VICTORIAN RAILWAYS.

WORKING TIME-TABLE

EASTERN DISTRICT

ON AND AFTER 28th JULY, 1975

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager, (Room 70B, Phone 1092).

Spencer Street, Melbourne,
23 July, 1975

M. W. B. RONALD
Chief Traffic Manager.

Victorian Railways Print—735—75

IMPORTANT

Punctual Timekeeping is the Hallmark of Efficient SERVICE

ALWAYS PLAY YOUR PART

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

GOOD IMPRESSIONS CREATE GOODWILL

VICTORIAN RAILWAYS

EASTERN DISTRICT

WORKING TIME-TABLE

(W.T.T. amending circulars to 14/75 (Passenger): 1020/75 Goods).
(With Weekly Notice Amendments to W.N. 25/75)
Replacing Working Time-table Book effective from 10th September, 1973.

INDEX

TRAIN TIME-TABLES.

Line.	Pages.
Bairnsdale (via Maffra) Goods Service ..	12–37
Bairnsdale (via Sale) Passenger Service ..	4–11
Bairnsdale–Orbost	40, 41
Barry Beach Junction–Barry Beach	44–55
Morwell Briquette Siding	12–37
Sale–Bairnsdale Co-ordinated Bus Service	7, 8, 10
Traralgon–Maffra Passenger Service	38
Traralgon–Sale Goods Service	39
Wonthaggi	56, 57
Yallourn	12–37
Yarram Passenger Service	44–47
Yarram Goods Service	48–55

INDEX TO GENERAL INSTRUCTIONS

	Pages
Block Notes, Eastern District	82
Boom barriers	86, 87
Carriages, class of, not to be attached to Goods Trains	68 (Addenda)
Carriages, types of, not permitted to run on certain lines	26 (Addenda)
Caulfield Local and Through lines	84
Cranes, Diesel and Steam, Weights to be allowed	67 (Addenda)
Crossing Tracks and Refuge Sidings, Length of	134
Despatch arrangements for loading	131
Distance Table from Melbourne	89, 90
Double headed Goods trains, Instructions re	101
Flashing Light Signals	86, 87
Foggy weather	27 (Addenda)
Freight Vehicles on Passenger Trains	26 (Addenda)
Goods, despatch of, to lines with limited Train Services	72 (Addenda)
Goods Trains, Authorised Working	126–130
Goods Trains, Up, Marshalling of	130
Lines, closure of	43
Load Schedules, general reference to footnotes	102
Loads, Passenger and Express Trains, Maximum	26 (Addenda)
Loads, Mass of Goods Trains, Computation of	53–66 (Addenda)
Locomotives "Dead" Weights (nearest tonne)	67 (Addenda)
Locomotive Axle Loads, overall lengths	67 (Addenda)
Locomotive and Rail Motor Running Schedules	94–99
Locomotives assisting in Front of Trains	124
Locomotives assisting in Rear of Trains	125
Locomotives classes allowed to run on various lines	114–119
Locomotives running Tender first	124
Miniature Staff Automatic Exchanging Apparatus	85
Mixed Trains, loads and locomotive running schedules for	27 (Addenda)
Momentum Grades	100
Numbering of Train Time-tables, Footnote references, etc.	100
Outline, Maximum Loading	71 (Addenda)
Overloading of Passenger Trains	26 (Addenda)
Parcels Coaches and Motor Coaches, Loads of	100
Passenger Trains, Lighting of	132, 133
Passenger Trains, Make Up of	92, 93
Passenger, Rail Motor and Mixed Train Running	3
Passes, Privilege Tickets, Limitation of Availability	24, 25 (Addenda)
Passengers travelling in Brakevans of Goods Trains	6 (Addenda)
Platforms, Trains departing and arriving Melbourne	2–5 (Addenda)
Reserved Seat Booking	7–15 (Addenda)
Running Statements, Guards	51, 52 (Addenda)
Schedule Loads, Goods Trains	100
Schedule Loads, Express and Passenger Trains	91
Scheduled Stopping Arrangements for Country Passenger Services	3
Speed, Authorised not to be exceeded	114, 115
Speed, Locomotives, Trains and Rail Motors, on various lines and at various places	114–124
Suburban passengers not to travel by Country Trains	3
Symbols, Station Reference	135
Symbols, Train Reference	135
Trains on Running Lines without a Brakevan in the Rear	83, 124
Truck Sheets, Guards	52 (Addenda)
Vehicles, Goods, weights to be allowed, and overall lengths (Victorian Stock)	54–57 (Addenda)
Vehicles, Goods, weights to be allowed, and overall lengths (South Australian Stock)	59–61 (Addenda)
Vehicles, Goods, weights to be allowed and overall lengths (New South Wales Stock)	64–66 (Addenda)
Vehicles, Goods, weights to be allowed and overall lengths (Commonwealth Stock)	62 (Addenda)
Vehicles, Goods, weights to be allowed and overall lengths (Western Australia)	62 (Addenda)
Vehicles, Passenger, Description, Mass, etc. (Victorian Stock)	30–36 (Addenda)
Vehicles, Passenger, Description, Mass, etc. (South Australian Stock)	35 (Addenda)
Vehicle Limitations, Goods Trains	68 (Addenda)
Watering facilities	88
Working Time-table, Amending Circulars	136–139

INDEX OF LOCOMOTIVE AND RAIL MOTOR RUNNING SCHEDULES AND LOADS

Section	Passenger	Diesel Rail Car and Rail Motor	Goods
	Pages	Pages	Pages
Barry Beach Junction–Barry Beach	..	..	111, 112
Korumburra–Yarram	96	99	111, 112
Moe–Yallourn	..	..	107
Morwell-Morwell Briquette Siding	..	..	104
Nyora–Wonthaggi	97	99	113
Spencer Street–Korumburra	96	99	109, 110
Spencer Street–Traralgon	94, 95	97	102–104
Traralgon–Orbost (Via Sale)	94, 95	..	105, 106
Traralgon–Stratford (Via Maffra)	..	98	108
Wonthaggi–Kirrak	..	..	113

GENERAL NOTES.

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

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

Wall Sheet Time-tables issued in conjunction with this book are to be posted in a prominent position at a height from the ground and in close proximity to a light to enable passengers to consult it with facility. A red line must be ruled on each time-table under the name of the station concerned and time applying to it.

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

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

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

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

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

The trains referred to are :—1.30 a.m. (Nos. 15 or 15A), Northern ; 12.20 a.m. (Nos. 35 or 35A), and 1.10 a.m. (No. 113) Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The instructions regarding action to be taken by trainmen concerning " if required " stops when necessary for passenger purposes are shown on page 135.

MELBOURNE-WARRAGUL—Passenger Service.

DOWN

STATIONS		27 Suburban Electric Run 302 MON. TO FRI. (See Note)	15 PASS. MON. TO SAT. (See Note)	21 'THE GIPPSLANDER' MON. TO SAT.	33 PASS. SAT. (See Note)		45 PASS. MON. TO FRI. (See Note)	43 PASS. MON. TO FRI. (See Note)	
		a.m.	a.m.	a.m.	p.m.		p.m.	p.m.	
FLINDERS ST. ..	*dep.*	6 49	7 20B	9 0E	12 35B	..	12 57B	3 37A	
Richmond ..	..	6 52	7 25B	*	*	..	1 2B	*	..
South Yarra ..	..	6 55	*	*	*	..	*	*	..
Hawksburn ..	..	6 57	*	*	*	..	*	*	..
Toorak	..	6 59	*	*	*	..	*	*	..
Armadale ..	..	7 1	*	*	*	..	*	*	..
Malvern	..	7 4	*	*	*	..	*	*	..
Caulfield ..	..	7 7	7 37B	9 15	12 52B	..	1 13B	3 53A	..
Carnegie ..	..	7 10	*	*	*	..	*	*	..
Murrumbeena ..	..	7 12	*	*	*	..	*	*	..
Hughesdale ..	..	7 14	*	*	*	..	*	*	..
Oakleigh ..	..	7 16	*	*	*	..	*	4 0A	..
Huntingdale ..	..	7 18	*	*	*	..	*	*	..
Clayton	..	7 22	*	*	*	..	*	*	..
Westall ○ ..	..	7 25	*	*	*	..	*	*	..
Springvale ..	..	7 28	*	*	*	..	*	4 8A	..
Sandown Park ○ ..	..	7 30	*	*	*	..	*	4 10A	..
Noble Park ..	..	7 32	*	*	*	..	*	4 13A	..
Yarraman ..	..	7 35	*	*	*	..	*	4 16A	..
DANDENONG	*arr.*	7 38C	..	9 31	..	..	..	..	..
		PASS. F							
„	*dep.*	7 41	7 56-115A	9 32	1 12	..	1 32	4 19A	..
General Motors NC	..	*	*	*	*	..	*	4 22	..
Hallam NC ..	..	7 45*	8 1	*	1 18	..	1 37	4 25	..
Narre Warren ..	..	7 47*	8 5	9 38*	1 22	..	1 41	4 29	..
Berwick	..	7 50*	8 10	9 41*	1 27	..	1 46	4 34	..
Beaconsfield ..	..	7 52*	8 14	*	1 31	..	1 50	4 38	..
Officer	..	7 55*	8 19	9 45*	1 36	..	1 55	4 43	..
Pakenham ..	..	8 0	8 26	9 49*-70	1 43	..	2 3	4 50	..
Nar-Nar-Goon (See note, page 82) ..	..	8 6	8 33	9 53*	1 50	..	2 10	4 57	..
Tynong	..	8 11	8 39	9 56*	1 56	..	2 16	5 3	..
Garfield	..	8 16	8 44	*	2 1	..	2 21	5 8 -58	..
Bunyip ES ..	..	8 20-14	8 48	10 1*-36	2 5	..	2 25	5 15-30	..
Longwarry ES ..	..	8 25-8	8 53-70	10 4*	2 10	..	2 30	5 20	..
Drouin (See note page 82) ..	..	8 35 113	9 2-113	10 11*	2 20	..	2 40	5 31 230	..
WARRAGUL ..	*arr.*	8 45-79	9 11 R -79, 12	10 18 -79, 91	2 29 R -119	..	2 50-94 -58	5 40 R -32, 129 -121,50	..
„ ..	*dep.*	..	9 21	10 20E	2 39	..	..		..
Continued on page 5		27	15	21	33		45	43	

Buffet Carriage Attached — 115A

A. Passengers for stations beyond Dandenong may join **No. 43** at Melbourne, Caulfield, Oakleigh, Springvale, Sandown Park, Noble Park, Yarraman then all stations and, in addition, this train is available for suburban passengers entraining at Melbourne, Caulfield and Oakleigh for Springvale, Sandown Park, Noble Park, Yarraman and Dandenong.

C. Passengers change trains. **R.** Refreshments.

B. Available for Suburban passengers entraining for Dandenong and stopping stations beyond.

E. Accompanied luggage may be forwarded per the 9.00 a.m. "The Gippslander" to Warragul, Moe, Morwell and Traralgon, but ordinary Van Goods traffic to these stations must be despatched by the 7.20 a.m. (**No. 15**) Melbourne–Traralgon Passenger Train. **See page 83 re operation of Nos. 21 and 30 between Traralgon and Sale, and Sale and Bairnsdale without a Brakevan in the rear.**

F. No. 27 will be cancelled on Public Holidays.

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

DOWN

STATIONS		15 PASS. MON. TO SAT.		21 'THE GIPPS-LANDER' MON. TO SAT.		33 PASS. SAT.			
		a.m.		a.m.		p.m.			
WARRAGUL ..	*arr.*	9 11R	..	10 18E	..	2 29R	..	..	..
" ..	*dep.*	9 21	..	10 20	..	2 39	..	..	..
Caltex Siding NC ..	..	..	..	..	..	..	..	..	..
Darnum ○ ..	..	9 28	..	*	..	2 45	..	..	..
(See note page 82)									
Yarragon	..	9 34	..	10 27*	..	2 51	..	..	..
Trafalgar	..	9 41	..	10 32*	..	2 58	..	..	..
(See note page 82)									
Moe †	*arr.*	..	..	10 39	..	..	..	..	..
		–101, 64				–127			
" ..	*dep.*	9 52	..	10 41	..	3 9	..	..	..
Herne's Oak NC ..	..	..	..	..	..	..	..	..	..
Morwell ES ..	*arr.*	..	..	10 52	..	..	..	..	..
" ..	*dep.*	10 7	..	10 54	..	3 25	..	..	..
Morwell Briquette Sdg. ..		..	..	..	..	..	..	..	..
Hazelwood Sdg. NC ..		..	..	..	..	..	..	..	..
Maryvale ES NC ..		..	..	..	..	..	..	..	..
(See note page 82)									
TRARALGON ES	*arr.*	10 25	..	11 5	..	3 40	..	..	..
				–54					
" ..	*dep.*	..	..	11 13	..	..	..	..	..
Traralgon Live Stock Siding NC	..	..	..	..	..	..	..	..	..
Flynn NC	..	..	..	..	..	..	..	..	..
(See note page 82)									
Rosedale ES ..	..	..	..	11 32	..	..	..	..	..
Kilmany NC ..	..	..	..	11 40*	..	..	..	..	..
(See note page 82)									
SALE ES	*arr.*	..	..	11 53	..	..	..	..	..
				p.m.					
" ..	*dep.*	..	..	12 1	..	..	..	..	..
Shell Co's Siding NC ..	..	..	..	..	..	..	..	..	..
Sale Wharf NC ..	..	..	..	..	..	..	..	..	..
Felt and Textiles of Aust. Ltd. Siding NC		..	..	..	..	..	..	..	..
Montgomery NC ..	..	..	..	..	..	..	..	..	..
Stratford Junction .. ES NC	..	..	..	..	..	..	..	..	..
STRATFORD ES ..	..	..	..	12 20	..	..	..	..	..
Munro NC ..	..	..	..	*	..	..	..	..	..
Fernbank ○ ES ..	..	..	..	12 45	..	..	..	..	..
Lindenow ES ..	..	..	..	12 55–35	..	..	..	..	..
Hillside NC ..	..	..	..	*	..	..	..	..	..
SEC Siding NC ..	..	..	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..	..
BAIRNSDALE ES	*arr.*	..	..	1 15	..	..	..	..	..
		15		21		33			

Buffet Carriage Attached

E. Accompanied luggage may be forwarded per the 9.0 a.m. "The Gippslander" to Warragul, Moe, Morwell and Traralgon, but ordinary Van Goods traffic to these stations must be despatched by the 7.20 a.m. (**No. 15**) Melbourne–Traralgon Passenger train. **See page 83 re operation of Nos. 21 and 30 between Traralgon and Sale and Sale and Bairnsdale without a brakevan in the rear.**
R. Refreshments

DOWN

STATIONS	41 PASS. MON. TO FRI. (See Note)	Suburban Electric Run 308 Mon. to Fri.	69 Empty Cars Mon. to Fri. (See Note)	53 PASS. MON. TO THUR. (See Note)	53 PASS. FRI. (See Note)	53A PASS. SAT. (See Note)	SUNDAY EXCURSION 25 PASS. (See Note)	SUNDAY EXCURSION 77 PASS. (See Note)
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
FLINDERS ST. *dep.*	4 46B	5 8	..	6 8	6 8	6 15	9 32	7 5
Richmond	*	5 11	..	*	*	*	*	*
South Yarra	*	*	..	*	*	*	*	*
Hawksburn	*	*	..	*	*	*	*	*
Toorak	*	*	..	*	*	*	*	*
Armadale	*	*	..	*	*	*	*	*
Malvern	*	*	..	*	*	*	*	*
Caulfield .. *arr.*	..	..	..	6 24	6 24	..	..	..
„ .. *dep.*	5 2B	5 22	..	6 27	6 27	6 31	9 49	7 22
Carnegie	*	5 25	..	*	*	*	*	*
Murrumbeena	*	5 27	..	*	*	*	*	*
Hughesdale	*	5 29	..	*	*	*	*	*
Oakleigh	*	5 31	..	*	*	*	*	*
Huntingdale	*	5 33	..	*	*	*	*	*
Clayton	*	5 37	..	*	*	*	*	*
Westall ○	*	5 40	..	*	*	*	*	*
Springvale	*	5 43	..	*	*	*	*	*
Sandown Park ○ ..	*L	5 45	..	*	*	*	*	*
Noble Park	* (68, 69)	5 47	..	*	*	*	*	*
Yarraman	*	5 50	..	..	*	*	*	*
DANDENONG *arr.*	5 23	..	..	6 47	6 47	6 50	..	..
				–230	230	–205		–100
„ *dep.*	5 27	5 54	..	6 51	6 51	6 52	10 8	7 41
General Motors NC ..	*	*	..	*	*	*	*	*
Hallam NC	5 31*	6 1	..	6 55*	6 55*	6 56*	*	*
Narre Warren	5 33*	6 4	6 15	6 57*	6 58*	6 58*	10 16	7 49
Berwick .. *arr.*	.. (68, 69)	..	..	..	..	..	10 20–28	..
„ .. *dep.*	5 36*	6 8	6 19*	7 2	7 3	7 1*	10 25 ●	7 54
Beaconsfield	5 38*	6 11	6 21*	7 6*	7 7*	7 3*	10 29 ●	7 58
Officer	5 41*	6 16	6 24*	7 9*	7 10*	7 6*	10 34 ●	8 3
Pakenham .. *arr.*	..	..	PASS. F	..	..	..	..	..
„ .. *dep.*	5 46	6 23C	6 30	7 13*	7 15*	7 13	10 42	8 10
Nar-Nar-Goon (See note, page 82)	5 54		6 37–58	7 18*	7 20*	7 20	10 50	8 17
Tynong	6 0–58	..	6 43	7 21*	7 23*	7 26	10 57	8 23
Garfield	6 5	..	6 48	7 24*	7 26*	7 31	11 2	8 28
Bunyip ES	6 9	..	6 52	7 27*	7 29*	7 35	11 7	8 32
Longwarry ES ..	6 14	..	6 57	7 30*	7 32*	7 40	11 12	8 37
Drouin (See note page 82) ..	6 24	..	7 7	7 37*	7 40*	7 51	11 24	8 48
WARRAGUL *arr.*	6 32R	..	7 15	7 45R	7 48R	8 0R	11 32R	8 58R
	–121, 84		–121, 84	–121	–121	–78		–102
„ .. *dep.*	6 42	..	..	7 55	8 3	8 15	11 42	9 8
Continued on Page 7	41		69	53	53	53A	25	77

B. No. 41 is available for Suburban passengers entraining at Melbourne and Caulfield for Dandenong

C. Passenger change trains. **R.** Refreshments.

F. No. 69 will be cancelled on Public Holidays.

L. No. 41 is to stop to entrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Flinders Street and Sandown Park to arrange.

●**No. 25** may depart Berwick 10.21 a.m., Beaconsfield 10.25 a.m., Officer 10.30 a.m.

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

DOWN

STATIONS		41 PASS. MON. TO FRI.	53 PASS. MON. TO THUR.	53 PASS. FRI.	53A PASS. SAT.	SUNDAY EXCURSION 25 PASS.	SUNDAY EXCURSION 77 PASS.		
		p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		
WARRAGUL ..	*arr.*	6 32R	7 45R	7 48R	8 0R	11 32R	8 58R 102	..	..
„ ..	*dep.*	6 42	7 55	8 3	8 15–78	11 42	9 8	..	..
Caltex Siding NC ..	..	.. 121, 84	.. 121	.. 121	..	..	..	..	..
Darnum ○ .. (See note page 82)	..	6 49	7 59*	8 8*	*	*	*	..	..
Yarragon	..	6 55	8 5	8 14–80	8 25	11 53 p.m.	9 19	..	..
Trafalgar .. .. (See note page 82)	..	7 2	8 13	8 22	8 33	12 1	9 27	..	..
Moe †	*arr.*	7 10 —80, 129	8 20	8 29	8 41	..	..	..	..
„	*dep.*	7 18 ●	8 24	8 33	8 44	12 11	9 37	..	..
Herne's Oak NC ..	..	..	..	..	..	..	..	..	..
Morwell ES ..	*arr.*	7 30	8 36	8 46	8 56	..	..	..	..
„ ..	*dep.*	7 35 ●	8 40	8 50	9 0	12 26	9 52	..	..
Morwell Briquette Sdg. ..	..	..	..	..	..	..	..	..	..
Hazelwood Sdg. NC ..	..	.. 124	..	..	..	..	..	..	..
Maryvale ES NC .. (See note page 82)	..	.. 110,	..	..	..	..	..	..	..
TRARALGON ES	*arr.*	7 50	8 50	9 2	9 12	12 38	10 5	..	..
			–124, 110	–124, 110					
„ ..	*dep.*	..	8 58	9 10	9 20	12 40	..	..	..
Traralgon Live Stock Siding NC		..	..	..	..	..	..	..	..
Flynn NC .. .. (See note page 82)	..	..	..	..	..	..	..	..	..
Rosedale ES ..	..	..	9 19	9 31	9 39	1 0	..	..	..
Kilmany NC .. (See note page 82)	..	..	9 32§	9 44§	9 50§	1 12❖	..	..	..
SALE ES	*arr.*	..	9 45C BUS	9 57	10 5	1 25C BUS	..	..	..
„ ..	*dep.*	..	9 50	10 5	10 13	1 30	..	..	..
Shell Co's Siding NC ..	..	..	..	..	..	..	..	..	..
Sale Wharf NC ..	..	..	..	..	..	..	..	..	..
Felt and Textiles of Aust. Ltd. Siding NC	..	..	..	..	..	..	..	..	..
Montgomery NC ..	..	..	..	..	..	..	..	..	..
Stratford Junction .. ES NC	..	..	..	..	..	..	..	..	..
STRATFORD ES ..	..	..	t	10 23	10 32	t	..	..	..
Munro NC ..	..	..	..	*	*	..	..	..	..
Fernbank ○ ES ..	..	..	t	10 46	10 55	t	..	..	..
Lindenow ES ..	..	..	t	10 57	11 5	t	..	..	..
Hillside NC ..	..	..	..	*	*	..	..	..	..
SEC Siding NC ..	..	..	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..	..
BAIRNSDALE ES	*arr.*	..	10 50	11 20–8	11 20	2 30	..	..	..
		41	53	53	53A	25	77		

● **No. 41** may depart Moe 7.12 p.m., Morwell 7.26 p.m.

C. Passengers transfer. **R.** Refreshments.

t. Bus runs via Princes Highway and Stratford station. Does not call at other stations enroute, but will stop at turn-offs to Fernbank and Lindenow.

UP **BAIRNSDALE-WARRAGUL (via SALE)—Passenger Service.**

STATIONS		44 PASS. SAT.	4A PASS. MON. TO FRI.			BUS TUE. TO FRI.	12 PASS. MON.	12A PASS. SAT.			
		a.m.	a.m.		..	a.m.	a.m.	a.m.			
BAIRNSDALE ES	*dep.*	..	..	..	..	6 10	6 10–5	6 25	..	..	..
Bairnsdale Oil Sdg. NC	..	..	..	..	..	..	..	..	..	..	..
SEC Siding NC	..	..	..	..	..	..	..	..	..	..	..
Hillside ..	..	..	..	..	..	..	*	*	..	..	..
Lindenow ES	..	..	..	..	..	t	6 27	6 42	..	..	..
Fernbank ○ ES	..	..	..	..	..	t	6 37	6 52–7	..	..	..
Munro NC	..	..	..	..	..	..	*	*	..	..	..
STRATFORD ES	..	..	..	..	..	t	6 56	7 12	..	..	..
Stratford Junction ES NC	..	..	..	..	..	..	..	..	..	..	..
Montgomery NC	..	..	..	..	..	..	..	..	..	..	..
Felt and Textiles of Aust. Ltd. Sdg. NC	..	..	..	..	..	..	..	..	..	..	..
SALE ES	*arr.*	..	..	..	..	7 10C	7 12 MON. TO FRI.	7 28	..	..	..
"	*dep.*	..	..	..	..		7 20	7 36	..	..	..
Shell Co's. Sdg. NC		..	..	..	..	..	..	..	..	..	..
Sale Wharf NC	..	..	..	..	..	..	..	..	..	..	..
Kilmany NC (See note page 82)	..	..	..	..	..	..	7 32§	7 48§	..	..	..
Rosedale ES	..	..	..	..	..	..	7 42	7 59	..	..	..
Flynn NC (See note page 82)	..	..	..	..	..	..	..	..	..	..	..
Traralgon Live Stock Siding NC	..	..	..	..	..	..	..	..	..	..	..
TRARALGON ES	*arr.*	..	..	..	..	..	8 0	8 19	..	..	..
"	*dep.*	5 50 225	6 35	..	..	..	8 8	8 27	..	..	..
Maryvale ES NC (See note, page (82)	..	..	..	..	..	..	..	..	..	..	..
Hazelwood Sdg. NC		..	..	..	..	..	..	..	..	..	..
Morwell ES	*arr.*	..	..	..	..	..	..	..	..	..	..
"	*dep.*	6 3	6 48	..	..	..	8 21	8 40	..	..	..
Herne's Oak NC	..	..	.. 39	..	..	..	..	..	..	..	..
Moe † ..	..	6 17	7 1	..	..	..	8 35 101	8 54	..	..	..
Trafalgar .. (See note, page 82)	..	6 26	7 10	..	..	..	8 43	9 3	..	..	..
Yarragon ..	..	6 33§	7 17 14,8	..	..	..	8 50	9 11	..	..	..
Darnum ○ (See note, page 82)	..	6 39§	7 23 –70,79,	..	..	..	8 54*	9 15*	..	..	..
Caltex Siding NC	..	..	..	..	..	..	..	..	..	..	..
WARRAGUL	*arr.*	6 45R	7 30R	..	..	..	9 0R	9 20R	..	..	..
"	*dep.*	6 55 14,101,70	7 38	..	..	..	9 15 15,79	9 35 15,79	..	..	..
Continued on Page 9		44	4A			BUS	12	12A			

C.—Passengers transfer.

t. Bus runs via Princes Highway and Stratford station. Does not call at other stations enroute, but will stop at turn-offs to Lindenow and Fernbank.

UP

STATIONS		34 PASS. MON. TO FRI. (See Note) F	4 PASS. MON. TO FRI. (See Note)	44 PASS. SAT.	4A PASS. MON. TO FRI. (See Note)	12 EXPRESS MON. TO FRI.	12A PASS. SAT. (See Note)	36 PASS. MON. TO FRI. (See Note)
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
WARRAGUL ..	*arr.*	..	..	6 45R14	7 30R—8	9 0R—	9 20R	..
"	*dep.*	6 0	6 50	6 55	7 38	9 15	9 35	9 37R–79
Drouin ..	..	6 6 70, 39	6 57 101 14	7 2	7 45 14, 70, 79, 8	9 21* 15, 79	9 43 15, 79	9 44
(See note, page 82)								
Longwarry ES ..	..	6 13	7 3 70, 113	7 9 101, 70	7 52–113	9 25*	9 51–21	9 52
Bunyip ES ..	..	6 17–79	7 7–113	7 14 113	7 57	9 28*–91	9 56	9 56
Garfield ..	..	6 21	7 10	7 18	8 0	*	10 1	9 59
Tynong ..	..	6 25	7 14	7 23	8 4	9 33*	10 6	10 3
Nar-Nar-Goon ..	..	6 31	7 19	7 29	8 10	9 36*	10 12	10 7
(See note, page 82)								
Pakenham ..	..	6 38	7 25	7 36	8 17	9 40*–70	10 18–70	10 12–70
Officer ..	..	6 42*	7 31	7 43	8 24	9 44*	10 22*	10 17*
Beaconsfield ..	..	6 46*	7 35	7 48	8 28	9 46*	10 24*	10 19*
Berwick ..	..	6 48*	7 39	7 52	8 32–8	9 49*	10 26*	10 23
Narre Warren ..	..	6 51*	7 43	7 57	8 36*	9 53*	10 29*	10 28
Hallam NC ..	..	6 53*	7 46	8 1	8 38*	9 55*	10 31*	10 31*
General Motors NC ..		*	*	*	*	*	*	*
DANDENONG	*arr.*	7 1C Suburban Electric	..	.. –115A	..	.. –8	.. –119	–8
"	*dep.*	7 6	7 52A	8 6B	8 44H	10 1	10 37	10 37B
Yarraman ..	..	7 8	7 54A	*	*	*	*	*
Noble Park ..	..	7 11	7 57A	*	*	*	*	*
Sandown Park ○ ..	..	7 14	8 0A	*	*	* K	* K	* K
Springvale ..	..	7 16	8 2A	*	*	*	*	*
Westall ○ ..	..	7 19	*	*	*	*	*	*
Clayton ..	..	7 22	*	*	*	*	*	*
Huntingdale ..	..	7 25	*	*	*	*	*	*
Oakleigh ..	..	7 29	8 10A	*	8 58	*	*	*
Hughesdale ..	..	7 31	*	*	*	*	*	*
Murrumbeena ..	..	7 33	*	*	*	*	*	*
Carnegie ..	..	7 35	*	*	*	*	*	*
Caulfield ..	..	7 38	8 17A	8 25B	9 5	10 21	10 58	11 0B
Malvern ..	..	7 40	*	*	*	*	*	*
Armadale ..	..	*	*	*	*	*	*	*
Toorak ..	..	*	*	*	*	*	*	*
Hawksburn ..	..	*	*	*	*	*	*	*
South Yarra ..	..	*	*	*	*	*	*	*
Richmond ..	..	7 47	*	*	*	*	*	11 11
MELBOURNE—								
Flinders St. ..	*arr.*	7 52	8 33	8 40	9 20	10 40	11 15	11 16
		34	**4**	**44**	**4A**	**12**	**12A**	**36**

A. No. 4 is available for suburban passengers entraining and /or detraining at Dandenong, Yarraman, Noble Park, Sandown Park, Springvale, Oakleigh and Caulfield.

B. Nos. 44 and **36** are available for suburban passengers entraining and /or detraining at Dandenong and Caulfield.

C. Passengers change trains.

F. No. 34 will be cancelled on Public Holidays.

H. No. 4A is available for suburban passengers entraining at Dandenong for Oakleigh, Caulfield and Melbourne.

K. Nos. 12, 12A, and 36 are to stop to detrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Warragul and Sandown Park to arrange.

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

R. Refreshments.

BAIRNSDALE-WARRAGUL (via SALE)—Passenger Service.

UP

STATIONS		24 PASS. SAT.	30 "THE GIPPS-LAND-ER" (See Note) MON. TO FRI.	30A "THE GIPPS-LAN-DER" See Note SAT.	32 PASS. MON. TO FRI.	SUNDAY EXCURSION 28 PASS.	SUNDAY EXCURSION BUS		
		p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		
BAIRNSDALE ES	*dep.*	..	2 10–35	2 20	..	..	4 35	..	..
Bairnsdale Oil Sdg. NC		..	..	..	..	..	..	..	..
SEC Siding NC		..	..	..	..	..	..	..	..
Hillside		..	*	*	..	..	..	..	..
Lindenow ES		..	2 27	2 37	..	..	t	..	..
Fernbank ○ ES		..	2 38	2 48	..	..	t	..	..
Munro NC		..	*	*	..	..	..	..	..
STRATFORD ES		..	2 59	3 9	..	..	t	..	..
Stratford Junction ES NC		..	..	..	..	..	..	..	..
Montgomery NC		..	..	..	..	..	..	..	..
Felt and Textiles of Aust. Ltd. Sdg. NC		..	..	..	..	..	..	..	..
SALE ES	*arr.*	..	3 14 —79	3 24	..	..	5 35C 76 PASS.	..	..
„	*dep.*	..	3 22	3 32	..	..	6 0	..	..
Shell Co's Sdg. NC		..	..	..	..	..	..	..	..
Sale Wharf NC		..	..	..	..	..	..	..	..
Kilmany NC (See note page 82)		..	3 32*	3 42*	..	..	6 13‡	..	..
Rosedale ES		..	3 43	3 53	..	..	6 26	..	..
Flynn NC (See note page 82)		..	..	..	..	..	..	..	..
Traralgon Live Stock Siding NC		..	..	..	..	..	..	..	..
TRARALGON ES	*arr.*	..	4 2	4 13	..	..	6 46	..	..
„	*dep.*	2 5	4 10	4 21	4 35	8 15	6 48	..	..
Maryvale ES NC (See note, page 82)		..	..	..	..	..	..	..	..
Hazelwood Sdg. NC		..	..	..	..	..	..	..	..
Morwell ES	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	2 17–50	4 23	4 33	4 49	8 28	7 1	..	..
Herne's Oak NC		..	..	..	..	..	..	..	..
Moe †		..	2 30	4 36	4 46	5 4	8 43	7 16	..
Trafalgar (See note, page 82)		..	2 39	4 43*	4 53*	5 13	8 52	7 26	..
Yarragon		..	2 46	4 48*	4 58*	5 20	9 0	7 34	..
Darnum ○ (See note, page 82)		..	2 51	*	*	5 26	*	*	..
Caltex Siding NC		..	..	..	..	..	..	..	..
WARRAGUL	*arr.*	..	2 56R	4 57	5 7	5 32R	9 10R	7 45R	..
„	*dep.*	..	3 6	4 59	5 9	5 42	9 20	8 0	..
Continued on Page 11		..	24	30	30A	32	28	76	

May not connect with "Spirit of Progress" during holiday periods. Buffet carriage attached

131, 114

119

May not connect with "Spirit of Progress" during holiday periods. Buffet carriage attached

84A

129, 43

NOTE.—Accompanied luggage may be forwarded from Traralgon, Morwell, Moe and Warragul per the 2.10/2.20 p.m. "The Gippslander" but ordinary Van Goods traffic from these stations must be despatched by the 4.35 p.m. **(No. 32)** Traralgon–Melbourne Passenger train. **See page 83 re operation of Nos. 21,30 and 30A between Traralgon and Sale, and Sale and Bairnsdale without a brakevan in the rear.**

C.—Passengers transfer. **R.**—Refreshments.

t.—Bus runs via Princess Highway and Stratford Station. Does not call at other stations enroute, but will stop at turn-offs to Lindenow and Fernbank.

UP

STATIONS	24 PASS. SAT. (See Note)	68 PASS. MON. TO FRI. (See Note) F	Suburban Electric (Run 225) MON. TO FRI.	30 "THE GIPPS-LANDER" MON. TO FRI.	30A "The GIPPS-LANDER" SAT.	32 PASS. MON. TO FRI. (See Note)	SUNDAY EXCURSION 28 PASS. (See Note)	SUNDAY EXCURSION 76 PASS. (See Note)
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
WARRAGUL *arr.*	2 56R	–129, 50	..	4 57	5 7	5 32R	9 10R	7 45R
" *dep.*	3 6	4 12R	..	4 59	5 9	5 42	9 20	8 0
Drouin	3 13	4 19	..	5 5*	5 15*	5 49	9 28	8 10
(See note, page 82)								
Longwarry ES ..	3 20	4 26	..	5 9*	5 19*	5 56	9 36	8 18
Bunyip ES	3 25	4 31–58	..	5 12*–43,58	5 22*	6 2–43	9 41	8 24
Garfield	3 29	4 35	..	*	*	6 7	9 45	8 28
Tynong ..	3 34	4 40	..	5 17*	5 27*	6 13	9 50	8 34
Nar-Nar-Goon ..	3 40	4 46	..	5 20*	5 30*	6 20–58	9 56	
(See note, page 82)								8 40
Pakenham *arr.*	..	4 52C EMPTY CARS	..	..	..	..	..	..
" *dep.*	3 47	4 53	4 56	5 24*	5 34*	6 27	10 3	8 47
Officer	3 54	4 58*–41,30,69, 230	5 2	5 27*	5 37*	6 34	10 11	8 55
Beaconsfield ..	3 59	5 0*	5 6	*	*	6 39	10 17	9 2
Berwick .. *arr.*	..	..	..	..	..	..	10 20–25	..
" *dep.*	4 3	5 2*	5 9	5 31*	5 41*	6 43	10 22	9 7
Narre Warren ..	4 6*	5 7–	5 14	5 34*–68, 69	5 44*	6 47	10 27	9 12
Hallam NC ..	4 9*		5 17	*	*	*	*	*
General Motors NC	*	..	*	*	*	*	*	*
DANDENONG *arr.*	..	..	..	..	..	..	..	..
" *dep.*	4 16B	..	5 24	5 43	5 53	6 57B	10 35	9 23
Yarraman	*	..	*	*	*	*	*	*
Noble Park ..	*	..	*	*	*	*	*	*
Sandown Park ○ ..	*	..	*	*	*	*	*	*
Springvale ..	*	..	5 32	*	*	*	*	*
Westall ○	*	..	*	*	*	*	*	*
Clayton	*	..	*	*	*	*	*	*
Huntingdale ..	*	..	*	*	*	*	*	*
Oakleigh	*	..	5 40	*	*	*	*	*
Hughesdale ..	*	..	*	*	*	*	*	*
Murrumbeena ..	*	..	*	*	*	*	*	*
Carnegie ..	*	..	*	*	*	*	*	*
Caulfield	4 35B	..	5 46	6 2	6 14	7 15B	10 55	9 45
Malvern	*	..	*	*	*	*	*	*
Armadale	*	..	*	*	*	*	*	*
Toorak	*	..	*	*	*	*	*	*
Hawksburn ..	*	..	*	*	*	*	*	*
South Yarra ..	*	..	*	*	*	*	*	*
Richmond	*	..	5 56	*	*	7 28	*	*
MELBOURNE—								
Flinders St. *arr.*	4 50	..	6 1	6 20	6 30	7 33	11 15	10 1
	24	68		30	30A	32	28	76

May not connect with "Spirit of Progress" during holiday periods. Buffet carriage attached

B. Available for suburban passengers entraining and/or detraining at Dandenong and Caulfield.

C. Passengers change trains.

F. No. 68 will be cancelled on Public Holidays. **R-** Refreshments.

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

MELBOURNE–WARRAGUL–YALLOURN–MORWELL BRIQUETTE SIDING–BAIRNSDALE (via MAFFRA)

DOWN — **Goods Service**

STATIONS			1 Through Goods Mon. (Tues. to Sat. ‡)	35 Express Goods (News) Mon. to Fri.	35A Express Goods (News) Sat.	113 Goods (News) Mon. to Sat.		
			a.m.	a.m.	a.m.	a.m.		
MELBOURNE—								
Melbourne Yard		*dep.*	..	..	..	..	..	..
East Yard	..	*dep.*	12 15	12 20H	12 20H	1 10	..	..
Viaduct Junction		..	12 20	12 30	12 30	1 20	..	..
Flinders St.	..	*arr.*	..	12 35	12 35	1 25F	..	..
,,	..	*dep.*	12 30	1 15	1 15	1 39	..	..
Richmond	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..	..
Toorak ..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..	..
Caulfield	..	*arr.*	..	..	..	..	..	..
,,	..	*dep.*	12 50	1 29	1 29	2 0	..	..
Carnegie	..	..	..	..	..	..	..	..
Murrumbeena	..	..	..	..	..	..	..	..
Hughesdale	..	..	..	–122	–122	..	..	..
Oakleigh	..	..	..	1 34	1 34	2 6	..	..
Huntingdale	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..	..
Sandown Park ○	..	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..
Yarraman	..	..	..	..	..	..	..	..
DANDENONG		*arr.*	..	..	..	..	..	..
,,	..	*dep.*	1 15	1 46	1 46	2 25	..	..
General Motors NC		..	..	..	..	..	..	..
Hallam NC	..	..	..	..	..	..	..	..
Narre Warren	..	*arr.*	..	..	..	..	..	..
,,	..	*dep.*	1 26	1 52	1 52	2 40	..	..
Berwick	..	*arr.*	..	..	..	..	..	..
,,	..	*dep.*	1 31	1 55	1 55	2 49	..	..
Beaconsfield	..	..	..	1 57	1 57	2 56	..	..
Officer ..	..	*arr.*	..	..	..	..	..	..
,,	..	*dep.*	1 37	2 0	2 0	3 4	..	..
Pakenham	..	*arr.*	..	2 5	2 5	3 15	..	..
,,	..	*dep.*	1 43	2 8	2 8	5 20	..	..
Nar-Nar-Goon	..	*arr.*	..	2 14	2 14	5 33–79	..	..
(See note, page 82)		*dep.*	1 49	2 16	2 16	6 5	..	..
Tynong ..	..	*arr.*	..	..	..	6 13	..	..
,,	..	*dep.*	1 54	2 19	2 19	6 23	..	..
Garfield	..	*arr.*	..	..	..	6 30	..	..
,,	..	*dep.*	..	2 24	2 24	6 40	..	..
Bunyip ES	..	*arr.*	..	..	2 28	6 46	..	..
,,	..	*dep.*	2 2	2 27	2 30	7 30	..	..
Longwarry ES	..	*arr.*	..	..	2 34	7 37	..	..
,,	..	*dep.*	2 7	2 31	2 36	7 55	..	..
Drouin (See note, p. 82)		*arr.*	..	2 38	2 43	8 8	..	..
,,	..	*dep.*	2 18	2 41	2 46	9 20	..	..
WARRAGUL	..	*arr.*	2 28	2 48	2 53	9 40	..	..
,,	..	*dep.*	..	2 54	2 59	..	..	..

