FOR OFFICIAL USE ONLY

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS

STANDARD GAUGE

TIME TABLE

AND

GENERAL INSTRUCTIONS

To operate from

12.1 a.m. Sunday, 4th October, 1970

Supersedes all previous tables and will operate until further notice

W.T.T. BOOK No. 9

70648/4/70—2,300

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WESTERN AUSTRALIAN GOVERNMENT RAILWAYS

WORKING TIME TABLE

BOOK No. 9 – PART I

GENERAL INSTRUCTIONS

1.0 AXLE LOADS FOR WAGONS

1.1 See particulars of rollingstock for maximum wagon capacity loads (Para. 11.2.1)

1.2 All wagons must be limited to a maximum load of 18¾ tons per axle when being worked beyond W.A.G.R. lines, to States other than South Australia, and to 18 tons per axle when being worked to or through South Australia.

1.3 These axle loads are subject to any lesser maximum imposed by wagon characteristics.

2.0 BRAKEVAN—WAGONS TRAILING

2.1 Bogie wagons fitted with Westinghouse brake complete and in working order may trail the train brakevan on goods and passenger trains, on the authority of the Chief Traffic Manager.

2.2 In all such cases the guard must ensure that a continuity test is conducted in accordance with paragraph 3 (f) (ii), page 88 (g) of the General Appendix, and that a pressure of 60 lb. per square inch is registering on the pressure gauge in the brakevan, nearest to the end of the train, before signalling the driver to start.

3.0 BREAKDOWN PLANT

3.1 Breakdown plant for use on standard gauge lines, consists of a Caterpillar 583 Wreckmaster side boom tractor crane mounted on wagon class WSA, an equipment van class WSB containing the Deutschland rerailing gear, and other breakdown equipment, and a breakdown crew accommodation van class WSC. This train is stationed at Forrestfield, and any or all of the equipment can be used according to the type of breakdown.

3.2 Details of the vehicles which comprise the train, are as follows :—

Wagon Class	No.	Length over coupling points	Total weight	Total height when loaded	Total width	Remarks
		ft in.	Tons cwt	ft in.	ft in.	
WSA	30119	57 0	93 15	14 4⅜	11 11⅜	Fitted with wooden decking loading ramp, and stabilising jacks. Used for transport of Wreckmaster tractor crane. Details given are with tractor loaded.
WSB	30701	53 6 1/16	33 0	12 10 1/16	9 6⅛	Equipment van.
WSC	30630	58 11 1/16	33 10	12 11½	9 3⅝	Crew accommodation van.

3.3 The 583 Caterpillar Wreckmaster tractor crane weighs approximately 47 tons in working order. The lifting capacity of the crane with counter weights extended, and approximate lifting heights above level ground are as follows :—

Radius	Lifting Height	Safe Load
Feet	Feet	Tons
4	19½	58
6	19	38
8	18	28
10	17	21½
12	16	18
14	14	15½
16	12	13½
18	8½	12
20	0	10½

3.4 The Wreckmaster tractor crane is approximately 12′ 0″ wide, and when loaded on to the WSA wagon, exceeds the loading outline for captive stock (see paragraph 8.0, diagram 1). The wagon carrying this tractor must, therefore, be always marshalled as the first vehicle of the breakdown train, immediately following the locomotive.

3.5 When the breakdown train is moving with the tractor, it must not pass through any shed or along tracks adjacent to platforms, excepting low level platforms. Extreme care must be taken when the breakdown train is passing, or crossing other trains, and passing through stations and yards.

3.6 Before the breakdown train is moved, the officer-in-charge must ensure that the tractor crane is correctly loaded. He must then arrange with the Traffic Branch for routing and transit.

3.7 The Traffic Branch will be responsible for the despatch of a telegram to all concerned with the movement of the breakdown train, including the Out of Gauge Loading Officer, and the Chief Civil Engineer, in the following form :—

OUT OF GAUGE LOAD—BREAKDOWN TRACTOR CRANE ON WAGON WSA—(DEPARTURE STATION) TO (DESTINATION STATION)—ABON DESTINATION—LOAD TO BE ATTACHED TO LOCOMOTIVE—MUST NOT PASS OTHER OUT OF GAUGE LOADS ON ADJACENT TRACKS—AVOID ALL PLATFORMS EN ROUTE:

ABON—ABOD—WAXY—ZENO—ZEBU.

3.8 Apart from the restrictions mentioned in paragraphs 3.5, 3.6 and 3.7, the breakdown train can operate over all standard gauge lines.

3.9 When it is necessary to haul other loading on the breakdown train, such loading must be attached to the rear of the breakdown train, and inside the brakevan.

4.0 LENGTH OF TRAINS

4.1 Maximum length of trains is governed by the total sum of the locomotive index figures of 30 which is related to the drawgear capacity of 300,000 lb.

4.2 Limitations of length is determined by such working features as length of crossing loops, arrival roads, brake power, etc. Such limitations will be promulgated as considered necessary.

5.0 LOCOMOTIVES—SPEED OF

5.1 Maximum speed of light engines.

The maximum permissible speeds of locomotives when running light, are as follows :—

Class of Locomotive	Maximum speed in miles per hour when running light
H, J	60
K, L	70

These speeds are subject to any lesser speed restriction that may be in force.

5.2 Maximum speeds of locomotives when hauling trains.

The maximum permissible speeds of locomotives when hauling loads are as follows :—

Class of Locomotive	Maximum speed in miles per hour when hauling trains or brakevans
H, J	60
K, L	70

In no case will the locomotive exceed the limit laid down in the schedules of maximum permissible speeds for each section, or the authorised speed of the vehicles comprising the train.

5.3 Hauling dead diesel locomotives.

On standard gauge trains, dead locomotives may be hauled at normal train speeds. In all cases, dead locomotives must be marshalled next to the train locomotive and the provisions of paragraphs 6.2 and 6.3 must be observed.

6.0 LOCOMOTIVES—MULTIPLE OPERATION

6.1 When two or more locomotives are required to run in front of a train of any type, for any purpose, the train will be driven from the local locomotive, irrespective of its weight.

6.2 The main reservoir pipe, the brake pipe, the control pipe, and the independent release pipe, must be coupled up continuously through all locomotives, and the brake valve isolating cock must be closed on all locomotives except the local locomotive.

6.3 If multiple coupling is not involved, the automatic brake valve, and the independent brake valve must be placed in the running position on all locomotives except the local locomotive. If the locomotives are multiple coupled, the handles of the automatic brake valve and independent brake valve must be removed on all locomotives except the local locomotive.

6.4 The following index figures apply to standard gauge locomotives :—

Locomotive	Index Figure
H	6
J	5
K	7
L	10

To prevent damage to drawgear the sum of the index figures of locomotives placed at the head of a train must not exceed 30.

6.5 Within the limitations imposed by paragraph 6.4 any number or combination of Class H and Class K locomotives can be multiple coupled. Similarly, any number or combination of Class J and Class L locomotives can be multiple coupled. Classes H or K cannot be multiple coupled with Classes J or L.

6.6 In all cases where multiple coupling is involved, the maximum speed of the combination must not exceed that of the slowest locomotive, as detailed in paragraphs 5.1 and 5.2.

7.0 LOCOMOTIVES—PARTICULARS OF

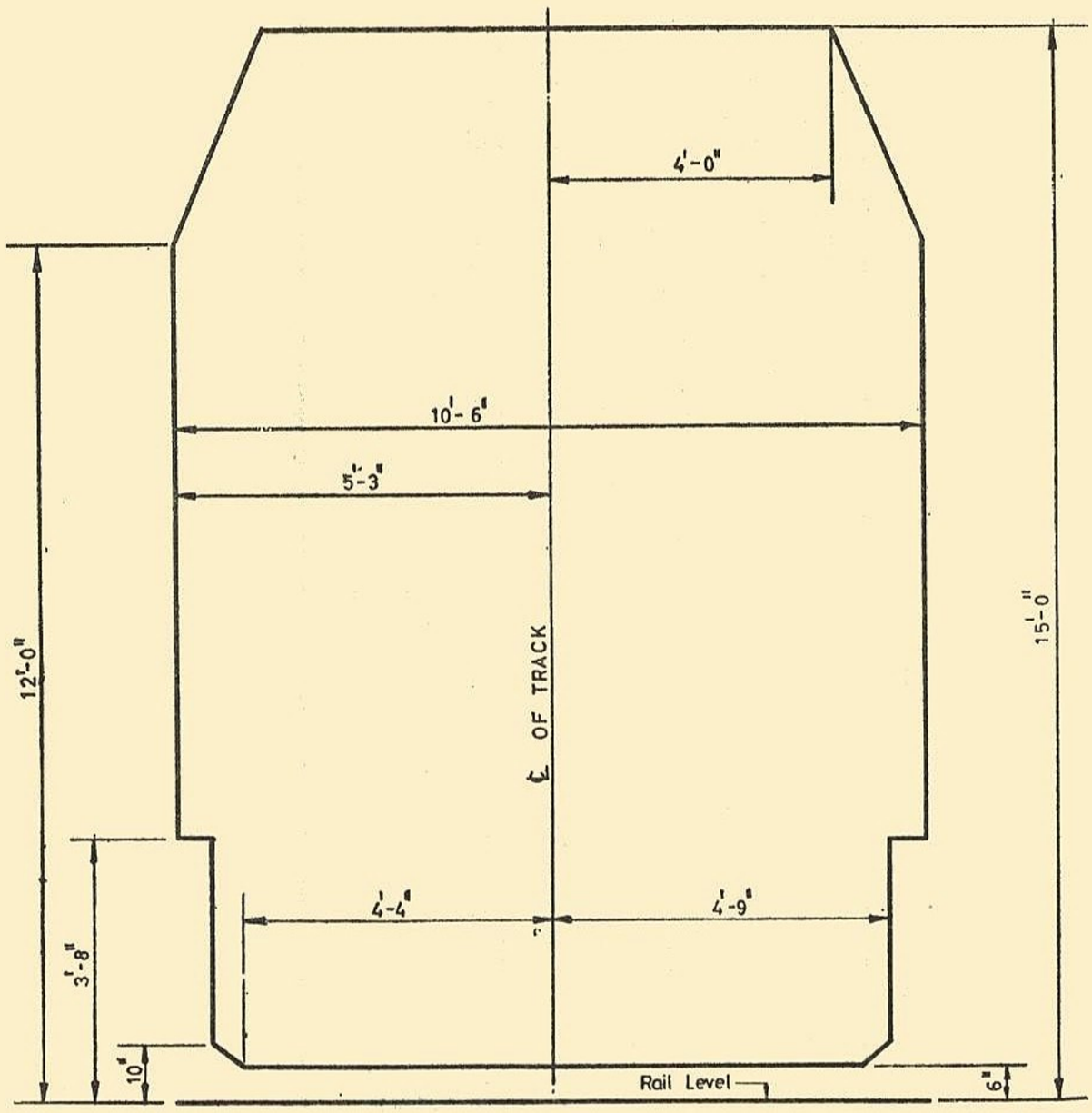
7.1 The details of diesel locomotives in use on the system are as follows :—

Class	No. in Service	Loco. Nos.	Index No.	Manufacturer	Wheel Arrangement	Fuel Tank Cap.	Weight in Working Order	H.P. for Traction	Length Over Coupling Points	Remarks
						Gals.	Tons Cwt.		Ft. in.	
H	5	1, 2, 3, 4, 5	6	English Elect.	Bo-Bo	1,000	71 6	860	45 4	
J	5	101, 102, 103, 104, 105	5	Clyde G.M.	Bo-Bo	600	66 0	600	45 6	
K	9	201, 202, 203, 204, 205, 206, 207, 208, 209	7	English Elect.	Co-Co	1,500	108 13	1,795	57 10½	
L	23	251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273	10	Clyde G.M.	Co-Co	3,000	135 0	2,900	66 4	All locos. fitted with dynamic brake

8.0 MAXIMUM LOADING GAUGE.

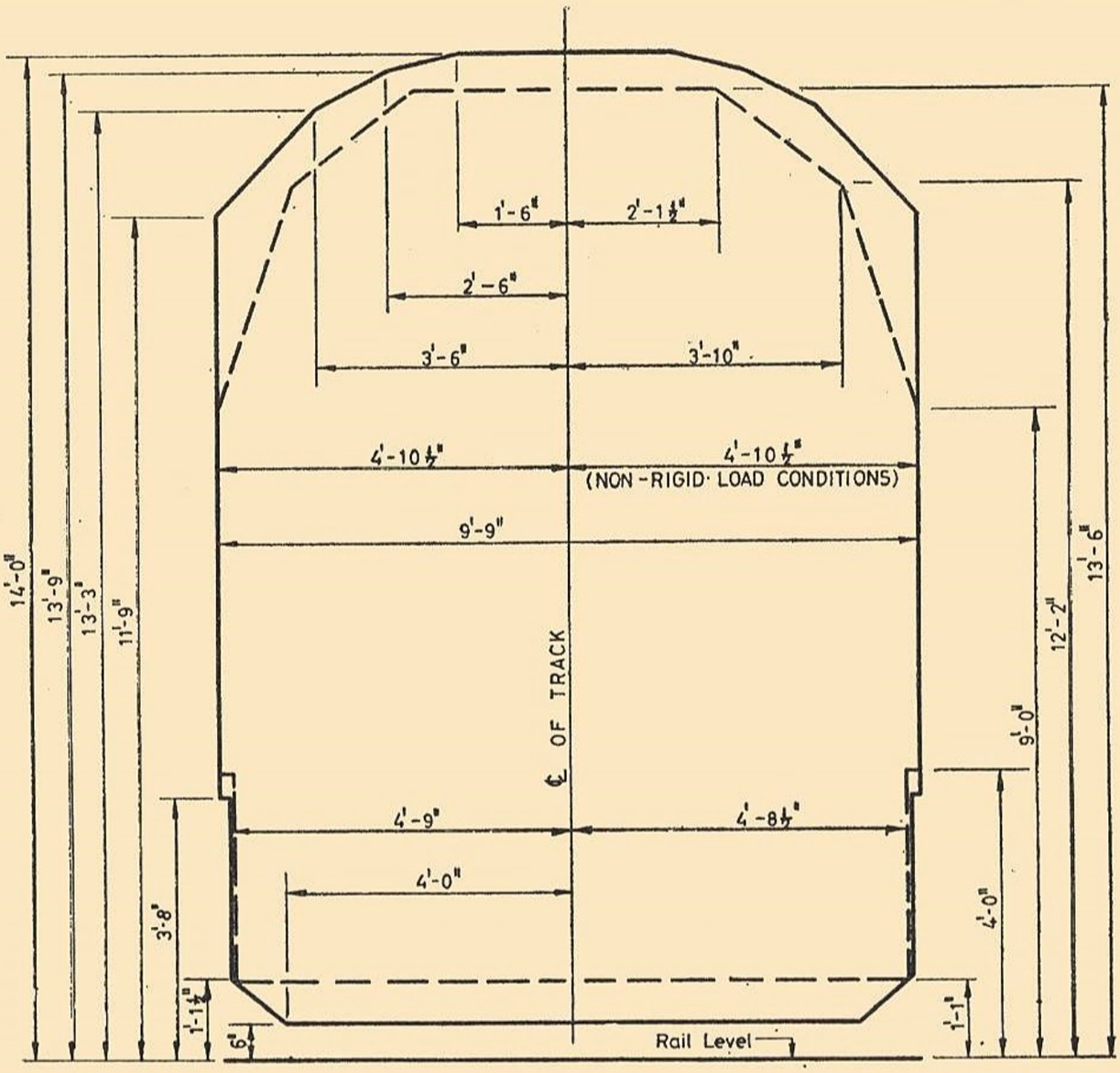
8.1 The maximum loading outlines applicable to standard gauge operations are illustrated in Diagrams 1, 2, 3 and 4.

