STATE TRANSPORT AUTHORITY
VICTORIA

WORKING TIME-TABLE ADDENDA

(GENERAL INSTRUCTIONS)

Western and South Western Regions
Northern Region.
North-Eastern Region.
Eastern Region.

ISSUED 14th July, 1986

(NOT TO BE ISSUED TO THE PUBLIC)

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STATE TRANSPORT AUTHORITY
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WORKING TIME-TABLE ADDENDA (GENERAL INSTRUCTIONS)
TABLE OF CONTENTS

1.0 **GREEN STAR PARCELS SERVICE**

1.1 Listed below are Stations authorised to despatch "Green Star" parcels.

METRAIL STATIONS

Altona	Coburg	Hurstbridge	Royal Park
Ascot Vale	Croydon	Ivanhoe	Sandringham
Bayswater	Dandenong	Jewell	South Melbourne
Belgrave	Darling	Lilydale	South Yarra
Bell	Elsternwick	Mitcham	Spencer Street
Bentleigh	Eltham	Moorabbin	Springvale
Blackburn	Essendon	Mordialloc	St. Albans
Boronia	Fairfield	Mount Waverley	St. Kilda
Box Hill	Fern Tree Gully	Newport	Sunshine
Brighton Beach	Footscray	Noble Park	Thomastown
Broadmeadows	Frankston	Northcote	Toorak
Brunswick	Glenroy	North Melbourne	Tooronga
Burwood	Glen Waverley	Oakleigh	Upfield
Camberwell	Greensborough	Pakenham	Victoria Park
Canterbury	Hawthorn	Port Melbourne	West Richmond
Caulfield	Heidelberg	Reservoir	Williamstown
Chelsea		Richmond	West Footscray
Cheltenham		Ringwood	
Clayton			

V/LINE STATIONS

Geelong	Gisborne	Lara	Sunbury

NOTE: All stations open for parcels traffic are authorised to receive Green Star parcels

1.2 **GENERAL CONDITIONS**

1.2.1 **Weight**

Maximum weight 8 Kg.

1.2.2 **Surcharge**

$2.50 for each package consigned.

1.2.3 **Despatch**

(a) 7 days a week

(b) Must be given priority despatch and forwarded by the first available train.

1.2.4 **From**

Selected stations as per list.

1.2.5 **To**

Country and interstate stations open for parcels traffic also Metropolitan stations.

1.2.6 **Consignments**

Each parcel must have a Green Star stamp affixed, and show the consignee's full address and telephone number.

Freight charges to be either prepaid or to pay, but the $2.50 surcharge must be prepaid by cash, voucher or account.

1.2.7 **When Waybilled**

The waybill must be endorsed "Green Star".

1.2.8 **Voucher or Credit Account**

The $2.50 surcharge must be shown on a separate line and endorsed "Green Star" and the name of the account holder shown.

1.2.9 **Consignment Notes**

(a) A separate consignment note must be lodged and endorsed "Green Star", but more than one consignment may be entered on the one consignment note.

(b) Time and date of receipt must be endorsed on the consignment note.

1.2.10 **Country Destinations**

Staff are to ensure there is sufficient time for the Green Star parcel to be forwarded and transferred to the country trains.

1.2.11 **Transfer Stations**

Parcels from one suburban station to another on a different line shall be transferred at the nearest junction station, with the following exception.

Green Star parcels from the Sandringham line for stations Glenhuntly to Frankston and Stony Point line are to be transferred at Richmond.

1.3 **PROCEDURES TO APPLY:**

1.3.1 **Despatching Station**

As soon as practicable after a parcel has been received for despatch as a Green Star and the necessary charges have been raised, the destination station and any transfer station are to be advised by telephone of the following details:—

1 Train and time of despatch.

2 Name of the consignee.

3 Destination station.

The above details are to be recorded in a book specially set aside for the purpose and the entries referenced to the train of despatch.

The full name and grade of the employee who accepted the telephone advice must also be recorded.

If there is no acknowledgement from the destination station, Green Star parcels are not to be forwarded until it is ascertained that the station is manned or alternative arrangements made after consultation with the sender.

1.3.2 **Transfer Station**

Upon receiving advice of a Green Star parcel from sending station, the following details are to be entered in the book set aside for the recording of Green Star traffic.

1 Date and time message received.

2 Despatching station.

3 Destination station.

4 Train of arrival.

5 Train of despatch.

6 Time the destination station was advised.

7 Full name and grade of person to whom any telephone message was given.

1.3.3 **Receiving Station**

When advice is received that a Green Star parcel has been forwarded from a despatching station, an entry is to be made in the delivery book.

The entries are to be recorded in the following order:-

1 Date and time of advice.

2 Despatching station.

3 Consignee.

4 Train of despatch.

5 When a junction or transfer station is involved, entries must also be recorded as to the train time or time of despatch from the transfer station.

It will be necessary for the employee who received any message to give his full name and grade to the sending or transfer station.

When advice is received that a Green Star parcel has been despatched, **it is the responsibility of the stationmaster to ensure that the Green Star parcel is picked up from the guard.**

If station staff are not in attendance to receive the Green Star parcel from the guard at the destination or transfer station the guard is to put the Green Star parcel out on the platform.

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

If a Green Star parcel has not arrived according to advice previously received all efforts must be made to locate it. If these efforts are unsuccessful the Claims Agent is to be advised.

2.0 GREASE PACKED BEARING

2.1 Any vehicle with a grease packed bearing due to Hot Axle Box, is restricted to a maximum speed of 30 km/h and must be dealt with in accordance with the instructions contained in the General Appendix pages 135, 136.

3.0 LOADS FOR EXPRESS AND PASSENGER TRAINS

3.1 SCHEDULE LOADS

Express and passenger train loads are computed on the basis of the mass rating of vehicles as shown on pages 17 to 28.

3.2 MAXIMUM LOADS

3.2.1 The maximum load of any passenger train, excepting "The Overland", consisting of all automatically coupled vehicles is 915 tonnes.

3.2.2 In respect to "The Overland" the maximum load consisting of all automatically coupled vehicles will be nineteen (19) vehicles including a "VMAP" or "AMPY" wagon or "D" Van. The total mass may be in excess of 915 tonnes.

3.3 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.

3.4 OVERLOADING OF PASSENGER TRAINS

The tonnage loads precribed herein for express and passenger trains are the maximum loads based on the locomotive running schedules.

3.5 EXPRESS TRAIN STOCK

Only Victorian carriages of the "N", "S" or "Z" class, Australian National Carriages of the "D" class and joint stock air-conditioned carriages are to be used on "The Overland".

3.6 POWER VAN LIMITATIONS — STANDARD GAUGE

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

3.6.1 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.

3.6.2 Southern Aurora:— 16 air-conditioned carriages

3.6.3 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 or other non head end means) 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.

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

4.1 Roomettes (SJ) (including Nos. 281 and 282), Twinettes (SJ) (including Nos. 283 and 284), Club, AJ, BJ, RBJ, ACN, BN, BRN, BS, BRS, ACZ and BZ carriages, Murray dining carriage, Avoca dining carriage, Moorabool carriage, VVCP, CO brakevans and PCO Power brakevans are not permitted to run between Flinders Street and Clifton Hill.

4.2 Roomettes (SJ) (including Nos. 281 and 282), Twinettes (SJ) (including Nos. 283 and 284), Club, AJ, BJ and RBJ carriages are not permitted to run on the undermentioned lines and/or tracks:—

Ballarat — No.5 and No.6 Tracks.
Carriage Shed Dock Track.
Essendon — No.3 Track.
Seymour — Back Track.
Geelong — No.4 Track.
Flinders Street — Through Crossover (No. 830 points) from Port Melbourne line at Flinders Street.

5.0 FREIGHT VEHICLES ON PASSENGER TRAINS

5.1 All V/Line and A.N. Bogie Stock which have the letter "P" as the terminating or second last letter (e.g. VMPY) of their classification and 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 Australian National vehicles of the "ARPY" 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 Superintendent Safeworking.

5.2 Freight vehicles except V/Line bogie stock with "P" as the third letter of their classification and Australian National Stock as indicated in paragraph 5.1 must not be attached to passenger trains unless specially authorised by the Superintendent Safeworking and in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

VVBP/ZLP brakevans are permitted to be part of passenger trains. See Time-table for maximum speed. ZB, VVDY/ZF, ZL, VVEY/ZMF and ZD brakevans are not permitted on passenger trains.

6.0 LOCOMOTIVE RUNNING SCHEDULES FOR PASSENGER TRAINS.

6.1 The following instructions are applicable to the loads and locomotive running schedules published in the working time-table. The locomotive running schedules for passenger trains are based on the tonnage loads authorised for the various schedules as shown in the various working time-tables.

7.0 FOGGY WEATHER

7.1 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 25 kilometres per hour. This is subject to the observance of Regulations 167, 168 and 170.

8.0 DAMAGE TO CARRIAGE WINDOWS AND FITTINGS

8.1 Recovery of costs in respect of damage is to be referred to the Chief Loss Assessor for attention. If the damage occurs accidently but without negligence the passenger is not liable.

9.0 WOODEN BODIED CARRIAGES — MAXIMUM SPEED

9.1 All trains conveying wooden bodied carriages, 80 km/h unless otherwise authorised. The 80 km/h restriction will not apply to the following:—

9.1.1 Wooden bodied air-conditioned carriages equipped with roller bearing bogies. (AE Nos. 51, 52. BE Nos. 4, 19, 31, 34, 50. BG No. 1, sleeping cars Nos. 1 to 4 and Taggerty).

9.1.2 Goulburn carriage and State Car No. 4.

9.1.3 Trains on which the only wooden bodied vehicle is a brakevan not conveying passengers.

9.1.4 Lower speeds will apply to certain carriages as shown in rolling stock lists.

10.0 VEHICLE LOCATION AND STATUS SYSTEM

10.1 The information shown on:-

(i) Guards Train Load Sheet (TR. 44) (ii) Passenger Train Running Statements (TR. 27) to which freight vehicles have been attached must be made available for input to the V.E.L.A.S. computer system as soon as practicable after the train is run. Both departure and arrival train load information is required.

Report centres are located at:-

West Tower, Tottenham Yard, North Geelong Yard, Ballarart, Ararat, Dimboola, Portland, Maryborough, Mildura, Bendigo, Echuca, Seymour, Benalla, Wodonga, Dandenong, Morwell Briquette Siding and Traralgon.

10.2 Train load information for trains which originate or terminate at locations other than report centres, are to be forwarded to the responsible report centre by the most expedient means possible. Envelopes must be clearly addressed and endorsed "important V.E.L.A.S. sheets". Sheets should not be accumulated for any period of time but forwarded to the V.E.L.A.S. centre each time there is a suitable means of clearance available, and this should be at least once per day.

10.3 The departure train load sheet is the copy of the train load sheet which is lodged at the location from which a train commences its journey.

10.4 The arrival train load sheet is the copy of the train load sheet which is lodged at the location where the train terminates. This sheet should be the original sheet and should clearly show all vehicles that were attached or detached at any intermediate location during the journey. Once the required information has been processed at the report centres, the train load sheets are to be disposed of as follows:-

10.5 Departure Copy will be returned to the departure station concerned.

10.6 Arrival Goods Train Load Sheets (TR. 44). The Report Centre will endorse and then forward them to the Manager, Freight Operations Co-ordination, Level 3, Transport House in the special addressed envelopes supplied.

10.7 Arrival Passenger Train Running Statements (TR. 27) As per instructions shown on page 6.

11.0 MARSHALLING INSTRUCTIONS FOR 'UP' GOODS TRAINS

11.1 'Up' goods trains other than those arriving from the viaducts must, unless otherwise ordered, be marshalled as follows, upon entering the Metropolitan area:—
Locomotive
Livestock (including empty livestock vans) (see note)
Tottenham loading listed below
All other loading including perishables
Brakevan
Note:- The following are classified as loop livestock, Austral, Brookwood, Smorgans, Prossor, South Brooklyn, Western Market Trust Siding and must be next to the locomotive in one (1) block separated from livestock for all other destinations.

11.2 **TOTTENHAM LOADING CONSISTS OF THE FOLLOWING:—**

Brooklyn and all sidings leading from Brooklyn Loop, including Newport, Spotswood, Williamstown Pier, Paisley, Carbon Black, B.P. Siding, Darlings Siding (Sunshine), West Footscray, Sunshine, Ardeer, Main line loading beyond Castlemaine, North Eastern loading beyond Seymour, loading for all stations Deer Park to Bacchus Marsh.

11.3 **SPECIAL NOTE REGARDING LIVESTOCK TRAFFIC**

(Arrivals from the Eastern Region and Eastern Suburban locations excepted)

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

11.4 Goods train arriving into Melbourne Yard from the Eastern Region and Eastern Suburban locations must be marshalled as under:-
Locomotive
Dandenong loading (as directed by the Line/Train Controller), including Springvale and Westall, Port Melbourne, Graham and Montague loading (for detaching at Flinders Street Yard).
All livestock (including empty livestock vans).
All other loading including perishables.
Brakevan

11.5 It should be noted that apart from the livestock and the block marshalling for Tottenham Yard and Suburban stations specified, the remainder of any 'Up' train need not be marshalled.

11.6 **OPERATING SPEED OF ORDINARY GOODS TRAINS**
In the Working Timetables, it is stipulated that:—

11.6.1 IT WILL BE THE DUTY OF THE DRIVER TO ENSURE THAT THE SPEED OF THE TRAIN IS CONSISTANT WITH MAINTAINING TIMETABLE AND LOCOMOTIVE RUNNING SCHEDULES.

11.6.2 In order to overcome any confusion which presently exists regarding the speed at which GOODS trains may operate, the following will apply:—

11.6.3 In order to operate at EXPRESS GOODS trains speeds, the consists of a goods train including locomotives and brakevan must wholly comprise vehicles which are identified by their classification and contents in the WORKING TIMETABLE, WORKING TIMETABLE ADDENDA and or Circulars as SUITABLE to run at EXPRESS GOODS train speed.

11.6.4 Under the conditions outlined above ordinary goods trains which comprise wholly of SUITABLE loaded or empty EXPRESS GOODS class vehicles would operate up to maximum speed laid down for EXPRESS GOODS over the sections concerned, but not faster than 80 km/h.

11.6.5 BEFORE COMMENCING ANY JOURNEY IT IS THE DUTY OF THE DRIVER AND GUARD OR SECOND PERSON TO CONFER REGARDING THE COMPOSITION OF THE TRAIN.

11.6.6 The Driver of an ordinary goods train having been advised by the Guard or Second Person in writing that the train consist is comprised wholly of SUITABLE vehicles, may *provided the speed chart has been further endorsed with the speed,* operate such train at EXPRESS GOODS Train speed. The Driver is to advise Train Control by Train to Base Radio that the train is operating at EXPRESS GOODS Train speed.

11.6.7 Drivers if relieved or when changing over must advise their relief or change over Driver whether the train consist is suitable or not for operation at EXPRESS GOODS Train speed.

11.6.8 SHOULD THE DRIVER NOT BE IN POSSESSION OF WRITTEN ADVICE, THE SPEED OF THE TRAIN MUST NOT EXCEED THAT LAID DOWN IN THE WORKING TIMETABLE FOR GOODS TRAINS.

11.6.9 If the composition of the train be changed enroute to include vehicles not SUITABLE for operation at EXPRESS GOODS Train speed, it will be the duty of the Guard or Second Person to so advise the Driver.

11.6.10 It will be the duty of the Guard or Second Person to inform the Driver in writing at the commencing point of the Train or whenever the train consists is changed enroute, of the maximum speed allowed due to the classes of vehicles included in the train and the Driver, Guard or Second Person, if relieved must pass this information on to their relief.

11.6.11 IT MUST BE CLEARLY UNDERSTOOD THAT THE ONLY EXPRESS GOODS TRAINS ALLOWED TO OPERATE AT SPEEDS IN EXCESS OF 80 KM/H ARE THOSE SPECIFICALLY INDICATED IN THE WORKING TIMETABLE OR SPECIAL CIRCULARS.

12.0 COMPILATION OF GUARDS RUNNING STATEMENTS AND GOODS TRAIN LOAD SHEETS

12.1 **STANDARD GAUGE TRAINS**

12.2 Guards running statements to be used for all standard gauge trains are New South Wales Railways guard or second persons journals X709 or X711 for passenger and X710L for goods trains.

12.3 Guard or second person 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. In case of trains running non-stop through a crossing loop, the time of passing must be recorded. Guard or second person must also enter particulars of the make-up of the train on the back of the journal except for up goods trains.