Maximum permissible speed Sixty (60) m.p.h.

Roadside Goods

39, 4, 44, 4A, 70, 15, 27, 8, –79

Continued on Page 13

1	35	35A	113

F. 1.10 a.m. (**No. 113**) News Goods is to be routed via No. 1 Centre Platform Flinders Street.
H. 12.20 a.m. (**No. 35**) and (**No. 35A**) are to be routed via No. 1 Centre Platform, Flinders Street. Load to be limited to 355 tonnes conveyed in bogie vehicles suitable for 60 M.P.H. operation.

Goods Service—continued.

DOWN

STATIONS		13 Thro. Goods Mon. to Sat.			35 Exp. Goods (News) Mon. to Fri.	35A Exp. Goods (News) Sat.	
WARRAGUL ..	*arr.*	a.m.	..	..	a.m.	a.m.	..
,, ..	*dep.*	2 0	..	..	2 48	2 53	..
Caltex Siding NC ..		..	..	..	2 54	2 59	..
Darnum ○ (See note p. 82)	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	2 8	..	..	..	..	..
Yarragon	*arr.*	..	..	..	3 0	3 5	..
,, ..	*dep.*	2 13	..	..	3 5	3 10	..
Trafalgar	*arr.*	..	..	..	3 7	3 12	..
(See note, page 82) ..	*dep.*	2 21	..	..	3 14	3 19	..
Moe †	*arr.*	2 32	..	..	3 19	3 24	..
,, ...	*dep.*	2 52	..	..	3 27	3 32	..
					3 30	3 35	..
YALLOURN † ..	*arr.*	..	..	..	..	..	..
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Morwell ES ..	*arr.*	..	..	..	3 43	3 48	..
,, ..	*dep.*	3 11	..	..	3 46	3 51	..
Morwell Briquette Sdg.	*arr.*	3 20 –14, 14A	..	..	..	..	..
Hazelwood Sdg. NC	*arr.*	..	..	..	..	..	..
Maryvale NC ES ..	*arr.*	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..
TRARALGON ES ..	*arr.*	..	..	..	4 0 –8	4 5 –8	..
,, ..	*dep.*	..	..	..			..
Glengarry ○ ES ..	*arr.*	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..
Toongabbie (See note, p. 82)		..	..	..	..	..	..
Cowwarr ○ ES ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Heyfield ES ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Tinamba ○ ES ..	*arr.*	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..
MAFFRA ES ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Stratford Junct. NC ES ..		..	..	..	..	..	..
STRATFORD ES ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Munro NC ..		..	..	..	..	..	..
Fernbank ○ ES ..	*arr.*	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..
Lindenow ES ..		..	..	..	..	..	..
Hillside NC ..		..	..	..	..	..	..
S.E.C. Siding NC ..		..	..	..	..	..	..
Bairnsdale Oil Siding NC		..	..	..	..	..	..
BAIRNSDALE ES ..	*arr.*	..	..	..	..	..	..
		13			35	35	

Maximum permissible speed sixty (60) m.p.h. 225, 70

Maximum permissible speed fifty (50) m.p.h.

Maximum permissible speed sixty (60)m. p.h. 225

Maximum permissible speed fifty (50) m.p.h.

Note :—For Traralgon/Maffra Passenger Service see Page 38.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-BAIRNSDALE (via MAFFRA)

DOWN — Goods Service

STATIONS		39 Thro. Goods Mon. to Sat.		79 Thro. Goods Mon. to Sat. ‡	91 Through Goods Mon. to Sat.	115A Road-side Goods Sat.		91A Through Goods Mon. to Sat. ‡
	dep.	a.m. 2 20A	..	a.m. ..	a.m. ..	a.m. ..	..	a.m. 8 30A
MELBOURNE—								
Melbourne Yard ..	dep.	..	..	..	..	..	..	..
East Yard	dep.	..	..	4 15	..	6 0	..	..
Viaduct Junction ..	..	2 55	..	4 25	..	6 10	..	9 10
Flinders St.	arr.	3 0	..	..	..	..	..	9 15
"	dep.	3 15	..	4 30	..	6 15	..	9 30
Richmond	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..	..
Caulfield	arr.	..	..	..	..	..	..	..
"	dep.	3 36	..	4 51 126, 130A	..	6 38	..	9 51
Carnegie	..	..	..	..	..	..	..	..
Murrumbeena	..	..	..	..	..	..	..	..
Hughesdale	..	..	..	..	..	..	..	..
Oakleigh	..	3 43	..	4 58	..	6 48	..	9 58
Huntingdale	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..
Yarraman	..	.. 130A, 126	..	..	..	.. 15, 44	..	..
DANDENONG ..	arr.		..	..	..	7 9	..	–8
"	dep.	4 1	..	5 21	8 35	8 15	..	10 20
General Motors NC ..	..	..	..	..	..	.. –14	..	..
Hallam NC	..	..	..	..	.. 115A	..	..	..
Narre Warren	arr.	..	..	..	..	8 40–91	..	..
"	dep.	4 12	..	5 32	8 46	9 0	..	10 31
Berwick	arr.	..	..	..	..	9 7	..	..
"	dep.	4 17	..	5 37	8 51	9 45 8, 21	..	10 36
Beaconsfield	arr.	..	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..	..
Officer	arr.	..	..	..	..	10 0	..	..
"	dep.	4 23	..	5 43	8 58	10 10 70	..	10 42
Pakenham	arr.	..	..	..	..	10 20	..	..
		—113				Thro. Goods		
"	dep.	4 29	..	5 49	9 5	10 35	..	10 48
Nar-Nar-Goon	arr.	..	..	..—113	..	10 45	..	—115A
(See note, page 82) ..	dep.	4 35	..	5 55	9 12	11 5 91A	..	10 54
Tynong	arr.	..	..	..	..	..	..	..
"	dep.	4 40	..	6 0	9 18	11 11	..	10 59
Garfield	arr.	..	..	..	..	..	..	..
"	dep.	..	..	6 10–34	..	11 20	..	..
Bunyip ES	arr.	..	..	..	..	..	..	..
"	dep.	4 48	..	6 20	9 31–12	11 28	..	11 7
Longwarry ES	arr.	..	..	..	..	..	..	–64
"	dep.	4 53	..	6 27	9 36	11 33	..	11 12
Drouin	arr.	..	..	..	..	..	..	..
(See note, page 82)								
"	dep.	5 4	..	6 38	9 47	11 44	..	11 23
WARRAGUL	arr.	5 25 14, 70, 34	..	7 5	10 5	11 59	..	11 40
	..							p.m.
	..				–21, 79			–115A
"	dep.	6 30	..	10 50	10 30	..	..	12 15

Continued on page 15

39 | 79 | 91 | 115A | 115

A. May originate Maribyrnong or other Metropolitan Terminal as arranged by Centrol.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-BAIRNSDALE
(Via MAFFRA)

DOWN Goods Service.—continued

STATIONS		103 Pilot Mon. to Sat. (See Note)	39 Thro. Goods Mon. to Sat.	101 R'dside Goods Mon. to Sat. (See Note A)	35 Thro. Goods Mon. to Fri.	79 Thro. Goods Mon. to Sat. ‡	91 Thro. Goods Mon. to Sat.	91A Thro. Goods Mon. to Sat. ‡
WARRAGUL ..	*arr.*	a.m. ..	a.m. 5 25	a.m. ..	a.m. ..	a.m. 7 5	a.m. 10 5	a.m. 11 40
			–14, 70, 34	–44, 14			–21, 79	p.m.
"	*dep.*	..	6 30	6 45	..	10 50	10 30	12 15
Caltex Siding NC ..	..	..	..	..	..	..	..	..
Darnum ○	*arr.*	..	..	6 55	..	..	..	..
(See note, page 82) ..	*dep.*	..	6 38	7 15	..	11 0	10 38	12 23
Yarragon	*arr.*	..	..	7 24	..	..	..	..
"	*dep.*	..	6 43	7 54	..	11 5	10 43	12 28
Trafalgar	*arr.*	..	..	8 5–12	..	..	..	..
(See note, page 82) ..	*dep.*	..	6 51	8 50	..	11 13	10 52	12 36
Moe †	*arr.*	..	..	9 3	..	..	..	12 47
..				–64, 15				
"	*dep.*	6 45	7 5–4A	10 10	..	11 25	11 5	1 5
YALLOURN ..	*arr.*	7 5	..	..	..	..	..	..
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	.. 91, 62	.. 79, 62	..
Morwell ES	*arr.*	..	..	10 27	..	..	11 23	..
"	*dep.*	..	7 24	10 37	..	11 42	11 52	1 25
Morwell Briq. Sdg. ..	*arr.*	..	7 35 —64	10 47 —62	..	..	p.m. 12 2 —50	1 40 —50
Hazelwood Sdg. NC ..	*arr.*	..	..	..	..	..	..	..
Maryvale NC ES ..	*arr.*	..	..	..	..	11 50	..	..
(See note, page 82)						p.m.		
" ..	*dep.*	..	..	..	..	12 15 84	..	..
TRARALGON ES ..	*arr.*	..	..	..	..	12 35	..	..
						Mon. to Fri. ‡		
" ..	*dep.*	..	..	..	8 25	1 50	..	..
Glengarry ○ ES ..	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	8 39	2 7	..	..
Toongabbie	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..	..
Cowwarr ○ ES	*arr.*	..	..	..	..	2 34	..	..
"	*dep.*	..	..	..	9 2	2 45–18	..	..
Heyfield ES	*arr.*	..	..	..	..	3 5	..	..
"	*dep.*	..	..	..	9 16	3 25–10	..	..
Tinamba ○ ES	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	9 26	3 50	..	..
MAFFRA ES	*arr.*	..	..	..	9 55	..	..	..
					Road-side Goods			
"	*dep.*	..	..	..	10 20–26	4 2	..	..
Stratford Junct. NC ES ..	..	..	..	..	10 32	4 7	..	..
STRATFORD ES ..	*arr.*	..	..	..	10 37	..	..	..
.. ..	*dep.*	..	..	..	11 18	4 12	..	..
Munro NC	..	..	..	..	.. –6A	..	..	..
					p.m.			
Fernbank ○ ES ..	*arr.*	..	..	..	12 0	..	..	..
"	*dep.*	..	..	..	12 18	4 47	..	..
Lindenow ES	*arr.*	..	..	..	12 30–21	5 1–124	..	..
"	*dep.*	..	..	..	1 20	5 20	..	..
Hillside NC	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..
BAIRNSDALE ES ..	*arr.*	..	..	..	1 50–30	5 45	..	..
		103	**39**	**101**	**35**	**79**	**91**	**91A**

Note :—For Traralgon—Maffra Passenger Service See page 38. **A.—No. 101** must not exceed 30 vehicles on arrival at Trafalgar, may operate to Hazelwood Siding as arranged by Control.
Note:—The Yallourn Pilot may also operate as locally arranged to clear available loading.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-BAIRNSDALE (via MAFFRA)— Goods Service.—continued.

DOWN

STATIONS		119 Thro. Goods Sat.	115 Roadside Goods Mon. to Fri.	127 Through Goods Mon. to Sat.
	dep.	a.m.	a.m.	a.m.
MELBOURNE—		..	..	10 25A
Melbourne Yard ..	*dep.*	..	..	..
East Yard	..	9 15	9 15	..
Viaduct Junction ..	..	9 30	9 30	11 3
Flinders Street ..	*arr.*	..	..	11 8
" ..	*dep.*	9 35	9 35	11 25
Richmond ..	..	..	..	..
South Yarra ..	..	..	..	..
Hawksburn ..	..	..	..	..
Toorak	..	..	..	..
Armadale ..	..	..	..	..
Malvern	..	..	..	..
Caulfield	..	9 59	9 59	11 46
Carnegie	..	..	..	..
Murrumbeena ..	..	..	..	..
Hughesdale ..	..	..	..	–8
Oakleigh ..	..	10 9	10 9	11 53
Huntingdale ..	..	..	..	..
Clayton ..	..	..	..	..
Westall ○ ..	..	..	..	..
Springvale ..	..	..	..	..
Sandown Park ○ ..	..	..	..	..
Noble Park ..	..	..	..	..
Yarraman	..	..	..	..
DANDENONG ..	*arr.*	10 32	10 32	..
		–12A, 8	–36, 8	p.m.
" ..	*dep.*	11 0	10 55	12 13
General Motors NC	..	..	..	..
Hallam NC ..	..	..	..	..
Narre Warren ..	*arr.*	..	11 9	..
..				
" ..	*dep.*	11 13	11 40	12 24
Berwick	*arr.*	..	11 47	..
			p.m.	
			–64, 127	–115
" ..	*dep.*	11 18	12 32	12 29
Beaconsfield ..	*arr.*	..	12 38	..
" ..	*dep.*	..	12 45	..
Officer	*arr.*	..	12 52	..
			Thro. Goods	
"	*dep.*	11 24	1 0	12 35
Pakenham ..	*arr.*	..	..	..
" ..	*dep.*	11 30	1 10	12 43
Nar-Nar-Goon ..	*arr.*	..	..	..
(See note, p. 82) ..	*dep.*	11 36	1 19	12 50
Tynong	*arr.*	..	..	..
"	*dep.*	11 41	1 27	12 55
Garfield	*arr.*	..	..	..
"	*dep.*	..	1 34	..
Bunyip ES ..	*arr.*	..	..	..
..				
" ..	*dep.*	11 49	1 41–62	1 3
Longwarry ES ..	..	11 54	1 47	1 8
		p.m.		
Drouin	..	12 5	2 0	1 19
(See note, p. 82)				
WARRAGUL ..	*arr.*	12 25	2 20–58	1 35
				–119
" ..	*dep.*	3 30	..	2 15
Continued on Page 17 ..		**119**	**115**	**127**

A. May originate Maribyrnong or other Metropolitan Terminal as arranged by Centrol.

DOWN

STATIONS		93 Thro. Goods (Mon. to Fri. ‡)		127 Thro. Goods Mon. to Fri.		127 Thro. Goods Sat.		119 Thro. Goods Sat.
WARRAGUL	*arr.*	a.m. ..	..	p.m. 1 35 —119	..	p.m. 1 35 —119	..	p.m. 12 25
„	*dep.*	11 30	..	2 15	..	2 15	..	3 30
Caltex Siding NC ..	..	..	..	..	..	..	..	..
Darnum ○	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	11 38	..	2 23	..	2 23	..	3 38
Yarragon	*arr.*	..	..	..	..	..	..	..
„	*dep.*	11 43	..	2 28	..	2 28	..	3 43
Trafalgar	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	11 51	..	2 36	..	2 36	..	3 51
Moe †	*arr.*	—62 p.m.	..	2 47 —50	..	2 47 —33, 50	..	..
„	*dep.*	12 5	..	3 10	..	3 30	..	4 2
YALLOURN † ..	*arr.*	..	..	..	..	..		..
Herne's Oak NC ..	*arr.*	..	..	..	..	—84A	..	..
„	*dep.*	..	..	..	..	..	..	..
Morwell ES	*arr.*	..	..	.. —84	..	3 50	..	4 20 —30A
„	*dep.*	12 25	..	3 30	..	3 55		5 45
Morwell Briquette Sdg.	*arr.*	..	..	3 40 —120	..	4 5 —120	..	..
Hazelwood Siding NC ..	*arr.*	12 35—94	..		..		..	..
Maryvale NC ES ..	*arr.*		..	..	..	..	..	..
(See note, page 82) ..								—78
„	*dep.*	..	..	..	..	..	..	..
TRARALGON ES ..	*arr.*	..	..	..	..	..	..	6 5
„	*dep.*	..	..	..	..	..	..	
Glengarry ○ ES	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..	..
Toongabbie	..	..	..	..	..	..	..	..
(See note, page 82)								
Cowwarr ○ ES	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Heyfield ES	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Tinamba ○ ES	*arr.*	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..	..
MAFFRA ES	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Stratford Junction NC ES	..	..	..	..	..	..	..	..
STRATFORD ES ..	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Munro NC	..	..	..	..	..	..	..	..
Fernbank ○ ES	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Lindenow ES	*arr.*	..	..	..	..	..	..	..
„	*dep.*	..	..	..	..	..	..	..
Hillside NC	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..
BAIRNSDALE ES ..	*arr.*	..	..	..	..	..	..	..
..	..							
		93		**127**		**127**		**119**

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-TRARALGON-BAIRNSDALE (via MAFFRA) Goods Service—continued.

DOWN

STATIONS		129 Thro. Gds. Mon. to Fri. ‡	121 Through Goods Mon. to Fri ‡	139 Thro. Goods Sat. ‡	229 Light Engine Mon to Fri ‡	205 Thro. Goods Sat.	217 Thro. Gds. Sat. ‡	231 Thro. Gds. Mon. to Fri.	219 Thro. Goods Mon. to Fri.
	dep.	p.m. 12 20A	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. ..
MELBOURNE—					Ex				
Melbourne Yard	dep.	..	..	2 15A	Dynon	5 0A	..	..	..
East Yard ..	dep.	..	2 15	..	3 45	..	6 20	..	6 40
Viaduct Junction ..		1 5	2 30	3 0	4 4	5 40	6 30	..	6 50
Flinders St. ..	arr.	1 10	..	..	..	..	..	..	..
	dep.	1 29	2 35	3 10	4 8	5 45	6 35	..	6 54
Richmond ..	..	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..	..
Toorak ..	..	..	..	..	..	..	..	..	..
Armadale ..	..	..	..	..	..	..	..	..	..
Malvern ..	..	..	..	..	..	..	..	..	..
Caulfield ..	..	1 50	2 59	3 31	4 25	6 6	6 58	..	7 18
Carnegie ..	..	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..	..
Hughesdale ..	..	..	..	..	..	..	..	..	..
Oakleigh ..	arr.	..	..	..	..	..	..	..	7 28
„ ..	dep.	1 57	3 8	3 38	..	6 13	7 8	..	8 10
Huntingdale ..	..	..	..	..	..	..	..	..	..
Clayton ..	..	..	..	..	..	..	..	..	..
Westall ○ ..	..	..	..	..	..	..	..	..	..
Springvale ..	..	..	..	..	..	..	..	..	..
Sandown Park ○	..	..	..	..	..	..	..	..	..
Noble Park ..	..	..	..	..	..	..	..	..	..
Yarraman	..	..	..	..	..	..	..	..	..
DANDENONG	arr.	..	3 32	..	4 55 Runs	6 32 **–53A**	7 32 **–84A**	..	
„ ..	dep.	2 20	3 56	3 56	**231**	7 0	7 45	7 0	8 31
General Motors NC	..	..	..	..	..	..	..	..	..
Hallam NC ..	..	..	..	..	..	..	..	..	..
Narre Warren ..	arr.	..	..	..	..	..	..	..	..
„ ..	dep.	2 31	4 7	4 7	..	7 15	7 58	7 11	8 42
Berwick ..	arr.	..	..	..	..	..	..	..	..
„ ..	dep.	2 36	4 12	4 12	..	7 20	8 3	7 16	8 47
Beaconsfield ..	..	..	..	..	..	..	..	..	..
Officer ..	..	2 42	4 18	4 18	..	7 26	8 9	7 22	8 53
Pakenham ..	arr.	..	..	..	..	..	..	**–58**	..
„ ..	dep.	2 48	4 24	4 24	..	7 32	8 15	7 28	8 59
Nar-Nar-Goon ..	arr.	..	..	..	..	..	..	..	..
(See note, Page 82)	dep.	2 54	4 34	4 34	..	7 38	8 21	7 34	9 5
Tynong ..	arr.	..	..	..	..	..	..	..	..
„ ..	dep.	2 59	4 40	4 40	..	7 46	8 26	7 39	9 10
Garfield ..	..	..	..	..	..	..	..	..	..
Bunyip ES ..	arr.	..	..	..	..	7 56 **120**	..	7 49 **120**	..
„ ..	dep.	3 7	4 50–58	4 50	..	8 5	8 34	8 5	9 18 **80, 122, 110, 221, 124**
Longwarry ES ..	arr.	..	..	..	..	..	..	..	..
„ ..	dep.	3 12	4 57	4 57	..	8 15	8 39	8 12	9 23
Drouin ..	arr.	..	..	..	..	..	..	..	..
(See note, Page 82)	dep.	3 23–58	5 8	5 8	..	8 28	8 50	8 26	9 34
WARRAGUL ..	arr.	3 40	5 20	5 20	..	8 45	9 5	8 40 **–80**	9 49
			Through Goods Mon. to Fri.						
„ ..	dep.	6 0	8 15	6 45	..	..	..	..	11 15
		129	**121**	**139**	**229**	**205**	**217**	**231**	**219**

Continued on Page 19

A. May originate Maribyrnong or other Metropolitan Terminal as arranged by Centrol.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-TRARALGON-BAIRNSDALE (Via MAFFRA) Goods Service—continued.

DOWN

STATIONS		133 Thro. Goods Sat.		129 Thro. Gds. Mon. to Fri. ‡		139 Thro. Gds. Sat. ‡		121 Thro. Gds. Mon. to Fri.	219 Thro. Goods Mon.to Fri.
WARRAGUL ..	*arr.*	p.m. ..	..	p.m. 3 40	..	p.m. 5 20	..	p.m. 5 20	p.m. 9 49
		–30A							–80, 122, 110, 221, 124
"	*dep.*	5 35	..	6 0	..	6 45	..	8 15	11 15
Caltex Siding NC ..		..	..	..	..	..	..	..	..
Darnum ○	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	5 43	..	6 8	..	..	..	8 25	11 23
Yarragon	*arr.*	..	..	..	..	..	..	–80 ..	..
"	*dep.*	5 48	..	6 13	..	6 58	..	8 34	11 28
Trafalgar	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82) ..	*dep.*	5 56	..	6 21	..	7 6	..	8 44	11 36
Moe †	*arr.*	6 7	..	6 32 80, 41	..	..	..	8 57	..
		–120,78		–120				–124	–130
"	*dep.*	6 47	..	7 35	..	7 17	..	10 16 110, 122,	11 47
YALLOURN † ..	*arr.*	..	..	..	..	..	..	..	..
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..	..	Tue. to Sat.
"	*dep.*	..	..	..	..	..	..	..	a.m.
Morwell ES	*arr.*	7 7	..	7 54	..	7 36	..	10 32	12 4
		–126						–130	–132, 132A
"	*dep.*	7 22	..	7 59	..	7 42E	8 5E ..	11 20	12 40
Morwell Briq. Sdg. ..	*arr.*	..	..	8 10	..	7 55	.. ..		
				–122		–106		..	..
Hazelwood Sdg. NC. ..	*arr.*	..	..		..		.. ..	..	..
Maryvale NC ES ..	*arr.*	7 29	..	..	..	..	.. ..	..	..
(See note, page 82)									
"	*dep.*	7 44	..	..	..	..	.. ..	..	..
TRARALGON ES ..	*arr.*	8 0	..	..	..	..	8 30 ..	11 40	1 0
"	*dep.*		..	..	..	..	..		2 20
Glengarry ○ ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	.. ..	..	2 34
Toongabbie	..	..	..	..	..	..	.. ..	..	..
(See note, page 82)									
Cowwarr ○ ES ..	*arr.*	..	..	..	..	..	.. ..	..	3 9–8
"	*dep.*	..	..	..	..	..	.. ..	..	3 20
Heyfield ES	*arr.*	..	..	..	..	..	.. ..	..	..
"	*dep.*	..	..	..	..	..	.. ..	..	3 43
Tinamba ○ ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	.. ..	..	3 56
MAFFRA ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
"	*dep.*	..	..	..	..	..	.. ..	..	4 8
Stratford Jct. NC ES ..		..	..	..	..	..	.. ..	..	4 22
STRATFORD ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
"	*dep.*	..	..	..	..	..	.. ..	..	4 28
Munro NC	..	..	..	..	..	..	.. ..	..	..
Fernbank ○ ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
"	*dep.*	..	..	..	..	..	.. ..	..	5 5
Lindenow ES ..	*arr.*	..	..	..	..	..	.. ..	..	..
"	*dep.*	..	..	..	..	..	.. ..	..	5 23
Hillside NC	..	..	..	..	..	..	.. ..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	.. ..	..	.. 121A
Bairnsdale Oil Sdg. NC	..	..	..	..	..	..	.. ..	..	..
BAIRNSDALE ES ..	*arr.*	..	..	..	..	..	.. ..	..	5 45
		133		129		139	139	121	219

E. No. 139 may operate to either Morwell Briquette Siding or Traralgon as arranged by Centrol.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-TRARALGON BAIRNSDALE (via MAFFRA) Goods Service—continued.

DOWN

STATIONS				221 Thro. Goods Mon. to Fri.	223 Thro. Goods Mon. to Fri.	225 Thro. Goods Mon. to Fri.	227 Thro. Goods Mon. to Fri.
				p.m.	p.m.	p.m.	p.m.
	dep.	..	..	..	..	..	11 15A
MELBOURNE—							
Port Melbourne	dep.	..	..	..	8 45	..	..
Melbourne Yard ..	dep.	..	..	..	..	9 30	..
East Yard	dep.	..	..	8 10	..	..	..
Viaduct Junction ..	..	..	..	8 20	..	10 5	11 25
Flinders Street ..	arr.	..	..	..	8 56	..	..
"	dep.	..	..	8 25	9 28	10 9	11 30
Richmond	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..
Caulfield	..	..	..	8 50	9 49	10 30	11 52
Carnegie	..	..	..	..	..	..	Tue
Murrumbeena ..	..	..	..	..	..	..	to Sat.
Hughesdale ..	..	..	..	..	..	..	a.m.
Oakleigh	..	..	..	8 57	9 56	10 37	12 2
Huntingdale ..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..
Springvale ..	..	..	..	..	..	..	..
Sandown Park ○	..	..	..	..	..	..	..
Noble Park ..	..	..	..	..	..	..	..
Yarraman ..	..	..	..	..	..	..	..
DANDENONG ..	arr.	..	..	9 17	..	..	..
				—120			
"	dep.	..	..	9 22	10 16	10 58	12 24
General Motors NC ..	..	..	..	..	..	..	..
Hallam NC	..	..	..	..	..	..	..
Narre Warren	arr.	..	..	..	..	..	..
"	dep.	..	..	9 35	10 27	11 9	12 35
Berwick	arr.	..	..	..	..	..	..
"	dep.	..	..	9 40	10 32	11 14	12 40
Beaconsfield ..	..	..	..	..	..	..	..
Officer	..	..	..	9 46	10 38	11 20	12 46
Pakenham	arr.	..	..	..	..	..	..
"	dep.	..	..	9 52	10 44	11 26	12 52
Nar-Nar-Goon	arr.	..	..	..	..	..	..
(See note, page 82) ..	dep.	..	..	9 58	10 50	11 32	12 58
Tynong	arr.	..	..	..	..	..	..
"	dep.	..	..	10 3	10 55	11 37	1 3
Garfield	..	..	..	..	..	..	..
Bunyip ES	arr.	..	..	..	..	—124	
"	dep.	..	..	10 11	11 3	11 45	1 11
Longwarry ES	arr.	..	..	—122	..	..	..
"	dep.	..	..	10 16	11 8	11 51	1 16
				219, 124, 223, 243		Tue. to Sat. a.m.	
Drouin	arr.	..	..	..	..	12 2	..
(See note, page 82) ..	dep.	..	..	10 27	11 19	12 40	1 27
WARRAGUL	arr.	..	..	10 45	11 30	12 52	1 45
				Tues. to Sat. a.m.		—227, 13, 1 130, 132, 130A	
"	dep.	..	..	12 25	..	2 30	..
Continued on page 21				221	223	225	227

A. May originate Maribyrnong or other Metropolitan Terminal as arranged by Centrol.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-BAIRNSDALE (Via MAFFRA)

Goods Service—continued.

DOWN

STATIONS		243 Thro. Goods Mon. to Fri.	1 Thro. Gds. Mon. ‡	5 Thro. Gds. Mon.	5A Thro. Gds. Tue. to Fri.	7 Thro. Gds. Sat.	221 Thro. Goods Mon. to Fri.	11 R'side Gds. Mon. to Sat.	225 Thro. Gds. Tue. to Sat.	
		p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	
WARRAGUL ..	*arr.*	..	..	..	..	..	10 45	..	12 52	..
							Tue. to Sat. a.m.			
„	*dep.*	11 35	..	..	..	..	12 25	..	2 30	..
Caltex Siding NC ..	..	..	..	..	..	..	..	..	..	..
Darnum ○ (See note, p.82)		11 43	..	..	..	..	12 33	..	2 38	..
Yarragon	..	11 48	..	..	..	..	12 38	..	2 43	..
Trafalgar	*arr.*	..	..	..	..	..	..	..	..	..
(See note page 82) ..	*dep.*	11 56	..	..	..	..	12 46	..	2 51	..
		Tue. to Sat. a.m.								
Moe †	*arr.*	12 10 **–132**	..	..	..	..	12 59 **–130A**	..	3 5 **–35 35A,70**	..
„	*dep.*	12 40	..	..	..	..	1 40	..	4 5	..
YALLOURN †	*arr.*	..	..	..	..	..	..	..	..	..
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..	..	..	..
„	*dep.*	12 50	..	..	..	..	1 51	..	4 15	..
Morwell ES	*arr.*	1 0 **–130A**	..	..	..	..	2 0 **–70**	..	4 25	..
„	*dep.*	1 30	..	..	..	..	2 25	..	4 50	..
Morwell Briquette Sdg.	*arr.*	..	..	..	..	..	..	..	..	..
Hazelwood Sdg. NC.	*arr.*	..	..	..	..	..	..	..	..	..
Maryvale NC ES ..	*arr.*	..	..	..	..	..	..	..	5 0	..
(See note, page 82) ..	*dep.*	..	..	..	..	..	..	..	5 30	..
TRARALGON ES ..	*arr.*	1 50 **–219, 70**	..	..	.. **–8**	.. **–8**	2 40 **R'side**	..	5 45 **–8, 44**	..
„	*dep.*		2 30	3 30	4 15	4 15	4 30	5 0		..
Glengarry ○ ES	*arr.*	..	..	..	..	..	To Sale	5 19	..	..
(See note, page 82) ..	*dep.*	..	2 44	3 44	4 29	4 29	page 39	5 36	..	..
Toongabbie (See note, p. 82)	..	..	..	..	..	..	..	5 53	..	..
Cowwarr ○ ES	*arr.*	..	..	..	..	..	..	6 8	..	..
„	*dep.*	..	3 14	4 7	4 52	4 52	..	6 29	..	..
Heyfield ES	*arr.*	..	..	..	..	..	..	6 50 **–2**	..	..
„	*dep.*	..	3 28	4 21	5 6	5 6	..	7 43	..	..
Tinamba ○ ES	*arr.*	..	..	..	..	..	..	7 58	..	..
(See note, page 82) ..	*dep.*	..	3 49	4 31	5 16	5 16	..	8 35	..	..
MAFFRA ES	*arr.*	..	..	..	5 25	5 25	..	8 50	..	..
„	*dep.*	..	3 50	4 40	5 55	5 50	..		..	..
Stratford Junct. NC ES ..	..	..	4 3	..	6 10	6 5	..	..	..	..
STRATFORD ES ..	*arr.*	..	..	..	6 14	..	..	..	..	..
„	*dep.*	..	4 9	4 57	6 24	6 10	..	..	..	..
Munro NC	..	..	..	..	..	..	..	..	..	..
Fernbank ○ ES	*arr.*	..	..	..	..	6 40 **–12A**	..	..	..	..
„	*dep.*	..	4 45	5 29	6 56	6 56	..	..	..	..
Lindenow ES	..	..	5 1	5 41	7 8	7 8	..	..	..	..
Hillside NC	..	..	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..	..	..
BAIRNSDALE ES ..	*arr.*	..	5 25 **–12**	6 5 **–12**	7 35 **–6A**	7 35 **–6A**	..	..	..	..
		243	**1**	**5**	**5A**	**7**	**221**	**11**	**225**	

Note :—For Traralgon-Maffra Passenger Service, see Page 38.

MELBOURNE-WARRAGUL-YALLOURN-MORWELL BRIQUETTE SIDING-TRARALGON-BAIRNSDALE (via MAFFRA)

Goods Service—continued.

DOWN

STATIONS		49 Thro. Goods Sunday ‡		245 Thro. Goods Sunday ‡		249 Thro. Goods Sunday ‡			
	dep.	a.m. 10 5A	..	p.m. 10 5A	..	p.m. 11 30A	..	..	..
MELBOURNE—									
Melbourne Yard ..	dep.	..	..	..	..	..	..	..	..
East Yard	dep.	..	..	..	..	..	..	..	..
Viaduct Junction		10 45	..	10 15	..	11 58	..	..	..
Flinders St. ..	arr.	..	..	..	..	..	..	..	..
						Mon. ‡ a.m.			
"	dep.	10 50	..	10 20	..	12 5	..	..	..
Richmond	..	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..	..	..
Caulfield	..	11 12	..	10 41	..	12 26	..	..	..
Carnegie	..	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..	..
Hughesdale	..	..		..	..	..	..	..	..
Oakleigh	..	11 19	..	10 48	..	12 33	..	..	..
Huntingdale	..	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..	..
Yarraman ..	..								
DANDENONG ..	arr.	..	..	..	..	..	..	..	..
"	dep.	11 38	..	11 7	..	12 50	..	..	..
General Motors NC ..	..	..	..	..	..	..	..	..	..
Hallam NC	..	..	..	..	..	..	..	..	..
Narre Warren ..	arr.	..	..	..	..	..	..	..	..
"	dep.	11 49	..	11 18	..	1 1	..	..	..
Berwick	arr.	..	..	..	..	..	..	..	..
"	dep.	11 54	..	11 23	..	1 6	..	..	..
Beaconsfield	..	p.m.	..	..	..	..	..	..	..
Officer	..	12 0	..	11 29	..	1 12	..	..	..
Pakenham	arr.	..	..	..	..	..	..	..	..
"	dep.	12 6	..	11 35	..	1 18	..	..	..
Nar-Nar-Goon ..	arr.	..	..	..	..	..	..	..	..
(See note Page 82) ..	dep.	12 12	..	11 41	..	1 24	..	..	..
Tynong	arr.	..	..	..	..	..	..	..	..
"	dep.	12 17	..	11 46	..	1 29	..	..	..
Garfield	..	..	..	..	..	..	..	..	..
Bunyip ES	arr.	..	..	..	..	..	..	..	..
"	dep.	12 25	..	11 54	..	1 37	..	..	..
Longwarry ES ..	arr.	..	..	..	..	..	..	..	..
"	dep.	12 30	..	11 59	..	1 42	..	..	..
Drouin	arr.	..	..	Mon. ‡ a.m.	..	..	..	..	..
(See note, Page 82)									
"	dep.	12 41	..	12 10	..	1 53	..	..	..
WARRAGUL ..	arr.	12 50	..	12 30	..	2 5	..	..	..
		–96							..
"	dep.	1 0	..	..	..	..	..	..	..
		49		**245**		**249**			

Continued on Page 23

A. May originate Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

DOWN

STATIONS		87 Thro. Goods Sunday ‡	37 Goods Sunday ‡		49 Thro. Goods Sunday ‡			65 Thro. Goods Sunday ‡	
		a.m.	p.m.		p.m.			p.m.	
WARRAGUL ..	*arr.*	..	..	..	12 50 —96	..	..	..	..
" ..	*dep.*	8 25	12 30	..	1 0	..	..	4 45	..
Caltex Siding NC ..	..	..	..	..	..	..	..	..	..
Darnum ○ ..	..	8 33	12 38	..	1 8	..	..	4 53	..
(See note page 82) ..									..
Yarragon	..	8 38	12 43	..	1 13	..	..	4 58	..
Trafalgar	*arr.*	..	..	..	..	..	..	..	..
(See note Page 82) ..	*dep.*	8 46	12 51	..	1 21	..	..	5 6	..
Moe †	*arr.*	..	..	..	1 32	..	..	.. 100	..
	dep.	8 59	1 4	..	1 52	..	..	5 18	..
YALLOURN † ..	*arr.*	..	..	..	..	..	..	..	..
Herne's Oak NC		9 11	1 16	..	2 2	..	..	5 26	..
Morwell ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	9 19	1 26	..	2 12	..	..	5 34	..
Morwell Briquette .. Siding	*arr.*	9 35–96	1 40 152	..	2 30 –100	..	..	5 45	..
Hazelwood Siding NC	*arr.*	..	..	..		..	..	..	..
Maryvale NC ES .. (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
TRARALGON ES	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Glengarry ○ ES .. (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Toongabbie .. (See note page 82)	..	..	..	..	..	..	..	..	..
Cowwarr ○ ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Heyfield ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Tinamba ○ ES .. (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
MAFFRA ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Stratford Junct. NC ES	..	..	..	..	..	..	..	..	..
STRATFORD ES	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Munro NC ..	..	..	..	..	..	..	..	..	..
Fernbank ○ ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Lindenow ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Hillside NC ..	..	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..	..
Bairnsdale Oil Sdg. NC	..	..	..	..	..	..	..	..	..
BAIRNSDALE ES	*arr.*	..	..	..	..	..	..	..	..
		87	37		49			65	

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE

UP (via MAFFRA.) Goods Service.

