VICTORIAN RAILWAYS

WORKING TIME-TABLE

Northern and Midland Districts

On and after 8th November, 1976

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager (Room 708, Phone 1092)

Spencer St., Melbourne.
14th October, 1976

M. W. B. RONALD,
Chief Traffic Manager.

1790—75 Victorian Railways Print.

IMPORTANT

Punctual Timekeeping is the Hallmark of Efficient SERVICE

ALWAYS PLAY YOUR PART

- Avoid unnecessary delays to trains at fixed signals. This is best achieved by placing signals at proceed, subject to safe working regulations, in ample time to obviate any risk of checks or blocks. Also ensure that signals are showing a clear indication.
- Stow brakevans correctly and prepare consignments en route for prompt discharge at roadside stations.
- Avoid delays by efficient team work in loading and unloading brakevans. When it will obviate delay, discharge consignments on to the platform instead of sorting the articles on to trollies.
- During periods of heavy traffic advise stations in advance where accommodation is available on trains. This is an important service to the public apart from minimising delays.
- When the length of the train is such that double stops might be incurred, direct roadside passengers to carriages toward the rear of the train; trainmen to be appropriately instructed.
- Always provide the most suitable carriage stock available, cleaned and fully serviced.

GOOD IMPRESSIONS CREATE GOODWILL

NORTHERN AND MIDLAND DISTRICTS

WORKING TIME-TABLE

(With Weekly Notice amendments to W.N. 41/76; Passenger amendments to W.T.T. 21/76 and Goods amendments to W.T.T. 1023/76).

Replacing Working Time-table Book effective from 24th June, 1974.

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GENERAL NOTES

A copy of every new issue of the WORKING TIME-TABLE BOOK, or section of the Book, or amendment thereto, is to be supplied to all concerned in accordance with Regulation 8.

It is imperative that each Stationmaster carefully check this Time-table, regarding the timing of trains, crossing arrangements, &c., so far as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under notice of the Time-tables Co-Ordinator (Room 70A) and Metropolitan or District Superintendent any inaccuracies that may appear herein.

Wall Sheet Time-tables issued in conjunction with this book are to be posted in a prominent position at a height from the ground and in close proximity to a light to enable passengers to consult it with facility.

A red line must be ruled on each Time-table under the name of the station concerned and time applying to it.

PASSENGER, RAIL MOTOR AND MIXED TRAIN RUNNING.—Depot stations must obtain full particulars from Guards of the late running of Passenger, Rail Motor, and Mixed trains. In the case of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the event of any time being lost by the locomotive, the cause, also locomotive number and class, must be ascertained from the Driver, and the Train Controller advised. Drivers will require to explain the cause of any time lost that in the aggregate exceeds the time gained on the journey.

When a Passenger, Rail Motor or Mixed train is blocked at a roadside station the Train Controller must be advised by the Stationmaster at the station at which the block occurred, and if the train that caused the block was running late the cause of such late running (whether overtime in section or other cause) must be given if ascertainable.

SUBURBAN PASSENGERS NOT TO TRAVEL BY COUNTRY TRAINS.—Country trains, including Rail Motor and Locomotive hauled Passenger trains shown in the Northern and Midland, Western and South Western, North Eastern and Eastern Working Time-table books are not available for inter-station passenger travel within the electrified Suburban area unless otherwise specified in the Time-table Books referred to. Holders of one class Suburban tickets are not permitted to travel in first-class carriages of country trains.

EXPRESS NEWS-GOODS TRAINS.—Passengers must not be allowed to travel by the Express News Goods trains, as set out hereunder, unless authorised by the Board or the Chief Traffic Manager.

Members of both Houses of the Federal and State Parliaments are, however, exempt from the foregoing prohibition and may be permitted to travel on these trains, as required.

The trains referred to are:—

1.30 a.m. (No. 15, 15A), Northern ; 12.20 a.m. (No. 35, 35A), and 1.10 a.m. (No. 113), Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The instructions regarding action to be taken by trainmen concerning "if required" stops when necessary for passenger purposes are shown on page 148.

MELBOURNE-BENDIGO.

PASSENGER SERVICE.

Down

STATIONS			53 280 H.P. Diesel Rail Car MON. to SAT. (See Note)		63 "Great Northern Limited" MON. to SAT.		91 280 H.P. Diesel Rail Car SAT. (See Note)	93 PASS. SAT. (See Note)	
			a.m.		a.m.		p.m.	p.m.	
MELBOURNE									
(Spencer Street) ..	*dep.*	..	8 0	..	8 45	..	12 20	1 40	..
North Melbourne	..	..	8 3*	..	8 48*	..	12 23*	1 43*	..
South Kensington ○	..	..	*	..	*	..	*	*	..
Footscray ..	..	..	8 9	..	8 53*	..	12 29	1 48*	..
Middle Footscray ○	..	..	*	..	*	..	*	*	..
West Footscray ..	..	..	*	..	*	..	*	*	..
Tottenham ○ ..	..	..	*	..	*	..	*	*	..
Sunshine ..	..	..	8 18	..	9 1	..	12 38	1 56	..
Albion ○ ..	..	..	*	..	*	..	*	*	..
St. Albans ..	*arr.*	..	8 24	..	..	..	..	..	..
" ..	*dep.*	..	8 26	..	9 5*	..	12 43	2 0*	..
Sydenham ○ ..	..	..	8 33	..	9 10*	..	12 49	2 5*	..
Diggers Rest ○ ..	..	..	8 43	..	9 17*	..	12 58	2 12*	..
Sunbury ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	8 51	..	9 21*	..	1 5	2 18	..
Rupertswood Pl. NC	..	..	8 53S	..	*	..	*	*	..
Clarkefield ..	..	..	9 6 — 101	..	9 30*–101	..	1 17	2 29*	..
Riddells Creek ○ ..	..	..	9 13	..	9 35*	..	1 25	2 34*	..
Gisborne ..	..	..	9 22 — 115	..	9 41*	..	1 33	2 41*	..
Macedon ..	..	..	9 29 —	..	9 45*–115	..	1 40	2 46*	..
WOODEND	*arr.*	..	9 40	..	9 53H	..	..	..	..
			—63		—53		–139		
" ..	*dep.*	..	10 5	..	9 56	..	1 51	2 55	..
Carlsruhe ○ ..	..	..	10 10§	..	10 0*	..	1 57§	2 59*	..
Kyneton ..	*arr.*	..		..	..	..	2 5	..	..
" ..	*dep.*	..		..	10 7	..		3 5	..
Malmsbury ..	..	..		..	10 15–111	..	..	3 12‡	..
Elphinstone ○ ..	..	..		..	10 25	..	..	3 21‡	..
CASTLEMAINE	*arr.*	..		..	10 35	..	..	3 29 —	..
" ..	*dep.*	..		..	10 38	..	..	3 32 — 139	..
Harcourt ○ ..	..	..		..	10 46	..	..	3 40	..
Ravenswood NC ..	..	..		..	10 54*	..	..	3 48*	..
Kangaroo Flat ○	..	..		..	11 4	..	..	3 58‡	..
Golden Square ..	..	..		..	11 7	..	..	4 1‡	..
BENDIGO ..	*arr.*	..		..	11 15R,BC	..	..	4 5	..
"	*dep.*	..	To Daylesford (See Page 20)	..	11 35 To Swan Hill Mon., Sat. (page 30)	..	..	..	..

H—Daylesford line passengers change trains. R—Refreshments.
S—Stops Mondays to Fridays only to set down students. Will not stop during school holiday periods.
Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.
BC:—

BRANCH LINE CONNECTIONS

BENDIGO Dep.	To—	Days of Connection
11.50 a.m. (No. 65)	ECHUCA	MON. to SAT. (page 23)
	—DENILIQUIN	WED., THUR., and SAT. (page 23)
12 noon (No. 73)	KORONG VALE-SEA LAKE	TUE., WED., THUR., SAT. (page 40)
	—ULTIMA	TUE., WED., THUR., SAT. (page 46)
	—ROBINVALE	WED. (page 46)
12.10 p.m. (No. 77)	COHUNA	MON., TUE., WED., THUR. (pages 22, 23)

Down **PASSENGER SERVICE**—continued.

STATIONS		103 PASS. MON. to FRI. (See Note)		105 280 H.P. Diesel Rail Car MON. to FRI. (See Note)	107 PASS. MON. to FRI. (See Note)		109 Express MON., TUE., WED., THUR.	109A 280 H.P. Diesel Rail Car FRI.	113 280 H.P. Diesel Rail Car MON., TUE., WED., THUR.
		p.m.		p.m.	p.m.		p.m.	p.m.	p.m.
MELBOURNE (Spencer Street)	dep.	1 40	..	3 53	4 30	..	5 4B	5 4	..
North Melbourne	..	1 43*	..	3 57	4 34	..	5 7*	5 7*	..
South Kensington ○	..	*	..	*	*	..	*	*	..
Footscray	..	1 48*	..	4 3	4 40	..	5 13*	5 13*	..
Middle Footscray ○	..	*	..	*	*	..	*	*	..
West Footscray	..	*	..	*	*	..	*	*	..
Tottenham ○	..	*	..	*	*	..	*	*	..
Sunshine	..	1 56	..	4 12	4 49	..	5 21	5 21	..
Albion ○	..	*	..	*	..	..	*	*	..
St. Albans	arr.	..	..	4 18	..	..	..	..	..
"	dep.	2 0*	..	4 21	4 55	..	5 27*	5 27*	..
Sydenham ○	..	2 6	..	4 28	5 2	..	5 32*	5 31*	..
Diggers Rest ○	..	2 15	..	4 38	5 12	..	5 41*	5 39*	..
Sunbury	dep.	2 22	..	4 45	5 20	..	5 46*	5 43*	..
Rupertswood Plat. NC	..	*	..	4 48P	*	..	*	*	..
Clarkefield	..	2 33	..	5 0	5 32	..	5 58*	5 54*	..
Riddells Creek ○	..	2 40	..	5 7	5 40	..	6 4*	5 59*	..
Gisborne	..	2 49	..	5 16	5 50	..	6 13*	6 6*	..
Macedon	..	2 56	..	5 23	5 57	..	6 19	6 11	..
WOODEND	arr.	..	..	..	6 6H	..	6 28H	6 20	..
"	dep.	3 8	..	5 33	6 8	..	6 30	6 22	6 35
Carlsruhe ○	..	3 12*	..	5 38§	6 13*	..	6 34*	6 27§	6 40§
Kyneton	arr.	..	..	5 45	6 20	..	6 39	..	..
"	dep.	3 19	..	..	..	..	6 41	To Daylesford (See page 20)	To Daylesford (See page 20)
Malmsbury	..	3 27‡	..	Forms	..	..	6 49‡		
Elphinstone ○	..	3 37‡	..	No. 86	..	..	6 58‡		
CASTLEMAINE	arr.	3 45	..	Wood-	..	..	7 8		
"	dep.	3 49	..	end	..	..	7 11		
Harcourt ○	..	3 57	..	..	..	..	7 20‡		
Ravenswood NC	..	4 5*	..	..	..	..	7 29*		
Kangaroo Flat ○	..	4 15	..	..	..	..	7 40		
Golden Square	..	4 18	..	..	..	..	7 43‡		
BENDIGO	arr.	4 25R, BC	..	..	..	..	7 50		
"	dep.	4 40	..	..	..	..	8 5		
		To Swan Hill Tue., Thur. (page 31)					To Swan Hill Wed. (Page 31)		

B—Buffet carriage attached to Bendigo. R—Refreshments.
H—Daylesford line passengers change trains.
P—Stops only to pick up students. Will not stop during school holiday periods.
Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

BRANCH LINE CONNECTIONS

BC:—

BENDIGO Dep.	To—	Days of Connection
4.45 p.m. (No. 105)	ECHUCA-DENILIQUIN	MON., TUE., FRI. (page 23)
4.55 p.m. (No. 109)	KORONG VALE-SEA LAKE	MON., FRI. (page 40)
	ULTIMA-ROBINVALE	MON., FRI. (page 46)
5.10 p.m. (No. 107)	COHUNA	FRI. (pages 22, 23)

PASSENGER SERVICE—continued.

Down

STATIONS			119 PASS. MON to FRI. (See Note)	121 280 H.P. Diesel Rail Car SAT. (See Note)		123 Express FRI.		127 280 H.P. Diesel Rail Car MON. to FRI. (See Note)		131 PASS. SAT. (See Note)
			p.m.	p.m.		p.m.		p.m.		p.m.
MELBOURNE (Spencer Street)	..	dep.	5 14	5 35	..	5 40B	..	5 45	..	6 5B
North Melbourne	..	..	5 18	5 38*	..	5 43*	..	5 48*	..	6 8*
South Kensington ○	..	..	*	*	..	*	..	*	..	*
Footscray	..	..	5 24	5 43*	..	5 48*	..	5 54	..	6 12*
Middle Footscray ○	..	..	*	*	..	*	..	*	..	*
West Footscray	..	..	*	*	..	*	..	*	..	*
Tottenham ○	..	..	*	*	..	*	..	*	..	*
Sunshine	..	..	5 32	5 50	..	5 56*	..	6 3	..	6 20
Albion ○	..	..	*	*	..	*	..	*	..	*
St. Albans	..	..	5 39	5 55*	..	6 1*	..	6 10	..	6 25*
Sydenham ○	..	..	5 48	6 1	..	6 6*	..	6 17	..	6 30*
Diggers Rest ○	..	..	5 59	6 10	..	6 16*	..	6 28	..	6 39*
Sunbury	..	arr.	–130	..	..	..	..	..	..	..
"	..	dep.	6 7	6 16	..	6 22*	..	6 36	..	6 46
Rupertswood Plt. NC		..	*	*	..	*	..	*	..	*
Clarkefield	..	..	6 21	6 28	..	6 35*	..	6 50	..	6 58*
Riddells Creek ○	..	..	6 30	6 36	..	6 42*	..	6 57	..	7 4*
Gisborne	..	..	6 41	6 47	..	6 53*	..	7 6	..	7 12*
Macedon	..	..	6 48	6 52*	..	6 59*	..	7 13	..	7 17
WOODEND	..	arr.	6 58	7 2	..	..	..	..	..	7 27H
				–131						–121
"	..	dep.	6 59	7 35	..	7 11	..	7 23	..	7 28
Carlsruhe ○	..	..	7 4*	7 40§	..	7 15*	..	7 28§	..	7 32*
Kyneton	..	arr.	7 10	. .	..	7 21	..	7 35	..	..
"	..	dep.			..	7 22	..		..	7 39
Malmsbury	..	..	..		..	7 30‡	..	..	..	7 48
Elphinstone ○	..	..	..		..	7 39‡	..	..	..	7 58
CASTLEMAINE	..	arr.	..		..	7 50	..	..	..	8 8
"	..	dep.	..		..	7 53	..	..	..	8 11
Harcourt ○	..	..	..		..	8 3‡	..	..	..	8 20
Ravenswood NC	..	..	..		..	8 13*	..	..	..	8 29*
Kangaroo Flat ○	..	..	..		..	8 25	..	..	..	8 40
Golden Square	..	..	..		..	8 28‡	..	..	..	8 44
BENDIGO	..	arr.	..		..	8 35	..	..	..	8 50
"	..	dep.	..		..	8 50	..	..	..	

To Daylesford (See page 20)

To Swan Hill (Page 31)

B—Buffet carriage attached to Bendigo.
H—Daylesford line passengers change trains.

Note :—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

PASSENGER SERVICE—continued.

Up

STATIONS			30 280 H.P. D.R.C. MON. to FRI. (See Note)		32 PASS. MON. to FRI. (See Note)	32A 280 H.P. D.R.C. SAT. (See Note)		38 PASS. MON. to FRI. (See Note)	38A 280 H.P. D.R.C. SAT. (See Note)	
			a.m.		a.m.	a.m.		a.m.	a.m.	
BENDIGO	..	*arr.*	..	..	..	..	..	..	..	..
"	..	*dep.*	..	..	..	..	..	..	..	..
Golden Square	..	..	..	..	..	..	..	..	..	..
Kangaroo Flat ○	..	..	..	..	..	..	..	..	..	..
Ravenswood NC	..	..	..	..	..	..	..	..	..	..
Harcourt ○	..	..	..	..	..	..	..	..	..	..
CASTLEMAINE	..	*arr.*	..	..	..	..	..	..	..	..
	..	*dep.*	..	..	..	..	..	..	..	..
Elphinstone ○	..	..	..	..	..	..	..	..	..	..
Malmsbury	..	..	..	..	..	..	..	..	..	..
Kyneton	..	*arr.*	..	..	..	..	..	..	..	..
"	..	*dep.*	5 43	..	6 40	6 45	..	7 12	..	..
Carlsruhe ○	..	..	5 48*	..	6 46*	6 51*	..	7 17*	7 19§	..
WOODEND	..	*arr.*	5 54	..	6 53	6 57	..	..	..	..
"	..	*dep.*	5 55	..	6 54	6 58	..	7 24	7 26	..
Macedon	..	..	6 2	..	7 3	7 6	..	7 31	7 33	..
Gisborne	..	..	6 7	..	7 9	7 12	..	7 36	7 37*	..
Riddells Creek ○	..	..	6 13	..	7 16	7 18	..	7 42	7 43	..
Clarkefield	..	*arr.*	..	..	..	..	..	..	..	..
"	..	*dep.*	6 20	..	7 22	7 24	..	7 48	7 48*	..
Rupertswood Plat. NC		..	*	..	*	*	..	*	*	..
Sunbury	..	*dep.*	6 30	..	7 32	7 34	..	7 58	7 58	..
Diggers Rest ○	..	..	6 35	..	7 39	7 40	..	8 4	8 2*	..
Sydenham ○	..	..	6 43	..	7 47	7 48	..	8 11	8 8*	..
St. Albans	..	*dep.*	6 49	..	7 54	7 55	..	8 18	8 14	..
Albion ○	..	..	*	..	*	*	..	*	*	..
Sunshine	..	..	6 55	..	8 0	8 1	..	8 24	8 20	..
Tottenham ○	..	..	*	..	*	*	..	*	*	..
West Footscray	..	..	*	..	*	*	..	*	*	..
Middle Footscray ○		..	*	..	*	*	..	*	*	..
Footscray	..	..	7 4	..	8 10	8 10	..	8 32	8 28	..
South Kensington ○		..	*	..	*	*	..	*	*	..
North Melbourne	..	..	7 11	..	8 16	8 16	..	8 38*	8 33*	..
MELBOURNE (Spencer Street)	..	*arr.*	7 15	..	8 20	8 20	..	8 45	8 38	..

From Daylesford (see page 20)

C—Passengers change trains.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

PASSENGER SERVICE—continued.

Up

STATIONS			36 280 H.P. D.R.C. MON. to FRI.	40 PASS. MON. to SAT. (See Note)		44 280 H.P. Diesel Rail Car MON. to FRI. (See Note)	48 Express WED., FRI.
			a.m.	a.m.		a.m.	a.m. From Swan Hill
BENDIGO	..	*arr.*	..	..		..	9 28R
"	..	*dep.*	..	7 0R		..	9 40
Golden Square	..	..	..	7 3		..	9 43*
Kangaroo Flat ○	..	..	..	7 7		..	9 45*
Ravenswood NC	..	..	..	7 16*		..	9 55*
Harcourt ○	..	..	..	7 27		..	10 4*
CASTLEMAINE	..	*arr.*	..	7 33		..	10 10
"	..	*dep.*	..	7 35		..	10 11
			From Daylesford (see page 20)	SAT.	MON. to FRI.		
Elphinstone ○	..	..	..	7 49	7 50	..	10 24*
Malmsbury	..	..	..	7 58	8 0	..	10 32*
Kyneton	..	*arr.*	..	..	..	..	..
"	..	*dep.*	..	8 8	8 11	..	10 42
Carlsruhe ○	..	..	8 3§	8 13*	8 17*	..	10 48*
WOODEND	..	*arr.*	8 10C	..	..	..	..
"	..	*dep.*		8 19	8 22	9 58	10 53*
Macedon	..	..	(Forms	8 28	8 31	10 5	11 0*
Gisborne	..	..	No.	8 33	8 36	10 10	11 4*
Riddells Creek ○	..	..	44)	8 40	8 43	10 17	11 8*
Clarkefield	..	*arr.*	..	..	..	..	..
"	..	*dep.*	..	8 46	8 49	10 23	11 12*
Rupertswood Plat. NC		..	..	*	8 57S	*	*
Sunbury	..	*dep.*	..	8 57	9 0	10 34	11 19*
Diggers Rest ○	..	..	..	9 2	9 5	10 39	11 23*
Sydenham ○	..	..	..	9 9	9 12	10 46	11 28*
St. Albans	..	*dep.*	..	9 14*	9 17*	10 53	11 32*
Albion ○	..	..	..	*	*	*	*
Sunshine	..	..	..	9 20	9 24	10 59	11 36*
Tottenham ○	..	..	..	*	*	*	*
West Footscray	..	..	..	*	*	*	*
Middle Footscray ○		..	..	*	*	*	*
Footscray	..	..	..	9 29	9 32	11 8	11 45*
South Kensington ○		..	..	*	*	*	*
North Melbourne	..	..	..	9 34*	9 37*	11 13	11 51*
MELBOURNE (Spencer Street)	..	*arr.*	..	9 40	9 40	11 18	11 55

R—Refreshments.

S—Stops Mondays to Fridays only to set down students. Will not stop during school holiday periods.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

BENDIGO-MELBOURNE.
PASSENGER SERVICE—continued.

Up

STATIONS		50 PASS. MON. to SAT. (See Note)		64 280 H.P. Diesel Rail Car MON. to FRI. (See Note)		76 280 H.P. Diesel Rail Car SAT. (See Note)	86 280 H.P. Diesel Rail Car (Empty) MON. to FRI.
		a.m. From Swan Hill Mon., Tue., Thur., Sat.		p.m.		p.m.	p.m.
BENDIGO	*arr.*	11 40R	..	..	..	..	..
" ..	*dep.*	Noon 12 0B,BS	..	..	..	..	..
		p.m.					
Golden Square		12 3*	..	..	..	..	..
Kangaroo Flat ○		12 5*	..	..	..	..	..
Ravenswood NC		12 16*	..	..	..	..	..
Harcourt ○		12 27	..	..	..	..	..
CASTLEMAINE ..	*arr.*	12 33	..	..	..	..	..
" ..	*dep.*	12 35	..	..	..	..	..
Elphinstone ○		12 52*	..	..	..	..	..
Malmsbury		1 0*	..	..	..	..	..
Kyneton	*dep.*	1 9	..	..	..	..	5 50
Carlsruhe ○		1 15*	..	3 15§ From Daylesford (see page 20)	..	4 2§ From Daylesford (see page 20)	*
WOODEND	*arr.*	..	..	.. —62	..	..	6 3
" ..	*dep.*	1 22	..	3 23	..	4 9	(Forms No. 113
Macedon		1 30	..	3 30	..	4 15*	D'ford
Gisborne		1 34*	..	3 33*	..	4 18*	Mon. to
Riddells Creek ○		1 38*	..	3 38*	..	4 23*	Thur.)
Clarkefield	*arr.*	..	..	..	..	..	..
"	*dep.*	1 42*	..	3 44	..	4 28*	..
Rupertswood Plat. NC ..		*	..	3 54P	..	*	..
Sunbury		1 50	..	3 57	..	4 38	..
Diggers Rest ○		1 54*	..	4 2	..	4 42*	..
Sydenham ○		1 59*	..	4 8	..	4 48*	..
St. Albans	*arr.*	..	..	4 13	..	..	..
" ..	*dep.*	2 3*	..	4 16	..	4 52*	..
Albion ○		*	..	*	..	*	..
Sunshine		2 8*	..	4 22	..	4 57*	..
Tottenham ○		*	..	*	..	*	..
West Footscray		*	..	*	..	*	..
Middle Footscray ○		*	..	*	..	*	..
Footscray		2 15*	..	4 31	..	5 5*	..
South Kensington ○ ..		*	..	*	..	*	..
North Melbourne		2 21*	..	4 36*	..	5 11*	..
MELBOURNE (Spencer Street) ..	*arr.*	2 25	..	4 40	..	5 15	..

B—Buffet carriage attached from Bendigo. R—Refreshments.
P—Stops to pick up students. Will not stop during school holiday periods.
Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.
BS—Branch Line Services connecting with No. 50 at Bendigo.

Connecting Days:	Departs:	From:	Arrives Bendigo:
MON to FRI.	8.5 a.m. **(No. 42)**	**COHUNA** ..	11.5 a.m.
TUE., THUR., SAT.	5.5 a.m. **(No. 10)**	**ROBINVALE**	
MON. to SAT.	7.22 a.m. **(No. 10)**	**ULTIMA** ..	11.25 a.m.
MON. to SAT.	7.20 a.m. **(No. 58)**	**SEA LAKE**	
MON. to SAT.	8.35 a.m. **(No. 64)**	**DENILIQUIN** ..	11.30 a.m.

Up

STATIONS			94 PASS. MON. to FRI. (See Note)		96 280 H.P. Diesel Rail Car FRI. (See Note)	78 PASS. SAT. (See Note)
			p.m.		p.m.	p.m.
BENDIGO ..	*dep.*	..	5 25R, BS	..	.. ..	5 45
Golden Square ..	..	..	5 29	..	.. ..	5 48‡
Kangaroo Flat ○ ..	..	..	5 33	..	.. ..	5 51‡
Ravenswood NC ..	..	..	5 42*	..	.. ..	6 1*
Harcourt ○ ..	..	..	5 52	..	.. ..	6 12
CASTLEMAINE ..	*arr.*	..	5 58	..	.. ..	6 18
" ..	*dep.*	..	6 5	..	.. ..	6 21
Elphinstone ○ ..	..	..	6 19	..	.. ..	6 37
Malmsbury ..	..	..	6 30	..	.. ..	6 48
Kyneton	*dep.*	..	6 41	..	.. ..	6 59
Carlsruhe ○ ..	..	..	6 46*	..	.. ..	7 5*
WOODEND ..	*arr.*	..	6 51—98	..	.. ..	..
			Fri. / Mon. to Thur.			
" ..	*dep.*	..	6 53 / 6 53	..	7 6 ..	7 11
Macedon ..	..	..	7 0* / 7 2	..	7 14 ..	7 20
Gisborne	..	..	7 4* / 7 8	..	7 19 ..	7 26
Riddells Creek ○ ..	..	..	7 8* / 7 15	..	7 26 ..	7 31
Clarkefield ..	..	..	7 12* / 7 21	..	7 32 ..	7 37
Rupertswood Plat. NC	..	..	* / *	..	* ..	*
Sunbury	..	..	7 19* / 7 31	..	7 43 ..	7 47
Diggers Rest ○ ..	..	..	7 23* / 7 37	..	7 48 ..	7 53
Sydenham ○ ..	..	..	7 28* / 7 44	..	7 55 ..	8 0
St. Albans ..	*arr.*	..	.. / ..	..	.. ..	..
" ..	*dep.*	..	7 32* / 7 49††	..	8 1 ..	8 6††
Albion ○	..	..	* / *	..	* ..	*
Sunshine	..	..	7 37 / 7 56	..	8 7	8 12
Tottenham ○ ..	..	..	* / *	..	* ..	*
West Footscray ..	..	..	* / *	..	* ..	*
Middle Footscray ○ ..	..	..	* / *	..	* ..	*
Footscray	..	..	7 45* / 8 5	..	8 16 ..	8 20
South Kensington ○ ..	..	..	* / *	..	* ..	*
North Melbourne ..	..	..	7 51* / 8 11*	..	8 21* ..	8 26*
MELBOURNE .. (Spencer Street)	*arr.*	..	7 55 / 8 15	..	8 25 ..	8 30

R—Refreshments.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

BS—Branch Line Service connecting with No. 94 at Bendigo—

Connecting Days:	Departs:	From:	Arrives Bendigo:
MON., TUE., FRI.	3.0 p.m. (No. 90)	ECHUCA ..	4.30 p.m.

MELBOURNE-BENDIGO.

SUNDAY EXCURSION TRAINS.

Down

STATIONS		133 PASS. SUN. (See Note)	135 280 H.P. Diesel Rail Car SUN.	141 280 H.P. Diesel Rail Car (Empty) SUN.	137 PASS. SUN. (See Note)	
		a.m.	a.m.	p.m.	p.m.	
MELBOURNE (Spencer Street) ..	*dep.*	9 30	..	..	7 10	..
North Melbourne		9 33*	..	..	7 13*	..
South Kensington ○		*	..	..	*	..
Footscray		9 39	..	..	7 19	..
Middle Footscray ○		*	..	..	*	..
West Footscray		*	..	..	*	..
Tottenham ○		*	..	..	*	..
Sunshine		9 48	..	..	7 28	..
Albion ○		*	..	..	*	..
St. Albans		9 52*	..	..	7 32*	..
Sydenham ○		9 57*	..	..	7 37*	..
Diggers Rest ○		10 7	..	..	7 46	..
Sunbury		10 14	..	..	7 52	..
Rupertswood Plat. NC ..		*	..	..	*	..
Clarkefield		10 25*	Formed by	Off	8 2*	..
Riddells Creek ○		10 30*	**No. 118**	**No. 122**	8 7*	..
Gisborne	*arr.*	10 40–120	ex	ex	..	..
,, ...	*dep.*	10 44●	Kyneton	Daylesford	8 16	..
Macedon	*arr.*	..	..	..	8 22–124	..
,, ...	*dep.*	10 51	..	..	8 28●	..
WOODEND ..	*arr.*	11 0H	–133	..	..	..
,, ...	*dep.*	11 2	11 10	8 2	8 38	..
Carlsruhe ○		11 6*	11 15*	8 7*	8 42*	..
Kyneton	*arr.*	..	..	8 13	..	..
,, ...	*dep.*	11 12	..		8 48	..
Malmsbury		11 20	..	..	8 56	..
Elphinstone ○		11 28*	..	..	9 4*	..
CASTLEMAINE ..	*arr.*	..	..	..	..	..
,, ..	*dep.*	11 37	..	..	9 13	..
Harcourt ○		11 44*	..	..	9 20*	..
Ravenswood NC		11 52*	..	..	9 28*	..
		p.m.				
Kangaroo Flat ○		12 2	..	..	9 38	..
Golden Square		12 5*	..	..	9 40*	..
BENDIGO ..	*arr.*	12 10	..	..	9 45	..
,,	*dep.*	12 15	..	..		..
		To Swan Hill (Page 31)	To Daylesford (see page 20)			

H—Daylesford line passengers change trains.

● **No. 133** may depart Gisborne 10.41 a.m.

No. 137 may depart Macedon 8.23 p.m.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

BENDIGO–MELBOURNE.

SUNDAY EXCURSION TRAINS.

Up

STATIONS		120 PASS. SUN. (See Note)	118 280 H.P. Diesel Rail Car (Empty) SUN.	122 280 H.P. Diesel Rail Car SUN.	124 PASS. SUN. (See Note)
		a.m.	a.m.	p.m.	p.m.
BENDIGO	*arr.*	..	..	..	From Swan Hill 6 30R
"	*dep.*	9 10	..	..	6 45
Golden Square		9 13*	..	..	6 48*
Kangaroo Flat ○		9 16	..	..	6 52
Ravenswood NC		9 26*	..	From Daylesford (See page 20).	7 2*
Harcourt ○		9 35*	..		7 13
CASTLEMAINE ..	*arr.*	..	..		..
" ..	*dep.*	9 42	..		7 20
Elphinstone ○		9 55*	..		7 36
Malmsbury		10 5	..		7 48
Kyneton		10 15	10 38		7 59
Carlsruhe ○		10 20*	10 44*	..	8 5*
WOODEND ..	*arr.*	..	10 50—133	7 49*	..
				7 57C	
"	*dep.*	10 26	..	..	8 12
Macedon	*arr.*	..	..	..	8 22—137
"	*dep.*	10 35	Forms	..	8 26 ●
Gisborne	*arr.*	10 40—133	**No. 135**	Forms	..
"	*dep.*	10 44 ●	Daylesford	**No. 141**	8 32
Riddells Creek ○ ..		10 49*	..	Kyneton	8 37*
Clarkefield		10 53*	..	..	8 41*
Rupertswood Plat. NC ..		*	..	..	*
Sunbury		11 1	..	..	8 50
Diggers Rest ○ ..		11 7	..	..	8 56
Sydenham ○		11 13*	..	..	9 2*
St. Albans		11 17*	..	..	9 6*
Albion ○		*	..	..	*
Sunshine		11 23	..	..	9 12
Tottenham ○		*	..	..	*
West Footscray		*	..	..	*
Middle Footscray ○ ..		*	..	..	*
Footscray		11 31	..	..	9 20
South Kensington ○ ..		*	..	..	*
North Melbourne		11 36*	..	..	9 26*
MELBOURNE (Spencer Street) ..	*arr.*	11 39	..	..	9 30

C—Passengers change trains. R—Refreshments.

● **No. 120** may depart Gisborne 10.41 a.m. **No. 124** may depart Macedon 8.23 p.m.

Note:—Holders of one class suburban tickets are not permitted to travel in first class carriages of country trains.

MELBOURNE-BENDIGO—GOODS SERVICE.

For North Eastern Goods Trains via Albion—See North Eastern Working Time-table.

Down.

STATIONS		Express News Goods (See Note) 15 Tue. to Fri.	Express News Goods (See Note) 15A Mon., Sat.	19 Loco. and Van Mon. ‡	17 Goods Tue. to Fri.	115 R'dside Goods Wed., Fri. ‡	99 Throu. Goods Tue. to Sat. ‡	117 Goods Tue., Thur.	167 Pilot Mon. to Fri.	
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
MELBOURNE YD.	dep.	1 30	1 30	..	2 0	2 30	3 0	..	..	..
West Tower	..	..	..	..	..	..	..	..	..	..
South Dynon Loco	..	..	..	..	..	..	..	..	..	..
South Kensington ○	..	1 37	1 37	..	2 12	2 42	3 15	..	..	..
Tottenham Goods Yd.	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..	..	..
Footscray ..	..	1 39	1 39	..	2 18	2 48	3 23	..	..	..
Middle Footscray ○	..	..	..	..	..	..	..	..	..	..
West Footscray	..	..	..	..	..	..	..	..	..	..
Tottenham ..	..	..	..	..	..	..	..	..	..	..
Sunshine ..	..	1 47	1 47	..	2 30	3 0	3 35	..	..	..
Albion ○ ..	..	..	..	..	2 33	3 3	3 38	..	..	..
Albion Siding NC	..	..	..	..	..	..	..	..	..	..
St. Albans ..	..	1 52	1 52	..	2 38	3 10	3 43	..	..	..
Sydenham ○ ..	arr.	..	..	..	..	3 25–99	..–115	..	..	..
" ..	dep.	1 57	1 57	..	2 49	4 22	3 53	..	..	..
Diggers Rest ..	arr.	..	..	..	..	4 45	..	..	..	..
" ..	dep.	2 4	2 5	..	3 10	5 0	4 20	..	..	..
Sunbury ..	arr.	..	..	..	..	5 10	..	..	..	..
" ..	dep.	2 8	2 11	..	3 20	6 0	4 28	..	..	..
Clarkefield ..	arr.	..	..	..	..	6 25	..	..	..	..
" ..	dep.	2 18	2 22	..	3 45	7 10	4 51	..	..	..
Riddells Creek ○	arr.	..	..	..	..	7 25	..	..	..	..
" ..	dep.	2 23	2 30	..	3 59	7 40	5 4	..	..	..
Gisborne ..	arr.	..	..	..	..	8 0	..	..	..	..
" ..	dep.	2 31	2 40	..	4 18	8 45	5 22	..	..	..
Macedon ..	arr.	..	..	..	..	9 2	..	..	..	..
" ..	dep.	2 36	2 47	..	4 30	9 58	5 33	..	..	..
WOODEND	arr.	..	2 57	..	4 50	10 15	..	..	..	..
					–4					
" ..	dep.	2 43	3 0	5 0	5 10	..	5 51	7 50	..	..
Carlsruhe ○ ..	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	..	..	5 7	5 18	..	5 59	8 7	..	..
Kyneton ..	arr.	2 52	3 10	5 15	5 25	..	6 7	..	..	..
					–6					
				Run		71				
" ..	dep.	2 55	3 13	No.	..	Pilot	6 27		..	..
Malmsbury ..	..	3 5	3 23	32	..	Mon.,	6 39		..	..
Elphinstone ○ ..	arr.	..	..	..	..	Tues.,	..		..	..
" ..	dep.	3 16	3 32	..	..	Thur.	6 51		..	..
CASTLEMAINE	arr.	3 29	3 45	..	..	..	7 5		..	..
" ..	dep.	3 32	3 52	..	..	..	7 25		..	..
Harcourt ○ ..	..	3 40	4 0	..	..	..	7 37		..	..
Ravenswood NC	..	..	..	..	..	a.m.	7 55		..	..
Kangaroo Flat ..	..	4 1	4 21	..	..	6 45	8 13		..	..
Golden Square ○	arr.	..	..	..	..	..	..		..	..
" ..	dep.	4 5	4 25	..	..	6 50	8 17		9 5	..
BENDIGO ..	arr.	4 10	4 30	..	..	6 55	8 25		9 10	..

Maximum Permissible speed 60 M.P.H. See page 140 for stopping conditions.

Maximum permissible speed 60 M.P.H. See page 140 for stopping conditions.

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To Daylesford (page 20)

FOR BLOCK NOTES—See page 82.

Note—Load of **No. 15/15A** Express News Goods to be limited to 255 tonnes, conveyed in bogie vehicles suitable for 60 M.P.H. operation and hauled by "B" class locomotive each day.

Down **GOODS SERVICE**—continued.

STATIONS		111 Roadside Goods Tue., Thur. ‡	101 Through Goods Mon. to Fri. ‡	125 Through Goods Mon. to Sat. ‡	129 Through Goods Mon. to Fri. ‡	139 Through Goods Mon. to Sat. ('B' Loco.)		143 Light Loco. Sat. (Mon. to Fri. ‡)	
		a.m.	a.m.	a.m.	a.m.	a.m.		p.m.	
MELBOURNE YD	dep.	..	..	9 0	10 0	11 0		..	..
West Tower	..	..		..	..	..		..	..
South Dynon Loco.	..	..		..	..	..		1 0	..
Sth. Kensington ○	arr.	..		9 18	10 15	11 15		..	..
"	dep.	..		9 38	10 24	11 24		1 15	..
Tottenham	arr.	..		..	..	..		1 25	..
Goods Yard								Thro. Goods Sat. (Mon. to Fri. ‡)	
" ..	dep.	..		..	..	..		2 10A	..
Footscray ..	..	..		9 42	10 28	11 28		..	..
Middle Footscray ○	..	..		..	..	..		..	..
West Footscray	..	..		..	..	..		..	..
Tottenham ..	..	..		..	..	..		..	..
Sunshine ..	dep.	..	7 34	9 52	10 38	11 40		2 20	..
Albion ○ ..	..	..	..	9 55	10 41	11 43		2 23	..
Albion Siding NC	..	..	..	..	..	..		..	..
St. Albans ..	..	..	7 43	10 0	10 46	11 48		2 28	..
Sydenham ○	..	..	7 53	10 10	10 56	11 55		2 38	..
						p.m.			
Diggers Rest ○	..	..	8 13	10 30	11 15	12 8		2 59	..
Sunbury ..	..	..	8 21	10 38	11 23	12 15		3 7	..
Clarkefield ..	arr.	..	8 44	..	..	..		..	..
" ..	dep.	..	9 36	11 3	11 46	12 32		3 30	..
Riddells Creek ○	..	..	9 49	11 16	11 59	12 40		3 43	..
Gisborne ..	arr.	..	..	..	p.m.	..		..	..
" ..	dep.	..	10 9	11 35	12 17	12 56		4 1	..
Macedon ..	..	..	10 19	11 45	12 27	1 4		4 11	..
WOODEND	arr.	..	..	..	..	1 20		4 30	..
								-130	
						Mon. to Fri.	Sat. -91		
"	dep.	8 10	10 40	p.m. 12 7	12 45	1 40	2 0	4 45	..
Carlsruhe ○	arr.	8 22	..	..	..	..	..	..	..
" ..	dep.	8 30	10 48	12 15	12 53	1 48	2 8	4 53	..
Kyneton	arr.	8 42	..	12 23	..	..	..	..	..
" ..	dep.	9 30	10 57	12 43	1 0	1 56	2 16	5 0	..
Malmsbury ..	arr.	9 50	..	..	..	..	..	..	..
		-63							
" ..	dep.	10 40	11 13	12 54	1 12	2 7	2 27	5 11	..
Elphinstone ○	arr.	11 0-101	..	..	..	..	..	..	..
" ..	dep.	11 39	11 23	1 6	1 24	2 18	2 38	5 23	..
CASTLEMAINE	arr.	11 58-54	11 37	..	1 40	2 30	2 50-93	5 40	..
				-111					
		Tue. ‡	Thur. ‡						
		p.m.	p.m.	p.m.					
" ..	dep.	12 30	2 23	12 10	1 20	2 10	3 10	4 10	6 0	..
Harcourt ○ ..	arr.	12 45	2 38	..	..	..	..	..	..	..
" ..	dep.	12 55	2 48	12 22	1 32	2 22	3 20	4 20	6 13	..
Ravenswood NC	arr.	1 16	3 9	..	..	..	..	..	..	..
" ..	dep.	1 25	3 17	12 40	1 50	2 40	3 37	4 37	6 31	..
Kangaroo Flat ○	arr.	1 45	3 35	..	..	..	..	..	..	..
" ..	dep.	1 50	3 40	1 0	2 8	2 58	3 51	4 55	6 49	..
Golden Square	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	1 55	3 45	1 4	2 13	3 2	3 55	5 0	6 54	..
BENDIGO	arr.	2 0	3 50	1 10	2 20	3 10	4 0	5 5	7 0	..

53, 63

111

129, 125

A—On Mondays to Fridays No. 143 may originate Maribyrnong at 1.10 p.m., Melbourne Yard arrive 1.30 p.m. depart 1.50 p.m., Sth. Kensington 1.55 p.m., Sunshine 2.20 p.m. thence as tabled.

MELBOURNE-BENDIGO.
GOODS SERVICE—continued.

STATIONS		147 Goods Mon. to Fri.	151 Light Loco. Mon. to Fri.	153 Thro. Goods Mon. to Fri.	157 Fast Goods Mon. to Fri.	165 Fast Goods Mon. to Fri. 'T' Loco.	163 Light Loco. Mon. to Fri.	173 Thro. Gds. Mon. to Fri.‡	
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
MELBOURNE YD.	dep.	..	..	6 10	7 20	8 5	..	Nth. Geelong ..	..
West Tower ..	..	..	..	..	..	..	..	..	..
South Dynon Loco.	..	..	4 30	..	..	..	7 50	..	..
South Kensington ○	arr.	..	..	6 25	..	..	..	..	..
..	dep.	..	4 45	6 34	7 35	8 24	8 5	..	..
Tottenham Goods Yd.	arr.	..	4 55	..	..	..	8 15	..	..
			Thro. Gds.				Thro. Gds.	Ex	
.. ..	dep.	..	5 35	..	..	..	9 0B	..	..
Footscray ..	..	..	..	..	7 40	8 28	..	..	..
Middle Footscray ○	..	..	..	..	..	..	..	..	..
West Footscray	..	..	..	..	..	..	..	..	..
Tottenham ..	..	..	..	..	..	..	..	..	..
Sunshine ..	arr.	..	5 46	..	..	..	..	..	..
.. ..	dep.	..	6 11	6 49	7 51	8 38	9 12	10 18	..
Albion ○ ..	..	..	6 14	6 52	7 54	8 41	9 15	10 21	..
Albion Siding NC	..	..	..	..	..	..	..	..	..
St. Albans ..	..	..	6 19	6 58	7 59	8 46	9 20	10 25	..
Sydenham ○ ..	..	..	6 29	7 8	8 7	8 56	9 30	10 35	..
Diggers Rest ○	..	..	6 47	7 26	8 22	9 15	9 50	10 55	..
Sunbury ..	arr.	..	..	..	..	..	..	..	..
..	dep.	..	6 54	7 34	8 29	9 23	9 58	11 3	..
Clarkefield ..	arr.	..	..	..	..	..	..	..	..
..	dep.	..	7 15	7 55	8 49	9 46	10 21	11 26	..
Riddells Creek ○	arr.	..	..	8 9 −98	..	..	..	..	..
.. ..	dep.	..	7 28	8 23	8 58	9 58	10 34	11 39	..
Gisborne ..	arr.	..	..	..	..	..	..	..	..
.. ..	dep.	..	7 46	8 42	9 15	10 16	10 52	11 57 Tue. to Sat. ‡ a.m.	..
Macedon ..	arr.	..	..	..	..	..	..	..	..
..	dep.	..	7 56	8 52	9 23	10 26	11 2	12 7	..
WOODEND ..	arr.	..	..	..	..	..	11 22	12 26	..
.. ..	dep.	..	8 14	9 10	9 42	10 44	11 50	12 46	..
Carlsruhe ○ ..	..	..	8 22	9 18	9 49	10 52	11 57 Tu. to Sat. a.m.	12 54	..
Kyneton ..	arr.	..	..	..	..	..	12 5 −114	1 2	..
.. ..	dep.	7 40	8 29	9 25	9 56	10 59	12 38	1 22	..
Malmsbury ..	arr.	..	8 40 −104	..	..	..	..	..	..
.. ..	dep.	7 50	8 50	9 36	10 6	11 10	12 51	1 34	..
Elphinstone ○ ..	arr.	8 2	..	..	10 20 −116	11 22 −114	..	..	..
.. ..	dep.	8 12	9 4	9 48	10 50	11 30	1 5	1 46	..
CASTLEMAINE	arr.	8 30	9 20 −116	10 5	..	11 45 Tue. to Sat. a.m.	1 20 −2	2 2 −4	..
.. ..	dep.	Run	9 40	10 25	11 5	12 15	1 50	2 30	..
Harcourt ○ ..	..	No. 128	9 53	10 38	11 16	12 29	2 0	2 42	..
Ravenswood NC	..	..	10 11	10 56	11 33	12 47	2 17	3 0	..
Kangaroo Flat ○	..	..	10 29	11 14	11 47	1 5	2 31	3 18	..
Golden Square	..	..	10 33	11 18	11 51 Tue. to Sat. a.m.	1 9	2 35	3 22	..
BENDIGO ..	arr.	..	10 40	11 25	12 5	1 20	2 40	3 30	..

B—On Monday and Thursday No. 163 may originate Caulfield at 8.20 p.m.

BENDIGO–MELBOURNE.

GOODS SERVICE.

