car chocks, doors, windows, bonnets and boot lids securely locked, the MBK wagon is to be lifted and attached as the leading vehicle to No. 21 "Southern Aurora".

On arrival at Albury, the MBK is to be "cut off" and taken ahead with the Victorian Locomotive, and picked up by the Albury Pilot and attached to the rear of the train as the trailing vehicle.

UNLOADING AT SYDNEY.

On arrival at Sydney passengers are to contact the MotoRail Attendent who will be in attendance in the vicinity of the Sydney Luggage Room adjacent to No. 1 Platform.

Listen for announcements.

UNLOADING AND LOADING AT CASINO.

Vehicles are unloaded and loaded at Casino while the train waits.

Northbound, vehicles are loaded at Sydney on the lower deck of the MBK wagon and are the last loaded.

Southbound, vehicles are loaded on the leading end of the lower deck of the MBK wagon in space left by Stationmaster Murwillumbah. Vehicles are reversed onto the MBK wagon at Casino, so that they may be driven forward when unloading at Sydney.

UNLOADING AND LOADING AT MURWILLUMBAH.

Vehicles are unloaded and loaded at the down end of the station yard, and received and detrained at the parking area at the front of the station building. Inward vehicles must be collected not later than 4.0 p.m. daily.

LOADING AT SYDNEY.

Cars enter railway access road via Hay Street and proceed to special reserved parking area indicated as MotoRail Express. Consignor then to contact MotoRail attendent who can be located in the vicinity of the Stationmasters Office on No. 1 platform, Central Station, who will arrange for consigning and loading of the motor car. When the car is required on arrival the consignment note will be endorsed, **"Required on arrival".**

Car keys are to be retained and forwarded as a "value" per the 8.00 p.m. "Southern Aurora", addressed to the Stationmaster Spencer Street.

UNLOADING AT SPENCER STREET.

Immediately on arrival of No. 12 "Southern Aurora" at Spencer Street the Information Centre is to make suitable announcements advising passengers that they may obtain delivery of their motor cars at the Luggage Hall, **from the man in the White Dust Coat.**

The MBK wagon is to be detached from the rear of the train and placed in the Eastern leg of the standard gauge car dock, with the wheels against the baulk and brakes securely applied. The employe rostered for the purpose must be on the alert to receive the "Value" letter containing the car keys from the Guard and deliver it to the Supervising Van Stower, who is to ensure no delay occurs in unloading operations. Unloading will be effected by driving over portable track connectors or Special ramp, from the upper deck.

Stationmaster Spencer Street to roster a total of 5 men to be in attendance at the standard gauge car dock at 9.00 a.m. daily.

1 Employe to remove car chocks.
1 licensed motor car driver to unload.
1 Employe to hose down cars and clean windscreens, over spoon drain on apron of standard gauge car dock.
2 licensed motor car drivers to ferry cars via overhead bridge to reserved car park area.

Employes ferrying cars are to park them in the area reserved and hand the car keys to the officer in charge of the Cloak Room, and return to the standard gauge car dock to pick up the next motor car. The Officer in charge of the Cloak Room on receiving the car keys, will call for the owner and after obtaining the duplicate copy of the Consignment Note, arrange delivery of the motor car, and direct the owner to the area in which it is parked.

When the accompanying consignment note is endorsed, **Required on arrival** the car is to be delivered to the "MotoRail" attendent at the Glass Doors at the northern end of the Luggage Hall. If there is no endorsement on the consignment note the car is to be parked and left locked and secured in the space reserved for "MotoRail Cars" adjoining Spencer Street and the keys handed to the "MotoRail" attendant. The Driver will then return to the Standard Gauge Car Dock for the next motor car. The "MotoRail" attendant on receiving the car keys will call for the owner, and after obtaining the duplicate copy of the consignment note, obtain a signature for the car in a parcels delivery book and arrange delivery.

The Supervising Van Stower will be responsible for ensuring mobile ramps and other equipment is in the position when required.

Passengers must not be permitted to remain in motor cars loaded on MBK wagons, but luggage may be left in vehicles at owners risk.

Patrons should be warned against overloading car boots with large suitcases, cases of fruit etc., which could depress the rear springs and cause damage through contact with the MBK wagon floor or loading ramps. Loading may be distributed inside the car body to avoid this happening. Dogs must not be conveyed in motor vehicles on "Motorail" but shall be forwarded in the proper manner, either in a portable dog box or in the dog box of the brakevan and the appropriate freight charge collected.

The provisions contained in General Appendix Pages 431/432 (amended by W.N. 51/1961) and Transportation of Goods Book page 377 (amended by T.G. 27/1962) respecting petrol remaining in fuel tanks and disconnection of leads from battery terminals will not apply.

SUPPLY AND USE OF ICE FOR COOLING DRINKING WATER IN CARRIAGES

Commencing the first Monday in December and until the first Monday in April, Ice for cooling drinking water is to be provided in Passenger Carriages, Rail Motors and Diesel Rail Cars, at Spencer Street, Flinders Street, certain Country Terminal and Depot Stations as shown hereunder.

Station	Ice House or Ice Box	Iced by	Carriages, etc. to be Iced
Spencer St.	Ice House	Rolling Stock Branch	All suitable carriages, Rail Motors and Rail Cars
Flinders St.	Ice Box (2)	Rolling Stock Branch	All suitable carriages.
Ararat	Ice Box	Traffic Branch	All suitable carriages and Rail Motors
Horsham	Ice Box	Traffic Branch	All suitable carriages and Rail Motors
Dimboola	Ice Box	Traffic Branch	All suitable carriages.
Hamilton	Ice Box	Traffic Branch	All suitable carriages and Rail Motors
Ballarat	Ice Box	Rolling Stock Branch	All suitable carriages, Rail Motors and Rail Cars
Donald	Ice Box	Traffic Branch	Monday morning 'Up' Rail Car.
Mildura	Ice Box	Traffic Branch	All suitable carriages.
Bendigo	Ice House	Rolling Stock Branch	All suitable carriages and Rail Motors
Swan Hill	Nil	Traffic Branch	All suitable carriages, and Rail Cars.
Echuca	Ice Box	Traffic Branch	Echuca–Toolamba Rail Motors.
Numurkah	Ice Box	Traffic Branch	All suitable carriages.
Benalla	Nil.	Traffic Branch	Benalla–Yarrawonga Rail Motor.
Wangaratta	Nil.	Traffic Branch	All suitable carriages attached to 'Up' Trains.
Wodonga	Ice Box	Rolling Stock Branch	All suitable carriages.
Traralgon	Ice Box	Traffic Branch	All suitable carriages.
Leongatha	Ice Box	Traffic Branch	All Rail Motors and Rail Cars.
Lilydale	Ice Box	Traffic Branch	All Rail Cars.

The ice boxes are to be placed in suitable positions where the water which drains away from the melted ice will not cause any inconvenience. The water outlet at the bottom of these Ice boxes must be cleared frequently, as the collection of water in boxes causes rapid melting of the ice.

The minimum requirements of Ice are to be procured locally. A record of the quantities and cost must be maintained at each station concerned, so that an accurate assessment of the cost of this service may be made at the end of the season.

District Superintendents may authorise earlier supplies of ice if required.

Payments for the ice received is to be made by L2a account submitted monthly to the District Superintendent.

Following upon the discontinuance of the provision of ice passenger carriages other than the exceptions, Stationmasters concerned are to ensure that ice-boxes at their stations are drained, thoroughly dried so as to prevent deterioration prior to use next season.

All stations concerned must submit a report to their District Superintendent as to the suitability of the arrangements for the icing service during the season. District Superintendents are to forward a covering report to the Manager, Passenger Operations, setting out the rate per kilogram and the total cost of ice supplied for passenger carriages at each location at which ice was purchased in the District during the past season together with any suggestions in connection with the icing service.

SUPPLY OF FOOTWARMERS

Commencing on the third Monday in May, and until the second Monday in September Footwarmers are to be provided as shown on pages 59 to 61.

Specified trains from Spencer Street and Flinders Street will be equipped with footwarmers by the Rolling Stock Branch.

The within instructions are framed to provide for normal operation, and District Superintendents are, during any period of additional or altered services, to adjust arrangements to ensure adequate provision of footwarmers in trains operating during such period.

Two (2) Footwarmers to be placed in each compartment of all carriages equipped.

Air-conditioned carriages, Diesel Electric Rail Motors and Diesel Rail Cars are not to be equipped with footwarmers. (Rail Motor Trailer and Walker Rail Car Trailer Units are to be equipped).

PREPARATION OF BOILING PLANTS

FOOTWARMER BOILING PLANTS are located at Spencer Street, Bendigo, Kyneton, Swan Hill, Mildura, Ballarat, Dimboola, Geelong, Warrnambool, Seymour, Albury, Numurkah, Traralgon, Sale, Bairnsdale and Leongatha.

Footwarmers for equipping trains originating at Flinders Street will be conveyed by Road Motor from Spencer Street, as arranged by the Chief Mechanical Engineer.

Prior to use, footwarmer heating tanks are to receive the following attention:—

(1) All heating tanks, support grids and steam coils (if any) are to be thoroughly cleaned of rust, bitumastic paint or any other foreign matter.

(2) Ten pounds of a solvent—"Compound, Degreasing, Item 4400, Section 12 S.G.S."—is then to be placed in each tank which is to be filled with water, brought to the boil and allowed to cool.

(3) The tanks are then to be drained and any sediment cleaned out, when they then will be ready for use.

GENERAL INSTRUCTIONS

Footwarmers are charged with acetate of soda, and permanently sealed. They do not require recharging or replenishing while the shell remains in good order. When required for use, they must be placed in a vat or tank of boiling water, and left for at least one hour and a quarter, when they may be removed and are ready for use. They will retain heat for 8 to 10 hours. After that period has elapsed they should be vigorously shaken when they will again become hot, and remain so for a slightly less period, and they must again be shaken as before. By these repeated shakings at greatly reduced intervals, it is possible for footwarmers to retain their heat for a considerable period. The joints must not be tampered with and their manipulation is confined wholly to heating and subsequent shaking.

At stations where boiling plants are provided, footwarmers must be boiled in preference to shaking if time will permit.

AT TERMINAL STATIONS AT WHICH THERE ARE NO BOILING PLANTS, FOOTWARMERS MUST BE SHAKEN ON ARRIVAL, AND STACKED TOGETHER IN ONE COMPARTMENT OF A CARRIAGE AND COVERED UP UNTIL REQUIRED, WHEN THEY MUST AGAIN BE SHAKEN BEFORE BEING PLACED IN TRAINS. INEFFECTIVE FOOTWARMERS MUST NOT BE PLACED IN CARRIAGES BUT RETURNED TO THE HEATING DEPOT IN THE TRAIN BRAKEVAN.

When equipping compartments, with footwarmers, care must be taken to place them under the seats, with the ends projecting a little, so as to be readily seen, but not far enough to trip passengers entering the compartment. They must, when in use, be always on the floor of the carriage.

Stationmasters at equipping stations must ensure that footwarmers are placed in carriages as late as possible, so that passengers may obtain maximum benefit from the service.

Stationmasters at terminal stations must bring under notice any instance in which arrival trains are not equipped with footwarmers.

Stationmasters at stations at which special services originate must ensure that suitable arrangements are made for the provision of footwarmers in special trains.

When carriages in which footwarmers are used are detached from trains at Roadside stations, and other carriages are substituted, the footwarmers must be transferred to the latter. If no other carriages are attached, the Footwarmers must be placed in the remaining carriages on the train, or in the brakevan, but when trains are reduced en route and the carriages detached are intended for return trains, the Footwarmers must remain in the compartments, unless otherwise provided in the foregoing detailed instructions, and, if necessary, be shaken up to prevent coagulation of contents.

CARE IN THE HANDLING OF FOOTWARMERS

Care must be taken in handling of the Footwarmers so as to avoid damage to the footwarmers, carriages and Railway Equipment. When being shaken by hand they must on no account be knocked on the ends and when removed from compartments must be LIFTED out and NOT DRAGGED. They must be placed, not thrown on to platforms or trollies or into brakevans. When heating footwarmers in boiling plants fired with solid fuels, special care must be taken to ensure that water in the boiling tanks fully covers footwarmers at all times.

When not in use they must be wiped clean and put away in a dry place.

FOOTWARMERS MUST NOT BE ALLOWED TO ACCUMULATE AT STATIONS, STOCKS OVER AND ABOVE ACTUAL REQUIREMENTS MUST BE AT ONCE FORWARDED TO MELBOURNE. IT IS ESSENTIAL THAT THIS INSTRUCTION BE GIVEN SPECIAL ATTENTION.

SUPPLY OF FOOTWARMERS—(*Continued*)

DISCONTINUANCE OF THE FOOTWARMER SERVICE

Commencing on the second Monday in September, the placing of footwarmers in trains, with the exception of non-air-conditioned carriages by the 'DOWN' and 'UP' "The Vinelander" passenger trains Melbourne–Mildura and 'Relief Expresses' between Melbourne and Adelaide be discontinued.

Stationmasters at all stations concerned must arrange to immediately forward all footwarmers on hand, waybilled, to the Foreman, Car Shelter Sheds, Spencer Street.

TREATMENT OF FOOTWARMER BOILING PLANTS

The following action is to be taken to prevent corrosion of Footwarmer Boiling Plants whilst not in use.

1. All heating tanks, support grids and steam coils (if any) are to be thoroughly cleaned of rust, bitumastic paint or any other foreign matter.
2. Ten pounds of a solvent—"Compound, Degreasing, Item 4400 Section 12 S.G.S."—is then to be placed in each tank which is to be filled with water, brought to the boil and allowed to cool.
3. The tanks are then to be drained, dried out and properly covered to prevent contamination during the period of non-use.

The treatment is to be repeated at the commencemnet of the next footwarmer season.

District Superintendent to take the first opportunity of inspecting the footwarmer boilers at the footwarmer heating stations in their District to ensure that this duty has been carried out.

L.P. GAS HEATED PASSENGER VEHICLES

The following passenger vehicles have been fitted with L.P. Gas fired boilers so that hot water can be circulated for space heating:

AW	30	31			
BW	31	32	33	34	
CE	30	31	32	33	15

During the footwarmer season these cars have a pilot light operating and all that is required to operate the heating system is to switch 'ON' at the Control Box located inside the vehicle. Temperature is controlled by a thermostat. Control Boxes are mounted on an end vestibule wall of the "W" cars and in one end canopy of the CE vans.

When first switched 'ON' a green light should be observed through a small hole in the bottom of the control box. After a time of approximately 5–10 minutes a red light should come on adjacent to the green light indicating that the boiler has become warm. The circulating pump will begin to circulate the warm water.

If the green light does not show it indicates there is no power to operate the system. The condition of the system should be reported.

If the red light does not show it indicates that the system is either out of gas or the pilot light is extinguished.

Gas supply can be checked by observing the indicator on the gas regulator mounted between the bottles under the vehicle.

If the gas indicator shows that there is gas in the system, it may be restarted by turning the Main Gas Valve to the 'PILOT' position and holding it down. Pressing the ignition button mounted nearby the Pilot flame should ignite.

The gas valve must be held down sufficient time for the "hold in" mechanism to heat and hold in. The gas valve can then be turned to the 'ON' position by holding down and rotating. The main flame should then ignite.

The starting procedure can be repeated however, after three (3) attempts and no ignition is obtained the gas valve should be turned 'OFF', the Main Switch in the control box turned 'OFF' and the condition of the system should be reported.

In cases where the system is defective as described above the condition should be reported to the Manager, Train Lighting Depot (Auto 1291 or 1235).

The maintencane and servicing of this equipment in passenger vehicles, including the replenishment of gas cylinders, is the responsibility of the Train Lighting Section, Rolling Stock Branch.

The switching on and off of the equipment, including observation of its operation en route, is the responsibility of the appropriate personnel in the Traffic Branch.

In order to conserve the gas supply for actual running use, Traffic Branch personnel must ensure that at terminal stations where a standover period is involved, the equipment is promptly turned off.

Stationmasters at all terminal stations and intermediate depot stations are to ensure that staff under their control are thoroughly conversant with their responsibilities in regard to the operating of the equipment.

Line	Trains Equipped					Remarks
	Down			Up		
Melbourne–Bendigo ..	5.04 p.m.	5.40 p.m.	6.05 p.m.	7.00 a.m.		Bendigo to equip.
Melbourne–Kyneton ..		4.30 p.m. 5.14 p.m.		6.40 a.m. 7.12 a.m.		Kyneton to equip.
Melbourne–Dimboola ..	4.56 p.m.		6.00 p.m.	6.55 a.m.		Dimboola to equip. Ballarat to remove warmers from carriages detached there, also equip carriages attached.
Melbourne–Warrnambool ..		6.23 p.m.		7.30 a.m.		Warrnambool to remove from carriages of No. 8263 and reheat prior to placing in carriages of No. 8226.

Line	Trains Equipped				Remarks
	Down		Up		
Melbourne–Albury ..	4.45 p.m.	5.45 p.m.	7.25 a.m.		Rolling Stock Branch to equip.
Melbourne–Cobram ..	5.18 p.m.	6.08 p.m.	5.55 a.m.		Numurkah to equip No. 6 with freshly heated warmers.
Melbourne–Seymour ..		5.30 p.m.		6.45 a.m.	Seymour to equip.

