



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 16th MAY, 1983

(NOT TO BE ISSUED TO THE PUBLIC)

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With W.T.T. amendments to 8/83 (Passenger), 1007/83 (Goods) and Weekly Notice amendments to 17/83.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for KYNETON – BENDIGO – SWAN HILL LINE				Trains ARRIVE SPENCER STREET as under from SWAN HILL – BENDIGO – KYNETON LINE			
04 55	Sunbury	6	Mon. to Fri.	06 35	Sunbury	6	Mon. to Fri.
05 55	Sunbury	6	Mon. to Fri.	07 17	Bendigo	4	Monday
06 25	Sunbury	6	Mon. to Fri.	07 17	Kyneton	4	Tue. to Fri.
07 50	Bendigo	4	Mon. to Fri.	07 45	Sunbury	6	Mon. to Fri.
08 05	Kyneton	6	Mon. to Sat.	08 05	Kyneton	6	Mon. to Fri.
08 45	Bendigo	5	Saturday	08 15	Kyneton	5	Saturday
09 50	Bendigo	3	Mon. to Fri.	08 23	Sunbury	1	Mon. to Fri.
10 05	Kyneton	6	Mon. to Fri.	08 40	Kyneton	2	Mon. to Fri.
12 45	Kyneton	2	Mon. to Fri.	09 05	Bendigo	3	Mon. to Fri.
		6	Saturday	09 25	Bendigo	7	Saturday
13 45	Bendigo	2	Mon. to Fri.	09 50	Sunbury	5	Mon. to Fri.
		2	Saturday	11 05	Swan Hill	1	Mon. to Sat.
15 00	Kyneton	6	Mon. to Fri.	11 48	Kyneton	6	Mon. to Fri.
15 58	Sunbury	6	Mon. to Fri.			5	Saturday
16 35	Kyneton	4	Mon. to Fri.	13 05	Bendigo	1	Mon. to Fri.
17 05	Kyneton	3	Mon. to Fri.	13 48	Kyneton	5	Mon. to Fri.
17 15	Sunbury	4	Mon. to Fri.	14 10	Bendigo	7	Saturday
17 40	Swan Hill	3	Mon. to Fri.	16 05	Bendigo	7	Mon. to Fri.
17 45	Kyneton	1	Mon. to Fri.	16 48	Kyneton	7	Mon. to Fri.
18 05	Swan Hill	6	Saturday	16 50	Kyneton	6	Saturday
18 30	Bendigo	4	Mon. to Fri.	17 52	Sunbury	6	Mon. to Fri.
		2	Saturday	18 37	Kyneton	6	Mon. to Fri.
19 15	Sunbury	6	Mon. to Fri.	19 15	Bendigo	3	Mon. to Sat.
20 45	Bendigo	5	Friday	19 36	Sunbury	6	Mon. to Fri.
21 25	Sunbury	5	Mon. to Fri.	21 00	Sunbury	5	Mon. to Fri.
				23 00	Sunbury	5	Mon. to Fri.
09 35	Swan Hill	4	Sunday				
16 10	Bendigo	6	Sunday	11 00	Bendigo	5	Sunday
19 45	Bendigo	4	Sunday	19 15	Bendigo	3	Sunday
				21 10	Swan Hill	2	Sunday

S – Passengers change at Sunshine.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for BALLARAT – SERVICETON – ADELAIDE LINE				Trains ARRIVE SPENCER STREET as under from ADELAIDE – SERVICETON – BALLARAT LINE			
07 50	Hamilton (Bus)	Car	Mon. to Sat.	06 47	Bacchus Marsh	6	Mon. to Fri.
		Park	Mon. to Fri.	07 15	Mildura	1	Mon. to Sat.
07 53	Bacchus Marsh	3	Mon. to Fri.	07 28	Bacchus Marsh	7	Mon. to Fri.
07 55	Horsham	5	Mon. to Sat.	07 35	Bacchus Marsh	6	Saturday
08 55	Ballarat	5	Mon. to Fri.	08 08	Bacchus Marsh	1	Mon. to Fri.
09 05	Bacchus Marsh	6	Mon. to Sat.	08 25	Bacchus Marsh	7	Saturday
11 05	Bacchus Marsh	5	Mon. to Fri.	08 26	Ballarat	5	Mon. to Fri.
12 30	Ballarat	5	Mon. to Fri.	09 15	Adelaide	2	Daily
		4	Saturday.	09 27	Ballarat	3	Mon. to Fri.
12 40	Bacchus March	5	Saturday			8	Saturday
13 05	Bacchus Marsh	5	Mon. to Fri.	10 30	Bacchus Marsh	4	Mon. to Fri.
14 05	Bacchus Marsh	5	Mon. to Fri.	11 13	Bacchus Marsh	6	Saturday
15 38	Bacchus Marsh	2	Mon. to Fri.	11 25	Dimboola	4	Mon. to Fri.
15 50	Ballarat	5	Mon. to Fri.			2	Saturday
16 20	Bacchus Marsh	1	Mon. to Fri.	11 50	Bacchus Marsh	6	Mon. to Fri.
17 00	Bacchus Marsh	5	Mon. to Fri.	13 33	Ballarat	7	Mon. to Fri.
17 25	Ballarat	5	Mon. to Fri.	13 35	Ballarat	6	Saturday
17 55	Dimboola	1	Mon. to Fri.	13 53	Bacchus Marsh	6	Mon. to Fri.
17 58	Bacchus March	5	Mon. to Fri.	15 36	Bacchus Marsh	1	Mon. to Fri.
18 00	Dimboola	1	Saturday	16 25	Ballarat	3	Mon. to Fri.
18 10	Ballarat	5	Saturday	16 52	Bacchus Marsh	4	Mon. to Fri.
18 35	Bacchus Marsh	6	Mon. to Fri.	17 10	Hamilton (Bus)	Car	Mon. to Sat.
19 30	Ballarat	4	Mon. to Fri.			Park	Mon. to Fri.
20 55	Adelaide	2	Daily	17 48	Bacchus Marsh	7	Mon. to Fri.
21 20	Mildura	3	Sun. to Fri.	18 30	Horsham	7	Mon. to Fri.
21 30	Bacchus Marsh	4	Mon. to Fri.			6	Saturday
				19 36	Ballarat	5	Saturday
09 30	Horsham	5	Sunday	20 48	Ballarat	4	Mon. to Fri.
13 15	Ballarat	6	Sunday	21 20	Bacchus Marsh	6	Mon. to Fri.
13 40	Hamilton (BUS)	Car	Sunday				
		Park	Sunday	10 48	Ballarat	6	Sunday
16 15	Ballarat	5	Sunday	18 30	Ballarat	5	Sunday
19 15	Ballarat	5	Sunday	20 35	Hamilton (Bus)	Car	Sunday
						Park	Sunday
				20 35	Horsham	7	Sunday

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for WERRIBEE – GEELONG – WARRNAMBOOL LINE				Trains ARRIVE SPENCER STREET as under from WARRNAMBOOL – GEELONG – WERRIBEE LINE			
05 10	Werribee	5	Mon. to Fri.	06 32	South Geelong	7	Mon. to Fri.
05 30	Werribee	3	Mon. to Fri.	06 40	Geelong	3	Saturday
05 45	Werribee	6	Saturday	06 51	Werribee	5	Mon. to Fri.
05 48	South Geelong	4	Mon. to Fri.	07 02	South Geelong	5	Mon. to Fri.
06 15	Werribee	3	Mon. to Fri.	07 20	Werribee	3	Mon. to Fri.
06 40	Werribee	5	Mon. to Fri.	07 26	Werribee (N)	13	Saturday
		6	Saturday	07 33	South Geelong	3	Mon. to Fri.
06 54	South Geelong	7	Mon. to Fri.	07 40	Geelong	8	Saturday
07 00	Geelong	7	Saturday	07 47	Werribee	2	Mon. to Fri.
07 09	Werribee (N)	14	Saturday	07 51	Geelong	8	Mon. to Fri.
07 20	Werribee	6	Mon. to Fri.	07 58	South Geelong	4	Mon. to Fri.
07 30	Werribee	6	Mon. to Fri.	08 16	Werribee	2	Mon. to Fri.
08 00	South Geelong	7	Mon. to Fri.	08 24	Geelong	3	Mon. to Fri.
08 00	Geelong	7	Saturday	08 26	Werribee (N)	13	Saturday
08 09	Werribee (N)	14	Saturday	08 40	Geelong	3	Saturday
08 35	Warrnambool	4	Mon. to Fri.	08 42	Werribee	5	Mon. to Fri.
		3	Saturday	08 45	South Geelong	7	Mon. to Fri.
08 41	Werribee (N)	14	Mon. to Fri.	08 53	South Geelong	3	Mon. to Fri.
09 00	Geelong	7	Mon. to Fri.	09 15	Werribee (N)	13	Mon. to Fri.
		8	Saturday	09 26	Werribee (N)	13	Saturday
09 09	Werribee (N)	14	Saturday	09 35	Geelong	3	Saturday
09 35	Werribee	5	Mon. to Fri.	09 37	Werribee	6	Mon. to Fri.
10 00	Geelong	7	Mon. to Sat.	09 40	South Geelong	7	Mon. to Fri.
10 09	Werribee (N)	14	Mon. to Sat.	10 00	Warrnambool	4	Mon. to Fri.
11 00	Geelong	7	Mon. to Sat.			4	Saturday
11 09	Werribee (N)	14	Mon. to Sat.	10 26	Werribee (N)	13	Saturday
12 00	Geelong	7	Mon. to Sat.	10 40	South Geelong	3	Mon. to Fri.
12 09	Werribee (N)	14	Mon. to Fri.	10 40	Geelong	7	Saturday
12 29	Werribee (N)	14	Saturday	10 47	Werribee (N)	13	Mon. to Fri.
12 55	Warrnambool	4	Mon. to Fri.	11 26	Werribee (N)	13	Saturday
13 00	Geelong	7	Mon. to Sat.	11 27	Werribee (N)	13	Mon. to Fri.
13 09	Werribee (N)	14	Mon. to Fri.	11 35	Geelong	5	Mon. to Fri.
13 29	Werribee (N)	14	Saturday			7	Saturday
14 00	Geelong	7	Saturday	12 26	Werribee (N)	13	Mon. to Sat.
14 00	South Geelong	7	Mon. to Fri.	12 40	Geelong	7	Mon. to Sat.
14 09	Werribee (N)	14	Mon. to Fri.	13 26	Werribee (N)	13	Mon. to Sat.
14 29	Werribee (N)	14	Saturday	13 35	Geelong	3	Mon. to Fri.
14 45	South Geelong	3	Mon. to Fri.			7	Saturday
15 00	Geelong	7	Saturday	14 26	Werribee (N)	13	Mon. to Sat.
15 05	Werribee	4	Mon. to Fri.	14 40	Geelong	2	Mon. to Fri.
15 09	Werribee (N)	14	Saturday			7	Saturday
15 25	South Geelong	7	Mon. to Fri.	15 08	Werribee	6	Mon. to Fri.
15 30	Werribee	6	Mon. to Fri.	15 26	Werribee (N)	13	Saturday
16 00	South Geelong	7	Mon. to Fri.	15 35	Geelong	7	Mon. to Sat.
16 00	Geelong	7	Saturday	15 55	Werribee	5	Mon. to Fri.
16 07	Werribee	6	Mon. to Fri.	16 00	Warrnambool	8	Mon. to Fri.
16 09	Werribee (N)	14	Saturday			2	Saturday
16 20	Werribee	6	Mon. to Fri.	16 26	Werribee (N)	13	Saturday
16 35	Werribee	6	Mon. to Fri.	16 40	Geelong	7	Saturday
16 45	South Geelong	7	Mon. to Fri.	16 50	Werribee	1	Mon. to Fri.
17 00	Geelong	8	Mon. to Fri.	17 00	Werribee	6	Saturday
		7	Saturday	17 02	South Geelong	6	Mon. to Fri.
17 02	Werribee	2	Mon. to Fri.	17 20	Werribee	6	Mon. to Fri.
17 13	South Geelong	7	Mon. to Fri.	17 25	South Geelong	2	Mon. to Fri.
17 25	Werribee	6	Saturday	17 35	Geelong	5	Saturday
17 28	Werribee	1	Mon. to Fri.	17 58	Werribee	6	Saturday

N-Passengers change trains at Newport.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for WERRIBEE - GEELONG - WARRNAMBOOL LINE-Cont'd.				Trains ARRIVE SPENCER STREET as under from WARRNAMBOOL - GEELONG - WERRIBEE LINE-Cont'd.			
17 40	Geelong	7	Mon. to Fri.	17 58	Werribee	6	Saturday
18 00	Warrnambool	4	Mon. to Fri.	18 00	Werribee	6	Mon. to Fri.
18 00	Geelong	7	Saturday	18 10	South Geelong	4	Mon. to Fri.
18 10	South Geelong	7	Mon. to Fri.	18 26	Werribee	5	Mon. to Fri.
18 12	Werribee	6	Mon. to Fri.	18 40	Geelong	3	Saturday
18 25	Warrnambool	4	Saturday	18 47	Werribee	6	Mon. to Fri.
18 29	Werribee (N)	14	Saturday	19 00	South Geelong	3	Mon. to Thur.
18 45	Werribee	5	Mon. to Fri.			4	Friday
19 00	Geelong	7	Saturday	19 06	Werribee (N)	13	Saturday
19 10	Geelong	7	Mon. to Fri.	19 17	Werribee	4	Mon. to Fri.
20 10	Geelong	7	Mon. to Fri.	19 34	Geelong	6	Saturday
20 26	Werribee (N)	14	Mon. to Sat.	19 34	Werribee	5	Mon. to Fri.
21 30	Geelong	5	Mon. to Thur.	19 40	Geelong	7	Mon. to Fri.
		7	Friday	19 55	South Geelong	5	Friday
		5	Saturday	20 15	Werribee	6	Mon. to Fri.
22 30	Geelong	7	Mon. to Thur.	20 36	Geelong	4	Mon. to Fri.
		4	Friday	20 52	Werribee (N)	13	Mon. to Sat.
23 25	Geelong	8	Mon. to Sat.	21 10	Warrnambool	7	Mon. to Thur.
						5	Friday
09 39	Werribee (N)	14	Sunday	21 10	Geelong	7	Saturday
10 05	Geelong	7	Sunday	22 13	Geelong	8	Mon. to Fri.
10 59	Werribee (N)	14	Sunday	22 30	Werribee	6	Mon. to Sat.
12 19	Werribee (N)	14	Sunday				
13 39	Werribee (N)	14	Sunday	08 49	Werribee (N)	13	Sunday
14 05	Geelong	7	Sunday	09 11	Geelong	8	Sunday
14 59	Werribee (N)	14	Sunday	10 09	Werribee (N)	13	Sunday
16 19	Werribee (N)	14	Sunday	11 29	Werribee (N)	13	Sunday
17 30	Geelong	7	Sunday	12 49	Werribee (N)	13	Sunday
17 39	Werribee (N)	14	Sunday	13 40	Geelong	6	Sunday
18 55	Warrnambool	3	Sunday	14 09	Werribee (N)	13	Sunday
18 59	Werribee (N)	14	Sunday	15 29	Werribee (N)	13	Sunday
20 19	Werribee (N)	14	Sunday	16 49	Werribee (N)	13	Sunday
21 25	Geelong	5	Sunday	17 12	Geelong	3	Sunday
22 25	Geelong	7	Sunday	18 09	Werribee (N)	13	Sunday
23 25	Werribee	6	Sunday	18 32	Geelong	3	Sunday
				19 29	Werribee (N)	13	Sunday
				20 20	Warrnambool	5	Sunday
				20 49	Werribee (N)	13	Sunday
				21 20	Geelong	4	Sunday
				22 20	Werribee	6	Sunday