STATIONS		130A Thro. Goods Tue to Sat. ‡	70 Thro. Goods Mon. to Fri. ‡		14 Thro. Goods Mon. to Sat.	8 Through Goods Tue. to Sat.				
		a.m.	p.m.		a.m.	a.m.				
BAIRNSDALE ES ..	*dep.*	..	6 45	..	..	12 15		..	..	..
Bairnsdale Oil Sdg. NC	..	..	.. 79	..	..	..		..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..		..	..	..
Hillside NC	..	..	..	..	..	..		..	..	..
Lindenow ES	*arr.*	..	..	..	..	..		..	..	..
" ..	*dep.*	..	7 10	..	..	12 41		..	..	..
Fernbank ○ ES ..	*arr.*	..	..	..	..	..		..	..	..
"	*dep.*	..	7 28	..	..	12 59		..	..	..
Munro NC	..	..	..	..	..	..		..	..	..
STRATFORD ES ..	*arr.*	..	..	..	..	..		..	..	..
"	*dep.*	..	7 55	..	..	1 28		..	..	..
Stratford Junction NC ES	..	..	8 0	..	..	1 37		..	..	..
MAFFRA ES ..	*arr.*	..	..	..	..	..		..	..	..
"	*dep.*	..	8 15	..	..	1 55		..	..	..
Tinamba ○ ES ..	*arr.*	..	..	..	..	..		..	..	..
(See note, page 82)										
"	*dep.*	..	8 28	..	..	2 8		..	..	..
Heyfield ES	*arr.*	..	.. 23, 23A	..	..	..		..	..	..
"	*dep.*	..	8 44	..	..	2 24		..	..	..
Cowwarr ○ ES ..	*arr.*	..	9 0	..	..	2 43		..	..	..
"	*dep.*	..	10 0	..	..	3 25–219		..	..	..
Toongabbie (See note, p. 82)	..	..	..	..	..	..		..	..	..
Glengarry ○ ES ..	*arr.*	..	..	..	..	..		..	..	..
(See note, page 82)										
"	*dep.*	..	10 22	..	..	3 46		..	..	..
TRARALGON ES ..	*arr.*	..	10 40	..	..	4 0–11		..	..	..
						35, 5A, 5, 44, 225				
			Tue. to Sat. ‡			Tue. to Fri.	Sat.			
"	*dep.*	12 20	a.m. 2 0	..	..	5 50	6 10	..	..	..
Maryvale NC ES ..	..	..	..	..	..	..	..	..	..	..
(See note, page 82)										
Hazelwood Siding NC ..	..	..	..	..	..	..	..	..	..	..
Morwell Briquette Sdg.	*dep.*	..	.. 221	..	5 10–13	..	..	..	..	..
Morwell ES	*arr.*	12 35 –219, 243	2 15	..	5 20	..	..	..	..	..
"	*dep.*	1 5	2 35	..	5 30	6 10	6 25	..	..	..
Herne's Oak NC ..	*arr.*	..	2 45 13	..	..	..	..	..	..	..
" ..	*dep.*	..	3 6	..	..	..	..	..	..	..
YALLOURN † ..	*dep.*	..	.. 35, 35A	..	..	..	..	..	..	..
Moe †	*arr.*	.. –221	3 17 –225	..	..	.. –14	..	..	..	..
"	*dep.*	1 22	3 32	..	5 49	6 27	6 42	..	..	..
Trafalgar	*arr.*	..	..	..	..	..	..	..	..	..
(See note, page 82) ..										
"	*dep.*	1 33	3 44	..	6 0	6 38	6 53	..	..	..
Yarragon	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	1 41	3 52	..	6 10	6 46	7 1	..	..	..
Darnum ○	*arr.*	..	..	..	..	..	.. –101	..	..	..
(See note, page 82)										
"	*dep.*	1 47	3 58	..	6 17	6 53	7 7	..	..	..
Caltex Siding NC ..	..	..	..	..	..	..	..	..	..	..
WARRAGUL ..	*arr.*	1 55 –13, 225, 1	4 10 Mon. to Sat. ‡	..	6 25	7 7 –79, 70	7 20 –79, 70	..	..	..
"	*dep.*	2 40	8 25	..	7 50	8 10	8 10	..	..	..

Must not exceed 60 vehicles in length on arrival at Traralgon.

Continued on Page 25

130A	70		14	8	8			

UP

STATIONS		130A Thro. Goods Tue. to Sat. ‡		126 Thro. Goods Mon.	70 Goods Tue. to Sat. ‡	14 Thro. Goods Mon. to Sat.	8 Thro. Goods Tues. to Fri.	8 Thro. Goods Sat. (See Note)
WARRAGUL ..	*arr.*	a.m. 1 55		a.m. ..	a.m. 4 10	a.m. 6 25	a.m. 7 7	a.m. 7 20
		..–13, 225, 1		..	Mon. to Sat. ‡		–79, 70, 14, 4A	–79,70, 14
" ..	*dep.*	2 40		2 20	8 25	7 50	8 10	8 10
Drouin	*arr.*	..		..	..	..	–113	–113
(See note, page 82) ..	*dep.*	2 51		2 32	8 37–113	8 1	8 21	8 21
Longwarry ES ..	*arr.*	..		..	8 48	..	..	..
					–15		–27	
" ..	*dep.*	2 59		2 40	8 26	8 10	8 30	8 30
Bunyip ES	*arr.*	..		..	..	–27	..	..
" ..	*dep.*	3 4		2 44	9 2	8 16	8 35	8 35
Garfield	..	..		..	9 7	..	..	..
Tynong	..	3 12		2 52	9 13	8 24	8 44	8 44
Nar-Nar-Goon ..	*arr.*	..		..	..	..	..	..
(See note, page 82) ..	*dep.*	3 17		2 57	9 20	8 30	8 50	8 50
Pakenham	*arr.*	..		..	9 30	..	..	..
		–113			–12, 21, 12A, 115A5 36			
" ..	*dep.*	3 24		3 3	10 40	8 38	8 57	8 57
Officer	..	3 32		3 9	10 48	8 45	9 4	9 4
Beaconsfield	..	..		..	..	..	..	..
Berwick	*arr.*	..		..	..	..	..	..
" ..	*dep.*	3 40		3 15	10 55	8 53	9 15	9 15
Narre Warren ..	*arr.*	..		..	..	..	..	..
" ..	*dep.*	3 45		3 19	11 0	8 58	9 21	9 21
		Tue. to Fri. ‡	Sat. ‡				12,12A 91A, 115	
Hallam NC	..			..		..	..	..
General Motors NC ..	..			..	..	..	..	..
DANDENONG ..	*arr.*	3 57	3 57	3 30–39	..	..	9 35	9 35
.. ..	*dep.*	3 57	4 35	4 30	11 12	9 12	10 50	10 50
Yarraman		..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..	..
Westall ○ ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..
Huntingdale	..	..	..	..	..	..	..	..
Oakleigh	*arr.*	4 17	..	4 48	..	..	11 15	11 15
							p.m.	p.m.
"	*dep.*	4 55	4 55	5 30	11 31	9 34	12 10	12 10
Hughesdale	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..
Carnegie	..	..	..	..	..	..	..	..
Caulfield	*arr.*	..	..	..	..	..	..	..
" ..	*arr.*	5 5	5 5	5 40	11 41	9 43	12 20	12 20
Malvern	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..
Richmond	..	..	..	..	..	..	..	..
MELBOURNE— ..	*arr.*	5 25	5 25	6 0	..	..	12 40	12 40
					p.m.			
Flinders Street ..	*dep.*	5 55	5 55	6 40	12 2	10 10	1 10	1 10
Viaduct Junction ..	..	6 0	6 0	6 45	12 6M	10 15B	1 15	1 15
Melbourne Yard ..	*arr.*	6 30	6 30	7 15	12 25	10 45	1 45	1 45
		130A	**130A**	**126**	**70**	**14**	**8**	**8**

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

M. To Maribynong, if required, as arranged by Centrol.

No. 8. Saturdays will terminate Dandenong on days a Race Meeting is conducted at Sandown Park. Racecourse.

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE

(Via MAFFRA) Goods Service—continued.

UP

STATIONS		64 Thro. Goods Mon. to Sat.		26 Road-side Goods Mon. ‡	62 Thro. Goods Mon. to Fri.	108 Pilot Mon. to Sat. (See Note.)		
		a.m.		a.m.	a.m.	p.m.		
BAIRNSDALE ES ..	dep.	..	..	7 15	..	..	..	..
Bairnsdale Oil Sdg. NC ..	..	..	..	..	..	..	..	..
S.E.C. Siding NC	..	..	..	..	..	..	..	..
Hillside NC	..	..	..	..	..	..	..	..
Lindenow ES	arr.	..	..	7 38	..	..	..	..
"	dep.	..	..	7 48	..	..	..	..
Fernbank ○ ES	arr.	..	..	8 5	..	..	..	..
"	dep.	..	..	8 20	..	..	..	..
Munro NC	..	..	..	..	..	..	..	..
STRATFORD ES	arr.	..	..	8 50	..	..	..	..
"	dep.	..	..	9 30	..	..	..	..
Stratford Junct. NC ES ..	..	..	..	..	..	..	..	..
MAFFRA ES	arr.	..	..	9 50	..	..	..	..
				Thro. Goods Mon.				
"	dep.	..	..	10 10–**35**	..	..	..	..
Tinamba ○ ES	arr.	..	..	..	..	..	..	..
(See note, page 82) ..								
"	dep.	..	..	10 20	..	..	..	..
Heyfield ES	..	..	..	10 33	..	..	..	..
Cowwarr ○ ES	arr.	..	..	..	..	..	..	..
"	dep.	..	..	10 47	..	..	..	..
Toongabbie	arr.	..	..	..	..	..	..	..
(See note, page 82) ..	dep.	..	..	..	..	..	..	..
Glengarry ○ ES	arr.	..	..	11 5–**17**	..	..	..	..
(See note, page 82) ..	dep.	..	..	11 35	..	..	..	..
TRARALGON ES ..	arr.	..	..	11 55	..	..	..	..
					May Originate Hazelwood Siding as arranged by Centrol			
"	dep.	..	..	..	..	..	..	..
Maryvale NC ES	arr.	..	..	..	..	..	..	..
(See note, page 82) ..								
"	dep.	..	..	..	..	..	..	..
Hazelwood Siding NC ..	..	..	..	..	..	..	..	..
Morwell Briquette Siding ..	dep.	9 0–**39**	..	..	11 30–**101**	..	..	..
Morwell ES	arr.	9 10	..	..	11 40 –**91, 79**	..	..	..
"	dep.	9 20	..	..	11 45	..	..	..
Herne's Oak NC	arr.	..	..	..	..	..	..	..
"	dep.	..	..	..	..	..	..	..
YALLOURN †	dep.	..	..	..	..	12 30		..
					p.m.			
Moe †	arr.	9 37 –**101, 15**	..	..	12 2 –**93**	12 55–**91A**	..	..
"	dep.	9 57	..	..	12 22	..	..	..
Trafalgar	arr.	..	..	..	..	..	..	..
(See note, page 82) ..	dep.	10 10	..	..	12 35	..	..	..
Yarragon	..	10 20	..	..	12 45	..	..	..
Darnum ○	arr.	..	..	..	..	..	..	..
(See note, page 82) ..	dep.	10 28	..	..	12 53	..	..	..
Caltex Siding NC	..	..	..	..	..	..	..	..
WARRAGUL	arr.	10 39 –**79**	..	..	1 4	..	..	..
"	dep.	10 45	..	..	1 10	..	..	..
Continued on page 27		64		26	62	108		

Note : The Yallourn Pilot may also operate as locally arranged to clear available loading.

UP

STATIONS			64 Thro. Goods Mon. to Sat.	62 Thro. Goods Mon. to Fri.	58 Road-side Goods Mon. to Fri.			
			a.m.	p.m.	p.m.			
WARRAGUL ..	*arr.*	..	10 39–79	1 4	–127	..	..	..
" ..	*dep.*	..	10 45	1 10	3 0 129	..	..	..
Drouin	*arr.*	..	..	..	3 10	..	..	..
(See note, page 82) ..	*dep.*	..	10 56	1 21	3 40	..	..	..
Longwarry ES ..	*arr.*	..	11 4	..	3 51	..	..	..
			–91A					
"	*dep.*	..	11 15	1 29	4 11			
Bunyip ES.. ..	*arr.*	..		–115	4 18	..	..	..
" ..	*dep.*	..	11 22	1 34	5 35	..	..	..
Garfield	*arr.*	..	..	..	5 41	..	..	..
" ..	*dep.*	..	..	..	5 45	..	..	..
Tynong	*arr.*	..	..	..	5 53	..	..	..
"	*dep.*	..	11 30	1 42	5 58	..	..	..
Nar-Nar-Goon ..	*arr.*	..	..	..	6 7	..	..	..
(See note, page 82)					–32,50,69 121, 30, 43, 230			
" ..	*dep.*	..	11 35	1 47	6 40	..	..	..
Pakenham.. ..	*arr.*	..	..	..	6 52	..	..	..
					–53, 231 68, 50,			
"	*dep.*	..	11 42	1 57	7 30	..	..	..
Officer	*arr.*	..	..	..	7 39	..	..	..
"	*dep.*	..	11 49	2 4	7 50	..	..	..
Beaconsfield ..		..	..	..	..	..	..	..
Berwick	*arr.*	..	–115	..	8 3	..	..	..
"	*dep.*	..	11 56	2 11	8 40	..	..	..
Narre Warren ..	*arr.*	..	p.m.	..	8 47	..	..	..
"	*dep.*	..	12 0	2 15	9 15 84, 120	..	..	..
Hallam NC ..		..	..	..	..	..	..	..
General Motors NC		..	..	..	..	..	..	..
DANDENONG	*arr.*	..	..	..	9 30	..	..	..
"	*dep.*	..	12 15	2 30	10 10 120	..	..	..
Yarraman		..	..	..	..			
Noble Park ..		..	..	..	..	..	..	..
Sandown Park ○ ..		..	..	..	..	..	..	..
Springvale.. ..		..	..	..	..	..	..	..
Westall ○.. ..		..	..	..	..	..	..	..
Clayton		..	..	..	..	..	..	..
Huntingdale ..		..	..	..	..	..	..	..
Oakleigh	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	12 29	2 47	10 30	..	..	..
Hughesdale ..		..	..	..	..	..	..	..
Murrumbeena ..		..	..	..	..	..	..	..
Carnegie		..	..	..	..	..	..	..
Caulfield	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	12 37	2 55	10 40	..	..	..
Malvern		..	..	..	..	..	..	..
Armadale		..	..	..	..	..	..	..
Toorak		..	..	..	..	..	..	..
Hawksburn ..		..	..	..	..	..	..	..
South Yarra ..		..	..	..	..	..	..	..
Richmond ..		..	..	..	..	..	..	..
MELBOURNE—	*arr.*	..	..	..	11 0	..	..	..
Flinders St. ..	*dep.*	..	1 0	3 20	11 30	..	..	..
Viaduct Junction ..	..	..	1 5B	3 25	11 35	..	..	..
					a.m. Tue. to Sat.			
Melbourne Yard ..	*arr.*	..	1 35	4 0	12 5	..	..	..
			64	62	58			

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Control.

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE

(Via MAFFRA) Goods Service—continued.

UP

STATIONS		94 Thro. Goods Mon. to Fri. ‡	16 Light Eng. Sat.	84A Road-side Goods Sat.	6A Road-side Goods Tues. to Sat.	50 Through Goods Sat.	50 Through Goods Mon. to Fri.	84 Goods Mon.	84 Goods Tues. to Fri.
		p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
BAIRNSDALE ES	*dep.*	..	..	..	8 15	..	..	..	..
Bairnsdale Oil Sdg. NC	..	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..	..
Hillside NC	..	..	..	..	..	..	..	..	..
Lindenow ES ..	*arr.*	..	..	..	8 45	..	..	..	..
"	*dep.*	..	..	..	9 5	..	..	..	..
Fernbank ○ ES ..	*arr.*	..	..	..	9 20	..	..	..	..
" ..	*dep.*	..	..	..	9 40	..	..	..	..
Munro NC	..	..	..	..	..	..	..	..	..
STRATFORD ES ..	*arr.*	..	..	..	10 20	..	..	..	..
					–35				
" ..	*dep.*	..	..	..	10 55	..	..	..	..
Stratford Junct. NC ES	..	..	..	..	11 00	..	..	..	..
MAFFRA ES ..	*arr.*	..	..	..	11 20			..	..
" ..	*dep.*	..	9 30	..	11 40	..	..	..	..
Tinamba ○ ES ..	*arr.*	..	..	..	11 52–17	..	..	..	..
(See note, page 82)					p.m.				
" ..	*dep.*	..	9 40	..	12 15	..	..	..	..
Heyfield ES	..	..	9 52	..	12 30	..	..	..	..
Cowwarr ○ ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	10 2	..	12 44	..	..	..	..
Toongabbie	*arr.*	..	..	..	..			..	..
(See note, page 82) ..	*dep.*	..	10 12	..	..	..	..	..	..
Glengarry ○ ES ..	*arr.*	..	..	..	..			..	..
(See note, page 82)	*dep.*	..	10 25	..	1 2	..	..	..	..
TRARALGON ES ..	*arr.*	..	10 40	..	1 30	..	..	..	..
			–21					–79	
" ..	*dep.*	..		1 15	..	..	..	1 0	2 0
Maryvale NC ES ..	*arr.*	..	..	1 30	..	..	..	1 15	2 15
(See note, page 82)									
" ..	*dep.*	..	..	2 20	..	..	..	2 30	3 18
Hazelwood Siding NC ..		1 35–93	..	..	..	..	..	..	..
Morwell Briquette Siding	*dep.*	..	..	..	..	1 50	2 10	..	..
Morwell ES	*arr.*	..	..	2 30	..	2 0	2 20	2 37	3 25
			..			–24		Mon. to Fri.	
" ..	*dep.*	1 45	..	3 0	..	2 25	2 35	5 20	
Herne's Oak NC ..	*arr.*	..	..	3 10	..	..	..	..	
" ..	*dep.*	..	..	3 45	..	..	..	5 27	
YALLOURN † ..	*dep.*	..	..	..	..	..	..	..	..
Moe †	*arr.*	..	..	..	..	2 39	2 54	..	
						–127	–127		
" ..	*dep.*	2 4	..	3 55	..	2 52	3 0	5 37	
Trafalgar	*arr.*	..	..	4 7	..	..	..	5 51	
(See note, page 82)	*dep.*	2 15	..	4 23	..	3 5	3 13	6 10	
Yarragon	..	2 23	..	4 36	..	3 15	3 23	6 23	
Darnum ○	*arr.*	..	..	..	..	..	..	..	
(See note, page 82)	*dep.*	2 30	..	..	..	3 22	3 30	6 30	
Caltex Siding NC ..	..	..	..	..	..	..	..	..	
WARRAGUL ..	*arr.*	2 45	..	4 55	..	3 35	3 40	6 40	
								–41, 69, 120	
" ..	*dep.*	..	..	6 20	..	4 0	5 55	7 20	

Continued on Page 29

94 | 16 | 84A | 6A | 50 | 50 | 84

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE (Via MAFFRA) Goods Service—continued.

UP

STATIONS		50 Through Goods Sat.	50 Through Goods Mon. to Fri.	230 Light Engine Mon. to Fri. ‡	84A Thro. Goods Sat.	84 Thro. Goods Mon. to Fri.				
WARRAGUL ..	arr.	p.m. 3 35	p.m. 3 40	p.m. ..	p.m. 4 55	p.m. 6 40	..	..	..	..
" ..	dep.	4 0	5 55 129, 68	5 15	6 20 30A, 139, 133	7 20 41, 69, 120	..	..	..	..
Drouin (See note, p. 82)	arr.	..	..	..	..	..	..	..	..	..
"	dep.	4 11	6 6 –41	5 21 –43	6 31	7 31 –53	..	..	..	..
Longwarry ES ..	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	4 19	6 17	5 26	6 39	7 41 –231	..	..	..	..
Bunyip ES ..	arr.	..	..	..	..	..	..	..	..	..
"	dep.	4 23	6 21	5 30–58	6 43	7 46	..	..	..	..
Garfield ..	..	..	..	5 34	..	..	..	..	..	..
Tynong	..	4 31	6 29	5 37	6 51	7 54	..	..	..	..
Nar-Nar-Goon .. (See note, page 82)	arr.	..	.. –58	..	..	..	..	..	..	..
" ..	dep.	4 36	6 34	5 40	6 56	7 59	..	..	..	..
Pakenham ..	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	4 43	6 43	5 45	7 3	8 6	..	..	..	..
Officer	..	4 50	6 50	5 50	7 10	8 13	..	..	..	..
Beaconsfield ..	..	..	..	..	..	..	..	..	..	..
Berwick	arr.	..	..	..	..	..	..	..	..	..
"	dep.	4 57	6 58	5 55	7 17	8 20–58	..	..	..	..
Narre Warren ..	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	5 1	7 3	6 0	7 21	8 25	..	..	..	..
Hallam NC ..	..	..	..	..	..	..	..	..	..	..
General Motors NC	..	..	..	..	..	..	..	..	..	..
DANDENONG ..	arr.	5 12	..	6 10	–217	..	..	..	..	..
" ..	dep.	6 6 30A	7 15	..	7 34	8 36	..	..	..	..
Yarraman	..	..	..	..	..	..	..	..	..	..
Noble Park ..	..	..	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	Runs	..	..	..	..	..	..
Springvale ..	..	..	..	231	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..	..	..
Huntingdale ..	..	..	..	..	..	..	..	..	..	..
Oakleigh	arr.	..	..	..	..	..	..	..	..	..
" ..	dep.	6 27	7 36	..	..	8 56	..	..	..	..
Hughesdale ..	..	..	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..	..	..
Carnegie	..	..	..	..	..	..	..	..	..	..
Caulfield	arr.	..	..	..	..	..	..	..	..	..
"	dep.	6 35	7 44	..	8 0	9 4	..	..	..	..
Malvern	..	..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..	..	..
Richmond ..	..	..	..	..	..	..	..	..	..	..
MELBOURNE—	arr.	..	..	..	..	9 24	..	..	..	..
Flinders St. ..	dep.	6 55	8 05G	..	8 20	9 55	..	..	..	..
Viaduct Junction ..	..	6 59B	..	..	8 25	10 0	..	..	..	..
Melbourne Yard ..	arr.	7 30	..	..	9 0	10 30	..	..	..	..
		50	**50**	**230**	**84A**	**84**				

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

G. May operate to North Geelong as arranged by Centrol.

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE (Via MAFFRA) Goods Service—continued.

UP

STATIONS				18 Road-side Goods Mon. to Fri.		120 Thro. Goods Mon. to Sat.	78 Thro. Gds. Sat.	80 Road-side Goods Mon. to Fri.	126 Fast Goods Sat.	
				p.m.		p.m.	p.m.	p.m.	p.m.	
BAIRNSDALE ES	*dep.*	..	..	..	..	..	..	..	3 0	..
Bairnsdale Oil Sdg. NC	..	..	..	..	..	..	..	..	..	..
S.E.C. Siding NC..	..	..	..	..	..	..	..	..	..	..
Hillside NC ..	..	..	..	..	..	..	..	..	..	..
Lindenow ES ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	3 25	..
Fernbank ○ ES ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	3 43	..
Munro NC ..		..	..	..	..	..	..	..	..	..
STRATFORD ES	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	4 10	..
Stratford Junct. NC ES	..	..	..	..	..	..	..	..	4 15	..
MAFFRA ES ..	*arr.*	..	..	.. –17	..	..	..	..	..	..
" ..	*dep.*	..	..	1 0	..	..	..	..	4 32	..
Tinamba ○ ES ..	*arr.*	..	..	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	..	..	1 16	..	..	..	..	4 42	..
Heyfield ES ..	*arr.*	..	..	1 35	..	..	..	..	..	..
" ..	*dep.*	..	..	2 5	..	..	..	..	4 55	..
Cowwarr ○ ES ..	*arr.*	..	..	2 25	..	..	..	..	..	..
" ..	*dep.*	..	..	2 40–79	..	..	..	..	5 9	..
Toongabbie ..	..	..	..	..	..	..	..	..	..	..
(See note, page 82)										
Glengarry ○ ES ..	*arr.*	..	..	3 10	..	..	..	..	..	..
(See note, page 82)				–10						
"	*dep.*	..	..	4 10	..	..	..	..	5 27 119	..
TRARALGON ES	*arr.*	..	..	4 30–32	..	..	..	..	5 45	..
								–18, 32		
" ..	*dep.*	..	..	..	..	..	5 10	5 20	6 30	..
Maryvale NC ES ..	*arr.*	..	..	..	..	..	5 22	5 35	..	..
(See note, page 82)										
"	*dep.*	..	..	..	..	..	6 15	6 0	..	..
Hazelwood Siding NC	..	..	..	..	..	..	..	..	..	..
Morwell Briquette Sdg.	*dep.*	..	..	..	..	5 40 –127	..	..	..	..
Morwell ES ..	*arr.*	..	..	..	..	5 50	..	6 7	6 50 –133	..
" ..	*dep.*	..	..	..	..	6 0	6 25	6 35	7 15	..
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..	..
YALLOURN †	*dep.*	..	..	..	..	..	..	..	..	..
Moe † ..	*arr.*	..	..	..	..	6 19 –133	6 42 –133	6 55 –41, 129	..	..
" ..	*dep.*	..	..	..	..	6 38 129	7 15	7 40	7 38	..
Trafalgar ..	*arr.*	..	..	..	..	..	..	.. 121, 53	..	..
(See note, page 82)										
"	*dep.*	..	..	..	..	6 51	7 28	7 53	7 51	..
Yarragon ..	*arr.*	..	..	..	..	..	..	8 6	..	..
" ..	*dep.*	..	..	..	..	7 1	7 38	8 36	8 4	..
Darnum ○ ..	*arr.*	..	..	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	..	..	..	..	7 8 69, 84	7 45 205, 53A	.. 219, 122	8 12	..
Caltex Siding NC	..	..	..	..	..	..	..	..	..	..
WARRAGUL ..	*arr.*	..	..	..	..	7 18	8 0	8 58	8 25	..
" ..	*dep.*	..	..	..	..	7 35	9 0	10 10		..
Continued on Page 31 ..				18		120	78	80	126	

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE

(Via MAFFRA) Goods Service—continued.

UP

STATIONS			120 Thro. Goods Mon. to Sat.		78 Thro. Goods Sat.		80 Thro. Goods Mon. to Fri.		
WARRAGUL ..	*arr.*	..	p.m. 7 18	..	p.m. 8 0	..	p.m. 8 58	..	..
" ..	*dep.*	..	7 35 69,84	..	9 0 205,53A	..	10 10 219, 122	..	..
Drouin (See note, p. 82)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	7 46	..	9 11	..	10 21	..	..
Longwarry ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	7 56	..	9 19	..	10 29	..	..
Bunyip ES ..	*arr.*	..	–205, 231	..	..	..	..	..	..
" ..	*dep.*	..	8 1	..	9 23	..	10 33	..	..
Garfield ..	..	..	..	..	..	..	..	..	..
Tynong	..	..	8 9	..	9 31	..	10 41	..	..
Nar-Nar-Goon .. (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	8 14	..	9 36	..	10 46	..	..
Pakenham ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	8 21	..	9 43	..	10 54	..	..
Officer	..	..	8 28	..	9 50	..	11 1	..	..
Beaconsfield ..	..	..	..	..	..	..	..	..	..
Berwick	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	8 35–58	..	9 57	..	11 8	..	..
Narre Warren ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	8 39	..	10 1	..	11 12	..	..
Hallam NC ..	..	..	..	..	..	..	..	..	..
General Motors NC	..	..	.. 58, 221	..	..	..	..	..	..
DANDENONG ..	*arr.*	..	8 55	..	..	..	–122	..	..
" ..	*dep.*	..	9 45	..	10 25	..	11 23	..	..
Yarraman	..	..	..	..	..	..			
Noble Park ..	..	..	..	..	..	..	..		
Sandown Park ○ ..	..	..	..	..	..	..	..		
Springvale ..	..	..	..	..	..	..	..		
Westall ○	..	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..	..
Huntingdale ..	..	..	..	..	..	..	11 43	..	..
Oakleigh	*arr.*	..	10 8–225	..	..	..	..	..	..
" ..	*dep.*	..	10 50	..	10 45	..	..	..	..
Hughesdale ..	..	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..	..
Carnegie	..	..	..	..	..	..	11 53	..	..
Caulfield	*arr.*	..	11 0–78	..	..	..	..	..	..
" ..	*dep.*	..	11 30	..	10 55	..	Tue. to Sat.	..	..
Malvern	..	..	..	..	..	..	a.m.	..	..
Armadale	..	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..	..
Richmond ..	..	..	..	..	..	..	..	..	..
MELBOURNE—	*arr.*	..	11 52	..	..	..	12 13	..	..
		..	Tue. to Sun.						
		..	a.m.						
Flinders St. ..	*dep.*		12 22	..	11 15	..	1 10	..	..
Viaduct Junction ..	..		12 27B	..	11 20	..	1 15	..	..
Melbourne Yard ..	*arr.*	..	1 0	..	11 55	..	2 0	..	..
			120		**78**		**80**		

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE (Via MAFFRA)

UP — **Goods Service**—continued

STATIONS				122 Through Goods Mon. to Fri. ‡	110 Thro. Gds. Mon. to Fri.	124 Fast Goods Mon. to Fri.		130 Thro. Gds. Mon. to Fri.		132 Throu. Goods Mon. to Fri. ‡
				p.m.	p.m.	p.m.		p.m.		p.m.
BAIRNSDALE ES	*dep.*	..	..	..	..	4 50	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..	..	..
S.E.C. Siding NC ..	..	..	..	..	..	..	..	..	..	..
Hillside NC ..	..	..	..	..	..	..	..	..	..	..
Lindenow ES ..	..	..	..	..	..	5 12–79	..	..	..	..
Fernbank O ES ..	..	..	..	..	..	5 27	..	..	..	..
Munro NC ..	..	..	..	..	..	..	..	..	..	..
STRATFORD ES ..	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	..	..	5 51	..	..	..	..
Stratford Jct.NC ES	..	..	..	..	..	5 55	..	..	..	..
MAFFRA ES ..	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	..	..	6 15	..	..	..	..
Tinamba O ES ..	*arr.*	..	..	..	..	..	..	..	..	..
(See note, P. 82) ..	*dep.*	..	..	..	..	6 27	..	..	..	..
Heyfield ES ..	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	..	..	6 40	..	..	..	..
Cowwarr O ES ..	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	..	..	6 54	..	..	..	..
Toongabbie ..	..	..	..	..	..	..	..	..	..	..
(See note, page 82)										
Glengarry O ES ..	*arr.*	..	..	..	..	..	..	..	..	..
(See note, P. 82)..	*dep.*	..	..	..	..	7 12	..	..	..	..
TRARALGON ES	*arr.*	..	..	..	..	7 30	..	..	..	..
					–53	–41, 53				–121
,,	*dep.*	..	..	..	9 5	9 40E	..	11 0	..	11 50
Maryvale NC ES ..	*arr.*	..	..	..	..	..	..	..	..	Tue. to
(See note, 82) ..	*dep.*	..	..	..	..	..	..	..	..	Sat. ‡
Hazelwood Sdg. NC	..	..		–129	..	..	..	..	..	a.m.
Morwell Briquette Siding ..	*dep.*	..	..	8 45	..	..	..	..	..	..
Morwell ES ..	*arr.*	..	..	..	..	..	..	..	..	..
								–121		–219
,,	*dep.*	..	..	8 55	9 21	9 56	..	11 15	..	12 7
Herne's Oak NC ..	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	..	..	..	..	..	..	..
YALLOURN † ..	*dep.*	..	..	..	..	..	..	..	..	..
Moe †	*arr.*	..	..	–121	–121	..	..	11 35	..	..
								–219		–243
,,	*dep.*	..	..	9 14	9 38	10 13	..	11 55	..	12 30
								Tue.		
								toSat.		
								a.m.		
Trafalgar	*arr.*	..	..	..	..	..	..	..	..	..
(See note, P. 82)..	*dep.*	..	..	9 25	9 49	10 24	..	12 6	..	12 43
Yarragon	*arr.*	..	..	..	..	..	..	..	..	..
,,	*dep.*	..	..	9 35	9 59	10 32	..	12 14	..	12 56
Darnum	..	..	..	9 42	10 6	10 38	..	12 20	..	1 6
(See note, page 82)										
Caltex Siding NC ..	..	..	..	..	..	..	..	..	..	..
WARRAGUL ..	*arr.*	..	..	9 50	10 16	10 50	..	12 35	..	1 16
				–80, 219	–219			–225, 132		
,,	*dep.*	..	..	9 58	10 26	11 20	..	1 30	..	1 20

23A, 23, 110

221, 219

Not to run when No. 132 runs.

Continued on Page 33

				122	110	124		130		132

E.—Authorised load **No. 124** Traralgon–Melbourne Fast Goods 710 tonnes.

UP

STATIONS			122 Through Goods Mon. to Fri. ‡	110 Through Goods Mon. to Fri.	124 Fast Goods Mon. to Fri.	130 Through Goods Tue. to Sat.		132 Through Goods Tue. to Sat. ‡
			p.m.	p.m.	p.m.	a.m.		a.m.
WARRAGUL ..	*arr.*	..	9 50	10 16–**219**	10 50	12 35		1 16
"	*dep.*	..	9 58	10 26	11 20	1 30		1 20
Drouin	*arr.*	..	..	..	..	..		..
(See note, page 82)			**219, 221**		**80, 219**	**225, 132**		
"	*dep.*	..	10 8	10 37	11 29	1 41		1 30
Longwarry ES ..	*arr.*	..	..–**221**	..	..	..		..
"	*dep.*	..	10 19	10 45	11 37	1 49		1 38
Bunyip ES ..	*arr.*	..	..	..	..–**225**	..		..
"	*dep.*	..	10 23	10 49	11 41	1 54		1.43
Garfield ..	..	..	..	..	..	..		..
Tynong	..	..	10 31	10 57	11 49	2 3		1 52
Nar-Nar-Goon ..	*arr.*	..	..	..	..	..		..
(See note, page 82)	*dep.*	..	10 36	11 2	11 54	2 8		1 58
Pakenham ..	*arr.*	..	..	..	**Tue. to Sat.** a.m.	..		..
" ..	*dep.*	..	10 42	11 9	12 1	2 15		2 4
Officer	*arr.*	..	..	..	..	..		..
" ..	*dep.*	..	10 48	11 16	12 7	2 23		2 10
Beaconsfield ..	..	..	..	..	..	..		..
Berwick ..	*arr.*	..	..	..	..	..		..
" ..	*dep.*	..	10 54	11 23	12 13	2 30		2 18
Narre Warren ..	*arr.*	..	..	..	..	..		..
" ..	*dep.*	..	10 58	11 27	12 17	2 34		2 25
Hallam NC ..	..	..	..	..	..			
General Motors NC	..	..	..	..	..	**Tue. to Fri.**	**Sat.**	
DANDENONG	*arr.*	..	11 10	..	12 35	2 48	2 48	2 35
			–**80,, 110**	–**122**				
" ..	*dep.*	..	11 55	11 38	..	2 48	3 20	2 55
Yarraman ..	..	..	..	..	..	..		..
Noble Park ..	..	..	Tue. to	..	..	..		..
Sandown Park ○ ..	..	..	Sat. ‡	..	..	..		..
Springvale ..	..	..	a.m.	..	..	..	..	..
Westall ○ ..	..	..	..	..	..	..	..	..
Clayton ..	..	..	..	..	..	..	..	..
Huntingdale ..	..	..	..	..	..	..	..	..
Oakleigh ..	*arr.*	..	12 17	..	..	3 6	..	..
" ..	*dep.*	..	1 0	11 58	..	3 40	3 40	..
				Tue. to Sat.				
Hughesdale ..	..	..	..	a.m.	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..
Carnegie ..	..	..	..	..	..	..	..	..
Caulfield ..	*arr.*	..	1 12	..	..	..	..	..
" ..	*dep.*	..	1 50	12 6	..	3 50	3 50	3 20
Malvern ..	..	..	..	..	..	..	..	..
Armadale ..	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..
Richmond ..	..	..	..	..	..	..	..	..
MELBOURNE—	*arr.*	..	2 12	12 29	..	4 10	4 10	..
Flinders St. ..	*dep.*	..	2 55	12 49	..	4 40	4 40	3 40
Viaduct Junction	..	..	3 0**B**	12 54	..	4 45	4 45	3 45**J**
Melbourne Yard	*arr.*	..	3 40	1 35	..	5 15	5 15	..
			122	**110**	**124**	**130**	**130**	**132**

B. May operate to Maribyrnong, or othe Metropolitan Terminal as arranged by CENTROL.

E. Authorised load **No. 124** Traralgon–Melbourne Fast Goods 710 tonnes.

J. To Sunshine, connect Brooklyn Loop Pilot as arranged by CENTROL.

BAIRNSDALE–MORWELL BRIQUETTE SIDING–YALLOURN–WARRAGUL–MELBOURNE (via MAFFRA)

Goods Service—continued.