12.4 In the case of goods trains, three copies of Victorian goods load sheet (TR. 44) must be compiled.

12.5 Truck sheet 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.

12.6 **DOWN TRAINS**

12.7 Victorian guard or second person on arrival at Albury will dispose of the forms as under:

12.7.1 Leave one copy of the journal, and for goods trains one copy of the Victorian load sheet (TR. 44) in the brake-van for the New South Wales guard.

12.7.2 Hand one copy of the Victorian load sheet to the O.I.C. Albury.

12.7.3 Retain one copy of the journal and forward it to the timekeeper.

12.7.4 Place in the receptacle provided at Albury, original copies of the journal and load sheet and the Victorian guard's running statement.

12.8 **UP TRAINS:**

12.9 Victorian guard or second person 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, guard or second person must prepare Victorian load sheet, TR. 44 (in triplicate) taking into account any vehicle detached or attached at Albury. In repect of passenger trains, the make-up of the train must be shown on the back of the journal.

12.10 After arrival at the terminal, guard or second person 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 guard's running statement, the New South Wales guard's journal and truck sheet must be delivered to the Yard Foreman, South Dynon.

12.11 In respect of passenger trains the remaining copies of the journal must be placed in the receptable provided at the sign-off point.

12.12 **MELBOURNE-ADELAIDE-Express Goods Trains**

The following special instructions will apply to the preparation of Victorian Load Sheets (TR. 44) and the Australian National Guards, Journal (Form AN09) for all express goods trains between Dynon and Mile end:—

12.13 The Victorian guard or second person working a down express goods train, Dynon to Wolseley shall prepare Victorian Load Sheet TR. 44, original and **FOUR CLEAR** carbon copies.

12.14 The particulars of one vehicle only are to be entered on each line of the load sheet, a second form being used where necessary. One copy is to be forwarded to the Yard Foreman, Melbourne Yard, prior to the departure of the train. On arrival at Dimboola, one copy is to be handed out for the information of the V.E.L.A.S. operator. On arrival at Wolseley, the first carbon copy is to be handed over to the relief Australian National guard and the original and remaining copy is to be handed to the S.M. Wolseley, for interchange purposes. The copy handed out at Dimboola will be forwarded to Wolseley daily as soon as the information has been input to the V.E.L.A.S. System.

12.15 **ADELAIDE-MELBOURNE-Express Goods Trains**

12.16 The Victorian guard or second person taking over an express goods train from the Australian National guard at Wolseley, is to obtain from him the original of the South Australian journal (Form AN09) which will have been prepared by the Australian National guard.

12.17 The Australian National journal (Form AN09) is to be used by the Victorian guard or second person to prepare the Victorian load sheet. The details shown on form AN09 will suffice and it will not be necessary for the Victorian guard or second person to ascertain further particulars of the train load of the express goods from South Australia, except to indicate any vehicle detached or attached at Wolseley.

12.18 Particulars of the locomotive, driver, guard or second person is to be shown as usual.

12.19 Australian National guard's working express goods trains into Wolseley, will on arrival, hand **THREE CLEAR** carbon copies of the Australian National journal (Form AN09) to S.M. Wolseley for interchange purposes.

12.20 The original Australian National journal (Form AN09) as well as a carbon copy of the Victorian guard's train load sheet (TR. 44) is to be handed out at Dimboola for V.E.L.A.S. input.

12.21 **MELBOURNE-ADELAIDE-Other Goods Trains**

12.22 The Victorian guard or second person working a down goods train, other than an express goods into Wolseley, shall prepare Victorian load sheet (TR. 44), original and **FOUR CLEAR** carbon copies.

12.23 The particulars of one vehicle only are to be entered on each line of the load sheet, a second form being used where necessary. One copy is to be forwarded to the Yard Foreman, Melbourne Yard, prior to the departure of the train.

12.24 On arrival at Dimboola, one copy is to be handed out for the information of the V.E.L.A.S. operator. On arrival at Wolseley, the original, plus two copies, are to be handed to the S.M. Wolseley, for interchange and other purposes.

12.25 **ADELAIDE-MELBOURNE-Other Goods Trains**

12.26 Australian National guard's working goods trains into Wolseley other than express goods, will hand **THREE CLEAR** copies of guard's journal (Form AN09) to S.M. Wolseley for interchange purposes.

12.27 A carbon copy of the Victorian train load sheet (TR. 44), is to be handed out at Dimboola for V.E.L.A.S. input and after the required information has been obtained, it will be forwarded to Wolseley.

12.28 **COMPILATION OF GUARD'S RUNNING STATEMENT**

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

12.30 **The whole of the information specified on the statement is to be compiled by the guard or second person and must be accurate in every detail.**

12.30.1 Before commencing the journey, and at each station en route, wherever the train is required to work or an alteration of the load is made, the guard or second person 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, guard or second person, if relieved, must pass this information on to his relief.

12.30.2 **Guards or second persons 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.**

12.30.3 A note must be made of any variation of wind or other weather conditions which may affect the running of the train, indicating clearly the location at which such variations occurred.

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

12.31 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.

12.32 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.

12.33 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.

12.34 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.

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

12.36 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.

12.37 When trains, both regular or special, are run over sections which involve more than one train control region (for areas see General Appendix), separate running statements are to be compiled for each control region through which the trains run.

12.38 When guards or second persons 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 or second person 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 region, and the copy retained by the guard or second person 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 Regional Operations Manager, or to the 1st Floor, No. 2 Shed, Melbourne Freight Terminal, in the case of trains operating within the central train control area, which shall also be the procedure in regard to the original statement.

12.39 **COMPILATION OF GOODS TRAIN LOAD SHEET (TR 44)**

12.40 The whole of the information specified on the form is to be compiled by the guard or second person and must be accurate in every detail. The sheet must be compiled at least in triplicate by means of carbon paper but guards or second persons 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 Officer-in-Charge at the designated V.E.L.A.S. (Wagon Control) Reporting Centre. After processing at the Report Centre, original train load sheets are to be forwarded to the Manager Freight Operation Co-ordination, Level 3, Transport House.

12.41 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.

12.42 A separate line **must** be used for each vehicle. Entry of two (2) vehicles on one line is not permitted.

12.43 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 17—28 herein. Iced vans not containing goods are to be indicated as "Ety Iced".

12.44 The status of all vehicles, whether the availability of the vehicle is restricted due to repairs, or is otherwise free of restrictions, is to be entered in the 'Vehicle Status' column.

The Status code is:
OK Available for use-no restriction (no repair card attached).
RC Red Card repairs.
GC Green Card repairs.
PC Pink Card repairs.
BC Blue Card repairs.
RX Red Card with black cross.

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

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

12.47 Abbreviations are acceptable in the "description of loading" column provided that they are clear and readily understood.

12.48 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 respective offices viz: Guards goods train load sheets (TR 44) is Manager Freight Operations Co-ordination, Level 3, Transport House after processing at the V.E.L.A.S. Report Centres.

12.49 Guards Train Running Statements (TR 31 or TR 27) as follows:

12.50 For all trains on the Eastern and South Eastern lines, Metropolitan lines, and between Melbourne and Geelong, Ballarat, Bendigo or Seymour to 1st Floor, No. 2 Shed, Melbourne Freight Terminal.

12.51 Running statements for all trains beyond Geelong, Ballarat, Bendigo and Seymour are to be forwarded to the Regional Operations Managers Geelong, Ballarat, Bendigo and Wodonga.

13.0 **GOODS TRAINS CONVEYING L.P. GAS VEHICLES**

13.1 **Indication of L.P. Gas Vehicles on Goods Train Load Sheets**

13.2 In order to draw the attention of drivers, guards and second persons 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:—

13.3 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 or second person 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 of vehicles for conveying L.P. Gas must be then endorsed on each red label.

13.4 When the guard or second person 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 8 herein, inform the driver of 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.

13.5 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 driver 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 or second person 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.

13.6 In the event of there being no red adhesive labels in the back of the log book, the driver should obtain one from the guard or second person for the current entry.

13.7 When locomotives are changed en route, or a relief locomotive is attached to the train, the guard or second person must, after complying with the directions contained on page 8 herein, repeat the instructions contained herein to the driver, who will then carry out the requirements relative to the labelling of the log book.

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

13.9 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 Operations Depots are to be obtained from the Operations Stores Officer, No. 3 Platform, Flinders Street, Auto 1192.

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

14.0 **GOODS TRAIN LOAD ADVICES**

14.1 All train lengths are to be calculated and transmitted on the basis that all vehicles exceeding 16 800 mm are equivalent to three (3) vehicle lengths for **crossing purposes.**

14.2 Thus a train comprising 30 vehicles including 10 bogie vehicles, eight (8) of which are over 16 800 mm in length would be transmitted:

30 = 40 = 48 vehicles for say 700 tonnes.

14.3 All bogie brakevans are to be counted as equivalent to two (2) vehicles on all trains.

15.0 COMPUTATION OF TRAIN LOAD (GOODS)

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

15.2 Standard mass will apply to commodities loaded as shown hereunder—

	To count as—	
Water tank wagons (9 000 litres capacity)	9 tonnes	
"M" Van of horses or cattle	6 ,,	
"VSBY", Van of horses or cattle	11 ,,	
"L" Van of sheep or calves (two tiers)	5 ,,	
"L" Van of sheep or calves (one tier)	2 ,,	Tare to be added in each case as directed
"M" Van loaded with sheep or calves	2 ,,	
"L" Vans of Pigs (two tiers)	7 ,,	
"M" Van, or one tier of "L" Van loaded pigs	3 ,,	
"VSAY" Van of sheep or calves (two tiers)	9 ,,	
"VSAY" Van of sheep or calves (one tier)	5 ,,	
"VSAY" Van of pigs (two tiers)	13 ,,	
"VSAY" Van of pigs (one tier)	7 ,,	

Vehicles partly loaded with livestock:—

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

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

	'VHGX' Nos. 1-20	'VHGY' Nos. 21-100	'VHGY' Nos. 101-430	'VHHY' Nos. 801-915	'GH'	'GY'	'RY'
Wheat	57	57	55	53	22	22*	20
Barley	50	50	48	48	19	19	17
Oats	40	40	38	38	16	16	14

15.4 Correct Computations—If there be any doubt as to the correct computation of the mass of a train that has stalled, the driver, guard or second person should together check the figures at a convenient station.

15.5 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, 2743 mm x 254 mm x 127 mm	10 to the tonne
Sleepers, 2590 mm x 254 mm x 127 mm	11 ,, ,, ,,
Fence rails, 2743 mm x 175 mm x 63.5 mm	51 ,, ,, ,,
Fence posts, 1981 mm x 203 mm x 88.9 mm	28 ,, ,, ,,
Bricks (machine pressed)	281 ,, ,, ,,

The guard or second person must ascertain from the roadmaster or ganger in change of the work the quantity of material in each vehicle, so that correct particulars may be shown.

15.6 **MASS TO BE ALLOWED FOR GOODS VEHICLES**

On goods 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.

16.0 **FOUR LETTER CLASSIFICATION OF FREIGHT VEHICLES**

CLASSIFICATION CODE

16.1 **First letter:** **Owning system**
A—Australian National (AN)
N—New South Wales (SRA)
V—Victoria (V/Line)
W—Western Australia (Westrail)

16.2 **Second letter:** **Type of Vehicle**
Examples
B—Box Type
C—Live-Stock (Cattle)
F—Flat (non container)
H—Hopper (Bottom Discharge)
L—Louvre
M—Motor car vehicle
O—Open
P—Hopper (Pneumatic Discharge)
Q—Flat (container)
R—Insulated Van
S—Live-Stock (Sheep)
T—Tank
V—Brakevan
W—Well
Z—Miscellaneous service stock

16.3 **Third letter:** **Use of this letter has been left to the discretion of the owning system.**

16.4 In Victoria the letter will denote the difference of wagons within a particular group. In general, will be alphabetical to show that there is a difference between particular vehicles in a class.
Example: Open wagons where the second letter is O the third letter will be:
A—Ex E type wagons
B—Ex ELX type wagons without ridge gear
C—Ex ELX type wagons with ridge gear
D—Ex ESX wagons.

16.5 Exceptions to this rule will be in the case of special purpose vehicles where the letter will indicate the product carried.
Example: Hopper wagons
B—Briquettes
C—Cement
F—Fertiliser
G—Grain
Q—Quarry products
S—Sand

16.6 **Fourth letter:** **Denotes type of bogie (New South Wales excepted)**
A—non exchange bogie, slow speed
W—low level exchange bogie
X—standard exchange bogie
Y—non exchange bogie
New South Wales only.
A—non exchange bogie, plain bearing
F—non exchange bogie, roller bearing
W—low level exchange bogie
X—standard exchange bogie
Y—non exchange bogie (high speed)
Australian National and Victoria only
P—non exchange bogie, suitable for operation on passenger trains
AN only
L—limited exchange bogie (AN system exchange only)
Not permitted to work onto the NSW System except by special arrangement
E—heavy axle load bogies fitted

17.0 **LOCOMOTIVES — PARTICULARS OF**

17.1 **THE DETAILS OF DIESEL-ELECTRIC, ELECTRIC AND DIESEL-HYDRAULIC LOCOMOTIVES OWNED AND OPERATED BY THE STATE TRANSPORT AUTHORITY, VICTORIA ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class of Loco.	No. in Class on Register	Road Numbers	Builder	Wheel Arrangement	kW for traction	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity (litres)	Ability to Multi Unit	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
A (Diesel-Electric)	11	60, 62, 66, 70, 71, 73, 77 to 79, 81, 85	Clyde (Rosewater) (S.A.)	Co-Co	1680	18500	122	20.3	4540	Yes	Yes	115	Rebuilt from B Class 1983-1985
B (Diesel-Electric)	15	61, 63 to 65, 67 to 69, 72, 74 to 76, 80, 82 to 84	Clyde (Granville) (N.S.W.)	Co-Co	1120	18500	123	20.5	4550	Yes	Yes	115	
C (Diesel-Electric)	10	501 to 510	Clyde (Rosewater) (S.A.)	Co-Co	2240	20600	134	22.3	10130	Yes	Yes	115	Maximum speed 50 km/h when running long end leading
E (Electric)	2	1106, 1109	Newport Workshops (VIC.)	Bo-Bo	460	11800	56	14.0	—	Within own Class	No	65	
F (Diesel-Electric)	5	202, 208, 211, 212, 216	English Electric (U.K.)	0-6-0	260	9200	50	17.0	2660	No	No	30	Restricted to Pilot Duties
G (Diesel-Electric	15	511 to 525	Clyde (Rosewater) (S.A.)	Co-Co	2240	19800	127	21.2	10230	Yes	No	115	Fitted with Super-Series Traction Equipment
H (Diesel-Electric)	5	1 to 5	Clyde (Granville) (N.S.W.)	Bo-Bo	710	13400	81	20.3	3500	Yes	No	100	Fitted with low speed control for Hump Duties
L (Electric)	23	1150 to 1162, 1165 to 1174	English Electric (U.K.)	Co-Co	1790	18000	99	16.5	—	Within own class	No	115	
N (Diesel-Electric)	25	451 to 475	Clyde (Somerton) (VIC.)	Co-Co	1680	20000	123	20.5	6800	Yes	Yes	115	
P (Diesel-Electric)	13	11 to 23	Clyde (Somerton) (VIC.)	Bo-Bo	710	14600	76	19.0	3500	Yes	No	100	Rebuilt from 1st series T Class 1983-1985
S (Diesel-Electric)	16	300 to 313 315, 317	Clyde (Granville) (N.S.W.)	Co-Co	1340	18600	122	20.3	6820	Yes	Yes	115	Maximum speed 50 km/h when running Hostler's End leading
T (Diesel-Electric) (1st series)	15	320 to 325 333 to 335 341 to 343 345, 346, 413	Clyde (Granville) (N.S.W.)	Bo-Bo	650	14600	69	17.3	3400	Yes	No	100	
T (Diesel-Electric) (2nd series)	20	347 to 366	Clyde (Granville) (N.S.W.)	Bo-Bo	650 or 710	13400	69	17.3	3400	Yes	No	100	
T (Diesel-Electric) (3rd series)	32 + 14	367 to 398 399 to 412	Clyde (Granville) Clyde (Granville) (N.S.W.)	Bo-Bo Bo-Bo	650 or 710	13400 13400	69 69	17.3 17.3	3400 3500	Yes Yes	No No	100 100	