UP

STATIONS		2 Thro. Goods Tue. to Sat. Load 510 Tonnes	4 Goods 'B' Loco Tue. to Sat.	6 Fast Gds. Alt. Tues. (1st in Period) / Others days ‡	10 Light Loco. Mon. to Fri. ‡	70 Pilot Mon., Tues., Thur.	18 Fast Goods Mon. to Sat. ‡	54 Road-side Goods Tue., Thur. ‡	
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
BENDIGO	dep.	12 15	1 20	3 0A	5 0	6 0	7 20	7 30	..
Golden Square	arr.	..	..	..	..	..	..	..	..
" ..	dep.	12 19	1 24	3 4	5 3	6 5	7 24	7 35	..
Kangaroo Flat ○	arr.	..	..	..	..	6 15	..	7 45	..
" ..	dep.	12 24	1 28	3 9	5 6		7 29	8 30	..
Ravenswood NC	arr.	..	..	..	..	..	..	8 55	..
" ..	dep.	12 47	1 46	3 32	5 15	..	7 52	9 20	..
Harcourt ○ ..	arr.	..	..	..	..	..	..	9 45	..
" ..	dep.	1 7	2 5	3 52	5 25	..	8 12	10 30	..
CASTLEMAINE	arr.	1 15	2 15	4 0	..	..	..	10 45	..
		–163	–173			..		—50	..
						..		p.m.	..
" ..	dep.	1 35	3 0	4 20	5 30		8 20	12 55	..
Elphinstone ○ ..	arr.	..	..	..	..		..	1 38	..
" ..	dep.	2 7	3 30	4 52	5 43	..	8 52	2 34	..
Malmsbury ..	arr.	..	..	..	..	..	..	3 0	..
" ..	dep.	2 22	3 45	5 7 30	5 51	..	9 7	3 25 130	..
Kyneton ..	arr.	..	..	5 25	6 0	..	..	3 51	..
" ..	dep.	2 36	4 1	5 59		..	9 21	4 35	..
Carlsruhe ○ ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	2 44	4 11	6 8	..	..	9 30	4 47	..
WOODEND	arr.	2 55	4 20	..	..	..	9 40	5 0	..
						..	—44		..
" ..	dep.	3 15	4 50	6 17	..	..	10 7	..	..
Macedon ..	arr.	..	..	..	..		..	..	..
" ..	dep.	3 27	5 1	6 30	..	..	10 19	..	..
Gisborne ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	3 33	5 7	6 36	..	..	10 25	..	..
Riddells Creek ○	arr.	..	..	..	..	..	..	..	..
" ..	dep.	3 41	5 15	6 44	..	..	10 33	..	..
Clarkefield ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	3 48	5 22	6 52	..	..	10 40	..	..
Sunbury ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	4 0	5 34	7 4	..	..	10 52	..	..
Diggers Rest ○	arr.	..	..	..	..	..	..	..	..
" ..	dep.	4 6	5 40	7 10	..	..	10 58	..	..
Sydenham ○ ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	4 14	5 48	7 18	..	..	11 6	..	..
St. Albans ..	..	4 20	5 55	7 24	..	..	11 12	..	..
Albion Siding NC	..	..	..	..	..	..	..	..	..
Albion ○ ..	..	4 24	5 59	7 29	..	..	11 16	..	..
Sunshine ..	..	4 27	6 2	7 32	..	..	11 19	..	..
Tottenham Goods Yard ..	arr. dep.	4 40 5 10	6 15 6 40	7 45 8 10	..	..	11 30 11 50	..	..
Footscray ..	..	..	..	..	..	..	p.m.	..	..
South Kensington ○ ..		5 26	6 56	8 26	..	..	12 6	..	..
North Melbourne ..		..	..	..	..	..	..	..	..
MELBOURNE YARD ..	arr.	5 40	7 15	8 45	..	..	12 20	..	..

A—On alternate Tuesdays, load of No. 6 limited to 510 tonnes.

GOODS SERVICE—continued.

Up

STATIONS		168 Pilot Mon. to Fri.	52 Fast Goods Mon.		82 R'Side Goods Tue., Thur.		62 Through Goods Mon. (Tue. to Fri. ‡)	130 Fast Goods Tue. to Fri.	
		a.m.	a.m.		p.m.		p.m.	p.m.	
BENDIGO	dep.	8 0	9 0	..	..	..	12 45	..	..
Golden Square	..	8 8	9 4	..	..	..	12 49	..	..
Kangaroo Flat ○	arr.	..	..	..	From Daylesford (page 20)	..	..	From Mildura	..
" ..	dep.	..	9 9	..		..	12 54		..
Ravenswood NC	arr.	..	..	..		..	..		..
" ..	dep.	..	9 32	..		..	1 17		..
Harcourt ○ ..	arr.	..	..	..		..	..		..
" ..	dep.	..	9 52	..		..	1 37	..	..
CASTLEMAINE	arr.	..	..	..		..	..	2 45	..
"	dep.	..	10 0	..		..	1 45	3 30	..
Elphinstone ○	arr.		..	..	..	..	..	..	..
" ..	dep.		10 32	..	..	..	2 17	3 55	..
Malmsbury ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	..	10 46	..	..	..	2 32	4 10	..
Kyneton ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	..	11 1	..	..	..	2 46	4 25–54	..
Carlsruhe ○ ..	arr.	..	..	..	2 15	..	..	..	..
" ..	dep.	..	11 10	..	2 18	..	2 55	4 34	..
WOODEND	arr.	..	11 20	..	2 35	..	3 5	..	..
		..							
		..							
		..	p.m.		–64		–64		
" ..	dep.		12 5	..	3 35	..	4 0	4 42	..
Macedon ..	arr.	..	..	..	3 50	..	..	..	..
		..							
" ..	dep.	..	12 16	..	4 20	..	4 12	4 53	..
Gisborne ..	arr.	..	..	..	4 29	..	..	..	..
" ..	dep.	..	12 22	..	5 10	..	4 18	4 59	..
Riddells Creek ○	arr.	..	..	..	5 22	..	..	..	..
" ..	dep.	..	12 30	..	5 45	..	4 26	5 7	..
Clarkefield ..	arr.	..	..	..	5 55	..	..	5 15	..
" ..	dep.	..	12 37	..	6 15	..	4 33	5 40	..
Sunbury ..	arr.	..	..	..	6 30	..	..	5 55	..
		..						–119	
" ..	dep.	..	12 49	..	6 55	..	4 45	6 12	..
Diggers Rest ○	arr.	..	..	..	..	..	..	..	..
" ..	dep.	..	12 55	..	7 4	..	4 51	6 20	..
Sydenham ○ ..	arr.	..	..	..	..	..	..	..	..
" ..	dep.	..	1 3	..	7 15	..	4 59	6 28	..
St. Albans ..	..	..	1 10	..	7 25	..	5 10	6 34	..
Albion Siding NC	..	..	..	..	..	..	..	..	..
Albion ○ ..	..	..	1 14	..	7 29	..	5 14	6 38	..
Sunshine ..	..	..	1 17	..	7 33	..	5 17	6 41	..
Tottenham Goods	arr.	..	1 30	..	7 45	..	5 30	6 55	..
Yard ..	dep.	..	1 50	..	8 5	..	6 5	7 20	..
Footscray	..	..	..	..	..	..	..	..	..
South Kensington ○	..	..	2 6	..	8 21	..	6 21	7 36	..
North Melbourne	..		..	..	..	..	..	..	..
MELBOURNE YARD	arr.	..	2 20	..	8 35	..	6 35	7 55	..

STATIONS			98 Goods Mon. to Fri.	104 Fast Goods Mon. to Fri.	128 Thro. Goods Mon. to Fri.	116 Thro. Goods Mon. to Fri.	114 Fast Goods Mon. to Fri.	152 Goods Mon. to Fri. ‡		
BENDIGO	..	dep.	p.m. 3 0	p.m. 6 30	p.m.	p.m. 8 15	p.m. 10 0	p.m. 11 15	..	..
Golden Square	..	..	3 4	6 34		8 19	10 4	11 19	..	..
Kangaroo Flat ○	..	arr.	..	..		..	..	..	..	..
"	..	dep.	3 9	6 38		8 24	10 9	11 24	..	..
Ravenswood NC	..	..	3 32	6 56	From Maryborough (See page 49)	8 47	10 26	11 47	..	..
								Tue. to Sat. ‡ a.m.		
Harcourt	..	arr.	..	..	..	..	..	..	..	..
"	..	dep.	3 52	7 15	..	9 7	10 45	12 7	..	..
CASTLEMAINE		arr.	4 0	7 25	7 0	9 15	..	..	..	..
				–128	–104	–151				
"	..	dep.	4 35	7 55	9 10	9 50 157	10 54 165	12 15	..	..
Elphinstone ○	..	arr.	..	..	..	10 25	11 20	..	..	..
"	..	dep.	5 7	8 20 151	9 42	10 53	11 45	12 47	..	..
Malmsbury	..	arr.	..	8 35	..	..	..	..	..	..
"	..	dep.	5 22	9 10	9 57	11 10	11 59	1 2	..	..
							Tue. to Sat. a.m.			
Kyneton	..	arr.	5 35	..	..	..	12 15	..	..	..
							–163			
"	..	dep.	6 10	9 27	10 11	11 24	12 38	1 16	..	..
Carlsruhe ○	..	..	6 19	9 36	10 20	11 33	12 47	1 25	..	..
WOODEND	..	arr.	6 28	9 45	10 30	..	..	1 35	..	..
			—94							
"	..	dep.	7 15	10 5	10 50	11 41	12 57	1 55	..	..
Macedon	..	arr.	7 27	..	..	..	..	..	..	..
"	..	dep.	7 47	10 16	11 2	11 52	1 8	2 6	..	..
Gisborne	..	arr.	..	..	..	..	..	..	..	..
"	..	dep.	7 53	10 22	11 8	11 58	1 14	2 12	..	..
						Tue. to Sat.				
						a.m.				
Riddells Creek ○	..	arr.	8 2 153	..	..	..	..	..	..	..
"	..	dep.	8 22	10 30	11 16	12 6	1 22	2 20	..	..
Clarkefield	..	arr.	..	..	..	..	..	..	..	..
"	..	dep.	8 30	10 37	11 23	12 13	1 29	2 27	..	..
Sunbury	..	arr.	..	..	..	..	..	..	..	..
"	..	dep.	8 42	10 49	11 35	12 25	1 41	2 39	..	..
Diggers Rest ○	..	..	8 47	10 55	11 41	12 31	1 47	2 45	..	..
Sydenham ○	..	..	8 55	11 3	11 49	12 39	1 55	2 53	..	..
St. Albans	..	..	9 3	11 10	11 59	12 45	2 1	2 59	..	..
					Tue. to Sat. a.m.					
Albion Siding NC	..	..	..	..	..	..	..	..	..	..
Albion ○	..	..	9 7	11 15	12 3	12 49	2 5	3 3	..	..
Sunshine	..	..	9 10	11 18	12 6	12 52	2 8	3 6	..	..
Tottenham Goods Yard		arr.	9 20	11 30	12 15	1 5	2 25	3 20	..	..
"	..	dep.	10 0	11 50	1 0	1 35	3 5	3 50	..	..
				Tue. to Sat. a.m.						
Footscray	..	..	..	..	..	..	..	..	..	..
South Kensington ○	..	..	10 16	12 5	1 16	1 51	3 21	4 6	..	..
North Melbourne	..	..	..	..	..	..	..	..	..	..
MELBOURNE YARD		arr.	10 30	12 20	1 35	2 10	3 40	4 25	..	..

Down

STATIONS		53 280 H.P. D.R.C. Mon. to Sat.	63 Exp. Mon. to Sat.	107 PASS. Mon., Tue., Wed., Thur.	109 Exp. Mon., Tue., Wed., Thur.	107 PASS. Fri.	109A 280 H.P. D.R.C Fri.	121 280 H.P. D.R.C Sat.	131 PASS. Sat.	133 PASS. SUN.	117 Goods Tue., Thur.
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
MELBOURNE	*dep.*	8 0	8 45	4 30	5 4	4 30	5 4	5 35	6 5	9 30	..
WOODEND	*arr.*	9 40	9 53c	6 6c	6 28c	6 6c	6 20	7 2	7 27c	11 0c	..
		53 280 H.P. D.R.C.		113 280 H.P. D.R.C.		109A 280 H.P. D.R.C.		121 280 H.P. D.R.C.		135 280 H.P. D.R.C	
"	*dep.*	10 5–63		6 35–109		6 22		7 35—131		11 10	7 50
Carlsruhe † ○	*arr.*	..		..		..		..		..	..
" ..	*dep.*	10 10§		6 40§		6 27§		7 40§		11 15*	8 7
Tylden NC	*dep.*	10 19§		6 49§		6 36§		7 49§		11 24*	8 20
Fern Hill ..	*arr.*	..		..		..		..		..	8 35
(see footnote)	*dep.*	10 29§		6 59§		6 46§		7 59§		11 34§	8 50
Trentham	*arr.*	..		..		..		..		..	9 7
(see footnote)	*dep.*	10 41		7 11		6 58		8 11		11 46	9 35
Lyonville NC	*arr.*	..		..		..		..		..	9 50
" ..	*dep.*	10 51§		7 21§		7 8§		8 21§		11 56§	10 0
Bullarto NC	*arr.*	..		..		..		..		p.m.	10 9
(see footnote)	*dep.*	10 57§		7 27§		7 14§		8 27§		12 2§	10 14
Musk NC ..	*dep.*	11 3§		7 33§		7 20§		8 33§		12 8*	10 23
DAYLESFORD †	*arr.*	11 15–117		7 45		7 32		8 45		12 20	10 35

UP		38A 280 H.P. D.R.C. Sat.	36 280 H.P. D.R.C. Mon. to Fri.		64 280 H.P. D.R.C. Mon. to Fri.		76 280 H.P. Diesel Rail Car Sat.		122 280 H.P. D.R.C. SUN.	82 Goods Tue., Thur.
		a.m.	a.m.		p.m.		p.m.		p.m.	p.m. —53
DAYLESFORD †	*dep.*	6 17	7 0	..	2 10	..	3 0	..	6 45	12 5
Musk NC	*dep.*	6 26§	7 8§	..	2 19§	..	3 9§	..	6 54*	12 18
Bullarto NC ..	*arr.*	..	..	..	..	..	..	..	..	..
(see footnote) ..	*dep.*	6 34§	7 16§	..	2 27§	..	3 17§	..	7 2§	12 30
Lyonville NC ..	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	6 40§	7 22§	..	2 33§	..	3 23§	..	7 8§	12 40
Trentham ..	*arr.*	..	..	..	..	..	..	..	..	12 55
(see footnote) ..	*dep.*	6 51	7 33	..	2 44	..	3 34	..	7 19	1 35
Fern Hill	*arr.*	..	..	..	..	..	..	..	..	..
(see footnote) ..	*dep.*	7 1§	7 44§	..	2 54§	..	3 44§	..	7 30§	1 50
Tylden NC ..	*dep.*	7 10§	7 53§	..	3 3§	..	3 53§	..	7 39*	2 1
Carlsruhe † ○ ..	*arr.*	..	..	..	..	..	..	..	..	2 15
"	*dep.*	7 19§	8 3§	..	3 15§ 103	..	4 2§	..	7 49*	2 18
WOODEND ..	*arr.*	..	8 10c	..	3 21	..	..	..	7 57c	2 35
			40 PASS.		—62, 82				124 PASS.	—64
"	*dep.*	7 26	8 22	..	3 23	..	4 9	..	8 12	3 35
MELBOURNE ..	*arr.*	8 38	9 40	..	4 40	..	5 15	..	9 30	8 35

c—Change trains.

The Double Line Block Telegraph System is in force on the Up and Down Journey between Carlsruhe and Woodend.

NOTE:—**Trentham** will be a staff station as follows:—On Tuesday and Thursday opened by No. **36** and closed by **No. 82.**

Fern Hill, Trentham or **Bullarto** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

CLARKEFIELD-LANCEFIELD.

Line closed on and after 13.8.56. (Sec. 54/13733.)
Last train ran 11.8.56.

REDESDALE JUNCTION-REDESDALE.

Line closed on and after 29.6.54 (Sec. 54/5712).
Last train ran 28.6.54.

CASTLEMAINE-MALDON.

DOWN		1 Goods Thur. ‡		UP		2 Goods Thur. ‡		
		a.m.				p.m.		
CASTLEMAINE ES	*dep.*	11 20	..	**MALDON** NC †	*dep.*	1 15	..	..
Maldon Junct. NC ES †	*arr.*	11 24	..	Muckleford NC (See note) ..		1 30	..	..
(See note) ..	*dep.*	11 35	..	Maldon Junct. NC † ES	*arr.*	1 48	..	..
		p.m.	..	(See note) ..	*dep.*	2 0	..	..
Muckleford NC (See note) ..		12 3						
MALDON NC †	*arr.*	12 25	..	**CASTLEMAINE** ES	*arr.*	2 5	..	..

NOTE:—**Maldon Junction** is an unattended Electric Staff station worked in accordance with instructions in the General Appendix.

Muckleford may be opened as an Intermediate Block Post as required. See the General Appendix for instructions.

NOTE :—If loading offering is insufficient to warrant operation of the goods train between Castlemaine and Maldon, a road vehicle is to be utilized to convey the van goods as arranged by the District Superintendent, Bendigo.

SHELBOURNE JUNCTION—SHELBOURNE.

Line closed on and after 1.1.1970 (Sec. 68/4872). Last train ran 8.1.1969

BALLARAT-NEWLYN.

DOWN		13 Goods Tue. Thur.		UP		42 Goods Tue. Thur.		
		a.m.				a.m.		
BALLARAT	*dep.*	6 0	..	**NEWLYN** NC †	*dep.*	8 45	..	..
Nth. Ballarat Junction ES NC ..	*arr.*	..	..	Kingston NC ..	..	..	..	..
	dep.	6 3	..	*Allendale*	..	..	..	..
Waubra Junction NC ..		..	..	Nth Creswick † ES NC	*arr.*	..	..	..
			..	(See note) ..	*dep.*	9 35	..	..
Creswick ES ..	*arr.*	6 30	..	Creswick ES ..	*arr.*	9 40	..	..
" ..	*dep.*	7 0	..	" ..	*dep.*	10 30	..	..
Nth. Creswick ES † NC	*arr.*	..	..	Waubra Junction NC ..		..	..	..
(See note) ..	*dep.*	7 10	..			Forms No. 13 to M'boro		
Allendale		..	..					
Kingston NC		..	..					
NEWLYN NC † ..	*arr.*	8 5	..	Nth. Ballarat Jctn. ES NC ..		..	..	..
				BALLARAT ..	*arr.*	..	..	..

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NOTE :— **For Special instructions governing the signalling arrangements at North Creswick, see General Appendix.**

The Double Line Block Telegraph System is in force on the Up and Down journey between Lydiard Street Box "B" and North Ballarat Box "C".

NEWLYN-DAYLESFORD.

Line closed on and after 28.7.1953 (Sec. 53/6609)
Last train ran 27.7.1953
Last Car Goods ran 29.7.1952.

ELMORE-COHUNA.

Down — Passenger Service. — Goods Service.

STATIONS		77 PASS. MON., TUE., WED., THUR.	107 PASS. FRI.		57 Goods Mon. (Thur. ‡)		
		a.m.	p.m.		a.m.		
MELBOURNE ..	*dep.*	8 45	1 40	..	..	..	..
BENDIGO	*arr.*	11 15R	4 25R	..	..	..	..
		153 H.P. Diesel Rail Car Mon., Tue., Wed., Thur.	153 H.P. Diesel Rail Car Fri.				
		p.m.					
"	*dep.*	12 10	5 10	..	5 45	..	..
ELMORE †	*arr.*	..	..	..	6 50–49	..	..
"	*dep.*	12 55	5 55	..	7 20	..	..
Hunter NC (see note,) ..	..	1 7§	6 7§	..	..	..	..
Diggora West NC ..	..	..	..	..	..	..	..
McColl NC (R.M. Stop. Place)	..	Z	Z	..	..	..	..
Lockington †	*arr.*	..	..	..	8 20–42	..	..
"	*dep.*	1 30	6 30	..	9 50	..	..
Kotta NC	..	1 38§	6 38§	..	10 2	..	..
Roslynmead NC (see note)	..	..	..	..	..	..	..
Patho NC (see note) ..	..	..	..	..	..	..	..
Gunbower (see note) ..	*arr.*	..	..	..	11 10	..	..
" ..	*dep.*	2 26	7 26	..	11 40	..	..
Leitchville ○ (see note) ..	*arr.*	..	..	..	11 58	..	..
					p.m.		
"	*dep.*	2 42	7 42	..	12 25	..	..
Keely NC (R.M. Stop. Place) ..		Z	Z	..	..	..	..
COHUNA †	*arr.*	3 10 —88	8 10	..	12 50	..	..

Up

STATIONS		42 153 H.P. Diesel Rail Car Mon. to Fri.			88 Goods Mon. (Thur. †)	
		a.m.			p.m.	
COHUNA † ..	*dep.*	8 5	..	..	3 20–77	..
Keely NC (R.M. Stop. Place)	..	Z	..	..	..	..
Leitchville ○ (see note) ..	*arr.*	..	..	..	3 50	..
"	*dep.*	8 29	..	..	4 5	..
Gunbower (See note) ..	*arr.*	..	..	..	4 22	
"	*dep.*	8 43	..	..	4 35	..
Patho NC (see note) ..	..	..	..	..	..	..
Roslynmead NC (see note)	..	..	..	..	..	..
Kotta NC	..	9 30§	..	..	5 30	..
Lockington † ..	*arr.*	..–57	..	..	5 50	..
"	*dep.*	9 39	..	..	6 10	..
McColl NC (R.M. Stop. Place)	..	Z	..	..	..	..
Diggora West NC ..	..	..	..	..	6 30	..
Hunter NC (see note) ..	..	10 2§	..	..	..	..
ELMORE †	*arr.*	..	..	..	7 5	..
"	*dep.*	10 15	..	..	7 50	..
BENDIGO	*arr.*	11 5R	..	..	9 20	..
		PASS. Noon				
"	*dep.*	12 0	..	..	..	..
		p.m.				
MELBOURNE ..	*arr.*	2 25	..	..	..	..

Notes.—**Hunter, Roslynmead, Patho, Gunbower, or Leitchville** may be opened as Intermediate Block Posts, as required. See General Appendix for instructions.

Gunbower may be opened as a Temporary Staff and Ticket Station when required.

R—Refreshments.

DOWN **PASSENGER SERVICE.**

STATIONS		65 PASS. MON. TO SAT.	77 PASS. MON., TUE., WED., THUR.		105 PASS. MON., TUE., FRI.	107 PASS. FRI.	
MELBOURNE (Spencer Street)	*dep.*	a.m. 8 45	a.m. 8 45	..	p.m. 1 40	p.m. 1 40	..
BENDIGO ..	*arr.*	11 15R Diesel Electric Rail Motor & Trailer Mon. to Fri. Diesel Electric Rail Motor Sat.	11 15R 153 H.P. Diesel Rail Car Mon., Tue., Wed., Thur.	..	4 25R Diesel Electric Rail Mtr. & Trailer Mon., Tue., Fri.	4 25R 153 H.P. Diesel Rail Car Fri.	..
" ..	*dep.*	p.m. 11 50	p.m. 12 10	..	4 45	5 10	..
Nth. Bendigo Junct. ES	..	11 53*	12 15*	..	4 48*	5 13*	..
White Hills Siding NC	..	..	..	..	..	..	..
Bendigo Racecourse NC (See note, page 82)	..	..	..	..	..	..	..
Epsom NC	..	..	..	..	..	..	..
Epsom Pottery Siding NC		..	..	..	..	..	..
Bagshot NC (See footnote)	.. ..	p.m. 12 6*	12 29§	..	5 0*	5 27§	..
Goornong ES ○	.. ..	12 14	12 38	..	5 8	5 38§	..
Elmore ES	.. *arr.*	..	..	..	..	..	..
"	.. *dep.*	12 33	12 55	..	5 25	5 55	..
Rochester ES	.. *arr.*	..	..	..	.. -114	..	..
"	.. *dep.*	12 50	To Cohuna Page 22	..	5 40	To Cohuna Page 22	..
Strathallan NC (See footnote)	.. ..	..	..	..	..	..	..
ECHUCA ES	*arr.*	1 19 Wed., Thur., Sat.	..	..	6 8 -122	..	..
"	.. *dep.*	1 27	..	..	6 14	..	..
Moama ES	.. ..	1 33	..	..	6 20	..	..
Barnes ES †	.. ..	1 43*	..	..	6 30*	..	..
Moira NC (see footnote)	..	1 57§	..	..	6 44§	..	..
Mathoura †	.. ..	2 15-114	..	..	6 59	..	..
Rail Motor Stop. Pl. No. 31		*	..	..	Z	..	..
Gulpa Siding NC (See footnote)	..	2 27*	..	..	7 11*	..	..
Deniliquin Sale Yards Sdg. NC		..	..	..	..	..	..
DENILIQUIN †	*arr.*	2 55	..	..	7 40 -156	..	..

Bagshot, Strathallan, Moira and **Gulpa Siding** may be opened as Temporary Block Posts as required. See General Appendix for Instructions.

R—Refreshments.

DENILIQUIN-ECHUCA-BENDIGO.

PASSENGER SERVICE.

Up

STATIONS		42 153 H.P. Diesel Rail Car Mon. to Fri.	46 Diesel Electric Rail Mtr. & Trailer Mon. to Fri. Diesel Electric Rail Mtr. Sat.		90 Diesel Electric Rail Mtr. & Trailer Mon., Tu., Fri.		
		a.m.	a.m.		p.m.		
DENILIQUIN † ..	*dep.*	..	8 35	..	..	..	..
Deniliquin Sale Yards Sdg. NC	..	..	..	..	..	..	..
Gulpa Siding NC (see note, page 23)	..	From	8 54*	..	..	..	..
Rail Motor Stop. Place No. 31	..	Cohuna	*P	..	..	..	..
Mathoura †	..	Page 22	9 7–43	..	..	..	..
Moira NC (see note, page 23)	..	..	9 22§	..	..	..	..
Barnes † ES	..	..	9 34*	..	..	..	..
Moama ES	..	..	9 47	..	..	..	..
ECHUCA ES	*arr*	..	9 55	..	..	..	..
			–49		..		
					–81		
"	*dep.*	..	10 0E	..	3 0	..	..
Strathallan NC (see note, page 23)	..	..	..	..	..	..	..
Rochester ES	..	..	10 26	..	3 23	..	..
Elmore ES	..	10 15	10 43	..	3 38	..	..
Goornong ES ○	..	10 30	11 1	..	3 55	..	..
Bagshot NC (see note, page 23)	..	10 41§	11 8§	..	4 5*	..	..
Epsom Pottery Siding NC ..	..	..	..	..	..	..	..
Epsom NC	..	..	..	..	..	..	..
Bendigo Racecourse NC (see note, page 82) ..	..	..	..	..	..	..	..
White Hills Siding NC ..	..	..	..	..	..	..	..
North Bendigo Junction ES ..	..	11 0*N	11 26*N	..	4 22*	..	..
BENDIGO	*arr.*	11 5R	11 30R	..	4 30R	..	..
		PASS. Noon	PASS. Noon		PASS. p.m.		
"	*dep.*	12 0	12 0	..	5 25	..	..
		p.m.	p.m.				
MELBOURNE .. (Spencer Street)	*arr.*	2 25	2 25	..	8 15X	..	..

X.—Arrives 7.55 p.m. Fridays. E—'C' Brakevan attached Saturday.

P.—Stops, if required, Mon. to Fri. to pick up school children.

N.—Stops North Bendigo Junction, Mon. and Tue. only, if required, to set down passengers attending Stock Sales.

R—Refreshments.

BENDIGO-ECHUCA-DENILIQUIN.

GOODS SERVICE.

Down

STATIONS		27 Goods Wed. ‡	21 Goods Mon.	43 Goods Tue., Thur.	29 Goods Mon.		43 Goods Wed., Fri.	45 Goods Sat.	29 Goods Thur.
		a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.
BENDIGO ..	*dep.*	..	..	3 40	..	..	3 40	3 40	..
Nth. Bendigo Jct. ES	..	..	..	3 48	..	..	3 48	3 48	..
White Hills Sdg. NC	..	..	..	..	..	..	..	..	..
Bendigo R'course (See note page 82)	..	..	..	..	..	..	..	..	..
Epsom NC	..	..	..	..	..	..	..	..	..
Epsom Pottery Sdg. NC	..	..	..	..	..	..	..	..	..
Bagshot NC	*arr.*	..	..	..	..	..	..	..	..
(See note p. 23)	*dep.*	..	..	4 5	..	..	4 5	4 5	..
Goornong ES ○	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	4 20	..	..	4 20	4 20	..
Elmore ES	*arr.*	..	..	..	..	..	..	4 45	..
"	*dep.*	..	..	4 45	..	..	4 45	5 10	..
				Thur. | Tue.					
Rochester ES	*arr.*	..	..	.. | 5 7	..	..	5 7	5 40	..
"	*dep.*	..	..	5 5 | 5 30	..	..	5 30	6 15	..
Strathallan NC	*arr.*	..	..	.. | ..	..	..	..	..	..
(See note p. 23)	*dep.*	..	..	5 25 | 5 50	..	..	5 50	6 35	..
ECHUCA ES	*arr.*	..	..	5 50 | 6 15	..	..	6 15	7 0	..
									—43
"	*dep.*	4 30	5 0	..	6 30	..	7 15	..	7 30
Moama ES	*arr.*	..	..	..	..	..	7 23	..	..
"	*dep.*	4 37	5 8	..	6 37	..	7 38	..	7 37
Barnes ES †	*arr.*	4 52	5 21	..	6 52	..	..	..	7 52
"	*dep.*	4 58	5 31	..	6 58	..	7 52	..	7 58
Moira NC	*arr.*	..	..	..	..	..	..	..	..
(See note p. 23)	*dep.*	..	..	..	..	..	8 10	..	..
Mathoura †	*arr.*	..	6 8	..	..	..	8 35	..	..
							—46		
"	*dep.*	To Burraboi (Page 28)	6 52	..	To Balranald (Page 28)	..	9 15	..	To Balranald (Page 28)
Gulpa Sdg. NC	*arr.*		..	..		..	..	..	
(See note p. 23)	*dep.*		..	..		..	..	..	
Deniliquin Sale Yards Sdg. NC	..		..	..		..	..	..	
DENILIQUIN †	*arr.*	..	8 5	..	..	.	10 45	..	..
			—46						

BENDIGO-ECHUCA-DENILIQUIN.

GOODS SERVICE—Continued.

Down

STATIONS		49 Goods Wed., Thur., Fri.		57 Goods Mon., (Thur. ‡)	79 Light Loco. Wed.	81 Goods Mon.	155 Loco. & Van, Alt. Mon. (1st in Period) ‡	
		a.m.		a.m.	p.m.	p.m.	p.m.	
BENDIGO ..	dep.	5 0	..	5 45	12 30	12 30	..	..
Nth. Bendigo Jct. ES	..	5 6	..	5 51	12 40	12 40	..	..
White Hills Sdg. NC	..	..	..	..	..	..	..	..
Bendigo R'course	..	..	..	..	..	..	..	..
(See note page 82)								
Epsom NC ..	..	..	..	..	..	..	..	..
Epsom Pottery Sdg. NC	..	..	..	..	..	..	..	..
Bagshot NC ..	arr.	5 25	..	..	..	..	..	..
(See note p. 23) ..	dep.	5 35	..	..	..	1 4	..	..
Goornong ES ○ ..	arr.	5 49	..	..	..	..	..	..
..	dep.	6 10	..	6 30	1 5	1 18	..	..
Elmore ES ..	arr.	6 28	..	6 50	..	..	..	..
		—57		—49				
..	dep.	7 10	..	7 20	1 21	1 43	..	..
Rochester ES ..	arr.	7 40	..	..	..	..	..	..
..	dep.	8 20	..	..	1 36	2 5	..	..
Strathallan NC ..	arr.	8 40	..	..	..	..	..	..
(See note p. 23) ..	dep.	8 55	..	..	..	2 20	..	..
ECHUCA ES ..	arr.	9 20	..	..	2 5	2 45	..	..
		—46				—90		
..	dep.	..	..	..	..	..	5 0	..
Moama ES ..	arr.	..	..	..	..	..	..	..
..	dep.	..	..	..	..	..	5 8	..
Barnes ES † ..	arr.	..	..	..	..	..	5 20	..
..	dep.	..	..	..	..	..	5 25	..
Moira NC ..	arr.	..	..	..	..	..	..	..
(See note p. 23) ..	dep.	..	..	..	..	..	..	..
Mathoura † ..	arr.	..	..	..	..	..	..	..
..	dep.	..	..	..	..	..	6 0	..
Gulpa Sdg. NC ..	arr.	..	..	..	..	..	..	..
(See note p. 23)	dep.	..	..	..	..	..	..	..
Deniliquin Sale .. Yards Sdg. NC	..	..	..	..	..	..	..	..
DENILIQUIN †	arr.	..	..	..	..	..	6 40	..

To Cohuna (Page 22)

GOODS SERVICE.

Up

STATIONS		28 Gds. Wed. ‡	92 Goods Alt. Mon. (2nd in Period) Alt. Mon. ‡ (1st in Period)	112 Gds. Tue., Fri.	114 Goods Wed.	118 Gds. Wed.	88 Goods Mon., (Thur. ‡)	122 Gds. Fri.	156 Fast Goods Alt. Mon. (1st in Period)
DENILIQUIN †	*dep.*	a.m. ..	a.m. 10 15	p.m.	p.m. 12 0–43	p.m. ..	p.m. ..	p.m. 1 20	p.m. 8 30A—105
Deniliquin Sale Yards Siding N C		..	..		..	..	..	..	..
Gulpa Siding N C (See page 23)		..	..		..	..	..	..	..
Mathoura †	*arr.*	From Burrabol (Page 29)	..	From Balranald (Page 29)	2 5–65	..	From Cohuna (Page 22)	..	..
" ..	*dep.*		11 25		2 45	..		3 40	9 40
Moira N C .. (See page 23)	..		..		..	..		..	..
Barnes † ES	*arr.*	10 55	p.m. ..	3 0	..	..		..	..
"	*dep.*	11 3	12 35	3 8	3 25	..		4 20	10 30
Moama ES ..	*arr.*	..	..	..	..	..		..	..
"	*dep.*	11 15	1 0	3 20	3 45	..		4 40	10 50
ECHUCA ES ..	*arr.*	11 25	1 10	3 30	3 55	..		4 50	11 0
				Con'ct No. 114	**114 Fast Goods Mon. to Fri.**				
"	*dep.*	..	..	..	p.m. 4 35	5 30	..	6 30	11 30
Strathallan N C (See page 23)		..	..	..	..	..	..	..	..
Rochester ES ..	*arr.*	..	..	..	5 15 —105	6 10	..	..	..
" ..	*dep.*	..	..	..	5 45	6 30	..	7 10	**Alt. Tue.** a.m. 12 5
Elmore ES ..	*arr.*	..	..	..	..	6 55	7 5	7 35	..
"	*dep.*	..	..	..	6 15	7 15	7 50	7 55	12 25
Goornong ES ○	*arr.*	..	..	..	..	..	8 10	8 20	..
"	*dep.*	..	..	..	6 45	7 45	8 35	8 35	12 50
Bagshot N C .. (See page 23)		..	..	..	..	..	..	..	..
Epsom Pottery Sdg. N C		..	..	..	..	..	..	..	..
Epsom N C ..		..	..	..	..	..	..	..	..
Bendigo Racecourse N C (See page 82)		..	..	..	..	..	..	..	..
White Hills Siding N C		..	..	..	..	..	..	..	..
Nth. Bendigo Junct. E S		..	..	..	7 30	8 30	9 15	9 20	1 30
BENDIGO ..	*arr.*	..	..	..	7 40	8 40	9 20	9 30	1 40
" ..	*dep.*	..	..	..	Loco. 10 0 Tue. to Sat. a.m.	..	..	..	Form No. 6 page 17
MELBOURNE YARD	*arr.*	..	..	..	3 40	..	..	..	..

A—Load of **No. 156** limited to 510 tonnes, through to Melbourne.

ECHUCA-MOULAMEIN-BALRANALD (N.S.W).

Down — **Goods Service.**

STATIONS		27 Goods. Wed. ‡		29 Goods Mon.	29 Goods Thur.		
		a.m.		a.m.	a.m.		
MELBOURNE YARD	*dep.*	..	..	..	..	..	..
BENDIGO ..	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..
ECHUCA ES ..	*arr.*	..	..	..	..	..	..
					–43		
" ..	*dep.*	4 30	..	6 30	7 30	..	..
Moama ES ..	*arr.*	..	..	..	..	..	..
"	*dep.*	4 37	..	6 37	7 37	..	..
Barnes ES † ..	*arr.*	4 52	..	6 52	7 52	..	..
" ..	*dep.*	4 58	..	6 58	7 58	..	..
Womboota NC ..	..	5 20	..	7 20	8 20	..	..
Bunnaloo NC ..	*arr.*	..	..	7 45	8 45	..	..
(See note, page 29)	*dep.*	5 40	..	8 0	9 0	..	..
Caldwell NC (See	*arr.*		..	8 25	9 25	..	..
note, page 29) ..	*dep.*	6 5	..	8 35	9 35	..	..
Yallakool NC ..	..	..	..	..	..	..	..
Wakool † ..	*arr.*	..	..	9 25	10 25	..	..
"	*dep.*	7 0	..	10 15	11 15	..	..
Burraboi NC (See	*arr.*	7 30	..	10 50	11 50	..	..
note, page 29)					p.m.		
..	*dep.*		..	11 10	12 10	..	..
Jimaringle NC ..	..	..	..	..	..	..	..
Niemur NC (See note,	..	..	..	11 55	12 55	..	..
page 29)				p.m.			
Dhuragoon NC ..	..	..	..	..	..	..	..
MOULAMEIN †	*arr.*	..	..	1 0	2 0	..	..
" ..	*dep.*	..	..	1 45	2 45	..	..
Perekerten NC (See	*arr.*	..	..	2 50	3 50	..	..
note, page 29) ..	*dep.*	..	..	3 5	4 5	..	..
BALRANALD †	*arr.*	..	..	4 5	5 5	..	..

ECHUCA-MOULAMEIN-BALRANALD–Passenger Service.

Rail Motor Service withdrawn 10th November 1975. Secty's 75/3067.
Last Up trip ran 6th November 1975.

UP

Goods Service.

STATIONS		28 Goods Wed. ‡		112 Goods Tue., Fri.			
		a.m.		a.m.			
BALRANALD † ..	*dep.*	..	..	6 30	..	..	..
Perekerten NC (see footnote)	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	7 30	..	..	..
MOULAMEIN † ..	*arr.*	..	..	8 35	..	..	..
" ..	*dep.*	..	..	9 20	..	..	..
Dhuragoon NC ..		..	..	..	..	..	..
Niemur NC (See footnote)	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	10 30	..	..	..
Jimaringle NC ..		..	..	..	..	..	..
Burrabol NC (See footnote)	*arr.*	..	..	11 20	..	..	..
" ..	*dep.*	8 30	..	11 40	..	..	..
				p.m.			
Wakool †	*arr.*	..	..	12 10	..	..	..
"	*dep.*	9 0	..	12 45	..	..	..
Yallakool NC		..	..	..	..	..	..
Caldwell NC (See footnote)	*arr.*	..	..	1 35	..	..	..
" ..	*dep.*	9 55	..	1 55	..	..	..
Bunnaloo NC (See footnote)	*arr.*	..	..	2 15	..	..	..
" ..	*dep.*	10 15	..	2 25	..	..	..
Womboota NC ..		..	..	..	..	..	..
Barnes † ES	*arr.*	10 55	..	3 0	..	..	..
"	*dep.*	11 3	..	3 8	..	..	..
Moama ES		11 15	..	3 20	..	..	..
ECHUCA ES ..	*arr.*	11 25	..	3 30	..	..	..

STATIONS		114 Fast Goods Mon. to Fri.					
		p.m.					
"	*dep.*	..	..	4 35	..	..	..
BENDIGO	*arr.*	..	..	7 40	..	..	..
"	*dep.*	..	..	10 0	..	..	..
				Tue. to Sat.			
				a.m.			
MELBOURNE YARD	*arr.*	..	..	3 40	..	..	..

Perekerten, Niemur or **Burraboi** and **Caldwell** or **Bunnaloo** may be opened as Telephone Block Posts. See General Appendix for instructions. **Bunnaloo** and **Burraboi** may be opened as Temporary Staff and Ticket Stations when required and published.

BENDIGO-SWAN HILL-PIANGIL-KOOLOONONG.

Passenger Service.

Down

STATIONS		45 D.R.C. (Empty) Mon.	49 D.R.C. Mon. to Fri.	47 D.R.C. (Empty) Mon. to Fri.	63 PASS. MON., SAT.	55 D.R.C. Thur.	55 D.R.C. Mon., Tue., Wed., Fri.	57 D.R.C. Mon. to Fri.	
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
MELBOURNE ..	*dep.*	..	..	..	8 45	..	..	..	..
BENDIGO ..	*arr.*	..	..	..	11 15R	..	..	..	..
" ..	*dep.*	..	..	..	11 35	..	..	..	..
Nth. Bendigo Junction ES ..		..	..	..	11 38*–50	..	..	..	..
Sandhurst ES NC (see footnote) ..		..	..	..	..	..	..	..	..
Eaglehawk ES		..	..	..	11 45	..	..	..	..
Sebastian NC		..	..	..	p.m.	..	..	..	..
Raywood ES		..	..	..	12 3	..	..	..	..
Tandarra NC		..	..	..	..	..	..	..	..
Dingee ES ○		..	..	..	12 16	..	..	..	..
Prairie (see footnote) ..		..	..	..	12 24	..	..	..	..
Mitiamo ES		..	..	..	12 32	..	..	..	..
Mologa NC (see f'note) ..		..	..	..	..	..	..	..	..
Pyramid ES ..	*arr.*	..	..	..	12 46	..	..	..	..
" ..	*dep.*	..	..	..	12 49	..	..	..	..
Mincha NC		..	..	..	12 55	..	..	..	..
Macorna ES ○		..	..	..	1 3	..	..	..	..
Tragowel NC (see f'note) ..		..	..	..	1 10	..	..	..	..
KERANG ES ..	*arr.*	..	..	..	1 22	..	..	..	..
" ..	*dep.*	..	..	..	1 27	..	..	..	..
Lake Charm NC (s. f'note)		..	..	..	1 41	..	..	..	..
Mystic Park (see footnote)		..	..	..	1 51	..	..	..	..
Tresco		..	..	..	1 59§	..	..	..	..
Lake Boga ES		..	..	..	2 5	..	..	..	..
R.M. Stop Place No. 26	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	8 47	*	3 40	4 15	..	..
SWAN HILL ES	*arr.*	..	..	8 50	2 20	..	..	..	..
			-27	-50	-126			-154	
" ..	*dep.*	6 0	8 5			3 45	4 20	5 45	..
R.M. Stop. Pl. No. 33 ..		*	*	..	..	Z	Z	*	..
Live Stock Siding ES NC (see footnote) ..		..	..	..	..	..	..	..	..
R.M. Stop Pl. No. 34 ..		*	*	..	..	Z	Z	Z	..
R.M. Stop Pl. No. 35 ..		*	*	..	..	Z	Z	Z	..
R.M. Stop Pl. No. 36 ..		*	*	..	..	Z	Z	Z	..
Woorinen ES † ○	*arr.*	..	8 18	..	..	4 5	4 40	..	..
" ..	*dep.*	6 13*		..	..			5 53	..
Pira NC		*	..	..	..	..	..	§	..
Nyahwest † ..		6 32*	..	..	..	..	..	6 17	..
Miralie NC		*	..	..	..	..	..	‡	..
PIANGIL † ..	*arr.*	6 55	..	..	..	..	..	6 40	..
" ..	*dep.*		..	..	..	..	..		..
Natya (see footnote) ..		..	..	..	..	..	..	..	..
KOOLOONONG † ..	*arr.*	..	..	..	..	..	..	..	..

R—Refreshments.

NOTE.—**Prairie, Mologa, Tragowel, Lake Charm** and **Mystic Park**, also **Natya**, may be opened as Intermediate Block Posts as required. **Lake Charm** may be opened as a Temporary Staff station as required. See General Appendix for instructions. **Sandhurst** and **Swan Hill Stock Siding** are unattended Electric Staff Posts worked in accordance with the instructions shown in General Appendix.

PIANGIL-KOOLOONONG-POSTAL MOTOR SERVICE

Last trip ran 6-3-72 (Secty's 73/754).

Passenger Service—continued.

Down

STATIONS		103 PASS. TUE., THUR.	109 PASS. WED.	123 PASS. FRI.	133 PASS. SUN.
MELBOURNE ..	*dep.*	p.m. 1 40	p.m. 5 4	p.m. 5 40	a.m. 9 30
BENDIGO ..	*arr.*	4 25R	7 50	8 35	p.m. 12 10
"	*dep.*	4 40	8 5	8 50	12 15
Nth. Bendigo Junction ES ..		4 43*	8 8*	8 53*	12 18*
Sandhurst ES NC		..	..	..	..
(see footnote page 30)					
Eaglehawk ES		4 50	8 15	9 0	12 25
Sebastian NC		..	..	..	..
Raywood ES		5 8	8 34	9 19	12 44
				–126	
Tandarra NC		..	..	..	..
Dingee ES ○		5 21	8 47	9 32	12 57
Prairie (see footnote page 30) ..		5 29	8 54§	9 39§	1 3*
Mitiamo ES		5 37	9 3	9 48	1 12
			—152		
Mologa (see f'note page 30) ..		..	..	..	..
Pyramid ES ..	*arr.*	5 51	9 18	10 3	1 26
		—102			
"	*dep.*	5 54	9 21	10 6	1 28
Mincha NC		6 0	9 26*	10 11*	1 33*
Macorna ES ○		6 8	9 35	10 20	1 42
Tragowel NC (s. f'note p. 30) ..		6 15	9 41*	10 26	1 48*
KERANG ES ..	*arr.*	6 27	9 53	10 38	2 0
" ..	*dep.*	6 32	9 58	10 43	2 2
Lake Charm NC (s.f'note p. 30) ..		6 46	10 10*	10 55*	2 14*
Mystic Park (s f'note page 30) ..		6 56	10 18*	11 3*	2 22*
Tresco		7 4§	10 24*	11 9*	2 28*
Lake Boga ES		7 10	10 31	11 16	2 35
		–154			
R.M. Stop Pl. No. 26	*arr.*	..	..	..	..
"	*dep.*	*	*	*	*
SWAN HILL ES	*arr.*	7 25	10 45	11 30	2 50
" ..	*dep.*				
R.M. Stop. Pl. No. 33 ..		..	..	..	..
Live Stock Siding ES ..		..	..	..	..
NC (see f'note page 30) ..					
R.M. Stop. Pl. No. 34 ..		..	..	..	..
R.M. Stop. Pl. No. 35 ..		..	..	..	..
R.M. Stop. Pl. No. 36 ..		..	..	..	..
Woorinen ES † ○	*dep.*	..	..	..	..
Pira NC		..	..	..	..
Nyahwest † ..		..	..	..	..
Miralie NC ..		..	..	..	..
PIANGIL † ..	*arr.*	..	..	..	..
" ..	*dep.*	..	..	..	..
Natya (see f'note page 30) ..		..	..	..	..
KOOLOONONG † ..	*arr.*	..	..	..	..

R—Refreshments.

Up. **Passenger Service.**

STATIONS		48 PASS. Wed., Fri.		50 Diesel Rail Car Mon. to Fri.	50 Diesel Rail Car Sat.		52 Diesel Rail Car Mon. to Fri.	Cancelled during school holidays	
		a.m.		a.m.	a.m.		a.m.		
KOOLOONONG † ..	*dep.*	..	..	..	..	..	..		..
Natya (see note, page 30)		..	..	..	..	..	..		..
PIANGIL † ..	*arr.*	..	..	..	..	..	..		..
"	*dep.*	..	..	7 5	7 35	..	..		..
Miralie NC ..	..	..	..	‡	‡	..	..		..
Nyahwest † ..	..	..	..	7 23	7 53	..	..		..
Pira NC	..	..	..	§	§	..	..		..
Woorinen † ES ○	*arr.*	..	..	..	..	..	..		..
" ..	*dep.*	..	..	7 42	8 12	..	8 21		..
Rail Motor Stop. Pl. No. 36 ..		..	..	Z	Z	..	Z		..
Rail Motor Stop. Pl. No. 35 ..		..	..	Z	Z	..	Z		..
Rail Motor Stop. Pl. No. 34 ..		..	..	Z	Z	..	Z		..
Live Stock Siding ES NC .. (See note, page 30)		..	..	..	..	..	..		..
Rail Motor Stop Pl. No. 33 ..		..	..	*	*	..	Z		..
SWAN HILL ES	*arr.*	..	..	8 0–27	8 30–27	..	8 40		..
				PASS. MON., TUE., THUR., SAT.					
				a.m.					
" ..	*dep.*	7 0	..	8 55		..	8 43		..
Rail Motor Stop. Pl.	*arr.*	..	..	..		..	8 45		..
No. 26 ..	*dep.*	*	..	*		..			
Lake Boga ES ..		7 12–27	..	9 7		..	..		..
Tresco		7 17*	..	9 12§		..	..		..
Mystic Park (see note, p. 30) ..		7 23*	..	9 20		..	..		..
Lake Charm NC (s.n. p. 30) ..		7 31*	..	9 29		..	..		..
KERANG ES ..	*arr.*	7 43	..	9 42		..	..		..
" ..	*dep.*	7 45	..	9 48		..	..		..
Tragowel NC (see note, p. 30)		7 56*	..	10 0		..	..		..
Macorna ES ○ ..		8 3	..	10 6		..	..		..
Mincha NC ..		8 10*	..	10 14§		..	..		..
Pyramid ES ..	*arr.*	..	..	..		..	..		..
" ..	*dep.*	8 16	..	10 21		..	..		..
Mologa NC (see note, p. 30) ..		..	..	..		..	..		..
Mitiamo ES ..		8 31	..	10 38–91		..	..		..
Prairie (see note, page 30) ..		8 38§	..	10 47		..	..		..
Dingee ES ○ ..		8 44	..	10 54		..	..		..
Tandarra NC ..		..	..	..		..	..		..
Raywood ES ..		8 58	..	11 7		..	..		..
Sebastian NC ..		..	..	..		..	..		..
Eaglehawk ES ..		9 18	..	11 27		..	..		..
Sandhurst ES NC .. (see note, page 30)		..	..	..		..	..		..
North Bendigo Junction ES ..		9 24*	..	11 33*–63		..	..		..
BENDIGO ..	*arr.*	9 28R	..	11 40R		..	..		..
				Noon					
" ..	*dep.*	9 40	..	12 0		..	..		..
				p.m.					
MELBOURNE ..	*arr.*	11 55	..	2 25		..	..		..