UP

STATIONS			104 'L' Class Loco. Light Sunday ‡	98 Through Goods Sunday ‡		96 Through Goods Sunday ‡		
			a.m.	a.m.		a.m.		
BAIRNSDALE ES	*dep.*	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC		..	..	..	..	..	..	..
S.E.C. Siding NC		..	..	..	..	..	..	..
Hillside NC ..		..	..	..	..	..	..	..
Lindenow ES ..		..	..	..	..	..	..	..
Fernbank ○ ES ..		..	..	..	..	..	..	..
Munro NC ..		..	..	..	..	..	..	..
STRATFORD ES ..		..	..	..	..	..	..	..
Stratford Junction NC ES ..		..	..	..	..	..	..	..
MAFFRA ES ..		..	..	..	..	..	..	..
Tinamba ○ ES (See note, page 82)		..	..	..	..	..	..	..
Heyfield ES ..		..	..	..	..	..	..	..
Cowwarr ○ ES ..		..	..	..	..	..	..	..
Toongabbie (See note, page 82)		..	..	..	..	..	..	..
Glengarry ○ ES (See note, page 82)		..	..	..	..	..	..	..
TRARALGON ES	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	6 35	..	..	..	..	..
Maryvale NC ES .. (See note, page 82)	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..
Hazelwood Siding NC	*dep.*	..	..	..	..	..	..	..
Morwell Briquette Siding ..	*dep.*	..	..	8 20–**104**	..	11 5–**87**	..	..
Morwell ES ..	*arr.*	..	6 50	..	..	..	..	..
" ..	*dep.*	..	Work	8 37	..	11 20	..	..
Herne's Oak NC ..		..	**No. 98**	8 44	..	11 27	..	..
YALLOURN †	*dep.*	..	..	..	..	..	..	..
Moe †	*arr.*	..	..	..	..	11 39	..	..
" ..	*dep.*	..	..	8 56	..	11 59	..	..
Trafalgar (See note, page 82) ..	*arr.*	..	..	..	..	p.m.	..	..
	dep.	..	..	9 7	..	12 12	..	..
Yarragon ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	9 17	..	12 20	..	..
Darnum ○ (See note, page 82)		..	..	9 27	..	12 26	..	..
Caltex Siding NC ..		..	..	..	..	..	..	..
WARRAGUL ..	*arr.*	..	..	9 35	..	12 35 –49	..	..
" ..	*dep.*	..	..	9 45	..	1 7	..	..
Continued on Page 35			**104**	**98**		**96**		

BAIRNSDALE-MORWELL BRIQUETTE SIDING-YALLOURN-WARRAGUL-MELBOURNE (Via MAFFRA). Goods Service—Continued.

UP

STATIONS			98 Through Goods Sunday ‡			96 Through Goods Sunday ‡			
			a.m.			p.m.			
WARRAGUL ..	*arr.*	..	9 35	..	..	12 35	..	..	..
						–49			
„ ..	*dep.*	..	9 45	..	..	1 7	..	..	..
Drouin	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)									
„ ..	*dep.*	..	9 56	..	..	1 18	..	..	..
Longwarry ES ..	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	10 4	..	..	1 26	..	..	..
Bunyip ES ..	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	10 8	..	..	1 30	..	..	..
Garfield	..	..	..	..	..	..	..	..	..
Tynong	..	..	10 16	..	..	1 38	..	..	..
Nar-Nar-Goon ..	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	..	10 21	..	..	1 43	..	..	..
Pakenham ..	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	10 28	..	..	1 50	..	..	..
Officer	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	10 35	..	..	1 57	..	..	..
Beaconsfield ..	..	..	..	..	..	..	..	..	..
Berwick	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	10 45	..	..	2 4	..	..	..
Narre Warren ..	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	10 52	..	..	2 8	..	..	..
Hallam NC ..	..	..	..	..	..	..	..	..	..
General Motors NC	..	..	..	..	..	..	..	..	..
DANDENONG ..	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	11 7	..	..	2 20	..	..	..
Yarraman	..	..	..	..	..	..	..	..	..
Noble Park ..	..	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	..	..	..	..	..	..
Springvale ..	..	..	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..	..
Huntingdale ..	..	..	..	..	..	..	..	..	..
Oakleigh	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	..	..	..	..	..	..	..
Hughesdale ..	..	..	11 27	..	..	2 42	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..	..
Carnegie	..	..	..	..	..	..	..	..	..
Caulfield	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	11 37	..	..	2 52	..	..	..
Malvern	..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..	..
Richmond ..	..	..	..	..	..	..	..	..	..
MELBOURNE—	*arr.*	..	11 59	..	..	3 12	..	..	..
Flinders St. ..			p.m.						
„ ..	*dep.*	..	12 5	..	..	3 20	..	..	..
Viaduct Junction ..	..	..	12 10B	..	..	3 25B	..	..	..
Melbourne Yard ..	*arr.*	..	12 30	..	..	3 40	..	..	..
			98			96			

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

BAIRNSDALE-MORWELL BRIQUETTE SIDING-YALLOURN-WARRAGUL-MELBOURNE (via MAFFRA)

Goods Service—continued.

UP

STATIONS			152 Through Goods Sunday ‡	100 Through Goods Sunday ‡		102 Through Goods Sunday ‡		
			p.m.	p.m.		p.m.		
BAIRNSDALE ES	*dep.*	..	..	..	..	..	..	..
Bairnsdale Oil Siding NC	..	..	..	..	..	..	..	..
S.E.C. Siding NC	..	..	..	..	..	..	..	..
Hillside NC	..	..	..	..	..	..	..	..
Lindenow ES	..	..	..	..	..	..	..	..
Fernbank ○ ES	..	..	..	..	..	..	..	..
Munro NC	..	..	..	..	..	..	..	..
STRATFORD ES	..	..	..	..	..	..	..	..
Stratford Junct. NC ES	..	..	..	..	..	..	..	..
MAFFRA ES	..	..	..	..	..	..	..	..
Tinamba ○ ES (See note, page 82)		..	..	..	..	..	..	..
Heyfield ES	..	..	..	..	..	..	..	..
Cowwarr ○ ES	..	..	..	..	..	..	..	..
Toongabbie (See note, page 82)		..	..	..	..	..	..	..
Glengarry ○ ES (See note, page 82)		..	..	..	..	..	..	..
TRARALGON ES	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..
Maryvale NC ES (See note, page 82)	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..
Hazelwood Siding NC	..	..	..	..	..	..	..	..
Morwell Briquette Siding	*dep.*	..	3 30 **–37**	4 45 **–49**	..	7 30 **–65**	..	..
Morwell ES	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	3 40	4 55	..	7 40	..	..
Herne's Oak NC	..	..	3 47	5 2	..	7 47	..	..
YALLOURN †	*dep.*	..	..	..	..	..	..	..
Moe †	*arr.*	..	..	5 12 **—65**	..	..	..	..
"	*dep.*	..	3 57	5 30	..	7 57	..	..
Trafalgar (See note, page 82)	*arr.*	..	..	..	..	..	..	..
	dep.	..	4 6	5 43	..	8 10	..	..
Yarragon	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	4 16	5 53	..	8 20	..	..
Darnum ○ (See note, page 82)		..	..	..	..	..	..	..
Caltex Siding NC		..	..	..	..	..	..	..
WARRAGUL	*arr.*	..	4 31	6 10	..	8 35 **–77**	..	..
"	*dep.*	..	4 40	6 20	..	9 30	..	..

Continued on page 37

UP

STATIONS			152 Thro. Goods Sunday ‡		100 Thro. Goods Sunday ‡				102 Thro. Goods Sunday ‡	
			p.m.		p.m.				p.m.	
WARRAGUL	*arr.*	..	4 31	..	6 10	..	..	..	8 35 –77	..
"	*dep.*	..	4 40	..	6 20	..	..	..	9 30	..
Drouin (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	..	4 51	..	6 31	..	..	..	9 41	..
Longwarry ES	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	..	4 59	..	6 39	..	..	..	9 49	..
Bunyip ES ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	5 3	..	6 43	..	..	..	9 53	..
Garfield ..	..	..	..	..	..	..	..	..	..	..
Tynong ..	..	..	5 11	..	6 51	..	..	..	10 1	..
Nar-Nar-Goon (See note, p. 82)	*arr.*	..	..	..	..	..	..	..	..	..
	dep.	..	5 16	..	6 56	..	..	..	10 6	..
Pakenham ..	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	..	5 23	..	7 3	..	..	..	10 13	..
Officer ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	5 30	..	7 10	..	..	..	10 20	..
Beaconsfield ..	..	..	..	..	..	..	..	..	..	..
Berwick ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	5 37	..	7 17	..	..	..	10 27	..
Narre Warren	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	5 41	..	7 21	..	..	..	10 31	..
Hallam NC ..	..	..	..	..	..	..	..	..	..	..
General Motors NC ..		..	..	..	..	..	..	..	..	..
DANDENONG	*arr.*	..	..	..	7 33–77	..	..	..	10 42	..
"	*dep.*	..	5 53	..	7 52	..	..	..	10 48	..
Yarraman ..	..	..	..	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..	..	..
Sandown Park ○	..	..	..	..	..	..	..	..	..	..
Springvale ..	..	..	..	..	..	..	..	..	..	..
Westall ○ ..	..	..	..	..	..	..	..	..	..	..
Clayton ..	..	..	..	..	..	..	..	..	..	..
Huntingdale	..	..	..	..	..	..	..	..	..	..
Oakleigh ..	*arr.*	..	..	..	..	..	..	..	..	..
"	*dep.*	..	6 11	..	8 10	..	..	..	11 6	..
Hughesdale ..	..	..	..	..	..	..	..	..	..	..
Murrumbeena	..	..	..	..	..	..	..	..	..	..
Carnegie ..	..	..	..	..	..	..	..	..	..	..
Caulfield ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	..	6 21	..	8 20	..	..	..	11 15	..
Malvern ..	..	..	..	..	..	..	..	..	..	..
Armadale ..	..	..	..	..	..	..	..	..	..	..
Toorak ..	..	..	..	..	..	..	..	..	..	..
Hawksburn ..	..	..	..	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..	..	..	..
Richmond ..	..	..	..	..	..	..	..	..	..	..
MELBOURNE— Flinders St.	*arr.*	..	6 43	..	8 40	..	..	..	..	..
"	*dep.*	..	6 50	..	8 50	..	..	..	11 35	..
Viaduct Junction	..	..	6 55B	..	8 55B	..	..	..	11 40B	..
Melbourne Yard	*arr.*	..	7 15	..	9 20	..	..	..	11 55	..
			152		100				102	

B. May operate to Maribyrnong, or other Metropolitan Terminal as arranged by Centrol.

TRARALGON–MAFFRA.

DOWN. Passenger Service.

STATIONS		15 PASS. MON. TO SAT.	21 "THE GIPPSLANDER" MON. TO SAT.	53 PASS. MON. TO THUR.	53 PASS. FRI.	53A PASS. SAT.
MELBOURNE— (Flinders Street)	*dep.* ..	a.m. 7 20	a.m. 9 0	p.m. 6 8	p.m. 6 8	p.m. 6 15
TRARALGON ES	*arr.* ..	10 25C	11 5C	8 50C	9 2C	9 12C
		17 280 H.P. Diesel Rail Car		23 A 280 H.P. Diesel Rail Car	23 280 H.P. Diesel Rail Car	25 280 H.P. Diesel Rail Car
"	*dep.* ..	a.m. 11 20		p.m. 9 5	p.m. 9 15	p.m. 9 25
Glengarry ○ ES .. .. (See note, page 82)	*arr.* ..	..		..	..	..
"	*dep.* ..	11 30–26		9 15	9 25	9 35
Toongabbie (See note, page 82) ..	.. ..	11 39		9 24§	9 34§	9 44§
Cowwarr ○ ES	*arr.* ..	..		..	..	..
"	*dep.* ..	11 47		9 32–70	9 42–70	9 52
Heyfield ES	*arr.* ..	..		..	..	..
"	*dep.* ..	11 59		9 45	9 55	10 5
Tinamba ○ ES .. .. (See note, page 82)	*arr.* ..	p.m. —6A		..	..	..
"	*dep.* ..	12 9		9 55	10 5	10 15
MAFFRA ES	*arr.* ..	12 20		10 5	10 15	10 25

MAFFRA–TRARALGON.

UP Passenger Service.

STATIONS		2 280 H.P. Diesel Rail Car Mon. to Fri.	2 280 H.P. Diesel Rail Car Sat.	10 280 H.P. Diesel Rail Car Mon. to Fri.	10A 280 H.P. Diesel Rail Car Sat.	
MAFFRA ES	*dep.* ..	a.m. 6 55	a.m. 7 15	p.m. 3 0	p.m. 3 10	..
Tinamba ○ ES .. .. (See note, page 82)	*arr.* ..	..	..	..	..	..
"	*dep.* ..	7 3	7 23	3 8	3 18	..
Heyfield ES	*arr.* ..	.. —11	.. —11	.. —79	..	..
"	*dep.* ..	7 13	7 33	3 18	3 28	..
Cowwarr ○ ES	*arr.* ..	..	..	..	..	..
"	*dep.* ..	7 25	7 45	3 30	3 40	..
Toongabbie (See note, page 82) ..	.. ..	7 33	7 53	3 38	3 48	..
Glengarry ○ ES .. .. (See note, page 82)	*arr.* ..	..	..	..	..	..
"	*dep.* ..	7 41	8 1	3 46 –18	3 56 30A	..
TRARALGON ES	*arr.* ..	7 55C –35 12 PASS.	8 15C –35 12A PASS.	3 57C–30 "THE GIPPSLANDER"	4 7C "THE GIPPSLANDER"	..
"	*dep.* ..	a.m. 8 8	a.m. 8 27	p.m. 4 10	p.m. 4 21	..
MELBOURNE— (Flinders Street) ..	*arr.* ..	10 40	11 15	6 20	6 30	..

C—Change trains.

For intermediate times between Melbourne and Traralgon see pages 4 to 11.

TRARALGON–SALE–STRATFORD Goods Service.

DOWN

STATIONS			23 Roadside Goods Mon.		221 Roadside Goods Tue. to Sat.	79 Through Goods Mon. to Fri. ‡	131 Light Eng. Mon. to Fri. ‡
			a.m.		a.m.	p.m.	p.m.
TRARALGON ES	*dep.*	..	4 0	..	4 30	1 50	3 0
Traralgon Livestock Siding NC	..	..	..	..	..	..	..
Flynn NC (See note, page 82)	..	..	..	..	..	..	..
Rosedale ES	*arr.*	..	4 38	..	5 8	..	3 35
							–114, 30
"	*dep.*	..	5 1	..	5 31	2 30	3 50
Kilmany NC (See note, page 82)	*arr.*	..	5 23	..	5 57	..	..
"	*dep.*	..	5 36	..	6 6	2 49	4 6
SALE ES	*arr.*	..	6 20	..	6 50	3 10–30	4 30
"	*dep.*	..		..		3 45	
Felt and Textiles of Aust. Ltd. Sdg. NC		..	..	..	..	..	works
Montgomery NC		..	..	..	..	..	No. 132
Stratford Junction NC ES ..		..	..	..	..	4 7	..
STRATFORD ES ..	*arr.*	..	..	..	..	4 12	..
						To B'dle. page 15	

STRATFORD–SALE–TRARALGON–Goods Service.

UP.

STATIONS			54 Light Engine Sat.		114 Roadside Goods Mon. to Fri.	132 Through Goods Mon. to Fri. ‡	70 Through Goods Mon. to Fri. ‡	
			a.m.		p.m.	p.m.	p.m.	
STRATFORD ES	*dep.*	..	..	..	..	..	7 50	
Stratford Junction NC ES ..		..	..	..	..	..	8 0	Not to run when 132 runs
Montgomery NC		..	..	..	..	..	..	
Felt and Textiles of Aust. Ltd. Sdg. NC			..	..	..	..	..	
SALE ES	*arr.*	..	..	..	..	–53	8 25	
"	*dep.*	..	9 45	..	2 10	10 0	10 5	
Kilmany NC (See note, page 82)	*arr.*	..	..	..	..	..	..	
"	*dep.*	..	10 5	..	..	..		
Rosedale ES	*arr.*	..	..	..	3 15–131, 30	..	10 30	
"	*dep.*	..	10 25	..	4 25	10 38	10 49	
Flynn NC (See note, page 82) ..		..	..	..	..	..	..	
Traralgon Livestock Siding NC		..	..	..	..	..	..	
TRARALGON ES	*arr.*	..	10 50	..	5 25	11 15	11 25	

BAIRNSDALE–ORBOST.

Goods Service.

DOWN

STATIONS		3 Goods Mon. to Fri.	1 Goods Sat.	9 Goods Mon. to Fri.		
		a.m.	a.m.	p.m.		
BAIRNSDALE †	*dep.* ..	9 30	11 0	7 30–124	..	..
Nicholson NC	*arr.* ..	9 48	..	..	..	..
„	*dep.* ..	9 58	..	..	..	..
Bumberrah NC (See note, page 41)	*arr.* ..	10 18	..	..	..	..
„	*dep.* ..	10 38	..	..	..	..
Bruthen †	*arr.* ..	11 5	11 59	8 25	..	..
		p.m.	p.m.	—8		
„	*dep.* ..	12 5	1 10	9 15	..	..
Waygara Sawmilling Siding NC	.. ..	..	..	..	..	..
Nowa Nowa †	*arr.* ..	1 5	2 11	10 15	..	..
„	*dep.* ..	1 50–124	2 30	10 30	..	..
Tostaree NC (See note, page 41)	*arr.* ..	2 15	3 24	..	..	..
„	*dep.* ..	2 25	3 40	..	..	..
Waygara NC (See note, page 41)	*arr.* ..	2 50	..	..	..	..
„ ..	*dep.* ..	3 0	..	..	..	..
ORBOST †	*arr.* ..	3 35	5 45	11 55	..	..

1, 5, 219

126

NOTE :—No. 9 is based on 3/5ths Roadside Sectional Load, Bruthen to Orbost.

ORBOST–BAIRNSDALE–MELBOURNE.

UP — **Goods Service**

STATIONS		126 Goods Sat.	124 Goods Mon. to Fri.	8 Goods Mon. to Fri.
		a.m.	a.m.	p.m.
ORBOST † .. .. *dep.* ..		9 20	10 0	6 0A
Waygara NC (See note) .. *arr.* ..		9 50	10 35	..
" .. *dep.* ..		10 15	11 10	..
Tostaree NC (See note) .. *arr.* ..		..	11 34	..
" .. *dep.* ..		..	11 47	..
			p.m.	
Nowa Nowa † .. .. *arr.* ..		11 2	12 10	7 25
" .. .. *dep.* ..		11 25	1 10—3	7 55
Waygara Sawmilling Siding NC		..	..	..
		p.m.		
Bruthen † .. .. .. *arr.* ..		12 33—1	2 18	9 3
" .. .. .. *dep.* ..		1 0	2 50	9 43—9
Bumberrah NC (See note) .. *arr.* ..		..	3 18	..
" .. .. .. *dep.* ..		..	3 28	..
Nicholson NC .. .. *arr.* ..		..	3 44	..
" .. .. .. *dep.* ..		..	3 52	..
BAIRNSDALE † .. *arr.* ..		2 0	4 10—9	11 00
				Tue. to Sat.
				a.m.
" .. .. .. *dep.* ..		3 0	4 50	12 15
		Mon.	**Tue. to Sat.**	
MELBOURNE— ..		a.m.	a.m.	p.m.
Dandenong		..	12 35	..
Melbourne Yard .. .. *arr.* ..		7 15	..	1 45

For intermediate times between Bairnsdale and Melbourne Yard see pages 24 to 37.

NOTE:—**Bumberrah, Tostaree** and **Waygara** are opened as Special Block Posts as required in accordance with instructions contained in General Appendix.

When vehicles on the Bairnsdale–Orbost Line are attached by means of Screw Couplings a space of five (5) cm must be allowed between the Buffers; the Couplings must be eased to this extent at Bairnsdale and Orbost.

A No. 8 Goods may depart Orbost up to 30 minutes late when heavy timber traffic is offering.

LINES CLOSED

WARRAGUL–NAYOOK
Line closed on and after 1/10/1958. Last train ran 30/9/1958. (Sec. 54/6221).

NAYOOK–NOOJEE
Line closed on and after 27/3/1954.

MOE–THORPDALE
Line closed on and after 4/12/58. Last train ran 3/12/1958. (Sec. 53/11764).

HERNE'S OAK–YALLOURN
Line closed on and after 31/3/1957. Last train ran 30/3/1957. (Sec. 54/6899).

KORUMBURRA–JUMBUNNA
Line closed on and after 30/9/1953. Last train ran 28/9/1953. (Sec. 53/5710).

KOO-WEE-RUP–BAYLES
Line closed on and after 5/2/1959. Last train ran 4/2/1959.

BAYLES–YANNATHAN
Line closed on and after 15/4/1950. Last train ran 12/4/1950. (Sec. 47/14024).

MOE–ERICA
Line closed on and after 25/6/1954. Last train ran 24/6/1954. (Sec. 54/1672).

ERICA–PLATINA
Line closed on and after 1/10/1952. (Sec. 52/8935).

PLATINA–WALHALLA
Line closed on and after 1/4/1944.

MAFFRA–BRIAGOLONG
Line closed on and after 21/10/1952. (Sec. 52/6398).

ALBERTON–PORT ALBERT
Line closed on and after 14/2/1949. Last train ran 12/2/1949. (Sec. 47/14138).

YARRAM–WOODSIDE
Line closed on and after 26/5/1953. Last train ran 25/5/1953. (Sec. 53/4678).

MORWELL–MIRBOO NORTH
Last Diesel Rail Car trip ran Saturday 7/9/1968. (Sec. 67/4909).
Lines closed on and after 24/6/74. Last train ran 18/6/74. (Sec. 67/4673).

STATIONS		19 280 H.P. Diesel Rail Car Mon. to Sat.	93 Diesel Elec. Rail Mtr. Sat.	111 PASS. MON. TUE. WED. THUR.	113 Diesel Electric Rl. Mtr. & Trlr. Fri.	55 PASS. SAT.	57 PASS. FRI.	59 Diesel Electric Rail Mtr. & Trlr. Mon. Tue. Wed. Thur.	125 Diesel Electric Rail Mtr. Sun.
MELBOURNE—		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Flinders St. ..	*dep.*	9 15	12 55	3 58	3 58	6 20	6 25	6 25	6 35
Richmond ..	..	*	*	*	*	*	*	*	*
South Yarra ..	..	*	*	*	*	*	*	*	*
Hawksburn ..	..	*	*	*	*	*	*	*	*
Toorak ..	..	*	*	*	*	*	*	*	*
Armadale ..	..	*	*	*	*	*	*	*	*
Malvern ..	..	*	*	*	*	*	*	*	*
Caulfield ..	*arr.*	..	..	..	..	..	6 40	6 42	..
" ..	*dep.*	9 33	1 11	4 15	4 15	6 37	6 44	6 44	6 51
Carnegie ..	..	*	*	*	*	*	*	*	*
Murrumbeena ..	..	*	*	*	*	*	*	*	*
Hughesdale ..	..	*	*	*	*	*	*	*	*
Oakleigh ..	..	*	*	4 22	4 22	*	*	*	*
Huntingdale ..	..	*	*	*	*	*	*	*	*
Clayton ..	..	*	*	*	*	*	*	*	*
Westall ○ ..	..	*	*	*	*	*	*	*	*
Springvale ..	..	*	*	*	*	*	*	*	*
Sandown Park ○ ..	..	*	*	*L	*	*	*	*	*
Noble Park ..	..	*	*	*	*	*	*	*	*
Yarraman ..	..	*	*	*	*	*	*	*	*
DANDENONG ES	*arr.*	..	..	4 37	4 38	..	7 5	7 5	..
" ..	*dep.*	9 54	1 31	4 41	4 40	6 58	7 10	7 10	7 11
Lyndhurst (see note, page 82)		*	1 37	4 48	4 47	§	*	*	*
Cranbourne ES ..	*arr.*	10 8–20	..	4 55	..	..	7 23–38	7 22–38	..
..	*dep.*	10 21 ●	1 44	4 57	4 54	7 13	7 25	7 24	7 23
Clyde ..	..	10 27	1 50	5 3	5 0	7 19 (42A)	7 32	7 31	7 29
Tooradin ..	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	10 34	1 57	5 10	5 7	7 26	7 40	7 38	7 36
Dalmore R.M. Stop. Place NC ..		*	Z	§	Z	*	*	*	*
Koo-wee-rup ES ..	*arr.*	..	..	5 19–38	..	..	7 49 (94)	.. (94)	..
..	*dep.*	10 44	2 6	5 21	5 17–38	7 35	7 51	7 47	7 45
Monomeith NC ..	..	*	2 9§	5 24§ (42)	5 20§ (42)	*	*	*	*
Lang Lang ES ..	*arr.*	..	..	5 30	5 30	..	..	..	7 55–46
(See note, page 82)	*dep.*	10 53	2 16	5 40 ●	5 40 ●	7 46	8 1	7 56	8 5 ●
NYORA ES ..	*arr.*	11 7	.. (38A)	5 56	5 59	8 2	8 17 —86	8 15 —86	8 23
" ..	*dep.*	11 9	2 32	5 59	6 2	8 5	8 22	8 20	8 25
Loch ○ ES ..	*arr.*	..	..	.. (94)	.. (94)	..	..	..	..
" ..	*dep.*	11 16	2 40	6 6	6 10	8 12	8 29	8 28◆	8 33
Bena ..	..	11 31	2 59	6 22	6 30	8 28	8 45	8 47◆	8 49
Korumburra Cattle Sdg. NC ..		..	..	..	..	..	..	..	..
KORUMBURRA ES	*arr.*	11 40	3 9	6 30 –88,86	6 41 –86, 88	8 35	8 52 –82, 88	8 58 –82, 88	..
" ..	*dep.*	11 42	3 11	6 35	6 44	8 38	8 57	9 1	9 2
Kardella NC (see note, page 82)		..	..	..	..	..	..	..	..
Ruby NC		..	..	..	..	..	..	..	..
		p.m.							
LEONGATHA ES	*arr.*	12 1	3 30 –42A,80	6 52 –82	7 5 –82	8 55	9 13	9 20	9 20
"	*dep.*			6 56		8 58	9 16	..	..

Continued on page 45

19	93	111	113	55	57	59	125

● **No. 19** may depart Cranbourne 10.9 a.m. **No. 125** may depart Lang Lang 7.56 p.m.
No. 111 may depart Lang Lang 5.31 p.m. **No. 113** may depart Lang Lang 5.31 p.m.

L. No. 111 is to stop to entrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Flinders Street and Sandown Park to arrange.

DOWN

STATIONS					111 PASS MON. TUE. WED. THUR.		55 PASS. SAT.	57 PASS. FRI.			
					p.m.		p.m.	p.m.			
LEONGATHA ES	*arr.*	..	..	..	6 52	..	8 55	9 13	..	..	..
" ..	*dep.*	..	..	..	6 56	..	8 58	9 16	..	..	..
Koonwarra		..	..	..	§	..	9 7§	9 26§	..	..	..
Tarwin		..	..	..	§	..	9 14§	9 34§	..	..	..
Meeniyan ES		..	..	..	7 19	..	9 20	9 41	..	..	..
Stony Creek		..	..	..	§	..	9 25§	9 47§	..	..	..
Buffalo (see note, page 82)		..	..	..	§	..	9 32§	9 56§	..	..	..
Fish Creek ..	*arr.*	..	..	..	..	..	..	10 6	..	..	..
(see note, page 82)	*dep.*	..	..	..	7 43	..	9 42	10 8	..	..	..
FOSTER ES †	*arr.*	..	..	..	7 58	..	9 57	10 23	..	..	..
"	*dep.*	..	..	..	8 1	..	10 0	10 27	..	..	..
Toora † ES		..	..	..	8 12	..	10 11	10 38	..	..	..
Barry Beach .. Junction † (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..	..	..
	dep.	..	..	..	..	..	..	..	..	..	..
Barry Beach NC †	*arr.*	..	..	..	..	..	..	..	..	..	..
Welshpool ES † ..	*dep*	..	..	..	8 23	..	10 22	10 50	..	..	..
Hedley NC (see note, page 82) ..		..	..	..	§	..	10 27§	10 56§	..	..	..
Gelliondale NC.. ..		..	..	..	§	..	10 34§	11 3§	..	..	..
Alberton (see note, p. 82)		..	..	..	§	..	10 38§	11 11§	..	..	..
YARRAM † ..	*arr.*	..	..	..	8 50	..	10 45	11 20	..	..	..
					111		55	57			

82A

UP

STATIONS			20 PASS. MON. TO SAT.					
			a.m.					
YARRAM † ..	*dep.*	..	6 45	..	..	..	..	..
Alberton (see note, p. 82) ..		..	6 52§	..	..	..	..	..
Gelliondale NC		..	6 58§	..	..	..	..	..
Hedley NC (see note, p. 82)		..	7 6§	..	..	..	..	..
Welshpool † ES		..	7 12	..	..	..	..	..
Barry Beach NC †	*dep.*	..	..	..	..	..	..	..
Barry Beach Junction † (See note, p. 82) ..	*arr.*	..	..	..	..	..	..	..
	dep.	..	..	..	..	..	..	..
Toora ES †		..	7 22	..	..	..	..	..
FOSTER † ES	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	7 32	..	..	..	..	..
Fish Creek (See note page 82)	*arr.*	..	..	..	..	..	..	..
	dep.	..	7 48	..	..	..	..	..
Buffalo (see note, p. 82)		..	7 58§	..	..	..	..	..
Stony Creek		..	8 6§	..	..	..	..	..
Meeniyan ES		..	8 14—31	..	..	..	..	..
Tarwin		..	8 19§	..	..	..	..	..
Koonwarra		..	8 27§	..	..	..	..	..
LEONGATHA ES	*arr.*	..	8 37	..	..	..	..	..
" ..	*dep.*		8 39				..	..
Continued on page 47 ..			20					

STATIONS			6 D.E.R.M. & Trailer Mon. to Fri. D.E.R.M. Sat.		20 PASS. MON. TO SAT.	42 280 H.P. Diesel Rail Car Mon. to Fri.	42A 280 H.P. Diesel Rail Car Sat.		46 D.E.R.M & Tlr. SUN.	
LEONGATHA ES		*arr.*	a.m. ..	..	a.m. 8 37	p.m. ..	p.m. .. –93	..	p.m. ..	..
"		*dep.*	6 10	..	8 39	4 35	5 28	..	6 45	..
Ruby NC		..	..	..	..	..	..	..	..	..
Kardella NC .. (See note page 82)		..	..	..	..	..	..	..	..	..
KORUMBURRA ES		*arr.*	.. –31	..	8 57 –71, 33A	..	..	..	..	..
" ..		*dep.*	6 35	..	9 3	4 55	5 49	..	7 12	..
Korumburra Cattle Siding NC		..	..	..	..	..	..	..	..	..
Bena ..		..	6 43	..	9 11	5 4	5 58	..	7 21	..
Loch ○ ES		*arr.*	..	..	..–73	..	..	..	..	..
"		*dep.*	6 56	..	9 24	5 17	6 11	..	7 36	..
NYORA ES ..		*arr.*	..–71	..	9 31	5 24	6 18	..	7 46	..
"		*dep.*	7 8	..	9 34	5 26 111, 113	6 20	..	7 48	..
Lang Lang ES .. (See note, page 82)		*arr.*	–73	..	..	5 36	..	..	8 0 125	..
"		*dep.*	7 20	..	9 46	5 38	6 31	..	8 2	..
Monomeith NC ..		..	7 27§	..	*	◆	6 37◆	..	*	..
Koo-wee-rup ES ..		*arr.*	..	..	..	..–38	..	..	..	..
" ..		*dep.*	7 32	..	9 56	5 48	6 41	..	8 13	..
Dalmore R. M. Stop. Place NC		..	Z	..	*	Z	Z	..	*	..
Tooradin (See note page 82)..			7 43	..	10 5	5 58	6 50	..	8 22	..
Clyde			7 52	..	10 12	6 6	6 58	..	8 31	..
Cranbourne ES ..		*arr.*	..	..	10 16 –19	..	7 4 –55	..	..	..
" ..		*dep.*	8 1	..	10 18	6 13	7 16 ●	..	8 38	..
Lyndhurst (See note, page 82)			8 7	..	*	*	*	..	*	..
DANDENONG ES		*arr.*	..	..	..	..	..	..	..	..
" ..		*dep.*	8 17B	..	10 33	6 28	7 27	..	8 51	..
Yarraman ..		..	*	..	*	*	*	..	*	..
Noble Park		..	*	..	*	*	*	..	*	..
Sandown Park ○ ..		..	*	..	* K	*	*	..	*	..
Springvale		..	8 27E	..	*	*	*	..	*	..
Westall ○		..	*	..	*	*	*	..	*	..
Clayton		..	*	..	*	*	*	..	*	..
Huntingdale		..	*	..	*	*	*	..	*	..
Oakleigh		..	8 35B	..	*	6 47	7 46	..	*	..
Hughesdale		..	*	..	*	*	*	..	*	..
Murrumbeena ..		..	*	..	*	*	*	..	*	..
Carnegie		..	*	..	*	*	*	..	*	..
Caulfield		*arr.*	..	..	..	..	..	..	..	..
"		*dep.*	8 45B	..	10 55	6 55	7 55	..	9 16	..
Malvern		..	*	..	*	*	*	..	*	..
Armadale		..	*	..	*	*	*	..	*	..
Toorak		..	*	..	*	*	*	..	*	..
Hawksburn		..	*	..	*	*	*	..	*	..
South Yarra		..	*	..	*	*	*	..	*	..
Richmond		..	*	..	*	*	*	..	*	..
MELBOURNE										
Flinders Street ..		*arr.*	9 2 Empty	..	11 10	7 10 Empty	8 10 Empty	..	9 35 Empty	..
" ..		*dep.*	9 7	..	..	7 20	8 20	..	9 44	..
Spencer Street ..		*arr.*	9 11	..	..	7 24	To Depot	..	To Depot	..

●—**No. 42A** may depart Cranbourne 7.5 p.m.

B—Stops Monday to Friday to detrain only. Stops Saturday to detrain or entrain.

E—Stops Monday to Saturday to detrain or entrain.

K.—No. 20 is to stop to detrain, only on the days a Race Meeting is conducted at Sandown Park Racecourse. Stationmasters Korumburra and Sandown Park to arrange.

MELBOURNE-KORUMBURRA-FOSTER-BARRY BEACH-YARRAM—Goods Service.
DOWN

STATIONS			71 Roadside Goods Sun.				
			p.m.		..		
Tottenham Yard	..	*dep.*	..	..	..	..	..
South Kensington	..	..	..	..	..	..	..
North Melbourne Junct.	..	..	..	..	..	..	..
MELBOURNE YARD	..	..	..	..	..	..	..
East Yard	.. ..	*dep.*	11 50	..	..	..	..
			Mon. a.m.				
Viaduct Junction	..	..	12 0	..	..	..	..
Flinders Street	..	*arr.*	12 5F	..	..	..	..
"	.. ..	*dep.*	12 20	..	..	..	..
Richmond	.. ..	..	..	..	..	..	..
South Yarra	.. ..	..	..	..	..	..	..
Hawksburn	.. ..	..	..	..	..	..	..
Toorak	.. ..	..	..	..	..	..	..
Armadale	.. ..	..	..	..	..	..	..
Malvern	.. ..	..	..	..	..	..	..
Caulfield	.. ..	..	12 42	..	..	..	..
Carnegie	.. ..	..	..	..	..	..	..
Murrumbeena	.. ..	..	..	..	..	..	..
Hughesdale	.. ..	..	..	..	..	..	..
Oakleigh	.. ..	..	12 51	..	..	..	..
Huntingdale	.. ..	..	..	..	..	..	..
Clayton	.. ..	..	..	..	..	..	..
Westall ○	.. ..	..	..	..	..	..	..
Springvale	.. ..	..	..	..	..	..	..
Sandown Park ○	.. ..	..	..	..	..	..	..
Noble Park	.. ..	..	..	..	..	..	..
Yarraman	.. ..	..	..	..	..	..	..
DANDENONG ES	..	*arr.*	1 12	..	..	..	..
"	..	*dep.*	2 12	..	..	..	..
Amalgamated Co-op. Marketers (Aust.) Ltd. Sdg. NC	..		..	..	..	..	..
C'th Eng. Coy's Sdg. NC	..		..	..	..	..	..
Tubemakers of Aust. Ltd. Sdg. NC	.. ..		..	..	..	..	..
C'tainers Ltd. Sdg. (D'ng) NC	..		..	..	..	..	..
Aust. W'glass Sdg. NC	..	*arr.*	2 19	..	..	..	..
"	..	*dep.*	2 39	..	..	..	..
Lyndhurst (See note, p. 82)	..		2 44	..	..	..	..
Cranbourne ES	..	*arr.*	2 54	..	..	..	..
"	..	*dep.*	3 27	..	..	..	..
Clyde	.. ..	*arr.*	3 35	..	..	..	..
"	..	*dep.*	3 45	..	..	..	..
Tooradin (See note page 82)		*arr.*	3 55	..	..	..	..
"	..	*dep.*	4 7	..	..	..	..
Dalmore R.M. St. Pl. NC	..		..	..	..	..	..
Koo-wee-rup ES	..	*arr.*	4 26	..	..	..	..
"	..	*dep.*	4 47	..	..	..	..
Monomeith NC	..	..	..	..	..	..	..
Lang Lang ES	.. ..	*arr.*	5 4	..	..	..	..
(See note, page 82)	..	*dep.*	5 27	..	..	..	..
Australian Glass Co.'s	..	*arr.*	5 39	..	..	..	..
Sdg. NC	.. ..	*dep.*	6 2	..	..	..	..
NYORA ES	.. ..	*arr.*	6 17	..	..	..	..
"	..	*dep.*	7 15—6	..	..	..	..
Loch ○ ES	.. ..	*arr.*	7 24	..	..	..	..
"	..	*dep.*	7 40	..	..	..	..
Bena	.. ..	*arr.*	8 4	..	..	..	..
"	..	*dep.*	8 20	..	..	..	..
Korumburra Cattle Sdg. NC	..		..	..	..	..	..
KORUMBURRA ES	..	*arr.*	8 35	..	..	..	..
"	..	*dep.*	..	..	..	..	..