17.0 **MOTIVES — PARTICULARS OF**—*continued*

17.1 **THE DETAILS OF DIESEL-ELECTRIC, ELECTRIC AND DIESEL-HYDRAULIC LOCOMOTIVES OWNED AND OPERATED BY THE STATE TRANSPORT AUTHORITY, VICTORIA ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class of Loco.	No. in Class on Register	Road Numbers	Builder	Wheel Arrangement	kW for traction	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity (litres)	Ability to Multi Unit	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
W (Diesel-Hydraulic)	10	241, 244, 247, 249, 250, 255, 259, 260, 262, 263	Tulloch (Rhodes) (N.S.W.)	0-6-0	485	9200	49	16.3	3270	No	No	35	Restricted to Pilot Duties
X (Diesel-Electric) (1st series)	6	31 to 36	Clyde (Granville) (N.S.W.)	Co-Co	1340 or 1490	18400	114	19.0	6820	Yes	Yes	115	
X (Diesel-Electric) (2nd series)	8	37 to 44	Clyde (Granville) (N.S.W.)	Co-Co	1490 or 1340	18400	118	19.7	6820	Yes	Yes	115	
X (Diesel-Electric) (3rd series)	10	45 to 54	Clyde (Rosewater) (S.A.)	Co-Co	1490	18400	118	19.7	6820	Yes	Yes	115	Maximum speed 50 km/h when running long end leading
Y (Diesel-Electric)	25 + 50	101 to 125 126 to 175	Clyde (Granville) (N.S.W.) Clyde (Granville) (N.S.W.)	Bo-Bo Bo-Bo	450 450	13300 13300	68 67	17.0 16.8	4550 4550	Yes Yes	No No	65 65	

17.2 **THE DETAILS OF WESTRAIL DIESEL-ELECTRIC LOCOMOTIVE ON HIRE TO THE STATE TRANSPORT AUTHORITY, VICTORIA ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class of Loco.	No. in Class on Register	Road Numbers	Builder	Wheel Arrangement	kW for traction	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity (litres)	Ability to Multi Unit	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
WL (Diesel-Electric)	1	257	Clyde (Granville) (N.S.W.)	Co-Co	2160	20200	137	22.8	13100	Yes	No	115	Melb-Albury Standard Gauge Working

17.3 **THE DETAILS OF AUSTRALIAN NATIONAL DIESEL ELECTRIC LOCOMOTIVES OPERATED WITHIN VICTORIA ON INTERSYSTEM TRAINS ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class of Loco.	No. in Class on Register	Road Numbers	Builder	Wheel Arrangement	kW for traction	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity (litres)	Ability to Multi Unit	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
BL (Diesel-Electric)	4	26, 31, 32 35	Clyde (Rosewater) (S.A.)	Co-Co	2240	20700	128	21.3	10230	Yes	No	115	
930 (Diesel-Electric)	5 + 4	930 to 932, 934, 935 937, 938, 940, 947	Goodwin-Alco (St. Mary's/Auburn) (N.S.W.)	Co-Co Co-Co	1190 1190	17900 17900	103 106	17.2 17.7	5400 5400	Yes Yes	Unable to be used in Victoria	115 115	930 to 932, 934, 935 Single ended operation only

17.4 **THE DETAILS OF STATE RAIL AUTHORITY OF NEW SOUTH WALES DIESEL ELECTRIC LOCOMOTIVES OPERATED WITHIN VICTORIA ON INTERSYSTEM TRAINS ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class of Loco.	No. in Class on Register	Road Numbers	Builder	Wheel Arrangement	kW for traction	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity (litres)	Ability to Multi Unit	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
422 (Diesel-Electric)	20	42201 to 42220	Clyde (Granville) (N.S.W.)	Co-Co	1490	18400	110	18.3	5400	Yes	Yes (Not in use)	115	42220 fitted with Super Series Traction Equipment
442 (Diesel-Electric)	40	44201 to 44240	Goodwin-Alco/ Comeng (Auburn) (N.S.W.)	Co-Co	1490	18700	113	18.8	5400	Yes	Yes (Not in use)	115	
81 (Diesel-Electric)	80	8101 to 8180	Clyde (Bathurst) (N.S.W.)	Co-Co	2240	19700	129	22.5	6600	Yes	No	115	
XP (Diesel-Electric XPT Power Car)	14	2001 to 2014	Comeng (Granville) (N.S.W.)	Bo-Bo	1290	17300	76	19.0	4500	Within own class only	No	130	

17.5 **THE DETAILS OF STEAM LOCOMOTIVES IN SERVICE OR UNDER RESTORATION, CAPABLE OF OPERATION ON STATE TRANSPORT AUTHORITY VICTORIA TRACKS, SUBJECT TO APPROPRIATE CERTIFICATION OF BOILER AND ROADWORTHINESS ARE AS FOLLOWS:—**

1	2	3	4	5	6	7	8	9	10	11	12	13
Class of Loco.	No. in service or under restoration	Road Numbers	Builder	Wheel Arrangement	Tractive effort at 85% boiler pressure	Length to nearest 100m	Mass (tonnes)	Axle Load (tonnes)	Fuel Capacity	Auto. Staff Exchanger	Max. Permitted Speed (km/h)	Remarks
D3	1	639	Newport Workshops (VIC.)	4-6-0	22600lb (101kN)	18400	102	14.0	5.1 tonnes coal 19110 l. water	Yes	95	
J (Coal burner)	Under Restoration (1)	515	Vulcan Foundry (Manchester) (U.K.)	2-8-0	28650lb (127kN)	18400	115	14.8	7.1 tonnes coal 19110 l. water	Yes	80	
J (Oil burner)	Under Restoration (2)	541,549	Vulcan Foundry (Manchester) (U.K.)	2-8-0	28650lb (127kN)	18400	115	14.8	6825 lit. Fuel Oil 18655 l. water	Yes	80	541, 549 privately owned not permitted to operate pending authorisation
K	2 Under Restoration (2)	153, 190 183, 184	Newport Workshops (VIC.)	2-8-0	28650lb (127kN)	18400	106	13.7	5.1 tonnes coal 19110 l. water	Yes	80	
R	3 Await Instruc. (2)	707, 761 766 700, 753	Nth British (Glasgow) (Scotland)	4-6-4	32080lb (143kN)	23500	191	21.1	6.1 tonnes coal 40950 l. water	Yes	100	753, 766 privately owned by Steam Age 700, 761 - Allocated to Steamrail 707 - Allocated to 707 Operations Inc.

17.6 All speeds as indicated herein are subject to the maximum line speed in force for each class of locomotive and the type of vehicle conveyed on such train.

18.0 RAIL MOTORS — PARTICULARS OF

18.1 THE DETAILS OF RAIL MOTORS, RAIL CARS, AND TRAILERS IN USE ON THIS SYSTEM ARE AS FOLLOWS

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. in Class	Rail Motor Numbers	Description of Vehicle	Air-conditioned	Seating Capacity Economy	Mass Rating (Tonnes)	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Brakevan Capacity	Max. Permitted Speed (Km/h)	kW for traction	Remarks
Diesel Electric Rail Motor	6	58 to 60, 62 to 64	Self-propelled passenger vehicle with Brakevan and lavatory	No	54	47	18 300	Auto (Maximum allowable load on coupling — 85 tonnes	E	1.5 tonnes	100	160	
Diesel Electric Rail Motor	2	55, 61	Self-propelled passenger vehicle with Brakevan and lavatory	No	63	51	18 850	Auto (Maximum allowable load on coupling — 85 tonnes	F	0.5 tonnes	100	160	
Diesel Electric Rail Motor	1	56	Self-propelled passenger vehicle with Brakevan and lavatory	No	36	47	18 300	Auto (Maximum allowable load on coupling — 85 tonnes	F	1.5 tonnes	100	160	
Diesel Rail Car	4	40 to 43	Self-propelled passenger vehicle with Brakevan and lavatory	Yes	56	60.5	24 100	Auto	F	1.5 tonnes	115	460	Diesel Hydraulic
MT	2	33, 34	Passenger vehicle with lavatory (7 Compartments)	No	60	35	20 500	Auto	E	. .	115	. .	Rail Car Trailer
MTH	4	101 to 104	Saloon type with lavatory	Yes	63	43	19 200	Auto	F	. .	115	. .	Rail Car Trailer

18.2 Although passenger trains are permitted to run over certain lines at 115 km/h, the maximum speed of any passenger train hauling a Diesel Electric Rail Motor must not exceed 95 km/h. However, 600 H.P. Diesel Rail Cars may be hauled at 115 km/h providing the bogie air springs are inflated.

19.0 SPEEDS OF "ON TRACK" MACHINES

19.1 THE FOLLOWING SPEEDS ARE TO BE USED IN THE PREPARATION OF TIME-TABLES FOR ON TRACK MACHINES.

		Maximum Speed km/h	Time-table Speed km/h
BALLAST REGULATORS Nos. 1 to 12		50	40
BALLAST REGULATORS Nos. 13 to 18		70	55
ELECTROMATIC TAMPERS MK.11 Nos. 8, 11, 27		50	40
ELECTROMATIC TAMPERS E.J. 6 Nos. 2, 10		40	32
JUNIOR ELECTROMATIC AND SWITCH TAMPERS Nos. 3, 4, 5, 7, 9, 15, 16, 17		30	24
PLASSER TAMPERS 07-16B Nos. 1, 12, 13, 18		70	60
PLASSER TAMPERS 08-16B Nos. 21, 22, 23		80	70
PLASSER SWITCH TAMPERS 79-800W Nos. 6, 14, 19, 20		80	70
CRIB AND SHOULDER COMPACTORS Nos. 2, 4		40	32
CRIB AND SHOULDER COMPACTORS Nos. 1, 3, 5 to 9		70	50
*BALLAST CLEANER R.M. 74 U.V.R. No. 1		80	70
*TRACK RECORDER E.M. 100	Travelling	100	80
No. 1	Recording	80	75
TRACK RECORDER P.V. 6	Travelling	60	40
	Recording	30	25
*S.R.A. (N.S.W.) TRACK RECORDER R.V.X. 4	Travelling	115	90
(1435 mm gauge)	Recording	100	80
*MOBILE FLASH BUTT WELDER No. 1		70	35

*—These machines are not insulated and will operate track circuits.
All other machines are not to be relied upon to operate track circuits.

Run No.	Consist	Passenger Capacity		
		1st	Econ	Total
1	ACN-BRN-BN	52	154	206
2	ACN-BRN-BN	52	154	206
3	ACN-BRN-BN	52	154	206
4	ACN-BRN-BN	52	154	206
5	ACN-BRN-BN	52	154	206
6	ACN-BRN-BN	52	154	206
7	ACN-BRN-BN	52	154	206
8	ACN-BRN-BN	52	154	206
9	ACN-BRN-BN	52	154	206
10	ACN-BRN-BN	52	154	206
11	ACN-BRN-BN	52	154	206
12	ACN-BRN-BN	52	154	206
13	ACN-BRN-BN	52	154	206
14	ACN-BRN-BN	52	154	206
15	ACN-BRN-BN	52	154	206
16	ACN-BRN-BN	52	154	206
17	CD-AE*-BKL-BK-BK	48	172	220
18	ACZ-BE*-BE*-BE*	52	216	268
21	ACZ-BRS-BS-BS-BS	52	240	292
22	ACZ-BRS-BS-BS-BS	52	240	292
23	ACZ-BRS-BS-BS	52	176	228
24	ACZ-BRS-BS-BS	52	176	228
25	ACZ-BRS-BS-BS	52	176	228
26	ACZ-BRS-BZ-BZ	52	184	236
27	ACZ-BRS-BZ-BZ	52	184	236
28	ACZ-BRS-BZ-BZ	52	184	236
30	DERM-MT	0	114	114
31	DERM-MT	0	114	114
32	DERM	0	54	54
37	DRC-MTH	0	119	119
38	DRC-MTH	0	119	119
39	DRC-MTH	0	119	119
40	BCH-BH-BTH-(Small H set)	0	180	180
41	BCH-BH-BTH-(Small H set)	0	180	180
42	BCH-BH-BTH-(Small H set)	0	180	180
43	BCH-BH-BTH-(Small H set)	0	180	180
44	BCH-BH-BTH-(Small H set)	0	180	180
45	BCH-BH-BTH-(Small H set)	0	180	180
46	BCH-BH-BTH-(Small H set)	0	180	180
47	BCH-BH-BTH-(Small H set)	0	180	180
48	BCH-BH-BTH-(Small H set)	0	180	180
50	BCH-BH-BTH-(Large H set)	0	249	249
51	BCH-BH-BTH-(Large H set)	0	249	249
Spare Sets				
SP1	ACZ-BRS-BZ-BS	52	180	232
SP2	ACN-BRN-BN	52	154	206
SP3	ACN-BRN-BN	52	154	206
SP4	ACN-BRN-BN	52	154	206
SP5	BCH-BH-BTH-(Small H set)	0	180	180
SP6	BCH-BH-BTH-(Small H set)	0	180	180

20.1 ROLLING STOCK — PARTICULARS OF VICTORIAN PASSENGER CARRIAGE STOCK

1	2	3	4	5	6		7		8	9	10	11	12	13
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flouresscent (F) Electric (E)	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy						
ACN	19	3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57	Saloon type with Guards Compartment (S)	Yes	52	. .	. .	. .	45	22 800	Auto	F	See page 4	
ACZ	10	251 to 258, 260, 262	Saloon type with Guards Compartment (S)	Yes	52	. .	. .	. .	51	22 800	Auto	F	See page 4	260, 262 Fitted with Diesel Alternators
AE	2	51, 52	Compartment type (W)	Yes	48	. .	8	. .	56	22 500	Auto	E		
AK	1	1	Compartment type (S)	No	42	. .	7	. .	42	22 000	Auto	E		On loan from A.N.R.
BCH (Short)	11	121 to 131	Saloon type with Guards Compartment (S)	Yes	. .	54	. .	. .	41	19 300	Auto/ Drawbar	F	Max. Speed 100km/h	
BCH (Long)	2	132, 133	Saloon type with Guards Compartment (S)	Yes	. .	75	. .	. .	46	23 500	Auto/ Drawbar	F	Max. Speed 100km/h	No. 133 fitted with Socimi Bogies
BE	5	4, 19, 31, 34, 50	Compartment type (W)	Yes	. .	72	. .	9	56	22 500	Auto	E		
BG	1	1	Saloon and Compartment type (W)	Yes	. .	62	. .	3	51	22 500	Auto	E		

20.1 *(Continued)* **ROLLING STOCK — PARTICULARS OF VICTORIAN PASSENGER CARRIAGE STOCK**

1	2	3	4	5	6		7		8	9	10	11	12	13
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy						
BH (Short)	11	141 to 151	Saloon type (S)	Yes	. .	63	. .	. .	38	19 200	Drawbar	F	Max. Speed 100km/h	
BH (Long)	2	152, 153	Saloon type (S)	Yes	. .	87	. .	. .	44	23 400	Drawbar	F	Max. Speed 100km/h	No. 153 fitted with Socimi Bogies
BK	2	1, 2	Saloon type (S)	No	. .	56	. .	. .	40	19 000	Auto	E		On loan from A.N.R.
BKL	1	3	Compartment type (S)	No	. .	64	. .	8	42	22 000	Auto	E		On loan from A.N.R.
BN	19	1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 22, 23, 25, 26, 28, 55	Saloon type (S)	Yes	. .	88	. .	. .	45	22 800	Auto	F	See page 4	
BRN	19	20, 29, 31, 32, 34, 35, 37, 38, 40, 41, 43, 44, 46, 47, 49, 50, 52, 53, 56	Saloon type with Buffet (S)	Yes	. .	66	. .	. .	48	22 800	Auto	F	See page 4	
BRS	10	221 to 230	Compartment type with Buffet (S)	Yes	. .	48	. .	6	51	22 800	Auto	F	See page 4	
BS	13	201 to 213	Compartment type (S)	Yes	. .	64	. .	8	51	22 800	Auto	F	See page 4	BS No's 202, 206, 210 49 tonnes
BTH (Short)	11	161 to 171	Saloon type (S)	Yes	. .	63	. .	. .	38	19 300	Auto/ Drawbar	F	Max. Speed 100km/h	

