VICTORIAN RAILWAYS

WORKING TIME-TABLE

WESTERN and SOUTH WESTERN DISTRICTS

ON AND AFTER 1st DECEMBER, 1969.

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager (Room 73, Phone 1092.)

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 applications to the time-tables are as follows :—

* 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 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 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 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, Mails and /or Vangoods to be entrained.
 (2) And /or when the train is conveying Passengers Mails or Vangoods for the station. The Guard is responsible for informing the Driver that there are Passengers, Mails and /or Vangoods 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, Mails and /or Vangoods. Necessary signal to be exhibited when trains are required to stop.

†† Trains to stop to set down if required, but not to pick up Passengers at the stations where 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, Superintendent of Train Services, 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.

Footnote references are indicated by Capital Letters **A, B, C**, &c., shown after the figures in Train Schedules such as 12.14**F** shown for No. 25 at Trawalla (page 15).

METHOD OF NUMBERING TRAIN TIME TABLES, ETC.

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

The lines above the departure time and figures at the 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 page 19, appears the following :—

			No. 34 Passenger	
UP.				
		arr.	P.M. 2 48	
Murtoa	... ...		–25, 105, 106	
		dep.	2 56	

The above examples indicates—
 That number **34** (Up) meets numbers **25 and 105** (Down), and precedes number **106**

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 up on arrival.

N.C.   There is no one in charge at these stations.

W.   Watering Stations.

O.   Stations worked under Caretaker conditions, but at which the male employees in charge are authorized to collect freight charges.

The names of stations worked under " Caretaker Conditions " are printed in *italics*.

PASSENGERS TRAVELLING IN BRAKEVANS OF GOODS TRAINS.

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

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

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

FOGGY WEATHER.

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

In forwarding goods consignments to the lines specified hereunder on which there is a limited regular goods train service, all concerned must ensure that consignments arrive at the junction station in time to make the earliest possible connection.

Line.	Days of Running	Line.	Days of Running

NORTHERN AND MIDLAND DISTRICT.

Line.	Days of Running	Line.	Days of Running
Echuca–Balranald	Tues., Fri.	Inglewood–Dunolly	Mon.
Elmore–Cohuna	Mon., Thur.	Maryborough–Avoca	Wed.
Woodend–Daylesford	Wed., Fri.	Ouyen–Pinnaroo	Mon., Fri.
Ballarat–Newlyn	Tue. and Alt. Fri.	Merbein–Yelta	Wed.
		Redcliffs–Meringur	Tues.
Castlemaine–Maldon	Wed.	Kerang–Koondrook	Fri.
Swan Hill–Nyahwest	Tues., Fri.	Wedderburn	Wed.
Nyahwest–Piangil	Fri.	Wycheproof–Sea Lake	Tues., Fri.
Piangil–Kooloonong	Alt. Fri.	Sea Lake–Kulwin	Tues.
		Ultima–Robinvale	Tues., Fri.

WESTERN AND SOUTH-WESTERN DISTRICT.

Line.	Days of Running	Line.	Days of Running
Ballarat–Eureka	Service as required	Horsham–Hamilton	Wed.
		Hamilton–Horsham	Thur.
Ballarat–Skipton	Mon.	Hamilton–Coleraine	Tues., Thur.
Lubeck–Marnoo	Tues.	Rainbow–Yaapeet	Thur.
Marnoo–Bolangum	Tues.	Jeparit–Yanac	Wed.
Warracknabeal–Hopetoun	Wed., Fri.	Terang–Mortlake	Tues.
Hopetoun–Patchewollock	Wed.	Koroit–Hamilton	Wed.
Natimuk–Goroke	Tues., Thur.	Hamilton–Koroit	Wed.
Goroke–Carpolac	Tues.	Warrnambool–Port Fairy	Tues., Fri.
		Geelong–Queenscliff	Wed.

NORTH-EASTERN DISTRICT.

Line.	Days of Running	Line.	Days of Running
Wangaratta–Bright	Mon., Wed.	Shepparton–Katamatite	Mon.
Cathkin–Alexandra	Mon., Wed.	Yarrawonga–Oaklands	Sun.
Rushworth–Girgarre	Mon., Thur.	Wangaratta–Peechelba East	Alternate Mon.
Wangaratta–Beechworth	Tues., Thur.	Numurkah–Picola	Mon.
Rushworth–Colbinabbin	Wed.	Numurkah–Nathalia	Mon., Wed.

EASTERN DISTRICT

Line.	Days of Running	Line.	Days of Running
Morwell–Mirboo North	Tues., Thur.	Nyora–Wonthaggi	Tues., Thurs.

METROPOLITAN DISTRICT.

Line.	Days of Running	Line.	Days of Running
Heidelberg–Eltham	Mon.	Bayswater–Upper F.T. Gully	Mon., Fri.
Reservoir–Thomastown	Tues., Wed.	Glenhuntly–Frankston	Mon., Wed.
Lilydale–Healesville	Wed.	Frankston–Stony Point	Wed.
Melbourne–Hawthorn	Mon.	Baxter–Mornington	Fri.
Melbourne–Essendon	Tue., Fri.	Melbourne–Darling	Mon.

Any changes in the days of running effected during the currency of this time-table must be noted and the necessary alterations made in the above list.

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

Train	Line	Plat.	Days	Train	Line	Plat	Days
Trains LEAVE SPENCER STREET as under for :				**Trains ARRIVE SPENCER STREET as under**			
BENDIGO, ETC.				**from : BENDIGO, ETC.**			
8 10	Bendigo and Swan Hill	5	Mon. Wed., Fri.	7 15 a.m.	Sunbury ...	9	Mon. to Fri.
8 10	Bendigo	5	Tue., Thurs.	8 20	Kyneton ...	8	Mon. to Fri.
8 20	Bendigo and Swan Hill	5	Saturday	8 20	Woodend ...	8	Saturday
9 30	Daylesford ...	6	Mon. to Sat.	8 53	Daylesford ...	6	Mon. to Sat.
12 20 p.m.	Woodend ...	8	Saturday	9 40	Bendigo ...	3	Mon. to Sat.
1 35	Bendigo ...	1	Mon. Wed., Fri., Sat.	2 25 p.m.	Swan Hill & Bendigo	1	Mon. to Sat.
1 35 p.m.	Bendigo and Swan Hill	1	Tue., Thurs.	4 40	Daylesford ...	6	Mon. to Fri.
4 27	Sunbury ...	6	Mon. to Fri.	5 20	Daylesford ...	6	Saturday
4 55	Daylesford ...	6	Mon. to Fri.	8 15	Bendigo ...	6	Mon. to Fri.
5 14	Kyneton ...	8	Mon. to Thur.	8 31	Bendigo ...	5	Saturday
5 14	Woodend ...	8	Friday	11 39 a.m.	Bendigo ...	3	Sunday
5 35	Woodend, Daylesford	6	Saturday	8 45 p.m.	Daylesford ...	3	Sunday
5 45	Bendigo ...	5	Mon. to Fri.	9 25	Bendigo ...	2	Sunday
6 5	Bendigo (con. Daylesford)	4	Saturday	**ADELAIDE–SERVICETON–BALLARAT.**			
9 30 a.m.	Bendigo & Daylesford	3	Sunday	7 30 a.m.	Bacchus Marsh	5	Mon. to Fri.
7 5 p.m.	Bendigo ...	3	Sunday	7 58	Mildura & Ballarat (via Nth. Geelong Loop)	3	Saturday
BALLARAT–SERVICETON–ADELAIDE				8 5	Mildura & Ballarat (via Nth. Geelong Loop)	3	Mon. to Fri.
7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat.	8 18	Ballarat ...	9	Monday
9 10	Dimboola ...	5	Mon. to Sat.	8 18	Bacchus Marsh	9 / 10	Tue. to Fri. / Saturday
12 25 p.m.	Bacchus Marsh	6	Saturday	8 57	Adelaide " The Overland "	2	Daily, Sun. inc. (From W.A. Sun., Tues., Wed., Fri., Sat.)
1 30	Horsham ...	2	Mon. to Fri.				
1 30	Dimboola ...	2	Saturday				
2 5	Ballarat (via Geelong)	6	Saturday	9 17	Bacchus Marsh	7	Monday
4 0	Ballarat (via Geelong)	4	Mon. to Fri.	9 24	Ballarat ...	7	Tue. to Sat.
4 23	Bacchus Marsh	5	Mon. to Fri.	9 50	Ballarat (via Geelong)	4	Mon. to Fri.
5 25	Ballarat ...	7	Mon. to Fri.	10 35	Ballarat (via Geelong)	9	Saturday
6 20	Ballarat ...	8	Saturday	2 0 p.m.	Horsham ...	2	Tues. to Sat.
6 20	Bacchus Marsh	4	Mon. to Fri.	2 0	Dimboola ...	2	Monday
8 40	Adelaide " The Overland "	2	Daily, Sun. inc. (To W.A. Sun., Mon., Tue., Thur., Fri.)	6 10	Ballarat (via Geelong) **B**	13	Mon. to Sat.
9 5	Ballarat & Mildura	5	Mon. to Thur.	8 0	Dimboola ...	4	Mon. to Sat.
9 20	Ballarat & Mildura	5	Sun. & Fri.	10 55 a.m.	Ballarat ...	4	Sunday
9 35 a.m.	Horsham ...	4	Sunday	8 20 p.m.	Horsham ...	1	Sunday
7 10 p.m.	Ballarat ...	4	Sunday				

B. To Flinders Street.

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

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE FLINDERS STREET as under for :				**Trains ARRIVE FLINDERS STREET as under from :**			
6 39 a.m.	Warragul **D** ...	6	Mon. to Fri.	7 15 a.m.	Werribee **N** ...	6	Saturday
7 25	Traralgon ...	1 Cent.	Mon. to Sat.	8 1	Warragul **D** ...	7	Mon. to Fri.
8 35	Bairnsdale ...	1 Cent.	Mon. to Sat.	8 38	Traralgon ...	1 Cent.	Saturday
	" The Gippslander "			8 40	Warragul ...	11East	Mon. to Fri.
				9 5	Leongatha ...	10East	Mon. to Sat.
9 5	Leongatha & Wonthaggi	1 Cent.	Mon., to Sat.	9 14	Werribee ...	1 Cent.	Saturday
				9 19	Traralgon ...	1 Cent.	Mon. to Fri.
9 15	Werribee **N** ...	7	Mon. to Fri.	9 30	Werribee **N** ...	6	Mon. to Fri.
12 24	Werribee **N** ...	7	Mon. to Fri.	11 2	Yarram & Wonthaggi	1 Cent.	Mon. to Sat.
12 40 p.m.	Traralgon ...	1 Cent.	Saturday				
1 0	Leongatha ...	1 Cent.	Saturday	11 15	Bairnsdale ...	1 Cent.	Monday
1 15	Warragul ...	1 Cent.	Mon. to Fri.	11 15	Sale ...	1 Cent.	Tue., Wed., Thur., Fri.
3 38	Warragul ...	1 Cent.	Mon. to Fri.				
3 58	Yarram ...	1 Cent.	Mon. to Thur.	11 27	Werribee **N** ...	7	Mon. to Fri.
3 58	Leongatha ...	1 Cent.	Friday	11 40	Bairnsdale ...	1 Cent.	Saturday
4 53	Traralgon ...	1 Cent.	Mon. to Fri.	12 Noon	Warragul ...	1 Cent.	Mon. to Fri.
5 13	Warragul **D** ...	6	Mon. to Fri.	4 50 p.m.	Traralgon ...	1 Cent.	Saturday
6 3	Sale ...	1 Cent.	Mon. to Thur.	5 57	Geelong ...	1 East	Mon. to Fri.
6 3	Bairnsdale ...	1 Cent.	Fri., Sat.	6 10	Warragul **D** ...	7	Mon. to Fri.
6 12	Leongatha & Wonthaggi	1 Cent.	Mon. to Thur.	6 17	Geelong	10East	Mon. to Fri.
						1 Cent.	Saturday
6 12	Yarram & Wonthaggi	1 Cent.	Fri., Sat.	6 50	Bairnsdale "TheG'pslander"	1 Cent.	Mon. to Sat.
9 20	Geelong ...	1 Cent.	Mon. to Fri.	7 10	Leongatha & Wonthaggi	1 Cent.	Mon. to Fri.
11 15	Geelong ...	1 Cent.	Mon. to Sat.				
9 22 a.m.	Geelong ...	1 West	Sunday	7 19	Werribee **N** ...	6	Saturday
9 35	Sale ...	1 Cent.	Sunday	7 29	Geelong ...	1 East	Saturday
10 45	Werribee **N** ...	7	Sunday	7 45	Geelong ...	1 East	Friday
2 0 p.m.	Geelong ...	1 Cent.	Sunday	7 48	Traralgon ...	1 Cent.	Mon. to Fri.
6 45	Leongatha & Wonthaggi	1 Cent.	Sunday	8 1	Leongatha & Wonthaggi	1 Cent.	Saturday
7 5	Traralgon ...	1 Cent.	Sunday	8 14	Port Fairy ...	1 Cent.	Saturday
7 32	Warrnambool ...	1 Cent.	Sunday	9 47 a.m.	Werribee **N** ...	7	Sunday
8 8	Werribee ...	2	Sunday	10 30	Geelong ...	1 Cent.	Sunday
11 25	Werribee ...	1 Cent.	Sunday	11 20	Traralgon ...	1 Cent.	Sunday
				12 55 p.m.	Werribee ...	1 Cent.	Sunday
				6 52	Werribee ...	2	Sunday
				8 3	Geelong ...	1 Cent.	Sunday
				9 44	Leongatha & Wonthaggi	1 East	Sunday
				9 43	Warrnambool ...	1 Cent.	Sunday
				9 55	Sale ...	1 Cent.	Sunday
				10 0	Werribee ...	2	Sunday
				10 5	Mansfield ...	3	Sunday

N–Passengers change trains Newport.
D–Passengers change trains Dandenong.

MELBOURNE–SERVICETON.

Except as shown hereunder, the Double Line Block Telegraph System is in force on the Up and Down journey on the following sections :—Warrenheip and Ballarat East ; Lydiard Street Box " B ", Ballarat and North Ballarat " C " ; North Ballarat " C " and Linton Junction " D ".

Three position signalling is in force on the Up and Down journey between No. 1 Box, Spencer Street, and Sunshine.

The Permissive Track Block System is in force on the Up and Down journey between Dudley Street and North Melbourne Junction and Weighbridge Junction—South Kensington (Goods Lines only).

Track Block System is in force on the Up and Down journey between Ballarat East and Ballarat.

The section between Bacchus Marsh and Ballan is worked under the rules for Automatic and Track Control System of Train Signalling on Single Lines of Railway, contained in General Appendix.

Weighbridge Junction Signal Box is opened from 1.0 a.m. Mondays to 1.0 p.m. Saturdays ; and at other times as arranged by Metropolitan Superintendent.

Gerang Gerung, Miram and Lillimur may be opened as Intermediate Block Posts when required. See General Appendix for instructions.

Deer Park, Windermere, Trawalla, Middle Creek, Armstrong, Great Western, Deep Lead, Wal Wal, Jung, Dooen, Pimpinio, Kiata and Diapur are switched in as Electric Staff Stations as follows :—

Deer Park—
>   Mondays to Fridays : From 6.20 a.m. until **No. 73** clears.
>   Saturdays : From 7.0 a.m. until **No. 145** clears.

Windermere—
>   Mondays : From 5.45 a.m. until **No. 9** clears and from 11.0 a.m. until **No. 82** clears.
>   Tuesdays to Fridays : From 5.45 a.m. until **No. 9** clears and from 1.25 p.m. until **No. 49** clears.
>   Saturdays : From 5.45 a.m. until **No. 9** clears.

Trawalla—
>   Mondays : From 9.50 a.m. until **No. 24** clears.
>   Tuesdays to Fridays: From 6.25 a.m. until **Nos. 9** and **192** clear, also 11.35 a.m. until **No. 82** clears.
>   Saturdays : From 6.25 a.m. until **Nos. 9** and **192** clear, also 11.35 a.m. until **No. 154** clears.

Middle Creek—
>   Mondays to Fridays : From 9.0 a.m. until **No. 34** clears.
>   Saturdays : From 9.0 a.m. until **No. 145** clears.

Armstrong—
>   Mondays to Fridays : From 9.20 a.m. until **Nos. 36** and **133** clear.
>   Saturdays : From 9.20 a.m. until **No. 86** clears.

Great Western—
>   Mondays to Fridays : From 2.15 a.m. until **No. 133** clears.
>   Saturdays : From 2.15 a.m. until **No. 49** clears.

Deep Lead—
>   Mondays to Fridays from 8.0 a.m. until **No. 34** clears.
>   Saturday : From 8.0 a.m. until **Nos. 25** and **86** clear.

Wal Wal—
>   Mondays. Tues., Thurs., Fri. : From 8.25 a.m. until **No. 34** clears.
>   Wednesdays : From 8.25 a.m. until **No. 106** clears.
>   Saturdays : From 8.25 a.m. until **No. 25** clears.

Jung—
>   Mondays : From 2.10 a.m. until **No. 36** clears.
>   Tuesdays to Fridays : From 2.10 a.m. until **Nos. 49** and **88** clear.
>   Saturday : From 2.10 a.m. until **Nos. 25** and **34** clear.

Dooen—
>   Mondays to Fridays : From 8.5 a.m. until **No. 36** clears.
>   Should **No. 36** be running late Mondays to Fridays the Signalman at Dooen may switch out prior to the passage of that train.
>   Saturdays : From 8.5 a.m. until **No. 9** clears.

Pimpinio—
>   Mondays: From 12 Noon until **No. 25** clears.
>   Tuesdays to Fridays : From 10.15 a.m. until **No. 25** clears.

Kiata—

Monday : 7.20 a.m. until **No. 34** clears.
Tuesday to Friday : 7.50 a.m. until **Nos. 88** and **25** clear.
Saturday : 7.20 a.m. until **Nos. 79** and **154** clear.

Diapur—

Mondays: ...   ...   From 11.30 p.m. (Sun.) until **No. 34** clears the following day.
Tuesdays to Saturdays : From 11.30 p.m. (Mon.) until **No. 34** and **No. 147** clear the following day.
Sundays : From 11.20 p.m. Sat. until **Nos. 10** and **69** clear.

The Train Controller, Spencer Street, may arrange for **Deer Park,** and the Train Controller, Ballarat may arrange for **Windermere, Trawalla and Middle Creek,** and the Train Controller, Ararat, may arrange for **Armstrong, Great Western, Deep Lead, Wal Wal, Jung, Dooen** (when Jung is switched in) **Pimpinio, Kiata** and **Diapur** to be switched in during other periods, but before doing so he 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 across the figure line in the Train Register Book.

Ardeer Siding and Marmalake are Unattended Electric Staff Posts worked in accordance with instructions shown in the General Appendix.

SUNSHINE.

Provision of Special Boards for the stoppage of the Up and Down " Overland " Expresses at Platform.

In connection with the provision at Sunshine of facilities for the transfer of passengers between " The Overland " and " Intercapital Daylight " Expresses and to ensure that the rear Brakevan is, in all cases, brought to the platform, Special Boards of a triangular shape, painted white with black lettering, have been provided as shown hereunder :—

Up Main Line—

One Board lettered 9, applicable to one locomotive hauling 9 carriages and including vans.
One Board lettered 11, applicable to two locomotives hauling 11 carriages and including vans.
One Board lettered 13, applicable to two locomotives hauling 13 carriages and including vans.
One Board lettered 15, applicable to two locomotives hauling 15 carriages and including vans.

Down via No. 3 Road (No. 3 Platform)—

One Board (Dwarf) lettered 9, applicable to one locomotive hauling 9 carriages and including vans.
One Board (Dwarf) lettered 11, applicable to two locomotives hauling 11 carriages and including vans.
One Board (Dwarf) lettered 13, applicable to two locomotives hauling 13 carriages and including vans.
One Board (Dwarf) lettered 15, applicable to two locomotives hauling 15 carriages and including vans.

NOTE :—In the event of the locomotive power being other than as shown above, the Driver is to make due allowance for the altered length of the train when stopping.

POSTAL MOTOR TROLLEY SERVICES.

1. When it is found necessary to run a Goods train on any line on a Postal Motor Day, it should be run if practicable, to the Postal Motor time table, and take the mails to obviate the need for running the Postal Motor.

2. On Postal Motor Cars and on type " B " Inspection Cars, the total load, inclusive of the weight of the Driver, is not to exceed :

Sheffield and Casey Jones " K " type	...	...	...	...	10 cwt.
Casey Jones " KS," and " NKS " type	...	...	...	...	6 ”
Type " B " Inspection Cars	...	...	...	...	3 ”

NOTE.—In the case of type " B " Inspection Cars, the load is to be distributed in such a way as to minimise the weight on the outrigger wheels as far as practicable.

3. Should the quantity of mails and newspapers exceed the capacity of the motor vehicle the order of preference of forwarding shall be :—

Letter mails, parcels-post mails, daily newspapers, weekly papers.

4. When newspapers are left behind, advice by telegraph, giving the name of the newspaper, the name of the consignee, and the destination station must be promptly sent to the Chief Traffic Manager.

5. Each Postal Motor Trip is paid for by the Postal Department, and Stationmasters concerned must promptly telegraph the Superintendent of Train Services (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, &c.

See the General Appendix for further instructions.

Down **MELBOURNE–ARARAT—Passenger Service**

Miles	STATIONS		5 Light Engine Tue., to Fri.	5 Light Engine Mon.		15 280 h.p. Diesel Rail Car Mon. to Sat.	
	MELBOURNE W		A.M.	A.M.	...	A.M.	...
	(Spencer-Street) ... *dep.*		...	...	...	...	...
1	North Melbourne		5 0	5 20	...	...	...
2¼	*South Kensington* ○ ...		5 10	5 30	...	...	...
3½	Footscray		5 15	5 35	...	...	...
4	*Middle Foostcray* ○ ...		...	...	...	...	...
4½	West Footscray		...	...	...	...	...
5¾	*Tottenham* ○		...	...	...	...	...
6	White City NC		...	...	...	...	...
7¾	Sunshine ES		5 23	5 47	...	...	...
10	Ardeer Sdg. Nobel (Aust) Ltd NC ES (see page 13)		...	...	...	...	...
11	*Deer Park* ○ ES (see note page 12)		...	...	...	...	...
13	Albion Reid Pty. Ltd. Sdg. NC ES		...	...	...	...	...
18½	*Rockbank* ○ ES ... { *arr.*		...—138	...	...	...	...
	dep.		5 38	5 58	...	...	...
23¼	Melton ES ... ... { *arr.*		5 45	...	...	...	...
	dep.		5 57—16	6 4	...	...	...
29¼	*Parwan* ○ ES ... { *arr.*		...	...	...	...	...
	dep.		6 7	6 13	...	...	...
31¼	Bacchus Marsh ES W { *arr.*		6 13—108	6 19 —108	...	...	...
	dep.				...	...	...
40¼	Bank Box Loop		...	...	...	...	...
49½	Ballan ES W { *arr.*		...	...	...	...	...
	dep.		...	...	...	...	...
56¾	*Gordon* ○ ES ... { *arr.*		...	...	...	...	...
	dep.		...	...	...	...	...
61½	*Wallace*		...	...	...	...	...
64	*Bungaree* ○ ES ... { *arr.*		...	...	...	...	...
	dep.		...	...	...	...	...
67½	*Dunnstown*		...	...	...	...	...
69¾	Warrenheip ES		...	...	...	10 36—8, 10	...
73¼	*Ballarat East* ○		...	...	...	10 42	...
73½	**BALLARAT** W ... { *arr.*		...	...	...	10 45	...
	dep.		...	...	...	...	...
74½	North Ballarat Junct. ...		...	...	...	...	...
76	Wendouree NC ...		...	...	...	...	...
76½	Linton Jnct. ES † (RMSP) ...		...	...	...	...	...
83½	*Windermere* ○ ES { *arr.* (See note, page 12) { *dep.*		...	...	...	...	...
86¾	*Burrumbeet* ○ ES		...	...	...	...	...
97½	*Trawalla* ○ ES ... { *arr.* (See note, page 12) { *dep.*		...	...	...	...	...
102½	Beaufort ES W ...		...	...	...	...	...
112½	*Middle Creek* ○ ES { *arr.* (See note, page 12) { *dep.*		...	...	...	...	...
116½	*Buangor* ○ ES		...	...	...	...	...
131	**ARARAT** ES W ... *arr.*		...	...	...	...	...
	Continued on		...	...	...	...	...
			5	**5**		**15**	

(Note: "From Geelong" is printed vertically in the Diesel Rail Car column against the rows from Bank Box Loop to Dunnstown.)

Miles	STATIONS		25 PASS. MON. TO SAT.	109 280 H.P. Diesel Rail Car Saturday	49 PASS. SAT.	49 PASS. MON. TO FRI.	11 153 H.P. D.R.C. and Trailer Mon. to Fri.	53 PASS MON. TO FRI.
			A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	MELBOURNE W (Spencer-Street)	*dep.*	9 10	12 25	1 30	1 30	...	4 23
1	North Melbourne	...	9 13*	12 28*	1 33*	1 33*	...	4 26
2¼	*South Kensington* ○	...	*	*	*	*	...	*
3½	Footscray	...	9 19	12 35	1 38*	1 38*	...	4 31
4	*Middle Footscray* ○	...	*	*	*	*	...	*
4½	West Footscray	...	*	*	*	*	...	*
5¾	*Tottenham* ○	...	*	*	*	*	...	*
6	White City NC	...	*	*	*	*	...	*
7¾	Sunshine ES	...	9 28	12 45	1 47	1 47	...	4 41
10	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 13)		...	...	...	...	...	...
11	*Deer Park* ○ ES (see note, page 12)		9 34	12 52–**P4**	1 52*	1 52*	...	4 48
13	Albion Reid Pty. Ltd. Siding NC ES		...	...	...	...	...	...
18½	*Rockbank* ○ ES	*dep.*	9 45–**14**	1 7	2 2††	2 0*	...	5 1
23¼	Melton ES	*arr.* *dep.*	... / 9 53	1 15–**24** / 1 22●	... 154 / 2 10	... 154 / 2 7	...	5 10–**94** / 5 20
29¼	*Parwan* ○ ES		10 1‡	1 33●	2 19††	2 15*	...	5 26
31¾	Bacchus Marsh ES W	*arr.* *dep.*	... / 10 8	1 39–**154**	... / 2 26	... / 2 22	...	
40¼	Bank Box Loop	...	10 27*–**150**	...	2 45*	2 41*	...	...
49½	Ballan ES W	...	10 45–**192**	...	3 3	2 59	...	...
56¾	*Gordon* ○ ES	...	10 56	...	3 13*	3 9*	...	...
61½	*Wallace*	...	11 4§	...	*	*	...	...
64	*Bungaree* ○ ES	...	11 9	...	3 21*	3 17*	...	...
67½	*Dunnstown*	...	11 15 38	...	*	*	...	...
69¾	Warrenheip ES	...	11 19	...	3 27*	3 24* 19	...	...
73¼	*Ballarat East* ○	...	11 25	...	3 33*	3 29*	...	...
		arr.	11 28	...	3 35	3 31	...	...
73¾	**BALLARAT** W	*dep.*	11 47	...	3 50	3 45	4 30	...
74½	North Ballarat Junct.	...	11 49*	...	3 52*	3 47*	4 32*	...
76	Wendouree NC	...	*	...	*	*	§	...
76½	Linton Junction ES † (R. M. Stop Pl.)	...	11 53*–**24** Noon	...	3 56*	3 51*	4 39Z	...
83½	*Windermere* ○ ES (See note, p. 12)	...	12 0* P.M.	...	4 4	3 59		...
86¾	*Burrumbeet* ○ ES	...	12 3*	...	4 9	4 4		...
97½	*Trawalla* ○ ES (See note, p. 12)	*arr.* *dep.*	...–**154** / 12 14F 82	...	... / 4 22 4	... / 4 17	To Linton	...
102⅜	Beaufort ES W	...	12 20	...	4 30●	4 25 34		...
112½	*Middle Creek* ○ ES (See note, p. 12)	*arr.* *dep.*	... / 12 33*	...	4 43 / 4 54●	4 38 / 4 49● 43		...
116½	*Buangor* ○ ES		12 38§	...	5 1●	4 56●		...
131	**ARARAT** ES W	*arr.* *dep.*	1 0 / 1 20	...	5 20 / 5 25	5 15 / 5 30	...	...
	Continued on...	...	Page 18	...	Page 18	Page 18	...	...
			25	**109**	**49**	**49**	**11**	**53**

● **No. 109** may depart Melton 1.16 p.m., Parwan 1.27 p.m.   **No. 49** Saturdays may depart Middle Creek 4.44 p.m., Buangor 4.51 p.m.   **No. 49** Monday to Friday may depart Middle Creek 4.39 p.m., Buangor 4.46 p.m.