20, 33A, 38

Continued on page 49 .. 71

F—11.50 p.m. **(No. 71)** Roadside Goods is to be routed via No. 1 Platform at Flinders Street.

Goods Service—continued.

DOWN

STATIONS		31 Goods Mon. to Fri. (Sat. ‡)							
		a.m.							
KORUMBURRA ES	*arr.*	..		..	..	..	..	..	..
			–6, 187						
		Mon to Fr.	Sat. ‡						
,, ..	*dep.*	6 40	8 0	..	..	..	..	..	..
Kardella NC (See note, page 82)	..	..	..	..	..	..	..	..	..
Ruby NC	..	..	..	..	..	..	..	..	..
LEONGATHA ES	*arr.*	7 0	8 20	..	..	..	..	..	..
			—20						
,, ..	*dep.*	7 20	8 50	..	..	..	..	..	..
Koonwarra ..	*arr.*	..	..	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..	..	..
Tarwin	*arr.*	..	..	..	..	..	..	..	..
,, ..	*dep.*	..	..	..	..	..	..	..	..
Meeniyan ES ..	*arr.*	7 40–20	9 10	..	..	..	..	..	..
,, ..	*dep.*	8 25	9 30	..	..	..	..	..	..
Stony Creek ..	*arr.*	..	..	..	..	..	..	..	..
,, ..	*dep.*	8 33	9 36	..	..	..	..	..	..
Buffalo (See note, page 82)	*arr.*	..	..	..	..	..	..	..	..
,, ..	*dep.*	8 45	9 46	..	..	..	..	..	..
Fish Creek ..	*arr.*	..	..		..	..	..	..	..
(See note, page 82)	*dep.*	9 3	9 54	..	..	..	..	..	..
FOSTER ES † ..	*arr.*	9 31	10 20	..	..	..	..	..	..
		Roadside Goods	Roadside Goods						
,, ..	*dep.*	10 0	10 40	..	..	..	..	..	..
Toora † ES ..	*arr.*	10 13	10 58	..	..	..	..	..	..
,, ..	*dep.*	10 43	11 30	..	..	..	..	..	..
Barry Beach Junct. †	*arr.*	10 53	11 40	..	..	..	..	..	..
(See note, page 82)	*dep.*	11 3	11 50	..	..	..	..	..	..
			p.m.						
Barry Beach NC † ..	*arr.*	11 25	12 15–80	..	..	..	..	..	..
UP.									
Barry Beach NC † ..	*dep.*	11 45	..		..	..	..	..	..
		p.m.							
Barry Beach Junct. † (See note, page 82)	*arr.*	12 5	..	..	..	..	..	..	..
DOWN.									
Barry Beach Junct. † (See note, page 82)	*dep.*	12 15	..	..	..	..	..	..	..
Welshpool ES † ..	*arr.*	12 25	..	..	..	..	..	..	..
,, ..	*dep.*	12 45	..	..	..	..	..	..	..
Hedley NC (See note, page 82)	..	12 53	..	..	..	..	..	..	..
Gelliondale NC ..	*arr.*	1 6	..	..	..	..	..	..	..
,, ..	*dep.*	1 20	..	..	..	..	..	..	..
Alberton	*arr.*	1 28	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	1 43	..	..	..	..	..	..	..
YARRAM † ..	*arr.*	1 55	..	..	..	..	..	..	..
		82 82A							
		31	31						

MELBOURNE–KORUMBURRA–FOSTER–BARRY BEACH–YARRAM—Goods Service.

DOWN

STATIONS			73 Roadside Goods Tue. to Fri.	67 Through Goods Mon. to Fri. ‡	47 Goods Mon. to Fri.		169 Thro. Goods Mon. to Fri.	187 Thro. Goods Mon. to Fri.
Tottenham Yard ..	*dep.*	..	a.m. ..	a.m. ..	p.m. ..	..	p.m. ..	p.m. 11 25
South Kensington ..	..	..	..	..	..	..	..	11 51
North Melbourne Junction ..	..	..	..	..	..	..	..	11 55
MELBOURNE YARD	*dep.*	..	..	..	..	..	..	**Tue. to Sat**
East Yard	..	..	2 40	9 55A	..	..	7 50	a.m.
Viaduct Junction ..	..	..	2 50	10 4	..	..	8 0	12 0
Flinders Street ..	*arr.*	..	..	..	..	..	..	12 5F
" ..	*dep.*	..	2 55	10 8	..	..	8 4	12 20
Richmond	..	..	..	..	..	..	..	..
South Yarra ..	..	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..	..
Toorak ..	..	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..	..
Malvern	..	..	..	..	..	..	..	..
Caulfield	..	..	3 20	10 29	..	..	8 25	12 42
Carnegie	..	..	..	..	..	..	..	..
Murrumbeena ..	..	..	..	..	..	..	..	..
Hughesdale	..	..	..	..	..	..	..	..
Oakleigh	..	..	3 29	10 37	..	..	8 32	12 51
Huntingdale ..	..	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..	..
Westall ○ ..	..	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..	..
Sandown Park ○ ..	..	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..	..
Yarraman	..	..	..	..	..	..	..	..
DANDENONG ES	*arr.*	..	3 50	10 59	..	..	8 52–94	1 12
" ..	*dep.*	..	4 40	11 20	12 5	..	10 32	1 50
Amalgamated Co.-op. ..		..	..	..	..	..	..	..
Marketers (Aust.) Ltd. Sdg. NC		..	..	..	..	..	..	..
C'th Eng. Coy.'s Sdg. NC ..		..	..	..	..	..	..	..
Tubemaker's of Aust. Ltd. Sdg. NC ..		..	..	..	..	..	..	..
C'tainers Ltd. Sdg. (D'ng) NC		..	..	..	..	..	..	..
Aust. W'glass Sdg. NC	*arr.*	..	..	..	12 10–56	..	..	1 57
"	*dep.*	..	..	..		..	..	2 25
Lyndhurst (See note, page 82) ..		..	..	..	..	..	..	2 30
Cranbourne ES		..	5 5	..	..	..	..	.. 82A
" ..	*dep.*	..	5 35	11 42	..	..	10 56–86	2 40
Clyde	*arr.*	..	5 43	..	..	..	..	..
"	*dep.*	..	5 45	11 50	..	..	11 4	2 48
Tooradin	*arr.*	..	5 52	..	..	..	..	..
(See note page 82) ..	*dep.*	..	6 2	11 59	..	..	11 13	2 57
Dalmore R.M. St. Pl. NC ..		..	..	..	..	..	..	..
Koo-wee-rup ES ..	*arr.*	..	6 16	p.m.	..	..	11 27–82	..
" ..	*dep.*	..	6 36	12 13	..	..	11 42	3 11
Monomeith NC ..		..	..	12 19	..	..	..	..
Lang Lang ES		..	7 0	..	..	..	11 55	..
			–6				Tu. to Sat. a.m.	
(See note, page 82) ..	*dep.*	..	7 30	12 30	..	..	12 10	3 28
Australian Glass Co's	*arr.*	..	7 45	..	..	..	..	3 43
Sdg. NC	*dep.*	..	8 10	..	..	..	..	4 18
NYORA ES ..	*arr.*	..	8 20	1 2–38	..	..	12 39	4 29–72
" ..	*dep.*	..	8 50	1 37	..	..	1 0	4 53
Loch ○ ES	*arr.*	..	8 58–20	..	..	..	..	..
" ..	*dep.*	..	9 30	1 47	..	..	1 9	5 0
Bena ..	*arr.*	..	9 55	..	..	..	..	..
"	*dep.*	..	10 10	2 12	..	..	1 34	5 20
Korumburra Cattle Sdg. NC ..		..	..	..	..	..	..	..
KORUMBURRA ES	*arr.*	..	10 25 –38	2 25	..	..	1 50	5 35–6
" ..	*dep.*	..	..	..	..	..	..	..

R'side Gds 88,82A

Continued on page 51 ..

			73	67	47		169	187

A—May originate ex Newport (Connect 7.40 a.m. ex Geelong).

F—11.25 p.m. (**No. 187**) Through Goods is to be routed via **No. 1** Platform at Flinders Street.

DOWN

STATIONS					33A Goods Mon. to Fri.			
					a.m.			
KORUMBURRA ES	*arr.*	..	..	..	..	..	..	..
					–20, 71			
" ..	*dep.*	..	..	..	9 45	..	..	..
Kardella NC (See note, page 82)	..	..	..	..	9 53	..	..	..
Ruby NC ..	..	..	..	..	10 2	..	..	..
LEONGATHA ES	*arr.*	..	..	..	10 12	..	..	..
" ..	*dep.*	..	..	..	10 27	..	..	..
Koonwarra ..	*arr.*	..	..	..	10 38	..	..	..
" ..	*dep.*	..	..	..	10 48	..	..	..
Tarwin ..	*arr.*	..	..	..	10 55	..	..	..
" ..	*dep.*	..	..	..	11 5	..	..	..
Meeniyan ES ..	*arr.*	..	..	..	11 9	..	..	..
" ..	*dep.*	..	..	..	11 29	..	..	..
Stony Creek ..	*arr.*	..	..	..	11 35	..	..	..
" ..	*dep.*	..	..	..	11 45	..	..	..
Buffalo (See note, page 82)	*arr.*	..	..	..	11 57	..	..	..
..	*dep.*	..	..	..	p.m. 12 12	..	..	..
Fish Creek ..	*arr.*	..	..	..	12 24	..	..	..
(See note, page 82)	*dep.*	..	..	..	12 54	..	..	..
FOSTER ES †	*arr.*	..	..	..	1 20	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Toora † ES ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Barry Beach Junct. †	*arr.*	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	..	..	..	..	..	..	..
Barry Beach NC †	*arr.*	..	..	..	..	..	..	..
UP								
Barry Beach NC †	*dep.*	..	..	..	..	..	..	..
Barry Beach Junct. † (See note, page 82)	*arr.*	..	..	..	..	..	..	..
Down								
Barry Beach Junct. † (See note, page 82)	*dep.*	..	..	..	..	..	..	..
Welshpool ES † ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Hedley NC (See note, page 82)	..	..	..	..	..	..	..	..
Gelliondale NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Alberton ..	*arr.*	..	..	..	..	..	..	..
(See note, page 82)	*dep.*	..	..	..	..	..	..	..
YARRAM † ..	*arr.*	..	..	..	..	..	..	..
					33A			

YARRAM–BARRY BEACH–FOSTER–KORUMBURRA–MELBOURNE—Goods Service

UP

STATIONS									
					80 Goods Sat. ‡				
					p.m.				
YARRAM † ..	*dep.*	..	..	..	..	..	..	..	..
Alberton	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)									
„	*dep.*	..	..	..	..	..	..	..	..
Gelliondale NC ..	..	..	..	..	..	..	..	..	..
Hedley NC (See note, p. 82)		..	..	..	..	..	..	..	..
Welshpool † ES ..	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	..	..	..	..	..	..	..	..
Barry Beach NC †	*dep.*	..	..	..	12 55–**31**	..	..	..	..
Barry Beach Junction †	*arr.*	..	..	..	1 20	..	..	..	..
(See note, page 82)									..
„	*dep.*	..	..	..	1 30	..	..	..	..
Toora ES † ..	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	..	..	1 40	..	..	..	..
Bennison NC ..	..	..	..	..	..	..	..	..	..
FOSTER ES † ..	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	..	..	1 54	..	..	..	..
Fish Creek ..	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)									
„	*dep.*	..	..	..	2 18	..	..	..	..
Buffalo	*arr.*	..	..	..	..	..	..	..	..
(See note, page 82)									
„	*dep.*	..	..	..	2 30	..	..	..	..
Stony Creek ..	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	..	..	2 40	..	..	..	..
Meeniyan ES ..	*arr.*	..	..	..	2 45	..	..	..	..
„	*dep.*	..	..	..	2 50	..	..	..	..
Tarwin	*arr.*	..	..	..	..	..	..	..	..
„	*dep.*	..	..	..	2 54	..	..	..	..
Koonwarra ..	..	..	..	..	3 2	..	..	..	..
LEONGATHA ES	*arr.*	..	..	..	3 15	..	..	..	..
		..			–**93**				
„	*dep.*	..	..	..	3 40	..	..	..	..
Ruby NC ..	..	..	..	..	..	..	..	..	..
Kardella NC ..	..	..	..	..	..	..	..	..	..
(See note, page 82)									
KORUMBURRA ES	*arr.*	..	..	..	4 15	..	..	..	..
„ ..	*dep.*	..	..	..	..	..	..	..	..
Continued on page 53					**80**				

UP —continued.

STATIONS		72 'Y' Class Loco Light Tue., Thur.			56 Goods Mon. to Fri.	38A Goods Sat.	38 Roadside Goods Mon. to Fri.
		a.m.			p.m.	a.m.	p.m.
KORUMBURRA ..	*arr.*	..	..	..	..	.. —19	..
"	*dep.*	3 50	..	..	..	11 55	12 0–19
Korumburra Cattle Sdg. NC	..	..	..	..	..	..	..
						p.m.	
Bena	*arr.*	..	..	..	..	..	12 9
"	*dep.*	3 58	..	..	..	12 4	12 19
Loch ○ ES	*arr.*	..		..	..	..	12 36
"	*dep.*	4 10	..	..	..	12 17	12 51
NYORA ES	*arr.*	4 20–187	..	..	..	..	1 7–67
"	*dep.*	To work No. 3 Wonthaggi goods	..	..	..	12 27	2 7
Australian Glass Co's ..	*arr.*		..	..	..	12 37	2 17
Siding NC	*dep.*		..	..	..	2 0	4 0
Lang Lang ES	*arr.*		..	..	..	2 10–93	4 15 42, 111, 113
(See note, page 82)							
"	*dep.*		..	..	..	2 30	4 49
Monomeith NC	..		..	..	..	2 42	..
Koo-wee-rup ES ..	*arr.*		..	..	..	..	5 3
"	*dep.*		..	..	..	2 49	6 25
Dalmore R.M. St. Pl NC ..	..		..	..	..	..	..
Tooradin (See note page 82)	..		..	..	..	3 6	..
Clyde	..		..	..	..	3 24	.. 57, 59
Cranbourne ES	*arr.*		..	..	..	..	6 59
"	*dep.*		..	..	..	3 35	7 40
Lyndhurst	..		..	..	..	..	..
(See note, page 82)							
Aust. W'glass Sdg. NC ..	*arr.*	..	..	..	..	3 50	7 58
" ..	*dep.*	..	..	..	12 45–47	4 35	8 18
Containers Ltd. Sdg. NC ..	..	..	..	..	..	..	..
Tubemakers of Aust. ..	..	..	..	..	..	..	..
Ltd. Sdg. NC							
C'wealth Engineering Co's ..	..	..	..	..	..	..	..
Sdg. NC							
Amalgamated Co-op ..	..	..	..	..	..	..	..
Marketers (Aust.) Ltd.							
Sdg. NC							
DANDENONG ES ..	*arr.*	..	..	..	12 50	..	8 26
"	*dep.*	..	..	..		4 46	8 35
Yarraman	..	..	..	..	..	..	..
Noble Park	..	..	..	..	..	..	..
Sandown Park ○	..	..	..	..	..	..	..
Springvale	..	..	..	..	..	..	..
Westall ○	..	..	..	..	..	..	..
Clayton	..	..	..	..	..	..	..
Huntingdale	..	..	..	..	..	..	..
Oakleigh	..	..	..	..	..	5 10	9 8
Hughesdale	..	..	..	..	..	..	..
Murrumbeena	..	..	..	..	..	..	..
Carnegie	..	..	..	..	..	..	..
Caulfield	..	..	..	..	..	5 19	9 17
Malvern	..	..	..	..	..	..	..
Armadale	..	..	..	..	..	..	..
Toorak	..	..	..	..	..	..	..
Hawksburn	..	..	..	..	..	..	..
South Yarra	..	..	..	..	..	..	..
Richmond	..	..	..	..	..	..	..
MELBOURNE	*arr.*	..	..	..	..	5 43	..
Flinders Street ..	*dep.*	..	..	..	..	5 50	9 40
Viaduct Junction	..	..	..	..	..	5 54A	9 44A
Melbourne Yard ..	*arr.*	..	..	..	..	..	..
		72			**56**	**38A**	**38**

A—To Spotswood and Newport as arranged by Centrol.

YARRAM–BARRY BEACH–FOSTER–KORUMBURRA–MELBOURNE—Goods Service
continued

UP

STATIONS			88 Goods Mon. to Fri.		82 Roadside Goods Mn., Tu., Wd., Th., & Alt. Fr. (1st in Period)		82A R'dside Goods Alt. Fri. (2nd in Period)
			p.m.		p.m.		p.m.
YARRAM †	*dep.*	..	..		2 40–31	..	5 0–31
Alberton	*arr.*	..	..		2 47	..	5 7
(See note, page 82)							
"	*dep.*	..	..		2 54	..	5 21
Gelliondale NC		..	..		3 8	..	..
Hedley NC (See note, p. 82) ..		..	..		3 24	..	..
Welshpool † ES ..	*arr.*	..	..		3 32	..	6 4
"	*dep.*	..	..		3 51	..	6 18
Barry Beach NC † ..	*dep.*	..	..		..	..	..
Barry Beach	*arr.*	..	..		..	..	..
Junction † ..							
(See note, page 82) ..	*dep.*	..	..		..	..	..
Toora ES †	*arr.*	..	..		4 3	..	6 30 =
"	*dep.*	..	..		4 38	..	7 20 =
FOSTER ES † ..	*arr.*	..	..		4 51	..	7 33 ⌋
					Thro. Goods		**Thro. Goods**
" ..	*dep.*	..	3 0–33A		5 16	..	8 10
Fish Creek	*arr.*	..	3 24		..	..	..
(See note, page 82)							
"	*dep.*	..	3 44		5 45	..	8 39
Buffalo	*arr.*	..	3 56		..	..	..
(See note, page 82) ..	*dep.*	..	4 6		6 0	..	..
Stony Creek	*arr.*	..	4 15		..	..	..
"	*dep.*	..	4 21		6 9	..	9 3
Meeniyan ES	*arr.*	..	4 25		..	..	9 9–57
"	*dep.*	..	4 45		6 15	..	9 50
Tarwin	*arr.*	..	4 49		..	..	..
"	*dep.*	..	4 55		..	..	..
Koonwarra	..	..	..		..	..	..
LEONGATHA ES ..	*arr.*	..	5 22		6 42	..	10 23
					–111, 113		
" ..	*dep.*	..	5 42		7 40	..	10 45
Ruby NC		..	..		..	..	..
Kardella NC		..	..		..	..	..
(See note, page 82)							
KORUMBURRA ES ..	*arr.*	..	6 22		8 20	..	11 30
			–111, 113, 59, 57, 86, 82		–59, 88, 57		
			Alt. Fri. (2nd in Period)	**Mon. Tue., Wed., Thu Alt. Fri. (1st in Period)**			**Alt.Sats (2nd in Period)**
							a.m.
" ..	*dep.*		9 45	11 30	9 45	..	12 20
Continued on page 55			**88**	**88**	**82**		**82A**

YARRAM–BARRY BEACH–FOSTER–KORUMBURRA–MELBOURNE—Goods Service—UP continued.

STATIONS		94 Thro. Goods Mon. to Fri. ‡	86 Thro. Goods Tue. Th. Mon., Wed., Fri. ‡	88 Thro. Goods Alt. Fri. (2nd in Period)	82 Thro. Gds Mon, Tue, Wed. Th. Alt. Fri. (1st in Period)	88 Thro. Gds. Mon., Tue., Wed. Thur. Alt.Fri. (1st in Period)	82A Through Goods Alt. Fri. (2nd in Period)
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
KORUMBURRA ES ..	*arr.*	..	..	6 22	8 20	6 22	11 30
					–57,59,88	–111, 59, 113, 57, 82, 86	Alt. Sat.
"	*dep.*	5 30	7 20		9 45	11 30	a.m. 12 20
Korumburra Cattle Siding NC	..	..	..		..	..	..
Bena	*arr.*	..	..		..	..	..
"	*dep.*	5 42	7 29		9 56	11 42	12 31
Loch ○ ES	*arr.*	6 0	..		..	..	..
"	*dep.*	6 13	7 42		10 8	11 57	12 43
						a.m.	
NYORA ES	*arr.*	..	7 52		10 20	12 10	..
"	*dep.*	6 25	9 20		10 50	12 55–169	12 55–169
Australian Glass Co's. Siding NC ..	*arr.*	..	..		..	..	1 5
	dep.	..	..		..	..	1 30
Lang Lang ES ..	*arr.*	..	..		..	..	..
(See note page 82) ..	*dep.*	6 43	9 38		11 5	1 13	1 45
Monomeith NC	..	..	..		..	..	..
Koo-wee-rup ES ..	*arr.*	7 2	..		11 16–169	..	..
"	*dep.*	8 0	9 54		11 32	1 32	1 59
Dalmore R.M. Stop. Place NC	..	..	..		..	..	..
Tooradin (See note page 82) ..		8 17	10 10		11 45	1 45	2 12
Clyde	*arr.*	..	..		..	..	..
"	*dep.*	8 35	10 27		11 59	1 59	2 26
Cranbourne ES	*arr.*	..	10 39		Tue. to Sat.	2 10	2 35
			–169		a.m.	–187	–187
"	*dep.*	8 46	11 5		12 8	2 47	2 45
Lyndhurst (See note, page 82) ..		..	..		..	2 58	..
Aust. W'glass Siding NC ..	*arr.*	..	..		..	..	..
"	*dep.*	..	..		..	..	..
Containers Ltd. Sdg. (D'ng)		..	..		..	..	..
Tubemakers of Aust. Ltd. Sdg. NC ..		..	..		..	..	..
C'wealth Engineering Co's Sdg. ..		..	..		..	..	..
Amalgamated Co-op. Marketers (Aust.) Ltd. Sdg. NC ..		..	..		..	..	..
DANDENONG ES ..	*arr.*	9 10	..		..	3 7	3 5
"	*dep.*	10 5–169	11 30		12 30	3 32	3 45
Yarraman		..	..		..	..	..
Noble Park		..	..		..	..	..
Sandown Park ○		..	..		..	..	..
Springvale		..	..		..	..	..
Westall ○		..	..		..	..	..
Clayton		..	..		..	..	..
Huntingdale		..	..		..	..	..
Oakleigh		10 29	11 54 Wed,Fri (Tu, Th., Sat. ‡) a.m.		1 0	3 54	4 9
Hughesdale		..	..		..	..	..
Murrumbeena		..	..		..	..	..
Carnegie		..	..		..	..	..
Caulfield		10 39	12 2		1 9	4 2	4 17
Malvern		..	..		..	..	..
Armadale		..	..		..	..	..
Toorak		..	..		..	..	..
Hawksburn		..	..		..	..	..
South Yarra		..	..		..	..	..
Richmond		..	..		..	..	..
MELBOURNE ..	*arr.*	..	..		1 35	..	..
Flinders Street	*dep.*	11 1	12 25		2 0	4 24	4 40
Viaduct Junction		11 5	12 29		2 5	4 29	4 45
Melbourne Yard	*arr.*	11 30	1 0		2 40	5 0	5 20
		94	86	82		88	82A

NYORA-WONTHAGGI—Passenger Service.

DOWN

STATIONS			19 280 H.P. Diesel Rail Car Mon. to Sat.	55 PASS. SAT.	59 D.E. Rail Mtr. & Trailer Mon. Tue. Wed. Thur.	57 PASS. FRI.		125 D.E. Rail Mtr. Sun.
MELBOURNE			a.m.	p.m.	p.m.	p.m.		p.m.
Flinders Street ..	..	*dep.*	9 15	6 20	6 25	6 25	..	6 35
NYORA † ..	..	*arr.*	11 7c	8 2c	8 15c	8 17c	..	8 23c
			1 (102H.P.) Diesel Rail Car	**5 (102H.P.) Diesel Rail Car**	**7 (102H.P.) Diesel Rail Car**	**9 (102H.P.) Diesel Rail Car**		**11 (102H.P.) Diesel Rail Car**
,, ..	..	*dep.*	11 17	8 12	8 40	8 40	..	8 30
Woodleigh NC ..	..	..	11 29	8 23§	8 51§	8 51§	..	8 41§
(See note, page 82)								
Kernot NC ..	..	..	11 35	8 28§	8 56§	8 56§	..	8 46§
Almurta NC ..	..	..	11 39	8 31§	8 59§	8 59§	..	8 49§
(See note, page 82)								
Woolamai NC ..	..	..	11 49	8 40§	9 8§	9 8§	..	8 58§
Anderson ○ † ..	..	..	11 59	8 49	9 17	9 17	..	9 8
			p.m					
Kilcunda ..	..	..	12 6	8 55§	9 23§	9 23§	..	9 14§
(See note, page 82)			12 14	9 2§	9 30§	9 30§	..	9 20§
Dalyston ..	..	..						
(See note, page 82)								
WONTHAGGI † ..		*arr.*	12 27–30	9 15	9 40	9 40	..	9 32
Kirrak NC ..	..	..	..	..	..	..	..	..

UP **WONTHAGGI-NYORA—Passenger Service.**

STATIONS			2 102H.P. Diesel Rail Car Mon. to Sat.	4 102H.P. Diesel Rail Car Mon. to Fri.	6 102H.P. Diesel Rail Car Sat.			8 102H.P. Diesel Rail Car Sun.
Kirrak NC ..	..	..	a.m. ..	p.m. ..	p.m. ..	..	..	p.m. ..
WONTHAGGI † ..		*dep.*	8 10	4 10	5 0	..	..	6 35
Dalyston ..	..	..	8 19	4 19	5 9	..	..	6 43§
(See note, page 82)								
Kilcunda ..	..	..	8 28	4 28	5 18	..	..	6 51§
(See note, page 82)								
Anderson ○ † ..	..	..	8 38–3	4 36	5 26	..	..	7 0
Woolamai NC ..	..	..	8 44	4 43	5 33	..	..	7 6§
Almurta NC ..	..	..	8 54	4 53	5 43	..	..	7 15§
(See note, page 82)								
Kernot NC ..	..	..	8 59	5 0	5 48	..	..	7 19§
Woodleigh NC ..	..	..	9 5	5 4	5 54	..	..	7 24§
(See note, page 82)								
NYORA † ..	..	*arr.*	9 23c	5 19c	6 12c	..	..	7 41c
			20 PASS.	**42 (280 H.P.) D.R.C.**	**42A (280 H.P.) D.R.C.**			**46 D.E. Rail Mtr. & Trlr.**
,, ..	..	*dep.*	9 34	5 26	6 20	..	..	7 48
MELBOURNE—								
Flinders Street ..	..	*arr.*	11 10	7 10	8 10	..	..	9 35

For intermediate times between Melbourne and Nyora see pages 44 to 47.
c—Change trains.

NYORA–WONTHAGGI—Goods Service.

DOWN

STATIONS		3 Goods Tue. Thur.	
		a.m.	
NYORA †	*dep.*	6 5	..
Woodleigh NC	*arr.*	6 15	..
(See note, page 82)	*dep.*	6 24	..
Kernot NC ..	*arr.*	6 30	..
" ..	*dep.*	6 48	..
Almurta NC ..	*arr.*	6 52	..
(See note, page 82)	*dep.*	7 5	..
Woolamai NC	*arr.*	7 15	..
" ..	*dep.*	7 28	..
Anderson ○ † ..	*arr.*	7 40	..
		—2	
" ..	*dep.*	8 50	..
Kilcunda ..	*arr.*	8 59	..
(See note, page 82)	*dep.*	9 14	..
Dalyston ..	*arr.*	9 31	..
(See note, page 82)	*dep.*	10 0 30, 1	..
WONTHAGGI †	*arr.*	10 20	..
Kirrak NC		..	..

UP

STATIONS		30 Goods Tue. Thur.	
		p.m.	
Kirrak NC		..	..
WONTHAGGI † ..	*dep.*	12 40 3	..
Dalyston	*arr.*	12 50 1	..
(See note, page 82) ..	*dep.*	1 13	..
Kilcunda	*arr.*	1 28	..
(See note, page 82) ..	*dep.*	1 33	..
Anderson ○ †	*arr.*	1 43	..
"	*dep.*	2 8	..
Woolamai NC ..	*arr.*	2 17	..
"	*dep.*	2 23	..
Almurta NC	*arr.*	2 35	..
(See note, page 82) ..	*dep.*	2 45	..
Kernot NC	*arr.*	2 50	..
"	*dep.*	2 55	..
Woodleigh NC ..	*arr.*	3 3	..
(See note, page 82) ..	*dep.*	3 8	..
NYORA † ..	*arr.*	3 35	..

59 (Reserved)

(E)

63. (Reserved)

(E)

64–80 (Reserved)

GENERAL INSTRUCTIONS

BLOCK NOTES

EASTERN LINES

Three-position signalling is in force between Viaduct Junction Box and Flinders Street "A" Box; and on the Up and Down journey between Flinders Street "B" and "C" Boxes and Springvale; between Springvale and Bunyip, and between Yarragon and Moe.

Except as shown hereunder, the **Double Line Block Telegraph System** is in force on the Up and Down journey on the following sections :—Longwarry and Drouin; Drouin and Warragul; Warragul and Darnum; Darnum and Yarragon.

The Automatic and Track Control System of Train Signalling (General Appendix pages 459-483) is in force between Moe and Morwell. Herne's Oak is an Unattended Crossing Station at which the points and signals are remotely controlled from Morwell.

Oakleigh is switched in Monday to Friday from 3.30 a.m. until 10.15 a.m. and from 4.00 p.m. until 8.00 p.m. and at other times as arranged by the Train Controller. Saturdays as arranged by the Train Control er.

Narre Warren is switched in from 6.40 a.m. until 11.15 a.m. and from 1.55 p.m. until passage of No. 32 Mondays to Fridays inclusive. From 7.40 a.m. until passage of No. 33 Saturdays.

Berwick is switched in from 6.35 a.m. until passage of Nos. 53 and 32 Mondays to Fridays inclusive. From 7.5 a.m. until passage of No. 53A Saturdays : From 9.30 a.m. until passage of Nos. 28 and 29 and from 7.35 p.m. until passage of No. 76, Sundays.

Nar-Nar-Goon is switched in from 5.10 a.m. until 11.15 a.m.; from 1.0 p.m. until passage of No. 32 Mondays to Fridays inclusive. From 5.10 a.m. until 11.30 a.m. Saturdays. From 7.45 p.m. until the passage of Nos. 76 and 77 Sundays.

Drouin is switched in as a Block Post Mondays to Fridays from 5 35 a.m. until No 225 clears; Saturdays from 6.35 a.m. until No. 24 clears. Sundays from 7.30 p.m. until No. 77 clears.

Darnum is switched in as a Block Post, Mondays, to Fridays, from 5.55 a.m. until No. 14 clears.

Trafalgar is switched in Mondays to Fridays 7.0 a.m. until 9.35 a.m. and from 4.20 p.m. until 5.35 p.m.; Saturdays 7.0 a.m. until 9.35 a.m.

Maryvale is an unattended Electric Staff Post worked accordingly to instructions shown in the General Appendix.

Flynn and Kilmany may be opened as Intermediate Block Posts as required in accordance with instructions contained in the General Appendix.

Glengarry and **Toongabbie.**—See General Appendix for instructions in respect to Glengarry or Toongabbie being opened as Intermediate Block Posts.

Glengarry is switched in as an Electric Staff Station Mondays to Fridays from 7.15 a.m. until **No. 35** clears and from 2.30 p.m. until **No. 18** clears. In the event of **No. 18** Goods not being required to cross **No. 10** Rail Motor at Glengarry on Mondays to Fridays, the station may be switched out when **No. 10** clears.

Tinamba is switched in as an Electric Staff Station Mondays to Fridays from 6.50 a.m. until **No. 10** clears. Saturdays from 6.50 a.m. until **No. 6A** and **No. 17** clears.

The Train Controller, Spencer Street, may arrange for Glengarry and/or Tinamba to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the Crews are instructed must make an entry to that effect in the Train Register Book.

SOUTH EASTERN LINES

Lang Lang is switched in as an Electric Staff station as shown hereunder :—Saturdays, Sundays, Mondays from 5.50 a.m. Saturdays until **No. 59** clears Mondays, Tuesdays and Thursdays from 6.0 a.m. until **No. 59** clears. Wednesdays from 5.50 a.m. until **No. 59** clears Fridays from 5.50 until **No. 57** clears.

Barry Beach Junction is provided with an Intermediate Electric Staff Instrument.

Tooradin may be switched in as an Electric Staff station for special traffic when so Authorised by circular.

NOTE.—The Train Controller, Spencer Street, may arrange for Lang Lang to be switched in during other periods, but before doing so, he must arrange for the Driver and the Guard of each Down and Up train to be advised. The Signalman at the Staff station where the crews are instructed must make an entry to that effect in the Train Register Book.

When required **Lyndhurst, Kardella, Buffalo, Fish Creek** and **Hedley OR Alberton** may be opened as Intermediate Block Posts in accordance with instructions contained in the General Appendix.

Fish Creek may also be opened as a Staff Station in accordance with General Appendix instructions.

Dalyston, Almurta and Woodleigh may be opened as Intermediate Block Posts in accordance with instructions contained in the General Appendix.

Kilcunda may be opened as an Intermediate Block Post for the 'Up' journey only in accordance with instructions contained in the General Appendix.

OPERATION OF NOS. 21, 30 AND 30A BETWEEN TRARALGON AND SALE, AND SALE AND BAIRNSDALE WITHOUT A BRAKEVAN IN THE REAR

Nos. 21, 30 and 30A may run without a brakevan in the rear between Traralgon and Sale and Sale and Bairnsdale. In all cases, the rear vehicle must be fitted with a hand-brake which must be in good order.

An Employe must ride in the rear carriage for the purpose of carrying out the duties specified hereunder :—

1. (*a*) **Duties of Employe in Rear Carriage.** On account of the brakevan of the abovementioned trains being next the locomotive, the duties specified will devolve upon an employe qualified to perform Guard's duties.

(*b*) The Employe must ride in the rear of the train and carry out each or all, as may be necessary, of the duties laid down in sections i to xiii hereunder. He must :—

(i) See that the prescribed Tail Signal, i.e., a White Disc by day and a Red Tail Light during darkness or foggy weather is carried on the rear of the trailing vehicle and so fixed that the face of the disc or light will show clearly to the rear. See also sub-clause (*c*), clause 1, page 193, General Appendix.

(ii) Examine all special train and other notices as directed for the Guard, in Regulation 185.

(iii) Have with him in the rear carriage, a Guard's kit, complete.

(iv) Exchange hand signals with the Fireman as soon as practicable after the train has started. (See clause (*f*), Regulation 194).

(v) Comply with Regulation 198 when necessary in regard to giving information to the Signalman that the whole of the train, with Tail Disc or Light attached, has arrived.

(vi) Perform the duties specified for Guards, in the event of the train being pushed. (See Regulation 201 and the Instruction on page 291, General Appendix.)

(vii) Secure the train by means of the Hand Brake if the locomotive be detached for any purpose. (See Regulation 203).

(viii) Protect the train as directed in Regulation 239 and issue the authority should it be necessary for the locomotive to return for the rear portion of the train when the Driver is IN POSSESSION OF A PROCEED ORDER OR A PORTION OF A COMPOSITE ELECTRIC STAFF.

(ix) When necessary, protect the train in accordance with the Rules and Regulations, should it be brought to a stand by the use of the Communication apparatus. The Guard must take steps to ascertain why the Communication apparatus was applied.

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

(xi) Carry out the duties provided for the Guard in Rules 16 and 16C, Electric Staff Rules.

(xii) Test the Hand Brake of the rear carriage prior to testing the Air Brake, to satisfy himself it is in good order, and see, in all cases, that it is screwed off before starting.

(xiii) Test the Air Brake in the manner prescribed for the Guard in the Air Brake Instructions.

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

CAULFIELD LOCAL AND THROUGH LINES

The following Country trains are scheduled to run on the "Local" or "Through" lines between Flinders Street "E" Signal Box and Caulfield. The routing laid down for Down country trains may, however, be varied on any occasion from the Local to the Through line or vice versa if the traffic can thereby be handled to better advantage.