(Reserved)

LOADS FOR EXPRESS AND PASSENGER TRAINS

SCHEDULE LOADS.—Express and Passenger Train Loads are computed on the basis of the mass rating of vehicles as shown on pages 65–74.

MAXIMUM LOADS:—

(a) The maximum load of any passenger train, excepting "The Overland", consisting of all automatically coupled vehicles (other than "PL" type carriages) is 915 tonnes.

(b) In respect to "The Overland" the maximum load consisting of all automatically coupled vehicles will be eighteen (18) vehicles which may be in excess of 915 tonnes.

(c) The maximum load on a Passenger train which may be hauled behind a Victorian screw coupling is 365 tonnes, subject to a vehicle limitation of 13 vehicles on the train.
For New South Wales screw coupling Draw Gear capacity see pages 73 and 74.

(d) The maximum load which may be hauled behind an automatically coupled "PL", or "WK" carriage is 365 tonnes.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down in respect of locomotives assisting in front of trains, the double-headed load of Passenger trains will be the combined loads of the locomotives concerned, subject to the maximum load and vehicle limit shown.

OVERLOADING OF PASSENGER TRAINS.—The tonnage loads prescribed herein for Express and Passenger trains are the maximum loads based on the locomotive running schedules.

EXPRESS TRAIN STOCK.—Only Victorian carriages of the "Z", or "S", class, South Australian carriages of the "D" class and joint stock air conditioned carriages are to be used on "The Overland".

POWER VAN LIMITATIONS—STANDARD GAUGE

The following are the maximum number of carriages which can be supported from the supply mains:—

Intercapital Daylight:—	13 air conditioned carriages including 1 ABS or RS diner or 12 air conditioned carriages including 2 ABS or RS diners. *Note*: Should PHS Power vans No. 2290, 2291 or 2292 be marshalled in the consist the maximum number of carriages must not exceed 8 air conditioned carriages including 1 ABS or RS Buffet Carriage or 7 air conditioned carriages including 2 ABS or RS Buffet carriages.
Southern Aurora:—	16 air conditioned carriages.
Spirit of Progress:—	14 air conditioned carriages including 1 VRS buffet. This limit refers only to head end powered carriages. Additional Unit air conditioned carriages (i.e. carriages powered from axle driven generators) may be added to the consist. *Note*: Any red N.S.W. carriages in the consist must be marshalled as remote as practicable from the power van.

LINES ON WHICH CERTAIN TYPES OF PASSENGER ROLLING STOCK ARE NOT PERMITTED TO RUN

Roomette (including Nos. 11 and 12), Twinette (including Nos. 13 and 14), Club, "AJ", "BJ", "RBJ", "AS", "BS", "MBS", "MRS", "AZ" and "BZ" carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage, "CP", "CO" brakevans and PCO Power brakevans are not permitted to run between Princes Bridge and Clifton Hill.

Roomette (including Nos. 11 and 12), Twinette (including Nos. 13 and 14), "AJ" and "BJ" carriages are not permitted to run on the undermentioned lines and/or tracks:—

Box Hill Line	Between Flinders Street and Burnley
Ballarat	No. 5 and No. 6 Tracks Carriage Shed Dock Track
Murtoa	No. 1 (Back platform) Track
Wodonga Line	Essendon, No. 3 Track Seymour, Back Track
Spencer Street–Geelong	Geelong, No. 4 Track
Flinders Street	Through Crossover (No. 174 points) from Port Melbourne line at Flinders Street "A" Box.

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. BOGIE STOCK which have a letter **"P"** as the terminating letter of their classification **and S.A.R. Goods Vehicles** which have been equipped with passenger type bogies and have a large letter **"P"** prominently displayed on diagonally opposite corners may be attached to passenger trains, and run at passenger train speed. However South Australian vehicles of the **"DRP", "MRP", "OWP", "RBP" and "RRP" class** which do not have a large letter **"P"** prominently displayed on diagonally opposite corners may only be attached to passenger trains when specially authorised by the Chief Traffic Manager; but the speed must not exceed that laid down for Express Goods Trains.

They must be marshalled either next to the engine or directly attached to the train Brakevan.

FREIGHT vehicles, except Victorian Bogie Stock with **"P"** as the terminating letter of their classification and South Australian Stock as indicated in the previous paragraph must not be attached to passenger trains unless specially authorised by the Chief Traffic Manager, and in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

"ZLP" Brakevans are permitted to be part of passenger trains. See Time-table for maximum speed. "Z", "ZB", "ZF", and "ZL" Brakevans are not permitted on passenger trains.

LOCOMOTIVE RUNNING SCHEDULES (PASSENGER TRAINS)

The following instructions are applicable to the Loads and Locomotive Running Schedules published in the Working Time-table.

PASSENGER TRAINS:—

The Locomotive Running schedules for Passenger trains are based on the tonnage Loads authorised for the various schedules as shown in the Working Time-table.

LOADS AND LOCOMOTIVE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS:—The tonnage loads of Mixed trains computed on the basis of tonnage ratings as shown on pages 65 to 71 for the vehicle concerned plus the mass of goods vehicles and contents as shown on pages 89–96.

VEHICLE LIMITATIONS.—Unless otherwise specified the number of vehicles must not exceed equal to thirty (30) vehicles counting each four or six-wheeled van or wagon and bogie UB, UF, or TP van (loaded or empty) CA, CP, JCP or ZLP brake-van (loaded or empty) as one; each other bogie vehicle or carriage loaded or empty as two.

OVERLOADING OF MIXED TRAINS.—Depot Stationmasters may grant authority to increase the loads of Mixed trains which have a maximum vehicular limitation of equal to 30 vehicles, to equal 31 vehicles subject to the tonnage limitation not being exceeded when by so doing the clearance of urgent loading, such as Live Stock and Perishables, will be facilitated.

In all cases other than mentioned above, where it is desired to increase the authorised load of a Mixed train, the Depot station concerned must transmit particulars of the nature and urgency of the excess loading to Control who, after consultation with the Chief Traffic Manager, may grant permission when considered absolutely necessary.

LOCOMOTIVE RUNNING SCHEDULES.
(Mixed Trains)

The following instructions are applicable to the Loads and Locomotive Running Schedules published in the Working Time-tables:—

MIXED TRAINS—

The Locomotive Running Schedules for Mixed trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

It will be the duty of the Driver to maintain the speed of the train as near to the maximum permissible speed as the load and grade will allow.

FOGGY WEATHER

SPEED OF TRAINS.—In foggy weather or when, from any other cause, a good distinct view of the Fixed Signals cannot be obtained, the maximum speed of any train when entering or passing a Station in the Suburban area must not exceed 15 miles per hour. This is subject to the observance of Regulations 167, 168 and 170.

SPEED OF TAMPING MACHINES AND BALLAST REGULATORS

The following speeds are to be used in the preparation of time-tables for Tamping Machines and Ballast Regulators:

	Time-table Speed M.P.H.
(a) **TAMPERS:** No. 4 (Switch Tamper) No. 14 (Speed Tamper) Nos. 7, 15, 16, 17 (Junior Electromatic) Nos. 18, 19, 20, 23, 24, 25, 26 (Plasser KST 95)	15
Note: A maximum running speed of 18 m.p.h. is applicable to these machines.	
Nos. 1, 2, 10, 11, 12, 13, 21, 22 (Electromatic Autojack Tampers)	20
Note: A maximum running speed of 25 m.p.h. is applicable to these machines.	
(b) **BALLAST REGULATORS:**	25
Note: A maximum running speed of 30 m.p.h. is applicable to these machines.	
(c) **CRIB AND SHOULDER COMPACTOR:** V.R. 1	25
Note: A maximum running speed of 30 m.p.h. is applicable to this machine	

LOCOMOTIVES FITTED WITH AUTOMATIC STAFF EXCHANGING APPARATUS

The following locomotives are fitted with Automatic Staff Exchanging Apparatus:

Class	Locomotives Fitted
'B' Diesel Electric ..	60 to 85
'C' Diesel Electric ..	505 to 510
'K' Steam ..	153, 184
'L' Electric ..	1150 to 1170, 1172 to 1174
'S' Diesel Electric ..	300 to 313, 315, 317
'X' Diesel Electric ..	32 to 48, 52, 53

VICTORIAN AND SOUTH AUSTRALIAN PASSENGER ROLLING STOCK

TABLE GIVING THE VARIOUS CLASSES, NUMBER OF VEHICLES IN EACH CLASS, DESCRIPTION, CARRYING CAPACITY, MASS RATING OF PASSENGER ROLLING STOCK, OVERALL LENGTH OF VEHICLE OVER BUFFERS, ETC.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling Lines to nearest 100 mm	Coupling (For Notes see page 70)	Lighting facilities (See Note)
			1st Class	Economy				
		V. & S.A. Joint Stock (Bogie Carriages)				mm		
Club	3	Club and Dining Nos. 1 to 3 (Air conditioned) 41 sitters			46	23 900	Auto.	F.
Sleeping	6	Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air Conditioned (Roomettes)	20	..	50	23 900	Auto.	F.
"	2	Allambi, Tantini, Air Conditioned (Roomettes)	20	..	49	23 900	Auto.	F.
"	8	Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Tawarri, Yankai, Air Conditioned (Twinettes)	20	..	49	23 900	Auto.	F.
"	2	Weroni, Dorai, Air Conditioned (Twinettes)	20	..	48	23 900	Auto.	F.
AJ	3	2 compartments, Saloon type, Nos. 1 to 3 Air conditioned	48	..	50	23 900	Auto.	F.
BJ	7	2 compartments, Saloon type, Nos. 4 to 10 Air Conditioned	..	64	50	23 900	Auto.	F.
RBJ	3	Cafeteria Car, Nos. 1 to 3 .. One compartment. (Saloon type) and Cafeteria. (Air-conditioned)	..	34	49	23 900	Auto.	F.
		Brakevan and Sundry Stock V.&S.A. Joint Stock (Bogie)						
Special	1	Dynamometer K	..	..	41	16 400	½ Auto., ½ Auto. and Screw	E.
PCO	4	Power Brakevan, Nos. 1 to 4 (10 tonnes capacity)			67	23 900	Auto.	F.
CO	2	Brakevan fitted with Fish compartment Nos. 1, 2 (26 tonnes capacity)	..	..	69	23 900	Auto.	E.
D	1	Steel bulk mail van, No. 1 (25 tonnes capacity)	..	..	64	19 300	Auto.	—
JCP	9	‡ ExpressGoods Brakevan Nos. 1 to 9 (10 tonnes capacity)	..	..	37	12 800	Auto.	E.

Note:—"F" Fluorescent; "E" Electric.

K. For instructions governing the operation of couplings on the Dynamometer Carriage, see General Appendix.

‡ JCP Brakevans are for exclusive use on Express and Fast Goods trains in each direction between Melbourne and Adelaide.

VICTORIAN PASSENGER ROLLING STOCK

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines	Coupling (For Notes see page 70)	Lighting facilities (See Note)
			1st Class	Economy		mm		
		Victorian Stock All Steel (Bogie)						
AS	13	8 compartments (Air Conditioned, Nos. 1 to 6, 8, 10 to 12, 14 to 16	48	..	51M	22 800	Auto.	E.
BS	3	8 compartments (Air Conditioned,) Nos. 7, 8, 15	..	64	51	22 800	Auto.	E.N.
AZ¶	8	Saloon type (Air Conditioned) Nos. 1 to 8	56	..	51	22 800	Auto.	F.
BZ¶	7	Nos. 3, 4 Saloon type (Air Conditioned) Nos. 1 to 7	..	68	51	22 800	Auto.	F
MBS	3	Mini-Buffet, Five compartments and Mini-Buffet (Air-Conditioned) Nos. 1, 2 and 3	12 diners 40 sitting economy		49	22 800	Auto.	E.
MRS	2	Three compartments with Mini-Buffet and Tavern (Air.Conditioned) Nos. 1 & 2	tavern 12 compts. 24 (economy)		49	22 800	Auto.	F.
Dining	1	Murray (Air Conditioned) ..	48	..	61	22 800	Auto.	E.
Dining	1	Avoca (Air Conditioned) ..	48	..	76	23 100	Auto.	E.
Buffet	1	Moorabool .. .. (Air-Conditioned)	19 diners 12 sitting		61	22 800	Auto.	F.
		Victorian Stock (Bogie Carriages)						
Special	1	Norman (Air-Conditioned) ..	24	..	55	22 800	Auto.	E.
"	1	State No. 4	26	..	51	22 700	Auto.	E.
"	1	State No. 5 (Air-Conditioned)	16	..	61	22 900	Auto.	F.
"	1	Melville	..	..	41	17 800	Auto.	E.
"	1	Medical and Vision Test ..	..	..	46	22 500	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation)	..	..	30	14 700	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths)	..	..	51	22 500	Auto.	E.
Parlor	1	Yarra	33	..	41	22 500	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		51	22 700	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air-Conditioned)	18 diners 18 sitting		61	22 500	Auto.	F.
Sleeping	4	Nos. 1 to 4 (Air-Conditioned)	20	..	56	22 500	Auto.	E.
"	6	Nos. 5 to 10	20	..	46	22 500	Auto.	E.
"	2	Nos. 11 & 12 Roomettes .. (Air-Conditioned)	20	..	55	23 900	Auto.	F.
"	2	Nos. 13 & 14 Twinettes (Air-Conditioned)	20	..	53	23 900	Auto.	F.
AE	11	8 compartments Nos. 2, 4, 13, 18, 19, 23, 24, 25, 28, 30, 38	48	..	46	22 500	Auto.	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air-Conditioned)	..	72	56	22 500	Auto.	E.
BE ..	3	8 compartments Nos. 50 to 52 (Air-Conditioned)	..	64	56	22 500	Auto.	E.
BE ..	5	9 compartments Nos. 44 to 48	..	76	46	22 500	Auto.	E.
BE	23	9 compartments Nos. 1 to 39 (Except Nos. 4 to 11, 13, 19, 28, 31, 32, 34, 35, 37)	..	72	46	22 500	Auto.	E.
BG	1	Saloon and Compartment type (Air-Conditioned)	..	62	51	22 500	Auto.	E.

Note:—"F" Fluorescent; "E" Electric.

M.—The tonnage rating of "AS" carriages Nos. 1, 2, 3, 4, 5, is 49 tonnes.

N—"BS" carriage No. 8 Fluorescent lighting.

¶—"AZ" No. 3 and "BZ" No. 3 are available for bogie exchange.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (For Notes see page 70)	Lighting facilities (See note)
			1st Class	Economy				
		Victorian Stock (Bogie Carriages)continued.				mm		
ABE ..	14	8 compartments, Nos. 1 to 8, 10 to 12, 14, 15, 16	26	36	46	22 500	Auto.	E.
BCE ..	5	5 compartments & Brakevan, 9 tonnes capacity, Nos. 1 to 5	..	42	51	22 500	Auto.	E.
AW ●	33	6 compartments, 17.7 m body Nos. 1 to 4, 7 to 11, 13 to 15, 17 to 20, 22 to 35 37, 39, 40	40	..	36	18 500	Auto.	E.
BW ●	36	7 compartments, 17.7 m body Nos. 1, 2, 5 to 9, 11, 12, 14 to 23, 25, 26, 28, 31 to 44	..	60	36	18 500	Auto.	E.
BW ..	11	8 compartments, 19.5 m body, Nos. 60 to 70	..	68	36	20 300	Auto.	E.
ABW ..	4	7 compartments (3-1st, 4-Economy) 19.5 m body Nos. 61, 62, 63, 65	26	34	36	20 300	Auto.	E.
ABU ..	12	6 compartments (3-1st, 3-Economy) 17.7 m body, Nos. 7, 23, 25, 26, 31, 32, 36, 38, 40, 50 to 52.	20	26	36	18 500	Auto.*	E.
BPL ..	16	9 compartments, Nos. 89 to 91, 94, 99, 100, 103 to 106, 110, 116 to 118, 120, 125, 126	..	82	30	18 700	Auto.	E.
BPL ..	7	9 compartments, Nos. 42, 43, 50, 53 to 55, 99,	..	82	30	18 500	Auto.	E.
BPL ..	36	9 compartments, Nos. 1, 3, 4, 7, 9, 10, 12, 14 to 17, 19 to 24, 26, 29, 30, 31, 35, 37, 38, 57, 58, 65 to 68, 70, 73, 75, 76, 81, 84, 85, 87	..	82	30	19 000	Auto.	E.
ABL ..	1	7 compartments, economy saloon No. 45	16	32	30	16 300	Screw	E.
BL ..	1	9 compartments, No. 13 "Pioneer"	..	72	41	22 500	Screw	E.
BU ..	32	6 compartments, 17.7 m body Nos. 2 to 6, 8, 9, 11 to 14, 16, 18, 19, 20, 22, 24, 27 to 30, 33, 34, 35, 37, 39, 41 to 47	..	54	36	18 500	Auto.	E.
Special	1	8 compartments, "Enterprise"	..	64	41	22 500	Screw	E.
AV ..	3	6 compartments Nos. 1, 30, 35	32	..	41	16 300	Screw	E.
AV ..	1	2 compartments, No. 23 ..	30	..	30	16 300	Screw	E.
AV ..	1	2 compartments, No. 32 ..	28	..	30	16 300	Screw	E.
BV ..	6	7 cmpts., Nos. 1, 3, 7, 8, 18, 19	..	50	30	16 300	Screw	E.
BC	1	7 compartments with brakevan(.75 tonne capacity)No. 15	..	70	30	18 300	Screw	—
BCPL ..	5	6 compartments with brakevan (4 tonnes capacity) Nos. 1, 29 to 32	..	53	36	18 500	Auto.	E.
BCPL ..	15	8 cmptmts. with Guards Cmpt. Nos. 2 to 8, 21 to 28	..	76	30	19 000	Auto.	E.
BCPL ..	12	8 cmptmts., with Guards Cmpt. Nos. 9, 10, 12 to 20	..	76	30	18 700	Auto.	E.
BCPL ..	1	No 11, Dance Car with Guards Compt.	..	..	30	18 700	Auto.	F.
		Fixed Wheel Base Historical purposes.						
X ..	1	No. 40	..	50	15	10 200	Screw	K.
Y ..	1	No. 309	..	50	15	9 400	Screw	K.
YZ	1	No. 69	..	30	15	9 000	Screw	K.