20.1 *(Continued)* **ROLLING STOCK — PARTICULARS OF VICTORIAN PASSENGER CARRIAGE STOCK**

1	2	3	4	5	6		7		8	9	10	11	12	13
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flouresscent (F) Electric (E)	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy						
BTH (Long)	2	172, 173	Saloon type (S)	Yes	. .	87	. .	. .	44	23 500	Auto/ Drawbar	F	Max. Speed 100km/h	No. 173 fitted with Socimi Bogies
BZ	7	264 to 270	Saloon type (S)	Yes	. .	68	. .	. .	51	22 800	Auto	F	See page 4	
SZ	1	287	Twinette Sleeper (S)	Yes	20 berths	. .	10	. .	61	23 800	Auto	F		
Sleeping	4	1 to 4	2 berth cabins (W)	Yes	20 berths	. .	10	. .	56	22 500	Auto	E		
Sleeping	6	5 to 10	2 berth cabins (W)	No	20 berths	. .	10	. .	46	22 500	Auto	E	Max. Speed 80km/h	Utilised on Train of Knowledge
Sleeping (SJ)	2	281, 282	Roomettes (S)	Yes	20 berths	. .	20	. .	53	23 900	Auto	F	See page 4	
Sleeping (SJ)	2	283, 284	Twinettes (S)	Yes	20 berths	. .	10	. .	53	23 900	Auto	F	See page 4	
Sleeping (SS)	2	285, 286	Twinettes (S)	Yes	16 berths	. .	8	. .	57	23 800	Auto	F		
Buffet	1	. .	"Taggerty" Compartments and Buffet (W)	Yes	18 sitting	. .	3	. .	61	22 500	Auto	F		
Dining (RS)	1	235	"Avoca" (S)	Yes	48 seats	. .	. .	. .	76	23 100	Auto	E	See page 4	Utilised on Train of Knowledge
Dining (RS)	1	236	"Murray" (S)	Yes	48 seats	. .	. .	. .	61	22 800	Auto	E	See page 4	
Special (RS)	1	234	"Moorabool" Lecture/ Dance Car	Yes	. .	8	. .	1	61	22 800	Auto	F	See page 4	

20.1 *(Continued)* **ROLLING STOCK — PARTICULARS OF VICTORIAN PASSENGER CARRIAGE STOCK**

1	2	3	4	5	6		7		8	9	10	11	12	13
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flouresscent (F) Electric (E)	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy						
Special	1	. .	"Carey" 8 Showers and Sanitary Accommodation (W)	No	. .	. .	. .	. .	30	14 700	Auto	E	Max. Speed 80km/h	Utilised on Train of Knowledge
Special	1	. .	"Goulburn" 3 Showers and Sleeping berths (W)	No	12 berths	. .	. .	. .	51	22 500	Auto	E		
Special	1	. .	"Medical and Vision Test" with Guards Compartment (W)	No	. .	. .	. .	. .	46	22 500	Auto	E	Max. Speed 80km/h	
Special	1	. .	"Melville" Power Generator Car(W)	No	. .	. .	. .	. .	41	17 800	Auto	E	Max. Speed 80km/h	Utilised on Train of Knowledge
Special (OS)	1	237	"Norman" Observation Car with Guards Compartment (S)	Yes	24	. .	. .	. .	55	22 800	Auto	E		
Special	1	4	"State" (W)	No	26	. .	. .	. .	51	22 700	Auto	E		
Special	1	5	"State" (S)	Yes	16	. .	. .	. .	61	22 900	Auto	F		

20.2 ROLLING STOCK — PARTICULARS OF — Victorian Passenger Train Brakevans & Sundry Stock.

1	2	3	4	5	6	7	8	9	10	11
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All Steel (S) Wooden body (W)	Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Capacity	Restrictions	Remarks
CD	3	2, 3, 7	Brakevan (S)	65	22 000	Auto	E	25 tonnes		On loan from A.N.R.
D	46	301 to 331, 333 to 335, 337, 339 to 349	Parcels Van (S)	36	12 800	Auto	. .	24.5 tonnes		
DH	4	401 to 404	Parcels Van (S)	36	12 800	Auto	. .	24.5 tonnes		For use on H Car sets
PH	3	451 to 453	Power Van (S)	43	12 800	Auto	. .			For use with Head End Car sets
VMAP	6	5 to 10	Motor Car Wagon (S)	30	17 900	Auto	. .	6 Motor Cars		
VMBP	2	1, 2	Motor Car Wagon (S)	35	23 100	Auto	. .	8 Motor Cars		
VSPY	1	7	Horsebox (W)	30	14 700	Auto	. .	12 horses	Max. Speed 80 km/h	
VVAP	15	1 to 15	Brakevan (Sanitary Accomodation) (W)	30	13 100	Auto	E	10 tonnes		
VVBP	77	2 to 34, 36 to 50, 52 to 80	Brakevan (W)	36	11 400	Auto	E	10 tonnes		
VVCP	32	1, 3, 4, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37 to 40	Brakevan (S)	36	12 800	Auto	E	10 tonnes	See Page 4	

20.3 **ROLLING STOCK — PARTICULARS OF VICTORIAN CARRIAGES LISTED ON HISTORIC VEHICLES REGISTER SOME OF WHICH MAY BE AUTHORISED TO OPERATE ON STATE TRANSPORT AUTHORITY TRACKS (SUBJECT TO PERIODIC EXAMINATION AND CERTIFICATION BY THE VEHICLES ENGINEERING DEPARTMENT)**

1	2	3	4	5	6		7		8	9	10	11	12	13
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy						
ABE	2	3, 7	Compartment type (W)	No	26	36	4	4	46	22 500	Auto	E	Max. Speed 80km/h	
ABU	2	32, 40	Compartment type (W)	No	20	26	3	3	36	18 500	Screw/ Auto Auto coupling one end, transition hook on opposite end	E	Max. Speed 80km/h	17.7m body
V	2	1, 30	Compartment type (W)	No	32	. .	6	. .	41	16 300	Screw	E	Max. Speed AV1- 65km/h AV30- 30km/h	
BE	3	17, 25, 29	Compartment type (W)	No	. .	72	. .	9	46	22 500	Auto	E	Max. Speed 80km/h	
BL	1	12	"Enterprise" Compartment type (W)	No	. .	64	. .	8	41	22 500	Screw	E	Max. Speed 65km/h	
BL	1	13	"Pioneer" Compartment type (W)	No	. .	72	. .	9	41	22 500	Screw	E	Max. Speed 80km/h	
BV	3	3, 8, 19	Compartment type (W)	No	. .	50	. .	7	30	16 300	Screw	E	Max. Speed 65km/h	
BW	3	1,35, 75	Compartment type (W)	No	. .	60	. .	7	36	18 500	Auto	E	Max. Speed 80km/h	
BW	2	80, 82	Compartment type (W)	No	. .	56	. .	7	36	20 300	Auto	E	Max. Speed 80km/h	
BWL	7	60 to 63, 65, 67, 69	Compartment type (W)	No	. .	68 BW 62 60	. .	8	36	20 300	Auto	E	Max. Speed 80km/h	
Special	1	"Yarra"	Parlour Car Compartment type (W)	No	33	. .	. .	. .	41	22 500	Auto	E	Max. Speed 80km/h	

20.3 **ROLLING STOCK - PARTICULARS OF VICTORIAN CARRIAGES LISTED ON HISTORIC VEHICLES REGISTER SOME OF WHICH MAY BE AUTHORISED TO OPERATE ON STATE TRANSPORT AUTHORITY TRACKS (SUBJECT TO PERIODIC EXAMINATION AND CERTIFICATION BY THE VEHICLES ENGINEERING DEPARTMENT)**-*Continued.*

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All Steel (S) Wooden Body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For Notes See page 29)	Lighting Flouresscent (F) Electric (E) Kerosene (K)	Capacity	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy							
X	1	40	Compartment type (W)	No	50	. .	. .		15	10 200	Screw	K		Maximum Speed 40 km/h	Fixed wheel
Y	1	309	Compartment type (W)	No	. .	50	. .		15	9 400	Screw	K		Maximum Speed 40 km/h	Fixed wheel
YZ	1	69	Compartment type with Guards Compartment (W)	No	. .	30	. .		15	9 000	Screw	K		Maximum Speed 40 km/h	Fixed wheel
C	1	28	Brakevan (W)	No	. .	. .	. .	. .	25	13 100	Auto	E	8 tonnes		
CE	1	18	Brakevan (W)	No	. .	. .	. .	. .	46	19 300	Auto	E	12 tonnes		
CW	1	14	Brakevan (W)	No	. .	. .	. .	. .	36	16 200	Auto	E			
ZD	2	471, 600	Brakevan (W)	No	. .	. .	. .	. .	13	8 400	Dual	E		Maximum Speed 65 km/h	Fixed wheel

20.4 **PRIVATE ROLLING STOCK VEHICLES OWNED BY STEAM AGE VICTORIA SOME OF WHICH MAY BE AUTHORISED TO OPERATE ON STATE TRANSPORT AUTHORITY TRACKS (SUBJECT TO PERIODIC EXAMINATION AND CERTIFICATION BY THE VEHICLES ENGINEERING DEPARTMENT)**

500	2	501, 502	Compartment type (S)	No	42	. .	7	. .	43	21 800	Auto	E			501 "Weeroona" 502 "Burrumbeet"
600	3	603, 604, 605	Compartment type (S)	No	48	. .	8	. .	43	21 800	Auto	E			603 "Lauriston" 604 "Corangamite" 605 "Wendouree"
600	1	607	Compartment type (S)	No	64		8		43	21 800	Auto	E			Currently classified BH - 1
700	1	707	Club Car (S)	No	32 Seats	. .	. .	. .	37	19 900	Auto	E			"Johny Walker Club Car"
700	1	713	Power Van (S)	No	. .	. .	. .	. .		19 900	Auto	E			

20.5 CARRIAGE STOCK — PARTICULARS OF V/LINE AND AUSTRALIAN NATIONAL JOINT STOCK, PASSENGER

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Capacity	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy							
AJ	3	1 to 3	2 Compartments, Saloon type. (S)	Yes	48	. .	. .	. .	50	23 900	Auto	F		See page 4	
BJ	7	4 to 10	2 Compartments, Saloon type. (S)	Yes	. .	64	. .	. .	50	23 900	Auto	F		See page 4	
Club	3	1 to 3	Club and Dining (S)	Yes	41 seats	. .	. .	. .	46	23 900	Auto	F		See page 4	
RBJ	3	1 to 3	Saloon type and Cafeteria (S)	Yes	. .	34	. .	. .	49	23 900	Auto	F		See page 4	
Sleeping	6	Chalaki, Juki, Mururi, Nankuri, Purpawi, Tarkinji	Roomettes (S)	Yes	20 berths	. .	20	. .	50	23 900	Auto	F			
Sleeping	2	Allambi, Tantini	Roomettes (S)	Yes	20 berths	. .	20	. .	49	23 900	Auto	F			
Sleeping	8	Kuldali, Malkari, Mokai, Nomuldi, Paiti, Tawarri, Yankai, Yanni.	Twinettes (S)	Yes	20 berths	. .	10	. .	49	23 900	Auto	F			
Sleeping	2	Dorai, Weroni	Twinettes (S)	Yes	20 berths	. .	10	. .	48	23 900	Auto	F			

20.6 VICTORIAN AND AUSTRALIAN NATIONAL JOINT STOCK, BRAKEVAN AND SUNDRY STOCK

CO	2	1, 2	Brakevan fitted with fish compartment (S)	No	. .	. .	. .	. .	69	23 900	Auto	E	26 tonnes	See page 4	
D	1	1	Bulk mailvan (S)	No	. .	. .	. .	. .	64	19 300	Auto	. .	25 tonnes		
PCO	4	1 to 4	Power Brakevan (S)	No	. .	. .	. .	. .	67	23 900	Auto	F	10 tonnes	See page 4	
Special	1	. .	Dynamometer (W)	No	. .	. .	. .	. .	41	16 400	½ Auto, ½ Auto and Screw	E	. .		For instructions governing the operation of Couplings, See General Appendix page 120

20.7 CARRIAGE STOCK — PARTICULARS OF V/LINE AND V/LINE AND NEW SOUTH WALES JOINT PASSENGER STANDARD GAUGE ROLLING STOCK

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All steel (S) Wooden body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For notes see page 29)	Lighting Flourescent (F) Electric (E)	Capacity	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy							
VBK	3	259, 261, 263	Saloon type (S)	Yes	56	. .	. .	. .	51	22 800	Auto	F			V/Line Stock
VFK	6	271 to 276	Saloon type (S)	Yes	. .	64	. .	. .	51	22 800	Auto	F			V/Line Stock
VFR	1	215	Compartment type and 1 auxiliary buffet compartment (S)	Yes	. .	56	. .	7	51	22 800	Auto	F			V/Line Stock
VFS	1	214	Compartment type (S)	Yes	. .	54	. .	8	51	22 800	Auto	F			V/Line Stock
VFX	2	216, 217	Compartment type with staff and Hostess Compartments (S)	Yes	. .	48	. .	6	51	22 800	Auto	F			V/Line Stock
VHN	1	241	Brakevan (S)	No	. .	. .	. .	. .	56	18 200	Auto	E	20 tonnes		V/Line Stock
VRS	2	231, 232	"Buffet" (S)	Yes	27 diners	. .	. .	. .	55	22 800	Auto	F			V/Line Stock
VRS	1	233	"Buffet" (S)	Yes	28 diners	. .	. .	. .	55	22 800	Auto	F			V/Line Stock
BCS	3	2356, 2357, 2359	"Lounge" (S)	Yes	40 seats	. .	. .	. .	41	23 400	Auto	F			Joint Stock
DAM	2	2333, 2334	Twinette sleeper with Deluxe Cabin (S)	Yes	18 berths	. .	9	. .	46	23 400	Auto	F			Joint Stock
LAN	12	2344, 2347 to 2349, 2351 to 2354, 2372, 2376 to 2378	Roomette Sleeper (S)	Yes	20 berths	. .	20	. .	46	23 400	Auto	F			Joint Stock
MHN	3	2364 to 2366	Brakevan (S)	No	. .	. .	. .	. .	45	23 400	Auto	E			Joint Stock
NAM	12	2335 to 2338, 2340 to 2342, 2367, 2368, 2373 to 2375	Twinette Sleeper (S)	Yes	20 berths	. .	10	. .	46	23 400	Auto	F			Joint Stock
PHN	6	2361 to 2363, 2369, 2371, 2381	Power and Brakevan (S)	No	. .	. .	. .	. .	63	23 400	Auto	E	6 tonnes		Joint Stock
RMS	3	2358 to 2360	Dining (S)	Yes	48 diners	. .	. .	. .	46	23 400	Auto	F			Joint Stock

20.8 CARRIAGE STOCK - PARTICULARS OF - Passenger Standard Gauge, N.S.W. Stock

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All Steel (S) Wooden Body (W)	Air-condi-tioned	Passenger Capacity		Number of Compart-ments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For Notes See page 29)	Lighting Floures-cent (F) Electric (E)	Draw Gear Capacity Tonnes	Restric-tions	Remarks
					1st Class	Econ-omy	1st Class	Econ-omy							
BH	8	2220 to 2227	Saloon type (S)	Yes	48	. .	. .	. .	44	20 300	Auto	F	914		
CS			Saloon type (S)	No	24	30	. .	. .	50	22 700	Screw	E	554		
FH			Saloon type (S)	No	. .	54	. .	. .	45	20 300	Auto	F	914		
HFV			Saloon type with compart-ments and guard's compart-ment (S)	No	. .	64	. .	3	50	22 700	Screw	E	559		
MCS			Saloon type (S)	No	24	30	. .	. .	50	22 700	Screw	E	559		
OBS			Saloon type with staff and hostess compart-ments (S)	Yes	28	. .	. .	. .	44	21 500	Auto	F	914		
ODS	2		Saloon type with staff and hostess compart-ments (S)	No	42	. .	. .	. .	41	21 500	Auto	F	914		
OFS	4		Saloon type with staff and hostess compart-ments (S)	Yes	. .	41	. .	. .	44	21 500	Auto	F	914	OFS 2259 Max. speed 95 km/h in Victoria	OFS 2259 fitted with plain bearing axle boxes
RDH	5		Saloon type with buffet (S)	No	30	. .	. .	. .	44	20 300	Auto	F	914		
RFV			Saloon type with buffet (S)	No	. .	54	. .	. .	50	22 600	Screw	E	559		
SBS	7	2246, 2247, 2252 to 2256	Saloon type with one compart-ment (S)	Yes	37 or 48	. .	. .	. .	45	21 500	Auto	F	914		
SDS			Saloon type (S)	Yes	60	. .	. .	. .	41	21 500	Auto	F	914		
SFR	2	2275, 2281	Saloon type with buffet compart-ment (S)	Yes	. .	49	. .	. .	44	21 500	Auto	F	914		
SFS	23		Saloon type with one compart-ment (S)	Yes	. .	57	. .	. .	46	21 500	Auto	F	914	SFS 2269, 2777, 2284, 2285, 2287, Max. speed 95 km/h in Victoria	SFS 2269, 2277, 2284, 2285, 2287 fitted with plain bearing axle boxes
BS			Compart-ment type	No	42	. .	7	. .	40	20 400	Screw	E	559		
EFS			Compart-ment type	No	. .	64	. .	8	40	20 400	½ Screw ½ Auto	E	559		