Train	Line	Train	Line
EASTERN LINE DOWN		SOUTH-EASTERN LINE DOWN	
No. 15	Local	No. 19	Local
No. 21	Local	No. 55	Local
No. 25	Local	No. 57	Local
No. 33	Local	No. 59	Local
No. 41	Local	No. 93	Local
No. 43	Local	No. 111	Local
No. 45	Local	No. 113	Local
No. 53	Local	No. 125	Local
No. 53A	Local		
No. 77	Local		
UP		UP	
No. 44	Local	No. 6	Local
No. 4	Through	No. 20	Local
No. 4A	Local	No. 42	Local
No. 12	Through	No. 42A	Through
No. 12A	Through	No. 46	Local
No. 24	Local		
No. 28	Through		
No. 30	Local		
No. 30A..	Through		
No. 32	Through		
No. 36	Local		
No. 76	Local		

GENERAL

All race and other Special Passenger trains scheduled as non-stopping between Flinders Street and Caulfield are to be worked over "Through" line, unless traffic could be handled to better advantage by directing any such non-stop trains to "Local" line, in which case trains are to be worked accordingly. Signalmen at "E" Box, Flinders Street and Caulfield to arrange.

In every case in which a train — ordinarily run on the " Local " line — is to be turned on to the " Through " line, or vice-versa, the Signalman despatching the train must confer with Control then inform his Stationmaster (Richmond in the case of Flinders Street "E" Signal Box). The Train Controller must arrange to inform the intervening stations regarding the altered routing.

Trains must not be turned from their usual track except in cases of special emergency, or as provided for in the following paragraph :—

Goods trains should be run on the "Through" line, except when the Down electric trains are routed *via* the "Through" line. In such cases the Goods trains must be routed *via* "Local" line. All trains which have to work at the Toorak Sidings must be run *via* the "Through" line. Any Down Goods train which has to work at the Malvern Siding must run on the "Local" line.

MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN DANDENONG AND WARRAGUL

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

EXPRESS PASSENGER TRAINS—

(i) Nos. 21, 53—At Bunyip, Longwarry.
(ii) Nos. 12, 30, 30A—At Longwarry, Bunyip.

GOODS TRAINS—

(iii) Nos. 1, 35, 39, 49, 91, 91A, 99, 115, 115A, 119, 121, 127, 129, 139, 219, 221, 217, 223, 225, 227, 231, 245, 249—At Bunyip, Longwarry.
No. 205,79 —At Longwarry.
(iv) Nos. 8, 14, 50, 62, 64, 70, 78, 80, 84, 84A, 96, 98, 100, 102, 110, 120, 122, 124, 126, 130, 130A, 132, 152, 230—At Longwarry, Bunyip.
Nos. 8, 64—At Bunyip.

If the trains specified in the preceding paragraphs are not running to the schedules laid down in the Working Time-table, the operation of the Staff Exchanging Apparatus may be varied to meet the altered crossing arrangements. Signalmen and Train Crews to note.

The position of the exchanging Apparatus at the various stations is set out hereunder :—

Station	Position of Exchanging Apparatus	Track or Line on which Exchange will be effected
	DOWN	
Bunyip	96 metres Up side of Platform	No. 1 Track
Longwarry	29 metresUp side of Platform Signal levers ..	No. 1 Track
	UP	
Longwarry	49 metres Down side of Platform	No. 1 Track
Bunyip	Opposite Platform Signal levers	No. 1 Track

FLASHING LIGHT SIGNALS AND BOOM BARRIERS

(Instructions pages 178–182 General Appendix)

EASTERN LINES

Name and Distance of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Distance Km.	Distance m	Type
MELBOURNE TO DANDENONG						
Caulfield 6–45	Grange Road	7	4	..	..	BB
Carnegie 7–51	Koornang Road	7	47	..	..	BB
Clayton 11–78	Clayton Road T	11	74	..	..	BB
Clayton 11–78	Centre Road	12	36	..	..	FL
Westall 13–26	Westall Road	13	33	..	..	FL
Springvale 14–37	Springvale Road	14	32	..	..	BB
Noble Park 16–19	Corrigan Road T	15	51	..	..	FL
" "	Heatherton Road	16	1	..	..	FL
" "	Chandler's Road T	16	71	..	..	FL
DANDENONG TO ORBOST via SALE						
Dandenong 18–49	Webster Street T	18	76	..	..	FL
"	South Gippsland Highway T	19	67	..	..	FL
Hallam 22–40	Hallam Road T	22	45	..	..	FL
Narre Warren 24–35	Station Street	24	37	..	..	BB
" " 39–348	Cranbourne Road T	..	..	39	751	FL
Berwick 26–74	Clyde Road T	26	62	..	..	FL
Pakenham 56–961	Main Street	35	23	..	..	FL
"	McGregors Road	..	..	55	839	FL
"	Racecourse Road	..	..	57	519	FL
Nar Nar Goon 40–9	Koo-wee-rup Road	40	3	..	..	FL
Tynong 69–143	School Road T	..	..	69	571	FL
Bunyip 48–30	Iona Road	48	7	..	..	FL
Drouin 56–43	Gardiner's Road T	55	4	..	..	FL
"	Lardner's Road T	58	52	..	..	FL
Warragul 61–18	Gallagher's Lane T	60	37	..	..	FL
"	Bloomfield Road T	63	00	..	..	FL
Yarragon 68–77	Factory Road	68	58	..	..	FL
"	Shady Creek Road	69	17	..	..	FL
Trafalgar 73–77	Ashley Street	73	64	..	..	FL
"	Not Named	74	27	..	..	FL
Moe 80–12	Coalville Road	79	53	..	..	FL
Traralgon 97–36	Liddiard Road	98	18	..	..	FL
Rosedale 111–25	Willung Road T	111	32	..	..	FL
"	Longford Road T	113	60	..	..	FL
Sale 127–67	Maffra Road	129	39	..	..	FL
Stratford 138–25	Princes Highway T	138	47	..	..	FL
" 222–592	Hobson Street	..	..	222	76	FL
"	Mc Allister Street	..	..	222	28	FL
Bairnsdale 171–7	Princes Highway T	168	53	..	..	FL
	Ligar Street	170	54	..	..	FL
	Buchanan Street	171	19	..	..	FL
TRARALGON–MAFFRA						
Traralgon 97–36	Liddiard Road	98	18	..	..	FL
Glengarry 103–30	Rosedale Road T	103	19	..	..	FL
Toongabbie 108–60	Maffra Road T	108	65	..	..	FL
Cowwarr 113–53	Maffra Road T	112	14	..	..	FL
Cowwarr 113–53	Maffra Road T	113	63	..	..	FL
Heyfield 120–33	Maffra Road	120	47	..	..	FL
Heyfield 120–33	Maffra Road T	122	39	..	..	FL
Tinamba 126–42	Maffra Road T	126	31	..	..	FL
Maffra 131–26	Bundalaguah Road	131	11	..	..	FL
Maffra 131–26	Sale Road T	131	41	..	..	FL
YALLOURN–BROWN COAL LINE	Eastern Road	85	53	..	..	FL

Abbreviations:—Flashing Lights—F.L. Boom Barriers—B.B. Level Crossings in the list indicated by the letter 'T' are equipped with telephone communications.

(Instructions pages 178–182 General Appendix)

SOUTH EASTERN LINES

Name and Distance of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Distance Km	Distance m	Type
DANDENONG–YARRAM						
Dandenong 18–49	Webster Street T	18	76	..	..	FL
"	Green's Road	20	65	..	..	FL
Lyndhurst 25–3	Lyndhurst Road T	23	17	..	..	FL
Cranbourne 27–19	South Gippsland Highway	27	29	..	..	FL
Clyde 30–61	Berwick Road T	29	10	..	..	FL
Koo-wee-rup 40–76	Rossiter's Road	41	6	..	..	FL
Lang Lang 47–26	Westernport Road T	47	16	..	..	FL
Bena 64–77	Bena Road	65	79	..	..	FL
Korumburra 68–61	Warragul Road T	68	36	..	..	FL
Leongatha 125–503	Turner Street	..	..	124	845	FL
"	McCarten Street	..	..	125	279	FL
Koonwarra 83–3	South Gippsland Highway	82	70	..	..	FL
Meeniyan 87–77	South Gippsland Highway T	88	77	..	..	FL
Welshpool 119–64	Barry Beach Road T (Main line & Branch)	117	24	..	..	FL
Hedley 123–47	South Gippsland Highway T	123	37	..	..	FL
Alberton 132–45	South Gippsland Highway T	132	57	..	..	FL
Alberton 132–45	South Gippsland Highway T	133	71	..	..	FL
NYORA–WONTHAGGI						
Woodleigh 62–10	South Gippsland Highway T	59	18	..	..	FL

Abbreviations : Flashing Lights—F.L. Boom Barriers—B.B.

Level Crossings in the above list indicated by the letter 'T' are equipped with telephone communications.

WATERING FACILITIES

STATION	Locomotive and Tank Water (L)	Carriage Water (C)	Emergency water and description (if not provided with "L" or "C" water)
Bairnsdale	L	C	—
Cranbourne	L	—	—
Foster	L	—	—
Heyfield	—	—	Fire Hose
Koo-wee-rup	—	—	Fire Hose
Korumburra	L	C	—
Leongatha	—	C	—
Maffra	—	C	—
MELBOURNE—			
Flinders Street	—	C	—
Spencer Street	—	C	—
Dynon	L	C	—
Moe	—	—	Fire Hose
Newport (Workshops)	L	—	—
Nowa Nowa	L	—	—
Nyora	L	—	—
Orbost	L	C	—
Pakenham	—	—	Fire Hose
Sale	—	C	—
Stratford	—	—	Fire Hose
Traralgon	—	C	—
Warragul	—	C	—
Wonthaggi	L	C	—
Yarragon	—	—	Fire Hose
Yarram	—	C	—

Melbourne–Bairnsdale–Orbost

	km	Mls.
Flinders Street	1	1
Richmond	3.5	2½
South Yarra	5.5	2¾
Hawksburn	6.5	4¼
Toorak	8	5¼
Armadale	8.5	5¾
Malvern	10	6½
Caulfield	12	7½
Carnegie	13.5	8¾
Murrumbeena	14.5	9¼
Hughesdale	15.5	10
Oakleigh	16.5	10½
Huntingdale	18.5	11½
Clayton	20.5	13
Westall	22.5	14¼
Springvale	24.5	15½
Sandown Park	25.5	16¼
Noble Park	27.5	17¼
Dandenong	31	19½
General Motors	35	22
Hallam	37.5	23½
Narre Warren	40.5	25½
Berwick	44.5	28
Beaconsfield	47	29½
Officer	51.5	32
Pakenham	58	36½
Nar-Nar-Goon	66	41
Tynong	71	44¼
Garfield	75	46¾
Bunyip	79	49½
Longwarry	84	52
Drouin	92	57½
Warragul	100	62¼
Caltex Siding	100	62½
Darnum	107	66½
Yarragon	112	70
Trafalgar	120	75
Moe	130	81¼
Herne's Oak	..	85¾
Morwell	144	90
Hazelwood Siding	146	..
Maryvale	..	92¼
Traralgon	158	98½
Traralgon Live Stock Sdg.	..	99¾
Flynn	172	107
Rosedale	180	112¼
Kilmany	193	120½
Sale	207	128¾
Sale Livestock Siding	209	129½
Felt & Textiles of Aust. Ltd. Siding	..	130
Montgomery	216	134¼
	Via Maffra	**Via Sale**

	km	Mls.	km	Mls.
Stratford Junction	221	137½	222	138¼
Stratford	222	138½	223	139¼
Munro	233	145¼	234	146
Fernbank	247	153½	248	154¼
Lindenow	257	160¼	258	161
Hillside	263	164	264	164¾
S.E.C. Siding	..	170¼	..	171
Bairnsdale Oil Siding	..	171	..	171¾
Bairnsdale	275	171¼	276	172
Nicholson	285	177½	286	178¼
Bumberrah	295	183½	296	184¼
Bruthen	306	190¾	307	191½
Waygara Saw. Siding	..	207½	..	208¼
Nowa Nowa	335	208¼	336	209
Tostaree	344	214¼	345	215
Waygara	357	222¾	358	223¼
Orbost	372	231½	373	232¼

Moe–Yallourn

	km	Mls.
Moe	130	81¼
Yallourn	138	86¼

Morwell–Morwell Briquette Sdg.

	km	Mls.
Morwell	144	90
Morwell Briquette Siding	..	92¼

Traralgon–Maffra

	km	Mls.
Traralgon	158	98½
Glengarry	168	104½
Toongabbie	176	109¾
Cowwarr	184	114¾
Heyfield	195	121½
Tinamba	205	127½
Maffra	212	132¼

Sale–Sale Wharf

	km	Mls.
Sale	207	128¾
Shell Co. Siding	209	129½
Sale Wharf	..	129¾

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

Melbourne–Yarram

	km	Mls.
Flinders Street	1	1
Richmond	3.5	2½
South Yarra	5.5	2¾
Hawksburn	6.5	4¼
Toorak	8	5¼
Armadale	8.5	5¾
Malvern	10	6½
Caulfield	12	7½
Carnegie	13.5	8¾
Murrumbeena	14.5	9¼
Hughesdale	15.5	10
Oakleigh	16.5	10½
Huntingdale	18.5	11½
Clayton	20.5	13
Westall	22.5	14¼
Springvale	24.5	15½
Sandown Park	25.5	16½
Noble Park	27.5	17½
Dandenong	31	19½
Amalgamated Co-op. Marketeers (Aust.) Ltd. Sdg.	..	20½
C'wealth Eng. Coy's Sdg.	..	21
Tubemakers of Aust. Ltd. Sdg.	..	21¼
Containers Ltd. Sdg. (D'nong)	..	21½
Aust. W'glass Siding	..	22
Lyndhurst	38.5	24
Cranbourne	45	28¼
Clyde	50.5	31¾
Tooradin	58	36½
Dalmore	61	38¼
Koo-wee-rup	67	42
Monomeith	70	44
Lang Lang	77	48¼
Australian Glass Co. Sdg.	..	53¾
Nyora	91	56½
Loch	96	60
Bena	106	66
Korumburra Cattle Siding	..	69¼
Korumburra	112	69¾
Kardella	116	72½
Ruby	122	75¾
Leongatha	127	79
Koonwarra	135	84
Tarwin	140	87¼
Meeniyan	143	89
Stony Creek	146	91
Buffalo	154	95¾
Fish Creek	161	100½
Foster	174	108¼
Toora	184	114½
Barry Beach Junction	190	118¼
Welshpool	194	120¾
Hedley	200	124½
Gelliondale	209	130¼
Alberton	215	133½
Yarram	220	137¼

Nyora–Wonthaggi

	km	Mls.
Nyora	91	56½
Woodleigh	101	63¼
Kernot	106	66½
Almurta	109	68
Woolamai	117	73¼
Anderson	123	77
Kilcunda	127	78¼
Dalyston	134	83¼
Wonthaggi	140	87¼

Barry Beach Junction–Barry Beach

	km	Mls.
Barry Beach Junction	190	118¼
Barry Beach	..	121¼

EXPRESS AND PASSENGER TRAIN LOADS.

EASTERN LINE

Train	Section	Class of Loco.	Schedule Load
DOWN			Tonnes
7.41 a.m. (No. 27)	Dandenong–Warragul, Mon. to Fri.	L	275
7.20 a.m. (No. 15)	Flinders Street–Traralgon, Mon. to Sat.	L	275
9.00 a.m. (No. 21)	Flinders Street–Traralgon, Mon. to Sat.	L	305
11.13 a.m. (No. 21)	Traralgon–Bairnsdale, Mon. to Sat.	T	210
12.35 p.m. (No. 33)	Flinders Street–Traralgon, Sat.	L	275
12.57 p.m. (No. 45)	Flinders Street–Warragul, Mon. to Fri.	L	275
3.37 p.m. (No. 43)	Flinders Street–Warragul, Mon. to Fri.	L	275
4.46 p.m. (No. 41)	Flinders Street–Traralgon, Mon. to Fri.	L	275
6.30 p.m. (No. 69)	Pakenham–Warragul, Mon. to Fri.	L	275
6.8 p.m. (No. 53)	Flinders Street–Traralgon, Friday	L	405
9.10 p.m. (No. 53)	Traralgon–Bairnsdale, Friday	T	250
6.8 p.m. (No. 53)	Flinders Street–Traralgon, Mon. to Thur.	L	305
8.58 p.m. (No. 53)	Traralgon–Sale Mon. to Thur.	T	315
6.15 p.m. (No. 53A)	Flinders Street–Traralgon. Sat.	L	305
9.20 p.m. (No. 53A)	Traralgon–Bairnsdale, Saturday	T	210
9.32 a.m. (No. 25)	Flinders Street–Sale, Sun.	B	335
7.5 p.m. (No. 77)	Flinders Street–Traralgon, Sun.	L	375
UP			
6.0 a.m. (No. 34)	Warragul–Dandenong, Mon. to Fri.	L	275
5.50 a.m. (No. 44)	Traralgon–Flinders Street, Sat.	L	275
6.50 a.m. (No. 4)	Warragul–Flinders Street, Mon. to Fri.	L	275
6.35 a.m. (No. 4A)	Traralgon–Flinders Street, Mon. to Fri.	L	275
6.10 a.m. (No. 12)	Bairnsdale–Sale, Mon.	T	210
7.20 a.m. (No. 12)	Sale–Traralgon, Mon. to Fri.	T	225
8.8 a.m. (No. 12)	Traralgon–Flinders Street, Mon. to Fri.	L	305
6.25 a.m. (No. 12A)	Bairnsdale–Traralgon, Saturday	T	250
8.27 a.m. (No. 12A)	Traralgon–Flinders Street, Sat.	L	375
9.37 a.m. (No. 36)	Warragul–Flinders Street, Mon. to Fri.	L	275
2.5 p.m. (No 24)	Traralgon–Flinders Street, Sat.	L	205
4.12 p.m. (No. 68)	Warragul–Pakenham, Mon. to Fri.	L	275
2.10 p.m. (No. 30)	Bairnsdale–Traralgon, Mon. to Fri.	T	210
4.10 p.m. (No. 30)	Traralgon–Flinders Street, Mon. to Fri.	L	305
2.20 p.m. (No. 30A)	Bairnsdale–Traralgon, Saturday	T	210
4.21 p.m. (No. 30A)	Traralgon–Flinders Street, Saturday	L	305
4.35 p.m. (No. 32)	Traralgon–Flinders Street, Mon. to Fri.	L	205
8.15 a.m. (No. 28)	Traralgon–Flinders Street, Sun.	B	330
6.00 p.m. (No. 76)	Sale–Flinders Street, Sun.	B	380

SOUTH EASTERN LINE

Train	Section	Class of Loco.	Schedule Load
DOWN			Tonnes
3.58 p.m. (No. 111)	Flinders Street–Yarram, Mon. to Thur.	T	170
6.25 p.m. (No. 57)	Flinders Street–Yarram, Fri.	T	205
6.20 p.m. (No. 55)	Flinders Street–Yarram, Saturday	T	205
UP			
6.45 a.m. (No. 20)	Yarram–Flinders Street, Mon. to Sat.	T	125

MAKE UP OF PASSENGER TRAINS.

The following are the type of carriages to be used on the trains listed hereunder:—

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

EASTERN LINE

Train	From	To	Basic Carriage Provision	Load	Accommodation		
					1st	Econ.	Total
7.20 a.m.	Melbourne	Traralgon	Mon. to Fri., CE, ABE, BE, BPL	4/165	26	188	214
			Sat., CE, ABE, BE ..	3/137	26	108	134
7.41 a.m.	Dandenong	Warragul	Mon. to Fri., BCPL, ABU, BPL, BPL, BPL, BPL, BCPL	7/216	20	498	518
9.00 a.m.	Melbourne	Traralgon	Mon. to Thur., BCE, BZ, BUFFET, AZ, CE	5/260	62	106	168
			Fri., Sat., BCE, ABE, BZ BUFFET, AZ, CE ..	6/305	88	142	222
11.13 a.m.	Traralgon	Bairnsdale	Mon. to Sat. BZ, BUFFET, AZ, CE	4/209	62	64	126
12.35 p.m.	Melbourne	Traralgon	Sat., CE, BPL, BE, BW, AS ..	5/209	48	212	260
12.57 p.m.	Melbourne	Warragul	Mon. to Fri., CW, ABU, BCPL ..	3/107	20	102	122
3.37 p.m.	Melbourne	Warragul	Mon. to Fri., BCPL, BPL, BPL, BPL ABE, BW, BCPL	7/232	26	488	514
4.46 p.m.	Melbourne	Traralgon	Mon. to Fri., CE, ABW, BPL, BPL, BE, BW, AS	7/275	74	326	400
6.8 p.m.	Melbourne	Sale	Mon. to Thur. CE¶, CE, AS, .. BS, BW, BW, ABU	7/295	68	210	278
6.8 p.m.	Melbourne	Traralgon	Fri., CE¶,CE,AS,BS,ABU,BW,CW, BW, BE	9/384	68	282	350
6.15 p.m.	Melbourne	Traralgon	Sat., CE, AS, BS, CW, BW, BW, ABU	7/292	68	210	278
9.10 p.m.	Traralgon	Bairnsdale	Fri., CE, AS, BS, ABU, BW,CW ..	6/250	68	150	218
9.20 p.m.	Traralgon	Bairnsdale	Sat., CE, AS, BS, CW. ..	4/184	48	64	112
6.30 p.m.	Pakenham	Warragul	Mon., to Fri., BCPL, ABU, BPL, BPL, BPL, BPL, BCPL	7/216	20	498	518
6.0 a.m.	Warragul	Dandenong	Mon. to Fri., BCPL, BPL, BPL, BPL BPL, ABU, BCPL	7/216	20	498	518
6.10 a.m.	Bairnsdale	Traralgon	Mon., CE, AS, BS, CW ..	4/184	48	64	112
6.25 a.m.	Bairnsdale	Traralgon	Sat., CE, AS, BS, ABU, BW, CW ..	6/250	68	150	218
8.27 a.m.	Traralgon	Melbourne	Sat., CW,BW,ABU,BS,AS,CE,BW,	7/292	68	210	278
8.05 a.m.	Traralgon	Melbourne	Mon., CW, BS, AS, CE, ABU, BW, BW	7/292	68	210	278
7.20 a.m.	Sale	Melbourne	Tue. to Fri., CE, BS, AS, ABU, BW, BW	6/250	68	210	278
5.50 a.m.	Traralgon	Melbourne	Sat., CE, AS, BW, BE, BPL, ..	5/209	48	214	262
6.50 a.m.	Warragul	Melbourne	Mon. to Fri., BCPL, ABE, BW .. BPL, BPL, BPL, BCPL	7/232	26	492	518
6.35 a.m.	Traralgon	Melbourne	Mon. to Fri., CE, AS, BW, BE, .. BPL‡, BPL†, ABW‡	7/275	74	326	400
9.37 a.m.	Warragul	Melbourne	Mon. to Fri., CW, ABU, BCPL, ..	3/102	20	102	122
2.5 p.m.	Traralgon	Melbourne	Sat., CE, BE, ABE, CW	4/174	26	108	134

¶ Detach Morwell.

‡ Carriages to be locked leaving Traralgon and unlocked at Warragul.

MAKE UP OF PASSENGER TRAINS—continued.

EASTERN LINE

Train	From	To	Basic Carriage Provision	Load	Accommodation		
					1st	Econ.	Total
2.10 p.m. (Mon. to Fri.) 2.20 p.m. (Sat.)	Bairnsdale	Traralgon	Mon. to Sat., BZ, BUFFET, AZ, CE	4/209	62	64	126
4.10 p.m. (Mon. to Fri.) 4.21 p.m. (Sat.)	Traralgon	Melbourne	Mon. to Thur., CE, AZ, BUFFET, BZ, BCE	5/260	62	106	168
			Fri. Sat. CE, AZ, BUFFET, BZ, ABE, BCE	6/305	80	142	222
4.12 p.m.	Warragul	Pakenham	Mon. to Fri., BCPL, BPL, BPL, BPL, BPL, ABU, BCPL	7/216	20	498	518
4.35 p.m.	Traralgon	Melbourne	Mon. to Fri., CE, BPL, BE, ABE, CE	5/210	26	188	214

SUNDAY EXCURSION TRAINS

Train	From	To	Basic Carriage Provision	Load	Accommodation		
					1st	Econ.	Total
9.32 a.m.	Melbourne	Sale	BCE, AZ, BZ, BU, BU, AE, BU, BU	8/343	104	322	426
7.5 p.m.	Melbourne	Traralgon	CE, AS, BPL, BE, BW	5/209	48	212	260
8.15 a.m.	Traralgon	Melbourne	CE, BW, BE, BPL, AS,	5/209	48	212	260
6.00 p.m.	Sale	Melbourne	BCE, BU, BU, AE, BU, BU, BZ, AZ, BE	9/389	104	384	488

SOUTH EASTERN LINE

Train	From	To	Basic Carriage Provision	Load	Accommodation		
					1st	Econ.	Total
3.58 p.m.	Melbourne	Yarram	Mon., Tue., Wed., Thur., CW, BG, BE, BP	4/169	—	136	136
6.25 p.m.	Melbourne	Yarram	Fri., CW, BG, BW, BU, BP	5/195	—	178	178
6.20 p.m.	Melbourne	Yarram	Sat., CW, BG, BE	3/133	—	136	136
6.45 a.m.	Yarram	Melbourne	Mon. to Fri., CW, BE, BG	3/133	—	136	136
			Sat., CW, BG, BW, BU	4/169	—	178	178

EASTERN DISTRICT—EXPRESS AND PASSENGER TRAIN LOCOMOTIVES SCHEDULES MELBOURNE—BAIRNSDALE.

DOWN	Locomotive Running Time											
	150 tonnes "L"	205 tonnes "L"	275 tonnes "L"	275 tonnes "L"	305 tonnes "L"	375 tonnes "L"	405 tonnes "L"	315 tonnes "T"	210 tonnes "T"	250 tonnes "T"	265 tonnes "B"	330 tonnes "B"
Flinders St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield ..	15	15	14	15	14	16	16	..	..	..	16	16
Oakleigh ..	*	*	*	*	*	*	*	..	..	..	*	*
Dandenong ..	18	18	17	17	17	18	18	..	..	..	18	18
Hallam ..	4*	5	4*	5	4*	4*	4*	..	..	..	5*	*
Narre Warren ..	3	3	2*	3	2*	3*	3*	..	..	..	3	*
Berwick ..	4	4	3*	4	3*	4	3*	..	..	..	5	12
Beaconsfield ..	3	3	2*	3	2*	3	1½*	..	..	..	3	3
Officer ..	4	4	3*	4	3*	4	2½*	..	..	..	4	4
Pakenham ..	6	6	4*	6	4*	6	5*	..	..	..	7	7
Nar-Nar-Goon ..	6	6	5*	6	5*	6	5*	..	..	..	7	7
Tynong ..	5	5	3*	5	3*	5	3*	..	..	..	6	6
Garfield ..	4	4	3*	4	3*	4	3*	..	..	..	4	4
Bunyip ..	3	3	3*	3	5*	3	3*	..	..	..	4	4
Longwarry ..	4	4	3*	4	3*	4	3*	..	..	..	4	4
Drouin ..	8	8	7*	9	7*	10	8*	..	..	..	11	11
Warragul ..	7	7	7	8	7	8	7	..	..	..	8	8
Darnum ..	6	6	4*	6	4*	5*	5*	..	..	..	5*	5*
Yarragon ..	5	5	3*	5	3*	5	4*	..	..	..	4	5
Trafalgar ..	6	6	5*	6	5*	7	5*	..	..	..	7	7
Moe ..	8	8	7	8	7	8	7	..	..	..	8	9
Hernes Oak ..	*	*	*	*	*	*	*	..	..	..	*	*
Morwell ..	11	11	12	12	12	13	13	..	..	..	14	15
Traralgon ..	11	11	10	12	12	12	12	..	..	..	11	12
Rosedale ..	..	..	..	..	..	..	..	20	18	..	18	19
Kilmany ..	..	..	..	..	..	..	..	12	10	..	10	12
Sale ..	..	..	..	..	..	..	..	13	12	..	11	13
Stratford ..	..	..	..	..	..	..	..	..	17	17	..	..
Munro ..	..	..	..	..	..	..	..	..	*	*	..	..
Fernbank ..	..	..	..	..	..	..	..	..	22	22	..	..
Lindenow ..	..	..	..	..	..	..	..	..	9	10	..	..
Hillside ..	..	..	..	..	..	..	..	..	..	6	..	..
Bairnsdale ..	..	..	..	..	..	..	..	..	15	12	..	..
Total	141	142	121	145	123	148	131	45	103	67	193	201

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

EASTERN DISTRICT—EXPRESS AND PASSENGER TRAIN LOCOMOTIVE SCHEDULES

BAIRNSDALE–MELBOURNE

UP	Locomotive Running Time											
	150 tonnes "L"	225 tonnes "T"	205 tonnes "L"	250 tonnes "T"	315 tonnes "T"	275 tonnes "L"	275 tonnes "L"	305 tonnes "L"	330 tonnes "L"	405 tonnes "L"	265 tonnes "B"	330 tonnes "B"
Bairnsdale to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Hillside ..	..	*	..	*	..	..	..	..	..	..	..	..
Lindenow ..	..	16	..	17	..	..	..	..	..	..	..	..
Fernbank ..	..	10	..	11	..	..	..	..	..	..	..	..
Munro ..	..	*	..	*	..	..	..	..	..	..	..	..
Stratford ..	..	19	..	21	..	..	..	..	..	..	..	..
Sale ..	..	18	..	18	..	..	..	..	..	..	..	..
Kilmany ..	..	12	..	..	13	..	..	..	..	..	11	13
Rosedale ..	..	10	..	..	12	..	..	..	..	..	10	12
Traralgon ..	..	21	..	..	22	..	..	..	..	..	19	19
Morwell ..	11	..	11	..	..	12	12	12	12	12	12	12
Hernes Oak ..	*	..	*	..	..	*	*	*	*	*	*	*
Moe ..	11	..	11	..	..	12	12	12	13	14	14	14
Trafalgar ..	8	..	8	..	..	8	8*	8*	8	8*	8	9
Yarragon ..	6	..	6	..	..	6	5*	5*	7	5*	7	7
Darnum ..	5	..	5	..	..	5	4*	4*	5*	4*	5*	5*
Warragul ..	5	..	5	..	..	5	5	5	5	5	5	5
Drouin ..	6	..	6	..	..	6	6*	6*	7	7*	7	9
Longwarry ..	6	..	6	..	..	6	5*	5*	7	5*	7	7
Bunyip ..	4	..	4	..	..	4	3*	3*	4*	3*	4	5
Garfield ..	3	..	3	..	..	3	3*	3*	3	3*	3	3
Tynong ..	4	..	4	..	..	4	3*	3*	4*	3*	5	5
Nar-Nar-Goon ..	5	..	5	..	..	5	3*	3*	4	3*	5	5
Pakenham ..	6	..	6	..	..	6	4*	4*	6	5*	6	6
Officer ..	6	..	6	..	..	6	4*	4*	6	5*	7	7
Beaconsfield ..	4	..	4	..	..	4	2*	2*	5	3*	5	5
Berwick ..	3	..	3	..	..	3	2*	2*	3	2*	3	3
Narre Warren ..	3	..	3	..	..	3½	3*	3*	4*	3*	4*	*
Hallam ..	3*	..	4	..	..	3½	2*	2*	3*	3*	3*	*
Dandenong ..	4	..	4	..	..	5	5	5	4	4	5	11
Oakleigh ..	*	..	*	..	..	*	*	*	*	*	*	*
Caulfield ..	17	..	17	..	..	17	18	18	18	18	18	18
Flinders Street ..	15	..	15	..	..	15	15	15	16	16	16	16
Total	135	106	136	67	47	139	124	124	144	131	189	196

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

SOUTH EASTERN DISTRICT.—PASSENGER TRAIN LOCOMOTIVE SCHEDULES.—MELBOURNE—YARRAM.

DOWN	Locomotive Running Time										UP	Locomotive Running Time								
	170 tonnes "T"	165 tonnes "T"	165 tonnes "T"	165 tonnes "T"	205 tonnes "T"	205 tonnes "T"	265 tonnes "T"	265 tonnes "T"	305 tonnes "B"	150 tonnes "B"		125 tonnes "T"	125 tonnes "T"	170 tonnes "T"	205 tonnes "T"	205 tonnes "T"	265 tonnes "T"	265 tonnes "T"	155 tonnes "B"	305 tonnes "B"
Flinders St to	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	**Yarram to–**	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield ..	15	..	15	15	15	15	16	..	16	..	Alberton ..	6	..	6	6	6	8	8	..	..
Oakleigh ..	*	..	5	*	*	*	*	..	*	..	Gelliondale	5	..	*	6	*	6	*	..	..
Dandenong ..	18	..	13	18	18	18	18	..	18	..	Hedley ..	7	..	*	7	*	8	*	..	..
Lyndhurst ..	*	..	7	*	*	*	*	..	*	..	Welshpool	6	..	16	6	17	6	18	..	..
Cranbourne ..	12	..	7	12	12*	13	13	..	12	..	Toora ..	8	..	9	10	10	10	10	..	..
Clyde ..	5	..	5	5	5*	6	5*	..	5½	..	Foster ..	8	..	9	9	9	9	9	..	..
Tooradin ..	6	..	6	6	6*	7	6*	..	6½	..	Fish Creek	16	..	17	18	18	20	20	..	..
Dalmore ..	*	..	3	*	*	*	*	..	*	..	Buffalo ..	9	..	*	10	*	11	*	..	..
Koo-wee-rup	7	..	5	7	8	9	8	..	9	..	Stony Creek	7	..	*	8	*	9	*	..	..
Monomeith ..	*	..	3	*	*	*	*	..	*	..	Meeniyan ..	4	..	19	4	20	4	22	..	..
Lang Lang ..	9*	..	6	9	9*	10	9*	..	10	..	Tarwin ..	4	..	*	4	*	4	*	..	..
Nyora ..	15*	..	16	16	15*	16	15*	..	15	..	Koonwarra	7	..	*	7	*	7	*	..	..
Loch ..	6	..	6	6	6	6	6	..	..	6	Leongatha ..	10	..	18	10	19	10	21	..	..
Bena ..	15	..	..	..	15	15	15	..	..	12	Ruby ..	*	..	*	6*	*	*	*	*	..
Korumburra	7	..	..	..	7	7	8	..	..	7	Kardella ..	*	..	*	8*	*	*	*	*	..
Kardella ..	*	..	..	..	*	*	*	..	..	*	Korumburra	18	..	19	7	20	22	22	16	..
Ruby ..	*	..	..	..	*	*	*	..	..	*	Bena ..	7	..	..	8	8	8	..	7	..
Leongatha ..	17	16	..	..	16	16	16	16	..	16	Loch ..	12	..	..	12	12	12	..	11	..
Koonwarra ..	9	*	..	..	9	*	9	*	..	..	Nyora ..	6*	7	..	6*	7	7*	..	7	..
Tarwin ..	7	*	..	..	7	*	7	*	..	..	Lang Lang	12*	12	..	12*	12	12*	..	..	11½
Meeniyan ..	4	17	..	..	4	17	4	18	..	..	Monomeith	*	*	..	*	*	*	..	..	*
Stony Creek ..	5	*	..	..	5	*	5	*	..	..	Koo-wee-rup	8	9	..	8*	9	8*	..	..	10
Buffalo ..	7	*	..	..	8	*	8	*	..	..	Dalmore ..	*	*	..	*	*	*	..	..	*
Fish Creek ..	10	19	..	..	10	20	11	21	..	..	Tooradin ..	8*	8	..	8*	9	8*	..	..	9
Foster ..	15	15	..	..	15	15	16	16	..	..	Clyde ..	6	6	..	7	7	7	..	..	6½
Toora ..	8	8	..	..	9	9	9	9	..	..	Cranbourne	5	5	..	6	6	6	..	..	5½
Welshpool ..	8	8	..	..	10	9	10	10	..	..	Lyndhurst ..	*	*	..	*	*	*	..	..	*
Hedley ..	5	*	..	..	6	*	6	*	..	..	Dandenong	12	12	..	12	12	12	..	..	12
Gelliondale ..	7	*	..	..	7	*	8	*	..	..	Oakleigh ..	*	*	..	*	*	*	..	..	*
Alberton ..	4	14	..	..	6	17	6	18	..	..	Caulfield ..	18	18	..	18	18	18	..	..	18
Yarram ..	6	6	..	..	6	6	6	6	..	..	Flinders St.	15	15	..	15	15	15	..	..	16
Total ..	227	103	97	94	234	231	240	114	92	41	Total ..	224	92	113	238	234	245	130	41	88½

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

EASTERN DISTRICT

PASSENGER TRAIN LOCOMOTIVE SCHEDULES

NYORA-WONTHAGGI

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
	205 Tonnes "T"			205 Tonnes "T"	
Nyora to—	Mins.		**Wonthaggi to—**	Mins.	
Woodleigh ..	12	..	Dalyston	8	..
Kernot	6	..	Kilcunda	6	..
Almurta	4	..	Anderson	8	..
Woolamai	9	..	Woolamai	7	..
Anderson	8	..	Almurta	9	..
Kilcunda	8	..	Kernot	4	..
Dalyston	6	..	Woodleigh	6	..
Wonthaggi ..	8	..	Nyora	12	..
Total ..	61	..	Total ..	60	..