F. Stops Friday only.

Miles	STATIONS		29 280 H.P. Diesel Rail Car SAT.	33 280 H.P. Diesel Rail Car MON. TO FRI.	57 PASS. MON. TO FRI.	63 PASS. SAT.	13 280 H.P. Diesel Rail Car MON. TO FRI.	73 PASS. MON., TUE., WED., THUR.	73 PASS. SUN., FRI.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	MELBOURNE W								
	(Spencer Street) ... *dep.*		...	...	5 25	6 20	6 20	9 5	9 20
1	North Melbourne		...	...	5 28*	6 23*	6 23*	9 8*	9 23*
2¼	*South Kensington* ○				*	*	*	*	*
3½	Footscray		...	...	5 34	6 29	6 29	9 14*	9 28*
4	*Middle Footscray* ○		...	...	*	*	*	*	*
4½	West Footscray				*	*	*	*	*
5¾	*Tottenham* ○ ...				*	*	*	*	*
6	White City NC				*	*	*	*	*
7¾	Sunshine ES		From Geelong	From Geelong	5 43	6 38	6 39	9 22*	9 35*
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see page 13)				...	...	...	...	...
11	*Deer Park* ○ ES (See n'te, p. 12)				5 50	6 44	6 47–94	9 27*	9 39*
13	Albion Reid Pty. Ltd. Sdg. NC ES		...	...	...	...	...	...	...
18½	*Rockbank* ○ ES		...	...	6 1–94	6 54	7 2–28	9 39*	9 50*
23¼	Melton ES ... ... { *arr.*		...	...	...	...	7 10–34	102	...
	{ *dep.*				6 9	7 1	7 19 ●	9 47*	9 55*
29¼	*Parwan* ○ ES ... { *arr.*		...	...	...–28	...–34	...–102	...	...
	{ *dep.*				6 18	7 9	7 30 ●	9 57*	10 3*
31¾	Bacchus Marsh ES W ... { *arr.*		...	...	...	...	7 37	...	...
	{ *dep.*				6 25	7 15		10 2*	10 8*
40¼	Bank Box Loop { *arr.*		...	...	6 45*	...	...	...	...
	{ *dep.*				6 47–34	7 32*	...	10 27*	10 29*
49½	Ballan ES W ... { *arr.*		...	...	...	...	...	...	...
	{ *dep.*				7 6 ●	7 48		10 50*	10 48*
56¾	*Gordon* ○ ES ... { *arr.*		...	...	...	...		...	...
	{ *dep.*				7 17 ●	7 58		11 2*	10 58*
61½	*Wallace*		...	...	7 25♣●	8 6♣		*	*
64	*Bungaree* ○ ES { *arr.*		...	...	7 30 ●	8 11		11 14*	11 6*
	{ *dep.*				7 35♣●	8 16♣		*	*
67½	*Dunnstown* ...		...	...					
69¾	Warrenheip ES		6 56	7 22	7 39*	8 20*	...	11 22*	11 13*
73¼	*Ballarat East* ○ ...		7 2	7 28	7 46 ●	8 26	...	11 31*	11 25*
73¼	**BALLARAT** W { *arr.*		7 5	7 30	7 50	8 30	...	11 33	11 27
	{ *dep.*		...	...	...	...	...	11 45	11 39
74¼	Nth. Ballarat Junction ...		...	...	...	...	...	11 47*	11 41*
76	Wendouree NC ...		...	...	...	...	...	To	To
76¼	Linton Junct. ES ┼ (R.M. St. Pl.)		...	...	...	...	...	Mildura	Mildura
83¼	*Windermere* ○ ES ... { *arr.*		...	...	...	...	...	...	...
	(See note, page 12) { *dep.*								
86¾	*Burrumbeet* ○ ES ...		...	...	...	...	...	...	...
97½	*Trawalla* ○ ES ... { *arr.*		...	...	...	...	...	...	...
	(See note, page 12) { *dep.*		...						
	{ *arr.*		...	...	...	...	...	...	...
102¼	Beaufort ES W ... {								
	{ *dep.*		...	...	...	...	...	...	...
112½	*Middle Creek* ○ ES		...	...	...	...	...	...	...
	(See note, page 12)								
116½	*Buangor* ○ ES ...		...	...	...	...	...	...	...
	{ *arr.*		...	...	...	...	...	...	...
131	**ARARAT** ES W ... {								
	{ *dep.*		...	...	...	...	...	...	...
	Continued on								
			29	33	57	63	13	73	73

● **No. 57** may depart Ballan 7.2 p.m., Gordon 7.13 p.m., Wallace 7.21 p.m., Bungaree 7.26 p.m., Dunnstown 7.31 p.m., Ballarat East 7.42 p.m.   **No. 13** may depart Melton 7.11 p.m., Parwan 7.22 p.m.

Miles	STATIONS				69 "THE OVER-LAND" DAILY SUN. INCL.	71 EX-PRESS DAILY SUN. INCL. ‡	105 PASS. SUN.	117 PASS. SUN. ‡	115 PASS. SUN.
					P.M.	P.M.	A.M.	P.M.	P.M.
	MELBOURNE W (Spencer Street)	...	...	dep.	8 40	9 50	9 35	...	7 10
1	North Melbourne	...	...	...	8 43*	9 53*	9 38*	...	7 13*
2¼	South Kensington ◯	...	...	...	*	*	*	...	*
3½	Footscray	...	...	...	8 48*	9 58*	9 44	...	7 18
4	Middle Footscray ◯	...	...	...	*	*	*	...	*
4½	West Footscray	...	...	...	*	*	*	...	*
5¾	Tottenham ◯	...	...	...	*	*	*	...	*
6	White City NC	...	...	...	*	*	*	...	7 26
7¾	Sunshine ES	...	...	dep.	8 55*	10 5*	9 54—14	...	7 26
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see page 13)				...	...	...	...	...
11	Deer Park ◯ ES (See n'te, p 12)				*	*	*	...	*
13	Albion Reid Pty. Ltd. Sdg. NC ES			...	...	...	...	...	...
18¼	Rockbank ◯ ES	...	...	{ arr.	...	...	...—150		7 40*—110
				dep.	9 10*	10 20*	10 6*		7 42
23¼	Melton ES	...	...	{ arr.	...	...	10 12		...
				dep.	9 15*	10 25*	10 14—100		7 48
29¼	Parwan ◯ ES	...	...	{ arr.	...	...	...		...
				dep.	9 24*	10 34*	10 21*		7 55*
31¾	Bacchus Marsh ES W	...		{ arr.	...	...	10 27		...
				dep.	9 29*	10 39*	10 27		8 0
40¼	Bank Box Loop	...	...	...	9 50*—159	11 0*	10 45*		8 18*
49¼	Ballan ES W	...	...	...	10 9*	11 19*	11 1		8 34
56¾	Gordon ◯ ES	...	...	{ arr.	...	...	...		...
				dep.	10 19*	11 29*	11 10*		8 43*
61½	Wallace	...	...	...	*	*	*		*
64	Bungaree ◯ ES	...	...	...	10 28*	11 38*	11 19		8 52
67½	Dunnstown	...	...	...	*	*	*		*
69¾	Warrenheip ES	...	...	...	10 36*	11 46*	11 26*	8 10♦	8 59*
73¼	Ballarat East ◯	...	...	...	10 41*	11 51*	11 33*	8 17*	9 6*
73¾	BALLARAT W	...	...	{ arr.	10 43	11 53	11 36	8 20	9 10
				dep.	10 58	A.M. 12 8	11 39	...	...
74½	Nth. Ballarat Junction	...	...	11 0*	12 10*	11 42*	...	...
76	Wendouree NC	...	...	...	*	*	*	...	...
76½	Linton Junction ES † (R.M. St. Pl.)			11 5*	12 15*	11 45*	...	...
83½	Windermere ◯ ES (See note, page 12)	...	{ arr.	...	...	11 51*	...	...
				dep.	11 11*	12 22*	11 51*	...	...
86¼	Burrumbeet ◯ ES	...	...	...	11 14*	12 25*	11 56	...	...
97¼	Trawalla ◯ ES (See note, page 12)	...	{ arr.	...	...	P.M. ...	...	...
				dep.	11 25*	12 35*	12 7*	...	...
102½	Beaufort ES W	...	...	...	11 31*—36	12 41*	12 14	...	...
112½	Middle Creek ◯ ES (See note, page 12)	...	...	11 43*	12 53*	12 25*	...	...
116¼	Buangor ◯ ES	...	...	...	11 47*	12 57*	12 31	...	...
				{ arr.	A.M. 12 5	1 15 —198	... —90	...	...
131	ARARAT ES W	...	...	dep.	12 7—198	1 17	12 48	...	...
	Continued on...	...	...	...	Page 18	Page 18	Page 18		
					69	71	105	117	115

Miles from Melb	STATIONS		25 PASS. MON. TO SAT.		49 PASS. SAT.	49 PASS. MON. TO FRI.	69 "THE OVER-LAND" DAILY SUN. INCL.	71 EX-PRESS DAILY, SUN. INCL. ‡	105 PASS. SUN.
			P.M.		P.M.	P.M.	A.M.	A.M. Pre 59	P.M.
131	**ARARAT** ES W	arr.	1 0—107		5 20	5 15—86	12 5	1 15	...
		dep.	1 20—76		5 25	5 30	12 7—	1 17—	—90
									12 48
136¾	*Armstrong* ○ ES	arr.	...		...—144	—66	...	...	...
	(See note, p. 12)	dep.	1 28		5 31*	5 36*	12 14*	1 24*	12 55✦
141¾	*Great Western* ○ ES	arr.	...—46		...	—142, 106	... 198	...	...
	(See note, p. 12)	dep.	1 36		5 37✦	5 43✦	12 19*	1 29*	1 2✦
		arr.	1 46			5 53	12 29	1 39 141wt.	...
150	**STAWELL** ES W				86 186, 66, 144	—130	—36, 130, 109		
		dep.	1 49		5 48	5 55	12 30	1 40	1 13
154¾	*Deep Lead* ○ ES	...	1 56—		*	*	12 36*	1 46*	1 19*
	(See note, page 12)								
162¾	Glenorchy ES	...	2 6—		6 2✦	6 10✦—52	12 44*	1 54*	1 26✦
169	*Wal Wal* ○ ES	arr.	...		... 109	... 138	...	...	...
	(See note, p. 12)	dep.	2 15		6 9*	6 17*	12 50*	2 0*	1 33*
175	Lubeck ES	...	2 23—142		6 16✦ 164	6 24✦—164	12 55*	2 5*	1 40✦
		arr.	2 34—105, 106		6 27	6 35	1 6	2 16	...
185¾	**MURTOA** ES W		Sat.	Mon. to Fri.					
		dep.	2 40	2 50● 34	6 29	6 40●	1 7	2 17	1 52
						Mon. Tue. to Fr.		Sun.‡ Mn. to Sat‡	
192	Jung ES	arr.	...—34		...	6 49✦	...	... 2 27*	...
	(See note, p. 12)	dep.	2 50	3 0●	6 39✦	6 50●6 54●	1 16*	2 26*2 41* 140	2 0✦
198¾	*Dooen* ○ ES	arr.	...	36, 61	...	6 58*7 2*88	...	...	...
	(See note, p. 12)	dep.	2 59	3 9●	6 47*	6 58*7 2*88	1 22*	2 32*2 49*	2 6*
203¾	**HORSHAM** ES W	arr.	3 5	3 15—	6 53—88	7 5 7 10	1 28—8 168	2 38 2 55	2 15
		dep.	3 15	3 25	6 55		1 31	2 40 2 57●	
213¾	*Pimpinio* ○ ES	arr.	...	...	...	...	...	... ...	...
	(See note, p. 12)	dep.	3 27	3 40	7 6*	...	1 42*	2 51*3 8*	...
219¾	Wail NC ...	...	§	§	*	...	*	* *	...
		arr.	3 45	4 7—164	7 20	...	1 54	3 3 3 20	...
224¾	**DIMBOOLA** ES W		—164 102 H.P. D.R.C. Sat.	102 H.P. D.R.C. Mon. to Fri.				159wt.	
		dep.	4 0	4 20	...	...	1 56	3 31●	...
235¾	*Gerang Gerung*	...	4 15	4 36	...	...	*	*	...
	(See note, page 12)						—140	—10, 115,	
				Mon. Tue. to Fr.					
240	*Kiata* ○ ES	arr.	...	... 4 45—88	...	...	...	...	...
	(See note, p. 13)	dep.	4 25	4 46● 4 50● 120	...	...	2 15*	3 50*	...
242¾	Salisbury NC	...	* 88	* *	...	...	*	*	...
248¾	Nhill ES ...	arr.	4 38—	5 0— 5 4— 120	...	...	2 25	4 0	...
		dep.	4 48●	5 10● 5 14●	...	...	2 26	4 1● 14, 12 wt.	...
255¾	Tarranginnie NC	...	*	* *	...	...	*	*	...
259¾	*Diapur* ○ ES W	arr.	...	... ...	...	...	...—10	4 16*—	...
	(See note, p. 13)	dep.	5 6●	5 28● 5 32●	...	...	2 40*	4 24B	...
266¾	*Miram* (See note, p. 12)		5 19●	5 42● 5 47●	...	...	*	*	...
272¾	Kaniva ES	arr.	5 28	5 52 5 57	...	...	2 58	4 42—	...
		dep.	5 31●	5 55● 6 0●	...	...	2 59	4 43● 150 wt.	...
278¾	*Lillimur* (See note, p. 12)		5 42●	6 6● 6 11●	...	...	*	*	...
287	**SERVICETON** ES W	arr.	6 0	6 20— 6 25—	...	...	3 20—14	5 0— 38, 50wt.	...
	(E.S. Time)		112	112 112			— 77,38		
	(C.S. Time)	arr.	5 30	5 50 5 55	...	...	2 50—150	4 30	...
		dep.	...	... ...	...	...	3 0—	4 40	...
483¾	**ADELAIDE**	arr.	...	... ...	...	...	9 0	10 35E	...
			25	25 25	49	49 49	69	71	105

● **No. 49** Mon. to Fri. may depart Murtoa 6.37 p.m.   Jung 6.47 p.m.   **No. 25** Sats. may depart Nhill 4.43 p.m., Diapur 5.1 p.m., Miram 5.14 p.m., Kaniva 5.25 p.m., Lillimur 5.36 p.m.   **No. 25** Mon. to Fri. may depart Murtoa 2.40 p.m., Jung 2.50 p.m., Dooen 2.59 p.m., Kiata 4.46 p.m., Nhill 5.5 p.m., Diapur 5.23 p.m., Miram 5.37 p.m., Kaniva 5.48 p.m., Lillimur 5.59 p.m.   **No. 71** may depart Horsham 2.40 a.m. Dimboola 3.5 a.m. Nhill 3.35 a.m. Kaniva 4.34 a.m.   **B—No. 71**, when **No. 14** does not run, to pass Diapur 4.15 a.m. arrive Kaniva 4.33 a.m. depart 4.34 a.m. arrive Serviceton 4.51 a.m   **E.** Arrive Adelaide 10.37 a.m. Saturday.

Miles	STATIONS		10 "THE OVER-LAND" DAILY, SUN. INCL.	14 EXPRESS DAILY SUN. INC. ‡	24 PASS. MON.	34 102 H.P. D.R.C. Mon. to Fri.	34 102 H.P. Diesel Rail Car Sat.	110 PASS. SUN.
			P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
—	**ADELAIDE** (C.S. Time) *dep.*		7 0,38,139	8 0,69,38,77	...	...	...	...
196¼	**SERVICETON** (C.S. Time) *arr.*		A.M. 1 15,77	A.M. 2 36	...	...	...	...
	" (E.S. Time) *arr.*		1 45	3 6	...	...	...	...
—	**SERVICETON** ES W *dep.*		1 58●	3 45	...	11 45—101 Noon	12 5—101	...
8¼	*Lillimur* (See note, page 12)		*	*	...	12 0 P.M.	§	...
14½	Kaniva ES ... ... {	*arr.*	2 15	4 2	...	...-137 12 11	... 12 29	...
		dep.	2 16●	4 3	...	12 22	12 39	...
20½	*Miram* (See note, page 12)		*	*	...			...
27¾	*Diapur* ○ ES W {	*arr.*	2 34*	...-71	...	...	...	...
	(See note, page 13) {	*dep.*	2 43—69	4 21*,159wt.	...	12 36—81,147	12 52§,147	...
31½	Tarranginnie NC		*	*	...	*	*	...
38¾	Nhill ES {	*arr.*	2 57	4 33	...	12 54	1 11	...
		dep.	2 59●	4 35	...	*	*	...
44½	Salisbury NC		*	*	...			...
47	*Kiata* ○ ES {	*arr.*	...	...-71	...	...-116 1 11	... 1 27§	...
	(See note, page 13) {	*dep.*	3 10*	4 46*,115A	...	1 20	1 35	...
51¾	*Gerang Gerung* (See note p. 12) {	*arr.*	*	...	...	1 35	1 50	...
			3 26	5 2	...			...
62¼	**DIMBOOLA** ES W {		—159 —115 —71		—3	PASS. MON. TO FRI.	PASS. SAT.,111	...
		dep.	3 28	5 4	8 0	1 50	2 0	...
67¾	Wail NC		*	*	*	1 57§	2 7§	...
73½	*Pimpinio* ○ ES ... {	*arr.*	...	5 18*	8 13*	2 5—87	2 15	...
	(See note, page 12) {	*dep.*	3 42*	5 29	8 24	2 16	2 26	...
		arr.	3 53		Mon. to Sat. —86, 101,13			...
83¾	**HORSHAM** ES W {			—59				
		dep.	3 55	5 31	8 27	2 23	2 30	3 10
88¾	*Dooen* ○ ES ... {	*arr.*	...	...	...	...-61	...	...
	(See note, page 12) {	*dep.*	4 1*	5 37*	8 35	2 30♣	2 37♣	3 16*
95	Jung ES ... ... {	*arr.*	—59	...	8 44	2 39	2 45—25 2 52●	3 23♣
	(See note, page 12) {	*dep.*	4 7*	5 43*				
		arr.	4 15	5 51	8 53	2 48	3 1	...
101¾	**MURTOA** ES W ... {		—130,59	—3	—103	—25,105,106	—105,130	3 32
		dep.	4 16	5 52	9 0	2 56	3 7,107,130	
112	Lubeck ES ... ... {	*arr.*	...	—13	...	...-130	...	3 42♣
		dep.	4 27*	6 3*	9 12	3 8§	3 19§	
118	*Wal Wal* ○ ES {	*arr.*	...	...	...-147	3 15*	3 26*	3 48*
	(See note, page 12) {	*dep.*	4 32*	6 8*	9 21	—107,142	...-142	
124½	Glenorchy ES... ... {	*arr.*	...-3	—101	...-61	3 23♣	3 34♣	3 55♣
		dep.	4 38*	6 14*,27	9 30			
132¼	*Deep Lead* ○ ES ... {	*arr.*	...	6 22*,91,91	...	3 32*	3 43*	4 3*
	(See note, page 12) {	*dep.*	4 46*	6 28	9 40§	3 39	3 50	...
		arr.	4 52		9 47			
137	**STAWELL** ES W ... {		—13	6 29,103,103	—42	—86	—142	4 10
		dep.	4 53		9 49	3 41	3 52	
145¼	*Great Western* ○ ES {	*arr.*	—101	...	...-9	...-52,66	...-131	4 25♣
	(See note, page 12) {	*dep.*	5 5*	6 39*,61wt.	10 0	3 52♣	4 3♣	
150½	*Armstrong* ○ ES ... {	*arr.*	...	...	...	—86	—86	4 33♣
	(See note, page 12) {	*dep.*	5 13*,103,91	6 45*,61wt.	10 8	3 58*	4 9*	
		arr.	5 25,103	6 54	10 16	4 5	4 16	...
156	**ARARAT** ES W ... {			—82wt.,147	—109,131	—109,131	—109	4 41
		dep.	5 28	6 57*	10 31	4 20	4 25	
	Continued on		Page 20	Page 21	Page 21	Page 22	Page 23	Page 23
			10	**14**	**24**	**34**	**34**	**110**

● **No. 10** may depart Serviceton 1.53 a.m., Kaniva 2.11 a.m. Nhill 2.42 a.m. **No. 34.** Saturdays may depart Jung 2.46 p.m.

Up

Miles from Serviceton	STATIONS		108 280 H.P. D.R.C. Mon. to Fri.	80 EXPRESS MON. to SAT.	18 PASS. MON.	2 280 H.P. D.R.C. Mon. to Sat.	10 "THE OVERLAND" DAILY SUN. INCL.	6 PASS. Mon.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
156	**ARARAT** ES W	{ arr.	...	...	...	...	5 25	...
		{ dep.	...	...	...	...	5 28	...
170½	*Buangor* ○ ES ...		...	...	...	...	5 47*	...
174½	*Middle Creek* ○ ES ... { arr.		...		...	...	...	...
	(See note, page 12) { dep.		...		...	...	5 51*	...
184½	Beaufort ES W		...	From Mildura	...	...	6 6*	...
189½	*Trawalla* ○ ES ...		...		...	...	6 12*	...
	(See note, page 12)							
200½	*Burrumbeet* ○ ES ...		...		...	...	6 23*	...
203½	*Windermere* ○ ES ... { arr.		...		...	...	...–9	...
	(See note, page 12) { dep.		...		...	...	6 26*	...
210½	Linton Junct. ES † (R.M.S.P.)...		...	...	...	...	6 34*	...
211	Wendouree NC		...		...	...	*	...
212½	North Ballarat Junction ...		...	5 25*	...	...–10	6 39*	...
213¼	**BALLARAT** W ... ... { arr.		...	5 28	...		6 45–2	...
	{ dep.		...	5 40	6 10	6 50	7 5E	...
213¾	*Ballarat East* ○		...	5 42*	6 13‡	6 53	7 7*	...
217¼	Warrenheip ES		...	5 51*–1	6 21*	7 2	7 16*	...
219½	*Dunnstown*		...		6 26‡	...	*	...
223	*Bungaree* ○ ES ...		...		6 33	...	7 24*	...
225½	*Wallace*		...		6 38‡	...	*	...
230¼	*Gordon* ○ ES ... { arr.		...		...	...	...	...
	{ dep.		...		6 46	...	7 33*	...
237½	Ballan ES W		...		6 55	...	7 40*	...
246¾	Bank Box Loop		...		7 4*	...	7 49*	...
	{ arr.		...		7 13	...	...	...
255¼	Bacchus Marsh ES W ... {				PASS.MON. TO FRI. 280 H.P. D.R.C. Sat.			
	{ dep.		6 23		7 14		7 57*	8 15
257¼	*Parwan* ○ ES		6 32		7 22		8 3*–15	8 23‡
263¾	Melton ES		6 43	(via North Geelong Loop)	7 32–15	To Geelong	8 10*	8 33
268½	*Rockbank* ○ ES ...		6 51		7 40		8 15*	8 41
274	Albion Reid Pty. Ltd. Siding ... NC ES		...	...	...	...	...	...
276	*Deer Park* ○ ES ... { arr.		...	...	...	...	...	...
	(See note, page 12) { dep.		7 2	...	7 51	...	8 23*	8 52
							Mon. to Sat.	Sun.
279¼	Sunshine ES ... ... { arr.		...	...	...	...	8 35F	...
	{ dep.		7 11	...	7 58	...	8 40	8 40*	8 59
281	White City NC		*	...	*	...	*	*	*
281¼	*Tottenham* ○		*	...	*	...	*	*	*
				SAT.	MON. to FRI.				
282½	West Footscray		7 17	...	...	*	...	*	*
283	*Middle Footscray* ○ ...		*	...	...	*	...	*	*
283½	Footscray		7 20	7 50*	7 54*	8 6	...	8 48*	8 48*	9 8
284¼	*South Kensington* ○ ...		*	*	*	*	...	*	*
286	North Melbourne... ...		7 27	7 55*	8 0*	8 12	...	8 53*	8 53*	9 13*
287	**MELBOURNE** W (Spen. St.) arr.		7 30	7 58	8 5	8 18	...	8 57	8 57	9 17
			108	80	80	18	2	10	10	6

F—Stops to set down passengers holding reservations on the " **Intercapital Daylight** " the same day.

E—Passengers are not permitted to join **No. 10** Express at Ballarat, except those holding reservations on the " **Intercapital Daylight** " the same day.

Up

Miles from Serviceton	STATIONS		22 PASS. TUE. TO SAT.	14 EXPRESS DAILY SUN. INC. ‡	32 153 h.p. D.R.C. and Trailer Mon. to Fri.	24 PASS. MON. TO SAT.
			A.M.	A.M.	A.M.	A.M.
156	**ARARAT** ES W ... ... {	arr.	...	6 54 —82wt. —147	...	10 16
		dep.	...	6 57	...	10 31
170½	*Buangor* ○ ES		...	7 16*	...	10 51
174½	*Middle Creek* ○ ES ... {	arr.	...	...		...
	(See note, page 12)	dep.	...	7 20* —9wt.		10 58 ...—82
184½	Beaufort ES W ... ...{	arr.	...	7 35*		11 14
		dep.	...	7 41*		11 22
189½	*Trawalla* ○ ES		...			
	(See note, page 12)			7 52*		11 35—82
200¼	*Burrumbeet* ○ ES		...	...		...
203½	*Windermere* ○ ES ...{	arr.	...	7 55*	...	11 40
	(See note, page 12)	dep.	...		...	
210½	Linton Junction ES † (R.M.S.P.) ...		...	8 3*	8 30Z	11 50*—25
211	Wendouree NC		...	*	§	*
212½	North Ballarat Junction		...	8 7*	8 36*	11 57*
						Noon
213¼	**BALLARAT** W ... ...{	arr.	...	8 9	8 40	12 0
						p.m.
		dep.	7 25	8 29A	...	12 15
213¾	*Ballarat East* ○		7 27‡	8 31*—23	...	12 17*
217¼	Warrenheip ES		7 35*	8 40*	...	12 24*—11
219½	*Dunnstown*		7 40‡	*	...	*
223	*Bungaree* ○ ES ... ...{	arr.		...	...	...
		dep.	7 47	8 48*	...	12 31*
225¼	*Wallace*		7 52‡	*	...	*
230¼	*Gordon* ○ ES ... ...{	arr.	...	...	...	...
		dep.	7 59	8 57*	...	12 39*
237¼	Ballan ES W ... ...{	arr.	...	...	...	...
		dep.	8 8	9 4*	...	12 47
246¾	Bank Box Loop		8 17*	9 13*	...	12 55*
255¼	Bacchus Marsh ES W ...{	arr.	...-15	...	...	...—35
		dep.	8 27	9 21*	...	1 6
257¾	*Parwan* ○ ES ...{	arr.	...	—195wt.	...	...
		dep.	8 34‡	9 27*	...	1 12*
263¾	Melton ES ... ...{	arr.	...	...	...	...
		dep.	8 43	9 34*	...	1 20—109
				Sun. ‡ | Mon. to Sat. ‡		
268½	*Rockbank* ○ ES ...{	arr.	...	... | 9 40* —25	...	...
		dep.	8 51	9 39* | 9 48	...	1 25*
274	Albion Reid Pty. Ltd. Sdg. NC ES ...		...	... ...	...	...
276	*Deer Park* ○ ES ...{	arr.	...	... ...	...	...
	(See note, page 12)	dep.	9 0	9 47* | 9 56*	...	1 32*—P6
279½	Sunshine ES		9 6	9 52* | 10 1*—P4	...	1 40
281	White City NC		*	* | *	...	*
281¼	*Tottenham* ○		*	* | *	...	*
282½	West Footscray		*	* | *	...	*
283	*Middle Footscray* ○		*	* | *	...	*
283½	Footscray		9 15	9 59* | 10 10*	...	1 48*
284¾	*South Kensington* ○		*	* | *	...	*
286	North Melbourne		9 20*	10 4* | 10 16*	...	1 54*
287	**MELBOURNE** W (Spencer St.) arr.		9 24	10 8 | 10 20	...	2 0
			22	14 | 14	32	24

A. Passengers are not permitted to join No. 14 Express at Ballarat.

Note:—When passenger traffic is not offering at Dunnstown, the speed of No. 22 may be reduced to 25 M.P.H. to permit newspapers only, to be thown out.

