



VICTORIAN RAILWAYS.

**WORKING TIME-TABLE
ADDENDA**

(GENERAL INSTRUCTIONS)

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

ISSUED 28th JUNE, 1971.

(NOT TO BE ISSUED TO THE PUBLIC)

Spencer Street, Melbourne.
June 25, 1971.

J. C. CRUTE,
Chief Traffic Manager.

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

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for :— BENDIGO, ETC.				Trains ARRIVE SPENCER ST. as under from:—BENDIGO, ETC.			
8 0 a.m.	Woodend— Daylesford ..	6	Mon. to Sat.	7 15 a.m.	Kyneton ..	6	Mon. to Fri.
8 45	Bendigo (Connects Daylesford) ..	5	Tue., Thurs. Monday,	8 20	Kyneton ..	8	Mon. to Sat.
8 45	Bendigo and Swan Hill (Connects Daylesford) ..	5	Wed., Fri., Saturday	8 45	Daylesford ..	3	Mon. to Sat.
12 20 p.m.	Kyneton ..	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	Bendigo and Swan Hill ..	1	Tue., Thurs.	4 40	Daylesford ..	6	Mon. to Fri.
4 27	Woodend— Daylesford ..	6	Mon. to Thurs.	5 20	Daylesford ..	6	Saturday
4 27	Woodend ..	6	Friday	7 55	Bendigo ..	6	Friday
5 4	Daylesford ..	6	Friday	8 15	Bendigo ..	4	Mon. to Thurs.
5 4	Bendigo (Connects Daylesford) ..	5	Mon. to Thurs.	8 20	Woodend ..	6	Friday
5 14	Kyneton ..	8	Mon. to Fri.	8 31	Bendigo ..	4	Saturday
5 35	Woodend— Daylesford ..	6	Saturday	11 39 a.m.	Bendigo ..	3	Sunday
5 40	Kyneton ..	5	Friday	9 25 p.m.	Bendigo (Connects Daylesford) ..	2	Sunday
5 45	Kyneton ..	6	Mon. to Fri.				
6 5	Bendigo (connect Daylesford) ..	4	Saturday	ADELAIDE—SERVICETON—BALLARAT			
9 30 a.m.	Bendigo (Connects Daylesford) ..	3	Sunday	7 30 a.m.	Bacchus Marsh ..	5	Mon. to Fri.
7 5 p.m.	Bendigo ..	3	Sunday	7 58	Mildura and Ballarat (via Nth. Geelong Loop) ..	3	Saturday
BALLARAT—SERVICETON—ADELAIDE				8 5	Mildura and Ballarat (via Nth Geelong Loop) ..	3	Mon. to Fri.
7 4 a.m.	Ballarat (via Geelong) ..	7	Mon. to Sat.	8 18	Bacchus Marsh ..	7 6	Mon. to Fri. Saturday
8 17	Dimboola ..	6	Mon. to Sat.	8 53 (8 50 Sun.)	Adelaide "The Overland" ..	2	Daily Sun. inc. (Connect Daily ex W.A.)
12 25 p.m.	Bacchus Marsh ..	6	Saturday	9 37	Ballarat ..	7	Mon. to Sat.
12 50	Ballarat ..	2	Mon. to Fri.	9 50	Ballarat (via Geelong) ..	4	Mon. to Fri.
1 30	Dimboola ..	2	Saturday	10 35	Ballarat (via Geelong) ..	9	Saturday
2 5	Ballarat ..	6	Saturday	11 48	Horsham ..	4	Mon. to Fri.
	(via Geelong) ..			2 0 p.m.	Donald & Ballarat ..	6	Mon. to Fri.
3 41	Bacchus Marsh ..	6	Mon. to Fri.	2 0	Horsham ..	2	Saturday
4 0	Ballarat ..	4	Mon. to Fri.	6 10	Ballarat B (via Geelong) ..	10	Saturday
4 23	Bacchus Marsh ..	8	Mon. to Fri.	6 20	Ballarat (via Geelong) B ..	10	Mon. to Fri.
4 55	Horsham ..	4	Mon. to Fri.	8 0	Dimboola ..	4	Saturday
5 25	Ballarat ..	7	Mon. to Fri.	8 12	Dimboola ..	6	Mon. to Fri.
6 20	Ballarat ..	8	Saturday	10 55 a.m.	Ballarat ..	4	Sunday
6 20	Bacchus Marsh ..	4	Mon. to Fri. (Daily, Sun. inc. (Connect Daily to W.A.)	8 20 p.m.	Horsham ..	1	Sunday
8 40	Adelaide "The Overland" ..	2					
9 5	Ballarat and Mildura ..	5	Monday to Thursday				
9 20	Ballarat and Mildura ..	5	Fri. Sun.				
9 35 a.m.	Horsham ..	4	Sunday				
7 10 p.m.	Ballarat ..	4	Sunday				

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

B—To Flinders Street.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page 2).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER STREET as under for :— GEELONG-WARRNAMBOOL-PORT FAIRY				Trains ARRIVE SPENCER STREET as under from :— PORT FAIRY-WARRNAMBOOL- GEELONG			
6 8 a.m.	Werribee ..	6	Mon. to Fri.	7 3 a.m.	Geelong ..	6	Mon. to Fri.
6 34	Werribee ..	8	Mon. to Fri.	7 12	Geelong N B ..	11	Saturday
7 4	Geelong and Ballarat }	7	Mon. to Sat.	7 23	Geelong ..	8	Mon. to Fri.
7 30	Werribee ..	6	Saturday	7 54	Werribee ..	5	Mon. to Fri.
7 33	Werribee ..	6	Mon. to Fri.	7 58	Mildura and Ballarat }	3	Saturday
7 52	Werribee N A ..	12	Mon. to Fri.	8 5	Mildura and Ballarat }	3	Mon. to Fri.
8 25	Port Fairy ..	4	Mon. to Sat.	8 12	South Geelong ..	9	Mon. to Fri.
9 18	Werribee N A ..	12	Mon. to Fri.	8 26	Werribee ..	6	Saturday
9 36	Geelong ..	10	Mon. to Fri.	8 28	Geelong ..	7	Mon. to Fri.
11 0	Geelong ..	3	Saturday	8 29	Werribee N B ..	11	Mon. to Fri.
12 15 p.m.	Geelong ..	6	Mon. to Fri.	8 37	South Geelong ..	4	Mon. to Fri.
12 22	Geelong ..	4	Saturday	8 40	Geelong ..	4	Saturday
12 27	Werribee N A ..	12	Mon. to Fri.	9 11	Werribee B ..	11	Saturday
12 52	Geelong ..	7	Mon. to Fri.	9 26	Werribee N B ..	11	Mon. to Fri.
2 5	Geelong and Ballarat }	6	Saturday	9 50	Geelong and Ballarat }	4	Mon. to Fri.
2 20	Geelong ..	5	Mon. to Fri.	10 8	Werribee ..	6	Mon. to Fri.
3 0	Werribee ..	6	Mon. to Fri.	10 35	Geelong and Ballarat }	9	Saturday
3 44	Werribee ..	3	Mon. to Fri.	11 24	Werribee N B ..	11	Mon. to Fri.
4 0	Geelong and Ballarat }	4	Mon. to Fri.	11 45	Warrnambool ..	3	Mon. to Sat.
4 25	Werribee ..	9	Mon. to Fri.	1 10 p.m.	Geelong ..	6	Mon. to Fri.
5 0	South Geelong ..	1	Mon. to Fri.	1 40	Geelong ..	7	Saturday
5 10	South Geelong ..	1	Mon. to Fri.	2 16	Werribee ..	6	Mon. to Fri.
5 19	Werribee ..	9	Mon. to Fri.	3 10	Geelong ..	6	Mon. to Fri.
5 20	Werribee ..	9	Saturday	4 40	Geelong ..	1	Saturday
5 52	Warrnambool ..	2	Mon. to Fri.	4 46	Werribee ..	6	Mon. to Fri.
6 5	Geelong ..	7	Mon. to Fri.	5 27	Werribee ..	3	Mon. to Fri.
6 10	Warrnambool ..	3	Saturday	5 53	Geelong B ..	10	Mon. to Fri.
6 15	Geelong ..	7	Saturday	6 10	Geelong and Ballarat }	10	Saturday
8 5	Werribee ..	9	Mon. to Fri.	6 20	Geelong and Ballarat B }	10	Mon. to Fri.
9 25	Geelong A ..	12	Mon. to Fri.	6 38	Werribee ..	8	Mon. to Fri.
11 24	Geelong A ..	12	Mon. to Sat.	7 16	Werribee N B ..	11	Saturday
9 26 a.m.	Geelong A ..	10	Sunday	7 19	Geelong B ..	11	Mon. to Fri.
10 48	Werribee N A ..	14	Sunday	7 21	Geelong B ..	11	Saturday
2 5 p.m.	Geelong A ..	10	Sunday	7 42	Geelong B ..	11	Friday
5 10	Werribee ..	6	Sunday	7 35	Port Fairy ..	4	Mon. to Thur.
7 37	Warrnambool A ..	10	Sunday	7 52	Port Fairy B ..	10	Saturday
8 12	Werribee A ..	14	Sunday	8 2	Werribee ..	8	Mon. to Fri.
11 29	Werribee A ..	14	Sunday	10 5	Port Fairy ..	2	Friday
				10 30	Werribee ..	6	Mon. to Fri.
				9 44 a.m.	Werribee N B ..	13	Sunday
				10 26	Geelong B ..	10	Sunday
				12 51 p.m.	Werribee B ..	13	Sunday
				6 49	Werribee B ..	13	Sunday
				7 58	Geelong B ..	10	Sunday
				9 37	Warrnambool B ..	10	Sunday
				9 56	Werribee B ..	13	Sunday

A—From Flinders Street.

B—To Flinders Street.

N—Passengers change trains Newport.

(Continued on next page).

**COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT
SPENCER STREET (See Footnote, Page 2)**

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for :— SEYMOUR-TOCUMWAL-ALBURY- SYDNEY				Trains ARRIVE SPENCER ST. as under from : SYDNEY-ALBURY-TOCUMWAL— SEYMOUR			
7 10 a.m.	Seymour	5	Mon. to Sat.	8 40 a.m.	Seymour	3	Mon. to Sat.
8 30	Albury and } Tocumwal	2	Mon. to Sat.	9 0	Sydney— "Southern Aurora"	1	Daily, Sun. Inc.
8 40	Sydney— "Intercapital Daylight"	1	Mon. to Sat.				
12 50 p.m.	Seymour	5	Saturday	9 55	Sydney— "Spirit of Progress"	1	Daily, Sun. Inc.
4 13	Mansfield	6	Mon. to Thur.				
4 13	Seymour	6	Friday	10 10	Mansfield	6	Mon., Wed., Fri.
4 45	Albury	2	Mon. to Fri.	10 35	Numurkah	2	Mon. to Sat.
5 18	Numurkah	3	Mon. to Fri.	11 25	Albury	1	Sunday
5 30	Seymour	4	Mon. to Fri.	11 30	Seymour	6	Mon. to Sat.
5 50	Albury	2	Sat., Sun.	11 45	Albury	1	Mon. to Sat.
6 7	Mansfield	6	Friday	12 5 p.m.	Mansfield	6	Tue., Thur., Saturday
6 30	Numurkah	5	Saturday	7 40	Tocumwal	3	Mon. to Sat.
6 45	Sydney— "Spirit of Progress"	1	Daily, Sun. Inc.	8 10	Albury	3	Mon. to Fri.
8 0	Sydney— "Southern Aurora"	1	Daily, Sun. Inc.	8 20	Albury	6	Saturday
8 50 a.m.	Mansfield	6	Sunday	8 20	Sydney— "Intercapital Daylight"	1	Mon. to Sat.
9 30	Albury and } Numurkah	5	Sunday	9 0	Numurkah	2	Sunday
				9 15	Albury	1	Sunday
				10 1	Mansfield B	13	Sunday

B. — To Flinders Street.

Standard gauge trains shown in heavy black type.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote Page 2).

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.	Geelong	6	Saturday
7 25	Traralgon	1 Cent	Mon. to Sat.	8 1	Warragul D	7	Mon. to Fri.
7 49	Werribee N	7	Mon. to Fri.	8 38	Traralgon	1 Cent	Saturday
8 35	Bairnsdale	1 Cent	Mon. to Sat.	8 40	Warragul	11 East	Mon. to Fri.
	"The Gippslander"			9 5	Leongatha	1 East	Mon. to Sat.
9 5	Leongatha & Wonthaggi	1 Cent	Mon. to Sat.	9 14	Werribee	1 Cent	Saturday
9 15	Werribee N	7	Mon. to Fri.	9 19	Traralgon	1 Cent	Mon. to Fri.
12 24 p.m.	Werribee N	7	Mon. to Fri.	9 30	Werribee N	6	Mon. to Fri.
12 40	Traralgon	1 Cent	Saturday	11 2	Yarram & Wonthaggi	1 Cent	Mon. to Sat.
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.	11 27	Werribee N	7	Mon. to Fri.
3 58	Leongatha	1 Cent	Friday	11 40	Bairnsdale	1 Cent	Saturday
3 58	Yarram	1 Cent	Mon. to Thur.	12 Noon	Warragul	1 East	Mon. to Fri.
4 53	Traralgon	1 Cent	Mon. to Fri.	4 50 p.m.	Traralgon	1 Cent	Saturday
5 13	Warragul D	6	Mon. to Fri.	5 57	Geelong	1 East	Mon. to Fri.
6 3	Sale	1 Cent	Mon. to Thur.	6 10	Warragul D	7	Mon. to Fri.
6 3	Bairnsdale	1 Cent	Fri., Sat.	6 17	Geelong and Ballarat	1 Cent	Saturday
6 20	Leongatha & Wonthaggi	1 Cent	Mon. to Thur.	6 26	Geelong and Ballarat	1 Cent	Mon. to Fri.
6 20	Yarram & Wonthaggi	1 Cent	Friday, Sat.	6 50	Bairnsdale	1 Cent	Mon. to Sat.
9 20	Geelong	1 Cent	Mon. to Fri.		"The Gippslander"		
11 20	Geelong	1 Cent	Mon. to Sat.	7 10	Leongatha & Wonthaggi	1 Cent	Mon. to Fri.
9 22 a.m.	Sale	West	Sunday	7 19	Werribee N	6	Saturday
9 35	Werribee N	1 Cent	Sunday	7 24	Geelong	1 Cent	Mon. to Fri.
10 45	Geelong	7	Sunday	7 25	Geelong	1 East	Saturday
2 0 p.m.	Leongatha & Wonthaggi	1 Cent	Sunday	7 45	Geelong	1 East	Friday
6 45	Traralgon	1 Cent	Sunday	7 48	Traralgon	1 Cent	Mon. to Fri.
7 5	Warrnambool	1 Cent	Sunday	8 1	Port Fairy	1 Cent	Saturday
7 32	Werribee	1 Cent	Sunday	8 10	Leongatha & Wonthaggi	1 Cent	Saturday
8 8	Geelong	2	Sunday		Werribee N	7	Sunday
11 25		1 Cent	Sunday	9 47 a.m.	Geelong	1 Cent	Sunday
				10 30	Traralgon	1 Cent	Sunday
				11 20	Werribee	1 Cent	Sunday
				12 55 p.m.	Werribee	2	Sunday
				8 3	Geelong	1 Cent	Sunday
				9 43	Warrnambool	1 Cent	Sunday
				9 45	Leongatha & Wonthaggi	1 East	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.

POSTAL MOTOR TROLLEY SERVICES

CONDITIONS OF OPERATION.

1. When it is found necessary to run a goods train on a line on a day on which a Postal Motor normally operates, 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, "NKS" and "KS" type .. 6 cwt.

Type "B" Inspection Cars .. 3 cwt.

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, parcel-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 Co-ordinator of Time-tables (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, etc.

See the General Appendix for further instructions.

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.

SLEEPING BERTHS AND RESERVED SEAT BOOKING

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

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

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

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

Intrastate (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 Manager, Passenger Operations, Room 31, extension 1679 (interstate) or 2126 (intrastate).

(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 date 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.

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

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

Victorian Travel by "The Overland" Between Melbourne and Serviceton. Passengers for Victorian roadside stopping stations beyond Ballarat to Horsham inclusive are permitted to reserve seats 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 from 5.0 p.m. on day of travel subject to accommodation being available. See Table 80 of Passenger Fares Book.

Interstate Travel — between any two of the following locations.—

Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle.

The booking of passengers 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, except that for journeys between Sydney and Adelaide (via Broken Hill) and between Adelaide and Perth where travel is involved by "Indian Pacific" the advance booking period will be restricted to two (2) calendar months prior to date of travel.

Other Interstate Destinations (Albury and Queensland Stations Excepted):—The booking for passengers for travel between interstate destinations other than Sydney, Canberra, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle except if journey made by the "Indian Pacific" between Sydney/Adelaide and Adelaide/Perth, see above. Opens two (2) calendar months prior to the date of travel on the forward journey and three (3) calendar months in respect of the return journey.

Queensland Stations:—Bookings to Queensland Stations (Brisbane excepted) may be made six (6) calendar months in advance of date of travel.

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

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

(8) The telephone or telegram application shall state the train and date of travel, station at which passenger or passengers will join, class of ticket held, destination station, name and sex of passengers and type of seat or berth required.

(9) When application is made by telephone the Booking Clerk must repeat back to the Reservation Clerk full particulars of train, date, allotment and ticket numbers in respect of each booking and then enter complete details of each transaction on the prescribed confirmation sheet P. 221. Confirmation sheets are to be forwarded each day by the first available means to the Central Reservation Bureau, Room 31, Spencer Street.

Reservation of sleeping berths and reserved seats shall be controlled by:—

(a) **CENTRAL RESERVATION BUREAU** for Intersystem services and 'Down' Victorian trains from Melbourne.

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

Terminal Station controlling booking	Train
ALBURY ..	7.05 a.m. Albury—Melbourne Daily Sun. Inc.
BAIRNSDALE ..	2.10 p.m. Bairnsdale—Melbourne Mon. to Sat.
MILDURA ..	9.20 p.m. Mildura—Melbourne Mon. to Fri.
..	9.0 p.m. Mildura—Melbourne Sunday

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

Sundays	..	..	..	..8.35 a.m. to 9.35 p.m.
Mondays to Thursdays inclusive	..	..	..	..7.30 a.m. to 9.20 p.m.
Fridays	..	..	..	..7.30 a.m. to 9.35 p.m.
Saturdays	..	..	..	..7.30 a.m. to 8.55 p.m.