RAIL MOTOR RUNNING SCHEDULES

MELBOURNE-TRARALGON

DOWN	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.		UP	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	
Flinders St.	Mins	Mins		**Traralgon**	Mins	Mins.	
Caulfield ..	16	16	..	Morwell ..	13	12*	..
Dandenong ..	18	18	..	Moe	16	15*	..
Hallam ..	6	5*	..	Trafalgar ..	8	7*	..
Narre Warren ..	3	2½*	..	Yarragon ..	7	6*	..
Berwick ..	5½	5*	..	Darnum ..	6	5*	..
Beaconsfield ..	3	2½*	..	Warragul ..	7	7	..
Officer ..	3½	3*	..	Drouin ..	9	8*	..
Pakenham ..	5½	5*	..	Longwarry ..	7	6*	..
Nar-Nar-Goon ..	7	6*	..	Bunyip ..	4½	3½*	..
Tynong ..	5	4*	..	Garfield ..	4½	3½*	..
Garfield ..	4½	4*	..	Tynong ..	4½	3½*	..
Bunyip ..	5	4*	..	Nar-Nar-Goon	4½	3½*	..
Longwarry ..	4	3½*	..	Pakenham ..	6	5*	..
Drouin ..	11	10*	..	Officer ..	6	5*	..
Warragul ..	8	8	..	Beaconsfield ..	4	3*	..
Darnum ..	7½	6½*	..	Berwick ..	3	2½*	..
Yarragon ..	5	4	..	Narre Warren	4	3*	..
Trafalgar ..	7	6*	..	Hallam ..	3	2½*	..
Moe	8½	8*	..	Dandenong ..	6	6	..
Morwell ..	15	14*	..	Caulfield ..	21	21	..
Traralgon ..	11	11	..	Flinders St. ..	16	16	..
Total ..	159	146	..	Total ..	160	144	..

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

RAIL MOTOR RUNNING SCHEDULES

TRARALGON–MAFFRA

DOWN	Diesel Rail Car 153 H.P. or 280 H.P.		UP	Diesel Rail Car 153 H.P. or 280 H.P.	
	With Trailer	Without Trailer		With Trailer	Without Trailer
Traralgon to—	Minutes	Minutes	**Maffra to—**	Minutes	Minutes
Glengarry	10	9	Tinamba	7	7
Toongabbie	9	8	Heyfield	10	9
Cowwarr	8	7	Cowwarr	12	11
Heyfield	12	11	Toongabbie	8	7
Tinamba	9	9	Glengarry	7	7
Maffra	7	7	**Traralgon**	10	9
Total ..	55	51	Total ..	54	50

PASSENGER TRAIN LOCOMOTIVE SCHEDULES

TRARALGON–MAFFRA

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
	150 Tonnes "T"	300 Tonnes "T"		150 Tonnes "T"	300 Tonnes "T"
Traralgon to—	Minutes	Minutes	**Maffra to—**	Minutes	Minutes
Glengarry	9	10	Tinamba	8	8
Toongabbie	8	10	Heyfield	10	12
Cowwarr	7	8	Cowwarr	12	13
Heyfield	11	12	Toongabbie	7	8
Tinamba	9	9	Glengarry	7	7
Maffra	8	8	**Traralgon**	9	11
Total ..	52	57	Total ..	53	59

RAIL MOTOR RUNNING SCHEDULES—continued
MELBOURNE-LEONGATHA-WONTHAGGI

DOWN	Diesel Rail Car 102 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 153 H.P. and Trlr.	Diesel Electric Rail Motor With Trlr.	Diesel Electric Rail Motor With Trlr.	Diesel Electric Rail Motor Without Trlr.	Diesel Electric Rail Motor Without Trlr.
Flinders Street ..	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Caulfield	..	16	16	17	17	17	15	15
Oakleigh	..	*	*	*	*	*	*	*
Dandenong	..	18	18	20	22	22	19	19
Lyndhurst	..	*	6	*	6½	*	6	*
Cranbourne	..	11	6	13	6½	12	6	11
Clyde	..	5	5	6	5	5	4½	4½
Tooradin	..	6	6	7	6	6	6	6
Dalmore	..	*	3½	*	3½	*	3	*
Koo-wee-rup ..	..	7½	5	8	5	7½	5	7
Monomeith	..	*	3	*	3	*	2½	2½
Lang Lang	..	8	6	9	6	8	6	6
Nyora	..	14	14	15	18½	18½	17	17
Loch	..	7	7	7	..	7½	..	6½
Bena	..	14	14	18	..	19	..	15
Korumburra ..	..	9	9	10	..	10½	..	9½
Kardella	..	*	*	*	..	*	..	*
Ruby	..	*	*	*	..	*	..	*
Leongatha	..	17	17	19	..	19	..	17
Total		132½	135½	149		152	..	..
Nyora								
Woodleigh	11	..	..	..	..	12	12	..
Kernot	5	..		..	..	7	7	..
Almurta	3	..	..	..	..	5	5	..
Woolamai	9	..	..	..	..	12	11	..
Anderson	8	..	..	..	..	10	8	..
Kilcunda	6	..	..	..	..	8	7	..
Dalyston	7	..	..	..	..	6	6	..
Wonthaggi ..	8	..	..	..	..	9	9	..
Total	57	—	—	—	99	69	155	136

UP	Diesel Rail Car 102 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 280 H.P.	Diesel Rail Car 153 H.P. and Trlr.	Diesel Electric Rail Motor With Trlr.	Diesel Electric Rail Motor With Trlr.	Diesel Electric Rail Motor Without Trlr.	Diesel Electric Rail Motor Without Trlr.
Wonthaggi ..	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Dalyston	8	..	..	..	8	..	8	..
Kilcunda	8	..	..	..	7	..	7	..
Anderson	7	..	..	..	9	..	7	..
Woolamai	6	..	..	..	8	..	8	..
Almurta	9	..	..	..	12	..	11	..
Kernot	4	..	..	..	7	..	6	..
Woodleigh	5	..	..	..	7	..	7	..
Nyora	14	..	..	..	18	..	13	..
Total	61				76			
Leongatha to—	..	..	..	..	..	..	..	..
Ruby	..	*	*	*	*	..	..	*
Kardella	..	*	*	*	*	..	..	*
Korumburra ..	..	20	20	27	27	..	..	21
Bena	..	8	8	8	8	..	..	8
Loch	..	12	12	14	14	..	..	11
Nyora	..	7	7	11	11½	..	..	9
Lang Lang	..	10	10	11	10½	10½	10½	10½
Monomeith	..	6	*	7	6	*	6	6
Koo-wee-rup ..	..	3	8	4	3	8	3	3
Dalmore	..	5	*	6	5	*	5	*
Tooradin	..	3½	7½	4	3½	7½	3	7
Clyde	..	7	7	8	8	8	7	7
Cranbourne	..	6	6	7	7	7	6½	6½
Lyndhurst	..	5½	*	*	5½	*	5½	*
Dandenong	..	5½	10	13	5½	10	5½	10
Springvale	..	*	*	*	9	*	*	*
Oakleigh	..	*	*	*	8	*	*	*
Caulfield	..	21	21	20	8	24	22	22
Flinders Street ..	..	16	16	17	17	17	15	15
Total	—	135½	132½	157	156½	92	156	136

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

GENERAL INSTRUCTIONS.

METHOD OF NUMBERING TRAIN TIME-TABLES, ETC.

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

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

For example, on pages 44, 47 and 53 appear the following :—

DOWN				111 PASS. MON. TUE., WED., THUR.	UP			38 Goods MON. TO FRI.	42 D.R.C. MON. TO FRI.
				p.m.				p.m.	p.m.
Leongatha	..	..	*arr.*	6 52 —82	Koo-wee-rup	.. ..	*arr.*	5 3 42, 111, 113	.. —38
"	..	..	*dep.*	6 56	"	.. ..	*dep.*	6 25	5 48

The above example indicates :—

(a) That **No. 111** (Down) meets **No. 82** (Up)

(b) That **No. 38** (Up) meets **No. 111** (Down) or **No. 113** (Down) and follows **No. 42** (Up)

(c) That **No. 42** (Up) precedes **No. 38** (Up)

Footnote references are indicated by Capital letters A, B, C, etc., shown after the figures in Train Schedules such as **3.37A** shown for number **43** (Down) train at Flinders Street (Page 4).

LOADS OF GOODS TRAINS

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

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

The general conditions governing locomotives assisting in front of trains and the lines on which double heading is permitted are shown on page 124.

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

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

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

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

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 230 tonnes. The maximum load on grades at a speed of 5 miles per hour are as follows :—Grade 1 in 50, 30 tonnes; 1 in 75, 65 tonnes; 1 in 100, 85 tonnes; 1 in 110, 90 tonnes; 1 in 200, 150 tonnes, See page 124 for maximum permissible speed.

MOMENTUM GRADES

Attention is particularly directed to the instructions regarding momentum speeds included in the footnotes to the various Load Schedules. Unless otherwise specified, the instructions refer to loads above three-fourths of the full mass, and the speed shown must be attained to take load over the grade.

It must be remembered that the speeds specified as being necessary to ascend certain grades are subject to any special speed restrictions for the time being in force, and if the prescribed speed cannot be attained because of some restriction of the kind, the load must not exceed that which the locomotive could haul over the grade without the aid of momentum.

Mileage Shown in Load Schedule Footnotes.—The mileage quoted in the footnotes is in every instance in accordance with that shown in the Grades Book.

LOCOMOTIVE RUNNING SCHEDULES

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

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

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

(c) **Through Goods Trains**—

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

Recognised Terminal Stations.

Stations where Locomotive Power is changed.
Stations where trains have to stop to test Brakes.

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

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

Page	Sectional and Terminal Stations	Page	Sectional and Terminal Stations
102,104,107	Melbourne to Yallourn	103,104,107	Yallourn to Melbourne
102, 104	Melbourne to Traralgon	109	Melbourne to Nyora
104	Traralgon to Moe	109	Nyora to Korumburra
103, 104	Moe to Melbourne	110	Korumburra to Nyora
105,106,108	Traralgon to Bairnsdale	110	Nyora to Melbourne
106	Bairnsdale to Sale	113	Nyora to Wonthaggi
106	Sale to Traralgon		

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

Light Locomotives.—The Running schedule for a "Light" Locomotive, two "Light" Locomotives attached, or in either case with only a brakevan attached, shall (subject to the instructions on pages 114 to 124) be equal to the schedule for the fastest stopping Passenger train, for the section over which the locomotive runs, unless a special schedule is issued to the contrary.

See page 122 for speed of light locomotives.

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

GENERAL REFERENCES TO FOOTNOTES OF LOAD SCHEDULES

(Pages 102 to 113)

(a) This load will apply in each direction between Flinders Street and Spencer Street during the hours 7 a.m. to 8.45 a.m. and 4 p.m. to 6.30 p.m. (Saturdays and Sundays excepted).
(b) This load applies at all times other than during the restricted period mentioned in (a) above.
(c) Momentum speeds necessary to ascend grades with loads above three-fourths of the full load.
(d) Reference to General Appendix.
(f) Special vehicle limitations.
(x) Load for trains not requiring to stop certain stations.

GOODS TRAINS
MASS LOADS, VEHICLE LIMITS AND LOCOMOTIVE RUNNING TIMES

SPENCER STREET TO WARRAGUL

Locomotive Running Time							TONNES					
Roadside Sectional Loads	Through Ruling Grade Loads				SECTION							
Full Load L-Electric	¶ Full Load L-Electric	¶ 500 tons L-Electric	¶ No. 35 Express 305 tonnes L-Electric	355 tonnes L-Electric	Kilometres	DOWN	B	L	T	Y		
			60 M.P.H.	60 M.P.H.		**From—**						
	V'duct	Junc.	Viaduct	Junc.		**Spencer Street** ..	..	..	..	..	..	..
5	5	5	5	5	1	**Flinders Street** ..	1830	1220	1270	1015	..	..
..	..	..	..	..	8	**Toorak** (d) ..	1015	865	660	455	..	..
..	..	..	..	..	10	**Malvern** ..	..	..	1220	580	..	..
22	21	18	14*	16*	12	**Caulfield** ..	1625	1120	1420	965	..	..
..	..	..	..	..	14	**Murrumbeena** ..	..	..	1625	1015	..	..
..	..	..	..	..	17	**Oakleigh** ..	..	..	1015	580	..	..
..	..	..	..	..	21	**Clayton** ..	1420	..	1015	660	..	..
..	..	..	..	..	23	**Westall** ..	..	..	..	..	..	..
..	..	..	..	..	25	**Springvale** ..	..	..	..	..	..	..
..	..	..	..	..	27	**Noble Park** ..	..	..	..	..	..	..
26	25	24	17*	18*	31	**Dandenong** ..	1830	1220	1625	1015	..	..
9	..	..	4*	5	38	**Hallam** ..	..	..	..	..	..	..
5	11	10	3*	5	41	**Narre Warren** ..	2030	1625	1015	915	..	..
7	5	5	3*	5	45	**Berwick** ..	1015	710	660	405	..	..
5	..	..	2*	3	48	**Beaconsfield** ..	1220	915	815	610	..	..
7	6	6	3*	4	52	**Officer** ..	..	..	..	..	..	..
9	6	6	6	6	58	**Pakenham** ..	2030	1830	1830	1015	..	..
9	6	6	5*	6	66	**Nar-Nar-Goon** ..	1420	1120	815	610	..	..
8	5	5	3*	5	71	**Tynong** ..	2030	1830	1830	1015	..	..
7	..	..	3*	4	75	**Garfield** ..	..	..	..	..	..	..
6	8	8	3*	4*	79	**Bunyip** ..	1015	710	660	405	..	..
7	5	5	3*	3*	84	**Longwarry** ..	2030	1830	1830	1220	..	..
13	11	9	9	9	92	**Drouin** ..	..	..	..	..	..	..
10	9	9	7	7	100	**Warragul** ..	760	710	510	405	..	..

¶ When operating the Staff Automatic Exchanging Apparatus.

(d) Trains required to shunt at Toorak must be limited to 39 vehicles; see General Appendix, page 646.

WARRAGUL TO SPENCER STREET

Locomotive Running Time					TONNES						
Roadside Sectional Loads	Through Ruling Grade Loads		SECTION								
Full Load L–Electric	¶ Full Load 710 tonnes L–Electric	¶ Full Load 1420 tonnes L–Electric	Kilometres	UP	B	L	T	Y			
				From—							
				Warragul							
12	9	11	8	Drouin	1525	1420	1015	560	..	..	..
11	8	8	16	Longwarry	..	..	..	..	..	..	..
7	4	4	21	Bunyip	2030	1830	1830	1220	..	..	..
6	..	..	25	Garfield	1625	1525	1120	815	..	..	..
8	8	8	29	Tynong	1525	1420	915	610	..	..	..
9	5	5	34	Nar-Nar-Goon	2030	1830	1220	..	..	..	..
10	6	7	42	Pakenham	..	1525	1220	815	..	..	..
10	6	7	48	Officer	..	1420	1015	610	..	..	..
8	..	..	53	Beaconsfield	1625	1420	1220	915	..	..	..
5	6	7	55	Berwick	1525	1420	1015	510	..	..	..
7	4	4	59	Narre Warren	..	1830	1220	710	..	..	..
6	..	..	61	Hallam	..	..	..	..	..	..	..
10	10	11	69	Dandenong	2030	1625	1220	915	..	..	..
..	..	6	72	Noble Park	..	..	..	..	..	..	..
..	..	3	75	Springvale	..	..	..	..	..	..	..
..	..	2	77	Westall	..	..	..	..	..	..	..
..	..	3	79	Clayton	1525	..	1015	710	..	..	..
..	..	5	83	Oakleigh	..	..	..	..	..	..	..
..	..	..	85	Murrumbeena	..	..	..	..	..	..	..
28	22	8	88	Caulfield	1830	1420	1525	915	..	..	..
..	..	..	90	Malvern	..	..	..	..	..	..	..
..	..	..	92	Toorak	..	..	..	..	..	..	..
22	20	20	99	Flinders Street	1830	1830	1525	1015	..	..	..
5	5	5	100	Spencer Street	1830	1420	1525	1015	..	..	..

¶ When operating the staff Automatic Exchanging Apparatus.

NOTE.—Mileage between Spencer St. and Maribyrnong River Goods Line (Footscray goods) is (4) four miles (8) eight kilometres. (See page 436 Metropolitan District W.T.T. for loads, etc.)

WARRAGUL AND TRARALGON

Locomotive Running Time								SECTION	TONNES				
Roadside Section Loads			Through Ruling Grade Loads										
Full Load (L Electric)	Y full Load	T full Load	Full Load 710 tonnes (L Electric)	510 tonnes (L Electric)	No. 35 Exp. 305 tonnes (L Electric)	Y 355 tonnes	T 455 tonnes	Kilometres	DOWN	B	L	T	Y	
					60 Mph.				From— Warragul					
10	13	10	8	8	6	9	8	7	Darnum ..	1420	1120	915	610	..
9	10	9	5	5	5	8	6	12	Yarragon ..	..	..	..	..	..
11	12	11	8	8	7	10	8	20	Trafalgar ..	2030	1625	1625	1220	..
13	16	14	11	11	8	13	12	30	Moe ..	1220	1120	815	455	..
12	18	13	10	10	..	..	11	..	Herne's Oak	..	..	455	..	..
9	9	9	7	6	13	23	8	44	Morwell ..	760	710	510	355	..
..	..	..	..	..	..	..	..	..	Maryvale ..	..	..	1420	1220	..
16	18	16	14	14	10	16	14	58	Traralgon ..	1830	1420	915	610	..
				(1420 tonnes)					UP From— Traralgon ..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	Maryvale ..	..	..	..	..	..
16	20	19	15	..	..	..	..	14	Morwell ..	..	..	510	405	..
9	10	9	7	..	..	..	..	..	Herne's Oak	..	..	510	..	..
12	16	14	10	..	..	..	..	28	Moe ..	760	710	455	355	..
13	18	16	11	11	..	..	..	38	Trafalgar ..	..	1420	1220	..	..
13	17	15	8	10	..	..	..	46	Yarragon ..	1625	1420	1220	1015	..
10	15	12	6	7	..	..	..	51	Darnum ..	1520	1420	1015	815	..
10	14	12	8	8	..	..	..	58	Warragul ..	1625	1420	1220	1015	..

MORWELL–MORWELL BRIQUETTE SIDING

Locomotive Running Time							SECTION		TONNES					
							Kilometres	DOWN	B	L	T	Y		
..	..	..	..	..	..	..	..	From— Morwell to Morwell Briquette Sdg.	..	..	..	..	..	..
								Up From— Morwell Briquette Sdg. to	..	..	..	..	..	
..	..	..	..	..	..	..	..	Morwell ..	..	1015	..	..	..	..

TRARALGON TO ORBOST

Locomotive Running Time					SECTION		TONNES				
Roadside Sectional Loads			Through Ruling Grade Loads								
Y Full Load		'T' Full Load	Y 405 tonnes	'T' 556 tonnes	Kilo-metres	DOWN	T		Y		
						From—					
28	..	21	26	..	14	Traralgon					
						Flynn	610	..	405	..	..
15	..	10	13	..		" .. (h) ..	1015	..	815	..	..
22	..	17	19	..	22	Rosedale ..	1420	..	1015	..	..
24	..	19	21	..	35	Kilmany	..	..	..	..	..
..	..	..	..	..	48	Sale	915	..	510	..	..
..	..	..	..	..	58	Montgomery ..	..	..	..	..	..
30	..	23	24		64	Stratford Junction	..	..	..	..	..
25	..	..	23	..	65	Stratford ..	1420	..	1015	..	..
22	..	34	20	32	76	Munro	..	..	405	..	..
20	..	14	18	12	90	Fernbank ..	610	..	405	..	..
10	..	..	9	..	100	Lindenow ..	..	..	..	..	..
21	..	20	20	18	106	Hillside	..	..	..	..	..
		18			118	Bairnsdale (d) ..	1420	..	815	..	..
..	..	20	..	..	128	Nicholson ..	1015	..	510	..	..
..	..	21	..	..	138	Bumberrah ..	..	..	..	..	..
..	..	61	..	..	149	Bruthen	560	..	405	..	..
..	..	30	..	..	178	Nowa Nowa ..	..	..	..	..	..
..	..	24	..	..	187	Tostaree ..	..	..	..	..	..
..	..	29	..	..	200	Waygara ..	..	..	..	..	..
					215	Orbost .. (d) ..	560	..	355	..	..

(d) See General Appendix, re vehicles attached by screw Couplings, Bairnsdale–Orbost Line.

(h) Assisted in the rear from Traralgon to stop Board at 98 miles 60 chains (see page 125).

ORBOST TO TRARALGON

Locomotive Running Time						TONNES				
Roadside Sectional Loads		Through Trains		SECTION						
Y Full Load	T Full Load	Y 405 tonnes	T 610 tonnes	Kilo-metres	UP	T		Y		
					From—					
					Orbost .. (d)					
..	35	..	..	15	**Waygara**	..	..	355	..	..
..	24	..	..	28	**Tostaree**	..	..	405		..
..	23	..	..	37	**Nowa Nowa**	..	..	..	..	..
..	68	..	..	66	**Bruthen**	560	..	355	..	..
..	28	..	..	77	**Bumberrah**	1015	..	815	..	..
..	16	..	..	87	**Nicholson**	..	..	405	..	..
	18			97	**Bairnsdale** (d)	640	..	455	..	..
24	..	23	..	109	**Hillside**	..	..	405	..	..
					" .. (h)	..	..	710	..	
13	23	12	22	115	**Lindenow**	610	..	405	..	..
					" .. (h)	865	..	..	..	
21	17	19	15	125	**Fernbank**	..	..	..	..	..
25	..	23	..	139	**Munro**	915	..	510	..	..
17	30	15	24	150	**Stratford**	1220	..	710	..	..
..	..	..		151	**Stratford Junction** ..	..	..	..	..	..
..	..	..	..	157	**Montgomery**	..	..	..	..	..
30	20	24	..	166	**Sale**	1420	..	1015	..	..
29	21	25	..	180	**Kilmany**	..	..	..	..	..
23	17	19	..	193	**Rosedale**	1420	..	1015	..	..
18	14	17	..	201	**Flynn**	610	..	405	..	..
30	21	27	..	215	**Traralgon**	1015	..	610	..	..

(d) See General Appendix re vehicles attached by screw couplings Orbost–Bairnsdale Line.

(h) For Goods trains assisted in rear from Bairnsdale to Stop-board at 169¾ miles (see page 125).

Locomotive Running Time				SECTION		TONNES					
Roadside Sectional Loads	Through Ruling Grade Load										
Full Load L—Electric	L—Electric	Y		Kilometres	DOWN			L	T	Y	
					From—						
14	14	18	..	8	Moe Yallourn .. .. Nth. Yallourn ..	..	..	1015	1015	815	.. ..
					UP						
					From—						
					Nth. Yallourn						
					Yallourn	..	..	..	..	..	..
18	18	22	..	8	Moe	..	..	1420	1015	815	..

TRARALGON AND STRATFORD (VIA MAFFRA)

Locomotive Running Time					SECTION		TONNES				
Roadside Sectional Loads		Through Ruling Grade Loads									
Y, Full Load	T, Full Load	Y, 405 tonnes	T, 560 tonnes	T, 610 tonnes	Kilometres	DOWN		T		Y	
						From— Traralgon					
20	15	19	14	..	10	Glengarry ..	..	815g	..	510	..
						" (m (mm)		1015	..	815	..
18	..	15		..	18	Toongabbie ..	..	..	..	..	..
17	28	14	23	..	26	Cowwarr ..	..	1015	..	815	..
23	18	20	14	..	37	Heyfield	..	710	..	510	..
18	13	16	10	..	47	Tinamba ..	..	1220	..	815	..
16	12	13	9	..	54	Maffra	..	1400	..	1015	..
..	..	..	..	..	63	Stratford Junction	..	..	..	..	..
21	20	17	17	..	64	Stratford ..	..	760	..	610	..
						UP					
						From— Stratford					
..	..	..	..	..	1	Stratford Junction	..	..	..	..	..
22	20	18	..	17	10	Maffra	..	1015	..	710	..
16	13	13	..	10	17	Tinamba ..	..	1420	..	1015	..
19	15	17	..	13	27	Heyfield	..	..	..	405	..
20	18	18	..	14	38	Cowwarr ..	..	660	..	405	..
..	..	..	..	..	46	Toongabbie ..	..	710	..	455	..
30	24	25	..	18	54	Glengarry ..	..	1830	..	1220	..
18	15	14	..	14	64	Traralgon ..	..	760	..	510	..

(m) Assisted in the rear from Traralgon to Stop-board at 98 miles 77 chains, see page 125. For trains so assisted the locomotive running time may be increased by 4 minutes.

(mm) When necessary, three locomotives may be employed on a Down Goods train from Traralgon to Stop-board at 98 miles 77 chains (Maffra Line), but in such case two locomotives must be in front and the other in the rear (see page 125).

g For trains departing from opposite the Inner Down Home Signal (Post No. 9).

Locomotive Engine Running Time																
Roadside Sectional Loads	Through Trains															
	Ruling Grade Loads															
Full Load		Full Load	T-405 tonnes	Fast Goods Melb. Yard Nyora 530 tonnes, Nyora – Korumburra 405 tonnes	Kilometres		SECTION		TONNES						
							DOWN		B		T			Y	
							From—								
Viaduct Junction							Spencer Street								
6	..	5	5	5	1	..	Flinders Street	..	1830		1270	..		1015	..
19	..	..	..	..	8	..	Toorak .. (d)	..	1015		660	..		455	..
6	..	..	..	..	10	..	Malvern ..	..	..		1220	..		580	..
5	..	25	20	21	12	..	Caulfield ..	..	1625		1420	..		965	..
..	..	..	..	..	14	..	Murrumbeena	..	..		1625	..		1015	..
11	..	9	..	..	17	..	Oakleigh ..	..	..		1015	..		580	..
9	..	7	..	..	21	..	Clayton ..	..	1420		1015	..		660	..
..	..	..	..	..	23	..	Westall ..	..	..		..	..		..	..
8	..	5	..	..	25	..	Springvale ..	..	..		..	..		..	..
..	..	..	..	..	27	..	Noble Park ..	..	..		..	..		..	..
12	..	9	25	26	31	..	Dandenong ..	..	1830		1625	..		1015	..
8	..	7	..	..	..	..	A. W'glass Siding	..	..		..	..		..	..
7	..	5	..	..	39	..	Lyndhurst ..	..	1830		1625	..		1015	..
16	..	13	16	17	45	..	Cranbourne ..	..	1420		1015	..		510	..
11	..	8	10	11	52	..	Clyde ..	..	..		..	..		..	..
11	..	9	..	..	58	..	Tooradin ..	..	..		..	..		..	..
19	..	14	18	19	67	..	Koo-wee-rup	..	..		..	..		..	..
7	..	6	..	..	70	..	Monomeith ..	..	..		..	..		..	..
16	..	11	13	14	77	..	Lang Lang ..	..	1830		1625	..		1015	..
15	..	..	..	12	..	..	Australian Glass Companys Sdg.	..	1420		1015	..		710	..
15	..	28	23	14	91	..	Nyora .. (d)		760		530	..		405	..
9	..	8	9	9	96	..	Loch ..	..	1420		1015	..		610	..
27	..	25	25	27	106	..	Bena ..	..	..		..	..		..	..
..	..	..	..	..	..	..	Korumburra Cattle Siding ..	..	..		..	..		..	..
12	..	12	11	13	112	..	Korumburra	..	610		405	..		285	..

(d) See General Appendix for special instructions re Toorak.
See General Appendix for special instructions re Nyora.

Locomotive Running Time					SECTION	TONNES					
Roadside Sectional Loads	Through Trains										
	Ruling Grade Loads										
Full Load		Full Load	Nos. 82, 82A Thro. Goods, T-425 tonnes	Kilometres	UP	B	T		Y		
					From— Korumburra						
..	..	..	..	..	Korumburra Cattle Siding	..	..	..	..	..	..
13	..	12	11	6	Bena	660	425	..	305	..	..
19	..	15	12	16	Loch	1420	1420	..	1220	..	..
14	..	12	11	21	Nyora .. (d)	710	560	..	405	..	..
11	..	..	..	..	Australian Glass Companys Siding ..	..	..	..	..	..	..
11	..	18	15	35	Lang Lang	..	..	..	..	..	
16	..	12	..	42	Monomeith	..	..	..	..	..	..
9	..	7	11	45	Koo-wee-rup ..	..	..	..	..	..	..
21	..	17	..	54	Tooradin	1830	1830	..	1420	..	..
20	..	18	17	61	Clyde	..	..	..	..	..	..
14	..	11	9	67	Cranbourne	1525	1015	..	760	..	..
11	..	9	..	74	Lyndhurst	..	..	..	..	..	..
7	..	6	..	..	A. W'glass Siding ..	..	..	..	..	..	..
9	..	7	15	81	Dandenong	1830	1830	..	1220	..	..
..	..	..	..	85	Noble Park	..	..	..	..	..	..
20	..	18	..	87	Springvale	..	..	..	..	..	..
..	..	..	..	89	Westall	..	..	..	..	..	..
10	..	8	..	91	Clayton	1525	1015	..	710	..	..
11	..	9	..	95	Oakleigh	..	..	..	..	..	..
..	..	..	..	97	Murrumbeena ..	..	..	..	..	..	..
12	..	10	30	100	Caulfield (d) ..	1830	1525	..	915	..	..
..	..	..	..	102	Malvern	..	..	..	..	..	..
10	..	..	..	104	Toorak (d) ..	..	..	..	..	..	..
16	..	24	20	111	Flinders Street ..	1830	..	..	1015	..	..
6	..	5	5	112	Spencer Street ..	1830	1525	..	1015	..	..

(d) See General Appendix for special instructions re Nyora.
See General Appendix for special instructions re shunting trains at Toorak.
See General Appendix for special instructions re Caulfield.

Locomotive Running Time			SECTION		TONNES			
Road side Sectional Loads	Through Trains Ruling Grade Loads							
	Full Load	No. 31 Goods "T" 405 Tonnes	Kilo-metres	DOWN		B	T	Y
				From— Korumburra				
..	8	..	4	Kardella	..	..	..	..
..	9	..	10	Ruby	..	1015	815	710
..	10	20	15	Leongatha	..	1015	815	455
..	..	..	..	Leongatha .. (f)	..	815	710	325
..	13	..	23	Koonwarra	..	1015	815	610
..	9	..	28	Tarwin	..	1220	815	610
..	5	..	31	Meeniyan	..	1650	1220	815
..	8	24	34	Stony Creek	..	815	610	285
..	12	9	42	Buffalo	..	1220	815	455
..	18	17	49	Fish Creek	..	..	..	..
..	29	23	62	Foster	..	610	405	325
..	15	..	72	Toora	..	..	..	1220
..	18	..	82	Welshpool	..	..	..	1220
..	10	..	88	Hedley	..	..	..	..
..	14	..	97	Gelliondale	..	..	..	..
..	10	..	103	Alberton	..	..	..	..
..	11	..	108	Yarram	..	..	1625	1220
				From— Toora				
..	..	..	..	Barry Beach Junction	..	..	..	..
..	..	..	..	Barry Beach	..	..	..	..

f—For trains required to stop at Ruby.

Locomotive Running Time			SECTION		TONNES				
Roadside Sectional Loads	Through Trains / Ruling Grade Loads								
No. 82 and 82A Goods 3/5ths Load 'T'	Full Load	No. 82 and 82A 405 tonnes 'T'	Kilometres	UP		B	T	Y	
				From— Barry Beach					
..	..	..	..	Barry Beach Junction	.. ..	..	..	..	..
..	..	..	..	Toora	.. ..	..	..	..	..
				From— Yarram					
7	8	..	5	Alberton	.. ..	..	..	..	..
8	10	..	11	Gelliondale	.. ..	..	..	..	..
11	14	..	20	Hedley	.. ..	..	..	..	..
8	10	..	26	Welshpool	.. ..	..	1625	1220	..
12	18	..	36	Toora	.. ..	..	915	710	..
6	9	..	46	Foster	.. ..	1625	1625	1220	..
..	32	29	59	Fish Creek	.. ..	610	405	..	..
..	17	15	66	Buffalo	.. ..	610	405	285	..
..	13	9	74	Stony Creek	.. ..	1015	815	610	..
..	6	..	77	Meeniyan	.. ..	1625	1625	1220	..
..	6	..	80	Tarwin	.. ..	1625	1625	1220	..
..	10	..	85	Koonwarra	.. ..	1015	815	455	..
..	17	27	93	Leongatha	.. ..	610	405	325	..
..	11	..	98	Ruby	.. ..	..	..	325	..
..	18	..	104	Kardella	.. ..	..	..	..	..
..	16	40	108	Korumburra	.. ..	610	405	285	..

Locomotive Running Time				SECTION			TONNES				
Roadside Loads		Through Trains Ruling Grade Loads									
	Full Load	Full Load		Kilometres		DOWN	B	T	Y		
						From—					
					..	Nyora	..	..	..	..	..
..	14	13	..	10	..	Woodleigh	..	..	..	..	..
..	9	8	..	15	..	Kernot	..	..	..	..	..
..	5	4	..	18	..	Almurta	..	..	..	..	..
..	15	13	..	26	..	Woolamai	1625	1420	815	..	..
..	14	14	..	32	..	Anderson	..	..	..	..	..
..	..	..	..	36	..	Kilcunda	..	..	..	..	..
..	21	21	..	43	..	Dalyston	915	710	510	..	..
..	11	10	..	49		Wonthaggi	1420	1015	710	..	..
..	..	..	..	..	..	Wonthaggi	..	..	..	..	..
..	..	..	..	5	..	Kirrak	..	..	455	..	..
						UP					
						From—					
						Kirrak					
..	..	..	..	5	..	Wonthaggi	..	..	710	..	..
..	..	..	..	..	..	Wonthaggi	..	..	..	..	..
..	12	11	..	6	..	Dalyston	1830	1830	1220	..	..
..	..	..	..	13	..	Kilcunda	..	..	..	..	..
..	33	30	..	17	..	Anderson	915	710	480	..	..
..	12	10	..	23	..	Woolamai	1830	1830	1220	..	..
..	16	14	..	31	..	Almurta	1420	1015	510	..	..
..	8	6	..	34	..	Kernot	..	..	..	..	..
..	9	9	..	39	..	Woodleigh	..	..	..	..	..
..	35	33	..	49	..	Nyora	915	710	480	..	..

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

SPEED OF LOCOMOTIVES OR TRAINS

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

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

3. The maximum speeds laid down in respect of the various Lines, or portions of Lines, are subject to :—
   (i) the provisions of Regulation 59 ;
   (ii) the special speeds shown on pages 120 to 124 inclusive ;
   (iii) such **temporary** speed reductions as are shown from time to time in the Weekly Notice or other printed or written instructions ; and
   (iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 115.

4. The running of locomotives **tender first** is subject to the instructions on page 124 relating to tender first running.
   (See also sub-clause (c) section (i), clause 1, page 124).

5. (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains and except in the case of "ZP" brake-vans run at the speeds laid down for passenger trains. Express goods trains consisting solely of bogie passenger vehicles, except suburban motors, and/or Victorian bogie goods vehicles having the letter " P ", " F " or " X " as the last letter of their classification, with the exception of loaded tank wagons classed " TWF " or " TWX " may run at speeds laid down for express goods trains. The maximum speed of " ZP " brake-vans and tank wagons classed " TWF " or " TWX " is laid down in Special Rates of Speed, clause 4, page 122.
   (ii) When any goods vehicle including " Z ", " ZB " and " ZL " brake-vans without " P ", " F " or " X " as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.
   (iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the maximum speed allowed due to the classes of vehicles included in the train and the Driver or Guard if relieved must pass this information on to his relief.

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

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

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

Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour
		E Electric 1102–1111	40			L (Elect.)	70
B (Diesel-Electric)	70	F (Diesel Electric)	20	R (Steam)	60	X (Diesel Electric)	70
		G M (Diesel Electric)	70	S (Diesel Electric) (See Note 3)	70	Y (Diesel Electric)	40
		H (Diesel Electric)	45	T (Diesel Elec.)	60	Narrow Gauge NA (Steam)	20
D3 (Steam)	50	J (Steam)	50	W (Diesel Hydraulic)	20		
		K (Steam)	50				

Note 1.—The maximum speeds laid down for Locomotives in clause 8 hereof are subject to the maximum speeds laid down in respect of various lines, or portions of lines, and to the conditions imposed above and also on pages 115 and 124 inclusive.

Note 2.—See page 122 for speed of a locomotive or locomotives with a brakevan of fixed-wheel base only attached, and for speed of light locomotives.

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

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

Rail Motor Trains	Maximum Speeds†
Diesel Rail Car (Air-conditioned), 600 H.P. Nos. 40, 41	70
Diesel-Electric Rail Motors	60
Diesel Rail Car (Walker Type), 102 H.P. Except (No. 4)	45
Diesel Rail Car (Walker Type), 102 H.P. No. 4	50 See footnotes
Diesel Rail Car (Walker Type), 153 H.P.	50
Diesel Rail Car (Walker Type), 280 H.P.	60 (Without Trailer)
" " " " " " "	50 (With Trailer)

† See clauses 3 and 5, page 114

Note (a).—**Although passenger trains are permitted to run over certain lines at 70 miles per hour, the maximum speed of any passenger train hauling a Diesel-Electric Rail Motor must not exceed 60 miles per hour.**

(b).—**The maximum speeds, shown above, for Rail Motor Trains, are subject to the maximum speeds laid down for Passenger Trains for the Line or portion of Line over which the Rail Motor is running, and to the conditions imposed on pages 114 to 124 inclusive. Where any goods vehicle is attached, the speed laid down on page 122 for the type of vehicles concerned must not be exceeded. However, the 600 H.P. Diesel Rail Cars may be hauled at 70 M.P.H.**

CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES

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

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

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

3. (a) On the branch lines specified hereunder, locomotives of a heavier axle load than those ordinarily authorised in pages 116 to 124 to run over such branch line, may, when necessary for shunting purposes, and subject to Block Working Rules, be placed on the branch line at the station named ; in every such case the speed specified herein for the local movement on the branch line must not be exceeded. See also clause (b).