(W)

Up

Miles from Serviceton	STATIONS		30 280 h.p. Diesel Rail Car Mon to Sat.			28 Light Engine MON. TO FRI.	34 PASS. MON. TO FRI.
			P.M.			P.M.	P.M.
156	**ARARAT** ES W ... ... { arr. dep.		... ...	... ...	... ...	... ...	4 5—— 4 20
170½	*Buangor* ○ ES		...	...	...	...	4 40–43½
174½	*Middle Creek* ○ ES ... { arr. (See note, page 12) dep.		... ...	... ...	... ...	... ...	...—49½ 4 47‡
184½	Beaufort ES W ... ... { arr. dep.		... ...	... ...	... ...	... ...	... 5 3
189½	*Trawalla* ○ ES ... ... (See note, page 12)		...	...	...	...	5 10F
200½	*Burrumbeet* ○ ES ...		...	...	...	...	5 21*
203½	*Windermere* ○ ES ... { arr. (See note, page 12) dep.		... ...	... ...	... ...	... ...	... 5 24*
210½	Linton Junction ES † (R.M.S.P.)		...	...	...	...	5 31*–133
211	Wendouree NC		...	...	...	...	*
212½	North Ballarat Junction		...	...	...	...	5 37*
							5 40
213½	**BALLARAT** W ... { arr. dep.		... 3 20	... ...	... ...	... ...	5 55 5 57*
213¾	*Ballarat East* ○		3 23	...	...	...	5 57*
217½	Warrenheip ES		3 32–19	...	...	...	6 4*
219½	*Dunnstown*		...	...	...	...	§
223	*Bungaree* ○ ES			...	...	...	6 13
225½	*Wallace*			...	...	...	§
230¼	*Gordon* ○ ES ... { arr. dep.		 	... ...	... ...	... ...	6 23—59 6 28 ●
237½	Ballan ES W ... { arr. dep.		 	... ...	... ...	... ...	 6 38 ●
246¾	Bank Box Loop ... { arr. dep.	To Geelong	 	... ...	... ...	... ...	...—57 6 47*–102
255¼	Bacchus Marsh ... { arr. dep.		 	... ...	... ...	6 0 6 7	6 56–139 7 3 ●
257¾	*Parwan* ○ ES ... { arr. dep.		 	... ...	... ...	... 6 20–57	... 7 9*
263¾	Melton ES ... { arr. dep.		 	... ...	... ...	... 6 29	—13 7 17 ●
268½	*Rockbank* ○ ES ... { arr. dep.		 ...	... ...	... ...	6 36– 7 45	... —7,28 7 22*
274	Albion Reid Pty. Ltd. Sdg. NC ES ...		...	...	...	...	...
276	*Deer Park* ○ ES ... (See note, page 12)		...	...	...	7 55	7 31*
279½	Sunshine ES		...	...	...	8 1	7 38
281	White City NC		...	...	...	...	*
281½	*Tottenham* ○		...	...	...	...	*
282½	West Footscray		...	...	...	...	*
283	*Middle Footscray* ○ ...		...	...	...	...	*
283½	Footscray		...	...	...	8 8	7 49
284½	*South Kensington* ○ ...		...	...	...	...	*
286	North Melbourne ...		...	...	...	8 15	7 54*
287	**MELBOURNE** W (Spencer St.) arr.		...	...	...	——	8 0
			30			**28**	**34**

● **No. 34** (Mon. to Fri.) may depart Gordon 6.24 p.m., Ballan 6.34 p.m. Bacchus Marsh 6.53 p.m. Melton 7.7 p.m. **F.** Stops definitely, Friday only.

Up

Miles from Serviceton	STATIONS			34 PASS. SAT.	100 PASS. SUN.		102 PASS. SUN. ‡	110 PASS. SUN. (From Horsham)
				P.M.	A.M.		A.M.	P.M.
156	**ARARAT** ES W	{	arr.	4 16—109	...	...	...	...
			dep.	4 25	...	...	...	4 41
170½	*Buangor* ○ ES			4 45	...	...	...	5 0
174½	*Middle Creek* ○ ES ...	{	arr.	...—49	...	...	...	...
	(See note, page 12)		dep.	4 52♣	...	...	...	5 4*
184½	Beaufort ES W	{	arr.	5 7—145	...	...	...	5 18—77
			dep.	5 12◉	...	...	...	5 23◉
189½	*Trawalla* ○ ES			5 19*	...	...	...	5 30*
	(See note, page 12)							
200¼	*Burrumbeet* ○ ES			5 30*	...	...	...	5 43◉
203½	*Windermere* ○ ES ...	{	arr.	...	...	...	...	...
	(See note, page 12)		dep.	5 33*	...	...	...	5 47*
210¼	Linton Junction ES † (R.M.S.P.)			5 40*	...	...	...	5 54*
211	Wendouree NC			*	...	...	...	*
212½	North Ballarat Junction			5 44*	...	...	...	5 57*
213¼	**BALLARAT** W	{	arr.	5 46	...	...	...	6 0
			dep.	6 0	8 55	...	9 5	6 15
213¾	*Ballarat East* ○			6 2*	8 57*	...	9 7*	6 17*
217¼	Warrenheip ES			6 9*	9 3*	...	9 18	6 24*
219¼	*Dunnstown*			§	*	...		*
223	*Bungaree* ○ ES			6 18	9 14	...		6 33
225½	*Wallace*			§	*	...		*
230¼	*Gordon* ○ ES	{	arr.	...	...	...		...
			dep.	6 28	9 22*	...		6 43*
237½	Ballan ES W	{	arr.	...	...	...		...
			dep.	6 38	9 31	...		6 52
246¼	Bank Box Loop	{	arr.	...—139	...	...	To Queenscliff	...
			dep.	6 47*	9 40*	...		7 1*-139
255¼	Bacchus Marsh ES W ...	{	arr.	...	...	...		...
			dep.	6 57	9 50	...		7 11
257¾	*Parwan* ○ ES	{	arr.	7 4♣	...	...		...
			dep.	7 11◉-63	9 55*	...		7 17*
263¾	Melton ES	{	arr.	...	10 3-105	...		...
			dep.	7 20◉	10 16◉	...		7 27
268½	*Rockbank* ○ ES	{	arr.	...	...	...		7 35*
					—150			—115
			dep.	7 25*	10 23*	...		7 45
274	Albion Reid Pty. Ltd. Sdg. NC ES ...			...	...	...	...	...
276	*Deer Park* ○ ES			*	*	...	...	*
	(See note, page 12)							
279¼	Sunshine ES			7 38	10 35	...	...	8 0
281	White City NC			*	*	...	...	*
281¼	*Tottenham* ○			*	*	...	...	*
282½	West Footscray			*	*	...	...	*
283	*Middle Footscray* ○			*	*	...	...	*
283½	Footscray			7 49	10 44	...	...	8 9
284¾	*South Kensington* ○			*	*	...	...	*
286	North Melbourne			7 54*	10 51*	...	...	8 16*
287	**MELBOURNE** W (Spencer St.) arr.			8 0	10 55	...	...	8 20
				34	**100**		**102**	**110**

◉ **No. 34** (Sat.) may depart Beaufort 5.8 p.m., Parwan 7.4 p.m. Melton 7.13 p.m., **No. 100** may depart Melton 10.4 a.m. **No. 110** may depart Beaufort 5.19 p.m. Burrumbeet 5.39 p.m.

(W)

Down

Miles	STATIONS		9 Fast Goods Tue. to Sat.	9 Fast Goods Mon.	101 Light En. Tue., to Fri. ‡	93 Thro. Goods Tue. to Sat. ‡	1 Thro. Goods Tue. to Sat. ‡	15 Light Eng. Tue. to Sat. ‡ (29)	15 (31)
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
—	**MELBOURNE YARD**	dep.	1 0	1 15	2 0	...	...	2 50	
—	**DYNON**	dep.	...	...	...	...	...	...	
1	North Melbourne ...	dep.	...	...	...	...	...	...	
2¼	South Kensington ○ ...		1 12	1 27	2 10	...	...	3 0	
2¾	Maribyrnong River Junct.		...	...	Via	...	...	Via	
3½	Footscray		1 18	1 33	Goods	...	...	Goods	
4	Middle Footscray ○ ...		...	...	Lines	...	...	Lines	
4½	West Footscray ...		...	...	...	...	...	...	
5¼	Tottenham ○ ...		...	...	...	...	...	...	
5¾	Tottenham Goods Yard W	arr.	...	...	2 20 Goods	...	...	3 10 Goods	
		dep.	...	...	3 0	...	...	4 0	
7¾	Sunshine ES	arr.	...	...	...	...	...	4 11-36	
		dep.	1 30	1 45	3 10	...	...	4 24	
10	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (see page 13)		...	...	...	...	...	...	
11	Deer Park (See note, p. 12)	dep.	...	...	3 17	...	...	4 32	
13	Albion Reid Pty Ltd Sdg. NC ES		...	...	...	...	...	...	...
18½	Rockbank ○ ES	arr.	...	...	...			...	4 51
		dep.	1 50-32	2 5	3 33	From North Geelong	From North Geelong	4 48	5 10-128
23¼	Melton ES ...	arr.	...-96	...	3 44			4 57	5 21
		dep.	1 58	2 13	3 58-36				5 28-138
29¼	Parwan ○ ES ...	arr.	2 11⌐	...	...			5 10	5 21-138
		dep.	2 31 ⌊134	2 24	4 13				6 37
31¼	Bacchus Marsh ES W ...	arr.	2 40	2 31	4 19			5 27⌐	6 43
		dep.	2 42	2 33				⌊16,198	
40¼	Bank Box Loop ...		3 17-36	3 8	...	...	...	...	
49½	Ballan ES W	arr.	3 47 128,198	3 38	...	...	...	...	
		dep.	3 49	3 40					
56¾	Gordon ○ ES ...		4 8-128	3 59	...	...	...	...	
61½	Wallace ... 138		...	...	...	...	...	...	
64	Bungaree ○ ES	arr.	4 24	...	...	...	...	29 Pilot Tues., Wed.	31 Pilot Mon., Thu., Fri.
		dep.	4 29	4 13	...	...	...		
67½	Dunnstown ...		...	...	...	3 46⌐	...		
69¾	Warrenheip ES	arr.	...-16	...	...	Foll. 9, 138	...		
		dep.	4 44-93	4 24	...	4 56⌐172	5 28		
73¼	Ballarat East ○	arr.	4 53	4 33	...	5 7⌐	5 36		
		dep.	4 56	4 36	...		5 36		
73¾	**BALLARAT** W ...	arr.	5 1	4 41	...	5 10	5 39		
								A.M.	A.M.
		dep.	5 50		...	...	...	6 15	8 0
74½	Shell Oil Sdg. NC ...		...		...	...	...	...	...
74¾	Nth. Ballarat Junct. ...		5 53		...	...	...	6 18	8 3
75½	White's Siding NC ...		...		...	...	...	...	...
76	Wendouree NC ...		...		...	...	...	...	...
76½	Linton Jct. ES † ...		5 58		...	...	...	6 25	8 10
83½	Windermere ○ ES (See note, page 12)	arr.	6 10		...	...	...	...	...
		dep.	6 29-10						
86¾	Burrumbeet ○ ES ...		6 38						
			Mon.	**Tue. to Sat.**					
97½	Trawalla ○ ES (See note, page 12)	arr.	...	6 57 192	...	...	...	To Redan	To Redan
		dep.	6 55	7 10-192	...	...	...		
102½	Beaufort ES W ...	arr.	7 4	7 21	...	...	...		
		dep.	7 19-14	7 36-14	...	...	...		
112½	Middle Creek ○ ES (See note, page 12)	arr.	...	...	...	...	...		
		dep.	7 42	7 59					
116½	Buangor ○ ES ...	arr.	...-82	8 7⌐	...	...	...		
		dep.	7 49	8 13⌊150					
		arr.	8 15	8 43					
131	**ARARAT** ES W ...	dep.	9 30		...	...	...		
	Continued on ...		Page 35						
			9		**101**	**93**	**1**	**29**	**31**

(W)

Down   **Up**

Miles from Me.-bourne	STATIONS			Miles	STATIONS		
73¾	**BALLARAT** W ... ... *dep.*		...	—	**WAUBRA** NC (See note) ... *dep.*		...
74½	Nth. Ballarat Junction ES	...	...	6½	Learmonth NC (See note) ... { *arr.* *dep.*		...
75¼	State Electric Com. Siding NC ES ... (See footnote)		...	10¼	Blowhard NC (See note) ... { *arr.* *dep.*		...
79¾	Waubra Junction NC ES † { *arr.* *dep.* (See footnote)		...	13¾	Ballarat Racecourse Platform NC ...		...
81½	Ballarat Racecourse Platform NC ...		...	15½	Waubra Junction NC † ES { *arr.* *dep.* (See footnote)		...
85	Blowhard NC (See note) ... { *arr.* *dep.*		...	20	State Electric Com. Siding NC ES (See footnote)		...
88¾	Learmonth NC (See note) ... { *arr.* *dep.*		...	20¾	North Ballarat Junction ES	...	...
95¼	**WAUBRA** NC (See note) ... *arr.*		...	21½	**BALLARAT** W ... ... *arr.*		...

The Double Line Block Telegraph System is in force on Up and Down journeys between Lydiard-Street Box " B ", Ballarat, and North Ballarat " C ".   **S.E.C. Siding** and **Waubra Junction** are unattended Electric Staff stations worked in accordance with the instructions shown in the General Appendix.

Note:—That section of the Waubra Junction–Waubra Line, beyond the junction at Mileage 81M. 50C 15 Lks, closed to all traffic 31st January, 1968 (Secty's 65/2661).

MARYBOROUGH–AVOCA–ARARAT.

Down   **Up**

Miles	STATIONS	1 Goods Wed.	31 Goods Mon. to Fri. ‡	Miles	STATIONS	2 Goods Wed.	4 Goods Wed. ‡ (See note)	32 Goods Tue. to Sat. ‡
		A.M. 6 0	P.M. 11 30 Tue. to Sat. ‡ A.M.			A.M.	A.M.	A.M. 4 0
112	**MARYBOROUGH** *dep.* † W			—	**ARARAT** † W. *dep.*	...	...	
				21¾	Elmhurst NC ... { *arr.* *dep.*	...	... 8 40	... ...
119½	Bung Bong Ballast Siding NC ...	...	...					
				39½	Avoca † W ○ ... { *arr.* *dep.*	... 8 0	9 30 10 0	6 30 6 36
127	Avoca † W ○ { *arr.* *dep.*	7 0 Wed. ‡ 7 30	12 25 12 31					
		8 20	...	47	Bung Bong Ballast Siding NC ...	...	...	...
144¾	Elmhurst NC { *arr.* *dep.*			54½	**MARYBOROUGH** † W *arr.*	9 0	11 0	7 45
166½	**ARARAT** † W *arr.*	...	3 35					

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).

MELBOURNE–PERTH.

TRANSCONTINENTAL PASSENGER TRAIN SERVICES.
WESTBOUND.

		SUN., MON., TUE., THUR., FRI. (See note below)
		P.M. 8 40
MELBOURNE— (Spencer Street) ... ... *dep.* (Eastern Standard Time)		
		MON., TUE., WED., FRI., SAT.
		A.M. 9 0C
ADELAIDE ... ... *arr.* (Central Standard Time) *dep.*		**P.M.** 12 30
PORT PIRIE ... ... *arr.* (Central Standard Time) *dep.*		3 48C 4 45
		TUE., WED., THUR., SAT., SUN.
		P.M. 7 45
KALGOORLIE ... ... *arr.* (Western Standard Time) *dep.*		8 30
		WED., THUR., FRI., SUN., MON.
		A.M. 7 0
PERTH ... ... *arr.* (Western Standard Time)		

EASTBOUND.

		SUN., TUE., WED., THUR. SAT. (See note below
		P.M. 9 30
PERTH ... ... *dep.* (Western Standard Time)		
		MON., WED., THUR., FRI., SUN.
		A.M. 6 30
KALGOORLIE ... ... *arr.* (Western Standard Time) *dep.*		7 0
		TUE. THUR. FRI. SAT., MON.
		P.M. 12 25C
PORT PIRIE ... ... *arr.* (Central Standard Time) *dep.*		1 40
ADELAIDE ... ... *arr.* (Central Standard Time) *dep.*		5 0C 7 0
		WED., FRI., SAT., SUN., TUE.
		A.M. 8 57
MELBOURNE— (Spencer Street) ... ... *arr.* (Eastern Standard Time)		

C–Change trains.

WESTBOUND
Commencing Sunday, 7th December 1969, and until Sunday, 1st February 1970, both dates inclusive, " The Overland " from Melbourne will connect to Perth **DAILY, SUNDAYS INCLUDED**, due Perth third day after departure from Melbourne.

Commencing with the "The Overland" from Melbourne on Tuesday 3rd February, 1970, and until further notice, the service will revert to **FIVE TRAINS WEEKLY** viz., Tuesday, Wednesdays, Fridays, Saturdays, Sundays from Melbourne.

EASTBOUND
Commencing on Tuesday, 9th December, 1969, and until Sunday 1st February, 1970, both dates inclusive, 9.30 p.m. Express ex Perth will connect to Melbourne **DAILY, SUNDAYS INCLUDED,** due Melbourne third day after departure from Perth.

Commencing with the 9.30 p.m. Express ex Perth on Tuesday 3rd February 1970, and until further notice, the Eastbound service will revert to **FIVE TRAINS WEEKLY** viz., Tuesdays, Wednesdays, Fridays, Saturdays, Mondays ex Perth.

Down | | | | | | **Up**

Miles	STATIONS					Miles	STATIONS				
—	**BALLARAT** W	...	...	...		—	Eureka NC †	...	...	...	...
½	*Ballarat East* † ○	...	...	...		1¼	*Ballarat East* † ○	...	...	...	...
1½	Eureka NC †	...	...	...		1¾	**BALLARAT** W	...	...	...	...

There is not a regular train service on the Ballarat East–Eureka Line.   Goods trains are run when necessary.
The running of trains on the portion of line Eureka–Buninyong was discontinued on and after 1st March, 1947.

Down — **BALLARAT–REDAN–BALLARAT CATTLE SIDING.**

Miles from Melb.	STATIONS		29 Pilot Tue., Wed.	31 Pilot Mon., Thur., Fri.			45 Pilot Mon. to Fri.	67 Pilot (Tue. ‡)	157 Pilot Mon. Tue. Wed.
			A.M.	A.M.			P.M.	P.M.	P.M.
73¾	**BALLARAT** W	*dep.*	6 15	8 0	...	...	1 30	3 0	4 0
74¼	Shell Oil Siding NC	...	...	...	...	...	...	...	...
74½	North Ballarat Junct.	...	6 18	8 3	...	...	1 33	3 3	4 3
75½	White's Siding NC	...	...	...	...	...	1 40	...	...
76	Wendouree NC	...	...	...	...	...	...	...	...
76½	Linton Junct. ES †	...	6 25	8 10	...	...	...	3 10	4 10
77	Martin Stoneware Siding NC		...	...	...	...	...	...	...
79	Redan NC	*arr.*	8 0	9 10	...	...	...	...	...
79½	B.P. & Ampol Siding N C	...	...	...	...	...	...	...	...
79½	Ballarat Cattle Siding NC †	*arr.*	...	...	...	...	...	3 30	4 30

Up — **BALLARAT CATTLE SIDING–REDAN–BALLARAT.**

Miles from Redan	STATIONS		42 Pilot Tues. Wed.	54 Pilot Mon. Thu., Fri.		60 Pilot Mon. to Fri.	104 Pilot (Tue ‡)	98 Pilot Mon. Tue. Wed.		96 Fast Goods Tues.
			A.M.	A.M.		P.M.	P.M.	P.M.		P.M.
—	Ballarat Cattle Sdg. NC †	*dep.*	...	...	...	...	4 30	5 30	...	10 15
—	B.P. & Ampol Siding NC	...	...	...	...	...	...	...	...	...
—	Redan NC	...	9 40	10 35	...	...	...	...	...	...
2	Martin Stoneware Sdg. NC	...	...	...	...	...	...	...	...	...
2½	Linton Junction ES †	...	10 0	11 40	...	...	5 5	6 5	...	10 25
3	Wendouree NC	...	...	...	...	...	...	...	...	...
3½	White's Siding NC	...	...	...	...	2 40	...	...	...	...
4½	North Ballarat Junction	...	10 7	11 47	...	2 47	5 12	6 12	...	10 32
4¾	Shell Oil Siding NC	...	...	...	...	...	...	...	...	...
5¼	**BALLARAT** W	*arr.*	10 10	11 50	...	2 50	5 15	6 15	...	10 35

To Melb. Yard.

Miles	STATIONS		11 PASS MON. TO FRI.	7 Goods Mon. (Thur. ‡)	
			P.M.	A.M.	
—	**MELBOURNE** W ... ... dep.		1 30	...	...
	... ... { arr.		3 31	...	...
73¾	**BALLARAT** W ... ... {		153 H.P. D.R.C. & Trl. Mon. to Fri.		
	{ dep.		4 20	9 45	
74¼	Nth. Ballarat Junction		4 22*	9 48	...
76	Wendouree NC		§	...	
76½	Linton Junction † NC (R. M. Stop. Place)		4 29Z	9 57	
79½	Cardigan NC		§	...	
80¾	Rail Motor Stop . Place, No. 47 NC ...		Z	...	...
82	Kopke NC (Rail Motor Stop. Place.) ...		Z	...	
84¾	Haddon NC ... ... { arr.		...	10 20	
	{ dep.		§	10 30	
88½	Smythesdale NC ... ... { arr.		...	10 43	
	{ dep.		§	10 53	
89¾	Rail Motor Stop. Place, No. 48 NC ...		Z	...	
90	Rail Motor Stop. Place, No. 49 NC ...		Z	...	
90¾	Scarsdale NC ... ... { arr.		...	11 2	
	{ dep.		§	11 12	
92	Rail Motor Stop. Place, No. 50 NC ...		Z	...	
92¼	Rail Motor Stop. Place, No. 51 NC ...		Z	...	
92¾	Newtown NC ... ... { arr.		...	11 19	
	{ dep.		5 9§	11 34	
97¼	Happy Valley NC		§	...	
98½	Rail Motor Stop. Place, No. 53 NC ...		Z	...	...
98¾	**LINTON** † ... ... { arr.		5 26	11 58	
			—114	P.M.	
	{ dep.			12 45	...
104¼	Pittong NC ... ... { arr.		...	1 15	...
	{ dep.			1 30	...
111¼	**SKIPTON** NC † ... ... arr.		...	2 6	...

Miles	STATIONS		32 153 H.P. Diesel Rail Car & Trailer Mon. to Fri.	114 Goods Mon. (Thur. ‡)	
			A.M.	P.M.	
—	**SKIPTON** NC † ... ... dep.		...	3 45	
7¼	Pittong NC ... ... { arr.		...	4 25	
	{ dep.		...	4 40	
12¾	**LINTON** † ... ... { arr.		...	5 12—11	
	{ dep.		7 40	5 55	
13	R.M. Stopping Place No. 53 NC ...		Z	...	
14½	Happy Valley NC		§	...	
18¾	Newtown NC ... ... { arr.		...	6 21	
	{ dep.		7 55§	6 36	
19¼	R.M. Stopping Place, No. 51 NC ...		Z	...	
19¾	R.M. Stopping Place, No. 50 NC ...		Z	...	
20¾	Scarsdale NC ... { arr.		...	6 44	
	{ dep.		§	6 59	
21½	R.M. Stopping Place, No. 49 NC ...		Z	...	
22¼	R.M. Stopping Place, No. 48 NC ...		Z	...	
23	Smythesdale NC ... { arr.		...	7 7	
	{ dep.		§	7 22	
27¼	Haddon NC ... ... { arr.		§	7 38	
	{ dep.		§	7 53	
29½	Kopke NC (Rail Motor Stop. Place)		Z	...	
31	R.M. Stopping Place, No. 47 NC ...		Z	...	
32¼	Cardigan NC		§	...	
35	Linton Junction † NC (R M Stop. Place)		8 40Z	8 25	
35½	Wendouree NC		§	...	
37	North Ballarat Junction ...		8 45*	8 32	
	{ arr.		8 48	8 35	
37¾	**BALLARAT** W ... ... {		MON. TO FRI. PASS.		
			P.M.		
	{ dep.		12 15	...	
111½	**MELBOURNE** W ... ... arr.		2 0	...	

The Double Line Block Telegraph System is in force on the following sections :—Up and Down journey, between Lydiard Street Box "B," Ballarat, and North Ballarat "C"; North Ballarat "C" and Linton Junction "D."

	HEYWOOD-MOUNT GAMBIER					MOUNT GAMBIER-HEYWOOD		
Mls. from Mlb.	STATIONS	7 Thro' Goods Mon. to Fri.	89 R'side Goods Mon. to Fri.	73 Light Eng. Mon. to Fri.	Mls.	STATIONS	90 R'side Goods Mon. to Fri.	16 Express Goods Mon. to Fri.
	Up	a.m.	a.m.	p.m.	—	**Up**	p.m.	p.m.
—	**PORTLAND** dep.	From	10 30	From		**MT. GAMBIER** † W		
						(S.A.) (E.S.T.) dep.	12 45	6 25
	† W	Hamltn.		Hamltn.	4	Murrawa NC (S.A.) arr.	12 59	..
235½	**HEYWOOD** † W arr.	5 2	11 5	6 24		" dep.	1 1	..
			p.m.		7¾	Kromelite NC (S.A.)	..	..
	" .. dep.	5 52	12 5	6 35	12¼	Rennick NC arr.	1 29	..
	Down					" dep.	1 39	..
241	Sinclair Siding arr.	..	12 22	..	17¾	Puralka NC arr.	1 56	..
	NC dep.	..	12 27			" dep.	2 6	..
248	Lyons NC .. arr.	..	12 47	..	24¾	Marp NC .. arr.	..	..
	" dep.	..	12 57	..		" dep.	..	..
	Mileage 252 M54C dep.	..	..	..	30½	Dartmoor ○ † W arr.	2 46	8 0
254	Greenwald NC arr.	..	1 18	..			—89	—73
	" dep.	..	1 28	..		" dep.	3 20	8 5
258	Winnap NC arr.	..	1 40	..	33¾	Winnap NC.. arr.	3 30	..
	" dep.	..	1 50	..		" dep.	3 40	..
261¼	Dartmoor ○ † W arr.	7 16	2 1	7 55–16	37¾	Greenwald NC arr.	4 0	..
			—90			" dep.	4 5	..
	" dep.	7 21	3 0		43¾	Lyons NC .. arr.	4 22	..
267	Marp NC .. arr.	..	3 18			" dep.	4 27	..
	" dep.	..	3 23		50¾	Sinclair Sdg. NC arr.	4 47	..
274	Puralka NC .. arr.	..	3 45			" dep.	4 57	..
	" .. dep.	..	3 50		56½	**HEYWOOD** † W arr.	5 14–75	9 31
279½	Rennick NC arr.	..	4 7					
	" dep.	..	4 12			" .. dep.	5 59—	10 15
284	Kromelite NC (S.A.) arr.	..	4 28			**Down**		
	" .. dep.	..	4 33		71¾	**PORTLAND** † W arr.	6 31	
287¾	Murrawa NC (S.A.) arr.	8 43	4 47					
	" dep.	8 45	4 49					To Melb. Yard arr. 7.0 a.m. Tue. to Sat.
291¾	**MT. GAMBIER** †							
	W (S.A.) (E.S.T.) arr.	9 0	5 3					
	(C.S.T.) .. arr.	8 30	4 33					

Side notes: "Bank locomotive for No. 16." ; "See notes pages 29, 203 also footnote "A"." ; "192"

No. 90 Goods may be assisted by an engine in the rear from Dartmoor to Mileage 252 Miles 54 Chains in accordance with Working Timetable instructions, pages 254 to 258.

A—No. 16 Express Goods may also convey from Mt. Gambier to Heywood non Express type Goods vehicles.

LUBECK–BOLANGUM.

Down

Miles from Melb.	STATIONS		131 Goods Mon., Thur., Fri., Sat. ‡	27 Goods Tues.			
			A.M.	A.M.			
131	**ARARAT** ES W	dep.	...	4 0	...	...	...
		arr.	From Murtoa	5 55	...	...	...
150	**STAWELL** ES W	{	as **No. 130**	—150, 14			
		dep.	...	6 50	...	...	...
175	**LUBECK** ES †	arr.	4 58	8 1	...	...	...
		dep.	5 35	8 40	...	...	...
180¼	Jackson NC ...	arr.	...	9 5	...	...	...
		dep.	...	9 15	...	...	...
184¾	*Rupanyup* ○ † W	arr.	6 20	9 35	...	...	...
		dep.	6 50	10 35	...	...	...
190½	Burrum NC ...	arr.	...	11 1	...	...	...
		dep.	...	11 16	...	...	...
194½	Banyena NC	arr.	...	11 34	...	...	...
				P.M.			
		dep.	...	12 1	...	...	...
200	*Marnoo* W	arr.	8 0	12 25	...	...	...
		dep.	8 30	...	...	...	...
206½	**BOLANGUM** NC †	arr.	9 35	...	...	...	...

Up

Miles	STATIONS			130 Goods Mon., Thur. Fri., Sat. ‡	52 Goods Tues.		
				A.M.	P.M.		
...	**BOLANGUM** NC †	dep.	...	10 35	...	...	...
		arr.	...	11 40	...	...	...
6½	*Marnoo* W ...			P.M.			
		dep.	...	12 15	1 30	...	...
12	Banyena NC ...	arr.	...	...	1 57	...	...
		dep.	...	...	2 9	...	...
16	Burrum NC	arr.	...	...	2 37	...	...
		dep.	...	...	2 49	...	...
21¾	*Rupanyup* ○ † W	arr.	...	1 35	3 15	...	...
		dep.	...	2 15	3 50	...	...
26¼	Jackson NC ...	arr.	...	...	4 10	...	...
		dep.	...	...	4 22	...	...
31½	**LUBECK** ES †	arr.	...	3 5	4 47	...	...
		dep.	...	3 20A	5 30	...	...
56½	**STAWELL** E S W	arr.	...	5 47	7 16	...	...
		dep.	...	6 34	7 31—**133**	...	...
75½	**ARARAT** ES W	arr.	...	8 20A	8 35	...	...