Note:—"E" Electric, "K" Kerosene.

*—'ABU' carriages Nos. 32, and 40 are equipped with automatic couplings one end and transition hook on the opposite end.

●—AW 31–32, and BW 31 to 34 are fitted with LP Gas Heating.

VICTORIAN PASSENGER ROLLING STOCK—*Continued.*

Class	No. of Vehicles in Class	Description of Vehicles	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or Pulling lines to nearest 100 mm	Coupling (For notes see page 70)	Lighting facilities (See Note)
			1st Class	Economy				
		Brakevans (Bogie)				mm		
CE ● ..	5	Nos. 15, 33 35, to 37, (20 tonnes capacity)	..	..	51	19 300	Auto.	E.
CE ● ..	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tonnes capacity)	..	..	46	19 300	Auto.	E.
CP ..	30	Nos. 1, 3, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37, 39, 40. (10 tonnes capacity)	..	..	36	12 800	Auto.	E.
CA ..	15	Nos. 1 to 15 (10 tonnes capacity) (Sanitary accom.)	..	..	30	13 100	Auto.	E.
CW ..	5	Nos. 16 to 20 (12 tonnes cap'ty)	..	..	36	16 200	Auto.	E.
CW ..	14	Nos. 1 to 15, except No. 12 (10 tonnes capacity)	..	..	36	16 200	Auto.	E.
CV ..	2	Brakevan, (8 tonnes capacity)	..	..	36	16 300	Auto.	E.
CV ..	5	Brakevan, fish compartment (10 tonnes capacity)	..	..	36	16 300	Auto.	E.
C ..	21	Brakevan, (8 tonnes capacity) (Sanitary accommodation)	..	..	25	13 100	Auto.	E.
C ..	1	Brakevan, fish compartment (8 tonnes capacity). No. 44	..	..	25	13 100	Auto.	E.
ZLP ..	80	Brakevan (10 tonnes capacity)	..	..	36	11 400	Auto.	E.
		Sundry Stock (Bogie)						
FP ..	1	Horse Box, 12 horses No. 7,	..	..	30	14 700	Auto.	—
WK(M)	1	Workmen's kitchen carriage	..	..	30	18 200	Auto.	—
BP ..	22	Bogie Van	..	..	36	12 800	Auto.	—
TP ..	5	Refrigerated Van, Nos. 1 to 5	..	..	30	8 700	Auto.	—
VP ..	50	Bogie Louvre Van	..	..	36	12 800	Auto.	—
Display Car	6	Saloon Interior for Special Charter ..	..	..	30	16 300	Screw Nos. 3, 4, 5, 6. ½ Auto. ½ Screw Nos. 1, 2	—

Note:—"E" Electric;

(M) The maximum load which may be hauled behind WK carriage is shown in part (*d*) of maximum loads of Express and Passenger trains, page 62.

● CE Nos. 15, 30—33 are fitted with LP Gas Heating (See page 58).

VICTORIAN PASSENGER ROLLING STOCK—*Continued.*

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity One Class	Mass Rating Tonnes	Overall Length of Vehicle over buffer on Pulling lines to nearest 100 mm	Coupling (For Notes see page 70)	Lighting facilities (See Note)
		Victorian Stock (Electric Trains)			mm		
M. ..	124	1 Compartment .. .. (Stainless Steel)	86	56	23 600	Auto. & Draw Bar	F.
M. ..	182	8 Compartments (Talt) includes walkthrough	78–84	56	18 800	Screw	E.
M. ..	4	Double End Operation (Tait)	63–67	56	18 800	Screw	E.
M.	186	3 Compartments (Harris) Includes walkthrough, air operated doors	52–71	56	19 200	Auto. & Draw Bar	F.
D. ..	60	1 Compartment (Stainless Steel)	89	41	23 600	Auto. & Draw Bar	F.
D. ..	37	8 Compartments (Tait) includes walkthrough	80–84	36	18 700	Screw	E.
T. ..	50	1 Compartment (Stainless Steel)	96	41	23 600	Draw Bar	F.
T. ..	119	9 Compartments (Tait) ..	90–94	36	18 700 & 18 100	Screw	E.
T. ..	180	3 Compartments (Harris) Includes walkthrough, air operated doors	62–82	41	19 200	Draw Bar	F.
T. ..	6	1 Compartment (Harris) Walkthrough, air operated doors	92	51	23 400	Draw Bar	F.
BT. ..	60	3 Compartments (Harris) Includes walkthrough, air operated doors	62–82	41	19 200	Auto. & Draw Bar	F.
G. ..	63	9 Compartments (Tait) ..	90–94	36	18 100	Screw	E.
CM. ..	9	Parcels Coach .. .. (10 tonnes capacity)	—	56	18 800	Dual	E.

Note:—"F" Fluorescent; "E" Electric.

VICTORIAN PASSENGER ROLLING STOCK.—*Continued.*

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicles (Coupler tip to coupler tip or over pulling lines) to nearest 100 mm	Coupling (For Notes, see below)	Lighting facilities (see Note "B")
			1st Class	Economy				
		Victorian Stock Rail Motor Vehicles (Bogie)			Loaded.	mm		
Diesel Rail car	12	Walker 280 H.P. Nos. 80 to 92 (includes 2 spare power units) 2 brakevans (each 1 tonne capacity) situated either side of the central power unit	38	56	56	37 100	Link and Pin (See Note "A")	F.
"	5	Walker 102 H.P. Nos. 4, 7, 10, 11, 13 (includes spare power unit) large brakevan (2 tonnes capacity)	18	22	24	16 600	Link and Pin	E.
"	3	Walker 102 H.P., Nos. 3, 6, 8, small brakevan (1.27 tonnes capacity)	18	27	24	16 600	Link and Pin	E.
"	11	Walker 153 H.P., Nos. 20 to 22, 24, 26 to 30, 32 to 34, includes spare power unit large brakevan (2 tonnes capacity	18	22	27	17 200	Link and Pin	E.
	1	Walker 153 H.P. No. 31, small brakevan (1.27 tonnes capacity)	18	27	26	17 200	Link and Pin	E.
Diesel Trailer	10	Walker type Nos. 51, 52, 54, 56, 58 to 61, 63, 64 (2 tonnes capacity)	16	22	17	13 500	Link and Pin	E.
"	1	" " No. 55	—	38	17	13 500	"	E.
Diesel Electric R.M.	8	With brakevan, and lavatory, Nos. 57 to 64 (1.5 tonnes capacity	19	35	51	18 300	Auto.	E.
"	1	With brakevan and lavatory No 55 (1.5 tonnes capacity)	24	30	46	18 300	Auto.	E.
"	1	With Brakevan and lavatory No. 56 (1.5 tonnes capacity)	12	22	51	18 300	Auto.	F.
D.E. Trailer	2	With small brakevan and lavatory Nos. 29, 30 (1 tonne capacity)	27	50	25	18 300	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28 (4 tonnes capacity)	22	40	30	18 300	Auto.	E.
Diesel Rail Cars	4	600 H.P. Air-conditioned Nos. 40 to 43	20	36	67	24 100	Auto.	F.

Note A.—Walker type trailer vehicles can only be attached to 153 H.P. and 280 H.P. Walker type Diesel Rail Cars.

Note B.—"F" Fluorescent; "E" Electric.

EXPLANATORY NOTES:—

Screw Coupling	. . Draw Bar Hooks, both ends.
Auto. . . .	. . Automatic Couplers, both ends.
½ Auto. . . .	. . Automatic Coupler, ONE end only.
½ Auto. and Screw Coupling	. . Special Coupling, ONE end only.
Dual Coupling	. . Automatic Coupling and Screw Coupling both ends.
½ Transition Hook . .	. . Transition Hook, ONE end only.
Transition Hook . .	. . Transition Hook, both ends.
Auto and Draw Bar . .	. . Automatic Coupler ONE end, Draw Bar other end.

TONNAGE RATING OF VEHICLES WHEN EMPTY.

Class of Vehicles	Mass Rating	Class of Vehicle	Mass Rating
	Tonnes		Tonnes
CA Brakevans	23	TP (Refrigerated Vans) (Nos. 1 to 5) ..	21
CE Brakevans	41	BP Vans	24
CP Brakevans	26	FP Horse Box (No. 7)	25
CV Brakevans	27	VP (Bogie Vans)	25
CW Brakevans	33		
C Brakevans	21		
ZLP Brakevans	23		
JCP Brakevans	26		
D Mail Van, Steel (No. 1)	41		

SOUTH AUSTRALIAN PASSENGER AND BRAKEVAN STOCK. 1600 mm Gauge.

Class	Number of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Ton's	Overall Length of vehicle over pulling lines
			1st Class	Economy		to nearest 100 mm
Special ..	1	Officers' inspection carriage "Murray" (sleeper and diner)	8	..	53	23 700
"	1	Vice Regal Carriage	10	..	52	23 700
"AD" class ..	2	All steel (air-conditioned) Nos. 1 & 2 ..	70	..	52	23 900
"AD" class ..	3	All steel (air-conditioned) Nos. 3 to 5 ..	68	..	52	23 900
"BD" class ..	4	All steel (air-conditioned)	..	70	52	23 900
500 class ..	3	All steel (compartment)	42	..	46	21 800
600 class ..	7	All steel (compartment)	..	64	46	21 800
700 class ..	11	All steel (Saloon)	..	56	40	19 000
700 class ..	4	All steel (Saloon)	56	..	40	19 000
750 class ..	3	All steel (Saloon)	22	24	40	19 000
"CD" class ..	11	Bogie Brakevan Passenger .. .. 25 tonnes capacity	..	..	65	22 000
"SCD" class ..	2	Bogie Brakevan Passenger, ... 25 tonnes capacity	..	..	65	22 000
CGP ..	7	Bogie Brakevan Passenger and Freight 10 tonnes capacity ..	..	8*	35	12 300
8300 class .. (Nos. 8300 to 8313)	14	Bogie Brakevan, Freight 10 tonnes .. capacity	..	4*	36	12 300
8300 class .. (Nos. 8314 to 8394) ††	68	Bogie Brakevan and Freight 10 tonnes capacity	..	8*	35	12 300
4400 class ..	5	Bogie Brakevan, Freight 10 tonnes .. capacity	..	10*	24	12 900
No. 4074 ..	1	Brakevan, Freight 8 tonnes capacity ..	..	20*	27	12 100

*—Departmental passengers Only.

††—Nos. 8364–74, 8393 and 8394 1467 mm gauge.

STANDARD GAUGE
PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity			Mass Rating Tonnes	Overall Length over buffers or pulling Lines to nearest 100 mm	Coupling	Lighting
			Berths	1st Class Seats	Economy				
		Victorian and N.S.W. Joint Stock					mm		
DAM ..	2*	Twinette Sleeper with De-Luxe Compartment Nos. 2333, 2334	18	..	..	46	23 400	Auto.	F.
NAM ..	12*	Twinette Sleeper Nos. 2335-2338, 2340-2342, 2367, 2368, 2373–2375	20	..	..	46	23 400	"	F.
LAN ..	12*	Roomette Sleeper Nos. 2344, 2347–2349, 2351–2354 2372, 2376–2378	20	..	..	46	23 400	"	F.
BCS ..	3*	Lounge Car Nos. 2356, 2357, 2379		40 Sitters		41	23 400	"	F.
RMS ..	3*	Dining Car Nos. 2358–2360		48 Diners		46	23 400	"	F.
MHN ..	3	Bogie Brake Van (24 tonnes) Nos. 2364–2366	..	..	..	45	23 400	"	E.
PHN ..	6	Bogie Power and Brake van (6 tonnes) Nos. 2361–2363, 2369, 2371, 2381	..	..	..	63	23 400	"	E.
		Victorian Stock							
VAC ..	2*	8 Twinette Sleeping compartments Nos. 1, 2 ..	16	..	..	57	22 800	Auto.	F.
VBK ..	5*	Saloon type, Nos. 1–5 ..	..	56	..	51	22 800	"	F.
VAM ..	1*	Composite, Sitting-Twinette Sleeping Car	20 or 12	6	8	61	23 800	"	F.
VRS ..	2*	Buffet Nos. 1, 2		27 Diners		55	22 800	"	E.
VRS ..	1*	Buffet No. 3		28 Diners		55	22 800	"	E.
VFX ..	2*	6 Compartments, Staff and Hostess Nos. 1, 2	..	..	48	51	22 800	"	F.
VFS ..	2*	8 Compartments Nos. 1–2 ..	..	..	64	51	22 800	"	F.
VFK ..	6*	Saloon type Nos. 1–6 ..	..	..	64	51	22 800	"	F.
VFR ..	2*	7 Compartments and 1 Auxiliary Buffet Compartment Nos. 1–2	..	..	56	51	22 800	"	F.
VBW ..	1	6 Compartments No. 1 ..	..	40	..	36	18 700	"	E.
VFW ..	9	7 Compartments Nos. 1-9 ..	..	..	60†	36	20 500	"	E.
VHN ..	2	Bogie Brake Van (20 tonnes) Nos. 1, 2	..	..	..	56	18 200	"	E.

* Air-conditioned. F. Fluorescent. E. Electric.

STANDARD GAUGE

PASSENGER ROLLING STOCK—Continued.

Class	No.	Description	Passenger Capacity: Berths	Passenger Capacity: 1st Class Seats	Passenger Capacity: Economy	Mass Rating Tonnes	Overall Length buffers or pulling Line to nearest 100 mm	Coupling	Draw Gear Capacity Tonnes	Lighting (See Note "A")
Saloon Type		**N.S.W. Stock**					mm			
BH	8*	1 Compartment Nos. 2220–2227	..	48	..	44	20 300	Auto.	914	F.
CS	*	2 Compartments	..	24	30	50	22 700	Screw	554	E.
FH	*	1 Compartment	..	..	54	45	20 300	Auto.	914	F.
HFV	..	Saloon and 3 compartments, guard's compartment	..	..	64	50	22 700	Screw	559	E.
MCS	..	Saloon and 2 compartments	..	24	30	50	22 700	"	559	E.
OBS	*	Saloon with staff and hostess compartments	..	28	..	44	21 500	Auto.	914	F.
ODS	2	Saloon with Staff and Hostess compartment	42 seats (One Class)			41	21 500	Auto.	914	F.
OFS	4*	Saloon and staff and hostess compartments No. 2259 fitted with Plain Bearing Axles (See Note)	..	..	41	44	21 500	Auto.	914	F.
RDH	5	Saloon with Buffet	30 Seats (One Class)			44	20 300	Auto.	914	F.
RFV	..	Saloon with 2 compartments and buffet	..	..	54	50	22 600	Screw	559	E.
SBS	7*	Saloon with 1 compartment Nos. 2246, 2247, 2252–6	..	37 or 48	..	45	21 500	Auto.	914	F.
SDS	*	Saloon	60 Seats (One Class)			41	21 500	Auto.	914	F.
SFR	2*	Saloon with buffet compartment Nos. 2275, 2281	..	..	49	44	21 500	"	914	F.
SFS	23*	Saloon with 1 compartment, No's 2269, 2277, 2284, 2285, 2287 fitted with Plain Bearing Axles. (See Note)	..	..	57	46	21500	"	914	F.
Compartment Type										
BS	..	7 Compartments	..	42	..	40	20 400	Screw	559	E.
EFS	..	8 Compartments	..	..	64	40	20 400	½Screw-½Auto.	559	E.
FS	..	8 Compartments	..	..	64	40	20 400	½Screw-½Auto.	559	E.
MBE	..	8 Compartments	..	42	..	50	22 700	Screw	559	E.
MFE	..	8 Compartments	..	..	64	51	22 700	½Screw-½Auto.	559	E.
SBX	..	7 Compartments	..	42	..	43	20 800	Screw	559	E.
SFX	..	8 Compartments	..	..	64	45	20 800	"	559	E.
TBC	..	7 Compartments	..	42	..	47	22 700	"	559	E.
TFX	..	8 Compartments	..	..	64	49	22 700	Auto.	559	E.
XFS	..	8 Compartments	..	..	64	40	20 400	Screw	559	E.
Sleeping Type										
EAM	..	.. .. ..	20	..	..	50	22 700	"	559	E.
LAN	5*	Roomette Nos. 2323–7	20	..	..	46	23 400	Auto.	914	F.
MAL	..	.. .. ..	18	..	..	51	22 700	Screw	559	E.
MAM	..	.. .. ..	20	..	..	50	22 700	"	559	E.
NAM	5*	Twinette Nos. 2328–32	20	..	..	46	23 400	Auto.	914	F.
TAM	..	.. .. ..	20	..	..	50	22 700	Screw	559	E.
XAM	..	.. .. ..	20	..	..	50	22 700	"	559	E.