N-Passengers change trains at Newport.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for SEYMOUR-ALBURY-SYDNEY and NUMURKAH LINES				Trains ARRIVE SPENCER STREET as under from NUMURKAH and SYDNEY-ALBURY-SEYMOUR LINES			
07 00	Seymour	6	Mon. to Fri.	07 31	Seymour	6	Mon. to Fri.
07 10	Seymour	6	Saturday	08 11	Seymour	7	Mon. to Fri.
07 55	Albury	3	Mon. to Sat.	08 28	Seymour	6	Mon. to Fri.
08 55	Shepparton	4	Mon. to Sat.	08 41	Seymour	6	Saturday
09 00	Sydney	2	Mon. to Sat.	08 55	Sydney	1	Daily
12 15	Albury	3	Mon. to Fri.	09 25	Numurkah	4	Mon. to Fri.
12 35	Seymour	6	Saturday	09 55	Sydney	1	Daily
12 55	Shepparton	3	Mon. to Fri.	10 02	Albury	3	Mon. to Fri.
13 15	Seymour	6	Mon. to Fri.	10 02	Numurkah	5	Saturday
16 05	Seymour	3	Mon. to Fri.	10 35	Albury	3	Saturday
17 20	Albury	2	Mon. to Fri.	11 20	Seymour	6	Mon. to Fri.
17 30	Mansfield (Bus)	Car	Mon. to Thur.	11 21	Seymour	6	Saturday
		Park		11 30	Mansfield (Bus)	Car	Mon. to Sat.
17 30	Seymour	6	Mon. to Fri.	14 55	Shepparton	7	Mon. to Fri.
17 55	Albury	2	Saturday	16 20	Albury	3	Mon. to Fri.
18 02	Numurkah	2	Mon. to Fri.	17 00	Seymour	6	Mon. to Fri.
18 15	Mansfield (Bus)	Car	Fri., Sat.	17 35	Seymour	6	Saturday
		Park		18 55	Shepparton	4	Mon. to Thur.
18 15	Numurkah	3	Saturday			5	Friday
18 35	Seymour	6	Saturday	18 56	Shepparton	5	Saturday
18 45	Sydney	1	Daily	19 40	Seymour	6	Friday
18 55	Seymour	6	Mon. to Fri.	20 12	Albury	5	Mon. to Thur.
19 40	Albury	5	Friday			7	Friday
20 00	Sydney	1	Daily	20 20	Sydney	1	Mon. to Sat.
21 00	Seymour	6	Friday	20 35	Albury	3	Saturday
09 45	Albury/Numurkah	3	Sunday	22 28	Seymour	6	Friday
18 05	Albury	3	Sunday				
				10 52	Albury	7	Sunday
				18 55	Albury	4	Sunday
				20 02	Numurkah	1	Sunday
				20 45	Albury	7	Sunday

COUNTRY TRAINS AND ROAD COACHES DEPARTING FROM AND ARRIVING AT SPENCER STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for WARRAGUL – TRARALGON – BAIRNSDALE LINE				Trains ARRIVE SPENCER STREET as under from BAIRNSDALE – TRARALGON – WARRAGUL LINE			
04 40	Traralgon	8	Monday	08 30	Traralgon	8	Saturday
08 26	Bairnsdale	8	Mon. to Sat.	09 22	Traralgon	8	Mon. to Fri.
12 27	Traralgon	8	Saturday	10 02	Sale	8	Mon. to Fri.
12 45	Warragul	8	Mon. to Fri.	10 23	Bairnsdale	8	Saturday
13 47	Traralgon	8	Mon. to Fri.	11 18	Traralgon	8	Mon. to Fri.
15 40	Traralgon	8	Mon. to Fri.	12 19	Traralgon	8	Mon. to Fri.
17 40	Traralgon	8	Saturday	12 40	Traralgon	8	Saturday
18 26	Sale	8	Mon. to Thur., Sat.	15 20	Traralgon	8	Mon. to Fri.
18 26	Bairnsdale	8	Friday	17 43	Bairnsdale	8	Mon. to Fri.
21 15	Traralgon	8	Mon. to Fri.	17 44	Bairnsdale	8	Saturday
				18 40	Traralgon	8	Saturday
09 30	Bairnsdale	8	Sunday	19 23	Traralgon	8	Mon. to Fri.
17 00	Traralgon	8	Sunday				
19 00	Traralgon	8	Sunday	10 33	Traralgon	8	Sunday
				19 05	Traralgon	8	Sunday
				20 45	Bairnsdale	8	Sunday

Road Coach	Destination	Dep. Point	Days	Road Coach	From	Arr. Point	Days
Road Coaches DEPART SPENCER STREET as under for LEONGATHA – YARRAM				Road Coaches ARRIVE SPENCER STREET as under from YARRAM – LEONGATHA			
09 50	Leongatha	Car Park	Mon. to Sat.	08 45	Leongatha	Car Park	Saturday
12 25	Leongatha	" "	Saturday	09 05	Leongatha	" "	Mon. to Fri.
15 35	Fish Creek	" "	Mon. to Fri.	10 40	Yarram	" "	Mon. to Sat.
16 10	Yarram	" "	Mon. to Fri.	11 15	Fish Creek	" "	Mon. to Sat.
18 30	Leongatha	" "	Mon. to Sat.	17 55	Leongatha	" "	Mon. to Fri.
19 00	Yarram	" "	Fri., Sat.	18 05	Leongatha	" "	Saturday
				18 10	Leongatha	" "	Friday
20 30	Leongatha	" "	Sunday				
20 55	Yarram	" "	Sunday	19 50	Yarram	" "	Sunday
				20 10	Leongatha	" "	Sunday

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART SPENCER STREET as under for WARRAGUL – TRARALGON – BAIRNSDALE LINE				Trains ARRIVE SPENCER STREET as under from BAIRNSDALE – TRARALGON – WARRAGUL LINE			
04 45	Traralgon	1	Monday	07 49	Warragul D	6 or 7	Saturday
06 37	Traralgon D	6 or 7	Mon. to Fri.	07 50	Warragul D	8 or 9	Mon. to Fri.
06 44	Traralgon D	6 or 7	Saturday	08 18	Traralgon	1	Saturday
08 31	Bairnsdale	1	Mon. to Sat.	08 25	Traralgon	12	Mon. to Fri.
09 15	Traralgon	13	Mon. to Fri.	09 17	Traralgon	1	Mon. to Fri.
12 32	Traralgon	1	Saturday	09 57	Sale	1	Mon. to Fri.
12 50	Warragul	1	Mon. to Fri.	10 17	Bairnsdale	1	Saturday
13 52	Traralgon	1	Mon. to Fri.	11 13	Traralgon	1	Mon. to Fri.
15 46	Traralgon	1	Mon. to Fri.	12 13	Traralgon	1	Mon. to Fri.
16 50	Traralgon	1	Mon. to Fri.	12 34	Traralgon	1	Saturday
17 46	Traralgon	1	Saturday	15 13	Traralgon	1	Mon. to Fri.
17 50	Warragul	1	Mon. to Fri.	16 45	Warragul	1	Mon. to Fri.
18 31	Sale	1	Mon. to Thur., Sat.	17 37	Bairnsdale	1	Mon. to Sat.
18 31	Bairnsdale	1	Friday	18 34	Traralgon	1	Saturday
21 20	Traralgon	1	Mon. to Fri.	19 29	Traralgon	1	Mon. to Fri.
09 37	Bairnsdale	1	Sunday	10 28	Traralgon	1	Sunday
17 05	Traralgon	1	Sunday	18 59	Traralgon	1	Sunday
19 06	Traralgon	1	Sunday	20 39	Bairnsdale	1	Sunday

D—Passengers change trains at Dandenong.

Train	Destination	Plat.	Days	Train	From	Plat.	Days
Trains DEPART FLINDERS STREET as under for LEONGATHA – YARRAM – INVERLOCH				Trains ARRIVE FLINDERS STREET as under from YARRAM – LEONGATHA – INVERLOCH			
09 04	Inverloch D, L	6 or 7	Saturday	08 49	Leongatha A	7	Saturday
09 17	Inverloch D	6 or 7	Mon. to Fri.	08 57	Leongatha A	9	Mon. to Fri.
09 44	Leongatha D	7	Saturday	10 29	Inverloch A	6 or 7	Saturday
09 52	Leongatha D	6	Mon. to Fri.	10 32	Inverloch A	6 or 7	Mon. to Fri.
12 24	Leongatha D	7	Saturday	11 09	Fish Creek A	7	Saturday
15 37	Fish Creek D	7	Mon. to Fri.	11 17	Fish Creek A	8	Mon. to Fri.
18 03	Inverloch D	6 or 7	Mon. to Fri.	17 43	Leongatha A	6	Mon. to Fri.
18 04	Inverloch D	6 or 7	Saturday	18 09	Leongatha A	6	Saturday
18 23	Leongatha D, K	6	Mon. to Fri.	18 39	Inverloch A	6 or 7	Mon. to Fri.
18 24	Leongatha D, K	6	Saturday	18 49	Inverloch A	8 or 9	Saturday
18 25	Inverloch D	8 or 9	Sunday	19 35	Inverloch A	8 or 9	Sunday
20 25	Leongatha D, K	8	Sunday	20 15	Yarram A	9	Sunday

Note: Leongatha, Fish Creek and Yarram Road Coaches operate to and from Spencer Street (See page 7).

A—Connection at Dandenong with Road Coach.

D—Connection with Road Coach at Dandenong.

K—Connection at Korumburra with Road Coach to Yarram.

L—Via Loop.

L.P. GAS HEATED PASSENGER VEHICLES

The following passenger vehicles have been fitted with L.P. Gas fired boilers so that hot water can be circulated for space heating.

AW	30	31		
BW	31	32	33	34
CE	15	30	31	33

These cars have a pilot light operating and all that is required to operate the heating system is to switch "ON" at the control box located inside the vehicle. Temperature is controlled by a thermostat. Control boxes are mounted on an end vestibule wall of the "W" cars and in one end canopy of the CE vans.

When first switched "ON" a green light should be observed through a small hole in the bottom of the control box. After approximately 5-10 minutes a red light should come on adjacent to the green light indicating that the boiler has become warm. The circulating pump will begin to circulate the warm water.

If the green light does not show it indicates there is no power to operate the system. The condition of the system should be reported.

If the red light does not show it indicates that the system is either out of gas or the pilot light is extinguished.

Gas supply can be checked by observing the indicator on the gas regulator mounted between the bottles under the vehicle.

If the gas indicator shows that there is gas in the system, it may be restarted by turning the main gas valve to the "PILOT" position and holding it down. Pressing the ignition button mounted nearby the pilot flame should ignite.

The gas valve must be held down sufficient time for the "hold in" mechanism to heat and hold in.

The gas valve can then be turned to the "ON" position by holding down and rotating. The main flame should then ignite.

The starting procedure can be repeated however, after three (3) attempts and no ignition is obtained the gas valve should be turned "OFF", the main switch in the control box turned "OFF" and the condition of the system should be reported.

In cases where the system is defective as described above the condition should be reported to the Manager, Train Lighting Depot (Auto 1291 or 1235).

The maintenance and servicing of this equipment in passenger vehicles, including the replenishment of gas cylinders, is the responsibility of the Train Lighting Section, Rolling Stock Branch.

The switching on and off of the equipment, including observation of its operation en route, is the responsibility of the appropriate personnel in the Operations Branch.

In order to conserve the gas supply for actual running use, Operations Branch personnel must ensure that at terminal stations where a standover period is involved, the equipment is promptly turned off.

Stationmasters at all terminal stations and intermediate depot stations are to ensure that staff under their supervision are thoroughly conversant with their responsibilities in regard to the operation of the equipment.

GREEN STAR PARCELS SERVICE

As approved on Secretary's file 73/4157 only stations authorised to despatch or receive Green Star parcels within the Metropolitan electrified area are as follows:-

Ascot Vale	Clifton Hill	Highett	Royal Park
Batman	Coburg	Jewell	Sandringham
Bayswater	Croydon	Keon Park	South Melbourne
Belgrave	Dandenong	Lilydale	South Yarra
Bell	Darling	Macleod	Spencer Street
Bentleigh	Elsternwick	Mitcham	Spotswood
Blackburn	Eltham	Moorabbin	Springvale
Boronia	Essendon	Mooroolbark	St. Albans
Box Hill	Fairfield	Mordialloc	St. Kilda
Broadmeadows	Fawkner	Mount Waverley	Sunshine
Brunswick	Fern Tree Gully	Newport	Surrey Hills
Burnley	Flinders Street	Noble Park	Thomastown
Burwood	Footscray	Northcote	Toorak
Camberwell	Frankston	North Melbourne	Tooronga
Carnegie	Glenhuntly	Oakleigh	Upfield
Carrum	Glen Waverley	Pakenham	Upper Fern Tree Gully
Caulfield	Gowrie	Port Melbourne	Victoria Park
Chelsea	Greensborough	Reservoir	West Richmond
Cheltenham	Hawthorn	Richmond	Williamstown.
Clayton	Heidelberg	Ringwood	

GENERAL CONDITIONS

Weight	Maximum weight 8 Kg.
Surcharge	\$1.00 for each package consigned.
Despatch	1. 7 days a week. 2. Must be given priority despatch and forwarded by the first available train.
From	Selected stations within the metropolitan electrified area as per list, also Sunbury, Gisborne, Lara and Geelong.
To	Country and interstate stations open for parcels traffic also authorised Metropolitan stations as listed.
Consignments	Each parcel must have a Green Star stamp affixed, and show the consignee's full address and telephone number. Freight charges to be either prepaid or to pay, but the \$1.00 surcharge must be prepaid by cash, voucher or account.
When Waybilled	The waybill must endorsed Green Star.
Voucher or Credit Account	The \$1.00 surcharge must be shown on a separate line and endorsed Green Star and the name of the account holder shown.
Consignment Notes	1. A separate consignment note must be lodged and endorsed Green Star, but more than one consignment may be entered on the one consignment note. 2. Time and date of receipt must be endorsed on the consignment note.
Country Destinations	Staff are to ensure there is sufficient time for the Green Star parcel to be forwarded and transferred to the country trains.
Transfer Stations	Parcels from one suburban station to another on a different line shall be transferred at the nearest junction station, with the following exception. Green Star parcels from the Sandringham line for stations Glenhuntly to Frankston, Stony Point and Mornington are to be transferred at Richmond.

GREEN STAR PARCELS SERVICE (Continued)

PROCEDURES TO APPLY:

Despatching Station

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

- 1 Train and time of despatch.
- 2 Name of the consignee.
- 3 Destination station.

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

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

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

Transfer Station

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

- 1 Date and time message received.
- 2 Despatching station.
- 3 Destination station.
- 4 Train of arrival.
- 5 Train of despatch.
- 6 Time the destination station was advised.
- 7 Name and grade of the person to whom any telephone message was given.

Receiving Station

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

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

- 1 Date and time of advice.
- 2 Despatching station.
- 3 Consignee.
- 4 Train of despatch.
- 5 When a junction or transfer station is involved, entries must also be recorded as to the train time or despatch from the transfer station.

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

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

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

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

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

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 Book, page 32, and the General Appendix.

LOADS FOR EXPRESS AND PASSENGER TRAINS

SCHEDULE LOADS.—Express and passenger train loads are computed on the basis of the mass rating of vehicles as shown on pages 15-23.

MAXIMUM LOADS:—

- The maximum load of any passenger train, excepting "The Overland", consisting of all automatically coupled vehicles (other than "PL" type carriages) is 915 tonnes.
- In respect to "The Overland" the maximum load consisting of all automatically coupled vehicles will be nineteen (19) vehicles including a "VMPY" or "VBPY" wagon. The total mass may be in excess of 915 tonnes.
- The maximum load on a passenger train which may be hauled behind a Victorian vehicle with screw couplings is 365 tonnes, subject to a vehicle limit of 13 vehicles.
For New South Wales screw coupling draw gear capacity see pages 22 and 23.
- The maximum load which may be hauled behind an automatically coupled "PL" carriage is 365 tonnes.

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

OVERLOADING OF PASSENGER TRAINS.—The tonnage loads prescribed herein for express and passenger trains are the maximum loads based on the locomotive running schedules.

EXPRESS TRAIN STOCK.—Only Victorian carriages of the "Z", or "S" class, Australian National carriages of the "D" class and joint stock air conditioned carriages are to be used on "The Overland".

POWER VAN LIMITATIONS—STANDARD GAUGE

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

Intercapital Daylight:—	13 air conditioned carriages including 1 ABS or RS diner or 12 air conditioned carriages including 2 ABS or RS diners. <i>Note:</i> Should PHS Power vans No. 2290, 2291 or 2292 be marshalled in the consist the maximum number of carriages must not exceed 8 air conditioned carriages including 1 ABS or RS Buffet Carriage or 7 air conditioned carriages including 2 ABS or RS Buffet carriages.
Southern Aurora:—	16 air conditioned carriages.
Spirit of Progress:—	14 air conditioned carriages including 1 VRS buffet. This limit refers only to head end powered carriages. Additional unit air conditioned carriages (i.e. carriages powered from axle driven generators) may be added to the consist. <i>Note:</i> Any red N.S.W. carriages in the consist must be marshalled as remote as practicable from the power van.