R—Refreshments.

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson St.) and Nth. Bendigo Junction.

Up. Passenger Service–continued.

STATIONS	54 Diesel Rail Car (Empty) Thur.	54 Diesel Rail Car (Empty) Mon., Tue., Wed., Fri.	56 Diesel Rail Car Thur.	56 Diesel Rail Car Mon., Tue., Wed., Fri.		124 PASS. SUN.	
	p.m.	p.m.	p.m.	p.m.		p.m.	
Kooloonong † .. dep.	..	..	..	..	..	..	..
Notya (see note, page 30) ..	..	..	..	..	..	..	..
PIANGIL † .. arr.	..	..	..	..	..	..	..
" .. dep.	..	..	..	..	..	..	..
Miralie NC	..	..	..	..	..	..	..
Nyahwest †	..	..	..	..	..	..	..
Pira NC	..	..	..	..	..	..	..
Woorinen † ES ○ arr.	..	..	..	..	..	..	..
" .. dep.	..	..	4 10	4 45	..	..	..
Rail Motor Stop. Pl. No. 36	..	..	Z	Z	..	..	..
Rail Motor Stop. Pl. No. 35	..	..	Z	Z	..	..	..
Rail Motor Stop. Pl. No. 34	..	..	Z	Z	..	..	..
Live Stock Siding ES NC .. (See note, page 30) ..	..	..	..	..	..	..	..
Rail Motor Stop. Pl. No. 33	..	..	*	*	..	..	..
SWAN HILL ES arr.	..	..	4 25	5 0	..	..	..
" .. dep.	3 35	4 10	..	..	..	3 55	..
Rail Motor Stop. Pl. arr.	3 37	4 12	..	..	..	..	..
No. 26 .. dep.			..	..	..	*	..
Lake Boga ES	..	..	..	..	..	4 7	..
Tresco	..	..	..	..	..	4 12*	..
Mystic Park (see note, p. 30)	..	..	..	..	..	4 18*	..
Lake Charm NC (s.n., p. 30)	..	..	..	..	..	4 26*	..
KERANG ES .. arr.	..	..	..	..	..	4 38	..
" .. dep.	..	..	..	..	..	4 40	..
Tragowel NC (see n. p. 30)	..	..	..	..	..	4 51*	..
Macorna ES ○	..	..	..	..	..	4 58	..
Mincha NC	..	..	..	..	..	5 5*	..
Pyramid ES .. arr.	..	..	..	..	..	..	..
" .. dep.	..	..	..	..	..	5 12	..
Mologa NC (see note, p. 30)	..	..	..	..	..	..	..
Mitiamo ES	..	..	..	..	..	5 28	..
Prairie (see note, page 30)	..	..	..	..	..	5 35*	..
Dingee ES ○	..	..	..	..	..	5 43	..
Tandarra NC	..	..	..	..	..	..	..
Raywood ES	..	..	..	..	..	5 57	..
Sebastian NC	..	..	..	..	..	..	..
Eaglehawk ES	..	..	..	..	..	6 17	..
Sandhurst ES NC .. (see note, page 30)	..	..	..	..	..	..	..
North Bendigo Junction ES	..	..	..	..	..	6 23*	..
BENDIGO .. arr.	..	..	..	..	..	6 30R	..
" .. dep.	..	..	..	..	..	6 45	..
MELBOURNE arr.	..	..	..	..	..	9 30	..

Cancelled during school holidays

R—Refreshments.

BENDIGO-SWAN HILL-KOOLOONONG.

Goods Service.

Down

STATIONS		27 Goods Mon. to Fri. (Sat. ‡)	91 Goods Tue., Thur.		97 Goods Tue. to Fri.	99 Goods Mon.	
		a.m.	a.m.		a.m.	p.m.	
MELBOURNE YARD	dep.	..	..	..	..	..	..
BENDIGO ..	dep.	2 0	7 30	..	..	..	..
North Bendigo Junction ES		2 5	7 40	..	8 50	12 5	..
Gas Company's Siding NC ..		..	..	..	..	..	..
Sandhurst NC (see note p. 30)		..	..	..	..	..	..
California Gully Siding NC ..		..	..	..	..	..	..
Eaglehawk ES ..	arr.	..	..	..	9 10	12 45	..
" ..	dep.	2 17	7 50	..			..
Sebastian NC		..	..	..	..	..	..
Raywood ES ..	arr.	..	8 20	..	..	..	..
" ..	dep.	2 50	8 45	..	..	..	..
Tandarra NC		..	..	..	..	..	..
Dingee ES ○ ..	arr.	..	9 15	..	..	..	..
" ..	dep.	3 13	9 45	..	..	..	..
Prairie (see note, p. 30) ..		..	..	..	..	..	..
Mitiamo ES ..	arr.	..	10 10	..	..	..	..
			–50				
" ..	dep.	3 35	11 0	..	..	..	..
Mologa NC (see note, p. 30)		..	..	..	..	..	..
Pyramid ES ..	arr.	..	11 45	..	..	..	..
			p.m.				
" ..	dep.	4 0	12 35	..	..	..	..
Mincha NC		..	..	..	..	..	..
Macorna ES ○ ..	arr.	..	12 55	..	..	..	..
" ..	dep.	4 20	1 15	..	..	..	..
Tragowel NC (see note, p. 30)		..	..	..	..	..	..
KERANG ES ..	arr.	5 0	1 55	..	..	..	..
" ..	dep.	5 40	..	..	..	..	..
Lake Charm NC (s note, p. 30)		..	..	..	..	..	..
Mystic Park (see note, p. 30)		..	..	..	..	..	..
Tresco		..	..	..	..	..	..
Lake Boga ES ..	arr.	6 50	..	..	..	..	..
		–48					
" ..	dep.	7 15	..	..	..	..	..
SWAN HILL ES	arr.	7 40–49, 50, Mon. 52	..	..	..	..	..
" ..	dep.	9 30	..	..	..	..	..
Swan Milling Co. Sdg. NC ..		..	..	..	..	..	..
Caltex Siding NC ..		..	..	..	..	..	..
B.P. Siding NC		..	..	..	..	..	..
Live Stock Sdg. ES NC (see note, page 30)		..	..	..	..	..	..
Woorinen ES † ○	arr.	9 50	..	..	..	..	..
" ..	dep.	10 10	..	..	..	..	..
Pira NC ..	arr.	10 25	..	..	..	..	..
" ..	dep.	10 35	..	..	..	..	..
Nyahwest † ..	arr.	10 50	..	..	..	..	..
" ..	dep.	11 25					
Miralie NC ..	arr.	11 40	..	..	..	..	..
" ..	dep.	11 50	..	..	..	..	..
		p.m.					
Piangil † ..	arr.	12 5	..	..	..	..	..
		27A Alt. Mon. (1st in Period)	..	..	..	..	..
"	dep.	12 35	..	..	..	..	..
Natya (see note, p. 30) ..		1 0	..	..	..	..	..
KOOLOONONG † ..	arr.	1 25	..	..	..	..	..

KOOLOONONG-YUNGERA.

Line closed on and after 5.8.57. (Sectys. 56/10263).

Last train ran 5.8.57.

KOOLOONONG-SWAN HILL-BENDIGO.

Goods Service.

UP

STATIONS		36 Goods Tue. to Fri.	98 Goods Mon.	120 Goods Fri.	102 Goods Alt. Tue. (2nd in Period) Wed., Thur.	
		a.m.	p.m.	p.m.	p.m.	
KOOLOONONG † ..	*dep.*	..	..	..	..	..
Natya (see note, page 30) ..		..	..	..	..	..
Piangil †	*dep.*	..	..	..	..	..
Miralie NC ..	*dep.*	..	..	..	..	..
Nyahwest † ..	*arr.*	..	..	..	..	..
"	*dep.*	..	..	..	..	..
Pira NC	..	..	..	..	..	..
Woorinen † ES ○ ..	*arr.*	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..
Live Stock Sdg. ES NC (see note, page 30) ..		..	..	..	..	..
B.P. Siding NC		..	..	..	..	..
Caltex Siding NC		..	..	..	..	..
Swan Milling Co. Sdg. NC ..		..	..	..	..	..
SWAN HILL ES ..	*arr.*	..	..	..	..	..
" ..	*dep.*	..	..	..	..	1 50
Lake Boga ES ..	*arr.*	..	..	..	..	2 10
" ..	*dep.*	..	..	..	..	2 30
Tresco		..	..	..	..	..
Mystic Park (see note, page 30) ..		..	..	..	..	..
Lake Charm NC .. .. (See note, page 30)		..	..	..	..	..
KERANG ES ..	*arr.*	..	..	..	..	3 20
" ..	*dep.*	..	..	2 30	..	3 55
Tragowel NC .. .. (see note, page 30)		..	..	..	..	..
Macorna ES ○ ..		..	..	3 5	..	4 25
Mincha NC ..		..	..	..	..	..
Pyramid ES ..	*arr.*	..	..	3 30	..	4 45
					Wed.	Alt. Tue., Thur. —103
" ..	*dep.*	..	..	4 10	..	5 5	6 0
Mologa NC (see note, page 30) ..		..	..	..	..	..	..
Mitiamo ES		..	..	4 45	..	5 28	6 23
Prairie (see note, page 30) ..		..	..	..	..	..	..
Dingee ES W ..	*arr.*	..	..	5 15	..	..	..
" ..	*dep.*	..	..	5 45	..	5 50	6 45
Tandarra NC		..	..	..	..	..	..
Raywood ES ..	*arr.*	..	..	6 10	..	6 15	7 10
" ..	*dep.*	..	..	6 40	..	6 40	7 35
Sebastian NC		..	..	..	..	..	..
Eaglehawk ES		10 15	1 55	7 20	..	7 20	8 15
California Gully Siding NC ..		..	..	..	..	..	..
Sandhurst ES NC .. (See note, page 30)		..	..	..	..	..	..
Gas Company's Siding NC ..		..	..	..	..	..	..
North Bendigo Junction ES ..		10 25	2 10	7 30	..	7 30	8 25
BENDIGO ..	*arr.*	10 30	2 15	7 35	..	7 35	8 30
" ..	*dep.*	..	..	..	..	..	..
MELBOURNE YARD	*arr.*	..	..	..	..	..	..

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson St.) and North Bendigo Junction.

STATIONS		126 Goods Alt. Mon. (2nd in Period)	152 Goods Alt. Wed. (1st in Period)	154 Fast Goods Alt. Tue. (1st in Period)	154 Goods Alt. Mon. (1st in Period)
		p.m.	p.m.	p.m.	p.m.
KOOLOONONG † ..	dep.	..	..	..	2 15
Notya (See note, page 30) ..	..	..	..	..	2 35
Piangil †	arr.	..	..	..	3 5
" ..	dep.	12 40	..	..	3 25
Miralie NC	arr.	12 52	..	..	3 37
" ..	dep.	1 2	..	..	3 47
Nyahwest †	arr.	1 20	..	..	4 5
"	dep.	1 40	..	..	4 25
Pira NC	arr.	..	..	..	..
"	dep.	1 55	..	..	4 40
Woorinen † ES ○ ..	arr.	2 10	..	..	4 55
" ..	dep.	2 25	..	..	5 15
Live Stock Siding ES NC (See note, page 30) ..	..	..	..	..	..
B.P. Siding NC ..	..	..	..	..	..
Caltex Siding NC ..	..	..	..	..	..
Swan Milling Co. Sdg. NC ..	..	..	..	..	..
SWAN HILL ES ..	arr.	2 45	..	..	5 35
					—57
		126 Goods Alt. Mon. Fri.			**154 Fast Goods Alt. Mon.**
" ..	dep.	3 30	..	6 30B	7 30B
Lake Boga ES ..	arr.	3 50	..	6 50	..
" ..	dep.	4 10	..	7 20–103	7 55
Tresco	..	..	..	..	..
Mystic Park (see note, page 30) ..	..	..	..	..	..
Lake Charm NC (see note, p. 30)	..	..	..	7 50	8 25
KERANG ES ..	arr.	5 0	..	8 10	8 45
" ..	dep.	5 35	6 30	8 45	9 20
Tragowel NC (see note, page 30)	..	..	..	..	..
Macorna ES ○ ..	arr.	..	..	..	..
" ..	dep.	6 5	7 20	9 15	9 50
Mincha NC	..	..	..	..	..
Pyramid ES	arr.	6 25	..	..	..
" ..	dep.	6 45	8 0	9 35	10 10
Mologa NC (see note, page 30) ..	..	..	..	..	..
Mitiamo ES	arr.	..	8 50	..	..
			—109		
"	dep.	7 10	9 10	10 0	10 35
Prairie (see note, page 30) ..	..	..	..	..	..
Dingee ES	..	7 35	10 0	10 25	11 0
Tandarra NC	..	..	..	..	..
Raywood ES	arr.	8 0	..	..	..
		Alt. Mon. / **Fri. –123**			
" ..	dep.	8 25 / 9 25	10 45	10 55	11 30
					Alt. Tue. a.m.
Sebastian NC	..	..	..	..	..
Eaglehawk ES	..	9 5 / 10 5	11 25	11 35	12 10
California Gully Siding NC ..	..	..	..	..	..
Sandhurst ES NC .. (See note, page 30)	..	..	..	..	..
Gas Company's Siding NC ..	..	..	..	..	..
North Bendigo Junction ES ..	..	9 15 / 10 15	11 40	11 45	12 20
BENDIGO	arr.	9 20 / 10 20	11 45	11 50	12 25
"	dep.	.. / ..	..	..	..
MELBOURNE YARD	arr.	.. / ..	..	..	..

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson St.) and North Bendigo Junction.

B—Load No. 154 limited to 510 tonnes through to Melbourne.

KERANG–KOONDROOK.

Passenger Service. Goods Service.

Down

STATIONS		7 PASS. MON.	9 Goods Wed., Fri. ‡			
		a.m.	a.m.			
MELBOURNE ..	*dep.*	8 45	..	..	..	..
		p.m.				
KERANG †	*arr.*	1 22	..	..	..	..
		102 H.P. Diesel Rail Car Mon. to Fri.				
		p.m.				
"	*dep.*	4 15	8 50–2	..	..	..
Mobil and Shell Siding NC ..	..	..	..	..	..	..
B.P. and H.C. Sleigh Sdg. NC..	..	..	..	..	..	..
Pyramid Creek NC (R.M. Stop. Place) ..		Z	..	..	..	..
R.M. Stop. Place No. 21 ..	..	Z	..	..	..	..
R.M. Stop. Place No. 22 ..	..	Z	..	..	..	..
R.M. Stop. Place No. 22A ..	..	Z	..	..	..	..
R.M. Stop. Place No. 23 ..	..	Z	..	..	..	..
Hinksons NC	..	4 43§	..	..	..	..
Teal Point NC	..	§	..	..	..	..
R.M. Stop. Place No. 24 ..	..	Z	..	..	..	..
Gannawarra NC	..	4 55§	..	..	..	..
R.M. Stop. Place No. 25 ..	..	Z	..	..	..	..
KOONDROOK † ..	*arr.*	5 10	9 50	..	..	..

Up

STATIONS		2 102 H.P. Diesel Rail Car Mon. to Fri.	10 Goods Wed., Fri. ‡			
		a.m.	a.m.			
KOONDROOK † ..	*dep.*	7 45	11 20	..	..	..
R.M. Stop. Place No. 25 ..	..	Z	..	..	..	..
Gannawarra NC	..	7 54§	..	..	..	..
R.M. Stop. Place No. 24 ..	..	Z	..	..	..	..
Teal Point NC	..	§	..	..	..	..
Hinksons NC	..	8 6§	..	..	..	..
R.M. Stop. Place No. 23 ..	..	Z	..	..	..	..
R.M. Stop. Place No. 22A ..	..	Z	..	..	..	..
R.M. Stop. Place No. 22 ..	..	Z	..	..	..	..
R.M. Stop. Place No. 21 ..	..	Z	..	..	..	..
Pyramid Creek NC (R.M. Stop. Place) ..		Z	..	..	..	..
B.P. and H.C. Sleigh Sdg. NC ..		..	..	..	..	..
Mobil and Shell Siding NC ..	..	..	p.m.	..	..	..
KERANG †	*arr.*	8 40–9	12 50	..	..	..
		PASS. MON., TUE., THUR.				
		a.m.				
"	*dep.*	9 48	..	..	..	..
		p.m.				
MELBOURNE	*arr.*	2 25	..	..	..	..

The Kerang–Koondrook line (previously known as the Kerang–Koondrook Tramway) was taken over by the Victorian Railways Commissioners from the Kerang Shire Council on Friday, 1st February, 1952. Sec's 51/6582.

KERANG-MURRABIT-STONY CROSSING.

Service on the line from Murrabit to Stony Crossing suspended In 1943.

Service on the line from Kerang to Murrabit suspended 20th April, 1961.

The line Kerang to Stony Crossing permanently closed to all traffic 20th December, 1961. (Secretary's 61/4336).

BENDIGO-FREEZING COMPANY'S SIDING.

DOWN					Up				
STATIONS			85 Gds. Tue., Wed., Thur., Fri.	85A Gds. Mon.	STATIONS			22 Gds. Tue., Wed., Thur., Fri.	22A Gds. Mon.
			a.m.	a.m.				a.m.	a.m.
MELBOURNE YARD		*dep.*	..	..	**FREEZING CO'S SDG.**		*dep.*	6 45	10 15
BENDIGO ..		*arr.*	..	..	Vic. Inland Meat Auth. Sdg.			..	..
" ..		*dep.*	6 15	8 0	Carr Fowler Constr. Sdg. NC			..	..
Nth. Bendigo Junct. ES		*arr.*	..	8 10	Nth Bendigo Junct.		*arr.*	6 54	10 30
" ..		*dep.*	6 21	9 30	" ..		*dep.*	..	..
Carr Fowler Constr. Sdg. NC		..	..	..	**BENDIGO** ..		*arr.*		
Vic. Inland Meat Auth. Sdg.		..	..	..				Run	Run
FREEZING CO'S SDG. NC		*arr.*	6 30	9 45	" ..		*dep.*	No. 97	No. 9
					MELBOURNE YD.		*arr.*	Eagle-hawk	Eagle hawk

HEATHCOTE-FREEZING COMPANY'S SIDING (Nth. Bendigo)

Line closed on and after 3.12.58 (Secretary's 57/7738). Last train ran 3.12.58.

KORONG VALE–WEDDERBURN JUNCTION–WEDDERBURN.

GOODS SERVICE.

Down				Up				
STATIONS			1 Goods Wed.	STATIONS			2 Goods Wed.		
			a.m.				a.m.		
KORONG VALE ES		dep.	6 15	*WEDDERBURN* †	..	dep.	8 30	..	..
Wedderburn Junct. ES † ○		arr.	6 32	*Wedderburn Junct.* † ES ○		arr.	8 45	..	..
"	..	dep.	7 0	"	..	dep.	8 55	..	..
WEDDERBURN †	..	arr.	7 15	**KORONG VALE** ES		arr.	9 10	..	..

MARYBOROUGH–INGLEWOOD–KORONG VALE.

GOODS SERVICE.

Down						Up					
STATIONS			67 Goods Mon. ‡	69 Goods Tue. to Fri. ‡		STATIONS			66 Goods Mon. ‡	68 Goods Tue. to Fri. ‡	
			p.m.	p.m.					a.m.	p.m.	
MARYBOROUGH		dep.	2 35–44	5 50	..	**KORONG VALE** ES		dep.	10 0	2 0	..
Bet Bet ES ○	..	arr.	..	..	..	*Wedderburn Junction* ES ○		arr.	10 15	..	..
(See note, page 63)		dep.	..	..	..	"	" ..	dep.	10 23	2 15	..
DUNOLLY ES †		arr.	..	..	..	Glenalbyn NC	..	..	..	..	..
"	..	dep.	3 0	6 15	..	(See note, page 41)					
Tarnagulla NC	..	arr.	..	..	..	Kurting NC	..	..	..	..	..
(See footnote)	..	dep.	..	..	..	**INGLEWOOD** ES †		arr.	..	..	..
Llanelly NC	..	..	..	..	..	"	..	dep.	10 50	2 50	..
Arnold NC	..	..	..	..	..	Arnold NC	..	..	..	..	..
INGLEWOOD † ES		arr.	..	7 0	..	Llanelly NC	..	..	..	..	..
				—136		Tarnagulla NC	..	arr.	..	..	..
"	..	dep.	3 45	7 15	..	(See footnote)		dep.	..	..	..
Kurting NC	..	..	..	..	..	**DUNOLLY** † ES		arr.	..	..	..
Glenalbyn NC	..	..	..	..	..	"	..	dep.	11 30	3 50	..
(See note, page 41)						*Bet Bet* ES ○	..	arr.	..	..	..
Wedderburn Junction ES ○		arr.	..	..	..	(See note, page 63)		dep.	..	..	..
"	"	dep.	4 20	7 50	..				p.m.		
KORONG VALE ES		arr.	4 35	8 5	..	**MARYBOROUGH** ES		arr.	12 5	4 30	..

NOTE:—**Tarnagulla** may be opened as an Intermediate Block Post as required. See General Appendix for instructions.

NOTE:—A regular road service operates each Thursday from Dunolly to Tarnagulla and Llanelly for perishable and small goods traffic. (Secty's. 73/778). Goods trains to be run only as arranged locally by Senior Train Controller, Ballarat.

BENDIGO-KORONG VALE-WYCHEPROOF-SEA LAKE-KULWIN.

Passenger Service.

Down

STATIONS		73 PASS. TUE., WED., THURS., SAT.	109 PASS. MON., FRI.		
MELBOURNE	*dep.*	a.m. 8 45	p.m. 1 40	..	..
BENDIGO	*arr.*	11 15R	4 25R	..	..
		Diesel Electric Rail Motor Tue., Wed., Thur., Sat.	D'sel E'tric R.M. Mon. D'sel E'tric R.M. & Trailer Fri.		
"	*dep.*	Noon 12 0B	p.m. 4 55D	..	..
North Bendigo Junction ES		p.m. 12 3*	4 58*	..	..
Sandhurst ES NC .. .. .. (see note, page 41)		..	..	..	..
Eaglehawk ES		12 11	5 6	..	..
Marong ES (see note, page 41)		12 21	5 16	..	..
Leichardt NC (see note, page 41) ..		..	..	..	..
Bridgewater ES	*arr.*	12 40	..	..	..
"	*dep.*	12 42–74	5 36–90	..	..
Inglewood ES	*arr.*	..	..	..	..
"	*dep.*	12 51	5 45	..	..
Kurting NC		..	..	..	..
Glenalbyn NC (see note, page 41) ..		..	..	..	..
Wedderburn Junction ES ○ ..	*arr.*	..	..	..	..
" "	*dep.*	1 16	6 10–136	..	..
KORONG VALE ES	*arr.*	1 27	6 22	..	..
" "	*dep.*	1 30	6 25	..	..
Wychitella NC (see note, page 41) ..		1 45§	6 40§	..	..
Buckrabanyule .. .. .. (see note, page 41)	*arr.*	..	..	..	..
	dep.	1 55	6 50	..	..
Barrakee NC		..	..	..	..
Charlton ES	*arr.*	2 9	7 5	..	..
"	*dep.*	2 12–136	7 7	..	..
Teddywaddy NC		2 21§	7 16§	..	..
Glenloth NC (see note, page 41) ..		2 28§	7 23§	..	..
WYCHEPROOF ES † ..	*arr.*	2 40 –138	7 35 Diesel Electric Rail Motor	..	..
"	*dep.*	2 44	7 39	..	..
Dumosa NC		..	..	..	..
Nullawil (see note, page 41) ..	*arr.*	3 8	8 3	..	..
"	*dep.*	3 10	8 5	..	..
Warne NC		..	..	..	..
Culgoa †	*arr.*	3 24	8 19	..	..
"	*dep.*	3 26–35	8 21	..	..
Berriwillock †	*arr.*	..	..	..	..
"	*dep.*	3 39	8 34	..	..
Bolgbeat NC (see note, page 41) ..		..	..	..	..
SEA LAKE †	*arr.*	4 0	8 55	..	..
		No passenger service beyond Sea Lake			

B.—Hauls "C" brakevan, Bendigo–Wycheproof, Tuesdays, Wednesdays and Thursdays.

D.—Hauls "C" brakevan, Bendigo–Wycheproof, Monday, (also "C" brakevan Bendigo–Korong Vale–Ultima if required).

R.—Refreshments.

BENDIGO-KORONG VALE-WYCHEPROOF-SEA LAKE-KULWIN.

Passenger Service.

UP

STATIONS		58 Diesel Electric Rail Motor Mon. to Sat.			
		a.m.			
SEA LAKE †	*dep.*	7 20	..	..	..
Boigbeat NC (see footnote) ..	..	..	..	..	..
Berriwillock †	..	7 37	..	..	..
Culgoa †	*arr.*	7 49	..	..	..
"	*dep.*	7 51	..	..	..
Warne NC	..	..	..	..	..
Nullawil (see footnote) ..	..	8 6§	..	..	..
Dumosa NC	..	..	..	..	..
WYCHEPROOF † ES ..	*arr.*	8 30	..	..	..
"	*dep.*	8 32A,E,T	..	..	..
Glenloth NC (see footnote) ..	..	8 43§	..	..	..
Teddywaddy NC	..	8 50§	..	..	..
Charlton ES	*arr.*	8 58	..	..	..
"	*dep.*	9 0	..	..	..
Barrakee NC	..	..	..	..	..
Buckrabanyule	*arr.*	..	..	..	..
(see footnote)	*dep.*	9 15	..	..	..
Wychitella NC (see footnote) ..	..	9 24§	..	..	..
KORONG VALE ES	*arr.*	9 40	..	..	..
		Diesel Electric Rail Motor Tue., Wed., Thur., Fri., Sat. Diesel Electric Rail Motor & Trailer Mon.			
"	*dep.*	9 50E—74 35, 37	..	..	..
Wedderburn Junction ES ..	*arr.*	..	..	..	..
"	*dep.*	10 1	..	..	..
Glenalbyn NC (see footnote) ..	..	..	..	..	..
Kurting NC	..	..	..	..	..
Inglewood ES	*arr.*	10 22	..	..	..
"	*dep.*	10 24–93	..	..	..
Bridgewater ES	*arr.*	..	..	..	..
"	*dep.*	10 32	..	..	..
Leichardt NC (see footnote) ..	..	..	..	..	..
Marong ES (see footnote) ..	..	10 55	..	..	..
Eaglehawk ES	*arr.*	11 8	..	..	..
"	*dep.*	11 10	..	..	..
Sandhurst NC ES (see footnote)	..	..	..	..	..
North Bendigo Junction ES ..	..	11 21¹	..	..	..
BENDIGO	*arr.*	11 25R	..	..	..
		PASS.			
"	*dep.*	12 0 Noon	..	..	..
		p.m.			
MELBOURNE	*arr.*	2 25	..	..	..
		58			

R.—Refreshments.

A.—Up Rail Motor trains may stop opposite Wycheproof Post Office as required to set down passengers only. **E.**—Hauls "C" brakevan Tuesday to Friday. **T.**—Trailer attached Monday. The Double Line Block Telegraph System is in force on the Up and Down journey between Bendigo "C" (Williamson -street) and North Bendigo Junction. **Marong** is switched in as an Electric Staff Station when so arranged by the Train Controller, Bendigo, who must arrange for the Driver and Guard of each Down and Up train concerned to be advised. The Signalman at the staff station where the crews are instructed must make an entry to that effect in the Train Register Book. **Leichardt, Wychitella** or **Buckrabanyule, Glenloth, Nullawil, Boigbeat** and **Nandaly** may be opened as Intermediate Block Posts as required. See General Appendix for instructions. **Sandhurst** is an unattended Electric Staff Post worked in accordance with the instructions in the General Appendix. **Glenalbyn** and **Buckrabanyule** may be opened as Staff Stations when required and published.

BENDIGO–KORONG VALE–WYCHEPROOF–SEA LAKE–KULWIN.

DOWN Goods Service.

STATIONS			31 Gds Mon. ‡	35 Thro. Gds. Tue., Wed., Thur., Fri.		37 Gds. Fri.	83 Thro. Gds. Mon.	3 Gds. Wed.	93 Gds. Tue., Wed., Thur., Fri.	67 Gds. Mon. ‡	69 Gds. Tue. to Fri. ‡
			a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
MELBOURNE YD.		*dep.*	..	..		..	..		..		
BENDIGO	..	*dep.*	..	3 30		..	4 0		8 0		
North Bendigo Junct. ES		..	..	3 36		..	4 7		8 10		
Gas Company Sdg. NC		..	..	..		..	..		..		
Sandhurst ES NC	..	..	..	..		..	..		..		
(see note, page 41)											
California Gully Sdg. NC		..	..	..		..	..		..		
Eaglehawk ES	..	..	..	3 45		..	4 20		8 20		
Marong ES	..	*arr.*	..	..		..	..		8 35		
(see note, page 41)	..	*dep.*	..	4 0		..	4 35		8 50		
Leichardt NC (note, page 41)	..		..	..		..	..		9 0		
Bridgewater ES	..	*arr.*	..	..		..	..		9 25		
,,	..	*dep.*	..	4 28		..	5 3		10 0		
				Tue., Wed., Thur.	Fri.						
Inglewood ES	..	*arr.*	..	..	4 40	..	..	..	10 12	..	7 0
									–74, 58		–136
,,	..	*dep.*	..	4 40	4 55	..	5 15	..	11 35	3 45	7 15
Kurting NC	..	..	..	..	..	..	..	..	p.m.	..	..
Glenalbyn NC (note, p. 41)		..	..	5 2	5 17	..	5 37	..	12 10	..	..
Wedderburn Junct. ES ○		*arr.*	..	..	..	..	5 55	8 45	12 29	..	..
,,	..	*dep.*	..	5 20	5 35	..	6 35	8 55	12 39	4 20	7 50
KORONG VALE ES		*arr.*	..	5 35	6 0	..	6 50	9 10	12 55	4 35	8 5
				Mon., Tue., Wed., Thur.							
				a.m.		–58					
,,		*dep.*	3 0	9 50–58		9 50	..	..	..	..	..
Wychitella NC (note, page 41)			..	..		..	..	..	..	..	..
Buckrabanyule	..	*dep.*	3 35	11 0		11 15	..	..	..	..	..
(see note p. 41)											
Barrakee NC	..	..	..	..		..	..	..	..	..	..
Charlton ES	..	*arr.*	..	11 25		11 50	..	..	..	..	..
				p.m.		p.m.					
,,	..	*dep.*	3 55	12 5		12 35	..	..	..	..	..
Charlton Cattle Siding NC		..	..	..		..	..	..	..	..	..
Teddywaddy NC	..	..	..	..		..	..	..	..	..	..
Glenloth NC (note, page 41)		..	4 15	12 30		1 20	..	..	..	..	..
WYCHEPROOF ES †		*arr.*	4 30	12 55–136		1 45	..	..	..	..	..
				Tue., Thur.							
				p.m.		..					
,,	..	*dep.*	..	1 30		..	..	..	..	..	..
Grain Elevators Bd. Sdg. NC		..	..	..		..	..	..	..	..	..
Dumosa NC	..	..	..	..		..	..	..	..	..	..
Nullawil (note, page 41)		..	..	2 25		..	..	..	..	..	..
Warne NC	..	..	..	..		..	..	..	..	..	..
Culgoa †	..	*arr.*	..	3 0–73		..	25	35A	..	..	..
,,	..	*dep.*	..	3 45		..	Goods	Gds	..	..	..
Berriwillock †		..	..	4 40		..	Alt.	Wed.	..	..	..
Boigbeat NC (note, page 41)		..	..	..		..	Fri.	..	..	..	..
SEA LAKE †	..	*arr.*	..	5 15		..	(1st in Period)	..	..	..	..
							a.m.	a.m.			
,,	..	*dep.*	..	..		..	3 0	4 0	..	..	..
Ninda NC	..	..	..	..		..	..	4 35	..	..	..
Nyarrin NC	..	*arr.*	..	..		..	..	4 55	..	..	..
,,	..	*dep.*	..	..		..	3 45	5 10	..	..	..
Nandaly (note, page 41)		*arr.*	..	..		..	..	5 30	..	..	..
,,	..	*dep.*	..	..		..	5 0		..	..	..
Pier Millan NC	..	..	..	..		..	..	..	..	..	..
Mittyack NC	..	..	..	..		..	6 30	..	..	..	..
KULWIN NC †	..	*arr.*	..	..		..	7 0	..	..	..	..

From Wedderburn (As No. 2 Page 39)

From Maryborough (Page 39)

From Maryborough (Page 39)

UP — **Goods Service.**

STATIONS		2 Goods Wed.	66 Goods Mon. ‡	74 Goods Mon. ‡	68 Goods Tue. to Fri. ‡ ‡	132 Goods Tue., Thur.	
		a.m.	a.m.	a.m.	p.m.	p.m.	
KULWIN NC † ..	*dep.*	..	..	..	..	..	..
Mittyack NC		..	..	..	..	..	..
Pier Millan NC		..	..	..	..	..	..
Nandaly	*arr.*	..	..	..	..	..	..
(see note, page 41)	*dep.*	..	..	..	..	..	..
Nyarrin NC		..	..	..	..	..	..
Ninda NC		..	..	..	..	..	..
SEA LAKE † ..	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..
Boigbeat NC (see note, p. 41)		..	..	..	..	..	..
Berriwillock †		..	..	..	..	..	..
Culgoa †	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..
Warne NC		..	..	..	..	..	..
Nullawil (see note, page 41) ..		..	..	..	..	..	..
Dumosa NC		..	..	..	..	..	..
Grain Elevator Bd. Sdg. NC ..		..	..	..	..	..	..
WYCHEPROOF † ES	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	6 0	..	..	..
Glenloth NC (see note, p. 41)		..	..	6 15	..	..	..
Teddywaddy NC		..	..	..	..	..	..
Charlton Cattle Siding NC ..		..	..	..	..	..	..
Charlton ES ..	*arr.*	..	..	6 40	..	..	..
" ..	*dep.*	..	..	7 10	..	..	..
Barrakee NC		..	..	..	..	..	..
Buckrabanyule ..	*arr.*	..	..	..	..	..	..
(see note, page 41)							
" ..	*dep.*	..	..	7 35	..	..	..
Wychitella NC (note, page 41)		..	..	..	..	..	..
KORONG VALE ES	*arr.*	..	..	8 15	..	..	..
				74 Goods Mon. to Fri.			
		—35		—58			
" ..	*dep.*	6 15	10 0	10 20	2 0	3 0	..
Wedderburn Junct. ES	*arr.*	6 32	10 15	10 37	..	..	..
" ..	*dep.*	7 0	10 23	10 52	2 15	3 17	..
Glenalbyn NC (note, page 41)		..	..	11 10	..	..	..
Kurting NC		..	..	..	..	..	..
Inglewood ES ..	*arr.*	..	..	11 30	..	..	..
				—93			
				p.m.			
" ..	*dep.*		10 50	12 15	2 50	3 55	..
Bridgewater ES ..	*arr.*		..	12 25	..	4 7	..
				—73			
" ..	*dep.*		..	1 30	..	5 21	..
Leichardt NC (see note, p. 41)			..	..	..	..	..
Marong ES	*arr.*		..	2 20	..	..	..
(see note, page 41)	*dep.*		..	2 35	..	5 58	..
Eaglehawk ES ..			..	2 55	..	6 22	..
Callfornia Gully Siding NC ..			..	..	..	..	..
Sandhurst NC ES (see n. p. 41)			..	..	..	..	..
Gas Company Siding NC ..			..	..	..	..	..
North Bendigo Junction ES ..			..	3 10	..	6 38	..
BENDIGO ..	*arr.*		..	3 20	..	6 45	..
" ..	*dep.*						
MELBOURNE YARD	*arr.*		..	..	..	..	

To Wedderburn (as No. 1, page 39)

To Maryborough (pages 39, 62)

To Maryborough (pages 39, 62)

UP — Goods Service—continued.

STATIONS	90 Goods Fri. ‡	136 Goods Wed.		34 Goods Alt. Fri. (1st in Period)	138 Goods Thur.	
	p.m.	a.m.		a.m.	p.m.	
KULWIN NC † .. *dep.*	..	..		7 40	..	..
Mittyack NC	..	..		..	..	..
Pier Millan NC	..	..		..	..	..
Nandaly .. .. *arr.*	..	..		..	..	..
(see note, page 41) *dep.*	..	6 30		9 30	..	..
Nyarrin NC	..	7 0		..	..	..
Ninda NC	..	7 35		..	..	..
SEA LAKE † *arr.*	..	8 0		10 20	..	..
				Fri.		
" .. *dep.*	..	8 45		11 0	..	..
Boigbeat NC (s. n. page 41)	..	9 5		..	..	..
Berriwillock †	..	9 50		11 50	..	..
Culgoa † .. *arr.*	..	10 20		..	..	..
				p.m.		
" .. .. *dep.*	..	10 50		12 40	..	..
Warne NC	..	..		..	..	..
Nullawil (see note, page 41)	..	11 40		1 10	..	..
		p.m.				
Dumosa NC	..	12 5		1 30	..	..
Grain Elevator Bd. Sdg. NC	..	..		..	..	..
WYCHEPROOF † *arr.*	..	12 45–35		2 15	..	..
ES		Mon., Tue., Wed.			–73	..
		p.m.				
" .. *dep.*	..	1 20		2 50	3 0	..
Glenloth NC (s. n. page 41)	..	1 35		3 5	3 30	..
Teddywaddy NC	..	..		..	..	..
Charlton Cattle Siding NC	..	..		..	..	..
Charlton ES .. *arr.*	..	2 0		3 30	4 5	..
		–73				
" .. *dep.*	..	3 10		4 0	4 40	..
Barrakee NC	..	..		..	..	..
Buckrabanyule .. *arr.*	..	..		..	..	..
(see note, page 41) *dep.*	..	4 0		4 25	5 25	..
Wychitella NC (s. n. p. 41)	..	..		..	..	..
KORONG VALE ES *arr.*	..	4 45		5 0	6 10	..
				Connect		
		Tue., Wed., Thur.	Mon., Fri.	**No. 136**		
		p.m.	p.m.			
" .. *dep.*	4 15	5 30	5 30	..	..	..
Wedderburn Junct. ES *arr.*	..	5 46	5 46	..	..	..
			–109			
" .. *dep.*	4 32	6 0	6 27	..	..	..
Glenalbyn NC (note, page 41)	..	6 18	6 45	..	..	..
Kurting NC	..	..	..	..	..	..
Inglewood ES .. *arr.*	..	..	..	..	..	..
" .. *dep.*	5 10	6 40	7 7–69	..	..	..
Bridgewater ES .. *arr.*	5 22	..	..	..	..	..
	–109					
" .. *dep.*	5 43	6 51	7 18	..	..	..
Leichardt NC (see note, p. 41)	..	..	..	..	..	..
Marong ES .. *arr.*	..	..	..	..	..	..
(see note, page 41) *dep.*	6 28	7 30	7 55	..	..	..
Eaglehawk ES	6 48	7 50	8 15	..	..	..
California Gully Siding NC	..	..	..	..	..	..
Sandhurst NC ES(note, p. 41)	..	..	..	..	..	..
Gas Company Siding NC ..	..	..	..	..	..	..
North Bendigo Junction ES	7 0	8 5	8 30	..	..	..
BENDIGO .. *arr.*	7 5	8 10	8 35	..	..	..
" .. *dep.*				..	..	..
MELBOURNE YARD *arr.*	..	..	..	..	..	..

MARYBOROUGH-AVOCA-ARARAT.

Goods Service.

DOWN					UP					
STATIONS		1 Gds. Mon.	31 Goods Tue. to Sat. ‡		STATIONS		2 Gds. Mon.	4 Goods Mon. ‡ (See note)	32 Goods Tue. to Sat. ‡	
		a.m.	a.m.				a.m.	a.m.	a.m.	
MARYBOROUGH †					**ARARAT** †	*dep.*	..	..	3 30	..
"	*dep.*	6 0	12 5	..	Elmhurst NC	*arr.*	..	..	..	..
Bung Bong					"	*dep.*	..	8 40	..	..
Ballast Sdg. NC	..	..	..	..	*Avoca* † ○	*arr.*	..	9 30	5 45	..
Avoca † ○	*arr.*	7 0	12 45	..	"	*dep.*	8 0	10 0	5 50	..
		‡			Bung Bong					
"	*dep.*	7 30	12 50	..	Ballast Sdg. NC	..	..	..	..	..
Elmhurst NC	*arr.*	8 20	..	..	**MARYBOROUGH** †					
"	*dep.*		..	..	"	*arr.*	9 0	11 0	6 30	..
ARARAT †	*arr.*	..	3 0	..						

Note :—When **No. 1** is required to run to Elmhurst it will return as **No. 4** and **No. 2** will not run.

AVOCA-ARARAT Section of line closed 8th July, 1959 (Sec's 59/4995).
Re-opened 29th October, 1966 (Sec's 65/143).

Last day of running of Passenger Train (Rail Motor), Saturday 4th May 1957, Sec's 56/5925.

WAUBRA JUNCTION-WAUBRA.

WAUBRA JUNCTION-BALLARAT RACECOURSE PLATFORM.

That section of the Waubra Junction-Waubra line beyond Mileage 81 Mls., 50 Chs., 15 Lks., closed on 31st January 1968, (Sec's 65/2661) —Last train ran 31.1.68.

The Waubra Junction-Ballarat Racecourse Platform line closed on 17th April 1970, (Sec's 69/934) —Last train ran 19th March 1970.

KORONG VALE–ULTIMA–ROBINVALE.

Passenger Service. **Goods Service.**

DOWN

STATIONS		15 PASS. TUE., WED., THUR., SAT.	19 PASS. MON., FRI.	11 Goods Mon. ‡	29 Goods Mon. to Fri. ‡	13 Goods Tue., Thur.	17 Goods Fri. (Wed. ‡)
		a.m.	p.m.	a.m.	a.m.	a.m.	a.m.
MELBOURNE ..	*dep.*	8 45	1 40	..	..	..	..
BENDIGO ..	*arr.*	11 15R Diesel Elec. Rail Motor Tue., Wed., Thur., Sat.	4 25R Diesel Elec. Rail Motor Mon., Fri.	..	..	..	..
		Noon	p.m.				
" ..	*dep.*	12 0	4 55	..	..	..	..
		p.m.					
KORONG VALE ES (See note B, page 47)	*arr.*	1 27 Diesel Elec. Rail Motor Tue., Wed., Thur., Sat.	6 22 Diesel Elec. Rail Motor Mon., Fri.	..	..	..	..
		p.m.	p.m.				—10
" ..	*dep.*	1 40	6 35D	2 40	5 0	8 30	9 45
Borung NC ..	..	1 49§	6 44§	..	..	..	..
Mysia ES (See note B, page 47)	*arr.*	..	..	..	..	9 0 —10	10 15 —30
" ..	*dep.*	1 58	6 53	3 5	5 25	9 20	10 25
G.E.B. Siding NC ..	..	..	..	..	..	..	..
BOORT ES (See note B, page 47)	*arr.*	..	..	3 25	..	9 40 —30	11 10
" ..	*dep.*	2 14	7 9	4 0	5 50	10 10	11 50
							p.m.
Barraport NC ES .. (See note B, page 47)	*arr.*	.. —24	..	4 20	.. —22	10 25	12 5
" ..	*dep.*	2 30	7 25	4 35	6 15	10 40	12 25
Gredgwin NC ..	..	2 38§	7 33§	..	..	..	..
Oakvale NC ..	..	..	..	..	..	..	..
Quambatook ES .. (See note B, page 47)	*arr.*	..	..	..	7 5	11 20	1 10
				—22	—10	p.m.	—24
" ..	*dep.*	2 57	7 52	5 25		12 5	1 50
Cannie NC (See note p. 47) ..		3 12§	8 7§	..	..	..	..
Laibert ES ..	*arr.*	..	..	..	..	..	2 45
							Fri. | Wed. ‡
" ..	*dep.*	3 24	8 19	6 15	..	1 5	3 15 | 4 0–15
Meatian NC (See note, page 47) ..		3 36§	8 31§	..	..	..	.. | ..
ULTIMA ES † ..	*arr.*	3 55—13 Diesel Elec. Rail Motor Wed.	8 50	7 0 —10	..	2 30 —15	4 0 | 4 45
" ..	*dep.*	3 58	8 53	..	..	4 0	..
Gowanford NC ..	..	..	..	..	..	..	..
Waitchie NC (See note, page 47) ..		4 17§	9 12§	..	..	..	..
Chillingollah NC ..	*arr.*	..	..	..	..	..	..
(See note, page 47)	*dep.*	4 31	9 26	..	..	5 0	..
Chinkapook (See note, page 47 ..		4 47	9 41	..	..	5 25	..
Cocamba NC ..	..	..	..	..	..	..	..
MANANGATANG †	*arr.*	..	..	..	..	6 0	..
" ..	*dep.*	5 4	9 58	..	..	6 45	..
Bolton NC ..	..	5 16§	10 10§	..	..	7 5	..
Koimbo NC ..	..	..	..	..	..	..	..
Annuello (See note, page 47) ..		5 34§	10 27§	..	..	7 40	..
Bannerton ..	..	5 57§	10 50§	..	..	..	..
ROBINVALE †	*arr.*	6 20	11 15	..	..	8 30	..

D.—Hauls one "C" brakevan ex Bendigo to Ultima, Monday, if required. **R**—Refreshments.