NOTE A:—*Air-conditioned. F. Flourescent. E. Electric.

NOTE:—New South Wales stock fitted with plain bearing axle boxes are limited to 60 m.p.h. operation in Victoria.

STANDARD GAUGE
PASSENGER ROLLING STOCK—Continued.

Class	No.	Description	Passenger Capacity			Mass Rating tonnes	Overall Length over buffers or pulling Lines to nearest 100 mm	Coupling	Draw Gear Capacity Tonnes	Lighting (See Note)
			Berths	1st Class Seats	Economy					
Buffet, Dining & Lounge Types										
							mm			
AB		Diner		40 Diners		53	21 400	Auto.	559	E.
AB	2	Diner Nos. 91, 92		48 Diners		53	22 700	"	559	E.
ABS	*	Diner		48 Diners		46	21 500	"	914	F.
BV		Lounge		48		48	22 700	Screw	559	E.
HCV	2	Compartments and Lounge, Guard's Compartment		24	30	50	22 700	"	559	E.
RS	9*	Buffet, Nos. 1962, 2299–2306		27 Diners		46	21 500	Auto.	914	F.
Brakevans & Power Vans										
CHO	9	Bogie Brakevan Nos. 2000–3, 2005–9				30	13 100	"	559	E.
EHO		Bogie Brakevan (12 tonnes)				31	17 000	"	559	E.
EHX	2	Bogie Brakevan				31	17 000	"	559	E.
EPT		Bogie Brakevan (12 tonnes)				30	17 700	Auto.	510	E.
LHO		Bogie Brakevan (20 tonnes)				45	19 000	"	914	E.
MHO	3	Bogie Brakevan Nos. 1813, 1815, 1998				43	20 300	"	914	E.
MHO		Bogie Brakevan except Nos. 1813, 1815, 1998				43	20 300	Screw & Auto.	559	E.
MHX	6	Bogie Brakevan				43	20 300	Auto.	559	E.
PHS	9	Bogie Power Van Nos. 2290–8				45	15 800	"	914	E.
VHO		Bogie Brakevan (20 tonnes)				45	20 200	"	559	E.
Horse Boxes & Sundry Stock										
BKG		(10 Grooms & 12 Horses)				30	15 800	Screw	390	G.
KKG		(10 Grooms & 6 Horses)				23	11 400	"	390	G.
MBK	5	MotoRail Wagon (Nos. 2591–95)		10 cars		38	23 100	Auto.	—	—

Note:—* Air-conditioned. F. Fluorescent. E. Electric. G. Gas.

DAMAGE TO CARRIAGE WINDOWS AND FITTINGS

Recovery of costs in respect of damage is to be referred to the Injury and Property Damage Superintendent for attention. If the damage occurs accidentally but without negligence the passenger is not liable.

PASSENGER TRAINS ON WHICH SITTING CAR CONDUCTORS ARE PROVIDED

UP

Train	Days of Operation	From	Destination	Conductors Rostered on Train		Depot
				From	To	
Northern and Midland						
7.0 a.m. (No. 40) Bendigo	Mon. to Sat.	Bendigo	Spencer Street	Bendigo	Woodend	Bendigo
8.55 a.m. (No. 50) Swan Hill	Mon., Tue., Thur., Sat.	Swan Hill	Spencer Street	Bendigo	Spencer Street	Bendigo
		Swan Hill	Spencer Street	Swan Hill	Spencer Street	Bendigo
12.0 p.m. (No. 50) Bendigo	Wed. Fri.	Bendigo	Spencer Street	Bendigo	Spencer Street	Bendigo
9.30 p.m. (No. 8110) Mildura	Sun. to Fri.	Mildura	Spencer Street	Mildura	St. Arnaud	Mildura
				St. Arnaud	Spencer Street	Spencer Street
North Eastern						
7.25 a.m. (8) Albury	Mon. to Sat.	Albury	Spencer Street	Albury	Seymour	Wodonga
				Seymour	Spencer Street	Spencer Street
7.25 a.m. (No. 10) Albury	Sun.	Albury	Spencer Street	Albury	Spencer Street	Spencer Street
5.55 a.m. (No. 6) Cobram	Mon. to Sat.	Cobram	Spencer Street	Cobram	Seymour	Cobram
7.45 a.m. (No. 65) Sydney	Mon. to Sat.	Sydney	Spencer Street	Albury	Spencer Street	Spencer Street
3.30 p.m. (No. 18) Albury	Mon. to Fri.	Albury	Spencer Street	Albury	Seymour	Wodonga
				Seymour	Spencer Street	Spencer Street
4.30 p.m. (No. 28) Albury	Sat.	Albury	Spencer Street	Albury	Seymour	Wodonga
				Seymour	Spencer Street	Spencer Street
3.25 p.m. (No. 22) Cobram	Mon. to Fri.	Cobram	Spencer Street	Cobram	Seymour	Cobram
8.10 p.m. (32) Sydney	Sun. to Fri.	Sydney	Spencer Street	Albury	Spencer Street	Spencer Street
8.10 p.m. (No. 32) Sydney	Sat.	Sydney	Spencer Street	Albury	Spencer Street	Wodonga
4.5 p.m. (No. 24) Cobram	Sun.	Cobram	Spencer Street	Cobram	Spencer Street	Spencer Street
4.10 p.m. (No. 26) Albury	Sun.	Albury	Spencer Street	Albury	Seymour	Wodonga
				Seymour	Spencer Street	Spencer Street
Western and South Western						
7.10 p.m. (No. 8120) Adelaide	Daily	Adelaide	Spencer Street	Serviceton	Nhill	Spencer Street
				Nhill	Ballarat	Ballarat
				Ballarat	Spencer Street	Ballarat
9.15 a.m. (No. 8126) Donald	Mon. to Fri.	Donald	Spencer Street	Ballarat	Spencer Street	Ballarat
12.5 p.m. (No. 8126) Ballarat	Sat.	Ballarat	Spencer Street	Ballarat	Spencer Street	Ballarat
2.45 p.m. (No. 8134) Horsham	Mon. to Fri.	Horsham	Spencer Street	Horsham	Ballarat	Horsham
3.35 p.m. (30) Ballarat—Geelong	Mon. to Fri.	Ballarat	Geelong	Ballarat	Geelong	Ballarat
3.20 p.m. (8246) Geelong	Mon. to Fri.	Geelong	Spencer Street	Werribee	Spencer Street	Spencer Street
4.20 p.m. (8260) Geelong	Mon. to Fri.	Geelong	Spencer Street	Geelong	Spencer Street	Geelong

PASSENGER TRAINS ON WHICH SITTING CAR CONDUCTORS ARE PROVIDED—(*Cont.*)

UP

Train	Days of Operation	from	Destination	Conductors Rostered on Train		Depot
				From	To	
4.25 p.m. (8274) Warrnambool	Mon. to Thurs.	Warrnambool	Spencer Street	Warrnambool Geelong	Geelong Spencer Street	Warrnambool Spencer Street
5.20 p.m. (8264) Geelong	Mon. to Fri.	Sth. Geelong	Spencer Street	Geelong	Spencer Street	Ballarat
6.30 p.m. (8282) Warrnambool	Fri.	Warrnambool	Spencer Street	Warrnambool Birregurra	Birregurra Geelong	Warrnambool Geelong
Eastern						
6.25 a.m. (No. 12A) Bairnsdale	Sat.	Bairnsdale	Flinders Street	Sale	Flinders Street	Spencer Street
7.20 a.m. (12) Sale	Tues. to Fri.	Sale	Flinders Street	Sale	Flinders Street	Spencer Street
2.10 p.m. (30) Bairnsdale	Mon. to Sat.	Bairnsdale	Flinders Street	Bairnsdale	Flinders Street	Spencer Street
DOWN						
Northern and Midlands						
8.45 a.m. (No. 63) Bendigo	Tues. to Fri.	Spencer Street	Bendigo	Woodend	Bendigo	Bendigo
8.45 a.m. (No. 63) Swan Hill	Mon. and Sat.	Spencer Street	Swan Hill	Woodend	Bendigo	Bendigo
5.4 p.m. (No. 109) Bendigo	Mon, Tue, Thur.	Spencer Street	Bendigo	Spencer Street	Bendigo	Bendigo
5.4. p.m. (No. 109) Swan Hill	Wed.	Spencer Street	Swan Hill	Spencer Street	Bendigo	Bendigo
5.40 p.m. (No. 123) Swan Hill	Fri.	Spencer Street	Swan Hill	Spencer Street	Swan Hill	Bendigo
6.5 p.m. (No. 131) Bendigo	Sat.	Spencer Street	Bendigo	Spencer Street	Bendigo	Bendigo
9.20 p.m. (No. 8143) Mildura	Sun. to Fri.	Spencer Street	Mildura	Spencer Street St. Arnaud	St. Arnaud Mildura	Spencer Street Mildura
North Eastern						
8.35 a.m. (No. 5) Albury	Mon. to Sat.	Spencer Street	Albury	Spencer Street Seymour	Seymour Albury	Spencer Street Wodonga
8.35 a.m. (No. 7) Cobram	Mon. to Sat.	Spencer Street	Cobram	Seymour	Cobram	Cobram
8.40 a.m. (No. 661) Sydney	Mon. to Sat.	Spencer Street	Sydney	Spencer Street	Albury	Spencer Street
4.45 p.m. (No. 15) Albury	Mon. to Fri.	Spencer Street	Albury	Spencer Street Seymour	Seymour Albury	Spencer Street Wodonga
5.45 p.m. (No. 19) Albury	Sat.	Spencer Street	Albury	Spencer Street Seymour	Seymour Albury	Spencer Street Wodonga
5.18 p.m. (17) Cobram	Mon. to Fri.	Spencer Street	Cobram	Seymour	Cobram	Cobram
6.8 p.m. (31) Cobram	Sat.	Spencer Street	Cobram	Seymour	Cobram	Cobram
6.45 p.m. (41) Sydney	Mon. to Sat.	Spencer Street	Sydney	Spencer Street	Albury	Spencer Street
6.45 p.m. (No. 41) Sydney	Sun.	Spencer Street	Albury	Spencer Street	Albury	Wodonga
9.25 a.m. (33/35) Albury	Sun.	Spencer Street	Albury	Spencer Street	Seymour	Spencer Street

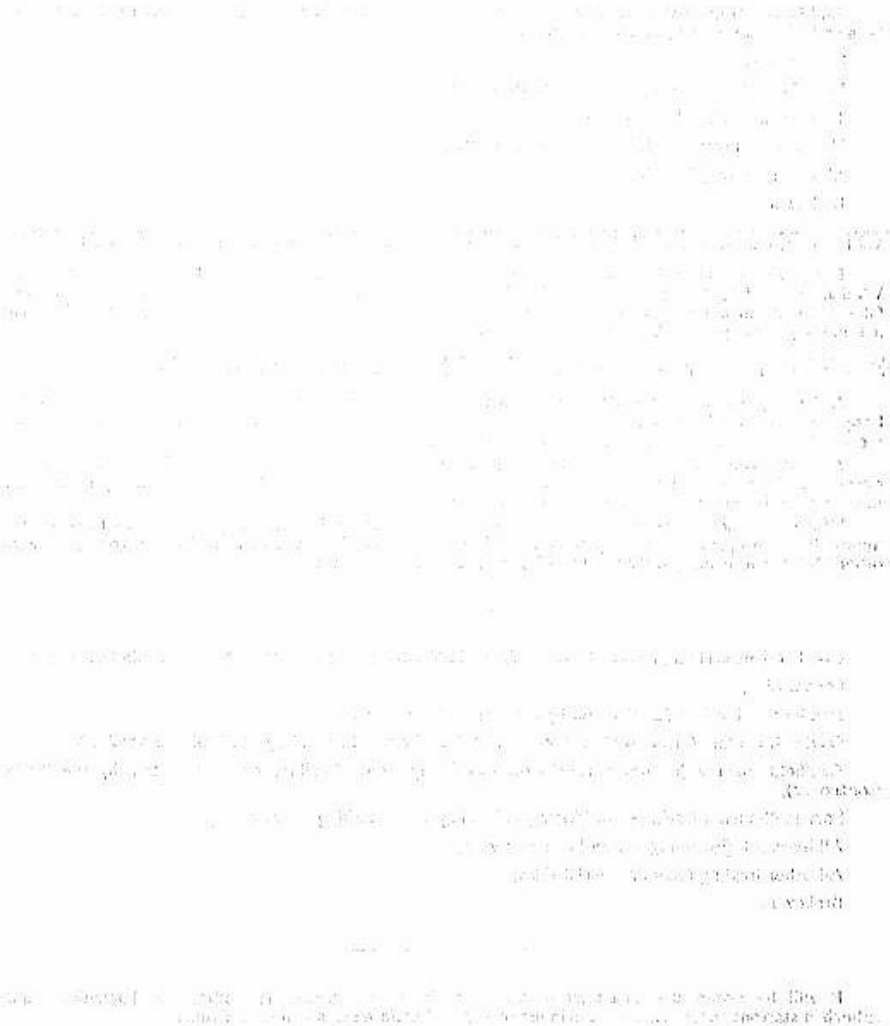
PASSENGER TRAINS ON WHICH SITTING CAR CONDUCTORS ARE PROVIDED—(*Cont.*)

DOWN

Train	Days of Operation	From	Destination	Conductors Rostered on Train		Depot
				From	To	
9.25 a.m. (35) Cobram	Sun.	Spencer Street	Cobram	Seymour	Cobram	Spencer Street
5.51 p.m. (39) Albury	Sun.	Spencer Street	Albury	Spencer Street	Seymour	Spencer Street
				Seymour	Albury	Wodonga
Western & South Western						
1.0 p.m. (No. 8111) Donald	Mon. to Fri.	Spencer Street	Donald	Spencer Street	Ballarat	Ballarat
1.0 p.m. (No. 8111) Ballarat	Sat.	Spencer Street	Ballarat	Spencer Street	Ballarat	Ballarat
4.56 p.m. (No. 8119) Dimboola	Mon. to Fri.	Spencer Street	Dimboola	Spencer Street	Ballarat	Ballarat
				Ballarat	Horsham	Horsham
8.55 p.m. (No. 8141) Adelaide	Daily	Spencer Street	Adelaide	Spencer Street	Ballarat	Ballarat
				Ballarat	Nhill	Ballarat
				Nhill	Serviceton	Spencer Street
3.10 p.m. (No. 8235) Geelong	Mon. to Fri.	Spencer Street	Geelong	Spencer Street	Werribee	Spencer Street
6.23 p.m. (No. 8263) Warrnambool	Mon. to Thurs.	Spencer Street	Warrnambool	Spencer Street	Geelong	Geelong
				Geelong	Warrnambool	Warrnambool
6.23 p.m. (No. 8263) Warrnambool	Fri.	Spencer Street	Warrnambool	Spencer Street	Birregurra	Geelong
				Birregurra	Warrnambool	Warrnambool
Eastern						
9.0 a.m. (No. 21) Bairnsdale	Mon. to Sat.	Flinders Street	Bairnsdale	Flinders Street	Bairnsdale	Spencer Street
6.8 p.m. (No. 53) Sale	Mon. to Thur.	Flinders Street	Sale	Flinders Street	Sale	Spencer Street
6.8 p.m. (No. 53) Bairnsdale	Fri.	Flinders Street	Bairnsdale	Flinders Street	Sale	Spencer Street

80 (Reserved)

81 (Reserved



MARSHALLING INSTRUCTIONS FOR 'UP' GOODS TRAINS

'Up' Goods trains **other** than those arriving via Viaduct Junction must, unless otherwise ordered, be marshalled as under upon entering the metropolitan area:—

Locomotive,

Loop Livestock (including empty livestock vans)

Tottenham loading listed below,

Newmarket Livestock (See special note below),

All other loading including perishables,

Brakevan.

TOTTENHAM LOADING CONSISTS OF THE FOLLOWING:—

Brooklyn and all sidings leading from the Brooklyn Loop, including Newport, Spotswood, Williamstown Pier, Paisley, Carbon Black, Mobiltown, B.P. Siding, West Footscray, Sunshine, Ardeer, Glenroy, Broadmeadows (but not Broadstore). Main line loading beyond Castlemaine, North Eastern loading beyond Seymour. Loading for all stations Deer Park to Bacchus Marsh.

SPECIAL NOTE REGARDING LIVESTOCK TRAFFIC

As far as practicable Loop stock and Newmarket stock should not be conveyed on the same train. Loop stock should be attached to trains terminating at or conveying other loading for Tottenham. Newmarket stock should be attached to trains with Melbourne Yard loads.

At originating and/or depot stations where trains are re-marshalled, (North Eastern District excepted) Newmarket livestock should be marshalled next to the brakevan to permit quick release in a block to Newmarket, after arrival on the arrival tracks, Melbourne Yard.