A. Depart Lubeck 3.31 p.m. arrive Ararat 7.8 p.m. Saturday.

Monday to Saturday.

Down

Miles	STATIONS		19 280 HP Diesel Rail Car Mon. to Fri.	33 Diesel Elec. Rail Mtr. & Trailer Mon. to Fri.	35 "THE FLIER" MON. TO SAT.	21 ELECTRIC MON. TO FRI.	39 Diesel Elec. Rail Mtr. & Trailer Mon. to Fri.	37 PASS. SAT.
—	**MELBOURNE—**		A.M.	A.M.	A.M.	A.M. 9 15	A.M.	A.M.
	(Flinders St.) W	dep.	...	...	...	9 15	...	...
	(Spencer St.) W	dep.	7 33	7 57	8 25	9 18	9 36	9 36
1	North Melbourne...	...	7 36*	8 0*	8 28*	9 21	9 39*	9 39*
2¼	*South Kensington* ○	...	*	*	*	*	*	*
3½	Footscray	...	7 42	8 6	8 33*	9 26	9 45*	9 45*
4	*Seddon* ○	...	*	*	*	9 28	*	*
4¾	Yarraville	...	*	*	*	9 30	*	*
5¼	Spotswood	...	*	*	*	9 32	*	*
		arr.	...	...	...	9 34c	...	...
6½	Newport	{				**280 HP Diesel Rail Car**		
		dep.	7 49	8 14	8 38*	9 38	9 51	9 53
8¼	Altona Junction ...	...	7 52*	8 17*	8 41*	9 41*	9 54*	9 56*
8½	Paisley NC	...	7 55	8 20	*	9 44	*	*
11¼	Galvin NC	...	8 1	8 26	*	9 50	*	*
13	*Laverton* ○	...	8 5	8 30	8 46*	9 54	10 1*	10 5
13¾	Aircraft NC	...	8 8	8 33	*	9 57	*	10 8
19¾	**WERRIBEE** W ...	arr.	8 18	8 43–35	...	10 7–39	...—21	–2,157
		dep.			8 52*–33		10 13	10 19
21	Werribee Racecourse NC ...		...	...	...	...	...	...
24¾	*Manor* ○ ...	arr.	...	...	...	...	...—24	...—24
		dep.	...	...	8 57*	...	10 21*	10 25*
29½	*Little River* ○ ...	arr.	...	...	...—15, 2	...	...	...
					—32		–164	–164
		dep.	...	...	9 1*	...	10 28*	10 30*
35¾	Lara ...	arr.	...	...	...	...	...	...
					—24		—36, 164	—36
		dep.	...	...	9 7*	...	10 37	10 38
39¾	Corio ...	arr.	...	...	...	...	...	...
		dep.	...	...	9 10*	...	10 43*	10 45
41¾	*North Shore* ...	...	...	...	*	...	*	*
—	North Geelong "A" Box ...		...	...	...	...	10 49*	10 53*
43½	North Geelong ...	...	...	...	9 15*	...	10 53	10 57
45	**GEELONG** ES W	arr.	...	...	9 20	...	...	...
					PASS.			
		dep.	...	...	9 35	...	...	...
	Continued on ...	...	...	...	Page 94	...	...	...
			19	**33**	**35**	**21**	**39**	**37**

c—Change trains.

Monday to Saturday

(Reprint of page 90, 17.11.69)

Down

Miles	STATIONS			43 Diesel Elec. Rail Motor & Trailer Mon. to Fri.	45 EXPRESS SAT.	55 PASS. SAT.	85 ELECTRIC MON. TO FRI.	47 PASS. MON. TO FRI.
				A.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE—**			...	...	...	12 24	...
	(Flinders Street) W	...	dep.	...	...	...	12 27	...
	(Spencer Street) W	...	dep.	11 0	12 15	12 22	12 27	12 50
1	North Melbourne	...	...	11 3*	12 18*	12 25*	12 30	12 53*
2¼	South Kensington ○	...	...	*	*	*	12 33	*
3½	Footscray	...	...	11 8*	12 23*	12 31*	12 36	12 58*
4	Seddon ○	...	...	*	*	*	12 38	*
4¾	Yarraville	...	...	*	*	*	12 40	*
5¾	Spotswood	...	...	*	*	*	12 42	*
			arr.	...	...	...	12 44c	...
6½	Newport	...	...				**280 H.P. Diesel Rail Car**	
			dep.	11 15	12 28*	12 38	12 49	1 5
8¼	Altona Junction	...	...	11 18*	12 31*	12 41*	12 52*	1 8*
8¾	Paisley NC	...	...	*	*	12 44	12 55	*
11¼	Galvin NC	...	...	*	*	12 49	1 1	*
13	Laverton ○	...	...	11 29	12 37*	12 53	1 5	1 13*
13¾	Aircraft NC	...	...	*	*	12 56	1 8	*
			arr.	...	...	...	1 18—47	...—85
19¾	**WERRIBEE** W	...						
			dep.	11 43	12 46*	1 7	...	1 23
21	Werribee Racecourse NC	...	...	...	...	...	...	...
			arr.	...	12 52*	...	...	...
24¾	Manor ○	...	...	—36	—44	...	...	...
			dep.	11 51*	12 55	1 14*	...	1 29*
			arr.	...	...	...	...	...
29½	Little River ○	...		—46	...	—89	...	—86
			dep.	11 58*	1 3*	1 23	...	1 37
				P.M.				
			arr.	...	...	...	...	...
35¾	Lara	...	...	—42	...	—86	...	—40
			dep.	12 6*	1 9*	1 33	...	1 46
39¾	Corio	...	arr. dep.	12 12*	1 13*	1 40	...	1 53
41¾	North Shore ...	...	...	*	1 16*	1 46	...	1 59
—	North Geelong " A " Box	...	...	...	...	...	...	...
43½	North Geelong	...	...	12 18*	1 21	1 51	...	2 4
			arr.	12 22	1 25	1 55	...	2 8
45	**GEELONG** ES W	...						
			dep.	...	...	...	...	...
	Continued on	...	...	...	...	...	...	...
				43	**45**	**55**	**85**	**47**

c—Change trains.

Monday to Saturday

Down

Miles	STATIONS				201 PASS. SAT.	57 280 H.P. Diesel Rail Car and Trailer Mon. to Thur. Two 280 H.P. D.R.C. Fri.	93 280 H.P. Diesel Rail Car Mon. to Fri.	61 PASS. MON. TO FRI.	30B 280 H.P. Diesel Rail Car Mon. to Sat.
—	**MELBOURNE—**				P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders Street) W	...	*dep.*		...	...	...	...	...
	(Spencer Street) W	...	*dep.*		2 5	2 20	3 0	3 44	...
1	North Melbourne	...	...		2 8*	2 23*	3 3*	3 47*	...
2¼	*South Kensington* ○	...	...		*	*	*	*	...
3½	Footscray	...	...		2 13*	2 29	3 9	3 53	...
4	*Seddon* ○	...	...		*	*	*	*	...
4¾	Yarraville	...	...		*	*	*	*	...
5¾	Spotswood	...	...		*	*	*	*	...
6½	Newport	...	...	{ *arr.*	...	...	...	...	...
				{ *dep.*	2 19	2 36	3 16	4 1	...
8¼	Altona Junction	...	...		2 22*	2 39*	3 19*	4 4*	...
8¾	Paisley NC	...	...		*	2 42	3 22	4 7	...
11¼	Galvin NC	...	...		*	2 46	3 27	4 12	...
13	*Laverton* ○	...	...		2 29	2 50	3 31	4 16	...
13¾	Aircraft NC	...	...		*	2 53	3 34	4 19	...
							3 42	4 28—63	...
19¼	**WERRIBEE** W	...	{ *arr.*		—169 —51	...			
			{ *dep.*		2 38	3 3	...	...	...
21	Werribee Racecourse NC	...			...	...	...	...	...
24¾	*Manor* ○	...	{ *arr.*		...	...	...	...	...
			{ *dep.*		2 45*	3 10	...	...	...
29½	*Little River* ○	...	{ *arr.*		...—49 —188	...	...	...	...
			{ *dep.*		2 50*	3 18	...	...	...
35¾	Lara	...	{ *arr.*		...	...	...	...	...
			{ *dep.*		2 57*	3 28	...	...	...
39¾	Corio	...	{ *arr.*		...	...	...	...	...
			{ *dep.*		3 2*	3 35	...	...	...
41¾	*North Shore*	...	...		*	3 40	...	...	...
—	North Geelong "A" Box	...			...	...	...	...	...
43½	North Geelong	...			3 8	3 45	...	...	4 48
45	**GEELONG** ES W	...	{ *arr.*		3 15	3 50	...	...	4 52
			{ *dep.*		...	...	...	...	...
	Continued on	...			...	...	...	...	...
					201	**57**	**93**	**61**	**30B**

(From Ballarat — noted vertically in the 30B column)

c—Change trains.

Monday to Saturday.

(Reprint of page 92, 17.11.69)

Down

Miles	STATIONS		63 PASS. MON. TO FRI.	65 PASS. MON. TO FRI.	69 EXPRESS MON. TO FRI.	71 PASS. MON. TO FRI.	67 280 H P D.R.C. & Trailer Sat.		73 EX-PRESS MON. TO FRI.
—	**MELBOURNE—**		P.M.	P.M.	P.M.	P.M.	P.M.	...	P.M.
	(Flinders Street) W	dep.	...	...	...	...	...		...
	(Spencer Street) W	dep.	4 0	4 25	5 10	5 19	5 20	...	5 52
1	North Melbourne		4 3*	4 29	5 13*	5 22*	5 23*	...	5 55*
2¼	*South Kensington* O ...		*	*	*	*	*		*
3¼	Footscray		4 9*	4 36	5 18*	5 29	5 29		6 1*
4	*Seddon* O		*	*	*	*	*		*
4¾	Yarraville		*	*	*	*	*		*
5¾	Spotswood		*	*	*	*	...	...	*
6¼	Newport ... ... { arr. dep.		... 4 17	... 4 45	... 5 25*	... 5 38	... 5 37	...	... 6 6*
8¼	Altona Junction		4 20*	4 48*	5 28*	5 41*	5 40*	...	6 9*
8¾	Paisley NC		*	4 53	*	5 45	5 43		*
11¼	Galvin NC		*	5 0	*	5 50	5 48		*
13	*Laverton* O		4 26*	5 5	5 34*	5 54	5 52		6 15*
13¾	Aircraft NC		*	5 8	*	5 57	5 55		*
	{ arr.		...	5 19	...	6 7	6 5	...	...
19¾	**WERRIBEE** W ... {		**—61, 54**		**—56**			...	**—56**
	{ dep.		4 36		5 41*				6 22*
21	Werribee Racecourse NC ...		...	...	...	...	...	...	...
	{ arr.		...	...	...	...	...		...
24¾	*Manor* O ... ... {								
	{ dep.		4 42*	...	5 46*	...	...	...	6 27*
	{ arr.		...	...	...	...	...		...
29¼	*Little River* O ... {		**—74**	...	...	...	...	...	**—66**
	{ dep.		4 49		5 50*				6 32*
	{ arr.		...	...	...	...	...	...	**—182**
35¾	Lara ... ... {								
	{ dep.		4 58	...	5 56*	...	...	...	6 38*
39¾	Corio ... ... { arr. dep.		... 5 5	... ...	... 5 59*	... ...	... ...	... ...	**—70** 6 41*
41¾	*North Shore*		5 10	...	*	...	...	...	*
—	North Geelong " A " Box ...		...	...	...	...	...	...	...
43¾	North Geelong		5 15	...	6 6	...	...	...	6 48
	{ arr.		5 19	...	6 10	...	...	...	6 55
45	**GEELONG** ES W ... {								**PASS.**
	{ dep.		...	...	6 12	...	...	...	7 10
46¼	South Geelong ... { arr. dep.		... ...	... ...	6 16 ...	... ...	... ...	... ...	... 7 14
	Continued on...		...	...	...	...	...	...	Page 94
			63	**65**	**69**	**71**	**67**		**73**

Rotated text in body: See footnote re stopping at North Geelong.

Rotated text in column 73: See footnote re stopping at North Geelong.

NOTE :—Subject to the fixed signal being at the proceed position, the Driver of Nos. **69** and **73** may stop at North Geelong with sufficient carriages beyond the platform to permit of the brakevan being stopped at the platform.

Monday to Saturday.

(Reprint of page 93, 17.11.69)

Down

Miles	STATIONS		79 PASS. MON. TO FRI.	73 EXPRESS SAT.	83 PASS. SAT.	95 Diesel Electric Rail Motor Mon. to Fri.	99 280 H.P. Diesel Rail Car Mon. to Fri.	107 PASS. MON. TO SAT.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	MELBOURNE—						9 20	11 15
	(Flinders St.) W	dep.	...	...	...	...		
	(Spencer St.) W	dep.	6 5	6 10	6 15	8 5	9 25	11 19
1	North Melbourne		6 8*	6 13*	6 18*	8 8*	9 28	11 23
2¼	South Kensington ○		*	*	*	*	*	*
3½	Footscray		6 14	6 18*	6 24	8 14	9 34	11 28
4	Seddon ○		*	*	*	*	*	*
4¾	Yarraville		*	*	*	*	*	*
5¼	Spotswood		*	*	*	*	*	*
6½	Newport	arr.	...	...	...	...	...	...
		dep.	6 22	6 23*	6 31	8 21	9 41	11 35
8¼	Altona Junction		6 25*	6 26*	6 34*	8 24*	9 44*	11 38*
8¾	Paisley NC		6 28	*	6 37	8 27	9 47	11 40
11¼	Galvin NC		6 33	*	6 42	8 31	9 52	11 44
13	Laverton ○		6 37	6 31*	6 46	8 35	9 56	11 48
13¾	Aircraft NC		6 40	*	6 49	8 38	9 59	11 51
		arr.	...	...	...	8 47-68	...	...
							—91	—163
19¾	WERRIBEE W						—149	Tue. to Sun.
								A.M.
								—123
		dep.	6 50	6 38*	6 59		10 8	12 2
21	Werribee Racecourse NC		...	...	—182	...	...	...
24¾	Manor ○	arr.	6 57§-90	...	6 59	...	...—92	...—149
		dep.	7 3●	6 43*-84	7 7§	...	10 14*	12 9*
29½	Little River ○	arr.	...	...	7 14-90	...	...—100, 55	...
		dep.	7 11●-182	6 47*	7 23●	...	10 20*	12 15*-132
35¼	Lara	arr.	...—182	...—182	...—182	...	...—170, 81	—152, 91
		dep.	7 20●	6 53*	7 32●	...	10 27*	12 23§
39¾	Corio	arr.	...	—68	...-68	...	...	...
		dep.	7 27●	6 57*	7 39●	...	10 32*	12 30§
41½	North Shore		7 33●	*	7 45●	...	10 36	12 36§
—	North Geelong " A " Box		...	...	...	...	...	...
43½	North Geelong		7 38●	7 2*	7 50●	...	10 41	12 41§
45	GEELONG ES W	arr.	7 43	7 8	7 54	...	10 46	12 46
				PASS.				
		dep.	...	7 20	...	...	...	...
	Continued on ...		...	Page 94	...	...	...	...
			79	73	83	95	99	107

● **No. 83** may depart Little River 7.15 p.m., Lara 7.24 p.m., Corio 7.31 p.m., North Shore 7.37 p.m. North Geelong 7.42 p.m.   **No. 79** may depart Manor 6.58 p.m., Little River 7.6 p.m., Lara 7.15 p.m., Corio 7.22 p.m., North Shore 7.28 p.m., North Geelong 7.33 p.m.

Down

Miles	STATIONS		179 Empty Carriages MON. TO FRI.	35 PASS. MON. TO SAT.	69 PASS. MON. TO FRI.	73 PASS. MON. TO FRIDAY	73 PASS. SAT.	121 PASS. SUN. (WHEN AUTHORISED)	145 PASS. SUN.
			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
—	**MELBOURNE** (Flin. St.)	dep.	...	...	...	...	...	...	7 32
	(Spencer St.)	dep.	...	8 25	5 10	5 52	6 10	...	7 37
45	**GEELONG** ES W {	arr.	...	9 20	6 10	6 55	7 8	...	8 55
		dep.	6 45**B**	9 35	6 12	7 10	7 20	11 0	9 5
46¼	South Geelong ES ...{	arr.	6 50	...	6 16	...	...	...	...
		dep.		9 40		7 14	7 24*	11 5♣	9 9*
47½	Geelong Racecourse Plat. N C		...	...	...	···–100	···–100	...	...
54½	Waurn Ponds		...	...	...	...	...		...
	(Victorian Portland Cement Coy Sdg) NC ES (See note page 132)								
60	*Moriac* ○ ES ...{	arr.	...	9 57	...	...	...		...
				—38					
		dep.	...	10 10 ●	...	7 32♣	7 42♣		9 27♣
70¼	*Winchelsea* ES W ○ {	arr.	...	...	...	···–120	···–74		9 41
	(See note, page 132) {	dep.	...	10 24	...	7 46	7 56		
		arr.	...	...	...	...	...		...
83½	Birregurra ES ...{			—68		—90	—82	To Queenscliff (See page 152)	
		dep.	...	10 40	...	8 2	8 12		9 57
		arr.	...	10 54	...	8 16	8 26		...
95¼	**COLAC** ES W ...{			—72		—94	—42		10 12
		dep.	...	10 59	...	8 22	8 28		
104½	*Pirron Yallock* ○ ES ...		...	11 10§	...	8 34♣–42	8 40♣		10 24♣
	(See note, page 132)								
113¾	Pomborneit NC		...	11 19§	...	8 44§	8 50♣		10 35♣
117¼	Weerite NC (See note, page 132)		...	...	...	...	...		...
123¼	**CAMPERDOWN** ES W{	arr.	...	11 29 ⌐87	...	8 55	9 1		...
		dep.	...	11 39 ⌐	...	9 5–96	9 4		10 47
127¼	Timboon Junction NC ES (See note, page 132)		...	...	...	...	...		...
131¼	*Boorcan*		...	11 48§	...	*	*		10 56*
		arr.	...	11 55	...	9 23	...		...
137¼	**TERANG** ES W ...{								
		dep.	...	11 58	...	9 28	9 20		11 3
				P.M.					
138¼	Mortlake Junct. NC ES ... (See note, page 132)		...	...	...	...	...		...
150¾	*Panmure* ○ ES (See page 132)		...	12 14§–120	...	9 46♣	9 37♣		11 19♣
159	Allansford ES (See page 132)		...	12 24	...	9 58♣	9 47♣		11 29♣
166	**WARRNAMBOOL** ...{	arr.	...	12 33	...	10 10	10 0		11 40
	ES W	dep.	...	12 43**A**	...	...	...		...
169	Dennington ES NC ... ... (See page 132)		...	...	...	...	...		...
172	*Illowa*		...	12 52§	...	...	...		...
175½	Koroit ES W ...{	arr.	...	–108	...	...	...		...
		dep.	...	12 59	...	...	...		...
186½	**PORT FAIRY** ES	arr.	...	1 20	...	...	...		...
			179	**35**	**69**	**73**	**73**	**121**	**145**

● **No. 35** may depart Moriac 9.58 a.m.

A. Maximum of six wagons or vans of livestock, perishable and/or urgent loading may be attached at Warrnambool to 12.59 p.m. (**No. 35**) on Mondays to Saturdays for Port Fairy. When such loading is attached, the due arrival time of **No. 35** at Port Fairy will be five minutes later than that tabled.

B. **No. 179** may run without a brakevan in the rear between Geelong and South Geelong.

Miles	STATIONS		28 PASS. MON. TO FRI.	38 PASS. MON. TO SAT.	90 PASS. MON. TO THUR.	90 PASS. SAT.	178 Empty Carriages MON. TO FRI.	90 PASS. FRI.	232 PASS. (SUN. WHEN AUTHORISED)	238 PASS. SUN.
			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**PORT FAIRY** ES	dep.	...	...	3 0A	3 30A	...	5 10A	...	...
11	Koroit ES W	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	3 18	3 48	...	5 28	...	...
14½	Illowa		...	...	3 24§	3 54♣	...	5 34§	...	...
17½	Dennington NC ES (See p. 132)		...	...	...	...	...	...	...	...
20½	**WARRNAMBOOL**	arr.	...	...	3 33	4 3	...	5 45—	...	...
	ES W	dep.	...	7 45-5	3 43	4 8	...	5 55—96	...	5 55
27½	Allansford ES (See page 132)		...	7 56§	3 54	4 19	...	6 6	...	6 5*
35¾	Panmure ○ ES (See page 132)		...	8 8§	4 5§	4 30♣	...	6 17§	...	6 15*
48¼	Mortlake Junction NC ES (See page 132)		...	...	...	...	...	...	...	...
49¼	**TERANG** ES W	arr.	...	—7	4 21	...	...	...	...	...
		dep.	...	8 26	4 24	4 48	...	6 35	...	6 33
55¼	Boorcan		...	*	4 32§	4 56♣	...	6 43§	...	*
59¼	Timboon Junction NC ES (See page 132)		...	...	...	...	...	...	...	...
63¼	**CAMPERDOWN** ES W	arr.	...	8 43	4 42	5 7	...	6 54—42	...	...
				—75		—82				
		dep.	...	8 48	4 52	5 17	...	7 4	...	6 50
68¾	Weerite NC (See page 132)		...	...	...	...	...	...	...	...
72¼	Pomborneit NC		...	8 59§	5 3	5 28	...	7 15	...	7 0*
82	Pirron Yallock ○ ES (See page 132)		...	9 10♣	5 13§	5 38	...	7 25§	...	7 10
91¼	**COLAC** ES W	arr.	...	9 21—	5 23	5 48—	...	7 35—94	...	...
		dep.	...	9 24	5 28—	5 51	...	7 40	...	7 22
103	Birregurra ES	arr.	...	...	...	...	...	7 55	...	...
		dep.	...	9 40	5 43	6 6	...	8 4●	...	7 38
115¾	Winchelsea ○ ES W (See page 132)	arr.	...	...	...	...	...	—120	...	...
		dep.	...	9 57	5 58	6 21	...	8 19	...	7 54
126½	Moriac ○ ES	arr.	...	—35	...	...	...	...	...	...
		dep.	...	10 8§	6 8*	6 31	...	8 32	...	8 7
132	Waurn Ponds (Vic. Portland Cement Coy. Sdg.) NC ES (See page 132)		...	...	...—100	—100	...	...	...	...
138¾	Geelong Racecourse Plat. NC		...	...	...	...	...	...	...	...
140¼	South Geelong ES	arr.	...	...	...	...	...	...	...	...
		dep.	7 20	10 23*	6 23—69	6 46	6 45B	8 49	6 16♣	8 24
		arr.	7 24	10 29	6 28	6 51	6 50	8 54	6 22	8 30
141½	**GEELONG** ES W								PASS. SUN.	
		dep.	7 26	10 45K	6 41	7 5	...	9 5	6 40	8 35
186½	**MELBOURNE** (Spencer St.)	arr.	8 37	11 45	7 45	8 5	...	10 5	...	9 37
		dep.				8 10	...		7 58	9 39
187½	(Flinders St.)	arr.	...	...	...	8 14	...	...	8 3	9 43
			28	**38**	**90**	**90**	**178**	**90**	**232**	**238**

(232 column also carries the vertical note: *From Queenscliff (See page 152)*; 38 column bottom carries vertical note *(See Note K)*.)

● **No. 90** On Friday may depart Birregurra 7.56 p.m.   **A.** A maximum of six wagons or vans of livestock, perishable and/or urgent loading may be attached to **No. 90** between Port Fairy and Warrnambool.

K. No. 38 is to stop at Footscray to set down, only on the days a Race Meeting is conducted at Flemington Racecourse. S.M's Geelong and Footscray to so arrange.

B. No. 178 may run without a brakevan in the rear between South Geelong and Geelong.

Monday to Saturday

(Reprint of page 96, 17.11.69)

Up

Miles from Port Fairy	STATIONS			4 280 H.P. D.R.C. & Trailer Mon. to Fri.	4 280 H.P. Diesel Rail Car Sat.	18 PASS. MON. TO FRI.	20 Diesel Elec. Rail Motor & Trailer MON. TO FRI.	
				A.M.	A.M.	A.M.	A.M.	
141½	**GEELONG** ES W	...	{ arr.	...	...	...	...	...
			{ dep.	...	...	6 0	...	...
143	North Geelong	...	...	...	...	6 5	...	...
—	North Geelong " A " Box	...		...	...	...	...	...
144¾	*North Shore* ...	...		...	...	6 9	...	...
146¾	Corio	...	{ arr.	...	...	...	...	...
			{ dep.	...	...	6 14	...	...
150¾	Lara	...	{ arr.	...	...	—15	...	...
			{ dep.	...	...	6 20	...	...
157	*Little River* ○	...	{ arr.	...	...	—75	...	...
			{ dep.	...	...	6 28	...	...
161¾	*Manor* ○	...	{ arr.	...	...	...	...	...
			{ dep.	...	...	6 34*	...	...
165½	Werribee Racecourse NC			...	...	...	...	...
166¾	**WERRIBEE** W	...	{ arr.	...	...	—15, 17	...	...
			{ dep.	6 10	6 18	6 41	7 9	...
172¾	Aircraft NC ...	...	...	6 21	6 28	6 49	7 18	...
173½	*Laverton* ○ ...	...	...	6 25	6 31	6 52	7 21	...
175¼	Galvin NC ...	...	...	6 30	6 35	6 56	7 25	...
177¾	Paisley NC ...	...	...	6 36	6 40	7 1	7 29	...
178¼	Altona Junction	...	...	6 38*	6 43*	7 3*	7 32*	...
180	Newport	...	{ arr.	...	6 46**C F Electric**	...	...	...
			{ dep.	6 42	6 55	7 7	7 36	...
180¾	Spotswood ...	...	...	6 45	6 57	*	*	...
181¼	Yarraville ...	...	...	*	6 59	*	*	...
182¼	*Seddon* ○ ...	...	...	*	7 1	*	*	...
183	Footscray ...	...	...	6 53	7 3	7 14	7 44	...
184¼	*South Kensington* ○	...	...	*	7 6	*	*	...
185½	North Melbourne	...	...	6 59	7 9	7 20*	7 50	...
186½	**MELBOURNE**	...	arr.	7 3	...	7 23	7 54	...
	(Spencer Street) W	...	dep.		7 12			...
	(Flinders Street) W	...	arr.	...	7 15	...	...	...
				4	**4**	**18**	**20**	

C.—Change trains.

F.—When operated by Rail Motor and Trailer, reverse in "E" Siding. Newport.

(Reprint of page 101, 28.7.69)

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		29 B 280 H.P. Diesel Rail Car Sat.	64 280 H.P. Diesel Rail Car Sat.	33 B 280 H.P. Diesel Rail Car Mon. to Fri.	66 PASS. MON. TO FRI.	84 PASS. SAT.
			P.M.	P.M.	P.M.	P.M.	P.M.
141½	**GEELONG** ES W ... {	arr.	...	...	5 45	5 55	6 0
		dep.	5 20	...	5 50	6 0	6 4*
143	North Geelong		5 25	...	...	...	...
—	North Geelong " A " Box ...		...	...		6 5	6 9
144¾	*North Shore*			...		...	...
146¾	Corio ... ... {	arr.		...		...	...
		dep.		...		6 11	6 15
150¼	Lara ... ... {	arr.	To Ballarat	...	To Ballarat	...	...
		dep.		...		6 18	6 22
157	*Little River* ○ ... {	arr.		...		6 26–73	...
		dep.		...		6 33 ●	6 31
161¾	*Manor* ○ ... {	arr.		...		...	6 38*
						—103	—73
		dep.		...		6 41 ●	6 43
165½	Werribee Racecourse NC ...		...	...		...	...
166¾	**WERRIBEE** W ... {	arr.	...	...		—79	...
		dep.	...	6 25		6 49	6 51 ●
172¼	Aircraft NC		...	6 35	...	*	*
173½	*Laverton* ○		...	6 38	...	6 59	7 0*
175¼	Galvin NC		...	6 42	...	7 3	*
177¾	Paisley NC		...	6 47	...	*	*
178¼	Altona Junction ...		...	6 50*	...	7 9*	7 7*
180	Newport ... ... {	arr.	...	6 53 C	...	...	...
				Electric			
		dep.	...	6 59	.	7 13	7 11
180¾	Spotswood		...	7 1	...	*	*
181¼	Yarraville		...	7 3	...	*	*
182¼	*Seddon* ○		...	7 5	...	*	*
183	Footscray		...	7 7	...	7 20*	7 17*
184¼	*South Kensington* ○ ...		...	7 10	...	*	*
185½	North Melbourne		...	7 13	...	7 26*	7 22
186½	**MELBOURNE** ... {	arr.	...	...	...	7 30	...
	(Spencer Street) W ...	dep.	...	7 16	...		7 26
	(Flinders Street) W...	arr.	...	7 19	...	...	7 29
			29 B	**64**	**33 B**	**66**	**84**

● **No. 66** may depart Little River 6.27 p.m., Manor 6.35 p.m. **No. 84** may depart Werribee 6.45 p.m.