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

Roomette (including Nos. 11 and 12), Twinette (including Nos. 13 and 14), Club, "AJ", "BJ", "RBJ", "ACN", "BN", "BRN", "AS", "BS", "MBS", "MRS", "AZ", and "BZ" carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage, "CP", "CO" brakevans and PCO Power brakevans are not permitted to run between Princes Bridge and Clifton Hill.

Roomette (including Nos 11 and 12), Twinette (including Nos. 13 and 14), "AJ" and "BJ" carriages are not permitted to run on the undermentioned lines and/or tracks:—

Box Hill line.....	Between Flinders Street and Burnley
Ballarat.....	No. 5 and No. 6 Tracks Carriage Shed Dock Track
Murtoa.....	No. 1 (Back platform) Track
Wodonga Line.....	Essendon, No. 3 Track Seymour, Back Track
Spencer Street-Geelong.....	Geelong, No. 4 Track
Flinders Street.....	Through Crossover (No. 174 points) from Port Melbourne line at Flinders Street "A" Box.

FREIGHT VEHICLES ON PASSENGER TRAINS

ALL V.R. AND A.N.R. BOGIE STOCK which have a letter "P" as the terminating letter of their classification and which have been equipped with passenger type bogies and have a large letter "P" prominently displayed on diagonally opposite corners may be attached to passenger trains, and run at passenger train speed. However Australian National vehicles of the "ARPY" class which do not have a large letter "P" prominently displayed on diagonally opposite corners may only be attached to passenger trains when specially authorised by the Chief Operations Manager.

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

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

LOCOMOTIVE RUNNING SCHEDULES (PASSENGER TRAINS)

The following instructions are applicable to the loads and locomotive running schedules published in the working time-table.

PASSENGER TRAINS:-

The locomotive 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 LOCOMOTIVE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS:-The tonnage loads of mixed trains computed on the basis of tonnage ratings as shown on pages 16 to 23 for the vehicle concerned plus the mass of goods vehicles and contents as shown on pages 30-41.

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 VLAA or VRPY van, CA, CP, JCP or ZLP brake-van as one; each other bogie vehicle or carriage 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 livestock 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 Operations Manager, may grant permission when considered absolutely necessary.

LOCOMOTIVE RUNNING SCHEDULES.

(Mixed Trains)

The following instructions are applicable to the loads and locomotive running schedules published in the working time-tables:-

MIXED TRAINS-

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

DAMAGE TO CARRIAGE WINDOWS AND FITTINGS

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

SPEEDS OF "ON TRACK" MACHINES

The following speeds are to be used in the preparation of time-tables for on track machines.

	Maximum Speed km/h	Time-table Speed km/h
BALLAST REGULATORS Nos. 1 to 12.	50	40
ELECTROMATIC TAMPERS MK. II Nos. 8, 11, 27.	50	40
ELECTROMATIC TAMPERS E.J. 6 Nos. 2, 10, 21, 22.	40	32
CRIB AND SHOULDER COMPACTORS Nos. 1 to 4	40	32
JUNIOR ELECTROMATIC AND SWITCH TAMPERS Nos. 3 to 7, 9, 15 to 17.	30	24
PLASSER TAMPERS K.S.T. Nos. 19, 23 to 26	30	24
PLASSER TAMPERS 07-16B Nos. 1, 12, 13.	70	60
BALLAST CLEANER R.M. 74 U.V.R. No. 1	80	70
TRACK RECORDERS P.V. 6 Nos. 1, 2.	Travelling Recording 60 30	40 25

LOCOMOTIVES FITTED WITH AUTOMATIC STAFF EXCHANGING APPARATUS

The following locomotives are fitted with Automatic Staff Exchanging Apparatus:

Class	Locomotives fitted
'B' Diesel Electric 'C' Diesel Electric 'K' Steam 'S' Diesel Electric 'X' Diesel Electric	Nos. 60 to 85 Nos. 501 to 510 Nos. 153, 184, 190 Nos. 300 to 313, 315, 317 Nos. 31 to 54

NOTE: 'C', 'S' and 'X' class locomotives when operating on Standard Gauge (1435mm) are not fitted with automatic staff exchanging apparatus.

VICTORIAN AND AUSTRALIAN NATIONAL PASSENGER ROLLING STOCK

TABLE GIVING THE VARIOUS CLASSES, NUMBER OF VEHICLES IN EACH CLASS, DESCRIPTION, CARRYING CAPACITY, MASS RATING AND OVERALL LENGTH OF VEHICLE.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (For Notes see page 19)	Lighting
			1st Class	Economy				
Club	3	V. & A.N. Joint Stock (Bogie Carriages) Club and Dining Nos. 1 to 3			46	23 900	Auto.	F.
Sleeping	6	Air conditioned 41 Seats Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji	20	..	50	23 900	Auto.	F.
"	2	Air Conditioned (Roomettes) Allambi, Tantini,						
"	8	Air Conditioned (Roomettes) Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Tawarri, Yankai	20	..	49	23 900	Auto.	F.
"	2	Air Conditioned (Twinettes) Weroni, Dorai	20	..	49	23 900	Auto.	F.
AJ	3	Air Conditioned (Twinettes) 2 compartments, Saloon type, Nos. 1 to 3	48	..	48	23 900	Auto.	F.
BJ	7	2 compartments, Saloon type, Nos. 4 to 10	..	64	50	23 900	Auto.	F.
RBJ	3	Air Conditioned Cafeteria Car, Nos. 1 to 3	..	34	49	23 900	Auto.	F.
		One compartment. (Saloon type) and Cafeteria. Air conditioned						
Special	1	Brakevan and Sundry Stock V. & A.N. Joint Stock (Bogie) Dynamometer K	..	..	41	16 400	$\frac{1}{2}$ Auto., $\frac{1}{2}$ Auto. and Screw	E.
PCO	4	Power Brakevan, Nos. 1 to 4 (10 tonnes capacity)			67	23 900	Auto.	F.
CO	2	Brakevan fitted with fish compartment Nos. 1, 2 (26 tonnes capacity)	..	..	69	23 900	Auto.	E.
D	1	Steel bulk mail van, No. 1 (25 tonnes capacity)	..	..	64	19 300	Auto.	-
JCP †	9	Express Goods Brakevan Nos. 1 to 9 (10 tonnes capacity)	..	..	37	12 800	Auto.	E.

"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		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (For Notes see page 19)	Lighting
			1st Class	Economy				
Victorian Stock All Steel (Bogie)								
ACN	14	Saloon Type Nos. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42	52	..	45	22 800	Auto.	F.
BN	18	Saloon Type Nos. 1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 22, 23, 25, 26, 28	..	88	45	22 800	Auto.	F.
BRN	10	Saloon Type with Buffet Nos. 20, 29, 31, 32, 34, 35, 37, 38, 40, 41	..	66	48	22 800	Auto.	F.
AS	11	8 compartments (Air Conditioned) Nos. 1, 3 to 5, 8, 10, 14, 15	48	..	51M	22 800	Auto.	E.
BS	3	8 compartments (Air Conditioned) Nos. 7, 8, 15	..	64	51	22 800	Auto.	E.N.
BS	2	Saloon Type (Air Conditioned) Nos. 1, 2	..	64	51B	22 800	Auto.	F.
AZ★	8	Saloon Type (Air Conditioned) Nos. 1 to 8	56	..	51	22 800	Auto.	F.
BZ★	7	Saloon Type (Air Conditioned) Nos. 1 to 7	..	68	51	22 800	Auto.	F.
BRS	3	6 compartments & Buffet (Air Conditioned) Nos. 1 to 3	36	..	49	22 800	Auto.	E.
MBS	3	Five compartments with Mini-Buffet (Air Conditioned) Nos. 1, 2, 3	12 diners 40 sitting economy	..	49	22 800	Auto.	E.
MRS	2	Three compartments with Mini-Buffet and Tavern (Air Conditioned) Nos. 1, 2	tavern 12 compts. 24 (economy)	..	49	22 800	Auto.	F.
Dining	1	Murray (Air Conditioned)	48	..	61	22 800	Auto.	E.
Dining	1	Avoca (Air Conditioned)	48	..	76	23 100	Auto.	E.
Buffet	1	Moorabool (Air Conditioned)	19 diners 12 sitting	..	61	22 800	Auto.	F.
Victorian Stock (Bogie Carriages)								
Special	1	Norman (Air Conditioned)	24	..	55	22 800	Auto.	E.
"	1	State No. 4	26	..	51	22 700	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	..	61	22 900	Auto.	F.
"	1	Melville	..	..	41	17 800	Auto.	E.
"	1	Medical and Vision Test	..	..	46	22 500	Auto.	E.
"	1	Carey (8 showers & sanitary accommodation)	..	..	30	14 700	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths)	..	..	51	22 500	Auto.	E.
Parlour A	1	Yarra	33	..	41	22 500	Auto.	E.
Breakdown	1	Campaspe	16 sleepers	..	51	22 700	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 sitting	..	61	22 500	Auto.	F.
Sleeping	4	Nos. 1 to 4 (Air Conditioned)	20	..	56	22 500	Auto.	E.
"	6	Nos. 5 to 10	20	..	46	22 500	Auto.	E.
"	2	Nos. 11, 12 Roomettes (Air Conditioned)	20	..	55	23 900	Auto.	F.
"	2	Nos. 13, 14 Twinettes (Air Conditioned)	20	..	53	23 900	Auto.	F.
"	2	Nos. 15, 16 Twinettes (Air Conditioned)	16	..	57	22 800	Auto.	F.
AE	1	8 compartments, No. 51 (Air Conditioned)	48	..	56	22 500	Auto.	E.
AE	11	8 compartments Nos. 2, 4, 13, 18, 19, 23, 24, 25, 28, 30, 38	48	..	46	22 500	Auto.	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	..	72	56	22 500	Auto.	E.
BE	3	8 compartments Nos. 50 to 52 (Air Conditioned)	..	64	56	22 500	Auto.	E.
BEL	4	9 compartments Nos. 44 to 47	..	76	46	22 500	Auto.	E.
BE	22	9 compartments Nos. 1 to 3, 12, 14 to 18, 20, 22 to 26, 29, 30, 33, 36, 38, 39.	..	72	46	22 500	Auto.	E.
BES	9	8 compartments Nos. 53 to 61.	..	64	46	22 500	Auto.	E.
BH	1	8 compartments No. 1	..	64	45	21 800	Auto.	E.
BG	1	Saloon and Compartment type (Air Conditioned)	..	62	51	22 500	Auto.	E.

"F" Fluorescent; "E" Electric.

A-Yarra Parlour Car is restricted to 95 km/h.

B-"BS" No. 2, 49 tonnes.

M-The tonnage rating of "AS" carriages Nos. 1, 3 to 5 is 49 tonnes.

N-"BS" 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		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (For Notes see page 19)	Lighting
			1st Class	Economy				
ABE	3	Victorian Stock (Bogie Carriages) cont.						
BCE	5	8 compartments, Nos. 3, 7, 12	26	36	46	22 500	Auto.	E.
		5 compartments & Brakevan, 9 tonnes capacity, Nos. 1 to 5	..	42	51	22 500	Auto.	E.
AW●	11†	6 compartments, 17.7 m body Nos. 3, 8, 13, 22, 25, 29, 30, 32, 35, 37, 40	40	..	36	18 500	Auto.	E.
BW●	22†	7 compartments, 17.7 m body Nos. 1, 2, 7, 8, 15, 26, 28, 31 to 35, 37, 38, 40, 43, 44, 71, 72, 75, 78, 79	..	60	36	18 500	Auto.	E.
BWL	3	8 compartments, 19.5 m body Nos. 66 to 68	..	68	36	20 300	Auto.	E.
BW	2	7 compartments Nos. 80, 82	..	56	36	20 300	Auto.	E.
ABU	2	6 compartments (3-1st, 3 Economy) 17.7 m body, Nos. 32, 40	20	26	36	18 500	Auto.*	E.
BPL	2	9 compartments, Nos. 89, 91	..	82	30	18 700	Auto.	E.
BPL	3†	9 compartments, Nos. 38, 43, 54,	..	82	30	18 500	Auto.	E.
BPL	6	9 compartments, Nos. 65, 70, 73, 75, 84, 85	..	82	30	19 000	Auto.	E.
ABL	1	7 compartments, economy saloon No. 45	16	32	30	16 300	Screw	E.
BL§	1	9 compartments, No. 13 "Pioneer"	..	72	41	22 500	Screw	E.
Special§	1	8 compartments, "Enterprise"	..	64	41	22 500	Screw	E.
AV§	2	6 compartments, Nos. 1, 35	32	..	41	16 300	Screw	E.
AV§	1	2 compartments, No 23	30	..	30	16 300	Screw	E.
AV§	1	6 compartments, No 32	28	..	30	16 300	Screw	E.
BV§	5	7 compartments, Nos. 3, 7, 8, 18, 19	..	50	30	16 300	Screw	E.
BCPL	2	6 compartments with brakevan (4 tonnes capacity), Nos. 29, 31	..	53	36	18 500	Auto.	E.
BCPL	1	8 compartments with Guard's compartment, No. 6	..	76	30	19 000	Auto.	E.
BCPL	1†	Dance Car with Guard's compartment No. 11	..	..	30	18 700	Auto.	F.

"E" Electric, "F" Fluorescent.

*—"ABU" carriages Nos. 32 and 40 are equipped with automatic coupling one end and transition hook on the opposite end.

●—AW 31, 32, and BW 31 to 34 are fitted with LP Gas heating (See page 11).

§—Speed restriction of 65 km/h applies to these vehicles.

†—AW 3, 8, 13, 22, 25, 29, 30, 35, 40, BW 2, 26, BPL 43, BCPL 11 are for use on special trains only.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (For Notes see page 19)	Lighting
			1st Class	Economy				
X*	1	Fixed Wheel Base						
Y*	1	Historical purposes						
YZ*	1	No. 40	..	50	15	10 200	Screw	K.
		No. 309	..	50	15	9 400	Screw	K.
		No. 69	..	30	15	9 000	Screw	K.
CD††	4	Brakevans (Bogie)						
CE ●	5	Nos. 1 to 3, 7 (25 tonnes capacity)	..	..	65	22 000	Auto.	E.
CE ●	13	Nos. 15, 33, 35 to 37 (20 tonnes capacity)	..	..	51	19 300	Auto.	E.
		Nos. 6, 9, 11, 13, 18, 19, 23 to 25, 29 to 31 (12 tonnes capacity)	..	..	46	19 300	Auto.	E.
CP	32	Nos. 1, 3, 4, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37 to 39, 40 (10 tonnes capacity)	..	..	36	12 800	Auto.	E.
CA	15	Nos. 1 to 15 (10 tonnes capacity) (Sanitary accom.)	..	..	30	13 100	Auto.	E.
CW	3	Nos. 17, 19, 20 (12 tonnes capacity)	..	..	36	16 200	Auto.	E.
CW	9	Nos. 1, 4, 5, 9 to 11, 13 to 15 (10 tonnes capacity)	..	..	36	16 200	Auto.	E.
CV	2	Brakevan (8 tonnes capacity) Nos. 1, 7	..	..	36	16 300	Auto.	E.
C	1	Brakevan No. 27 (8 tonnes capacity)	..	..	25	13 100	Auto.	E.
ZLP	79	Brakevan (10 tonnes capacity) Nos. 2 to 80	..	..	36	11 400	Auto.	E.
VSPY	1	Sundry Stock (Bogie)						
VBPY	22	Horse Box, 12 horses, No. 7	..	..	30	14 700	Auto.	—
VRPY	2	Bogie Van	..	..	36	12 800	Auto.	—
VLPY	50	Refrigerated Van, Nos. 4, 5	..	..	30	8 700	Auto.	—
Display Car	1	Bogie Louvre Van	..	..	36	12 800	Auto.	—
		Historical Display Vehicle, No. 30AV †	..	..	41	16 300	Screw	E.