DIAGRAM 1.



$4'-8\frac{1}{2}"$ GAUGE LOADING OUTLINE FOR W.A.G.R. & COMMONWEALTH RAILWAYS

DIAGRAM 2.



4'-8½" GAUGE LOADING OUTLINES FOR SOUTH AUSTRALIAN RAILWAYS

NOTE:

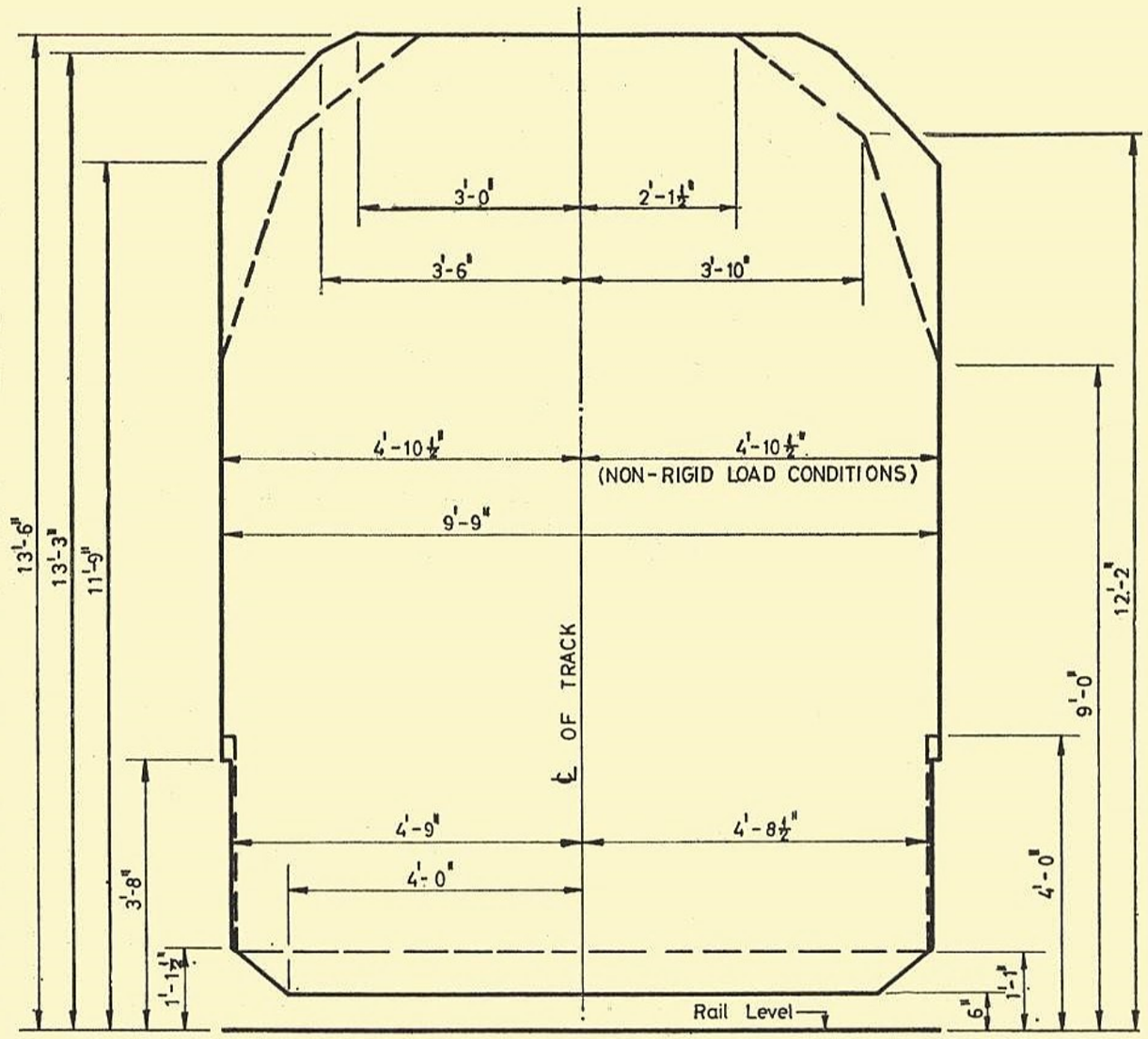
1. Other than for W.A.G.R. and Commonwealth Railways these loading outlines apply to loads on wagons not exceeding 75'-0" in body length and bogie centres not exceeding 53'-0". Where wagon dimensions exceed these figures the possibility of the load becoming out of gauge on curved track due to centre and end throws is to be investigated.
2. Rigid load conditions apply where all portions of the loads are rigidly attached, cannot become displaced and are not subject to inaccurate placing by operating staff.
3. Non-rigid load conditions apply where the loading is other than in Note 1.
4. Loading up to 4'-0" above rail level must be adequately restrained so that it cannot be displaced laterally.

LEGEND

——— RIGID LOAD CONDITIONS

— — NON-RIGID LOAD CONDITIONS

DIAGRAM 3.



4'-8½" GAUGE LOADING OUTLINES FOR VICTORIAN RAILWAYS

NOTE:

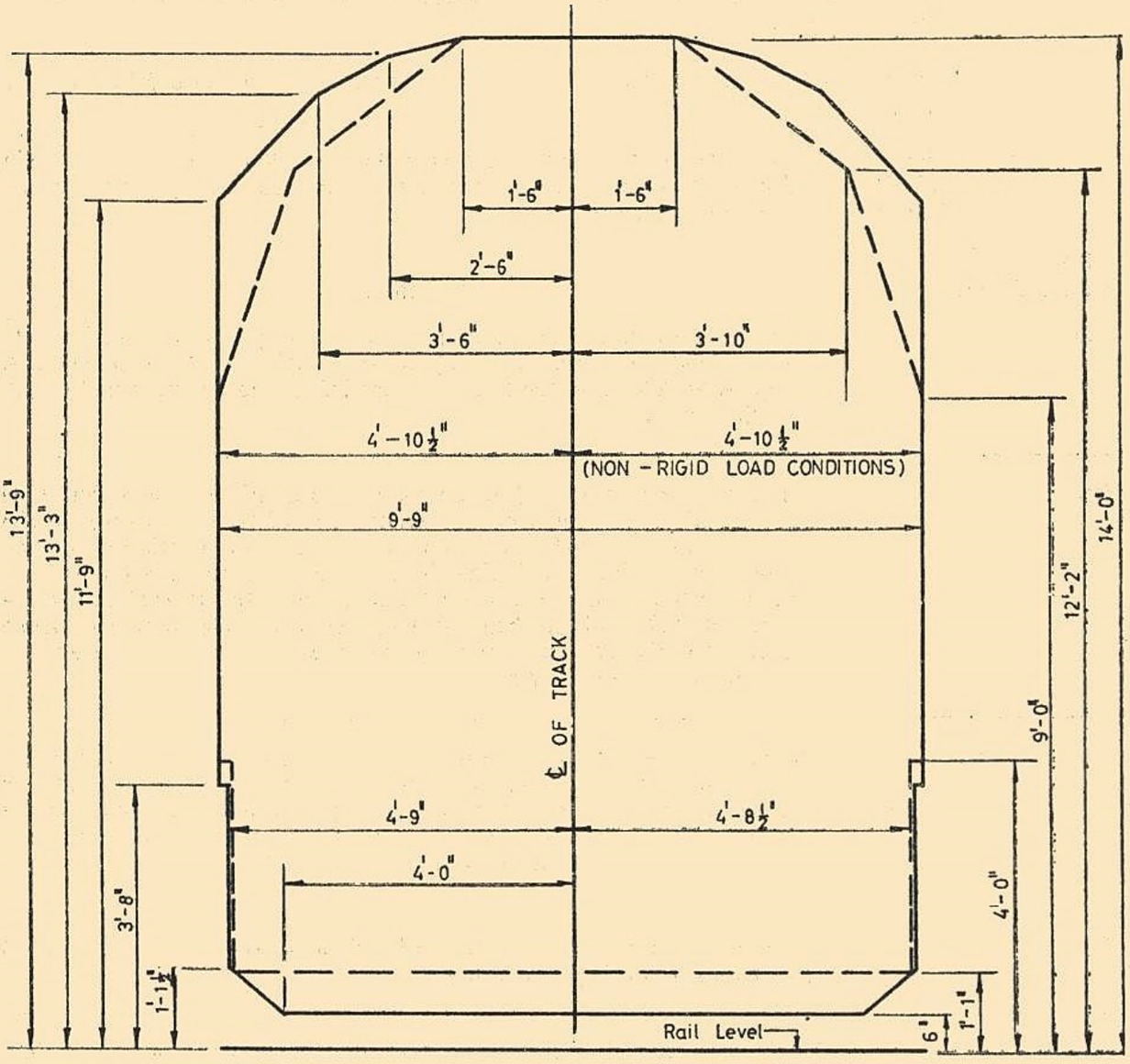
1. Other than for W.A.G.R. and Commonwealth Railways these loading outlines apply to loads on wagons not exceeding 75'-0" in body length and bogie centres not exceeding 53'-0". Where wagon dimensions exceed these figures the possibility of the load becoming out of gauge on curved track due to centre and end throws is to be investigated.
2. Rigid load conditions apply where all portions of the loads are rigidly attached, cannot become displaced and are not subject to inaccurate placing by operating staff.
3. Non-rigid load conditions apply where the loading is other than in Note 1.
4. Loading up to 4'-0" above rail level must be adequately restrained so that it cannot be displaced laterally.

LEGEND

——— RIGID LOAD CONDITIONS

— — NON-RIGID LOAD CONDITIONS.

DIAGRAM 4.



4'-8½" GAUGE LOADING OUTLINES FOR N.S.W. & QUEENSLAND RAILWAYS

NOTE:

1. Other than for W.A.G.R. and Commonwealth Railways these loading outlines apply to loads on wagons not exceeding 75'-0" in body length and bogie centres not exceeding 53'-0". Where wagon dimensions exceed these figures the possibility of the load becoming out of gauge on curved track due to centre and end throws is to be investigated.
2. Rigid load conditions apply where all portions of the loads are rigidly attached, cannot become displaced and are not subject to inaccurate placing by operating staff.
3. Non-rigid load conditions apply where the loading is other than in Note 1.
4. Loading up to 4'-0" above rail level must be adequately restrained so that it cannot be displaced laterally.

LEGEND

——— RIGID LOAD CONDITIONS

— — NON-RIGID LOAD CONDITIONS

9.0 MISCELLANEOUS

9.1 All employees connected with the running of trains must be in possession of a Working Timetable, Book 9, Parts 1 and 2, and the applicable district working timetable. They must make themselves thoroughly conversant with, and obey, the instructions contained therein.

9.2 Distinguishing signs painted on wagon sides are illustrated, and described in diagrams 4, 5, 6, 7.

9.3 A glossary of official standard terms, together with definitions are given in table 9.3.1. To avoid misunderstandings, these terms must be used in all reports, returns and departmental correspondence.

9.3.1

Standard Term	Definition
Block train	A train with a fixed consist used for the conveyance of bulk loading, e.g., wheat, iron ore. The wagons are usually all of the same class, e.g., WW, WO, and the trains run loaded in one direction and empty in the other.
Brake pipe	A 1″ diameter pipe (1¼″ diameter on WW and WO wagons) that runs the length of a train from the leading end of the locomotive, to the rear of the last vehicle. Between vehicles the continuity of the pipe is maintained by flexible hoses. The pipe conveys compressed air from the main reservoir on the locomotive to the auxiliary reservoirs on each vehicle. This term applies to the Westinghouse Brake only. On the Vacuum Brake system a similar pipe 2″ in diameter is defined as the train pipe.
Bogie Exchange	Standard gauge wagons, designated as suitable for bogie exchange, are designed to enable their standard gauge bogies to be replaced by bogies of other gauges, at bogie exchange stations, thus enabling the wagons to be worked over non-standard systems. The class code for these wagons ends with the suffix " X."
Captive stock	Standard gauge rolling stock which by virtue of its size or construction is confined to W.A.G.R. lines.
Consist	The composition of a train. A train consist comprises all the rolling stock behind the locomotive. The consist can be described in specific terms, e.g., passenger consist, general freight consist, block wheat consist, etc.
Coupling cocks	Coupling cocks are provided in the brake pipe at both ends of all locomotives and rolling stock, for the purpose of closing the brake pipe at the end of a train, or isolating any portion of a train, when necessary.
Dual gauge	Railway track with three rails. One rail is common, and of the other two, one is set to the narrow gauge, and one is set to the standard gauge.
Dummy coupling	A metal blank, so shaped that it will fit into the opening of hose coupling heads and when turned to the " lock " position, prevents ingress of dirt, and damage to the joint faces. The dummy coupling is attached to wagon headstocks, and locomotive buffer beams, by means of a chain.
Dynamic brake	A device to augment the brake power available on a train, by allowing diesel locomotive traction motors to generate power which is fed to resistances thus providing retarding force, additional to that of the continuous automatic brake.

9.3.1 (*continued*)

Standard Term	Definition
Foreign Stock	Applied to rolling stock (e.g., foreign wagons, foreign passenger cars, foreign brakevans) from States other than Western Australia, operating, at the time, over the W.A.G.R. standard gauge system.
Grade control valve	A device for slowing down the rate of exhaust of compressed air from the brake cylinders on rolling stock, when trains are descending heavy falling grades, to allow an extended period for the recharge of the brake system.
Gross trailing load	The total load of a train attached to the locomotive drawbar.
Load compensating equipment	Commonly called the empty/load device. A device for limiting the brake power on an empty wagon, to prevent the locking, and consequent skidding of wheels.
Local locomotive	Where multiple heading is involved, the local locomotive is the first locomotive of the multiple combination, and is the locomotive from which the train is driven.
Multiple coupling	Locomotives are said to be multiple coupled when two or more diesel locomotives are coupled to a train, with the power of all locomotives being utilised, the control equipment intercoupled, and the locomotives operated by a single crew in the local locomotive.
Multiple heading	A term used when two or more locomotives of any type haul a train. The locomotives can either be multiple coupled, or each can be operated by a separate crew.
Narrow gauge	The 3′ 6″ gauge.
Remote locomotive(s)	Where multiple heading is involved, the remote locomotive(s) is/are the locomotive(s) which is/are coupled between the local locomotive and the train.
Ruling grade	The ruling grade is compounded from all factors causing resistance, or assistance, to the movement of a train. These factors include the actual slope of the track, track curvature, the length of grades and curves, and the probable speeds of trains. The ruling grade of a section is expressed as the straight continuous grade in unit rise per unit length, that would offer the same resistance to a train, as would the worst combination of factors that the train would encounter in the section.
Standard gauge	The 4′ 8½″ gauge.
Triple valve isolating cock	A device fitted in the branch pipe of all vehicles, and provided to isolate the brake equipment on a vehicle, should any part of that equipment become defective. The brake equipment is isolated when the handle of the isolating cock is at right angles to the branch pipe.