C. Passengers change trains.

(W)

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		70 280 H.P. Diesel Rail Car Fri.	90 PASS. MON. TO THUR.	72 PASS. MON. TO FRI.	90 PASS. SAT.	90 PASS. FRI.	94 Diesel Elec. Rail Motor Mon. to Fri.	120 280 H.P. Diesel Rail Car & Trailer Mon. to Th. 280 H.P. Diesel Rail Car Fri.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
141½	**GEELONG** ES W	arr.	...	6 28	...	6 51	8 54	...	...
		dep.	6 25	6 41	...	7 5	9 5	...	11 10
143	North Geelong ...		6 29*	6 45*	...	7 9*	9 9*	...	11 14♣
—	North Geelong " A " Box		...	...	...	...	...	...	...
144¼	*North Shore* ...		6 34	S	...	S	S	...	11 19♣
146¾	Corio ...	arr.	6 39*	...	...	...	...	...	—154
		dep.	6 41–73	6 49S	...	7 13S	9 13S	...	11 24♣
150¾	Lara	arr.	–182	—68	...	—68	—6	...	–132, 55
		dep.	6 46*	6 53S	...	7 17S	9 17S	...	11 31♣
157	*Little River* ○	arr.	–103	—98	...	—83	–59, 78	...	—91
		dep.	6 53*	6 59S	...	7 23S	9 23S	...	11 41♣
161¾	*Manor* ○ ...	arr.	6 59D	...	...	–182	...	...	...
			—79				—76, 81		—149
		dep.	7 2	7 3*	...	7 27*	9 27*	...	11 48♣
165½	Werribee Racecourse NC		...	...	...	...	...	...	...
166¾	**WERRIBEE** W	arr.	...	...	...	...	...	...	11 55
			—72	—161	-70, 161			–149, 91	
		dep.	7 9*	7 10	7 12	7 34	9 34–55	10 25	
172¾	Aircraft NC		*	*	7 23	*	*	*	...
173½	*Laverton* ○		7 17*	7 17S	7 26	7 42S	9 42S	10 36§	...
175¼	Galvin NC		*	*	*	*	*	10 39	...
177¾	Paisley NC		*	*	7 36	*	*	10 43††	...
178¼	Altona Junction ...		7 23*	7 23*	7 40*	7 47*	9 47*	10 46*	...
180	Newport ...	arr.	...	...	...	...	...	...	...
		dep.	7 26*	7 26*♠	7 44	7 50*♠	9 50*♠	10 49	...
180¾	Spotswood		*	*	*	*	*	*	...
181¼	Yarraville		*	*	*	*	*	*	...
182½	*Seddon* ○		*	*	*	*	*	*	...
183	Footscray		7 33*	7 33	7 53	7 57	9 56	10 54*	...
184¼	*South Kensington* ○ ...		*	*	*	*	*	*	...
185½	North Melbourne ...		7 39	7 38*	7 58*	8 1*	10 2*	10 59	...
186½	**MELBOURNE** ...	arr.	...	7 45	8 2	8 5	10 5	11 3	...
	(Spencer St.) W	dep.	7 42			8 10			...
	(Flinders St.) W	arr.	7 45	...	...	8 14	...	...	...
			70	**90**	**72**	**90**	**90**	**94**	**120**

(Columns 90 MON.TO THUR., 90 SAT., 90 FRI. and 94 each contain the vertical note "See Note.")

S—No. 90 may stop North Shore, Corio, Lara, Little River and/or Laverton, if required, to set down passengers from beyond Geelong.

D—Stops for Departmental purposes only.

Miles	STATIONS	171 Thro. Goods Mon. to Sat. ‡		129 Express Goods Mn. to Fr. ‡	129 Express Goods Sat. ‡	89 Thro. Goods Mon. to Fri. ‡
		A.M.		A.M.	A.M.	A.M.
—	**FLINDERS ST.** W *dep.*	...		...	...	...
—	Viaduct Junction ...	...		...	...	...
—	**MELBOURNE YD.** W *dep.*	...		...	...	...
	DYNON ... *dep.*	...		10 45	10 45	...
1	North Melbourne ...	...		...	...	...
2¼	*South Kensington* ○ ...	...		...	...	...
2¾	Maribyrnong River Junct....	...		...	...	...
3½	Footscray	...		...	...	...
4	*Seddon* ○	...		...	...	...
4¾	Yarraville	...		...	...	...
5¼	Spotswood	...		...	...	...
—	Tottenham Yard *dep.*	...		11 10	11 10	...
—	Brooklyn ES ...	...		11 17	11 17	...
6½	Newport ...	9 55		11 26	11 25	11 30
7½	Austral Meat Sdg. NC ...	...		...	...	...
8¼	Altona Junction ...	10 2		11 30	11 29	11 34
8½	Mobil Oil Co's Siding NC ...	...		...	...	...
8¾	Paisley NC	...		...	...	...
8¾	Petrol Refineries Sdg. NC ...	...		...	...	...
9	S.E.C. Siding NC ...	...		...	...	...
9½	B.P. Oil Siding NC ...	...		...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...		...	...	...
11¼	Galvin NC	...		...	...	...
13	*Laverton* ○ ... { *arr.*	...		...	...	...
	dep.	10 14		11 35	11 34	11 46
13¾	Aircraft NC	...		...	...	...
14¼	Aircraft Siding NC ...	...		...	...	P.M.
	{ *arr.*	10 33		...	...	12 5
	—110, 164, 24					—36, 42
19¾	**WERRIBEE** W ... {	Mn. to Fr. ‡	Sat. ‡			
	dep.	10 40	11 17	11 48	11 42	12 34
21	Werribee Racecourse NC ...	...	...	...	...	...
24¾	*Manor* ○ ... { *arr.*	10 53	...	...	...	...
	dep.	11 10	11 30–36	11 56 –36	11 47 –36	12 47–46
				P.M.		
29½	*Little River* ○ ... { *arr.*	...	11 43	12 5	...	...
	—36		–138, 129	–46, 42	–46, 171	
			P.M.			
	dep.	11 23	12 21–40	12 16	11 52	12 58
35¾	Lara ... ... { *arr.*	...–46	12 35	12 25	...	1 10 –86
	dep.	11 35	12 55		11 58	
					P.M.	
39¾	Corio	11 44	1 5	12 29	12 2	1 19–40
40	Shell Co's Siding NC ...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...
41¾	*North Shore*	...	...	...	...	...
41¾	Ford's Siding NC ...	...	...	...	...	...
41¾	I.H.C. Siding NC ...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...
—	Nth. Geelong Yard W *arr.*	11 54	1 15	12 35	12 7	1 29
				To S'ton Via Meredith (See page 137)	To S'ton Via Meredith (See page 137)	
43½	North Geelong *dep.*	...	...			...
44¼	Corio Quay South NC ...	...	...			
45	**GEELONG** ES W { *arr.* *dep.*					
		171	**171**	**129**	**129**	**89**

(vertical side-notes in 171 Sat. column: "38, 164"; "44, 86")

Miles	STATIONS		89 Thro. Goods Sat. ‡	173 Thro. Goods Tu. to Fri. Mon. ‡	165 Thro. Goods Sat. ‡	165 Thro. Goods Mon. to Fri. ‡	49 Thro. Goods Mon. to Fri. ‡	49 Thro. Goods Mon. to Fri. ‡
			A.M.	A.M.	P.M.	P.M.	A.M.	P.M.
—	**FLINDERS ST.** W	*dep.*	...	10 32	...	...	...	...
—	Viaduct Junction	...	...	10 35	...	...	...	...
—	**MELB. YARD** W	*dep.*	...	Via Pass	...	...	...	12 45
	DYNON	...		Lines				
1	North Melbourne	...	...	10 38	...	...	...	...
3½	Footscray Goods...	*dep.*	...	...	...	...	11 50	...
							P.M.	
—	Weighbridge Junct. {	*arr.*	...	...	...	...	12 30	...
		dep.	...	...	...	...	12 55	...
2¼	*South Kensington* ◯	...	...	10 42	...	...	1 3	
2¾	Maribyrnong River Junct.		...	...	...	...	...	
3½	Footscray	...	...	10 45	...	...	1 7	
4	*Seddon* ◯	...	...	...	...	...	...	
4¾	Yarraville	...	...	...	...	...	...	
5¼	Spotswood	...	...	...	...	...	...	
6½	Newport	...	11 30	10 54	12 45	1 0	1 17	
7½	Austral Meat Sdg. NC	...	...	...	...	...	...	
8¼	Altona Junction	...	11 34	10 58	12 49	1 4	1 21	
8½	Mobil Oil Co's Siding NC	...	...	...	...	...	...	
8¾	Paisley NC	...	...	...	...	...	...	
8¾	Petrol Refineries Sdg. NC	...	...	...	...	...	...	
9	S.E.C. Siding NC	...	...	...	...	...	...	
9½	B.P. Oil Siding NC	...	...	...	...	...	...	
9½	Aust. Carbon Black	...	...	...	...	...	...	
	P/L Sdg. NC							
11¼	Galvin NC	...	...	...	...	...	...	
13	*Laverton* ◯ {	*arr.*	...	—164	...	...	1 36–169	
		dep.	11 46	11 10	1 1	1 17	—112 1 56	
13¾	Aircraft NC	...	...	...	...	...	...	
14¼	Aircraft Siding NC	...	...	...	...	...	...	
19¼	**WERRIBEE** W {	*arr.*	P.M. ...	...	...	...	2 15	
		dep.	12 5	11 28	1 18	1 34	—40, 50 2 36	
21	Werribee Racecourse NC		...	...	...	...	...	
24¾	*Manor* ◯ {	*arr.*	12 18 —46, 138	...	...	1 47 —86, 40, 50	...	
		dep.	12 32	11 41	1 30	2 28	2 49	
29½	*Little River* ◯ {	*arr.*	12 45 —44, 45, 55	11 53–46 P.M. Fol. 43	1 43 —86	...	...	
		dep.	1 28	12 6–42	2 5	2 41	3 0	
35¾	Lara {	*arr.*	... —86	... —86	2 19 —188	...	...	
		dep.	1 42	12 30	2 24	2 53	3 12	
39¾	Corio	...	1 51	12 40–40	2 34	3 2	3 21	
40	Shell Co's Siding NC	...	...	...	...	...	...	
40½	Distiller's Siding NC	...	...	...	...	...	...	
41¾	*North Shore*	...	...	...	...	...	...	
41¾	Ford's Siding NC	...	...	...	...	...	...	
41¾	I.H.C. Siding NC	...	...	...	...	...	...	
42	Phosphate Siding NC	...	...	...	...	...	...	
—	North Geelong "A" Box	...	...	...	...	...	...	
—	Nth. Geelong Yard W	*arr.*	2 1	12 50	2 44	3 12	3 31	
43½	North Geelong	*dep.*	...	...	...	...	...	
44¼	Corio Quay South NC		...	...	...	...	...	
45	**GEELONG** ES W {	*arr.*	...	...	...	...	...	
		dep.	...	...	...	...	...	
			89	**173**	**165**	**165**	**49**	

Vertical notes in column 173: "From Dandenong" (near rows 8¼–11¼); "42, 36, 89" (near WERRIBEE).

Miles	STATIONS			15 PASS. MON. TO SAT.	29 PASS. SAT.	29 PASS SAT.	33 PASS. MON. TO FRI.	117 PASS. SUN. ‡
				A.M.	P.M.	P.M.	P.M.	P.M. Connects From Queenscliff
—	**MELBOURNE** W ... *dep.*		...	7 4	12 22	2 5	4 0	...
		arr.	...	8 46	1 55	3 15	5 19	
				280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car		280 H.P. Diesel Rail Car	
45	**GEELONG** W ...	*dep.*	...	9 0	5 20		5 45	6 33
—	North Geelong ES		...	9 5	5 25		5 50	6 37‡
43½	North Geelong Yard W ...		...	...	...		...	...
—	North Geelong "C" Box ES		...	...	...		...	...
48½	*Moorabool* ○ ES W { *arr.*		...	...	...		—26	...
	(See note, page 145) { *dep.*		...	9 14	5 34§		5 59§	6 46‡
51¾	Gheringhap ES ... { *arr.*		...	...—164	...—22		...	...
	{ *dep.*		...	9 21	5 41		6 6	6 53‡
55¾	*Bannockburn* ... ... { *arr.*		...	...	...		...	...
	{ *dep.*		...	9 29	5 49		6 14	7 2‡
61¾	*Lethbridge* ○ ES W { *arr.*		...	...—106	...—26		—26	...
	{ *dep.*		...	9 39	5 59		6 24	7 11‡
63¾	Rail Motor Stopping Place No. 13 NC		...	*	*		Z	...
66	Rail Motor Stopping Place No. 52 NC		...	*	*		Z	...
68¾	Rail Motor Stopping Place No. 12 NC		...	*	*		Z	...
71	*Meredith* ○ ES W { *arr.*		...	...	...		...	...
	{ *dep.*		...	9 59	6 19		6 45	7 32‡
76½	*Elaine* ○ ES ... { *arr.*		...	...—11	...		...	...
	(See note, page 145) { *dep.*		...	10 8	6 28		6 54	7 41‡
83¾	*Lal Lal* ○ ES W ... { *arr.*		...	...	...		...	...
	{ *dep.*		...	10 21	6 41		7 7	7 55‡
87¼	Yendon NC ... ... { *arr.*		...	...	...		...	...
	{ *dep.*		...	10 27§	6 47‡		7 13‡	*
90	Rail Motor Stopping Pl. No. 11 NC		...	Z	Z		Z	...
92½	Warrenheip ES ... { *arr.*		...	...—8, 10	...		...	...
	{ *dep.*		...	10 36	6 56		7 22	8 10‡
96	*Ballarat East* ○		...	10 42	7 2		7 28	8 17*
96½	**BALLARAT** W ... { *arr.*		...	10 45	7 5		7 30	8 20
	{ *dep.*		...	...	...		...	...
				15	**29**		**33**	**117**

For complete service between Warrenheip and Ballarat, see pages 14–54.

Miles	STATIONS		80 PASS. MON. TO SAT.	2 280 H.P. Diesel Rail Car Mon. to Sat.	30 280 H.P. Diesel Rail Car Mon. to Sat.		102 PASS. SUNS. ‡
			A.M.	A.M.	P.M.		A.M.
—	**BALLARAT** W ... ... {	arr.	5 28	...	...	...	...
		dep.	5 40—1	6 50—10	3 20	...	9 5
½	*Ballarat East* ○		5 42*	6 53	3 23	...	9 7*
4	Warrenheip ES ... ... {	arr.	...	...	...—19	...	...
		dep.	5 51*	7 2	3 32	...	9 18
6½	Rail Motor Stopping Place, No. 11 NC		...	Z	Z	...	...
9¼	Yendon NC		*	7 10♣	3 40§	...	*
12¾	*Lal Lal* ○ ES W ... ... {	arr.	...	...	...	...	...
		dep.	6 2*	7 16	3 46	...	9 29
20	*Elaine* ○ ES ... ... {	arr.	...	...	...	...	...
	(See note, page 145)	dep.	6 11*	7 27	3 57	...	9 40
25½	*Meredith* ○ ES W ... ... {	arr.	...	...	...—81, 22	...	...
		dep.	6 18*	7 35	4 5	...	9 47
27¾	Rail Motor Stopping Place, No. 12 NC		...	Z	*	...	...
30½	Rail Motor Stopping Place, No. 52 NC		...	Z	*	...	...
32¾	Rail Motor Stopping Place, No. 13 NC		...	Z	*	...	...
34¾	*Lethbridge* ○ ES W ... ... {	arr.	...—11	...	...	...	...
		dep.	6 29*	7 51	4 20	...	9 59
40¾	*Bannockburn*		6 37*	7 59	4 28§	...	10 7
44¾	Gheringhap ES ... ... {	arr.	...	...	...	...	...
		dep.	6 42*	8 6	4 34	...	10 14
48¾	*Moorabool* ○ ES W ... ... {	arr.	...	...	...	...	...
	(See note, page 145)	dep.	6 47*	8 12§	4 40§	...	10 20
—	North Geelong "C" Box ES ...		6 53*	...	...	...	...
—	North Geelong Yard W ... {	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
53	North Geelong ES ... ... {	arr.	...	...	...	...	...
		dep.	...	8 20 (See	4 48—57	...	10 28
		arr.	...	8 25 Note)	4 52	...	10 35
54½	**GEELONG** W ... ... {		...	**PASS.**	**"THE FLIER"**		...
		dep.	...	8 25B	5 12	...	...
96½	**MELBOURNE** W (Spencer St.) {	arr.	8 5A	9 50	6 10	...	Connects
	,, ,, {	dep.	...	...	6 13	...	to Q'cliff
	,, (Flinders St.)	arr.	...	...	6 17	...	(Page 152)
			80	**2**	**30**		**102**

For complete service between Ballarat and Warrenheip, see pages 14–54.

A. On Saturdays arrives Spencer Street 7.58 a.m.

Note :—Passengers for stopping stations North Shore to Melbourne must change trains at North Geelong, Mondays to Fridays, to 8.25 a.m. **(No. 32)** Pass. Geelong to Melbourne

B. On Saturdays depart Geelong 9.5 a.m. arrives Spencer Street 10.35 a.m.

CAMPERDOWN–TIMBOON.

Down   **Up**   (Reprint of page 153, 17.11.69)

Miles from Melb.	STATIONS		77 Goods Mon., Wed., Fri (Thur. ‡)		Miles	STATIONS		116 Goods Mon., Wed., Fri (Thur. ‡)	
			A.M.					P.M.	
123¼	CAMPERDOWN ... ES W	dep.	8 50	...	...	TIMBOON † ...	dep.	2 30	...
127¼	Timboon Junc. NC ES† (Note, p. 132)	{ arr. { dep.	9 0 9 5	... ...	2¾	Curdie NC ...	{ arr. { dep.	2 38 3 8	... ...
131¼	Naroghid NC ...	{ arr. { dep.	9 20 9 30	... ...	3¼	Vict. Agric. Lime Co's. Siding NC	...	...	...
135¾	Cobden † W ...	{ arr. { dep.	9 41 10 51	... ...	7¼	Glenfyne NC ...	{ arr. { dep.	3 29 3 34	... ...
142¼	Glenfyne NC ...	{ arr. { dep.	11 6 11 16	... ...	13¾	Cobden † W ...	{ arr. { dep.	3 53 4 38	... ...
146¼	Vict. Agric. Lime Co's. Siding NC	{ arr. { dep.	11 30 Noon 12 0	... ...	18¼	Naroghid NC		...	...
			P.M.						
146¾	Curdie NC ...	{ arr. { dep.	12 5 12 15	... ...	22¼	Timboon Junc. NC ES† (Note, p. 132)	{ arr. { dep.	5 11 5 16	... ...
149½	TIMBOON † ...	arr.	12 25	...	26¼	CAMPERDOWN ... ES W	arr.	5 27	...

TERANG–MORTLAKE.

Down   **Up**

Miles from Melb.	STATIONS		15 Goods Sat. ‡	75 Goods Tue.	75 Goods Fri. ‡	Miles	STATIONS		70 Goods Sat. ‡	112 Goods Tue. (Fri. ‡)	
			A.M.	A.M.	A.M.				A.M.	P.M.	
123¼	CAMPERDOWN ES W	dep.	6 30	8 50	9 10	—	MORTLAKE †	dep.	11 5	2 0	...
137¼	TERANG ES ...	{ arr. { dep.	7 2 —38 8 23	9 25 10 30	9 45	12	Mortlake Junct. NC ES † (Note, p. 132)	{ arr. { dep.	11 50 11 55	2 40 2 50	... ...
									P.M.		
138¼	Mortlake Junct. NC ES † (Note, p. 132)	{ arr. { dep.	8 28 8 33	10 35 10 45		13	TERANG ES ...	{ arr. { dep.	12 1 12 53 —35	3 0 3 10	... ...
150¼	MORTLAKE †	arr.	9 20	11 30		27	CAMPERDOWN ES W	arr.	1 25	3 45	...

Miles from Melb.	STATIONS		1 Goods Wed. (Mon., Tue. Thur., Fri., Sat. ‡)	113 Goods Tue., Thu., Fri., Sat. ‡	115 Goods Mon. to Sat. ‡	117 Goods Tue. to Sat. ‡
			A.M.	A.M.	P.M.	P.M.
166	WARRNAMBOOL ES W	dep.	4 50	11 0	1 30–82,7	5 45
167	Cattle Siding NC		...	...	...	...
169	Dennington NC ES (See page 132)		...	...	...	...
172	Illowa	arr.	...	...	...	...
		dep.	...	...	...	...
175½	KOROIT ES † W	arr.	5 28	11 38	2 8	6 23
		dep.	6 0	P.M. 12 8	2 30	6 45
185	Woolsthorpe NC	arr.	6 34	...	...	...
		dep.	6 49	...	...	...
189¼	Hawkesdale (See note)	arr.	7 4	...	...	...
		dep.	7 59	...	...	...
196¼	Minhamite NC	arr.	8 8	...	...	...
		dep.	8 45	...	...	...
201¼	Purdeet NC	arr.	9 7	...	...	...
		dep.	9 17	...	...	...
208½	Penshurst ○ † W	arr.	9 36	2 45	4 16	8 41–118
		dep.	11 0		5 10	9 6
215	Tabor NC	arr.	11 18	...	...	...
		dep.	11 28	...	...	...
220¼	Yatchaw NC		11 43	...	...	...
			P.M.			
226¾	Coleraine Junction †		12 0	...	6 5	9 55
227½	HAMILTON ES W	arr.	12 5	...	6 10	10 0

Notes (vertical, Down): 1 — "104,84"; 113 — "Not to run when 84 or 104 runs."; 115 — "104, 84", "Not to run when 108 or 114 runs.", "116"; 117 — "96, 90", "116, 114".

Miles	STATIONS		82 Goods Mon. to Sat. ‡	84 Goods Wed. (Mon., Tue., Thur., Fri. Sat. ‡)	114 Goods Tue., Thur. Fri. Sat. ‡	116 Goods Mon. to Sat. ‡	118 Goods Tue. to Sat. ‡
			A.M.	A.M.	P.M.	P.M.	P.M.
—	HAMILTON ES W	dep.	...	7 30	...	3 35	7 30
¾	Coleraine Junction †		...	7 35	...	3 40	7 35
7	Yatchaw NC	arr.	...	7 51	...	...	...
		dep.	...	8 1	...	...	...
12½	Tabor NC	arr.	...	8 16	...	...	...
		dep.	...	8 26	...	...	8 25 –117
19	Penshurst ○ † W	arr.	...	8 45	...	4 30 –115	
		dep.	...	10 10–1	3 45	5 20	9 15
26	Purdeet NC	arr.	...	10 27	...	...	...
		dep.	...	10 37	...	...	...
31¼	Minhamite NC	arr.	...	10 50	...	...	...
		dep.	...	11 25	...	...	...
38	Hawkesdale (See note)	arr.	...	11 51	...	...	...
		dep.	8 0	P.M. 12 31	...	...	...
42½	Woolsthorpe NC	arr.	8 12	12 43	...	...	...
		dep.	8 27	12 58	...	...	...
52	KOROIT † ES W	arr.	8 49 –23	1 20 –115	6 40	6 40	10 35
		dep.	9 28	Wed. (Mon., Thu. Sat. ‡) 2 13 / Fri. ‡ 2 55 / Tue. ‡ 3 27	6 50 –117	6 50 –117	10 45
55½	Illowa	arr.	...	2 24	...	...	...
		dep.	...	2 34	...	...	...
58½	Dennington NC ES (See p. 132)		...	...	...	...	...
60½	Cattle Siding NC		...	...	...	...	...
61½	WARRNAMBOOL ES W	arr.	9 54	2 50 / 3 23 / 3 55	7 18	7 18	11 13

Notes (vertical, Up): 114 — "Not to run when 115 or 116 runs."; 116 — "Not to run when 114 runs."

Note:— **Hawkesdale** is opened as an Intermediate Block Post as required. See General Appendix for Instructions.

TRANS-AUSTRALIAN RAILWAY—PORT PIRIE-KALGOORLIE

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

1st to 31st January, both dates inclusive.

The week preceding and including Easter Monday.

8th to 31st December, both dates inclusive.

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

25th August to 7th October, both dates inclusive.

1st to 7th December, both dates inclusive.

Further restrictions may be imposed from time to time, and will be advertised by Circular or other instruction.

It will be the responsibility of Passholders to ascertain their eligibility for travel, and to make their own arrangements in respect of reservations for travel on the return journey.

BOOKING OF SLEEPING BERTHS AND RESERVED SEATS

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

Reservation of sleeping berths or seats is compulsory for travel by Intersystem Express trains.

Sleeping berths are provided only in conjunction with first class travel over the Victorian, New South Wales and South Australian systems, and with first or economy class travel over the Queensland, Western Australian and Commonwealth systems.

(2) **Reservation of Seats for Children under four years of age for whom a rail ticket is not held.**

Intrasystem (Local) and Intersystem Journeys—

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

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

(3) **Group Booking :—**

Applications for reservation for parties in excess of 6 persons (bona fide family travel excepted) are to be referred to Superintendent Train Services.

(4) **Closing of Reserved Seat Booking :—**

Booking of reserved seats for intrastate passengers in carriages which are provided for optional seat booking shall close two hours prior to the scheduled departure times of the trains.

(5) **Advance Booking :—**

Intrastate Travel—Except as otherwise indicated herein, the booking of passengers travelling to Victorian destinations opens two calendar months prior to the day of travel.

Between Melbourne—Benalla and Wangaratta.

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

Between Melbourne and Albury.

Booking of passengers making journeys between Melbourne and Albury only opens :—

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

(ii) By " Spirit of Progress " and Relief Expresses and " Intercapital Daylight " and Relief Expresses in each direction between Melbourne and Albury—Seven days prior to date of travel (to extent of accommodation available).

Victorian Travel By " The Overland " Melbourne—Adelaide. Passengers for Victorian roadside stopping stations beyond Ballarat to Horsham inclusive are permitted to reserve seats only on the day of travel, except that Horsham residents may reserve seats up to two calendar months in advance and residents of Ararat, Stawell and Murtoa may reserve seats as from 12 noon on the day prior to the day of travel, subject to accommodation being available. Passengers for Victorian stopping stations beyond Horsham may book seats up to two calendar months in advance.

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

Passengers to Victorian stopping stations to Kaniva may reserve sleeping berths, as from 5.0 p.m. on day of travel subject to accommodation being then available. See Table 80 of Passenger Fares Book.

Interstate Travel—

Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle. Booking for travel to Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 12 calendar months prior to the date of travel on the forward journey and 13 calendar months prior to the date of travel in respect of the return journey.

Other Interstate Destinations (Albury and Queensland stations Excepted)—Booking for travel to Interstate destinations other than Sydney, Canberra, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 2 calendar months prior to the date of travel on the forward journey and 3 calendar months in respect of the return journey.

Queensland stations—Bookings to Queensland stations (Brisbane excepted) may be made three (3) calendar months in advance of the date of travel.

(W)

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. "Intercapital Daylight"	Mon. to Sat.	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss vale passengers change trains at Goulburn), Strathfield, Sydney.
7.45 a.m. "Interapital Daylight"	Mon. to Sat.	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. "Spirit of Progress"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga-Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun. to Fri.
8.10 p.m. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berth and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn. Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon. to Sat.
8.0 p.m. "Southern Aurora"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.0 p.m. "Southern Aurora"	Daily (Sun. incl.)	Sydney	Melbourne	
8.40 p.m. "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berth and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton and S.A. stations. (See page 159).
7.0 p.m. "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berth and seat booking compulsory from Adelaide and S.A. stations.

RESERVED SEAT BOOKING.

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE).

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

NORTHERN LINES.

Train		Days of running	From	To	Stations from and to which seats and berths may be booked.
8.10 a.m.	...	Mon., Wed., Fri.	Melbourne	Swan Hill	Castlemaine and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Castlemaine for Maryborough line, at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines, at Swan Hill for Piangil line, at Kerang for Koondrook line and at Bendigo and Echuca for Balranald line.
8.10 a.m.		Tue., Thurs.	Melbourne	Bendigo	
8.20 a.m.	...	Saturday	Melbourne	Swan Hill	
1.35 p.m.	...	Mon., Wed., Fri., Sat.	Melbourne	Bendigo	
1.35 p.m.	...	Tue., Thurs.	Melbourne	Swan Hill	
5.45 p.m.	...	Mon. to Fri.	Melbourne	Bendigo	
6.5 p.m.	...	Saturday	Melbourne	Bendigo	6.5 p.m. Bendigo Sat. connects at Woodend for Daylesford line.
9.30 a.m.	...	Mon. to Sat.	Melbourne	Daylesford	Woodend and stations beyond.
4.55 p.m.	...	Mon. to Fri.	Melbourne	Daylesford	
5.35 p.m.	...	Saturday	Melbourne	Daylesford	
9.5 p.m.	...	Mon. to Thurs.	Melbourne	Mildura	Berths to Donald and stations beyond; seats, Maryborough and stopping stations beyond.
9.20 p.m.	...	Friday and Sunday	Melbourne	Mildura	
9.0 p.m.		Sunday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
9.20 p.m.	...	Monday to Friday	Mildura	Melbourne	

NORTH WESTERN LINES.