"E" Electric, "K" Kerosene.

● CE Nos. 15, 30, 31, 33 are fitted with LP Gas heating (See page 11).

*—X. Y. YZ vehicles, maximum speed 40 km/h.

NOTE: C 27, CV 1, 7, CW 1 are for use on special trains only.

†—Speed restriction of 30 km/h applies to this vehicle.

††—Vehicles on loan from Australian National.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling	Lighting
			1st Class	Economy				
Victorian Stock Rail Motor Vehicles								
Diesel	8	With brakevan and lavatory (1.5 tonnes capacity) Nos. 58 to 64	..	54	44	18 300	Auto.	E.
Electric RM	1	With brakevan and lavatory (1.5 tonnes capacity) No.55	..	54	46	18 300	Auto.	E.
Diesel	1	With brakevan and lavatory (1.5 tonnes capacity) No.56	..	34	44	18 300	Auto.	F.
Electric RM	3	No brakevan Nos. 32, 33, 34	..	60	36	20 500	Auto.	E.
DE Trailer	4	600 H.P. Air conditioned. Nos. 40 to 43	20	36	62	24 100	Auto.	F.
Diesel Rail Car								

'F'—Fluorescent.

'E'—Electric.

COUPLING NOTES

Screw Coupling	Draw bar hooks both ends
Auto.	Automatic couplings both ends.
$\frac{1}{2}$ Auto	Automatic coupling 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.
Auto. and Drawbar	Automatic coupling one end, draw bar one end.
Multi-Function	Automatic coupling with integral electrical and air connections.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity One Class	Mass Rating Tonnes	Overall Length of Vehicle over buffers or pulling lines to nearest 100 mm	Coupling (See above)	Lighting
Victorian Stock (Electric Trains)							
M.	64	Stainless Steel (Comeng)	94	56	24 000	Multi-function	F.
T.	32	Stainless Steel (Comeng)	102	40	23 200	Multi-function	F.
M.	235	1 Compartment (Stainless Steel)	86	56	23 600	Auto. & Draw Bar	F.
M.	103	8 Compartments (Tait) includes walkthrough	78–84	56	18 800	Screw	E.
M.	4	Double End Operation (Tait)	63–67	56	18 800	Screw	E.
M.	182	3 Compartments (Harris) includes walkthrough, air operated doors	52–71	56	19 200	Auto. & Draw Bar	F.
T.	7	1 Compartment (Stainless Steel)	89	41	23 600	Auto. & Draw Bar	F.
D.	14	8 Compartments (Tait) includes walkthrough	80–84	36	18 700	Screw	E.
T.	109	1 Compartment (Stainless Steel)	96	41	23 600	Draw Bar	F.
T.	58	9 Compartments (Tait)	90–94	36	18 700 & 18 100	Screw	E.
T.	174	3 Compartments (Harris) includes walkthrough, air operated doors	62–82	41	19 200	Draw Bar	F.
T.	6	1 Compartment (Harris) walkthrough, air operated doors	92	51	23 400	Draw Bar	F.
BT.	60	3 Compartments (Harris) includes walkthrough, air operated doors	62–82	41	19 200	Auto. & Draw Bar	F.
G.	21	9 Compartments (Tait)	90–94	36	18 100	Screw	E.
CM.	9	Parcels Coach (10 tonnes capacity)	—	56	18 800	Dual	E.

"F" Fluorescent; "E" Electric.

MASS RATING OF VEHICLES WHEN EMPTY

Class of vehicle	Tonnes	Class of Vehicle	Tonnes
CA Brakevans	23	D Mail Van, (Steel) No. 1	38
CE Brakevans	35	VRPY (Refrigerated Vans) (Nos. 4, 5)	20
CP Brakevans	26	VBPY Vans	24
CV Brakevans	27	VSPY Horse Box (No. 7)	23
CW Brakevans	29	VLPY (Bogie Vans)	25
C Brakevans	21		
ZLP Brakevans	18		
JCP Brakevans	26		

AUSTRALIAN NATIONAL PASSENGER AND BRAKEVAN STOCK. 1600 mm Gauge.

Class	Number of Vehicles in Class	Description of Vehicle	Passenger Capacity		Mass Rating Ton's	Overall Length of vehicle over pulling lines to nearest 100 mm
			1st Class	Economy		
Special	1	Officers' Inspection Carriage "Murray" (sleeper and diner)	8	..	53	23 700
	1	Vice Regal Carriage	10	..	52	23 700
"AD" class	2	All steel (air-conditioned) Nos. 1 and 2	70	..	52	23 900
"AD" class	3	All steel (air-conditioned) Nos. 3 to 5	68	..	52	23 900
"BD" class	4	All steel (air-conditioned)	..	70	52	23 900
500 class	3	All steel (compartment)	42	..	46	21 800
600 class	7	All steel (compartment)	..	64	46	21 800
700 class	11	All steel (Saloon)	..	56	40	19 000
700 class	4	All steel (Saloon)	56	..	40	19 000
750 class	3	All steel (Saloon)	22	24	40	19 000
"CD" class	11	Bogie Brakevan Passenger	..	..	65	22 000
		25 tonnes capacity				
"SCD" class	2	Bogie Brakevan Passenger	..	..	65	22 000
		25 tonnes capacity				
"CGP" class	7	Bogie Brakevan Passenger and Freight	..	8*	35	12 300
		10 tonnes capacity				
8300 class (Nos. 8300 to 8305 and 8307 to 8313)	14	Bogie Brakevan Freight	..	4*	36	12 300
		10 tonnes capacity				
8300 class (Nos. 8314 to 8394) ††	68	Bogie Brakevan, Freight	..	8*	35	12 300
		10 tonnes capacity				
4400 class	5	Bogie Brakevan, Freight	..	10*	24	12 900
		10 tonnes capacity				
No. 4074	1	Brakevan, Freight	..	20*	27	12 100
		8 tonnes capacity				

*-Departmental passengers only.

††-Nos. 8364-74, 8393 and 8394 1467 mm gauge.

STANDARD GAUGE
PASSENGER ROLLING STOCK

Class	No. in Class	Description	Passenger Capacity			Mass Rating Tonnes	Overall Length over buffers or pulling lines to nearest 100 mm	Coupling (See Note page 19)	Lighting
			Berths	1st Class seats	Economy				
Victorian and N.S.W. Joint Stock									
DAM	2*	Twinette Sleeper with Deluxe Compartment Nos.2333, 2334	18	..	..	46	23 400	Auto.	F.
NAM	12*	Twinette Sleeper Nos. 2335-2338, 2340-2342, 2367, 2368, 2373-2375	20	..	..	46	23 400	"	F.
LAN	12*	Roomette Sleeper Nos. 2344,2347-2349, 2351-2354, 2372, 2376-2378.	20	..	..	46	23 400	"	F.
BCS	3*	Lounge Car Nos. 2356, 2357, 2379		40 Seats		41	23 400	"	F.
RMS	3*	Dining Car Nos. 2358-2360		48 Diners		46	23 400	"	F.
MHN	3	Bogie Brakevan (24 tonnes) Nos. 2364-2366 . . . . .	..	..	..	45	23 400	"	E.
PHN	6	Bogie Power and Brakevan (6 tonnes) Nos. 2361-2363, 2369, 2371, 2381 . . . . .	..	..	..	63	23 400	"	E.
Victorian Stock									
VBK	5*	Saloon type, Nos. 1-5. . . . .	..	56	..	51	22 800	"	F.
VAM	1*	Composite, Sitting-Twinette Sleeping Car	20 or 12	6	8	61	23 800	"	F.
VRS	2*	Buffet Nos. 1, 2		27 Diners		55	22 800	"	E.
VRS	1*	Buffet No. 3		28 Diners		55	22 800	"	E.
VFX	2*	6 Compartments, staff and hostess Nos. 1, 2 . . . . .	..	..	48	51	22 800	"	F.
VFS	2*	8 Compartments Nos. 1, 2. . . . .	..	..	64	51	22 800	"	F.
VFK	6*	Saloon type Nos. 1-6 . . . . .	..	..	64	51	22 800	"	F.
VFR	2*	7 Compartments and 1 Auxiliary Buffet. Compartment Nos. 1, 2 . . . . .	..	..	56	51	22 800	"	F.
VBW	1	6 Compartments No. 1 . . . . .	..	40	..	36	18 700	"	E.
VFW	1	7 Compartments No. 7 . . . . .	..	..	60	36	20 500	"	E.
VHN	2	Bogie Brakevan (20 tonnes) Nos. 1, 2 . . . . .	..	..	..	56	18 200	"	E.

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

STANDARD GAUGE—Continued.

PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity			Mass Rating Tonnes	Overall Length over buffers or pulling lines to nearest 100 mm	Coupling (See Note page 19)	Draw Gear Capacity Tonnes	Lighting
			Berths	1st Class	Economy					
Saloon Type		N.S.W. Stock								
BH	8*	1 Compartment Nos. 2220-2227	..	48	..	44	20 300	Auto.	914	F.
CS	..	2 Compartments	..	24	30	50	22 700	Screw	554	E.
FH	*	1 Compartment	..	..	54	45	20 300	Auto.	914	F.
HFV	..	Saloon and 3 compartments, guard's compartment.	..	..	64	50	22 700	Screw	559	E.
MCS	..	Saloon and 2 compartments	..	24	30	50	22 700	"	559	E.
OBS	*	Saloon with staff and hostess compartments	..	28	..	44	21 500	Auto.	914	F.
ODS	2	Saloon with staff and hostess compartments	42 seats (One Class)			41	21 500	"	914	F.
OFS	4*	Saloon with staff and hostess compartments No. 2259 fitted with plain bearing axle boxes (See Note)	..	..	41	44	21 500	"	914	F.
RDH	5	Saloon with buffet	30 Seats (One Class)			44	20 300	"	914	F.
RFV	..	Saloon with 2 compartments and buffet	..	..	54	50	22 600	Screw	559	E.
SBS	7*	Saloon with 1 compartment Nos. 2246, 2247, 2252-2256	..	37 or 48	..	45	21 500	Auto.	914	F.
SDS	*	Saloon	60 Seats (One Class)			41	21 500	"	914	F.
SFR	2*	Saloon with buffet compartment Nos. 2275, 2281	..	..	49	44	21 500	"	914	F.
SFS	23*	Saloon with 1 compartment, Nos. 2269, 2277, 2284, 2285, 2287 fitted with plain bearing axle boxes (See Note)	..	..	57	46	21 500	"	914	F.
Compartment Type										
BS	..	7 Compartments	..	42	..	40	20 400	Screw	559	E.
EFS	..	8 Compartments	..	..	64	40	20 400	Auto.	559	E.
FS	..	8 Compartments	..	..	64	40	20 400	Auto.	559	E.
MBE	..	8 Compartments	..	42	..	50	22 700	Screw	559	E.
MFE	..	8 Compartments	..	..	64	51	22 700	Auto.	559	E.
SBX	..	7 Compartments	..	42	..	43	20 800	Screw	559	E.
SFX	..	8 Compartments	..	..	64	45	20 800	"	559	E.
TBC	..	7 Compartments	..	42	..	47	22 700	"	559	E.
TFX	..	8 Compartments	..	..	64	49	22 700	Auto.	559	E.
XFS	..	8 Compartments	..	..	64	40	20 400	Screw	559	E.
Sleeping Type										
EAM	..	..	20	..	..	50	22 700	"	559	E.
LAN	5*	Roomette Nos. 2323-2327	20	..	..	46	23 400	Auto.	914	F.
MAL	..	..	18	..	..	51	22 700	Screw	559	E.
MAM	..	..	20	..	..	50	22 700	"	559	E.
NAM	5*	Twinette Nos. 2328-2332	20	..	..	46	23 400	Auto.	914	F.
TAM	..	..	20	..	..	50	22 700	Screw	559	E.
XAM	..	..	20	..	..	50	22 700	"	559	E.

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

NOTE:—New South Wales stock fitted with plain bearing axle boxes are limited to 95 km/h operation in Victoria.

STANDARD GAUGE

PASSENGER ROLLING STOCK—Continued.

Class	No.	Description	Passenger Capacity			Mass Rating tonnes	Overall length over buffers or pulling lines to nearest 100 mm	Coupling (See Note page 19)	Draw Gear Capacity Tonnes	Lighting
			Berths	1st Class Seats	Economy					
Buffet, Dining & Lounge Types										
AB	..	Diner	..	40 Diners	..	53	21 400	Auto.	mm 559	E.
AB	2	Diner Nos. 91, 92	..	48 Diners	..	53	21 700	"	559	E.
ABS	*	Diner	..	48 Diners	..	46	21 500	"	914	F.
BV	..	Lounge	..	48	..	48	22 700	Screw	559	E.
HCV	2	Compartments and Lounge, Guard's Compartment	..	24	30	50	22 700	"	559	E.
RS	9*	Buffet, Nos. 1962, 2299–2306	..	27 Diners	..	46	21 500	Auto.	914	F.
Brakevans & Power Vans										
CHO	9	Bogie Brakevan Nos. 2000–3, 2005–9	..	..	..	30	13 100	"	559	E.
EHO	..	Bogie Brakevan (12 tonnes)	..	..	..	31	17 000	"	559	E.
EHX	2	Bogie Brakevan	..	..	..	31	17 000	"	559	E.
EPT	..	Bogie Brakevan (12 tonnes)	..	..	..	30	17 700	"	510	E.
LHO	..	Bogie Brakevan (20 tonnes)	..	..	..	45	19 000	"	914	E.
MHO	3	Bogie Brakevan Nos. 1813, 1815, 1998	..	..	..	43	20 300	"	914	E.
MHO	..	Bogie Brakevan except Nos. 1813, 1815, 1998 (See Note A)	..	..	..	43	20 300	Screw & Auto.	559	E.
MXH	6	Bogie Brakevan	..	..	..	43	20 300	"	559	E.
PHS	9	Bogie Power Van Nos. 2290–8	..	..	..	45	15 800	"	914	E.
VHO	..	Bogie Brakevan (20 tonnes)	..	..	..	45	20 200	"	559	E.
Horse Boxes & Sundry Stock										
BKG	..	(10 Grooms & 12 Horses)	..	..	..	30	15 800	Screw	390	G.
KKG	..	(10 Grooms & 6 Horses)	..	..	..	23	11 400	"	390	G.
MBY	5	MotoRail Wagon (Nos. 2591–95)	..	8 cars	..	38	23 100	Auto.	–	–

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

Note A: MHO Brakevans Nos. 2608, 2619 and 2635 to 2638 are authorised to operate at 115 km/h.

VEHICLE LOCATION AND STATUS SYSTEM

The information shown on:

- (i) Guards' Train Load Sheet (TR. 44)
- (ii) Passenger Train Running Statements (TR. 27) to which freight vehicles have been attached

must be made available for input to the V.E.L.A.S. computer system as soon as practicable after the train is run. Both departure and arrival train load information is required.

Report centres are located at:-

WEST TOWER
ARARAT
BENDIGO
ECHUCA
MILDURA
SEYMOUR

TOTTENHAM YARD
BALLARAT
DANDENONG
MARYBOROUGH
NORTH GEELONG YARD
TRARALGON

DYNON
BENALLA
DIMBOOLA
MORWELL BRIQUETTE SIDING
PORTLAND
WODONGA

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

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

The arrival train load sheet is the copy of the train load sheet which is lodged at the location where the train terminates.

This sheet should be the original sheet and should clearly show all vehicles that were attached or detached at any intermediate location during the journey.

Once the required information has been processed at the report centres, the train load sheets are to be disposed of as follows:-

Departure Copy will be returned to the departure station concerned.

Arrival Goods Train Load Sheets (TR. 44).

The Report Centre will endorse and then forward them to Manager, Freight Vehicle Distribution, Room G 42, Head Office, Spencer Street in the special addressed envelopes supplied.

Arrival Passenger Train Running Statements (TR. 27).

As per instructions shown in page 27.

MARSHALLING INSTRUCTIONS FOR 'UP' GOODS TRAINS

'Up' goods trains **other** than those arriving via Spencer Street No. 2 Box must, unless otherwise ordered, be marshalled as under upon entering the metropolitan area:—

Locomotive,
Loop livestock (including empty livestock vans), see Note A.
Tottenham loading listed below, see also Note B.
All other loading including perishables,
Newmarket livestock (See special note regarding livestock traffic).
Brakevan.