When it is not possible to avoid trains conveying Tottenham loading picking up Newmarket livestock enroute, such stock may be conveyed on the locomotive so that it will come together with other Melbourne loading after the train has shunted at Tottenham.

Goods trains arriving into Melbourne Yard via **Viaduct Junction** must be marshalled as under:—

Locomotive,

Dandenong Loading (as directed by the Train Controller),

Oakleigh loading (including Springvale and Westall or as directed by the Train Controller),

Caulfield loading (including Frankston and Stony Point loading, or as directed by the Train Controller),

Port Melbourne, Graham and Montague loading (for detaching at Jolimont),

All livestock (including empty Livestock vans),

All other loading including perishables,

Brakevan.

It will be noted that apart from the livestock and the block marshalling for Tottenham and suburban stations specified, the remainder of any 'up' train need not be marshalled.

GENERAL INSTRUCTIONS
COMPILATION OF GUARDS RUNNING STATEMENTS AND GOODS TRAIN LOAD SHEETS
STANDARD GAUGE TRAINS

Guards running statements to be used for all standard gauge trains are New South Wales Railways "Guards Journals" X 709 or X. 711 for passenger and X. 701L or X. 710L for goods trains.

Guards of both 'up' and 'down' trains must compile these journals in triplicate en route, entering thereon while at each Standard Gauge Station or Crossing Loop, the time of arrival and departure of trains requiring to stop at such station or Crossing Loop. In the case of trains running non-stop through a Crossing Loop, the time of passing such Loop must be recorded at the time. Guards must also enter particulars of the make-up of the train on the back of the Journal except for 'up' goods trains.

Guards must also compile a single copy of Victorian guards running statement (TR. 27) for all "down" trains and in respect of those "up" trains the brakevans of which are fitted with a periscope. The times of passing the following stations—Broadmeadows, Craigieburn, Beveridge, Kilmore East, Mangalore, Avenel, Locksley, Euroa, Baddaginnie, Bowser, Springhurst, Barnawartha—must be entered on TR. 27. Times of passing these stations must also be recorded in the guards train book.

In the case of goods trains, three copies of Victorian Goods Train Load Sheet (TR. 44) must be compiled.

Truck Sheets for 'down' trains must have the particulars of one vehicle only entered on each line of the sheet, the back of the form being used where necessary.

DOWN TRAINS :

Victorian guards on arrival at Albury will dispose of the forms as under :

1. Leave one copy of the journal, and for goods trains one copy of the Victorian load sheet (TR. 44) in the van for the New South Wales guard.
2. Hand one copy of the Victorian load sheet to the O.I.C. Albury.
3. Retain one copy of the journal and forward it to the timekeeper.
4. Place in the receptacle provided at Albury, original copies of the journal and load sheet and the Victorian guard's running statement.

UP TRAINS :

Victorian guards on taking over the train at Albury will receive one copy of the New South Wales journal and in respect of goods trains a copy of the New South Wales truck sheet (X. 2010). From the information supplied on the New South Wales form, guards must prepare Victorian Load Sheet, TR. 44 (in triplicate) taking into account any vehicles detached or attached at Albury. In respect of passenger trains the make-up of the train must be shown on the back of the journal.

After arrival at the Terminal, guards must forward a carbon copy of the journal to the timekeeper. In respect of Goods Trains, the remaining two copies of the journal, three copies of the Victorian Load Sheet, the Victorian guards running statement, the New South Wales guard's journal and truck sheet must be delivered to the Yard Foreman, South Dynon.

In respect of Passenger Trains the remaining copies of the journal must be placed in the receptacle provided at the sign off point.

MELBOURNE—ADELAIDE—EXPRESS GOODS TRAINS

The following special instructions will apply to the preparation of Victorian Load Sheets (T.R. 44) and the South Australian Guards Journal (Form 196A) for all Express Goods Trains between Dynon and Mile End :—

The Victorian Guard working a "Down" Express Goods train, Dynon to Serviceton shall prepare Victorian Load Sheet T.R. 44, original and FOUR clear carbon copies.

The particulars of one vehicle only are to be entered on each line of the Load Sheet, the back of the form being used where necessary. One copy to be forwarded to Yard Foreman, Melbourne Yard prior to departure of train.

On arrival at Ararat, one copy is to be handed out, for the information of Train Control and on arrival at Serviceton, the original is to be handed over to the relief South Australian Guard and the two copies handed to S. M. Serviceton for interchange purposes. The copies handed out at Ararat will, after perusal, be forwarded to Serviceton daily.

The Victorian Guard taking over an Express Goods Train from South Australian Guard at Service ton, is to obtain from him, original of the South Australian Journal (Form 196A) which will have been pre pared by the South Australian Guard.

The South Australian Journal (Form 196A) is to be used by the Victorian Guard to prepare the Victorian Load Sheet. The details shown on form 196A will suffice and it will not be necessary for the Victorian Guard to ascertain further particulars of the train load of the Express Goods from South Australia, except to indicate any vehicle detached or attached at Serviceton.

Particulars of the Locomotive, Driver and Guard are to be shown as usual.

South Australian Guards working Express Goods trains into Serviceton, will on arrival, hand THREE clear carbon copies of the South Australian Journal (Form 196A) to S.M. Serviceton for interchange purposes.

MELBOURNE—ADELAIDE—OTHER GOODS TRAINS

The Victorian Guard working a "Down" Goods train, other than an Express Goods, into Serviceton shall prepare Victorian Load Sheet (T.R. 44) original and four clear carbon copies.

The particulars of one vehicle only are to be entered on each line of the Load Sheet, the back of the form being used where necessary. One copy is to be forwarded to Yard Foreman, Melbourne Yard prior to departure of the train.

On arrival at Serviceton, the original and all THREE copies, are to be handed to S.M. Serviceton for interchange and other purposes.

South Australian Guards working goods trains into Serviceton, other than Express Goods, will hand THREE copies of Guards' Journal (Form 196A) to S.M. Serviceton for interchange purposes.

GENERAL INSTRUCTIONS
COMPILATION OF GUARDS' RUNNING STATEMENT

Running Statement.—Running statements are printed in distinctive colours according to the class of train.

The whole of the information specified on the Statement is to be compiled by the Guard and must be accurate in every detail.

(*a*) Before commencing the journey, and at each station enroute, wherever the train is required to work or an alteration of the load is made, the Guard must inform the Driver of the equivalent number of the vehicles and the tonnage of the train, the Maximum Speed allowed due to the classes of vehicles included in the train, and if empty or loaded 'LP' Gas Tankers are included in the consist. He must inform the Driver of the position of any Van or Van wagon on the train, and also of any vehicles which have to be attached or detached at an intermediate station. The Driver or Guard, if relieved must pass this information on to his relief.

(*b*) **Guards must compile their Running Statement** *en route*, **enter thereon the time of passing, arriving and departing, for each station at the time, also all checks at Signals, and record particulars of all unusual incidents which occur on a journey.**

(*c*) A note must be made of any variation of wind or other weather conditions which may effect the running of the train, indicating clearly the location at which such variations occurred.

(*d*) **Particulars of the time occupied at stations, and detentions must be shown under the respective headings.**

Every change in the total number of vehicles or tonnage of the train, as provided for on the statement, is to be shown. Care must be used to record the correct sectional distances as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast trains, of the period of time occupied in loading or unloading material or ballast wagons whilst the locomotive is attached to them.

The full schedule load is that which is specified in the Goods Loads Schedules and this or any specially reduced load is the authorised schedule load.

The Ruling Grade for any train is the grade that limits the maximum load that the locomotive can haul between recognised terminal stations and the load hauled over this grade is termed the Ruling Grade Load.

The equivalent number of vehicles on the train must be shown at foot of Statement, as well as the schedule and actual load.

In every instance in which a Goods or Mixed train attains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

When trains, both regular or special, are run over sections which involve more than one Train Control District (for areas see General Appendix), separate Running Statements are to be compiled for each Control District through which the trains run.

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 429) in the case of trains operating within the Central Train Control area, which shall also be the procedure in regard to the original statement.

COMPILATION OF GOODS TRAIN LOAD SHEET (TRUCK SHEET)

The whole of the information specified on the form is to be compiled by the Guard and must be accurate in every detail. The Sheet must be compiled at least in triplicate by means of carbon paper but Guards must comply with local instructions which provide for additional copies at certain depots and for certain trains. One copy is to be left at the originating station and the original and one copy handed to the Officer-in-Charge at the terminating station who, after checking the entries, will forward the original to the Manager, Wagon Operations, (Room G. 36).

Vehicles are to be entered on the Sheet in order, commencing from the brakevan or rear end of the train. The stations the vehicle is waybilled from and to and at which attached and detached must be inserted.

Vehicles used as safety are to be indicated in the "Description of Loading" column as "safety", and computed as loaded vehicles when provided for overhanging loading. Passenger carriages and brakevans are to be recorded at the ratings shown in pages 65–71 herein. Iced vans not containing goods are to be indicated as "Ety Iced" and when vehicles are carded for repairs the Guard is to make a special note—"Repairs".

When computing the mass of tare and contents of vehicles, under 0.5 t is to be dropped and 0.5 t and over reckoned as 1 tonne. The mass of the contents of "out of" van wagons is to be considered the same as at the starting point and "pick-up" van wagons given a nominal mass in accordance with local conditions.

When a vehicle requiring to be weighed is placed on a train, the words "To Weigh" must be shown in the proper column.

Abbreviations are acceptable in the "Description of Loading" column provided that they are clear and readily understood.

* * * *

Stations responsible for the final handling of Running Statements and Load Sheets must arrange prompt forwarding (daily or as often as the train service permits) to their respective destinations. It must be clearly understood that Running Statements and Load Sheets must not be paired but are to be sent separately to the District Superintendent (or Room 429) and Room G. 36 respectively

GOODS TRAINS CONVEYING L.P. GAS VEHICLES

Indication of L.P. Gas Vehicles on Guards Truck Sheets

In order to draw to the attention of guards and enginemen to the fact that L.P. Gas tank wagons or L.P. Gas freight tank containers, either loaded or empty are included in the consist of the train, the following instructions must be observed:-

After compiling the Guard's Goods Train Load Sheet (TR. 44) for every goods train conveying L.P. Gas tank wagons, or vehicle conveying L.P. Gas freight tank containers, either loaded or empty, and labelled with a Class 2 Flammable Gas Label, the Guard of each such train must, after circling the number of each L.P. Gas vehicle on the train, affix to the top right hand corner of every copy of the TR. 44 train load sheet for the respective train, a red self adhesive label, and the total number (quantity) of vehicles for conveying L.P. Gas must then be endorsed on each red label.

When the Guard has completed compiling the load of a train conveying the type of vehicles mentioned above, he must, in addition to the existing instructions, as per page 88 of the Working Time-table Addenda, inform the Engineman driving the train of the number of L.P. Gas tank wagons or vehicles conveying L.P. Gas freight tank containers, either loaded or empty, included in the consist of the train.

A sheet of red self adhesive labels is to be carried in the back of each locomotive log book, and it will be the duty of the engineman to affix a red self adhesive label in the log book, adjacent to the log book entry relevant to the train concerned, after being advised by the Guard that the train is conveying a number of L.P. Gas tank wagons or vehicles conveying L.P. Gas tank containers, either loaded or empty.

In the event of there being no red adhesive labels in the back of the log book, the Engineman should obtain one from the Guard for the current entry.

When locomotives are changed en route, or a relief locomotive is attached to the train, the Guard must, after complying with the directions contained on page 88 of the Working Time-table Addenda, repeat the instructions contained herein to the engineman, who will then carry out the requirements relative to the labelling of the log book.

A sheet of thirty-six (36) red self adhesive labels (each 25 mm x 10 mm) will be issued as an addition to all Guard's kits, to be used as instructed above.

When supplies of these red self adhesive labels are required, they are to be obtained from the Stationmaster or Officer-in Charge. Bulk supplies for stations or Traffic Branch Depots are to be obtained from the Traffic Stores Officer, Room 124, Flinders Street, Auto 1192.

Bulk supplies for the Rolling Stock Branch Depots are to be obtained from Spotswood Storehouse.

COMPUTATION OF TRAIN LOAD (GOODS)

The despatching station must record the actual mass of contents of each vehicle on the waybill envelope accompanying it, except that standard mass for certain commodities as indicated hereunder will apply and the Guard to obtain correct weight must add the tare mass and the mass of the contents shown on the waybill envelope.

LOADING SCALE AND TONNAGE TO BE CHARGED FOR FIREWOOD AND MALLEE ROOTS. (See notes)

Class and Description of Wagon	Capacity of Wagon	FIREWOOD				MALLEE ROOTS (See Footnote *)	
		Height of Loading	BLOCKS Box-Apple, Black, Brown, Grey Spotted, Yellow, Buloke (Sawn)	BLOCKS Red Box, Long leaf Box, Belar and Ironbark (Sawn)	FIREWOOD n.o.s. (Sawn or not sawn)		
			Tonnage to be charged	Tonnage to be charged	Tonnage to be charged	Height of Loading	Tonnage to be charged
	Tonnes		Tonnes	Tonnes	Tonnes		Tonnes
I and IA ..	17	Water level	12·2	11·4	10·4	Up to 750 mm above water level	10·2
I and IA used as	11	650 mm	7·1	6·6	6·1	See footnote (a)	
IY	22·5	Water level	12·2	11·4	10·4		10·2
RY	22·5	Water level	14·5	13·7	12·5		11·4
GY	22·5	Water level	15·8	14·7	13·5		12·2
QR–Nos. 1 to 376 & No. 407	31·5	Water level	14·5	13·5	12·5	Up to 750 mm above water level	12·2
QR Nos. 377–406	31·5	Water level	16·8	15·5	14·5		14·2
E and EX ..	45	Water level	29·7	27·9	25·4		22·9
ELX ..	51	Water level	33	30·7	28·2		25·9

*** Wagons permitted to be loaded with mallee roots as 11 tonners must be forwarded "TO WEIGH" and freight charges computed on the actual weighbridge masses subject to minimum of six (6) tonnes and maximum of ten (10) tonnes.**

NOTES RELATING TO LOADING SCALE

(a) Wagonloads of mixed descriptions of sawn blocks shall be charged the highest tonnage prescribed for any of the descriptions of blocks contained in the wagon.

(*b*) Mallee roots must not be loaded to a height in excess of 750 mm above water level of wagons.

(*c*) Wagons loaded in excess of the heights specified will not be permitted to go forward, but will be detained until adjusted. The consignor will be required to remove the surplus at his own expense; and if he fails to do so, the Stationmaster must arrange for its removal and raise a debit on the waybill by "paid on" for the cost of adjustment, and any demurrage charges that may have been incurred.

(*d*) Officers in Charge at destination stations must arrange for wagons being examined on arrival, and if they are found to be loaded above the prescribed height a pro-rata charge for the excess must be raised, and a report together with a copy of the waybill, forwarded to the Supervisor of Weighing. *This specially refers to 17 tonne I and IA wagons when used as 11-tonners.*

(e) (i) Waybills for mallee roots loaded in I and IA wagons when used as 11-tonners must be enclosed in "To Weigh" envelopes (see footnote *).

(ii) Waybills for wagonloads of firewood and all other wagonloads of mallee roots must be enclosed in "Plain" envelopes. **Special weighings requested are not permitted without the authority of the Supervisor of Weighing.**

(*f*) The consignment notes and waybills must show:—

The number and capacity of the wagon.

The description of sawn firewood, for example, Grey Box Blocks, Red Box Blocks.

The height of loading of firewood or mallee roots, which should be prescribed in the Loading Scale.

COMPUTATION OF TRAIN LOAD (GOODS).—*Continued.*

The despatching station must record the actual mass of contents of each vehicle on the waybill envelope accompanying it, except that standard mass for certain commodities as indicated hereunder will apply and the Guard to obtain correct weight must add the tare mass and the mass of the contents shown on the waybill envelope.

Standard mass will apply to commodities loaded as shown hereunder—

	To count as—	
Water tank wagons (9000 litres capacity)	9 tonnes	Tare to be added in each case as directed
"M" or "MB" Van of horses or cattle	6 "	
"MM", "MF", Van of horses or cattle	11 "	
"L" Van of sheep or calves (two tiers)	5 "	
"L" Van of sheep or calves (one tier)	2 "	
Wagon or "M" Van loaded with sheep or calves	2 "	
"L" Van of pigs (two tiers)	7 "	
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3 "	
"LL", "LF" or "LP" Van of sheep or calves (two tiers)	9 "	
"LL", "LF" or "LP" Van of sheep or calves (one tier)	5 "	
"LL", "LF" or "LP" Van of pigs (two tiers)	13 "	
"LL", "LF" or "LP" Van of pigs (one tier)	7 "	

Vehicles partly loaded with livestock:—

Horses and Cattle	508 kg. each
Calves	101 "
Sheep	38 "
Pigs	51 "

The following weights will be allowed for the purposes of computing train load tonnages of fully loaded wagons and are to be endorsed by waybilling staff on wagon envelopes and cards for **bulk** wheat, barley and oats conveyed in the undermentioned vehicles:—

	'GJX' Nos. 1–20 55, 59, except	'GJF' Nos 21-100 55, 59	'GJF' Nos. 101–350	'ELX'	'E'	'GY'	'IA' 'I'	'RY' 'IZ'
Wheat	57	57	55	44	42	22	16	20
Barley	50	50	48	38	36	19	15	17
Oats	40	40	38	33	31	16	12	14

Correct Computations—If there be any doubt as to the correct computation of the Mass of a train that has stalled, the Driver and Guard should together check the figures at a convenient station.