Train		Days of running	From	To	Stations from and to which seats and berths may be booked.
9.10 a.m.	...	Mon. to Sat.	Melbourne	Dimboola	Ballarat and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Ballarat for Linton and Donald lines—at Ararat for Hamilton and Portland line — at Murtoa for Hopetoun line — at Dimboola for Serviceton line.
1.30 p.m.	...	Mon. to Fri.	Melbourne	Horsham	
1.30 p.m.	...	Saturday	Melbourne	Dimboola	
5.25 p.m.	...	Mon. to Fri.	Melbourne	Ballarat	Ballarat only
6.20 p.m.	...	Saturday	Melbourne	Ballarat	

(W)

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—continued

(Reprint of page 162, 17.11.69)

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
SOUTH WESTERN LINES				
8.25 a.m. ...	Mon. to Sat.	Melbourne	Port Fairy	Winchelsea and stopping stations beyond.
5.52 p.m. ...	Mon. to Fri.	Melbourne	Warrnambool	
6.10 p.m. ...	Saturday	Melbourne	Warrnambool	
7.32 p.m. ...	Sunday	Melbourne	Warrnambool	
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.30 a.m.* ...	Mon. to Sat.	Melbourne	Albury ...	Avenel and stopping stations beyond. Where connection made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
8.30 a.m.* ...	Mon. to Sat.	Melbourne	Tocumwal...	Seymour and stopping stations beyond. Where connection made, passengers change to non seat booked Rail Motor trains; at Toolamba for Echuca line; and at Strathmerton for Cobram line.
4.45 p.m.	Mon. to Fri.	Melbourne	Albury	Seymour and stopping stations beyond. Where connection made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
5.50 p.m. ...	Sat., Sun.			
5.18 p.m. ...	Mon. to Fri.	Melbourne	Numurkah	Seymour and stopping stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains; at Toolamba for Echuca line, and at Numurkah for Cobram line.
6.7 p.m. ...	Friday	Melbourne	Mansfield ...	Yea and stations beyond.
6.30 p.m. ...	Saturday	Melbourne	Numurkah	Seymour and stopping stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains; at Toolamba for Echuca line, and at Numurkah for Cobram line.
7.0 a.m. ...	Daily, Sun. included	Albury ...	Melbourne	Passengers from stopping stations Albury to Euroa.
EASTERN LINE				
7.25 a.m. ...	Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping stations beyond.
8.35 a.m. ...	Mon. to Sat.	Melbourne	Bairnsdale	Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
12.40 p.m. ...	Saturday	Melbourne	Traralgon	Warragul and stations beyond.
3.58 p.m. ...	Mon., Tue., Wed., Thur.	Melbourne	Yarram	Korumburra and stations beyond.
4.53 p.m. ...	Mon. to Fri.	Melbourne	Traralgon	Warragul and stations beyond.
6.3 p.m. ...	Fri., Sat. ...	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
6.3 p.m. ...	Mon., Tues., Wed., Thur.	Melbourne	Sale	
6.12 p.m. ...	Fri., Sat.	Melbourne	Yarram ...	Korumburra and stations beyond. Economy class only.
2.10 p.m. ...	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

* Combined train to Seymour.

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

(Reprint of page 163, 17.11.69)

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
			1st Class	Econ. Class		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	...	50	78	3	Auto.	F.
,,	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	...	50	78	3	Auto.	F.
,,	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	...	53	78	3	Auto.	F.
,,	3	Tambo, Dargo, Onkaparinga	20	...	45	74	1¼	Auto.	E.
AE ...	7	8 compartments	48	...	45	74	1¼	Auto.	E.
BE ...	5	9 compartments	...	72	45	74	1¼	Auto.	E.
AJ ...	3	2 compartments, Saloon type, Air Conditioned	48	...	45	78	7¾	Auto.	F.
BJ ...	10	2 compartments, Saloon type, Air Conditioned	...	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer §	...	...	40	53	9¼	½ Auto., ½ Auto. and Screw	E.
CE ...	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
D ...	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	...	...	45	63	3¼	Auto.	—
D ...	1	Steel bulk mail van, No. 1 (25 tons capacity)	...	...	55	63	5¾	Auto.	—
JCP ...	9	‡ Express Goods Brakevan Nos. 1 to 9 (10 tons capacity)	...	...	35	39	0	Auto.	E.
		Victorian Stock All Steel (Bogie)							
AS ...	13	8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 16	48	...	50*	75	0	Auto.	E.
BS ...	4	8 compartments (Air Conditioned), Nos. 1, 4, 7, 8	...	64	50*	75	0	Auto.	E.†
ABS ...	2	8 compartments (Air Conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ¶ ...	5	Saloon type (Air Conditioned) Nos. 3 to 7	48	...	50	75	0	Auto.	F.
AZ ...	3	Saloon type (Air Conditioned) Nos. 1, 2 and 8	56	...	50	75	5	Auto	F.
BZ¶ ...	6	Saloon type (Air Conditioned) Nos. 1 to 6	...	64	50	75	0	Auto.	F.
BZ ...	1	Saloon type (Air Conditioned) No. 7	...	68	50	75	5	Auto.	F.
MBS ...	3	Mini-Buffet, Five compartments and Mini-Buffet (Air-Conditioned) Nos. 1, 2 and 3	12 diners 40 sitting		48	75	0	Auto.	E.
Dining	1	Murray (Air Conditioned) ...	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ...	48	...	75	76	1¼	Auto.	E.
Buffet ...	1	Moorabool (Air Conditioned) ...	19 diners 12 sitting		60	75	0	Auto.	E.

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

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

* The tonnage rating of " AS " carriages Nos. 1, 2, 3, 4, 5 and " BS " carriages Nos. 1 and 4 is 48 tons.

† " BS" carriage No. 8 Fluorescent lighting.

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

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

(W)

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
			1st Class	Econ. Class		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Norman (Air Conditioned) ...	24	...	54	75	0	Auto.	E.
"	1	State No. 4	26	...	50	74	9¼	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	...	60	75	7¼	Auto.	F.
"	1	Melville	...	...	40	50	2	Auto.	E.
"	1	Medical and Vision test ...	...	...	45	74	1¼	Auto.	E.
"	1	Carey (8 Showers and Sanitary accommodation)	...	...	30	48	2½	Auto.	E.
Special	1	Goulburn (3 showers & 10 sleeping berths)	10 sleepers		50	74	1¼	Auto.	E.
Parlor	1	Yarra	33	...	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		50	74	9¼	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1¼	Auto.	E.
"	6	Nos. 5, 6, 7, 8, 9, 10 ...	20	...	45	74	1¼	Auto.	E.
AE ...	24	8 compartments (Except Nos. 1, 3, 12)	48	...	45	74	1¼	Auto.	E.
BE ...	4	9 compartments Nos. 4, 19, 31, and 34 (Air Conditioned)	...	72	55	74	1¼	Auto.	E.
BE ...	4	8 compartments Nos. 49 to 52 (Air Conditioned) ...	...	64	55	74	1¼	Auto.	E.
BE ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1¼	Auto.	E.
BG ...	2	Saloon and Compartment type (Air Conditioned)	...	64	50	71	0	Auto.	E.
ABE ...	16	8 compartments, Nos. 1 to 16	26	36	45	74	1¼	Auto.	E.
BCE ...	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	...	42	50	74	1¼	Auto.	E.
AW ...	40	6 compartments, 58-ft. body ...	40	...	35	61	2¾	Auto.	E.
AW ...	9	7 compartments, 64-ft. body Nos. 60 to 68	60	...	35	67	2	Auto.	E.
BW ...	42	7 compartments, 58-ft. body, Nos. 1 to 9, 11 to 26, 28 to 44	...	60	35	61	2¾	Auto.	E.
BW ...	11	8 compartments, 64-ft. body, Nos. 60 to 70	...	68	35	67	2	Auto.	E.
ABW ...	1	6 compartments (3–1st, 3–2nd), 58-ft. body	19	25	35	61	2¾	½ Auto. ½ Trans. No. 42	E.
ABW ...	5	7 compartments (3–1st, 4–2nd), 64-ft. body, Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ...	50	6 compartments (3–1st, 3–2nd), 58-ft. body	20	26	35	61	2¾	Auto. Nos. 7, 15, 17, 21, 23, 25, 26, 31, 36, 38, 48, 49, 50, 51, 52, ½ Auto ½ Trans. Nos. 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 33, 34, 35, 37, 39, 40, 41, 43, 44, 45, 46, 47	E.

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

Class	No. of Vehicles in Class	Description	1st Class	Econ. Class	Tonnage Rating	feet	in.	Coupling (For Notes see page 168)	Lighting facilities (See note)
		Victorian Stock (Bogie Carriages)—continued.							
BPL ...	27	9 compartments, Nos. 88 to 91, 93, 94, 100, 102 to 111, 113, 116 to 122, 125, 126	...	82	30	60	5½	Auto.	E.
BPL ...	27	9 compartments, Nos. 42 to 46, 48, 50 to 55, 61, 78, 79, 81, 83, 85, 86, 95 to 99, 101, 123, 124	...	82	30	59	11¼	Auto.	E.
BPL ...	65	9 compartments, Nos. 1 to 27, 29 to 41, 56 to 60, 62 to 77, 80, 82, 84, 87	...	82	30	61	8	Auto.	E.
ABL ...	1	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
BL ...	1	9 compartments, No. 13 "Pioneer"	...	72	40	73	8	Screw	E.
Special	1	8 compartments, "Enterprise"	...	64	40	73	8	Screw	E.
AV ...	4	6 compartments	32	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 23 ...	30	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 32 ...	28	...	30	53	6½	Screw	E.
BV ...	15	7 compartments	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brake-van, (15 cwt. capacity) Nos. 19, 23	...	80	30	59	3½	Screw	—
BC ...	5	8 compartments with brake-van (15 cwt. capacity) Nos. 1 to 4, 6	...	80	30	60	1¼	½ Auto, ½ Screw, Nos. 1, 2, 3, 6 Screw, No. 4	—
BC ...	2	7 compartments with brake-van (15 cwt. capacity) Nos. 11, 15	...	70	30	60	1¼	Screw, No. 15, ½ Auto., ½ Screw No. 11	—
BC ‡ ...	1	7 compartments with brake-van (15 cwt. capacity) No. 17	...	70	30	60	1¼	Auto.	E.
BCPL ...	1	6 compartments with brake-van (4 tons capacity) No. 1	...	51	35	59	11¼	Auto.	E.
BCPL ...	7	8 compartments Nos. 2 to 8	...	76	30	61	8	Auto.	E.
BCPL ...	9	8 compartments, Nos. 9 to 17	...	76	30	60	5½	Auto.	E.
		Brakevan and Sundry Stock (Bogie)							
CE ...	6	Nos. 15, 33 to 37, (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
CE ...	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	...	...	45	63	3¼	Auto.	E.
CP ...	30	Nos. 1, 3, 6–11, 13, 15–18, 20, 22–29, 31–35, 37, 39, 40. (10 tons capacity)	...	...	35	42	0	Auto.	E.
CA ...	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	...	...	30	43	0¾	Auto.	E.
CW ...	5	Nos. 16 to 20 (12 tons capacity)	...	...	35	53	3¼	Auto.	E.
CW ...	15	Nos. 1 to 15 (10 tons capacity)	...	...	35	53	3¼	Auto.	E.
CV ...	2	Brakevan, 10 tons capacity ...	...	...	35	53	6½	Auto.	E.
CV ...	5	Brakevan, fish compartment ... (10 tons capacity)	...	...	35	53	6½	Auto.	E.
C ...	21	Brakevan, 8 tons capacity ... (Sanitary accommodation)	...	...	25	43	2½	Auto.	E.
C ...	1	Brakevan, fish compartment 8 tons capacity. No. 44	...	...	25	43	3½	Auto.	E.
ZLP ...	80	Brakevan (10 ton capacity) ...	...	...	35	37	0	Auto.	E.

Note :—"E" Electric

‡ The maximum load which can be hauled behind carriage BC 17 is shown in part (c) of Maximum Loads of Express and Passenger Trains, page 170.

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(Reprint of page 166, 17.11.69)

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pullinglines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
			1st Class	Econ. Class		feet	in.		
		Brakevan and Sundry Stock (Bogie)—continued.							
FP ...	4	Horse Box, 12 horses	...	...	30	48	2½	Auto.	—
WW† ...	74	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K.
WW† ...	62	Workmen's sleeper, Nos. over 100	...	...	20	Various		Auto.	K.
WK‡ ...	1	Workmen's Kitchen Car ...	...	...	30	59	3½	Auto.	—
BP ...	12	Bogie Van	...	...	35	41	11½	Auto.	—
LP ...	10	Bogie Sheep Van	...	...	26	38	10	Auto.	—
TP ...	5	Nos. 1 to 5, Refrigerated ...	...	...	30	28	5	Auto.	—
VP ...	50	Bogie Louvre Van ...	...	...	35	41	11½	Auto.	—
Display Car	6	Saloon Interior for Special Charter	...	...	30	53	6½	Screw Nos. 2, 3, 5, 6, ½ auto., ½ Screw Nos. 1, 4	—
		Brakevan and Sundry Stock (Fixed Wheel Base).							
ZP ...	24	2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	...	...	18	27	4	Dual	K.
		Brakevan and Sundry Stock (not available for passenger trains).							
Z ...	1	4 tons capacity (6 wheels) ... No. 174	...	...	15	27	6	Auto.	K.
Z ...	12	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	118	2 tons capacity (4 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	363	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
W ...	264	Workmen's sleeper ...	...	...	15	Various		Screw 5 No. Auto. 259 No.	—
WM ...	2	Workmen's Mess Car (6 wheel)	...	...	15	„	„	Auto.	—
WS ...	6	Workmen's Shower Car ... (4 Wheels)	...	...	13	24	11	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ...	1	One compartment with Brake-van (No. 2) 4 tons	...	7	10	27	3¾	Auto.	—
NB ...	1	7 compartments (No. 24) ...	...	32	11	31	8	Auto.	—
NBH ...	11	Excursion carriage (Nos. 2 to 4, 6 to 11, 13, 14)	...	32	7	27	3¾	Auto.	—
NBL ...	4	Excursion Carriage Nos. 1 to 4	...	36	11	31	0	Auto.	—
NC ...	3	Brakevan, 4 tons capacity ... (Nos. 2, 3 and 5)	...	...	7½	27	3¾	Auto.	—
		Electric Trains	One Class						
M ...	⎱33	7 compartments (swing) ..	70	55⎱ and	60	1¼	Screw	E.	
M ...	⎰	8 compartments (swing) ...	80	55⎰	61	8	Screw	E.	
M ...	257	8 compartments (sliding) ...	84	55	61	8	Screw 210, Trans Hook 47	E.	

‡ The maximum load which may be hauled behind WK carriage is shown in part (c) of Maximum Loads of Express and Passenger Trains—page 170.

† Not to be attached to passenger trains unless authorised.

Note :—" E " Electric ; " K " Kerosene.

(Reprint of page 167, 17.11.69)

Class	No. of Vehicles in Class	Description	Passenger Capacity One Class	Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
					feet	in.		
		Victorian Stock (Electric Trains)—continued.						
M ...	90	3 compartments (sliding) ...	59	55	62	11¼	Auto.	F.
M ...	81	1 compartment (sliding) ...	65	55	62	11¼	Auto.	F.
M ...	17	1 compartment (sliding) Walk Through	71	55	62	11½	Auto.	F.
D ...	4	7 compartments (swing) ...	70	35	60 and	1¼	Screw	E
D ...	10	8 compartments (swing) ...	80	35	61	8	Screw	E.
D ...	56	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T ...	11	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T ...	191	9 compartments (sliding) ...	94	35	61 and 59	6 3½	Screw 149, Trans. Hook 42	E.
T ...	90	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
T. ...	75	1 compartment (sliding) ...	80	40	62	11¼	Auto.	F.
T ...	15	1 compartment (sliding) Walk Through	82	40	62	11¼	Auto.	F.
BT ...	14	9 compartments (swing) ...	90	35	59	3½	Screw	E.
BT ...	1	3 compartments (sliding) ...	73	30	59	3½	Trans Hook	E.
BT ...	30	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
BT ...	25	1 compartment (sliding) ...	80	40	62	11¼	Auto.	F.
BT ...	5	1 compartment (sliding) Walk Through	82	40	62	11¼	Auto.	F.
G ...	100	9 compartments (sliding) ...	94	35	59	3	Screw 53, Trans. Hook 47	E.
CM ...	11	Parcels Coach (10 tons capacity)	...	55	61	8	Dual Nos. 1 to 5, 10 to 13 Screw No. 14, 15	E.

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

(W)

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Lighting facilities (see Note "B")
			1st Class	Econ. Class		feet	in.		
		Victorian Stock Rail Motor Vehicles (Bogie)			Loaded				
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92, (includes spare power unit) 2 Brake vans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8¼	Link and Pin (See Note "A")	F.
„	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12, (includes spare power unit) large Brake van (40 cwt. capacity)	18	22	24	54	4⅛	Link and Pin	E.
„	2	Walker 102 H.P., Nos. 8, 13, small Brake van (25 cwt. capacity)	18	27	24	54	4⅛	Link and Pin	E.
„	14	Walker 153 H.P., Nos. 20 to 32, 34, 35 (includes spare power unit) large Brake van (40 cwt. capacity)	18	22	27	56	4⅜	Link and Pin	E.
„	1	Walker 153 H.P., No. 33, small brake van (25 cwt. capacity)	18	27	26	56	4⅜	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56 to 64 (40 cwt. capacity)	16	22	17	44	1¼	Link and Pin	E.
„	1	Walker type, No. 55 (40 cwt. capacity)	...	38	17	44	1¼	Link and Pin	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
„	1	With brakevan and lavatory, No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. Trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
„	3	With large brakevan and lavatory, Nos. 26, 27, 28, (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

Note A.—Walker type trailer vehicles Nos. 50 to 64 inclusive only, can be attached to 153 H.P. and 280 H.P. Diesel Rail Cars.

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

EXPLANATORY NOTES :—

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

Class of Vehicle				Tonnage Rating	Class of Vehicle			Tonnage Rating
				Tons				Tons
CA Brakevans	...	...	...	23	D Mail Vans (Nos. 3 and 4)		...	30
CE Brakevans	...	...	...	40	D Mail Van Steel (No. 1)	...	...	40
CP Brakevans	...	...	...	27	TP Refrigerated Vans, (Nos. 1 to 5)		...	21
CV Brakevans	...	...	...	27	BP Vans	...	...	24
CW Brakevans	...	...	...	32	FP Horse Box	...	...	25
C Brakevans	...	...	...	20	Bogie Horse-box (South Australian)		...	26
ZLP Brakevans	...	...	...	23	LP (Bogie Sheep Van)	...	...	26
JCP Brakevans	...	...	...	27	VP (Bogie Van)	...	...	25

SOUTH AUSTRALIAN ROLLING STOCK

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers	
			1st Class	Econ. Class		feet	inches
Sleeping ...	2	" Angas " and " Finniss " ...	20	...	45	73	8¼
Special ...	1	Officers' inspection carriage ...	8	...	52	77	7½
" ...	1	" Murray " (sleeper and diner) Vice Regal Carriage	10	...	51	77	10⅜
AD class ...	2	All Steel (air-cond. Nos 1 & 2)	70	...	51	78	3
AD class ...	3	All Steel (air-cond. Nos 3 to 5)	68	...	51	78	3
BD class ...	4	All Steel (air-conditioned) ...	...	70	51	78	3
500 class ...	4	All Steel (corridor)	42	...	45	71	4¾
600 class ...	8	All Steel (corridor)	...	64	45	71	4¾
700 class ...	4	All Steel (country)	56	...	39	62	4⅝
700 class ...	11	All Steel (country)	...	56	39	62	4⅝
750 class ...	4	All Steel (country)	22	24	39	62	4⅝
780 class ...	4	All Steel (country)	38	...	39	62	4⅝
CD class ...	11	Brake Van, Passenger, 8 wheels, capacity 25 tons	...	...	64 (39 when empty)	72	3
CGP ...	7	Brake Van (All Steel) Passenger and Freight, 8 wheels, Capacity 10 tons	8	...	34	40	2½
GB ...	11	Brake Van, Passenger and Freight, 8 wheels, Capacity 6 tons	...	...	28	39	8
8300 class (Nos. 8300–8313)	14	Brake Van (All Steel) Passenger and Freight, 8 wheels, Capacity 10 tons	...	4	35	40	2½
8300 class (Nos. 8314–8363,8375–8379)	55	Brake Van (All Steel) ... Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2½
4400 class	20	Brake Van, Passenger and Freight, 8 wheels, capacity 10 tons	...	10	24	42	1¾

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

Roomette, Twinette, " AJ ", " BJ ", " AS "," BS ", " ABS ", " MBS ", " AZ " and " BZ " carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage, and "CP" brakevans are not permitted to run between Princes Bridge and Clifton Hill.

Roomette, Twinette, " AJ " and " BJ " carriages are not permitted to run on the undermentioned lines and/or roads :—

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

LOADS FOR EXPRESS AND PASSENGER TRAINS

SCHEDULE LOADS.—Express and Passenger Train loads are computed on the basis of the tonnage rating of vehicles as shown on pages 163–169.

MAXIMUM LOADS.—

(a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than " P.L." type carriages and BC No. 17) is 900 tons.

(b) The maximum load of a passenger train which may be hauled behind a screw coupling is 360 tons, subject to a vehicle limitation of 13 vehicles on the train.

(c) The maximum load which may be hauled behind an automatically coupled P.L., B.C. No. 17 or W.K. carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down on page 253, in respect of engines assisting in front of trains, the double-headed load of Passenger trains will be the combined loads of the engines concerned subject to the maximum load and vehicle limit shown.

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

EXPRESS TRAIN STOCK.—Only carriages of the " Z ", " S ", " E ", " U " or " W " class and joint stock carriages are to be used on " The Overland " Express.

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. BOGIE STOCK which have a letter " P " as the terminating letter of their classification, **S.A.R. HORSE BOXES** of the " BH " class and **S.A.R. GOODS VEHICLES** which have been equipped with passenger type bogies and have a large letter " P " prominently displayed on diagonally opposite corners, may be attached to passenger trains and run at passenger train speed.

However, **S.A.R.** vehicles of the "DRP" "MRP", "OWP", "RBP" and "RRP" class which do not have a large letter " P " prominently displayed on diagonally opposite corners, may only be attached to passenger trains when specially authorised by the Chief Traffic Manager, but the speed must not exceed that laid down for Express Goods Trains. They must be marshalled either next to the engine or directly attached to the train brakevan.

Freight vehicles, except **VICTORIAN BOGIE STOCK** with " P " as the terminating letter of their classification and **SOUTH AUSTRALIAN STOCK** as indicated in the previous paragraph, must not be attached to Passenger trains unless specially authorised by the Chief Traffic Manager, and, in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

" ZLP " and " ZP " Brake Vans are permitted to be part of passenger trains. See page 250 for maximum speed. " Z " and " ZL " Brake Vans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES

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

PASSENGER TRAINS—

The Engine Running Schedules for Passenger Trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

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

GEELONG-BALLARAT.

DOWN.	Diesel Electric Rail Motor.		Diesel Rail Car. (153 H.P.).		Diesel Rail Car. (280 H.P.).	
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.		
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Geelong	4	4	4	4	4	4*
Moorabool	8	11	8½	9	8½	8*
Gheringhap	7	8	7	7½	6	5½*
Bannockburn	7	10	7	8½	7	6½*
Lethbridge	10	12	9½	13	9½	8½*
Meredith	21	28	18	26	19½	16½*
Elaine	10	11	9	11	8½	7½*
Lal Lal	14	17	13	16	12½	12*
Yendon	6	7	6	7	5½	5*
Warrenheip	10	12	9	10	8	7*
Ballarat East	6	7	6	6	5	5*
Ballarat	2	2	2	2	2	2
Total	105	129	99	120	96	87⅓

UP.						
Ballarat to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat East	2	2	2	2	2	2*
Warrenheip	11	13	8	11	8	8*
Yendon	10	10	10	10	8	6½*
Lal Lal	6	6	6	6	5	4½*
Elaine	11	11	11	11	10	10*
Meredith	8	8	8½	8½	7	6½*
Lethbridge	12	12	13½	13½	14	11*
Bannockburn	8	8	9	9	7½	7½*
Gheringhap	6	7	7	7	5½	5*
Moorabool	6	6	6	6	5	4½*
North Geelong	8	8	8	8	7	6½*
Geelong	4	4	4	4	4	4
Total	92	95	93	96	83	76

* Rail Motor Running Schedules based on train being non-stop at these stations.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS.

SCHEDULE LOADS.—The tonnage loads of Mixed trains are computed on the basis of tonnage rating shown on pages 163 to 165 for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 188 to 194.

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

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

In all cases other than mentioned above, where it is desired to increase the authorised load of a Mixed train, the Depot station concerned must wire particulars of the nature and urgency of the excess loading to the Metropolitan or District Superintendent (Control) who, after consultation with the District Rolling Stock Superintendent, may grant permission when considered absolutely necessary.

ENGINE RUNNING SCHEDULES.—The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time-tables :—See also clause 5, page 236.
MIXED TRAINS :—
(i) The Engine Running Schedules for Mixed trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

(ii) It will be the duty of the Driver to maintain the speed of the train as near to the maximum Permissible speed as the load and grade will allow.

Miniature Staff Automatic Exchanging Apparatus is in use at Staff Stations between Sunshine and Warrenheip, and between Linton Junction and Serviceton, as set out hereunder for the purpose of exchanging Staffs carried by the following Express Passenger and Goods Trains, or any other train that may be notified by circular, or arranged by the Train Controller who must be particularly careful to see that the Enginemen and each station concerned are fully instructed. Instructions shown in the General Appendix must be observed.

EXPRESS AND PASSENGER TRAINS

No. 25	Linton Junction, Windermere, Burrumbeet, Trawalla (Fri. Exc.), Middle Creek.
No. 49 Sat.	Sunshine, Gordon, Bungaree, Warrenheip, Linton Junction.
No. 49 Mn. to Fr.	Sunshine, Deer Park, Rockbank, Parwan, Gordon, Bungaree, Warrenheip, Linton Junction, Armstrong.
No. 63	Warrenheip.
No. 69	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip, Linton Junction, Windermere, Burrumbeet, Beaufort, Buangor, Glenorchy, Lubeck, Diapur.
No. 73	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip.
No. 105	Rockbank, Parwan, Gordon, Warrenheip.
No. 115	Parwan, Gordon, Warrenheip.
No. 10	Jung, Lubeck, Glenorchy, Great Western, Buangor, Beaufort, Burrumbeet, Windermere, Linton Junction, Warrenheip, Bungaree, Gordon, Ballan, Bacchus Marsh, Parwan, Melton, Rockbank, Deer Park, (Except Sunday) Sunshine. (Sunday only.)
No. 22	Warrenheip.
No. 24	Linton Junction, Warrenheip, Bungaree, Gordon, Parwan, Rockbank, Deer Park, Sunshine.
No. 16	Warrenheip, Bungaree, Gordon, Ballan, Bacchus Marsh, Parwan, Melton, Rockbank, Deer Park, Sunshine.
No. 34	Wal Wal, Armstrong, Trawalla, (Fri. exc.), Burrumbeet, Windermere, Linton Junction, Warrenheip, Parwan (Mon. to Fri.), Rockbank, Deer Park.
No. 100	Warrenheip, Gordon, Parwan, Rockbank.
No. 110	Warrenheip, Gordon, Parwan.

GOODS TRAINS

MELBOURNE – BALLARAT

DOWN		UP	
Nos.	9, 129, 77, 145, 133, 59, 139, 7, 159, 75, 95.	Nos.	16, 130, 140, 192, 36, 134, 90, 32, 96, 150, 152, 154, 38.

BALLARAT – ARARAT

Nos.	9, 129, 77, 145, 133, 59, 139, 7, 159.	Nos.	16, 140, 36, 90, 150, 154, 38, 192, 88.

ARARAT – DIMBOOLA

Nos.	129, 59, 9, 133, 145, 77, 139, 159, 147	Nos.	140, 150, 154, 38, 36, 66, 106, 88.

DIMBOOLA – SERVICETON

Nos.	129, 133, 145, 77, 139, 159, 147.	Nos.	140, 150, 154, 38, 88.

GENERAL INSTRUCTIONS
COMPILATION OF GUARDS' RUNNING STATEMENT.

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

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

(*a*) The Guard of each train must inform the Driver of the equivalent number of vehicles and the tonnage of the train before commencing the journey, and again at each station *en route*, wherever the train is required to work or an alteration of the load is made. He must inform the Driver of the position of any Van, or Van Wagon on the train, and also of any vehicles which have to be detached at an intermediate station.