TOTTENHAM LOADING CONSISTS OF THE FOLLOWING:—

Brooklyn and all sidings leading from the Brooklyn Loop, including Newport, Spotswood, Williamstown Pier, Paisley, Carbon Black, Mobiltown, B.P. Siding, Darlings Siding (Sunshine), West Footscray, Sunshine, Ardeer, Glenroy, Broadmeadows (but not Broadstore). Main line loading beyond Castlemaine, North Eastern loading beyond Seymour, loading for all stations Deer Park to Bacchus Marsh.

SPECIAL NOTE REGARDING LIVESTOCK TRAFFIC

(Arrivals via Spencer Street No. 2 Box excepted)

As far as practicable Loop stock and Newmarket stock should not be conveyed on the same train. Loop stock should be attached to trains terminating at or conveying other loading for Tottenham. Newmarket stock should be attached to trains with Melbourne Yard loads.

However, if from necessity, Newmarket and Loop livestock which must be kept in separate blocks, are conveyed on the same train, the Newmarket livestock is to be detached at Tottenham yard onto a separate track, and conveyed by first available pilot to Newmarket. (If a pilot is not supplied arrangements are to be made for clearance to Melbourne Yard, on rear of first available goods train.)

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

Goods trains arriving into Melbourne Yard via **Spencer Street No. 2 Box** must be marshalled as under:—

Locomotive,
Dandenong loading (as directed by the Train Controller),
Oakleigh loading (including Springvale and Westall or as directed by the Train Controller),
Caulfield loading (including Frankston loading or as directed by the Train Controller),
Port Melbourne, Graham and Montague loading (for detaching at Jolimont),
All livestock (including empty livestock vans),
All other loading including perishables,
Brakevan.

NOTE A: The following are classified as Loop livestock—Ambrook, Austral Brodwood, Smorgons Prossor, South Brooklyn, Western Market Trust Siding and must be next to locomotive in one (1) block separated from livestock **for all other destinations**.

NOTE B: Loading for Port Melbourne, Graham and Montague formerly detached at Tottenham Yard will now go **through to Melbourne Yard**.

It will be noted that apart from the livestock and the block marshalling for Tottenham and suburban stations specified, the remainder of any 'up' train need not be marshalled.

GENERAL INSTRUCTIONS

COMPILATION OF GUARDS RUNNING STATEMENTS AND GOODS TRAIN LOAD SHEETS STANDARD GAUGE TRAINS

Guards running statements to be used for all standard gauge trains are New South Wales Railways guards journals X709 or X711 for passenger and X710L 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. In case of trains running non-stop through a crossing loop, the time of passing must be recorded. 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, Euroa, Bowser, Springhurst and 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 goods load sheet (TR. 44) must be compiled.

Truck sheet for down trains must have the particulars of one vehicle only entered on each line of the sheet, the back of the form being used where necessary.

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 load sheet (TR. 44) in the van for the New South Wales guard.
2. Hand one copy of the Victorian load 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 load 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 load sheet, TR. 44 (in triplicate) taking into account any vehicle 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.

After arrival at the terminal, guards must forward a carbon copy of the journal to the timekeeper. In respect of goods trains, the remaining two copies of the journal, three copies of the Victorian load sheet, the Victorian guards running statement, the New South Wales guard's journal and truck sheet must be delivered to the Yard Foreman, South Dynon.

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

MELBOURNE-ADELAIDE-Express Goods Trains

The following special instructions will apply to the preparation of Victorian Load Sheets (TR. 44) and the Australian National Guards Journal (Form 196A) for all express goods trains between Dynon and Mile End:-

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

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

ADELAIDE-MELBOURNE-Express Goods Trains

The Victorian guard taking over an express goods train from the Australian National guard at Serviceton, is to obtain from him the original of the South Australian journal (Form 196A) which will have been prepared by the Australian National guard.

The Australian National journal (Form 196A) is to be used by the Victorian guard to prepare the Victorian load sheet. The details shown on form 196A will suffice and it will not be necessary for the Victorian guard to ascertain further particulars of the train load of the express goods from South Australia, except to indicate any vehicle detached or attached at Serviceton.

Particulars of the locomotive, engine man and guard are to be shown as usual.

Australian National guards working express goods trains into Serviceton, will on arrival, hand **THREE CLEAR** carbon copies of the Australian National journal (Form 196A) to S.M. Serviceton for interchange purposes.

The original Australian National journal (Form 196A) as well as a carbon copy of the Victorian guard's train load sheet (TR.44) is to be handed out at Dimboola for V.E.L.A.S. input.

MELBOURNE-ADELAIDE-Other Goods Trains

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

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

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

ADELAIDE-MELBOURNE-Other Goods Trains

Australian National guards working goods trains into Serviceton other than express goods, will hand **THREE CLEAR** copies of guards' journal (Form 196A) to S.M. Serviceton for interchange purposes.

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

GENERAL INSTRUCTIONS

COMPILATION OF GUARD'S 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) Before commencing the journey, and at each station en route, wherever the train is required to work or an alteration of the load is made, the guard must inform the engineman of the equivalent number of the vehicles and the tonnage of the train, the maximum speed allowed due to the classes of vehicles included in the train, and if empty or loaded 'LP' Gas tankers are included in the consist. He must inform the engineman of the position of any van or van wagon on the train, and also of any vehicles which have to be attached or detached at an intermediate station. The engineman or guard, if relieved, must pass this information on to his relief.

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

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

(d) **Particulars of the time occupied at stations, and detentions 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 distances 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 locomotive is attached to them.

The full schedule load is that which is specified in the goods loads schedules and this or any specially reduced load is the authorised schedule load.

The ruling grade for any train is the grade that limits the maximum load that the locomotive can haul between recognised terminal stations and the load hauled over this grade is termed the ruling grade load.

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

In every instance in which a goods or mixed train attains the maximum vehicle limit, a brief note to that effect must be made on the running statement.

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 Depot Manager, or to the Assistant Chief Operations Manager, 1st Floor, No. 2 Shed, Melbourne Freight Terminal, in the case of trains operating within the central train control area, which shall also be the procedure in regard to the original statement.

COMPILATION OF GOODS TRAIN LOAD SHEET (TR 44)

The whole of the information specified on the form is to be compiled by the guard and must be accurate in every detail. The sheet must be compiled at least in triplicate by means of carbon paper but guards must comply with local instructions which provide for additional copies at certain depots and for certain trains. One copy is to be left at the originating station and the original and one copy handed to the Officer-in-Charge at the terminating station who, after checking the entries, will forward the original to the Officer-in-Charge at the designated V.E.L.A.S. (Wagon Control) Reporting Centre. After processing at the Report Centre, original train load sheets are to be forwarded to the Manager Freight Vehicle Distribution, Room G42, head Office.

Vehicles are to be entered on the sheet in order, commencing from the brakevan or rear end of the train. The stations the vehicle is waybilled from and to and at which attached and detached must be inserted.

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

Vehicles used as safety are to be indicated in the "description of loading" column as "safety", and computed as loaded vehicles when provided for overhanging loading. Passenger carriages and brakevans are to be recorded at the ratings shown in pages 16–23 herein. Iced vans not containing goods are to be indicated as "Ety lced".

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

The Status code is:

OK Available for use-no restriction (no repair card attached).

RC Red Card repairs.

GC Green Card repairs.

PC Pink Card repairs.

BC Blue Card repairs.

RX Red Card with black cross.

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

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

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

Stations responsible for the final handling of running statements and load sheets must arrange prompt forwarding (daily or as often as the train service permits) to their respective destinations. It must be clearly understood that running statements and load sheets must not be paired but are to be sent separately to the respective offices viz: Guards goods train load sheets (TR 44) is Room G.42 after processing at the V.E.L.A.S. Report Centres.

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

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

Running statements for all trains beyond Geelong, Ballarat, Bendigo and Seymour are to be forwarded to the Depot Managers Ballarat, Ararat or Seymour and the Assistant Manager, Country Train Operations, Geelong.

GENERAL INSTRUCTIONS—Continued.

GOODS TRAINS CONVEYING L.P. GAS VEHICLES Indication of L.P. Gas Vehicles on Goods Train Load Sheets

In order to draw the attention of guards and enginemen the fact that L.P. Gas tank wagons or L.P. Gas freight tank containers, either loaded or empty are included in the consist of the train, the following instructions must be observed:—

After compiling the guard's goods train load sheet (TR. 44) for every goods train conveying L.P. Gas tank wagons, or vehicle conveying L.P. Gas freight tank containers, either loaded or empty, and labelled with a Class 2 Flammable Gas Label, the guard of each such train must, after circling the number of each L.P. Gas vehicle on the train, affix to the top right hand corner of every copy of the TR. 44 train load sheet for the respective train, a red self adhesive label, and the total number of vehicles for conveying L.P. Gas must be then endorsed on each red label.

When the guard has completed compiling the load of a train conveying the type of vehicles mentioned above, he must, in addition to the existing instructions, as per page 27 herein, inform the engineman of the train of the number of L.P. Gas tank wagons or vehicles conveying L.P. Gas freight tank containers, either loaded or empty, included in the consist of the train.

A sheet of red self adhesive labels is to be carried in the back of each locomotive log book, and it will be the duty of the engineman to affix a red self adhesive label in the log book, adjacent to the log book entry relevant to the train concerned, after being advised by the guard that the train is conveying a number of L.P. Gas tank wagons or vehicles conveying L.P. Gas tank containers, either loaded or empty.

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

When locomotives are changed en route, or a relief locomotive is attached to the train, the guard must, after complying with the directions contained on page 27 herein, repeat the instructions contained herein to the engineman, who will then carry out the requirements relative to the labelling of the log book.

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

When supplies of these red self adhesive labels are required, they are to be obtained from the Stationmaster or Officer-in-Charge. Bulk supplies for stations or Operations Branch Depots are to be obtained from the Operations Stores Officer, No. 3 Platform, Flinders Street, Auto 1192.

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

GOODS TRAIN LOAD ADVICES

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

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

$$30 = 40 = 48 \text{ vehicles for say 700 tonnes.}$$

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

COMPUTATION OF TRAIN LOAD (GOODS)

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

Standard mass will apply to commodities loaded as shown hereunder—

	To count as—	
Water tank wagons (9 000 litres capacity)	9 tonnes	
"M" Van of horses or cattle	6 "	
"VSBY", Van of horses or cattle	11 "	
"L" Van of sheep or calves (two tiers)	5 "	
"L" Van of sheep or calves (one tier)	2 "	Tare to
Wagon or "M" Van loaded with sheep or calves	2 "	be added
"L" Vans of Pigs (two tiers)	7 "	in each
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3 "	case as
"VSAY" Van of sheep or calves (two tiers)	9 "	directed
"VSAY" Van of sheep or calves (one tier)	5 "	
"VSAY" Van of pigs (two tiers)	13 "	
"VSAY" Van of pigs (one tier)	7 "	
Vehicles partly loaded with livestock:—		
Horses and Cattle	508 kg each	
Calves	101 " "	
Sheep	38 " "	
Pigs	51 " "	

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

	'VHGX' Nos. 1-20 55, 59	'VHGY' Nos. 21-100 except 55, 59	'VHCY' Nos. 101- 350	'VOBX' or 'VOCX'	'VOAA'	'GY'	'RY'
Wheat	57	57	55	44	42	22	20
Barley	50	50	48	38	36	19	17
Oats	40	40	38	33	31	16	14

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

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

	Weight of Material
Gravel	1.7 tonnes per cubic metre
Sand	1.4 " " " "
Metal, 38 mm, 63.5 mm and screenings	1.5 " " " "
Earth	1.3 " " " "
Spalls.	1.4 " " " "
Scoria	0.9 " " " "
Ashes.	0.8 " " " "
Sleepers, 2743 mm x 254 mm x 127 mm	10 to the tonne
Sleepers, 2590 mm x 254 mm x 127 mm	11 " " " "
Fence rails, 2743 mm x 175 mm x 63.5 mm	51 " " " "
Fence posts, 1981 mm x 203 mm x 88.9 mm	28 " " " "
Bricks (machine pressed).	281 " " " "

The guard 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.

MASS 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 121 tonnes on broad-gauge lines, the tare mass of each vehicle is to be taken as set out herein.

With a schedule load of less than 121 tonnes, the actual mass of each vehicle must be taken, whether loaded or empty.

FOUR LETTER CLASSIFICATION OF FREIGHT VEHICLES

CLASSIFICATION CODE

First letter: **Owning system**
A – Australian National
N – New South Wales
V – Victoria
W – Western Australia

Second letter: **Type of Wagon**
Examples B – Box Type
 H – Hopper
 L – Louvre
 M – Motor car vehicle
 O – Open
 S – Stock
 T – Tank
 F – Flat (non container)
 Q – Flat (container)

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

In Victoria the letter will denote the difference of wagons within a particular group. In general, will be alphabetical to show that there is a difference between particular vehicles in a class.

Example: Open wagons where the second letter is O the third letter will be:
A – Ex E type wagons
B – Ex ELX type wagons without ridge gear
C – Ex ELX type wagons with ridge gear
D – Ex ESX wagons.

Exceptions to this rule will be in the case of special purpose vehicles where the letter will indicate the product carried.

Example: Hopper wagons
 B – Briquettes
 C – Cement
 F – Fertiliser
 G – Grain
 Q – Quarry products
 S – Sand

The use of the letter P as the third letter on vehicles owned by the Victorian and Australian National Systems will signify a freight vehicle suitable for attachment to passenger trains.

Fourth letter: **Denotes type of bogie (New South Wales excepted)**
A – non exchange bogie, slow speed
W – low level exchange bogie
X – standard exchange bogie
Y – non exchange bogie, high speed

New South Wales only.
A – non exchange bogie, plain bearing
F – non exchange bogie, roller bearing
W – low level exchange bogie
X – standard exchange bogie
Y – non exchange bogie

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 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
	BOGIE VEHICLES						
VBAX	Covered Van	95	12 800	20	35.5		1435/1600
VBAY	" "	95	12 800	21	35.5		1600
VBBX	" "	95	13 100	22	41.0	1000	1435/1600
VBBY	" "	95	13 100	23	45.0	800	1600
VBCW	" "	95	23 500	35	40.0		1435/1600(B)
VBPY	" "	115	12 800	24	35.5		1600
VDSY	Safety Wagon	95	13 100	18	24.0		1600
VFAA	Flat Wagon	70	16 100	18	25.5	500	1600
VFAA	" "	70	16 100	18	31.5	500	1600
VFBY	" "	95	16 100	19	31.5	500	1600
VFEX	" "	95	14 000	17	44.0	1000	1435/1600
VFFX	" " (Cable Drums)	95	14 000	23	46.0		1435/1600
VFGA	" "	70	12 200	33	91.5		1600
VFHA	" " (Special Loads)	*	20 400	40	122.0		1600
VFHA	" "	*	26 800	70	174.0		1600
VFJX	" " With bulkheads	95	13 700	19	45.0	1000	1435/1600
VFKX	" "	95	23 700	25	51.0		1435/1600
VFKY	" "	95	23 700	25	51.0		1600
VFLX	" " End bulkhead	95	20 700	26	50.0(A)		1435/1600
VFLY	" " With bulkheads	95	20 700	26	50.0		1600
VFMX	" " (Particle Board)	95††	20 700	26	50.0		1435/1600
VFNX	" " Bulkheads and folding cover	95	20 700	29	47.0		1435/1600
VFSX	" " (Coiled Steel)	95	12 300	22	53.0		1435/1600
VFTY	" " (Timber) Bulkheads and side stanchions	95	20 700	31	45.0		1600
VHAY	Hopper (Soda Ash)	95	13 200	23	53.0		1600
VHBY	" " (Briquettes)	95	13 200	22	54.0		1600
VHCA	" " (Cement)	70	11 200	20	51.0-54.0		1600
VHCX	" "	95	13 200	22	54.0		1435/1600
VHCY	" "	95	13 200	22	54.0		1600
VHDY	" " (Dolomite)	95	13 200	22	54.0		1600
VHEY	" " (Grain, Briquettes)	95	15 600	22	54.0		1600
VHFX	" " (Fertiliser)	95††	13 200	22	54.0		1600
VHGX	" " (Grain)	95‡	14 900	17	58.0	2000	1435/1600
VHGY	" "	95	14 900	17	58.0	2000	1600
VHGY	" "	95	14 900	20	56.0		1600
VHHY	" "	95	15 500	22	54.0		1600
VHLA	" " (Limestone)	70	11 200	20	51.0		1600
VHNA	" " (Ballast)	70	11 100	14	27.5	500	1600
VHQY	" " (Quarry Products)	95	13 200	20	56.0		1600
VHSY	" " (Sand)	95	13 200	22	54.0		1600
VLAA	Louvre Van	70	8 800	15	16.5	500	1600
VLBY	" "	95	11 900	21	35.5	1000	1600
VLCX	" "	95	13 100	22	41.0	2000	1435/1600
VLDX	" "	95	16 800	26	50.0		1435/1600
VLEX	" "	95	18 100	26	50.0		1435/1600
VLEY	" "	95	18 100	26	50.0		1600
VLNX	" " (Newsprint)	95	18 100	23	50.0		1435/1600
VLPY	" "	115	12 800	25	35.5	1000	1435
VLPY	" "	115	12 800	25	35.5	1000	1600
VMAX	Motor Car Wagon	95	17 900	20	10.0		1435/1600
VMAY	" " "	95	17 900	20	10.0		1600
VMBX	" " "	95	23 100	25	15.0		1435/1600
VMPY	" " "	115	23 100	25	15.0		1600

*-Special Instructions.