Ballast Trains—When computing the Mass of contents of a loaded vehicle on a Plant, Ballast or other departmental work train, the following scale is to be observed:—

	Weight of Material
Gravel	1·7 tonnes per cubic metre
Sand	1·4 "
Metal, 38 mm, 63.5 mm, and screenings	1·5 "
Earth	1·3 "
Spalls	1·4 "
Scoria	0·9 "
Ashes	0·8 "
Sleepers, 2743mm x 254mm x 127mm	10 to the tonne
Sleepers, 2590mm x 254mm x 127mm	11 "
Fence rails, 2743mm x 175mm x 63.5mm	51 "
Fence posts, 1981mm x 203mm x 88.9mm	28 "
Bricks (machine pressed)	281 "

The Guard must ascertain from the Roadmaster or Ganger in charge of the work the quantity of material in each vehicle, so that correct particulars may be shown.

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES

On Goods and Mixed trains, except as specially provided in respect of trains with a schedule load of less than 121 tonnes on Broad-gauge Lines, the tare mass of each vehicle is to be taken as set out herein.

With a schedule load of less than 121 tonnes, the actual mass of each vehicle must be taken, whether loaded or empty.

VICTORIAN GOODS VEHICLES

GENERAL INSTRUCTIONS—*Continued.*
COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*
TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—*Continued.*

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines Nearest 100 mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload kg
	FIXED WHEEL BASE					
B	Box Van	45	7800	11	14	..
FJ	Bulk Flour Hopper	45	7600	12	15·5	..
GY	Open Bulk Wheat	45	7600	9	22·5	508
I†	Open	45	7800	8	16·8	254
IA†	Open	45	7800	8	16·3	254
IC†	Open Tippler	45	7800	8	16·5	508
IK	Safety Wagon–Pipe Tran. 4 wheel	45	7800	7	16·5	..
IS	Open Timber	45	8800	9	16·5to22	..
IT	Open Timber	45	7800	9	16·5	254
IY	Open	45	7600	9	22	508
J	Bulk Cement Hopper ..	45	7600	11	20	..
K	Flat	45	6500	Tare	11 to 20	508
KAB	Flat with Bulkhead (Particle Board)	45	8700	10	17·8	508
KB	Flat (Packaged Briquettes) ..	45	8700	9	15·5	..
KC, KMC	Flat Top LCL Container Traffic	45	8700	8	22	..
KL	Flat Wagon Container Loading Pl.	45	7800	8	16·8	..
KMQ	Flat Single Container ..	45	8700	9	20·5	..
KPC	Special Container Traffic ..	45	7800	7	16·5	..
KQ	Flat Wagon (Container Traffic)	45	7600	8	20	..
KS	Scantling Transporter ..	45	7600	9	22	..
KT	Open Timber	45	7600	10	22	..
KW	4 Wheel Chipwood	45	7800	9	15	..
L	Sheep Van (Floor Area 28.6 sq. m.m.)	45	7000	10	10	..
M	Cattle Van (Floor Area 13.1 sq. m.m.)	45	6400	9	10	..
MB	Cattle Van (Bulls) (Floor Area 13.1 sq. m.m.)	45	6400	9	10	..
O	Open Hopper	45	7000	9	17	508
OC	Sand Hopper	45	7000	9	16	..
ON	Open Hopper	45	7000	9	17	508
P	Powder Van	45	6500	10	10	..
RY	Open Wagon	45	7600	9	16·5to22·5	508
T Nos. 1–191	Refrigerated Van	45	6500	11	13	254
T Nos. 192–417	Refrigerated Van (Wooden) ..	45	8700	14	16	508
T Nos. 420–469	Refrigerated Van (Steel) ..	45	8700	12	16	508
Tanks	Various	45	Various	Tare	..	..
U Nos. 278–559	Louvre Van	45	6600	9	16	..
U Nos. 561–1466	Louvre Van	45	8700	12	16	508
U Nos. 1467–1796	Louvre Van	45	6500	10	11·5	254

§ The maximum permissible load in an "FJ" wagon is fifteen (15) Tonnes evenly distributed, i.e. 7.5 tonnes in each compartment.

† Maximum length quoted where different lengths exist.

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maxim. Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload kg	
	FIXED WHEEL BASE SERVICE STOCK						
DW	Domestic Water Tank	45	7800	10	7	—	..
H	Box Wagon	45	6500	9	10	—	..
HD	Loco Sand	45	6500	9	14	—	..
HD	Box Van	45	7800	9 to 13	5 to 16	—	..
HD Nos. 61, 62	Flat Wagon	45	7800	13	16	—	..
HD Nos. 220, 223	Flat Wagon	40	7800	9	16	—	..
HR	Flat Top Transport Wagon	45	7800	8	11 to 27·5	—	..
K	Flat	45	6500	7	16	508	..
KR	Rail Transporter	45	6500 to 7800	8	16·5	—	..
N	Ballast Plough Wagon	45	5400	7	8	—	..
OH†	Overhead (Screw coupled)	40	8800	Tare	5	—	..
OH†	"	45	7500	10	16	—	..
W	Workmen's Sleeper	45	Various	15	—	—	..
WM	Workmen's Mess Carriage	45	8400	15	—	—	..
WS	Workmen's Shower Carriage ..	45	7600	13	—	—	..
WT	Water Tank (Suitable for Domestic Use)	45	6500	8	9000 litr.	—	..
WT	Water Tank (Not for Domestic Use) ..	45	7800	10	10500 litr.	—	..
WTT	Weighbridge Test Truck	45	—	16—23	—	—	..
WTT	Weighbridge Test Truck	45	—	20	—	—	..
WZ	Weedex Spray Van	45	8000	14	—	—	..
	Clearance Wagon	45	8400	18·5	—	—	..

† Maximum length quoted where different lengths exist.

VICTORIAN GOODS VEHICLES—*Continued.*

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—*Continued.*

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maxim. Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload kg	Suitable for bogie exchange
	FIXED WHEELBASE BRAKEVANS						
Z	4 wheel	45	8200	13	2	..	No
Z	6 wheel	45	8400	13	5	..	No
ZB	6 wheel	45	8400	16	2	..	No
ZD	6 wheel (Dual Coupled)	45	8400	13	5	..	No
ZL	6 wheel	45	8400	13	5	..	No
ZL	4 wheel	45	8200	13	2	..	No
ZL (S.G.)	6 wheel	40	8200	13	2	..	No
	BOGIE VEHICLES						
AX	Motor Vehicle Transport Wagon	60	17900	20	10	..	Yes
ALX	Motor Vehicle Transport Wagon (Nos. under 200)	60	23100	22–25	15	..	Yes
BFW	Box Van	60	23500	35	41	..	(See note C)
BLX	Box Van	60	13100	21	41	1000	Yes
BMX	Box Van	60	12800	20	35.5	..	Yes
CSX†	Coil Steel Wagon	60	12300	22	53	..	Yes
ELX	Open Wagon (Nos. under 500 & over 1000)	60	14900	22	51	..	Yes
ESX	Steel Transport Open Wagon	60	15500	22	51	500	Yes
EX	Open Wagon	60	14000	19	45	..	Yes
FCW*	Flat Container Wagon (24·38 m)	60	25700	23·6	53	(See Note C)	
FPX	Flat Wagon (Particle Board)	60	20700	26	50	..	Yes
FQF	Flat Wagon (Containers) 18·29 m (Nos. 501–600)	60	20100	19–21	56	..	No
FQX	Flat Wagon (Containers) (18·29 m) (Nos. 601 onward)	60	20100	19–21	56	..	Yes
FX	Bulk Flour Hopper Wagon	60	16600	29	45	1000	Yes
GJX	Bulk Wheat Hopper Wagon (Nos. 1 to 20)	60A	14900	17	58	2000	Yes
JAF	Soda Ash Hopper Wagon	60	13200	22·5	53	..	No
JBF	Hopper Wagon (Briquettes)	60	13200	22·5	54	..	No
JCF	Hopper (Cement)	60	13200	22	54	..	No
JCX	Hopper (Cement)	60	13200	22	54	..	Yes
JDF	Hopper (Dolomite & Limestone)	60	13200	22	54	..	No
JQF	Hopper Wagon (Quarry Products)	60	13210	21	56	..	No
JSF	Hopper (Sand & Glass making)	60	13200	22	54	..	No
JX	Bulk Cement Wagon	60	14100	26	51	..	Yes
QCX	Flat Wagon (L.C.L. Containers)	60	14600	18	47	1000	Yes
QMX	Flat Wagon (Containers)	60	20100	18·5	57	1500	Yes
SBX†	Flat Wagon with Bulkheads	60	13700	18–19	45	1000	Yes
SCX	Flat Wagon (Cable Drums)	60	14000	20–23	46	..	Yes
SFF	Flat Wagon with Bulkheads (Containers) (19·20 m)	60	20700	26	49	..	No
SFX†	Flat Wagon End Bulkhead (19·20 m)	60	20700	26	50††	..	Yes
SKX	Flat Wagon (Containers) (22·86 m)	60	23700	25	51	..	Yes
SX	Flat Wagon (General use)	60	14000	17	44	1000	Yes
TVX	Flat Wagon (Twin Flexivans) (Nos. 11 to 15, 22 to 26, 28 & 30)	60	23200	27	47	..	Yes
TWX (f)	Petroleum Products	60B	11600 to 15500	25 to 31	41000 to 55000 litr.	..	Yes
VHX	Louvre Van	60	16800	26	51	..	Yes
VLX	Louvre Van	60	13100	22	41	2000	Yes
VSX	Louvre Van	60	18100	26	50	..	Yes

(f) Not available for attaching to 60 m.p.h. Goods Trains when loaded.
A 50 m.p.h. in N.S.W.
B 50 m.p.h. when loaded; 50 m.p.h. in N.S.W. Loaded or Empty.
C BFW, FCW, SFCW & JCW wagons are fitted with low level bogies and are bogie exchangeable within these classes of wagons only.
† Maximum length quoted where different lengths exist.
†† Maximum load 50 tonnes including tare of containers and pallets, between Melbourne and Sydney and 47 tonnes between Melbourne and Adelaide.
* FCW wagons are not permitted to run coupled to fixed wheelbase vehicles, except locomotives.

See page 108 in respect to Overloading of Goods Vehicles

Class of Vehicle	Description of Vehicle	Maximum speed M.P.H.	Maxim. Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload kg	Suitable for bogie exchange
	BOGIE VEHICLES						
BLF	Box Van	60	13100	23	45	800	No
BMF	Box Van	60	12800	21	35·5	..	No
BP	Box Van	70	12800	24	36	..	No
CJ	Bulk Cement Hopper	45	11200	19–22	51	..	No
E	Open Wagon	45	14000	19	45	500	No
FP	Horse Box	70	14500	25 (12 horses)		..	No
FVF (SG)	Flat Wagon (Single Flexivan)	60	13100	18	24	..	No
GJF	Bulk Wheat Hopper Nos. 21 to 100	60	14900	16	58	2000	No
GJF	Bulk Wheat Hopper Nos. 101 to 350	60	14900	20	56	..	No
JPF	Hopper (Superphosphate)	60	13200	23	54	..	No
LF	Sheep Van, Floor area 57·2 sq. m	60	11800	21	30	..	No
MF	Cattle Van, Floor area 26·2 sq. m	60	11800	19	30	..	No
Q (Except No. 129)	Flat Wagon	45	16100	Tare	32	500	No
QAB	Flat Wagon Particle Board	45	16100	19	30	500	No
QB	Well Wagon Nos. 1 to 12	45	16100	19	32	500	No
QF	Flat Wagon	60	16100	19	32	500	No
QGF	Flat Wagon (Containers)	60	20700	26	50	..	No
QH	Flat Wagon	45	12200	31	91	..	No
QN	Hopper Ballast Wagon	45	11100	14	27	500	No
QR	Open Wagon Nos. 377 to 406 inc. 4 Door	45	13100	17	32	500	No
QR	Open Wagon Nos. 1–376 & 407 3 Door	45	13100	17	32	..	No
QS	Flat Wagon–Special Loads	*	Various	Tare	172	..	No
QTF	Container (Tallow)	60	14000	17	45	..	No
QW	Well Wagon	*	28800	93	153	..	No
QWF	Well Wagon, No. 1	*	16500	34	61	..	No
S	Flat Wagon	45	14000	17	45	1000	No
SKF	Flat Wagon Container (22·86m.)	60	23700	25	51	..	No
SKF (SG)	Flat Wagon Container (22·86m.)	60	23700	25	51	..	No
TP	Refrigerated Van Nos. 1 to 5	70	8700	21	16	500	No
TVF (SG)	Flat Wagon Twin Flexi-van	60	23200	27	47	..	No
TW†	Petroleum Products	45	14000	Tare	41	..	No
TWF† Ety	Petroleum Products	60	14000	Tare	41	..	No
TWF† Load	Petroleum Products	50	14000	Tare	41	..	No
UB	Louvre Van	45	8800	15	17	500	No
UF	Louvre Van	60	8800	15	17	500	No
V	Louvre Van	45	11900	19	34	1000	No
VF	Louvre Van	60	11900	20	36	1000	No
VP	Louvre Van	70	12800	25	36	1000	No
VP (SG)	Louvre Van	70	12800	25	36	1000	No
VSF	Louvre Van	60	18100	26	50	..	No
Tanks	Various	45	Various	Tare	..	..	No

* Special instructions. † Maximum length quoted where different lengths exist.

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max Speed M.P.H.	Maxim. Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload kg	Suitable for Bogie Exchange
	BOGIE SERVICE STOCK						
HD	No. 230 Fire Attack Wagon	45	18100	..	16	..	No
HD	No. 237 Box Van	45	18100	21.2	23.5	—	No
HH	Casualty Van Nos. 1 to 6	45	15700	24	41	—	No
HH	Casualty Van Nos. 7 to 11	45	11700	20	23	—	No
HR	Flat Top Transport Wagon	45	14500	18	26	—	No
HW	Weedex Crew Carriage	45	22600	41	—	—	No
KR	Flat (Rail Transporter)	45	15500	16	25	—	No
NN	Hopper Ballast Wagon Nos. 2 to 45 ..	30††	9200	14	32	500	No
NN (SG)	Hopper Ballast Wagon	30††	9200	14	32	500	No
NN	Hopper Ballast Wagon	30††	9200	15	36	500	No
NN (SG)	Hopper Ballast Wagon	30††	9200	15	36	500	No
OH	Overhead	40	14500	20	10	—	No
Q	No. 129 Flat Wagon	40	10700	13	32	500	No
QD	Crawlercrane Rail Transport ..	45	—	15.5	10	—	No
QR (SG)	Open Wagon	45	11700	16	31	—	No
QR (SG) †	Terminal Safety Wagon	45	13100	Tare	—	—	No
WA	Weedex Tankers	45	14000	Tare	30	—	No
WW	Workmen's Sleeper Nos. 100 & under (Screw Coupled)	40	Various	30	—	—	No
WW	Workmen's Sleeper Nos. 101 & over, except Nos. 153–161, 170, 171, 174–176 (Screw Coupled)	45	Various	20	—	—	No
	& 162–165, 172 (½ Auto ½ Screw Coupled)	40	"	20	—	—	No
	Water Tanks (Not for domestic use) .. No. 597–624 Coupled in Pairs.	60	7800	19–24	21·000	—	No
	BOGIE BRAKEVANS						
CA	" " " ..	70	13100	23	10	—	No
CP	" " " ..	70	12800	26	10	—	No
JCP	" " " ..	70	12800	26	10	—	No
ZF	" " " ..	60	12600	23	10	—	No
ZLP	" " " ..	70	11400	20	10	—	No

† Maximum length quoted where different lengths exist.

†† Empty 45 m.p.h.