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

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

(*d*) **Particulars of the time occupied at stations, or the time lost or gained on each section, based on the schedule applicable to the full load or proportion of that load,** *e.g.*, **3/5, or 4/5 of the train concerned, must be shown under the respective headings.**

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

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

The full schedule tonnage is the tonnage which is specified for Goods trains, and this or any specially reduced schedule tonnage is the authorised schedule tonnage.

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

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

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

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

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for trans- mission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 242) in the case of trains operating within the Central Train Control areas, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

COMPILATION OF GUARDS' TRUCK SHEET.

Truck Sheet.—The whole of the information on the Truck Sheet is to be compiled by the Guard. Vehicles to be entered on the Truck Sheet in order, commencing from the rear or brake-van end of the train.

The stations the vehicle is waybilled from and to, also attached and detached at, must be in- serted. Vehicles used as safety are to be included in loaded column, class of loading being shown " Safety." Water wagons containing water, whether attached by pipe to engine or not, are to be inc- luded as loaded, the weight of contents being computed as shown on the succeeding pages. Passenger carriages and brake-vans to be recorded and weight shown (see schedule tonnage rating on pages 163–168.)

When computing the tonnage of tare and contents of vehicles, under 5 cwt. is to be dropped, 5 to 14 cwt. to be reckoned as half a ton, and over 14 cwt. as 1 ton, *e.g.*, a vehicle weighing 5 tons 14 cwt., and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons, respectively. The weight of contents of " out of " van wagons to be considered the same as at starting point, and "pick up" van wagons the weight on arrival at destination.

Iced vans not containing goods to be shown as empty vans.

Vehicles sent for repairs—Guards to make special note "Repairs" opposite number of vehicles.

When a vehicle requiring to be weighed is placed on a train, the Guard must make a remark " To Weigh " opposite the corresponding entry on the Truck Sheet.

When loaded vehicles without waybills or waybill envelopes are on their trains, Guards must make a remark, " Without waybill or waybill envelope," opposite the corresponding entry on the Truck Sheet.

In entering the class of loading, the following symbols are to be used where they apply :—

B—Bricks	Fl—Flour	Me—Manure	S—Stone
Bb—Box Blocks	Fur—Furniture	Mn—Mutton and Beef	Sd—Sand
Bk—Bark	Fw—Firewood	Mr—Mallee Roots	St—Sawn Timber
C—Coal	G—Grain	Mt—Mining Timber	SW—Soft Wood Timber
Ch—Chaff	H—Hay and Straw	My—Machinery	V—Vegetables
DP—Dairy Produce	I—Iron	P—Poles	VG—Van Goods
F—Fruit	LS—Live Stock	Pt—Potatoes	W—Wool
Fh—Fish	M—Merchandise	R—Rabbits	

(W)

COMPILATION OF GUARDS' TRUCK SHEET—
EXPRESS GOODS TRAINS

(Reprint of page 188, 17.11.69)

The following special instructions will apply to the preparation of Victorian Guards' Truck Sheets (T.R. 44) and the South Australian Guards Journal (Form 196A) for all Express Goods Trains between Dynon and Mile End :—

The Victorian Guard working a "Down" Express Goods train, Dynon to Serviceton shall prepare Victorian Guards' Truck Sheet T.R. 44, original and THREE clear carbon copies.

On arrival at Serviceton, the original is to be handed over to the Relief South Australian Guard and the three copies handed to S.M. Serviceton for interchange purposes.

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

The South Australian Journal (Form 196A) is to be used by the Victorian Guard to prepare the Victorian T.R. 44 Truck Sheet. The details shown on Form 196A will suffice and it will not be necessary for the Victorian Guard to ascertain further particulars of the train load of the Express Goods from South Australia, except to indicate any vehicle detached or attached at Serviceton.

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

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

OTHER GOODS TRAINS.

The Victorian Guard working a "Down" Goods train, other than an Express Goods into Serviceton shall prepare Victorian Guards' Truck Sheet T.R. 44 original and three clear carbon copies.

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

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

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS).

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

Standard weights will apply to commodities loaded as shown hereunder :—

To count as—

$16\frac{1}{2}$ ton "IA", (high sided), $16\frac{1}{2}$ ton "I" (standard) $16\frac{1}{2}$–22 tons "IY" wagon loaded with under 3 feet firewood to water level .. .. 13 tons

$16\frac{1}{2}$ ton "IA", (high sided), $16\frac{1}{4}$ ton "I" (standard) $16\frac{1}{2}$–22 tons "IY" wagon loaded 2 feet 6 inches above water level with mallee roots .. 12 ,,

$16\frac{1}{2}$ ton "IA", (high sided), $16\frac{1}{2}$ ton "I" (standard) $16\frac{1}{2}$–22 tons "IY" wagon loaded with 5 feet and 6 feet firewood (on end) .. .. 14 ,,

$16\frac{1}{2}$–22 ton "GY" wagon loaded with firewood less than 3 feet long to water level. .. .. 16 ,,

$16\frac{1}{2}$–22 ton "GY" wagon loaded 2 feet 6 inches above water level with mallee roots. .. .. 13 ,,

$16\frac{1}{2}$–22 ton "GY" wagon loaded with 5 feet and 6 feet firewood (on end).. 14 ,,

$16\frac{1}{2}$–22 ton "GY" wagon loaded with props, palings and laths 3 feet 6 inches high .. .. 16 ,,

$16\frac{1}{2}$–22 tons "RY" wagon loaded with firewood less than 3 feet long to water level. .. .. 15 ,,

$16\frac{1}{2}$–22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots .. .. $12\frac{1}{2}$,,

$16\frac{1}{2}$–22 tons "RY" wagon loaded with 5 feet and 6 feet firewood (on end).. 14 ,,

31 ton "QR" (Nos. 1–376 and 407) wagon loaded with firewood less than 3 feet long to water level .. .. 15 ,,

31 ton "QR" (Nos. 1–376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots .. .. .. 14 ,,

31 ton "QR" (Nos. 1–376 and 407) wagon loaded with 5 feet firewood (on end) .. .. 18 ,,

Tare to be added in each case as directed

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

(Reprint of page 241, 28.7.69)

Line or Portion of Line Between-	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Footscray and Sunshine ...	50	40	30	30	All classes, See note 4, page 238
Sunshine and Albion	50	40	40	30	All classes, see note 4, page 238
Sunshine and Ballarat East— ... (See Note **A**)	70	60 (See note 5 page 243)	40 (See note 4 page 243)	30	All classes
Ballarat Yard— Down trains entering the goods arrival road from Ballarat East	...	...	5	5	
Trains or Engines running to and from Ballarat East Loco. Yards	...	...	5	5	
Ballarat East and Ballarat North (" C " Box)	20	20	20	15	All classes
Ballarat North ("C" Box) and 125 miles 40 chains (See Note **A**) ...	70	60 (See note 5 page 243)	40 (See note 4 page 243)	30	All classes
125 miles 40 chains and Ararat ... (See Note **A**)	60	60 (See note 4 page 243)	40	30	All classes

† See clauses 3 and 5, page 236.

NOTE **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 50 miles per hour.

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

(Reprint of page 242, 17.11.69)

Line or Portion of Line between—	MAXIMUM SPEED †				Classes of Engines allowed to run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Ararat and Serviceton (See Note **A**) ...	70	50 (See Notes 4 a and 5 page 243)	40 (See note 4 page 243)	30	All classes except 'H'
North Geelong and Gheringhap (See Note **A**)	60	60 (See Notes 4 a and 5 page 243)	40	30	All classes
Gheringhap and Warrenheip (See Note **A**) ...	60	60 (See note 4 a and 5 page 243)	40	30	All classes except 'H'
Newport South Junction and Laverton (See Note **A**) ...	70	60	40 (See note 4 page 243)	30	All classes
Newport South Junction Up trains diverging from West Line to Double Line ...	40	40	40	30	
Laverton and Werribee (See Note **A**) ...					All classes
East Line	70	60	40 (See Note 4 page 243)	30	
West Line	60	50	40	30	
Werribee—Between the Up end of the Level (Boom Barrier) Crossing at the Up end of Werribee and the Up end of the Werribee River Bridge on Down side of Werribee	60	60	40	30	
Passing over Werribee River Bridge— " R " class engines excepted	60	60	40	30	
Double-headed trains hauled by two " R " class engines or by one " R " class engine and one of any other class (See notes 1, 2 and 3 below re " R " class engines)	30	30	30	30	
Werribee and North Shore (See Note **A**) ...	70	60	40 (See Note 4 page 243)	30	All classes
North Shore and Geelong (See Note **B**) ...	70	45	40 (See Note 4 page 243)	30	All classes

† See clauses 3 and 5, page 236.

NOTES.—(1) The tender of " R " class engines must not contain more than 7000 gallons of water (about 1 ft. 6 ins. from top of tank) when passing over the Werribee River Bridge.

(2) No other vehicle, either moving or stationary, must be allowed on the parallel track on the Werribee River Bridge at the same time as an " R " class engine is passing over the Bridge.

(3) Central Control must advise the Officer-in-Charge, Werribee, of every case where a train is run by an "R" class engine, and the latter must see that the instruction in Note (2) hereof is strictly observed.

NOTE **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 50 miles per hour.

NOTE **B.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 45 miles per hour.

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

(Reprint of page 243, 17.11.69)

Notes—*continued.*

4. The maximum speed between Sunshine and Parwan, Bacchus Marsh and Ballarat East, Ballarat North "C" Box and 125 miles 40 chains, Ararat and Serviceton; Newport South Junction and Geelong and Geelong and Warrnambool for any Goods train (Up or Down) **excepting Express Goods trains so shown in the Time–Table** consisting of all automatically coupled vehicles (including engine and brakevan) and running funnel first will be forty-five (45) miles per hour. 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 completely automatically coupled and the Driver, if relieved, must pass this information on to his relief.

4a. The maximum permissible speed for the **No. 139** ex Dynon, Monday to Friday; **No. 140** 11.55 p.m. ex Serviceton, Sunday to Friday and **No. 154** ex Serviceton, Tuesday to Saturday between Melbourne and Serviceton also **No. 7** and **No. 16** as between Melbourne and Ararat will be sixty (60) miles per hour.

5. At the undermentioned locations, Boards (see sub-clause (b) and (c) of clause 3, page 250) are provided indicating the **Maximum Speed for Goods Trains** (G); **Express Goods Trains** (F) and **Passenger Trains** (P).

Melbourne—Serviceton Down Journey		Speed Indication M.P.H.
Mileage		
62½	Approaching Bungaree	F 50
71½	Approaching Ballarat East	F 50
101¼	Approaching Beaufort	F 55
135¼	Approaching Armstrong	F 55
223¼	Approaching Dimboola	F 55

Up Journey		
204¾	Approaching Horsham	F 50
133½	Approaching Ararat	F 50
118	Approaching Buangor	F 55
64¾	Approaching Bungaree	{ F 45 P 55

Geelong—Ballarat **Up Journey**		
85	Approaching Lal Lal	F 55
63¼	Approaching Lethbridge	F 40
49¼	Approaching Moorabool	F 55
45¼	Approaching North Geelong	F 55

Geelong—Port Fairy **Down Journey**		
59¼	Approaching Moriac	P 65
69½	Approaching Winchelsea	G 40
94	Approaching Colac	G 40
122	Approaching Camperdown	P 65
135¼	Approaching Terang	P 50–G 35
149⅝	Approaching Panmure	P 65
157¾	Approaching Allansford	P 65–G40
164½	Approaching Warrnambool	P 40–G 30

Up Journey		
152	Approaching Panmure	P 65
138½	Approaching Terang	P 65
47¼	Approaching South Geelong	G 40

6. Passenger Trains are not permitted to run on the Victorian Gauge Goods Lines, Up or Down, between South Kensington and West Footscray unless specially authorised by the Chief Civil Engineer.

(Reprint of page 244, 28.7.69)

Line or Portion of Line Between—	Maximum Speed. †			Classes of Engines Allowed to Run
	Engine Funnel First		Steam Loco. Tender First	
	Passenger Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	
Ballarat East and Eureka	15	15	15	"T" and lighter
Linton Junction and Ballarat Cattle Siding ...	...	15	15	"T" and lighter
Ballarat and Waubra Junction—	50	40	25	All classes except "H"
Over S.E.C. Siding, Down side Ballarat Nth.	...	10	10	
Waubra Junction and Ballarat Racecourse Platform—	...			"T" and lighter
"T" and "Y" class engines excepted ...	25	25	20	
"T" and "Y" class engines ...	20	20	...	
Linton Junction and Linton—(See note A)				"T" and lighter
"J" and "K", class engines and double headed trains	25	25	20	
"T" and "Y" class engines	25	20	...	
Between mileages 80½ and 81½ between Cardigan and Kopke and 93½ and 94½ and 96 and 97 between Newtown and Happy Valley. Diesel hauled trains excepted	...	30	20	
Rail Motor Trains	40	...	...	
Linton and Skipton—(See note B)	15	15	15	"T" and lighter
Lubeck and Marnoo—(See note B)	15	15	15	"T" and lighter
Marnoo and Bolangum—(See note B)	10	10	10	"T" and lighter
Between mileages 202½ and 203½	20	20	20	
Murtoa and Warracknabeal	60	40	30	All classes except "H"
Warracknabeal and Warrackside—				"B" and lighter,
"J" and "K", class engines ...	30	30	20	
"T" and "Y" class engines. ...	25	25	...	
"B" class engines ...	...	10	...	
Rail Motors ...	40	...	...	
Warrackside and Beulah	50	40	25	"B" and lighter
Beulah and Hopetoun—(See note A)				"T" and lighter
"J" and "K", class engines ...	30	30	20	
"T" and "Y" class engines ...	20	20	...	
Rail Motors ...	40	...	...	
Hopetoun and Patchewollock—(See note A) ...	20	20	20	"T" and lighter
Maryborough and Avoca				"T" and lighter
"J" and "K" class engines ...	30	30	20	
"T" and "Y" class engines	20	20	...	
Avoca and Ararat	20	20	...	"T" and lighter

† See clauses 3 and 5, page 236.

Note **A.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons, may be operated at a speed not exceeding 20 miles per hour.

Note **B.**—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons, may be operated at maximum speed indicated above.

(Reprint of page 247, 17.11.69)

Line or Portion of Line Between—	Maximum Speed †			Steam Loco. Tender First	Classes of Engines Allowed to run
	Engine Funnel First				
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
North Geelong and Fyansford	...	...	15	15‡	"B" and lighter
South Geelong and Queenscliff	40	...	30	20	"T" and lighter
Timboon Junction and Timboon—					"T" and lighter
"J" and "K" class engines	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Terang and Mortlake	20	...	20	20	"T" and lighter
Koroit and Coleraine Junction—					"T" and lighter
"J" and "K" class engines	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Gheringhap—Maroona—(See note **A**)	60	50	40	30	All classes
Ararat and Maroona—(See note **A**)	60	60	40 (see note)	25	All classes
Maroona and Stavely	50	40	40	25	All classes exc. 'H'
Stavely and Mileage 189M	50	50	40	25	All classes exc. 'H'
Mileage 189M and Mileage 193M 40C ... (See note **A**)	60	60	40 (see note)	25	All classes exc. 'H'
Mileage 194M 40C and Hamilton	50	50	40	25	All classes exc. 'H'
Hamilton and Heywood	50	40	40	25	All classes exc. 'H'
"B", "S", "T", "X" and "Y" class engines when passing over Grange Burn Creek be-tween Hamilton and Coleraine Junction	30	30	30	...	
"R" class engines when passing over Grange Burn Creek between Hamilton and Coleraine Junction	10	10	10	10	
Hamilton and Hamilton Livestock Siding					
"B" or "X" class engines	...	...	15	...	
Heywood and Portland	50	...	40	25	All classes exc. 'H'
Diesel Rail Cars	50	...	...	...	

† See clauses 3 and 5, page 236.   ‡ During darkness the tender first speed is 10 miles per hour.

Note:—The maximum speed on the Ararat–Hamilton Line between Ararat and Maroona and between Mileages 189M and 193M 40C for any Goods Train (Up or Down) **EXCEPTING EXPRESS GOODS TRAINS SO SHOWN IN THE WORKING TIME-TABLE** consisting of all automatically coupled vehicles (including engine and brakevan) and running funnel first, will be forty-five (45) miles per hour.   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 completely automatically coupled, and the Driver, if relieved, must pass this information on to his relief.

Note **A** :—Goods trains wholly comprising GJX bogie hopper wheat wagons, loaded to the maximum capacity of 57 tons, may be operated at a speed not exceeding 50 miles per hour.

Line or portion of Line Between—	Maximum Speed. †				Classes of Engines Allowed to Run
	Engine Funnel First			Steam Loco. Tender First	
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour	Miles per hour	Miles per Hour	Miles per Hour	
Coleraine Junction and Coleraine—					"T" and lighter
"J" and "K" class engines ... and double-headed trains	25	...	25	20 (a)	
"T" and "Y" class engines ...	20	...	20	...	

(a) The speed of trains hauled by engines running tender first may be increased to 25 miles per hour to negotiate the momentum grade at 200¼ miles and 211 miles on the Down journey and at 205¾ miles, 204¼ miles and 200 miles on the Up journey. The speed of 25 miles per hour when running tender first will apply to the above mentioned locations only.

Branxholme and Casterton—					"T" and lighter
"J" and "K" class engines ...	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Heywood and South Australian Border—					"T" and lighter
"J" and "K" class engines ...	25	25	25	20	
"T" and "Y" class engines	20	20	20	...	
South Australian Border & Mt. Gambier ...	20	20	20	20	"T" and lighter
Over McDonnel Bay and Ferrars Street Level Crossing east end of Mount Gambier Station Yard, all trains	4	4	4	4	

† See clauses 3 and 5, page 236.

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 portions of Lines and to—

(i) *the provisions of Regulation 59 ;*

(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 clauses 8 and 9, pages 236, 237.*

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 engine 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.

SPECIAL SPEEDS—continued

(*b*) The following tables give respectively the maximum speeds around curves of certain radii on uburban Lines, and on all other Lines. These speeds are indicated 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	Special Speeds for curves between Sunshine and Serviceton.	
„ 40	60	More than 15 to 25	35
		„ 25 „ 30	40
		„ 30 „ 35	45
		„ 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 the Straight Road	When Running on the Straight Road
	Miles per Hour	Miles per Hour
(*a*) Except as shown in sub-clauses (*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*) On the following lines the Speed Restrictions specified hereunder will apply over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points—		
Port Fairy Line—		
i) Between Newport South Junction and Warrnambool ...	25	70‡
(ii) Between Warrnambool and Port Fairy	25	50‡
Between Footscray and St. Albans	25	50
Serviceton Line—Between Sunshine and Serviceton except at Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham, Dimboola and Serviceton	25	70‡
At Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham, Dimboola and Serviceton	25	60‡
(ii) Between Kiata and Serviceton	25	60‡
Portland Line—At Langi Logan and Strathkellar	...	45‡
At Shell Co. Siding and at Moutajup	...	50‡
Geelong–Ballarat Line—Between Nth. Geelong and Warrenheip	25	50‡
Gheringhap–Maroona Line—At Inverleigh, Wingeel, Cressy, Berrybank, Lismore, Derrinallum, Pura Pura, Westmere & Tatyoon—Trailable Points (see exception below) ...	25	40
Warracknabeal Line—Between Murtoa and Warracknabeal ...	25	50‡
Ballarat–Maryborough Line—Between North Ballarat and Maryborough	25	50‡
(*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 Road 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.

Exception :—Where Trailable points are provided the speed of the locomotive must not exceed 15 m.p.h. whilst passing through the points in a trailing direction. After the locomotive has cleared the points, the speed of the train may be increased to maximum permissible speed.

3. At Various Places—(a) All trains   (Reprint of page 250, 28.7.69)

Description	Maximum Speed
	Miles per Hour
Terminal Stations—	
When engine 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
When staffs are exchanged by means of Staff Automatic Exchange apparatus ...	
(a) Between Sunshine and Serviceton	70*
(b) Between South Geelong and Winchelsea	55
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 ...	6
(See also General Appendix ix)	
" S " Class Diesel Electric Locomotives–Hostler's End Leading	See Note ‡‡‡
Crossing Stations—	
When pushing 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

* See sub-clause (b) of Clause 2, page 249

‡‡ 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.   ‡‡‡ 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.

F 45
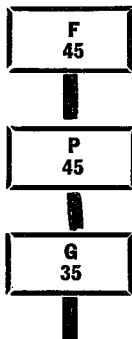
(b) **Express Goods Trains**— At various locations, a Speed Board (See diagram in margin) placed on the left-hand side of the line at a suitable distance before reaching a Signal indicates that **Express Goods Train** Speed must be promptly reduced to not more than the figure in miles per hour shown on such board until sighting the next Fixed Signal.   The train will then proceed according to the aspect displayed.

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(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.

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(d) **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 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 signal.   The train will then proceed according to the aspect displayed.

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

Description	Maximum Speed
	Miles per Hr.
Passenger train to which is attached anywhere on the train any 6-wheeled" ZP " brake-van or brake-vans	60
Goods trains by which " Dead " engines are conveyed—See page 233, General Appendix ...	...
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" when loaded	50
NN " Wagons when loaded	35

(Permission must be obtained from the Train Controller before loaded " NN " wagons are conveyed by any train—See page 236, item 5 (iii).

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

Description	Maximum Speed
	Miles per Hour
Tank Wagons classified as " TWF " or "TWX" when empty	60
" Z " or " ZL " brake-vans and goods vehicles, except Victorian bogie goods vehicles with	
" P," " X " or " F " as the last letter of their classification	45
Suburban " M," " ABM " and " CM " Cars numbered below 500	50
Suburban " M " Cars numbered over 500	70
Light Engines—	
" S " Class Diesel Electric Locomotive No. 1 End Leading	60
" S " Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 236) ...	30
" B ", " L " or " T " class	60
" R ", " J " or " K " class	50
" H " class	45
" Y " class	40
" Y " class (No. 175)	60
" F " or " W " class	20
Engine or engines with brake-van of fixed-wheel base only attached (See page 236, Items 5 (ii))	45
Engines when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Van Train or any Train to which a Break-down Brakevan is attached ...	40
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for the Steam or Diesel Crane conveyed See Note
Diesel Crane—	
Diesel travelling Crane No. 45 (Way and Works Branch, 10 tons)	

NOTE :—The maximum permissible speed for the Way and Works Branch No. 45 Diesel Crane 10 tons will be as follows :—

Line or portion of Line	Maximum Speed	Line or portion of Line	Maximum Speed
	M.P.H.		M.P.H.
Sunshine and Serviceton ...	30	Dimboola and Rainbow ...	20
Ballarat East and Eureka ...	15	Rainbow and Yaapeet	20
Linton Junction—Ballarat Cattle		Jeparit and Yanac	20
Yards	15	Newport Sth. Jctn. and Port Fairy	30
North Geelong and Warrenheip ...	30	NOTE :—Passing over Werribee	
Linton Junction and Linton ...	20	River Bridge subject to re-	
Linton and Skipton	15	strictions shown in Page 242.	
Lubeck and Rupanyup ...	20	North Geelong and Fyansford ...	15
Rupanyup and Bolangum ...	15	Gheringhap and Maroona ...	30
Murtoa and Warracknabeal ...	30	Ararat and Heywood ...	30
Warracknabeal and Hopetoun ...	20	Heywood and Portland ...	30
Hopetoun and Patchewollock ...	20	Timboon Junction and Timboon ...	20
Horsham and Goroke	20	Terang and Mortlake ...	20
Goroke and Mortat	20	Koroit and Coleraine Junction ...	20
Mortat and Carpolac ...	15	Coleraine Junction and Coleraine ...	20
East Natimuk and Kanagulk ...	20	Branxholme and Casterton ...	20
Kanagulk and Hamilton ...	20	Heywood and South Aust. Border	20

On Metropolitan and Suburban Lines the 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.

Steam Cranes—	Miles per Hour
No. 10 (Rolling Stock Branch, 10 tons)	15
Nos. 2, 3, 4, 8, 9 and 15 (Rolling Stock Branch, 5 tons)	20
No. 11 (Rolling Stock Branch, 7 tons)	30
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tons)	40 (See note)
No. 6 (Rolling Stock Branch, Wreckage, 10 tons)	30
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons)	15
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	40 (See note)

NOTE :—When the 30 ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) 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 herein.

(W)

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

The maximum permissible speeds for 60 ton and 30 ton wreckage cranes on the following lines or portions of lines are as follows :—

Line or Portion of Line between	Maximum Speed	
	60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
Western and South Western District—	Miles per Hour	Miles per Hour
Sunshine and Serviceton	40	40
Ballarat East and Eureka	Not allowed	15
North Geelong and Warrenheip	40	40
Linton Junction and Ballarat Cattle Yards	Not allowed	15
Linton Junction and Linton	,,	25
Linton and Skipton	,,	15
Lubeck and Rupanyup	,,	25
Rupanyup and Bolangum	,,	15
Murtoa and Warracknabeal	40	40
Warracknabeal and Hopetoun	Not allowed	30
Hopetoun and Patchewollock	,,	20
Horsham and Goroke	,,	30
Goroke and Mortat	,,	25
Mortat and Carpolac	,,	20
East Natimuk and Kanagulk	,,	30
Kanagulk and Hamilton	,,	30
Dimboola and Rainbow	,,	30
Rainbow and Yaapeet	,,	25
Jeparit and Yanac	,,	30
Newport South Junction and South Geelong subject to restrictions shown in page 242 for Werribee River Bridge	40	40
NOTE :—**Geelong.** The 60 ton Crane may pass over Brougham Place Subway on Nos. 1, 2, 3 and 4 roads (passenger side) at a maximum speed of 20 m.p.h.		
South Geelong and Port Fairy	40	40
North Geelong and Fyansford	Not allowed	15
Gheringhap and Maroona	20	30
Ararat and Heywood	40	40
Over bridges at 183 mls. 0 chs. 63 lks.; 202 mls. 43 chs 48 lks., and 235 mls. 4 chs. 71 lks.	15	40
Heywood and Portland	Not allowed	40
Timboon Junction and Timboon	,,	25
Terang and Mortlake	,,	20
Koroit and Coleraine Junction	,,	25
Coleraine Junction and Coleraine	,,	25
Branxholme and Casterton	,,	25
Heywood and South Australian Border	,,	25
South Australian Border and Mount Gambier	,,	20

Description.	Maximum Speed
	Miles per Hour
On Truck Weighbridge—	
(i) Vehicles over scales	4
(ii) Engines 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

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

DIESEL FORDSON RAIL TRACTOR

(Reprint of page 253, 17.11.69)

Description						Maximum Load Hauling or Propelling	Maximum Speed
Diesel Fordson Rail Tractor—						Tons	Miles per hour
On Level Track	...	...	...	...	...	225	20
On grades 1 in 50	...	...	...	...	...	30	
„ „ 1 in 75	...	...	...	...	...	65	
„ „ 1 in 100	...	...	...	...	...	85	
„ „ 1 in 110	...	...	...	...	...	90	
„ „ 1 in 200	...	...	...	...	...	150	

ENGINES RUNNING TENDER FIRST

1. Unless specially authorized, no engine employed as Assisting engine on a Passenger or Mixed train shall run tender first.

2. Subject to above an engine may run tender first on any line at any time.

ENGINES ASSISTING IN FRONT OF TRAIN
(Regulation 174)

1. (a) Subject to the following instructions, an assisting engine may be employed in front on a Passenger, Mixed, or Goods train over the Lines or sections of Lines shown in clause 6 hereof.

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

(c) In the case of—

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

(ii) Mixed Trains.—Except when specially authorized, the load, vehicular or tonnage, of the train engine must not be exceeded. In no case must either engine be run tender first.

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

2. If the train will use the Automatic Staff Exchanger, and only one engine be so equipped this engine shall be the leading engine.

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

4. 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 engine, except where instructions are issued to the contrary.

5. As far as possible in the case of a Goods train, an assisting engine should be employed with a Through train only, but if it be necessary for the train to work en route it must be not done at more than three roadside stations between any two Depots or Terminal stations. Only one engine should as far as practicable, be employed in the Shunting work.

6. When an assisting steam engine is employed, a water tank may be attached between the engines.

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

Melbourne and Serviceton, via Bacchus Marsh.	Melbourne and Geelong.
Newport and Sunshine Loop Line.	South Geelong to Port Fairy.
Tottenham and Brooklyn	Port Fairy to Geelong.
Geelong and Ballarat.	Gheringhap and Maroona.
Ballarat and Skipton.	Ararat and Portland.
Ballarat and Maryborough.	Camperdown and Timboon.
Murtoa and Hopetoun.	Koroit and Hamilton.
Horsham and Goroke.	Hamilton and Coleraine.
Hamilton and East Natimuk.	Branxholme and Casterton.
Dimboola, Yaapeet and Yanac.	Heywood and Mount Gambier.

ENGINES ASSISTING IN REAR OF TRAIN .

(Regulation 173.)

1. Engines are only to assist in the rear of trains over such sections of the Line as are shown in the following list, 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 an engine in the rear ;** the assisting engine must be attached in front subject to the provisions laid down in the instruction under the heading of Engines Assisting in Front of Trains.

3. The Bank engine must be coupled to the rear of the train while the train is stationary and the Automatic Air Brake apparatus 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 depart.

4. (a) When a Bank engine 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 this case, the train must be stopped with the Bank engine near to the Stop Board or other specified location. The Bank engine must be immediately uncoupled from the train, which may then proceed and the Bank engine must return, without delay, to the Home Signal at the station in the rear.

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

In all cases when an assisting engine 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 an engine 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 engines in front, provided that the relevant instructions contained in the Working Time-table relating to engines assisting in front of trains (Regulation 174) and engines assisting in rear of trains (Regulation 173) are fully observed.

List of Sections over which trains may be assisted in the rear :—

Section.	Class of Train and Special Instructions to be Observed.
Bacchus Marsh to Parwan	Goods Trains.
Ballarat to Warrenheip ...	Passenger Trains. Goods Trains (with one or two engines in front).
Ballarat to Ballarat " D " Box (Linton Junction)	Goods Trains.
Ballarat "C" Box (North Ballarat) to Ballarat.	Goods Trains.
Ararat to " Stop Board " at 132 miles 40 chains.	Mixed Trains. Goods Trains.
Stawell to "Stop Board " at 148 miles 57 chains.	Passenger Trains. Goods Trains.
Dimboola to "Stop Board " at 220¾ miles.	Goods Trains.
Geelong Pier to North Geelong	Goods Trains composed of loaded wagons. Load to be the combined capacity of the two Engines.
North Geelong to Fyansford	Goods trains. (a) Pushing to be continued until the leading engine is close to the "Catch-Stop" Board. (b) The bank engine to stop steaming when the Driver of the leading engine so indicates by sounding a short whistle. (c) The trains to be pushed into the Fyansford Yard after the instructions shown on page 668, General Appendix, regarding the unlocking of the points, etc., have been complied with. The bank engine then to be uncoupled and returned to North Geelong in accordance with special instructions. See General Appendix.

Section	Class of Train and Special Instructions to be Observed.
Geelong to South Geelong	1. Passenger Trains. On arrival at South Geelong the Fireman of the rear Engine must uncouple the Engine from the Train. 2. Goods Trains. (a) Trains may start from the Outside Road in Siding " D " or from Nos. 1, 2, 3 or 4 (Station) Roads with the Assisting Engine inside Signal Post No. 7B or in a line with such Signal or from other Yard Roads with the Assisting Engine inside Signal Post No. 14 or in a line with such Signal. (b) When approaching the Up end of the Tunnel at Geelong a speed of 25 miles per hour is to be attained. A maximum speed of 25 miles per hour must not be exceeded at any point of the journey.
Geelong to— "Stop Board" at 54 miles 47 chains.	Goods Trains. See 2 (a), and 2 (b) above.
Geelong to Mileage 60¾ Down Side Moriac	Goods Trains. See 2 (a) and 2 (b) above. Trains must stop at Moriac for instructions from the Signalman, *vide* Instruction (a) on page 256. (a) The Signalman at Moriac must verbally instruct the Driver of the Train Engine and the Guard that their train will be assisted in the rear to the summit of the Bank at mileage 60¾, and also give written instructions as set out hereunder to the Driver of the Assisting Engine :— MORIAC *Date*.. *Time* .... To the Driver of Engine No................. You are to assist ....train in the rear as far as the summit of the Bank at mileage 60¾ only, and return immediately to the Up Home Signal. *Signature* .... *Signalman.* (b) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing across it the word " Cancelled " with time, date and signature of the Signalman, and forwarded with train register Book to the Block and Signal Inspector. (c) In the event of the Assisting Engine not having returned to within the protection of the Up Home Signal when the " Train Arrival " Signal is received from the Staff Station in advance for the train which has been assisted in the rear, the Signalman at Moriac must immediately exchange the 2–4 (Blocking Back) Signal with the Staff Station in advance.

Hamilton to "Stop Board"
 at 193¼ miles.
{ Hamilton to Coleraine Junct.
 Coleraine Junction to mile-
 age 226¼ on Koroit Line.
	Goods Trains.
	
	1. (a) Goods Trains.
	(b) Bank Engine to return to the Up Home Signal at Coleraine Junction.
	    (i) Between Coleraine Junction and mileage 226¼, the Assisting Engine must be dealt with as set out hereunder :—
	    (ii) In the event of the Train Engine travelling on a Staff Ticket, the Assisting Engine must carry the Train Staff in accordance with Rule 15 of Appendix II., Book of Rules and Regulations.
	    (iii) In the event of the Train Engine carrying the Staff, the Assisting Engine is to be worked in accordance with the Instructions contained in clause (c) hereof.

Section.	Class of Train and Special Instructions to be Observed.
Hamilton to Coleraine Junct. Coleraine Junction to mileage 226¼ on Koroit Line. (cont.)	Goods Trains—continued. (c) The Signalman at Hamilton must inform the Signalman at Penshurst on each occasion when it is necessary for a train to be assisted in accordance with clause (a) hereof, and if the train Engine is carrying the Staff, the Signalman at Hamilton and Penshurst must comply with sub-clause (d) of clause 7, pages 438—440, General Appendix, prior to the train, with Assisting Engine, being permitted to depart. Immediatley on return of the Assisting Engine, the "AWAK" message must be exchanged and the circumstances recorded in the Train Register Books. The Signalman, Hamilton, must, when the Train Engine is carrying the Staff, verbally instruct the Driver of the Train Engine, and also the Guard, and give written instructions as set out hereunder to the Driver of the Assisting Engine :—

<div align="center">

HAMILTON.

Date ————————————————

Time ————————————————

</div>

To Driver of Engine No.————

    You are to assist————————————train in the rear as far as the summit of the Bank at mileage 226¼, and return immediately to the Up Home Signal Coleraine Junction.

<div align="center">

Signature ————————————
Signalman.

</div>

(d) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman across the face of form, and forwarded with Train Register Book to the Block and Signal Inspector.

(e) In the event of the Assisting Engine becoming disabled before returning to the Home Signal at Coleraine Junction, the Driver must send to Hamilton for a relief Engine, and all concerned must act in accordance with Rule 16 of Appendix 11., Book of Rules and Regulations.

Heywood to Milltown

Goods Trains.

(a)   (i)   If the Train Engine is travelling on a Staff Ticket, the assisting Engine must carry the Staff in accordance with rule 15, of Appendix II, Book of Rules and Regulations.

      (ii)   If the Train Engine is carrying the Train Staff, the assisting Engine is to be worked in accordance with the instructions contained in Clause (b) hereof

(b)   The Signalman at Heywood must inform the Signalman at Condah when a train is to be assisted in rear, and if the Train Engine is carrying the Staff, must comply with Sub-clause (a) of Clause 7, pages 438–440, General Appendix, prior to the train, with assisting Engine, being permitted to depart. Immediately on return of the assisting Engine, the "AWAK" message must be exchanged and the circumstances recorded in the Train Register Book.

    The Signalman, Heywood, must, when the Train Engine is carrying the Staff, verbally instruct the Driver of the Train Engine, and also the Guard, and give written instructions as set out hereunder, to the Driver of the Assisting Engine :—

<div align="center">

HEYWOOD

</div>

Date ....

Time ....

To Driver of Engine No...

    You are to assist...train in the rear to Milltown, and return immediately to this station.

<div align="center">

Signature..

Signalman

</div>

Section.	Class of Train and Special Instructions to be Observed
Heywood to Milltown ...	Goods Trains—continued. (c) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word " Cancelled " with time, date and signature of Signalman across the face of the form, and forwarded with the Train Register Book.
Dartmoor to " Stop Board " at 252 Miles 54 Chains (Down side of Princes Highway Level Crossing at 252 Miles 41 Chains.)	Goods Trains. (a) (i) If the Train Engine is travelling on a Staff Ticket, the assisting Engine must carry the Staff in accordance with Rule 15, of Appendix II, Book of Rules and Regulations. (ii) If the Train Engine is carrying the Train Staff, the assisting Engine is to be worked in accordance with the instructions contained in Clause (b) hereof. (b) The Signalman at Dartmoor must inform the Signalman at Heywood when a train is to be assisted in the rear, and if the Train Engine is carrying the Staff, must comply with Sub-clause (a) of Clause 7, pages 438–440, General Appendix, prior to the train, with assisting Engine, being permitted to depart. Immediately on return of the assisting Engine, the " AWAK " message must be exchanged and the circumstances recorded in the Train Register Book. The Signalman, Dartmoor, must, when the Train Engine is carrying the Staff, verbally instruct the Driver of the Train Engine and also the Guard, and give written instructions as set out hereunder, to the Driver of the Assisting Engine :— DARTMOOR Date .... Time .... To Driver of Engine No.. You are to assist...train in the rear to 252 miles 54 chains, and return immediately to this Station. Signature... Signalman (c) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word " Cancelled " with time, date and signature of Signalman across the face of the form, and forwarded with the Train Register Book.

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 between—	Maximum Number of Vehicles
Empty passenger train	Geelong and South Geelong	—
„ „ „	Geelong and North Geelong	—
*Goods Train	Flinders Street and Spencer Street	10
	Melbourne Yard and Maribyrnong River Goods Siding	40
	Newport and Williamstown, Newport South and Newport Workshops	30
	Newport and Sunshine. (Loop Line)	40
	Tottenham Yard and Brooklyn	40
	†North Geelong and Corio	50
	†North Geelong and Phosphate Siding	75
	†North Geelong and Fyansford	60
	†Geelong and North Geelong	50
	South Geelong and Cheetham's Siding	15
	Camperdown Cattle Siding and Camperdown ..	10
	Caltex Siding and Warrnambool	3
	Warrnambool and Dennington	25
	Glaxo Siding and Port Fairy	12
	†Dunnstown and Warrenheip	10
	†Ballarat and Eureka	10
	†Ballarat and Ballarat Cattle Siding	35
	†Seppelt's Siding and Great Western	3
	Ararat and Shell Co. Siding at 132 miles (Maroona Line)	10
	†Murtoa and Marmalake	40
	East Natimuk and Natimuk	20
	Goroke and Carpolac	30
	†Casterton Live Stock Siding and Casterton ..	20
	Balmoral and Kanagulk	10
	Marnoo and Bolangum	20

*Except where otherwise provided, the practice must be limited to the hours between sunrise and sunset.
   † Also during the hours of darkness.

LIGHTING OF COUNTRY PASSENGER TRAINS—(continued)

Train	April to October	November to March
	NORTH WESTERN DISTRICT	
1.30 p.m. Melb.–Horsham (Dimboola. Sat,)	Ballarat to Light. Terminal extinguish	Ararat to Light. Terminal extinguish
4.23 p.m. Melbourne–Bacchus Marsh	Spencer Street to Light. Terminal extinguish	
5.25 p.m. Melbourne–Ballarat	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.20 p.m., Sat	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.10 p.m. Melbourne–Ballarat, Sun.	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. Con-
9.5 p.m. Melbourne–Mildura (Mn. to Th.)	Spencer Street to Light When Victorian sitting carriages are used on "*The Overland*" the Conductor to arrange to reduce lights in these carriages to "**Half Light**" at midnight	ductor to reduce to "**Half Light**" at midnight. See April to October
9.20 p.m. " " (Sun. & Fri.)		
8.40 p.m. Melbourne–Adelaide "*The Overland*"	Conductor to extinguish	Conductor to extinguish
1.58 a.m. Serviceton–Melbourne "*The Overland*"	Conductor to extinguish	
6.10 a.m. Ballarat–Melbourne	Ballarat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
7.14 a.m. Bacchus Marsh–Melbourne	Bacchus Marsh to Light. Terminal extinguish	
1.50 p.m. Dimboola–Melbourne (2.0 p.m. Sats.)	Ararat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
3.10 p.m. Horsham–Melbourne, Sun.	Horsham to Light. Terminal extinguish. Conductor to reduce to "**Half Light**" at midnight	Ballarat to Light. Terminal extinguish
9.0 p.m. Mildura–Melbourne	Mildura to Light. Terminal extinguish.	Mildura to Light. Terminal extinguish. reduce to "**Half Light**" at midnight
9.20 p.m.		
	SOUTH WESTERN DISTRICT.	
6.31 a.m. Melbourne–Werribee	Spencer Street to Light and extinguish on return	
7.4 a.m. Melbourne–Geelong	Spencer Street to Light. Terminal extinguish	
7.30 a.m. Melbourne–Werribee	Spencer Street to Light. Terminal extinguish	
8.25 a.m. Melbourne–Port Fairy	See Paragraph (a) Page 255	See Paragraph (a) Page 255
4.25 p.m. Melbourne–Werribee	Spencer Street to Light and extinguish on return	Werribee to Light prior to departing at 6.0 p.m. Terminal to extinguish
5.10 p.m. Melbourne–South Geelong	Spencer Street to Light. Terminal extinguish	Werribee to Light prior to departing at 7.12 p.m. Spencer Street to extinguish
5.19 p.m. Melbourne–Werribee	Spencer Street to Light and extinguish on return	
5.52 p.m. Melbourne–Warrnambool	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.5 p.m. Melbourne–Geelong	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.15 p.m., Sat.		
6.10 p.m. Melbourne–Warrnambool	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.32 p.m. Melbourne–Warrnambool, Sun.	Flinders street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
11.15 p.m.	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
6.0 a.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	
6.58 a.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	
7.20 a.m. South Geelong–Melbourne	Geelong to Light. Terminal extinguish	
7.26 a.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	
7.45 a.m. Warrnambool–Melbourne	Warrnambool to Light. Camperdown to reduce to Half Light. Geelong extinguish	See paragraph (a) Page 262

(W)

LIGHTING OF COUNTRY TRAINS—(continued).

SOUTH WESTERN DISTRICT.—cont.

Train	April to October	November to March
3.0 p.m. Port Fairy–Melbourne	Camperdown to Light. Terminal extinguish	Camperdown to Light. Terminal to extinguish
3.30 p.m. Port Fairy–Melbourne	Camperdown to Light. Terminal extinguish	Camperdown to Light. Terminal to extinguish
5.10 p.m. Port Fairy–Melbourne	Port Fairy to Light. Terminal extinguish	Port Fairy to Light. Terminal extinguish
5.12 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
5.55 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinghish	Geelong to Light. Terminal extinguish
6.0 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
6.40 p.m. Geelong–Melbourne (Sun.)	Geelong to Light. Terminal extinguish	
5.55 p.m. Warrnambool–Melbourne	Warrnambool to Light. Terminal extinguish	Warrnambool to Light. Terminal extinguish

(Reprint of page 265, 17.11.69)

The following are the type of carriages to be used on the trains specified hereunder :—
The loads set out to provide for average conditions and Depot Stationmasters and Train Control Staff concerned must keep traffic requirements under close review and arrange for any adjustments of the loads as may be necessary in order to adequately provide for the traffic offering or alternatively to avoid unnecessary carriage haulage.

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st.	Econ.	Total
9 10 a.m.	Spen. St.	Dimboola	**Mon., Sat.,** CE, AS, BG, ABE*, BW§	225	74	160	234
			Tue., Wed., Thur., Fri., CE, AS, BG, ABE*	190	74	100	174
1 30 p.m.	”	Horsham	**Mon., Tue., Wed., Thur.,** CE, BE a/c, AS, BE, AE§	240	96	144	240
			Fri., CE, BE a/c, AS, BE, AE§, BW§	275	96	204	300
1 30 p.m.	”	Dimboola	**Sat.,** CE, BE a/c, AS, BE, AE§, BW§	275	96	204	300
4 23 p.m.	”	Bacchus ⌠ Marsh ⌡	**Mon. to Thur.,** BCPL, AW, BW, BW, BCPL	165	40	272	312
			Friday BCPL, AW, BW, BW	135	40	196	236
5 25 p.m.	”	Ballarat	**Mon., Tues., Wed., Thur.,** CW, BW, BW, AS, ABU, BW, BW	260	68	266	334
			Fri., CW, BW, BW, AS, ABU, BW, BW, BW	295	68	326	394
6 20 p.m.	”	Ballarat	**Sat.,** CW, BW, BW, AS, ABU,	190	68	146	214
6 10 a.m.	Ballarat	Spen St.	**Mon.,** CW, BW, BW, ABU, AS, BW, BW, BW	295	68	326	394
7 14 a.m.	Bacchus Marsh	”	**Tue. to Fri.,** BCPL, AW, BW, BW, BCPL	165	40	272	312
7 25 a.m.	Ballarat	”	**Tues. to Fri.,** CW, BW, BW, ABU, AS, BW, BW	260	68	266	334
7 25 a.m.	”	”	**Sat.** CW, BW, BW, ABU, AS	190	68	146	214
8 15 a.m.	B. Marsh	”	**Mon.,** BCPL, BW, BW, AW	135	40	196	236
8 0 a.m.	Dimboola	”	**Mon.,** CE, AS, BE a/c, BE, AE††, BW††	275	96	204	300
8 27 a.m.	Horsham	”	**Tue., Wed., Thur., Fri.,** CE, AS, BE a/c, BE, AE††	240	96	144	240
			Sat., CE, AS, BE a/c, BE, AE††, BW††,	275	96	204	300
1 50 p.m.	Dimboola	”	**Mon., Fri.,** CE, BG, AS, ABE†, BW††,	225	74	160	234
			Tue., Wed., Thur., CE, AS, BG, ABE†	190	74	100	174
2 0 p.m.	Dimboola	”	**Sat.,** CE, BG, AS, ABE†	190	74	100	174

* Detach Ararat.   § Detach Ballarat.   † Attach Ararat.   †† Attach Ballarat.
a/c Air-conditioned Carriage.

6 31 a.m.	Spen. St.	Werribee	**Mon. to Fri.,** ZP, 5 BPL, BC	195	...	470	470
7 4 a.m.	”	Geelong	**Mon. to Sat.,** CW, BPL, AW, BW, BW	170	40	200	240
8 25 a.m.	”	Pt. Fairy	**Mon. to Fri.,** CE, AS, BS, ABE	190	74	100	174
			Sat., CE, AS, BS, ABE, BW*	225	74	160	234
9 36 a.m.	”	Geelong	**Sat.,** CW, BPL, AW, BW, BW	170	40	200	240
12 15 p.m.	”	”	**Sat.,** BCE, BW, AW, BW, BPL*	185	40	242	282
12 22 p.m.	”	”	**Sat.,** CW, BW, AW, BW, BPL*	170	40	200	240
12 50 p.m.	”	”	**Mon. to Fri.,** CW, AW, BW, BW, BW*	175	40	180	220
2 5 p.m.	”	”	**Sat.,** CW, AW, BW, BCPL	135	40	136	176
3 44 p.m.	”	Werribee	**Mon. to Fri.,** ZP, BPL, BPL, BPL, ZP	120	...	240	240
4 0 p.m.	”	Geelong	**Mon. to Fri.,** CW, BPL, BW, AW, BW, BPL, CW	235	40	280	320
4 25 p.m.	”	Werribee	**Mon. to Fri.,** ZP, 4 BPL, ZP	150	...	320	320
5 10 p.m.	”	South Geelong	**Mon. to Fri.,** BCE, 2AW, 7BW	365	80	462	542
5 19 p.m.	”	Werribee	**Mon. to Fri.,** BC, 5BPL, ZP	195	...	470	470
5 52 p.m.	”	W'bool	**Mon. to Thur.,** CE, AS, BE a/c, ABE, 2BW*, BPL*	290	74	300	374
5 52 p.m.	”	Warrnambool	**Fri.,** VP§, CE, BE a/c, AS, AW, BW, BW**, BW*, BW*	355	88	304	392
6 5 p.m.	”	Geelong	**Mon. to Fri.,** CW, AW, BPL, BPL, BPL	160	40	240	280
6 10 p.m.	”	Warrnambool	**Sat.,** CE, BE a/c, AS, ABE, BW, BW, ABU*, 2BW*,	365	94	366	460

§ Detach Colac   * Detach Geelong   a/c Air-conditioned Carriage.

** Detach Warrnambool—for 7.40 am. Up Mondays.

(W)

Train	From	To	Basic Carriage Provision	Tonn-age	Accommodation		
					1st	Econ.	Total
6 15 p.m.	Spen. St.	Geelong	**Sat.,** CW, AW, BPL, BPL, BPL, BPL	190	40	320	360
11 15 p.m.	Flin. St.	"	**Mon. to Fri.,** CP†, CW, BW, AW, BW	175	40	120	160
11 15 p.m.	"	"	**Sat.,** BCE, BW, AW, BW	155	40	162	202
6 0 a.m.	Geelong	Spen. St.	**Mon. to Fri.,** CW, AW, BW, BW, BPL, BPL, BPL	230	40	360	400
6 58 a.m.	Geelong	"	**Mon. to Fri.,** CW, AW, 3 BW, 2 BPL	235	40	340	380
7 20 a.m.	South Geelong	"	**Mon. to Fri.,** BCE, 7BW, 2AW	365	80	462	542
7 26 a.m.	Geelong	"	**Sat.,** BCE, BW, AW, 2 BW	190	40	222	262
7 38 a.m.	Werribee	"	**Mon. to Fri.,** BC, 5 BPL, ZP	200	...	320	320
8 25 a.m.	Geelong	"	**Mon. to Fri.,** CW, BW, BW, AW, BPL	170	40	200	240
9 5 a.m.	Geelong	"	**Sat.,** CW, 2 BW, AW, BPL	170	40	200	240
7 45 a.m.	Warrnam-bool	"	**Mon.,** CE, AS, BE a/c, ABE, BW	225	74	160	234
			Tue. to Fri., CE, AS, BE a/c, ABE, BW§	225	74	160	234
			Sat., CE, AS, BE a/c, AW, BW, BW§	250	88	184	272
12 15 p.m.	Geelong	"	**Sat.,** CW, BW, BW, AW, BPL	270	40	200	240
3 33 p.m.	Geelong	"	**Sat.,** BCPL, BW, AW, CW	135	40	136	176
4 45 p.m.	Werribee	"	**Mon. to Fri.,** ZP, BPL, BPL, BPL, ZP	120	...	240	240
5 12 p.m.	Geelong	Flin. St.	**Sat.,** BCE, BW, AW, BW	155	40	162	202
5 12 p.m.	Geelong	Flin. St.	**Mon. to Fri.,** CW, 2BW, AW	140	40	120	160
5 55 p.m.	"	Spen. St.	**Mon. to Fri.,** CW, BPL, AW, BW, BW BPL, CW	235	40	280	320
6 0 p.m.	Werribee	"	**Mon. to Fri.,** ZP, 4 BPL, ZP	150	...	320	320
6 0 p.m.	Geelong	Flin. St.	**Sat.,** CW, BW, AW, BW	140	40	120	160
7 12 p.m.	Werribee	Spen. St.	**Mon. to Fri.,** BC, 5 BPL, ZP	195	...	470	470
3 0 p.m.	Pt. Fairy	"	**Mon. to Thur.,** CE, AS, BS, ABE	190	74	100	174
3 30 p.m.	"	Flin. St.	**Sat.,** CE, AS, BS, ABE	190	74	100	174
5 10 p.m.	"	Spen. St.	**Fri.,** CE, AS, BS, ABE	190	74	100	174

§ Attach Geelong   †† Werribee passengers only.

a/c Air-conditioned Carriage   † To Warrnambool by No. 5 Goods ex Geelong

DOWN TRAINS :—

8.40 p.m. (No. 69) " The Overland " Spencer St.–Serviceton DAILY (Sun. Incl.)

9.50 p.m. (No. 71) Relief Express, Spencer St.–Serviceton DAILY (Sun. Incl.) when required.

UP TRAINS :—

1.58 a.m. (No. 10) " The Overland " Serviceton–Spencer St. DAILY (Sun. Incl.)

3.45 a.m. (No. 14) Relief Express, Serviceton–Spencer St. DAILY (Sun. incl.) when required.

Loads as arranged by Sup't of Train Services

SUNDAY EXCURSION TRAINS

Train	Basic Carriage Provision	Tonn-age	Accommodation		
			1st.	Econ.	Total
Down	**Spencer St.–Ballarat–Horsham**				
9 35 a.m.	CW, AS, BG, AW, BW	205	88	124	212
7 10 p.m.	CW, AW, 3BW, AW	210	80	180	260
UP					
8 55 a.m.	CW, AW, 3BW, AW	210	80	180	260
3 10 p.m.	CW, BG, AS, AW, BW, 3BW ††	310	88	304	392
Down	**Flinders St.–Geelong** ...				
9 22 a.m.	C, BW, AW, BW, AW, BW, BPL	230	80	260	340
2 0 p.m.	CW, AW, 2 BW, BPL	170	40	200	240
	Flinders St.–Warrnambool				
7 32 p.m.	CE, AS, BE a/c, ABE, 4 BW*	330	74	340	414
UP	**Geelong–Flinders St.**				
9 5 a.m.	CW, AW, 2 BW, BPL	170	40	200	240
6 40 p.m.	C, BW, AW, BW, AW, BW, BPL	230	80	260	340
UP	**Warrnambool–Flinders St.**				
5 55 p.m.	CW, AS, BE a/c, ABE, 2 BW	260	74	220	294
	Ballarat–Geelong (When authorised)				
9 5 a.m.	**Ballarat–Geelong** { CW, AW, 3BPL	160	40	240	280
6 33 p.m.	**Geelong–Ballarat** {				

§ Attach Geelong   * Detach Geelong.   † Detach Ballarat.   †† Attach Ballarat.

(Reprint of page 271, 17.11.69)

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
GHERINGHAP-WARRENHEIP ...				
Bannockburn 55–63	High Street	55	58	FL
Elaine 76–32	Midland Highway T ...	76	37	FL
GHERINGHAP-MAROONA				
Inverleigh 62–43	Hamilton Highway T ...	59	48	FL
Cressy 85–39	Hamilton Highway T ...	85	55	FL
Berrybank 94–42	Hamilton Highway T ...	91	5	FL
Derrinallum 109–41	Hamilton Highway T ...	108	76	FL
Westmere 132–33	Glenelg Highway T ...	132	46	FL
WESTERN				
Sunshine 7–51	Anderson Street	7	78	FL
Ardeer 9–65	Fitzgerald's Road T ...	9	75	FL
Deer Park 11–7	Station Road T ...	10	77	FL
Deer Park 11–7	Robinson's Road T ...	11	79	FL
Melton 23–14	Exford Road	23	2	FL
Bacchus Marsh 31–6₁ ...	Maddingley Road	31	76	BB
” ” ...	Doherty's Road T ...	32	50	FL
Ballan 49–40	Geelong Road T ...	49	74	FL
Wallace 61–35	Ballarat Road T ...	58	53	FL
” ...	Western Highway	61	13	FL
Bungaree 63–75	Western Highway	63	62	FL
Dunnstown 67–37	Melbourne Road T ...	67	26	FL
Ballarat 73–65	Doveton Street T ...	74	12	BB
”	Creswick Road T ...	74	67	BB
Wendouree 76–4 ...	Burnbank Street T ...	75	24	BB
Stawell 149–70	Sloane Street	149	60	FL
”	Ararat Road T ...	148	34	FL
Murtoa 185–29	Wimmera Highway T ...	184	72	FL
Dooen 198–20	Henty Highway T ...	198	31	FL
Kaniva 272–34	Madden Street ...	272	47	FL
BALLARAT–CATTLE YARDS LINE	Western Highway T ...	77	64	FL
LINTON JUNCTION–SKIPTON				
Cardigan 79–21 ...	Western Highway T ...	79	23	FL
BALLARAT S.E.C. SIDING ...	Norman Street T ...	75	44	FL
” ”	Creswick Road	75	51	FL
MARYBOROUGH–ARARAT				
Elmhurst 144–62	Pyrenees Highway ...	146	49	FL
ARARAT–PORTLAND				
Ararat 130–79	Barkly Street	131	69	FL
Stavely 161–72	Glenelg Highway T ...	166	33	FL
Dunkeld 178–48	Glenelg Highway T ...	183	14	FL
Strathkeller 191–75	Stawell Road T ...	192	69	FL
Hamilton 197–43	Port Fairy Road T ...	199	17	FL
Branxholme 213–11	Henty Highway T ...	205	44	FL
Condah 221–12	Henty Highway T ...	222	34	FL
Heathmere 241–31	Princes Highway T ...	241	22	FL
HAMILTON LIVE STOCK SIDING				
Hamilton 197–43	Port Fairy Road	199	7	FL
PORTLAND–HARBOUR TRUST SIDING				
Down end of Exchange Sidings 250–75	Julia Street T ...	251	13	FL
Up end of Sorting Sidings 252–31	Bentinck Street T	252	15	FL
HORSHAM–HAMILTON				
Cavendish 213–10	Natimuk Road	215	31	FL

Abbreviations:—Flashing Lights—FL, Boom Barriers—BB. Wig Wag: WW.
Level Crossings in above list indicated by the letter T are equipped with telephone communication.

(W)

IMPORTANT

Any amendment of this Timetable will be issued in the form of a W.T.T. Circular commencing with a number following on W.T.T. 62/68 (Passenger) 1063/68 (Goods). All alterations should be made neatly in ink as soon as possible after receipt of amending notices.

Number of W.T.T. Circular	Date Alteration Commenced	Line Involved