††–Must not exceed 95 km/h.

Ø-80 km/h in N.S.W.

A—Maximum load 50 tonnes including tare of containers and pallets between Melbourne and Sydney, 47 tonnes between Melbourne and Adelaide.

B-Fitted with low level bogies and are bogie exchangeable with VQDW, AQDW AND NQJW wagons only.

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 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
VOAA	Open Wagon	70	14 000	19	45.0	500	1600
VOBX	" " Without ridge gear	95	14 900	23	51.0	(C)	1435/1600
VOCX	" " With ridge gear	95	14 900	23	51.0	(C)	1435/1600
VOCY	" " " " " "	95	14 900	22	51.0		1600
VODX	" " " " " "	95	15 500	22	51.0	500 (H)	1435/1600
VOEX	" " " " " "	95	14 900	22	51.0		1435/1600
VOFY	" " (Automatic sleeper discharge)	95	14 900	17 (D)	46.3		1600
VOSX	" " " " " "	95	14 900	29	47.0		1435/1600
VOVX	" " (Colourbond steel)	95	14 900	23	51.0		1435/1600
VOWA	" " Four door	70	13 100	17	31.5	500	1600
VOWA	" " Three door	70	13 100	17	31.5		1600
VPCX	Bulk Cement	95	14 100	26	50.0		1435/1600
VPFX	Bulk Flour	95	16 600	29	45.0	1000	1435/1600
VQCX	Flat Wagon (Container)	95	20 100	19	56.0		1435/1600
VQCY	" " " " " "	95	20 100	19	56.0		1600
VQDW	" " " " " "	95	25 700	23	53.0		1435/1600B,E
VQEX	" " " " " "	95	20 700	27	49.0		1435/1600
VQEY	" " " " " "	95	20 700	27	49.0		1600
VQFX	" " " " " "	95	20 100	19	57.0		1435/1600
VQGX	" " " " " "	95	23 200	23	45.0		1435/1600
VRPY	Insulated Van	115	8 700	21	16.0	500	1600
VSAY	Livestock Van (Sheep)	95	11 800	21	200 Sheep		1600
VSBY	" " (Cattle)	95	11 800	19	18 Beasts		1600
VSPY	Horsebox	115	14 500	25	12 Horses		1600
					Nominal Capacity (Litres)		
VTBA	Tank Wagon (Bitumen)	70	14 600	32	45 500		1600
VTBX	" " " " " "	80 (F)	14 000	31	45 460		1435/1600
VTBY	" " " " " "	95	12 500	27	54 200		1600
VTGX	" " (LP Gas)	80 (F)	18 000	36	70 200		1435/1600
VTGY	" " " " " "	80 (G)	18 300	37	68 000		1600
VTHX	" " (Hazardous Materials)	80 (F)	16 800	26	56 000		1435/1600
VTOA	" " (Fuel Oil)	70	14 000	26	45 500		1600
VTOY	" " " " " "	80 (G)	14 000	26	46 100		1600
VTQA	" " (White Spirit)	70	14 600	28	46 900		1600
VTQX	" " " " " "	80 (F)	16 400	27	56 400		1435/1600
VTQY	" " " " " "	80 (G)	14 600	27	49 000		1600
					Nominal Carrying Capacity (Tonnes)		
VWAA	Well Wagon	70	16 100	19	31.5		1600
VWBA	" " " " " "	*	28 800	94	153.0		1600
VWCY	" " " " " "	*	16 500	34	61.0		1600
CA	Brakevan	115	13 100	23	10.0		1600
CP	" " " " " "	115	12 800	26	10.0		1600
JCP	" " " " " "	115	12 800	26	10.0		1600
ZF	" " " " " "	95	12 600	23	10.0		1600
ZLP	" " " " " "	115	11 400	23	10.0		1600
ZMF	" " " " " "	95	12 600	20	—		1600
	SERVICE STOCK						
VDSY	Safety Wagon	95	13 100	18	24.0		1600
VHWA	Hopper (Ballast) Nos. 2-45	45#	9 200	14	32.0	500	1435
VHWA	" " " " " "	45#	9 200	14	32.0	500	1435
VHWA	" " " " " "	45#	9 200	15	36.0	500	1600
VHWA	" " " " " "	45#	9 200	15	36.0	500	1435
VOWA	Open Wagon	70	11 700	16	31.5		1435
VOWA	Terminal Safety Wagon	70	13 100	Tare			1435

*—Special Instructions.

#—70 Km/h when empty.

B—Fitted with low level bogies and are bogie exchangeable with VBCW, AQDW and NQJW classes of wagons only.

C—May be overloaded by 1500 kg when transporting steel slabs equally distributed on bearers placed across the wagon 1295 mm and 5182 mm each side of the transverse centre line.

D—30 tonnes with lifting gear.

E—Not permitted to run coupled to fixed wheelbase vehicles, but may be coupled to locomotives.

F—95 Km/h when empty, 80 Km/h in N.S.W. loaded or empty.

G—95 Km/h when empty.

H—May be overloaded by 1500 kg when transporting steel slabs equally distributed on bearers placed across the wagon 1295 mm and 5309 mm each side of the transverse centre line.

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 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
	BOGIE VEHICLES (Continued)						
	SERVICE STOCK (Continued)						
HD	Fire Attack Wagon No.230	70	18 100	Tare	16.0		1600
HD	Box Van No.237	70	18 100	21	23.5		1600
HH	Casualty Van Nos. 1 to 6	70	15 700	24	41.0		1600
HH	" Nos. 7 to 11	70	11 700	20	23.0		1600
HR	Flat Wagon	70	14 500	18	26.0		1600
HW	Weedex Crew Carriage	70	22 600	41			1600
KR	Flat Wagon	70	15 500	16	25.0		1600
OH	Overhead	65	14 500	20	10.0		1600
Q	Flat Wagon No. 129	65	10 700	13	32.0	500	1600
QD	Crawler Crane Rail Transport	70		16	10.0		1600
WA	Tank (Weedex)	70	14 000	Tare	30.0		1600
WW	Workmens Sleeper (Screw Coupling)	65	Various	30	—		1600
	Nos. 100 and under						
WW	" Nos. 101 onwards (except	70	Various	20	—		1600
	Nos. 155, 158-160, 162, 165, 174, 175)						
WW	Workmens Sleeper (Screw Coupling)	65	Various	20	—		1600
	Nos. 155, 158-160, 162, 174, 175)						
WW	Workmens Sleeper (½ Auto, ½ Screw Coupling)	65	Various	20	—		1600
	Nos. 162, 165.						
					Nominal Capacity (Litres)		
	Tank (Water). Not for domestic use	95	7 800	24	21 000		1600
	Nos. 597-624 (Coupled in pairs)						

GENERAL INSTRUCTIONS—Continued.**TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK—Continued.**[illegible]

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AUSTRALIAN NATIONAL GOODS VEHICLES

GENERAL INSTRUCTIONS Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS) Continued.

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK Continued.

Class of Vehicle	Description	Max. Speed km/h	Max. Length over pull lines nearest 100mm	Tare Mass	Carrying Capacity	Gauge
ABAA	Covered Van	70	11 800	18	33	1600
ABAY††	" "	95	11 800	18	33	1600
ABBA	" "	70	11 800	18	33	1600
ABCY	" "	95	14 600	21	46	1435
ABDY	" "	95	14 600	21	46	1435
ABEX	Box Van	95	23 700	32	44	1600/1435
ABFX	" "	95	23 700	30	45	1600/1435
ACAA	Cattle Van	70	11 800	18	18 Beasts	1600
ACAY	" "	95	11 800	18	18 Beasts	1600
ACBY	" "	95	11 400	18	18 Beasts	1435
ACCY	" "	95	22 800	28	36 Beasts	1435
ACDY	" "	95	11 800	15	18 Beasts	1435
ACEY	" "	95	22 200	27	36 Beasts	1435
ACFA	" "	70	11 800	16	18 Beasts	1600
ACFY	" "	95	11 800	16	18 Beasts	1435
ACGY	" "	95	11 800	16	18 Beasts	1435
AFBA	Flat Wagon	70	14 000	17	56	1600
AFBY	" "	95	14 000	17	56	1600
AFCX	" "	95	14 600	18	57	1600/1435
AFDX	" "	95	14 600	18	58	1600/1435
AFFA	" "	70	14 000	17	45	1600
AFGX	" " (With bulkheads)	95	15 200	21	55	1600/1435
AFGY	" "	95	15 200	20	56	1435
AFHA	" "	70	14 000	15	45	1600
AFKX	" "	95	23 700	24	52	1600/1435
AFLX	" "	95	17 900	22	54	1600/1435
AFLY	" "	95	17 900	22	54	1435
AFMX	" "	95	14 600	21	56	1600/1435
AFNY	" "	95	25 900	31	46	1435
AFQX	" " (With bulkheads)	95	23 700	27	48	1600/1435
AFTA	" "	70	14 000	17	56	1600
AHAA	Hopper	70	10 800	18	56	1600
AHBA	" (Grain and Stone)	70	10 800	18	56	1600
AHCY	" (Cement)	95E	10 800	19	51	1600
AHGX	" (Grain)	95	14 600	20	56	1600/1435
AHSA	" (Stone)	70	10 800	19	56	1600
AHWY	" (Grain and ballast)	95E	10 300	19	57	1600/1435
ALAA	Louvre Van	70	13 100	20	30	1600
ALAY (f)	" "	95	13 100	20	30	1600
ALBY	" "	95	14 600	21	46	1435
ALCX	" "	95	14 600	22	46	1600
ALCY	" "	95	14 600	22	46	1435
ALDX	" "	95	14 600	22	46	1600/1435
ALDY	" "	95	14 600	23	46	1435
ALEX	" "	95	23 700	31	45	1600/1435
ALFA	" "	70	11 800	19	33	1600
ALFY	" "	95	11 800	18	33	1600
ALGX	" "	95	13 100	20	41	1600/1435
ALHX	" " (All door)	95	14 100	25	45	1600/1435
ALHY	" "	95	14 000	23	40	1600
ALPY	" " (Nos. 1-23)	110	13 100	23	34	1600
ALPY	" " (Nos. 4700-4707)	110	11 800	22	34	1600
ALXY	" "	95	8 700	16	10	1600

f-Not available for attachment to 95 km/h goods trains.

††-Not available for attachment to 95 km/h goods trains when loaded.

E-Not to exceed 80 km/h when loaded.

AUSTRALIAN NATIONAL GOODS VEHICLES Continued.

GENERAL INSTRUCTIONS Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS) Continued.

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK Continued.

Class of Vehicle	Description	Max. Speed km/h	Max. Length over pull lines nearest 100mm	Tare Mass	Carrying Capacity	Gauge
AMAX	Motor Vehicle Wagon.	95	23 800	28	15	1600/1435
AMBX	" " "	95	23 100	25	15	1600/1435
AMCX	" " "	95	22 200	26	12	1600/1435
AMGY	" " "	95	26 800	32	41	1435
AMKY	" " "	95	26 800	28	10 Cars	1435
AMMX	" " "	95	22 300	22	36	1600/1435
AMNX	" " "	95	23 700	25	12	1600/1435
AMNY	" " "	95	23 700	25	12	1435
AMOX	" " "	95	22 300	20	36	1600/1435
AMPY	" " "	110	23 100	25	15	1600
AOBX	Open Wagon	95	14 900	22	54	1600/1435
AOCX	" " "	95	14 900	22	54	1600/1435
AODY	" " "	95	14 300	21	51	1435
AOEX	" " "	95	14 300	20	51	1600/1435
AOEY	" " "	95	14 300	20	51	1435
AOFX	" " "	95	17 900	25	51	1600/1435
AOGA	" " "	70	14 000	18	45	1600
AOGF	" " "	70	14 000	18	45	1600
AOHY	" " "	95	11 800	24	40	1435
AOMX	" " "	95	23 700	31	45	1600/1435
AOOX	" " "	95	23 700	28	48	1600/1435
AOQX	" " "	95	10 300	17	59	1600/1435
AOQY	" " "	95	10 300	17	59	1435
AOWA	" " "	70	13 100	17	34	1600
AOWY	" " "	95	14 000	17	44	1600
AOXA	" " "	70	14 000	18	44	1600
AOXX	" " "	95	14 000	18	45	1600/1435
AOXY	" " "	95	14 000	18	44	1600
APAX	Hopper (Cement)	95	10 600	18	34	1600/1435
APCX	" " "	95	13 400	23	50	1600/1435
APCY	" " "	95	13 400	23	50	1600
AQAX	Container Flat Wagon	95	14 000	16	52 Containers 45 Distributed	1600/1435
AQBY	" " "	95	11 800	14	22	1600
AQCX	" " "	95	20 100	19	49	1600/1435
AQCY	" " "	95	20 100	19	49	1600
AQDW	" " " (See Note)	95	25 700	23	51	1600/1435
AQEX	" " "	95	16 500	16	48	1600/1435
AQMX	" " "	95	20 100	21	54	1600/1435
AQMY	" " "	95	20 100	21	55	1435
AQNA	" " "	70	15 200	18	55	1600
AQNY	" " "	95	15 200	18	55	1600
AQOX	" " "	95	23 700	25	51	1600/1435
AQOY	" " "	95	23 700	24	51	1435
AQPY	" " "	100	20 100	21	54	1435
AQQX	" " "	95	23 700	27	48	1600/1435
ARBA	Insulated Van	70	11 800	20	34	1600
ARBX	" " "	95	11 800	20	34	1600/1435
ARBY††	" " "	95	11 800	22	34	1600
ARPY††	" " "	110	11 800	24	34	1600
ASAA	Sheep Van	70	11 800	19	200 Sheep	1600
ASAY	" " "	95	11 800	19	200 Sheep	1600
ASBY	" " "	95	11 800	20	200 Sheep	1435
ASCY	" " "	95	26 800	40	500 Sheep	1435
ASDA	" " "	70	11 800	19	200 Sheep	1600
ASDY	" " "	95	11 800	19	200 Sheep	1435
ASEY	" " "	95	11 800	18	200 Sheep	1435
ATAX	Sulphuric Acid Tank Wagon.	95E	13 100	21	27 200 litres	1600/1435
ATCX	Creosote Tank Wagon	95E	13 100	22	50 000 litres	1600/1435
ATMX	Tank Wagon	80	16 300	27	68 000 litres	1600/1435
AWWX	Well Wagon	95	19 600	27	47	1600/1435

††-Not available for attachment to 95 km/h goods trains when loaded.

E-Not to exceed 80 km/h when loaded.

AUSTRALIAN NATIONAL GOODS VEHICLES Continued.

GENERAL INSTRUCTIONS Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS) Continued.

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK Continued.