Application for all reservations can be made on automatic telephone number — extension 4.

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

At a station authorised to perform Country and/or Intersystem Booking, action must be taken to secure "Tentative" reservations from the Central Reservation Bureau, and the applicant informed of the most convenient location at which booking may be completed.

In no circumstances, during the authorised booking hours indicated, are applicants to be advised to contact the Central Reservation Bureau direct.

"TENTATIVE RESERVATIONS"

The following procedure is to be given effect in respect of applications received for reservation of seats and/or sleeping berths for which Rail Tickets, Deposit Receipt Orders, Service Orders or other travel authority is not held at the time of application.

(1) Applicants are to be informed that the booking must be completed, or in respect of Intersystem travel deposit lodged by 5.0 p.m. on the day following the day of application, except that accommodation applied for on Fridays or Saturdays for travel on or after the following Tuesday will be held up to 5.0 p.m. on Monday.

(2) Should some special circumstances prevent completion of tentative bookings in accordance with the foregoing, the Reservation Clerk may authorise a later date for completion.

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

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

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

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

(6) Defence Rail Transport Officers will be advised full details of reservations, but the provisions of Clause 5 must be strictly observed by Booking Clerks when finalising bookings.

DEPOSIT BOOKING ARRANGEMENTS FROM VICTORIAN STATIONS TO INTER-SYSTEM STATIONS

(a) Accommodation for travel from Victorian Stations to Intersystem destinations may be allotted within the prescribed advance booking period subject to payment in accordance with clauses (1) and (2) above of a minimum deposit of \$5.00 per passenger and finalisation of the transaction by payment of balance of fares not less than one (1) calendar month prior to date of travel. See clause (e). A Deposit Receipt Order (P. 158) shall be issued in triplicate for the amount of deposit and endorsed by dating stamp with the exact date by which the booking must be finalised also with the passengers full name, address and telephone number.

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

(c) The original copy of the Deposit Receipt Form is to be handed to the passenger concerned, the duplicate copy forwarded to the Central Reservation Bureau, Room 31 as confirmation of the booking, the triplicate retained at the booking point. Booking Officers must ensure that all reservation particulars obtained from the Central Reservation Bureau are endorsed on Deposit Receipt Form P. 158. However, it will not be necessary to compile and forward confirmation of booking on prescribed form P. 221 in instances where Deposit Receipt Form P. 158 is issued.

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

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

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

Should passengers elect for payment to be made progressively by "Lay-By" payments, minimum \$5.00 per payment, conditions outlined in (a), (b), (c), (d) and (e) for deposit Booking arrangements will again apply for the initial issue of Deposit Receipt Order, except that Booking Staff will endorse "Installment Paid" in lieu of "Deposit Paid", and for final issue of tickets.

After issue of the initial Deposit Receipt Order it will not be necessary for Booking Officers to contact the Central Reservation Bureau as each subsequent Deposit Receipt Order is issued until final payment of the balance due, vide clause (d) for Deposit Booking arrangements, however, each duplicate copy of Deposit Order issued for each "Lay-By" payment will require to be forwarded to the Central Reservation Bureau, Room 31, duly endorsed with all relevant particulars.

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

ALLOTMENTS OBTAINED FROM OTHER SYSTEMS

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

APPLICATIONS MADE LESS THAN ONE MONTH PRIOR TO DATE OF TRAVEL

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

CANCELLATIONS

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

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

HALF FARE INTERSYSTEM CONCESSIONS FOR RETIRED RAILWAYMEN

(1) Retired railwaymen eligible for passes after retirement are also entitled to the privilege of half-fare concession for interstate travel for a maximum of one return journey per year, provided they had, at the date of retirement, not less than 30 years' service calculated in accordance with the principles followed for long service leave purposes.

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

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

(4) Those who were entitled to a first-class interstate pass prior to retirement will be eligible to travel first-class on payment of half the ordinary first-class fare.

All others will be eligible for economy fare only at the concession rate, however, payment may be made for the balance between economy fare and first-class fare if desirous of travelling the latter class.

(5) Retired Railwaymen travelling first-class will not be eligible for sleeping berths on Southern Aurora, but will be entitled to purchase sleeping berths, if available, on "Spirit of Progress", "The Overland" or divisions thereof two days before travel, except at times when passholders are not entitled to travel on these trains.

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

(7) Inquiries should be made by retired railwaymen travelling on other Systems as to the restrictions that apply.

(8) Retired railwaymen desirous of obtaining the intersystem concession must apply to the Secretary for Railways (Room 108), for letter of authority to purchase an intersystem ticket, or tickets, at half rate. The letter will be issued in duplicate—one copy for the booking clerk as authority for the issue of the ticket at half rate and the other to be held by the passenger as his authority to hold such ticket.

TRAVEL OF UNACCOMPANIED CHILDREN BY INTERSTATE SERVICES

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

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

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

The Manager, Passenger Operations, is to be advised the foregoing information together with applicable allotment as under :

Monday to Friday between 8.30 a.m. and 4.45 p.m.—Auto 2126.

Saturday and Public Holidays } between 8.45 a.m. and 11.45 a.m.—Auto 1673.

All other times Central Reservation Bureau Auto. 4.

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

The Commissioners reserve the right to decline the travel of a child or children between the ages of 4 years and under 15 years unaccompanied by a Parent or an Adult should it be deemed necessary (P.F. 17/164).

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

INTERSTATE

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. .. "Intercapital Daylight" ..	Mon. to Sat. (Sun. ‡)	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss Vale passengers change trains Goulburn), Strathfield, Sydney.
7.45 a.m. .. "Intercapital Daylight"	Mon. to Sat. (Sun. ‡)	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. Sleeping berths and seat booking compulsory.
8.10 p.m. .. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	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 berths and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhili, Kaniva, Serviceton and S.A. stations. (See page 7).
7.0 p.m. .. "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide and S.A. stations.

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)

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

Train	Days of running	From	To	Stations from and to which seats or berths may be booked
NORTHERN LINES				
8.45 a.m. "Great Northern Limited"	Monday, Wed., Fri., Saturday	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.
8.45 a.m. "Great Northern Ltd."	Tue., Thur.	Melbourne	Bendigo	
1.35 p.m.	Monday, Wed., Fri. Sat.	Melbourne	Bendigo	
1.35 p.m.	Tue., Thur.	Melbourne	Swan Hill	
5.4 p.m.	Mon. to Thu.	Melbourne	Bendigo	Berths to Donald and stations beyond; seats Maryborough, and stopping stations beyond.
5.40 p.m.	Friday	Melbourne	Bendigo	
6.5 p.m.	Saturday	Melbourne	Bendigo	
9.5 p.m.	Mon. to Thu. Fri., Sun.	Melbourne	Mildura	
9.20 p.m.		Melbourne	Mildura	Passengers from stations Mildura to Donald inclusive.
9.0 p.m.*	Sunday	Mildura	Melbourne	
9.20 p.m.	Monday to Friday	Mildura	Melbourne	

* Altered to 9.20 p.m. May to October.

NORTH WESTERN LINES				
8.17 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	
4.55 p.m.	Mon. to Fri.	Melbourne	Horsham	
12.50 p.m.	Mon. to Fri.	Melbourne	Ballarat	Ballarat only.
5.25 p.m.	Monday to Friday	Melbourne	Ballarat	
6.20 p.m.	Saturday	Melbourne	Ballarat	

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	

(Continued)

RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—Continued.

Train	Days of running	From	To	Stations from and to which seats may be booked
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.30 a.m.* ..	Mon. to Sat.	Melbourne	Albury ..	Avenel and stopping stations beyond. Passengers change to non-seat-booked Rail Motor train at Benalla for Yarrowonga 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 Yarrowonga line. Seymour and stopping stations beyond.
5.50 p.m. ..	Sat., Sun.			
5.18 p.m. ..	Mon. to Fri.	Melbourne	Numurkah	Where connections made, passengers change into non-seat-booked Rail Motor trains; at Toolamba for Echuca line and at Numurkah for Cobram line.
6.30 p.m. ..	Saturday	Melbourne		
6.7 p.m. ..	Friday	Melbourne	Mansfield ..	Yea and stations beyond.
7.5 a.m. ..	Daily, (Sun. incl.)	Albury	Melbourne	Passengers from stopping stations Albury to Euroa.

*Combined train to Seymour.

EASTERN LINES

7.25 a.m. ..	Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping stations beyond. Passengers change to non-seat-booked Rail Motor Train at Traralgon for Maffra line.
8.35 a.m. ..	Mon. to Sat.	Melbourne	Bairnsdale	
12.40 p.m. ..	Sat. ..	Melbourne	Traralgon	Warragul and stations beyond.
4.53 p.m. ..	Mon. to Fri.	Melbourne	Traralgon	
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. to Thu.	Melbourne	Sale ●	
3.58 p.m. ..	Mon. to Thu.	Melbourne	Yarram ..	Korumburra and stations beyond (Economy only)
6.20 p.m. ..	Friday, Saturday	Melbourne	Yarram	Korumburra and stations beyond. (Economy only).
2.10 p.m. ..	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

● Connects at Sale with non seat-booked Road Motor for Bairnsdale.

"RENT-A-CAR" FACILITIES FOR RAIL PASSENGERS

Avis Rent-a-Car System Pty. Ltd. have provided motor car hiring facilities at the following points in Victoria (Inc. Albury, N.S.W.) in addition to Melbourne (Spencer Street Station) and the main stations in other capital cities including Canberra, A.C.T.

METROPOLITAN

					Telephone
Braybrook	..	Cnr. Ballarat Road & Lacy Street, 3019	..	..	317-7314
Clayton	..	Cnr. Dandenong & Renver Roads, 3168	..	..	544-9953
Dandenong	..	Cnr. Princes Highway & Clow Street, 3175	..	..	792-2323
Frankston	..	62 Playno Street, 3199	..	..	783-4726
Heidelberg	..	Cnr. Burgundy Street & Rosanna Road, 3084	..	..	45-4276
Kew	..	142 Cotham Road, 3101	..	..	80-4501
Malvern	..	1147 Malvern Road, 3144	..	..	20-1275
Moorabbin	..	Moorabbin Airport, Mentone, 3194	..	..	90-2861
Notting Hill	..	New Oakleigh Motors, Ferntree Gully Road, 3168	..	..	544-8911
Reservoir	..	Cnr. Spring & Ralph Streets, 3073	..	..	46-2423
Ringwood	..	8 Whitehorse Road, 3134	..	..	870-2544
Williamstown	..	97 Ferguson Street, 3016	..	..	397-5849

COUNTRY

Albury N.S.W.	..	490 Young Street, 2640	..	..	..	21-2644
Bairnsdale	..	57 Main Street, 3875	..	..	..	3428
Ballarat	..	1 Albert Street, Sebastopol, 3356	..	..	..	5-8201
Geelong	..	Bender's Busways, Edol Street, North Geelong, 3215	..	..	..	7-2856
Hamilton	..	210 Gray Street, 3300	..	..	..	2-2912
Horsham	..	73 Wilson Street, 3400	..	..	..	2-0051
Mildura	..	22 Langtree Avenue, 3500	..	..	..	3-0561
Portland	..	160 Percy Street, 3305	..	..	..	23-2644
Sale	..	7 Raymond Street, 3850	..	..	..	2929
Shepparton	..	187-205 Wyndham Street, 3630	..	..	..	21-9611
Swan Hill	..	322 Campbell Street, 3585	..	..	..	2-2116
Warrnambool	..	137 Kepler Street, 3280	..	..	..	8131

The following instructions regarding booking procedure are to be strictly observed:

Requests for such service may be lodged at any attended railway station and with Sleeping Car or Train Conductors.

Employees receiving an order will require to record the following information:—

Passenger's name

Station at which car is required.

Date of arrival of train by which passenger travels.

Number and name of such train.

Period for which the passenger required to hire the motor car.

The customer should be requested to contact the Stationmaster on arrival at destination station. Full particulars of the order must be promptly transmitted by service telegram to the Stationmaster at the destination station concerned. The text of the message is to be prefaced by the code-word "OVIS".

Sleeping Car and Train Conductors accepting an order are to hand full particulars (as above) in writing to the Officer-in-Charge at the first attended station at which the train is timed to stop and that officer will be responsible for the prompt transmission of the telegram to Stationmaster at the destination station concerned.

Stationmasters at Spencer Street and the abovementioned stations concerned will require to record all orders received in a suitable book, in duplicate showing:—

Time and date or receipt of message.

Name of passenger.

Date of arrival.

Number and name of train.

Period for which motor car is required.

Time Avis Rent-a-Car Service notified.

The requests are to be entered as received, and immediately communicated to Avis Rent-a-Car System Pty. Ltd.—Stationmaster, Spencer Street, to telephone 34-8181; Stationmasters at suburban and country locations to telephone Man-In-Grey, Spencer Street, auto. 1292.

The original copy of the record of orders received is to be forwarded by Stationmasters concerned to Auditor of Revenue, Room 192, Spencer Street, at the close of each month.

Passengers concerned on contacting Stationmasters are to be directed to Avis Rent-a-Car representative in attendance.

"MOTORAIL" SERVICE BETWEEN MELBOURNE AND MILDURA

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

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

DOWN	9.05 p.m. (No. 73) Pass. Melbourne-Mildura, Mon. to Thurs. incl.	{ Marshalled as Leading Vehicle
	9.20 p.m. (No. 73) Pass. Melbourne-Mildura, Sun. Fri.	
UP	9.00 p.m.* (No. 80) Pass. Mildura-Melbourne, Sun.	{ Marshalled as Trailing Vehicle
	9.20 p.m. (No. 80) Pass. Mildura-Melbourne, Mon. to Fri. incl.	
	* 9.20 p.m. May to October.	

Details of AX wagons are shown on page 55.

Motor Cars may be conveyed on both lower and upper decks of the AX wagons which are 55 feet 11 inches in length (internally) with capacity of 4 vehicles not longer than 13 feet 4 inches, 3 vehicles not longer than 17 feet 10 inches, 2 vehicles of greater length, with maximum track width over outside profiles of tyres not exceeding 5 feet 9 inches.

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

Lower Deck:— Motor Car—5 feet 3 inches, Trailer—5 feet.

Upper Deck:— Motor Car or Trailer—5 feet 1½ inches.

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

BOOKING ARRANGEMENTS

The following prepaid charges will apply:—

Accompanied Motor Car	..\$10.00
Accompanied Motor Car and Trailer	..\$15.00
Unaccompanied Motor Car	..\$15.00
Unaccompanied Motor Car and Trailer	..\$22.50

To obviate unnecessary haulage of AX wagons and to ensure against acceptance of motor cars in excess of the number which can be accommodated by any one train, persons desiring to take advantage of the facility will be required to furnish advance advice of their intention to do so, not later than 4.30 p.m. on the day prior to travel. This arrangement will not however, provided working of an AX wagon has already been or can be arranged, preclude later acceptance of motor cars to the capacity of AX wagons up till the time by which they must be lodged for loading:—viz. At Spencer Street 8.15 p.m. Monday to Thursday, 8.30 p.m. Sunday and Friday; at Mildura 8.25 p.m. Sunday, 8.45 p.m. Monday to Friday.

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

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

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

ACCEPTANCE OF CARS

Motor Cars at owners risk will be accepted for despatch at Spencer Street (South Concourse) and at the selected site at Mildura only. At the Cloak Room, Spencer Street or Stationmaster's Office, Mildura, as the case may be; an Owner's Risk Goods Consignment Note in duplicate with Special Non-Claim Stamp must be completed by the Owner, indicating Passenger's Name, the Make, Type, Dimensions and Registration Number (or in the case of an unregistered vehicle, the Engine Serial Number) of Car and date of travel. Prior to acceptance of the motor car the Cloak Room Attendant, Spencer Street, or the employee deputed at Mildura in company with the owner or driver must inspect the vehicle to ensure there is no evidence of damage, leakage of oil or fuel, or, equipment missing and a note of any damage or deficiencies is to be made on the consignment note. The Duplicate of the Consignment Note is to be handed to the passenger for presentation at the destination to obtain delivery and the car key obtained from the owner, who is to be informed that the key will be retained to facilitate loading and prompt delivery at the destination. Unaccompanied vehicles may be delivered upon production by the claimant of evidence of his or her bona fides.

Upon acceptance of the vehicle and payment of the appropriate charge a Goods waybill is to be issued, on which is to be endorsed the Passenger's Name, Number and Description of Ticket, Make, Type, Registration (or Engine Serial) Number of the Car and date of travel. The Original and the Inward Station Copy of the waybill, and the car keys suitably labelled with Owner's name and car number endorsed must be forwarded by the same train as the vehicle as a 'value' addressed to Stationmaster, Spencer Street or Mildura, as the case may be. The appropriate portion of the passenger's ticket is to be endorsed "Car".

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

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

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

LOADING AND UNLOADING

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

A licensed motor car driver and an employee competent to perform the work of securing motor cars must be rostered to be in attendance at the South Concourse, Spencer Street, for the arrival of No. 80 ex Mildura, Mon. to Sat. incl. and not later than 7.30 p.m. on Sun. to Fri. incl. for the departure of No. 73.

A licensed motor car driver and employee competent to perform securing of motor cars and supervise operations must be rostered to be in attendance at Mildura for arrival of No. 73 from Melbourne on Mon. to Sat. incl. and not later than 7.30 p.m. on Sun. to Fri. incl. for the departure of No. 80.

Motor cars and car keys will be accepted by the Cloak Room Attendant at the South Concourse, Spencer Street, until 8.15 p.m. Mon. to Thur. and 8.30 p.m. Sun. to Fri. The vehicles will be loaded under the supervision of the Supervising Vanstower.

At Mildura, motor cars will be accepted at the selected site by an employee deputed to supervise loading.

LOADING AT SPENCER STREET

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

When motor cars are loaded, hand brakes fully applied, secured by car chocking beams provided, doors, windows, bonnets and boot lids securely locked the AX wagon is to be lifted and attached as the leading vehicle to 9.05 p.m. or 9.20 p.m. (No. 73) Melbourne-Mildura Pass. as the case may be.

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

UNLOADING AT MILDURA.

On arrival of No. 73 Pass. at Mildura, the train is to be stopped with the AX wagon at the selected site and the locomotive detached, when a portable loading ramp is to be placed in position at the "down" end of the AX wagon. Unloading will be effected by driving over the ramp.