Passenger Service. **Goods Service.**

UP

STATIONS		10 Diesel Elec. Rail Motor Tues., Thurs., Sat.	22 Goods Mon.		24 Goods Wed., Fri.		30 Goods Mon. to Fri. ‡	
		a.m.	a.m.		a.m.		a.m.	
ROBINVALE †	*dep.*	5 5	..	..	6 30	..	..	..
Bannerton	..	5 23§	..	..	7 0	..	..	..
Annuello (See footnote)	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	5 45§	..	..	7 40	..	..	..
Koimbo NC ..	..	..	..	..	..	..	..	..
Bolton NC	..	6 2§	..	..	..	..	..	..
MANANGATANG †	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	6 15	..	..	8 50	..	..	..
Cocamba NC ..	..	..	..	..	..	..	..	..
Chinkapook (See footnote)	..	6 31	..	..	9 30	..	..	..
Chillingollah NC ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	6 46	..	..	9 55	..	..	..
Waitchie NC (See footnote)	..	6 59§	..	..	..	..	..	..
Gowanford NC ..	..	..	..	..	..	..	..	..
ULTIMA † ES ..	*arr.*	7 20	..	..	10 55	..	..	..
		Diesel Elec. Rail Motor Mon. to Sat.						
"	*dep.*	7 22–11	3 30	..	11 30	..	..	..
Meatian NC (See footnote)	*arr.*	..	..	..	..	..	..	..
"	*dep.*	7 36§	..	..	p.m.	..	..	..
Lalbert ES	*arr.*	..	..	..	12 15	..	..	..
"	*dep.*	7 48	4 15	..	12 40	..	..	..
Cannie NC (See footnote)	..	8 1§	..	..	..	..	..	..
Quambatook ES ..	*arr.*	—29, 30	5 0	..	1 25	..	..	..
(See note B)			–11		–17		–10	
"	*dep.*	8 14	5 30	..	1 45	..	8 50	..
Oakvale NC ..	..	..	..	..	..	..	..	..
Gredwin NC ..	..	8 34§	..	..	..	..	..	..
Barraport NC ES ..	*arr.*	..	6 5	..	2 15	..	..	..
(See note B) ..			–29		–15			
"	*dep.*	8 43	6 25	..	2 35	..	9 35	..
BOORT ES ..	*arr.*	..	6 40	..	2 55	..	..	..
(See note B)							–13	
"	*dep.*	8 58	7 20	..	3 30	..	10 0	..
G.E.B. Siding NC ..	..	..	..	..	..	..	..	..
Mysia ES (See note B)	*arr.*	..	..	..	..	..	..	..
		—13					–17	
"	*dep.*	9 14	7 55	..	3 55	..	10 20	..
Borung NC ..	..	9 23§	..	..	..	..	..	..
KORONG VALE ES	*arr.*	9 36–17	8 25	..	4 40	..	11 0	..
(See note B)		**Diesel Elec. Rail Motor**	Connect **No. 74**		Connect **No. 136**			
"	*dep.*	9 50	..	..	..	..	..	..
BENDIGO ..	*arr.*	11 25R	..	..	..	..	..	..
		PASS.						
"	*dep.*	12 0 noon p.m.	..	..	..	..	..	..
MELBOURNE ..	*arr.*	2 25	..	..	..	..	..	..

NOTE:—**Cannie, Meatian, Waitchie, Chillingollah, Chinkapook and Annuello** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

NOTE B.—Automatic Electric Staff Working is in force between Korong Vale–Mysia, Mysia–Boort, Boort–Barraport and Barraport–Quambatook. See General Appendix for Instructions.

R—Refreshments.

NOTE:—If any livestock is offering from Robinvale–Ultima line on Sundays, a switch trip is to operate from Ultima as required, to connect on return with **No. 22 Goods.**

CASTLEMAINE-MARYBOROUGH.

Passenger Service.

Down

STATIONS		9 EXP. MON. TO SAT.		21 EXP. MON., TUE., WED., THUR.	23 EXP. FRI.	25 PASS. SAT.			
		a.m.		p.m.	p.m.	p.m.			
MELBOURNE	*dep.*	8 45	..	5 4	5 40	6 5	..	..	..
CASTLEMAINE ES	*arr.*	10 35	..	7 8	7 50	8 8	..	..	..
		102 H.P. Diesel Rail Car Mon. to Sat.		102 H.P. Diesel Rail Car Mon. Tue. Wed. Thur.	102 H.P. Diesel Rail Car Fri.	102 H.P. Diesel Rail Car Sat.			
		a.m.		p.m.	p.m. 128	p.m.			
" ..	*dep.*	10 45–4, 6	..	7 20–128	8 0	8 20	..	..	..
Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..	..
Guildford (See footnote)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	11 0	..	7 36	8 16	8 36	..	..	..
R.M. Stp. Pl. No. 27 NC	..	11 10Z	..	Z	Z	Z	..	..	..
Newstead ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	11 15	..	7 51	8 31	8 51	..	..	..
Moolort NC ..	*arr.*	..	..	..	..	..	..	..	..
(see footnote) ..	*dep.*	11 31	..	8 8	8 47	9 7	..	..	..
Carisbrook ○ ES..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	11 45	..	8 22	9 1	9 21	..	..	..
MARYBOROUGH ES	*arr.*	11 57	..	8 35	9 15	9 35	..	..	..

MARYBOROUGH-CASTLEMAINE.

Up **Passenger Service.**

STATIONS		2 102 H.P. Diesel Rail Car Mon. to Sat.		20 102 H.P. Diesel Rail Car Mon. to Fri.		14 102 H.P. Diesel Rail Car Sat.			
		a.m.		p.m.		p.m.			
MARYBOROUGH ES ..	*dep.*	6 15–4	..	4 35	..	5 0	..	..	..
Carisbrook ○ ES..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	6 22	..	4 42	..	5 7	..	..	..
Moolort NC ..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	6 35	..	4 55	..	5 20	..	..	..
Newstead ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	6 51	..	5 11	..	5 36	..	..	..
R.M. Stop. Place No. 27 ..		Z	..	5 15Z	..	Z	..	..	..
Guildford ..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	7 7	..	5 27	..	5 52	..	..	..
Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..	..
CASTLEMAINE ES	*arr.*	7 30–61 PASS.	..	5 50 PASS.	..	6 15 PASS.	..	..	..
" ..	*dep.*	7 35	..	6 5	..	6 21	..	..	..
MELBOURNE	*arr.*	9 40	..	8 15X	..	8 30	..	..	..

X—Arrives Melbourne 7.55 p.m. Friday only.

Maldon Junction is an unattended Electric Staff Station worked in accordance with instructions in the General Appendix.

Guildford and Carisbrook or Moolort may be worked as Intermediate Block Posts when required. See General Appendix for Instructions.

Carisbrook is switched in as an Electric Staff Station at times as arranged by the Train Controller, but, before doing so, the Train Controller must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

CASTLEMAINE-MARYBOROUGH.

Goods Service.

Down

STATIONS		61 Goods Mon. ‡	11 Goods Tue., Thur. (Fri. Sat. ‡)	19 Goods Tue., Wed., Thur., Fri. & Alt. Mon. (1st in Period)		27 Goods Alt. Mon. (2nd in Period)			
		a.m.	a.m.	p.m.		p.m.			
MELBOURNE YD.	*dep.*	..	..	..	..	..	..	..	..
CASTLEMAINE ES	*arr.*	..	..	..	..	..	..	..	..
		–2							
" ..	*dep.*	7 35	11 30	9 0	..	10 30	..	..	..
Maldon Junct. NC ES	..	7 39	11 40	9 4	..	10 34	..	..	..
(See note, page 48)									
Guildford (See note, page 48)	*arr.*	..	11 51	..	..	..	..	..	..
			p.m.						
" ..	*dep.*	7 54	12 0	9 19	..	10 49	..	..	..
Newstead ES ..	*arr.*	..	12 20	9 38	..	11 8	..	..	..
" ..	*dep.*	8 13	12 40	9 53	..	11 23	..	..	..
Moolort NC ..	*arr.*	..	1 5	10 16	..	11 46	..	..	..
(See note, page 48)									
"	*dep.*	8 36	1 15	10 21	..	11 51	..	..	..
Carisbrook ○ ES ..	*arr.*	..	1 30	..	..	Alt. Tue	..	..	..
(See note, page 48)			—130			a.m.			
" ..	*dep.*	8 51	1 45	10 36	..	12 6	..	..	..
MARYBOROUGH ES ..	*arr.*	9 10	2 5	10 55	..	12 25	..	..	..

MARYBOROUGH-CASTLEMAINE.

Up **Goods Service.**

STATIONS		60 Goods Mon. ‡	4 Goods Tue., Thur.	6 Goods (Fri., Sat. ‡)	130 Fast Goods Tue. to Fri.		128 Thro. Goods Mon. to Fri.		
		a.m.	a.m.	a.m.	p.m.		p.m.		
MARYBOROUGH ES ..	*dep.*	4 15	6 30–2	7 45–2	M 1 25	..	5 30	..	..
Carisbrook ○ ES ..	*arr.*	4 25	6 40	7 55	..	..	..	..	..
(See note, page 48)	*dep.*	4 40	7 15	8 15	1 35–11	..	5 39	..	..
Moolort NC ..	*arr.*	5 0	7 35	8 35	..	..	..	..	..
(See note, page 48)	*dep.*	5 10	7 55	8 45	1 50	..	5 55	..	..
Newstead ES ..	*arr.*	5 40	8 24	9 15	..	..	..	..	..
" ..	*dep.*	5 55	9 0	9 35	2 8	..	6 20	..	..
Guildford ..	*arr.*	..	9 22	9 57	..	..	..	..	..
(See note, page 48)	*dep.*	6 16	9 42	10 6	2 25	..	6 38	..	..
Maldon Junct. NC ES	..	6 40	10 5	10 20	2 40	..	6 50	..	..
(See note, page 48)									
CASTLEMAINE ES	*arr.*	6 45	10 20—9	10 30—9	2 45	..	7 0	..	..
					p.m.		–21		
" ..	*dep.*	..	..	..	3 30	..	9 10	..	..
							Tue. to Sat.		
							a.m.		
MELBOURNE YD	*arr.*	..	..	..	7 55	..	1 35	..	..

M—Comes from Mildura.

BALLARAT-MARYBOROUGH.

Passenger Service.

Down

STATIONS		3 153 H.P. Diesel Rail Car (& Trlr. ‡) MON. to FRI.	11 PASS. SAT.		17 PASS. MON. to FRI.		73 "The Vine-lander" SUN. to FRI.	
		a.m.	a.m.		p.m.		p.m.	
MELBOURNE	*dep.*	..	8 30	..	12 55	..	9 20E	..
BALLARAT	*arr.*	..	10 40R	..	3 10R	..	11 27	..
			280 H.P. Diesel Rail Car		**280 H.P. Diesel Rail Car**			
			a.m.		p.m.			
" ..	*dep.*	7 8	11 5	..	3 30	..	11 39	..
Nth. Ballarat Junct. ES NC		7 10*	11 7*	..	3 32*	..	11 41*	..
S.E.C. Siding ES NC (See footnote)	..	..	..	..	..	..	..	..
Waubra Jct. NC	..	..	..	..	..	..	**MON to SAT.** a.m.	..
R.M. Stopping Place No. 7	..	Z	Z	..	Z	..	..	..
Creswick ES ..	*arr.*	..	11 24-24A	..	..	..	..	..
" ..	*dep.*	7 28	11 30 ●	..	3 50	..	12 3	..
Nth. Creswick NC (See footnote)	*arr.*	..	..	..	..	..	..	..
	dep.	..	..	..	..	..	..	..
Clunes ES ..	*arr.*	7 47-106	..	..	..	..	..	..
		153 H.P. Diesel Rail Car & Two Trlrs			—38		..	
" ..	*dep.*	7 59	11 47	..	4 8	..	12 22	..
Talbot ES ○ ..	*arr.*	..	..	..	4 25-18	..	..	..
			p.m.					
" ..	*dep.*	8 17	12 5	..	4 37 ●	..	12 39	..
MARYBOROUGH ES	*arr.*	8 40-108	12 22	..	4 52	..	12 58	..
					—44		-172,134,-130	
" ..	*dep.*	..	12 25 To Donald (Page 54)	..	4 56 To Donald (Page 54)	..	1 4 To Mildura (Page 54)	..

● **No. 11** may depart Creswick 11.25 a.m.
No. 17 may depart Talbot 4.26 p.m.

R—Refreshments.

The Double Line Block Telegraph system is in force on Up and Down Journeys between Lydiard Street Box "B" and North Ballarat "C" Box.

S.E.C. Siding is an unattended Electric Staff Station worked in accordance with instructions shown in the General Appendix.

For special instructions regarding signalling arrangements at **North Creswick**, see the General Appendix.

E—See page 89 re operation of Nos. 73 and 80 between Melbourne and Mildura without a brakevan in the rear.

MARYBOROUGH-BALLARAT.

Passenger Service.

Up

STATIONS		80 "The Vine-lander" MON. to SAT.	24A 280 H.P. Diesel Rail Car Mon. to Sat.		18 153 H.P. Diesel Rl. Car and Two Trls. Mon. to Fri.			
		a.m.	a.m.		p.m.			
MARYBOROUGH	*arr.*	3 57M	10 32D	..	..	..	..	..
ES	*dep.*	4 1–75	10 35	..	4 15	..	..	..
Talbot ES ○ ..	*arr.*	..	..	..	..–17	..	..	..
"	*dep.*	4 18	10 50	..	4 35	..	..	..
Clunes ES ..	*arr.*	..	..	..	4 56	..	..	..
					153 H.P. Diesel Rl. Car (& One Trlr. ‡)			
			—13					
" ..	*dep.*	4 39	11 8	..	5 7	..	..	..
North Creswick	*arr.*	..	..	..	..	..	..	..
(See note, page 50)	*dep.*	..	..	..	..	..	..	..
Creswick ES	*arr.*	..	—11	..	..	..	..	..
" ..	*dep.*	5 4	11 27	..	5 30			
R.M. Stopping Place, No. 7		..	Z	..	Z	..	..	..
Waubra Jct. NC		..	..	..	..	..	..	..
S.E.C. Siding ES NC ..		..	..	..	..	..	..	..
(See note, page 50)								
Nth. Ballarat Jct. ES NC ..		5 25*	11 47*	..	5 51*–41	..	..	..
BALLARAT ..	*arr.*	5 28R	11 50R	..	5 55R	..	..	..
		—13	280 H.P. D.R.C. & Trlr. Mon. to Fri.					
			280 H.P. D.R.C. Sat.		PASS.			
			p.m.		p.m.			
" ..	*dep.*	5 40	12 5	..	6 5	..	..	..
MELBOURNE	*arr.*	7 50	2 20A	..	8 20	..	..	..

A—Arrives Melbourne 2.05 p.m. Saturdays.

D. Comes from Donald (See page 55). **M.** Comes from Mildura (See page 55).

R—Refreshments.

BALLARAT–MARYBOROUGH

Goods Service

Down

STATIONS		75 Fast Goods Mon. to Fri.		13 Goods Tue., Thu.	13 Goods Tue., Thur.		37 Goods Mon. to Fri.	
MELBOURNE YARD	*dep.*	p.m. 9 35	..	a.m. ..	a.m. From Newlyn (Page 21)	..	p.m. ..	..
		Tue. to Sat.						
		a.m.						
BALLARAT ..	*arr.*	1 45	..	..	..	..	..	..
„ ..	*dep.*	2 25	..	6 0	..	..	12 45	..
Nth. Ballarat Jct. ES NC	..	2 32–134	..	6 3	..	..	12 50	..
S.E.C. Siding ES NC	..	..	..	..	..	..	..	..
(See note, page 50)								
Waubra Jct. NC ..	..	..	..	..	..	..	..	..
Creswick ES ..	*arr.*	..	..	6 30	9 40	..	..	..
		—172			—108			
„ ..	*dep.*	2 54	..	7 0	10 30	..	1 17	..
Nth. Creswick NC ..	*arr.*	..	..	..	..	..	..	..
(See note, page 50)	*dep.*	..	..	7 10	10 34	..	1 20	..
Clunes ES	*arr.*	..	..	..	10 55	..	..	..
					—24A			
„ ..	*dep.*	3 12	..		11 25	..	1 40	..
Talbot ES ○ ..	*arr.*	..	..	To Newlyn (Page 21)	11 45	..	..	..
					p.m.			
„	*dep.*	3 30	..		12 20	..	2 0	..
MARYBOROUGH ES	*arr.*	3 50–80	..		12 40	..	2 25–38	..
„ ..	*dep.*	5 20M				..	6 15A	..

Down

STATIONS			41 Goods Tue. to Sat. ‡		103 Express Goods Mon. to Fri. (See note, page 63)	149 Thro. Goods Sun.	
MELBOURNE YARD	*dep.*	..	p.m. ..	..	p.m. 6 20	p.m. ..	..
BALLARAT ..	*arr.*	..	..	..	9 10—32	..	..
„ ..	*dep.*	..	5 45	..	9 27	10 15	..
North Ballarat Jct. ES NC	..	..	5 53–18	..	9 30	10 20	..
S.E.C. Siding ES NC	..	..	..	..	..	..	..
(See note, page 50)							
Waubra Jct. NC ..	..	..	..	..	..	..	..
Creswick ES ..	*arr.*	..	..	..	..	..	..
„ ..	*dep.*	..	6 19	..	9 47	10 40	..
North Creswick NC	*arr.*	..	..	..	..	..	..
(See note, page 50)	*dep.*	..	6 22	..	..	..	..
Clunes ES	*arr.*	..	..	..	..	..	..
„	*dep.*	..	6 41	..	10 2	11 0	..
Talbot ES ○ ..	*arr.*	..	..	..	..	..	..
„	*dep.*	..	7 0	..	10 17	11 20	..
MARYBOROUGH ES	*arr.*	..	7 25	..	10 35	11 45	..
„ ..	*dep.*	..		..	10 38M		..

A.—To Donald. **M.**—To Mildura.

MARYBOROUGH–BALLARAT.

Goods Service.

Up

STATIONS		134 Express Goods Tue. to Sat. (See note page 63)	130 Fast Goods Mon.	172 Thro. Goods Tue. to Fri. ‡	172 Thro. Goods Mon. ‡	106 Thro. Goods Mon. to Sat. ‡	108 Thro. Goods Mon. to Fri. ‡	42 Goods Tue., Thur.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
MARYBOROUGH	*arr.*	12 15	M—73	..	..	..	—3	..
		—73						
ES ..	*dep.*	1 5	1 15	1 30	2 30	6 30	8 45	
Talbot ES ..	*arr.*	..	..	..	..	..	..	
„ ..	*dep.*	1 25	1 35	1 50	2 50	6 55	9 10	
Clunes ES ..	*arr.*	..	..	..	..	7 25	..	
						—3		
„ ..	*dep.*	1 46	2 0	2 15	3 15	7 55	9 38	
Nth. Creswick NC	*arr.*	..	..	..	..	..	..	
(See note, page 50)	*dep.*	..	..	..	..	8 30	10 11	9 35
Creswick ES ..	*arr.*	..	..	2 45	..	..	..	9 40
				—75			—13	1108
„ ..	*dep.*	2 10	2 27	3 0	3 42	8 33	10 15	10 30
Waubra Jct. NC ..	..	..	..	..	..	..	..	
S.E.C. Siding ES NC	..	..	..	..	..	..	..	
(See note, page 50)								
Nth. Ballarat Jct. ES NC ..		2 30–75	2 55	3 25	4 10	9 2	10 45	
BALLARAT ..	*arr.*	2 35	3 0	3 30	4 15	9 5	10 50	
„ ..	*dep.*	3 5	4 15	4 30	5 0		11 15	
			via B'Msh.	to Nth. Geelong	to Nth. Geelong ‡		to Nth. Geelong	
MELBOURNE YD.	*arr.*	6 15	7 30	..	..	..	..	

From Newlyn: (Page 21)

Maryborough (Page 52)

UP STATIONS		38 Goods Tue., Thu.	44 Goods Mon. ‡	32 Goods Mon. ‡				
		p.m.	p.m.	p.m.				
MARYBOROUGH	*arr.*	..—37	2 30B	6 5B	..	..	..	..
ES ..			–67, 37, 17					
„ ..	*dep.*	2 30	5 0	7 30	..	..	..	..
Talbot ES ..	*arr.*	2 55	..	..	..	..	..	..
„ ..	*dep.*	3 10	5 20	7 50	..	..	..	..
Clunes ES ..	*arr.*	3 40	..	..	..	..	..	..
		—17						
„ ..	*dep.*	4 11	5 45	8 15	..	..	..	..
Nth. Creswick NC	*arr.*	..	..	..	..	..	..	..
(See note, page 50)	*dep.*	..	..	..	..	..	..	..
Creswick ES ..	*arr.*	4 40	..	..	..	..	..	..
„ ..	*dep.*	5 0	6 10	8 42	..	..	..	..
Waubra Jct. NC ..	..	..	..	..	..	..	..	..
S.E.C. Siding ES NC	..	..	..	..	..	..	..	..
(See note, page 50)								
North Ballarat Jct. ES NC ..		5 25	6 37	9 5	..	..	..	..
BALLARAT ..	*arr.*	5 30–41	6 40	9 10	..	..	..	..
				—103				
„ ..	*dep.*		8 0	9 55	..	..	..	..
			To Nth. Geelong	Tue. a.m.				
MELBOURNE YD.	*arr.*	..	..	4 0	..	..	..	..

B.—From Ouyen. M.—From Mildura.

MARYBOROUGH–MILDURA.

Passenger Service.

DOWN

STATIONS		11 PASS. SAT.		17 PASS. MON. to FRI.		73 "The Vinelander" SUN. to FRI.	
		a.m.		p.m.		p.m.	
MELBOURNE	*dep.*	8 30	..	12 55	..	9 20E	..
BALLARAT ..	*arr.*	10 40R	..	3 10R	..	11 27	..
		280 H.P. Diesel Rail Car		280 H.P. Diesel Rail Car			
		a.m.		p.m.			
.. ..	*dep.*	11 5	..	3 30	..	11 39	..
		p.m.				MON. to SAT a.m.	
MARYBOROUGH	*arr.*	12 22	..	4 52–44	..	12 58	..
ES	*dep.*	12 25	..	4 56	..	1 4	..
Bet Bet (See note, page 63)		12 36*	..	5 7*	..	*	..
DUNOLLY ES..	..	12 45–130	..	5 16–32	..	1 25	..
Goldsborough NC	..	..	..	..	..	..	..
Bealiba ES ○ ..	*arr.*	..	..	..	..	..	..
.. ..	*dep.*	1 4	..	5 35	..	1 47	..
Emu ES ○ (See note, p. 63)		1 14*	..	5 45*	..	*	..
ST. ARNAUD ES	*arr.*	1 34	..	6 5	..	2 20–80	..
.. ..	*dep.*	1 36	..	6 8–40	..	2 46 ●	..
Sutherland NC ES	*arr.*	..	..	..	..	..	..
(See note, page 63)	*dep.*	..	..	..	..	..	..
Swanwater NC ..	..	..	..	..	..	..	..
Cope Cope ES ○	*arr.*	..	..	..	..	..	..
.. ..	*dep.*	2 0*D	..	6 30*	..	3 8*	..
DONALD ES ..	*arr.*	2 15	..	6 45	..	3 19	..
						—26	
.. ..	*dep.*	..	..	..	..	3 25	..
Litchfield NC ES ..	*arr.*	..	..	..	..	..	..
(See note, page 63)	*dep.*	..	..	..	..	3 36*	..
Massey NC ..	..	..	..	..	..	..	..
Watchem ES ..	*arr.*	..	..	..	..	..	..
.. ..	*dep.*	..	..	..	..	3 55	..
Morton Plains NC	..	..	..	..	..	..	..
BIRCHIP ES ..	*arr.*	..	..	..	..	4 13	..
.. ..	*dep.*	..	..	..	..	4 18	..
Kinnabulla NC ..	..	..	..	..	..	..	..
Curyo NC ES (See n., p. 63)		..	..	..	..	4 37*	..
Watchupga NC ..	..	..	..	..	..	..	..
WOOMELANG ES	*arr.*	..	..	..	..	4 56–130,44	..
.. ..	*dep.*	..	..	..	..	4 59	..
Lascelles ES ..	..	..	..	..	..	5 11	..
Gama NC ..	..	..	..	..	..	..	..
Turriff NC ..	..	..	..	..	..	..	..
Speed ES ○ ..	..	..	..	..	..	5 35	..
Tempy	..	..	..	..	..	5 44	..
Nunga NC ..	..	..	..	..	..	..	..
OUYEN ES ..	*arr.*	..	..	..	..	6 12–32	..
.. ..	*dep.*	..	..	..	..	6 22	..
Kiamal NC (See note, p. 63)		..	..	..	..	..	..
Hattah ES ○ ..	..	..	..	..	..	6 51	..
Nowingi NC (See note, p. 63)		..	..	..	..	..	..
Carwarp ES ○ ..	..	..	..	..	..	7 23	..
Redcliffs ES ..	*arr.*	..	..	..	..	7 39	..
.. ..	*dep.*	..	..	..	..	7 44	..
Irymple ES ..	*arr.*	..	..	..	..	7 52	..
.. ..	*dep.*	..	..	..	..	7 54	..
MILDURA ES ..	*arr.*	..	..	..	..	8 5	..

● No. 73 may depart St. Arnaud 2.24 a.m. R—Refreshments.

D—Stops only for Departmental purposes as required.

E—See page 89 re operation of Nos. 73 and 80 between Melbourne and Mildura without a brakevan in the rear.

Up — Passenger Service.

STATIONS		80 "The Vinelander" SUN. TO FRI.	24A 280 H.P. Diesel Rail Car Mon. to Sat.		
		p.m.	a.m.		
MILDURA ES	dep.	9 30E	..	..	..
Irymple ES	arr.	9 37	..	..	..
"	dep.	9 40●	..	..	..
Redcliffs ES	arr.	9 48	..	..	..
"	dep.	9 55●	..	..	..
Carwarp ES ○	arr.	..	..	..	..
"	dep.	10 11●	..	..	..
Nowingi NC (See note, page 63)	..	..	..	..	..
Hattah ES ○	..	10 41●	..	..	..
Klamal NC (See note, page 63)	..	..	..	..	..
OUYEN ES	arr.	11 9–75	..	..	..
"	dep.	11 14	..	..	..
Nunga NC	..	..	..	..	..
Tempy	..	11 42	..	..	..
Speed ES ○	..	11 50	..	..	..
Turriff NC	..	..	..	..	..
		Mon. to Sat. a.m.			..
Gama NC	..	..	..	..	..
Lascelles ES	..	12 13	..	..	..
WOOMELANG ES	arr.	12 24	..	..	..
"	dep.	12 26	..	..	..
Watchupga NC	..	..	..	..	..
Curyo NC ES (See note, page 63)	..	12 44*	..	..	..
Kinnabulla NC	..	..	..	..	..
BIRCHIP ES	arr.	1 1	..	..	..
"	dep.	1 3	..	..	..
Morton Plains NC	..	..	..	..	..
Watchem ES	arr.	..	..	..	..
"	dep.	1 22–103	..	..	..
Massey NC	..	..	..	..	..
Litchfield NC ES (See note, page 63)	arr.	..	..	..	..
	dep.	1 37*	..	..	..
DONALD ES	arr.	1 50	..	..	..
"	dep.	2 0●	8 45–75, 130	..	..
Cope Cope ES ○	arr.	..	..	..	..
"	dep.	2 10*	8 55*	..	..
Swanwater NC	..	..	..	..	..
Sutherland NC ES (See note, page 63)	arr.	..	..	..	..
"	dep.	..	..	..	..
ST. ARNAUD ES	arr.	2 37–73	9 19	..	..
"	dep.	2 41	9 22	..	..
Emu ES ○ (See note, page 63)	..	3 1*	9 41*	..	..
Bealiba ES ○	arr.	..	..	..	..
"	dep.	3 13	9 52	..	..
Goldsborough NC	..	..	..	..	..
DUNOLLY ES	arr.	..	..–21	..	..
"	dep.	3 37	10 11	..	..
Bet Bet ES ○ (See note, page 63)	..	*	10 18*	..	..
MARYBOROUGH ES	arr.	3 57–75	10 32	..	..
"	dep.	4 1	10 35	..	..
BALLARAT	arr.	5 28R	11 50R	..	..
			p.m.		
"	dep.	5 40	12 5	..	..
MELBOURNE	arr.	7 50	2 20A	..	..

●—No. 80 may depart Irymple 9.38 p.m., Redcliffs 9.48 p.m., Carwarp 10.5 p.m., Hattah 10.35 p.m., and Donald 1.56 a.m.

A—Arrives Melbourne 2.05 p.m. Saturdays.

R—Refreshments.

E—See page 89 re operation of Nos. 73 and 80 between Melbourne and Mildura without a brakevan in the rear.

MARYBOROUGH–DONALD.

Goods Service.

Down

STATIONS			75 Fast Goods Mon. to Fri.		21 Roadside Goods Mon. to Fri.		67 Goods Mon. ‡	69 Goods Tue. to Fri. ‡
MELBOURNE YD.	*dep.*	..	p.m. 9 35 Tue. to Sat.	..	a.m. ..	..	p.m. ..	p.m. ..
BALLARAT ..	*arr.*	..	a.m. 1 45	..	..	..	..	..
.. ..	*dep.*	..	2 25	..	..	..	..	..
MARYBOROUGH ES	*arr.*	..	3 50 —80	..	..	..	.. —44	..
.. ..	*dep.*	..	5 20	..	8 25	..	2 35	5 50
Bet Bet ES ○ .. (See note, page 63)	*arr.*	..	..	..	8 43	..	..	..
.. ..	*dep.*	..	..	..	9 3	..	..	..
DUNOLLY ES ..	*arr.*	..	..	..	9 16 —24A	..	..	..
.. ..	*dep.*	..	5 44	..	10 15	..	3 0	6 15
Goldsborough NC	*arr.*	..	..	..	..	..	..	..
.. ..	*dep.*	..	..	..	..	..	..	..
Bealiba ES ○ ..	*arr.*	..	.. —26	..	10 50	..	..	..
.. ..	*dep.*	..	6 8	..	11 20	..	..	..
Emu ES ○ .. (See note, page 63)	*arr.*	..	..	..	11 37 —130	..	..	..
.. ..	*dep.*	..	6 20	..	p.m. 12 1	..	..	..
ST. ARNAUD .. ES	*arr.*	..	6 50	..	12 40 —44	..	..	..
.. ..	*dep.*	..	7 15	..	1 25	..	..	..
Sutherland NC ES	*arr.*	..	..	..	..	..	..	..
(See note, page 63)	*dep.*	..	7 27	..	1 45	..	..	..
Swanwater NC ..	..	..	..	..	..	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..	..	2 5	..	..	..
.. ..	*dep.*	..	7 43	..	2 30	..	..	..
Donald Freezing Works Siding NC ..	..	..	..	..	..	..	..	..
BP and Mobil Siding NC ..	..	..	..	..	..	..	..	..
DONALD ES ..	*arr.*	..	8 0 –130, 24A	..	3 0 —32	..	..	..
.. ..	*dep.*	..	10 45 a.m. (Sat.)	..	..	..	..	..
.. ..	*dep.*	..	12 0 p.m. Tue. to Fri. To Mildura	..	..	..	..	..

To Korong Vale (Pages 39, 42)

To Korong Vale (Pages 39, 42)

Goods Service.—continued.

Down

STATIONS		37 Goods Mon. to Fri.	103 Express Goods (See note page 63) Mon. to Fri.
		p.m.	p.m.
MELBOURNE YARD	*dep.*	..	6 20
BALLARAT	*arr.*	..	9 10
"	*dep.*	12 45	9 27
MARYBOROUGH ES ..	*arr.*	2 25	10 35
		—38	
"	*dep.*	6 15	10 38
Bet Bet ES ○	*arr.*	..	..
(See note, page 63) ..			
"	*dep.*	6 30	..
DUNOLLY ES ..	*arr.*	..	..
"	*dep.*	6 40	10 56
Goldsborough NC ..	..	..	..
"	*dep.*	..	..
Bealiba ES ○	*arr.*	..	11 15
			—134
"	*dep.*	7 4	11 33
Emu ES ○	*arr.*	..	..
(See note, page 63)			
"	*dep.*	7 16	..
ST. ARNAUD ES ..	*arr.*	..	..
			Tue. to Sat. a.m.
		—40	
"	*dep.*	7 46	12 1
Sutherland NC ES ..	*arr.*	..	..
(See note, page 63) ..	*dep.*	7 58	12 11
Swanwater NC	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..
"	*dep.*	8 15	12 22
Donald Freezing Works Siding NC	..	..	..
BP and Mobil Siding NC ..	..	..	..
DONALD ES	*arr.*	8 35	12 34
		—134	
"	*dep.*	..	12 45
			To Mildura

DONALD–MILDURA.
Goods Service.

Down

STATIONS		103 Express Goods (See note, page 63) Tue. to Sat.	101 Roadside Goods Mon., Tue., Thur. ‡	75 Goods Sat.
		a.m.	a.m.	a.m.
DONALD ES ..	arr.	12 34	..	8 0
				–130, 24A
" ..	dep.	12 45	7 45–130	10 45
Litchfield NC ES	arr.	..	8 10	..
(See note, page 63)	dep.	..	8 25	..
Massey NC ..	arr.	..	8 40	..
" ..	dep.	..	8 50	..
Watchem ES ..	arr.	1 15	9 5	11 20
			—44	
" ..	dep.	1 30–80	9 30	11 40
Morton Plains NC	arr.	..	9 45	..
" ..	dep.	..	9 55	..
				p.m.
BIRCHIP ES ..	arr.	..	10 15	12 5
" ..	dep.	1 49	10 40	12 35
Kinnabulla NC ..	arr.	..	11 0	..
" ..	dep.	..	11 10	..
Curyo NC ES ..	arr.	..	11 20–32	1 0
(See note, page 63)			p.m.	
" ..	dep.	2 7	12 10	1 10
Watchupga NC	arr.	..	12 25	..
" ..	dep.	..	12 35	..
WOOMELANG ES	arr.	2 25	12 50	1 35
			—20	
" ..	dep.	2 30	1 30	2 15
Lascelles ES ..	arr.	..	1 50	2 30
			—75	
" ..	dep.	2 43	3 5	2 40
Gama NC ..	arr.	..	3 20	..
" ..	dep.	..	3 35	..
Turriff NC ..	arr.	..	3 53	..
" ..	dep.	..	4 8	..
Speed ES ○ ..	arr.	3 10	4 20	3 10
		—130		
" ..	dep.	3 23	4 50	3 25
Tempy ..	arr.	..	5 3	..
" ..	dep.	..	5 18	..
Nunga NC ..	arr.	..	5 56	..
" ..	dep.	..	6 6	..
OUYEN ES ..	arr.	4 0	6 20	4 10
				Mon.
				a.m.
" ..	dep.	4 15	..	1 0
Kiamal ..	arr.	..	..	..
(See note, page 63)	dep.	..	..	..
Hattah ES ○ ..	arr.	4 47	..	1 40
" ..	dep.	4 52	..	1 45
Nowingi NC ..	arr.	..	..	..
(See note, page 63)	dep.	..	..	..
Carwarp ES ○ ..	arr.	5 24	..	2 25
" ..	dep.	5 29	..	2 35
Redcliffs ES ..	arr.	5 45	..	2 55
		—46		
" ..	dep.	6 5	..	3 15
Irymple ES ..	arr.	6 15	..	3 25
" ..	dep.	6 23	..	3 35
Mildura Live Stock Sdg. NC	..	..	..	..
Sarnia Packing Co. Sdg. NC	..	..	..	..
Caltex Oil Co. Sdg. NC ..	..	..	..	..
Mildura Co-op. Fruit Co. Siding NC	..	..	..	..
MILDURA ES ..	arr.	6 35	..	3 50

Down

STATIONS			75 Goods Tue., Thur.	75 Goods Wed., Fri.		17 Goods Mon. to Fri.	19 Goods Mon. to Fri. ‡	
DONALD ES ..	arr.	..	a.m. 8 0 —130, 24A p.m.	a.m. 8 0 —130, 24A p.m.	..	p.m. ..	p.m. ..	..
" ..	dep.	..	12 0	12 0	..	..	..	..
Litchfield NC ES ..	arr.	..	..	..	..	..	..	..
(See note, page 63)	dep.	..	..	..	..	..	..	..
Massey NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
Watchem ES ..	arr.	..	..	12 35	..	..	..	..
" ..	dep.	..	12 35	12 55	..	..	..	..
Morton Plains NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
BIRCHIP ES ..	arr.	..	..	1 15	..	..	..	..
" ..	dep.	..	12 55	1 40	..	..	..	..
Kinnabulla NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
Curyo NC ES ..	arr.	..	..	2 5 —20	..	..	..	..
(See note, page 63)								
" ..	dep.	..	1 19	2 35	..	..	..	..
Watchupga NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
WOOMELANG ES	arr.	..	1 45 —20	3 0	..	..	..	..
" ..	dep.	..	2 15	3 25	..	..	..	..
Lascelles ES ..	arr.	..	.. —101	3 40	..	..	..	..
" ..	dep.	..	2 30	4 0	..	..	..	..
Gama NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
Turriff NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
Speed ES ○ ..	arr.	..	3 0	4 30	..	..	..	..
" ..	dep.	..	3 15	4 45	..	..	..	..
Tempy	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
Nunga NC ..	arr.	..	..	..	..	..	..	..
" ..	dep.	..	..	..	..	..	..	..
OUYEN ES ..	arr.	..	4 0	5 30	..	..	..	..
			Tue. to Fri. p.m. —80					
" ..	dep.	..	11 45		..	..	..	.
			Wed. to Sat. a.m.					
Kiamal	arr.	..	..		..	..	..	.
(See note, page 63)	dep.	..	..		..	..	..	.
Hattah ES ○ ..	arr.	..	12 25—See note —130		..	..	..	.
" ..	dep.	..	12 50		..	..	..	.
Nowingi NC ..	arr.	..	..		..	..	..	.
(See note, page 63)	dep.	..	..		..	..	..	..
Carwarp ES ○ ..	arr.	..	1 25		..	..	..	..
" ..	dep.	..	1 45		..	..	..	..
Redcliffs ES ..	arr.	..	2 5		..	..	..	..
" ..	dep.	..	2 30		..	..	3 55	..
Irymple ES ..	arr.	..	2 40		..	..	..	..
" ..	dep.	..	3 0		..	1 50	4 8	..
Mildura Live Stock Sdg. NC ..		..	..		..	..	..	..
Sarnia Packing Co. Sdg. NC ..		..	..		..	..	..	..
Caltex Oil Co. Siding NC ..		..	..		..	..	..	..
Mildura Co-op. Fruit Co. Siding NC ..		..	..		..	..	..	..
MILDURA ES ..	arr.	..	3 20		..	2 5	4 20–134	..

From Meringur (Page 64)

Note:—Hattah cross limited to equal to 52 vehicles.

MILDURA–DONALD.
Goods Service.

Up

STATIONS		46 Goods Mon. to Fri. ‡	44 Roadside Goods Mon. ‡		32 Goods Mon. ‡ (See Note)	20 Roadside Goods Tue., Wed., Thur., Fri. ‡		54 Goods Mon. to Fri.
		a.m.	a.m.		a.m.	a.m.		p.m.
MILDURA ES	*dep.*	5 20	..	..	..	..	..	12 30
Mildura Co-op Fruit Co. Sdg. NC		..	..	..	..	..	..	..
Caltex Oil Co. Sdg. NC ..		..	..	..	..	..	..	..
Sarnia Packing Co. Sdg. NC ..		..	..	..	..	..	..	..
Mildura Live Stock Sdg. NC		..	..	..	..	..	..	..
Irymple ES ..	*arr.*	..	..	..	..	..	..	12 45
.. ..	*dep.*	5 30	..	..	..	..	..	..
Redcliffs ES ..	*arr.*	5 40–103	..	..	..	..	..	..
..	*dep.*		..	..	..	..	..	..
Carwarp ES ○ ..	*arr.*	..	..	..	..	..	..	..
.. ..	*dep.*	..	..	..	..	..	..	..
Nowingi NC ..	*arr.*	..	..	..	..	..	..	..
(See note, page 63)	*dep.*	..	..	..	..	..	..	..
Hattah ES ○ ..	*arr.*	..	..	..	..	..	..	..
..	*dep.*	..	..	..	..	..	..	..
Kiamal NC ..	*arr.*	..	..	..	..	..	..	..
(See note, page 63)	*dep.*	..	..	..	..	..	..	..
OUYEN ES ..	*arr.*	..	..	..	..	..	..	..
					—73			
.. ..	*dep.*	..	12 10	..	7 0	9 0	..	..
Nunga NC ..	*arr.*	..	..	..	..	9 14	..	..
..	*dep.*	..	..	..	..	9 20	..	..
Tempy	*arr.*	..	1 0	..	7 40	10 0	..	..
..	*dep.*	..	1 20	..	8 0	10 25	..	..
Speed ES ○ ..	*arr.*	..	1 32	..	8 15	10 38	..	..
..	*dep.*	..	1 55	..	8 35	11 5	..	..
Turriff NC ..	*arr.*	..	2 5	..	..	11 15	..	..
..	*dep.*	..	2 25	..	..	11 20	..	..
Gama NC ..	*arr.*	..	2 40	..	8 55	11 35	..	..
..	*dep.*	..	2 50	..	9 15	11 40	..	..
Lascelles ES ..	*arr.*	..	3 5	..	9 27	11 55	..	..
						p.m.		
.. ..	*dep.*	..	3 35	..	9 47	12 30	..	..
WOOMELANG ES	*arr.*	..	4 0	..	10 0	12 55	..	..
			—73			—75, 101		
.. ..	*dep.*	..	5 30	..	10 40	1 50	..	..
Watchupga NC ..	*arr.*	..	5 45	..	..	2 5	..	..
..	*dep.*	..	5 55	..	..	2 15	..	..
Curyo NC ES ..	*arr.*	..	6 10	..	11 5–101	2 30	..	..
(See note, page 63)						—75		
	dep.	..	6 25	..	11 25	2 40	..	..
Kinnabulla NC ..	*arr.*	..	6 35	..	..	2 50	..	..
..	*dep.*	..	6 40	..	..	2 55	..	..
BIRCHIP ES ..	*arr.*	..	7 5	..	11 50	3 20	..	..
					p.m.			
.. ..	*dep.*	..	7 45	..	12 20	3 40	..	..
Morton Plains NC	*arr.*	..	8 3	..	..	3 58	..	..
.. ..	*dep.*	..	8 13	..	..	4 5	..	..
Watchem ES ..	*arr.*	..	8 30–101	..	12 45	4 20	..	..
.. ..	*dep.*	..	9 10	..	1 0	4 40	..	..
Massey NC ..	..	..	..	..	..	..	..	..
Litchfield NC ES ..	*arr*	..	9 35	..	1 20	5 10	..	..
(See note, page 63)	*dep*	..	9 55	..	1 40	5 20	..	..
DONALD ES	*arr*	..	10 20	..	2 0	5 45	..	..
					–21			
.. ..	*dep.*	..	11 45	..	3 5	..	..	..
			To Nth. Geelong Page 62		To Melb. Yd. page 63			

Runs Moringur Service (see page 64)

Note : No. 32 to be run when livestock offering.

Goods Service—continued.

UP

STATIONS			134 Express Goods (See note, page 63) Mon. to Fri.		130 Goods Mon. to Fri.		
			p.m.		p.m.		
MILDURA ES	dep.	..	4 50A	..	9 40	..	..
Mildura Co-op. Fruit Co. Sdg. NC	..	..	..	..	..	..	..
Caltex Oil Co. Sdg. NC	..	..	..	..	..	..	..
Sarnia Packing Co. Sdg. NC	..	..	..	..	..	..	..
Mildura Live Stock Sdg. NC	..	..	..	..	..	..	..
Irymple ES	arr.	..	5 0	..	..	..	..
"	dep.	..	5 15	..	9 52	..	..
Redcliffs ES	arr.	..	5 25	..	10 2	..	..
"	dep.	..	5 40	..	10 40	..	..
Carwarp ES ○	arr.	..	..	..	11 0	..	..
"	dep.	..	5 58	..	11 25	..	..
Nowingi NC (See note, page 63)	arr.	..	..	..	11 45	..	..
					Tue. to Sat.		
					a.m.		
"	dep.	..	..	..	12 20	..	..
Hattah ES ○	arr.	..	6 30	..	12 40B	..	..
					—75		
"	dep.	..	6 35	..	1 5	..	..
Kiamal NC	arr.	..	..	..	..	..	..
(See note, page 63)	dep.	..	..	..	1 35	..	..
OUYEN ES	arr.	..	7 5	..	1 50	..	..
"	dep.	..	7 30	..	2 30	..	..
Nunga NC	dep.	..	..	..	..	..	..
Tempy	arr.	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..
Speed ES ○	arr.	..	..	..	3 15	..	..
					—103		
"	dep.	..	8 5	..	3 30	..	..
Turriff NC	arr.	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..
Gama NC	arr.	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..
Lascelles ES	arr.	..	..	..	4 0	..	..
"	dep.	..	8 30	..	4 10	..	..
WOOMELANG ES	arr.	..	..	..	4 35	..	..
					—73		
"	dep.	..	8 43	..	5 10	..	..
Watchupga NC	dep.	..	..	..	..	..	..
Curyo NC ES	arr.	..	..	..	..	..	..
(See note, page 63)	dep.	..	9 1	..	5 35	..	..
Kinnabulla NC	arr.	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..
BIRCHIP ES	arr.	..	..	..	6 0	..	..
"	dep.	..	9 19	..	6 20	..	..
Morton Plains NC	dep.	..	..	..	..	..	..
Watchem ES	arr.	..	..	..	6 40	..	..
"	dep.	..	9 38	..	6 55	..	..
Massey NC	..	..	..	..	..	..	..
Litchfield NC ES	arr.	..	..	..	..	..	..
(See note, page 63)	dep.	..	..	..	7 15	..	..
DONALD ES	arr.	..	10 7	..	7 35	..	..
					–101, 75, 24A		
"	dep.	..	10 15	..	10 0	..	..
			To Melb. Yd. page 63		To Melb. Yd. page 62		

Note A:— Load of **No. 134** Express Goods to be limited to 610 tonnes conveyed in bogie vehicles suitable for Express Goods train running.

B:— Hattah cross limited to equal to 52 vehicles.

DONALD-MARYBOROUGH.

Goods Service.

Up

STATIONS		26 Goods Tue. to Sat. ‡	130 Fast Goods Tue. to Sat.			44 Goods Mon. ‡	66 Goods Mon. ‡	68 Goods Tue. to Fri. ‡
		a.m.	a.m.		a.m.	a.m.	a.m.	p.m.
DONALD ES ..	*arr.*	..	7 35M —75, 101, 24A		..	10 20B	..	..
" ..	*dep.*	3 30–73	10 0		..	11 45	..	..
BP and Mobil Sdg. NC ..		..	..		..	..	..	..
Donald Freezing Works Siding NC ..		..	..		..	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..		..	..	..	..
" ..	*dep.*	3 44	10 15		..	11 58	..	..
Swanwater NC ..	*arr.*	..	..		..	..	..	..
" ..	*dep.*	..	..		..	..	..	..
Sutherland NC ES ..	*arr.*	..	..		..	..	..	..
(See note, page 63)	*dep.*	4 5	10 35		..	..	..	..
						p.m.		
ST. ARNAUD ES	*arr.*	4 30	10 55		..	12 35 —21	From Korong Vale (page 39)	From Korong Vale (page 39)
" ..	*dep.*	5 10	11 5		..	12 45		
Emu ES ○ ..	*arr.*	..	11 28 —21		..	..		
(See note, page 63)	*dep.*	5 40	11 42		..	1 10		
Bealiba ES ○ ..	*arr.*	5 55 —75	..		..	..		
" ..	*dep.*	6 15	11 55		..	1 25		
			Tue. to Fri.	Sat.				
			p.m.	p.m.				
Goldsborough NC	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
DUNOLLY ES ..	*arr.*	..	..	12 20 —11	..	..	..	..
" ..	*dep.*	6 47	12 20	12 50	..	1 55	11 30	3 50
Bet Bet ES ○ ..	*arr.*	..	..	..	..	..	..	..
(See note, page 63)	*dep.*	6 58	12 31	1 1	..	2 7	..	..
							p.m.	
MARYBOROUGH ES	*arr.*	7 20–21	12 50	1 20	..	2 30 —17	12 5	4 30
				Mon. a.m.				
" ..	*dep.*	..	1 25 Via Castlemaine	1 15	..	5 0	..	..
BALLARAT ..	*arr.*	..	..	3 0	..	6 40	..	..
" ..	*dep.*	..	..	4 15	..	8 0	..	..
MELBOURNE YD.	*arr.*	..	7 55	7 30	..	.. To Nth. Geelong	..	..

B.—From Ouyen. M.—From Mildura.