Station	Branch Line	Class of Locomotive that may be used for Shunting on Branch Lines	Speed Miles per hour
Traralgon	Maffra	All classes	10

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

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

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

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

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

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

Suburban District Line or Portion of Line Between—	Maximum Speed†				Classes of Locomotives Allowed to run
	Passenger Trains		Goods or Express Goods Trains		
	Electric Diesel or Steam Locomotive Funnel First	Steam Locomotive Tender First	Electric Diesel or Steam Locomotive Funnel First	Steam Locomotive Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Spencer Street and Flinders Street ..	20	20	15	15	All classes
Flinders Street and the Down Home Signals at Jolimont Junction (all lines)	25	25	15	15	
Jolimont Junction and Richmond	30	30	20	20	
Richmond and South Yarra	30	30	30	20	
South Yarra and Caulfield	35	30	30	20	
Caulfield and Glenhuntly	..	..	..	..	
"R" Class locomotives excepted ..	40	30	30	30	All classes Except "H"
"R" Class locomotives	30	30	30	30	
Via "B" Siding	..	..	5	5	
Passing over the Glenhuntly-road level crossing Up end Glenhuntly Station	10	10	10	10	
Caulfield and Oakleigh	40	30	40	30	
Oakleigh and Dandenong		(See page 118			
Flinders Street & Port Melbourne Station	40	30	20*A	30*B	"S" and lighter
Between Speed Board at Up end of Down Platform at North Port station and Level Crossing, Bridge Street, Down trains	25	25	20*A	25*B	
Between Speed Board at Down side of Graham station and Post 38 (Up Starting Signal, Graham), Up trains	30	30	20*A	30*B	
Port Melbourne & Station Pier ..	5	5	5	5	"S" and lighter (See note 5, page 115)
Graham and Prince's Pier	5	5	5	5	"B" and lighter (See note 5, page 115)
Spencer-Street & North Melbourne Junct.	40	30	15	15	All classes
When diverging from a straight track on other lines at Franklin Street Junction	20	20	15	15	
North Melbourne Junction and Newport ..	40	30	30	30	All classes
Entering Newport Goods Yard ..	..	..	5	5	
Maribyrnong River Line—					
In clear daylight	..	..	10	10	"S" and lighter
During darkness or foggy weather ..	..	..	5	5	All classes
North Melbourne Junct. and Newmarket Junction	30	30	20	20	except "H"
Newmarket Junction and Flemington Racecourse—	..	..	10	10	All classes except "H"
Newmarket Junction and Show Grounds Platform	20	20	10	10	"B" and lighter
Show Grounds Platform and Flemington Racecourse					

†See clauses 3 and 4, page 115. *A—Hauled by Steam, Diesel or Electric Locomotives.
*B—Hauled by Parcels Coaches or Electric Motors.

Melbourne Goods Yards (including North Melbourne Junction and Arden Street).

Flinders Street Yard

Line or portion of line	Maximum Speed †
	Miles per Hour
Between Viaduct Junction, West Tower and North Melbourne	
Main Goods Lines between West Tower and Viaduct Junction	25
Coburg Goods lines, between West Tower and North Melbourne Junction ..	25
Northern and Western Goods Lines	
Main Goods Lines between West Tower and South Kensington	25
North-Eastern Goods Lines	
North-Eastern Goods Lines to and from Kensington	25
On the Reversing Loop	4
Outside Goods Lines	25
Spencer Street Station	
Trains on No. 5 (Non-Platform) track opposite No. 10 Platform whilst country train carriages are standing at No. 10 Platform.	5
Flinders Street Station	
The speed of any train or locomotive on any siding, or when being shunted to or from any siding and a running line at Flinders Street, must not exceed 15 miles per hour. This is subject to the special speeds specified hereunder:—	
Over Western Carriage siding 'U' and Parcels Dock Sidings.	5
Between signal box "A" on the west side and signal boxes "B" and "C" on the east side all roads Subject to the further restricton. (see hereunder) in regard to Nos 2 and 7 tracks.	15
Between the west end of No. 2 west track and Swanston Street bridge.	5
Movements in an easterly direction from the west end of No. 7 track to Swanston Street bridge	5
"C" Box, Flinders Street	
Arriving trains from Camberwell Line between the East end of "C" Signal-box and Nos. 6 and 7 Tracks, and No. 5 Track via "U"	15
"D" Box, Flinders Street	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto Signal S22 and the platform; speed must not be increased after passing 3-position Home Signal No. 268	10
Down trains to Clifton Hill Line—when passing around the curve between "D" Signal-box and the Down Automatic Signal S15	10
Shunting movements between "D" and "E" Boxes via the "Through Siding"	5
Between Signal No. 278 Swanston Street Bridge on Nos. 1 and 2 East Tracks at Flinders Street Station.	15
Jolimont Goods Yard	
Entering from East or West end	10

† See clauses 3, and 4, page 115.

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

Line or Portion of Line Between—	Electric Multiple Unit Trains including Single Unit Trains or Single Motor Car	Maximum Speed †			Class of Locomotives Allowed to Run
		Passenger Trains	Express Goods Trains	Goods or Mixed Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Oakleigh and Huntingdale	..	60	60	40	"R" and "H" Class locomotives excepted
" "	..	50	50	40	"R" Class locomotives
Huntingdale and Dandenong ..	..	50	50	40	
Dandenong and Pakenham	50	70	60	40	All classes except "H"
				See note "**B**" below	All classes except "H"
Pakenham and Moe	..	70	60	40	
				See note **B**"below	All classes except "H"
Warragul Station— .. .. .. between Down and Up Home Arrival Signals Nos. 3 and 16—17 respectively	..	25	25	25	All classes except "H"
Moe and Traralgon	..	60	50	40	
Traralgon and Sale	..	70	60	40	"B" and lighter
Sale Wharf Line—	..	..	..	10	"T" and lighter
Sale and Stratford Junction	..	60	50	40	"B" and lighter
Stratford Junction and Stratford Passing over Avon River Bridge 137 mp + 780 m All locomotives or trains	..	50	50	40	"B" and lighter
	..	20	20	20	
Stratford and Fernbank	..	50	50	40	"B" and lighter
Fernbank and Bairnsdale	..	60	50	40	"B" and lighter
Bairnsdale and Orbost	..	35	35	35	"T" and lighter
Moe and Yallourn	..	40	40	40	All classes except "H"
Yallourn and Brown Coal Mine ..	..	15	15	15	"T" and lighter

† See clauses 3 and 4, page 115.

NOTE **B**.—The Maximum Speed between Dandenong and Moe for any Goods Train excepting Express Goods Trains so shown in the working Time-table, consisting of all automatically coupled vehicles (including locomotive and brakevan) will be forty-five (45) miles per hour. It will be the duty of the Guard of any Goods train running between Dandenong and Moe to inform the Driver at the commencing point of the train, and also at any point where the composition of the train is altered, if the train is not completely automatically coupled, and the Driver, if relieved, must pass this information on to his relief.

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

Line or Portion of Line Between	Maximum Speed†			Classes of Locomotives Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	
Morwell and Morwell Briquette Siding ..	—	..	15	All Classes except "H"
Traralgon and Heyfield	50	50	40	"B" and lighter
Heyfield and Maffra	50	50	35	"B" and lighter
Maffra and Stratford Junction— ..	50	50	40	"B" and lighter
Dandenong and Nyora	60	..	40	All classes except "H"
Nyora and Foster	50	..	40	All classes except "H" (See footnote)
Foster and Yarram	60	..	40	"B" and lighter
Nyora and Wonthaggi	45	..	35	"B" and lighter
Wonthaggi and Kirrak	15	..	15	"T" and lighter

† See clauses 3, and 4 page 115.

NOTE—Dandenong and Foster. When running between Dandenong and Foster, tenders of "R" class locomotives must not contain more than 23,000 litres of water (1 metre from top of tank).

SPECIAL SPEEDS

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

(i) the provision of Regulation 59 ;

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

(iii) the special Speeds laid down in clause 8, page , 114, and clause 9, page 115.

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



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

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

2. Passing Over Points.—The following Speed Restrictions apply generally when passing over points at stations, junctions, and sidings :—

—	Maximum Speed	
	When Running to or from Lines Diverging from the Straight Track	When Running on the Straight Track
	Miles per Hour	Miles per Hour
(a) Except as shown in sub-clauses (b) and (c) hereof—		
(i) Over facing points worked from a locking frame or otherwise securely fastened, or over trailing points	25	40‡
(ii) Over facing points held by hand	15	15
(b) (i) Between OAKLEIGH and DANDENONG and DANDENONG and NYORA, over facing points worked from a Locking Frame or otherwise securely fastened, or over trailing points ..	25	50‡
(ii) Between DANDENONG and MOE except at Bunyip, Longwarry and Moe, over facing points worked from a Locking Frame or otherwise securely fastened, or over trailing points.	25	70‡
At Bunyip and Longwarry	25	60‡
(iii) At Bunyip	25	70‡
At Longwarry	40	60‡
At Moe	25	60‡
At Herne's Oak	25	50‡
At Maryvale A.P.M. Siding	..	60‡
At Hazelwood Siding	..	60‡
(c) Diesel Rail Cars (Walker Type, 102 H.P. and 153 H.P.)		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over trailing points	10	40‡
(ii) Over Facing Points held by hand	10	10

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

3. At Various Places.—(a) All trains.

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

‡ ‡ NOTE :—When a Locomotive Driver is receiving a Staff from or delivering a Staff to a Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour.

When a Locomotive Driver is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

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



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



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



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

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

Description	Maximum Speed
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" Brake Van or Brake Vans	60
Goods Train by which "Dead" Locomotives are conveyed—see page 233, General Appendix	..
Any Victorian bogie goods vehicle, "ZP" excepted having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle, except Tank Wagons, having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX" when loaded	50
Tank Wagons classified as "TWF" or "TWX" when empty	60
"NN" Wagons when loaded (a)	30
"Z" or "ZL" brake-vans and goods vehicles except Victorian bogie goods vehicles with "P", "X" or "F" as the last letter of their classification	45
Suburban "M" and "CM" Cars numbered below 500	50
Suburban "M" Cars numbered over 500	70
Light Locomotives—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 121)	30
"B", "L" or "T" or "X" class	60
"D3", "R", "J" or "K"	50
"Y"	40
"F" and "W" class	20
"H" Class	45
Locomotive or Locomotives with a Brakevan of Fixed-wheel Base only attached See page 114, clause 5, sub-clause (ii)	45
Any Break-down Van Train or any Train to which a Break-down Brakevan is attached	40
Locomotives when running in any Locomotive Depot within the T.R. Point	10
Any Train by which any Diesel or Steam Crane is conveyed	The maximum speed of the Diesel or Steam Crane conveyed
Diesel Cranes—	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tonnes)	30 (See note below)

a—Permission must be obtained from the Train Controller before loaded "NN" wagons are conveyed by any trains, see page 114, clause 5, sub clause (iii).

Note :—The maximum permissible speed for the Way and Works Branch No. 45 Diesel Crane (10 tonnes) will be as follows :—

Line or portion of Line	Maximum Speed	Line or portion of Line	Maximum Speed
	Miles per Hour		Miles per Hour
Dandenong and Sale	30	83 miles 50 chains and Yallourn	20
Sale and Stratford	30	Yallourn and Latrobe River Bridge	15
Stratford and Bairnsdale	30	Latrobe River Bridge and Brown Coal Mine	15
Bairnsdale and Orbost	20	Dandenong and Yarram	30
Traralgon and Maffra	30	Nyora and Wonthaggi	30
Maffra and Stratford Junction	20		
Moe and Yallourn :—			
Moe and 83 miles 50 chains	30		

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

Various Trains, Light Locomotives, and Steam and Diesel Cranes, Diesel Fordson Rail Tractors

Description	Maximum Speed
Steam Cranes—	Miles per Hour
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 61 tonnes)	40 (See note)
No. 10 (Rolling Stock Branch, 10 tonnes)	15
No. 3 (Rolling Stock Branch, 5 tonnes)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tonnes)	40 (See note)
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tonnes)	15

Note :—When the 30 tonnesWreckage Cranes (Nos. 5and 7) and/or 61 tonnes Wreckage Cranes (Nos.18 and 19) are conveyed by Special Train, the train is permitted to run only on the lines and up to maximum speed for the Cranes as set out below provided that the maximum speed of the train shall not exceed :—

(a) The maximum laid down for the locomotive hauling the train over the portion of the line concerned.
(b) The maximum speeds for Goods Trains.
(c) The speeds in the Special Speed Section.

When conveyed by a Goods Train the speed of the train shall be laid down for a Goods Train over the line concerned provided that it does not exceed the maximum speed for the cranes as set out herein.

The maximum permissible speeds for 60 tonne and 30 tonne Wreckage Cranes are as follows :—

Line or portion of Line between :—	Maximum Speed	
	61tonne Cranes Nos. 18 and 19	30 tonne Cranes Nos. 5 and 7
	Miles per Hour	Miles per Hour
Dandenong and Moe	40	40
Moe and Traralgon	35	40
Traralgon and Stratford (via Sale)	Not Allowed	30
Stratford and Bairnsdale	Not Allowed	40
Bairnsdale and Orbost	Not Allowed	25
Traralgon and Stratford Junction (via Maffra)	Not Allowed	30
Moe and Yallourn	40	40
Yallourn and Latrobe River Bridge	15	15
The 61 tonne Crane is not permitted over Latrobe River Bridge		
Latrobe River Bridge and Brown Coal Mine	Not Allowed	15
Dandenong and Leongatha	Not Allowed	40
Leongatha and Foster	Not Allowed	40
Foster and Alberton	Not Allowed	30
Alberton and Yarram	Not Allowed	40
Nyora and Wonthaggi	Not Allowed	30

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

DIESEL FORDSON RAIL TRACTORS—

The Maximum Permissible Speed is 20 m.p.h. (Permissible Loads—See page 100).

LOCOMOTIVES RUNNING TENDER FIRST

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

2. Subject to paragraph 1, a locomotive may run tender first on any line at any time.

LOCOMOTIVES ASSISTING IN FRONT OF TRAINS

(Regulation 174)

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

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

(c) in the case of—

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

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

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

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

3. When a train is hauled by a steam locomotive and a Diesel Electric or Diesel Hydraulic locomotive, the steam locomotive must trail.

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

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

Section—

Melbourne and Bairnsdale, via Rosedale or Maffra.
Bairnsdale and Orbost
Moe and Yallourn.
Dandenong and Yarram.
Nyora and Wonthaggi.

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

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

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

Train or Class of Train	Section	Maximum Number of Vehicles
*Goods Train	Between Flinders Street and Spencer Street	10
	†Between Spencer Street and Newmarket	40
	†Between Flinders Street and Port Melbourne	60
	Between Graham and Princes Pier	35
	Between Melbourne Yard and Maribyrnong River Goods Siding	40
	Between Newport and Williamstown, Newport South and Newport Workshops	30
	†Between Melbourne Yard and Newport (Via Passengers Lines)	40
	†From Caulfield to Glenhuntly	20
	†Between Dandenong and Lyndhurst	10
	†Between Dandenong and General Motors	30
	Between Moe and Yallourn	60
	†Between Morwell and Maryvale Public Siding	20
	†From Traralgon Cattle Yards (Sale Line) to Traralgon	15
	From Woollen Mills Siding (Stratford Line) to Sale	10
	From S.E.C. Siding to Bairnsdale	10
	From Korumburra to Korumburra Cattle Siding	10
	†Between Toora and Barry Beach	20

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

† Also during the hours of darkness.

LOCOMOTIVES ASSISTING IN REAR OF TRAINS

(Regulation 173).

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

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

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

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

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

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

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

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

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

Section	Class of Train and Special Instructions to be Observed
Traralgon to "Stop Board" at mileage 98 miles 60 chains (Sale Line).	Goods Trains.
Traralgon to "Stop Board" at mileage 98 miles 77 chains (Maffra Line).	Goods Trains.
Bairnsdale to "Stop Board" at mileage 169¾.	Goods Trains.

AUTHORISED WORKING OF GOODS TRAINS
EASTERN DISTRICT
MELBOURNE-WARRAGUL-TRARALGON-YALLOURN

DOWN

No. 35 is to be limited to 355 tonnes consisting of bogie vehicles suitable for 60 m.p.h. operation marshalled:—Three trailing "VF" vans, bogie brakevan, three "VF" vans, other loading for Traralgon and beyond, locomotive. See stowing diagrams page 127.

Stopping Arrangements:—	**Flinders Street (No. 1 Centre Platform) Load** newspapers, mails and parcels. **Pakenham**—Discharge newspapers and mails. **Nar-Nar-Goon**—Discharge newspapers. **Bunyip**—Saturdays only to discharge newspapers or when scheduled as **No. 35A.** **Longwarry**—Saturdays only to discharge newspapers or when scheduled as **No. 35A** **Drouin**—Discharge newspapers. **Warragul**—Detach trailing "VF" van. **Darnum**—Discharge newspapers only. **Yarragon**—Discharge newspapers, mails and parcels. **Trafalgar**—Discharge newspapers and parcels. **Moe**—Detach trailing "VF" van. Morwell—Detach trailing "VF" van.

MONDAYS TO SATURDAYS LOADING OF VANS

Van ONE ("VF")	**Newspapers for beyond Traralgon** including **Heyfield, Toongabbie, Tinamba, Glengarry and Cowwarr** discharge Traralgon.
Van One A ("VF")	**Mails** for **Sale and Bairnsdale.**
Van Two ("VF")	**Newspapers, mails** and parcels for **Traralgon.**
Van Three, (Bogie Brake Van) Forms Brake Van of **No. 35** Traralgon–Bairnsdale Goods, Mondays to Fridays and **No. 11 Traralgon –Maffra** Goods Saturdays.	**Mails** for **Heyfield.** **Parcels** for stations **Glengarry and beyond.** **Newspapers** and **Mails** for **Pakenham.** **Newspapers** for **Nar-Nar-Goon** **Newspapers** for **Bunyip** and **Longwarry** Saturdays only and **Public Holidays** when **35A** operates. **Newspapers** for **Drouin** and **Darnum.** **Newspapers, mails** and **parcels for Yarragon** and **newspapers** and **parcels** for **Trafalgar.**
Van Four ("VF") **Detach at Morwell.**	**Newspapers, mails** and **parcels** for **Morwell.**
Van Five ("VF") **Detach at Moe**	**Newspapers, mails** and **parcels** for **Moe** and **Yallourn. Mails** for **Trafalgar** and **Darmum** which are to be discharged at **Moe** and returned on **No. 4A** Passenger Monday to Friday and **No. 44** Passenger Saturdays. **Mails** for **Thorpedale** and **Mirboo North.**
Van Six ("VF") Rear vehicle ex Melbourne. Detach at Warragul.	**Newspapers, mails** and **parcels** for **Warragul** and stations **Nar-Nar-Goon** to **Drouin** inclusive which are to be discharged at **Warragul** and returned on **No. 34** Passenger, Mondays to Fridays and **No. 44** Passenger, Saturdays. On Saturdays only, **newspapers** and **mails** for **Bunyip** and **newspapers** for **Longwarry** are discharged en route from the brakevan. **Mails** for **Nerrim South** and **Noojee.**

EASTERN DISTRICT

MELBOURNE-WARRAGUL-TRARALGON-YALLOURN

DOWN

No. 35 LOADING OF VANS—continued.

MONDAYS TO SATURDAYS

STOWING DIAGRAM

Van 1, ("VF")

Engine End

GA & TW Run A/c Bairnsdale Addressed Papers	GA & TW Run A/c Bairnsdale Bulk Papers	G & TG Run A/c Sale Addressed Papers	G & TG Run A/c Sale Bulk Papers

Van 1A ("VF")

Engine End

Bairnsdale Mails	Sale Mails

Van 2 ("VF")

Engine End

Addressed Traralgon Papers	Traralgon Mails	Traralgon Parcels
Bulk Traralgon Papers		

Van 3 Bogie Brakevan

Engine End

Mails for Heyfield Parcels for stations Glengarry and beyond	Papers and Mails for Pakenham Papers for Nar-Nar-Goon Papers for Drouin & Darnum Papers Mails and Parcels for Yarragon Papers and Parcels for Trafalgar Papers for Bunyip and Longwarry on Saturdays and Public Holidays when 35A runs

Van 4 ("VF") **MORWELL**

Engine End

Parcel Brutes	Mails	Parcels and any Other Brutes	Addressed Papers	Bulk Newspapers

Van 5 ("VF")

Engine End

Moe, Yallourn Thorpdale Mirboo North Mails	Yallourn Papers	Addressed Papers	Bulk Newspapers
Trafalgar and Darnum Mails			

Van 6 ("VF") **WARRAGUL**

Engine End

Addressed Newspapers	Bulk Newspapers	Brutes	Mails	Loose Parcels

DOWN

No. 113 stops Flinders Street (No. 1 Centre Platform) pick up newspapers, etc. Discharge newspapers Hallam to Officer. Mails for Officer are to be conveyed through to Pakenham and returned on suburban train (Run 206 Monday to Friday, Run 211 Sat.). Convey loading for Warragul and beyond except Bairnsdale to Orbost inclusive. Also conveys loading for roadsides Pakenham to Drouin, marshalled next the locomotive.

Nos. 115, 115A convey loading for Warragul and beyond except Bairnsdale to Orbost inclusive, also conveys loading for roadsides Dandenong to Officer inclusive marshalled next the locomotive. Van Goods Tynong, Wed., Fri.

No. 101 Roadsides—

No. 119 Through: shunt Dandenong, Warragul and Morwell only.

No. 121 From Melbourne Yard conveys loading for Warragul and beyond. Also conveys loading for Dandenong to be marshalled next the locomotive. Shunt Dandenong Warragul, Moe and Morewell.

No. 133 Through, shunt Morwell and Maryvale only.

No. 219 **From Melbourne Yard,** Clear Oakleigh as arranged by Control, shunt Warragul, to attach Bairnsdale and Orbost line "pers", Shunt Morwell to detach "pers" and attach "CW" brakevan only (parcels for Bairnsdale detached off No. 53 Pass). Shunt Traralgon to detach Maffra and Stratford, Livestock and "Pers" for attachment to No. 5A. No. 219 to be marshalled ex Melbourne as follows:

Brakevan.
Bairnsdale and beyond.
Maffra and Stratford "Pers".
Morwell "Pers".
Locomotive.

No. 243 From Warragul convey loading for Glengarry to Maffra marshalled next the brakevan then Stratford to Orbost;
Shunt Moe and Morwell only.

Nos. 1, 13, 37, 39, 49, 65, 79, 87, 91, 91A, 93, 127, 129, 139, 205, 217, 223, 227, 245, 249 Through.

No. 231 from Dandenong conveys all loading for Warragul and beyond and is to be marshalled as follows—Brakevan, empty wagons for timber, Warragul to Moe loading Morwell loading, Maryvale loading, then Sale, Maffra, Bairnsdale and beyond loading. **Note**—Bairnsdale and beyond, perishable loading must be marshalled next to Bairnsdale loading next to the locomotive for transfer to No. 219.

No. 225 Conveys loading for Drouin; Warragul to Trafalgar (detach at Warragul); Moe and Yallourn (detach at Moe); Morwell, Traralgon.
Shunt Drouin, Warragul, Moe, Morwell and Maryvale (clear empties to Traralgon for No. 35).
Note. Maffra loading from Warragul must be forwarded by this train with Ordinary Maffra loading.
No. 221 Through. Traralgon perishables to be marshalled in a block ex Melbourne Yard.
Note. Sale 'pers' from Warragul must be forwarded by this train with ordinary Sale loading.

EASTERN DISTRICT

YALLOURN–TRARALGON–WARRAGUL–MELBOURNE

UP

No. 58 Roadside.
No. 84A Roadsides to Warragul then Through load. (Shunt Dandenong).
No. 78 Shunt Maryvale, Moe, and Warragul.
No. 8 Shunt Warragul, Berwick (if required), Dandenong, Oakleigh, (detach Westall loading for clearance by Westall pilot). Flinders Street. (Note:—Will terminate Dandenong on Saturdays Sandown races are conducted).
No. 80 Roadsides to Warragul (Trafalgar excepted)
Detach Dandenong leaving at Warragul for clearance by No. 124 or 8.
No. 84 Shunt Maryvale, Trafalgar (if required).
Warragul. At Warragul detach Dandenong loading for clearance by No. 124 or 8.
No. 124, Through, Restricted to Dandenong loading and empties only. (May shunt Warragul when authorised by Control.
No. 126 Shunt Dandenong, Oakleigh, Flinders Street.
No's 14, 50, 62, 64, 94, 96, 98, 100, 102, 152 Through
No. 70, Shunt Pakenham only.
No. 120, 122. Shunt Dandenong, Oakleigh, Caulfield and Flinders Street.

No. 110. Through. Conveys any livestock for Melbourne and beyond offering off No. 124, Orbost Traralgon, Monday to Thursday.
No. 130 Shunts Warragul. Conveys Roadsides for stations to Warragul through to Warragul for return by No. 101, also loading for Westall (detach Oakleigh), Oakleigh, Flinders Street, Melbourne Yard and beyond. On Fridays only (ex Traralgon) may shunt Dandenong detach livestock (off No. 70 ex Bairnsdale). Train leaving Traralgon to be marshalled:—
Brakevan.
Through loading.
Jolimont Yard.
Westall.
Oakleigh.
Dandenong Livestock (Fridays only).
Roadsides to Warragul.
Locomotive.
No. 130A. Same as for No. 130 except may shunt Dandenong to detach livestock ex Traralgon Saturdays.
No. 132 Through. Shunt Traralgon, Dandenong only.
At Traralgon detach Newmarket stock to connect with No. 130A.

TRARALGON–MAFFRA–BAIRNSDALE

DOWN

No. 219 Through, Bairnsdale and beyond.
No. 1, Through.
No. 5, Through.
No. 79, Through.
No. 5A, Through, shunt Maffra to detach Shed and Outside Platform and Stratford to detach Perishable loading despatched to Traralgon by No. 219.

No. 7, Through, Shunt Maffra to detach Shed and Outside Platform loading despatched to Traralgon by No. 219.
No. 11, Roadsides.
No. 35 Through to Maffra then Roadsides.

UP

Nos. 6A, 26, Roadsides to Maffra, then Through.
Nos. 8, Through.
No. 124 Through, clear Newmarket livestock from Lindenow. Maryvale loading to be restricted.
Train to be marshalled.
Brakevan.
Dandenong loading (including livestock).
Jolimont Yard.
Westall.
Oakleigh.
Through loading.
Locomotive.
No. 18 Roadsides.
No. 70, Through conveys livestock ex Bairnsdale sales and other loading for attachment to No. 130.
No. 126 shunt Traralgon only, may take any Warragul loading offering.

TRARALGON–SALE

DOWN

Nos. 23, 221 Roadsides.
No. 79, Through.

UP

No. 114, Roadsides.
No. 70, 132, Through.
No. 132 leaving Sale to be marshalled:—
Brakevan.
Brooklyn Loop Siding Stock.
Dandenong Stock.
Newmarket Stock.
Locomotive.

BAIRNSDALE–ORBOST

DOWN

Nos. 1, 3, 9, Roadsides.

UP

Nos. 126, 124, 8, Roadsides.

SOUTH-EASTERN DISTRICT

MELBOURNE-KORUMBURRA

DOWN	UP
No. 47 Convey A.W.G. loading only. No. 73 Roadsides. May take Toora to Yarram loading, Foster perishable loading and Leongatha perishable loading, and if room available, loading for Korumburra and beyond. No. 71 Stops Flinders Street (No. 1 Platform, pick up mails, parcels etc. offering), then Roadsides. At Nyora discharge mails and parcels for Lyndhurst, Clyde, Tooradin, Dalmore, Monomeith and Lang Lang which are to be returned by No. 6 Diesel Electric Rail Motor. No. 67 Shunt Dandenong, Nyora. No. 169 Convey available loading Korumburra and beyond, next to brakevan, then Nyora and Wonthaggi line loading, at Dandenong attach loading for Yarram and Wonthaggi lines. On Tuesdays and Thursdays also convey perishable loading for Koo-wee-rup and Lang Lang. Shunt Dandenong, Nyora. No. 187 to be marshalled with a louvre van next to the brakevan (Mondays to Thursdays only) for loading at Flinders Street with consignments for beyond Leongatha. Consignments for Korumburra and Leongatha are to be loaded into the brakevan. Stops Flinders Street (No. 1 Platform, pick up mails, parcels etc. offering. Conveys loading for Dandenong, A.W.G. Siding, A.G.M. Siding, Nyora, Korumburra and beyond. Prior to placing empty 'OC' wagons at A.G.M. Siding, clear 'Up' loading into the loop road for clearance as arranged by Centrol. At Nyora discharge mails and parcels for Lyndhurst, Clyde, Tooradin, Dalmore, Monomeith and Lang Lang which are to be returned by No. 6 Diesel Electric Rail Motor; vangoods for Bena are to be taken through to Korumburra and returned by No. 6. NOTE : The Brakevan off No. 187 is not to form the train brakevan of No. 31 ex Korumburra.	No. 38 Roadsides to Dandenong, then through to Spotswood and Newport as arranged by Centrol. No. 38A Shunt A. G. M. Siding, A. W. G. Siding, then through to Spotswood and Newport as arranged by Centrol. Clear empty 'OC' wagons Newport Yard to Melbourne Yard for onward transit by No. 71 Sundays. No. 56 Clear available loading from A. W. G. Siding for destinations other than Spotswood and/or Newport (loading from A. W. G. Siding to Spotswood and/or Newport to be cleared by No. 38). Nos. 82, 86 Through; shunt Nyora. No. 82A Through; shunt Nyora, Dandenong. No. 88 Through; shunt Nyora, Cranbourne, Dandenong.

KORUMBURRA-YARRAM

DOWN	UP
No. 31 at Korumburra attach Brakevan and louvre off No. 187 Shunt Leongatha, detach Brakevan Shunt Meeniyan to detach livestock; Shunt Foster to detach perishable loading. Roadsides Toora to Yarram. No. 33A Roadsides.	No. 88 Roadsides. Nos. 82, 82A Roadsides to Foster then shunt Leongatha only. Nos. 80, Through.

NYORA-WONTHAGGI

DOWN	UP
No. 3 Roadsides.	No. 30 Roadsides.

MARSHALL LOADS UP GOODS TRAINS

All Up Goods Trains are to be marshalled en route in the following order :—
Locomotive, Dandenong loading, Through livestock, Newmarket livestock, Sunshine and Newport livestock, Jolimont loading, all perishable loading, Dynon Area (including Bogie Exchange), empty vans and wagons, Cowper Street loading, Melbourne Goods (except Perishables), export butter, Victoria Dock and Appleton Dock loading, empty returns, brakevan.

NOTE :—On arrival in Melbourne Yard all perishable loading must be next to the locomotive and when picking up en route the above marshalling arrangements must be strictly observed.

DESPATCH ARRANGEMENTS FOR LOADING
EASTERN DISTRICT

MELBOURNE YARD–WARRAGUL–TRARALGON–MAFFRA–BAIRNSDALE–ORBOST YALLOURN–SALE LINES

Loading from Melbourne Yard, Dandenong and Warragul to be despatched as follows :—

FROM MELBOURNE YARD TO :—

Dandenong	Nos. 115, 115A,
Narre Warren to Officer	Nos. 115, 115A
Pakenham to Longwarry	No. 113
Drouin	Nos. 113, 225
Warragul to Moe, Yallourn and Maryvale	Nos. 113, 115, 115A, 119, 221, 225
Morwell	Nos. 113, 115, 115A, 119, 219, 225
Traralgon to Hillside and Flynn to Sale	Nos. 35, 113, 115, 115A, 119, 221,
Maffra, Stratford livestock and perishable,	Nos. 35, 113, 115, 115A, 119,
Bairnsdale and beyond	Nos. 219, 119, 35

FROM DANDENONG TO :—

Narre Warren to Officer	Nos. 115, 115A
Warragul and beyond	Nos. 115, 115A, 119, 231

FROM WARRAGUL TO :—

Darnum, Yarragon, Trafalgar	Nos. 101, 121
Moe	Nos. 225, 101, 121, 243
Yallourn	Nos. 225 Pilot.
Morwell and Maryvale	Nos. 121, (Morwell only) 113, 243, 225, 133
Flynn to Sale	Nos. 119, 121, 133,
Bairnsdale and beyond	Nos. 119, 133, 219, 121
Traralgon to Hillside	Nos. 119, 121, 133, 243

LIGHTING OF COUNTRY TRAINS

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

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

See General Appendix, pages 419 and 420, for instructions regarding electrically-lighted carriages and Brakevans.

(*a*) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

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

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES

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

COUNTRY BRANCH LINES TRAINS

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

LIGHTING OF COUNTRY TRAINS—(continued).

Train	April to October	November to March
	EASTERN DISTRICT.	
7.20 a.m. Melbourne-Traralgon ..	Flinders Street to light. Warragul extinguish	
3.37 p.m. Melbourne-Warragul ..	Flinders Street to light. Terminal extinguish	
4.46 p.m. Melbourne-Traralgon ..	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
6.8 p.m. Melbourne-Sale } ..	Flinders Street to light. Terminal extinguish ..	Flinders Street to light. Terminal extinguish.
6.8 p.m. Melbourne-Bairnsdale } ..		
6.15 p.m. Narre Warren-Warragul ..	Narre Warren to light. Terminal extinguish.	Narre Warren to light. Terminal extinguish.
6.15 p.m. Melbourne–Bairnsdale ..	Flinders Street to light. Terminal exstinguish	Flinders Street to light. Terminal extinguish.
7.5 p.m. Melbourne-Traralgon Sun. ..	Flinders Street to light. Terminal extinguish.	Flinders Street to light. Terminal extinguish.
6.0 a.m. Warragul-Dandenong ..	Warragul to light. Dandenong extinguish.	Warragul to light. Dandenong extinguish.
6.25 a.m. Traralgon-Melbourne } ..	Traralgon to light. Ticket Collector to extinguish ..	Traralgon to light. Warragul extinguish.
5.50 a.m. Traralgon-Melbourne }		
6.50 a.m. Warragul-Melbourne ..	Warragul to light. Terminal extinguish	
6.10 a.m. Bairnsdale-Melbourne ..	Bairnsdale to light. Sale extinguish	Bairnsdale to light. Sale extinguish.
6.25 a.m. Bairnsdale–Melbourne ..	Bairnsdale to light Sale extinguish	Bairnsdale to light. Sale extinguish.
6.30 a.m. Yarram-Melbourne ..	Yarram to light. Leongatha extinguish	
2.10 p.m. Bairnsdale-Melbourne } ..	Conductor to light. Terminal extinguish	Conductor to light. Terminal extinguish.
2.20 p.m. Bairnsdale–Melbourne }		
4.12 p.m. Warragul-Narre Warren ..	Warragul to light. Terminal extinguish	
4.35 p.m. Traralgon-Melbourne ..	Traralgon to light. Terminal extinguish	Traralgon to light. Terminal extinguish.
6.0 p.m. Sale-Melbourne Sun. ..	Sale to light. Terminal extinguish	Sale to light. Terminal extinguish.
3.58 p.m. Melbourne-Yarram } ..	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.
6.25 p.m. Melbourne–Yarram }	Flinders Street to light. Terminal extinguish	Flinders Street to light. Terminal extinguish.

CLEAR LENGTHS OF CROSSING TRACKS AND REFUGE SIDINGS.

(Measurement to Nearest Metre)

STATION	No. 1 TRACK NEAREST METRE	No. 2 TRACK NEAREST METRE	No. 3 TRACK NEAREST METRE
MELBOURNE-ORBOST (via Sale)			
Narre Warren	—	564	—
Berwick	—	503	—
Pakenham	—	549	—
Nar Nar Goon	—	564	—
Drouin	—	238	—
Warragul	—	509	411
Yarragon	—	—	579
Trafalgar	—	—	625
Moe (See note)	—	533	—
Herne's Oak	—	675	—
Morwell	—	(No. 2a) 1887	—
Traralgon	—	351	—
Rosedale	—	152	—
Sale	137	110	259
Stratford	—	213	152
Fernbank	—	244	—
Lindenow	—	229	107
Bruthen	219	189	—
Nowa Nowa	238	142	—
MOE-YALLOURN			
Yallourn	518	396	378
MORWELL-MORWELL BRIQUETTE SDG.			
Morwell Briquette Siding	549	549	—
TRARALGON-MAFFRA			
Glengarry	—	244	—
Cowwarr	305	244	—
Heyfield	183	183	—
Tinamba	262	247	—
Maffra	—	305	183
MELBOURNE-YARRAM			
Cranbourne	366	366	—
Tooradin	366	366	—
Koo-wee-rup	—	518	244
Lang Lang	381	328	—
Nyora	—	183	122
Loch	—	183	—
Korumburra	—	145	—
Leongatha	—	198	168
Meeniyan	366	344	—
Fish Creek	—	155	—
Foster	—	137	—
Toora	—	146	—
Yarram	305	244	—
NYORA-WONTHAGGI			
Anderson	—	140	—
Wonthaggi	244	183	—

NOTE :—THE INSIDE RECEIVER TRACKS AT MOE ARE 411 METRES.

TRAIN TIME-TABLE REFERENCE SYMBOLS

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

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

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

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

❖ Indicates that the trains shall only require to stop at the station concerned in the following circumstances.

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

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

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

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

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

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

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

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

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

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

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

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

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

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

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

NC No one in charge stations.

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

IMPORTANT

Amendments to this book will be issued in the form of W.T.T. Circulars numbered consecutively, or by "A" notice. All alterations should be made neatly in ink and as soon as possible after receipt of each amending notice, particulars of which should be recorded hereunder.

NUMBER OF W.T.T. CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED

NUMBER OF CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED

NUMBER OF W.T.T. CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED

NUMBER OF W.T.T. CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED

1975

January

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March

S	M	T	W	T	F	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

April

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

May

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

June

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

August

S	M	T	W	T	F	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

September

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

S	M	T	W	T	F	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

December

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Good Friday 1975 — March 28

1976

January

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29						

March

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May

S	M	T	W	T	F	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

June

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October

S	M	T	W	T	F	S
31					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

November

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

(Good Friday, 16th April 1976)