9.4 Official definitions of sections of standard gauge railway are as follows :—

FREMANTLE-MIDLAND (for FREMANTLE-LEIGHTON, WOODBRIDGE-MIDLAND).
MIDLAND-AVON YARD.
FREMANTLE-COCKBURN EAST.
ROBB JETTY-KWINANA.
WOODBRIDGE-KWINANA.
WOODBRIDGE-PERTH TERMINAL.
AVON YARD-MERREDIN.
KOOLYANOBBING-KALGOORLIE.

These sections are to be described thus in all reports, returns and departmental correspondence with the qualifications "standard gauge," where both gauges are involved.

9.5 The extent of Dual Gauge Track, and the location of the common rail is as follows :—

Section	Type	Common Rail
Fremantle-North Fremantle	Double	Left—Up Left—Down
Perth Terminal-Bassendean	Double	Right—Up Right—Down
Midland-Forrestfield	Double	Right—Up Left—Down
Midland-Avon Yard	Double	Right—Up Left—Down
Avon Yard-East Northam	Single	Right—Up

9.6 PORTABLE TELEPHONES ON TRAINS

All standard gauge trains between Kalgoorlie and Koolyanobbing are to be equipped with a Portable Telephone and Rods. The telephone circuit to which rods are to be attached are the two lines nearest the track on the lower cross arm.

9.7 DRAWGEAR—PREVENTION OF DAMAGE TO

The following South Australian Railway wagons, used in interstate bogie exchange services are fitted with Farlow or Peerless draft gear :—

Wagon Class	Type	Numbers
OX	Open wagon	All except numbers 64, 67, 70, 71, 73 and 76.
RX	Van	All except 9035.
OAX	Motor body wagon	All.
OMX	Motor transport wagon	All except numbers 86, 87, 88, 89, 90, 91, 92, 93, 94 and 95.

This draft gear has a maximum capacity of 78,000 lb. and to prevent damage, not more than 2,000 tons gross of loading must be marshalled in the rear of any of the above wagons.

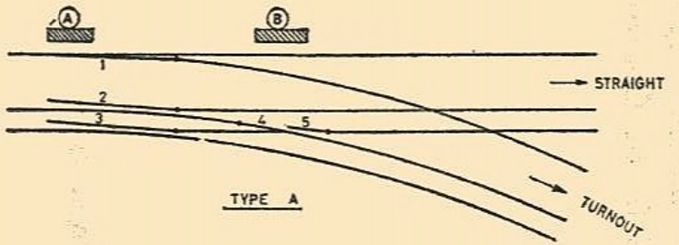
9.8 DUAL GAUGE TURNOUTS WITH MOVABLE "K" SWITCHES

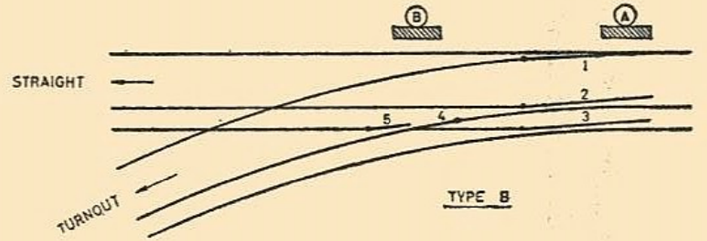
Page 17 illustrates typical layouts of baby blades (movable K's) where a confliction of gauges occurs.

However, it must be noted that as a separate motor operates either the facing or trailing points to the motor which operates the baby blades (movable K's) it may not be necessary on every occasion to hand crank the motor operating the baby blades (movable K's) during a point failure.

For this reason it is necessary to thoroughly examine the points before hand signalling the train to make certain that all points required for the movements are correctly aligned.

EMERGENCY HAND OPERATION OF DUAL GAUGE TURNOUTS WITH MOVABLE 'K' SWITCHES



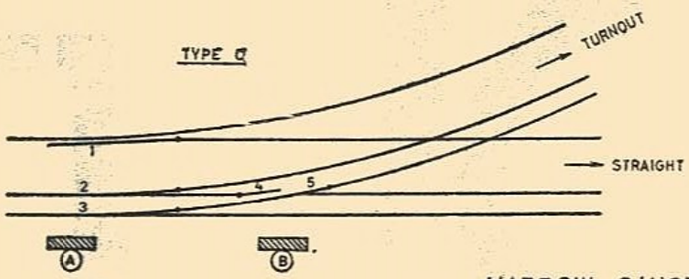


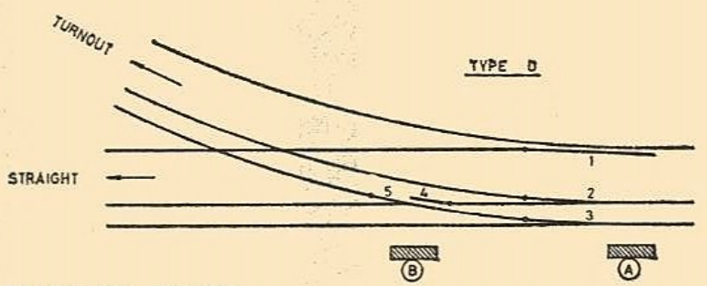
NARROW GAUGE

TRAIN MOVEMENT	METHOD OF HAND OPERATION
THROUGH STRAIGHT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCHES 2 & 3 ONLY
THROUGH TURNOUT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCH 1 ALSO OPERATE POINT MACHINE 'B' TO CLOSE K SWITCH 4 AND OPEN K SWITCH 5

STANDARD GAUGE

TRAIN MOVEMENT	METHOD OF HAND OPERATION
THROUGH STRAIGHT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCHES 2 & 3 ALSO OPERATE POINT MACHINE 'B' TO CLOSE K SWITCH 5 AND OPEN K SWITCH 4
THROUGH TURNOUT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCH 1 ONLY





NARROW GAUGE

TRAIN MOVEMENT	METHOD OF HAND OPERATION
THROUGH STRAIGHT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCH 1 ALSO OPERATE POINT MACHINE 'B' TO CLOSE K SWITCH 4 AND OPEN K SWITCH 5
THROUGH TURNOUT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCHES 2 & 3 ONLY

STANDARD GAUGE

TRAIN MOVEMENT	METHOD OF HAND OPERATION
THROUGH STRAIGHT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCH 1 ONLY
THROUGH TURNOUT	OPERATE POINT MACHINE 'A' TO CLOSE SWITCHES 2 & 3 ALSO OPERATE POINT MACHINE 'B' TO CLOSE K SWITCH 5 AND OPEN K SWITCH 4

COPY OF C.C.E. PLAN No. 57432

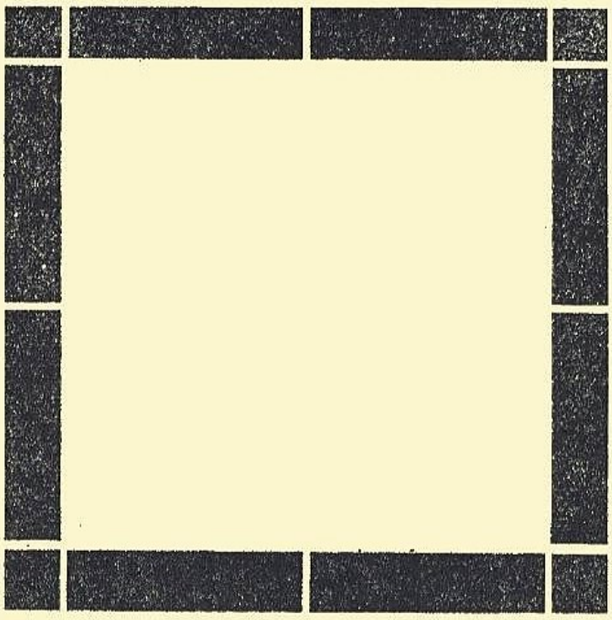


DIAGRAM 4

Sign Denoting Wagon fitted with Load Compensating Equipment

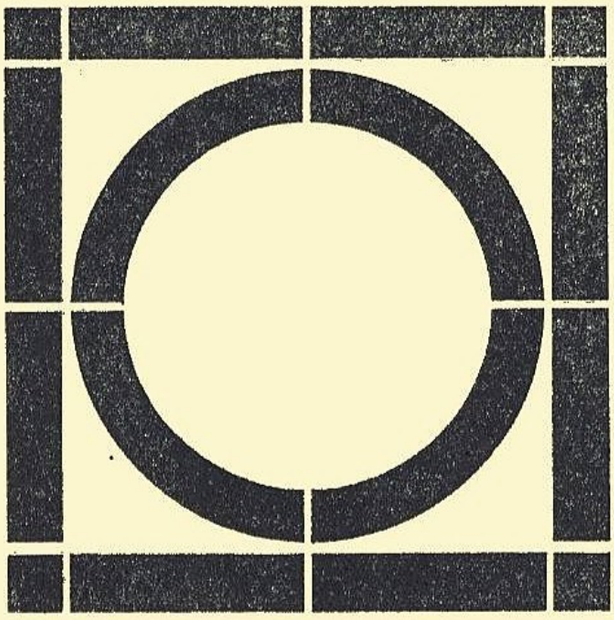


DIAGRAM 5

Sign Denoting Wagon fitted with Load Compensating Equipment and Grade Control Valve

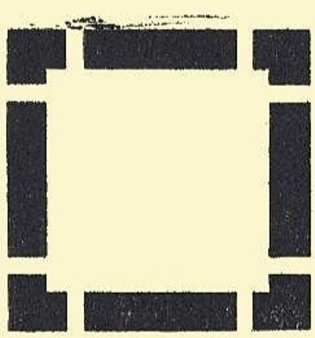


DIAGRAM 6

Sign Denoting position of Handbrake

DIAGRAM 7

SIGN DENOTING MAXIMUM PERMISSIBLE SPEED FOR WAGON

10.0 Railcars—Particulars of

1 Class	2 No. in Service	3 Class of Passenger	4 Description	5 Type	6 Average Tare	7 Load Capacity	8 Length Over End Sills	9 Length Over Coupling Points	10 Inside Measurements			11 Seating Capacity	12 Remarks
									Length	Width	Height at Centre		

11.0 ROLLING STOCK—PARTICULARS OF

11.1 The details of carriage stock in use on the system are given in Paragraphs 11.1.1.

11.2 The details of wagon stock in use on the system are given is Paragraphs 11.2.1.

11.3 The details of brakevan stock in use on the system are given in Paragraphs 11.3.1.

11.4 Goods wagons suitable for Interstate running, including, where necessary, bogie exchange, are identified in Column 11 on Pages 24-25. These wagons are fitted with an approved Westinghouse brake system, which includes a load compensating device and a grade control valve. All such wagons can be recognised by a black square with 16½" sides containing a black circle, painted on either side of the wagon adjacent to the vehicle number and classification. (See Paragraph 9.2, Diagram 5.) The class code for these wagons ends with the suffix "X."

11.1.1 Carriage Stock—Particulars of

1	2	3	4	5	6	7	8 Inside Measurements			9 No. of Compartments			10	11
Class	Class of Passen-ger	Type	Average Tare	Load Capacity	Length Over End Sills	Length Over Coupling Points	Length	Width	Height at Centre	1st	2nd	One Class	Seating Capacity	Remarks

1 Class	2 No. in Service	3 Description	4 Type	5 Average Tare	6 Load Capacity		7 Length Over End Sills	8 Length Over Coupling Points	9 Inside Measurements			10 Door Width Opening	11 Remarks
					Weight	Volume			Length	Width	Height at Centre		
				T. C. Q.	T. C. Q.	Cub. ft.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
JTD	2	Fuel Tank Wagon	Bogie	27 4 0	46 4 0	11,000 gals.	52 10½	55 10½	....	....	....	....	Fitted with Westinghouse brake but designed for conversion to narrow gauge. To convey fuel oil
WF	96	Flat Top Wagon	do.	26 13 2	53 6 2	....	54 0	57 0	54 0	8 8½	....	....	W.A.G.R. captive
WFCX	3	do.	do.	24 10 0	50 10 0	....	75 0	77 11	75 0	9 0	....	....	Suitable for Interstate Bogie Exchange. Fitted with Empty/Load device, and Grade Control Valve
WFX	89	do.	do.	23 2 0	51 18 0	....	63 0	65 11 1/16	....	9 0	....	....	do. do. do.
WFW	11	Iron Ore Container Wagon	do.	25 14 0	68 6 0	....	54 0	57 0	54 0	9 6	....	....	Converted from WF flat top wagon Westinghouse air brakes. Fitted with Empty/Load device
WGS	88	Open Freight Wagon	do.	25 13 0	49 7 0	....	56 0	58 11 1/16	56 0	8 4⅝	5 0	....	Westinghouse air brakes. Fitted with Empty/Load device and Grade Control Valve
WGX	60	Open Freight Wagon	do.	25 15 0	49 5 0	2,350	56 0	58 11 1/16	56 0	8 4⅝	5 0	10 0 (With Centre Pillar Removed)	Suitable for Interstate Bogie Exchange. Fitted with Empty/Load device, and Grade Control Valve
WK	2	Bulk Cement Tank Wagon	do.	23 4 0	70 16 0	2,552	62 5	65 4	....	....	....	....	Two compartment tank. Westinghouse air brakes. Fitted with Empty/Load device

1 Class	2 No. in Service	3 Description	4 Type	5 Average Tare	6 Load Capacity		7 Length over End Sills	8 Length over Coupling Points	9 Inside Measurements			10 Door Width Opening	11 Remarks
					Weight	Volume			Length	Width	Height at Centre		
				T. C. Q.	T. C. Q.	cub. ft.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
WMA	10	Motor Car Carrier	Bogie	30 4 0	12 0 0	....	54 0	57 0	54 0	9 6	....	....	Westinghouse air brakes. Fitted with Empty/Load Device, and Grade Control Valve
WMX	10	do. do.	do	20 0 0	12 0 0	....	75 0	77 11	75 0	9 0	....	....	Nos. 34001-34010 purchased from Commonwealth Railways. Westinghouse air brakes. Fitted with Empty/Load Device and Grade Control valve
WO	101	Iron ore wagon	do	21 16 0	72 4 0	1,018	31 7½	34 11½	29 0 (Bottom) 30 2 (Top)	7 6 (Bottom) 8 8 (Top)	4 3	....	W.A.G.R. captive. Rotary automatic coupler fitted on one end. Fitted with ABSD Westinghouse brake gear
WQX	2	Flat top wagon with bulkhead ends	do.	20 0 0	55 0 0	....	56 0	58 11 1/16	....	....	....	....	Suitable for Interstate bogie exchange. Westinghouse air brake. Fitted with Empty/Load device and grade control valve
WSA	1	Wreckmaster wagon with tractor	do.	41 13 0	52 7 0	....	54 0	57 0	....	9 6	....	....	W.A.G.R. captive. No. 30119. Westinghouse air brake. Fitted with Empty/Load device
WSB	1	Service wagon with equipment	do.	....	....	3,550	50 6	53 6	50 6	8 4	7 6	12 2½	W.A.G.R. captive. No. 30701. Westinghouse air brake. Fitted with Empty/Load device
WSF (Long)	8	Sleeper wagon	do.	15 16 0	36 2 0	....	35 0	37 6½	....	8 6	....	....	W.A.G.R. captive. Converted from Commonwealth Railway stock