UP

STATIONS		32 Fast Goods Mon ‡		40 Goods Mon. to Fri.		134 Express Goods Mon. to Fri. (See note)		
		p.m.		p.m.		p.m.		
DONALD ES ..	*arr.*	2 0B	..	..	..	10 7M	..	..
" ..	*dep.*	3 5–21	..	4 0	..	10 15	..	..
B.P. & Mobil Siding NC ..		..	..	..	..	..	..	..
Donald Freezing Works Siding NC ..		..	..	..	..	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	3 18	..	4 14	..	10 26	..	..
Swanwater NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Sutherland NC ES ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	3 36	..	4 35	..	10 40	..	..
ST. ARNAUD ES	*arr.*	..	..	5 0 —17, 37	..	..	..	..
" ..	*dep.*	3 53	..	7 50	..	10 55	..	..
Emu ES ○ ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	4 15	..	8 20	..	..	..	..
Bealiba ES ○ ..	*arr.*	4 26	..	..	..	11 25—103	..	..
" ..	*dep.*	4 40	..	8 35	..	11 28	..	..
Goldsborough NC	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
DUNOLLY ES ..	*arr.*	5 5–17	..	..	..	..	..	..
" ..	*dep.*	5 30	..	9 5	..	11 50	..	..
Bet Bet ES ○ .. (See footnote)	*arr.*	..	..	..	..	Tue. to Sat. a.m.	..	..
..	*dep.*	5 41	..	9 16	..	12 15	..	..
MARYBOROUGH ES	*arr.*	6 5 –37, 41	..	9 40	..	—73	..	..
"	*dep.*	7 30	..	..	..	1 5	..	..
BALLARAT ..	*arr.*	9 10	..	..	..	2 35	..	..
"	*dep.*	9 55	..	..	..	3 5	..	..
		Tue. a.m.						
MELBOURNE YARD	*arr.*	4 0	..	..	..	6 15	..	..

B—From Ouyen. M—From Mildura.

Note: No. 103 and **No. 134** Express Goods are to consist of the following vehicles: VICTORIAN STOCK—Victorian Bogie Goods Vehicles as stated on page 126, also pages 56, 57 of Working Time-table Addenda. SOUTH AUSTRALIAN STOCK—South Australian Bogie Goods Vehicles as listed in the Working Time-table Addenda, page 61. NEW SOUTH WALES STOCK—N.S.W. Bogie Goods Vehicles as listed in the Working Time-table Addenda, pages 64–66. WESTERN AUSTRALIAN STOCK—West Australian Bogie Goods vehicles as listed in the Working Time-table Addenda, page 62. COMMONWEALTH STOCK—Commonwealth Bogie Goods Vehicles as listed in the Working Time-table Addenda, page 62.

BLOCK NOTES—MARYBOROUGH-MILDURA

NOTE.—**Sutherland, Litchfield, Curyo, Kiamal and Nowingi** may be opened as Intermediate Block Posts as required. See the General Appendix for instructions.

Bet Bet, Emu, Sutherland, Litchfield and Curyo may be switched in as Electric Staff Stations when so arranged by the Train Controller Ballarat, who must arrange for the Driver and Guard of each Down and Up train concerned to be advised. The Signalman at the Staff Station where the Crews are instructed must make an entry to that effect in the Train Register Book.

REDCLIFFS–MERINGUR.

Down

STATIONS			1 Goods Mon. to Fri. ‡ (See Note A)
			a.m.
REDCLIFFS †	..	*dep.*	6 15
Pirlta NC	..	*arr.*	7 18
"	..	*dep.*	7 23
Merrinee NC (See footnote)		*arr.*	7 41
"	..	*dep.*	7 50
Karawinna NC	..	*arr.*	8 10
"	..	*dep.*	8 20
Werrimull NC (See f'note)		*arr.*	8 40
"	..	*dep.*	9 20
Bambill NC	..	*arr.*	9 38
"	..	*dep.*	9 43
Yarrara NC	..	*arr.*	9 58
"	..	*dep.*	10 10
MERINGUR NC †	..	*arr.*	10 30

Up

STATIONS			2 Goods Mon. to Fri. ‡ (See Note A)		
			a.m.		
MERINGUR NC †		*dep.*	11 30	..	..
Yarrara NC	..	*arr.*	11 47	..	..
"	..	*dep.*	11 55	..	..
			p.m.		
Bambill NC	..	*arr.*	12 10	..	..
"	..	*dep.*	12 15	..	..
Werrimull NC (See f'note)		*arr.*	12 33	..	..
"	..	*dep.*	12 55	..	..
Karawinna NC	..	*arr.*	1 14	..	..
"	..	*dep.*	1 25	..	..
Merrinee NC (See f'note)		*arr.*	1 45	..	..
"	..	*dep.*	2 5	..	.
Pirlta NC	..	*arr.*	2 23	..	..
"	..	*dep.*	2 28	..	..
REDCLIFFS †	..	*arr*	3 35	..	..
			–134		

Merrinee or **Werrimull** may be opened, when required, as a Telephone Block Post. See General Appendix for Instructions.

A—On alternate Thursdays, (2nd in period) road vehicle will operate between Redcliffs and Meringur for parcels and goods. (Road service originally introduced on alternate Tuesdays commencing 23/7/68).

MERINGUR–MORKALLA.

Meringur-Morkalla section closed for traffic as from 19–3–64, (Sec's. 63/12341)

MILDURA–MERBEIN–YELTA.

Down

STATIONS			3 Goods Mon., Wed. Fri.	
			a.m.	
MILDURA †	..	*dep.*	11 30	..
Mildura Oil Siding NC (Shell, Esso, Mobil)		..	..	
			p.m.	
Merbein †	.. ..	*arr.*	12 5	..
			‡	
"	..	*dep.*	12 45	..
YELTA NC †	..	*arr.*	1 10	..

Up

STATIONS			4 Goods Mon., Wed., Fri.	4 Goods Mon. Wed., Fri. ‡	
			p.m.	p.m.	
YELTA NC†	..	*dep.*	..	1 45	..
Merbein †	.. ..	*arr.*	..	2 10	..
"	..	*dep.*	2 5	3 10	..
Mildura Oil Siding NC (Shell, Esso, Mobil)		..	..	..	..
MILDURA †	..	*arr.*	2 30	3 35	..

OUYEN–PINNAROO.

PASSENGER SERVICE.

A service is provided by a Road Operator between Ouyen and Pinnaroo. Secty's. 66/5263.
The last passenger train (Diesel Rail Car) operated on Friday 1.11.68.

OUYEN–PINNAROO.

GOODS SERVICE.

Down

STATIONS		7 Gds. Sun.	9 Gds. Wed. ‡	11 Gds. Thur.
		p.m.	a.m.	a.m.
OUYEN † ..	*dep.*	11 30	1 0	5 0
Galah NC ..	*arr.*	11 52	1 25	..
(See footnote)		Mon. a.m.		
"	*dep.*	12 1	1 35	5 25
Walpeup † ○ ..	*arr.*	12 30	2 7	5 57
" ..	*dep.*	12 50	2 27	6 17
Torrita (See footnote)	*arr.*	1 8	2 42	6 32
" ..	*dep.*	1 15	2 52	6 42
Underbool † ..	*arr.*	1 38	3 13	7 3
" ..	*dep.*	2 5	3 53	7 33
Linga NC ..	*arr.*	2 25	4 12	7 52
" ..	*dep.*	2 30	4 17	8 2
Mileage 331 MP 1550 m	*arr.*	..	..	..
(See footnote) ..	*dep.*	2 50	4 35	8 20
Tutye ..	*arr.*	3 13	5 0	8 45
" ..	*dep.*	3 25	5 10	8 50
Cowangie ..	*arr.*	3 45	5 25	9 5
(See footnote) ..	*dep.*	4 0	6 0	9 30
Danyo NC ..	*arr.*	4 20	6 19	9 49
(See footnote) ..	*dep.*	4 25	6 29	9 54
MURRAYVILLE †	*arr.*	4 45	6 47	10 12
" ..	*dep.*	5 30	7 7	10 37
Carina NC ..	*arr.*	5 43	7 24	10 54
" ..	*dep.*	5 46	7 29	10 59
Panitya (See footnote)	*arr.*	6 3	7 47	11 17
" ..	*dep.*	6 13	7 57	11 27
PINNAROO †				
(E.S. Time)	*arr.*	6 30	8 15	11 45
" (C.S. Time)	*arr.*	6 0	7 45	11 15

Up

STATIONS		8 Gds. Mon.	10 Gds. Wed. ‡	12 Gds. Thur.
		a.m.	a.m.	p.m.
PINNAROO †				
(C.S. Time)	*dep.*	7 15	9 30	12 30 ..
" (E.S. Time)	*dep.*	7 45	10 0	1 0 ..
Panitya (See footnote)	*arr.*	7 59	10 14	1 14 ..
" ..	*dep.*	8 15	10 24	1 24 ..
Carina NC ..	*arr.*	8 32	10 41	1 41 ..
" ..	*dep.*	8 36	10 51	1 51 ..
MURRAYVILLE †	*arr.*	8 50	11 5	2 5 ..
" ..	*dep.*	9 30	11 35	2 35 ..
Danyo NC (See f'note)	*arr.*	9 50	11 51	.. ..
			p.m.	
" ..	*dep.*	9 55	12 1	2 50 ..
Cowangie ..	*arr.*	10 15	12 17	3 6 ..
(See footnote)				
" ..	*dep.*	10 30	12 27	3 26 ..
Tutye ..	*arr.*	10 50	12 44	.. ..
" ..	*dep.*	11 15	12 49	3 43 ..
Mileage 331 MP 1550 m	*arr.*	..	..	.. ..
(See footnote) ..	*dep.*	11 40	1 10	4 4 ..
		p.m.		
Linga NC ..	*arr.*	12 0	1 30	.. ..
" ..	*dep.*	12 5	1 35	4 24 ..
Underbool † ..	*arr.*	12 25	1 53	4 42 ..
" ..	*dep.*	1 5	2 38	5 10 ..
Torrita (See footnote)	*arr.*	1 30	3 2	.. ..
" ..	*dep.*	1 35	3 12	5 34 ..
Walpeup † ○ ..	*arr.*	1 56	3 33	5 55 ..
" ..	*dep.*	2 30	4 3	6 10 ..
Galah NC ..	*arr.*	3 5	4 30	.. ..
(See footnote) ..	*dep.*	3 20	4 40	6 37 ..
OUYEN † ..	*arr.*	3 50	5 5	7 5 ..

Galah, Torrita, Mileage 331 MP 1550 m (formerly Boinka), Cowangie, Danyo and Panitya may be opened as Intermediate BlockPosts as required. See General Appendix for Instructions.

RESERVED

GENERAL INSTRUCTIONS

BLOCK NOTES

MELBOURNE—BENDIGO

Except as shown hereunder, Double Line Block Telegraph System is in force on the Up and Down journeys on the following Sections:—

St. Albans and Sydenham, Sydenham and Diggers Rest, Diggers Rest and Sunbury, Sunbury and Clarkefield, Clarkefield and Riddells Creek, Riddells Creek and Gisborne, Gisborne and Macedon, Macedon and Woodend, Woodend and Carlsruhe, Carlsruhe and Kyneton, Kyneton and Malmsbury, Malmsbury and Elphinstone, Elphinstone and Castlemaine "A", Castlemaine "A" and Castlemaine "B", Castlemaine "B" and Harcourt, Harcourt and Ravenswood, Ravenswood and Kangaroo Flat, Kangaroo Flat and Golden Square, Golden Square and Bendigo "A", Bendigo "A" and Bendigo "B", Williamson Street Signal Box "C" and North Bendigo Junction "D".

The following are switched in as Block Posts:—

Sunbury.—From 5.50 a.m. Mondays until No. 78 clears on Saturdays; from 7.25 p.m. Sundays until No. 124 clears.

Clarkefield.—Mondays to Fridays from 5.50 a.m. until Nos. 163 and 104 clear; Saturdays from 6.55 a.m. until No. 50 clears, and from 5.55 p.m. until No. 78 clears.

Riddells Creek.—Mondays to Fridays from 5.50 a.m. until Nos. 163 and 104 clear.

Macedon.—Mondays to Fridays inclusive from 5.35 a.m. until No. 157 clears; Saturdays from 6.40 a.m. until No. 131 clears and Sundays from 9.45 a.m. until Nos. 137 and 124 clear.

Woodend.—Mondays from 2.0 a.m. until No. 19 clears and from 6.35 a.m. until No. 137 clears on Sundays.

Carlsruhe.—Mondays from 7.0 a.m. until 11.20 a.m. and from 2.20 p.m. until No. 119 clears; Tuesdays, Thursdays from 7.50 a.m. until 11.20 a.m. and from 2.20 p.m. until No. 119 clears; Wednesdays from 7.45 a.m. until 11.20 a.m. and from 1.25 p.m. until No. 119 clears; Fridays from 7.45 a.m. until 11.20 a.m. and from 1.25 p.m. until No. 109A clears; Saturdays from 7.0 a.m. until 11.20 a.m. and from 3.30 p.m. until No. 131 clears; Sundays from 9.45 a.m. until No. 137 clears.

Malmsbury.—Mondays to Fridays from 7.30 a.m. until 11.0 p.m. or until No. 128 or No. 114 clears; Saturdays from 7.30 a.m. until No. 131 clears.

Elphinstone.—Mondays from 12 Noon until No. 15 clears Tuesday; Tuesdays, Wednesdays, Thursdays, and Fridays from 7.15 a.m. until No. 15 clears Wednesdays, Thursdays, Fridays and Saturdays; Saturdays from 7.15 a.m. until No. 93 clears.

Castlemaine "A" Box.—From 7.0 a.m. Mondays until No. 131 clears on Saturdays.

Harcourt.—Tuesdays and Thursdays from 8.15 a.m. until No. 54 clears.

Ravenswood.—Mondays from 2.45 p.m. until No. 15 clears next day; Tuesdays to Fridays from 11.30 a.m. until No. 15 clears next day.

Kangaroo Flat.—Mondays to Fridays from 6.50 a.m. until No. 63 clears and from 2.0 p.m. until No. 94 clears; Saturdays from 6.50 a.m. until No. 63 clears.

Golden Square.—Mondays to Fridays from 7.15 a.m. until No. 167 clears.

Bendigo "A" Box.—From 3.30 a.m. Mondays until last Goods train clears on Saturdays.

Three-position Signalling is in force on the Up and Down journey between No. 1 Box, Spencer Street and St. Albans.

Bendigo Racecourse Platform may be opened as a Staff Station as required when published.

MINIATURE AUTOMATIC STAFF EXCHANGING APPARATUS

Positions so equipped:—Nil

FLASHING LIGHT SIGNALS AND BOOM BARRIERS.

(Instructions pages 178–179, General Appendix)

Name and Distance of Nearest Station	Level Crossing	Distance		Type
		Marker Post	M	
NEWPORT-SUNSHINE				
Brookwood Siding 8–0	Barley Board Access Road T	8	80	FL
Brooklyn Signal Box 9–966	Kernot Street T	7	1247	FL
"	Francis Street T	8	1368	FL
"	Somerville Road	9	1006	FL
Sunshine 11–583	Sunshine Road T	10	1026	FL
NORTHERN				
Sunshine 7–1026	Anderson Road T	8	161	BB
Albion 8–785	Furlong Road T	9	1328	FL
St. Albans 11–101	Taylor's Road T	12	483	FL
Sunbury 23–1247	Station Street	23	986	FL
Woodend 48–845	Tylden Road T	49	785	FL
Kyneton 56–1428	Lauriston Road T	59	583	FL
Elphinstone 70–382	Sutton Grange Road T	68	40	FL
"	Old Calder Highway T	70	463	FL
Golden Square 99–523	Oak Street T	98	1308	FL
BENDIGO-EAGLEHAWK				
Bendigo 100–1308	Mundy Street	101	282	BB
"	McCrae Street T	102	543	FL
"	Weeroona Avenue T	102	865	FL
"	Thunder Street T	102	1147	FL
Eaglehawk 105–1106	Prowse's Road T	103	885	FL
"	Holdsworth Road	104	101	FL
"	Nelson Street	104	1026	FL
"	Victoria Street T	105	684	FL
EAGLEHAWK-SWAN HILL				
Eaglehawk 105–1106	Loddon Valley Highway T	107	1247	FL
Pyramid 154–1549	Victoria Street T	154	1247	FL
Kerang 179–805	Murray Valley Highway T	177	443	FL
"	Wellington Street T	179	543	FL
"	Vaughan Street T	180	7	FL
"	Victoria Street T	180	161	FL
"	Murray Valley Highway T	182	1489	FL
Lake Boga 205–161	Murray Valley Highway T	209	201	FL
SWAN HILL-WOORINEN				
Swan Hill 214–885	Grey Street T	214	00	FL
"	McCallum Street T	214	1247	FL
"	Murray Valley Highway T	215	1207	FL
EAGLEHAWK-KORONG VALE				
Marong 112–785	Calder Highway T	111	1287	FL
"	Ravenswood Road T	112	664	FL
"	Calder Highway T	121	1066	FL
Bridgewater 126–684	Lyndhurst Street	126	906	FL
Inglewood 130–1408	Calder Highway T	131	644	FL
Glenalbyn 139–664	Calder Highway T	139	1247	FL
KORONG VALE-KULWIN				
Charlton 173–1066	Calder Highway T	174	20	FL
KORONG VALE-ROBINVALE				
Boort 168–1489	Godfrey Street T	168	1247	FL
NTH. BENDIGO-DENILIQUIN				
Epsom 105–764	Heinz Street T	103	1569	FL
Bagshot 111–1408	Midland Highway T	111	1227	FL
Rochester 138–1368	Northern Highway T	138	1569	FL
"	Elizabeth Street T	139	262	FL
Echuca 155–523	Murray Valley Highway T	154	1086	FL
"	Murray River Bridge T	155	1408	FL
"	Murray River Bridge T	156	282	FL
Moama 156–1006	Meninya Street T	156	805	FL

Abbreviations: Flashing Lights—FL. Boom Barriers—BB.

Level Crossings in above list indicated by the letter T are equipped with telephone communication.

(Instructions pages 178–179 General Appendix).

Name and Distance of Nearest Station	Level Crossing	Distance		Type
		Marker Post	M	
BALLARAT–MILDURA				
Ballarat 73–1308	Howitt Street T	75	80	FL
"	Norman Street T	75	885	FL
Creswick 85–704	Midland Highway T	80	322	FL
" "	Victoria Street T	85	890	FL
Clunes 96–1046	Ballarat Road T	93	302	FL
Talbot 107–664	Ballarat–Maryborough Road T ..	107	60	FL
Maryborough 116–342	Inkerman Street	116	40	BB
Bet Bet 121–141	Eddington Road T	118	141	FL
St. Arnaud 158–991	Sunraysia Highway T ..	158	362	FL
" "	Millett Street T	158	1240	FL
" "	Wimmera Highway T ..	158	1469	FL
" "	Alma Street T	159	221	FL
" "	Sunraysia Highway T ..	159	865	FL
Donald 182–785	Sunraysia Highway T	181	986	FL
" "	Hammill Street	182	1127	FL
" "	Sunraysia Highway T ..	187	00	FL
Lascelles 248–523	Henty Highway T	248	241	FL
Ouyen 288–1368	Ouyen Highway T	288	1127	FL
Redcliffs 342–656	Fitzroy Avenue T	342	1187	FL
Irymple 347–282	Calder Highway T	347	845	FL
"	Karadoc Avenue T	348	201	FL
Mildura 351–523	Benetook Avenue and Eleventh Street T	349	1408	FL
"	Ettiwanda Avenue T	350	531	FL
"	San Mateo Avenue T	350	1247	FL
"	Seventh Street T	351	40	FL
"	Chaffey Avenue T	351	1164	FL
DUNOLLY–INGLEWOOD				
Inglewood 150–644	Calder Highway T	150	121	FL
CASTLEMAINE-MARYBOROUGH				
Castlemaine 77–1549	Rowe Street T	78	825	FL
"	Maclise Street T	78	1448	FL
"	Moscript Street T	79	1448	FL
"	Freyers Road	80	1187	FL
Newstead 91–221	Pyrenees Highway T	93	181	FL
MARYBOROUGH–ARARAT				
Elmhurst 144–1227	Pyrenees Highway T ..	146	986	FL
CARLSRUHE–DAYLESFORD				
Tylden 56–744	Chanter's Road T	57	966	FL

Abbreviations: Flashing Lights—FL. Boom Barriers—BB.

Level Crossings in above list indicated by the letter T are equipped with telephone communication.

STATION—	Loco. & tank water (L)	Carriage water (C)	Emergency water and description (If not provided with "L" or "C" water)
Ararat	L	C	—
Avoca	L	C	—
Ballarat	L	C	—
Balranald	—	C	Fire hose
Bendigo	L	C	—
Birchip	L	C	—
Boort	—	C	Fire hose
Castlemaine	L	C	—
Charlton	—	C	Fire hose
Chillingollah	L	C	—
Creswick	—	C	Fire hose
Daylesford	L	C	—
Deniliquin	—	C	Fire hose
Donald	L	C	—
Echuca	L	C	—
Elmore	L	C	—
Hattah	L	C	—
Inglewood	L	C	—
Kerang	—	C	Fire hose
Korong Vale	L	C	—
Kyneton	—	C	Fire hose
Macedon	—	C	Fire hose
Maryborough	L	C	—
Mathoura	L	C	—
MELBOURNE			
Flinders Street	—	C	—
Spencer Street	—	C	—
Dynon	L	C	—
Mildura	L	C	—
Mitiamo	—	C	Fire hose
Moulamein	—	C	Fire hose
Murrayville	L	C	—
Newport (Workshops)	L	C	—
Ouyen	L	C	—
Piangil	—	C	Fire hose
Raywood	—	C	Fire hose
Robinvale	L	C	—
Sea Lake	—	C	Fire hose
St. Arnaud	L	C	—
Swan Hill	—	C	—
Underbool	L	C	—
Woodend	L	C	—
Woomelang	—	C	Fire hose
Wycheproof	—	C	Fire hose

DISTANCE, IN KILOMETRES AND MILES FROM MELBOURNE (SPENCER STREET) TO:—

Melbourne-Bendigo

	km	Mls.
Nth. Melbourne	1.5	1
South Kensington	3.5	2¼
Footscray	5.5	3½
Middle Footscray	6.5	4
West Footscray	7	4½
Tottenham Gds.Yd.	9	5½
Tottenham	9	5½
Sunshine	12.5	7¾
Albion	13.5	8½
Albion Junction	14	9
Albion Siding	14	8½
St. Albans	18	11¼
Sydenham	24	15
Diggers Rest	32.5	20¼
Sunbury	38	23¾
Rupertswood Plat.	39.5	24½
Clarkefield	50.5	31½
Riddells Creek	57	35¼
Gisborne	64	40
Macedon	70	43½
Woodend	78	48½
Carlsruhe	85	53
Kyneton	92	57
Malmsbury	102	63½
Elphinstone	113	70½
Castlemaine	125	78
Harcourt	133	82¾
Ravenswood	145	90¼
Kangaroo Flat	157	97¾
Golden Square	160	99½
Bendigo	162	100¾

Woodend-Daylesford

	km	Mls.
Woodend	78	48½
Carlsruhe	85	53
Tylden	91	56½
Fern Hill	96	59½
Trentham	103	63¾
Lyonville	109	67½
Bullarto	112	69¾
Musk	116	72¼
Daylesford	121	75½

Castlemaine-Maldon

	km	Mls.
Castlemaine	125	78
Maldon Junction	126	79
Muckleford	135	84¼
Maldon	143	89

Ballarat-Newlyn

	km	Mls.
Ballarat	119	73¾
Nth. Ballarat Jnct.	120	74½
Waubra Junction	128	79½
Creswick	137	85¼
North Creswick	139	86½
Allendale	145	90¼
Kingston	149	92¾
Newlyn	154	95½

Elmore-Cohuna

	km	Mls.
Elmore	207	128½
Hunter	218	135¾
Diggora West	226	140¾
McColl	232	144½
Lockington	238	147¾
Kotta	245	152½
Roslynmead	253	157½
Patho	266	165¼
Gunbower	277	172
Leitchville	285	177
Keely	293	181¾
Cohuna	298	185½

Bendigo-Deniliquin

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Jct.	164	102
White Hills Sdg.	166	103½
Bendigo R'course	167	104½
Epsom	170	105½
Epsom Pottery Sdg	170	105½
Bagshot	180	112
Goornong	190	118
Elmore	207	128½
Rochester	223	138½
Strathallan	235	146¼

	Via Bendigo km	Via Bendigo Mls.	Via Seymour km	Via Seymour Mls.
Echuca	250	155½	233	145
Moama	253	156½	236	146½
Barnes	262	162¾	245	152¼
Moira	275	170½	258	160½
Mathoura	289	179½	272	169¼
R. M. Stop. Pl. No. 31	300	186	283	175¾
Gulpa Sdg.	302	187½	285	177¼
Deniliquin Sale Yds. Siding	320	198¾	303	188½
Deniliquin	323	200½	306	190¼

Echuca-Balranald

	Via Bendigo km	Via Bendigo Mls.	Via Seymour km	Via Seymour Mls.
Echuca	250	155½	233	145
Moama	253	156½	236	146½
Barnes	262	162¾	245	152¼
Womboota	279	173½	262	163¼
Bunnaloo	296	183¾	279	173½
Caldwell	314	195	297	184¾
Yallakool	325	201½	308	191½
Wakool	335	208	318	197¾
Burraboi	346	215	329	204¾
Jimaringle	358	222½	341	212¼
Niemur	365	226¾	348	216½
Dhuragoon	373	231½	356	221¼
Moulamein	389	241¾	372	231½
Perekerten	415	258	398	247¾
Balranald	455	282½	438	272¼

Kerang-Koondrook

	km	Mls.
Kerang	289	179¾
Mobil & Shell Siding	290	180
B.P. and H.C. Sleigh Siding	290	180¼
Pyramid Creek	293	182
Rail Motor Stopping Place No. 21	295	183¼
Rail Motor Stopping Place No. 22	296	184
Rail Motor Stopping Place No. 22A	299	185½
Rail Motor Stopping Place No. 23	301	187
Hinksons	302	187¾
Teal Point	304	188¾
Rail Motor Stopping Place No. 24	306	190
Gannawarra	307	191
Rail Motor Stoping Place No. 25	310	192
Koondrook	311	193½

Bendigo-Freezing Co. Sdg.

	km	Mls.
Bendigo	162	100¾
North Bendigo Junction	164	102
Carr Fowler Constr. Sdg.	166	103½
Vic. Inland Meat Auth. Sdg.	167	104
Freezing Co's Siding	168	104½

Bendigo–Swan Hill
Kooloonong

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Junction	164	102
Gas Company's Sdg.	165	102¾
Sandhurst	166	103¼
California Gully Siding	168	104¼
Eaglehawk	170	105¾
Sebastian	187	116
Raywood	193	120
Tandarra	204	127
Dingee	211	131¼
Prairie	219	136¼
Mitiamo	229	142¼
Mologa	236	147
Pyramid	249	155
Mincha	256	159¼
Macorna	266	165¼
Tragowel	274	170¼
Kerang	289	179¾
Lake Charm	306	190¼
Mystic Park	317	196¾
Tresco	324	201¼
Lake Boga	330	205
R. M. Stopping Place, No. 26	344	213½
Swan Hill	345	214½
Swan Milling Co. Sdg.	346	215
R. M. Stopping Place, No. 33	346	215
Caltex Siding	346	215
B.P. Siding	346	215½
Live Stock Siding	348	216
R. M. Stopping Place No. 34	350	217½
R. M. Stop. Pl. No. 35	352	218¾
R. M. Stop. Pl. No. 36	354	220
Woorinen	357	222
Ultra	366	227¾
Nyahwest	374	232½
Miralie	383	238
Piangil	389	242
Natya	403	250¾
Kooloonong	415	257¾

Korong Vale–Wedderburn

	km	Mls.
Korong Vale	243	151
Wedderburn Junction	235	146
Wedderburn	243	151

Bendigo–Korong Vale–Sea Lake–Kulwin

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Junct.	164	102
Gas Company's Sdg.	165	102¾
Sandhurst	166	103
California Gully Sdg.	168	104¼
Eaglehawk	170	105¾
Marong	181	112¼
Leichardt	189	117¼
Bridgewater	203	126¼
Inglewood	211	131
Kurting	217	135
Glenalbyn	224	139¼
Wedderburn Jnct.	235	146
Korong Vale	243	151
Wychitella	257	159¾
Buckrabanyule	265	165
Barrakee	271	168¼
Charlton	279	173¾
Charlton Cattle Sdg.	279	174¼
Teddywaddy	288	178¾
Glenloth	295	183
Wycheproof	306	190¼
Grain Elevator Board Siding	308	191¼
Dumosa	322	200¼
Nullawil	333	207
Warne	343	213
Culgoa	349	217
Berriwillock	363	225¾
Boigbeat	374	232¼
Sea Lake	383	238
Ninda	393	244¼
Nyarrin	402	250
Nandaly	411	255¾
Pier Millan	418	260
Mittyack	429	266¾
Kulwin	443	275¼

Maryborough–Inglewood Via Castlemaine & Maryborough

	km	Mls.
Maryborough	180	112
Bet Bet	195	121
Dunolly	202	125¾
Tarnagulla	219	136¼
Llanelly	223	138½

	Via Mary-borough		Via Ben-digo	
	km	Mls.	km	Mls.
Arnold	229	142¼	224	139¼
Inglewood	242	150½	211	131

Maryborough–Ararat

	km	Mls
Maryborough	180	11
Bung Bong Ballast Sdg.	192	11
Avoca	205	12
Elmhurst	233	14

	Via Castlemaine & Maryborough		Via Ball-arat	
	km	Mls.	km	M
Ararat	268	166½	211	13

Korong Vale–Robinvale

	km	Mls
Korong Vale	243	15
Borung	251	15
Mysia	258	16
G.E.B. Siding	270	16
Boort	272	16
Barraport	285	17
Gredgwin	291	18
Oakvale	298	18
Quambatook	307	19
Cannie	320	19
Lalbert	331	20
Meatian	342	21
Ultima	356	22
Gowanford	365	22
Waitchie	376	23
Chillingollah	388	24
Chinkapook	401	24
Cocamba	411	25
Manangatang	418	25
Bolton	427	26
Koimbo	434	26
Annuello	441	27
Bannerton	459	28
Robinvale	472	29

Castlemaine–Maryborough

	km	Mls
Castlemaine	125	7
Maldon Junction	126	7
Guildford	136	8
R. M. Stop. Place No. 27	142	8
Newstead	148	9
Moolort	162	10
Carisbrook	173	10
Maryborough	180	11

DISTANCE IN KILOMETRES AND MILES FROM MELBOURNE (SPENCER STREET) TO:—

Ballarat–Maryborough–Mildura

	km	Mls.
Ballarat	119	73¾
North Ballarat Junction	120	74½
S.E.C. Siding	122.5	75¼
Waubra Junction	128	79¾
R. M. Stopping Place No. 7	133	82¼
Creswick	137	85½
North Creswick	139	86½
Clunes	156	96¾
Talbot	173	107½

	Via Ballarat		Via Castlemaine	
	km	Mls.	km	Mls.
Maryborough	187	116½	180	112
Bet Bet	202	125¼	195	121
Dunolly	209	130	202	125¾
Goldsborough	216	134	209	129¾
Bealiba	229	142	222	137¾
Emu	241	149¾	234	145¼
St. Arnaud	262	162¾	255	158½
Sutherland	274	169¾	267	165¼
Swanwater	281	174½	274	170½
Cope Cope	289	179¼	282	175
Donald Freezing Works Siding	299	186	292	181¾
B.P. & Mobil Sdg.	301	186¼	294	182
Donald	301	186¾	294	182½
Litchfield	316	196¼	309	192
Massey	325	201½	318	197½
Watchem	333	206¾	326	202½
Morton Plains	341	211¾	334	207½
Birchip	353	219	346	214¾
Kinnabulla	368	228¾	361	224½
Curyo	373	231¾	366	227½
Watchupga	385	239	378	234¾
Woomelang	395	245½	388	241½
Lascelles	407	252½	400	248½
Gama	416	258	409	253¾
Turriff	426	264¾	419	260½
Speed	433	269	426	264¾
Tempy	440	273	433	268¾
Nunga	464	288½	457	284
Ouyen	472	293	465	288¾
Kiamal	481	298¼	474	294
Hattah	506	314½	499	310¼
Nowingi	526	326½	519	322¼
Carwarp	541	336½	534	332
Redcliffs	558	346¾	551	342¼
Irymple	566	351½	559	347¼
Mildura Live Stock Sdg.	570	353¾	563	349¾
Sarnia Packing Co. Sdg.	571	354¼	564	350½
Caltex Oil Co. Sdg.	574	354¾	567	350¾
Mildura Co.-op. Fruit Sdg.	571	354¾	564	350¾
Mildura	573	355¼	566	351¼

Mildura–Yelta

	Via Ballarat		Via Castlemaine	
	km	Mls.	km	Mls.
Mildura	573	355½	566	351¼
Mildura Oil Sdg.	574	356¼	567	352
Merbein	584	362¼	577	358¼
Yelta	593	368¼	586	364

Redcliffs–Meringur

Redcliffs	558	346¾	551	342¼
Pirlta	587	364¾	580	360½
Merrinee	596	370¼	589	366
Karawinna	606	376½	599	372¼
Werrimull	615	382¼	608	378
Bambill	624	387¾	617	383½
Yarrara	632	392¼	625	388
Meringur	640	397½	633	393¼

Ouyen–Pinnaroo

Ouyen	472	293	465	288¾
Galah	487	302½	480	298
Walpeup	502	311¼	495	307½
Torrita	510	317	503	312½
Underbool	522	324	515	319¼
Linga	532	330½	525	326¼
Tutye	553	343½	546	339
Cowangie	563	349½	556	345¼
Danyo	572	355	565	350¾
Murrayville	581	361	574	356½
Carina	589	366	582	361¾
Panitya	599	372½	592	368
Pinnaroo Border	601	373¼	594	369
Pinnaroo	607	377¼	600	373

Train	Section		Loco.	Schedule Load
DOWN				Tonnes
8.45 a.m. (No. 63)	Melbourne–Bendigo	Mon. to Sat. ..	B	225
1.40 p.m. (No. 93)	" "	Saturday ..	B	255
1.40 p.m. (No. 103)	" "	Mon. to Fri. ..	B	255
4.30 p.m. (No. 107)	Melbourne–Kyneton	Mon. to Fri. ..	T	125
5.4 p.m. (No. 109)	Melbourne–Bendigo	Mon. to Thur. ..	B	355
5.40 p.m. (No. 123)	" "	Friday	B	455
6.5 p.m. (No. 131)	" "	Saturday ..	B	280
5.14 p.m. (No. 119)	Melbourne–Kyneton	Mon. to Fri. ..	T	162
9.30 a.m. (No. 133)	Melbourne–Bendigo	Sunday	B	225
7.10 p.m. (No. 137)	Melbourne–Bendigo	Sunday	B	255
11.35 a.m. (No. 63)	Bendigo–Swan Hill	Mon., Sat. ..	T	225
12.15 p.m. (No. 133)	Bendigo–Swan Hill	Sunday	T	225
4.40 p.m. (No. 103)	Bendigo–Swan Hill	Tue., Thur. ..	T	225
8.5 p.m. (No. 109)	Bendigo–Swan Hill	Wednesday ..	T	225
8.50 p.m. (No. 123)	Bendigo–Swan Hill	Friday	T	225
11.39 p.m. (No. 73) (9.20 p.m. Ex Melb.)	Ballarat–Mildura	Mon. to Thurs. ..	T	305
11.39 p.m. (No. 73) (9.20 p.m. Ex. Melb.) ("The Vinelander")	" "	Fri., Sun. ..	B	455
UP				
6.40 a.m. (No. 32)	Kyneton–Melbourne	Mon. to Fri. ..	T	225
7.12 a.m. (No. 38)	Kyneton–Melbourne	Mon. to Fri. ..	T	125
7.0 a.m. (No. 40)	Bendigo–Melbourne	Mon. to Sat. ..	B	255
9.40 a.m. (No. 48)	" "	Wed., Fri. ..	B	255
12.0 noon (No. 50)	" "	Mon. to Sat. ..	B	355
5.25 p.m. (No. 94)	" "	Mon. to Fri. ..	B	225
5.45 p.m. (No. 78)	" "	Saturday ..	B	255
9.10 a.m. (No. 120)	" "	Sunday	B	255
6.45 p.m. (No. 124)	" "	Sunday	B	305
7.0 a.m. (No. 48)	Swan Hill–Bendigo	Wed., Fri. ..	T	225
8.55 a.m. (No. 50)	" "	Mon.,Tue.,Thur.,Sat.	T	225
3.55 p.m. (No. 124)	" "	Sunday ..	T	225
9.30 p.m. (No. 80)	Mildura–Ballarat	Fri., Sun. ..	B	455
9.30 p.m. (No. 80) .. .. ("The Vinelander")	" "	Mon. to Thur. ..	T	305

OPERATION OF No. 73 DOWN, No. 80 UP, 'THE VINELANDER' BETWEEN MELBOURNE AND MILDURA WITHOUT A BRAKEVAN IN THE REAR.

No. 73 Down and No. 80 Up, 'The Vinelander,' Mildura Passenger Trains are now marshalled with the brakevan in front of the passenger and sleeper carriages.

Each sleeper carriage is fitted with an air brake cock and pressure gauge.

The Guard will ride in the brakevan. **The Conductor** (qualified in Guard's duties and in possession of a Guard's Kit) **in the rear sleeper carriage will be responsible for carrying out the following duties:—**

(i) See that the prescribed tail signals are carried on the rear of the trailing vehicle.

(ii) Comply with Regulation 198 when necessary in regard to giving information to the Signalman that the whole of the train with tail disc or light, has arrived.

(iii) Protect the train when necessary in accordance with Regulation 239.

(iv) Comply with the provisions of Regulation 247, in the event of failure or accident.

(v) Carry out the duties prescribed for the Guard when crossing another train at a Single Line Crossing station.

(vi) Test the air brake in the manner prescribed for the Guard in Rule 17 of the Air Brake Rules and observe the instructions contained in Rule 19 of the Air Brake Rules.

Duties of Guard:—The duties of the Guard in charge of the train are modified to the extent mentioned above, but he is no way relieved from the proper performance of his duties as regards the general working of the train and must see, as far as reasonably practicable, that the duties specified for the Conductor are properly carried out.

When starting from stations the Guard will be responsible for exchanging hand signals with the Fireman. Regulation 194 (f).

(Effective from 4.5.71)

MAKE UP OF PASSENGER TRAINS

The following are the type of carriages to be utilized on trains specified hereunder:—

The loads set out provide for average conditions and Depot Stationmasters and Train Control Staff concerned must keep traffic requirements under close review and arrange for any adjustment of the loads as may be necessary in order to adequately provide for traffic offering or alternatively to avoid unnecessary carriage haulage.

Train	From	To	Basic Carriage Provision	Load-(Tonnes)	Accommodation		
					1st	Econ	Total
8.45 a.m.	Melbourne	Bendigo	**Tue., Thur.,** CE, AZ, BZ, BW	4/184	56	128	184
("Great N	orthern Limit	ed")	**Wed., Fri.,** CE, AZ, BZ, BCE	4/199	56	110	166
8.45 a.m.	Melbourne	Swan Hill	**Mon.,** CE, AZ, BZ, BW*	4/184	56	128	184
("Great N	orthern Limit	ed")	**Sat.,** CE, AZ, BZ, BW*, BW*	5/220	56	188	244
1.40 p.m.	Melbourne	Bendigo	**Mon., Wed.,** CE, AZ, BZ, BW, BW	5/220	56	188	244
1.40 p.m.	Melbourne	Bendigo	**Fri.,** CE, AZ, BZ, BW, BW, ABE	6/266	82	224	306
1.40 p.m.	Melbourne	Bendigo	**Sat.,** CE, AZ, BZ, BW, ABE	5/230	82	164	246
1.40 p.m.	Melbourne	Swan Hill	**Tue., Thur.,** CE, AZ, BZ, BW*, BW*	5/220	56	188	244
4.30 p.m.	Melbourne	Kyneton	**Mon. to Fri.,** BCPL, AW, BPL, BCPL	4/126	40	234	274
5.4. p.m.	Melbourne	Bendigo	**Mon., Tue., Thur.,** CE, BW, BW, Taggerty, AZ, BZ	6/281	68	188	256
5.4. p.m.	Melbourne	Swan Hill	**Wed.,** VP, CE, AZ, BZ, BW*, Taggerty* AZ*, BZ*	8/383	124	196	320
5.14 p.m.	Melbourne	Kyneton	**Mon. to Fri.,** BCPL, AW, ABU, BPL, BPL	5/162	60	266	326
5.40 p.m.	Melbourne	Swan Hill	**Fri.,** VP, CE, AZ, BZ, BW*, BW*, BW* Taggerty*, AZ*, BZ*	10/455	124	316	440
6.5 p.m.	Melbourne	Bendigo	**Sat.,** CE, BW, BW, Taggerty, AZ, BZ	6/281	68	188	256
6.40 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL, BPL, BPL, ABU, AW, BCPL	6/192	60	342	402
7.0 a.m.	Bendigo	Melbourne	**Mon., Tue., Wed., Fri.,** CE, AZ, BZ, BW, BW	5/220	56	188	244
7.0 a.m.	Bendigo	Melbourne	**Thur.,** CE, AZ, BZ, BW, BW, VP	6/256	56	188	244
7.0 a.m.	Bendigo	Melbourne	**Sat.,** CE, AZ, BZ, BW, ABE, VP	6/266	82	164	246
7.12 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL, BPL, AW	3/96	40	158	198
7.0 a.m.	Swan Hill	Bendigo	**Wed., Fri.,** CE, AZ, BZ	3/148	56	68	124
9.40 a.m.	Bendigo	Melbourne	**Wed., Fri.,** CE, AZ, BZ, (Ex Swan Hill) BW	4/184	56	128	184
8.55 a.m.	Swan Hill	Bendigo	**Mon., Tue., Thur., Sat.,** CE, AZ, BZ	3/148	56	68	124
12.0 Noon	Bendigo	Melbourne	**Mon.,** CE, AZ, BZ, (Ex Swan Hill) Taggerty, BW, BW	6/281	68	188	256
12.0 Noon	Bendigo	Melbourne	**Tue., Thurs., Sat.,** CE, AZ, BZ, (Ex Swan Hill) Taggerty, BW	5/245	68	128	196
12.0 Noon	Bendigo	Melbourne	**Wed., Fri.,** BCE, AZ, BZ, Taggerty, BW	5/250	68	170	238
5.25 p.m.	Bendigo	Melbourne	**Mon.,** C, CE, AZ, BZ, BW	5/209	56	128	184
5.25 p.m.	Bendigo	Melbourne	**Tue., Wed., Thur., Fri.,** CE, AZ, BZ, BW	4/184	56	128	184
5.45 p.m.	Bendigo	Melbourne	**Sat.,** C, CE, AZ, BZ, BW, ABE	6/255	82	164	246
9.20 p.m.	Melbourne ("The Vinela	Mildura nder")	**Mon. to Thur.,** Twinette, Roomette, AZ, BZ, CE, AX	6/285	96	64	160
9.20 p.m.	Melbourne	Mildura	**Fri.,** Twinette, Roomette, AZ, BZ, BS, CE, AX	7/336	96	128	224
9.20 p.m.	Melbourne	Mildura	**Sun.,** Twinette, Roomette, AZ, BZ, CE, AX	6/285	96	64	160
9.30 p.m.	Mildura ("The Vinela	Melbourne nder")	**Sun.,** AX, Roomette, Twinette, AZ, BZ, BS, CE, TP, VP§	9/402	96	128	224
9.30 p.m.	Mildura	Melbourne	**Mon. to Fri.,** AX, Roomette, Twinette, AZ, BZ, CE	6/285	96	64	160
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Swan Hill	CE, AZ, BZ, BW, ABE	5/230	82	164	246
7.10 p.m.	Melbourne	Bendigo	CE, BW, BW, AZ, BZ, BCPL	6/250	56	264	320
9.10 a.m.	Bendigo	Melbourne	BCPL, AZ, BZ, BW, BW, CE	6/250	56	264	320
3.55 p.m.	Swan Hill	Bendigo	CE, AZ, BZ, BW, ABE	5/230	82	164	246
6.45 p.m.	Bendigo	Melbourne	CE, AZ, BZ, BW, ABE, BW, BW	7/302	82	284	366

* Detach at Bendigo. § Detach at Ballarat.

PASSENGER TRAIN LOCOMOTIVE SCHEDULES.

MELBOURNE–BENDIGO.

DOWN	"B" Class 455 tonnes	"B" Class 355 tonnes	"B" Class 355 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 280 tonnes	"B" Class 270 tonnes	"B" Class 255 tonnes	"B" Class 225 tonnes	"B" Class 225 tonnes	"T" Class 255 tonnes	"T" Class 225 tonnes	"T" Class 215 tonnes	"T" Class 125 tonnes
					LOCOMOTIVE RUNNING TIME.										
Spencer St. to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
Nth. Melbourne ..	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3
Footscray	8*	*	8	8	*	*	*	*	8	*	*	8*	8	8	5
Sunshine	8*	15*	8	8	15	15	15*	15	8	15	15	8*	8	8	8
St. Albans	6*	5*	5*	6	5*	*	*	4*	6	*	*	6*	6	*	6
Sydenham	6*	5*	5*	6*	5*	10*	10	5*	6	9*	10	8*	8	12*	7
Diggers Rest ..	10*	9*	10	9*	9*	9*	9	7*	9	7*	8	12*	11	9*	9
Sunbury	7	6	6*	6	6	6	6	5*	6	4*	5	8*	7	7	7
Rpts'wood Platform	*	*	*	2	*	*	*	*	*	*	*	*	*	*	*
Clarkefield ..	14*	13*	12*	12	12*	12*	12	11*	12	10*	11	15*	14	13*	12
Riddells Creek ..	8	7	7*	7	6*	7	7	5*	6	5*	6	9*	8	6*	7
Gisborne	12	10	10	10	9*	10	9	8*	9	7*	8	11*	11	9*	9
Macedon	6	6	6	6	5*	6	6	5*	6	5*	6	7*	7	5*	6
Woodend	11	9	9	10	10	10	10	8*	10	8	9	12*	12	11	9
Carlsruhe	4*	4*	4*	4*	4*	4*	5	4*	5	4*	4*	6*	—	5*	—
Kyneton	6	5	5	6	6	6	6	5*	6	5	5	6*	—	—	—
Malmsbury ..	8	8	8	8	8	8	8	6*	8	7	7	7*	—	—	—
Elphinstone ..	9	9*	8*	9	9	9	9	8*	9	9	9	8*	—	—	—
Castlemaine ..	8	8	8	8	8	8	8	8	8	8	8	11*	—	—	—
Harcourt	10	9	8*	8	8	8	8	7*	8	7	7	8*	—	—	—
Ravenswood ..	10*	10*	9*	10	9*	9*	9	8*	9	8*	8*	11*	—	—	—
Kangaroo Flat ..	11	10	9*	11	10	10	9	8*	9	8*	8*	10*	—	—	—
Golden Square ..	3	3	2*	3	3	3	3	2*	3	2	2	2*	—	—	—
Bendigo	4	4	3	4	4	4	4	3	4	4	4	3	—	—	—
TOTAL ..	169	155	150	161	151	154	153	132	155	132	140	176	100	93	88

* Locomotive Running Schedule based on train being non-stop at these stations.

PASSENGER TRAIN LOCOMOTIVE SCHEDULES—continued.

BENDIGO–MELBOURNE.