See Note "A" (Page 100)
See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Nominal Capacity Litres	Permissible Overload kg	Suitable for bogie exchange
	BOGIE VEHICLES							
C	Cattle Van	45	11800	18	18 Beasts	..	..	No
CS	Cattle Van	60	11800	18	18 Beasts	..	..	No
D	Van	45	11800	19	33 tonnes	..	..	No
DFS, DS	"	60	11800	19	33	..	..	No
DW	"	45	13100	20	30	..	..	No
DWP	"	70	11800	21	34	..	..	No
DWR (f)	"	60	13100	20	30	..	..	No
FB	Flat Wagon	45	14000	17	55	..	..	No
FBF	" "	45	14000	17	45	..	..	No
FBR (f)	" "	60	14000	17	45	..	..	No
FBT	" "	45	14000	17	56	..	..	No
FCS	Flat Container ..	60	11800	14	22	..	..	No
FDB	Flat Wagon	45	15800	17	51	..	..	No
FWC	Flat Container ..	45	14000	15	45	..	..	No
H	Hopper Wagon ..	45	10800	18	56	..	..	No
HB	Hopper	45	10800	18	56	..	..	No
HC	"	60E	10800	19	51	..	..	No
HCA	Hopper (Coment) ..	60	13400	23	50	..	..	No
HS	" (Limestone)	45	10800	19	56	..	..	No
M, MG	Box Van	45	11800	18	33	..	..	No
MRP††	"	60	11800	18	33	..	..	No
O	Open Wagon ..	45	14000	18	44	..	..	No
OB	" " ..	45	14000	18	45	..	..	No
OC	Open (Pyrites) ..	45	14000	18	56	..	..	No
OMB	"	45	14000	19	44	..	..	No
OS	"	60	14000	18	44	..	..	No
OW	"	45	14000	17	44	..	..	No
OWP††	"	60	14000	17	44	..	..	No
OWS	"	60	14000	17	44	..	..	No
PFB	Flat Wagon	45	14000	17	56	..	..	No
PFBF	"	45	14000	17	45	..	..	No
RB	Refrigerated Van ..	45	11800	20	34	..	..	No
RBP††	" ..	70	11800	23	34	..	..	No
RRP††	" ..	60	11800	22	34	..	..	No
S	Sheep Wagon ..	45	11800	19	200 Sheep	..	..	No
SBS	" " ..	60	11800	19	200 Sheep	..	..	No
SCB	Cattle Van	45	11800	16	18 Beasts	..	..	No
SE	Van (Explosives) ..	60	8700	15	7 tonnes	..	..	No
SFB	Flat Wagon	45	14000	17	56	..	..	No
SH	Hopper	60	10300	18	57	..	..	No
SL	Louvre Van	60	14000	22	40	..	..	No
SLP	Louvre Van	70	13100	23	34	..	..	No
W	Open Wagon ..	45	13100	17	33 tonnes	..	..	No
WL	Well Wagon ..	45	18500	31	45	..	..	No
TA	Acid Tank	45	11800 to 14000	18—21	45	20500 to 27200	..	No
TC	White Spirits ..	45	11800	18—23	45	22700 to 45500	..	No
TC	White Spirits ..	45	14000	28	45	45500	..	No

(f) Not available for attaching to 60 m.p.h. Goods Trains.
†† Not available for attaching to 60 m.p.h. Goods Trains when loaded.
D 45 m.p.h. when loaded.
E Maximum speed of H.C. Hopper Wagons when loaded is 50 m.p.h. when empty 60 m.p.h.

(See note "A" (Page 100)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maxim. Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Nominal Capacity Litres	Suitable for bogie exchange
	BOGIE VEHICLES—*Continued.*						
TCA	General Purpose	45	11800	20–26	45	25000 to 45500	No
TCA	General Purpose	45	12400	22–24	45	45500	No
TCO	Fuel Oil	45	11800 to 14000	21–23	45	40900	No
TDF	Oil	45	11800	21–23	45	40900	No
TDF	Oil	45	14000	25	45	40900	No
TG	Ammonia	45	13100	21	45	22800	No
TG	Liquid Petroleum Gas	45	17600	34	45	76000	No
TOL	Oil	45	11000 to 14000	23	45	40900	No
TS	General Purpose	45	11800	22	45	40900 to 47700	No
TV	General Purpose	45	11800 to 14000	20–28	45	22700 to 45800	No
TV	Bitumen Oil Tank	45	12500	31	45	45500	No
TW	Water	45	11800 to 14000	23	45	40900	No

SOUTH AUSTRALIAN GOODS VEHICLES—*Continued*

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—*Continued*

See Note "A" (Page 100)

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed	Maximum length Over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Nominal Capacity Litres	Permissible Overload kg	Suitable for bogie exchange
	BOGIE VEHICLES							
ALX (Nos. 200 onwards)	Motor Car Carrier ..	60	23100	25	15 (10 cars)	..		Yes
ELX (No. 500 to 999	Open Wagon ..	60	14900	22	54	..	..	Yes
FBX	Flat Wagon ..	60	14600	18	57	..	..	Yes
FOX	Cement Container ..	60	14000	18	(52 Containers) (45 Distributed)		..	Yes
FPX	Flat Wagon (Particle Board)	60	14600	21	56	..	..	Yes
FQX (Nos. 1 to 499)	Flat Wagon .. (Containers)	60	20100	19	56	..	..	Yes
HCX	Hopper Cement ..	60	10600	17	34	..	..	Yes
LX	Louvre Van ..	60	13100	20	41	..	..	Yes
OAX	Motor Body Transport ..	60	22300	20	36	..		Yes
OMX	Motor Body Transport ..	60	22300	22	36	..		Yes
OX	Open Wagon ..	60	14000	18	45	..	..	Yes
RX	Refrigeratored Van ..	60	11800	20	34	..	..	Yes
SAX	Motor Car Carrier ..	60	23800	27	15	..	..	Yes
SFBX	Flat Containers ..	60	14600	18	58	..	..	Yes
SFCW‡	Flat Refrig. Containers ..	60	25700	23	51	..	..	See N'te 'B' p. 100
SFKX	Flat Wagon ..	60	23700	24	53	..	..	Yes
SFQX	Flat Wagon .. Containers	60	16500	15	40	..	..	Yes
SFWX	Well Wagon ..	60	19800	27	47	..	..	Yes
SGX	Open Wagon ..	60	14900	22	54	..	..	Yes
SGMX	Open Wagon ..	60	17900	25	51	..	..	Yes
SHBX	Hopper Wagon Bulk Grain	60	14600	20	56	..	..	Yes
SHCX	Hopper Cement ..	60	13400	23	50	..	..	Yes
SLX	Louvre Van ..	60	14100	25	45	..	..	Yes
STAX	Sulphuric Acid Tank Wagon	60†	13100	20	..	27200	..	Yes
STWX	Creosote Tank Wagon	60	13100	22	..	50000	..	Yes
	FIXED WHEEL BASE							
CF	Cattle Van ..	45	6400	8	9 Beasts	..	..	..
DWF	Van ..	45	7000	10	15	..		..
EE	Explosive Van ..	45	7000	10	8	..	..	..
OBF	Open Wagon ..	45	7600	9	22	..	..	..
OBF	Open Wagon ..	45	7000	8	17	..		..
R	Refrigerated Van ..	45	7000	11	15	..		..
SF	Sheep Van ..	45	6400	9	100 sheep	..	..	..
TC	Fuel Oil Tank ..	45	7000	14	..	20500	..	..
Y	Open Wagon ..	45	7000	9	17	..		..
YA	Acid Tanks ..	45	7000	8	..	5600	..	..
Z	Hopper Wagon ..	45	7400	9	16	..		..

See page 108 in respect to Overloading of Goods Vehicles.

Note:—See page 62 for S.A. vehicles which may be attached to passenger trains.
South Australian bogie vehicles having the letter "P", "S" or "X" prominently displayed on diagonally opposite corners of the body may run at speeds laid down for express goods trains in Victoria.

Some South Australian bogie goods vehicles have the letter "P" as the terminating letter of their classification but do not have a large letter "P" prominently displayed on the diagonally opposite corners of the body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 62) but must not be attached to express goods trains.

*"EE" Explosive Vans, maximum load when loaded with explosives, 6 tonnes † Empty only. Speed when loaded not to exceed 50 m.p.h.

South Australian vehicles having a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 1435 mm gauge bogies.

Note "A":—The maximum load which can be hauled behind the following S.A. Goods Vehicles when on Express Goods Trains between Tailem Bend and Mile End is 1100 tonnes.

DS in range (Nos. 26 to 115)
DFS (Nos. 1 to 3 inclusive)

Note "B":—BFW, FCW SFCW & JCW (except No. 38001) wagons are fitted with low level bogies and are bogie exchangeable within these class of wagons only.

‡ FCW, SFCW, & JCW wagons are not permitted to run coupled to fixed wheelbase vehicles, except locomotives.

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length Over Pull Lines mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Suitable for bogie exchange
GBX	Open Wagons	60	14300	20	51	Yes
GCX	Motor Car Carrier Wagon	60	22200	25	12 (8 cars)	Yes
GMX	Open Wagons	60	23700	31	45	Yes
GNX	Motor Car Carrier Wagon	60	23700	25	12	Yes
GOX	Open Wagons	60	23700	28	45	Yes
LCX	Louvre Vans	60	14600	22	46	Yes
LDX	Louvre Vans	60	14600	22	46	Yes
LEX	Louvre Vans	60	23700	31	44	Yes
RGX	Flat Wagon (with bulkheads)	60	15200	21	55	Yes
RLX	Flat Wagons	60	18000	22	53	Yes
RMX	Flat Wagon (Containers)	60	20100	21	55	Yes
ROX	Flat Wagon (Containers)	60	23700	24	51	Yes
RQX	Flat Wagon (with ends)	60	23700	27	48	Yes
VEX	Box Vans	60	23700	31	43	Yes
VFX	Box Van	60	23700	30	45	Yes
GA	Open Wagon	60	13600	18	40	No (S.G. only)
GB	Open Wagon	60	14300	20	51	No "
GD	Open Wagon	60	14300	21	51	No "
GE	Open Wagon	60	15200	18	41	No "
GL	Open Wagon	60	13700	17	41	No
GC	Motor Body Wagon	60	22200	23	31	No "
LB	Louvre Van	60	14600	21	46	No "
LC	Louvre Van	60	14600	22	46	No "
LD	Louvre Van	60	14600	23	46	No "
QB	Heavy Load Flat Wagon	60E	20100	38	76	No "
RG	Flat Top Wagon	60	15200	20	55	No "
RGB	Flat Top Wagon	60	15200	17	46	No "
RH	Flat Top Wagon	60	13700	16	41	No "
RM	Flat Wagon	60	20100	23	52	No "
RO	Flat Wagon	60	23700	24	51	No "
VC	Covered Wagon	60	14600	21	46	No "
VD	Covered Wagon	60	14600	21	46	No "
CB	Cattle Wagon	60	11400	18	18 Beasts	No "
CC	Cattle Wagon	60	22800	28	36 Beasts	No "
CD	Cattle Wagon	60	11800	15	18 Beasts	No "
CE	Cattle Wagon	60	22200	27	36 Beasts	No "
S	Sheep Wagon	60	11400	18	200 Sheep	No "
SB	Sheep Wagon	60	11800	20	200 Sheep	No "
LA	Yeast Van	..	11400	29	26	No "
G	One Wagon	..	10300	17	59	No "
GG	Motor Vehicle Wagon	..	26800	32	41	No "
GK	Motor Vehicle Wagon	..	26800	28	10 cars	No "
GS	Sleep Van	..	26800	40	500 sheep	No "
RN	Road Transport Wagon	..	25900	31	46	No "
TOD	Tank Wagon	..	14600	27	50,000 litres	No "
TOG	Oil Tanker	..	11,800	22	41,000 litres	No "
TOC	Fuel Tanker	..	12,750	24	45,500 litres	No "
TOB	Oil Tanker	..	11,800	22	41,000	No "
TK	Water Tank	..	14,900	23	50,000 litres	No "

E—Special instructions when loaded

WESTERN AUSTRALIAN GOODS VEHICLES

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length Over Pull Lines mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Suitable for bogie exchange
WGS	Open Wagon	60	18000	26	50	No (S.G. only)
WF	Flat Wagon	60	17400	27	48	No "
WFCX	Flat Wagon	60	23700	24	52	Yes
WFX	Flat Wagon	60	20100	23	53	Yes
WGX	Open Wagon	60	18000	26	50	Yes
WMA	Motor Car Carrier Wagon ..	60	17400	30	12Cars	No (S.G. only)
WMX	Motor Car Carrier Wagon ..	60	23700	26	12Cars	Yes
WQX	Flat Wagon	60	18000	20	50	Yes
WVX	Covered Wagon	60	18000	25	51	Yes
WBD	Freight, Brake and Crew Van (Interstate)	60	23800	42	12	No (S.G. only)
JTD	Petroleum Tanker ..	..	17000	28	47	
WBA	Brakevan	..	12300	27	12	
WBC	Brakevan	..	12300	24	12	

NEW SOUTH WALES GOODS VEHICLES

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max. Length over Pull Lines mm to nearest 100 mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Permissible Overload Tonnes	Suitable for bogie exchange
OPEN WAGONS:							
BD	Open Wagon	60	11700	17	34	0·4	No
BDL	" "	60	15000	22	51	1	No
BDX	" "	60	15000	22	51	1	Yes
BDY	" "	60	15000	27	49	1	No
CCL	Coiled Steel	60	15000	24	49	1	No
CCX	" "	60	1500	24	49	1	Yes
CDY	Open Wagon	60	20100	28	48	..	No
CG	Ore Concentrates	60	10900	18	56	..	No
GCX	Furnace Coke	60	13100	20	41	2	Yes
G, GM	Open Wagon	60	13100	20	41	2	No
GH	" "	60	13100	20	51	1	No
GP	" "	60	13100	20	51	1	No
GX	" "	60	13100	20	41	2	Yes
HGM	" "	60	13100	20	51	1	No
HGX	" "	60	13100	20	51	1	Yes
LSD	Scrap Delivery	..	11900	20	54	Nil	No
HOPPERS:							
ARH	Bulk Cement	50	12900	17	59	..	No
ARX	" "	50	12900	17	59	..	Yes
BCH	Coal	50	11800	19	43	1	No
BLH	Limestone	50	11800	19	43	1	No
BRH	Cement	50	11800	21	42	0.5	No
BWH	Bulk Grain	50	11800	21	41	1	No
CH	Coal	50	15100	18	58	..	No
CHY	Coal	50	15100	18	58	Nil	No
FCH	Coal	..	11800	21	55	Nil	No
FLH	Limestone	..	11800	19	43	1	No
FRH	Cement	..	11800	23	53	Nil	No
FWH	Bulk Grain	50	11800	21	41	1	No
HCH	Coal	50	11800	21	55	..	No
HRH	Cement	50	11800	23	53	..	No
PCC	Cement	50	15000	18	56	..	No
PCT	Cement and Flour	50	11800	21	35§	..	No
WH	Bulk Grain	50	14300	16	54	1	No
WHX	Bulk Wheat	60	14300	17	54	..	Yes
WTY	Bulk Grain		14300	21	55	Nil	No
FLAT WAGONS:							
BBX	Steel Plate	60	23400	30	46	..	Yes
BC	Containers	60	23300	29	47††	..	No
BCX	Containers	60	23400	27	49	..	Yes
BEX	"	60	14600	22	51	1	Yes
BHS	Sodium Silicote	..	14600	20	54	Nil	No
BME	Containers	60	14600	22	51	1	No
BWF	Wheel and Axle Sets	60	13100	19	41	2	No
CBX	Containers	60	23400	27	49	..	Yes
CFX	" "	60	20600	23	53	..	Yes
CME	" "	60	14600	20	42	1	No
CMX	" "	60	14600	20	46	..	Yes
CPX	Panel Board (End Bulkhead)	60	18500	26	48	..	Yes
CP	Pyneboard		14600	20	54	Nil	No

§ When carrying flour is 20 tonnes.

†† 49 tonnes when operating on main lines between Sydney Metropolitan Area; Dynon and South Brisbane.

NEW SOUTH WALES GOODS VEHICLES—continued

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max. Length Over Pull Lines mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload Tonnes	Suitable for bogie exchange
FLAT WAGONS (*Continued.*)							
BMF (No. 19012))	Milk Tanks	60	10000	26	18200 litres		No
BMF	Milk Tanks	60	13100	26	20500 litres	..	No
E	Flat	40	13100	19	41	2	No
EBC	Containers (Refrigerated)	60	23300	29	47 (a)	..	No
ECX	Containers	60	14600	18	52	..	Yes
EMX	Flat Wagon	60	14600	20	54	..	Yes
FME	Containers	60	14600	20	42	1	No
FMW	Containers	60	12100	18	34	..	No
GME	Containers	60	14600	19	42	2	No
HMX	Flat	60	14600	20	54	..	Yes
HPX	Panel Bd. products	60	14600	22	52	..	Yes
ICX	Containers	60	14600	18	52	..	Yes
JCW†	Containers	60	25500	25	51	..	(See Note B)
JME	Flat	60	14600	20	42	1	No
LE	Flat	40	14600	20	41	1	No
LFW	Depressed Flat Wagon	40§	14900	25	38	..	No
LGF	Glucose Tanks	60	14600	25	38	..	No
LGX	Glucose Tanks	60	14600	18	52	..	Yes
LLW	Depressed Flat Wagon	50 (ety § loaded)	14900	24	50	..	No
MCX	Coiled Steel	60	14600	22	52	..	Yes
MLE	Flat	60	14600	20	42	1	Yes
NLX	Coiled Steel	60	11800	24	52	..	Yes
OCX	Containers	60	20100	21	52 (55 on lines shown in footnote)		Yes
OCY	Containers	60	20100	24	52	..	No
OSF	Containers	60	14600	16	36	..	No
PMX	Steel Plate Special Frame	60	14600	25	40	..	Yes
PX	Flat wagon Pineboard	60	18500	23	51	..	Yes
RCX	Flat	60	14600	20	42	1	Yes
SBC	Special	60	23300	29	55††	..	No
SCE Nos. 14511, 14524, 14525	Container or Steel	60	14600	18	52	..	No
SCE Except Nos. 14511, 14524, 14525	Container or Steel	40§	14580	22	52	..	No
SL	Special	§	12400	32	*118 (16 wheeled)		No
SME	Semi-trailers	60	14600	19	42	2	No
SMX	Semi-trailers	60	14600	20	54	..	Yes
STX	Semi-trailers	60	23400	29	45††	..	Yes
TE	Military	40	10000	19	56	..	No
TME	Pipes	60	14600	19	42	2	No
TMX	"	60	14000	19	42	..	Yes
TVF (b)	Twin Flexivans	60	23200	27	47	..	No
TVX (b)	" "	60	23200	27	47	..	Yes
TW	No. 440	40§	6960	15	*61 (16 wheeled)		No
TW	No. 530	40§	6960	18	*74 (16 wheeled)		No
TW	No. 600 Stator	40§	8840	36	180 (24 wheeled)		No
UME	Flat	60	14600	19	42	2	No

†† 50 tonnes when operating on main lines between Sydney Metro. Area; Dynon and Sth. Brisbane.
(a) 55 tons., when conveying container traffic between Sydney Metro. area, Dynon and Sth. Brisbane.
(b) Nos. 12416–12421 and 12433 onwards.
* Count as 3 vehicles.
§ Special instructions when loaded.
† FCW, SFCW and JCW wagons are not permitted to run coupled to fixed wheelbase vehicles, except locomotives.