Class of Vehicle	Description	Max. Speed km/h	Max. Length over pull lines nearest 100mm	Tare Mass	Carrying Capacity	Gauge
TA	Acid Tank Wagon	70	11 800-13 100	18-21	20 500-27 200 litres	1600
TC	Tank Wagon Petroleum Products	70	11 800	18-23	24 500-45 500 litres	1600/1435
TC	" " " "	70	14 000	28	45 500 litres	1600
TCA	" " " "	70	11 800	20-26	25 000-45 500 litres	1600/1435
TCA	" " " "	70	12 400	22-24	45 500 litres	1600/1435
TCO	" " Fuel Oil	70	11 800-14 000	21-23	40 900 litres	1600
TDF	" " " "	70	11 800	21-23	40 900 litres	1600
TDF	" " " "	70	14 000	23-25	40 900 litres	1600
TOB	" " Petroleum Products	80	11 800	22	41 000 litres	1435
TOC	" " " "	80	12 750	24	44 000 litres	1435
TOG	" " " "	80	20 500	46	90 000 litres	1435
TOK	" " " "	80	14 900	26	60 000 litres	1435
TS	" " " "	70	11 800-12 100	22	40 500-52 300 litres	1600
TV	" " " "	70	11 800-14 000	20-28	22 700-45 800 litres	1600
TV	" " Bitumen.	70	12 500	31	45 500 litres	1600
TW	" " Water.	70	11 800-14 000	23	40 900 litres	1600
WL	Well Wagon	70	18 500	31	45	1600
FIXED WHEELBASE VEHICLES						
CF	Cattle Van.	70	6 400	8	9	1600
DWF	Van.	70	7 000	10	15	1600
EE	Explosives Van	70	7 000	10	10	1600
OBF	Open Wagon	70	7 600	9	22	1600
OF	" "	70	7 600	9	22	1600
R	Refrigerated Van.	70	7 000	11	15	1600
SF	Sheep Van	70	6 400	9	100 Sheep	1600
TC	Tank Wagon (Fuel Oil)	70	7 600	14	20 500 litres	1600
Y	Open Wagon	70	7 000	9	17	1600
YA	Acid Tank	70	7 000	8	(14) 5600 litres	1600

AUSTRALIAN NATIONAL GOODS VEHICLES—Continued.

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOADS TONNAGE (GOODS)—Continued.

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

See page 43 in respect to Overloading of Goods Vehicles.

NOTE:—See page 12 for Australian National vehicles which may be attached to passenger trains.

Australian National bogie vehicles having the letter "P", "S" or "X" prominently displayed on diagonally opposite corners of the body may run at speeds laid down for express goods trains in Victoria.

Some Australian National bogie goods vehicles have the letter "P" as the third letter of their four letter classification but do not have a large letter "P" prominently displayed on the diagonally opposite corners of the body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 12) but must not be attached to express goods trains.

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

Note "A":—The maximum load which can be hauled behind the following Australian National and Victorian Goods Vehicles when on express goods trains between Mile End and Monarto South is 1200 tonnes, account light draft gear fitted.

Vehicle Class	Vehicle Numbers
ALFY	35-114
VSAY	All vehicles
VSBY	" "
VFBY	" "
VWCY	" "
VTQA	" "
VTQY	84, 86-98, 100-104, 107, 108, 110-112, 114-122, 130-141, 144, 145, 147-155, 176, 214, 216, 268, 269, 368.

Note "B":—VBCW, VQDW, AQDW AND NQJW (except No. 38001) wagons are fitted with low level bogies and are bogie exchangeable within these classes of wagons only.

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

WESTERN AUSTRALIAN GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE MASS AND OTHER PARTICULARS OF GOODS ROLLING STOCK

Class of Vehicle	Description of Vehicle	Maximum Speed Km/h	Length Over Pull Lines mm	Tare Mass Tonnes	Nominal Carrying Capacity Tonnes	Gauge
WBAX	Covered Wagon	100	18 000	25	51	1600/1435
WFDY	Flat Wagon	100	17 400	27	48	1435
WFEX	Flat Wagon	100	18 000	20	50	1600/1435
WQBX	Flat Wagon	100	23 700	24	52	1600/1435
WQCX	Flat Wagon	100	20 100	23	53	1600/1435
WMFX	Motor Car Carrier Wagon	100	23 700	26	12Cars	1600/1435
WOAX	Open Wagon	100	18 000	26	50	1600/1435

NEW SOUTH WALES GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK—Continued.

See page 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
NBBA	Covered Van	95	12 400	27.0	36.0		1435
NBFA	" " Fish Traffic	95	12 400	29.0	22.0		1435
NBMA	" " General Purpose	95	12 400	26.0	25.0		1435
NBMA	" " General Purpose	95	12 400	29.0	22.0		1435
NCBX	Coiled Steel (Special Cradles)	95	15 000	24.0	49.0	1 000	1435/1600
NCDY	" " (Timber Cradles)	95	15 100	23.7	52.0		1435
NCHX	" " (Timber Cradles)	95	14 600	20.0	50.0		1435/1600
NCLA	" " (Five Large Cradles)	95	14 600	26.0	37.0		1435
NCLF	" " (Five Large Cradles)	95	14 600	26.0	37.0		1435
NCLX	" " (Five Large Cradles)	95	14 600	22.0	52.0		1435/1600
NCMA	" " (Timber Cradles)	95	14 600	20.0	42.0	1 000	1435
NCMF	" " (Timber Cradles)	95	14 600	20.0	42.0	1 000	1435
NCNX	" " (Continuous Cradles)	95	11 900	24.0	52.0		1435/1600
NCRX	" " (Continuous Cradles)	95	14 600	20.0	51.0		1435/1600
NCUX	" " (Vertical Coils)	95	15 000	24.0	49.0	1 000	1435/1600
NFBX	Flat Wagon General Purpose (Bolsters)	95	23 400	30.0	46.0		1435/1600
NFBX	" " Containers	95	23 400	27.0	49.0		1435/1600
NFBX	" " Semi-trailers	95	23 400	29.0	47.0†		1435/1600
NFCA	" " Pyne board (End bulkheads)	95	14 600	20.0	42.0		1435
NFCF	" " Pyne board (End bulkheads)	95	14 600	20.0	42.0		1435
NFDX	" " Pyne board (End bulkheads)	95	14 600	22.0	52.0		1435/1600
NFEA	" " General Purpose	65	13 100	19.0	41.0	2 000	1435
NFFF	" " Steel products (Collapsible bulkheads)	95	14 600	22.0	51.0	1 000	1435
NFFX	" " Steel products	95	14 600	22.0	51.0	1 000	1435/1600
NFGX	" " Pyne board (End bulkheads)	95	18 500	26.0	48.0		1435/1600
NFHX	" " General Purpose	95	14 600	20.0	54.0		1435/1600
NFLA	" " General Purpose (Bolsters)	95	14 600	20.0	42.0	1 000	1435
NFLF	" " General Purpose (Bolsters)	95	14 600	20.0	42.0	1 000	1435
NFMX	" " General Purpose	95	14 600	20.0	54.0		1435/1600
NFOA	" " General Purpose (Bolsters)	65	14 600	20.0	41.0	1 000	1435
NFPX	" " General Purpose	95	18 500	23.0	51.0		1435/1600
NFUA	" " General Purpose	95	14 600	19.0	42.0	2 000	1435
NFUF	" " General Purpose	95	14 600	19.0	42.0	2 000	1435
NGAF	Hopper Bulk Grain	80	14 300	16.0	56.0	1 000	1435
NGAX	" Bulk Grain	95	14 300	17.0	56.0		1435/1600
NGBF	" Bulk Grain	65	11 800	21.0	46.0	1 000	1435
NGTY	" Bulk Grain	95	14 300	21.0	60.0		1435
NHAF	" Coal (Nos. 32901 to 33150)	80	15 100	18.0	58.0		1435
NHAY	" Coal	80	15 100	20.0	58.0		1435
NHCF	" Coal (Nos. 35401 to 35600)	50E	17 100	22.2	77.0	800	1435
NHDA	" Coal	80	11 800	19.0	43.0	1 000	1435
NHDF	" Coal	65	11 800	21.0	55.0		1435
NHEF	" Coal	80	15 100	18.0	58.0		1435
NHGF	" Coal (Nos. 35601 to 35700)	50E	16 900	26.6	73.0	400	1435
NHLA	" Limestone	65	11 800	19.0	43.0	1 000	1435
NHLF	" Limestone	65	11 800	19.0	43.0	1 000	1435
NHPF	" Coal	65	10 900	22.0	54.0		1435
NHTF	" Coal (Nos. 36251 to 36550)	80	15 100	19.2	56.0	800	1435
NHVF	" Coal (Nos. 35101 to 35300)	50E	16 900	24.0	75.0	200	1435

†—55 tonnes Albury-Sydney and Unanderra-Moss Vale only.

E—80 km/h empty.

NEW SOUTH WALES GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK—Continued.

See page 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
NLCX	Louvre Van Pallet loading (Steel floor) . . .	95	14 600	24.0	50.0		1435/1600
NLDF	" " Newsprint	95	21 600	27.9	48.0	100	1435
NLGF	" "	95	14 600	25.5	48.0	500	1435
NLGX	" "	95	14 600	25.5	48.0	500	1435/1600
NLHX	" "	95	14 600	25.0	48.0	1 000	1435/1600
NLJX	" " Pallet loading (Steel floor) . . .	95	18 200	27.0	49.0		1435/1600
NLJY	" " Pallet loading (Steel floor) . . .	95	18 200	29.0	47.0		1435
NLKF	" " Pallet loading (Steel floor) . . .	95	18 200	27.0	47.0		1435
NLKY	" " Pallet loading (Steel floor) . . .	95	18 200	29.0	47.0		1435
NLLA	" "	95	14 600	22.0	41.0		1435
NLLF	" "	95	14 600	22.0	41.0		1435
NLMA	" "	95	11 900	22.0	25.0	1 000	1435
NLMA	" "	95	13 100	21.0	29.0	1 000	1435
NLMF	" "	95	11 900	22.0	25.0	1 000	1435
NLMF	" "	95	13 100	21.0	29.0	1 000	1435
NLTF	" " Tin Plate	95	14 600	28.0	45.0	1 000	1435
NLTX	" " Tin plate	95	14 600	28.0	45.0	1 000	1435/1600
NMFA	Motor Car Wagon	95	16 800	21.0	6-8 Cars		1435
NMFF	" " "	95	16 800	21.0	6-8 Cars		1435
NMKX	" " "	95	23 100	22.0	8-10 Cars		1435/1600
NMNX	" " "	95	23 700	30.0	8-10 Cars		1435/1600
NOAF	Open Wagon General Purpose	95	11 700	17.3	34.0	400	1435
NOBF	" " General Purpose	95	15 000	22.0	51.0	1 000	1435
NOBX	" " General Purpose	95	15 000	22.0	51.0	1 000	1435/1600
NOCY	" " General Purpose (Steel Floor) . . .	95	20 100	28.0	48.0		1435
NODY	" " General Purpose (Steel floor) . . .	95	15 700	23.7	52.0		1435
NOEF	" " Concentrates (Steel floor) . . .	95	11 000	18.0	56.0		1435
NOGA	" " General Purpose	95	13 100	20.0	41.0	2 000	1435
NOGF	" " General Purpose	95	13 100	20.0	51.0	1 000	1435
NOGX	" " Furnace Coke	95	13 100	20.0	41.0	1 000	1435/1600
NOGX	" " General Purpose	95	13 100	20.0	41.0	1 000	1435/1600
NOGX	" " General Purpose	95	13 100	20.0	51.0	1 000	1435/1600
NOHF	" " Concentrates	95	13 100	20.0	51.0	1 000	1435
NOSF	" " Scrap Delivery	95	11 900	20.0	54.0		1435
NPAF	Bulk Cement.	80	12 900	17.0	59.0		1435
NPAX	" "	80	12 900	17.0	59.0		1435/1600
NPBF	" "	80	11 800	23.0	53.0		1435
NPCF	" "	80	15 000	18.0	56.0		1435
NPLA	" "	80	11 900	19.0	41.0	1 000	1435
NPLF	" "	80	11 900	19.0	41.0	1 000	1435
NPLF	" "	80	11 800	23.0	54.5		1435
NPRX	" "	80	12 600	17.2	58.0	800	1435/1600
NPRY	" "	80	12 600	19.8	56.0	200	1435
NPTF	" "	80	11 900	21.0	35.0		1435
NQAY	Flat Wagon Containers	95	20 100	21.7	54.0		1435
NQBX	" " Containers and General Purpose . . .	95	23 300	29.0	47.0†		1435/1600
NQBX	" " 11 278 mm Containers	95	23 400	27.0	39.0		1435/1600
NQCX	" " Refrigerated Containers.	95	14 600	18.0	52.0		1435/1600
NQEF	" " Refrigerated Containers.	95	23 300	29.0	55.0		1435
NQFX	" " 1S0 Containers (End bulkheads) . . .	95	20 500	23.0	53.0		1435/1600
NQIA	" " 1S0 Containers (Except Nos.						
	14511, 14524, 14525.	65A	14 600	22.0	52.0		1435
NQIF	" " 1S0 Containers (Nos. 14511,	95	14 600	18.0	52.0		1435
	14524, 14525)						

A—Special Instructions when loaded.

†—49 tonnes between Sydney Metro. Area, Dynon and South Brisbane.

NEW SOUTH WALES GOODS VEHICLES

GENERAL INSTRUCTIONS—Continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—Continued.

TARE MASS AND OTHER PARTICULARS OF STANDARD GAUGE BOGIE GOODS ROLLING STOCK—Continued.

See page 43 in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max. Speed Km/h	Maximum Length over pull lines (nearest 100mm)	Max. Tare Mass (Tonnes)	Nominal Carrying Capacity (Tonnes)	Permissible Overload (kg)	Gauge (mm)
NQIX	Flat Wagon 1S0 Containers	95	14 600	18.0	58.0	1 000	1435/1600
NQIY	" " Containers	95	14 600	20.0	56.0		1435
NQJW	" " Low Level 'Jumbo' Containers	95	25 500	25.0	51.0		1435 F,G
NQOX	" " 1S0 Containers and General Purpose	95	20 100	21.0	52.0††	2 000	1435/1600
NQOY	" " 1S0 Containers and General Purpose	95	20 100	24.0	52.0		1435
NQSF	" " 1S0 Containers	95	14 600	16.0	36.0		1435
NQUA	" " 1S0 Containers	95	14 600	19.0	42.0	2 000	1435
NQVF	" " Flexi Van Containers.	95	23 200	27.0	47.0		1435
NQVX	" " Nos. 12416-12421 & 12433 onwards Flexi Van Containers.	95	23 200	27.0	47.0		1435/1600
NRGA	Refrigerated Van	95	12 400	27.0	24.0	2 000	1435
NRMA	" " 	95	12 400	31.0	19.0		1435
NRNY	" " 	95	12 400	29.0	46.0		1435
NRTA	" " 	95	12 400	27.0	32.0	2 000	1435
NRTF	" " 	95	12 400	27.0	32.0		1435
NRWF	" " Container	95	12 100	18.0	34.0		1435
NSCF	Livestock Van Cattle	95	12 100	20.0	20 Beasts	200 Sheep	1435
NSSF	" " Sheep	95	12 100	21.0	200 Sheep		1435
NVEF	Brake Van Power Van	95	12 400	27.0	—	—	1435
NVFF	" " 	95	13 100	24.0	—		1435
NVGA	" " 	95	11 800	24.0	—		1435
NVIF	" " 	95	13 100	24.0	—	—	1435
NVJA	" " Platform Ends	95	11 800	20.0	—		1435
NVJF	" " Platform Ends	95	11 800	20.0	—		1435
NVKF	" " 	95	14 400	24.0	—	—	1435
NVMF	" " Passenger Compartment	95	12 400	22.0	—		1435
NVPA	" " Passenger Compartment	95	11 800	21.0	—		1435
NVUF	" " 	95	11 800	27.0	—	—	1435
NWFA	Well Wagon	80B	14 900	24.0	38.0		1435
NWFF	" " 	65B	14 900	25.0	38.0		1435
NWLF	" " 	65B	14 900	24.0	50.0	—	1435
NWWA	" " 	65B	18 600	23.0	40.0		1435
SPECIAL PURPOSE VEHICLES							
NZEA	Army Tanks and Special Loads	65	10 000	19.0	56.0	—	1435
NZEF	Army Tanks and Special Loads	65	10 000	19.0	56.0		1435
NZFA	Milk Tanks on Flat Wagon.	95	10 000	26.0	20.0		1435
NZFA	Milk Tanks on Flat Wagon.	95	13 100	26.0	26.0	1435/1600	1435
NZFF	Milk Tanks on Flat Wagon.	95	13 100	26.0	26.0		1435
NZGA	Glucose Tank on Flat Wagon	95	14 600	25.0	38.0		1435
NZGX	Glucose Tank on Flat Wagon	95	14 600	18.0	52.0	1435	1435/1600
NZHA	Sodium Silicate Tank on Flat Wagon	95	14 600	20.0	54.0		1435
NZLA	Special Loads	C	12 400	32.0	118.0		1435
NZMA	Milk Tanks in Louvre Van	95	13 100	31.0	20.0	—	1435
NZMA	Milk Tanks in Louvre Van	95	13 200	23.0	40.0		1435
NZMF	Milk Tanks in Louvre Van	95	13 100	20.0	20.0		1435
NZPF	Explosives Containers on Flat Wagon	95	14 600	20.0	52.0	2 000	1435
NZSX	Wide Steel Plate	95	14 600	25.0	40.0		1435/1600
NZTA	Pipes	95	14 600	19.0	42.0		1435
NZTF	Pipes	95	14 600	19.0	42.0	2 000	1435
NZTX	Pipes	95	14 600	19.0	42.0		1435/1600
NZWA	Wheel Sets	95	13 100	19.0	41.0		1435
NZZA	Special Loads No. 440	40B	7 000	15.0	107.0	—	1435
NZZA	Special Loads No. 530	40B	7 000	18.0	122.0		1435
NZZA	Special Loads No. 600	40B	8 800	36.0	183.0		1435

B—Special instructions when loaded.