1 Class	2 No. in Service	3 Description	4 Type	5 Average Tare	6 Load Capacity		7 Length over End Sills	8 Length over Coupling Points	9 Inside Measurements			10 Door Width Opening	11 Remarks
					Weight	Volume			Length	Width	Height at Centre		
				T. C. Q.	T. C. Q.	cub. ft.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
WSF (Short)	2	Sleeper Wagon	Bogie	15 9 0	40 0 0	....	33 0	35 6½	....	8 3	....	....	W.A.G.R. captive. Converted from Commonwealth Railway Stock
WSG	1	General purpose wagon	do.	15 15 0	36 2 0	....	35 0	37 6½	34 8⅝	8 0	2 1¼	3 doors 11 4½	Converted from WSF sleeper wagons. Fitted with automatic couplers
WSG	1	do. do.	do.	15 9 0	40 0 0	....	33 0	35 6½	32 8⅝	8 0	2 1¼	3 doors 10 8½	do. do. do.
WSH	45	Ballast wagon. Bottom discharge	do.	22 11 0	57 9 0	1,380	38 9 9/16	41 8 13/16	33 0	9 0½	5 2	....	W.A.G.R. captive
WSJ	47	do. do.	4-wh.	7 0 0	15 0 0	342	18 0	20 6½	14 9	8 0	....	....	W.A.G.R. captive. Converted from Commonwealth Railway stock
WSP	2	Ballast plough	Bogie	14 1 0	....	....	33 0	35 0½	....	....	....	....	do. do. do.
WVB	6	Covered wagon	Single	13 9 3	26 10 1	2,267	29 4	32 3	29 2	8 5¼	9 11½	6 6¾	W.A.G.R. captive. AF type Westinghouse air brake
WVX	122	do.	Bogie	24 16 0	50 4 0	3,936	56 0	58 11 1/16	56 0	8 3 13/16	7 10¼	12 0	Suitable for Interstate bogie exchange. Fitted with Empty/Load device, and grade control valve
WW	140	Wheat hopper wagon. Bottom discharge	do.	24 13 0	69 7 0	3,150	42 7	45 6 9/16	39 4½ (Top)	10 6	....	....	W.A.G.R. captive. Fitted with ABSD Westinghouse brake gear

1	2	3	4	5	6	7	8	9			10
Class	No. in Service	Description	Type	Average Tare	Load Capacity	Length over End Sills	Length over Coupling Points	Inside Measurement			Remarks
								Length	Width	Height at Centre	
				T. C. Q.	T. C. Q.	ft. in.	T. in.	ft. in.	ft. in.	ft. in.	
WBA	5	Goods	Bogie	26 10 0	12 0 0	37 6	40 $5\frac{1}{16}$	10 $6\frac{5}{8}$ 9 $5\frac{9}{10}$ 16 $9\frac{13}{16}$	8 $11\frac{7}{8}$	8 $11\frac{3}{4}$	
WBC	10	Goods	Bogie	23 9 0	12 0 0	37 6	40 $5\frac{1}{16}$	10 $7\frac{5}{8}$ 9 $5\frac{5}{8}$ 16 $8\frac{3}{4}$	8 $11\frac{3}{4}$	8 $11\frac{3}{4}$	
WBD	2	Interstate freight brakevan, and crew van	Bogie	41 13 1	12 0 0	75 0	78 2	21 1 9 0 8 6 4 6 6 $11\frac{1}{2}$ 6 $11\frac{1}{2}$ 6 $11\frac{1}{2}$ 3 0 6 $11\frac{1}{2}$	9 $2\frac{1}{8}$	8 $11\frac{3}{4}$	

11.4.1 Privately Owned Wagons

1	2	3	4	5	6	7	8	9	10			11	12
									Inside Measurement				
Class	No. in Service	Description	Type	Average Tare	Load	Capacity	Length over End Sills	Length over Coupling Points	Length	Width	Height at Centre	Door Opening Width	Remarks
				T. C. Q.	T. C. Q.	Galls.	ft. in.	ft. in.					
WJD	2	Oil Tank Wagon	Bogie	19 7 0 19 19 1	74 8 0 73 15 3	20,000 20,127	63 2	66 0	....	....	....	....	Nos. 501, 502, Mobil Oil Aust. Pty Ltd
WJE	....	Oil Tank Wagon	Bogie	19 17 1	73 17 3	21,777	68 8	71 6	....	....	....	....	No. 506, Mobil Oil Aust. Pty Ltd
WN	....	Nickel Concentrate Tank Wagon	Bogie	....	....	cu. ft. 1,450	41 9	44 8	....	....	....	....	Nos. 501-530, Western Mining Corp. Pneumatic discharge

12.0 SECTION RUNNING TIMES

12.1 Section running times given in the schedules in Paragraphs 17.0 and 18.0 refer to through running, and are given in minutes.

12.2 The following additional allowances for starting and stopping must be added when necessary :—

Passenger trains	+ 2 minutes
Empty block wheat consists hauled by one K class locomotive	+ 2 minutes
Loaded block wheat consists hauled by one K class locomotive	+ 4 minutes
Empty block ore and wheat consists hauled by L class locomotives	+ 4 minutes
General freight	+ 4 minutes
Loaded block ore and wheat consists hauled by L class locomotives	+ 6 minutes

Half of the allowance is to be applied for starting, and half for stopping.

13.0 SPEEDS—MAXIMUM ALLOWED FOR WAGON STOCK

13.1 The maximum speeds given in the following paragraphs are subject to any lower speed restrictions that may be applied from time to time for any reason.

13.2 Except where mentioned in Paragraph 13.3, the maximum permissible speed of bogie freight wagons and brakevans is 60 m.p.h.

13.3 Restrictions apply to the running of certain wagons as follows :—

Details	Maximum Permissible Speed
	m.p.h.
Empty WSH ballast hopper	50
Loaded WO wagons	40
Wagons conveying long lengths of flashbutt welded rails	45
Loaded WSH ballast hopper	45
WSJ 4-wheel ballast hopper	35
WSP ballast plough	30
WSF bogie flat top wagon	45

14.0 SPEED—RESTRICTIONS DUE TO CHARACTERISTICS OF TRACK AND STRUCTURE

14.1 When a reduction of speed is notified it is to be taken as the maximum permissible speed for any and all trains, and applies from the time that the leading locomotive on a train passes the speed restriction board, until the time that the rear vehicle on the train passes the end of speed restriction board. Thus speed must be reduced for the length of the restriction, plus the length of the train.

14.2 The permissible speeds on standard and dual gauge sections are shown by the following track signs exhibited in series :—

14.2.1 Speed restriction warning board.

This board, which is 16 in. square, painted black with a reflectorised yellow diagonal cross and mounted on a white post is placed 550 yards before the speed restriction board.

14.2.2 Speed restriction board.

This board, which is rectangular 28 in. x 16 in., painted black with 12 in. reflectorised yellow figures and mounted on a white post, is placed at the start of a restriction.

14.2.3 End of speed restriction board.

This board, which is similar to the speed restriction board with the addition of a reflectorised yellow diagonal strip through the figures, is placed at the finish of a restriction.

14.8 Trains entering or leaving loops, or otherwise diverging from a straight road, will be restricted to the following maximum speeds:—

Serial	Detail	Maximum Speed m.p.h.	Remarks
1	1 in 14 standard gauge turnouts	30	Turnout speed indicator boards erected
2	1 in 14 dual and narrow gauge turnouts	25	Turnout speed indicator boards erected
3	1 in 10 standard gauge turnouts	20	Turnout speed indicator boards erected
4	Where main line diverges through a turnout	10	Turnout speed indicator boards erected
5	All other turnouts	10	Turnout speed indicator boards NOT erected

15.0 WEIGHT OF VEHICLES—RULES FOR COMPUTING

15.1 In computing the weight of vehicles on a train, amounts under 5 cwt are not counted. Amounts between 5 cwt and up to but not including 14 cwt are to be counted as ½ ton, and 14 cwt and over are to be counted as one ton.

15.2 The actual load in a brakevan is to be counted when computing a train load.

15.3 When any vehicle fitted with an axle-driven electric light dynamo is attached to any train, one ton is to be added to the tare.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS

WORKING TIME TABLE

BOOK No. 9 – PART II

TRAIN OPERATING DATA

16.0 Maximum Speeds, Locomotive: Permitted to Operate and Weight of Rail for all Sections

Section	Weight of Rail	Maximum Speed (m.p.h.				Locomotives Permitted to Operate
		Passenger Vehicles	Axle Loads			
			4-wheel 20 ton	Bogie 20 ton	Bogie 23½ ton	
	lb.					
Perth Terminal-Midland	94/82	45	45	45	45	All Classes
Midland-Avon Yard	94	65	55	55	50*	,,
Avon Yard-Koolyanobbing	94	70	55	55	50*	,,
Koolyanobbing-Ore Spur	94	....	30	30	30	,,
Koolyanobbing-Kalgoorlie	94	70	55	55	50*	,,
Midland-Kwinana	94	50	50	50	50*	,,
Kwinana-A.I.S. Spur	94	....	20	20	20	,,
Kwinana-Kwinana Loop	94	....	20	20	20	,,
Cockburn Junction-Leighton	94	50	50	50	50*	,,

* For trains comprising of more than 10 fully loaded 23½ ton axle load vehicles the maximum speed of that train must not exceed 45 m.p.h.

17.0 SECTION RUNNING TIMES

17.1 DOWN DIRECTION

1	2	3	4					5	
Section	Empty Block Grain	Empty Block Ore	General Freight					Passenger	
			5/10	6/10	7/10	8/10	Max.	Rail-car	Inter-state
Kwinana-Walliabup	....	24							
Leighton-Fremantle	5	....							
Walliabup	21	....							
Kewdale	12	12							
Midland	10	10							
Jumperkine	23	23							
Moondyne	16	16							
West Toodyay	21	21							
Avon Yard	22	22							
Seabrook	8	8							
Grass Valley	12	12							
Meckering	18	18							
Cunderdin	20	20							
Tammin	17	17							
Bungulla	17	17							
Kellerberrin	9	9							
Doodlakine	14	14							
Hines Hill	17	17							
Merredin Yard	14	14							
Burracoppin	....	27							
Carrabin	....	18							
Bodallin	....	21							
Moorine Rock	....	21							
Southern Cross	....	22							
Lake Julia	....	20							
Koolyanobbing	....	20							
Koolyanobbing - Ore Bins	....	7							
Darrine									
Jaurdi									
Wallaroo									
Stewart									
Bonnie Vale									
Kalgoorlie									

17.2 NOTES :—See Paragraphs 12.1 and 12.2, in Pt. I—General Instructions, for acceleration and deceleration allowances.

The section times in column 2 apply to trains consisting of one K class locomotive, 20 empty WW or 25 empty WG wagons, or multiples of this consist, and one brakevan.

The section times in column 3 apply to trains consisting of one K class locomotive, 22 empty WO wagons, or multiples of this consist, and one brakevan.

General freight timings in column 4 are for the maximum authorised locomotive loads detailed in Paragraph 18.0 and fractions thereof.

17.6 UP DIRECTION.

1	2	3	4					5	
Section	Loaded Block Grain	Loaded Block Ore	General Freight					Passenger	
			5/10	6/10	7/10	8/10	Max.	Rail-car	Inter-state
Kalgoorlie-Bonnie Vale									
Stewart									
Wallaroo									
Jaurdi									
Koolyanobbing									
Ore Bins-Koolyanobbing	....	8							
Lake Julia	....	30							
Southern Cross	....	24							
Moorine Rock	....	33							
Bodallin	....	30							
Carrabin	....	30							
Burracoppin	....	22							
Merredin Yard	....	51							
Hines Hill	16	18							
Doodlakine	21	22							
Kellerberrin	20	21							
Bungulla	27	27							
Tammin	15	16							
Cunderdin	17	19							
Meckering	22	24							
Grass Valley	26	27							
Seabrook	12	13							
Avon Yard	8	9							
West Toodyay	25	26							
Moondyne	24	27							
Jumperkine	17	19							
Midland	22	24							
Kewdale	14	15							
Walliabup	18	18							
Fremantle	22	....							
Leighton	8	....							
Kwinana	....	28							

17.7 NOTES :—

See Paragraphs 12.1 and 12.2, in General Instructions, for acceleration and deceleration allowances.

The section times in column 2 apply to trains consisting of one K class locomotive, 20 loaded WW or 25 loaded WG wagons and multiples of this consist, and one brakevan.

The section times in column 3 apply to trains consisting of one K class locomotive, 22 loaded WO wagons, or multiples of this consist, and one brakevan.

General freight timings in column 4 are for the maximum authorised locomotive loads detailed in Paragraph 18.0 and fractions thereof.

18.0 Train Loads for Locomotive Classes

Section	1st May-30th September								1st October-30th April							
	Loaded WW and WO wagons				Other Rolling Stock				Loaded WW and WO wagons				Other Rolling Stock			
	H	J	K	L	H	J	K	L	H	J	K	L	H	J	K	L
DOWN—																
Leighton-Cockburn East	2,400	1,950	2,900	4,500	1,950	1,600	2,500	3,800	2,600	1,950	2,900	4,700	2,150	1,600	2,500	4,000
Kwinana-Cockburn East-Midland	2,400	1,950	2,900	4,500	1,950	1,600	2,500	3,800	2,600	1,950	2,900	4,700	2,150	1,600	2,500	4,000
Midland-Avon Yard	2,400	1,950	2,900	4,500	1,950	1,600	2,500	3,800	2,600	1,950	2,900	4,700	2,150	1,600	2,500	4,000
Avon Yard-Koolyanobbing	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
Koolyanobbing-Ore Bins	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
Koolyanobbing-Kalgoorlie	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
UP—																
Kalgoorlie-Koolyanobbing	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
Ore Bins-Koolyanobbing	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
Koolyanobbing-Avon Yard	1,850	1,550	2,300	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300
Avon Yard-Midland	2,400	1,950	2,900	4,500	1,950	1,600	2,500	3,800	2,600	1,950	2,900	4,700	2,150	1,600	2,500	4,000
Midland-Cockburn East-Kwinana	2,400	1,950	2,900	4,500	1,950	1,600	2,500	3,800	2,600	1,950	2,900	4,700	2,150	1,600	2,500	4,000
Cockburn East-Leighton	1,850	1,550	2,800	3,600	1,600	1,300	2,050	3,100	2,000	1,550	2,300	3,800	1,750	1,300	2,050	3,300

18.1 Maximum Train Loads Kalgoorlie to Parkeston

	L Class Locomotives Tons
Down	
Kalgoorlie to Parkeston—	
1st October to 30th April	1,700
1st May to 30th September	1,800
Up	
Parkeston to Kalgoorlie—	
1st October to 30th April	1,900
1st May to 30th September	1,800

19.0 MARSHALLING INSTRUCTIONS

Wagon Classes WJD, WJE (Oil Tankers), WK, WN, WW and WWA loaded to 23½ ton axle loads must be marshalled in the lead of the train. For the WJD and WJE Classes (Oil Tankers), at least one bogie " spacer " vehicle containing non-inflammable material must be positioned between the locomotive and such wagons. Should more than 10 fully loaded wagons of the class listed above be marshalled in the lead of any one train, the maximum speed of that train must not exceed 45 m.p.h.