Note 'B'—BFW, FCW, SFCW and JCW (except No. 22001) wagons are fitted with low level bogies and are bogie exchangeable within these class of wagons only.

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUEG BOGIE GOODS ROLLING STOCK.

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines to nearest 100 mm	Tare Mass Tonnes	Carrying Capacity Tonnes	Permissible Overload Tonnes	Suitable for bogie exchange
WW	Well Wagon	40§	18600	23	40	..	No
Covered Wagons							
ABC	Foodstuffs ..	60	12400	27	36	..	No
BCW	Cattle Wagon ..	60	12100	20	14 (20 Cattle)	..	No
BPV	Powder Van ..	60	10000	19	11	..	No
BSV	Sheep Van ..	60	12100	21	12 (200 Sheep)	..	No
CLX	Louvre Van ..	60	14580	24	50	..	Yes
GLV	" " ..	60	14580	25·5	48	0·5	No
GLX	" " ..	60	14580	25·5	48	0·5	Yes
GRC	Refrigerated Van ..	60	12400	27	24	..	No
HLX	Louvre Van ..	60	14600	25	48	1	Yes
JLX	" " ..	60	18200	27	47	..	Yes
JLY	" " ..	60	18200	29	47	..	No
KLV	" " ..	60	18200	27	47	..	No
KLY	" " ..	60	18200	29	47	..	No
LLV	" " ..	60	14600	22	41	..	No
MB	Covered Wagon ..	60	12400	26	25	..	No
MBC	" " ..	60	12400	29	22	..	No
MFC	" " ..	60	12400	29	22	..	No
MLK	Louvre (milk Prod.)	60	13100	31	20	..	No
MLK	" " ..	60	13200	23	40	..	No
MLV	Louvre Van ..	60	11900	22	25	1	No
MLV	Louvre Van ..	60	13100	21	29	1	No
MRC	Iced Wagons ..	60	12400	31	19+2 ice	..	No
NRY	Iced Wagon ..	60	12400	29	44+2 ice	..	No
SLV	Louvre Van ..	60	11900	22	25	1	No
TLV	Tin Plate Louvre Van	60	14600	28	45	1	No
TLX	" " "	60	14600	28	45	1	Yes
TRC	Iced Wagons ..	60	12400	27	32+2 ice	2	No

NEW SOUTH WALES GOODS VEHICLES—*Continued.*

GENERAL INSTRUCTIONS—*Continued.*

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK

See page 108 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Permissible Overload Tonnes	Suitable for bogie exchange
Power & Brake Vans:							
EHG	.. .. ..	60	12400	27	3	..	No
RHG*	.. .. ..	70	14600	44	10	..	No
Brake Vans:							
FHG	.. .. ..	60	13100	24	6	..	No
GHG	.. .. ..	60	11800	24	6	..	No
IHG	.. .. ..	60	13100	24	6	..	No
JHG	.. .. ..	60	11800	20	3	..	No
KHG	.. .. ..	60	14400	24	6	..	No
MHG	.. .. ..	60	12400	22	9	..	No
PHG	.. .. ..	60	11800	21	8	..	No
SHG	.. .. ..	60	10000	19	6	..	No
Motor Car Wagons:							
BKC	Car Wagon ..	60	16100	20	10 (4–8 Cars)	..	No
BKF	Car Wagon ..	60	16800	21	10 (8 Cars)	..	No
BKX	" " ..	60	23100	22	16 (10 Cars)	..	Yes
BNX	" " ..	60	23700	30	15 (10 Cars)	..	Yes
MBK	" " ..	60	23100	22	16 (10 Cars)	..	No
Tank Wagons:							
BOR	.. .. ..	50	11800 to 14600	24 to 30	32 to 42	..	No
EMO	.. .. ..	50	14600	22 to 28	44 to 48	..	No
ESSO Nos. 139–143 Empty	Bitumen	60	16800	28	50900–53900 Litres	..	No
" " Loaded	Bitumen	50	16800	28	50900–53900 Litres	..	No
GS	Speed E. Gas ..	50	18600	35 to 37	36 to 38 Tonnes	..	No
KPX	.. .. ..	50	14600	25	41550 Litres	..	Yes
PACCAL Nos. 101–102	Bitumen or Creosote	50	11800	25	32100 Litres	..	No
Miscellaneous:							
Any N.S.W. Vehicle not listed	.. .. ..	40	..	Tare Mass	..	..	..

* May be attached to passenger trains.

MASS TO BE ALLOWED FOR DIESEL CRANES, STEAM CRANES AND RAIL SHUNTING TRACTORS

On Goods trains the mass of Diesel Cranes, Steam Cranes and Rail shunting Tractors, are to be taken as under:—

Steam Crane—	To count as—
No. 3 (with tender)	61 Tonnes
61 tonne wreckage cranes (Nos. 18 and 19) with match wagon	107 "
30 tonne wreckage cranes (Nos. 5 and 7) with match wagon	71 "
10 tonne Diesel crane (Way and Works Branch No. 45) with special "Q" wagon	56 "
3 tonne steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon	30 "
Grab cranes (Nos. 33 and 36)	35 "
Rail Shunting Tractor (6400 mm long)	10 "

LOCOMOTIVE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

The maximum axle loads of the various classes of locomotives are as under:

Class	Maximum Axle Load	Length Overall to nearest 100 mm	Mass (Nearest Tonne) "DEAD"
Broad or Standard-gauge—	Tonnes	mm	Tonnes
"C" (Diesel Electric)	22·0	19 350	132
"H" (Diesel Electric)	20·3	13 400	81
"S" (Diesel Electric)	19·3	18 600	116
"X" (Diesel Electric)	19·0	18 400	113
"B" (Diesel Electric)	18·9	18 500	113
"T" (Diesel Electric) (320 to 346)	17·3	14 600	69
"T" (Diesel Electric) (347 onwards)	17·3	13 400	69
"F" (Diesel Electric)	17·0	9 200	50
"L" (Electric)	16·6	18 000	99
"W" (Diesel Hydraulic)	16·3	9 200	49
"Y" (Diesel Electric)	16·3	13 300	65
"E" (Electric) (1102 to 1111)	14·0	11 800	56
"K" (Steam)	13·7	18 400	106

MAXIMUM GROSS MASS PER GOODS VEHICLE ALLOWED IN VICTORIA, SOUTH AUSTRALIA AND NEW SOUTH WALES

VICTORIA The gross weight of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 76 tonnes.** EBC Wagons are permitted a gross weight of 84 tonnes between Dynon and Albury on the Standard Gauge Line.

SOUTH AUSTRALIA The gross weight of any vehicle permitted to operate over the South Australian Railway System **must not exceed 76 tonnes** except for limitations on lines as indicated hereunder:—
76 tonnes—Metropolitan area, Adelaide to Peterborough, Adelaide to Port Pirie, Adelaide to Serviceton, Wolseley to Millicent, Mt. Gambier to Victorian Border, Tailem Bend to Karoonda, Mt. Barker Junction to Victor Harbour, Gawler to Angaston, Nuriootpa to Penrice and Port Pirie to Broken Hill (Standard Gauge). Vehicles loaded with standard 6096mm, and 12192mm containers will be subject to a maximum gross weight of 76 tonnes on the above lines.
63 tonnes.—Tailem Bend to Pinnaroo to Victorian Border, Karoonda to Glossop, Karoonda to Peebinga, Alawoona to Loxton, Naracoorte to Kingston.
52 tonnes—Glossop to Barmera, Karoonda to Waikerie.

NEW SOUTH WALES The gross weight of any vehicle permitted to operate over the New South Wales Railway System **must not exceed 74 tonnes,** except in respect to "BC" type wagons conveying containers between Albury and South Brisbane, the gross weight **must not exceed 78 tonnes,** and **74 tonnes** on all other lines. EBC wagons conveying refrigerated cargo are permitted to operate between Albury and South Brisbane with a gross weight of 84 tonnes.

OVERLOADED VEHICLES

When vehicles are found to be loaded in excess of the carrying capacity but not in excess of the maximum load which includes the permissible overload, the surplus need not be removed, provided the maximum gross weight is not in excess of the tonnage figures shown above.

VEHICLE LIMITATIONS

Without special authority from the Chief Traffic Manager or Assistant Chief Traffic Manager, trains (even when double headed) must not exceed the following lengths, viz:—

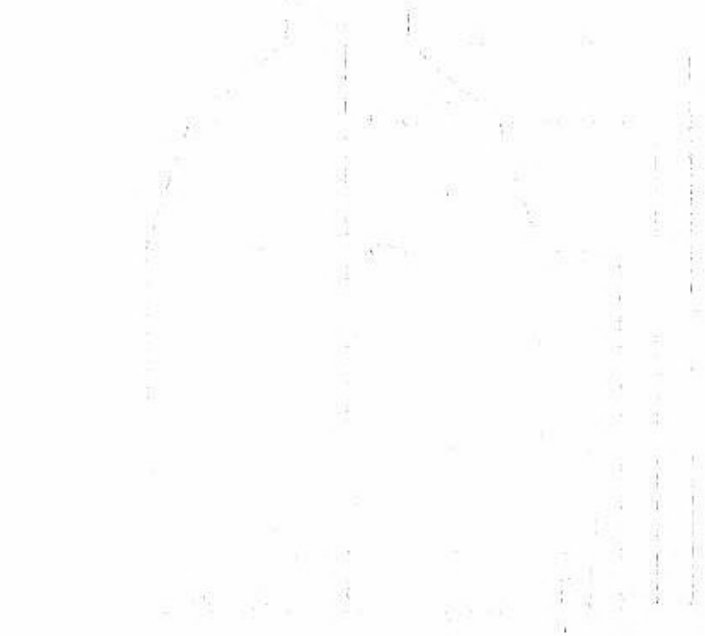
	Maximum length expressed in equivalent number of vehicles
(*a*) Goods trains (with or without carriage attached) (In the case of a train **composed wholly of bogie vehicles** the Maximum shall not exceed 50 such vehicles).	75
(*b*) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "HR", "KA", "UB", "UF" or "TP" van as one and each other bogie wagon, van, or carriage as two.

The loads which may be hauled behind auto coupled "PL" or "WK" carriages are shown on page 62 and must not be exceeded whether the carriages are loaded or empty.

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS

Special, Vice-regal, State, Inspection, Dining, Buffet, Sleeping, Club, "AJ", "BJ", "RBJ", "AZ", "BZ", "AS", "BS", "MRS" and "MBS" carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to goods trains, unless authorised by the Chief Traffic Manager.



MAXIMUM LOADING OUTLINE

The particulars of the Maximum Load Outline for Broad Gauge Lines (1 600 mm) within Victorian and South Australian Systems and for all traffic passing through Victoria to or from other Systems on Standard Gauge (1 435 mm) or via the Bogie Exchange, are shown hereunder:—

Above Rail Level	Width Centrally Located
mm	mm
„ 4270	900
„ 3710	2350
„ 2750	2975

Loading must not project more than 155 mm over the wagon at each end.

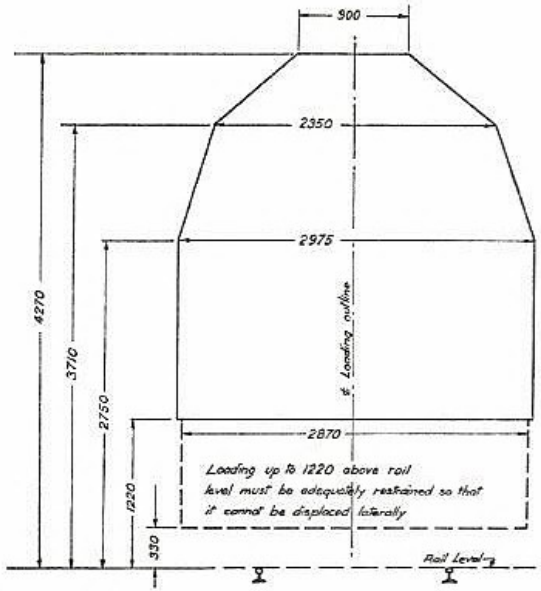
The width of 2 975 mm at 2 750 mm above rail level gradually tapers to 2 350 mm at 3 710 mm above rail level thence to 900 mm at the maximum height of 4270 mm above rail level as indicated in the diagram hereunder:

All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Loading Outline.'

The full lines indicate the limit of movable loading and the dotted lines the limits of movable loading placed and conveyed on special low load wagons.

Any load exceeding the limits of this 'Loading Outline' must be treated as 'Out of Gauge' loading and may only be conveyed under special conditions approved of by the Chief Traffic Manager, Auto. 1429.

This Loading Outline is based on Goods Rolling Stock built with maximum dimensions not exceeding 22 860 mm in length, 2 970 mm in width and 16 150 mm bogie centres.



NOTE: All dimensions in millimetres.

TRAIN TIME-TABLE REFERENCE SYMBOLS

Express, Passenger, Rail Motor and Mixed trains must stop at stations where so scheduled in the Time-tables. Where the times of arrival and departure of trains are not both stated, the times shown are of those of departure from stations.

Where the time for the train is shown without the addition of one of the undermentioned symbols or other special reference, a definite stop must be made.

Where the following standard symbols, viz., *, ‡, §, ¶, ††, and Z are utilized with or without, as the case may be, a time being shown, they indicate how the train shall be dealt with at the particular station or stations, i.e., whether non-stop, or to stop in certain circumstances.

The symbols referred to and their application to the time-tables are as follows :—

‡ Indicates that the trains shall only require to stop at the station concerned in the following circumstances :—

(1) When signalled from the station to stop, indicating that there are passengers to be entrained.

(2) And/or when the train is conveying passengers for the station. The Guard is responsible for informing the Driver that there are passengers to be detrained. If no Conductor on the train, the Guard must make the necessary inquiries among the passengers at the previous stopping station. If no Guard be employed on a rail motor, the Driver must make the necessary inquiries.

* Trains will not stop to pick up or set down passengers at stations where the train schedule is marked thus *, or where this symbol occurs without an accompanying time.

§ Indicates that the train shall only require to stop at the station concerned in the following circumstances :—

(1) When signalled from the station to stop, indicating that there are passengers, vangoods and/or mails to be entrained.

(2) And/or when the train is conveying passengers, vangoods or mails for the station. The Guard is responsible for informing the Driver that there are passengers, vangoods, or mails to be discharged. If no Conductor on train, the Guard must make the necessary inquiries among the passengers at the previous stopping station. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries.

¶ Indicates that the train will only stop if required to pick up passengers, vangoods and/or mails. Necessary signal to be exhibited when the trains are required to stop.

†† Trains to stop to set down, if required, but not to pick up passengers at stations where the train time-table is marked thus ††. Passengers desiring to alight must give notice to the Conductor at the previous stopping station, where Conductors must also inquire. On trains which have no Conductors, the Guard will be responsible for this duty. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries. The Guard is responsible for informing the Driver that there are passengers to be detrained.

Z. Indicates that the train will stop at the Rail Motor Stopping Place concerned, for passengers only in the following circumstances :—

(1) When signalled from the Stopping Place to stop, indicating that passengers are to be entrained.

(2) And/or when the train is conveying passengers for the Stopping Place. The Guard is responsible for informing the Driver that there are passengers to be detrained. If the train is a Rail Motor, and no Guard is employed, the Rail Motor Driver must make the necessary inquiries among the Passengers.

‡ Trains marked ‡ run only if required. Special advice will be issued by the Chief Traffic Manager, Chief Train Controller, District Senior Train Controller or Depot Stations when the running of such trains is necessary.

● Indicates that the train must when practicable be despatched from the station concerned at the earlier time shown.

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

† Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered on arrival.

NC No one in charge stations.

○ Stations worked under Rail Agent conditions, but at which the male employees in charge are authorized to collect freight charges.
The names of stations worked under "Rail Agent Conditions", are printed in *italics*.

LABELS FOR DANGEROUS GOODS ACCORDING TO CLASS

IMPORTANT

Amendments to this book will be issued in the form of W.T.T. circulars numbered consecutively. All alterations should be made neatly in ink as soon as possible after receipt of each amending notice, particulars of which should be recorded hereunder :—

Number of Circular	Date Alteration Commenced	Nature of Alteration

Number of W.T.T. or "A" Circular	Date Alteration Commenced	Nature of Alteration

Number of W.T.T. or "A" Circular	Date Alteration Commenced	Nature of Alteration