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

LOADING AT MILDURA

No. 80 Pass. with AX wagon attached as the rear vehicle located at the selected site, is to be docked, brakes securely applied, and the portable loading ramp placed in position at the down end of the AX wagon in sufficient time to enable loading of cars without causing delay to departure. Loading will be effected by driving over the ramp.

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

UNLOADING AT SPENCER STREET.

Immediately on arrival of No. 80 Pass. at Spencer Street, the AX wagon is to be detached, and placed at the loading dock, No. 3 Centre road, with the wheels against the baulk and brakes securely applied.

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

Unloading at Spencer Street—Continued.

Car owners are to be directed to the South Concourse, where the duplicate copy of Consignment Note must be presented to obtain delivery of vehicles. The windscreen of each vehicle is to be cleaned by means of a squeegee prior to delivery. Unaccompanied vehicles may be delivered upon production by the Claimant of evidence of his or her bona fides. After checking details thereon, cars and keys may be delivered and a receipt obtained on the Inward Station copy of waybill. Waybills are then dealt with in the usual manner.

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

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

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

Passengers must not be permitted to remain in motor cars loaded on the AX wagon, but luggage may be left in the vehicle at Owner's Risk. The provisions contained in General Appendix Pages 431-432 (amended by W.N. 51/1961) and Transportation of Goods Book, page 377, (amended by T.G. 27-1962) respecting Petrol remaining in fuel tanks and disconnection of leads from battery terminals will not apply.

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

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

WITHIN VICTORIA

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

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

"The Overland"— for journeys within Victoria.

Road Motor Coach Services.

Guaranteed Special Trains.

"Puffing Billy" Narrow Gauge Trains—Belgrave—Emerald.

BOOKING CONDITIONS:

On trains by which passes are available:—

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

Sleeping berths, Melbourne—Mildura Service—End sleeping berths, if available, may be reserved as from 9.0 a.m. on the day prior to date of travel.

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

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

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

INTERSTATE SERVICES

"Southern Aurora"

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

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

MELBOURNE—ADELAIDE

ADELAIDE—MELBOURNE

"The Overland"

End berths in Roomette or Twinette sleeping carriages or reserved seats may be booked as from the opening date for public booking.

MELBOURNE—SYDNEY

SYDNEY—MELBOURNE

"Spirit of Progress"

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

"Intercapital Daylight"

Reserved seats may be booked fourteen days prior to the date of travel.

ALBURY—SYDNEY

SYDNEY—ALBURY

"Riverina Express"

Reserved seats may be booked 14 days in advance of the date of travel, but as the allotment of these seats is controlled by the N.S.W. authorities, application therefore should be made to either the Albury Booking Office or to Interstate Booking Office, Sydney.

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

INTERSTATE SERVICES—continued

**SYDNEY—BRISBANE
BRISBANE—SYDNEY**

Reserved seats may be booked on the opening date for public booking and sleeping berths fourteen days in advance of the date of travel by (No. 3) "Brisbane Express" from Sydney and by (No. 4) "Brisbane Express" from South Brisbane.

Reserved seats and sleeping berths, if available, may be booked at Sydney or Brisbane respectively by (No. 1) "Brisbane Limited Express" from Sydney and by (No. 2) "Brisbane Limited Express" from South Brisbane on day of travel only.

Conditions generally in regard to availability of passes and privilege tickets at Christmas, Easter or other special periods, are published in the Weekly Notice or separate circulars prior to these occasions. The obligation of ascertaining such conditions is on the pass-holder.

**SYDNEY—PERTH
PERTH—SYDNEY**

"Indian Pacific"

With the exception of holders of Australasian Gold Passes, Standard Australian Book Passes and Intersystem Blue Linen Book Passes the following restrictions will apply to holders of Intersystem Paper Passes desiring to travel by "Indian Pacific" either via Sydney or Port Pirie to and from Perth.

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

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

**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 the 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 Pass-holders to ascertain their eligibility for travel, and to make their own arrangements in respect of reservations for travel on the return journey.

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 30-36.

MAXIMUM LOADS :—

- The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "PL" type carriages) is 900 tons.
- The maximum load on a Passenger train which may be hauled behind a Victorian screw coupling is 360 tons, subject to a vehicle limitation of 13 vehicles on the train. For New South Wales screw coupling Draw Gear capacity see pages 37 and 38.
- The maximum load which may be hauled behind an automatically coupled "PL", or "WK" carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down 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".

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

Roomette, Twinette, Club, "AJ", "BJ", "RBJ", "AS", "BS", "ABS", "MBS", "AZ" and "BZ" carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage "CP", "CO" brake-vans and PCO Power brakevan 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 No. 6 Roads Carriage Shed Dock Road
Murtoa .. ..	.. ..	{ No. 1 (Back platform) Road
Wodonga Line .. ..	.. ..	{ Essendon, No. 3 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.

FREIGHT VEHICLES ON PASSENGER TRAINS

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

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

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

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

ENGINE RUNNING SCHEDULES (PASSENGER TRAINS)

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-table.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS.—The tonnage loads of Mixed trains computed on the basis of tonnage ratings as shown on pages 30–36, for the vehicle concerned plus the weight of goods vehicles and contents as shown on pages 53–56.

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

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

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

ENGINE RUNNING SCHEDULES. (Mixed Trains)

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

MIXED TRAINS—

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.

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

FOGGY WEATHER

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

ENGINE RUNNING SCHEDULES (PASSENGER TRAINS)

The following information is available to the public and is subject to change without notice.

PASSENGER TRAINS
The following information is available to the public and is subject to change without notice.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS—The following loads of mixed trains are shown in the following table. The loads are shown in tons and are subject to change without notice.

LOADS—The following loads of mixed trains are shown in the following table. The loads are shown in tons and are subject to change without notice.

OVERLOADING OF MIXED TRAINS—Overloading of mixed trains is prohibited. The following table shows the maximum load for mixed trains.

The following information is available to the public and is subject to change without notice.

ENGINE RUNNING SCHEDULES (MIXED TRAINS)

The following information is available to the public and is subject to change without notice.

MIXED TRAINS
The following information is available to the public and is subject to change without notice.

It will be the duty of the driver to maintain the speed of the train as high as possible, consistent with the safety of the train and the passengers.

FOGGY WEATHER

Speed of Train—In foggy weather, the speed of the train shall be reduced to the following limits:

VICTORIAN AND SOUTH AUSTRALIAN PASSENGER ROLLING STOCK

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.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 34)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
Club Sleeping	3	V. & S.A. Joint Stock (Bogie Carriages)							
	8	Club and Dining (Air conditioned) 41 sitters	20	..	43	78	3	Auto.	F.
"	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawl, Juki, Tarkinji, Air conditioned (Roomettes)	20	..	52	78	3	Auto.	F.
"	2	Weroni, Doral, Nomuldi, Mokai, Malkari, Palti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	..	53	78	3	Auto.	F.
"	3	Tambo, Dargo, Onkaparinga ..	20	..	45	74	1½	Auto.	E.
AE	7	8 compartments ..	48	..	45	74	1½	Auto.	E.
BE	5	9 compartments ..	..	72	45	74	1½	Auto.	E.
AJ	3	2 compartments, Saloon type, Air conditioned	48	..	48	78	7½	Auto.	F.
BJ	10	2 compartments, Saloon type, Air Conditioned	..	64	53	78	3	Auto.	F.
RBJ	3	Cafeteria Car, One compartment. (Saloon type) and Cafeteria. (Air-conditioned)	..	34	47	78	3	Auto.	F.
Special	1	Brakevan and Sundry Stock							
	1	V. & S.A. Joint Stock (Bogie) Dynamometer K ..	..	..	40	53	9½	½ Auto., ½ Auto. and Screw	E.
PCO	4	Power Brakevan, Nos. 1 to 4 (10 tons capacity)	..	..	66	78	3	Auto.	F.
CE	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	..	..	50	63	3½	Auto.	E.
CO	2	Brakevan fitted with Fish compartment Nos. 1, 2 (26 tons capacity)	..	..	68	78	3	Auto.	E.
D	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	..	..	45	63	3½	Auto.	—
D	1	Steel bulk mail van, No. 1 (25 tons capacity)	..	..	55	63	5½	Auto.	—
JCP	9	† Express Goods Brakevan Nos. 1 to 9 (10 tons capacity)	..	..	35	39	0	Auto.	E.

Note :—"F" Fluorescent; "E" Electric.

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

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

VICTORIAN PASSENGER ROLLING STOCK

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 34)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
AS	13	Victorian Stock All Steel (Bogie) 8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 16	48	..	50M	75	0	Auto.	E.
BS	4	8 compartments (Air Conditioned), Nos. 1, 4, 7, 8	..	64	50M	75	0	Auto.	E.N.
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	0	Auto.	F.
BZ¶	4	Saloon type (Air Conditioned) Nos. 3 to 6	..	64	50	75	0	Auto.	F.
BZ	3	Saloon type (Air Conditioned) Nos. 1, 2 and 7	..	68	50	75	0	Auto.	F.
MBS	3	Mini-Buffer, Five compartments and Mini-Buffer (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	1½	Auto.	E.
Buffer	1	Moorabool (Air-Conditioned)	19 diners 12 sitting	..	60	75	0	Auto.	E.
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	7½	Auto.	F.
"	1	Melville	..	..	40	50	2	Auto.	E.
"	1	Medical and Vision Test	..	..	45	74	1½	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation)	..	..	30	48	2½	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths)	..	..	50	74	1½	Auto.	E.
Parlor	1	Yarra	33	..	40	74	1½	Auto.	E.
Break-down	1	Campaspe	16 sleepers	..	50	74	9¼	Auto.	E.
Buffer	1	Taggerty, 3 compartments & buffet (Air-Conditioned)	18 diners 18 sitting	..	60	74	1½	Auto.	E.
Sleeping	4	Nos. 1 to 4 (Air Conditioned)	20	..	55	74	1½	Auto.	E.
"	6	Nos. 5 to 10	20	..	45	74	1½	Auto.	E.

Note :—"F" Fluorescent; "E" Electric.

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

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

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

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 34)	Lighting facilities (See note)	
			1st Class	Economy		feet	in.			
Victorian Stock (Bogie Carriages) continued.										
AE	22	8 compartments (Except Nos. 1, 3, 12)	48	..	45	74	1½	Auto.	E.	
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	..	72	55	74	1½	Auto.	E.	
BE	.. 4	8 compartments Nos. 49 to 52 (Air Conditioned)	..	64	55	74	1½	Auto.	E.	
BE	.. 5	9 compartments Nos. 44 to 48	..	76	45	74	1½	Auto.	E.	
BE	.. 26	9 compartments (Except Nos. 4, 19, 31, 34, 44 to 48)	..	72	45	74	1½	Auto.	E.	
BG	.. 2	Saloon and Compartment type (air-conditioned)	..	64	50	74	1½	Auto.	E.	
ABE	.. 15	8 compartments, Nos. 1 to 8, 10 to 16	26	36	45	74	1½	Auto.	E.	
BCE	.. 5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	..	42	50	74	1½	Auto.	E.	
AW	35	6 compartments, 58-ft. body	40	..	35	61	2½	Auto.	E.	
AW	.. 9	7 compartments, 64-ft. body Nos. 60 to 68	60	..	35	67	2	Auto.	E.	
BW	.. 38	7 compartments, 58-ft. body Nos. 1, 2, 5 to 9, 11, 12, 14 to 26, 28, 29, 31 to 44	..	60	35	61	2½	Auto.	E.	
BW	.. 11	8 compartments, 64 ft. body, Nos. 60 to 70	..	68	35	67	2	Auto.	E.	
ABW	.. 5	7 compartments (3-1st, 4-Economy) 64-ft. body Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.	
ABU	.. 49	6 compartments (3-1st, 3-Economy) 58-ft. body	20	26	35	61	2½	*	E.	
BPL	21	9 compartments, Nos. 89-91, 93, 94, 100, 103 to 108, 110, 116 to 120, 122, 125, 126	..	82	30	60	5½	Auto.	E.	
BPL	.. 22	9 compartments, Nos. 42 to 45, 48, 50, 52 to 55, 61, 78, 79, 81, 83, 85, 95 to 97, 99, 123, 124	..	82	30	59	11½	Auto.	E.	
BPL	56	9 compartments, Nos. 1 to 4, 7, 9 to 17, 19 to 27, 29 to 33, 35 to 39, 41, 56 to 60, 63, 65 to 77, 80, 84, 87	..	82	30	61	8	Auto.	E.	
ABL	1	7 compartments, economy .. 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	3	6 compartments Nos. 1, 30, 35	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	.. 8	7 compartments	..	50	30	53	6½	Screw	E.	
BC	.. 1	8 compartments with brakevan, (15 cwt. capacity) No. 19	..	80	30	59	3½	Screw	—	
BC	1	7 compartments with brakevan (15 cwt. capacity) No. 15	..	70	30	60	1½	Screw	—	
BCPL	.. 1	6 compartments with brakevan (4 tons capacity) No. 1	..	51	35	59	11½	Auto.	E.	
BCPL	11	8 compartments Nos. 2 to 8, 21-24	..	76	30	61	8	Auto.	E.	
BCPL	.. 12	8 compartments, Nos. 9 to 20	..	76	30	60	5½	Auto.	E.	

Note :—"E" Electric.

*—"ABU" carriages Nos. 7, 15, 17, 23, 25, 26, 31, 36, 38, 49-52, are equipped with automatic couplings. Nos. 2-6, 8-14, 16, 18-20, 22, 24, 27-30, 32-35, 37, 39-47 are equipped with automatic couplings one end and transition hook on the opposite end.

VICTORIAN PASSENGER ROLLING STOCK—Continued.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers or Pulling lines		Coupling (For notes see page 34)	Lighting facilities (See Note)
			1st Class	Economy		feet	In.		
CE ..	6	Brakevans (Bogie) Nos. 15, 33 to 37, (20 tons capacity)	..	..	50	63	3½	Auto.	E.
CE ..	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	..	..	45	63	3½	Auto.	E.
CP ..	30	Nos. 1, 3, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37, 39, 40. (10 tons capacity)	..	..	35	42	0	Auto.	E.
CA ..	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	..	..	30	43	0½	Auto.	E.
CW ..	5	Nos. 16 to 20 (12 tons capacity)	..	..	35	53	3½	Auto.	E.
CW ..	15	Nos. 1 to 15 (10 tons capacity)	..	..	35	53	3½	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 tons capacity)	..	..	35	37	0	Auto.	E.
		Sundry Stock (Bogie)							
FP ..	1	Horse Box, 12 horses, No. 7.	..	..	30	48	2½	Auto.	—
WW† ..	74	Workmen's sleeper, Nos. 100 and under	..	..	30	Various		Screw	K.
WW† ..	71	Workmen's sleeper, Nos. 101 and over	..	..	20	Various		Screw Nos. 153 to 161, 170, 171, 174, to 176. ½ Auto, ½ Screw Nos. 162 to 165, 172 Auto all others.	K.
WK(M)	1	Workmen's kitchen carriage ..	..	..	30	59	3½	Auto.	—
BP ..	12	Bogie Van ..	..	..	35	41	11½	Auto.	—
LP ..	10	Bogie Sheep Van ..	..	..	26	38	10	Auto.	—
TP ..	5	Refrigerated Van, Nos. 1 to 5 ..	..	..	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 ..	21	2 tons capacity (6 wheels) Nos. 19, 31, 153, 211, 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.
ZB ..	5	2 tons capacity (6 wheels)	..	..	18	27	4½	Auto.	K.
ZL ..	116	2 tons capacity (4 wheels)	..	..	15	27	4½	Auto.	K.
ZL ..	354	5 tons capacity (6 wheels)	..	..	15	27	4½	Auto.	K.
W† ..	263	Workmen's sleeper	..	..	15			Screw, 1 No. Auto., 262 No. Auto.	—
WM ..	1	Workmen's mess carriage (6 wheels)	..	..	15	Various			—
WS ..	6	Workmen's shower carriage .. (4 wheels)	..	..	13	24	11	Auto.	—

Note:—"E" Electric; "K" Kerosene.

(M) The maximum load which may be hauled behind WK carriage is shown in part (c) of maximum loads of Express and Passenger trains, page 24.

† Not to be attached to passenger trains unless authorised.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines		Coupling (For Notes see page 34)	Lighting facilities (See Note)
			One Class			feet	in.		
NBC	1	Victorian Stock Narrow-Gauge (Bogle) One compartment with Brakevan 4 tons (No. 2)	..	7	10	27	3½	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	3½	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	3½	Auto.	—
Victorian Stock (Electric Trains)						feet	in.		
M	25	{ 7 compartments (swing-door) 8 compartments (swing-door)	One Class 70 80		55 } 55 }	60 and 61	1½ 8	Screw Screw 205, Trans Hook 47	E. E. E.
M	252	8 compartments (Tait)	..	84	55	61	8	Trans Hook	E.
M	4	Double end operation (Tait)	..	67	55	61	8		
M	90	3 compartments (Harris)	..	59	55	62	11½	Auto.	F.
M	81	1 compartment (Harris)	..	65	55	62	11½	Auto.	F.
M	17	1 compartment (Harris) Walk Through	..	71	55	62	11½	Auto.	F.
M	2	1 compartment (Harris) Walk Through Air operated doors	..	71	55	62	11½	Auto.	F.
D	4	7 compartments (swing-door)	..	70	35	60 and 61	1½	Screw	E.
D	10	8 compartments (swing-door)	..	80	35	61	8	Screw	E.
D	60	8 compartments (Tait)	..	84	35	61	6	Screw	E.
T	9	9 compartments (swing-door)	..	90	35	59	3½	Screw	E.
T	186	9 compartments (Tait)	..	94	35	61 and 59	6 3½	Screw 144 Trans. Hook 42	E.
T	90	3 compartments (Harris)	..	72	40	62	11½	Auto.	F.
T	75	1 compartment (Harris)	..	80	40	62	11½	Auto.	F.
T	15	1 compartment (Harris) Walk Through	..	82	40	62	11½	Auto.	F.
T	2	1 compartment (Harris) Walk Through Air operated doors	..	92	50	76	9½	Auto.	F.
BT	14	9 compartments (swing-door)	..	90	35	59	3½	Screw	E.
BT	1	3 compartments No. 201 (sliding-door)	..	73	30	59	3½	Trans. Hook	E.
BT	30	3 compartments (Harris)	..	72	40	62	11½	Auto.	F.
BT	25	1 compartment (Harris)	..	80	40	62	11½	Auto.	F.
BT	5	1 compartment (Harris) Walk Through	..	82	40	62	11½	Auto.	F.
G	100	9 compartments (Tait)	..	94	35	59	3	Screw 53, Trans. Hook 47	E.
CM	9	Parcels Coach (10 tons capacity)	..	..	55	61	8	Dual	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Ton-nage 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	Economy		feet	in.			
		Victorian Stock Rail Motor Vehicles (Bogie)				Load-ed.				
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92 (includes spare power unit) 2 brakevans (each 20 cwt. capacity) situated either side of the central power unit	38	56		55	121	8½	Link and Pin (See Note "A")	F.
"	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	24	54	4½	Link and Pin	E.	
"	2	Walker 102 H.P., Nos. 8, 13, small brakevan (25 cwt. capacity)	18	27	24	54	4½	Link and Pin	E.	
"	14	Walker 153 H.P., Nos 20 to 32, 34, 35 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	27	56	4¾	Link and Pin	E.	
"	1	Walker 153 H.P. No. 33, small brakevan (25 cwt. capacity)	18	27	26	56	4¾	Link and Pin	E.	
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56-64 (40 cwt. capacity)	16	22	17	44	1½	Link and Pin	E.	
Diesel Electric R.M.	1	" " No. 55	—	38	17	44	1½	" "	E.	
"	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	11½	Auto.	E.	
Diesel Rail Cars	2	600 H.P. Air-conditioned Nos. 40, 41	—	60	..	78	10	Auto.	F.	

Note A.—Walker type trailer vehicles Nos. 50 to 64 inclusive can only 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 Hooks, both ends.
Auto	..	.. Automatic couplers, both ends.
$\frac{1}{2}$ Auto.	..	.. Automatic Coupler, ONE end only.
$\frac{1}{2}$ Auto. and Screw Coupling	..	.. Special Coupling, ONE end only.
Dual Coupling	..	.. Automatic Coupling and Screw Coupling both ends.
$\frac{1}{2}$ Transition Hook	..	.. Transition Hook, ONE end only.
Transition Hook	..	.. Transition Hook, both ends.

TONNAGE RATING OF VEHICLES WHEN EMPTY.

Class of Vehicles	Tonnage Rating	Class of Vehicles	Tonnage Rating
	Tons		Tons
CA Brakevans	23	TP (Refrigerated Vans) (Nos. 1 to 5) ..	21
CE Brakevans	40	BP Vans	24
CP Brakevans	26	FP Horse Box (No. 7) ..	25
CV Brakevans	27	Bogie Horse-Box (South Australian) ..	26
CW Brakevans	32	LP (Bogie Sheep Van) ..	25
C Brakevans	21	VP (Bogie Vans)	25
ZLP Brakevans	23		
JCP Brakevans	26		
D Mail Vans (Nos. 3 and 4) ..	30		
D Mail Van, Steel (No. 1) ..	40		

SOUTH AUSTRALIAN ROLLING STOCK.

Class	Number of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Lgth of vehicle over buffers.	
			1st Class	Economy		feet	Ins.
Sleeping ..	2	"Angas" and "Finniss" ..	20	..	45	73	8½
Special ..	1	Officers' inspection carriage "Murray" (sleeper and diner) ..	8	..	52	77	7½
"	1	Vice Regal Carriage ..	10	..	51	77	10½
"AD" class ..	2	All steel (air-conditioned) Nos. 1 & 2 ..	70	..	51	78	3
"AD" class ..	3	All steel (air-conditioned) 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	4½
600 class ..	8	All steel (corridor) ..	..	64	45	71	4½
700 class ..	11	All steel (country) ..	..	56	39	62	4½
700 class ..	4	All steel (country) ..	..	..	39	62	4½
750 class ..	4	All steel (country) ..	22	24	39	62	4½
780 class ..	4	All steel (country) ..	38	..	39	62	4½
"CD" class ..	11	Brakevan Passenger, 8 wheels, capacity, 25 tons ..	..	..	64 (39 when ety.)	72	3
CGP ..	7	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons ..	..	8	34	40	2½
GB ..	11	Brakevan (Passenger and Freight) 8 wheels, Capacity 6 tons ..	..	..	28	39	8
8300 class ..	14	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons ..	..	4	35	40	2½
8300 class ..	55	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons ..	..	8	34	40	2½
8375-8379) ..	20	Brakevan, Passenger and Freight, 8 wheels, Capacity 10 tons ..	..	10	24	42	1½

STANDARD GAUGE PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity			Tonnage Rating	Overall Length over b'fers or pulling Lines	Coupling	Lighting
			Berths	1st Class Seats	Economy				
Victorian and N.S.W. Joint Stock									
DAM	2*	Twinette Sleeper with De-Luxe Compartment Nos. 2333, 2334	18	...	...	45	feet 76 in. 10½	Auto.	F.
NAM	12*	Twinette Sleeper Nos. 2335-2338, 2340-2342, 2367, 2368, 2373-2375	20	...	...	45	76 10½	"	F.
LAN	12*	Roomette Sleeper Nos. 2344, 2347-2349, 2351-2354, 2372, 2376-2378	20	...	...	45	76 10½	"	F.
BCS	3*	Lounge Car Nos. 2356, 2357, 2379	40 Sitters			40	76 10½	"	F.
RMS	3*	Dining Car Nos. 2358-2360	48 Diners			45	76 10½	"	F.
MHN	3	Bogie Brake Van (20 tons) Nos. 2364-2366	...	...	...	44	76 10½	"	E.
PHN	6	Bogie Power and Brake van (12 tons) Nos. 2361-2363, 2369, 2371, 2381	...	...	...	62	76 10½	"	E.
Victorian Stock									
VAC	2*	2 Sitting, 6 Twinette Sleeping compartments Nos. 1, 2	12	6	8	56	75 0	Auto.	F. & E.
VBK	5*	Saloon type, Nos. 1-5	...	56	...	50	75 0	"	F.
VAM	1*	Composite, Sitting-Twinette Sleeping Car	20 or 12	6	8	60	78 6	"	F. & E.
VRS	2*	Buffet Nos. 1, 2	27 Diners			54	75 0	"	E.
VRS	1	Buffet No. 3	28 Diners			54	75 0	"	E.
VFX	2*	6 Compartments, Staff and Hostess Nos. 1, 2	...	...	48	50	75 0	"	F.
VFS	2*	8 Compartments Nos. 1-2	...	...	64	50	75 0	"	F.
VFK	6*	Saloon type Nos. 1-6	...	...	64	50	75 0	"	F.
VFR	2*	7 Compartments and 1 Auxiliary Buffet Compartment Nos. 1-2	...	...	56	50	75 0	"	F.
VHN	2	Bogie Brake Van (20 tons) Nos. 1, 2	...	...	...	55	60 0	"	E.

* Air-conditioned F. Fluorescent E. Electric

STANDARD GAUGE PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity			Tonnage Rating	Overall Length over buffers or pulling Lines	Coupling	Draw Gear Capacity Tons	Lighting (See Note)
			Berths	1st Class Seats	Economy					
N.S.W. Stock							feet in.			
Saloon Type										
BH	8*	1 Compartment Nos. 2220-2227	..	48	..	43	66 6½	Auto.	900	F.
CS	..	2 Compartments	..	24	30	49	74 4½	Screw	550	E.
FH	..	1 Compartment	..	..	54	43	66 6½	Auto.	900	F.
HFV	..	Saloon and 3 compartments, guard's compartment	..	..	64	49	74 4½	Screw	550	E.
MCS	..	Saloon and 2 compartments	..	24	30	49	74 4½	"	550	E.
OFS	4*	Saloon and staff and hostess compartments Nos. 2257-2260	..	..	41	45	70 6½	Auto.	900	F.
RFV	..	Saloon and 2 compartments and buffet	..	..	54	49	74 0½	Screw	550	E.
SBS	7*	1 compartment Nos. 2246-7, 2252-6	..	37	..	44	70 6½	Auto.	900	F.
SFR	2*	Saloon with buffet compartment Nos. 2275, 2281	..	..	49	43	70 6½	"	900	F.
SFS	23*	1 compartment, Nos. 2265-78, 2280, 2282-89	..	..	57	45	70 6½	"	900	F.
Sitting Type										
BS	..	7 Compartments	..	42	..	39	66 10½	Screw	550	E.
EFS	..	8 Compartments	..	..	64	39	66 10½	Screw- Auto	550	E.
FS	..	8 Compartments	..	..	64	39	66 10½	Screw- Auto.	550	E.
MBE	..	8 Compartments	..	42	..	49	74 4½	Screw	550	E.
MFE	..	8 Compartments	..	..	64	50	74 4½	Screw- Auto.	550	E.
OBS	..	Saloon ..	..	28	..	43	70 6½	Auto.	900	F.
SBS	10*	Nos. 2240-45, 2248-51	..	48	..	44	70 6½	"	900	F.
SBX	..	7 Compartments	..	42	..	42	68 4½	Screw	550	E.
SFX	..	8 Compartments	..	..	64	44	68 4½	"	550	E.
TBC	..	7 Compartments	..	42	..	46	74 4½	"	550	E.
TFX	..	8 Compartments	..	..	64	50	74 4½	Auto.	550	E.
XFS	..	8 Compartments	..	..	64	39	66 10½	Screw	550	E.
Sleeping Type										
CAM	..	Sleeping-Sitting ..	10	12	12	47	74 4½	"	550	E.
EAM	..	..	20	..	..	46	74 4½	"	550	E.
KAM	..	Sleeping-Sitting with deluxe compartment	10	27	..	48	74 4½	"	550	E.
LAN	5*	Roomette Nos. 2323-7	20	..	..	45	76 10½	Auto.	900	F.
MAL	..	..	18	..	..	50	74 4½	Screw	550	E.
MAM	..	..	20	..	..	49	74 4½	"	550	E.
NAM	5*	Twinette Nos. 2328-32	20	..	..	45	76 10½	Auto.	900	F.
TAM	..	..	20	..	..	49	74 4½	Screw	550	E.
XAM	..	..	20	..	..	46	74 4½	"	550	E.

* Air-conditioned F. Fluorescent E. Electric

STANDARD GAUGE

PASSENGER ROLLING STOCK—Continued.

Class	No.	Description	Passenger Capacity			Ton- nage Rating	Overall Length over buffers or pulling Lines	Coupling	Draw Gear Cap- acity Tons	Light- ing (See Note)
			Berths	1st Class Seats	Econ- omy					
Buffet, Dining & Lounge Types							feet in.			
AB	..	Diner ..	40	Diners		52	70 2½	Auto.	550	E.
AB	..	Diner Nos. 91, 92 ..	48	Diners		55	74 4½	"	550	E.
BY	..	Lounge ..	48			47	74 4½	Screw	550	E.
HCV	..	2 Compartments and Lounge, Guard's Compartment	24		30	49	74 4½	"	550	E.
RS	..	9 ^a Buffet, Nos. 1962, 2299- 2306	27	Diners		45	70 6½	Auto.	900	F.
Brakevans & Power Vans										
CHO	..	9 Bogie Brakevan .. Nos. 2000-3, 2005-9	..	..	..	28	43 8	"	550	E.
EHO	..	.. Bogie Brakevan (12 ton) ..	..	..	..	30	55 8½	"	550	E.
LHO	..	.. Bogie Brakevan (20 tons) ..	..	..	..	44	65 6	"	900	E.
MHO	..	3 Bogie Brakevan Nos. 1813, 1815, 1998	..	..	..	42	66 6½	Auto.	900	E.
MHO	..	.. Bogie Brakevan except Nos. 1813, 1815, 1998	..	..	..	42	66 6½	Screw & Auto.	550	E.
PHS	..	9 Bogie Power Van Nos. 2290-8	..	..	..	44	51 10½	Auto.	900	E.
VHO	..	.. Bogie Brakevan (20 tons) ..	..	..	..	55	66 4½	"	550	E.
Horse Boxes										
BKG	..	.. (10 Grooms & 12 Horses) ..	..	..	..	29	51 10½	Screw	390	G.
KKG	..	.. (10 Grooms & 6 Horses) ..	..	..	..	23	37 3	"	390	G.

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

DAMAGE TO CARRIAGE WINDOWS & FITTINGS

1. (a) The following amounts are to be collected from persons who accidentally break or damage carriage windows or fittings :—

Description	Norm- an	No. 4 State	No. 5 State	AE, BE, ABE, AW, BW, BCE	VBK, VFK, VFS, VFX, VFR, MBS, AS, BS	Air Condt Con- verted BE & Sleep- ers	Non Air Condt. ette Sleep- ers	Twin- ette & Room- ette Sleep- ers	BPL	AV, BV, ABL	M, D, T, G, BC & CM	20J BT	AZ	BZ	AJ	BJ
QUARTER LIGHTS																
Over 4' 0" & under 5' 0" long	\$	12.40	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Over 3' 0" & under 4' 0" long		9.10														
Over 2' 0" & under 3' 0" long		5.90														
Standard		4.30		2.80					2.90	2.90	2.90	2.90				
Sub Standard																
Compartment & Corridors—																
Standard Outer Armour-Plate	18.40		14.30		14.30	15.40							19.90	21.80	15.50	14.90
Standard Outer Plate	12.80		10.30		10.30			15.50					25.60	32.00	15.50	18.60
Standard Inner Armour-Plate	20.90		16.00		16.00	15.40										
Corridor—																
Small Outer Armour-Plate	15.20		8.50		8.50											
Small Outer Plate	8.10		6.70		6.70											
Small Inner Armour-Plate	15.20		9.20		9.20											
Lavatory Windows—																
Outer	9.80		11.40	3.20	11.40	4.60	2.90	9.60	2.90	3.00			13.60	13.60	9.60	9.60
Inner	4.00		2.90		2.90			10.50					18.80	18.80	10.50	10.50
Saloon Windows—																
Round end Small, Armour-Plate	7.50															
Round end Small, Plate	5.70															
Divided, Upper (plain)				2.50												
Divided, Lower (plain)				2.80												
Divided, Upper (lavatory)				2.50												
Divided, Lower (lavatory)				2.90												
Driver's Compartment											3.00					

DAMAGE TO CARRIAGE WINDOWS & FITTINGS—Continued.

Description	Norm- an	No. 4 State	No. 5 State	AE, BE, ABE, AW, BW, BCE	AS & BS	Air Condt. Con- verted BE & Sleep- ers	Non Air Condt. Sleep- ers	Twin- ette & Room- ette Sleep- ers	BPL	AV, BV, ABL	M, D, T, G, BC & CM	201 BT	AZ	BZ	AJ	BJ
END LIGHTS—continued																
Guard's Side Door—																
Large ..	..	..	..	..	..	..	..	..	..	..	2.90	..	..	..	..	..
Small ..	..	..	..	..	..	..	..	..	..	..	2.90	..	..	..	..	..
Guards Door ..	..	..	..	..	..	..	..	..	..	..	2.90	..	..	..	..	..
Pent. Roof Lights ..	..	..	..	..	..	..	..	..	..	..	3.00	..	..	..	..	..
Canopy Glass (fixed) ..	..	3.10	..	3.10	..	..	3.10	..	..	..	..	..	..	..	..	..
Canopy Glass (sliding) ..	..	..	..	..	..	..	..	..	..	..	3.50	..	..	..	..	..
Canopy Glass End (fixed) ..	..	..	..	..	..	..	..	..	..	..	6.00	..	..	..	..	..
Canopy Glass End (interior) ..	..	..	..	..	..	..	..	..	..	..	6.40	..	2.90	2.90	..	..
Photo Glasses ..	..	..	..	2.90	..	2.90	2.90	..	2.80	2.80	..	..	..	..	..	..
Map Glasses ..	..	..	..	2.40	..	2.40	..	..	..	..	..	..	8.40	8.40	..	..
Exit Door ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MIRRORS																
Over, Small Lights ..	..	..	..	6.30	..	6.30	..	..	..	..	..	..	..	..	..	..
Side Wall ..	..	11 20	..	..	..	35.90	35.90	..	..	..	..	..	..	..	..	..
Vestibule ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SALOON—																
(large) ..	..	19.70	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(medium) ..	..	8.50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(small) ..	..	4.60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cross Partition (large) ..	..	8.20	..	7.00	..	7.00	9.50	..	6.80	6.80	10.50	..	..	..	..	..
Cross Partition (small) ..	..	..	..	..	..	3.60	3.90	..	..	..	7.00	..	..	..	..	..
Wardrobe ..	..	13.90	..	..	..	6.00	6.00	6.30	..	..	..	..	..	..	..	..
Bathroom & General Lavatory ..	..	11.40	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ladies Compartment ..	..	12.70	9.40	..	..	..	..	..	..	..	..	..	..	..	..	..
Over Side Doors ..	..	4.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lavatory ..	7.20	..	8.00	9.60	7.20	9.60	9.60	..	9.60	7.00	..	..	7.20	7.20	..	..
Lavatory, above Wash Basin ..	9.60	..	..	..	..	..	..	..	..	..	..	..	9.60	9.60	..	..
Lavatory, behind Door ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Men's Compartment ..	..	3.50	..	..	..	9.60	9.60	5.90	..	..	..	..	..	..	..	..
Compartment, above Wash Basin ..	..	..	..	..	..	..	8.00	11.00	..	..	..	..	..	..	..	..
Compartment, behind Door ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Attendant's Compartment & W.C. ..	..	..	..	..	..	..	..	21.10	..	..	..	..	..	..	..	..
Powder Bar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Description	DINERS		BG	BUFFET CARS		
	Murray	Avoca		Taggerty	VRS	Mooraboo
	\$	\$	\$	\$	\$	\$
Saloon Windows—						
Large, Outer, Armour-Plate ..	20.40	—	15.30	15.30	—	—
Large, Outer, Plate ..	12.90	11.20	11.20	—	—	—
Large, Inner, Armour-Plate ..	20.90	18.00	15.30	15.30	—	—
Pantry Windows—						
Outer, Armour-Plate ..	12.80	—	—	—	—	—
Outer, Plate ..	9.00	—	—	—	—	—
Inner, Plate ..	4.80	—	—	—	—	—
Kitchen Windows—						
Large, Plate ..	3.30	2.80	—	—	—	—
Small, Plate ..	2.40	—	—	—	—	—
Outer, Armour-Plate ..	—	—	—	—	9.10	9.10
Outer, Plate ..	—	—	—	—	6.80	6.80
Inner Armour-Plate ..	—	—	—	—	9.10	9.10
Corridor & Compartment Windows—						
Outer Armour-Plate (standard) ..	16.00	—	—	—	16.00	16.00
Outer Plate (standard) ..	10.30	3.10	—	—	10.30	10.30
Inner Armour-Plate (standard) ..	16.60	—	—	—	16.20	16.20
Corridor Windows—						
Outer Arm.-Plate (non-standard) ..	—	—	—	—	20.40	20.40
Outer Plate (non-standard) ..	—	—	—	—	12.90	12.90
Inner Arm.-Plate (non-standard) ..	—	—	—	—	20.50	20.50
Saloon Windows—						
Small Outer Armour-Plate ..	—	—	6.80	6.80	—	—
Small Inner Armour-Plate ..	—	—	6.80	6.80	—	—
Counter Side Wall—						
Outer Armour-Plate (standard) ..	—	—	—	—	14.80	14.80
Outer Plate (standard) ..	—	—	—	—	9.40	9.40
Inner Armour-Plate (standard) ..	—	—	—	—	14.80	14.80
Outer Arm.-Plate (non-standard) ..	—	—	—	—	15.00	15.00
Outer Plate (non-standard) ..	—	—	—	—	8.50	8.50
Inner Arm.-Plate (non-standard) ..	—	—	—	—	15.00	15.00
Small Outer, Arm.-Plate ..	—	—	—	—	7.00	7.00
Small Outer, Plate ..	—	—	—	—	5.10	5.10
Small Inner, Armour-Plate ..	—	—	—	—	7.00	7.00
Kitchen, Service Door ..	3.20	—	—	—	6.90	5.10
End Door, Passenger end ..	5.10	4.00	2.90	2.90	5.10	5.10
End Door, Saloon end ..	—	—	3.70	3.70	5.10	5.10
Side Door, (outer) ..	—	—	6.90	6.90	—	7.40
Toilet—						
Staff, (outer) ..	—	—	7.40	7.40	7.10	11.30
Staff, (inner) ..	—	—	—	—	3.50	4.3
Corridor—						
Swing Door (upper) ..	—	—	4.00	4.00	—	12.20
Swing Door, (lower) ..	—	—	5.30	5.30	—	—
Partition Glass ..	—	—	2.50	2.50	—	9.00
Partition Shutter ..	—	—	2.50	2.50	—	—
Sliding Door (upper) ..	—	—	5.30	5.30	—	16.60
Sliding Door (lower) ..	—	—	2.90	2.90	—	—
Kitchen—						
Partition Glass (large) ..	—	—	—	11.70	5.30	5.30
Partition Glass (small) ..	—	—	—	3.80	—	—
Toilet Doors ..	—	—	2.50	2.80	—	—
Photo. Glass ..	—	—	2.60	2.60	—	—

DAMAGE TO CARRIAGE WINDOWS & FITTINGS—continued.

Description	DINERS		BG	BUFFET CARS		
	Murray	Avoca		Taggerty	VRS	Moorabool
MIRRORS	\$	\$	\$	\$	\$	\$
Over Lights, Compartment ..	—	—	3.30	3.30	—	—
Cross Partition, Compartment ..	—	—	6.40	6.40	—	—
Toilet, Staff	—	—	—	9.53	—	—
AIR DUCTS						
End, Lower, Saloon	—	—	—	22.40	20.30	18.90
Intermediate, Lower, Saloon ..	—	—	—	29.50	20.30	17.50
Intermediate, Lower, Kitchen Side Wall	—	—	—	—	16.00	17.50
End Lower, Kitchen end	—	—	—	—	7.70	6.60
End & Front, Saloon	—	—	—	13.00	9.30	11.00
Kitchen—						
Front on Side Wall	—	—	—	—	—	10.80
Front	—	—	—	—	10.50	—
Front End	—	—	—	—	3.30	—
Saloon end, Front (shaped) ..	—	—	—	8.70	9.00	9.00
Vertical Screen (on counter) ..	—	—	—	9.80	11.00	11.00
Intermediate (front)	—	—	—	14.40	—	3.20
Lower Glass, Hole in Flue ..	—	—	—	32.00	—	—

BRAKE VANS

Description	CA, CP & ZLP	CE, CW & D	VHN	CV & C	Z, ZB, ZP & ZL
Goods Compartment Door Glass	\$ 5.60	\$ 2.90	\$ 8.50	\$ 2.90	\$ 2.90
Guards " " " "	6.40	2.90	11.40	2.90	2.90
End Door Glass	—	2.90	—	2.90	—
Cross Partition Door Glass ..	—	2.90	—	2.90	—
Canopy Glasses (end)	—	4.40	—	4.20	4.40
" " (intermediate)	—	5.30	—	5.00	5.10
" Lights Sliding	—	3.10	—	2.50	2.50
Pent. Roof Lights	—	3.00	—	—	—
Periscope Lookout Glass	3.00	—	4.50	—	—
Mirror—					
Periscope, (upper)	3.50	—	5.40	—	—
Periscope, (lower)	2.80	—	3.90	—	—

Rail Motors & Trailers

Description	D.E.R.M.	D.E.R.M. Trailer	Walker Rail Cars			Walker Trailer	Air- condit. Rail-car 600 H.P.
			280 H.P.	153 H.P.	102 H.P.		
	\$	\$	\$	\$	\$	\$	\$
Quarter Lights—							
Standard	3.40	3.40	—	—	—	—	—
Lower	—	—	8.40	8.40	8.40	8.40	—
Upper	—	—	4.00	6.70	6.70	6.70	—
Side Lights							
Fixed (vest)	3.00	3.00	—	—	—	—	—
Fixed (rear end)	3.00	—	—	—	—	—	—
Fixed (front end)	3.20	—	—	—	—	—	—
Driver's Cabin Door—							
Upper	—	—	3.40	—	—	—	—
Lower	—	—	10.60	12.20	12.20	—	—
Driver's Door Glass—							
Passenger enc. (lower)	—	—	—	11.70	11.70	—	—
Passenger end, (upper)	—	—	—	6.40	6.40	—	—
Driver's Sliding Door	—	—	4.30	3.70	—	—	—
End Lights—							
Vestibule	3.40	3.00	—	—	—	—	—
Driver's, rear end	5.30	—	—	—	—	—	—
Driver's, front end	3.90	—	—	—	—	—	—
Side Light—							
Passage and Van	2.90	—	—	—	—	—	—
Lavatory	3.20	—	—	—	—	—	—
Engine Room	3.20	—	—	—	—	—	—
Side Door Glass	2.90	2.90	11.60	11.80	11.80	11.80	—
Guard's Sliding Door	2.90	2.90	8.20	8.20	8.20	8.20	—
End Door Light	2.90	2.90	—	—	—	—	—
Van Dividing Door	—	—	5.00	4.30	4.30	4.30	—
Lavatory Door	—	—	5.00	—	—	—	—
Cross Partition—							
Door Glass	2.90	2.90	—	—	—	—	—
Casing Glass	2.90	2.90	—	—	—	—	—
Cross Partition Glass	3.10	3.30	—	—	—	—	—
Partition Glass—							
Driver's Cabin	—	—	6.30	—	—	—	—
At entrance (large, Econ. class)	—	—	20.00	11.80	11.80	11.80	—
At entrance (small Econ. class)	—	—	12.40	9.30	9.30	9.30	—
At entrance (1st class)	—	—	15.40	—	—	—	—
Quarter Light, end (shaped)	—	—	5.60	5.60	5.60	5.60	—
Power Bogie Cab Door—							
Moveable	—	—	14.10	—	—	—	—
Fixed	—	—	10.90	—	—	—	—
Power Bogie Quarter (fixed)	—	—	7.50	—	—	—	—
Cab Quarter Light—							
Shaped (small)	—	—	—	8.00	—	—	—
Shaped (large)	—	—	—	10.00	—	—	—
Windscreen—							
Upper, Passenger end	—	—	9.10	9.10	9.10	9.10	—
Upper, Cab end	—	—	—	5.00	4.80	—	—
Lower, Passenger end	—	—	18.70	18.90	18.90	18.90	—
Lower, Cab end	—	—	—	12.70	10.90	—	—
Photo. Glass	—	—	1.60	1.60	1.60	—	—
Mirror (lavatory)	9.30	5.50	2.20	2.20	2.20	—	—

Various

Item										Rate
										\$
Decanter (glass)	..	..	..	..	..	..	..	..	..	0.70
Tumbler (glass)	..	..	..	..	..	..	..	..	..	0.25
Deck Chair—										
Arm or Leg broken	..	..	..	..	..	..	..	..	..	3.00
Totally destroyed	..	..	..	..	..	..	..	..	..	27.00
Toilet—										
Shelf Tray	..	..	..	..	..	..	..	..	..	2.00
Shelf Fittings	..	..	..	..	..	..	..	..	..	10.70
W. C.—										
Pan	..	..	..	..	..	..	..	..	..	21.00
Wooden Seat	..	..	..	..	..	..	..	..	..	8.40
Seat Bumpers	..	..	..	..	..	..	..	..	..	0.40
Pan Pillar Brackets	..	..	..	..	..	..	..	..	..	11.00
Pan Hinge & Sleeve	..	..	..	..	..	..	..	..	..	11.00
Seat (rear bumper)	..	..	..	..	..	..	..	..	..	3.00
Seat, "Duperite" (complete with fittings)	..	..	..	..	..	..	..	..	..	8.50
Paper Towel Container	..	..	..	..	..	..	..	..	..	2.40
Towel—										
Roller	..	..	..	..	..	..	..	..	..	1.30
Hand	..	..	..	..	..	..	..	..	..	0.60
Honeycomb (sleeping car)	..	..	..	..	..	..	..	..	..	1.10
Lamps Electric—										
24V to 32V, 25W	..	..	..	..	..	..	..	..	..	0.40
24V, 44/38W (double filament)	..	..	..	..	..	..	..	..	..	0.30
Loco, 30V, 200W (sealed beam)	..	..	..	..	..	..	..	..	..	3.10
Mirror Shade, Plastic (AS & BS cars)	..	..	..	..	..	..	..	..	..	1.00
Shade—										
Flashed Opal (buffet car kitchen)	..	..	..	..	..	..	..	..	..	4.50
Plastic Corridor & Lavatory (AS & BS cars)	..	..	..	..	..	..	..	..	..	0.60
Ceiling Lamp, Walker Type (RM & MT)	..	..	..	..	..	..	..	..	..	4.20
Plastic, Compartment Ceiling (AS & BS cars)	..	..	..	..	..	..	..	..	..	1.20
Glass, Joint Stock (BE cars)	..	..	..	..	..	..	..	..	..	2.00
Glass (sleeping cars)	..	..	..	..	..	..	..	..	..	2.00
Globes, Electric or Gas	..	..	..	..	..	..	..	..	..	2.70
Ash Trays (coach cars)	..	..	..	..	..	..	..	..	..	2.60

Suburban "Harris" Carriages

Description	1ST SERIES			2ND SERIES		
	M Nos. 501- 590	T Nos. 601- 690	BT Nos. 501- 530	M Nos. 701- 800	T Nos. 801- 890	BT Nos. 531- 560
Side Passenger Door	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00	\$ 12.00
Wind Screens	15.00	15.00	15.00	15.00	15.00	15.00
Motormans & Guards Window, front (fixed)	11.20	—	—	9.70	—	—
Cross Partition—						
(full) Centre	13.90	13.90	13.90	—	—	—
(full) Outer	13.90	13.90	13.90	—	—	—
With Doorway (large) ..	15.40	15.40	15.40	12.50	12.50	12.50
With Doorway (small) ..	12.20	12.20	12.20	9.30	9.30	9.30
Side Window—						
Lower (fixed)	8.30	8.20	8.20	8.90	8.90	8.90
Upper (sliding)	10.00	10.40	10.40	10.30	10.30	10.30
Passenger Communication Door ..	10.00	10.00	10.00	10.00	10.00	10.00
Guard's Door Window	6.00	—	—	11.80	—	—
Motorman's Window (drop) ..	16.30	—	—	16.30	—	—
Guard's Window (drop) ..	13.30	—	—	13.30	—	—
Peep Hole (safety neutrex) ..	2.10	—	—	2.10	—	—
Advertising Frames (standard clear, 26 oz)	1.30	1.30	1.30	1.30	1.30	1.30
Motorman's & Guard's Drop Window "Top Handle Assembly"	6.30	—	—	6.30	—	—
Glazing Rubber—						
Doors & Side Windows	0.80	0.80	0.80	—	—	—
Doors & Side Windows (upper) ..	—	—	—	0.80	0.80	0.80
Side Windows (lower)	—	—	—	1.30	1.30	1.30

- (b) It must be understood that payment is only to be accepted when it is quite clear that the damage has been accidental. In any case in which it appears to have been of a wilful or malicious character, the name and address in full of the person obtained. The correctness of the name and address furnished by the offender, should, if possible, be sighted his personal card, Bank book, or an addressed envelope which has passed through the post.
- (c) Whenever any damage to fittings is discovered on a Suburban train the Guard must communicate with the stations through which the train has passed, to enable the Station Staff, if possible, to recall to mind any passenger who has alighted, and whose appearance may have created suspicion.
- (d) Compensation for damage to Departmental property other than that specified in the table shown in sub-clause (a) will be assessed by the Head of the Branch concerned.
- (e) The Stationmaster, Guard, or Conductor, as the case may be, must in every instance at once report full particulars of any damage or breakage.
2. If a request be made for the recovery of any article that has dropped down the window recess of a carriage door, a charge of \$1.50 must be made for the work to be done.

GENERAL INSTRUCTIONS

COMPILATION OF GUARDS RUNNING STATEMENTS AND TRUCK SHEETS

STANDARD GAUGE TRAINS

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

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

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

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

DOWN TRAINS :

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

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

UP TRAINS :

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

On arrival in Melbourne guards must forward a carbon copy of the journal to the timekeeper. The remaining two copies of the journal, three copies of the Victorian truck sheet, the Victorian guard's running statement, New South Wales guard's journal and truck sheet must be placed in the receptacle provided at the sign off point.

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 effect 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 portion of that load, e.g., 3/5ths or 4/5ths 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 Statement, is to be shown. Care must be used to record the correct sectional mileages as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast trains, of the period of time occupied in loading or unloading material or ballast wagons whilst the 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 recognised 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 transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 242), in the case of trains operating within the Central Train Control area, 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 brakevan end of the train.

The stations the vehicle is waybilled from and to, also attached and detached at, must be inserted. Vehicles used as safety are to be included in the load column, class of loading being shown "Safety". Water tank wagons containing water, whether attached by pipe to engine or not, are to be included as loaded, the weight of the contents being computed as shown on the succeeding pages. Passenger carriages and brakevans to be recorded and weight shown (see schedule tonnage rating on pages 30-36).

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 vehicle.

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	Fu—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	

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 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—
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with under 3 feet firewood to water level ..	13 tons
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded 2 feet 6 inches above water level with mallee roots ..	12 "
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with 5 feet and 6 feet firewood (on end) ..	14 "
16½/22 ton "GY" wagon with firewood less than 3 feet long to water level ..	16 "
16½/22 ton "GY" wagon loaded 2 feet 6 inches above water level with mallee roots ..	13 "
16½/22 ton "GY" wagon loaded with 5 feet and 6 feet firewood (on end) ..	14 "
16½/22 ton "GY" wagon loaded with props, palings and laths 3 feet 6 inches high ..	16 "
16½/22 ton "RY" wagon loaded with firewood less than 3 feet long to water level ..	15 "
16½/22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots ..	12½ "
16½/22 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 props, palings and laths ..	19 "
31 ton "QR" (Nos. 1-376 and 407) wagon loaded with 5 feet firewood (on end) ..	18 "
31 ton "QR" wagon loaded with firewood less than 3 feet long to water level ..	17 "
31 ton "QR" wagon loaded 2 feet 6 inches above water level with mallee roots ..	15 "
31 ton "QR" wagon loaded with 5 feet firewood (on end) ..	21 "
44 ton "E" wagon loaded with firewood less than 3 feet long to water level ..	29 "
44 ton "E" wagon loaded 2 feet 6 inches above water level with mallee roots ..	23 "
44 ton "E" wagon loaded with 5 feet firewood (on end) ..	24 "
44 ton "E" wagon loaded with 6 feet firewood (on end) ..	29 "
Water tank wagons (2,000 gallon capacity) ..	9 "
"M" or "MB" Van of horses or cattle ..	5½ "
"MM", "MF", Van of horses or cattle ..	11 "
"L" Van of sheep or calves (two tiers) ..	4½ "
"L" Van of sheep or calves (one tier) ..	2½ "
Wagon or "M" Van loaded with sheep or calves ..	2½ "
"L" Van of pigs (two tiers) ..	6½ "
Wagon or "M" Van, or one tier of "L" Van loaded pigs ..	3½ "
"LL", "LF" or "LP" Van of sheep or calves (two tiers) ..	9 "
"LL", "LF" or "LP" Van of sheep or calves (one tier) ..	4½ "
"LL", "LF" or "LP" Van of pigs (two tiers) ..	13 "
"LL", "LF" or "LP" Van of pigs (one tier) ..	6½ "

Tare to be added in each case as directed

Vehicles partly loaded with livestock :—

Horses and Cattle	10 cwt. each
Calves	2 "
Sheep	½ "
Pigs	1 "

The following will be the tonnage for bulk wheat and bulk oats loaded into the undermentioned class of Wagon:—

"GY" loaded with bulk wheat	22 tons
"GIX" (55, 57 tons) loaded with bulk oats	40 tons

GENERAL INSTRUCTIONS—Continued.

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

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

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

	Weight of Material
Gravel	1.3 tons per cubic yard
Sand	1.08 "
Metal, 1½ inches, 2½ inches, and screenings	1.1 "
Earth	1.0 "
Spalls	1.06 "
Scoria	0.7 "
Ashes	0.6 "
Sleepers, 9 feet x 10 inches x 5 inches	10 to the ton
Sleepers, 8 feet 6 inches x 10 inches x 5 inches	11 "
Fence rails, 9 feet x 7 inches x 2½ inches	52 "
Fence posts, 6 feet 6 inches x 8 inches x 3½ inches	28 "
Bricks (machine pressed)	286 "

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

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES

On Goods and Mixed trains, except as specially provided in respect of trains with a schedule load of less than 120 tons on Broad-gauge Lines, the tare weight of each vehicle is to be taken as set out herein.

With a schedule load of less than 120 tons, the actual weight of each vehicle must be taken, whether loaded or empty.

VICTORIAN GOODS VEHICLES

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS) TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK WATER TANK UNITS—EX LOCOMOTIVE TENDER TANKS.

Class of Vehicle	Tank Numbers	Length over Pull Lines	Empty Tons	Loaded Tons	Nominal Capacity Gallons	Suitable for bogie exchange
		Nearest Foot				
ACN ..	597-598	51	44-0-0	86-0-0	9,400	No
ACN ..	599-600	51	44-0-0	86-0-0	9,400	No
ACN ..	601-602	51	44-0-0	86-0-0	9,400	No
ACN ..	603-604	51	44-0-0	89-10-0	10,200	No
ACN ..	605-606	51	44-0-0	86-0-0	9,400	No
ACN ..	607-608	51	44-0-0	86-0-0	9,400	No
ACN ..	609-610	51	44-0-0	86-0-0	9,400	No
ACN ..	611-612	51	44-0-0	86-0-0	9,400	No
ACN ..	613-614	51	44-0-0	86-0-0	9,400	No
NSG ..	615-616	51	39-0-0	81-0-0	9,400	No
J ..	617-618	49	40-2-0	77-12-0	8,400	No
J ..	619-620	49	40-2-0	77-12-0	8,400	No
J ..	621-622	49	40-2-0	77-12-0	8,400	No
J ..	623-624	49	40-2-0	77-12-0	8,400	No

TARE WEIGHTS AND OTHER PARTICULARS OF NARROW GAUGE GOODS ROLLING STOCK

CLASS OF VEHICLE	TARE WEIGHT	Suitable for bogie exchange
Narrow Gauge Vehicles—		
NQ Wagons (except Nos. 74, 80)	5	No
NQ Wagons (Nos. 74, 80)	6	No
NU Van	7	No

VICTORIAN GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines		Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
				Nearest Foot			
FIXED WHEEL BASE							
B ..	Box Van ..	45	25	11	14	..	
DW ..	Domestic Water Tank ..	45	26	10	7	..	
FJ ..	Bulk Flour Hopper ..	45	25	12	15½	0 10	
GY ..	Open Bulk Wheat ..	45	25	9	22	..	
H ..	Box Wagon (Dept. use only)	45	21	9	10	..	
HD (Nos. 8, 146-148)	Box Wagon (Dept. use only)	45	27	9	5 to 7	..	
HD (Nos. 220-223)	Box Wagon (Dept. use only)	40	27	9	16	..	
HD (except 220-223, 8, 61, 62, 146-148)	Box Wagon (Dept. use only)	45	27	9	11 to 16	..	
HD Nos. 61, 62	Flat Wagon ..	45	27	13	16	..	
HR ..	Flat Top Transport Wagon ..	45	26	8	11 to 27	..	
I† ..	Open ..	45	26	8	16½	0 5	
IA† ..	Open ..	45	26	8	16½	0 5	
IC† ..	Open Tippler ..	45	26	8	16½	0 10	
IK ..	Safety Wagon—Pipe Tran. 4 wheel	45	26	7	16½	0 5	
IT ..	Open Timber ..	45	26	8	16½	0 10	
IY ..	Open ..	45	25	9	22	..	
IZ ..	Open ..	45	25	9	27	..	
J ..	Bulk Cement Hopper ..	45	25	11	20	..	
K ..	Flat ..	45	22	7	8 to 20	0 10	
KAB ..	Flat with Bulkhead Particle Board	45	29	10	17½	0 10	
KB ..	Flat ..	45	26	9	15½	..	
KC, KMC	Flat Top LCL Container Traffic	45	25	8	22	0 5	
KCC ..	Cement Container Traffic ..	45	26	8	16½	..	
KL ..	Flat Wagon Container Loading Pl.	45	25	8	16½	..	
KPC ..	Special Container Traffic ..	45	22	7	16	..	
KPW ..	Wood Pulp Wagon ..	45	26	8	16½	..	
KQ ..	Flat Wagon (Container Traffic)	45	25	8	20	..	
KR ..	Rail Transporter ..	45	28	8	16	..	
KS ..	Scantling Transporter ..	45	25	9	22	..	
KT ..	Open Timber ..	45	25	10	22	..	
KW ..	4 Wheel Chipwood ..	45	26	9	15	..	
L ..	Sheep Van (Floor Area 308 Sq. Ft.)	45	23	10	10	..	
M ..	Cattle Van (" " 141 " ")	45	23	9	10	..	
MB ..	Cattle Van (Bulls) (" 141 " ")	45	23	9	10	..	
MS ..	Fertilizer Van ..	45	23	9	10	..	
N ..	Ballast Plough Wagon ..	45	19	7	8	..	
O ..	Open Hopper ..	45	23	9	15	0 10	
OC ..	Sand Hopper ..	45	23	9	15½	..	
OH† ..	Overhead (Dept. use only)	45	29	Tare	..	..	
ON ..	Open Hopper ..	45	23	8	16½	0 10	
P ..	Powder Van ..	45	22	10	10	..	
RY ..	Open Wagon ..	45	25	9	22	0 10	
T Nos. 1-191	Refrigerated Van ..	45	22	11	12½	0 5	
T Nos. 192-417	Refrigerated Van (Wooden)	45	29	14	15½	0 10	
T Nos. 420-469	Refrigerated Van (Steel)	45	29	12	15½	0 10	
Tanks	Various ..	45	Various	Tare	..	..	
TW† ..	Petroleum Products ..	45	25	Tare	40	..	
U Nos. 1217-1466	Louvre Van ..	45	29	12	16	0 10	
U Nos. 1467-1796	Louvre Van ..	45	22	10	11½	0 5	
WT ..	Water Wagon ..	45	26	11	9	..	
WTT ..	Weighbridge Test Truck (Dept. use only)	45	..	16 to 23	..	..	
WTT (S.G.)	" ..	45	..	20	..	..	
WZ ..	Weedex Spray Van (6 wheel)	45	26	14	..	..	
BRAKEVANS							
Z ..	6 wheel (Nos. 1 to 626)	45	27	13	4	..	
Z ..	4 wheel (Nos. 627 to 746)	45	27	13	4	..	
ZB ..	6 wheel (Nos. 1 to 5)	45	27	16	2	..	
ZL ..	6 wheel ..	45	27	13	2 or 5	..	
ZL (S.G.)	6 wheel ..	40	27	13	2	..	
ZP ..	6 wheel ..	60	27	16	2	..	

§ The maximum permissible load in an "FJ" wagon is fifteen (15) tons evenly distributed, i.e. 7½ tons in each compartment. † Maximum length quoted where different lengths exist.

VICTORIAN GOODS VEHICLES—Continued.

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max-imum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.	Suitable for bogie exchange
			Nearest Foot				
BOGIE VEHICLES							
AX	Motor Vehicle Transport Wagon	60	59	20	10	..	Yes
ALX (Nos. under 200)	Motor Vehicle Transport Wagon	60	76	21-25	15	..	Yes
BLX	Box Van	60	43	21	40	1 0	Yes
BMX	Box Van	60	42	20	35	..	Yes
CSX	Coil Steel Wagon	60	40	22	52	..	Yes
ELX (Nos. under 500)	Open Wagon	60	49	22	50	..	Yes
ESX	Steel Transport Open Wagon ..	60	49	21	50	..	Yes
EX	Open Wagon	60	46	19	44	0 10	Yes
FQX (Nos. 500 onward)	Flat Wagon (Containers) ..	60	66	19	55	..	Yes
FX	Bulk Flour Hopper Wagon ..	60	54	29	44	1 0	Yes
GJX (Nos. 1-100) ..	Bulk Wheat Hopper Wagon ..	60A	49	16	57	2 0	Yes
GJX (Nos. 101-200) ..	Bulk Wheat Hopper Wagon ..	60A	49	20	55	..	Yes
JX	Bulk Cement Wagon	60	46	25	50	..	Yes
QCX	Flat Wagon (L.C.L. Containers)	60	48	17	46	1 0	Yes
SBX†	Flat Wagon with Bulkheads ..	60	45	18	44	1 0	Yes
SCX	Flat Wagon, Cable Drums ..	60	46	20-23	45	..	Yes
SFX†	Flat Wagon End Bulkhead (63ft.)	60	68	26	49†	..	Yes
SKX	Flat Wagon (Container) (75 ft.)	60	78	25	50	..	Yes
TVX (Nos. 11-15, 22-32)	Flat Wagon, Twin Flexi-vans ..	60	76	27	46	..	Yes
TWX (f)	Petroleum Products	60B	48	Tare	40	..	Yes
VHX	Louvre Van	60	55	25	50	..	Yes
VLX	Louvre Van	60	43	21	40	2 0	Yes

(f)—Not available for attaching to 60 m.p.h. Goods Trains when loaded.

A—50 m.p.h. in N.S.W.

B—50 m.p.h. when loaded; 50 m.p.h. in N.S.W. Loaded or Empty.

† Maximum length quoted where different lengths exist.

‡ Maximum load 49 tons including tare of containers and pallets, between Melbourne and Sydney and 46 tons between Melbourne and Adelaide.

VICTORIAN GOODS VEHICLES—Continued.**GENERAL INSTRUCTIONS—Continued.**

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt	Suitable for bogie exchange
			Nearest Foot				
BOGIE VEHICLES							
BB	Box Van	45	42	20	35		No
BLF	Box Van	60	43	23	44	1 0	No
BP	Box Van	70	42	24	35		No
CJ	Bulk Cement Hopper	45	37	19.22	50		No
CJF	Bulk Cement Hopper	60	37	19	50		No
E	Open Wagon	45	46	19	44	0 10	No
FP	Horse Box	70	48	25(12horses)			No
FVF	Flat Wagon Single Flexivan	60	43	18	24		No
HH	Casualty Van (Dept. use only) Nos 1 to 6	45	51	24	40		No
HH	" " " " " " Nos. 7 to 12	45	38	20	23		No
HR	Flat Top Transport Wagon	45	27	18	26		No
HW	Weedex Staff Car	45	29	13			No
KR	Flat Rail Transporter	45	26	16			No
LF	Sheep Van, Floor area 616 sq. ft.	60	39	21	30		No
LL	Sheep Van " " " " " "	45	39	21	30		No
LP	Sheep Van " " " " " "	70	39	25	30		No
MF	Cattle Van " " " 282 " "	60	39	19	30		No
MM	Cattle Van " " " " " "	45	39	19	30		No
NN	Hopper Ballast Wagon Nos. 2 to 45	30††	30	14	31	0 5	No
NN (SG)	Hopper Ballast Wagon	30††	30	14	31	0 5	No
NN	Hopper Ballast Wagon Nos. 46 onwards	30††	30	15	35	0 5	No
NN (SG)	Hopper Ballast Wagon	30††	30	15	35	0 5	No
Q† (Except No. 129)	Flat Wagon	45	48	Tare	31		No
Q (No. 129)	Flat Wagon	40	35	13	31	0 5	No
QAB	Flat Wagon Particle Board	45	53	20	30	0 5	No
QB	Well Wagon Nos. 1 to 12	45	55	19	31	0 5	No
QD	Crawlercrane rail transport	45	53	15†	10		No
QF	Flat Wagon	45	53	19	31	0 5	No
QH	Flat Wagon	45	40	32	90		No
OH	Overhead (Dept. Use only)	45	48	20			No
QN	Hopper Ballast Wagon	45	37	14	27	0 5	No
QN (SG)	Hopper Ballast Wagon	45	37	15	27	0 5	No
QR†	Open Wagon Nos. 377 to 406 inc. 4 Door	45	43	17	31	0 5	No
QR	" " " " " " Nos. 1-376 & 407 3 Door	45	38	16	31		No
QS	Flat Wagon—Special Loads	*	Various	Tare	171		No
QTF	Container (Tallow)	60	46	17	44		No
QW	Well Wagon	*	95	92	150		No
QWF	Well Wagon, No. 1	*	54	33	60		No
S	Flat Wagon	45	46	17	44	1 0	No
TP	Refrigerated Van Nos. 1 to 5	70	28	21	15†	0 10	No
TW†	Petroleum Products	45	48	Tare	40		No
TW† Ety.	Petroleum Products	60	48	Tare	40		No
TW† Load	Petroleum Products	50	48	Tare	40		No
UB	Louvre Van	45	29	15	16	0 10	No
UF	Louvre Van	60	29	15	16	0 10	No
V	Louvre Van	45	39	19	33	1 0	No
VF	Louvre Van	60	39	20	35	1 0	No
VF (SG)	Louvre Van	60	39	20	35	1 0	No
VP	Louvre Van	70	42	25	35	1 0	No
VP (SG)	Louvre Van	70	42	25	35	1 0	No
WA	Weedex Tankers	45	46	Tare	30		No
Tanks	Various	45	Various	Tare			No
BRAKEYANS							
CA		70	43	23	10		No
CP		70	42	26	10		No
JCP		70	42	26	10		No
ZLP		70	37	23	10		No

* Special instructions. † Maximum length quoted where different lengths exist. †† Empty 45 m.p.h.

VICTORIAN GOOSE VEHICLES - 1914

GENERAL INFORMATION

CONTINUATION OF RAILROAD TONNAGE AND VEHICLE TAXES

TAX WEIGHTS AND OTHER FACTORS OF GOOSE VEHICLE TAXES

The page is to be filled in by the owner of the vehicle.

Name of Vehicle	Description of Vehicle	Gross Weight (Lbs.)	Net Weight (Lbs.)	Gross Capacity (Lbs.)	Net Capacity (Lbs.)	Tax (Lbs.)	Other Factors
1	GOOSE VEHICLE	100	80	100	80	100	
2	GOOSE VEHICLE	100	80	100	80	100	
3	GOOSE VEHICLE	100	80	100	80	100	
4	GOOSE VEHICLE	100	80	100	80	100	
5	GOOSE VEHICLE	100	80	100	80	100	
6	GOOSE VEHICLE	100	80	100	80	100	
7	GOOSE VEHICLE	100	80	100	80	100	
8	GOOSE VEHICLE	100	80	100	80	100	
9	GOOSE VEHICLE	100	80	100	80	100	
10	GOOSE VEHICLE	100	80	100	80	100	
11	GOOSE VEHICLE	100	80	100	80	100	
12	GOOSE VEHICLE	100	80	100	80	100	
13	GOOSE VEHICLE	100	80	100	80	100	
14	GOOSE VEHICLE	100	80	100	80	100	
15	GOOSE VEHICLE	100	80	100	80	100	
16	GOOSE VEHICLE	100	80	100	80	100	
17	GOOSE VEHICLE	100	80	100	80	100	
18	GOOSE VEHICLE	100	80	100	80	100	
19	GOOSE VEHICLE	100	80	100	80	100	
20	GOOSE VEHICLE	100	80	100	80	100	
21	GOOSE VEHICLE	100	80	100	80	100	
22	GOOSE VEHICLE	100	80	100	80	100	
23	GOOSE VEHICLE	100	80	100	80	100	
24	GOOSE VEHICLE	100	80	100	80	100	
25	GOOSE VEHICLE	100	80	100	80	100	
26	GOOSE VEHICLE	100	80	100	80	100	
27	GOOSE VEHICLE	100	80	100	80	100	
28	GOOSE VEHICLE	100	80	100	80	100	
29	GOOSE VEHICLE	100	80	100	80	100	
30	GOOSE VEHICLE	100	80	100	80	100	
31	GOOSE VEHICLE	100	80	100	80	100	
32	GOOSE VEHICLE	100	80	100	80	100	
33	GOOSE VEHICLE	100	80	100	80	100	
34	GOOSE VEHICLE	100	80	100	80	100	
35	GOOSE VEHICLE	100	80	100	80	100	
36	GOOSE VEHICLE	100	80	100	80	100	
37	GOOSE VEHICLE	100	80	100	80	100	
38	GOOSE VEHICLE	100	80	100	80	100	
39	GOOSE VEHICLE	100	80	100	80	100	
40	GOOSE VEHICLE	100	80	100	80	100	
41	GOOSE VEHICLE	100	80	100	80	100	
42	GOOSE VEHICLE	100	80	100	80	100	
43	GOOSE VEHICLE	100	80	100	80	100	
44	GOOSE VEHICLE	100	80	100	80	100	
45	GOOSE VEHICLE	100	80	100	80	100	
46	GOOSE VEHICLE	100	80	100	80	100	
47	GOOSE VEHICLE	100	80	100	80	100	
48	GOOSE VEHICLE	100	80	100	80	100	
49	GOOSE VEHICLE	100	80	100	80	100	
50	GOOSE VEHICLE	100	80	100	80	100	
51	GOOSE VEHICLE	100	80	100	80	100	
52	GOOSE VEHICLE	100	80	100	80	100	
53	GOOSE VEHICLE	100	80	100	80	100	
54	GOOSE VEHICLE	100	80	100	80	100	
55	GOOSE VEHICLE	100	80	100	80	100	
56	GOOSE VEHICLE	100	80	100	80	100	
57	GOOSE VEHICLE	100	80	100	80	100	
58	GOOSE VEHICLE	100	80	100	80	100	
59	GOOSE VEHICLE	100	80	100	80	100	
60	GOOSE VEHICLE	100	80	100	80	100	
61	GOOSE VEHICLE	100	80	100	80	100	
62	GOOSE VEHICLE	100	80	100	80	100	
63	GOOSE VEHICLE	100	80	100	80	100	
64	GOOSE VEHICLE	100	80	100	80	100	
65	GOOSE VEHICLE	100	80	100	80	100	
66	GOOSE VEHICLE	100	80	100	80	100	
67	GOOSE VEHICLE	100	80	100	80	100	
68	GOOSE VEHICLE	100	80	100	80	100	
69	GOOSE VEHICLE	100	80	100	80	100	
70	GOOSE VEHICLE	100	80	100	80	100	
71	GOOSE VEHICLE	100	80	100	80	100	
72	GOOSE VEHICLE	100	80	100	80	100	
73	GOOSE VEHICLE	100	80	100	80	100	
74	GOOSE VEHICLE	100	80	100	80	100	
75	GOOSE VEHICLE	100	80	100	80	100	
76	GOOSE VEHICLE	100	80	100	80	100	
77	GOOSE VEHICLE	100	80	100	80	100	
78	GOOSE VEHICLE	100	80	100	80	100	
79	GOOSE VEHICLE	100	80	100	80	100	
80	GOOSE VEHICLE	100	80	100	80	100	
81	GOOSE VEHICLE	100	80	100	80	100	
82	GOOSE VEHICLE	100	80	100	80	100	
83	GOOSE VEHICLE	100	80	100	80	100	
84	GOOSE VEHICLE	100	80	100	80	100	
85	GOOSE VEHICLE	100	80	100	80	100	
86	GOOSE VEHICLE	100	80	100	80	100	
87	GOOSE VEHICLE	100	80	100	80	100	
88	GOOSE VEHICLE	100	80	100	80	100	
89	GOOSE VEHICLE	100	80	100	80	100	
90	GOOSE VEHICLE	100	80	100	80	100	
91	GOOSE VEHICLE	100	80	100	80	100	
92	GOOSE VEHICLE	100	80	100	80	100	
93	GOOSE VEHICLE	100	80	100	80	100	
94	GOOSE VEHICLE	100	80	100	80	100	
95	GOOSE VEHICLE	100	80	100	80	100	
96	GOOSE VEHICLE	100	80	100	80	100	
97	GOOSE VEHICLE	100	80	100	80	100	
98	GOOSE VEHICLE	100	80	100	80	100	
99	GOOSE VEHICLE	100	80	100	80	100	
100	GOOSE VEHICLE	100	80	100	80	100	

SOUTH AUSTRALIAN GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.

See Note "A" (Page 60)

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Permissible Overload Tons Cwt.	Suitable for bogie exchange
			Nearest foot					
BOGIE VEHICLES								
BH	Horse Box	70	52	25	12 Horses	..	..	No
C	Cattle Van	45	39	18	18 Beasts	..	..	No
CS	Cattle Van	60	39	18	18 Beasts	..	..	No
DP	Van	70	39	19	33 Tons	..	..	No
DRP (f)	"	60	39	19	33	..	..	No
DFS, DS	"	60	39	19	33	..	..	No
DW	"	45	43	20	29	..	0 14	No
DWP	"	70	39	21	33	..	..	No
DWR (f)	"	60	43	20	29	..	0 14	No
FB	Flat Wagon	45	46	17	55	..	..	No
FBA	"	45	46	16	33	..	..	No
FBF	"	45	46	17	44	..	..	No
FBR (f)	"	60	46	17	44	..	..	No
FBT	"	45	46	17	50	..	..	No
FC, FCC	"	45	39	14	35	..	..	No
FCD	"	45	49	15	35	..	..	No
FDB	"	45	52	17	50	..	..	No
FSC	Flat Container	45	39	14	35	..	..	No
FVS	Flexivan	60	43	17	24	..	..	No
FWC	Flat Container	45	46	15	44	..	..	No
HB	Hopper	45	35	18	54	..	..	No
HC	"	45	35	19	50	..	..	No
HCA††	Hopper (Cement)	60D	35	18	30	..	..	No
HCA	"	60	44	23	49	..	0 10	No
HS	"	45	35	19	55	..	..	No
M, MG	Box Van	45	39	18	33	..	..	No
MB	Van	60	39	23	33	..	..	No
MRP††	"	60	39	18	33	..	..	No
O	Open Wagon	45	46	18	44	..	..	No
OB	"	45	46	18	44	..	..	No
OC	Open (Pyrites)	45	46	18	55	..	..	No
OMB	"	45	46	19	44	..	..	No
OS	"	60	46	18	44	..	..	No
OW	"	45	46	17	44	..	..	No
OWP ††	"	60	46	17	44	..	..	No
OWS	"	60	46	17	44	..	..	No
RB	Refrigerator	45	39	20	33	..	..	No
RBP ††	"	70	39	23	33	..	..	No
RRP ††	"	60	39	22	33	..	..	No
S	Sheep Wagon	45	39	19	200 Sheep	..	..	No
SBS	"	60	39	19	200 Sheep	..	..	No
SC	Cattle Van	60	39	..	..	..	..	No
SCC	Cattle Van	60	39	..	..	..	..	No
SE	Van (Explosives)	60	29	15½	7½	..	..	No
SFB	Flat Wagon	60	48	..	55	..	..	No
SH	Hopper	60	34	..	55	..	..	No
SS	Sheep Van	60	39	..	..	..	..	No
SSC	Sheep Van	60	39	..	..	..	..	No
W	Open Wagon	45	43	17	33 Tons	..	..	No
WV	Van	45	43	23	28	..	0 12	No
TA	Acid Tank	45	39-46	18 to 22	..	4500	..	No
TAL	Ammonia Tank	45	46	22	..	9000	..	No
TC	Petrol Tank	45	39	20	..	4800	..	No
TC	"	45	39	18	..	5300	..	No
TC	"	45	41	25	..	10000	..	No

(f) Not available for attaching to 60 m.p.h. Goods Trains.

†† Not available for attaching to 60 m.p.h. Goods Trains when loaded.

D 45 m.p.h. when loaded.

SOUTH AUSTRALIAN GOODS VEHICLES—Continued.

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.

See Note "A" (Page 60)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Suitable for bogie exchange
			Nearest Foot				
BOGIE VEHICLES—Continued							
TC ..	Petrol Tank	45	46	28	..	9900	No
TC ..	" "	45	43	26	..	7900	No
TC ..	" "	45	39	23	..	10000	No
TCA ..	Petrol Tank	45	39	20	..	5500	No
TCA ..	Petrol or Kero. tank ..	45	39	24	..	8700	No
TCA ..	" " " "	45	39	22	..	10000	No
TCA ..	Fuel Oil Tank	45	39	22	..	10000	No
TCO ..	Fuel Oil Tank	45	39	23	..	9000	No
TDF ..	" "	45	39	24	..	9000	No
TG ..	LPG Tank	45	58	34, 35	..	16,700	No
TG ..	Ammonia Tank	45	43	21	..	5000	No
TOL ..	Fuel Oil Tank	45	39	23	..	9000	No
TS ..	" "	45	43	22	..	4900	No
TS ..	" "	45	34	17	..	5300	No
TS ..	" "	45	39	24	..	9000	No
TS ..	" "	45	40	23	..	10500	No
TS ..	" "	45	46	26	..	10500	No
TV ..	" "	45	39	22	..	8900	No
TV ..	" "	45	46	28	..	8500	No
TV ..	" "	45	43	20	..	5000	No
TV ..	" "	45	46	22	..	5000	No
TV ..	" "	45	39	25	..	8500	No
TV ..	" "	45	39	24	..	8900	No
TV ..	" "	45	39	21	..	10000	No
TV ..	" "	45	46	26	..	10000	No
TV ..	Petrol or Kero. tank ..	45	46	23	..	5200	No
TV ..	Bitumen Oil Tank	45	41	31	..	10000	No
TW ..	Water Tank	45	39	23	..	9000	No

SOUTH AUSTRALIAN GOODS VEHICLES—Continued

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

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed	Max. Length Over Pull Lines	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gal.	Permissible Overload Tons Cwt.	Suitable for bogie exchange
			Nearest foot					
BOGIE VEHICLES								
ALX (Nos. 200 onwards)	Motor Car Carrier ..	60	76	20	15	..	0 8	Yes
ELX (No. 500 & onwards)	Open Wagon ..	60	49	21	50	..	..	Yes
FBX ..	Flat Wagon ..	60	48	18	54	..	..	Yes
FCDX ..	Container Wagon ..	60	50	15	40	..	..	Yes
FPX ..	Flat Wagon (Particle Board) ..	60	48	20	52	..	..	Yes
FQX (Nos. 1 to 499)	Flat Wagon (Containers) ..	60	66	19	55	..	..	Yes
FVS ..	24 Ton Flexivan Flat Wagon ..	60	43	..	..	..	..	No
LX ..	Louvre Van ..	60	43	20	40	..	..	Yes
OAX ..	Open Wagon ..	60	73	20	35	..	0 4	Yes
OMX ..	Motor Body Transport ..	60	73	22	35	..	0 4	Yes
OX ..	Open Wagon ..	60	46	18	44	..	..	Yes
RX ..	Insulated Van ..	60	39	20	33	..	..	Yes
SFBX ..	55 Ton Flat Wagon ..	60	48	..	..	..	..	Yes
SFKX ..	Flat Wagon ..	60	78	23	50	..	..	Yes
SWWX ..	46 Ton Well Wagon ..	60	65	..	..	..	..	Yes
SGX ..	Open Wagon ..	60	49	22	50 (46SA)	..	..	Yes
SGMX ..	" ..	60	59	25	47	..	..	Yes
SHBX ..	Hopper Wagon Bulk Grain ..	60	48	20	52	..	..	Yes
SHCX ..	Hopper Cement ..	60	44	23	49	..	..	Yes
STAX ..	Sulphuric Acid Tank Wagon ..	60†	43	..	..	6000	..	Yes
STWX ..	Creosote Tank Wagon ..	60	43	..	..	..	..	Yes
FIXED WHEEL BASE								
CF ..	Cattle Van ..	45	21	8	9 Beasts	..	..	..
DA ..	Van ..	45	23	10	13 Tons	..	0 4	..
DWF ..	" ..	45	23	10	15	..	0 8	..
EE ..	Explosive Van ..	45	23	11	7½*	..	..	..
EE ..	Van ..	45	23	11	15	..	0 8	..
OBF ..	Open Wagon ..	45	25	9	22	..	..	..
OF ..	" ..	45	25	8	17	..	0 12	..
R ..	Refrigerator ..	45	23	11	15	..	0 8	..
SF ..	Sheep Van ..	45	21	9	100 Sheep	..	..	..
TC ..	Fuel Oil Tank ..	45	25	14	..	4500	..	..
TDF ..	" ..	45	21	12	..	2000	..	..
Y ..	Open Wagon ..	45	23	8	17	..	0 12	..
YA ..	Acid Tank ..	45	23	8	16	1200	..	..
Z ..	Hopper Wagon ..	45	25	9	16	..	0 10	..

Note 1—See page 24 for SAR vehicles which may be attached to passenger trains.
South Australian bogie vehicles having the letter "P", "S" or "X" prominently displayed on diagonally opposite corners of the body may run at speeds laid down for express goods trains in Victoria.
Some South Australian bogie goods vehicles have the letter "P" as the terminating letter of their classification but do not have a large letter "P" prominently displayed on the diagonally opposite corners of the body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 24) but must not be attached to express goods trains.
* "EE" Explosive Vans, maximum load when loaded with explosives, 6 tons. † Empty only. Speed when loaded not to exceed 50 m.p.h.
South Australian vehicles having a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 4' 8½" gauge bogies.

Note "A"—The maximum load which can be hauled behind the following SAR Goods vehicles when on Express Goods Trains between Tailm Bend and Mile End is 1100 tons.
DP (Nos. 1 to 23 inclusive) OMX (Nos. 9, 17, 51, 60, 79)
DS in range Nos. 26 to 115 OS (No. 1 to 51 inclusive)
DFS (Nos. 1 to 3 inclusive) OWS (in range Nos. 2 to 98)
DWP (Nos. 4700 to 4707 inclusive) OX (Except Nos. 73, 76, 78, 81, 82)
OAX (in range Nos. 1 to 85 except Nos. 3, 5, 10, 14, 15, 19, 22, 24, 26, 27, 32, 36, 37, 38, 42, 45, 46, 48, 53, 55, 56, 58, 59, 61, 69, 70, 71, 75, 76, 78, 80, 81, 83, 84, 85) RX (in range Nos. 9006 to 9034 except Nos. 9009, 9031, 9032, 9034).

COMMONWEALTH GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued

TARE WEIGHTS AND OTHER PARTICULARS OF GOODS ROLLING STOCK

Class of Vehicle	Description of Vehicle			Maximum Speed M.P.H.	Length over Pull Lines		Tare Weight Tons	Carrying Capacity Tons	Suitable for bogie exchange
					Nearest Foot				
GBX ..	Open Wagons	60	47	20	50	Yes			
GMX ..	Open Wagons	60	78	30½	45	Yes			
GNX ..	Motor Car Carrier Wagon ..	60	78	25	12	Yes			
GOX ..	Open Wagons	60	78	28	45	Yes			
LCX ..	Louvre Vans	60	48	22	45	Yes			
LDX ..	Louvre Vans	60	48	23	45	Yes			
LEX ..	Louvre Vans	60	78	31	44	Yes			
RLX ..	Flat Wagons	60	59	22	53	Yes			
RMX ..	Flat Wagon (Containers) ..	60	66	23	54	Yes			
ROX ..	Flat Wagon (Containers) ..	60	78	24	51	Yes			
VEX ..	Box Vans	60	78	31	43	Yes			

WESTERN AUSTRALIAN GOODS VEHICLES

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons	Suitable for bogie exchange
			Nearest Foot			
WFCX	Flat Wagon	60	78	23	52	Yes
WFX ..	Flat Wagon	60	66	24	51	Yes
WGX ..	Open Wagon	60	59	26	49	Yes
WMX ..	Motor Car Carrier Wagon ..	60	78	24	12-	Yes
WQX ..	Flat Wagon	60	59	20	Mtr. Cars 55	Yes
WYX ..	Covered Wagon	60	59	25	50	Yes

NEW SOUTH WALES GOODS VEHICLES
GENERAL INSTRUCTIONS—Continued
COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued
TARE WEIGHTS AND OTHER PARTICULARS OF
STANDARD GAUGE BOGIE GOODS ROLLING STOCK
 See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max. Length over Pull Lines (Nearest foot)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.	Suitable for bogie exchange
OPEN WAGON							
BD, BDH	.. ..	60	38	17	34	..	No
BDL	.. ..	60	49	20	50	2 0	No
BDX	.. ..	60	49	20	50	2 0	Yes
CCL	Coiled Steel	60	49	23	49	1 0	No
CCX	.. ..	60	49	23	49	1 0	Yes
CG	Ore concentrates	60	36	18	55	..	No
CGX	.. ..	60	36	18	55	..	Yes
G, GM	Furnace Coke	60	43	20	40	2 0	Yes
GH	.. ..	60	43	20	50	2 0	No
GP	.. ..	60	43	20	50	2 0	No
HGM	.. ..	60	43	20	50	2 0	No
HGX	.. ..	60	43	20	50	2 0	Yes
Hoppers:							
ARH	Bulk Cement	50	40	16	56	..	No
ARX	.. ..	50	40	16	56	..	Yes
BCH	.. ..	50	39	19	42	1 0	No
BLH	Limestone	50	39	18	43	1 0	No
BRH	Cement	50	39	21	41	1 0	No
BWH	Bulk Grain	50	39	21	41	1 0	No
CH	Coal	50	39	18	54	1 0	No
HCH	Coal	50	39	20	52	1 0	No
HRH	Cement	50	49	22	50	1 0	No
WH	Bulk Grain	50	47	16	56	1 0	No
WHX	Bulk Wheat	60	47	16½	56	..	Yes
Flat Wagons:							
BBC	Steel Plate (Bolstered)	60	76	27½	45½††	..	No
BBX	.. ..	60	76	27½	45½††	..	Yes
BC	Containers	60	76	27½	45½††	..	No
BCX	Containers	60	76	27½	45½††	..	Yes
BE	.. ..	40	43	18	43	1 0	No
BEX	.. ..	60	48	20	51	1 0	Yes
BME	.. ..	60	48	21	51	1 0	No
BWF	.. ..	60	43	19	40	2 0	No
CB	Containers	60	76	27½	45½††	..	No
CBX	.. ..	60	76	27½	45½††	..	Yes
CME	Containers	60	48	19	41	2 0	No
CMX	Containers	60	48	20	53	..	Yes
CPX	Panel Board (End Bulkhead)	60	61	24	49	..	Yes
E	.. ..	40	43	19	41	2 0	No
EBC	Containers	60	76	28½	54	..	No
ECB	Containers	60	76	27½	45½††	..	No
EMX	Containers	60	48	19½	53	..	Yes
FME	Containers	60	48	19	41	2 0	No
GME	Containers	60	48	17	41	2 0	No
HME	.. ..	60	48	20	53	..	No
HMX	.. ..	60	48	20	53	..	Yes
HPX	Panel Board products	60	48	21	51	..	Yes
JME	.. ..	60	48	20	41	1 0	No
LE	Flat	40	48	18	42	1 0	No
LFW	Depressed	40	49	25	37	..	No
LLW	Depressed	40(a)	49	25	46	..	No
MLE	.. ..	60	48	20	41	1 0	Yes
OCX	Containers	60	66	21	52 (54 on lines shown in footnote)	..	Yes

†† 49½ tons when operating on main lines between Sydney Metropolitan Area; Albury and South Brisbane. § Special Instructions.

(a) Subject to reduction to lower speed when conveying certain classes of loading specially advised.

NEW SOUTH WALES GOODS VEHICLES—continued

GENERAL INSTRUCTIONS—continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued

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

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max. Length over Pull Lines (Nearest foot)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.	Suitable for bogie exchange
PMX	Steel Plate Special Frame	60	49	24	40	..	Yes
RDF .. ..	.. ..	60	52	16	25	..	No
SBC	Special Containers	60	76	27½	45½††	..	No
SCE Nos. 14511, 14524, 14525	Containers	60	48	22	51	..	No
SCE Except Nos. 14511, 14524, 14525	Containers	40	48	22	51	..	No
SL .. ..	.. ..	§	41	31	*118 (16 wheeled)	..	No
SME	Semi-trailers	60	48	19	41	..	No
SMX	Semi-trailers	60	48	20	53	..	Yes
Flat Wagons:(continued)							
STX	Semi-trailers	60	76	27½	45½††	..	Yes
TE	Military	40	33	19	55	..	No
TME	Pipes	60	48	19	41	1 0	No
TMX	Pipes	60	48	20	53	..	Yes
TVF (b) ..	Twin Flexivans	60	76	24	46	..	No
TVX (b) ..	..	60	76	24	46	..	Yes
TW	440	69-73	44-48	*105 (16 wheeled)	..	..	No
TW	530	73	50-60	*120 (16 wheeled)	..	..	No
TW	Stator	93	97	180 (24 wheeled)	..	..	No
UME .. ..	.. ..	60	48	19	41	2 0	No
WW	Well Wagon	59	22	40	..	..	No
Covered Wagons:							
BCW	Cattle	60	40	20	14 (20 cattle)	..	No
BMF (No. 19012)	Milk	60	43	27	2—2000 Gals. Tanks	..	No
BPV	Powder	60	33	18	6 (10 General)	..	No
BSV	Sheep	60	40	21	12 (200 Sheep)	..	No
GLV .. ..	.. ..	60	48	25	47	1 0	No
GLX	Louvre	60	48	25	47	1 0	Yes
GRC	Refrigerator	60	41	30	20	0 10	No
HLX	Louvre	60	48	24	47	2 0	Yes
JLX	..	60	59	26	47	..	Yes
LLV .. ..	.. ..	60	48	22	40	1 0	No
MB .. ..	.. ..	60	41	25	25	2 0	No
MBC .. ..	.. ..	60	41	31	20	..	No
MFC .. ..	.. ..	60	41	31	20	..	No
MLK .. ..	.. ..	60	43	30	20	..	No
MLK .. ..	.. ..	60	43	23	40	..	No
MLV .. ..	.. ..	60	39-43	21	24-29	1 0	No
MRC	Iced Wagons	60	42	31	20 + 2 tons ice	..	No
TLV	Tin Plate	60	48	27	45	1 0	No
TLX	Tin Plate Louvre	60	48	27	45	1 0	Yes
TRC	Iced Wagons	60	41	27	32 + 2 tons ice	2 0	No

§ Special Instructions.

* Count as 3 vehicles.

(b) Nos. 12416-12421 and 12433 onwards.

NEW SOUTH WALES GOODS VEHICLES—continued

GENERAL INSTRUCTIONS—continued

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued

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

See page 67 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Max. Length over Pull Lines (Nearest foot)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.	Suitable for bogie exchange
Power & Brake Vans							
EHG .. ..	.. ..	60	41	26	3	..	No
Brake Vans:							
BHG .. ..	.. ..	60	33	17	5	..	No
FHG .. ..	.. ..	60	43	23	6	..	No
GHG .. ..	.. ..	60	39	24	6	..	No
IHG .. ..	.. ..	60	43	23	6	..	No
JHG .. ..	.. ..	60	39	20	3	..	No
LHG .. ..	.. ..	60	51	26	12	..	No
MHG .. ..	.. ..	60	41	21	9	..	No
PHG .. ..	.. ..	60	39	20	8	..	No
SHG .. ..	.. ..	45	33	17	5	..	No
Motor Car Vans:							
BKC	Cars	60	53	20	10 (4-8 Cars)	..	No
BKE	Bodies	60	43	20	28 (Motor Car Bodies)	..	No
BKF	Cars	60	52-55	18	10 (8 Cars)	..	No
BKR	Bodies	60	49-56	19	5 (7 Motor Car bodies)	..	No
BKX	Cars	60	76	20	15 (10 Motor Cars)	..	Yes
Tank Wagons:							
BOR .. ..	.. ..	50	39 to 48	24 to 30	32 to 42	..	No
EMO .. ..	.. ..	50	48	22 to 28	44 to 48	..	No
ESSO Nos. 139-143 Empty ..	Bitumen	60	52	28	11300-11950 Gls.	..	No
" Loaded ..	Bitumen	50	52	28	11300-11950 "	..	..
GS	Speed E. Gas	50	59	35 to 37	36 to 38 Tons	..	No
Miscellaneous:							
Any N.S.W. ..	.. ..	40	..	Tare Weight	..	..	..
Vehicle not listed	.. ..	..	..	..	..	..	..

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES

On Goods trains the weights of Diesel Cranes and Steam Cranes, are to be taken as under :—

Steam Crane—	To count as—
No. 3 (with tender)	60 tons
No. 4 (without tender)	40 "
60-ton wreckage cranes (Nos. 18 and 19) with match wagon	105 "
30-ton wreckage cranes (Nos. 5 and 7) with match wagon	70 "
10-ton Diesel crane (Way and Works Branch No. 45) with special "Q" wagon	55 "
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon	30 "
Grab cranes (Nos. 33 and 36)	35 "

ENGINE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

The maximum axle loads of the various classes of engines are as under :

Class	Maximum Axle Load	Length Overall	Weight (Nearest Ton) "DEAD"
Broad-gauge—	T. C. Q.	Ft. Ins.	
"H" (Diesel Electric)	20 0 0	43 11	80
"R" (Steam)	19 10 0	77 3½	187
"S" (Diesel Electric)	19 0 0	60 11	114
"X" (Diesel Electric)	18 12 0	60 3	112
"B" (Diesel Electric)	18 12 0	60 10	112
"T" (Diesel Electric) (320 to 346)	17 0 0	47 9	68
"T" (Diesel Electric) (347 onwards)	17 0 0	43 11	68
"F" (Diesel Electric)	16 14 0	30 1½	50
"L" (Electric)	16 4 0	59 0	97
"W" (Diesel Hydraulic)	16 0 0	30 1	48
"Y" (Diesel Electric)	16 0 0	40 0	64
"J" (Steam)	14 10 0	60 5½	114
"E" (Electric) (1102 to 1111)	13 15 2	38 8½	55
"K" (Steam)	13 10 0	60 3½	105
"D 3" (Steam)	13 14 0	58 3½	100
Narrow-gauge—			
"NA" (Steam)	9 9 2	30 8½	35

MAXIMUM GROSS TONNAGE PER GOODS VEHICLE ALLOWED IN VICTORIA, SOUTH AUSTRALIA AND NEW SOUTH WALES

VICTORIA

The gross weight of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 75 tons**. EBC Wagons are permitted a gross weight of 83 tons between Dynon and Albury on the Standard Gauge Line.

SOUTH AUSTRALIA

The gross weight of any vehicle permitted to operate over the South Australian Railway System **must not exceed 72 tons**, except in respect of wagons loaded with Standard 20-foot containers only, a gross weight of 75 tons will apply on the main line as between Melbourne and Adelaide.

NEW SOUTH WALES

The gross weight of any vehicle permitted to operate over the New South Wales Railway System **must not exceed 73 tons**, except in respect to "BC" type wagons conveying containers between Albury and South Brisbane, the gross weight **must not exceed 77 tons**, and **73 tons** on all other lines. EBC wagons conveying refrigerated cargo are permitted to operate between Albury and South Brisbane with a gross weight of 83 tons.

OVERLOADED VEHICLES

When vehicles are found to be loaded in excess of the carrying capacity but not in excess of the maximum load which includes the permissible overload, the surplus need not be removed, provided the maximum gross weight is not in excess of the tonnage figures shown above.

VEHICLE LIMITATIONS

Without special authority from the Chief Traffic Manager or Assistant Chief Traffic Manager, trains (even when double headed) must not exceed the following lengths, viz:—

	Maximum length expressed in equivalent number of vehicles
(a) Goods trains (with or without carriage or carriages attached) (in the case of a train composed wholly of bogie vehicles the maximum shall not exceed 45 such vehicles).	75
(b) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "UB", "UF" or "TP" van, or bogie "CA", "JCP", "ZLP", "CP" brakevan or S.A.R. "GB" bogie brakevan (except those of 62 ft. 10 ins. overall length and weighing 50 tons) as one; and each other bogie wagon, van, or carriage as two.

The loads which may be hauled behind auto coupled PL carriages are shown on page 24 and must not be exceeded whether the carriages are loaded or empty.

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS

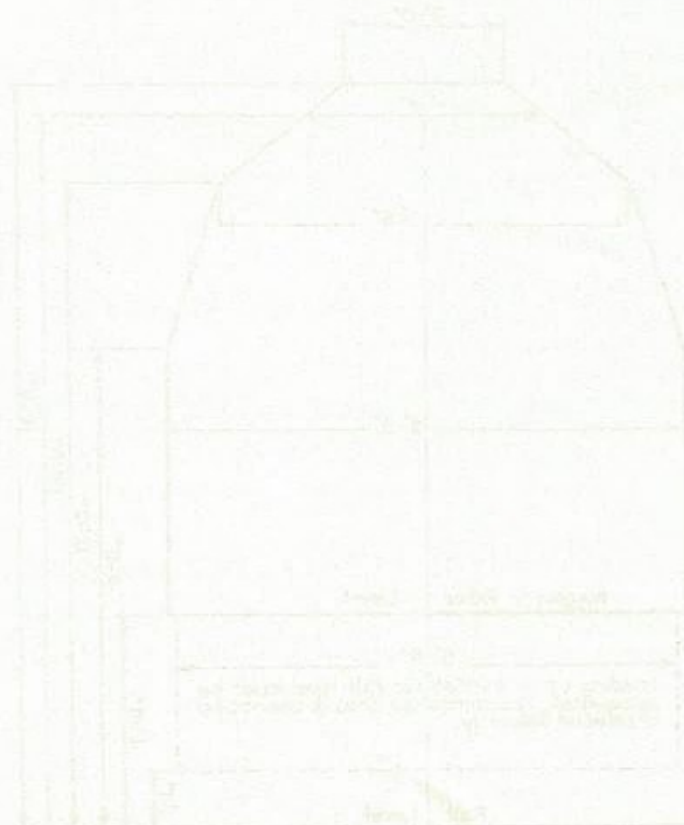
Special, Vice-regal, State, Inspection, Dining, Buffet, Sleeping, Club, "AJ", "BJ", "RBJ", "AZ", "BZ", "AS", "BS", "MBS" and "ABS" carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to goods trains, unless authorised by the Chief Traffic Manager.

MAXIMUM LOADING OUTLINE

The maximum load capacity for each type of container is determined by the weight of the container and the weight of the contents. The maximum load capacity for each type of container is determined by the weight of the container and the weight of the contents.

Container Type	Weight of Container (lb)	Weight of Contents (lb)	Maximum Load Capacity (lb)
1. 10' x 10' x 10'	100	100	200
2. 10' x 10' x 10'	100	100	200
3. 10' x 10' x 10'	100	100	200
4. 10' x 10' x 10'	100	100	200
5. 10' x 10' x 10'	100	100	200
6. 10' x 10' x 10'	100	100	200
7. 10' x 10' x 10'	100	100	200
8. 10' x 10' x 10'	100	100	200
9. 10' x 10' x 10'	100	100	200
10. 10' x 10' x 10'	100	100	200

The maximum load capacity for each type of container is determined by the weight of the container and the weight of the contents. The maximum load capacity for each type of container is determined by the weight of the container and the weight of the contents.



MAXIMUM LOADING OUTLINE

The particulars of the Maximum Load Outline for Broad Gauge Lines (5' 3") within Victorian and South Australian Systems and for all traffic passing through Victoria to or from other Systems on Standard Gauge (4' 8½") or via the Bogie Exchange, are shown hereunder :—

Above Rail Level	Width Centrally Located
at 14' 0"	3' 0"
" 13' 6"	4' 3"
" 13' 0"	5' 6"
" 12' 2"	7' 8"
" 12' 0"	7' 9"
" 11' 0"	8' 5"
" 10' 0"	9' 1"
" 9' 0"	9' 9"

Loading must not project more than 6 inches over the wagon at each end.

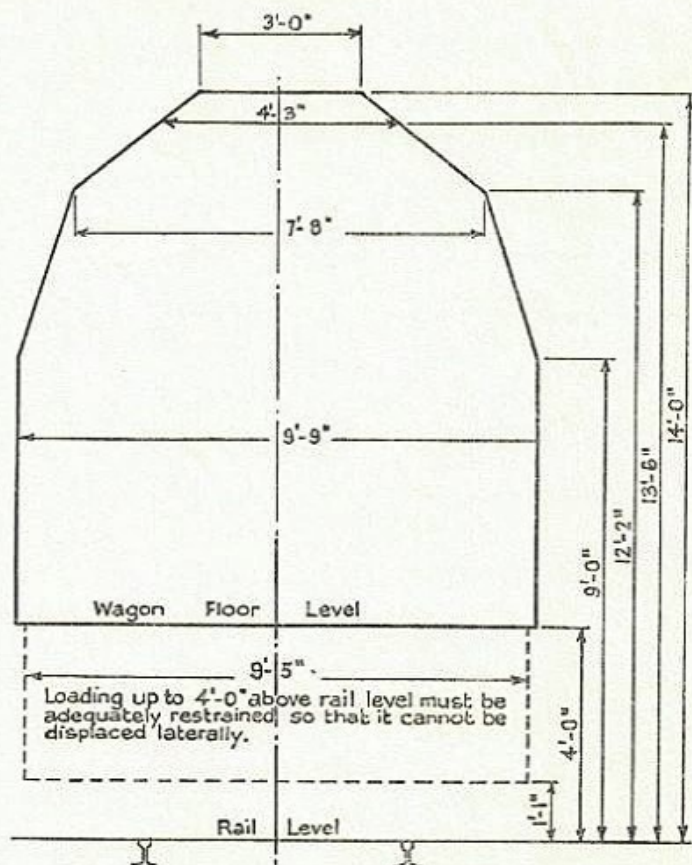
The width of 9' 9" at 9' 0" above rail level gradually tapers to 7' 8" at 12' 2" above rail level thence to 3' 0" at the maximum height of 14' 0" above rail level as indicated in the diagram hereunder :

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

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

Any load exceeding the limits of this 'Loading Outline' must be treated as 'Out of Gauge' loading and may only be conveyed under special conditions approved of by the Chief Traffic Manager, Auto. 1429.

This Loading Outline is based on Goods Rolling Stock built with maximum dimensions not exceeding 75' 0" in length, 9' 9" in width and 53' 0" bogie centres.



LIMITED TRAIN SERVICES FOR THE DESPATCH OF GOODS

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

Line	Days of Running	Line	Days of Running
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NORTHERN AND MIDLAND DISTRICT

Echuca-Balranald ..	.. Tue., Fri.	Merbein-Yelta ..	.. Wed.
Elmore-Cohuna ..	.. Mon., Thur.	Redcliffs-Meringur ..	.. Thur. (See Note)
Woodend-Daylesford ..	.. Wed., Fri.	Kerang-Koondrook ..	.. Fri.
Ballarat-Newlyn ..	.. Tue. & Alt. Fri.	Wedderburn ..	.. Wed.
Castlemaine-Maldon ..	.. Thurs.	Wycheproof-Sea Lake ..	.. Tues., Thur.
Swan Hill-Nyahwest ..	.. Tues., Fri.	Sea Lake-Nandaly ..	.. Wed.; Alt. Fri.
Nyahwest-Piangil ..	.. Fri.	Ultima-Robinvale ..	.. Tues., Thur.
Piangil-Kooloonong ..	.. Alt. Fri.	Nandaly-Kulwin ..	.. Alt. Fri.
Inglewood-Dunolly ..	.. Mon.	Ouyen-Pinnaroo ..	.. Mon., Fri.
Maryborough-Avoca ..	.. Wed.		

Note:—Commencing on Thursday 4.2.71 and on alternate Thursdays, a road vehicle will operate between Redcliffs and Meringur for parcels and goods.

WESTERN AND SOUTH-WESTERN DISTRICT

Ballarat-Eureka ..	.. Service as required	Goroke-Carpolac ..	.. Tues.
Ballarat-Skipton ..	.. Mon.	Horsham-Hamilton ..	.. Wed.
Lubeck-Marnoo ..	.. Tues.	Hamilton-Horsham ..	.. Thurs.
Marnoo-Bolongum ..	.. Tues.	Hamilton-Coleraine ..	.. Tues., Thur.
Warracknabeal-Hopetoun ..	.. Wed., Fri.	Rainbow-Yaapect ..	.. Thur.
Hopetoun-Patchewollock ..	.. Wed.	Jeparit-Yanac ..	.. Wed.
Natimuk-Goroke ..	.. Tues., Thur.	Geelong-Queenscliff ..	.. Wed.
		Terang-Mortlake ..	.. Tues.
		Koroit-Hamilton ..	.. Wed.
		Hamilton-Koroit ..	.. Wed.
		Warrnambool-Port Fairy ..	.. Tues., Fri.

NORTH EASTERN DISTRICT

Cathkin-Alexandra ..	.. Sat., Wed.	Rushworth-Girgarre ..	.. Mon., Thur.
Yarrawonga-Oaklands ..	.. Sun.	Rushworth-Colbinabbin ..	.. Wed.
Wangaratta-Peechelba East ..	.. Alternate Mon. (See Note A)	Shepparton-Katamatite ..	.. Mon.
Wangaratta-Beechworth ..	.. Tue., Thur.	Numurkah-Picola ..	.. Mon. (See Note B)
Wangaratta-Bright ..	.. Mon., Wed.	Numurkah-Nathalia ..	.. Mon., Wed.

A. Closed during the period Tuesday, 1st June until Sunday, 31st October, 1971.

B. A road service operates for goods and parcels traffic between Nathalia and Picola on Wednesday.

EASTERN DISTRICT

Morwell-Mirboo North ..	.. Tue., Thur.	Nyora-Wonthaggi ..	.. Tue., Thur.
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METROPOLITAN DISTRICT

Heidelberg-Eltham ..	.. Mon., Fri.	Frankston-Stony Point ..	.. Wed.
Reservoir-Thomastown ..	.. Tue., Wed., Fri.	Glenhuntly-Frankston ..	.. Mon., Wed.
Lilydale-Healesville ..	.. Wed.	Baxter-Mornington ..	.. Fri.
Bayswater-Upper F.T. Gully ..	.. Mon., Fri.	Melbourne-Darling ..	.. Mon., Thu.
		Melbourne-Essendon ..	.. Mon., Wed.

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

TRAIN TIME-TABLE REFERENCE SYMBOLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

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

NC No in charge stations.

W Watering Stations.

○ 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*.

STATION REFERENCE SYMBOLS

IMPORTANT

Amendments to this book will be issued in the form of W.T.T. circulars numbered consecutively. All alterations should be made neatly in ink as soon as possible after receipt of each amending notice, particulars of which should be recorded hereunder :—

[illegible]

Number of
W.T.T. or "A"
Circular

Date Alteration
Commenced

Nature of Alteration



INTRODUCTION

For use by operating and other staffs in conjunction with the Working Time-tables, this Addenda contains general instructions (previously shown in and common to the five District Working Time-table books) which include details of passenger and goods rolling stock, necessary in connection with the compilation of train loads, guards running statements and truck sheets; full instructions covering reserved seat and sleeping berth advance booking and associated matters; cost of replacement of damaged carriage fittings; also departure and arrival platforms of country and interstate express and passenger trains, "AVIS" Rent-a-car service and other information.

This book will be issued to all employees normally provided with Working Time-tables and each employee of the running staff supplied must have the Addenda with him while on duty, and others must have it readily accessible when on duty. Officers and employees concerned must make themselves conversant with the contents of the book and will be responsible for a knowledge of the whole of the information and instructions contained therein and strict compliance therewith.

Amendments will be issued in the form of "W.T.T." circulars or where considerable alteration is involved by "reprint" pages.