C—Special instructions loaded or empty.

F—Fitted with low level bogies (except No. 22001) and are bogie exchangeable with VQDW and AQDW wagons only.

G—Not permitted to run coupled to fixed wheelbase vehicles except locomotives.

††—55 tonnes when conveying containers between Sydney Metro. Area, Dynon and South Brisbane.

MASS TO BE ALLOWED FOR DIESEL CRANES, STEAM CRANES AND RAIL SHUNTING TRACTORS

On goods trains the mass of Diesel Cranes, Steam Cranes and Rail Shunting Tractors, are to be taken as under:—

Steam Crane—

No. 3 (with tender)
61 tonne wreckage cranes (Nos. 18 and 19) with match wagon
10 tonne diesel crane (Way and Works Branch No. 45) with special "Q" wagon
3 tonne steam crane (Way and Works Branch No. 44) with match wagon
Grab crane (No. 36)
Rail Shunting Tractor (6 400 mm long)

To count as—

61 Tonnes
107 "
56 "
30 "
35 "
10 "

LOCOMOTIVE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

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

Class	Maximum Axle Load	Length Overall to nearest 100 mm	Mass (Nearest Tonne) "DEAD"
Broad or Standard gauge—	Tonnes	mm	Tonnes
"C" (Diesel Electric)	22.0	20 600	132
"H" (Diesel Electric)	20.3	13 400	81
"S" (Diesel Electric)	19.3	18 600	116
"X" (Diesel Electric)	19.0	18 400	113
"B" (Diesel Electric)	18.9	18 500	113
"T" (Diesel Electric) (320 to 346 and 413)	17.3	14 600	69
"T" (Diesel Electric) (347 to 412)	17.3	13 400	69
"F" (Diesel Electric)	17.0	9 200	50
"L" (Electric)	16.6	18 000	99
"W" (Diesel Hydraulic)	16.3	9 200	49
"Y" (Diesel Electric)	16.3	13 300	65
"E" (Electric) (1102 to 1111)	14.0	11 800	56
"K" (Steam)	13.7	18 400	106

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

VICTORIA

The maximum gross mass of any vehicle permitted to operate over this System (except where special instructions are issued to the contrary) **must not exceed 77 tonnes**. NQEF Wagons are permitted a maximum gross mass of 84 tonnes between Dynon and Albury on the Standard Gauge Line.

SOUTH AUSTRALIA

The maximum gross mass of any vehicle permitted to operate over the Australian National System is as follows:—

The maximum gross mass of any vehicle on the Glossop-Barmera line is 52 tonnes for bogie vehicles and 26 tonnes for four wheeled vehicles.

The maximum gross mass of any vehicle on the Tailem Bend-Pinaroo-Victorian Border, Karoonda-Glossop, Karoonda-Peebinga, Karronda-Waikerie, Alawoona-Loxton and Naracoorte-Kingston lines is 72 tonnes for bogie vehicles and 36 tonnes for four-wheeled vehicles.

The maximum gross mass of any vehicle on the Bumbunga-Lochiel, Roseworthy-Robertstown, Riverton-Spalding, Hamley Bridge-Gladstone, Balaklava-Moonta, Kadina-Brinkworth, Penrice Junction-Truro and Monarto South-Cambrai lines is 72 tonnes for bogie vehicles and 36 tonnes for four-wheeled vehicles.

The maximum gross mass of any vehicle on other broad gauge or standard gauge lines is 76 tonnes for bogie vehicles and 38 tonnes for four-wheeled vehicles.

NEW SOUTH WALES

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

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

VEHICLE LIMITATIONS

Without special authority from the Chief Operations Manager or Assistant Chief Operations 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 attached)	75
(In the case of a train composed wholly of bogie vehicles the maximum shall not exceed 50 such vehicles)	
(b) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "HR", "VLAA", "VLAY" or "VRPY" van as one and each other bogie wagon, van, or carriage as two. The load which may be hauled behind auto coupled "PL" carriage is shown on page 12 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", "ACN", "BN", "BRN", "AZ", "BZ", "AS", "BS", "MRS" and "MBS" carriages, and automatically coupled carriages and passenger brakevans with vestibule buffers must not be attached to good trains, unless authorised by the Chief Operations Manager.

MAXIMUM LOADING OUTLINE

The particulars of the Maximum Load Outline for Broad Gauge Lines (1 600 mm) within Victorian and Australian National Systems and for all traffic passing through Victoria to or from other Systems on Standard Gauge (1 435 mm) or via the Bogie Exchange, are shown hereunder:—

Above Rail Level

mm
4270
3710
2750

Width Centrally Located

mm
900
2350
2975

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

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

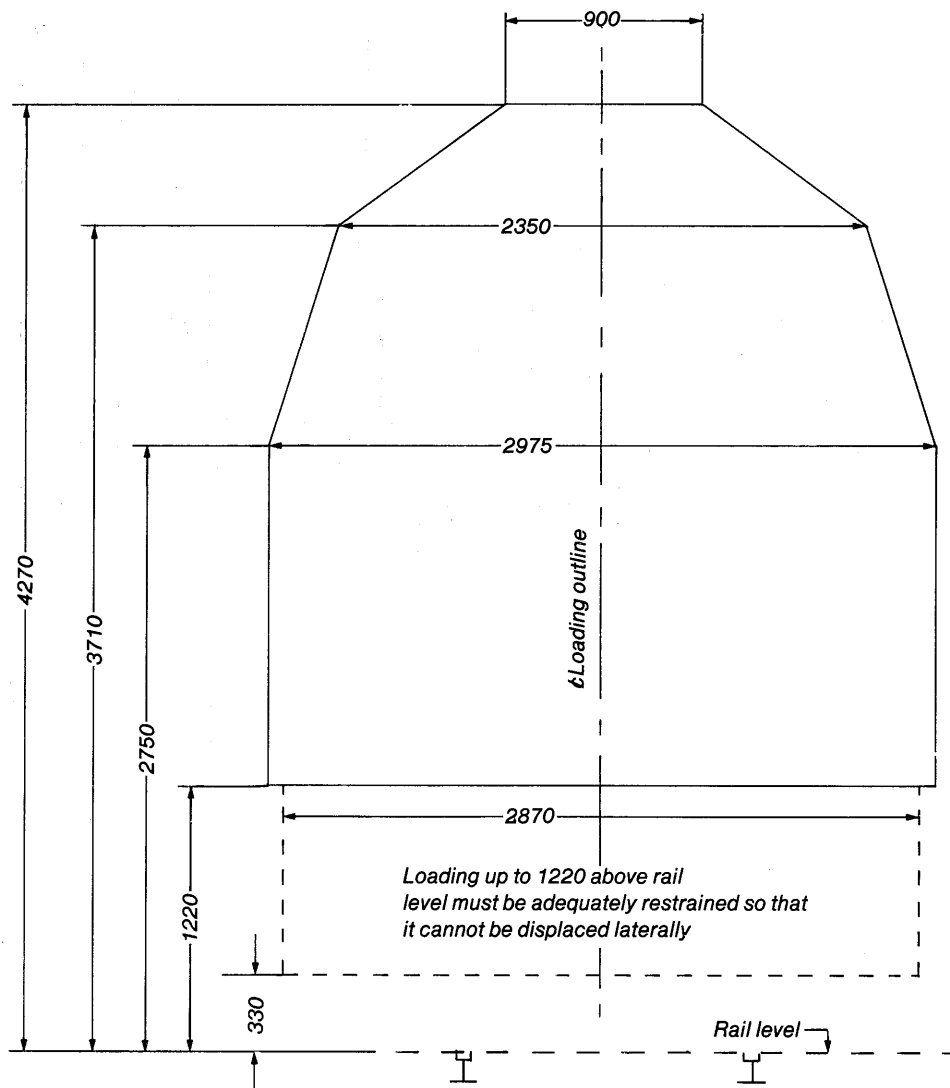
All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Loading Outline.'

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

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

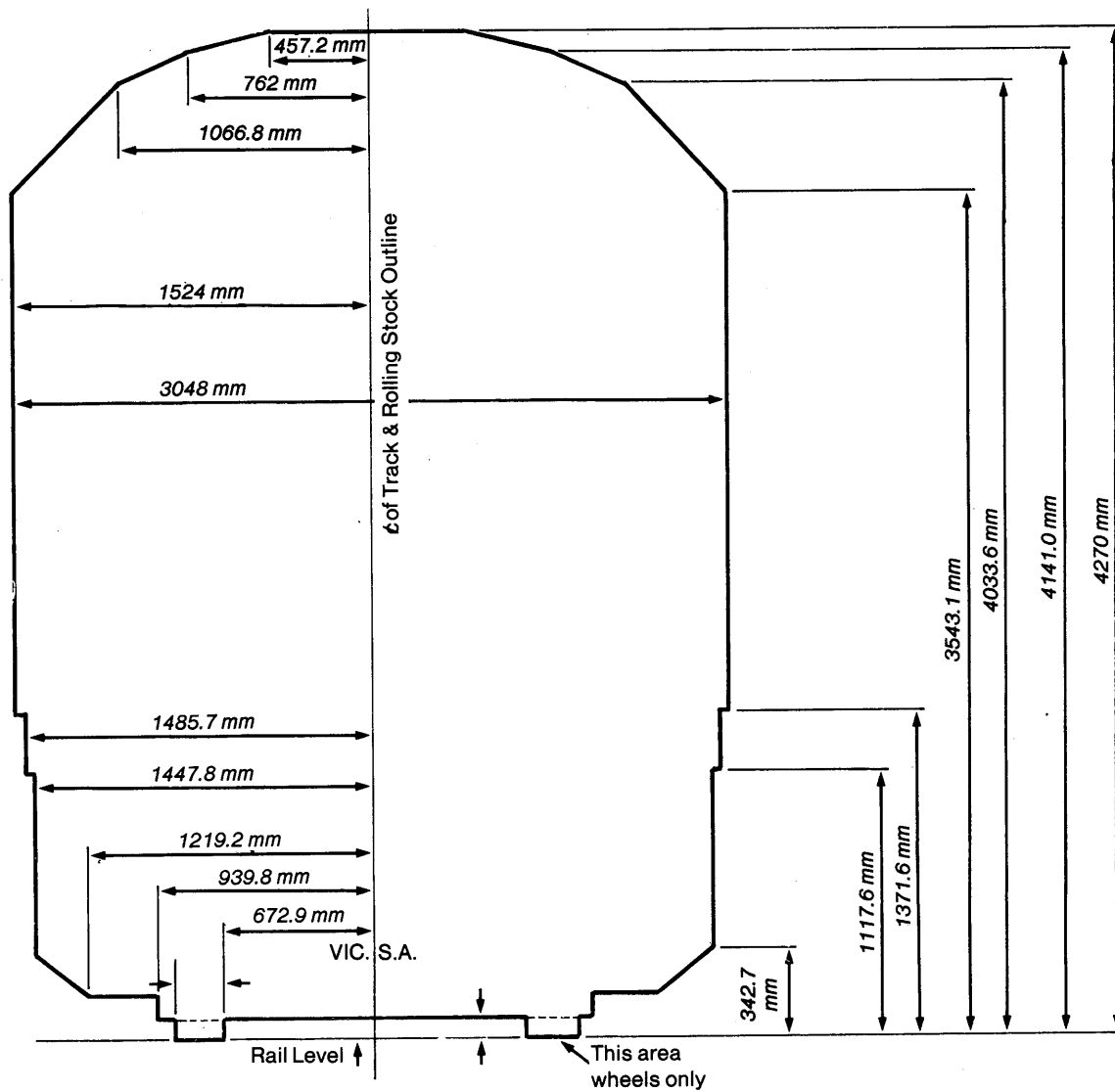
This loading outline is based on goods rolling stock built with maximum dimensions not exceeding 22 860 mm in length, 2 970 mm in width and 16 150 mm bogie centres.

NOTE: All dimensions in millimetres.



NOTE: All dimensions in millimetres.

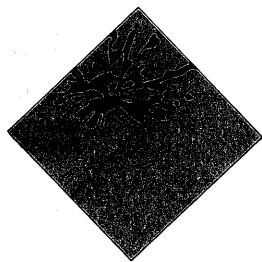
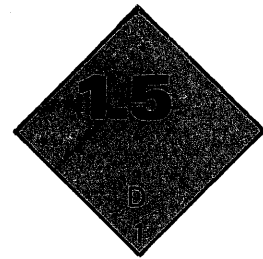
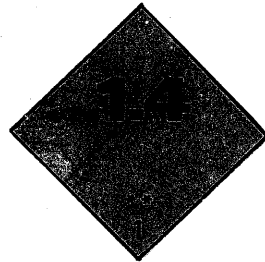
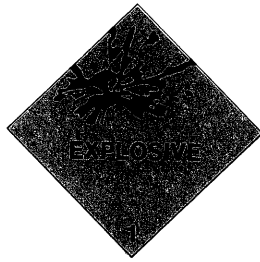
INTERIM SPECIAL MAXIMUM ROLLING STOCK OUTLINE (FIXED LOADING)



LABELS FOR DANGEROUS GOODS ACCORDING TO CLASS

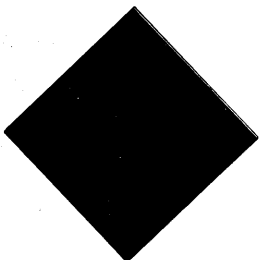
Labels for Dangerous Goods According to Class

Class 1



Subsidiary explosives risk label

Class 2



(2.1)

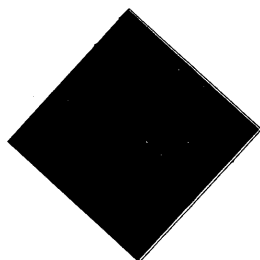


(2.2)



(2.3)

Class 3

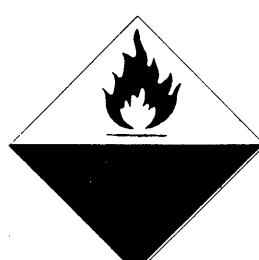


(3)

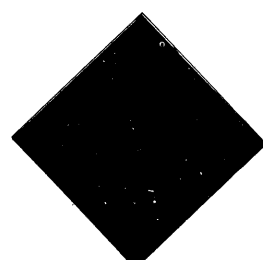
Class 4



(4.1)



(4.2)



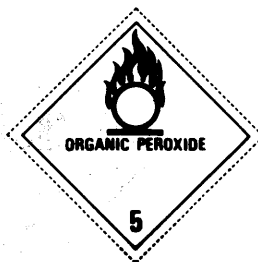
(4.3)

LABELS FOR DANGEROUS GOODS ACCORDING TO CLASS – Continued.

Class 5



(5.1)



(5.2)

Class 6



(6.1(a))



(6.1(b))



(6.2)

Class 7



Class 8



Class 9 No label required

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]