UP.	"B" Class 355 tonnes	"B" Class 355 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 255 tonnes	"B" Class 235 tonnes	"B" Class 225 tonnes	"T" Class 255 tonnes	"T" Class 225 tonnes	"T" Class 215 tonnes	"T" Class 125 tonnes	
				LOCOMOTIVE RUNNING TIME								
Bendigo to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	
Golden Square ..	3*	3*	3	3	3	3	3	3*	—	—	—	—
Kangaroo Flat ..	2*	2*	3	3	3	3	3	3*	—	—	—	—
Ravenswood ..	11*	11*	12	12	10*	10	10	12*	—	—	—	—
Harcourt ..	11	10*	11	11	10	10	10	11*	—	—	—	—
Castlemaine ..	6	6	6	6	6	6	6	6*	—	—	—	—
Elphinstone ..	16*	16*	15	15	15	13	13	17*	—	—	—	—
Malmsbury ..	8*	9	9	10	9	9	9	10*	—	—	—	—
Kyneton ..	9	10	10	10	10	9	9	11*	—	—	—	—
Carlsruhe ..	6*	6*	*	6*	6*	*	6	6*	—	—	—	—
Woodend ..	6	6	12	6	6	10	6	6*	—	5	—	—
Macedon ..	8	8	8	8	8	8	8	8*	8	8*	7	—
Gisborne ..	4*	5	5	5	5	5	5	5*	5	4*	5	—
Riddells Creek ..	4*	5*	6	5*	5*	5*	6	6*	6	5*	6	—
Clarkefield ..	4*	4*	6	5	5	5	5	5*	5	4*	5	—
Sunbury ..	8	7*	9	9	9	9	9	9*	9	8	9	—
Diggers Rest ..	4*	5	5	5	5	5	5	6*	6	5*	6	—
Sydenham ..	5*	6*	6	6	6	6	6	7*	7	6*	7	—
St. Albans ..	4*	4*	5	*	*	*	*	6*	6	*	6	—
Sunshine ..	4*	4*	6	8*	8*	9*	10	5*	5	9	5	—
Footscray ..	*	7	7	7	7	7	7	8*	8	8	8	—
North Melbourne ..	*	*	*	*	*	*	*	5*	8	*	5	—
Spencer Street ..	15	8	8	8	8	8	8	3	8	8	3	—
TOTAL	138	142	152	148	144	140	144	158	73	70	72	—

* Locomotive Running Schedule based on train being non-stop at these stations.

BENDIGO–ECHUCA–DENILIQUIN.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Bendigo to—	Mins.		**Deniliquin to—**	Mins.	
Epsom	7*	T—255 tonnes	Gulpa Siding		
Bagshot	8*		Mathoura		
Goornong	8*		Moira		
Elmore	14*		Barnes		
Rochester	12*		Moama		
Strathallan	9*		Echuca		
Echuca	13		Strathallan	13*	T—255 tonnes
Moama			Rochester	9*	
Barnes			Elmore	12*	
Moira			Goornong	14*	
Mathoura			Bagshot	8*	
Gulpa Siding			Epsom	10*	
Deniliquin			Bendigo	9	
Total	71		Total	75	

WOODEND–DAYLESFORD.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Woodend to—	Mins.		**Daylesford to—**	Mins.	
Carlsruhe	5*	T—215 tonnes (See Note)	Musk	11*	T—215 tonnes (See Note)
Tylden	11*		Bullarto	9	
Fern Hill	11		Lyonville	8	
Trentham	14		Trentham	13	
Lyonville	13		Fern Hill	13	
Bullarto	8		Tylden	10*	
Musk	8*		Carlsruhe	11*	
Daylesford	11		Woodend	5	
Total	81		Total	80	

Note :—Maximum permissible speed Carlsruhe–Daylesford—20 miles per hour.

KORONG VALE–ULTIMA.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Korong Vale to—	Mins.		**Ultima to—**	Mins.	
Borung	8	T—255 tonnes	Meatian	21	T—255 tonnes
Mysia	7		Lalbert	18	
Boort	14		Cannie	20	
Barraport	13		Quambatook	20	
Gredgwin	8		Gredgwin	18	
Quambatook	15		Barraport	7	
Cannie	20		Boort	13	
Lalbert	18		Mysia	16	
Meatian	18		Borung	8	
Ultima	21		Korong Vale	8	
Total	142		Total	149	

* Locomotive Running Schedule based on train being non-stop at these stations.

BENDIGO—SWAN HILL.

DOWN	Locomotive Running Time			UP	Locomotive Running Time		
Bendigo to—	Mins.			**Swan Hill to—**	Mins.		
Nth. Bendigo Jun.	3*	50 M.P.H.		Lake Boga	11		
Eaglehawk	6			Tresco	5*		
Sebastian	12*			Mystic Park	6*		
Raywood	5			Lake Charm	8*		
Dingee	12			Kerang	12		
Prairie	6*			Tragowel	11*		
Mitiamo	7			Macorna	6		
Mologa	5*	60 M.P.H. T 225 tonnes		Mincha	7*	60 M.P.H T 225 tonnes	
Pyramid	9			Pyramid	5		
Mincha	5*			Mologa	9*		
Macorna	7			Mitiamo	5		
Tragowel	6*			Prairie	7*		
Kerang	11			Dingee	6		
Lake Charm	12*			Raywood	12		
Mystic Park	8*			Sebastian	6*		
Tresco	6*			Eaglehawk	13		
Lake Boga	5			Nth. Bendigo Jun.	6*	50 M.P.H.	
Swan Hill	11			Bendigo	3		
Total	136			Total	138		

BENDIGO—KORONG VALE—WYCHEPROOF.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Bendigo to—	Mins.		**Wycheproof to—**	Mins.	
North Bendigo Junction	3*		Glenloth	10	
Eaglehawk	6		Teddywaddy	6	
Marong	10		Charlton	9	
Bridgewater	18		Barrakee	10	
Inglewood	7		Buckrabanyule	7	
Glenalbyn	14		Wychitella	10	
Wedderburn Junction	13		Korong Vale	17	
Korong Vale	9	T 305 tonnes	Wedderburn Junction	9	T 305 tonnes
Wychitella	18		Glenalbyn	12	
Buckrabanyule	9		Inglewood	15	
Barrakee	6		Bridgewater	7	
Charlton	10		Marong	20	
Teddywaddy	9		Eaglehawk	12	
Glenloth	6		North Bendigo Junct.	6*	
Wycheproof	10		Bendigo	3	
Total	148		Total	153	

CASTLEMAINE—MARYBOROUGH.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Castlemaine to—	Mins.		**Maryborough to—**	Mins.	
Guildford	15		Carisbrook	7	
Newstead	11		Moolort	12	
Moolort	16	T 170 tonnes	Newstead	14	T 170 tonnes
Carisbrook	11		Guildford	11	
Maryborough	8		Castlemaine	16	
Total	61		Total	60	

* Locomotive Running Schedule based on train being non stop at these stations.

BALLARAT–MARYBOROUGH–MILDURA.

DOWN	Locomotive Running Time				UP	Locomotive Running Time			
		"T" Loco. 305 tonnes	"B" Loco. 455 tonnes	"B" Loco. 225 tonnes			"T" Loco. 305 tonnes	"B" Loco. 455 tonnes	"B" Loco. 225 tonnes
	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.
Ballarat to—					**Mildura to—**				
North Ballarat ..	*	*	*	*	Irymple	7	7	7	7
Creswick	20	23	20	16*	Redcliffs	8	8	8	7
North Creswick ..	*	*	*	*	Carwarp	16	15	16	15
Clunes	19	18	19	15*	Nowingi	15	13*	*	*
Talbot	16	16	16	14*	Hattah	17	16	29	29
Maryborough ..	20	16	20	15	Kiamal	22	*	*	*
Bet Bet	*	*	*	*	Ouyen	8	28	28	26
Dunolly	20	20	20	19	Tempy	28	27	*	*
Goldsborough ..	*	*	*	*	Speed	7	7	34	34
Bealiba	21	21	21	17	Turriff	7	7	*	*
Emu	*	*	*	*	Gama	10	*	*	*
St. Arnaud ..	30	33	30	26	Lascelles	8	16	23	22
Sutherland ..	*	*	*	*	Woomelang ..	11	11	11	10
Cope Cope ..	23	23*	23	21*	Watchupga ..	9	9*	*	*
Donald	11	11	11	11	Curyo	11	10*	*	*
Litchfield	14	11*	*	13*	Kinnabulla ..	5	4*	*	*
Watchem	17	15	30	14	Birchip	13	13	34	34
Birchip	18	18	18	18	Watchem	18	18	18	18
Kinnabulla	13	14*	*	*	Litchfield	17	15*	*	14
Curyo	5	5*	*	*	Donald	14	13	30	13
Watchupga	11	10*	*	*	Cope Cope	11	11*	11	11*
Woomelang ..	9	8	34	34	Sutherland	*	*	*	*
Lascelles	11	11	11	10	St. Arnaud	28	30	28	23
Gama	8	*	*	*	Emu	*	*	*	*
Turriff	10	15	*	*	Bealiba	29	31	29	27
Speed	7	7	23	22	Goldsborough ..	*	*	*	*
Tempy	7	8	*	*	Dunolly	20	23	20	17
Ouyen	28	28	34	34	Bet Bet	*	*	*	*
Kiamal	8	*	*	*	Maryborough ..	19	20	19	19
Hattah	22	28	28	28	Talbot	16	17	16	14*
Nowingi	17	17*	*	*	Clunes	20	21	20	15*
Carwarp	14	14	29	28	North Creswick ..	*	*	*	*
Redcliffs	16	15	16	15	Creswick	23	24	23	16*
Irymple	8	8	8	7	North Ballarat ..	*	*	*	*
Mildura	7	7	7	7	Ballarat	20	23	20	18
Total ..	430	420	418	384	Total ..	437	437	424	389

"T" Loco. 275 tonnes or "B" Loco 455 tonnes.

"T" Loco. 275 tonnes or "B" Loco 455 tonnes.

* Locomotive running schedule based on train being non-stop at these stations.

RAIL MOTOR SCHEDULES.

MELBOURNE–WOODEND–CASTLEMAINE–BENDIGO.

DOWN	D.R.C. 153 H.P.	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P. and 153 H.P. coupled
Spencer St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Sunshine ..	15	16	16	15*	15*	16
St. Albans ..	5½	6	6	5*	5*	5
Sydenham ..	6	6	6	4*	4*	6
Diggers Rest ..	8½	9	10	8*	9*	8
Sunbury	5½	6	6	4½*	5*	6
Rupertswood Plat.	*	2	2	*	*	2
Clarkefield ..	16	12	14	11*	13*	9
Riddells Creek ..	8	6	7	5*	6*	7
Gisborne ..	10½	8	10	7*	8*	8
Macedon ..	7	6	7	4*	5*	6
Woodend ..	10½	9	10	9	10	10
Carlsruhe ..	7	6	7	5½*	7*	..
Kyneton ..	7	5	6	5	6	..
Malmsbury ..	..	8	9	7½*	8*	..
Elphinstone ..	..	8½	10	8½*	9*	..
Castlemaine ..	..	9½	11	9½	10½	..
Harcourt ..	..	..	..	..	..	..
Ravenswood ..	..	..	..	..	..	..
Kangaroo Flat ..	..	..	..	..	..	..
Golden Square ..	..	..	..	..	..	..
Bendigo	..	..	..	..	..	..
Total ..	106½	123	137	108½	120½	83

UP	D.R.C. 153 H.P.	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer
Bendigo to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Golden Square ..	..	..	..	..	..	..	..
Kangaroo Flat ..	..	..	..	..	..	..	..
Ravenswood ..	..	..	..	..	..	..	..
Harcourt ..	..	..	..	..	..	..	..
Castlemaine ..	—	—	—	—	—	—	..
Elphinstone ..	13	16	18	15*	17*	17	19
Malmsbury ..	12	10	12	10*	11½*	10½	12
Kyneton ..	11	10	11	10	11	10	11
Carlsruhe ..	8	7	7½	6*	7*	7*	7½*
Woodend ..	7	6½	7	6½	7	7	7½
Macedon ..	9	7	9	6*	8*	7	9
Gisborne ..	5	4	4½	3½*	4*	3½*	4*
Riddells Creek ..	7	6	6	5*	5*	6	6
Clarkefield ..	6	5½	5½	5*	5*	5*	5*
Rupertswood Plat.	*	8	9	*	*	*	*
Sunbury	10	2	2	8½*	10*	9	10
Diggers Rest ..	5	4½	5½	4*	5*	4*	5*
Sydenham ..	7	6	7	6*	7*	6*	7*
St. Albans ..	5½	5	5	5*	5*	5	5
Sunshine ..	5½	5	5	4*	4*	5	5
Spencer St. ..	15	17	17	15	15	15	15
Total ..	126	119½	131	109½	121½	117	128

WOODEND–DAYLESFORD.

DOWN	D.R.C. 280 H.P.	D.R.C. 280 H.P.	D.R.C. 280 H.P. & Trl.
Woodend to—	Mins.	Mins.	Mins.
Carlsruhe ..	6	6	7
Tylden ..	11 (20 M.P.H.)	6 (M.P.H.)	8½ (M.P.H.)
Fern Hill ..	11	6	12
Trentham ..	12	8	12
Lyonville ..	10	6	11
Bullarto ..	6 (25 M.P.H.)	4 (40 M.P.H.)	6½ (40 M.P.H.)
Musk	7	5	6
Daylesford ..	9	8	8
Total ..	72	49	71

UP	D.R.C. 280 H.P.	D.R.C. 280 H.P.	D.R.C. 280 H.P. & Trl.	D.R.C. 280 H.P.
Daylesford to—	Mins.	Mins.	Mins.	Mins.
Musk ..	9	9	13	8*
Bullarto ..	8 (25 M.P.H.)	8	13	7*
Lyonville ..	6	5 (40 M.P.H.)	5½ (40 M.P.H.)	4* (40 M.P.H.)
Trentham ..	10	8	8	8
Fern Hill ..	12	7	7½	6*
Tylden ..	10 (20 M.P.H.)	6	6	5*
Carlsruhe ..	10	6	7	6
Woodend ..	6	6	7	6
Total ..	71	55	67	50

RAIL MOTOR SCHEDULES—continued.

BENDIGO–DENILIQUIN.

DOWN	Diesel Electric Rail Motor and Trailer	Diesel Rail Car, 153 H.P. & Trailer	UP	Diesel Elect. Rail Motor and Trailer	Diesel Rail Car, 153 H.P. & Trailer
Bendigo to—	Mins.	Mins.	**Deniliquin to—**	Mins.	Mins.
Nth. Bendigo Junct. ..	3*	3*	Gulpa Siding ..	*	*
Bagshot	13	13	Mathoura	30	30
Goornong	9	10	Moira	14	14
Elmore	15	16	Barnes	14	14
Rochester	15	15	Moama	10	10
Strathallan	*	*	Echuca	6	6
Echuca	24	24	Strathallan ..	*	*
Moama	6	6	Rochester ..	24	24
Barnes	10	10	Elmore	15	15
Moira	13	13	Goornong	15	16
Mathoura	15	15	Bagshot	10	10
Gulpa Siding ..	*	*	Nth. Bendigo Junct.	17*	16*
Deniliquin	30	30	Bendigo	3	3
Total	153	155	Total	158	158

BENDIGO–ELMORE–COHUNA.

DOWN	D.R.C. 153 H.P.		D. E. R. Motor and Trailer	UP	D.R.C. 153 H.P.		D. E. R. Motor and Trailer
Bendigo to—	Mins.		Mins.	**Cohuna to—**	Mins.		Mins.
North Bendigo Junct.	3	With or without Trailer.	3*	Keely	7	With or without Trailer.	7
Bagshot	13		13	Leitchville ..	9		9
Goornong	10		9	Gunbower ..	9		9
Elmore	16		15	Kotta	31		32
Hunter	12		12	Lockington ..	8		9
McColl	16		17	McColl	6		7
Lockington ..	6		7	Hunter	16		17
Kotta	8		9	Elmore	12		15
Gunbower	31		32	Goornong ..	16		15
Leitchville	9		9	Bagshot	10		10
Keely	9		9	North Bendigo Junct.	15		17*
Cohuna	7		7	Bendigo	3		3
Total ..	140		142	Total ..	142		150

RAIL MOTOR SCHEDULES—continued.

KERANG–KOONDROOK.

DOWN	Diesel Rail Car 102 H.P. With or without trailer Running Time	UP	Diesel Rail Car 102 H.P. With or without trailer Running Time
	Mins.		Mins.
Kerang to—		**Koondrook to—**	
Pyramid Creek ..	8	Gannawarra	9
Hinksons	20	Teal Point	8
Teal Point	4	Hinksons	4
Gannawarra	8	Pyramid Creek ..	20
Koondrook	9	Kerang	8
	49		49

SWAN HILL–PIANGIL.

DOWN	D.R.C. 102 H.P.		UP	D.R.C. 102 H.P.	
	Mins.			Mins.	
Swan Hill to—			**Piangil to—**		
Woorinen	13	..	Miralie	8	..
Pira	10	..	Nyahwest	10	..
Nyahwest	9	..	Pira	9	..
Miralie	10	..	Woorinen	10	..
Piangil	8	..	Swan Hill	13	..
Total ..	50	..	Total ..	50	..

BENDIGO–WYCHEPROOF–SEA LAKE.

DOWN	D.E.R.M	D.E.R.M. and Trailer	D.E.R.M. & Trailer & 'C' Brakevan	UP	D.E.R.M	D.E.R.M. and Trailer	D.E.R.M. & Trailer & 'C' Brakevan
Bendigo to—	Mins.	Mins.	Mins.	**Sea Lake to—**	Mins.	Mins.	Mins.
Eaglehawk ..	9	10	10½	Boigbeat ..	8	9½	..
Marong	9	9½	9½	Berriwillock ..	9	10½	..
Bridgewater ..	19	19	19	Culgoa	12	14	..
Inglewood ..	7½	7½	7½	Nullawil	14	15	..
Glenalbyn ..	*	*	*	Wycheproof ..	24	27	..
Wedderburn Junct.	21	23	24	Glenloth ..	10	11	..
Korong Vale ..	7½	7½	7½	Teddywaddy ..	6	7	..
Wychitella ..	14	15	..	Charlton ..	8	9	..
Buckrabanyule ..	8	9	..	Barrakee ..	7	8	..
Barrakee	5	5	..	Buckrabanyule ..	6	7	..
Charlton	8	9	..	Wychitella ..	8	9	..
Teddywaddy ..	8	9	..	Korong Vale ..	13	13½	..
Glenloth	6	6½	..	Wedderburn Junct.	9	10	10½
Wycheproof ..	10	11	..	Glenalbyn ..	*	*	*
Nullawil	24	26	..	Inglewood ..	20	21	22
Culgoa	14	15	..	Bridgewater ..	7	7	7
Berriwillock ..	12	13½	..	Marong	20	22	23
Boigbeat	9	10	..	Eaglehawk ..	11	13	14
Sea Lake	8	9	..	Bendigo	8	9	9
Total ..	199	214½	78	Total ..	200	222½	85½

RAIL MOTOR SCHEDULES—continued.

KORONG VALE–ULTIMA–ROBINVALE.

DOWN	Diesel Electric Rail Motor	Diesel Electric Rail Motor: With Trailer and 'C' Brakevan	Diesel Electric Rail Motor: And 'C' Brakevan	UP	Diesel Electric Rail Motor	Diesel Electric Rail Motor: With Trailer and 'C' Brakevan	Diesel Electric Rail Motor: And 'C' Brakevan
	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.
Korong Vale to—				**Robinvale to—**			
Borung	8	9	8½	Bannerton ..	16	18	17
Mysia	6½	8	7	Annuello ..	20	22	21
Boort	13	15	14	Koimbo ..	*	*	*
Barraport ..	12½	17	13½	Bolton	15½	17	16
Gredgwin ..	7½	10	8	Manangatang ..	11	12	11½
Quambatook ..	16	18	17½	Chinkapook ..	14	15	15
Cannie	12	15	14	Chillingollah ..	12	13	13
Laibert	10	11	11	Waitchie ..	11	12	12
Meatian	10	11	11	Gowanford ..	*	*	*
Ultima	12	13	13	Ultima	18	20	19
Gowanford ..	*	*	*	Meatian ..	12	13	13
Waitchie ..	17	18	18	Laibert	10	11	11
Chillingollah ..	11	12	12	Cannie	11	12	12
Chinkapook ..	12	13	13	Quambatook ..	11	13	12
Manangatang ..	14	15	15	Gredgwin ..	18	21	19
Bolton	11	12	11½	Barraport ..	6	8	7
Koimbo	*	*	*	Boort	12	16	13½
Annuello ..	15½	17	16	Mysia	13	16	14
Bannerton ..	21	23	22	Borung	7	8½	8
Robinvale ..	16	18	17	Korong Vale ..	8½	10	9½
TOTAL ..	225	255	242	TOTAL ..	226	257½	243½

CASTLEMAINE–MARYBOROUGH.

DOWN	102 H.P. D.R.C.	153 H.P. D.R.C. without Trailer	153 H.P. D.R.C. with Trailer	UP	102 H.P. D.R.C.	153 H.P. D.R.C. without Trailer	153 H. D.R.C with Traile
Castlemaine to—	Mins.	Mins.	Mins.	**Maryborough to—**	Mins.	Mins.	Mins.
Guildford	15	15	16	Carlsbrook	7	7	7
Newstead	14	14	16	Moolort	13	13	14
Moolort	16	16	17	Newstead	16	14	15
Carlsbrook	13	13	13	Guildford	15½	14½	15
Maryborough	10	8	10	Castlemaine ..	16	16	16
Total ..	68	66	72	Total ..	67½	64½	67

MARYBOROUGH–DONALD–WOOMELANG.

DOWN	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car & Trlr.
	Mins.	Mins.	Mins.	Mins.
Maryborough to—				
Bet Bet ..	*	13	13	13
Dunolly ..	19	8½	8½	10
Goldsborough	*	7	7	9
Bealiba ..	18	13½	13½	16
Emu ..	*	11	11	12
St. Arnaud	29	21	21	24
Sutherland	*	11	11	12
Cope Cope	*	13	13	14
Donald ..	32	10½	11	11
Litchfield ..	..	13	..	..
Watchem ..	..	19	..	..
Birchip ..	..	21	..	..
Kinnabulla ..	..	14½	..	..
Curyo ..	..	5	..	..
Watchupga..	..	10	..	..
Woomelang ..	..	10½	..	..
Total	98	201½	109	121

UP	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car & Trlr.
	Mins.	Mins.	Mins.	Mins.
Woomelang to				
Watchupga..	..	10½	..	..
Curyo ..	..	10	..	..
Kinnabulla ..	..	5	..	..
Birchip ..	..	14½	..	..
Watchem ..	..	21	..	..
Litchfield ..	..	19	..	..
Donald ..	—	13	—	—
Cope Cope	*	10½	11	12
Sutherland	*	14	15	19
St. Arnaud	34	12	13	16
Emu ..	*	20	20	22
Bealiba ..	29	11	11	13
Goldsborough	*	13½	13½	16
Dunolly ..	18	6½	6	7
Bet Bet ..	*	8	8	9
Maryborough	20	13	14	15
Total	101	201½	111½	129

BALLARAT–MARYBOROUGH.

DOWN	102 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rl. Car without Trailer	153 H.P. Diesel Rl. Car with Trailer
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat to—						
North Ballarat ..	*	*	*	*	*	*
Creswick	23	19	19	19	19	22
North Creswick ..	3½	2*	*	3	3	3½
Clunes	17	15*	16½	15½	15½	16½
Talbot	18	16*	16½	16½	16½	17
Maryborough ..	18	15	15	15	15	17
Total ..	79½	67	67	69	69	76

UP	102 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rl. Car without Trailer	153 H.P. Diesel Rl. Car with Trailer
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Maryborough to— ..						
Talbot	17	14*	14	14	14	16
Clunes	19	16*	17	17	17	20
North Creswick ..	20	16½*	*	17	17	20½
Creswick	3½	3*	18	3½	3½	4
North Ballarat ..	*	*	*	*	*	*
Ballarat	22	20	21	21	21	22
Total ..	81½	69½	70	72½	72½	82½

GENERAL INSTRUCTIONS.

METHOD OF NUMBERING TRAIN TIME-TABLES, ETC.

Down trains are given odd and Up trains even numbers (Suburban Lines excepted).

The lines above departure time and figures at side indicate the station appointed for trains to meet or pass each other, also the numbers of the trains to be so met or passed.

For example, on pages 42 and 44, appear the following :—

DOWN		35 Goods Mon., Tue., Wed., Thur.	UP		138 Goods Thur.
		p.m.			p.m.
WYCHEPROOF ES †	*arr.*	12 55	WYCHEPROOF ES †	*arr.*	..
		—136			—73
		Tue., Thur.			
"	*dep.*	1 30	"	*dep.*	3 0
		(a)			(b)

The above example indicates that at Wycheproof:—

(a) **No. 35** (Down) on arrival meets **No. 136** (Up).

(b) **No. 138** (Up) waits arrival of **No. 73** (Down).

Footnote references are indicated by Capital letters, A, B, C, &c., shown after the figures in train Schedules, such as 8.53**S** shown for No. 53 (Down) train at Rupertswood Platform (page 5).

LOADS OF GOODS TRAINS.

Schedule Loads.—The schedule loads laid down for Goods trains, on Broad-gauge lines, may be exceeded by six (6) tonnes when, by so doing, an extra vehicle can be despatched by a train which would otherwise be under the schedule load.

Double-headed Loads.—The load which may be hauled by two locomotives is the combined load of the locomotives employed.

The general conditions governing locomotives assisting in front of trains and the lines on which double heading is permitted are shown on page 138.

Parcels Coaches and Motor Coaches.—(i) When Parcels Coaches and Motor Coaches, except Nos. 113 "M" and 156 "M" are used for hauling Goods, Stock, or Horse-boxes, the number of vehicles hauled must not exceed eight (8) including brakevan. The vehicle limit for 113 "M" and 156 "M" is governed by the load set out in clause (ii).

(ii) The maximum load for all Parcels Coaches and Motor Coaches (except as set out in clause (iii) must not exceed the following —

Ruling Grade	Trailing Load.	Ruling Grade.	Trailing load.
Level	.. 410 tonnes	1 in 50	.. 125 tonnes
1 in 200	.. 285 "	1 in 40	.. 100 "
1 in 100	.. 215 "	1 in 30	.. 70 "

(iii) When Motor Coaches Nos. 113 "M" or 156 "M" are used for shunting purposes in Jolimont Yards a maximum trailing load of 560 tonnes may be hauled.

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 230 tonnes. The maximum load on grades at a speed of 5 miles per hour is as follows :—Grade 1 in 50, 30 tonnes; 1 in 75, 65 tonnes; 1 in 100, 85 tonnes; 1 in 110, 90 tonnes; 1 in 200, 150 tonnes. See page 137.

LOCOMOTIVE RUNNING SCHEDULES.

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

(a) *Goods Trains.*—The schedules for Goods trains represent the time necessary to run each section with the specified load under average conditions.

(b) *Double Headed Trains.*—Trains assisted in the front by another locomotive are to be run to the same locomotive running schedules authorised for trains hauled by one locomotive, unless special schedules are provided.

(c) *Through Goods Trains.*—

The locomotive running schedules for Through Goods trains are based on the Loads which a locomotive can haul over the Ruling Grade between recognised Terminal Stations and provide for these trains stopping at certain stations, viz. :—

Recognised Terminal Stations. Stations where locomotive Power is changed. Stations where trains have to stop to test brakes.

Should the train stop at any other station *en route*, an allowance of two (2) minutes over and above the Through schedule is to be allowed at each such station where train stops.

The Running Schedules for Through Goods Trains, except where schedules applicable to special loads are provided, are based on the Ruling Grade Loads between the recognised Terminal stations shown hereunder :—

Page	Sectional and Terminal Stations	Page	Sectional and Terminal Stations
104, 105	Sunshine to Newport	118	Korong Vale and Chillingollah
106	Melbourne to Woodend	121	Castlemaine to Maryborough and Ballarat
106	Woodend to Castlemaine		
106	Castlemaine to Bendigo	121	Ballarat to Maryborough
107	Bendigo to Woodend	121	Maryborough to Castlemaine
107	Woodend to Melbourne	122, 123	Maryborough and Donald
110	Bendigo and Echuca	122, 123	Donald and Woomelang
112, 113	Bendigo and Raywood	122, 123	Woomelang and Ouyen
112, 113	Raywood—Kerang and Swan Hill	122, 123	Ouyen and Mildura
116, 117	Bendigo—Korong Vale and Wycheproof	120	Maryborough and Avoca

(d) *Roadside Goods Trains.*—The Locomotive Running Schedules for Roadside Goods Trains are based on the Sectional Loads and proportions of those loads, and provide for trains stopping at all stations.

Light Locomotives.—(i) The Running Schedule for a "Light" Locomotive, two "Light" Locomotives attached or in either case with only a brakevan attached, shall (subject to the instructions on pages 134 to 137) be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the locomotive runs, unless a special schedule is issued to the contrary.

See page 136 for speed of light locomotives.

(ii) In every case where a brakevan is attached to the locomotive or locomotives, the train must be signalled as a "Through" Goods Train; but before sending the "Is Line Clear" Signal, each Signalman must inform the Signalman in advance, by telephone that the train consists of a locomotive (or locomotives) and brakevan.

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

(d) Reference to General Appendix.

(f) Special vehicle limitations.

(x) Load for trains not requiring to stop at certain stations.

GOODS TRAINS.

LOADS, VEHICLE LIMITS AND LOCOMOTIVE RUNNING TIMES

MELBOURNE AND SUNSHINE (VIA PASSENGER LINES)

Locomotive Running Time				SECTION		LOAD TONNES					
Roadside Sectional Loads		Through Ruling Grade Loads									
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	DOWN	S or X	B	T or H		Y	W
					Melbourne Yard to—						
12	15	12	15	4	South Kensington	...	...	...	...	...	...
7	9	7	9	7	West Footscray	...	...	...	...	730	730
14	16	14	16	13	Sunshine	1830	1625	1220	...	815	815
					UP						
					Sunshine to—						
12	13	10	13	6	West Footscray (uu)	1830	1625	1220	...	1015	1015
					...	2135	2135	1625	...	1220	1220
8	11	8	11	9	South Kensington	...	...	...	...	...	...
12	12	12	12	13	Melbourne Yard	2135	2135	1625	...	1220	1220

(uu) Load for Up trains which have to be pushed back into Siding on Down side of West Footscray.

Locomotive Running Time				SECTION			LOAD TONNES				
Roadside Main Line Loads		Through Main Line Loads									
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	DOWN	E—East line W—West line	S or X	B	T or H	W	Y
					Newport (d) to—						
3	4	3	3	1	Thomas' Mill Siding	W	..	..	..	..	..
..	..	..	..	1	Amalgamated Workshops Sdg.	E	..	..	..	..	..
..	..	..	..	1	Caltex Siding	W	..	..	..	..	..
..	..	..	..	2	McKenzie & Holland's Siding	W	..	..	..	..	..
..	..	..	..	3	Brookwood (See footnote)	W	..	..	..	..	..
..	..	..	..		Sulphates Chemical Co. Pty. Ltd. Siding		..	..	..	..	..
..	..	..	..		H. Beecham & Co. Ltd. Siding	..	..	..	..	..	..
..	..	..	..		R. J. Gilbertson Pty. Ltd. Siding	..	..	..	..	..	..
..	..	..	..	3	Aust. Barley Board Siding	W	..	..	..	..	..
..	..	..	..	3	Jas. Hardie & Co. Siding	W	..	..	..	..	..
..	..	..	..	3	H. A. Chalmers Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3	H. H. Chadwick Transport Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3	Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)	W	..	..	..	..	..
..	..	..	..	4	Rheem (Aust.) Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	4	Little Brooklyn Siding (a)	W	..	..	..	..	..
..	..	..	..	4	Malouf Industries Pty. Ltd. and Barrett Bros. & Burston & Co. Pty. Ltd. Siding	W	..	..	..	..	..
..	..	..	..	5	Construction Materials (Australia) Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	5	Smorgan Consolidated Industries Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	5	Co-op Farmers & Graziers Sdg. (Prossor)	W	..	..	..	..	..
..	..	..	..	5	S.E.C. Siding	W	..	..	..	..	..
..	..	..	..	5	Sims Consolidated Ltd. Siding	W	..	..	..	..	..
7	8	7	7	5	Brooklyn	..	..	..	1420	1270	1270
..	..	..	..	5	Dalgety Aust. Ltd. Sdg.	E	..	..	..	..	..
..	..	..	..	5	Armbrook	E	..	..	..	..	..
..	..	..	..		N. M. Watkins Siding	..	..	..	..	..	..
					N. M. & P. Watkins Siding	..	..	..	..	..	..
..	..	..	..	5	Melbourne Machinery Co. Sdg.	W	..	..	1015	660	660
..	..	..	..	5	Highfield Quarries Siding	W	..	..	..	..	..
..	..	..	..	5	V.R. Rubbish Tip Siding	W	..	..	..	..	..
..	..	..	..		Stramit Ind. Ltd.	..	..	..	..	..	..
..	..	..	..	6	Monsanto Siding	W	..	..	..	..	..
..	..	..	..	6	Stanley Quarries Siding	W	..	..	..	..	..
..	..	..	..	6	Western Metropolitan Market Trust Siding (see footnote)	W	..	..	..	..	..
7	8	7	7	8	Sunshine (d)	..	1830	1830	1220	815	815
					Brooklyn to—						
..	..	..	..		Wash Dock Sdgs.	E	..	..	..	..	..
7	8	7	7	3	Tottenham Yard	..	1830	1830	1220	1015	1015

Notes.

(a) When starting from Little Brooklyn with full load, Driver may set back towards Newport to get a run at the bank.

(d) See General Appendix for special instructions re Newport–Sunshine Loop Line.
Brookwood and Western Metropolitan Market Trust Sidings are unattended Electric Staff Posts and are to be worked in accordance with instructions in General Appendix.

Locomotive Running Time							LOAD TONNES				
Road side Main Line Loads		Through Main Line Loads		SECTION							
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	UP	E—East line W—West line	S or X	B	T or H	W	Y
..	..	..	..	3	**Tottenham Yd. to—**						
7	8	7	7	3	Wash Dock Sdgs.	E	..	..	..	..	..
					Brooklyn	..	2135	2135	2135	1220	1220
					Sunshine (d) to—						
..	..	..	..	1	Western Metropolitan Market Trust Sdg. (see footnote, p. 104)	W	..	..	..	..	..
..	..	..	..	1	Stanley Quarries Siding ..	W	..	..	..	..	..
..	..	..	..	1	Monsanto Siding	W	..	..	..	..	..
..	..	..	..	3	V.R. Rubbish Tip Siding	W	..	..	..	..	..
..	..	..	..		Stramit Ind. Ltd.	..	..	..	..	..	..
..	..	..	..	3	Highfield Quarries Siding ..	W	..	..	..	..	..
..	..	..	..	3	Melbourne Machinery Co. Siding	W	..	..	..	..	..
..	..	..	..	3	Armbrook	E	..	..	..	..	..
..	..	..	..		N. M. Watkins Siding	..	..	..	..	..	..
..	..	..	..		N. M. & P. Watkins Siding ..	..	..	..	..	..	..
..	..	..	..	3	Dalgety Aust. Ltd. Siding ..	E	..	..	..	..	..
7	8	7	7	3	Brooklyn	..	..	..	..	..	..
..	..	..	..	3	Sims Consolidated Ltd. Siding ..	W	..	..	..	..	..
..	..	..	..	3	S.E.C. Siding	W	..	..	..	..	..
..	..	..	..	3	Co-op Farmers & Graziers Sdg. (Prossor)	W	..	..	..	..	..
..	..	..	..	3	Smorgan Consolidated Industries Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3	Construction Materials (Australia) Pty. Ltd. Siding ..	E	..	..	..	..	..
..	..	..	..	3	Malouf Industries Pty. Ltd. and Barrett Bros. & Burston & Co. Pty. Ltd. Siding	W	..	..	..	..	..
..	..	..	..	3	Little Brooklyn Siding	W	..	..	..	..	..
..	..	..	..	3	Rheem (Aust.) Pty. Ltd. Siding ..	E	..	..	..	..	..
..	..	..	..	4	Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)	W	..	..	..	..	..
..	..	..	..	4	H. H. Chadwick Transport Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	5	H. A. Chalmers Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	5	Jas. Hardie & Coy's Siding ..	W	..	..	..	..	..
..	..	..	..	5	Aust. Barley Board Siding ..	W	..	..	..	..	..
..	..	..	..	5	Brookwood (see footnote, page 104)	W	..	..	..	..	..
..	..	..	..		Sulphates Chemical Co. Pty. Ltd. Siding	..	..	..	..	..	..
..	..	..	..		H. Beecham & Co. Ltd. Siding ..	..	..	..	..	..	..
..	..	..	..		R. J. Gilbertson Pty. Ltd. Siding ..	..	..	..	..	..	..
..	..	..	..	6	McKenzie & Holland's Siding ..	W	..	..	..	..	..
..	..	..	..	7	Caltex Siding	W	..	..	..	..	..
..	..	..	..	7	Amalgamated Workshops Sdg. ..	E	..	..	..	..	..
7	7	7	7	7	Thomas' Mill Siding	W	..	..	..	..	..
3	4	3	3	8	Newport (d)	..	2135	2135	2135	1220	1220

Note.

(d) See General Appendix for special instructions re Newport–Sunshine Loop Line.

Locomotive Running Time									SECTION		LOAD TONNES			
Roadside Sectional Loads			Through Trains											
			"B" Loco. 710 tonnes		"B" Loco. 405 tonnes	"T" Loco. 510 tonnes	1.30 a.m. (No. 15/15A) Express Goods Maximum Permissible Speed Sixty (60) M.P.H. "B" Class loco. 255 tonnes							
3/5ths. Load	4/5ths. Load	Full Load	3/5ths. Load	Full Load					Kilometres	DOWN	S or X	B	T or H	Y
Via Tottenham Goods Line							(Via Pass. Lines)							
										Melb. Yard to—				
12	13	15	..	..	..	..	..	..	3	Sth. Ken.	..	..	..	..
11	12	13	..	..	..	..	..	..	10	T'ham Yd.	..	..	..	760
9	10	11	30	30	25	30	15*	15*	13	Sunshine ..	1830	1625	1220	865
3	4	4	..	..	..	..	..	..	14	Albion ..	..	..	..	..
7	8	10	7	8	7	8	4*	4*	18	St. Albans	..	..	..	..
11	13	15	7	8	7	10	6	5*	24	Sydenham	1625	1420	1015	590
21	23	27	10	14	10	20	8	7*	33	Diggers Rst.	1120	915	660	425
9	10	11	7	7	7	8	5	4*	38	Sunbury ..	1420	1220	965	660
20	22	26	14	18	15	23	10	10*	51	C'kefield (d)	865	760	510	365
14	15	17	7	8	9	13	7	5*	57	Riddells Ck.	1625	1420	1015	660
16	20	26	10	16	12	18	9	8*	64	Gisborne ..	965	815	560	405
14	15	16	6	8	8	10	6	5*	70	Macedon	1120	915	710	455
18	20	23	11	14	13	18	9	8	78	Woodend ..	965	760	510	365
10	11	12	..	..	..	8	*	*	85	Carlsruhe	..	..	1420	1015
10	11	12	14	14	14	7	10	10	92	Kyneton ..	..	..	..	..
16	18	20	10	10	12	11	8	8	102	Malmsbury	..	..	1625	1525
17	19	22	11	11	14	12	10	10	113	Elphinstone	..	..	..	..
17	19	20	12	12	15	15	11	11	125	Castlem'ne	1830	1625	1220	865
14	15	17	8	10	9	12	7	7	133	Harcourt ..	1625	1420	1015	760
21	23	25	14	17	15	18	10	10	145	Ravensw'd	..	..	..	..
18	20	24	..	..	15	18	10	10	157	K'garoo Fl't	865	760	510	365
4	4	5	..	..	4	..	3	3	160	Golden Sq.	..	..	..	..
4	4	5	20	22	5	8	4	4	162	Bendigo ..	2030	2030	1625	1220
							152	144						

* Locomotive Running Schedule based on train being non-stop at these stations.

Notes

(d) See General Appendix for special instructions re Down trains shunting at Clarkefield.

Locomotive Running Time						Kilometres	SECTION		LOAD TONNES					
Roadside Sectional Loads			Through Trains "B" Loco. 710 tonnes		"T" Loco. 510 tonnes									
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	Full Load			UP		S or X	B	T or H			Y
							Bendigo to—							
5	6	7	..	..	..	2	Golden Square		..	..	..	..	..	..
5	6	7	..	..	9	5	Kangaroo Flat		1625	1420	1015	..	..	760
20	23	28	22	26	23	17	Ravenswood		..	..	..	..	..	..
21	24	28	15	19	20	29	Harcourt		1015	815	560	..	..	425
10	10	11	9	9	8	37	Castlemaine		1830	1830	1830	..	..	1525
28	35	42	21	25	32	49	Elphinstone		915	760	510	..	..	365
18	20	24	13	14	15	60	Malmsbury		1120	915	610	..	..	455
18	22	28	13	16	14	70	Kyneton		1220	1065	760	..	..	530
12	14	16	..	..	..	77	Carlsruhe		..	..	..	..	..	660
11	12	14	15	17	17	84	Woodend		1830	1625	1015	..	..	760
13	15	18	10	11	11	92	Macedon		2135	1830	1220	..	..	915
9	9	9	6	6	6	98	Gisborne		..	..	..	..	..	..
11	12	12	8	8	8	105	Riddells Creek	(u)	..	..	..	..	..	..
9	9	9	7	7	7	111	Clarkefield	(u)	..	..	..	..	..	..
15	16	17	12	12	12	124	Sunbury		..	..	..	..	..	..
8	9	10	6	6	6	129	Diggers Rest	(u)	..	..	..	..	..	..
11	12	13	8	8	8	138	Sydenham	(u)	..	..	..	..	..	..
8	9	10	6	6	6	144	St. Albans		..	..	..	..	..	..
4	4	5	..	..	..	148	Albion	..	..	..	..	..	..	..
3	4	4	7	7	7	149	Sunshine	..	2135	2135	1685	..	..	1625
8	9	11	..	..	..	152	Tottenham Yard	..	..	..	..	..	..	1220
14	15	16	..	..	..	159	South Kensington	..	..	..	..	..	..	..
12	12	12	30	30	30	162	Melbourne Yard	..	2135	2135	1625	..	..	1220
Via Tottenham Goods Line														

Notes.

Bendigo to Melbourne.

(u) The tonnage which locomotives can push from the Up to the Down Main Line at Riddell, Clarkefield, Diggers Rest, and Sydenham, is shown hereunder:—

Stations	S or X	T or H	B			Y	
Riddell	1830	915	1625	..	..	610	..
Clarkefield	1625	815	1420	..	..	560	..
Diggers Rest	1625	815	1420	..	..	560	..
Sydenham	1420	815	1220	..	..	560	..

WOODEND AND DAYLESFORD.

Locomotive Running Time					SECTION	LOAD TONNES					
Roadside Sectional Loads			Thro. Ruling Grade Loads								
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilo-metres	DOWN	S or X	B	T			Y
					Woodend to—						
10	11	12	8	7	Carlsruhe	1830	1625	1420	..	..	1015
10	11	13	11	13	Tylden						
16	19	23	20	18	Fern Hill	..	..	..	..	..	..
14	16	19	17	25	Trentham	..	..	..	..	..	..
12	14	17	15	31	Lyonville	..	..	..	..	..	..
6	7	8	7	34	Bullarto .. (d)	..	..	510	..	..	365
7	8	9	7	38	Musk .. (d)	..	..	..	..	..	..
9	10	11	10	43	Daylesford	..	..	1015	..	..	610
					—UP—						
					Daylesford to—						
14	16	19	18	5	Musk (d)	..	..	..	..	..	..
14	17	21	18	9	Bullarto .. (d)	..	..	510	..	..	365
6	6	7	6	12	Lyonville	..	..	..	..	..	..
8	9	9	8	18	Trentham	..	..	..	..	..	..
10	11	12	10	25	Fern Hill	..	..	815	..	..	490
7	8	9	8	30	Tylden	..	..	..	..	..	..
8	9	10	7	36	Carlsruhe			1015	..	..	815
11	12	14	11	43	Woodend	1830	1625	1015	..	..	760

(d) See General Appendix for instructions re Bullarto and Musk.

BALLARAT–NEWLYN.

					DOWN						
					Ballarat to—						
3	4	5	..	1	North Ballarat ..	..	..	..	..	..	..
12	13	14	..	9	Waubra Junction ..	..	..	..	..	..	..
3	3	4	..	11	Sulky	1625	1420	815	..	..	455
12	13	15	..	18	Creswick	815	760	455	..	..	325
3	4	4	..	20	North Creswick ..	1220	1015	815	..	..	510
9	11	13	..	26	Allendale	..	..	..	..	..	..
9	11	13	..	30	Kingston	..	..	..	..	..	..
9	10	12		35	Newlyn	..	..	455	..	..	325
					—UP—						
					Newlyn to—						
15	17	19	..	5	Kingston	..	..	..	..	..	..
5	6	6	..	9	Allendale	..	..	..	..	..	..
11	12	13	..	15	North Creswick ..			1220	..	..	915
4	4	4	..	17	Creswick	..	..	610	..	..	405
12	14	16	..	24	Sulky	915	760	560	..	..	355
3	3	4	..	26	Waubra Junction ..	..	..	..	..	..	..
11	12	13	..	34	North Ballarat ..	..	..	..	..	..	..
3	3	3	..	35	Ballarat	1830	1830	1625	..	..	1015

CASTLEMAINE AND MALDON.

Locomotive Running Time					SECTION	LOAD TONNES				
Roadside Sectional Loads			Thro. Ruling Grade Loads							
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilometres	DOWN	T			Y	
					Castlemaine to—					
4	4	4	4	1	Maldon Junction	..	..	..	..	..
22	24	26	25	10	Muckleford	..	..	..	..	..
23	25	27	26	18	Maldon	385	..	..	305	..
					UP					
					Maldon to—					
17	17	18	17	8	Muckleford	..	..	..	..	..
21	22	24	23	17	Maldon Junction ..	..	..	..	..	..
5	5	5	5	18	Castlemaine	385	..	..	305	..

ELMORE AND COHUNA.

					DOWN					
					Elmore to—					
17	19	21	19	11	Hunter	..	..	..	..	..
12	13	14	11	19	Diggora West	..	..	..	..	..
11	12	13	11	25	McColl	..	..	..	..	..
8	9	10	8	31	Lockington	..	..	..	..	..
11	12	13	11	38	Kotta	..	..	..	..	..
12	13	15	11	46	Roslynmead	..	..	..	..	..
19	21	24	20	59	Patho	..	..	..	..	..
16	18	20	17	70	Gunbower	..	..	..	..	..
12	13	15	12	78	Leitchville	..	..	..	..	..
12	13	14	12	86	Keely	..	..	..	..	..
9	10	11	10	91	Cohuna	1830	..	..	1220	..
					UP					
					Cohuna to—					
9	10	11	10	5	Keely	..	..	..	..	..
12	13	14	12	13	Leitchville	..	..	..	..	..
12	13	15	12	21	Gunbower	..	..	..	..	..
16	18	20	17	32	Patho	..	..	..	..	..
19	21	24	20	45	Roslynmead	..	..	..	..	..
12	13	15	11	53	Kotta	..	..	..	..	..
12	13	15	11	60	Lockington	..	..	..	..	..
8	9	10	8	66	McColl	..	..	..	..	..
11	12	13	11	72	Diggora West	..	..	..	..	..
12	13	14	11	80	Hunter	..	..	..	..	..
19	21	23	20	91	Elmore	1830	..	..	1220	..

BENDIGO-ECHUCA-DENILIQUIN.