20.0 BRAKEVANS—PROVISION OF

For transit of the empty " Trans-Australian " or the " Indian Pacific " passenger consists between Perth Terminal and Forrestfield and vice versa, it will not be necessary to have a brakevan at the rear of the train. A carriage equipped with brake handle or a VDM mail van, correctly targetted, may be the last vehicle on the train.

Two VDM mail vans may be trailed in either direction between Perth Terminal and Forrestfield, behind a carriage equipped with brake handle.

The guard must ride in the last carriage so equipped.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS

WORKING TIME TABLE

BOOK No.9 – PART III

TIME TABLES

GENERAL INSTRUCTIONS

AND

WORKING NOTES

GENERAL INSTRUCTIONS

DOWN TRAFFIC

No. 1283 The Indian Pacific and Trans-Australian conveys passengers for the Eastern States and stops to pick up at Northam, Cunderdin, Kellerberrin, Merredin, Bodallin, Southern Cross and Koolyanobbing only.
No. 1029 conveys Eastern States traffic ex Leighton for No. 1201 ex Forrestfield.
No. 1041 conveys traffic ex Kwinana for No. 1023 ex Forrestfield.
No. 1045 conveys Eastern States and Intrastate traffic ex Leighton for Nos. 1205 and 1023 ex Forrestfield.
No. 1047 conveys traffic ex Kwinana for Nos. 1027 and 1021 ex Forrestfield.
No. 1049 conveys traffic ex Leighton for No. 1021 ex Forrestfield.

UP TRAFFIC

No. 1284 The Indian Pacific and Trans-Australian conveys passengers from the Eastern States and stops to set down at Koolyanobbing, Southern Cross, Bodallin, Merredin, Kellerberrin, Cunderdin and Northam only.
Nos. 1030 and 1032 convey Eastern States traffic for Leighton off Nos. 1204 and 1208 at Forrestfield.
No. 1038 conveys Kwinana traffic off Nos. 1030 and 1032.
No. 1042 conveys Leighton traffic off Nos. 1030 and 1032.

WORKING NOTES

MILEAGES

The mileages shown in time tables are not to be taken for rates purposes.

LEIGHTON YARD OR KWINANA TO TAMMIN
PERTH TERMINAL TO TAMMIN

DOWN

TABLE 150

Mile Post Miles from Perth	Perth (via Ftle)	Wood-bridge East		1021 F'ght M. Tu. W. Th. F. S.	1201 F'ght M. Tu. W. Th. F. S. C. Su.	1007 Ety. Grain C.	1009 Ety. Grain C.	
M. C.	M. C.	M. C.		a.m.	a.m.	a.m.	a.m.	
9 54	....	....	LEIGHTON YARD§ .... dep.	....	....	3 20	5 0	....
11 68	....	....	FREMANTLE§¶ .... ,,	....	....	3 27	5 7	....
....	14 48	....	ROBB JETTY¶ .... ,,	....	....	3 37	5 17	....
....	17 74	....	Cockburn North¶ .... ,,	....	....	....	....	....
....	18 71	22 28	Cockburn South¶ .... dep.	....	....	....	....	....
....	26 47	30 04	KWINANA¶ .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	....	....	....	....	....
....	....	....	Cockburn South¶ .... ,,	....	....	....	....	....
....	18 55	21 45	Cockburn East¶ .... dep.	....	....	....	....	....
....	....	12 76	Walliabup¶ .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	....	....	3 48	5 28	....
....	....	4 37	FORRESTFIELD¶¶ .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	12 50	3 20	4 0	5 40	....
....	....	0 30	Woodbridge South¶¶ .... ,,	....	....	....	....	....
1 23	....	....	PERTH TERMINAL§ .... dep.	....	....	....	....	....
....	....	....	BASSENDEAN§ .... ,,	....	....	....	....	....
9 01	....	....	Woodbridge West¶¶ .... ,,	....	....	....	....	....
....	....	....	Woodbridge South¶¶ .... dep.	....	....	....	....	....
....	....	....	FORRESTFIELD¶¶ .... arr.	....	....	....	....	....
9 42	....	....	Woodbridge East¶¶ .... ,,	....	....	....	....	....
10 28	....	....	MIDLAND¶¶ .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	1 3	3 33	4 10	5 50	....
18 43	....	....	Millendon Jct.¶¶ .... ,,	....	....	....	....	....
26 56	....	....	Jumperkine¶¶ .... ,,	1 28	3 58	4 33	6 13	....
39 13	....	....	Moondyne¶¶ .... ,,	1 51	4 21	4 49	6 29	....
56 52	....	....	WEST TOODYAY¶¶ .... ,,	2 22	4 52	5 10	6 50	....
58 74	....	....	Toodyay .... ,,	....	....	....	....	....
72 77	....	....	AVON YARD¶¶§ .... arr.	2 48	....	5 35	7 15	....
						—1030		
....	....	....	Do. .... dep.	3 30	5 16	6 25	....	....
76 12	....	....	NORTHAM .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	....	....	....	....	....
76 34	....	....	East Northam§¶ .... ,,	....	....	....	....	....
77 49	....	....	Seabrook¶ .... arr.	....	....	....	....	....
....	....	....	Do. .... dep.	3 39	5 23	6 35	....	....
83 29	....	....	Grass Valley¶ .... arr.	3 52	....	....	....	....
				—1208				
				—1284				
....	....	....	Do. .... dep.	4 42	5 34	6 47	....	....
96 35	....	....	MECKERING¶ .... arr.	5 12	6 2	7 7	....	....
						—1032		
....	....	....	Do. .... dep.	5 42	6 12	7 25	....	....
112 07	....	....	CUNDERDIN¶ .... arr.	6 10	6 38	7 47	....	....
				—1201	—1021	—1030		
				—1032	—1032			
....	....	....	Do. .... dep.	7 10	6 43	8 10	....	....
125 71	....	....	TAMMIN¶ .... arr.	7 34	....	....	....	....
				—1030				

For particulars of Metropolitan Area shunters see Tables 154-155.

LEIGHTON YARD OR KWINANA TO TAMMIN
PERTH TERMINAL TO TAMMIN

DOWN

TABLE 150 Continued

		1051 Ety. Ore M. Tu. W. Th. F.	1285 Ety. Carrs. Daily	1015 Ety. Grain C.	1205 Fast F'ght Daily	1023 F'ght M. Tu. W. Th. F. S.	1027 F'ght M. Tu. W. Th. F. C. Su.	1283 Pass. Daily †	1053 Ety. Ore Su. M. Tu. W. Th. F.	
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
LEIGHTON YARD	dep.	....	....	12 30	....	....	....	....	....	....
FREMANTLE	,,	....	....	12 37	....	....	....	....	....	....
ROBB JETTY	,,	....	....	12 47	....	....	....	....	....	....
Cockburn North	,,	....	....	....	....	....	....	....	....	....
Cockburn South	dep.	....	....	....	....	....	....	....	....	....
KWINANA	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	8 20	....	....	....	....	....	....	11 0	....
Cockburn South	,,	....	....	....	....	....	....	....	....	....
Cockburn East	dep.	....	....	....	....	....	....	....	....	....
Walliabup	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	8 46	....	12 58	....	....	....	....	11 26	....
FORRESTFIELD	arr.	9 0	....	....	....	....	....	....	11 40	....
									M. Tu. W. Th. F. S. a.m.	
Do.	dep.	9 50	....	1 10	6 0	7 0	9 0	....	12 35	....
Woodbridge South	,,	....	....	....	....	....	....	....	....	....
PERTH TERMINAL	dep.	....	8 30	....	....	....	....	9 30	....	....
BASSENDEAN	,,	....	8 45	....	....	....	....	9 45	....	....
Woodbridge West	,,	....	....	....	....	....	....	....	....	....
Woodbridge South	dep.	....	....	....	....	....	....	....	....	....
FORRESTFIELD	arr.	....	9 0	....	....	....	....	....	....	....
Woodbridge East	arr.	....	....	....	....	....	....	....	....	....
MIDLAND	,,	....	....	....	....	....	....	....	....	....
Do.	dep.	10 2	....	1 20	6 13	7 13	9 13	9 55	12 47	....
Millendon Jct.	,,	....	....	....	....	....	....	....	....	....
Jumperkine	,,	10 25	....	1 43	6 36	7 38	9 38	10 16	1 10	....
Moondyne	,,	10 41	....	1 59	6 55	8 1	10 1	10 33	1 26	....
WEST TOODYAY	,,	11 2	....	2 20	7 21	8 32	10 32	10 56	1 47	....
Toodyay	,,	....	....	....	....	....	....	....	....	....
AVON YARD	arr.	....	....	2 45	....	8 58	10 58	....	....	....
						—1026	—1018			
						—1204	—1283			
Do.	dep.	11 24	....	....	7 42	10 0	11 40	11 16	2 9	....
NORTHAM	arr.	....	....	....	....	....	....	11 20	....	....
Do.	dep.	....	....	....	....	....	....	11c25	....	....
East Northam	,,	....	....	....	....	....	....	....	....	....
Seabrook	arr.	....	....	....	....	....	....	....	....	....
									—1054	
Do.	dep.	11 32	....	....	7 48	10 9	11 49	11 28	2 17	....
Grass Valley	arr.	....	....	....	....	....	Tu.	....	....	....
					—1026	—1018	W. Th. F. S. C. M. a.m.			
Do.	dep.	11 44 p.m.	....	....	7 57	10 20	12 0	11 36	2 29	....
MECKERING	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	12 2	....	....	8 18	10 46	12 26	11 53	2 47	....
CUNDERDIN	arr.	....	....	....	....	....	12 52	....	3 9	....
					—1204		—1054	a.m.	—1208	
Do.	dep.	12 22	....	....	8 40	11 10	1 0	12c13	3 21	....
TAMMIN	arr.	12 41	....	....	....	....	....	....	3 40	....
					—1018			—1054	—1284	

For particulars of Metropolitan Area shunters see Tables 154-155.
† The Indian Pacific (Su. Th.), Trans-Australian (M. Tu. W. F. S.).

TAMMIN TO KWINANA OR LEIGHTON YARD
TAMMIN TO PERTH TERMINAL

UP

TABLE 151

		1054 Ore Tu. W. Th. F. S.	1208 Fast F'ght. Daily	1284 Pass. †	1032 F'ght. M. Tu. W. Th. F. S.	1008 Grain C.	1030 F'ght. M. Tu. W. Th. F. S.	1016 Grain C.	1052 Ore M. Tu. W. Th. F. S.	
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
TAMMIN	dep.	12 33	2 58	3 45	6 22	....	7 39	....	3 34	....
CUNDERDIN	arr.	....	....	....	....	....	....	....	....	....
					—1201					
		—1027	—1053		—1021		—1007			
Do.	dep.	12 55	3 16	4b 3	6 40	....	7 58	....	3 56	....
MECKERING	arr.	....	....	....	7 3	....	....	....	....	....
					—1007					
Do.	dep.	1 19	3 36	4 22	7 10	....	8 21	....	4 20	....
Grass Valley	arr.	....	....	....	....	....	....	....	....	....
			—1021	—1021						
Do.	dep.	1 46	3 57	4 38	7 35	....	8 50	....	4 47	....
Seabrook	arr.	2 2	....	....	....	....	....	....	....	....
		—1053								
Do.	dep.	2 20	4 6	4 46	7 42	....	8 58	....	5 0	....
East Northam	,,	....	....	....	....	....	....	....	....	....
NORTHAM	arr.	....	....	4 50	....	....	....	....	....	....
Do.	dep.	....	....	5b 5	....	....	....	....	....	....
AVON YARD	arr.	....	....	....	7 50	....	9 7	....	....	....
Do.	dep.	2 32	4 12	5 10	8 20	9 0	9 42	4 30	5 9	....
Toodyay	,,	....	....	....	....	....	....	....	....	....
WEST TOODYAY	,,	2 58	4 33	5 32	8 44	9 27	10 7	4 57	5 35	....
Moondyne	,,	3 25	4 56	5 53	9 7	9 51	10 30	5 21	6 2	....
Jumperkine	,,	3 44	5 12	6 9	9 23	10 8	10 46	5 38	6 21	....
Millendon Junction	,,	....	....	....	....	....	....	....	....	....
MIDLAND	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	4 8	5 33	6 30	9 44	10 30	11 8	6 0	6 45	....
Woodbridge East	,,	....	....	....	....	....	....	....	....	....
FORRESTFIELD	dep.	....	....	....	....	....	....	....	....	....
Woodbridge South	,,	....	....	....	....	....	....	....	....	....
Woodbridge West	dep.	....	....	....	....	....	....	....	....	....
BASSENDEAN	,,	....	....	6 40	....	....	....	....	....	....
PERTH TERMINAL	arr.	....	....	7 0	....	....	....	....	....	....
Woodbridge South	dep.	....	....	....	....	....	....	....	....	....
FORRESTFIELD	arr.	....	5 45	....	9 55	....	11 20	....	....	....
		—1031							—1047	
Do.	dep.	4 23	....	....	....	10 44	....	6 14	7 0	....
Walliabup	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	4 41	....	....	....	11 2	....	6 32	7 18	....
Cockburn East	,,	....	....	....	....	....	....	....	....	....
Cockburn South	dep.	....	....	....	....	....	....	....	....	....
KWINANA	arr.	5 12	....	....	....	....	....	....	7 50	....
Do.	dep.	....	....	....	....	....	....	....	....	....
Cockburn South	,,	....	....	....	....	....	....	....	....	....
Cockburn North	dep.	....	....	....	....	....	....	....	....	....
ROBB JETTY	,,	....	....	....	....	11 15	....	6 45	....	....
FREMANTLE	,,	....	....	....	....	11 25	....	6 55	....	....
LEIGHTON YARD	arr.	....	....	....	....	11 35	....	7 5	....	....

For particulars of Metropolitan Area shunters see Tables 154–155.
† The Indian Pacific (Su. Th.), Trans-Australian (M. Tu. W. F. S.).

TAMMIN TO KWINANA OR LEIGHTON YARD
TAMMIN TO PERTH TERMINAL

UP

TABLE 151
Continued

		1286 Ety. Carrs. Daily	1026 F'ght. M. Tu. W. Th. F. S.	1204 F'ght. Su. M. Tu. W. Th. F. C. S.	1018 Grain C.					
		p.m.	p.m.	p.m.	p.m.					
TAMMIN	dep.	....	5 0	8 17	9 5	....	....	....	....	....
CUNDERDIN	arr.	....	5 24	8 37	....	....	....	....	....	....
				—1205						
Do.	dep.	....	6 0	8 45	9 24	....	....	....	....	....
MECKERING	arr.	....	6 29	....	....	....	....	....	....	....
Do.	dep.	....	7 0	9 9	9 46	....	....	....	....	....
Grass Valley	arr.	....	7 37	....	10 14	....	....	....	....	....
			—1205		—1023					
Do.	dep.	....	8 0	9 35	10 25	....	....	....	....	....
Seabrook	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	....	8 11	9 42	10 39	....	....	....	....	....
East Northam	„	....	....	....	....	....	....	....	....	....
NORTHAM	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	....	....	....	....	....	....	....	....	....
AVON YARD	arr.	....	8 20	9 50	10 49	....	....	....	....	....
				—1023						
Do.	dep.	....	9 10	10 20	11 5	....	....	....	....	....
Toodyay	„	....	....	....	....	....	....	....	....	....
WEST TOODYAY	„	....	9 38	10 45	11 32	....	....	....	....	....
Moondyne	„	....	10 5	11 8	11 56	....	....	....	....	....
					a.m.					
Jumperkine	„	....	10 22	11 24	12 13	....	....	....	....	....
Millendon Junction	„	....	....	....	....	....	....	....	....	....
MIDLAND	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	....	10 45	11 46	12 35	....	....	....	....	....
Woodbridge East	„	....	....	....	....	....	....	....	....	....
FORRESTFIELD	dep.	7 30	....	....	....	....	....	....	....	....
Woodbridge South	„	....	....	....	....	....	....	....	....	....
Woodbridge West	dep.	....	....	....	....	....	....	....	....	....
BASSENDEAN	„	7 45	....	....	....	....	....	....	....	....
PERTH TERMINAL	arr.	8 0	....	....	....	....	....	....	....	....
Woodbridge South	dep.	....	....	....	....	....	....	....	....	....
FORRESTFIELD	arr.	....	11 0	11 58	....	....	....	....	....	....
Do.	dep.	....	....	....	12 49	....	....	....	....	....
Walliabup	arr.	....	....	....	....	....	....	....	....	....
					—1029					
Do.	dep.	....	....	....	1 7	....	....	....	....	....
Cockburn East	„	....	....	....	....	....	....	....	....	....
Cockburn South	dep.	....	....	....	....	....	....	....	....	....
KWINANA	arr.	....	....	....	....	....	....	....	....	....
Do.	dep.	....	....	....	....	....	....	....	....	....
Cockburn South	„	....	....	....	....	....	....	....	....	....
Cockburn North	dep.	....	....	....	....	....	....	....	....	....
ROBB JETTY	„	....	....	....	1 20	....	....	....	....	....
FREMANTLE	„	....	....	....	1 30	....	....	....	....	....
LEIGHTON YARD	arr.	....	....	....	1 40	....	....	....	....	....

For particulars of Metropolitan Area shunters see Tables 154-155.

DOWN

TAMMIN TO KALGOORLIE

TABLE 152

Mile Post Miles from Perth		1283 Pass. Daily	1023 F'ght. M.	1027 F'ght. Tu. W. Th. F. S. C. M.	1053 Ety. Ore M. Tu. W. Th. F. S.	1201 F'ght. M. Tu. W. Th. F. S.	1021 F'ght. M. Tu. W. Th. F. S.	1007 Ety. Grain C.
M. C.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
125 71	TAMMIN¶ .... dep.	12 29	....	1 22	3 50	7 5	8 0	8 29
134 37	Bungulla¶ .... arr.	....	....	....	....	....	....	....
						—1030		
....	Do. .... dep.	12 42	....	1 40	4 9	7 23	8 20	8 46
142 75	KELLERBERRIN¶ .... arr.	....	....	....	....	....	8 34	....
							—1007	—1021
....	Do. .... dep.	12c53	....	1 52	4 18	7 35	9 15	8 55
152 69	Doodlakine¶ .... arr.	....	....	2 8	....	....	9 34	....
				—1208				
....	Do. .... dep.	1 5	....	2 11	4 32	7 50	10 0	9 9
165 11	Hines Hill¶ .... arr.	....	....	2 30	....	....	10 21	....
				—1284				
....	Do. .... dep.	1 19	....	2 44	4 49	8 7	10 47	9 26
175 61	WEST MERREDIN¶ .... arr.	....	....	3 5	....	8 28	11 10	9 42
				—1030	—1032			
					—1030			
....	Do. .... dep.	1 30	2 30	3 35	5 3	9 5	....	11 0
177 60	MERREDIN .... arr.	1 35	....	....	....	....	....	....
....	Do. .... dep.	1c45	2 36	3 41	5 8	9 11	....	11 6
185 28	Booraan¶ .... arr.	....	....	....	....	....	....	....
		—1284		—1032				
....	Do. .... dep.	1 59	2 54	3 59	5 19	9 29	....	5 17
195 06	BURRACOPPIN .... arr.	....	3 14	....	....	....	....	....
		—1030	—1032					
....	Do. .... dep.	2 13	3 50	4 17	5 33	9 45	....	5 31
206 55	Carrabin¶ .... arr.	....	4 14	....	....	....	....	5 51
			—1027	—1023				—1052
								p.m.
....	Do. .... dep.	2 27	5 10	4 37	5 51	10 2	....	12 5
221 19	Bodallin¶ .... arr.	2 46	5 39	....	....	....	....	....
		—1032	—1053		—1023			
....	Do. .... dep.	2c53	6 35	5 2	6 12	10 24	....	12 28
235 22	Moorine Rock¶ .... arr.	....	7 4	....	....	10 48	....	....
						—1052		
....	Do. .... dep.	3 12	7 24	5 27	6 33	11 5	....	12 49
251 55	SOUTHERN CROSS¶ .... arr.	....	7 49	....	....	....	....	1 15
....	Do. .... dep.	3c30	8 24	5 48	6 55	11 28	....	....
266 43	Lake Julia¶ .... arr.	....	....	....	....	....	....	....
....	Do. .... dep.	3 46	8 46	6 8	7 15	11 46	....	....
283 63	KOOLYANOBBING¶ .... arr.	....	9 10	6 32	7 40	....	....	....
			—1052			p.m.		
....	Do. .... dep.	4c 5		6 47	....	12 6	....	....
306 25	Darrine§ .... arr.	....	....	....	....	....	....	....
....	Do. .... dep.	4 30	....	7 24	....	12 37	....	....
329 53	Jaurdi§ .... arr.	....	....	....	....	1 10	....	....
						—1204		
....	Do. .... dep.	4 55	....	8 0	....	1 25	....	....
350 15	Wallaroo§ .... arr.	....	....	....	....	....	....	....
....	Do. .... dep.	5 22	....	8 41	....	2 3	....	....
366 43	Stewart§ .... arr.	....	....	....	....	....	....	....
....	Do. .... dep.	5 42	....	9 6	....	2 26	....	....
387 59	Bonnie Vale .... arr.	....	....	....	....	....	....	....
....	Do. .... dep.	6 5	....	9 34	....	2 54	....	....
....	WEST KALGOORLIE§ .... arr.	....	....	10 0	....	3 20	....	....
....	Do. .... dep.	6 25	....	....	....	....	....	....
408 42	KALGOORLIE§ .... arr.	6 30	....	....	....	....	....	....

DOWN

TAMMIN TO KALGOORLIE

TABLE 152 Continued

	1051 Ety. Ore M. Tu. W. Th. F.	1205 Fast F'ght. Daily	1023 F'ght. M. Tu. W. Th. F.	1023 F'ght. S.					
	p.m.	p.m.	p.m.	p.m.					
TAMMIN .... dep.	12 50	8 58	11 30	11 30	....	....	....	....	....
Bungulla .... arr.	....	....	11 50	11 50	....	....	....	....	....
			Tu. W. Th. F. S. a.m. —1054	Su. a.m.					
Do. .... dep.	1 9	9 13	12 5	12 5	....	....	....	....	....
KELLERBERRIN .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	1 18	9 25	12 19	12 19	....	....	....	....	....
Doodlakine .... arr.	....	....	....	....	....	....	....	....	....
	—1026								
Do. .... dep.	1 32	9 39	12 34	12 34	....	....	....	....	....
Hines Hill .... arr.	....	....	....	....	....	....	....	....	....
	—1052								
Do. .... dep.	1 49	9 56	12 51	12 51	....	....	....	....	....
WEST MERREDIN .... arr.	....	10 16	1 12	1 12	....	....	....	....	....
		—1054	—1208						
			—1284						
Do. .... dep.	2 3	10 45	2 30		....	....	....	....	....
MERREDIN .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	2 8	10 51	2 36		....	....	....	....	....
Booraan .... arr.	....	....	....	....	....	....	....	....	....
			—1030						
Do. .... dep.	2 19	11 5	2 54	....	....	....	....	....	....
BURRACOPPIN .... arr.	....	....	3 14	....	....	....	....	....	....
			—1032						
Do. .... dep.	2 33	11 21	3 50	....	....	....	....	....	....
Carrabin .... arr.	....	11 50 a.m.	4 14	....	....	....	....	....	....
		—1030							
		—1208	—1027						
Do. .... dep.	2 51	12 15	5 10	....	....	....	....	....	....
Bodallin .... arr.	....	....	5 39	....	....	....	....	....	....
		—1284	—1053						
Do. .... dep.	3 12	12 39	6 35	....	....	....	....	....	....
Moorine Rock .... arr.	....	....	7 4	....	....	....	....	....	....
	—1018								
Do. .... dep.	3 33	1 1	7 24	....	....	....	....	....	....
SOUTHERN CROSS arr.	....	....	7 49	....	....	....	....	....	....
	—1204	—1032							
Do. .... dep.	3 55	1 26	8 24	....	....	....	....	....	....
Lake Julia .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	4 15	1 46	8 46	....	....	....	....	....	....
KOOLYANOBBING .. arr.	4 40	....	9 10	....	....	....	....	....	....
			—1052						
Do. .... dep.	....	2 6	....	....	....	....	....	....	....
Darrine .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	2 37	....	....	....	....	....	....	....
Jaurdi .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	3 8	....	....	....	....	....	....	....
Wallaroo .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	3 44	....	....	....	....	....	....	....
Stewart .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	4 7	....	....	....	....	....	....	....
Bonnie Vale .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	4 35	....	....	....	....	....	....	....
WEST KALGOORLIE arr.	....	5 0	....	....	....	....	....	....	....
Do. .... dep.	....	....	....	....	....	....	....	....	....
KALGOORLIE .... arr.	....	....	....	....	....	....	....	....	....

UP

KALGOORLIE TO TAMMIN

TABLE 153

	1052 Ore M. Tu. W. Th. F. S.	1026 F'ght. M. Tu. W. Th. F. S.	1018 Grain C.	1204 F'ght. Su. M. Tu. W. Th. F. C. S.	1054 Ore M. Tu. W. Th. F.	1030 F'ght. M. Tu. W. Th. F. S.	1032 F'ght. Su. M. Tu. W. Th. F.		
	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.		
KALGOORLIE .... dep.	....	....	....	....	....	....	....	....	....
WEST KALGOORLIE arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	....	....	11 0	....	....	9 0	....	....
Bonnie Vale .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	....	....	11 28	....	....	9 26	....	....
Stewart .... arr.	....	....	....	p.m.	....	....	....	....	....
Do. .... dep.	....	....	....	12 6	....	....	9 59	....	....
Wallaroo .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	....	....	12 45	....	....	10 33	....	....
Jaurdi .... arr.	....	....	....	....	....	....	....	....	....
				—1201					
Do. .... dep.	....	....	....	1 19	....	....	11 5	....	....
Darrine .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	....	....	....	1 49	....	....	11 34	....	....
							M. Tu. W. Th. F. S.		
KOOLYANOBBING .... arr.	....	....	....	2 26	....	....	a.m. 12 10	....	....
Do. .... dep.	9 30	....	....	2 50	6 40	8 0	12 35	....	....
Lake Julia .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	10 3	....	....	3 16	7 13	8 25	1 0	....	....
SOUTHERN CROSS .... arr.	....	....	....	3 40	....	8 47	1 22	....	....
				—1051			—1205		
Do. .... dep.	10 27	....	2 45	4 0	7 37	9 25	1 40	....	....
Moorine Rock .... arr.	....	....	3 20	....	....	9 56	....	....	....
	—1201		—1051						
Do. .... dep.	11 0	....	3 35	4 34	8 10	10 25	2 11	....	....
Bodallin .... arr.	....	....	....	....	....	10 51	2 35	....	....
							—1283		
Do. .... dep.	11 30	....	4 7	4 58	8 40	11 16	2 50	....	....
Carrabin .... arr.	....	....	....	....	....	11 43	....	....	....
	—1007					—1208			
						—1205			
						Tu. W. Th. F. S. Su.			
	p.m.					a.m.			
Do. .... dep.	12 0	....	4 37	5 23	9 10	12 30	3 15	....	....
BURRACOPPIN .... arr.	....	....	....	....	....	12 51	....	....	....
						—1284	—1023		
						—1283			
Do. .... dep.	12 22	....	4 59	5 41	9 32	2 20	3 32	....	....
Booraan .... arr.	....	....	....	....	....	2 45	3 55	....	....
						—1023	—1027		
Do. .... dep.	12 56	....	5 33	6 6	10 6	3 0	4 3	....	....
MERREDIN .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	1 8	....	5 48	6 16	10 18	3 11	4 14	....	....
WEST MERREDIN .... arr.	....	....	5 55	6 21	....	3 17	4 20	....	....
			—1204		—1205	—1027	—1053		
						—1053	—1030		
						Su.E.			
Do. .... dep.	1 13	12 10	7 15	6 55	10 23	5 50	5 5	....	....
Hines Hill .... arr.	1 34	12 28	....	....	....	....	....	....	....
	—1051								
Do. .... dep.	1 52	12 58	7 33	7 11	10 41	6 6	5 21	....	....
Doodlakine .... arr.	....	1 18	....	....	....	....	....	....	....
		—1051							
Do. .... dep.	2 17	1 45	7 53	7 28	11 3	6 23	5 37	....	....
KELLERBERRIN .... arr.	....	2 4	....	....	....	....	....	....	....
	—1026	—1052							
Do. .... dep.	2 38	3 10	8 13	7 44	11 24	6 39	5 52	....	....
Bungulla .... arr.	....	....	....	....	11 54	7 2	....	....	....
					—1023	—1201			
					Tu. W. Th. F. S.				
					a.m.				
Do. .... dep.	3 5	3 30	8 38	8 5	12 1	7 25	6 10	....	....
TAMMIN .... arr.	3 24	3 50	8 55	....	12 23	....	....	....	....
			—1205		—1283	—1021			

KALGOORLIE TO TAMMIN

UP

TABLE 153 Continued

	1208 Fast F'ght Daily	1284 Pass. Daily †							
	p.m.	p.m.							
KALGOORLIE .... dep.	....	8 30	....	....	....	....	....	....	....
WEST KALGOORLIE arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	7 30	8 35	....	....	....	....	....	....	....
Bonnie Vale .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	7 54	8 53	....	....	....	....	....	....	....
Stewart .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	8 23	9 18	....	....	....	....	....	....	....
Wallaroo .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	8 52	9 42	....	....	....	....	....	....	....
Jaurdi .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	9 23	10 8	....	....	....	....	....	....	....
Darrine .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	9 51	10 32	....	....	....	....	....	....	....
KOOLYANOBBING .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	10 23	10b59	....	....	....	....	....	....	....
Lake Julia .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	10 45	11 21	....	....	....	....	....	....	....
SOUTHERN CROSS .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	11 4	11b37	....	....	....	....	....	....	....
Moorine Rock .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	11 26	11 57	....	....	....	....	....	....	....
		a.m.							
Bodallin .... arr.	....	12 16	....	....	....	....	....	....	....
		—1205							
Do. .... dep.	11 47	12b45	....	....	....	....	....	....	....
Carrabin .... arr.	....	....	....	....	....	....	....	....	....
	a.m.								
	—1205								
	—1030								
Do. .... dep.	12 8	1 5	....	....	....	....	....	....	....
BURRACOPPIN .... arr.	....	....	....	....	....	....	....	....	....
		—1030							
Do. .... dep.	12 24	1 23	....	....	....	....	....	....	....
Booraan .... arr.	....	1 40	....	....	....	....	....	....	....
		—1283							
Do. .... dep.	12 42	2 5	....	....	....	....	....	....	....
MERREDIN .... arr.	....	2 15	....	....	....	....	....	....	....
Do. .... dep.	12 51	2b25	....	....	....	....	....	....	....
WEST MERREDIN .... arr.	12 56	....	....	....	....	....	....	....	....
	—1023								
	—1283								
Do. .... dep.	1 35	2 30	....	....	....	....	....	....	....
Hines Hill .... arr.	....	....	....	....	....	....	....	....	....
		—1027							
Do. .... dep.	1 51	2 40	....	....	....	....	....	....	....
Doodlakine .... arr.	2 8	....	....	....	....	....	....	....	....
	—1027								
Do. .... dep.	2 15	2 55	....	....	....	....	....	....	....
KELLERBERRIN .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	2 32	3b 8	....	....	....	....	....	....	....
Bungulla .... arr.	....	....	....	....	....	....	....	....	....
Do. .... dep.	2 47	3 21	....	....	....	....	....	....	....
TAMMIN .... arr.	....	3 35	....	....	....	....	....	....	....
		—1053							

† The Indian Pacific (W. S.), Trans-Australian (Su. M. Tu. Th. F.).

LEIGHTON YARD-KWINANA-FORRESTFIELD
FORRESTFIELD-BASSENDEAN-MIDLAND

DOWN

TABLE 154

Miles from Perth	Miles from Perth (via Ftle)	Miles from Woodbridge East			1029 Shtr. M. Tu. W. Th. F. S.	1031 Shtr. M. Tu. W. Th. F. S.	1033 Shtr. M. Tu. W. Th. F. S.	1035 Shtr. M. Tu. W. Th. F. S.	1037 Shtr. M. Tu. W. Th. F. S.
M. C.	M. C.	M. C.			a.m.	a.m.	a.m.	a.m.	a.m.
9 54	....	....	LEIGHTON YARD§	.... dep.	12 30	4 0	....	....	11 45
									p.m.
11 63	....	....	FREMANTLE§¶	.... „	12 37	4 7	....	....	12 2
....	14 48	....	ROBB JETTY¶	.... „	12 45	4 15	....	....	12 10
....	17 74	....	Cockburn North¶	.... „	....	....	....	....	....
....	....	....	Soundcem†	.... dep.	....	....	....	....	....
....	18 71	22 28	Cockburn South¶†	.... „	....	....	....	....	....
....	18 71	22 28	Cockburn South¶	.... dep.	....	....	....	....	....
....	26 47	30 04	KWINANA¶	.... arr.	....	....	....	....	....
....	....	....	Do.	.... dep.	....	....	....	9 40	....
....	....	....	Cockburn South¶	.... „	....	....	....	....	....
6 55	....	2 26	BASSENDEAN§	.... dep.	....	....	....	....	....
9 01	....	0 41	Woodbridge West¶	.... „	....	....	....	....	....
....	....	....	Woodbridge South	.... „	....	....	....	....	....
....	....	....	FORRESTFIELD	.... arr.	....	....	....	....	....
....	18 55	21 45	Cockburn East¶	.... dep.	....	....	....	....	....
....	....	12 76	Walliabup¶	.... arr.	1 3	4 33	....	....	....
					—1018	—1054			—1038
....	....	....	Do.	.... dep.	1 11	4 46	....	10 5	12 18
....	....	4 37	FORRESTFIELD¶	.... arr.	1 25	5 0	....	10 20	12 32
....	....	....	Do.	.... dep.	....	....	9 15	....	....
....	....	0 30	Woodbridge South¶	.... „	....	....	....	....	....
9 42	....	....	Woodbridge East¶	.... dep.	....	....	....	....	....
10 28	....	0 66	MIDLAND¶	.... arr.	....	....	9 25	....	....

For particulars of through services see Tables 150-151.

LEIGHTON YARD-KWINANA-FORRESTFIELD
FORRESTFIELD-BASSENDEAN-MIDLAND

TABLE 154
Continued

		1039 Shtr. M. Tu. W. Th. F. S.	1041 Shtr. M. Tu. W. Th. F. S.	1043 Shtr. M. Tu. W. Th. F. S.	1045 Shtr. M. Tu. W. Th. F. S.	1047 Shtr. M. Tu. W. Th. F. S.	1049 Shtr. M. Tu. W. Th. F. S.			
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.			
LEIGHTON YARD	.... dep.	....	....	....	3 45	6 40	10 30	....	....	....
FREMANTLE	.... ,,	....	....	....	3 52	6 47	10 37	....	....	....
ROBB JETTY	.... ,,	....	....	....	4 0	6 55	10 45	....	....	....
Cockburn North	.... ,,	....	....	....	....	....	....	....	....	....
Soundcem	.... dep.	....	....	3 35	....	....	....	....	....	....
Cockburn South	.... ,,	....	....	3 40	....	....	....	....	....	....
Cockburn South	.... dep.	....	....	....	....	....	....	....	....	....
KWINANA	.... arr.	....	....	....	....	....	....	....	....	....
Do.	.... dep.	....	2 30	....	....	....	....	....	....	....
Cockburn South	.... ,,	....	....	....	....	....	....	....	....	....
BASSENDEAN	.... dep.	12 40	....	....	....	....	....	....	....	....
Woodbridge West	.... ,,	....	....	....	....	....	....	....	....	....
Woodbridge South	.... ,,	....	....	....	....	....	....	....	....	....
FORRESTFIELD	.... arr.	12 55	....	....	....	....	....	....	....	....
Cockburn East	.... dep.	....	....	....	....	....	....	....	....	....
Walliabup	.... arr.	....	....	....	....	7 15	....	....	....	....
						—1052				
Do.	.... dep.	....	2 55	3 55	4 18	7 23	11 3	....	....	....
FORRESTFIELD	.... arr.	....	3 10	4 10	4 33	7 40	11 15	....	....	....
Do.	.... dep.	....	....	....	....	....	....	....	....	....
Woodbridge South	.... ,,	....	....	....	....	....	....	....	....	....
Woodbridge East	.... dep.	....	....	....	....	....	....	....	....	....
MIDLAND	.... arr.	....	....	....	....	....	....	....	....	....

UP

MIDLAND-BASSENDEAN-FORRESTFIELD
FORRESTFIELD-KWINANA-LEIGHTON YARD

TABLE 155

		1030 Shtr. M. Tu. W. Th. F. S.	1032 Shtr. M. Tu. W. Th. F. S.	1034 Shtr. M. Tu. W. Th. F. S.	1036 Shtr. M.Tu. W. Th. F. S.	1038 Shtr. M. Tu. W. Th. F. S.	1040 Shtr. M. Tu. W. Th. F. S.	1042 Shtr. M. Tu. W. Th. F. S.		
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
MIDLAND	.... dep.	....	....	....	10 40	....	....	....	....	....
Woodbridge East	.... „	....	....	....	....	....	....	....	....	....
Woodbridge South	.... dep.	....	....	....	....	....	....	....	....	....
FORRESTFIELD	.... arr.	....	....	....	10 50	....	....	....	....	....
Do.	.... dep.	2 20	7 0	7 30	....	12 0	12 35	2 0	....	....
Walliabup	.... arr.	....	....	....	....	12 15 —1037	....	....	....	....
Do.	.... dep.	2 32	7 12	7 45	....	12 20	12 50	2 12	....	....
Cockburn East	.... „	....	....	....	....	....	....	....	....	....
FORRESTFIELD	.... dep.	....	....	....	11 25	....	....	....	....	....
Woodbridge South	.... „	....	....	....	....	....	....	....	....	....
Woodbridge West	.... „	....	....	....	....	....	....	....	....	....
BASSENDEAN	.... arr.	....	....	....	11 40	....	....	....	....	....
Cockburn South	.... dep.	....	....	....	....	....	....	....	....	....
KWINANA	.... arr.	....	....	8 10	....	12 45	....	....	....	....
Do.	.... dep.	....	....	....	....	....	....	....	....	....
Cockburn South	.... „	....	....	....	....	....	....	....	....	....
Cockburn South	.... dep.	....	....	....	....	....	2 5	....	....	....
Soundcem	.... arr.	....	....	....	....	....	2 10	....	....	....
Cockburn North	.... dep.	....	....	....	....	....	....	....	....	....
ROBB JETTY	.... „	2 50	7 30	....	....	....	....	2 30	....	....
FREMANTLE	.... „	2 58	7 38	....	....	....	....	2 38	....	....
LEIGHTON YARD	.... arr.	3 5	7 45	....	....	....	....	2 45	....	....

For particulars of through services see Tables 150-151.

UP

MIDLAND-BASSENDEAN-FORRESTFIELD
FORRESTFIELD-KWINANA-LEIGHTON YARD

TABLE 155
Continued

		1044 Shtr. M. Tu. W. Th. F. S.	1046 Shtr. M. Tu. W. Th. F. S.	1048 Shtr. M. Tu. W. Th. F. S.						
		p.m.	p.m.	p.m.						
MIDLAND	.... dep.	....	....	....	....	....	....	....	....	....
Woodbridge East	.... „	....	....	....	....	....	....	....	....	....
Woodbridge South	.... dep.	....	....	....	....	....	....	....	....	....
FORRESTFIELD	.... arr.	....	....	....	....	....	....	....	....	....
Do.	.... dep.	4 40	5 45	8 40	....	....	....	....	....	....
Walliabup	.... arr.	....	....	....	....	....	....	....	....	....
Do.	.... dep.	4 55	5 57	8 52	....	....	....	....	....	....
Cockburn East	.... „	....	....	....	....	....	....	....	....	....
FORRESTFIELD	.... dep.	....	....	....	....	....	....	....	....	....
Woodbridge South	.... „	....	....	....	....	....	....	....	....	....
Woodbridge West	.... „	....	....	....	....	....	....	....	....	....
BASSENDEAN	.... arr.	....	....	....	....	....	....	....	....	....
Cockburn South	.... dep.	....	....	....	....	....	....	....	....	....
KWINANA	.... arr.	5 20	....	....	....	....	....	....	....	....
Do.	.... dep.	....	....	....	....	....	....	....	....	....
Cockburn South	.... „	....	....	....	....	....	....	....	....	....
Cockburn South	.... dep.	....	....	....	....	....	....	....	....	....
Soundcem	.... arr.	....	....	....	....	....	....	....	....	....
Cockburn North	.... dep.	....	....	....	....	....	....	....	....	....
ROBB JETTY	.... „	....	6 15	9 10	....	....	....	....	....	....
FREMANTLE	.... „	....	6 23	9 18	....	....	....	....	....	....
LEIGHTON YARD	.... arr.	....	6 30	9 25	....	....	....	....	....	....

TABLE 156 TRANSCONTINENTAL SCHEDULE PERTH TO CAIRNS

"THE INDIAN-PACIFIC"

Air conditioned sleeping, dining and lounge carriages attached

Miles		
....	PERTH TERMINAL .... dep.	**Sun. Thur.** 9 30 p.m. Western Standard Time
		Mon. Fri.
407	Kalgoorlie .... arr.	6 30 a.m.
....	Do. .... dep.	7 0
643	Rawlinna .... ,,	12 20 p.m.
947	Cook .... arr.	7 15
		Alter watches 90 min. forward
....	Do. .... dep.	9 20 Central Standard Time
		Tue. Sat.
1202	Tarcoola .... ,,	4 3 a.m.
1460	Port Augusta .... arr.	10 35
....	Do. .... dep.	10 50
1516	Port Pirie .... arr.	12 25 p.m.
	Connection to Adelaide	
....	Port Pirie .... dep.	1 40 p.m.
....	ADELAIDE .... arr.	5 0
		Tue. Sat.
		p.m. p.m.
....	Port Pirie .... dep.	1 50 2 0
1587	Peterborough .... arr.	4 0 p.m.
	Connection from Adelaide	**Tue. Sat.**
....	ADELAIDE .... dep.	11 15 a.m. Central Standard Time
....	Peterborough .... arr.	3 50 p.m.
....	Peterborough .... dep.	4 15 p.m.
1763	Broken Hill .... arr.	8 28 Central Standard Time
		Alter watches 30 mins. forward
....	Do. .... dep.	9 19 Eastern Standard Time
		Wed. Sun.
2185	Parkes .... arr.	7 22 a.m.
....	Do. .... dep.	7 32
2263	Orange (East Fork) .... ,,	10 2
2313	Bathurst .... arr.	11 31
....	Do. .... dep.	11 38
2365	Lithgow .... arr.	1 8 p.m.
....	Do. .... dep.	1 18
2461	SYDNEY .... arr.	3 50 p.m.

"TRANS-AUSTRALIAN"

Miles		
....	PERTH TERMINAL .... dep.	**Mon. Tue. Wed. Fri. Sat.** 9 30 p.m. Western Standard Time
		Tue. Wed. Thur. Sat. Sun.
407	Kalgoorlie .... arr.	6 30 a.m.
....	Do. .... dep.	7 0
643	Rawlinna .... ,,	12 20 p.m.
947	Cook .... arr.	7 15
		Alter watches 90 min. forward
....	Do. .... dep.	9 20 Central Standard Time
		Wed. Thur. Fri. Sun. Mon.
1202	Tarcoola .... ,,	4 3 a.m.
1460	Port Augusta .... arr.	10 35
....	Do. .... dep.	10 50
1516	Port Pirie .... arr.	12 25 p.m. Change trains
....	Do. .... dep.	1 40
1650	ADELAIDE .... arr.	5 0 p.m. Change trains

"THE OVERLAND"—Air conditioned. Sitting and sleeping carriages attached

		Daily
....	Do. .... dep.	7 0 p.m.
1710	Murray Bridge .... arr.	9 20
		Refreshments
....	Do. .... dep.	9 40
1846	Serviceton .... arr.	1 15 a.m.
		Alter watches 30 mins. forward
....	Do. .... dep.	1 53 Eastern Standard Time
2059	Ballarat .... arr.	6 45
		Refreshments
....	Do. .... dep.	7 5
2125	Sunshine .... arr.	8 35 Connects Mon. to Sat
....	Do. .... dep.	8 40 with "Intercapital Daylight"
2133	MELBOURNE (Spencer Street) .... arr.	8 57 a.m. Change trains

"SPIRIT OF PROGRESS"	**"SOUTHERN AURORA"**	**"INTERCAPITAL DAYLIGHT"**
Sitting and sleeping berth passengers. Buffet carriage attached. Air-conditioned.	Sleeping berth passengers only. Dining and club carriage attached. Air-conditioned.	Buffet carriage attached. Air-conditioned.
Daily	**Daily**	**Mon. to Sat.**
6 45 p.m.	8 0 p.m.	8 40 a.m.
....	....	8 55
		Entrain passengers arriving off "The Overland" who hold reservations for the same day.
....	....	8 57
8 40 a.m.	9 0 a.m.	9 22 p.m.

Miles Via B. Hill	Miles Via Melb.		"BRISBANE LIMITED EXPRESS" Air-conditioned. Buffet carriage attached	"BRISBANE EXPRESS"
			Daily	**Daily**
2461	2729	SYDNEY .... dep.	6 30 p.m.	6 33 p.m.
2893	3161	South Grafton .... arr.	5 16 a.m.	6 47 a.m.
				Breakfast
....	....	Do. .... dep.	5 20	7 3
3074	3342	SOUTH BRISBANE .... arr.	10 0 a.m. Change trains	11 55 a.m. (12.4 p.m. Sun.)
			"THE SUNLANDER"—Air-conditioned	
			Sun. to Fri.	
3074	3342	BRISBANE (Roma Street) dep.	9 30 p.m.	
			Mon. to Sat.	
3401	3669	Gladstone .... arr.	9 41 a.m.	
....	....	Do. .... dep.	9 51	
3470	3738	Rockhampton .... arr.	12 5 p.m.	
			Dining carriage attached Bundaberg to Mackay.	
			Breakfast, lunch and dinner in dining carriage.	
....	....	Do. .... dep.	12 45 p.m.	
3672	3940	Mackay .... arr.	8 6	
....	....	Do. .... dep.	8 36	
			Tue. to Sun.	
3906	4174	Townsville .... arr.	5 45 a.m.	
			Breakfast	
....	....	Do. .... dep.	6 25	
4033	4301	Tully .... arr.	10 59	
			Lunch	
....	....	Do. .... dep.	11 24	
4117	4385	CAIRNS .... arr.	2 45 p.m.	

TABLE 157 TRANSCONTINENTAL SCHEDULE CAIRNS TO PERTH

	"THE SUNLANDER"—Air-conditioned		"BRISBANE EXPRESS"
	Sun. to Fri.		
CAIRNS .... dep.	12 0 noon	Eastern Standard Time	
Tully .... arr.	3 24 p.m.		
	Lunch		
Do. .... dep.	3 49		
Townsville .... arr.	8 20		
	Dinner		
Do. .... dep.	9 0		
	Mon. to Sat.		
Mackay .... arr.	5 47 a.m.		
	Dining carriage attached Mackay to Bundaberg. Breakfast, lunch and dinner in dining carriage.		
Do. .... dep.	6 18		
Rockhampton .... arr.	1 30 p.m.		
Do. .... dep.	2 5		
	Tue. to Sun.		
BRISBANE (Roma Street) .... arr.	6 0 a.m.	Change trains	
	"BRISBANE LIMITED EXPRESS" Air-conditioned. Buffet carriage attached		
	Daily		**Daily**
SOUTH BRISBANE .... dep.	4 40 p.m.		1 0 p.m.
South Grafton .... arr.	9 33		6 4
			Dinner
Do. .... dep.	9 40		6 24
SYDNEY .... arr.	8 33 a.m.	**Mon. to Fri.**	7 2 a.m. **Mon. to Fri.**
	8 30	**Sat.**	
	8 25	**Sun.**	6 58 a.m. **Sat., Sun.**
		Change trains	

"THE INDIAN-PACIFIC"

Air-conditioned sleeping, dining and lounge carriages attached

SYDNEY	dep.	**Mon. Thurs.** 3 15 p.m. Eastern Standard Time
Lithgow	arr.	5 39
Do.	dep.	5 49
Bathurst	arr.	7 6
Do.	dep.	7 13
Orange (East Fork)	,,	8 48
Parkes	arr.	10 54
Do.	dep.	11 4
Broken Hill	arr.	**Tue. Fri.** 9 10 a.m. Eastern Standard Time Alter watches 30 mins. back
Do.	dep.	9 10 a.m. Central Standard Time
Peterborough	arr.	1 26 p.m.
Connection to Adelaide		
Peterborough	dep.	1 50 p.m.
ADELAIDE	arr.	6 12
Peterborough	dep.	1 42 p.m.
		Tue. Fri. p.m. p.m.
Port Pirie	arr.	3 34 3 22
Connection from Adelaide		**Tue. Fri.**
ADELAIDE	dep.	12 30 p.m. Central Standard Time
Port Pirie	arr.	3 48
Port Pirie	dep.	4 45 p.m.
Port Augusta	arr.	6 14
Do.	dep.	6 25
		Wed. Sat. 12 37 a.m.
Tarcoola	,,	7 38
Cook	arr.	Alter watches 90 mins. back
Do.	dep.	6 38 Western Standard Time
Rawlinna	,,	2 40 p.m.
Kalgoorlie	arr.	7 45
Do.	dep.	8 30
		Thur. Sun.
PERTH TERMINAL	arr.	7 0 a.m.

SYDNEY	dep.	
MELBOURNE (Spencer Street)	arr.	
Do.	dep.	
Ballarat	arr.	
Do.	dep.	
Serviceton	arr.	
Do.	dep.	
Murray Bridge	arr.	
Do.	dep.	
ADELAIDE	arr.	
Do.	dep.	
Port Pirie	arr.	
Do.	dep.	
Port Augusta	arr.	
Do.	dep.	
Tarcoola	,,	
Cook	arr.	
Do.	dep.	
Rawlinna	,,	
Kalgoorlie	arr.	
Do.	dep.	
PERTH TERMINAL	arr.	

"SOUTHERN AURORA"

Sleeping berth passengers only.
Dining and club carriages attached.
Air-conditioned.

Daily
8 0 p.m.

9 0 a.m.

"SPIRIT OF PROGRESS"

Sitting and sleeping berth passengers.
Buffet carriage attached.
Air-conditioned.

Daily
8 10 p.m.

9 55 a.m.

"INTERCAPITAL DAYLIGHT"

Buffet carriage attached.
Air-conditioned.

Mon. to Sat.
7 45 a.m.

8 20 p.m.

"THE OVERLAND"—Air-conditioned sitting and sleeping carriages attached

Daily
8 40 p.m.
10 43
Refreshments
10 58
3 20 a.m. Eastern Standard Time
Alter watches 30 mins. back
3 0 Central Standard Time
6 15
Refreshments
6 35
9 0 a.m. Change trains
Sun. Mon. Wed. Thur. Sat
12 30 p.m. Air-conditioned
3 48 Change trains

"TRANS-AUSTRALIAN"—Air-conditioned dining, sleeping and lounge carriages attached

4 45 p.m.
6 14
6 25
Mon. Tue. Thur. Fri. Sun.
12 37 a.m.
7 38
Alter watches 90 mins. back
6 38 Western Standard Time
2 40 p.m.
7 45
8 30
Tue. Wed. Fri. Sat. Mon.
7 0 a.m.

COMMONWEALTH RAILWAYS

PASSENGER, MIXED AND GOODS TRAIN SERVICE
TRANS-AUSTRALIAN RAILWAY

EASTBOUND

TABLE 158

	06 Fast Gds. C.	26 Ex-press Daily	34 Fast Gds. M.E.	536 Slow Mxd. Th.	72 Fast Mxd. Su. M. Th.	272 Fast Gds. Tu. W. F. S.		
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		
WEST KALGOORLIE (W.S.T.) dep.	....	6 25	7 15	....	4 0	4 0	....	....
KALGOORLIE .... arr.	....	6 30	....	....			....	....
Do. .... dep.	....	7 0	....	....	....		....	....
PARKESTON .... arr.	....	7 10	7 35	....	4 20		....	....
			Daily					
Do. .... dep.	12 45	7 25	8 20	9 30	6 30		....	....
		Daily	Daily	M.	Daily			
	p.m.	a.m.	p.m.	p.m.	a.m.			
PT. AUGUSTA (C.S.T.) .... arr.	9 14	10 35	6 20	7 30	6 50		....	....
Do. .... dep.	11 15	10 50	6 30	....	8 0		....	....
	a.m.	p.m.						
PT. PIRIE .... arr.	1 20	12 25	8 40	....	11 30		....	....

WESTBOUND

TABLE 159

	37 Fast Gds. Daily	49 Fast Gds. C.	63 Ex-press Daily	173 Fast Gds. Su.	73 Fast Gds. M. W. F.	73 Fast Mxd. Tu. Th. S.		
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
PT. PIRIE (C.S.T.) .... dep.	9 0	1 25	4 45	5 35	6 30	6 30	....	....
PT. AUGUSTA .... arr.	10 49	3 15	6 14	7 40	8 25		....	....
Do. .... dep.	11 20	3 30	6 25	8 20	9 15		....	....
	Daily	C.	Daily	Tu.	Tu.Exc.			
	p.m.	a.m.	p.m.	a.m.	a.m.			
PARKESTON (W.S.T.) .... arr.	5 39	2 40	7 15	6 50	6 50		....	....
Do. .... dep.	6 0	5 45	7 35	8 45	8 45		....	....
KALGOORLIE .... arr.	....	....	7 45	....	....		....	....
Do. .... dep.	....	....	8 30	....	....		....	....
WEST KALGOORLIE .... arr.	6 20	6 10	....	9 5	9 5		....	....

C.S.T. Central Standard Time. W.S.T. Western Standard Time.

COMMONWEALTH RAILWAYS

The times shown hereon are supplied by the Commonwealth Railways Department, and are liable to alteration at any time.

Commonwealth passengers and goods trains are numbered according to the days on which they run, i.e., the initial digit of the three figures refers to the day, and the last two digits to the actual train number. Thus No. 663 refers to train No. 63 which runs on Friday—the sixth day of the week.

Where trains shown above have only two digits they should be prefixed with the applicable day digit when referred to in correspondence.

GOODS TRAFFIC.

Goods traffic for Eastern States, also stations on Trans-Australian Line, will be accepted Mondays to Fridays up to 3.0 p.m. at Kewdale, for transit by No. 1205, ex Forrestfield.

PASSENGERS' MOTOR VEHICLES—TRANSIT BETWEEN WEST AUSTRALIA AND PORT AUGUSTA OR PORT PIRIE

The following arrangements apply in respect to the transit of passengers' motor vehicles:—

Eastbound, Ex North Fremantle or Kewdale.

Motor vehicles must be delivered to the Station Master, North Fremantle by 10.0 a.m. Monday to Saturday only or Officer in Charge Kewdale by 11.0 a.m., Saturday and Sunday and 2.0 p.m., Monday to Friday, i.e., the day prior to the passenger's departure from Perth Terminal. The vehicles have transit by goods train and are available for delivery at Port Pirie on the same day as the passenger arrives. Motor vehicles may also be accepted for despatch from Avon Yard or West Merredin up to 4.0 p.m. Monday to Friday and 10.30 a.m. Saturday under the same conditions.

Bookings for passengers' motor vehicles in the Eastbound direction will be undertaken at the Interstate Booking Office, Perth, only.

Westbound.

Motor vehicles loaded at Port Pirie on the day of travel are available for delivery at **Kewdale only** at 10.0 a.m. on the day following the arrival of passenger at Perth Terminal.

If loaded the day prior to the day of travel, the vehicles arrive on the same day as the passenger.

Free transport if required between City Station and Kewdale only will be provided as under:—

City Station dep. 9.30 a.m., Daily.
Kewdale dep. 11.0 a.m., Saturday, Sunday, 2.0 p.m., Monday to Friday.

Eastbound, Ex Parkeston.

Motor vehicles will be accepted at Parkeston Station for loading between 2.0 p.m. and 3.0 p.m. on the day prior to the day of departure of the passenger train, for despatch by No. 72 Fast Mixed or Fast Goods train departing from Parkeston at 6.30 p.m.

Any belongings required by the party for their overnight stay in Kalgoorlie, or while travelling on the Interstate express, should be off loaded in Kalgoorlie before the vehicle is driven to Parkeston for loading. Free transport back to Kalgoorlie, leaving Parkeston at 3.0 p.m. will be provided if desired, for the driver (only) of each motor vehicle loaded at Parkeston.

Orders for wagon accommodation for motor cars should reach the Station Master, Commonwealth Railways, Parkeston, not less than one week in advance. Clients in Perth should apply to the Commonwealth Railways Representative, Room 6, 1st Floor, Padbury Buildings, Forrest Place, Perth, where the freight charge may be paid. Requests received at other stations should immediately be telegraphed to Station Master Parkeston.

MIXED TRAINS, TRANS-AUSTRALIAN RAILWAY.

No Passenger Connection to or from Kalgoorlie.

The regular passenger carriage(s) on train No. 73 (Tu., Th., Sat.), and No. 72 (Su., M., Th.), are not shunted to or from Kalgoorlie passenger station.

Passengers travelling in these carriages are booked only to or from Parkeston, and are required to make their own way between Parkeston and Kalgoorlie or vice versa.

CALENDAR FOR 1971

JANUARY							FEBRUARY							MARCH							APRIL						
Su	....	3	10	17	24	31	Su	....	7	14	21	28	....	Su	....	7	14	21	28	....	Su	....	4	11	18	25	....
M	....	4	11	18	25	....	M	1	8	15	22	....	....	M	1	8	15	22	29	....	M	....	5	12	19	26	....
Tu	....	5	12	19	26	....	Tu	2	9	16	23	....	....	Tu	2	9	16	23	30	....	Tu	....	6	13	20	27	....
W	....	6	13	20	27	....	W	3	10	17	24	....	....	W	3	10	17	24	31	....	W	....	7	14	21	28	....
Th	....	7	14	21	28	....	Th	4	11	18	25	....	....	Th	4	11	18	25	....	....	Th	1	8	15	22	29	....
F	1	8	15	22	29	....	F	5	12	19	26	....	....	F	5	12	19	26	....	....	F	2	9	16	23	30	....
S	2	9	16	23	30	....	S	6	13	20	27	....	....	S	6	13	20	27	....	....	S	3	10	17	24	....	....

MAY							JUNE							JULY							AUGUST						
Su	....	2	9	16	23	30	Su	....	6	13	20	27	....	Su	....	4	11	18	25	....	Su	1	8	15	22	29	....
M	....	3	10	17	24	31	M	....	7	14	21	28	....	M	....	5	12	19	26	....	M	2	9	16	23	30	....
Tu	....	4	11	18	25	....	Tu	1	8	15	22	29	....	Tu	....	6	13	20	27	....	Tu	3	10	17	24	31	....
W	....	5	12	19	26	....	W	2	9	16	23	30	....	W	....	7	14	21	28	....	W	4	11	18	25	....	....
Th	....	6	13	20	27	....	Th	3	10	17	24	....	....	Th	1	8	15	22	29	....	Th	5	12	19	26	....	....
F	....	7	14	21	28	....	F	4	11	18	25	....	....	F	2	9	16	23	30	....	F	6	13	20	27	....	....
S	1	8	15	22	29	....	S	5	12	19	26	....	....	S	3	10	17	24	31	....	S	7	14	21	28	....	....

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Su	....	5	12	19	26	....	Su	....	3	10	17	24	31	Su	....	7	14	21	28	....	Su	....	5	12	19	26	....
M	....	6	13	20	27	....	M	....	4	11	18	25	....	M	1	8	15	22	29	....	M	....	6	13	20	27	....
Tu	....	7	14	21	28	....	Tu	....	5	12	19	26	....	Tu	2	9	16	23	30	....	Tu	....	7	14	21	28	....
W	1	8	15	22	29	....	W	....	6	13	20	27	....	W	3	10	17	24	....	....	W	1	8	15	22	29	....
Th	2	9	16	23	30	....	Th	....	7	14	21	28	....	Th	4	11	18	25	....	....	Th	2	9	16	23	30	....
F	3	10	17	24	....	....	F	1	8	15	22	29	....	F	5	12	19	26	....	....	F	3	10	17	24	31	....
S	4	11	18	25	....	....	S	2	9	16	23	30	....	S	6	13	20	27	....	....	S	4	11	18	25	....	....

By Authority: ALEX B. DAVIES, Government Printer