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All Steel (S) Wooden Body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For Notes See page 29)	Lighting Floures-cent (F) Electric (E)	Draw Gear Capacity Tonnes	Restric-tions	Remarks
					1st Class	Econ-omy	1st Class	Econ-omy							
FS			Compart-ment type	No	. .	64	. .	8	40	20 400	½ Screw ½ Auto	E	559		
MBE			Compart-ment type	No	42	. .	7	. .	50	22 700	Screw	E	559		
MFE			Compart-ment type	No	. .	64	. .	8	51	22 700	½ Screw ½ Auto	E	559		
SBX			Compart-ment type	No	42	. .	7	. .	43	20 800	Screw	E	559		
SFX			Compart-ment type	No	. .	64	. .	8	45	20 800	Screw	E	559		
TBC			Compart-ment type	No	42	. .	7	. .	47	22 700	Screw	E	559		
TFX			Compart-ment type	No	. .	64	. .	8	49	22 700	Auto	E	559		
XFS			Compart-ment type	No	. .	64	. .	8	40	20 400	Screw	E	559		
EAM			2 berth Sleeping Cabins	No	20 berths	. .	10	. .	50	22 700	Screw	E	559		
LAN	5	2323 to 2327	Roomette Sleeper (S)	Yes	20 berths	. .	20	. .	46	23 400	Auto	F	914		
MAL			2 berth Sleeping Cabins	No	18 berths	. .	9	. .	51	22 700	Screw	E	559		
MAM			2 berth Sleeping Cabins	No	20 berths	. .	10	. .	50	22 700	Screw	E	559		
NAM	5	2328 to 2332	Twinette Sleeper (S)	Yes	20 berths	. .	10	. .	46	23 400	Auto	F	914		
TAM			2 berth Sleeping Cabins	No	20 berths	. .	10	. .	50	22 700	Screw	E	559		
XAM			2 berth Sleeping Cabins	No	20 berths	. .	10	. .	50	22 700	Screw	E	559		
XBH	4	2100 to 2103	Saloon type (S)	Yes	42	. .	. .	. .	36	24 200	Auto	F			Operates on "XPT" service
XBR	4	2150 to 2153	Saloon type with buffet (S)	Yes	26	. .	. .	. .	42	24 200	Auto	F			Operates on "XPT" service
XD			Saloon type (S)	Yes	. .	72 Inter-medi-ate class	. .	. .			Auto	F			Operates on "XPT" service
XDH	7	2104 to 2110	Saloon type (S)	Yes	. .	56 Inter-medi-ate class	. .	. .	36	24 200	Auto	F			Operates on "XPT" service
XDR			Saloon type (S)	Yes	. .	34 Inter-medi-ate class	. .	. .			Auto	F			Operates on "XPT" service

20.8 CARRIAGE STOCK - PARTICULARS OF - Passenger Standard Gauge, N.S.W. Stock - continued.

1	2	3	4	5	6		7		8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Vehicle Numbers	Description of Vehicle All Steel (S) Wooden Body (W)	Air-conditioned	Passenger Capacity		Number of Compartments		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100mm	Coupling (For Notes See page 29)	Lighting Floures-cent (F) Electric (E)	Draw Gear Capacity Tonnes	Restrictions	Remarks
					1st Class	Economy	1st Class	Economy							
XF	12	2200 to 2211	Saloon type (S)	Yes	. .	72	. .	. .	36	24 200	Auto	F			Operates on "XPT" service
XFH			Saloon type (S)	Yes	. .	56	. .	. .			Auto	F			Operates on "XPT" service
AB			"Diner"	No	40 diners	. .	. .	. .	53	21 400	Auto	E	559		
AB	2	91, 92	"Diner"	No	48 diners	. .	. .	. .	53	21 700	Auto	E	559		
ABS			"Diner"	Yes	48 diners	. .	. .	. .	46	21 500	Auto	F	914		
BV			"Lounge"	No	48 seats	. .	. .	. .	48	22 700	Screw	E	559		
HCV	2		Compartments, Lounge and Guard's compartment	No	24	30	. .	. .	50	22 700	Screw	E	559		
RS	9	1962, 2299 to 2306	"Buffet"	Yes	27 diners	. .	. .	. .	46	21 500	Auto	F	914		
EPT			Bogie Brakevan	No	. .	. .	. .	. .	30	17 700	Auto	E	510		12 tonnes capacity
MHO	3	1813, 1815, 1998	Bogie Brakevan	No	. .	. .	. .	. .	43	20 300	Auto	E	914		
MHO			Bogie Brakevan	No	. .	. .	. .	. .	43	20 300	½ Screw ½ Auto	E	559		MHO-2608, 2619, 2635 to 2638 authorised to operate at 115 km/h
MHX	6		Bogie Brakevan	No	. .	. .	. .	. .	43	20 300	½ Screw ½ Auto	E	559		
MHY															
PHA															
PHN															
PHS	9	2290 to 2298	Bogie Power van	No	. .	. .	. .	. .	45	15 800	½ Screw ½ Auto	E	914		
BKG			Horse Box	No	. .	. .	. .	. .	30	15 800	Screw	Gas	390		10 Grooms & 12 Horses
KKG			Horse Box	No	. .	. .	. .	. .	23	11 400	Screw	Gas	390		10 Grooms & 12 Horses
MBY	5	2291 to 2295	Motorail Wagon	No	. .	. .	. .	. .	38	23 100	Auto				8 motor cars

21.0 **Coupling Notes**

Screw coupling	Draw bar locks both ends
Auto	Automatic couplings both ends
½ Auto	Automatic coupling 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 Drawbar	Automatic coupling one end, draw bar one end
Multi-Function	Automatic coupling with integral electrical and air connections

22.0 **V/LINE GOODS VEHICLES — PARTICULARS OF**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100 mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type			Restrictions	Remarks
VBAX		Covered Van	90	12 800	20	35.5		1435/1600	Bogie				
VBAY		Covered Van	90	12 800	21	35.5		1600	Bogie				
VBBX		Covered Van	90	13 100	22	41.0	1000	1435/1600	Bogie				
VBBY		Covered Van	90	13 100	23	45.0	800	1600	Bogie				
VBCW		Covered Van	90	23 500	35	40.0		1435/1600	Bogie			Must not be coupled to fixed wheel-base vehicles	
VDSY		Safety Wagon	90	13 100	18	24.0		1600	Bogie				
VFAA		Flat Wagon	70	16 100	18	31.5	500	1600	Bogie				
VFBY		Flat Wagon	90	16 100	19	31.5	500	1600	Bogie				
VFEX		Flat Wagon	90	14 000	17	44.0	1000	1435/1600	Bogie				
VFFX		Flat Wagon (Cable Drums)	90	14 000	23	46.0		1435/1600	Bogie				
VFGA		Flat Wagon	70	12 200	33	1.5		1600	Bogie				
VFHA		Flat Wagon (Special loads)	Special Instructions	20 400	40	122.0		1600	Bogie				
VFHA		Flat Wagon (Special loads)	Special Instructions	26 800	70	174.0		1600	Bogie				
VFJX		Flat Wagon with bulkheads	90	13 700	19	45.0	1000	1435/1600	Bogie				
VFKX		Flat Wagon	90	23 700	25	51.0		1435/1600	Bogie				
VFKY		Flat Wagon	90	23 700	25	51.0		1600	Bogie				
VFLX		Flat Wagon End bulkhead	90	20 700	26	50.0		1435/1600	Bogie				Maximum load 50 tonnes including tare of containers and pallets between Melbourne and Sydney, 47 tonnes between Melbourne and Adelaide
VFLY		Flat Wagon with bulkheads	90	20 700	26	50.0		1600	Bogie				
VFMX		Flat Wagon (Particle Board)	90	20 700	26	50.0		1435/1600	Bogie				
VFNX		Flat Wagon with Bulkheads and folding Cover	90	20 700	29	47.0		1435/1600	Bogie				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100 mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type			Restrictions	Remarks
VFSX		Flat Wagon (Coiled steel)	80	12 300	22	53.0		1435/1600	Bogie				
VFTY		Flat Wagon (Timber) Bulkheads and side stanchions	90	20 700	31	45.0		1600	Bogie				
VHAY		Hopper (Soda Ash)	90	13 200	23	53.0		1600	Bogie				
VHBY		Hopper (Briquettes)	90	13 200	22	54.0		1600	Bogie				
VHCA		Hopper (Cement)	65	11 200	20	51.0-54.0		1600	Bogie				
VHCX		Hopper (Cement)	80	13 200	22	54.0		1435/1600	Bogie				
VHDY		Hopper (Dolomite)	80	13 200	22	54.0		1600	Bogie				
VHEY		Hopper (Grain, Briquettes)	80	15 600	22	54.0		1600	Bogie				
VHFY		Hopper (Fertiliser)	90	13 200	22	54.0		1600	Bogie				
VHGX		Hopper (Grain)	80	14 900	17	58.0	2000	1435/1600	Bogie				
VHGY		Hopper (Grain) Aluminium	80	14 900	17	58.0	2000	1600	Bogie				
VHGY	250	Hopper (Grain, Steel)	80	14 900	21	55.0		1600	Bogie				
VHGY	80	Hopper (Grain, Steel)	80	14 900	22	54.0		1600	Bogie				
VHHY		Hopper (Grain)	80	15 500	23	53.0		1600	Bogie				
VHJA		Hopper											
VHMY		Hopper	90	13 200	25	51.0		1600	Bogie				
VHNA		Hopper (Ballast)	70	11 100	14	27.5	500	1600	Bogie				
VHQY		Hopper (Quarry Products)	80	13 200	20	56.0		1600	Bogie				
VHSY		Hopper (Sand)	80	13 200	22	54.0		1600	Bogie				
VLBY		Louvre Van	90	11 900	21	35.5	1000	1600	Bogie				
VLCX		Louvre Van	90	13 100	22	41.0	2000	1435/1600	Bogie				
VLDX		Louvre Van	90	16 800	26	50.0		1435/1600	Bogie				
VLEX		Louvre Van	90	18 100	26	50.0		1435/1600	Bogie				
VLNX		Louvre Van (Newsprint, Steel, Flour)	80	18 100	33	43.0		1435/1600	Bogie				
VHJA	10	HOPPER	65	11.200	20	51		1600	Bogie.				

22.0 *(Continued)* **V/LINE GOODS VEHICLES**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100 mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type			Restrictions	Remarks
VLPY		Louvre Van	90	12 800	25	35.5	1000	1435	Bogie				
VLPY		Louvre Van	90	12 800	25	35.5	1000	1600	Bogie				
VMAX		Motor Car Wagon	90	17 900	20	10.0 6 Motor Cars		1435/1600	Bogie				
VMBX		Motor Car Wagon	90	23 100	25	15.0 8 Motor Cars		1435/1600	Bogie				
VMPY		Motor Car Wagon	90	23 100	25	15.0 8 Motor Cars		1600	Bogie				
VOAA		Open Wagon	70	14 000	19	45.0	500	1600	Bogie				
VOBX		Open Wagon without ridge gear	90	14 900	23	51.0	See Note (A) Page 34	1435/1600	Bogie				
VOCX		Open Wagon with ridge gear	90	14 900	23	51.0	See Note (A) Page 34	1435/1600	Bogie				
VOCY		Open Wagon with ridge gear	90	14 900	22	51.0		1600	Bogie				
VOEX		Open Wagon (Slab Steel)	90	14 900	22	51.0		1435/1600	Bogie				
VOFX		Open Wagon (with fixed ridge gear)	90	14 900	23	51.0	See Note (A) Page 34	1435/1600	Bogie				
VOFY		Open Wagon (Automatic sleeper discharge)	90	14 900	17 30 tonnes with lifting gear	46.3		1600	Bogie				
VOSX		Open Wagon (Coil Steel)	90	14 900	29	47.0		1435/1600	Bogie				
VOVX		Open Wagon (Colourbond steel)	80	14 900	23	51.0		1435/1600	Bogie				
VOWA		Open Wagon Four door	70	13 100	17	31.5	500	1600	Bogie				
VOWA		Open Wagon Three door	70	13 100	17	31.5		1600	Bogie				
VPCX		Bulk Cement	80	14 100	26	50.0		1435/1600	Bogie				
VPFX		Bulk Flour	80	16 600	29	45.0	1000	1435/1600	Bogie				
VQCX		Flat Wagon (Container)	90	20 100	19	56.0		1435/1600	Bogie				
VQCY		Flat Wagon (Container)	90	20 100	19	56.0		1600	Bogie				
VQDW		Flat Wagon (Container)	90 (100km/h between Ararat and Serviceton when conveyed on Broad Gauge Superfreighter Services)	25 700	23	53.0		1435/1600	Bogie			Must not be coupled to fixed wheelbase vehicles	

22.0 *(Continued)* **V/LINE GOODS VEHICLES**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100 mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type			Restrictions	Remarks
VQEX		Flat Wagon (Container)	90	20 700	27	49.0		1435/1600	Bogie				
VQEY		Flat Wagon (Container)	90	20 700	27	49.0		1600	Bogie				
VQFX		Flat Wagon (Container)	90	20 100	19	57.0		1435/1600	Bogie				
VQGX		Flat Wagon (Container)	90	23 200	23	45.0		1435/1600	Bogie				
VSAY		Livestock Van (Sheep)	90	11 800	21	200 Sheep		1600	Bogie				
VSBY		Livestock Van (Cattle)	90	11 800	19	18 Beasts		1600	Bogie				
VSPY		Horsebox	90	14 500	25	12 Horses		1600	Bogie				
VTBA		Tank Wagon (Bitumen)	70	14 600	32	45 500 litres		1600	Bogie				
VTBX		Tank Wagon (Bitumen)	80 (90 when empty)	14 000	31	45 460 litres		1435/1600	Bogie				
VTBY		Tank Wagon (Bitumen)	90	12 500	27	54 200 litres		1600	Bogie				
VTGX		Tank Wagon (LP Gas)	80 (90 when empty)	18 000	36	70 200 litres		1435/1600	Bogie				
VTHX		Tank Wagon (Hazardous Materials)	80 (90 when empty)	16 800	26	56 000 litres		1435/1600	Bogie				
VTQA		Tank Wagon (White Spirit)	65	14 600	28	46 900 litres		1600	Bogie				
VTQX		Tank Wagon (White Spirit)	65 (90 when empty)	16 400	27	56 400 litres		1435/1600	Bogie			Suitable for use on block oil trains	
VTQY		Tank Wagon (White Spirit)	65 (90 when empty)	14 600	27	49 000 litres		1600	Bogie			Suitable for use on block oil trains	
VTQZ		Tank Wagon (White Spirit)	65	14 600	28	46 900 litres		1600	Bogie			Suitable for use on block oil trains	
VVAP	15	Brakevan	90	13 100	23	10.0 tonnes		1600	Bogie				
VVBP	77	Brakevan	90	11 400	23	10.0 tonnes		1600	Bogie				
VVCP	32	Brakevan	90	12 800	26	10.0 tonnes		1600	Bogie				
VVDY		Brakevan	90	12 600	23	10.0 tonnes		1600	Bogie				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100 mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type			Restrictions	Remarks
VVEY	10	Brakevan	90	12 600	20			1600	Bogie				
VWAA		Well Wagon	70	16 100	19	31.5		1600	Bogie				
VWBA		Well Wagon	Special Instructions	28 800	94	153.0		1600	Bogie				
VWCY		Well Wagon	Special Instructions	16 500	34	61.0		1600	Bogie				
		SERVICE STOCK											
VDSY		Safety Wagon	90	13 100	18	24.0		1600	Bogie				
VFRX		Rail Transport	90	23 700	25	51.0		1435/1600	Bogie				
VFRY		Rail Transport	90	23 700	25	51.0		1600	Bogie				
VFWY		Bogie Transport	90	18 100	26	50.0		1600	Bogie				
VHMY		Hopper (Ballast)	90	13 200	25	51.0		1600	Bogie				
VHMY		Hopper (Ballast)	90	13 200	25	51.0		1435	Bogie				
VHWA		Hopper (Ballast) Nos. 2 — 45	70 when empty	9 200	14	32.0	500	1435	Bogie			45km/h when loaded	
VHWA		Hopper (Ballast)	70 when empty	9 200	14	32.0	500	1435	Bogie			45km/h when loaded	
VHWA		Hopper (Ballast)	70 when empty	9 200	15	36.0	500	1600	Bogie			45km/h when loaded	
VHWA		Hopper (Ballast)	70 when empty	9 200	15	36.0	500	1435	Bogie			45km/h when loaded	
VOWA		Open Wagon	70	11 700	16	31.5		1435/1600	Bogie				
VOWA		Terminal Safety wagon	70	13 100	Tare			1435/1600	Bogie				
VZFA		Freight Bogie Transport	70	14 500	18	26.0		1600	Bogie				

Note (A) May be overloaded by 1500 kg when transporting steel slabs equally distributed on bearers placed across the wagon 1295 mm and 5182 mm each side of the transverse centre line.
Note (B) May be overloaded by 1500 kg when transporting steel slabs equally distributed on bearers placed across the wagon 1295 mm and 5309 mm each side of the transverse centre line.

†† Where VHMY Wagon Has been partially discharged a speed restriction of 80 KPH is to be imposed. WTT 25/87

22.0 **V/LINE GOODS VEHICLES**
Service Stock — (Continued)

1	2	3	4	5	6	7	8	9	10	11	12
Class	No. of Vehi-cles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum Length over pulling lines (nearest 100mm)	Maxi-mum Tare Mass (tonnes)	Nominal carrying capacity (tonnes)	Permissible Overload (Kg)	Gauge (mm)	Restrictions	Remarks
HD		Fire Attack Wagon No.230	Bogie	70	18 100	Tare	16.0		1600		
HD		Box Van No.237	Bogie	70	18 100	21	23.5		1600		
HH		Casualty Van Nos.1 to 6	Bogie	70	15 700	24	41.0		1600		
HH		Casualty Van Nos.7 to 11	Bogie	70	11 700	20	23.0		1600		
HR		Flat Wagon	Bogie	70	14 500	18	26.0		1600		
HW		Weed Spray Train Crew Carriage	Bogie	70	22 600	41			1600		
KR		Flat Wagon	Bogie	70	15 500	16	25.0		1600		
OH		Overhead	Bogie	65	14 500	20	10.0		1600		
QD		Crawler Crane Rail Transport	Bogie	70		16	10.0		1600		
WA		Tank (Weedex)	Bogie	70	14 000	Tare	30.0		1600		
WW		Workmens Sleeper Nos.100 and under	Bogie	65	Various	30	—		1600		Screw Coupling
WW		Workmens Sleeper Nos.101 onwards (except 155, 158-160, 162, 165, 174, 175	Bogie	70	Various	20	—		1600		Screw Coupling
WW		Workmens Sleeper Nos.155, 158-160, 174, 175	Bogie	65	Various	20	—		1600		Screw Coupling
WW		Workmens Sleeper 162, 165	Bogie	65	Various	20	—		1600		½ Auto ½ Screw Coupling

22.0 *(Continued)* **V/LINE GOODS VEHICLES**
FIXED WHEEL BASE VEHICLES

1	2	3	4	5	6	7	8	9	10	11	12
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum Length over pulling lines (nearest 100mm)	Maximum Tare Mass (tonnes)	Nominal carrying capacity (tonnes)	Permissible Overload (Kg)	Gauge (mm)	Restrictions	Remarks
B		Box Van		65	7 800	11	14.0		1600		
FH		Hopper (Fertiliser)		65	7 600	10	22.0		1600		
FJ		Hopper (Bulk Flour)		65	7 600	12	15.0		1600		
G		Open Wagon (General traffic except grain)		65	7 600	12	22.5	508	1600		
GH		Hopper (Wheat)		65	7 600	10	22.5		1600		
GY		Open Wagon (Bulk Wheat)		65	7 600	9	22.5	508	1600		
IT		Open Wagon (Timber)		65	7 800	9	17.0	254	1600		
J		Hopper (Cement)		60 (65 when empty)	7 600	11	20.5		1600		
K		Flat Wagon		65	6 500	Tare	16.5	508	1600		
KAB		Flat Wagon (Particle Board) with bulkhead		65	8 700	10	18.0	508	1600		
KMQ		Flat Wagon (Single Container)		65	8 700	9	20.5		1600		
KQ		Flat Wagon (Container)		65	7 600	8	20.0		1600		
L		Livestock Van (Sheep)		65	7 000	10	10.0		1600		
M		Livestock Van (Cattle)		65	7 400	9	10.0		1600		
OT		Oil Tank Wagon		65	Various	Various	Various		1600		

22.0 *(Continued)* **V/LINE GOODS VEHICLES**
FIXED WHEEL BASE VEHICLES *(Continued)*

1	2	3	4	5	6	7	8	9	10	11	12
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum Length over pulling lines (nearest 100mm)	Maximum Tare Mass (tonnes)	Nominal carrying capacity (tonnes)	Permissible Overload (Kg)	Gauge (mm)	Restrictions	Remarks
P		Van (Powder)		65	6 500	10	10.0		1600		
RY		Open Wagon		65	7 600	9	22.5	508	1600		
T		Van (Refrigerated)		65	8 700	12	16.0	508	1600		
U		Louvre Van		65	8 700	12	16.0	508	1600		
	BRAKEVANS										
ZB		Brakevan	6 wheel	65	8 400	16	2.0		1600		
ZL		Brakevan	6 wheel	65	8 400	13	5.0		1600		
ZL		Brakevan	4 wheel	65	8 200	13	2.0		1600		
ZL		Brakevan	4 wheel	65	8 200	13	2.0		1435		
	SERVICE STOCK										
DW		Water Tank (Domestic)		65	7 800	10	7.0		1600		
GR		Sleeper Transport		65					1600		
H		Box Wagon		65	6 500	9	10.0		1600		
HD		Loco. Sand		65	6 500	9	14.0		1600		
HD		Box Wagon		65	7 800	13	5.0—16.0		1600		
HD		Flat Wagon Nos.61, 62		65	7 800	13	16.0		1600		
HD		Flat Wagon No.223		65	7 800	9	16.0		1600		
HR		Flat Top Transport Wagon		65	7 800	8	11.0—27.5		1600		
K		Flat Wagon		65	6 500	7	16.0	508	1600		
OH		Overhead		65	8 800	Tare	5.0		1600		Screw Coupling
W		Workmens Sleeper		65	Various	15	—		1600		
WM		Workmens Mess Carriage		65	8 400	15	—		1600		
WS		Workmens Shower Carriage		65	7 600	13	—		1600		
WT		Water Tank (Domestic Use)		65	6 500	8	9000 litres		1600		
WT		Water Tank (Not Domestic Use)		65	7 800	10	10500 litres		1600		
WTT		Weigh bridge Test Truck		65	—	16.23	—		1600		
WTT		Weigh bridge Test Truck		65	—	20	—		1600		
WZ		Weed Spray Van		65	8 000	14	—		1600		
		Clearance Wagon		65	8 400	18	—		1600		

23.0 AUSTRALIAN NATIONAL GOODS VEHICLES

23.1 Australian National 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.

23.2 Some Australian National bogie goods vehicles have the letter "P" as the third letter of their four letter 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 5) but must not be attached to express goods trains.

23.3 Australian National vehicles having a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 1435mm or 1600mm gauge bogies.

23.4 The maximum load which can be hauled behind the following Australian National and Victorian Goods Vehicles when on express goods trains between Mile End and Tailem Bend is 1200 tonnes, account light draft gear fitted.

Vehicle Class	Vehicle Numbers
ALFY	26—115
VSAY	All vehicles
VSBY	" "
VFBY	" "
VWCY	" "
VTQA	" "
VTQY	84, 86-98, 100-104, 107, 108, 110-112, 114-122, 130-141, 144, 145, 147-155, 176, 214, 216, 268, 269, 368.

23.5 VBCW, VQDW, AQDW and NQJW (except No. 22001) wagons are fitted with low level bogies and are bogie exchangeable within these classes of wagons only.

23.6 VBCW, VQDW, AQDW and NQJW wagons are not permitted to run coupled to fixed wheelbase vehicles, but may be coupled to locomotives.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity	Per-missible Overload (kg)	Gauge (mm)	Type	Avail-able for Bogie ex-change		Restric-tions	Remarks
ABAA		Covered Van	70	11 800	20	33 Tonnes		1600		No			
ABBA		Covered Van	70	11 800	19	33 Tonnes		1600		No			
ABCY		Covered Van	95	14 600	21	46 Tonnes		1435		No			
ABDY		Covered Van	95	14 600	21	46 Tonnes		1435		No			
ABEX		Box Van	95	23 700	32	44 Tonnes		1600/ 1435		No			
ABFX		Box Van	95	23 700	30	45 Tonnes		1600/ 1435		Yes			
ABNX		Box Van (Newsprint)	95	23 700	32	44 Tonnes		1600/ 1435		Yes			
ABVA		Box Van	70	11 800	18	33 Tonnes		1600		No			
ABXL		Louvre Van (Explosives)	95	8 700	16	10 Tonnes		1600/ 1435		Yes			Suitable for limited bogie exchange on A.N. system only.
ACAA		Cattle Van	70	11 800	18	18 Beasts		1600		No			
ACAY		Cattle Van	95	11 800	18	18 Beasts		1600		No			
ACCX		Cattle Van	95	21 900	27	36 Beasts		1600/ 1435		Yes			
ACCY		Cattle Van	95	22 800	28	36 Beasts		1435		No			
ACDY		Cattle Van	95	11 800	15	18 Beasts		1435		No			
ACEY		Cattle Van	95	22 200	28	36 Beasts		1435		No			
ACFY		Cattle Van	95	11 800	16	18 Beasts		1435		No			
ACGY		Cattle Van	95	11 800	16	18 Beasts		1435		No			
AFBA		Flat Wagon	70	14 000	19	56 Tonnes		1600		No			
AFBL		Flat Wagon	95	14 000	17	56 Tonnes		1600/ 1435		Yes			Suitable for limited bogie exchange on A.N. system only.
AFBY		Flat Wagon	95	14 000	17	56 Tonnes		1600		No			
AFCX		Flat Wagon	95	14 600	18	57 Tonnes		1600/ 1435		Yes			
AFDX		Flat Wagon	95	14 600	18	58 Tonnes		1600/ 1435		Yes			
AFFA		Flat Wagon	70	14 000	17	45 Tonnes		1600		No			
AFGY		Flat Wagon with bulkheads	95	15 200	20	56 Tonnes		1435		No			
AFHA		Flat Wagon	70	14 000	15	45 Tonnes		1600		No			
AFKX		Flat Wagon	95	23 700	24	52 Tonnes		1600/ 1435		No			
AFLY		Flat Wagon	95	17 900	22	54 Tonnes		1435		No			
AFMX		Flat Wagon	95	14 600	21	56 Tonnes		1600/ 1435		Yes			
AFNY		Flat Wagon	95	25 900	31	46 Tonnes		1435		No			

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity	Per-missible Overload (kg)	Gauge (mm)	Type	Avail-able for Bogie Ex-change		Restric-tions	Remarks
AFQX		Flat Wagon with bulkheads	95	23 700	27	48 Tonnes		1600/ 1435		Yes			
AFTA		Flat Wagon	70	14 000	17	56 Tonnes		1600		No			
AHAA		Hopper	70	10 800	18	56 Tonnes		1600		No			
AHBA		Hopper (Grain and Stone)	70	10 800	18	56 Tonnes		1600		No			
AHCL		Hopper (Cement)	95 (not to exceed 80km/h when loaded	10 800	19	56 Tonnes		1600/ 1435		Yes			
AHHE		Hopper	95	15 400	25	67 Tonnes		1600/ 1435		Yes			
AHGX		Hopper (Grain)	95	14 600	21	56 Tonnes		1600/ 1435		Yes			
AHSA		Hopper (Stone)	70	10 800	21	56 Tonnes		1600		No			
AHSL		Hopper	95	10 800	21	56 Tonnes		1600/ 1435		Yes			Suitable for limited bogie exchange on A.N. system only.
AHWL		Hopper (Grain and Ballast)	95 (not to exceed 80km/h when loaded)	10 300	19	56 Tonnes		1600/ 1435		Yes			Suitable for limited bogie exchange on A.N. system only.
ALAA		Louvre Van	70	13 100	21	30 Tonnes		1600		No			
ALAY		Louvre Van	95	13 100	20	30 Tonnes		1600		No		Not available for attach-ment to 95km/h goods trains	
ALBY		Louvre Van	95	14 600	21	46 Tonnes		1435		No			
ALCX		Louvre Van	95	14 600	22	46 Tonnes		1600/ 1435		Yes			
ALCY		Louvre Van	95	14 600	22	46 Tonnes		1435		No			
ALDX		Louvre Van	95	14 600	22	46 Tonnes		1600/ 1435		Yes			
ALDY		Louvre Van	95	14 600	23	46 Tonnes		1435		No			
ALEX		Louvre Van	95	23 700	31	45 Tonnes		1600/ 1435		Yes			
ALFA		Louvre Van	70	11 800	22	33 Tonnes		1600		No			
ALFY		Louvre Van	95	11 800	19	33 Tonnes		1600		No			
ALGX		Louvre Van	95	13 100	23	41 Tonnes		1600/ 1435		Yes			

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Type	Available for Bogie exchange		Restrictions	Remarks
ALHX		Louvre Van (All door)	95	14 100	25	45		1600/1435		Yes			
ALHY		Louvre Van	95	14 000	23	40		1600		No			
ALKY		Louvre Van	95	11 800	16	55		1435		No			
ALPY		Louvre Van (Nos 1 - 23)	110	13 100	23	33		1600		No		Must not be attached to Passenger trains in Victoria	
ALPY		Louvre Van (Nos. 4700-4707)	110	11 800	22	33		1600		No		Must not be attached to Passenger trains in Victoria	
ALXY		Louvre Van	95	8 700	16	10		1435		No			
AMAX		Motor Vehicle Wagon	95	23 800	29	15		1600/1435		Yes			
AMBX		Motor Vehicle Wagon	95	23 100	25	15		1600/1435		Yes			
AMBP		Motor Vehicle Wagon	110	23 100	25	15		1600/1435		No			
AMCX		Motor Vehicle Wagon	95	22 200	26	12		1600/1435		Yes			
AMGY		Motor Vehicle Wagon	95	26 800	32	41		1435		No			
AMKY		Motor Vehicle Wagon	95	26 800	28	10 (Motor Cars)		1435		No			
AMMX		Motor Vehicle Wagon	95	22 300	23	36		1600/1435		Yes			
AMNX		Motor Vehicle Wagon	95	23 700	25	12		1600/1435		Yes			
AMNY		Motor Vehicle Wagon	95	23 700	25	12		1435		No			
AMOP		Motor Vehicle Wagon	110	22 300	22	11		1435		No			
AMOX		Motor Vehicle Wagon	95	22 300	22	36		1600/1435		Yes			
AMPY		Motor Vehicle Wagon	110	23 100	25	15		1600/1435		No			
AOBX		Open Wagon	95	14 900	22	54		1600/1435		Yes			
AOCX		Open Wagon	95	14 900	22	54		1600/1435		Yes			
AODY		Open Wagon	95	14 300	21	51		1435		No			

1	2	3	4	5	6	7	8	9	10	11	12	13
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maxi-mum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Avail-able for Bogie ex-change	Restric-tions	Remarks
AOEX		Open Wagon		95	14 300	20	51		1600/ 1435	Yes		
AOEY		Open Wagon		95	14 300	21	51		1435	No		
AOFX		Open Wagon		95	17 900	26	51		1600/ 1435	Yes		
AOGA		Open Wagon		70	14 000	22	45		1600	No		
AOGF		Open Wagon		70	14 000	19	45		1600		No	
AOGL		Open Wagon		95	14 000	19	45		1600/ 1435	Yes		Suitable for limited bogie exchange on A.N. System only
AOGY		Open Wagon		95	14 000	18	45		1600	No		
AOMX		Open Wagon		95	23 700	31	45		1600/ 1435	Yes		
AOOX		Open Wagon		95	23 700	28	48		1600/ 1435	Yes		
AOQX		Open Wagon		95	10 300	18	59		1600/ 1435	Yes		
AOQY		Open Wagon		95	10 300	17	59		1600/ 1435	No		
AOSY		Open Wagon Soda Ash		95	14 000	21	45		1600	No		
AOVX		Open Wagon (Coiled steel)		95	14 900	22	55		1600/ 1435	Yes		
AOWA		Open Wagon		70	13 100	17	34		1600	No		
AOWL		Open Wagon		95	14 000	17	44		1600/ 1435	Yes		Suitable for limited bogie exchange on A.N. System only
AOWY		Open Wagon		95	14 000	19	44		1600	No		
AOXA		Open Wagon		70	14 000	19	45		1600	No		
AOXX		Open Wagon		95	14 000	18	45		1600/ 1435	Yes		
AOXY		Open Wagon		95	14 000	19	45		1600	No		
APAX		Hopper (Cement)		95	10 600	19	34		1600/ 1435	Yes		
APCL		Hopper Wagon		95	13 400	24	50		1600/ 1435	Yes		Suitable for limited bogie exchange on AN system only

1	2	3	4	5	6	7	8	9	10	11	12	13
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)	Available for Bogie exchange	Restrictions	Remarks
APCX		Hopper (Cement)		95	13 400	28	50		1600/1435	Yes		
APLX		Hopper Wagon		95	10 600	19	34		1600/1435	Yes		
AQAL		Container Flat Wagon		95	14 000	17	52 Containers 45 Distributed		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
AQAX		Container Flat Wagon		95	14 000	18	52 Containers 45 Distributed		1600/1435	Yes		
AQBY		Container Flat Wagon		95	11 800	15	22		1600	No		
AQCX		Container Flat Wagon		95	20 100	21	55		1600/1435	Yes		
AQCY		Container Flat Wagon		95	20 100	19	55		1600	No		
AQDW		Container Flat Wagon		95 (100km/h between Ararat and Service-ton when conveyed on Broad Gauge Super-freighter Services)	25 700	23	51		1600/1435		Must not be coupled to fixed wheel-base vehicles	
AQEX		Container Flat Wagon		95	16 500	16	48		1600/1435	Yes		
AQFY		Container Flat Wagon		95	14 300	21	51		1435	No		
AQMX		Container Flat Wagon		95 (100 km/h between Ararat and Service-ton when conveyed on Broad Gauge Super-freighter Services)	20 100	22	55		1600/1435	Yes		
AQNA		Container Flat Wagon		70	15 000	18	55		1600/1435	Yes		
AQMY		Container Flat Wagon		95	20 100	22	55		1435	No		
AQNL		Container Flat Wagon		95	15 000	19	55		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
AQNY		Container Flat Wagon		95	15 200	18	55		1600	No		
AQOX		Container Flat Wagon		95	23 700	25	51		1600/1435	Yes		
AQPY		Container Flat Wagon		110	20 100	21	55		1435	No		

1	2	3	4	5	6	7	8	9	10	11	12	13
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity	Permissible Overload (kg)	Gauge (mm)	Available for Bogie exchange	Restrictions	Remarks
AQRY		Container Flat Wagon		95	16 700	20	40		1435	No		
ASAA		Sheep Van		70	11 800	20	200 sheep		1600	No		
ASAY		Sheep Van		95	11 800	21	200 sheep		1600	No		
ASCY		Sheep Van		95	26 800	40	500 sheep		1435	No		
ASDY		Sheep Van		95	11 800	20	200 sheep		1435	No		
ASEY		Sheep Van		95	11 800	18	200 sheep		1435	No		
ATAL		Tank Wagon (Sulphuric Acid)		95 (not to exceed 80km/h when loaded)	13 100	18-21	20 300-27 200 litres		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
ATAX		Tank Wagon (Sulphuric Acid)		95 (not to exceed 80km/h when loaded)	13 100	21	27 200 litres		1600/1435	Yes		
ATBL		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	11 800	18-24	24 500-45 500 litres		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
ATBY		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	11 600	23	24 500 litres		1435	No		
ATCL		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	11 800-12 500	20-25	45 500 litres		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
ATCX		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	13 100	22	66 200 litres		1600/1435	Yes		
ATDY		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	14 000	26	40 910 litres		1600/1435	Yes		
ATEL		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	10 300-14 000	18-26	22 500-42 000 litres		1600/1435	Yes		Suitable for limited bogie exchange on AN system only
ATFY		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	12 800	24	45 500 litres		1435	No		

1	2	3	4	5	6	7	8	9	10	11	12	13
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity	Permissible Overload (kg)	Gauge (mm)	Available for Bogie exchange	Restrictions	Remarks
ATGY		Tank Wagon (Sand)		95 (not to exceed 80km/h when loaded)	20 500	46	95 500 litres		1435	No		
ATJY		Tank Wagon		95 (not to exceed 80km/h when loaded)	18 100	21	80 600 litres		1435	No		
ATKL		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	14 900	26	63 000 litres		1600/ 1435	Yes		Suitable for limited bogie exchange on AN system only
ATKY		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	14 900	26	63 000 litres		1600/ 1435	No		Suitable for limited bogie exchange on AN system only
ATML		Tank Wagon (Petroleum products)		95 (not to exceed 80km/h when loaded)	14 600	20-30	22 700- 45 500 litres		1600/ 1435	Yes		Suitable for limited bogie exchange on AN system only
ATMX		Tank Wagon		95 (not to exceed 80km/h when loaded)	14 000- 16 300	27-31	45 000 litres		1600/ 1435	Yes		
ATOY		Tank Wagon (Petroleum Products)		95 (not to exceed 80 km/h when loaded)	14 000	25	40 910 litres		1600/ 1435	No		
ATQY		Tank Wagon (Petroleum products)		95 (not to exceed 80 km/h when loaded)	20 100	36	45 400 litres		1600/ 1435	No		
ATRX		Tank Wagon (Creostote)		95 (not to exceed 80 km/h when loaded)	13 100	22	50 000 litres		1600/ 1435	No		
ATSL		Tank Wagon (Creostote)		95 (not to exceed 80 km/h when loaded)	11 800	27	52 300 litres		1600/ 1435	Yes		Suitable for limited bogie exchange on A.N. System only
ATSY		Tank Wagon (Creostote)		95 (not to exceed 80 km/h when loaded	11 800	29	52 300 litres		1435	No		Suitable for limited bogie exchange on A.N. System only

1	2	3	4	5	6	7	8	9	10	11	12	13
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity	Permissible Overload (kg)	Gauge (mm)	Available for Bogie exchange	Restrictions	Remarks
ATZL		Tank Wagon (Creostote)		95 (Not to exceed 80 km/h when loaded)	10 300-11 800	19-20	22 700-24 270 litres		1600/1435	Yes		Suitable for limited bogie exchange on A.N. System only
AWWX		Well Wagon		95	19 600	27	47 tonnes		1600/1435	Yes		
TC		Tank Wagon (Petroleum products)		70	11 800-14 000	18-28	27 500-45 500 litres		1600	No		
TCA		Tank Wagon (Petroleum Products)		70	11 800-12 500	20-26	39 000-45 500 litres		1600	No		
TCO		Tank Wagon (Fuel Oil)		70	11 800-14 000	21-23	40 910 litres		1600/1435	No		
TDF		Tank Wagon (Fuel Oil)		70	14 000	21-25	40 910 litres		1600	No		
TS		Tank Wagon (Petroleum products)		70	14 600	23	52 300		1600	No		
TV		Tank Wagon (Petroleum products)		70	11 800-14 000	20-31	22 700-45 800 litres		1600	No		
TW		Tank Wagon (Water)		70	11 800-14 000	25	40 910 litres		1600	No		
WL		Well Wagon		70	18 500	31	45 tonnes		1600	No		
FIXED WHEEL BASED VEHICLES												
CF		Cattle Van		70	6 400	8	9 Beasts		1600	No		
DWF		Van		70	7 000	10	15 tonnes		1600	No		
EZ		Explosives Van		70	7 000	10	10 tonnes		1600	No		
OBF		Open Wagon		70	7 600	9	22 tonnes		1600	No		
OF		Open Wagon		70	7 600	9	22 tonnes		1600	No		
SF		Sheep Van		70	6 400	15	100 Sheep		1600	No		
BRAKEVANS												
AVAY		Brakevan			12 300	29			1600	No		
AVBY		Brakevan			12 300	24			1600	No		
AVCY		Brakevan			22 000	40			1600	No		

24.0 WESTERN AUSTRALIAN GOODS VEHICLES — PARTICULARS OF

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permis-sible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
WBAX		Covered Van		100	18 000	25	51		1600/1435				
WFDY		Flat Wagon		100	17 400	27	48		1435				
WFEX		Flat Wagon		100	18 000	20	50		1600/1435				
WMFX		Motor Car Carrier Wagon		100	23 700	26	12 Motor Cars		1600/1435				
WOAX		Open Wagon		100	18 000	25	51		1600/1435				
WQBX		Flat Wagon		100	23 700	24	52		1600/1435				
WQCX		Flat Wagon		100	20 100	23	53		1600/1435				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NBBA		Covered Van		95	12 400	27	36		1435				
NBFA		Covered Van (Fish Traffic)		95	12 400	29	22		1435				
NBMA		Covered Van (General Purpose)		95	12 400	26	25		1435				
NBMA		Covered Van (General Purpose)		95	12 400	29	22		1435				
NCBX		Coiled Steel (Special Cradles)		95	15 000	24	49	1000	1435/1600				
NCDY		Coiled Steel (Timber Cradles)		95	15 100	23.7	52		1435				
NCHX		Coiled Steel (Timber Cradles)		95	14 600	20	50		1435/1600				
NCLA		Coiled Steel (Five Large Cradles)		95	14 600	26	37		1435				
NCLF		Coiled Steel (Five Large Cradles)		95	14 600	26	37		1435				
NCLX		Coiled Steel (Five Large Cradles)		95	14 600	22	52		1435/1600				
NCMA		Coiled Steel (Timber Cradles)		95	14 600	20	42	1000	1435				
NCMF		Coiled Steel (Timber Cradles)		95	14 600	20	42	1000	1435				
NCNX		Coiled Steel (Continuous Cradles)		95	11 900	24	52		1435/1600				
NCRX		Coiled Steel (Continuous Cradles)		95	14 600	20	51		1435/1600				
NCUX		Coiled Steel (Vertical Coils)		95	15 000	24	49	1000	1435/1600				
NFBX		Flat Wagon (General Purpose Bolsters)		95	23 400	30	46 (55 tonnes Albury-Sydney and Unanderra-Moss Vale only)		1435/1600				
NFBX		Flat Wagon (Containers)		95	23 400	27	49		1435/1600				
NFBX		Flat Wagon (Semi-trailers)		95	23 400	29	47		1435/1600				
NFCA		Flat Wagon (Pyne board, end bulkheads)		95	14 600	20	42		1435				
NFCF		Flat Wagon (Pyne board, end bulkheads)		95	14 600	20	42		1435				
NFDX		Flat Wagon (Pyne board, end bulkheads)		95	14 600	22	52		1435/1600				
NFEA		Flat Wagon (General Purpose)		65	13 100	19	41	2000	1435				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NFFF		Flat Wagon (Steel products, collapsible bulkheads)		95	14 600	22	51	1000	1435				
NFFX		Flat Wagon (Steel products)		95	14 600	22	51	1000	1435/1600				
NFGX		Flat Wagon (Pyne board, end bulkheads)		95	18 500	26	48		1435/1600				
NFHX		Flat Wagon (General Purpose)		95	14 600	20	54		1435/1600				
NFLA		Flat Wagon (General Purpose) (Bolsters)		95	14 600	20	42	1000	1435				
NFLF		Flat Wagon (General purpose) (Bolsters)		95	14 600	20	42	1000	1435				
NFMX		Flat Wagon (General Purpose)		95	14 600	20	54		1435/1600				
NFOA		Flat Wagon (General purpose) (Bolsters)		65	14 600	20	41	1000	1435				
NFPX		Flat Wagon (General Purpose)		95	18 500	23	51		1435/1600				
NFUA		Flat Wagon (General Purpose)		95	14 600	19	42	2000	1435				
NFUF		Flat Wagon (General Purpose)		95	14 600	19	42	2000	1435				
NGAF		Hopper (Bulk Grain)		80	14 300	16	56	1000	1435				
NGAX		Hopper (Bulk Grain)		95	14 300	17	56		1435/1600				
NGBF		Hopper (Bulk Grain)		65	11 800	21	46	1000	1435				
NGTY		Hopper (Bulk Grain)		95	14 300	21	60		1435				
NHAF	32901 to 33150	Hopper (Coal)		80	15 100	18	58		1435				
NHAY		Hopper (Coal)		80	15 100	20	58		1435				
NHCF	35401 to 35600	Hopper (Coal)		50 (80km/h when empty)	17 100	22.2	77	800	1435				
NHDA		Hopper (Coal)		80	11 800	19	43	1000	1435				
NHDF		Hopper (Coal)		65	11 800	21	55		1435				
NHEF		Hopper (Coal)		80	15 100	18	58		1435				
NHGF	35601 to 35700	Hopper (Coal)		50 (80km/h when empty)	16 900	26.6	73	400	1435				
NHLA		Hopper (Limestone)		65	11 800	19	43	1000	1435				
NHLF		Hopper (Limestone)		65	11 800	19	43	1000	1435				
NHPF		Hopper (Coal)		65	10 900	22	54		1435				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NHTF	36251 to 36550	Hopper (Coal)		80	15 100	19.2	56	800	1435				
HVF	35101 to 35300	Hopper (Coal)		50 (80km/h when empty)	16 900	24	75	200	1435				
NLCX		Louvre Van Pallet loading (Steel floor)		95	14 600	24	50		1435/1600				
NLDF		Louvre Van Newsprint		95	21 600	27.9	48	100	1435				
NLGF		Louvre Van		95	14 600	25.5	48	500	1435				
NLGX		Louvre Van		95	14 600	25.5	48	500	1435/1600				
NLHX		Louvre Van		95	14 600	25	48	1000	1435/1600				
NLJX		Louvre Van Pallet loading (Steel floor)		95	18 200	27	49		1435/1600				
NLJY		Louvre Van Pallet loading (Steel floor)		95	18 200	29	49		1435				
NLKF		Louvre Van Pallet loading (Steel floor)		95	18 200	27	47		1435				
NLKY		Louvre Van Pallet loading (Steel floor)		95	18 200	29	49		1435				
NLLA		Louvre Van		95	14 600	22	41		1435				
NLLF		Louvre Van		95	14 600	22	41		1435				
NLMA		Louvre Van		95	11 900	22	25	1 000	1435				
NLMA		Louvre Van		95	13 100	21	29	1 000	1435				
NLMF		Louvre Van		95	11 900	22	25	1 000	1435				
NLMF		Louvre Van		95	13 100	21	29	1 000	1435				
NLTF		Louvre Van Tin Plate		95	14 600	28	45	1 000	1435				
NLTX		Louvre Van Tin Plate		95	14 600	28	45	1 000	1435/1600				
NMFA		Motor Car Wagon		95	16 800	21	6-8 Cars		1435				
NMFF		Motor Car Wagon		95	16 800	21	6-8 Cars		1435				
NMKX		Motor Car Wagon		95	23 100	22	8-10 Cars		1435/1600				
NMNX		Motor Car Wagon		95	23 700	30	8-10 Cars		1435/1600				
NOAF		Open Wagon General Purpose		95	11 700	17.3	34	400	1435				
NOBF		Open Wagon General Purpose		95	15 000	22	51	1 000	1435				
NOBX		Open Wagon General Purpose		95	15 000	22	51	1 000	1435/1600				
NOCY		Open Wagon General Purpose (Steel floor)		95	20 100	28	50		1435				
NODY		Open Wagon General Purpose (Steel floor)		95	15 700	23.7	54		1435				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NOEF		Open Wagon Concentrates (Steel floor)		95	11 000	18	56		1435				
NOGA		Open Wagon General Purpose		95	13 100	20	41	2 000	1435				
NOGF		Open Wagon General Purpose		95	13 100	20	51	1 000	1435				
NOGX		Open Wagon Furnace Coke		95	13 100	20	41	1 000	1435/1600				
NOGX		Open Wagon General Purpose		95	13 100	20	41	1 000	1435/1600				
NOGX		Open Wagon General Purpose		95	13 100	20	51	1 000	1435/1600				
NOHF		Open Wagon Concentrates		95	13 100	20	51	1 000	1435				
NOSF		Open Wagon Scrap Delivery		95	11 900	20	54		1435				
NPAF		Bulk Cement		80	12 900	17	59		1435				
NPAX		Bulk Cement		80	12 900	17	59		1435/1600				
NPBF		Bulk Cement		80	11 800	23	53		1435				
NPCF		Bulk Cement		80	15 000	18	56		1435				
NPLA		Bulk Cement		80	11 900	19	41	1 000	1435				
NPLF		Bulk Cement		80	11 900	19	41	1 000	1435				
NPLF		Bulk Cement		80	11 800	23	54.5		1435				
NPRX		Bulk Cement		80	12 600	17.2	58	800	1435/1600				
NPRY		Bulk Cement		80	12 600	19.8	58	200	1435				
NPTF		Bulk Cement		80	11 900	21	35		1435				
NQAY		Flat Wagon Containers		95	20 100	21.7	56		1435				
NQBX		Flat Wagon Containers and General Purpose		95	23 300	29	47 49 tonnes between Sydney Metro. Area, Dynon and South Brisbane		1435/1600				
NQBX		Flat Wagon 11 278 mm Containers		95	23 400	27	39		1435/1600				
NQCX		Flat Wagon Refrigerated Containers		95	14 600	18	52		1435/1600				
NQEF		Flat Wagon Refrigerated Containers		95	23 300	29	55		1435				
NQFX		Flat Wagon ISO Containers (End bulkheads)		95	20 500	23	53		1435/1600				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NQIA		Flat Wagon ISO Containers (Except Nos. 14511, 14524, 14525)		65A Special Instruc-tions when loaded	14 600	22	52		1435				
NQIF		Flat Wagon ISO Containers (Nos. 14511, 14524, 14525)		95	14 600	18	52		1435				
NQIX		Flat Wagon ISO Containers		95	14 600	18	58		1435/1600				
NQIY		Flat Wagon Containers		95	14 600	20	58	1 000	1435				
NQJW		Flat Wagon Low Level 'Jumbo' Containers		95 (100km/h when conveyed on Super-freighter Services)	25 500	25	51		1435			Must not be coupled to fixed wheel-base vehicles	Fitted with low level bogies (except No. 22001) and are bogie exch-angeable with AQDW wagons only
NQOX		Flat Wagon ISO Containers and General Purpose		95	20 100	21	52 55 tonnes when conveying containers between Sydney Metro. Area, Dynon and South Brisbane		1435/1600				
NQOY		Flat Wagon ISO Containers and General Purpose		95 (100km/h when conveyed on Super-freighter Services)	20 100	24	54		1435				
NQSF		Flat Wagon ISO Containers		95	14 600	16	36		1435				
NQUA		Flat Wagon ISO Containers		95	14 600	19	42	2 000	1435				
NQVF		Flat Wagon Flexi Van Containers Nos. 12416-12421 & 12433 onwards		95	23 200	27	47		1435				
NQVX		Flat Wagon Flexi Van Containers		95	23 200	27	47		1435/1600				
NRGA		Refrigerated Van		95	12 400	27	24		1435				
NRMA		Refrigerated Van		95	12 400	31	19		1435				
NRNY		Refrigerated Van		95	12 400	29	48		1435				

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NRTA		Refrigerated Van		95	12 400	27	32	2 000	1435				
NRTF		Refrigerated Van		95	12 400	27	32	2 000	1435				
NRWF		Refrigerated Container		95	12 100	18	34		1435				
NSCF		Livestock Van (Cattle)		95	12 100	20	20 Beasts		1435				
NSSF		Livestock Van (Sheep)		95	12 100	21	200 Sheep		1435				
NVEF		Brake Van Power Van		95	12 400	27	—		1435				
NVFF		Brake Van		95	13 100	24	—		1435				
NVGA		Brake Van		95	11 800	24	—		1435				
NVIF		Brake Van		95	13 100	24	—		1435				
NVJA		Brake Van Platform Ends		95	11 800	20	—		1435				
NVJF		Brake Van Platform Ends		95	11 800	20	—		1435				
NVKF		Brake Van		95	14 400	24	—		1435				
NVMF		Brake Van Passenger Compartment		95	12 400	22	—		1435				
NVPA		Brake Van Passenger Compartment		95	11 800	21	—		1435				
NVUF		Brake Van		95	11 800	27	—		1435				
NWFA		Well Wagon		80 Special instruc-tions when loaded	14 900	24	38		1435				
NWFF		Well Wagon		65 Special instruc-tions when loaded	14 900	25	38		1435				
NWLF		Well Wagon		65 Special instruc-tions when loaded	14 900	24	50		1435				
NWWA		Well Wagon		65 Special instruc-tions when loaded	18 600	23	40		1435				
SPECIAL PURPOSE VEHICLES													
NZEA		Army Tanks and Special Loads		65	10 000	19	56		1435				

25.0 **NEW SOUTH WALES GOODS VEHICLES — PARTICULARS OF SPECIAL PURPOSE VEHICLES — continued.**

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class	No. of Vehicles in Class	Description of Vehicle	Type	Maximum Speed km/h	Maximum length over pulling lines nearest 100mm	Maximum Tare Mass (Tonnes)	Nominal carrying capacity (Tonnes)	Permiss-ible Overload (kg)	Gauge (mm)			Restric-tions	Remarks
NZEF		Army Tanks and Special Loads		65	10 000	19	56		1435				
NZFA		Milk Tanks on Flat Wagon		95	10 000	26	20		1435				
NZFA		Milk Tanks on Flat Wagon		95	13 100	26	26		1435				
NZFF		Milk Tanks on Flat Wagon		95	13 100	26	26		1435				
NZGA		Glucose Tank on Flat Wagon		95	14 600	25	38		1435				
NZGX		Glucose Tank on Flat Wagon		95	14 600	18	52		1435/1600				
NZHA		Sodium Silicate Tank on Flat Wagon		95	14 600	20.0	54.0		1435				
NZLA		Special Loads		Special instruc-tions loaded or empty	12 400	32	118		1435				
NZMA		Milk Tanks in Louvre Van		95	13 100	31	20		1435				
NZMA		Milk Tanks in Louvre Van		95	13 200	23	40		1435				
NZMF		Milk Tanks in Louvre Van		95	13 100	20	20		1435				
NZPF		Explosives Containers on Flat Wagon		95	14 600	20	52		1435				
NZSX		Wide Steel Plate		95	14 600	25	40		1435/1600				
NZTA		Pipes		95	14 600	19	42	2 000	1435				
NZTF		Pipes		95	14 600	19	42	2 000	1435				
NZTX		Pipes		95	14 600	19	42	2 000	1435/1600				
NZWA		Wheel Sets		95	13 100	19	41	2 000	1435				
NZZA		Special Loads No. 440		40 Special instruc-tions when loaded	7 000	15	107		1435				
NZZA		Special Loads No. 530		40 Special instruc-tions when loaded	7 000	18	122		1435				
NZZA		Special Loads No. 600		40 Special instruc-tions when loaded	8 800	36	183		1435				

26.0 **MASS TO BE ALLOWED FOR DIESEL RAIL SHUNTING TRACTORS.**

26.1 On goods trains the mass of Rail Shunting Tractors, is to be taken as under:—

	To count as
Rail Shunting Tractor (6 400mm long)	10 tonnes

27.0 **MAXIMUM GROSS MASS PER GOODS VEHICLE ALLOWED IN VICTORIA, SOUTH AUSTRALIA AND NEW SOUTH WALES**

27.1 **VICTORIA**

The maximum gross mass of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 76 tonnes.** NQEF Wagons are permitted a maximum gross mass of 84 tonnes between Dynon and Albury on the Standard Gauge Line.

27.2 **SOUTH AUSTRALIA**

The maximum axle load permitted on standard and broad gauge vehicles operating over the Australian National system is 19 tonnes except as provided hereunder or where special instructions are issued to the contrary:—

Line	**Maximum Axle Load (Tonnes)**
Roseworthy — Robertstown Hamley Bridge — Gladstone Paskeville — Wallaroo Kadina — Brinkworth Penrice Junction — Truro Monarto South — Cambrai Tailem Bend — Pinnaroo Pinnaroo — Victorian Border Karoonda — Paringa Karoonda — Peebinga Karoonda — Waikerie Alawoona — Loxton Naracoorte — Kingston	18

27.3 **NEW SOUTH WALES**

The maximum gross mass of any vehicle permitted to operate over the New South Wales Railway System **must not exceed 76 tonnes,** except in respect to "NQEF" type wagons conveying containers between Albury and South Brisbane, the maximum gross mass **must not exceed 78 tonnes, and 76 tonnes** on all other lines. NQEF wagons conveying refrigerated cargo are permitted to operate between Albury and Sydney with a gross mass of 84 tonnes, and 74 tonnes on all other main lines.

28.0 **OVERLOAD VEHICLES**

28.1 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 mass is not in excess of the tonnage figures shown above.

29.0 **VEHICLE LIMITATIONS**

29.1 Without special authority from the Manager Operations Scheduling and Control, 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)	75
(In the case of a train **composed wholly of bogie vehicles** the maximum shall not exceed 50 such vehicles)	
(b) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "HR" van as one and each other bogie wagon, van, or carriage as two.

30.0 **VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS**

30.1 Special, Vice-regal, State, Inspection, Dining, "ABS", "RS", Buffet, Sleeping (SJ or SS), Club, "AJ", "BJ", "RBJ", "ACN", "BN", "BRN", "ACZ", "BZ", "AS", "BS", "BRS", "BCH", "BH", "MTH" carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to goods trains, unless authorised by the Manager Operations Scheduling and Control.

31.0 **MAXIMUM LOADING OUTLINE**

31.1 The particulars of the Maximum Load Outline for Broad Gauge Lines (1 600 mm) within Victorian and Australian National 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

31.2 Loading must not project more than 155 mm over the wagon at each end.

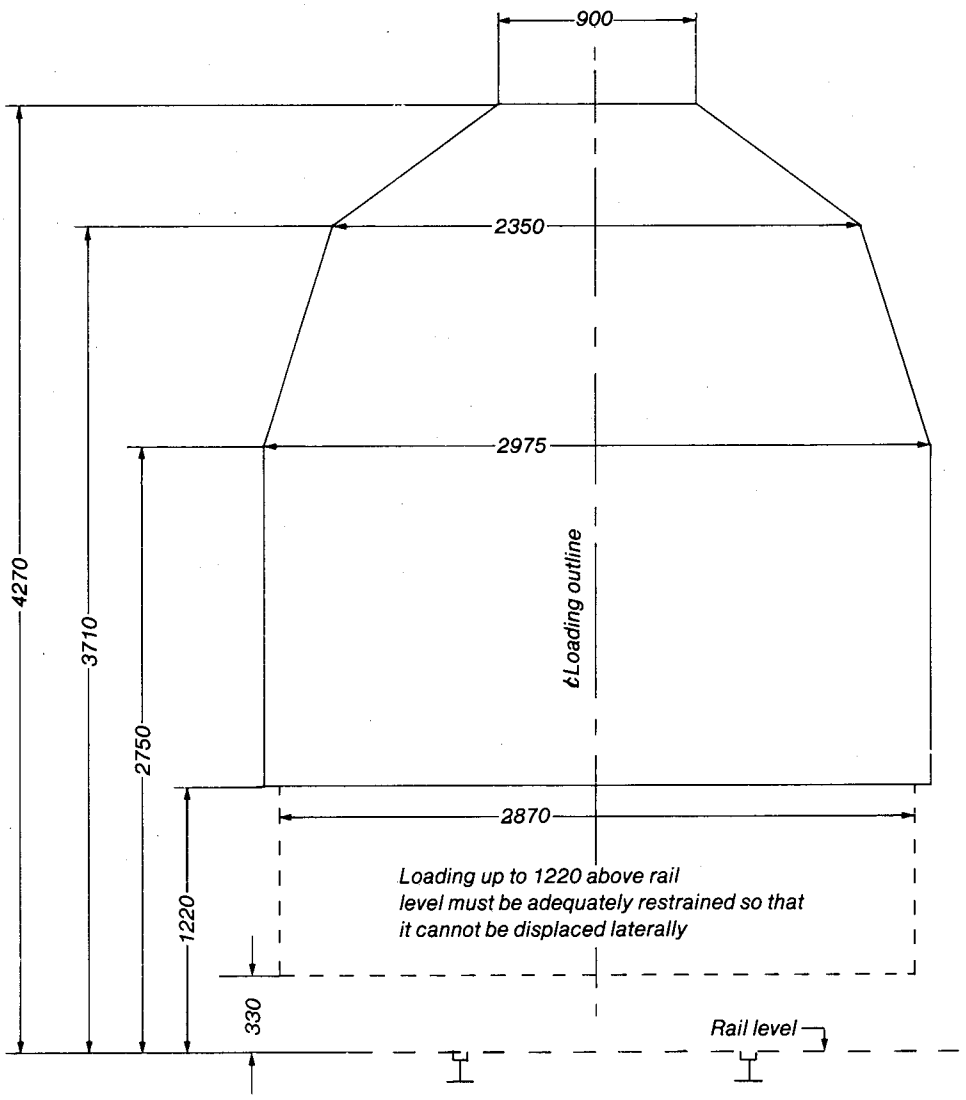
31.3 The width of 2 975 mm at 2 750 mm above rail level gradually tapers to 2 350 mm at 3 710 mm above rail level thence to 900 mm at the maximum height of 4 270 mm above rail level as indicated in the diagram hereunder:

31.4 All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Loading Outline'.

31.5 The full lines indicate the limit of moveable loading and the dotted lines the limits of movable loading placed and conveyed on special low load wagons.

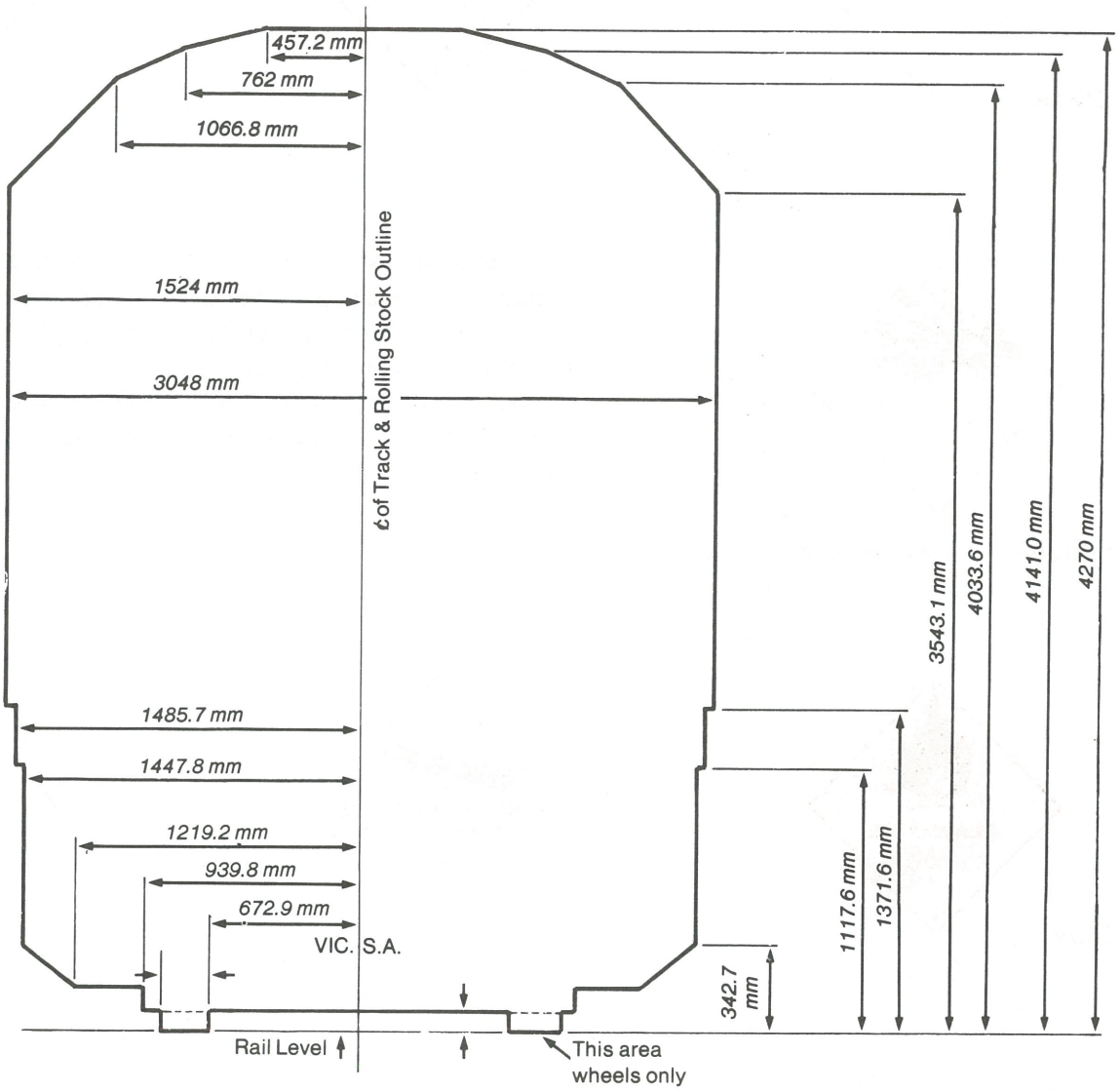
31.6 Any load exceeding the limits of the 'Loading Outline' must be treated as 'Out of Gauge' loading and may only be conveyed under special conditions approved of by the Manager Freight Operations Co-ordination, phone 619 4356.

31.7 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.

32.0 **INTERIM SPECIAL MAXIMUM ROLLING STOCK OUTLINE (FIXED LOADING)**



Class 1

Subsidiary explosives risk label

The appropriate division number and compatibility group are to be placed in this location e.g. 1.1D. The appropriate compatibility group is to be placed in this location, e.g. G.
Note: No label is required for for 1.4 explosives of compatibility group S. However each package must be marked '1.4S'.

Class 2

(2.1)

(2.2)

(2.3)

Class 3

(3)

Class 4

(4.1)

(4.2)

(4.3)

Class 5

(5.1)

(5.2)

Class 6

(6.1(a))

(6.1(b)

(6.2)

Black symbol on yellow background

Class 7

Class 7

Class 8

Class 9 No label required

Mixed Class Label

Alternative Mixed Class Label for rail vehicles only

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 Circular	Date Alteration Commenced	Nature of Alteration