Locomotive Running Time						SECTION		LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads										
3/5ths Load	4/5ths Load	Full Load	510 tonnes T or Y class	Full Load (Y class exc.)	Full Load "Y" class loco.	Kilo-metres	DOWN	S or X	B	T			Y
							Bendigo to—						
5	6	7	4	..	..	2	Nth. Bendigo Jun. ..	..	..	..	..	..	..
8	9	9	7	10	15	8	Epsom	..	..	..	..	..	..
16	18	19	8	11	14	18	Bagshot	..	..	..	..	..	..
17	17	17	10	11	14	28	Goornong	..	..	..	..	..	..
28	29	30	16	19	24	45	Elmore	..	..	..	..	..	..
27	28	29	15	20	22	61	Rochester ..	..	..	..	..	..	..
20	21	22	12	14	16	73	Strathallan	..	..	..	..	..	..
21	22	24	15	18	22	88	Echuca	1830	1830	1830	..	..	1270
8	8	8			7	91	Moama (c)				..	..	1270
							" (h)	..	..	..	..	..	1270
14	15	16	..	..	13	100	Barnes	..	..	..	..	..	..
20	21	22	..	..	19	113	Moira	..	..	..	..	..	..
22	23	24	..	..	21	127	Mathoura	..	..	..	..	..	..
19	20	21	..	..	18	140	Gulpa Siding ..	..	..	..	..	..	..
31	33	35	..	..	29	161	Deniliquin	..	..	..	..	..	1270
							UP						
							Deniliquin to—						
31	33	35	..	..	29	21	Gulpa Siding	..	..	..	..	..	..
19	20	21	..	..	18	34	Mathoura	..	..	..	..	..	..
22	23	24	..	..	21	48	Moira	..	..	..	..	..	..
20	21	22	..	..	19	61	Barnes	..	..	..	..	..	..
16	16	16	..	..	15	70	Moama	..	..	..	..	..	..
8	8	8		—	7	73	Echuca				..	..	1270
26	29	32	15	18	22	88	Strathallan	..	..	..	..	..	..
23	25	27	12	15	16	100	Rochester	..	..	..	..	..	..
28	31	34	15	21	22	116	Elmore	..	..	..	..	..	..
29	34	41	16	22	24	133	Goornong	2030	2030	2030	..	..	1270
16	18	20	12	13	14	143	Bagshot	..	..	..	..	..	..
22	24	26	16	17	19	153	Epsom	..	..	..	..	..	..
13	15	17	10	..	..	159	Nth. Bendigo Jun. ..	..	..	..	..	..	..
5	7	8	5	15	19	161	Bendigo	1830	1525	1015	..	..	660

NOTES

(c) The load which may be hauled by a single locomotive without assistance in the rear from Echuca to the Stop-board erected at the Up end of the Murray River Bridge is "Y" 1270 tonnes, subject to a speed of 20 miles per hour being attained at mileage 155¾ (251 kilometres). If necessary, the train is to be set back in the Echuca yard to obtain this speed.

(h) On Down journey, trains with the load shown must be assisted in the rear from Echuca Yard to the Stop-board erected at the Up end of the Murray River Bridge.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Roadside Sectional Loads 4/5ths Load	Roadside Sectional Loads Full Load	Thro. Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES Y
					DOWN	
					Echuca to—	
8	8	8	7	3	Moama (c)	1270
					.. (h)	1270
14	15	16	13	12	Barnes	1270
30	31	32	31	29	Womboota	..
28	30	32	31	46	Bunnaloo	..
31	33	35	35	64	Caldwell	..
19	20	21	20	75	Yallakool	..
22	24	26	22	85	Wakool	..
21	22	23	21	96	Burraboi	..
22	23	24	23	108	Jimaringle	..
13	14	15	14	115	Niemur	..
15	16	17	16	123	Dhuragoon	..
30	31	32	31	139	Moulamein	..
41	43	46	41	165	Perekerten	..
55	58	63	60	205	Balranald	1270
					UP.	
					Balranald to—	
55	58	63	60	40	Perekerten	..
41	43	46	41	66	Moulamein	..
30	31	32	31	82	Dhuragoon	..
15	16	17	16	90	Niemur	..
13	14	15	14	97	Jimaringle	..
22	23	24	23	109	Burraboi	..
21	22	23	22	120	Wakool	..
22	24	26	20	130	Yallakool	..
19	20	21	19	141	Caldwell	..
31	33	35	33	159	Bunnaloo	..
28	30	32	32	176	Womboota	..
30	31	32	31	193	Barnes	..
16	16	16	14	202	Moama	..
8	8	8	7	205	Echuca	1270

(c) and (h)—See page 110.

Locomotive Running Time							LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads		SECTION							
3/5ths Load	4/5ths Load	Full Load	Full Load	510 tonnes T or Y class	Kilo-metres	DOWN	S or X	B		T or H	Y	
						Bendigo to—						
..	..	..	..	..	2	**North Bendigo Jctn.** ..	..	..	..	..	..	..
..	..	..	..	..	3	**Gas Co.'s Siding** ..	..	..	..	..	..	..
9	10	11	10	10	6	**California Gully** ..	..	..	..	..	..	..
4	5	6	5	5	8	**Eaglehawk** ..	1420	1015	..	760	510	..
20	21	22	20	18	25	**Sebastian** ..	..	..	..	..	..	..
8	9	10	7	6	31	**Raywood**	1625	1420	..	1015	610	..
14	15	15	14	12	42	**Tandarra**	..	..	..	..	..	..
10	11	11	9	7	49	**Dingee**	..	..	..	..	..	..
11	12	12	11	9	57	**Prairie**	..	..	..	..	..	..
14	14	16	15	12	67	**Mitiamo**	..	..	..	..	..	..
11	12	13	12	9	74	**Mologa**	..	..	..	..	..	..
16	19	20	16	13	87	**Pyramid**	..	..	..	..	..	..
9	10	11	10	8	94	**Mincha**	..	..	..	..	..	..
14	14	15	13	10	104	**Macorna**	..	..	..	..	..	..
13	14	14	12	10	112	**Tragowel**	..	..	..	..	..	..
19	20	22	20	15	127	**Kerang**	1830	1830	..	1830	..	..
24	27	29	25	19	144	**Lake Charm**	..	..	..	..	..	..
17	18	19	18	15	155	**Mystic Park**	..	..	..	..	..	..
12	13	15	12	8	162	**Tresco**	..	..	..	..	..	..
9	10	11	9	7	168	**Lake Boga**	..	..	..	..	..	..
22	24	25	24	18	183	**Swan Hill**	1830	1830	..	1420	1270	..

Locomotive Running Time					SECTION		LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads									
3/5ths Load	4/5ths Load	Full Load	Full Load	510 tonnes T or Y class	Kilo-metres	UP	S or X	B			T or H	Y
			Through Load to Raywood									
						Swan Hill to—						
22	24	25	24	18	15	**Lake Boga**	..	..	..	..	..	..
9	10	11	9	7	21	**Tresco**	..	..	..	..	..	..
12	13	15	12	8	28	**Mystic Park**	..	..	..	..	..	..
17	18	19	18	15	39	**Lake Charm**	..	..	..	..	..	..
24	27	29	25	19	56	**Kerang**	..	..	..	..	1420	..
19	20	22	20	15	71	**Tragowel**	..	..	..	..	..	..
13	14	14	12	10	79	**Macorna**	..	..	..	..	..	..
14	14	15	13	10	89	**Mincha**	..	..	..	..	..	..
9	10	11	10	8	96	**Pyramid**	..	..	..	..	..	..
16	19	20	16	13	109	**Mologa**	..	..	..	..	..	..
11	12	13	11	9	116	**Mitiamo**	..	..	..	..	..	..
15	16	17	15	12	126	**Prairie**	..	..	..	..	..	..
11	12	12	11	9	134	**Dingee**	..	..	..	..	..	..
10	11	11	9	7	141	**Tandarra**	..	..	..	..	..	..
16	17	18	15	13	152	**Raywood**	2030	2030	..	..	1830	1270
10	11	12	..	12	158	**Sebastian**	..	..	..	..	..	..
24	26	28	38	24	175	**Eaglehawk**	1220	965	..	..	760	610
..	..	..	..	..	177	**California Gully** ..	..	..	..	..	..	..
..	..	..	..	..	179	**Gas Co.'s Siding** ..	..	..	..	..	..	..
..	..	..	..	..	181	**Nth. Bendigo Jctn.** ..	..	..	..	..	..	..
14	15	15	14	14	183	**Bendigo**	1420	1220	..	..	865	610

Locomotive Running Time					SECTION	LOAD TONNES			
Roadside Sectional Loads			Thro. Ruling Grade Loads						
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilometres	DOWN		T		Y
..	..	..	..	..	Swan Hill to—				
22	23	24	20	12	Cattle Siding		..	..	..
17	19	20	19	21	Woorinen		1625	..	1270
11	12	13	12	29	Pira		1015	..	815
16	17	18	14	38	Nyahwest		..	..	..
12	12	13	10	44	Miralie		..	..	..
26	26	28	26	58	Piangil		..	..	..
20	21	23	22	70	Natya		..	..	..
					Kooloonong		1220	..	815
					UP				
					Kooloonong to—				
22	24	25	24	12	Natya		..	..	..
27	29	30	29	26	Piangil		..	..	..
11	12	13	12	32	Miralie		..	..	..
15	16	17	15	41	Nyahwest		..	..	..
15	16	17	13	49	Pira		..	..	..
16	17	18	17	58	Woorinen		1420	..	915
..	..	..	..	..	Cattle Siding		..	..	..
22	23	24	20	70	Swan Hill		1625	..	1270

FREEZING COMPANY'S SIDING AND BENDIGO.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Kilometres	SECTION	LOAD TONNES T	Y
				DOWN		
3	4	4	2	Bendigo to—		
7	8	9	6	North Bendigo Junction	815	490
				Freezing Co.'s Siding		
				UP		
				Freezing Co.'s Sdg. to—		
7	8	9	4	North Bendigo Junction		
3	4	5	6	Bendigo	710	455

WEDDERBURN JUNCTION AND WEDDERBURN.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES T	Y
					DOWN		
12	14	16	16	8	Wedderburn Junction to—		
					Wedderburn	510	355
					UP		
12	13	15	15	8	Wedderburn to—		
					Wedderburn Junction	1220	760

KERANG-KOONDROOK.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES T	Y
					DOWN		
59	61	64	64	22	Kerang to—		
					Koondrook	1420	1270
					UP		
59	61	64	64	22	Koondrook to—		
					Kerang	1420	1270

Locomotive Running Time												
Roadside Sectional Loads			Through Ruling Grade Loads			SECTION		LOAD TONNES				
3/5ths Load	4/5ths Load	Full Load	Full Load	Light Loco. and Loco. and Brake-van	T or Y loco. 510 tonnes	Kilo-metres	DOWN	S or X	B			T	Y
							Bendigo to—						
..	..	..	..	..	..	2	North Bendigo Junc.	..	..	..	..	..	..
..	..	..	..	..	..	3	Gas Co.'s Siding	..	..	..	..	..	..
9	10	11	10	..	10	6	California Gully	..	..	..	..	..	..
4	5	6	5	10	5	8	Eaglehawk	1420	1015	..	..	760	510
14	15	16	15	12	13	19	Marong	1120	915	..	..	710	510
9	10	11	9	8	8	27	Leichardt	..	..	..	..	..	..
9	9	10	8	8	7	33	Derby	..	..	..	..	..	..
11	12	11	11	11	9	41	Bridgewater	..	..	..	..	..	..
11	12	12	11	8	8	49	Inglewood	1830	1625	..	..	1420	1270
11	13	14	13	8	11	55	Kurting	1220	1015	..	..	710	560
9	10	11	9	8	9	62	Glenalbyn	1830	1625	..	..	1420	1220
14	16	19	17	12	16	73	Wedderburn Junc.	..	..	..	..	..	..
10	11	11	10	9	10	81	Korong Vale	1220	1015	..	..	710	560
20	23	26	25	..	22	95	Wychitella	1015	915	..	..	710	560
10	11	12	10	..	10	103	Buckrabanyule	..	..	..	..	..	..
8	8	8	7	..	7	109	Barrakee	..	..	..	..	..	..
13	14	15	12	..	12	117	Charlton	1625	1420	..	..	1015	815
..	..	..	..	..	..	..	Cattle Siding	..	..	..	..	..	..
12	13	14	12	..	12	126	Teddywaddy	1015	915	..	..	710	560
9	10	11	9	..	8	133	Glenloth	..	..	..	..	..	..
15	16	17	13	..	12	144	Wycheproof	1830	1830	..	..	1830	1570
26	27	28	..	..	..	160	Dumosa	—	..	..	..	..	..
17	18	18	..	..	..	171	Nullawil	..	..	..	..	..	..
16	17	18	..	..	..	181	Warne	..	..	..	..	..	..
12	13	13	..	..	..	187	Culgoa	..	..	..	..	..	..
23	25	27	..	..	..	201	Berriwillock	..	..	..	..	..	..
19	20	21	..	..	..	212	Boigbeat	..	..	..	..	..	..
17	18	20	..	..	..	221	Sea Lake	..	2100	..	..	1625	1270
19	21	23	..	..	..	231	Ninda	..	—	..	..	..	..
19	20	21	..	..	..	240	Nyarrin	..	..	..	..	1220	..
19	20	21	..	..	..	249	Nandaly	..	..	..	..	1220	815
14	15	17	..	..	..	256	Pier Millan	..	..	..	..	1015	815
22	22	23	..	..	..	267	Mittyack	..	..	..	..	..	..
27	28	31	..	..	..	281	Kulwin	..	..	..	..	1525	1270

Locomotive Running Time							SECTION		LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads											
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	4/5ths Load	Full Load	T or Y loco. 510 tonnes	Kilometres	UP	S or X	B			T	Y
								Kulwin to—						
27	28	31	..	..	..	..	14	Mittyack ..	..	..	..	..	915	815
22	24	26	..	..	..	..	24	Pier Millan ..	..	..	..	..	1220	1015
13	13	14	..	..	..	..	32	Nandaly ..	..	..	..	..	1625	1270
19	20	21	..	..	..	..	41	Nyarrin ..	..	..	..	..	1015	815
18	19	20	..	..	..	..	50	Ninda	..	..	..	..	..	..
19	19	20	..	..	..	..	60	Sea Lake ..	..	..	..	..	1625	1270
18	19	21	..	..	..	..	69	Boigbeat ..	..	1800	..	..	1420	..
19	20	21	..	..	..	..	80	Berriwillock ..	..	..	..	..	..	..
23	25	27	..	..	..	..	94	Culgoa ..	..	1900	..	..	..	..
12	13	14	..	..	..	..	100	Warne ..	..	..	..	..	..	..
16	17	19	..	..	..	..	110	Nullawil ..	..	..	..	..	1625	..
18	19	20	..	..	..	..	121	Dumosa ..	..	..	..	..	..	..
26	28	29	..	..	—	—	137	Wycheproof ..	—	2100	..	..	..	1270
17	18	19	..	..	15	13	148	Glenloth ..	..	..	..	..	..	..
11	12	13	..	..	9	8	155	Teddywaddy ..	2135	2135	..	..	2135	1270
..	..	..	..	..	..	..	..	Cattle Siding ..	1220	1015	..	..	815	610
13	14	15	..	..	13	12	164	Charlton ..	..	..	..	..	..	1270
14	15	16	..	..	12	12	172	Barrakee ..	2135	2135	..	..	1625	1270
10	12	13	..	..	10	9	178	Buckra-banyule ..	..	..	..	..	..	..
12	13	15	..	..	11	11	186	Wychitella ..	..	..	..	..	..	610
18	20	22	..	..	20	20	200	Korong Vale	1220	1015	..	..	815	610
14	15	17	..	..	16	16	208	Wedderburn Junction ..	..	..	..	..	..	..
14	16	17	..	..	16	15	219	Glenalbyn ..	..	..	..	..	..	..
9	10	11	..	..	10	9	226	Kurting ..	..	..	..	..	..	..
11	13	15	..	..	12	11	232	Inglewood ..	1830	1525	..	..	1015	710
10	11	12	..	..	9	8	240	Bridgewater ..	..	..	..	..	..	..
12	13	14	..	..	12	10	248	Derby	2135	2135	..	..	1830	1270
11	12	14	..	..	12	11	254	Leichardt ..	1420	1220	..	..	815	610
12	14	16	..	..	13	9	262	Marong ..	2135	2135	..	..	1830	1270
17	19	20	..	..	19	17	273	Eaglehawk ..	1220	1015	..	..	..	610
..	..	..	..	..	..	..	275	California Gully ..	..	..	..	..	..	..
..	..	..	..	..	..	..	277	Gas Co.'s Siding ..	..	..	..	..	..	..
..	..	..	..	..	..	..	279	Nth. Bendigo Junction ..	..	..	..	..	..	..
13	14	15	..	..	15	14	281	Bendigo ..	1420	1220	..	..	865	610

Locomotive Running Time: Roadside Sectional Loads			Through Ruling Grade Loads			SECTION	LOAD TONNES				
3/5ths Load	4/5ths Load	Full Load	Full Load	T or Y Loco. 510 tonnes	Kilometres	DOWN	B	T			Y
						Korong Vale to—					
10	10	10	8	8	8	Borung	...	...	..	..	...
8	9	9	8	8	15	Mysia	2135	1625	..	..	1270
..	..	..	..	..	..	G. E. B. Siding	1525	..	..	..	..
19	20	21	18	18	29	Boort	..	1015	..	..	815
14	15	16	13	13	42	Barraport	1800	1220	..	..	915
8	9	10	8	8	48	Gredgwin	1400	760	..	..	610
10	11	12	8	7	55	Oakvale	..	..	..	..	..
12	13	14	10	9	64	Quambatook	..	..	..	..	..
22	24	25	22	20	77	Cannie	..	..	..	..	..
20	21	22	19	18	88	Lalbert	..	..	..	..	..
19	21	22	20	18	99	Meatian	..	..	..	..	..
21	23	25	23	20	113	Ultima	1800	1420	..	..	1270
16	18	19	16	15	122	Gowanford	..	..	..	..	..
19	20	21	20	17	133	Waitchie	..	..	..	..	..
21	22	23	21	20	145	Chillingollah	..	1625	..	..	1270
21	22	23	..	21	158	Chinkapook	..	..	..	..	..
16	17	17	..	15	168	Cocamba	..	..	..	..	..
13	14	15	..	12	175	Manangatang	..	..	..	..	..
16	17	18	..	15	184	Bolton	..	..	..	..	..
11	12	13	..	10	191	Koimbo	..	..	..	..	..
13	14	15	..	12	198	Annuello	..	..	..	..	1270
28	29	30	..	27	216	Bannerton	..	..	..	..	..
23	25	27	..	21	229	Robinvale	..	1625	..	..	1065
						UP					
						Robinvale to—					
24	27	29	..	22	13	Bannerton	..	1220	..	..	815
28	29	30	..	27	31	Annuello	..	1625	..	..	1270
13	14	15	..	12	38	Koimbo	..	..	..	..	..
11	12	13	..	10	45	Bolton	..	..	..	..	..
16	17	18	..	15	54	Manangatang	..	..	..	..	..
13	14	15	..	12	61	Cocamba	..	1625	..	..	1270
17	19	20	..	16	71	Chinkapook	..	..	..	..	..
22	23	24	—	21	84	Chillingollah	..	1420	..	..	1065
22	24	26	25	20	96	Waitchie	..	..	..	..	..
20	22	23	21	18	107	Gowanford	..	..	..	..	..
18	20	22	20	17	116	Ultima	—	1220	..	..	915
26	27	27	26	21	130	Meatian	..	..	..	..	..
20	21	22	21	18	141	Lalbert	..	..	..	..	..
20	22	25	23	20	152	Cannie	1800	1220	..	..	915
21	23	24	21	19	165	Quambatook	2100	2030	..	..	1625
14	15	16	14	11	174	Oakvale	..	..	..	..	..
13	14	15	12	10	181	Gredgwin	1800	1420	..	..	1065
9	10	11	8	8	187	Barraport	..	..	..	..	..
14	15	16	13	13	200	Boort	2100	2030	..	..	1625
..	..	..	..	..	..	G. E. B. Siding	2030	1525	..	..	1065
20	21	22	19	19	214	Mysia	..	..	..	..	..
11	12	13	9	9	221	Borung	..	..	..	..	..
14	15	16	11	10	229	Korong Vale	2135	1830	..	..	1625

Locomotive Running Time						LOAD TONNES					
Roadside Sectional Loads			Thro. Ruling Grade Loads		SECTION						
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilometres	DOWN	S or X	B			T	Y
					Maryborough to—						
17	..	18	15	15	Bet Bet	2135	2135	..	..	2135	1270
11	..	13	11	22	Dunolly	915	760	..	..	610	405
26	28	30	26	39	Tarnagulla	..	..	..	..	..	435
7	7	7	5	43	Llanelly	..	..	..	..	..	..
9	9	9	7	49	Arnold	..	..	..	..	..	610
16	17	18	15	62	Inglewood	..	915	..	..	710	710
					UP						
					Inglewood to—						
18	19	20	16	13	Arnold	..	..	..	..	..	813
10	11	12	9	19	Llanelly	..	..	..	..	..	610
9	10	11	8	23	Tarnagulla	..	..	..	..	..	..
27	29	31	24	40	Dunolly	—	915	..	..	710	405
10	..	14	11	47	Bet Bet	1015	815	..	..	610	510
27	..	33	19	62	Maryborough	1830	1420	..	..	1015	815

BALLARAT—STATE ELECTRICITY COMMISSION'S SIDING

The loads which may be hauled between Ballarat and State Electricity Commission's Siding situated at distance 75 MP 438 metres between Ballarat North and Waubra Junction are as shown hereunder:—

	S or X	B		T		Y	W
DOWN							
Ballarat to S.E.C. Siding	1625	1420	..	965	..	865	865
UP							
S.E.C. Siding to Ballarat	1830	1830	..	1625	..	1270	1270

Locomotive Running Time			SECTION	LOAD TONNES				
	Thro. Ruling Grade Loads							
	Full Load	Kilo-metres	DOWN	B	T			Y
			Maryborough to—					
..	19	12	Bung Bong Ballast Sdg.	..	..	..	..	..
..	18	25	Avoca	710	455	..	..	355
..	43	53	Elmhurst	..	..	..	..	..
..	56	88	Ararat	..	455	..	..	355
			UP					
			Ararat to—					
..	50	35	Elmhurst	..	610	..	..	405
..	39	63	Avoca		455	..	..	355
..	18	76	Bung Bong Ballast Sdg.	..	..	..	..	..
..	19	88	Maryborough	710	455	..	..	355

Speed 35 M.P.H.

CASTLEMAINE AND MARYBOROUGH.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Through Ruling Grade Loads: Full Load		"B" Class 710 tonnes			Kilometres	SECTION DOWN	LOAD TONNES S or X	B	T	Y	
									Castlemaine to—					
17	18	20	19	..	17	..	..	11	Guildford ..	..	..	..	..	..
17	18	19	19	..	15	..	..	23	Newstead ..	..	..	..	..	..
22	24	25	23	..	20	..	..	37	Moolort ..	1015	915	610	405	..
14	15	16	15	..	13	..	..	48	Carisbrook ..	1830	1625	1420	1220	..
13	15	18	17	..	13	..	..	55	Maryborough ..	1015	815	510	365	..
									UP					
									Maryborough to—					
8	9	11	10	..	8	..	..	7	Carisbrook ..	1830	1625	1625	1220	..
16	18	20	19	..	14	..	..	18	Moolort ..	..	..	..	..	..
26	28	29	29	..	17	..	..	32	Newstead ..	..	..	..	..	..
16	19	22	21	..	16	..	..	44	Guildford ..	..	..	..	..	..
18	20	22	21	..	19	..	..	55	Castlemaine ..	1015	815	560	385	..

BALLARAT AND MARYBOROUGH

3/5ths Load	4/5ths Load	Full Load	Full Load		"B" Class 760 tonnes		Express Goods "T" Class 405 tonnes		No. 134 Exp. Gds., "B" and "T" Class Load 610 tonnes		Kilometres	DOWN	S or X	B	T	Y	
												Ballarat to—					
3	..	5	4	..	..	..	..	..	..	..	1	North Ballarat ..	..	..	..	..	..
12	..	14	13	..	..	..	..	..	..	..	9	Waubra Junction ..	..	..	..	..	..
3	..	4	3	..	..	..	..	..	..	..	11	Sulky	1525	1420	915	455	..
12	..	15	11	25	19	24	..	..	..	..	18	Creswick ..	815	760	490	325	..
3	..	4	3	..	..	..	..	..	..	..	20	North Creswick ..	..	..	..	..	..
19	..	22	20	18	15	18	..	..	..	..	37	Clunes	..	..	..	..	..
20	..	21	20	18	15	18	..	..	..	..	54	Talbot	1625	1625	815	465	..
22	..	26	24	20	16	22	..	..	..	..	68	Maryborough ..	915	760	510	365	..
												UP					
												Maryborough to—					
20	..	25	24	20	16	20	..	..	..	..	14	Talbot	..	..	..	..	..
21	..	30	28	25	18	22	..	..	..	..	31	Clunes	..	..	..	..	..
22	..	35	33	..	..	..	..	..	..	..	48	North Creswick ..	..	..	510	365	..
4	..	4	3	27	19	28	..	..	..	..	50	Creswick	..	..	610	405	..
10	..	14	13	..	..	..	..	..	..	..	57	Sulky	915	760	560	355	..
3	..	4	3	..	..	..	..	..	..	..	59	Waubra Junction ..	..	..	..	..	..
11	..	13	11	..	..	..	..	..	..	..	67	North Ballarat ..	..	..	..	..	..
3	..	3	3	29	22	26	..	..	20	..	68	Ballarat	1830	1830	1625	1015	..

Locomotive Running Time								LOAD TONNES				
Roadside Sectional Loads		Through Ruling Grade Loads				SECTION						
3/5ths Load	Full Load	Full Load	No. 75 Gds. "B" Class 760 tonnes to Donald 1420 tonnes to Mildura	No. 103 Express Gds. "B" Class 405 tonnes	Express Goods "T" Class 405 tonnes	Kilometres	DOWN	S or X	B		T	Y
							Maryborough to—					
17	18	15	15	..	15	15	Bet Bet	2135	2135	..	2135	1270
11	13	11	9	18	11	22	Dunolly	915	760	..	610	405
10	12	..	..	..	..	29	Goldsborough	1015	915	..	610	405
23	25	33	24	18	26	42	Bealiba	915	760	..	510	355
14	17	13	12	..	11	54	Emu	..	..	..	..	..
29	39	36	30	28	28	75	St. Arnaud	915	760	..	510	355
15	18	16	12	10	14	87	Sutherland	965	815	..	610	405
8	9	..	..	..	..	94	Swanwater	..	..	..	..	..
10	11	17	16	11	16	102	Cope Cope	1830	1625	..	1220	815
16	18	15	13	11	14	114	Donald	2135	2135	..	2135	1270
20	24	19	..	..	..	129	Litchfield	..	..	..	..	..
12	15	..	..	..	..	138	Massey	..	..	..	..	..
12	15	21	34	30	30	146	Watchem	..	..	..	..	..
12	15	..	..	..	..	154	Morton Plains ..	..	..	..	..	..
15	18	23	20	18	18	166	Birchip	..	..	..	..	..
19	26	..	..	..	..	181	Kinnabulla	..	..	..	..	..
8	10	24	24	16	18	186	Curyo	..	..	..	..	..
13	16	..	..	..	..	198	Watchupga	..	..	..	..	..
13	16	25	24	16	18	208	Woomelang	1830	1830	..	1625	1270
17	21	15	14	10	13	220	Lascelles	..	..	..	..	..
12	15	..	..	..	..	229	Gama	1830	1830	..	1420	965
15	18	..	..	..	..	239	Turriff	..	..	..	..	..
10	12	32	30	23	25	246	Speed	..	..	..	..	..
11	13	..	..	..	..	253	Tempy	..	..	..	..	..
31	38	..	..	..	..	277	Nunga	..	..	..	..	..
12	14	42	45	32	35	285	Ouyen	..	..	..	1220	815
12	15	..	..	..	..	294	Kiamal	..	..	..	..	..
32	38	40	35	27	32	319	Hattah	..	..	..	..	..
23	28	..	..	..	..	339	Nowingi	..	..	..	..	..
20	24	40	35	29	32	354	Carwarp	..	..	..	..	..
23	28	21	18	16	16	371	Redcliffs	..	..	..	..	..
10	12	10	9	7	8	379	Irymple	..	..	..	..	..
..	..	..	..	..	..	383	Mildura Live Stock Siding	..	..	..	..	..
..	..	..	..	..	..	386	Co-op Fruit Co's Siding					
11	13	10	12	7	8	386	Mildura	1625	1420	..	1420	965
..	..	..	..	..	..	387	Shell Co's Siding ..	..	..	..	..	..
24	25	..	..	..	..	397	Merbein	..	..	..	..	610
19	21	..	..	..	..	406	Yelta	..	..	..	1015	1015

Locomotive Running Time													
Roadside Sectional Loads		Through Ruling Grade Loads					SECTION		LOAD TONNES				
3/5ths Load	Full Load	Full Load	No. 32 Fast Gds. "B" class Load 1420 tonnes to Donald 760 tonnes to Ballarat, 710 tonnes to Melbourne	No. 134 Express Gds. "B" class 405 tonnes	No. 134 Express Gds. "B" class Load 610 tonnes to Donald 'B' 'T' class Load 610 tns. Donald to Melbourne	Express Gds. "T" class 405 tonnes	Kilometres.	UP	S or X	B	T		Y
								Yelta to—					
20	22	..	..	..	..	..	9	Merbein	..	..	..	..	610
..	..	..	..	..	..	..	19	Shell Co's Siding ..	..	..	..	..	..
24	25	—	—	—	—	—	20	Mildura	—	—	1015	..	815
..	..	..	..	..	..	..	20	Co-op. Fruit Co's Sdg	..	..	..	..	..
..	..	..	..	..	..	..	23	Mildura L./Stock Sdg	..	..	..	..	..
10	12	10	12	7	9	8	27	Irymple	..	..	..	..	..
11	13	11	9	7	9	9	35	Redcliffs	1625	1420	1015	..	660
22	26	21	18	16	18	16	52	Carwarp ..	..	..	..	..	..
20	24	..	..	..	..	..	67	Nowingi	..	..	..	..	..
23	28	40	35	29	31	32	87	Hattah ..	..	..	..	..	..
32	38	..	..	..	..	..	112	Kiamal	1830	1830	1420	..	915
12	15	40	35	27	29	32	121	Ouyen	2135	1830	1625	..	1065
12	14	..	..	..	..	..	129	Nunga	..	..	..	..	..
36	43	..	..	..	..	..	153	Tempy	..	..	..	..	..
12	14	42	45	32	34	35	160	Speed	..	..	..	..	..
10	12	..	..	..	..	..	167	Turriff	1830	1525	1220	..	815
15	18	..	..	..	..	..	177	Gama	1830	1830	1220	..	..
12	15	30	30	23	25	25	186	Lascelles	..	..	..	..	..
17	21	15	14	10	13	13	198	Woomelang ..	1830	1830	1420	..	915
13	16	..	..	..	..	..	208	Watchupga ..	..	1830	1420	..	915
13	16	25	24	16	18	20	220	Curyo	..	2135	1625	..	1065
8	10	..	..	..	..	..	225	Kinnabulla ..	..	..	..	..	..
19	26	24	24	16	18	18	240	Birchip	..	..	..	..	..
15	18	..	..	..	..	..	252	Morton Plains ..	..	..	..	..	..
12	15	23	20	18	19	18	260	Watchem	..	..	..	..	..
12	15	..	..	..	..	..	268	Massey	..	..	..	..	..
12	15	20	..	..	..	..	277	Litchfield	..	..	..	..	..
18	22	18	34	30	28	32	292	Donald	..	..	..	..	..
15	20	14	13	11	9	14	304	Cope Cope ..	2135	2135	1625	..	1270
11	14	..	..	..	..	..	312	Swanwater	915	815	560	..	365
15	17	21	19	12	10	18	319	Sutherland ..	1830	1525	1015	..	660
20	26	24	18	12	10	19	331	St. Arnaud ..	..	..	..	..	..
24	32	29	23	..	..	24	352	Emu	915	815	560	..	365
15	19	15	13	28	24	13	364	Bealiba	1420	1220	815	..	510
21	25	23	..	..	..	..	377	Goldsborough ..	915	815	510	..	355
9	11	9	25	18	16	28	384	Dunolly	2135	2135	2135	..	1015
10	14	11	11	..	..	10	391	Bet Bet	1015	815	610	..	510
27	33	19	19	18	16	17	406	Maryborough ..	1830	1420	1015	..	815

Locomotive Running Time — Roadside Sectional Loads			SECTION		LOAD TONNES									
3/5ths Load	4/5ths Load	Full Load	Kilometres	DOWN	T		Y							
				Ouyen to:—										
19	22	25	15	Galah	1220	..	815	..	..	..	..	..	..	..
26	30	32	30	Walpeup	660	..	510	..	..	..	..	..	..	..
15	15	15	38	Torrita	1830	..	1065	..	..	..	..	..	..	..
18	20	21	50	Underbool	1220	..	815	..	..	..	..	..	..	..
17	18	19	60	Linga	1220	..	915	..	..	..	..	..	..	..
32	37	41	81	Tutye	710	..	530	..	..	..	..	..	..	..
14	15	15	91	Cowangie	2030	..	1270	..	..	..	..	..	..	..
13	16	19	100	Danyo	..	..	..	..	..	..	..	..	..	..
14	16	18	109	Murrayville	..	..	..	..	..	..	..	..	..	..
13	15	17	117	Carina	..	..	..	..	..	..	..	..	..	..
15	17	18	127	Panitya	..	..	..	..	..	..	..	..	..	..
12	14	16	135	Pinnaroo	865	..	710	..	..	..	..	..	..	..
				UP										
				Pinnaroo to:—										
12	13	14	8	Panitya	..	..	..	..	..	..	..	..	..	..
14	16	17	18	Carina	965	..	865	..	..	..	..	..	..	..
12	13	14	26	Murrayville	2030	..	1120	..	..	..	..	..	..	..
14	15	16	35	Danyo	1120	..	865	..	..	..	..	..	..	..
13	15	16	44	Cowangie	865	..	710	..	..	..	..	..	..	..
14	16	17	54	Tutye	1220	..	865	..	..	..	..	..	..	..
34	37	39	75	Linga	..	..	..	..	..	..	..	..	..	..
16	17	18	85	Underbool	..	..	..	..	..	..	..	..	..	..
18	21	24	97	Torrita	..	..	..	..	..	..	..	..	..	..
15	18	21	105	Walpeup	760	..	610	..	..	..	..	..	..	..
25	26	27	120	Galah	..	..	..	..	..	..	..	..	..	..
19	21	24	135	Ouyen	1420	..	1065	..	..	..	..	..	..	..

Locomotive Running Time — Roadside Sectional Loads				SECTION.	LOAD TONNES			
3/5ths Load	4/5ths Load	Full Load	Kilometres	DOWN.		T.		Y.
				Redcliffs to—				
54	54	56	29	**Pirlta**	..	..	..	..
18	18	18	38	**Merrinee**	..	..	..	1065
19	19	20	48	**Karawinna**	..	..	..	..
19	19	20	57	**Werrimull**	..	..	..	..
18	18	19	66	**Bambill**	..	..	..	..
14	14	15	74	**Yarrara**	..	..	..	..
16	16	17	82	**Meringur**	..	1625	..	1420
				UP.				
				Meringur to—				
16	17	18	8	**Yarrara**	..	..	..	..
14	14	15	16	**Bambill**	..	..	..	..
18	18	19	25	**Werrimull**	..	..	..	..
19	19	20	34	**Karawinna**	..	..	..	..
19	19	20	44	**Merrinee**	..	..	..	..
17	18	18	53	**Pirlta**	..	..	..	1420
56	57	58	82	**Redcliffs**	..	1625	..	1015

SPEED OF LOCOMOTIVES OR TRAINS, CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES, AND LOCOMOTIVE AXLE LOADS.

SPEED OF LOCOMOTIVES OR TRAINS.

1. The **maximum** speed is the **highest speed allowed** on any portion of the Line.

2. **Speed of Trains.**—It must be clearly understood by Enginemen, Electric Train Drivers, Rail Motor Drivers and Guards that the maximum permissible speed authorised for the line and for the type of train, must not, under any circumstances, be exceeded over any portion of the journey. In any instance where the times shown in the Working Time-table to run any section conflict with the maximum permissible speed authorised for that particular section, or with any safe working or other instruction, the Time-table times are not to be adhered to, and the matter is to be promptly reported to the Time-tables Co-Ordinator and Metropolitan or District Superintendent by Stationmasters and others engaged in Train Running. Drivers to bring the matter under the notice of any Superior Officer, who must report the matter to his Supt., and in addition forward copy of his report direct to the Time-tables Co-Ordinator.

3. The max. speeds laid down in respect to the various Lines, or portions of Lines, are subject to:—

(i) the provisions of Regulations 59;

(ii) the special speeds shown on pages 134 to 137 inclusive;

(iii) such **temporary** speed reductions as are shown from time to time in the Weekly Notice or other Printed or Written Instructions; and

(iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 127.

4. The running of locomotives **tender first** is subject to the instructions on page 138 relating to tender first running (see also sub-clause (c) Clause 1 page 138).

5. (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains and, except in the case of "ZP" brakevans, run at the speeds laid down for passenger trains. Express Goods or Mixed trains consisting solely of bogie passenger vehicles (except suburban motors) and Victorian bogie goods vehicles having the letter "P", "F" or "X" as the last letter of their classification, with the exception of loaded Tank Wagons classed "TWF" or "TWX" may run at speeds laid down for Express Goods trains. The maximum speed for "ZP" brakevans and Tank Wagons classed "TWF" or "TWX", is laid down in Special Rates of Speed, clause 4, page 135.

(ii) When any vehicle, including "Z", "ZB" and "ZL" brakevans, without "P", "F" or "X" as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.

(iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the Maximum Speed allowed due to the classes of vehicles included in the train and the Driver or Guard, if relieved, must pass this information on to his relief.

6. Drivers, Firemen, and Guards must keep a good look-out for hand signals, which will be exhibited at the various localities where **temporary** speed reductions are in force in accordance with the Regulations. It must, however, be understood that repairs of lines may be necessary at other places besides those mentioned in the Weekly Notice or other printed or written instructions, and of which, owing to their urgency, it has not been possible to give previous notice. Drivers must, therefore, be always on the look-out, and be prepared to **stop or run at reduced speed** whenever and wherever hand signals are exhibited. (See General Appendix respecting Special Permanent Way Signals).

7. **Stationmasters, Signalmen, Guards, Gangers, and others must promptly report through their superior officers any case in which a train runs in excess of the speed laid down, and such report must be forwarded to the Head of the Branch without delay.**

8. **Maximum Speeds for Trains Hauled by Certain Classes of Locomotives**—The maximum speeds permissible on any lines for various classes of locomotives, with train attached, are shown hereunder:—

Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour
B (Diesel Electric)	70	H (Diesel Electric)	45	S (Diesel Electric) (See note 3)	70	X (Diesel Electric) (See note 4)	70
E Electric 1102-1111	40	K (Steam)	50	T (Diesel Electric)	60	Y (Diesel Electric)	40
F (Diesel Electric)	20	L (Electric)	70	W (Diesel Hydraulic)	20	Narrow Gauge NA	20

Note 1.—The maximum speeds laid down for locomotives in clause 8 hereof are subject to the maximum speeds laid down in respect of various Lines, or portions of Lines, and to the conditions imposed on pages 127 and 129 to 137 inclusive.

Note 2.—See pages 135 and 136 for speed of a locomotive or locomotives with a brake-van of the fixed-wheel base only attached, and for speed of light locomotives.

Note 3.—The maximum speed for trains hauled by "S" class Diesel Electric Locomotives when Hostler's End leading is 30 m.p.h. and when Hostler's End leading in Station Yards 10 m.p.h. Set back movements, when driven from Hostler's End, are not permitted.

Note 4.—The maximum speed for trains hauled by "X" class Diesel Electric Locomotives No. 45 onwards, when running long end leading, must not exceed 30 m.p.h..

9. Maximum Speeds for Rail Motor Trains.—The maximum speeds permissible on any line for Rail Motor Trains are as shown hereunder :—

Rail Motor Trains.	Maximum Speeds. †
	Miles per Hour.
Diesel-Electric Rail Motors	60
Diesel Rail Car (Walker type) 102 H.P. ..	45 } See footnote
" " " " " " ..	(No. 4) 50
Diesel Rail Car (Walker type) 153 H.P. ..	50
Diesel Rail Car (Walker type) 280 H.P. ..	60 (without trailer)
	50 (with trailer)
Diesel Rail Car, Air-conditioned, 600 H.P. ..	70

† See clauses 3 and 5, page 126.

Note.—(a) Although Passenger trains are permitted to run over certain lines at 70 miles per hour, the maximum speed of any Passenger train hauling a Diesel Electric Rail Motor must not exceed 60 miles per hour. However, the 600 H.P. Diesel Rail Cars may be hauled at 70 m.p.h. providing the bogie air springs are inflated.

(b) The maximum Speeds, shown above for Rail Motor Trains, are subject to the maximum Speeds laid down for Passenger Trains for the line or portion of line over which the Rail Motor is running, and the conditions imposed on pages 126 to 135 inclusive. Where any goods vehicle is attached, the speed laid down on pages 135 and 136 for the type of vehicle concerned must not be exceeded.

CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES.

Except where otherwise provided, the following are the particulars of the classes of locomotives that are allowed to run over the various broad-gauge lines. The words "**and lighter**", in respect of some lines or portions of lines mean locomotives of a lighter axle load than the class specified. (See instruction, page 67 of Working Time-table Addenda for locomotive axle loads.)

1. Except where instructions to the contrary are in force the classes of locomotives allowed to run on any particular line, or portion of a line, may also be worked on any siding connected therewith.

2. In a case of special emergency, the District Engineer may authorise the running, for one return trip, of a heavier class of locomotive (excluding "B" and heavier classes) than specified for a particular line.

3. (a) On the branch lines specified hereunder, locomotives of a heavier axle load than those ordinarily authorised in pages 129 to 135 to run over such branch line, may, when necessary for shunting purposes, and subject to Block Working Rules, be placed on the branch line at the station named; in every such case the speed specified herein for the local movement on the branch line must not be exceeded. See also clause (b).

Station.	Branch Line.	Class of Locomotive that may be used for Shunting on Branch Lines.	Speed. Miles per Hour
Carlsruhe	Daylesford	All Classes	10
North Bendigo Junction ..	Freezing Co. Sdg. ..	" "	10
North Bendigo Junction ..	Echuca	" "	10
Elmore	Cohuna	" "	10
Echuca	Toolamba	" "	10
Maryborough	Avoca	" "	10
Dunolly	Inglewood	" "	10
Ouyen	Pinnaroo	" "	10
Redcliffs	Meringur	" "	10
Inglewood	Dunolly	" "	10
Wedderburn Junction ..	Wedderburn	" "	10
Korong Vale	Ultima	" "	10

(b) The locomotive must not proceed farther than is necessary to clear the junction, and unless the return movement be governed by a fixed signal, the locomotive or train must not be allowed to foul the junction until the Driver or Guard has been verbally instructed to do so by the Signalman.

4. **Bridgewater.**—All locomotives between Bridgewater Station Yard and Mill Coy's Sidings–maximum speed 5 m.p.h.

5. **Light Locomotives.**—(a) Two light locomotives, coupled, may be run over any line on which Double-heading is authorised, subject to the maximum speed for Double-headed trains not being exceeded, and subject also to the condition that the permission applies only to locomotives of the classes authorised to run on such line.

(b) Except as shown hereunder, not more than two light locomotives are permitted to run coupled unless specially authorised by the Chief Traffic Manager.

(c) Three light locomotives coupled are permitted to run between Spencer Street and Newport Workshops.

6. **Pier and Wharf Lines.**— "B", "S", "H" or "X", Class locomotives are not permitted to run on any pier or wharf line, unless specially authorised.

SPEEDS OF LOCOMOTIVES OR TRAINS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES—continued.

Suburban District Line or Portion of Line Between—	Maximum Speed † Passenger Trains Elect., Diesel, or Steam Loco. Funnel First	Maximum Speed † Passenger Trains Steam Loco. Tender First	Maximum Speed † Goods, Express Goods, or Mixed Trains Elect., Diesel, or Steam Loco. Funnel First	Maximum Speed † Goods, Express Goods, or Mixed Trains Steam Loco. Tender First	Classes of Locomotives Allowed to Run
	Miles per Hour.	Miles per Hour.	Miles per Hour.	Miles per Hour.	
Flinders Street and Spencer Street ..	20	20	15	15	All classes
Spencer Street and North Melbourne Junction	40	30	15	15	All classes
When diverging from a straight track on other lines at Franklin Street Junction	20	20	15	15	
North Melbourne Junc. and Newport ..	40	30	30	30	All classes
Entering Newport Goods Yard ..	..	..	5	5	
Maribyrnong River Line—					
in clear daylight	..	..	10	10	"S" and lighter
During darkness or foggy weather ..	..	..	5	5	
Newport and Williamstown	40	30	30	30	All classes except "H"
Williamstown and Williamstown Pier station	20	20	20	20	All classes except "H"
Newport and Newport South Junction	50	30	30	30	All classes
Newport South ("B" Box) and Newport ("A" Box), via Goods Lines ..	..	..	10	10	
Newport ("A" Box) and Newport South ("B" Box), via "E" Siding	..	..	5	5	
Newport and Workshops Platform—					
Clear weather	10	10	10	10	"S" and lighter
Foggy weather	5	5	5	5	
Newport and Sunshine (Loop Line)— ..	30	25	30	25	All classes
Footscray and Sunshine ..	..	See page 131	..	..	See page 131
Sunshine and Albion					
South Kensington and South Dynon Jun.* —via Goods Line	..	..	25	25	All classes
South Dynon Junc. and West Footscray Junction*	..	..	40	30	All classes
Over the fixed points at **West Footscray Junction** until the whole of the train has cleared the points	..	..	10	10	All classes
West Footscray and Sunshine—via Tottenham Gravitation Yard (See Note A)	..	..	15	15	All classes

† See clauses 3 and 5, page 126.

* Passenger trains are only permitted to run on the Victorian Gauge Goods Lines, Up or Down between South Kensington and West Footscray in an emergency at a maximum speed of 20 miles per hour.

Note A—Passenger trains are not permitted to run on the Independent Goods Lines between West Footscray and Sunshine, except in an emergency, then subject to a maximum speed of 15 miles per hour.

SPEED OF LOCOMOTIVES OR TRAINS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES—continued.

Melbourne Goods Yards (including South Kensington, Kensington, North Melbourne Junction and Arden Street), Spencer Street, Flinders Street Yard.

Line or Portion of Line	Maximum Speed †
	Miles per Hour
Main Goods Lines between West Tower and Viaduct Junction.	25
Coburg Goods lines between West Tower and North Melbourne Junction.	25
Main Goods Lines between West Tower and South Kensington.	25
North Eastern Goods Lines to and from Kensington.	25
Outside Goods Lines	25
Passing over Level Crossings between the Yard and Appleton and Victoria Docks. ...	5
On the Reversing Loop	4
Goods trains passing through Sidings between Arden Street and Macaulay. See General Appendix.	5
Spencer Street Station.	
Trains on No. 5 (non-platform) track opposite No. 10 platform, whilst country train carriages are standing at No. 10 platform.	5
Flinders Street Station.	
The speed of any train or locomotive, on any siding, or when being shunted to or from any siding and a running line at Flinders Street, must not exceed a rate of 15 miles per hour. This is subject to the special rates of speed specified hereunder :—	
Over Western Carriage and Parcels Dock Sidings.	5
Between Signal Box "A" on the west side and Signal Boxes "B" and "C" on the east side. Subject to the further restrictions (see hereunder) in regard to Nos. 2 and 7 tracks.	15
Between the west end of No. 2 west track and Swanston Street Bridge.	5
Movements in an easterly direction from the west end of No. 7 track to Swanston Street Bridge.	5
"C" Box, Flinders Street.	
Arriving trains from Camberwell Line between the East end of "C" Signal Box and Nos. 6 and 7 tracks, and No. 5 track via "U".	15
"D" Box, Flinders Street.	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto. Signal S 22 and the platform; speed must not be increased after passing 3-position Home Signal No. 268	10
Down trains to Clifton Hill Line—when passing round the curve between "D" Signal Box and the Down Automatic Signal S 15.	10
Shunting movements between "D" and "E" Boxes via the "Through Siding" ...	5
Between Signal No. 278 and Swanston Street Bridge on Nos. 1 and 2 East tracks at Flinders Street Station.	15
Jolimont Goods Yard.	
Entering from the East or West end.	10

† See clauses 3 and 5, page 126

SPEED OF LOCOMOTIVES OR TRAINS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES—continued.

Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives allowed to run
	Passenger Trains	Express Goods Trains (Note A)	Goods or Mixed Trains		
	Miles per hour	Miles per hour	Miles per hour		
Footscray and Sunshine	50	40	30	..	All classes (see note 5, page 128)
Sunshine and Albion	50	40	40	..	All classes (see note 5, page 128)
Albion and Sydenham—(See note **A**)	60	Down 60 Up 40	40	..	All classes
Sydenham and Bendigo—(See note **A**)	70	60	40 (See note I)	..	All classes
Over Passenger lines between Myrtle-street Bridge at 100 MP + 640 metres and Box "C" Bendigo, all trains	20	20	20	..	
Down Goods trains entering Bendigo Goods Yd at Bendigo "A" Signalbox	..	15	15	..	
Bendigo and North Bendigo Junction	50	50	40	..	All classes
North Bendigo Junction and Epsom	50	45	40	..	All classes except "H"
North Bendigo Junction and Bendigo Cattle Yards and Loco. Siding; all trains	..	..	10	..	
Epsom and Elmore	50	30	40	..	All classes except "H"
Elmore and Echuca	50	45	40	..	All classes except "H"
Echuca and Moama—(See note **C**) ..	30	20	20	..	"Y" and lighter
Rail Motors	40	..	..	..	
Over Murray River Bridge; all trains	10	10	10	..	"Y" and lighter
Moama and Barnes (See note **C**)	50	40	40	..	"Y" and lighter
Barnes and Mathoura (See note **C**)	50	40	40	..	"Y" and lighter
Mathoura and Deniliquin (See note **C**)	50	40	40	..	"Y" and lighter
Over Facing Points at Mathoura and Deniliquin; all trains	20	20	20	..	

† See clauses 3 and 5, page 126.

‡ "T" class locomotives are permitted to run between Echuca and the Stop Board at the Up end of Murray River Bridge at a maximum speed of ten (10) miles per hour. The locomotives must not, however, be permitted to proceed on to the Bridge.

Note I:—The maximum speed between Sydenham and Woodend, for any DOWN Goods train, Express Goods trains excepted, and between Carlsruhe and Taradale Viaduct at 67 miles, (107 kilometres) for any Goods train (UP or DOWN), Express Goods trains excepted, consisting of all automatically coupled vehicles (including engine and brakevan) will be 45 m.p.h. It will be the duty of the guard of any such train to inform the driver at the commencing point of the train, and also at any point where the composition of the train is altered, if the train is not automatically coupled, and the driver, if relieved, must pass this on to his relief.

Note A. On all lines where there is an express goods train speed, GJX and GJF wagons may, when run in suitable trains as shown in clause 5 (1) page 126, travel at express goods speed but not faster than 50 m.p.h.

Note B. Goods trains comprising any GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 35 tonnes or empty may be operated at goods train speed but not faster than 20 m.p.h.

Note C. GJF and/or GJX bogie hopper wheat wagons may be loaded to a maximum of 41 tonnes.

SPEED OF LOCOMOTIVES OR TRAINS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES.—continued.

Line or Portion of Line Between—	Maximum Speed †			Classes of Locomotives allowed to run
	Passenger Trains	Express Goods Trains (Note A)	Goods or Mixed Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	
Barnes and Caldwell (See note C)	35	35	35	"Y" & lighter
Caldwell and Wakool (See note B)	20	20	20	"Y" & lighter
Wakool and Moulamein	10	..	10	"Y" & lighter
Moulamein and Perekerton (See note B)	15	..	15	"Y" & lighter
Perekerten and Balranald (See note B)	25	..	25	"Y" & lighter
Carlsruhe and Trentham (See note B)	20	..	20	"T" & lighter
Rail Motors	20	..	..	
Trentham and Daylesford (See note B)	20	..	20	"T" & lighter
Rail Motors	25	..	..	
North Creswick and Newlyn (See note B)	25	..	20	"T" & lighter
Castlemaine and Newstead	50	45	40	All classes except "H"
Newstead and 103 MP	..	..	..	All classes
"X" & "S" Class locomotives excepted	40	30	30	except "H"
"X" and "S" Class locomotives	35	30	30	
103 MP and Maryborough	..	..	..	All classes
"X" & "S" Class locomotives excepted	50	45	40	except "H"
"X" and "S" Class locomotives	40	40	40	
Dunolly and Inglewood	40	40	40	All classes except "H"
Maryborough and Ararat	40	40	35	"T" & lighter
Maldon Junction and Maldon (See note B)	20	..	20	"T" & lighter
North Ballarat and Maryborough	50	50	40	All classes except "H"
Maryborough and Donald	50	50	40	
Donald and Watchem	60	50	40	
Watchem and Lascelles	50	50	40	
Lascelles and Speed	60	50	40	
Speed and Mildura	50	50	40	
Mildura and Yelta (see note B)	..	..	..	"T" & lighter ‡‡
"T" and "Y" Class locomotives	15	..	15	
Ouyen and Cowangie	35	35	35	"T" & lighter
Cowangie and Pinnaroo (See note B)	15	15	15	"T" & lighter
Double-headed Trains	15	..	15	
Redcliffs and Meringur(See note B)	15	..	15	"T" & lighter

† See clauses 3 and 5, page 126.

‡‡ "B" Class locomotives are permitted to run between Mildura and the Shell Oil Company's Siding at distance 352 MP at a maximum speed of fifteen (15) miles per hour.

Note A. On all lines where there is an express goods train speed, GJX and GJF wagons may, when run in suitable trains as shown in clause 5 (1) page 126, travel at express goods speed but not faster than 50 m.p.h.

Note B. Goods trains comprising any GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 35 tonnes or empty may be operated at goods train speed but not faster than 20 m.p.h.

Note C. GJF and/or GJX bogie hopper wheat wagons may be loaded to a maximum of 41 tonnes.

SPEED OF LOCOMOTIVES OR TRAINS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES—continued.

Line or Portion of Line Between—	Maximum Speed †			Classes of Locomotives Allowed to run
	Passenger Trains	Express Goods Trains (Note A)	Goods or Mixed Trains	
	Miles per hour		Miles per hour	
Elmore and Roslynmead—(See Note B) ..	15	..	15	"T" and lighter
Rail Motors	25	..	..	
Double-headed trains	15	..	15	
Roslynmead and Gunbower (See Note B) ..	15	..	15	"T" and lighter
Rail Motors	25	..	..	
Double-headed trains	15	..	15	
Gunbower and Cohuna (See note B) ..	15	..	15	"T" and lighter
Rail Motors	25	..	..	
Double-headed trains	15	..	15	
North Bendigo Junction and Eaglehawk ..	50	50	40	All classes
Eaglehawk and Kerang	60	50	40	All classes
Kerang and Swan Hill	60	45	40	All classes
Swan Hill and Swan Hill Wharf line ..	..	..	10	All classes except "H"
Swan Hill and Piangil—(See Note B) ..	25	..	25	"T" and lighter
Diesel Walker Rail Cars 102 H.P. and 153 H.P.	35	..	..	
Piangil and Kooloonong—(See Note B) ..	20	..	20	"T" and lighter
Kerang and Koondrook (See Note B) ..	15	..	15	"T" and lighter
Rail Motor Trains	15	..	..	
Diesel Walker Rail Cars 102 H.P.	20	..	..	
Wedderburn Junction and Wedderburn .. (See Note B)	25	..	25	"T" and lighter
"T" and "Y" Class locomotives	20	..	20	
Eaglehawk and Inglewood	50	40	40	All classes except "H"
Inglewood and Korong Vale	50	45	40	All classes except "H"
Korong Vale and Charlton	45	35	30	All classes except "H"
Rail Motors	50	..	..	
Charlton and Wycheproof	50	40	35	All classes except "H"
Wycheproof and Sea Lake (e)	50	45	40	All classes except "H"
Through Wycheproof Main St., all trains ..	15	15	15	
Sea Lake and Kulwin (See Note B) ..	20	..	20	"T" and lighter
Korong Vale and Boort	50	40	40	All classes except "H"
Boort and Ultima	50	45	40	All classes except "H"
Ultima and Manangatang	50	45	40	"T" and lighter
Manangatang and Robinvale (See note B) ..	30	..	25	"T" and lighter
Rail Motors	35	..	..	
Freezer's Siding and North Bendigo Junct.	..	..	..	"T" and lighter
"T" and "Y" Class locomotives	20	..	20	

† See clauses 3 and 5, page 126.

(e) Up goods trains approaching Wycheproof must stop at board at distance 191 MP and telephone Stationmaster for permission to proceed.

Note A—On all lines where there is an express goods train speed, GJX and GJF wagons may, when run in suitable trains as shown in clause 5 (1) page 126, travel at express goods speed but not faster than 50 m.p.h.

Note B—Goods trains comprising any GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 35 tonnes or empty may be operated at goods train speed but not faster than 20 m.p.h.

Note C—GJF and/or GJX bogie hopper wheat wagons may be loaded to a maximum of 41 tonnes.

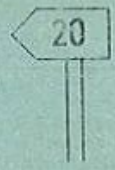
SPECIAL SPEEDS

The Maximum Speeds laid down in clauses 1, 2, 3 and 4 hereof are subject to the maximum Speeds laid down in respect of the various Lines or Portion of Lines and to—

(i) the provision of Regulation 29;

(ii) such **temporary** *speed reductions as are shown from time to time in the "Weekly Notice" or other printed or written instructions; and*

(iii) the special Speeds laid down in clause 8, page 126, and clause 9, page 127.



1. **CURVES**—(a) Every curve, with the exception of those referred to in clause 2 hereof, that is of such a radius as to render necessary any modification of the foregoing speeds, is indicated by a **CURVE BOARD** (see diagram in margin) placed on the left-hand side of the line at the entrance to the curve. The number shown on the Curve Board, indicates, **IN MILES PER HOUR THE MAXIMUM SPEED** allowed when going round the curve. It is pointed at one end, and is so placed that the pointed end indicates the direction of the curve, right-hand or left-hand, as the case may be. The speed must be reduced before the locomotive or train enters on the curve, and the indicated speed must not be exceeded until the whole of the train is clear of the curve.

(b) The following tables give respectively the maximum speeds around curves of certain radii on Suburban lines, and on all other lines. These speeds agree with those shown on the Curve Boards.

Suburban Lines		All Other Lines	
Radius of Curve in Chains	Maximum Speed	Radius of Curve in Chains	Maximum Speed
	Miles per Hour		Miles per Hour
Less than 8	10	Less than 8	10
" 8 to 9	15	" 8 to 9	15
More than 9 " 11	20	More than 9 " 12	20
" 11 " 14	25	" 12 " 15	25
" 14 " 18	30	" 15 " 25	30
" 18 " 22	35	" 25 " 30	35
" 22 " 26	40	" 30 " 35	40
" 26 " 30	45	" 35 " 40	50
" 30 " 35	50	" 40 "	60
" 35 " 40	55		
" 40 "	60		

2. Passing Over Points.—The following Speed Restrictions apply generally when passing over points at Stations, Junctions, and Sidings :—

	Maximum Speed	
	When Running to or from Lines Diverging from Straight Track	When Running on the Straight Track
	Miles per Hour	Miles per hour
(a) Except as shown in sub-clause (b) and (c) hereof :—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points	25	40‡
(ii) Over Facing Points held by hand	15	15
(b) (i) **Between Footscray and St. Albans** Over Facing Points worked from a Locking Frame, or otherwise securely fastened, or over Trailing Points.	25	50‡
(ii) Between **Sydenham and Malmsbury**— Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points, except at **Woodend and Carlsruhe.**	25	70‡
At Woodend	25	60‡
At Carlsruhe	25	60‡
(iii) Between **Malmsbury and Bendigo**— Over Facing Points worked from a Locking Frame, or otherwise securely fastened, or over Trailing Points except at **Castlemaine, Golden Square and Bendigo**	25	60‡
At Castlemaine	—	50‡
At Golden Square (i) Down Line	—	45‡
(ii) Up Line	—	60‡
At Bendigo	—	50‡
(iv) Between **North Ballarat and Maryborough, Bendigo and Echuca, Castlemaine and Maryborough and Maryborough and Mildura.** Over Facing points worked from a Locking Frame, or otherwise securely fastened, or over Trailing Points.	25	50‡
(v) **At Mileage 331 MP 1550 m.** (formerly Boinka)	—	20
(c) **Diesel Rail Cars** (Walker Type)—102 H.P. and 153 H.P. (i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points	10	40‡
(ii) Over Facing Points held by hand	10	10

‡ Where the through running track is on a curve the speed passing over points is limited by the maximum speed indicated on the curve board, provided this does not exceed the maximum permissible speed over points.

3. At Various Places—(a) All trains.

Description	Maximum Speed
Terminal Stations—	Miles per Hour
When locomotive is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 11, Appendix III, and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus	70
When exchanging miniature staff, by hand—	
(*a*) When cane carrier is used	20‡‡
(*b*) When staff automatic exchange carrier is used	15‡‡
When exchanging staff (ordinary type) or delivering ticket	15‡‡
Rail Motor Trains when driver is delivering or receiving a Staff or ticket (See also the General Appendix)	6
"S" Class Diesel Electric Locomotives Hostler's end leading	See Note †††
Crossing Stations—	
When backing a train over level crossing not provided with gates	5
Examining Stations—	
When entering station. See also the General Appendix	10
Permanent-way Repairers' Signals—	
In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265 and 274, and also the General Appendix	15
Single Line Working—	
Over points which become facing points when the traffic of a double line is being worked over a single Line	10
When Air Brake is Wholly Inoperative—	
On a long falling gradient, or when approaching any station or junction	15

‡‡ NOTE.—When an Engineman is receiving a Staff from or delivering a Staff to a Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

††† NOTE.—When an Engineman on an "S" Class Diesel Locomotive running Hostler's End leading is receiving a Staff from, or delivering a Staff to or exchanging a Staff with a Signalman either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be safely effected.



(b) **Express Goods Trains**—At various locations, a Speed Board (See diagram in margin) placed on the left-hand side of the line at a suitable distance before reaching a Signal indicates that **Express Goods Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal. The train will then proceed according to the aspect displayed.

(c) **Passenger Trains**—At various locations a speed board (see diagram in margin) placed on the left hand side of the line at a suitable distance before reaching a signal indicates that **Passenger Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next fixed signal. The train will then proceed according to the aspect displayed.

(d) **Goods Trains**—At various locations, a Speed Board (see diagram in the margin) placed on the left hand side of the line at a suitable distance before reaching a signal indicates that Goods Train Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting of the next signal. The train will then proceed according to the aspect displayed.

4. Various Trains, Light L'motives, Steam or Diesel Cranes and Diesel Fordson Rail Tractors.

Description	Maximum Speed
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	Miles per Hour 60
Goods Trains by which "Dead" locomotives are conveyed—See page 233, Gen. App.	..
Any Victorian bogie goods vehicle, "ZP" excepted, having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle, (except Tank Wagons), having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX" wagons when loaded	50
Tank Wagons classified as "TWF", or "TWX" when empty	60
"Z", "ZB", "ZD" or "ZL" brakevans and goods vehicles, except Victorian bogie goods vehicles with "X", "P" or "F" as the last letter of their classification	45
SUBURBAN "M" (Tait) and "CM" Vehicles	50
SUBURBAN "M" (Harris and Stainless Steel) Carriages	70
"NN" Wagons when loaded (Permission must be obtained from Train Controller before loaded "NN" wagons are conveyed by any train)	30 See page 126 para. 5 (III)

4. Various Trains, Light Locomotives, Steam or Diesel Cranes and Diesel Fordson Rail Tractors.—continued.

Description	Maximum Speed
Light locomotives—	Miles per Hour
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 126)	30
"B", "L", "T" or "X" class	60
"X" Class Diesel Electric Locomotives No. 45 onwards, long end leading. (See note 4, page 126)	30
"H"	45
"Y"	40
"P", "W"	20
"K"	50
Locomotive or Locomotives with Brakevan of Fixed Wheel Base only attached— (See page 126, par. 5 (ii))	45
Any Break-down Van Train or any Train to which a Break-down Van is attached	40
Locomotives when running in any Locomotive Depot within the T.R. point.	10
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for Steam or Diesel Crane conveyed
Diesel Crane—	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tonnes)	30 (see note)
Steam Cranes—	
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 61 tonnes),	40 (see note)
No. 10 (Rolling Stock Branch, 10 tonnes)	15
No. 3 (Rolling Stock Branch, 5 tonnes)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage 30 tonnes)	40 (see note)
Nos. 33 and 36, (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tonnes)	15

NOTE :—When the 30 tonne Wreckage Cranes (Nos. 5 and 7) and/or the 61 tonne Wreckage Cranes (Nos. 18 and 19) or 10 tonne No. 45 Diesel Crane are conveyed by Special Train, the train is permitted to run only on the lines and up to the maximum speeds for the Cranes as set out below provided that the maximum speed of the train shall not exceed :—

(a) The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.
(b) The maximum speeds for goods trains.
(c) The speeds in the Special Speed section.

When conveyed by a goods train the speed of the train shall be that laid down for a goods train over the line concerned provided that it does not exceed the maximum speed for the Cranes as set out below.

The maximum permissible speeds for 61 tonne and 30 tonne wreckage cranes and 10 tonne No. 45 Diesel Crane on the following lines or portions of lines are as follows —

Line or portion of line between	Maximum Speed		
	61 tonne Cranes Nos. 18 and 19	30 tonne Cranes No. 5 and 7	10 tonne No. 45 Diesel Crane (See note page 137)
Northern and Midland District—	Miles per Hour.	Miles per Hour.	Miles per Hour.
St. Albans and Bendigo	40	40	30
Bendigo and Echuca	20	30	30
Echuca and Deniliquin	Not allowed	30	15
Barnes and Balranald	Not allowed	30	15
Carlsruhe and Daylesford	Not allowed	30	20
Newlyn and North Creswick	Not allowed	20	20
Castlemaine and Maryborough	30	30	30
(Over bridge at 83 MP 1137 metres)	10	30	10
Maryborough and Ballarat	40	40	30
Dunolly and Inglewood	Not allowed	20	20
Maryborough and Avoca	Not allowed	25	20
Maldon Junction and Maldon	Not allowed	20	20
Maryborough and Donald	40	40	30
Donald and Litchfield	Not allowed	40	30
Litchfield and Ouyen	Not allowed	35	30
Ouyen and Mildura	Not allowed	40	30
Mildura and Yelta	Not allowed	15	15
Ouyen and Galah	Not allowed	30	20
Galah and Murrayville	Not allowed	15	15
Murrayville and Pinnaroo	Not allowed	20	20
Redcliffs and Morkalla	Not allowed	15	15

4. Various Trains, Light Locomotives, Steam or Diesel Cranes and Diesel Fordson Rail Tractors.—continued

Line or portion of line between	Maximum Speed		
	61 tonne Cranes Nos. 18 and 19	30 tonne Cranes Nos. 5 and 7	10 tonne, No. 45 Diesel Crane (see note)
	Miles per hour	Miles per hour	Miles per hour
Elmore and Cohuna	Not allowed	30	20
North Bendigo Junct. and Kerang	40	40	30
Over bridges at 111 MP 947 metres, 123 MP 1557 metres, and 147 MP 416 metres	15	40	10
Kerang and Swan Hill	15	25	20
Swan Hill and Kooloonong	Not allowed	25	20
Kerang and Koondrook	Not allowed	10	10
Eaglehawk and Kurting	40	40	30
Kurting and Wycheproof	30	30	30
Wycheproof and Kulwin	Not allowed	30	20
Wedderburn Junct. and Wedderburn	Not allowed	25	20
Korong Vale and Boort	30	30	30
Over Bridge at 152 MP 342 metres	15	30	
Boort and Barraport	Not allowed	30	20
Barraport and Ultima	Not allowed	25	20
Ultima and Robinvale	Not allowed	30	20
Nth. Bendigo Junct. and Freezing Co. Siding	Not allowed	25	20

Note:—On Metropolitan and Suburban Lines this crane may run at a maximum speed of thirty (30) miles per hour or at the speed permitted for a "T" Class locomotive, whichever is the lower.

Description	Maximum Speed
	Miles per Hour
On Truck Weighbridge	
(i) Vehicles over scales	4
(ii) Locomotives or vehicles over weighbridge relief rails	8
Pushing Trains	
On running lines	10
When passing around any curve of less than 8 chains radius	5
Empty trains when Guard, Shunter, or other employe leaves the leading vehicle to attend to the points	3

DIESEL FORDSON RAIL TRACTORS.

The maximum permissible speed is 20 m.p.h.

Permissible loads—see page 101)

LOCOMOTIVES RUNNING TENDER FIRST

1. Unless specially authorised, no locomotive employed as assisting locomotive on a Passenger or Mixed train shall run tender first.

2. Subject to above a locomotive may run tender first on any line at any time.

LOCOMOTIVES ASSISTING IN FRONT OF TRAINS.
(Regulation 174)

1. (a) Subject to the following instructions, an assisting locomotive may be employed in front of a Passenger, Mixed, or Goods train over the Lines or Sections of Lines shown in clause 5 hereof.

(b) The train locomotive and assisting locomotive must be of a class allowed to run on the portion of the Line over which the assisting locomotive is to be employed.

(c) In the case of—

(i) Passenger Trains.—The load must not exceed the maximum authorised load for the train concerned. In no case must either locomotive be run tender first.

(ii) Mixed trains.—Except where specially authorised, the load, vehicular or tonnage, of the train locomotive must not be exceeded. In no case must either locomotive be run tender first.

(iii) Goods Trains.— The authorised load, vehicular or tonnage, must not be exceeded.

2. If the train will use the Automatic Staff Exchanger, and only one locomotive be so equipped this locomotive shall be the leading locomotive, except when instructions are issued to the contrary.

3. When a train is hauled by a steam locomotive and a diesel-electric or diesel-hydraulic locomotive, the steam locomotive must trail.

4. When an assisting steam locomotive is employed, a water tank may be attached between the locomotives.

5. The Lines and Sections of Lines on which double heading of trains is permitted are as shown hereunder :—

Newport and Sunshine
Melbourne and Echuca.
Woodend and Daylesford.
Newlyn and North Creswick.
Castlemaine, Maryborough and Ballarat.
Dunolly and Inglewood.
Maryborough and Ararat
Maryborough and Mildura.
Ouyen and Pinnaroo.
Elmore and Cohuna.
Bendigo and Piangil.
Bendigo and Sea Lake.
Korong Vale and Robinvale.
Bendigo and Freezing Co's Siding.

6. Where a higher powered diesel locomotive than a "T" or "Y" class is running in multiple with either a "T" or "Y" class locomotive, the higher powered locomotive with the dynamic brake and staff exchange apparatus must be the leading locomotive, except where instructions are issued to the contrary.

LOCOMOTIVES ASSISTING IN REAR OF TRAINS.
(Regulation 173.)

1. Locomotives are only to assist in the rear of trains over such sections of the Line as authorised, or in cases of emergency, in accordance with the Rules and Regulations.

2. **During foggy weather, a Passenger or Mixed train must not be assisted by a locomotive in the rear :** the assisting locomotive must be attached in front, subject to the provisions laid down in the instruction under the heading of Locomotives Assisting in Front of Trains.

3. The Bank locomotive must be coupled to the rear of the train whilst the train is stationary, and the Automatic Brake must be connected throughout the whole of the train. When the necessary brake tests have been completed and the drivers have exchanged the proper signals the train may proceed.

4. (a) When the Bank locomotive runs through the section, it must not be uncoupled until the train is within the protection of the Home Signal at the station to which it is appointed to run.

(b) At certain places, the train is only assisted to a Stop Board, or other specified location in the section. In these circumstances the train must be stopped with the Bank locomotive near to the Stop Board or other specified location. The Bank locomotive must be immediately uncoupled from the train, which may then proceed and the Bank locomotive must return, without delay, to the Home Signal at the station in the rear.

5. Locomotives assisting on Goods trains must not be allowed to remain attached to trains after load has been so reduced that assisting locomotive is no longer required. Locomotives must be returned as soon as possible, and from the nearest suitable Station, in every case, unless required for loading on the return journey.

In all cases when an assisting locomotive to be returned light is held for more than fifteen minutes, a full report, giving particulars of the detention, must be forwarded to the District Superintendent, or Chief Train Controller.

6. The employment of a locomotive to assist in the rear of a goods train where authorised by the above mentioned instructions is permissible whether the train concerned is hauled by one or by two locomotives in front, provided that the relevant instructions contained in the Working Time-table relating to locomotives assisting in front of trains (Regulation 174) and locomotives assisting in rear of trains (Regulation 173) are fully observed.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR.

Subject to the conditions laid down in Regulation 232 and the instructions pages 370, 375 and 376 General Appendix, the following trains or classes of trains may run without a brakevan in the rear on the sections of line specified, viz:—

Train or Class of Train	Section	Maximum Number of Vehicles
Empty Passenger Carriages ..	Between Bendigo and Bendigo Racecourse.	
*Goods Train ..	Between Flinders Street and Spencer Street.	10
	Between Melbourne Yard and Maribyrnong River Goods Siding	40
	†Between Melbourne Yard and Newport via Passenger Lines	40
	Between Newport and Williamstown, Newport South and Newport Workshops.	30
	Between Newport and Sunshine (Loop Line).	40
	†Between Tottenham Yard and Brooklyn.	40
	Between Kangaroo Flat and Bendigo.	20
	Between Bendigo and North Bendigo Junction.	30
	Between North Bendigo Junction and Bendigo Racecourse.	10
	Between Bendigo Racecourse and Epsom.	5
	Between North Bendigo Junction and Rangelea.	10
	Between Gas Co's Siding and North Bendigo Junction.	10
	Between Kerang and Oil Coy's Sidings on Koondrook Line.	8
	Between Swan Hill and Live Stock Siding at 216 MP	30
	From Maryborough to Carisbrook.	40

* Except where otherwise provided, the practice must be limited to the hours between sunrise and sunset.

† Also during the hours of darkness.

DOWN :

No. 15, 15A—Discharge newspapers (N) and/or mail (M) as under :—

Stations	No. 15A Mon.	No. 15 Tue.	No. 15 Wed.	No. 15 Thur.	No. 15 Fri.	No. 15A Sat.
Sydenham	N. (r)	*	*	*	*	N.
Diggers Rest (x)	N. (r)	*	*	*	*	N.
Sunbury (x)	N.	*	*	*	*	N.
Clarkefield	N.	*	*	*	*	N.
Riddells Creek	N.	*	*	*	*	N.
Gisborne	N.	*	*	*	*	N.
Macedon (x)	N.	*	*	*	*	N.
Woodend (x)	N.	*	*	*	*	N.
Kyneton	N.M.	N.M.	N.M.	N.M.	N.M.	N.M.
Malmsbury (x)	N.	N.	N.	N.	N.	N.
Elphinstone	N. (r)	N. (r)	N. (r)	N. (r)	N. (r)	N.M.
Castlemaine	N.M.	Tue. to Sat. detach trailing vans.				
Harcourt (x)	N.	N.	N.	N.	N.	N.
Kangaroo Flat	N.	N.	N.	N.	N.	N.
Golden Square	N.	N.	N.	N.	N.	N.

* Non stop; nothing for these stations Tue. to Fri.

(r) Speed of train to be reduced to 25 m.p.h. to enable newspapers **only** to be thrown out.

(x) Mails for Diggers Rest, Sunbury, Macedon & Woodend on Mondays to be taken through to Kyneton and returned on No. 30.Mail for Malmsbury (Sat. only) is addressed via Castlemaine for return per No. 40 Pass. and mail for Harcourt (Mon. to Sat. inclusive) is addressed "Rail Castlemaine" and must not be discharged from No. 15 ,15A at Malmsbury or Harcourt.

No. 17—To Kyneton.—Conveys Kyneton 'Pers'.—Shunt Woodend, Tue., Thur. detach Woodend and Daylesford line loading.

Procedure *en route* : Discharge newspapers and/or mails at Sydenham, Diggers Rest, Sunbury, (Including Bulla and Oaklands Junction) Clarkefield, Riddells Creek, Gisborne, Macedon and Woodend.

DESPATCH OF NEWSPAPERS BY NOS. 15/15A AND 17 GOODS TRAINS.

1. Each bundle of "Australians" and all magazines and periodicals are fully addressed to a newsagent at a particular station.

2. Bundles of "Suns" and "Ages" are despatched under a bulk loading system and only one bundle of each newspaper is addressed to each newsagent at a station.

3. Each addressed bundle of "Suns" and "Ages" despatched under this scheme is endorsed with a symbol e.g., 25 or $\frac{25}{5}$, which indicates that, in the first example, the Newsagent receives that addressed bundle only which would contain 25 newspapers, and in the second example receives the addressed bundle of 25 newspapers and 5 unmarked bundles i.e. a total of 6 bundles of the newspaper concerned. Bundles of "Ages" may be endorsed thus : $\frac{25-1}{5}$ and in this case the figure 1 refers to the number of headline posters enclosed in the bundle and has no meaning as far as Railway Staff are concerned.

4. The unmarked ("bulk") bundles all contain the same number of newspapers on any one day and therefore any bundle can be used to make up the required number for each newsagent.

5. The "Sun" and "Age" newspaper companies will each supply a waybill every day in the form of a "Run Sheet" for each train. The Run sheets will show a **total** number of addressed and a **total** number of bulk bundles to be discharged at each roadside station and an entry for **each** newsagent or contractor at Castlemaine and Bendigo. The bottom sections of the Run Sheets which are applicable to Castlemaine are to be detached by the Guard of No. 15/15A and handed to the Officer-in-Charge at Castlemaine each day. The remainder of the Sheets are to be similarly dealt with at Bendigo. The sheets for No. 17 are to be handed out at Woodend.

DOWN : (continued).

Nos. 99, 101, 125, 129, 173 Through—Run only when authorised.

No. 115 Woodend — Roadsides—Runs only when authorised.

No. 111 Woodend to Bendigo — Roadsides — Runs only when authorised.

No. 139 Shunt Castlemaine and one other station as arranged by Chief Train Controller.

No. 143 Originates Tottenham Yard Sat., other days as authorised. Shunt Castlemaine if required.

No. 147 Kyneton to Castlemaine. Conveys available loading. Shunt Malmsbury or Elphinstone as required.

No. 151 Originates Tottenham Yard. Shunt Castlemaine detach loading and clear 'pers'.

No. 153 Through—Conveys only loading for Kerang and beyond on the Swan Hill line, Echuca and beyond on the Deniliquin and Balranald lines.

No. 157 Through—Conveys only loading for Korong Vale and beyond on the Sea Lake and Robinvale lines; Cohuna lines; Roadsides Bendigo to Echuca and Swan Hill; Bendigo loading in block. Live stock for Echuca and beyond on Locomotive.

No. 165 Conveys Castlemaine and Bendigo loading. On Fri. only, shunt Kyneton if necessary detach 'pers'.

No. 163 Originates Tottenham Yard Tue., Wed., Fri.; Caulfield Mon., Thur. (briquettes) Shunts Sunbury Mon., Thur., Castlemaine daily.

MELBOURNE–BENDIGO—continued.

UP:

Nos. 2, 6, 18, 52, 62, 130 Through
No. 4 Through—Conveys Geelong loading, Stock ex Swan Hill on Alt. Tue. Shunt Castlemaine if required.
No 54 Roadsides to Woodend. Runs only when authorised.
No. 82 Roadsides from Woodend (Ex Daylesford line)
No. 98 Shunts Castlemaine, Kyneton, Woodend. Other stations as arranged by Chief Train Controller.
No. 128 Shunts Castlemaine.
No. 104 Melbourne Yard loading only — Shunts Castlemaine.
No. 116 Through — Geelong Load—May convey Loop Stock for Brooklyn or terminate Tottenham Yard. Shunt Castlemaine if required.
No. 114 Terminate Tottenham Yard, Conveys Tottenham Yard loading, Brooklyn Loop Stock, Intra-district loading.
No. 152 Through—Melbourne Yard, Newmarket Live Stock on van. On Tuesdays only may convey Brooklyn Loop Stock ex Bendigo Sales.

BENDIGO–ECHUCA.

DOWN	UP
No. 43. Thur. Through, Echuca and beyond; Tue., Wed., Fri., Shunt Rochester only.	No. 88. Roadsides.
No. 45. Shunt Elmore, Rochester only.	Nos. 118, 122. Through. Shunt as required by Senior Train Controller.
No. 57 to Cohuna, shunt Goornong, if required for live stock only; roadsides Elmore to Cohuna.	No. 156 shunt for live stock only. (Load 'T' Loco 510 tonnes).
No. 49. Roadsides.	No. 114 may shunt *en route* at two stations only.
No. 81. Through.	

ECHUCA–DENILIQUIN.

Nos. 21, 43 Roadsides.	Nos. 92, 114, 122. Roadsides.
	No. 156. Live stock only.

ECHUCA–BALRANALD.

No. 29. Roadsides.	No. 112. Roadsides.
No. 27. Supply empty wagons for rice traffic at Caldwell and Burraboi only.	No. 28. Clear rice traffic from Burraboi and Caldwell and other clearances as arranged.

BENDIGO–KERANG.

No. 27. Through. Discharge newspapers and perishable van goods *en route*. Shunt Pyramid Thursday and Saturday to detach perishable loading.	Nos. 120, 152. Roadsides.
No. 91. Roadsides.	No. 154. Shunt for live stock only and in addition may shunt one station to Raywood inclusive.
	No. 102. Shunt for live stock and urgent loading only.
	No. 126. Live stock and urgent loading.

KERANG–SWAN HILL.

No. 27, may shunt one station.	Nos. 102, 126. Roadsides.
	No. 154. Maximum one shunt for live stock only.

BENDIGO–KORONG VALE.

Nos. 35. Through. (Shunt Inglewood Fri.)	No. 74. Shunt Bridgewater and two additional shunts only.
No. 93. Roadsides.	No. 136. Roadside live stock only.
No. 83. Shunt Wedderburn Junction only to detach Wedderburn loading.	No. 132. Roadsides.
	No. 90. Maximum two shunts.

KORONG VALE–WYCHEPROOF.

No. 31. Through.	Nos. 34, 74, 136. Shunt Charlton. Other stations for live stock only.
No. 35. (Shunt Charlton and one other station).	No. 138. Roadsides.
No. 37. Roadsides.	

KORONG VALE–ULTIMA.

Nos. 11, 17. Roadsides.	Nos. 22, 24. Roadsides.
No. 13. Through (Shunt Boort, Quambatook, Lalbert only).	

DOWN	UP

CASTLEMAINE–MARYBOROUGH.

Nos. 11, 19, 27. Roadsides. No. 61. Through.	Nos. 4, 6, 60. Roadsides. Nos. 128, 130. Through.

BALLARAT–MARYBOROUGH.

Nos. 37, 41, 75, 103, 149. Through. No. 13. Roadsides.	No. 38. Roadsides. Nos. 32, 44, 106, 108, 130, 134, 172. Through.

MARYBOROUGH–DONALD.

Nos. 37, 103. Through. No. 75 Through (Shunt St. Arnaud only). No. 21. Roadsides.	Nos. 26*, 32, 40*, 130, 134. Through. *Shunt St. Arnaud only.

DONALD–OUYEN.

No. 101. Roadsides. Nos. 75*, 103. Through. *No. 75 Stop Watchem, Fridays to discharge "Per" V.G. and restricted to two shunts Tue. Thur. and work as required by Senior Train Controller other days.	Nos. 20, 44. Roadsides. No. 134. Through. Nos. 32 and 130 restricted Shunts as required by Senior Train Controller.

OUYEN–MILDURA.

No. 103. Ouyen, Hattah, Carwarp, Redcliffs, Irymple to detach bogie vans or discharge van goods. No. 75. Roadsides.	No. 134. Shunt Irymple, Redcliffs, Carwarp, Hattah, (and Ouyen Mondays to Thursdays) to pick up bogie vans or van goods only. Also load van goods Fridays at Ouyen. No. 130. Roadsides.

LIGHTING OF COUNTRY TRAINS

The Lighting Arrangements on Main Line Country Trains are as shown herein.

These arrangements are based on the **scheduled times of trains and average weather conditions. In the event of late running, exceptionally dull weather, or trains being docked in close proximity to verandahs, etc., Stationmasters, Guards and Conductors must vary arrangements as circumstances require.** When non-vestibuled carriages are in use on the Main Line Trains, it may become necessary to depart from the following instructions, and in such instances, Stationmasters, Guards and Conductors will require to suitably arrange for the lighting of such carriages at a convenient station.

Economy must be exercised in the use of electric lights in carriages, as serious damage, very costly to repair, occurs when the batteries become exhausted through the lights being allowed to burn unnecessarily at stations. A three-position switch is provided, viz. : "Off," "Half," and "Full Light."

See General Appendix, page 419 and 420, for instructions regarding electrically-lighted carriages and brake vans.

(a) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

On trains which have to pass through tunnels and on which a conductor is not employed, the carriages must be illuminated, but as considerable delay would be involved in lighting and extinguishing the lights at stopping stations on either side of the tunnels, arrangements are to be made for them to run with lights reduced, i.e., on half-lights. The lights must be lit and extinguished as indicated hereunder:—

Section	Down		Up	
	Lighted at	Extinguished at	Lighted at	Extinguished at
Melbourne–Bendigo ..	Melbourne	Bendigo	Bendigo	Melbourne

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES.

Guard or Rail Motor Driver to switch on lights when necessary and extinguish them when no longer required.

COUNTRY BRANCH LINE TRAINS.

The arrangements for lighting of Branch Line Trains to be varied to accord with local conditions as arranged by the District Superintendent.

Train	April to October	November to March
	NORTHERN DISTRICT	
8.45 a.m. Melbourne–Bendigo. ("Great Northern Limited")	See paragraph (a) Page 143	See paragraph (a) Page 143
9.30 a.m. Melbourne–Bendigo, Sun. ..	See paragraph (a) Page 143	See paragraph (a) Page 143
1.40 p.m. Melbourne–Bendigo .. (To Swan Hill, Tue., Thur.)	See paragraph (a) Page 143	See paragraph (a) Page 143
5.4 p.m. Melbourne–Bendigo .. Mon. to Thur. (To Swan Hill, Wed.)	Spencer Street to light. Terminal extinguish ..	Spencer Street to light. Terminal extinguish Note—During period Summer Time, 'Daylight Saving', (approx. November to February inclusive)—Conductor to light. Terminal extinguish. See paragraph (a) Page 143
5.40 p.m. Melbourne–Swan Hill, Fri.		
6.5 p.m. Melbourne–Bendigo, Sat.		
4.30 p.m. Melbourne–Kyneton Mon. to Fri.	Spencer Street to light. Terminal extinguish	During March only, Spencer Street to light. Terminal extinguish
5.14 p.m. Melbourne–Kyneton Mon. to Fri.		
7.10 p.m. Melbourne–Bendigo, Sun.	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
7.0 a.m. Bendigo–Melbourne	Bendigo to Light. Terminal extinguish. See paragraph (a) Page 143	See paragraph (a) Page 143
9.10 a.m. Bendigo–Melbourne, Sun.	See paragraph (a) Page 143	See paragraph (a) Page 143
12.0 noon Bendigo–Melbourne	See paragraph (a) Page 143	See paragraph (a) Page 143
5.25 p.m. Bendigo–Melbourne Mon. to Fri.	Bendigo to light. Terminal extinguish ..	During March only, Bendigo to light. Terminal extinguish
5.45 p.m. Bendigo–Melbourne (Sat)	See paragraph (a) Page 143	See paragraph (a) Page 143
3.55 p.m. Swan Hill–Melbourne, Sun. ..	Swan Hill to light. Terminal extinguish	Swan Hill to light. Terminal extinguish.
6.40 a.m. Kyneton–Melbourne Mon. to Fri.	Kyneton to light. Terminal extinguish	
7.12 a.m. Kyneton–Melbourne Mon. to Fri.		
7.0 a.m. Swan Hill–Melbourne Wed., Fri. ..	Swan Hill to light. Terminal extinguish. See paragraph (a) Page 143.	See paragraph (a) Page 143
	NORTH WESTERN DISTRICT	
9.20 p.m. Melbourne–Mildura .. .. ("The Vinelander")	Spencer Street to light. Terminal extinguish. Conductor to reduce to "Half Light" at Midnight.	Spencer Street to light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight.
9.30 p.m. Mildura–Melbourne .. .. ("The Vinelander")	Mildura to light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight	Mildura to light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight

LINE	TRACK—LENGTH IN METRES						
	No. 1	No. 2	No. 3	No. 4	No. 5		
BENDIGO-DENILIQUIN							
GOORNONG	387	387	..	..	..		
ELMORE	415	710	671	..	..		
ROCHESTER	366	588	588	..	..		
ECHUCA	427	427	518	..	..		
MOAMA	549	549	..	..	..		
MATHOURA	488	488	..	..	..		
ECHUCA-BALRANALD							
BUNNALOO	287	287	..	..	..		
WAKOOL	351	351	..	..	..		
MOULAMEIN	378	378	326	..	..		
BENDIGO-KOOLOONONG							
RAYWOOD	381	381	213	..	..		
DINGEE	396	396	..	..	..		
MITIAMO	302	302	..	..	..		
PYRAMID	244	244	..	..	..		
MACORNA	305	305	..	..	..		
KERANG	308	308	259	..	..		
LAKE CHARM	264	264	..	..	..		
LAKE BOGA	287	287	..	..	..		
SWAN HILL	370	370	..	..	..		
WOORINEN	..	..	..	..	..		
NYAHWEST	280	280	..	..	..		
PIANGIL	194	194	..	..	..		
BENDIGO-KULWIN							
EAGLEHAWK	506	506	..	..	..		
MARONG	337	337	..	..	..		
BRIDGEWATER	427	427	..	..	..		
INGLEWOOD	332	332	..	..	..		
GLENALBYN	407	407	..	..	..		
WEDDERBURN JUNCTION ..	416	416	..	..	..		
KORONG VALE	..	472	373	379	439		
BUCKRABANYULE	346	346	..	..	..		
CHARLTON	335	264	..	..	..		
WYCHEPROOF	198	198	174	..	..		
CULGOA	..	..	..	..	..		
BERRIWILLOCK	233	119	..	..	..		
SEA LAKE	290	194	..	..	..		
KORONG VALE-ROBINVALE							
MYSIA	300	300	..	..	..		
BOORT	383	383	..	..	..		
BARRAPORT	398	578	..	..	..		
QUAMBATOOK	518	349	..	..	..		
LALBERT	165	165	..	..	..		
ULTIMA	337	259	..	..	..		
MANANGATANG	264	107	..	..	..		

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS

LINE		TRACK—LENGTH IN METRES					
	No. 1	No. 2	No. 3	No. 4	No. 5		
ELMORE-COHUNA							
LOCKINGTON	241	511	..	..	..		
GUNBOWER	352	439	..	..	..		
CASTLEMAINE-MARYBOROUGH							
NEWSTEAD	245	245	..	..	..		
CARISBROOK	229	229	..	..	..		
BALLARAT-MARYBOROUGH							
CRESWICK	327	367	..	..	..		
CLUNES	479	479	..	..	..		
TALBOT	226	226	..	..	..		
MARYBOROUGH-MILDURA							
BET BET	672	672	..	..	..		
DUNOLLY	200	309	..	..	..		
BEALIBA	280	280	..	..	..		
EMU	610	610	..	..	..		
ST. ARNAUD	315	361	265	..	..		
SUTHERLAND	262	262	..	..	..		
COPE COPE	306	306	..	..	..		
DONALD	483	483	463	..	..		
LITCHFIELD	479	479	..	..	..		
WATCHEM	369	369	..	..	..		
BIRCHIP	411	411	..	..	..		
CURYO	392	514	..	..	..		
WOOMELANG	495	495	..	..	..		
LASCELLES	581	581	..	..	..		
SPEED	349	349	..	..	..		
OUYEN	451	328	328	..	..		
HATTAH	293	361	..	..	..		
CARWARP	367	367	..	..	..		
REDCLIFFS	512	512	..	..	..		
IRYMPLE	229	229	..	..	..		
OUYEN-PINNAROO							
WALPEUP	276	276	..	..	..		
UNDERBOOL	267	267	..	..	..		
COWANGIE	268	268	..	..	..		
MURRAYVILLE	191	191	..	..	..		
REDCLIFFS-MERINGUR							
MERINGUR	194	194	..	..	..		
MILDURA-YELTA							
MERBEIN	216	216	..	..	..		

TRAIN TIME-TABLE REFERENCE SYMBOLS

Express, Passenger, Rail Motor and Mixed trains must stop at stations where so scheduled in the Time-tables. Where the times of arrival and departure of trains are not both stated, the times shown are those of departure from stations.

Where the time for the train is shown without the addition of one of the undermentioned symbols or other special reference, a definite stop must be made.

Where the following standard symbols, viz., *, ‡, §, ¶, ††, and Z are utilized with or without, as the case may be, a time being shown, they indicate how the train shall be dealt with at the particular station or stations, i.e., whether non-stop, or to stop in certain circumstances.

The symbols referred to and their application to the time-tables are as follows :—

‡ Indicates that the trains shall only require to stop at the station concerned in the following circumstances :—

(1) When signalled from the station to stop, indicating that there are passengers to be entrained.

(2) And/or when the train is conveying passengers for the station. The Guard is responsible for informing the Driver that there are passengers to be detrained. If no Conductor on the train, the Guard must make the necessary inquiries among the passengers at the previous stopping station. If no guard be employed on a rail motor, the Driver must make the necessary inquiries.

* Trains will not stop to pick up or set down passengers at stations where the train schedule is marked thus *, or where this symbol occurs without an accompanying time.

§ Indicates that the train shall only require to stop at the station concerned in the following circumstances :—

(1) When signalled from the station to stop, indicating that there are passengers, vangoods and/or mails to be entrained.

(2) And/or when the train is conveying passengers, vangoods or mails for the station. The Guard is responsible for informing the Driver that there are passengers, vangoods, or mails to be discharged. If no Conductor on train, the Guard must make the necessary inquiries among the passengers at the previous stopping station. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries.

¶ Indicates that the train will only stop if required to pick up passengers, vangoods and/or mails. Necessary signal to be exhibited when the trains are required to stop.

†† Trains to stop to set down, if required, but not to pick up passengers at stations where the train time-table is marked thus ††. Passengers desiring to alight must give notice to the Conductor at the previous stopping station, where Conductors must also inquire. On trains which have no Conductors, the Guard will be responsible for this duty. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries. The Guard is responsible for informing the Driver that there are passengers to be detrained.

Z. Indicates that the train will stop at the Rail Motor Stopping Place concerned, for passengers only in the following circumstances :—

(1) When signalled from the Stopping Place to stop, indicating that passengers are to be entrained.

(2) And/or when the train is conveying passengers for the Stopping Place. The Guard is responsible for informing the Driver that there are passengers to be detrained. If the train is a Rail Motor, and no Guard is employed, the Rail Motor Driver must make the necessary inquiries among the Passengers.

‡ Trains marked ‡ run only if required. Special advice will be issued by the Chief Traffic Manager, Metropolitan or District Superintendent, or Depot Stations when the running of such trains is necessary.

● Indicates that the train must when practicable be despatched from the station concerned at the earlier time shown.

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

† Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered on arrival.

NC No one in charge stations.

○ Stations worked under Caretaker conditions, but at which the male employees in charge are authorised to collect freight charges.
The names of stations worked under "Caretaker Conditions", are printed in *italics*.

IMPORTANT

Amendments to this book will be issued in the form of W.T.T. circulars numbered consecutively or by "A" notice. 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	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved