MetRail

METRAIL

WORKING TIME-TABLE

PART III

APPENDIX

SEPTEMBER, 1985

67 Spencer Street,
Melbourne, Vic. 3000

F. J. BLENCOWE,
Group Manager,
Rail Operations.

METRAIL

WORKING TIME-TABLE

PART III

APPENDIX

SEPTEMBER, 1985

INDEX TO GENERAL INSTRUCTIONS

Carriages, class of, not to be attached to Goods Trains . . . . . (Addenda) 44
Carriages, types of, not permitted to run on certain lines . . . . . (Addenda) 12
Correspondence Bags, Rostered Trains for Despatch of 12-13
Distances, Metropolitan Stations and Signal Boxes 4-5
Foggy Weather . . . . . (Addenda) 12
Freight Vehicles on Passenger Trains . . . . . (Addenda) 12
Goods Train Load Sheets, compilation of . . . . . (Addenda) 27, 28
Goods Trains, Loads, Running Schedules and Vehicle Limits (see below) 17-33
Late Running Reports and Train Waybills, Despatch of 14
Lengths of Crossing Tracks and Refuge Sidings 16
Level Crossings, Location and Type 6-10
Lighting of Suburban Electric Trains 45-46
Lighting of Diesel Rail Cars and Diesel Electric Rail Motors 46
Loading Outline . . . . . (Addenda) 45, 46
Loads, Mixed Trains . . . . . (Addenda) 13
Loads, Tonnage of Goods Trains, Computation of . . . . . (Addenda) 29
Locomotive Axle Loads, Lengths and Weights . . . . . (Addenda) 43
Locomotive Assisting in Front of Trains 44
Locomotives, running tender first 44
Locomotives, Classes allowed to run on various lines 34-40
Locomotives, Weights to be allowed when hauled "Dead" . . . . . (Addenda) 43
Main Running Lines, Description of 52
Maximum Gross Mass per Goods Vehicle . . . . . (Addenda) 44
Overloading of Passenger Trains . . . . . (Addenda) 12
Parcels, Despatch and handling of 11
Parcels Coaches, Maximum Tonnage to be hauled by 17
Parcels, Rostered Trains for despatch of 11
Passengers Travelling in Brakevans of Goods Trains . . . . . (Addenda) 11
Pushing Trains on Running Lines 51
Running Schedules, Express and Passenger 15
Running Statements, Guards . . . . . (Addenda) 26, 27
Shunting of Electric Trains 47-51
Signalling Systems 53
Speeds, Special Rates on Curves, Points etc. 41-43
Speeds, Locomotive or Train on various lines 34-40
Steam Cranes, etc. Weights to be allowed . . . . . (Addenda) 43
Trains on Running Lines without a Brakevan in the rear 44
Vehicle Limitations, Goods Trains . . . . . (Addenda) 44
Vehicle Limitations, Mixed Trains . . . . . (Addenda) 13
Vehicles, Mass weights to be allowed and overall length (Intrastate Stock) . . . . . (Addenda) 31-34
Vehicles, Mass weights to be allowed and overall length (Interstate Stock) . . . . . (Addenda) 35-42
Vehicles, Passenger, class, description of, etc. (Intrastate) . . . . . (Addenda) 16-19
Vehicles, Passenger, class, description of, etc. (Interstate) . . . . . (Addenda) 15-23

INDEX TO LOCOMOTIVE RUNNING SCHEDULES AND LOADS

Section	Passenger	Goods
	Pages	Pages
Albion-Broadmeadows-Somerton		28
Belgrave to Ringwood		22
Brooklyn to Tottenham Yard		32,33
Burnley to Glen Waverley		22
Camberwell to Alamein		23
Melbourne to St. Kilda		23
Long Island Junction to Long Island		19,20
Newport to Sunshine and Tottenham Yard		32,33
Newport to Werribee		31
Melbourne to Broadmeadows (via Essendon)		24,25
Melbourne to Dandenong		18
Melbourne to Coldstream	15	21
Melbourne to Hurstbridge		27
Melbourne to Epping		26
Melbourne to Maribyrnong River Terminal		29
Melbourne to Newmarket (Stock Siding)		24,25
Melbourne to Port Melbourne		24
Melbourne to Sandringham		26
Melbourne to Somerton (via Upfield)		28
Melbourne to Stony Point	15	19,20
Melbourne to St. Albans (via Pass. or Goods lines)		30
Melbourne to Williamstown		31
Spotswood to Oil Sidings		29

DISTANCES FROM FLINDERS STREET TO METROPOLITAN STATIONS AND SIGNAL BOXES

km	STATIONS
	FLINDERS STREET
1.23	Viaduct Junction
1.23	Spencer Street
2.00	Franklin Street Box
2.90	North Melbourne
. .	Nth. Melb. Junction Box
. .	Nth. Melb. Stabling Sdgs.
3.50	Macaulay Stabling Sidings
4.48	Macaulay
5.25	Flemington Bridge
6.68	Royal Park
7.73	Jewell
8.54	Brunswick
9.26	Anstey
10.01	Moreland
11.35	Coburg
12.46	Batman
13.72	Merlynston
14.41	Fawkner
15.96	Gowrie
20.09	**UPFIELD**
22.06	Somerton
4.75	Kensington
5.55	Newmarket
6.96	Showgrounds Platform
7.81	Flemington Racecourse Platform
7.04	Ascot Vale
8.11	Moonee Ponds
9.24	Essendon
10.36	Glenbervie
11.05	Strathmore
12.46	Pascoe Vale
14.05	Oak Park
15.63	Glenroy
16.68	Jacana
18.10	**BROADMEADOWS**
4.72	South Kensington
6.37	Footscray
7.83	Middle Footscray
8.39	West Footscray
10.33	Tottenham
13.49	Sunshine
14.86	Albion
17.44	Ginifer
19.05	**ST. ALBANS**
7.86	Seddon
8.77	Yarraville
10.45	Spotswood
11.79	**NEWPORT**
12.98	Champion Road Level Crossing
14.51	Altona Junction
17.36	Seaholme
18.38	Altona
19.77	Westona
22.24	Laverton (23.46km via Altona)
23.46	Aircraft
28.89	Hoppers Crossing
32.93	**WERRIBEE**
12.70	Newport Workshops
13.50	North Williamstowm
14.41	Williamstown Beach
15.45	**WILLIAMSTOWN**
16.01	Williamstown Pier

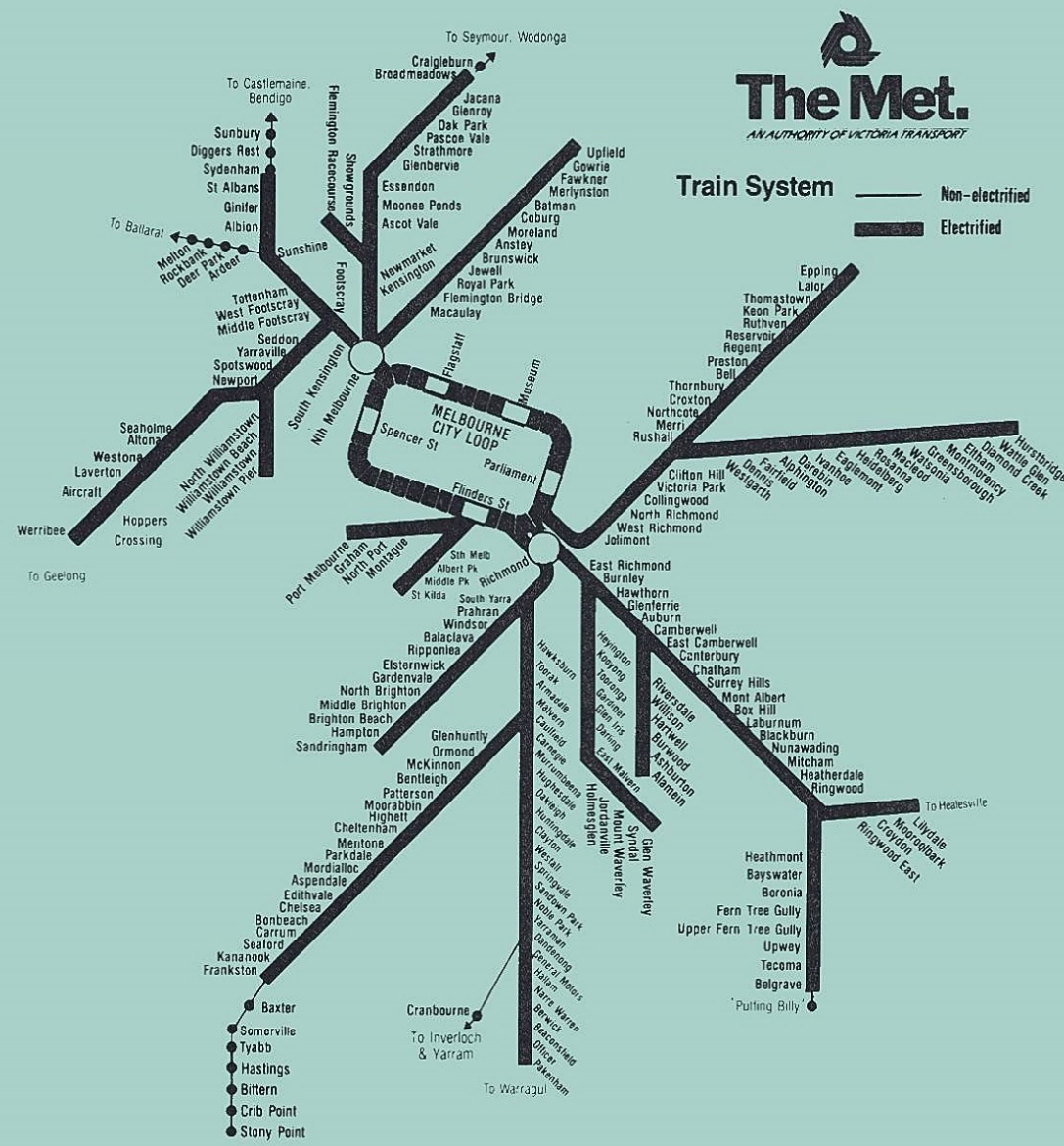
km	STATIONS
	FLINDERS STREET
1.50	Richmond Junction
2.39	Richmond
4.18	South Yarra
5.51	Prahran
6.25	Windsor
7.85	Balaclava
8.59	Ripponlea
9.79	Elsternwick
11.00	Gardenvale
12.01	North Brighton
13.29	Middle Brighton
14.73	Brighton Beach
16.47	Hampton
17.93	**SANDRINGHAM**
5.40	Hawksburn
6.68	Toorak
7.43	Armadale
8.87	Malvern
10.55	**CAULFIELD**
12.30	Carnegie
13.19	Murrumbeena
14.24	Hughesdale
15.35	**OAKLEIGH**
16.96	Huntingdale
19.28	Clayton
21.40	Westall
23.28	Springvale
24.41	Sandown Park
26.13	Noble Park
27.81	Yarraman
29.96	**DANDENONG**
33.84	General Motors
36.22	Hallam
39.35	Narre Warren
43.35	Berwick
45.76	Beaconsfield
50.22	Officer
55.96	**PAKENHAM**
12.23	Glenhuntly
13.67	Ormond
14.48	McKinnon
15.29	Bentleigh
16.12	Patterson
17.21	Moorabbin
18.82	Highett
21.19	Cheltenham
23.10	Mentone
24.70	Parkdale
26.46	**MORDIALLOC**
29.07	Aspendale
30.43	Edithvale
32.13	Chelsea
33.37	Bonbeach
34.86	Carrum
38.12	Seaford
40.20	Kananook
42.69	**FRANKSTON**
44.54	Leawarra
47.88	Langwarrin
50.74	Baxter
55.59	Somerville
58.61	Tyabb
61.20	Long Island Junction
64.48	Long Island
63.80	Hastings
66.64	Bittern
69.73	Stopping Place No. 15
71.60	Crib Point
73.36	**STONY POINT**

km	STATIONS
	FLINDERS STREET
1.50	Richmond Junction
2.39	Richmond
3.14	East Richmond
4.13	Burnley
5.88	Heyington
7.05	Kooyong
8.36	Tooronga
9.37	Gardiner
10.28	Glen Iris
11.45	Darling
12.51	East Malvern
14.41	Holmesglen
16.40	Jordanville
17.81	Mount Waverley
19.61	Syndal
20.91	**GLEN WAVERLEY**
5.64	Hawthorn
6.90	Glenferrie
7.74	Auburn
8.97	**CAMBERWELL**
10.40	Riversdale
10.92	Willison
12.01	Hartwell
12.94	Burwood
14.16	Ashburton
14.89	**ALAMEIN**
9.84	East Camberwell
10.97	Canterbury
11.71	Chatham
12.60	Surrey Hills
13.41	Mont Albert
14.92	**BOX HILL**
16.58	Laburnum
17.44	Blackburn
19.88	Nunawading
21.18	Mitcham
22.97	Heatherdale
24.52	**RINGWOOD**
26.46	Ringwood East
29.80	Croydon
33.14	Mooroolbark
37.83	**LILYDALE**
41.90	Coldstream
26.89	Heathmont
29.61	Bayswater
32.13	Boronia
34.66	Fern Tree Gully
36.41	**UPPER FERN TREE GULLY**
38.95	Upwey
40.10	Tecoma
41.29	**BELGRAVE**
	CITY LOOP (From Spencer St.)
1.16	Flagstaff
1.77	Museum
2.89	Parliament
3.90	Flinders Street
3.84	Richmond Junction
4.15	Jolimont
1.59	(From North Melbourne) Flagstaff

DISTANCES FROM FLINDERS STREET—*Continued*

km	STATIONS
	FLINDERS STREET
1.67	Jolimont
2.43	West Richmond
2.93	North Richmond
3.60	Collingwood
4.19	Victoria Park
5.37	**CLIFTON HILL**
6.09	Rushall
6.81	Merri
7.37	Northcote
8.38	Croxton
9.37	Thornbury
10.46	Bell
11.24	Preston
12.43	Regent
13.70	**RESERVOIR**
14.70	Ruthven
16.24	Keon Park
17.86	Thomastown
19.53	Lalor
21.22	**EPPING**
6.32	Westgarth
6.97	Dennis
7.92	Fairfield
9.23	Alphington
9.99	Darebin
10.91	Ivanhoe
11.86	Eaglemont
12.75	**HEIDELBERG**
14.56	Rosanna
16.48	Macleod
18.69	Watsonia
21.47	Greensborough
23.51	Montmorency
26.16	**ELTHAM**
31.40	Diamond Creek
33.83	Wattleglen
36.73	**HURSTBRIDGE**

km	STATIONS
	FLINDERS STREET
1.98	Montague
2.55	North Port
3.20	Graham
3.76	**PORT MELBOURNE**
2.07	South Melbourne
2.87	Albert Park
4.02	Middle Park
5.48	**ST. KILDA**



LEVEL CROSSINGS - METROPOLITAN DISTRICT
(Instructions pages 178-182 General Appendix).

Distances shown are the true kilometre adjusted to a common datum at Spencer Street.

Name and Distance of Nearest Station	Level Crossing	Distance	Type
		kilometres	
MELBOURNE YARD			
	Cowper Street Spur		FL
	Entrance No. 4 Shed		FL
	Entrance No. 5 Shed		FL
MELBOURNE YARD-VICTORIA DOCK			
	Cnr. Footscray Road and Dudley Street		Traffic Signal and Bell
	Footscray Road		FL
	Cnr. Footscray Road and Piggot Street		FL
SOUTH DYNON-APPLETON DOCK			
	Footscray Road T	2.247	FL
	Appleton Dock Road (D Berth)	3.681	FL
SOUTH DYNON-SWANSON DOCK			
	Appleton Dock Road	2.904	FL
	Access Road to M.H.T. Lease	3.482	SS
	,,	3.541	O
	,,	3.601	O
	,,	3.678	O
	,,	3.752	O
	,,	3.823	O
	Swanson Dock Road	4.064	FL
	Coode Road	4.685	FL
	Gibbons Street	5.127	O
VICTORIA DOCK SIDINGS			
	Pitt St. (to 22 berth)		FL
	Pitt St. (to 19 berth)		FL
	Piggot St. (Location 26)		FL
	Piggot St. (Location 27) (Union S.S.)		FL
EAST SWANSON DOCK LINE			
	Coode Road (T.O.T. and F.G.S. Sdg.)	3.083	FL
	Appleton Dock Road (T.O.T. Siding)	3.202	FL
	Phillips Road (T.O.T. Siding)	3.725	FL
APPLETON DOCKS SIDING			
	Appleton Dock Road (Freight Bases Siding)	3.657	FL
	Phillips Road (Liner Services Siding)	3.980	FL
NEWPORT-SUNSHINE			
Brookwood Siding	Barley Board Access Rd. T	12.955	FL
Brooklyn Signal Box	Kernot Street T	12.528	FL
,,	R.J. Gilbertson	13.559	O
,,	H. Beecham	13.559	O
,,	Hardie Road (Borthwick Siding)	14.177	O
,,	Francis Street T	14.250	FL
,,	Somerville Road T	15.497	FL
,,	McDonalds Road (S.E.C. Siding)	16.110	O
,,	Somerville Road (Melb. Mach. Highfield Quarry, V.R. Tip Sdg.)	16.076	FL
Sunshine 12.254	Sunshine Road T	17.125	FL
SPOTSWOOD SIDINGS			
Spotswood 9.220	Cnr. Hall St. & Simcock Av. (Esso Oil Siding)	8.892	O
,,	Raleigh Street (A.G.M. and M.M.B.W. Sdg)	8.972	O
,,	Booker Street		O
,,	Hall Street (A.G.M. and M.M.B.W. Sdg)	9.103	O
	Hall Street T	9.777	FL
,,	Burleigh Street (Caltex Oil Siding)	10.518	FL
,,	Burleigh Street (Mobil Oil and M.H.T. Sdg.)	10.662	O
,,	Douglas Parade (Mobil Oil and M.H.T. Sdg.)	10.762	O
,,	Douglas Parade (Newport Oil Wharf)	10.772	O
FOOTSCRAY-NEWPORT			
Yarraville 7.542	Anderson Street	7.624	IG
Spotswood 9.220	Hudson Street	9.125	IG

LEVEL CROSSINGS - METROPOLITAN DISTRICT *(continued).*

Name and Distance of Nearest Station	Level Crossing	Distance	Type
		kilometres	
ALTONA JUNCTION—WESTONA—LAVERTON			
Seaholme 16.127	Kororoit Creek Rd. T	14.015	BB
,,	Civic Parade T	15.764	BB & PBB
,,	Millers Road T	16.341	BB & PBB
Altona 17.148	Pier Street	17.057	BB & PBB
,,	Upton Street	17.148	PBB
Westona 18.513	Grieve Parade	18.167	BB & PBB
,,	Maidstone Street	18.600	BB & PBB
NEWPORT-WERRIBEE			
Newport 10.555	Champion Road T	11.748	BB
,,	Maddox Road T	12.312	BB
Laverton 21.005	Kororoit Creek Road T	15.837	BB
,,	Maidstone Street T	17.729	BB
Aircraft 22.226	Aviation Road T	22.064	BB
Hoppers Crossing 27.852	Morris Road T	27.784	BB
Werribee 31.697	Cherry Street T	31.456	BB
,,	Werribee Street	31.697	BB
,,	Brophy's Crossing	32.823	O
NEWPORT-WILLIAMSTOWN			
North Williamstown 12.265	Ferguson Street	12.343	BB
Williamstown 14.204	Giffard Street T	13.619	BB
FOOTSCRAY-ST. ALBANS			
Tottenham 9.103	Ashley Street (Munistone)	9.208	O
Sunshine 12.254	Anderson Road T	13.258	BB
Ginifer 16.215	Furlong Road T	15.829	BB & PBB
WEST FOOTSCRAY SDGS.			
Creamoata Siding	Sunshine Road	7.312	O
Goldsborough Mort Sdg.	,,	7.865	O
SUNSHINE-DEER PARK			
Sunshine 12.254	Anderson Road T	13.258	BB
Ardeer 15.590	Forrest Road (Ardeer Sdg.)	15.912	FL
Deer Park 17.857	Station Road	17.639	BB
,,	Robinsons Road T	19.300	BB
KENSINGTON-SOMERTON			
Kensington 3.575	Macaulay Road	3.500	BB
Moonee Ponds 6.887	Puckle Street	6.808	BB
,,	Park Street T	7.390	BB
Essendon 8.007	Buckley Street	7.940	BB
Pascoe Vale 11.271	Gaffney Street T	11.338	BB
Oak Park 12.875	Devon Road T	12.438	BB
Glenroy 14.400	Glenroy Road T	14.208	BB
,,	Hartington Street (Sdg)	14.303	FL
Broadmeadows 16.848	Smeaton Avenue T	18.400	PBB
,,	Almurta Avenue T	19.650	PBB
Somerton 21.768	Somerton Road T	21.697	BB
,,	Cliffords Road (Bright Sdg)	22.269	O
NEWMARKET-FLEMINGTON R/COURSE			
Newmarket 4.301	Ascot Vale Road	5.136	HG
NORTH MELB.-UPFIELD			
Macaulay 3.254	Arden Street T	2.688	BB
,,	Macaulay Road T	3.188	BB
Royal Park 5.461	Poplar Road	5.378	BB
Jewell 6.502	Park Street	6.181	HG
,,	Brunswick Road	6.287	HG
,,	Barkly Street	6.406	HG
,,	Union Street	6.606	IG
,,	Dawson Street	6.906	HG
Brunswick 7.312	Albert Street	7.212	HG
,,	Victoria Street	7.414	IG
Anstey 8.043	Hope Street	7.720	HG
,,	Albion Street	8.109	IG
Moreland 8.784	Tinning Street	8.242	HG
,,	Moreland Road	8.715	IG, RFL
Coburg 10.116	Reynards Road	9.469	HG
,,	Munro Street	9.876	BB
,,	Bell Street T	10.289	BB
,,	O'Heas Road	10.693	HG
Batman 11.225	Gaffney Street	11.097	IG, RFL
,,	Bakers Road T	11.818	BB & PBB
Merlynston 12.492	Short's Road T	12.202	BB & PBB
,,	Boundary Road T	12.740	BB & PBB
Fawkner 13.225	Cemetery Entrance T	13.352	FL
Gowrie 14.730	Box Forest Road T	14.369	FL
,,	Camp Road	16.059	FL
Upfield 18.856	Barry's Road	18.755	FL

LEVEL CROSSINGS - METROPOLITAN DISTRICT *(continued).*

Name and Distance of Nearest Station	Level Crossing	Distance	Type
		kilometres	
MORELAND-S.E.C. SDG.			
Moreland 8.784	Colebrook Street	8.284	O
,,	,,	8.369	O
,,	Tinning Street	8.208	O
FLINDERS STREET-EPPING			
Clifton Hill 6.602	Ramsden Street	6.420	IG
Merri 8.042	Charles Street	8.189	IG
Northcote 8.967	Arthurton Road	9.059	IG
Croxton 9.611	Beavers Road	9.350	HG
,,	Woolton Avenue	9.947	HG
,,	Normanby Avenue	10.150	HG
Thornbury 10.617	Hutton Street	10.551	IG
Bell 11.703	Oakover Road	11.229	HG
,,	Bell Street	11.777	BB
Preston 12.468	Cramer Street T	12.314	BB
,,	Murray Road T	12.583	BB
,,	Regent Street T	13.387	BB
Reservoir 14.943	High Street T	15.142	BB
Keon Park 17.536	Keon Parade T	17.442	BB
Thomastown 19.086	Settlement Road T	18.241	BB
,,	Heyington Avenue T	18.886	BB
Lalor 20.717	Mann's Crossing T	19.949	BB
,,	Paschke Crescent T	20.657	BB
,,	Child's Road T	21.148	BB
Epping 22.163	Cooper Street	22.636	O
CLIFTON HILL-HURSTBRIDGE			
Westgarth 7.551	Westgarth Street	7.478	BB
Dennis 8.398	Victoria Road T	8.561	BB
Fairfield 9.154	Station Street T	9.253	BB
Alphington 10.458	Grange Road T	9.891	BB
,,	Yarralea Street T	10.591	BB
Ivanhoe 12.144	Marshall Street T	12.332	BB
Rosanna 15.795	Lower Plenty Road T	15.889	BB
Macleod 17.710	Ruthven Street T	17.285	FL
Eltham 27.389	Diamond Street T	27.615	FL
,,	Railway Road T	28.311	FL
,,	Wattletree Road T	28.657	FL
Diamond Creek 32.630	Allandale Road T	30.544	FL
,,	Hurstbridge Road T	32.456	FL
Wattleglen 35.058	Wilson Road T	35.204	FL
FAIRFIELD-A.P.M. SDG.			
Fairfield 9.154	Heidelberg Road	9.983	FL
RICHMOND-COLDSTREAM			
Surrey Hills 13.835	Union Road T	13.734	BB
Mont Albert 14.626	Mont Albert Road T	14.377	BB
Laburnum 17.815	Cemetery Avenue T	17.285	FL
,,	Middleborough Road T	17.558	BB
Blackburn 18.674	Blackburn Road	18.926	BB
Nunawading 21.117	Springvale Road	20.946	BB
Mitcham 22.408	Rooks Road T	21.811	BB
,,	Mitcham Road T	22.570	BB
Heatherdale 24.211	Heatherdale Road T	24.302	BB
Ringwood East 27.763	Dublin Road T	27.462	BB & PBB
Croydon 31.032	Cool Store Road T	31.213	BB
Mooroolbark 34.376	Manchester Road T	34.247	BB
Lilydale 39.069	Cave Hill Road T	38.354	BB & PBB
,,	Maroondah Highway	38.917	BB & PBB
,,	Beresford Road	39.653	O
,,	Nelson Road	40.218	O
Coldstream 43.132	Coldstream Road (Station St.)	43.313	O
RINGWOOD-BELGRAVE			
Ringwood 25.756	Bedford Road T	26.663	BB
Bayswater 30.841	Mountain Highway	30.653	BB & PBB
,,	Scoresby Road	31.129	BB & PBB
Boronia 33.379	Boronia Road	33.634	BB & PBB
Fern Tree Gully 35.892	Alpine Street	36.088	BB
Upper Fern Tree Gully 37.663	Hilltop Road	37.502	BB
BURNLEY-GLEN WAVERLEY			
Burnley 5.332	Madden Grove T	6.144	BB
Kooyong 8.284	Glenferrie Road	8.201	IG
Tooroonga 9.589	Toorak Road T	9.049	BB
,,	Tooroonga Road T	9.754	BB
Gardiner 10.606	Burke Road	10.686	IG
Glen Iris 11.522	High Street T	11.610	BB
Darling 12.677	Moira Street T	12.473	BB

LEVEL CROSSINGS - METROPOLITAN DISTRICT *(continued).*

Name and Distance of Nearest Station	Level Crossing	Distance	Type
		kilometres	
CAMBERWELL-ALAMEIN			
Riversdale 11.733	Prospect Hill Road T	11.515	BB
,,	Riversdale Road	11.870	BB
MELBOURNE-PAKENHAM			
Caulfield 11.786	Grange Road T	12.574	BB
Carnegie 13.533	Koornang Road T	13.447	BB
Murrumbeena 14.422	Murrumbeena Road	14.338	BB
Hughesdale 15.475	Poath Road	15.377	BB
Clayton 20.512	Clayton Road T	20.425	BB & PBB
,,	Centre Road T	21.278	BB
Westall 22.638	Westall Road T	22.815	BB
Springvale 24.496	Springvale Road	24.419	BB & PBB
Sandown Park 25.683	Corrigan Road T	26.406	BB & PBB
Noble Park 27.376	Heatherton Road T	26.995	BB
Yarraman 29.000	Chandler Road T	28.422	BB & PBB
Dandenong 31.194	Railway Parade (S.E.C.)	30.273	FL
,,	Webster Street T	31.729	BB
,,	John Street (Shell)	32.303	O
,,	Sth. Gippsland Hwy. T	33.168	BB
General Motors 35.075	Progress Street	34.159	O
Hallam 37.452	Hallam Road T	37.546	FL
Narre Warren 40.577	Webb Street	40.609	BB
,,	Cranbourne Road T	40.981	FL
Berwick 44.576	Clyde Road T	44.322	FL
Beaconsfield 46.989	Goff Street T	47.345	FL
Officer 51.449	Brunt Road	49.344	FL
,,	Station Street	51.218	FL
,,	Cardinia Road T	53.636	FL
Pakenham 57.193	McGregor Road T	67.071	FL
,,	Main Street T	57.023	FL
,,	Racecourse Road (Army Rd.) T	58.751	FL
CAULFIELD-STONY POINT			
Glenhuntly 13.459	Neerim Road	13.079	HG
,,	Glenhuntly Road	13.371	IG
Ormond 14.902	North Road T	14.994	BB
McKinnon 15.716	McKinnon Road T	15.796	BB
Bentleigh 16.522	Centre Road	16.599	BB
Highett 20.063	Wickham Road T	19.630	BB
	Highett Road	20.140	IG
Cheltenham 22.425	Park Road T	22.216	BB
,,	Charman Road	22.534	BB & PBB
,,	Latrobe Street T	23.359	BB
Mentone 24.358	Balcombe Road T	24.259	BB
,,	Warrigal Road	25.142	BB
Parkdale 25.929	Parkers Road	26.015	IG
Mordialloc 27.693	McDonald Street	27.583	HG
,,	Bear Street	27.802	IG
,,	Station Street T	28.407	BB & PBB
Aspendale 30.312	Grove Street T	30.411	BB
Edithvale 31.665	Lochiel Avenue	31.206	BB
,,	Edithvale Road T	31.753	BB
Chelsea 33.366	Swanpool Avenue T	32.836	BB
,,	Chelsea Road T	33.284	BB
,,	Argyle Avenue T	33.795	BB
Bonbeach 34.612	Bondi Road T	34.698	BB
Carrum 36.096	Patterson River Road T	35.547	FL
,,	Beach Street T	35.957	BB
,,	Eel Race Road T	36.819	BB
Seaford 39.354	Armstrongs Road T	38.090	BB
,,	Station Street T	38.225	BB
,,	Seaford Road T	40.038	BB
Frankston 43.923	Skye Road T	42.424	BB
,,	Beach Street	43.753	BB
Leawarra 45.766	Clarendon Street T	45.068	FL
,,	McMahons Road T	45.269	FL
,,	Hillcrest Road T	46.203	FL
Langwarrin 49.109	Robinsons Road	50.100	FL
Baxter 51.974	Golf Links Road T	50.917	FL
,,	Baxter-Tooradin Road T	52.168	FL
,,	Frankston-Flinders Road T	53.295	FL
Somerville 55.817	Eramosa Road West T	55.603	FL
,,	Park Lane T	56.573	FL
,,	Bungower Road T	57.365	FL
Tyabb 59.839	Mornington Road T	60.034	FL
Hastings 64.989	Grayden's Road T	62.747	FL
,,	Hodgins Road T	64.378	FL
,,	Cool Store Road T	64.725	FL
,,	High Street T	65.246	FL
,,	Reid Parade T	66.175	FL
Bittern 67.866	Stony Point Road T	67.681	FL
,,	Woolleys Road	69.012	O
Crib Point 72.829	Disney Street T	70.910	FL
,,	Naval Base Road T	72.591	FL
LONG ISLAND JCN.-LONG ISLAND			
Tyabb 59.839	Frankston-Flinders Road T	62.639	FL
,,	Bayview Road	64.344	FL

LEVEL CROSSINGS - METROPOLITAN DISTRICT *(continued).*

Name and Distance of Nearest Station	Level Crossing	Distance	Type
		kilometres	
FLINDERS ST.-SANDRINGHAM			
Prahran 6.724	Greville Street T	6.670	BB
Windsor 7.485	Union Street	7.267	BB
Ripponlea 9.82	Glen Eira Road T	9.912	BB
North Brighton 13.240	Bay Street	13.324	BB
Middle Brighton 14.519	Church Street	14.598	BB
,,	Dandy Street T	15.123	BB
Brighton Beach 15.969	South Road	16.094	BB
Hampton 17.704	New Street	16.691	HG
	Hampton Street T	17.797	BB
,,	Linacre Road T	18.293	BB
Sandringham 19.163	Abbott Street	18.993	BB
FLINDERS STREET-ST. KILDA			
Albert Park 4.103	Bridport Street	4.023	BB
FLINDERS ST.-PT. MELBOURNE			
North Port 3.781	Inglis Street	3.545	BB
,,	Bridge Street T	4.029	BB
GRAHAM-PRINCES PIER			
Graham 4.431	Swallow Street	4.790	HG
,,	Beach Road	5.331	O
LAURENS STREET SIDINGS			
Clarke King Siding	Laurens Street	2.710	O
N.B. Love Siding	,,	2.711	O
MARIBYRNONG RIVER SIDINGS			
Colonial Gas Siding	Maribyrnong Street	5.975	O
I.C.I. Siding	Youell Street	6.176	OSS
RAVENHALL (via Deer Park)			
Commonwealth Munitions	Robinsons Road	19.553	O

ABBREVIATIONS:

BB-Boom Barriers. FL-Flashing Lights. HG-Hand Gates. IG-Interlocked Gates. O-Open P.C.R. with signs only. OSS-Open P.C.R. with Stop Signs. PBB-Pedestrian Boom Barriers. RFL-Red Flashing Light. T-Equipped with Telephone Communication.

TRAINS BY WHICH ORDINARY PARCELS WILL BE DESPATCHED

Parcels, may be despatched on all trains except between the periods nominated below:

MONDAYS TO FRIDAYS

Line	Down Trains	Up Trains
Williamstown and Westona/Werribee	07 20 to 08 48 inclusive and 15 53 to 17 51 inclusive	06 40 to 08 24 inclusive and 15 19 to 17 36 inclusive
St. Albans	07 33 to 08 54 inclusive and 16 06 to 18 01 inclusive	06 43 to 08 21 inclusive and 15 31 to 17 20 inclusive
Broadmeadows	07 02 to 08 50 inclusive and 16 04 to 17 57 inclusive	06 34 to 08 09 inclusive and 15 33 to 17 23 inclusive
Upfield	07 43 to 09 00 inclusive and 15 57 to 17 43 inclusive	06 40 to 08 23 inclusive and 15 55 to 17 43 inclusive
Frankston	07 10 to 08 46 inclusive and 16 02 to 17 54 inclusive	06 18 to 07 50 inclusive and 15 16 to 16 49 inclusive
Pakenham	07 24 to 08 38 inclusive and 16 06 to 17 54 inclusive	06 02 to 07 47 inclusive and 14 32 to 17 06 inclusive
Sandringham	07 19 to 08 45 inclusive and 16 04 to 17 44 inclusive	06 45 to 08 24 inclusive and 15 58 to 17 29 inclusive
Lilydale and Belgrave (Beyond Box Hill)	07 09 Lilydale to 09 04 Lilydale and 15 58 Lilydale to 17 57 Lilydale inclusive	06 23 Lilydale to 08 04 Belgrave inclusive and 15 18 Belgrave to 17 08 Lilydale inclusive
Blackburn	07 35 to 09 04 inclusive and 16 19 to 18 04 inclusive	06 23 Lilydale to 08 04 Belgrave inclusive 15 18 Belgrave to 17 08 Lilydale inclusive
Alamein	07 11 to 08 54 inclusive and 16 05 to 17 55 inclusive	07 02 to 08 25 inclusive and 15 49 to 17 43 inclusive
Glen Waverley	07 17 to 08 45 inclusive and 15 54 to 18 00 inclusive	06 31 to 08 24 inclusive and 15 38 to 17 40 inclusive
Port Melbourne	07 22 to 08 52 inclusive and 16 07 to 17 52 inclusive	07 10 to 08 40 inclusive and 16 24 to 17 54 inclusive
St. Kilda	07 29 to 08 44 inclusive and 16 01 to 17 43 inclusive	07 01 to 08 46 inclusive and 16 16 to 17 46 inclusive
Epping	07 16 to 08 47 inclusive and 16 08 to 18 10 inclusive	06 22 to 08 20 inclusive and 16 00 to 17 33 inclusive
Hurstbridge	07 29 to 08 55 inclusive and 16 04 to 17 50 inclusive	06 22 to 08 25 inclusive and 15 20 to 17 10 inclusive

NOTE:—Parcels, luggage and correspondence for stations on a direct line are not to be despatched by suburban trains which will arrive at the destination station after 20 00 hours.

However, in the event of parcels received too late for the above, awaiting despatch, the forwarding station may contact the destination station (Flinders Street and Spencer Street excepted) to ascertain if staff are on duty, and if so, advise on which train such parcel will be forwarded. The Guard is to be suitably informed of the circumstances..

SATURDAYS

Parcels may be despatched on all trains except as follows:—

Parcels, luggage and correspondence for stations on a direct line are not to be despatched by suburban trains which will arrive at the destination station after 20 00 hours.

However, in the event of parcels received too late for the above, awaiting despatch, the forwarding station may contact the destination station (Flinders Street and Spencer Street excepted) to ascertain if staff are on duty, and if so, advise on which train such parcel will be forwarded, The Guard is to be suitably informed of the circumstances.

ROSTERED TRAINS BY WHICH CORRESPONDENCE BAGS WILL BE DESPATCHED

MONDAYS TO FRIDAYS

DOWN		UP		
Stations	Specified Trains	Stations	Specified Trains	Remarks
Camberwell to Belgrave	12 37 (No. 3803) BEG 18 16 (No. 3837) BEG	Belgrave to Camberwell	14 18 (No. 3020) FSS, arr. FSS 15 21 thence per 15 25 GWY (No. 2931) (arr. Sp. St. 15 28 20 05 (No. 3042) FSS, arr. FSS 21 11 thence per 21 14 (No. 3943) LIL	 Arr. Sp. St. 21 17
Croydon to Lilydale	11 52 (No. 3901) LIL 18 32 (No. 3937) LIL	Lilydale to Ringwood East	13 09 (No. 3220) FSS, arr. FSS 14 05 thence per 14 07 (No. 3809) BEG 20 07 (No. 3306) arr. RWD 20 25, thence per 20 05 (No. 3042) BEG due RWD 20 29 arr. FSS 21 11, thence per 21 14 (No. 3943) LIL	Arr. Sp. St. 14 10 Arr. Sp. St. 21 17
Richmond to Glen Waverley	12 17 (No. 2905) GWY 18 59 (No. 2963) GWY	Glen Waverley to Richmond	13 10 (No. 2040) FSS, arr. FSS 13 45 thence per 13 47 (No. 2917) GWY 19 51 (No. 2100) FSS, arr. FSS 20 26 thence per 20 44 (No. 3843) BEG	Arr. Sp. St. 13 50 Arr. Sp. St. 20 47
Hawthorn to Alamein	12 13 (No. 2803) ALM	Alamein to Hawthorn	12 58 (No. 2260), arr FSS 13 26 thence per 13 28 (No. 2813) ALM	Arr. Sp. St. 13 31
Hawthorn to Camberwell	18 16 (No. 3837) BEG	Alamein to Hawthorn	19 02 (No. 2306) FSS, arr. FSS 19 31 thence per 19 44 (No. 3841) BEG	Arr. Sp. St. 19 47
Riversdale—Alamein	18 29 (No. 2269) ALM			
West Footscray — St. Albans	12 12 (No. 6901) SAB 18 17 (No. 6935) SAB	St. Albans — Mid. Footscray	12 51 (No. 6028) 19 05 (No. 6074)	Arr. Sp. St. 13 16 Arr. Sp. St. 19 30
Royal Park to Upfield	12 17 (No. 5803) UFD 18 02 (No. 5839) UFD	Upfield to Macaulay	13 17 (No. 5016) 18 50 (No. 5050)	Arr. Sp. St. 13 51 Arr. Sp. St. 19 24
Nth Melb. to Williamstown	12 22 (No. 6801) WIL 18 10 (No. 6257) WIL	Williamstown — North Melbourne	13 02 (No. 6230) 19 02 (No. 6266)	Arr. Sp. St. 13 26 Arr. Sp. St. 19 26
Ascot Vale— Broadmeadows	12 07 (No. 5901) BMS 18 27 (No. 5943 BMS)	Broadmeadows — Kensington	12 52 (No. 5226) 19 21 (No. 5276)	Arr. Sp. St. 13 21 Arr. Sp. St. 19 50
Newport to Werribee (Via Westona)	12 02 (No. 6851) WER 18 42 (No. 6869) WER	Werribee—Seaholme	13 03 (No. 6414) 19 43 (No. 6440)	Arr. Sp. St. 13 46 Arr. Sp. St. 20 26
Glenhuntly—Frankston	11 52 (No. 4901) FKN 18 11 (No. 4949) FKN	Frankston—Glenhuntly	13 20 (No. 4346) arr. FSS 14 21 and thence per 14 24 (No. 4819) PKM 19 30 (No. 4388) arr. FSS 20 34 and thence per 20 40 (No. 4963) FKN	Arr. Sp. St. 14 27 Arr. Sp. St. 20 43
Malvern to Dandenong	12 04 (No. 4803) DNG 18 05 (No. 4849) PKM	Dandenong to Hawksburn	13 04 (No. 4040) arr. FSS 13 49 and thence per 13 52 (No. 4913) FKN 19 24 (No. 4094) FSS, arr. FSS 20 09 and thence per 20 40 (No. 4963) FKN	Arr. Sp. St. 13 55 Arr. Sp. St. 20 43
Dandenong—Pakenham		Pakenham—Dandenong		As arranged by S.M. Dandenong
Fairfield—Eltham	12 24 (No. 1925) HBE 17 50 (No. 1957) HBE	Eltham—Westgarth	13 45 (No. 1234) arr. FSS 14 53 and thence per 15 07 (No. 1939) ELT 19 08 (No. 1272) FSS, arr. FSS 20 11 and thence per 20 12 (No. 1863) EPP	Arr. Sp. St. 15 10 Arr. Sp. St. 20 15
West Richmond—Lalor	12 40 (No. 1825) EPP 19 11 (No. 1859) EPP	Lalor—Jolimont	13 33 (No. 1030) arr. FSS 14 13 and thence per 14 16 (No. 1833) EPP 20 09 (No. 1072) arr. FSS 20 49 and thence per 20 52 (No. 1971) HBE	Arr. Sp. St. 14 19 Arr. Sp. St. 20 55

ROSTERED TRAINS BY WHICH CORRESPONDENCE BAGS WILL BE DESPATCHED
MONDAYS TO FRIDAYS (Cont.)

DOWN		UP		
Stations	Specified Trains	Stations	Specified Trains	Remarks
South Yarra—Sandringham	12 24 (No. 7051) SHM	Sandringham—Richmond	13 10 (No. 7054) FSS, arr. FSS 13 40 and thence per 13 52 (No. 4913) FKN	Arr. Sp. St. 13 55
	18 44 (No. 7095) SHM		20 00 (No. 7102) FSS, arr. FSS 20 30 and thence per 20 40 (No. 4963) FKN	Arr. Sp. St. 20 43
All correspondence for SHM, PTM, STK, to be placed on 11 17 (No. 5004) UFD—FSS departing Sp. St. 11 51 and 17 37 (No. 5260) BMS—FSS departing Sp. St. 18 07				
Flinders Street to Port Melbourne	12 33 (No. 7447) PTM	Port Melbourne to FSS	12 43 (No. 7446) FSS, arr. FSS 12 50 thence per 13 52 (No. 4913) FKN	Arr. Sp. St. 13 55
	18 53 (No. 7489) PTM		19 03 (No. 7488) FSS, arr. FSS 19 10 thence per 20 40 (No. 4963) FKN	Arr. Sp. St. 20 43
Flinders Street to St. Kilda	12 17 (No. 7255) STK	St. Kilda to FSS	13 03 (No. 7258) FSS, arr. FSS 13 12 thence per 13 52 (No. 4913) FKN	Arr. Sp. St. 13 55
	18 32 (No. 7305) STK		18 48 (No. 7304) FSS, arr. FSS 18 57 thence per 20 40 (No. 4963) FKN	Arr. Sp. St. 20 43

SATURDAYS DOWN

Stations	Specified Trains	Remarks
Croydon to Lilydale	11 54 (No. 3915) LIL	
Hawthorn to Belgrave	11 26 (No. 3815) BEG	
Riversdale to Alamein	11 51 (No. 2335) CAM-ALM	Bag to be transferred CAM from 11 26 (No. 3815) BEG
Richmond to Glen Waverley	11 38 (No. 2929) GWY	
West Footscray to St. Albans	11 52 (No. 6931) SAB	Bag to be placed on 11 03 (No. 6416) up WER due SSS 11 46
Royal Park to Upfield	11 37 (No. 5829) UFD	Bag to be placed on 11 03 (No. 5030) up GOW due SSS 11 31
Newport to Williamstown	11 47 (No. 6319) NPT-WIL	Bag to be transferred at NPT from 11 22 (No. 6865) WER
North Melbourne to Werribee (Via Westona)	11 22 (No. 6865) WER	Bag to be placed on 10 51 (No. 6038) up SAB due SSS 11 16
Ascot Vale to Broadmeadows	11 47 (No. 5931) BMS	Bag to be placed on 11 12 (No. 5234) up BMS due SSS 11 41
Glenhuntly to Frankston	11 52 (No. 4931) FKN	
Malvern to Dandenong	11 44 (No. 4831) DNG	
Dandenong to Pakenham	12 45 (No. 4219) DNG-PKM	Bag to be transferred at DNG from 11 44 (No. 4831) DNG
Fairfield to Eltham	11 36 (No. 1923) HBE	
West Richmond to Lalor	11 52 (No. 1825) EPP	
All correspondence for SHM, PTM, STK to be placed on 10 37 (No. 5028) UFD-FSS departing SSS 11 11.		
South Yarra—Sandringham	11 44 (No. 7037) SHM	
Flinders Street—Port Melbourne	11 53 (No. 7437) PTM	
Flinders Street—St. Kilda	11 47 (No. 7251) STK	

SUNDAYS UP

Stations	Specified Trains	Remarks
Alamein to Camberwell	15 17 (No. 2322) ALM-CAM	Bag transferred to 14 50 LIL (No. 3222) at Camberwell
Belgrave to Heathmont	14 40 (No. 3122) RWD	Bag transferred to 14 50 LIL (No. 3222) at Ringwood
Lilydale to Hawthorn	14 50 (No. 3222) arr. FSS 15 49 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Glen Waverley to Burnley	15 18 (No. 2062) arr. FSS 15 53 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Lalor to West Richmond	14 50 (No. 1044) arr. FSS 15 30 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Eltham to Westgarth	14 43 (No. 1242) HBE, arr. FSS 15 51 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Frankston to Glenhuntly	14 51 (No. 4352) arr. FSS 15 55 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Dandenong to Hawksburn	14 50 (No. 4050) arr. FSS 15 35 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Port Melbourne to North Port	15 38 (No. 7452) arr. FSS 15 45 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Sandringham to Richmond	15 35 (No. 7062) arr. FSS 16 05 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
St. Kilda to South Melbourne	15 28 (No. 7272) arr. FSS 15 37 thence per 16 45 (No. 5255) BMS	Arr. Sp. St. 16 48
Williamstown to Newport	14 58 (No. 6320) WIL-NPT	Bag transferred at NPT to 15 08 (No. 6440) arr. Sp. St. 15 25
St. Albans to West Footscray	15 18 (No. 6052)	Arr. Sp. St. 15 43
Broadmeadows to Kensington	15 27 (No. 5252)	Arr. Sp. St. 15 56
Werribee to North Melbourne (Via Westona)	14 42 (No. 6440)	Arr. Sp. St. 15 29

ROSTERED TRAINS BY WHICH SUBURBAN GUARDS' LATE RUNNING REPORTS AND TRAIN WAYBILLS WILL BE DESPATCHED MONDAYS TO FRIDAYS

Late Running Reports and Electric Train Waybills must not be forwarded on Saturdays.

Electric Train Waybills must not be forwarded as values and are to be addressed to the Statistics Office, 1st Floor, No. 2 Shed, Melbourne Freight Terminal.

Terminal Stations	Train Waybills (T.R. 34B) Up Trains	Late Running Reports (T.R. 34) Forms Up Trains	Arrival Flinders Street
Lilydale	04 30 LIL	04 30 LIL	05 26
Mooroolbark	04 30 LIL	04 30 LIL	05 26
Ringwood	04 30 LIL	04 30 LIL	05 26
Blackburn	04 30 LIL	04 30 LIL	05 26
Belgrave	05 34 BEG	05 34 BEG	06 42
Upper Fern Tree Gully	05 34 BEG	05 34 BEG	06 42
Alamein	. .	06 49 ALM	07 18
Camberwell	04 30 LIL	04 30 LIL	05 26
Glen Waverley	04 58 GWY	04 58 GWY	05 34
Upfield	05 31 UFD	05 31 UFD	06 09
Gowrie	05 31 UFD	05 31 UFD	06 09
Coburg	05 31 UFD	. .	06 09
St. Albans	05 00 SAB	05 00 SAB	05 29
Sunshine	05 00 SAB	05 00 SAB	05 29
Berwick	05 02 PKM	05 02 PKM	06 13
Pakenham	05 02 PKM	05 02 PKM	06 13
General Motors	To be handed in at Dandenong on Up Journey — See Note.		
Dandenong	05 02 PKM	05 02 PKM	06 13
Oakleigh	05 02 PKM	05 02 PKM	06 13
Frankston	04 57 FKN	04 57 FKN	06 01
Seaford	04 57 FKN	04 57 FKN	06 01
Carrum	04 57 FKN	04 57 FKN	06 01
Aspendale	04 57 FKN	04 57 FKN	06 01
Mordialloc	04 57 FKN	04 57 FKN	06 01
Cheltenham	04 57 FKN	04 57 FKN	06 01
Williamstown Pier	To be handed in at Williamstown in Up Journey — See Note.		
Williamstown	05 58 WIL	05 58 WIL	06 26
Newport	05 58 WIL	05 58 WIL	06 26
Newport Workshops	To be handed in at Newport on Up Journey — See Note.		
Westona	05 16 WER	05 16 WER	06 03
Werribee	05 16 WER	05 16 WER	06 03
Sandringham	05 08 SHM	05 08 SHM	05 38
Brighton Beach	05 08 SHM	05 08 SHM	05 38
Broadmeadows	05 03 BMS	05 03 BMS	05 36
Essendon	05 03 BMS	05 03 BMS	05 36
Hurstbridge	04 50 HBE	04 50 HBE	05 49
Diamond Creek	04 50 HBE	04 50 HBE	05 49
Eltham	04 46 ELT	04 46 ELT	05 32
Greensborough	04 46 ELT	04 46 ELT	05 32
Macleod	04 46 ELT	04 46 ELT	05 32
Epping	04 55 EPP	04 55 EPP	05 35
Lalor	04 55 EPP	04 55 EPP	05 35
Keon Park	04 55 EPP	04 55 EPP	05 35
Reservoir	04 55 EPP	04 55 EPP	05 35
Port Melbourne	05 26 PTM	05 26 PTM	05 33
St. Kilda	05 30 STK	05 30 STK	05 39

NOTE:— To prevent delays, T.R. 34 reports for these stations may be handed in upon return at Flinders Street but every attempt must be made to hand T.R. 34 in at Outstations. Newport Workshops "OFF" train T.R. 34 reports must be handed in at Newport.

Late Running Reports are to be handed in at Outstations and Indicator Cabins, Flinders Street; late running reports must not be taken to the guards Depot.

Late Running Reports for down trains terminating at Macaulay Stabling Sidings and North Melbourne Stabling Sidings must be handed in at Flinders Street.

Late Running Reports (T.R. 34) handed in at Outstations are to be forwarded by the rostered train as shown above in the same envelope which is to be addressed "MANAGER TRAIN OPERATIONS", Metrol, 40 Batman Avenue, C/O S.M. Flinders St., and marked "To be Called For". These envelopes are to be cleared to S.M.'s Office by 08 00 hours each morning for collection by Manager Train Operations.

Late Running Reports handed in at Flinders Street platforms are to be cleared to S.M.'s Office to be collected by Manager Train Operations next morning.

EXPRESS AND PASSENGER TRAIN LOADS AND RUNNING SCHEDULES
FLINDERS STREET —LILYDALE—COLDSTREAM

Locomotive Running Time				Locomotive Running Time			
Section	T Loco Load 185 t.	B or L Loco Load 280 t.		Section	B or L Loco Load 280 t.	T Loco Load 185 t.	
DOWN	Mins.	Mins.		**UP**	Mins.	Mins.	
Flinders Street to—				Coldstream to—			
Richmond Junction	3*	3*		Lilydale		11	
Richmond	2	1		Mooroolbark	6	7	
East Richmond				Croydon	4	5	
Burnley	3*	3*		Ringwood	6	7	
Hawthorn				Heatherdale			
Glenferrie				Mitcham			
Auburn				Nunawading			
Camberwell	6*	5*		Blackburn			
East Camberwell				Laburnum			
Canterbury				Box Hill	10	11	
Surrey Hills				Mont Albert			
Mont Albert				Surrey Hills			
Box Hill	7	7		Canterbury			
Laburnum				East Camberwell			
Blackburn				Camberwell	7*	7*	
Nunawading				Auburn			
Mitcham				Glenferrie			
Heatherdale				Hawthorn			
Ringwood	10	10		Burnley	6*	6*	
Croydon	7	6		East Richmond			
Mooroolbark	4	4		Richmond	2*	2*	
Lilydale	6	6		Richmond Junction	1*	1*	
Coldstream	11			Flinders Street	3	3	

FLINDERS STREET—STONY POINT

Locomotive Running Time				Locomotive Running Time			
Section	T Loco Load 250 t.	T Loco Load 250 t.	B Loco Load 240 t.	Section	T Loco Load 250 t.	T Loco Load 250 t.	B Loco Load 240 t.
DOWN	Mins.	Mins.	Mins.	**UP**	Mins.	Mins.	Mins.
Flinders Street to—				**Stony Point to—**			
Richmond Junction	3*	3*	3*	Crib Point	4	3*	3
Caulfield	13	12*	13	Bittern	5		4.5
Cheltenham	13	12*	10	Hastings	5	7*	4.5
Mordialloc	8	7*	6	Tyabb	6		6
Carrum	12	11*	8	Somerville	9	11*	5.5
Frankston	14	12*	8	Baxter	6	5*	5
Baxter	17	13*	11	Frankston	14	11	9.5
Somerville	7	5*	5	Carrum	9	8*	8
Tyabb	5		4	Mordialloc	11	10*	8
Hastings	6	9*	5	Cheltenham	9	8*	6
Bittern	6		4.5	Caulfield	15	13*	10
Crib Point	5	8*	4.5	Richmond Junction	12*	12*	11*
Stony Point	4	3	3	Flinders Street	3	3	2
Total	113	95	85	Total	108	91	86

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS.

LOCATION	TRACK		
	No. 1	No. 2	No. 3
		Metres	
BAXTER	. .	261.5	—
BROADMEADOWS	Refuge	Siding 503	—
BITTERN	. .	183	—
CRIB POINT	. .	181	—
HASTINGS	. .	161	—
MOOROOLBARK	. .	127	—
SEAFORD	Refuge	Siding 483	—
SOMERVILLE	. .	201	—

GOODS TRAIN LOADS.

Schedule Loads:—The schedule loads laid down for goods trains on the broad gauge lines may be exceeded by the following authorised loads:

When hauled by A, B, BL, C, G, L, N, S, X or 930 Class Locomotives	25 tonnes.
When hauled by H, P, T or Y Class Locomotives	15 tonnes.

A train **hauled by locomotives working in multiple** is authorised to have an overload not exceeding that allowed to the least powerful locomotive in the consist.

Examples:	**Permitted overload**
(a) Train hauled by T and X class locos. in multiple	15 tonnes.
(b) Train hauled by B, S and Y class locos. in multiple	15 tonnes.
(c) Train hauled by B and X class locos. in multiple	25 tonnes.

Where a train is **hauled by two or more locomotives of the same class,** the authorised overload will be the sum of the overload for each locomotive.

Examples:	**Permitted overload**
(a) Train hauled by A and A class locos. in multiple	50 tonnes.
(b) Train hauled by T and T class locos. in multiple	30 tonnes.
(c) Train hauled by Y, Y and Y class locos. in multiple	45 tonnes.

Parcels Coaches and Motor Coaches.—*(i)* When Parcels Coaches and Motor Coaches, except Nos. 113 "M" and 156 "M" are used for hauling goods or stock, 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 load set out in clause *(ii)*.

(ii) The maximum tonnage 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 tonnes	1 in 40	100 tonnes
1 in 100	215 tonnes	1 in 30	70 tonnes

(iii) When Motor Coaches Nos. 113 "M" or 156 "M" are used for shunting purposes in Metropolitan Train Maintenance Depot (Flinders Street) 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 10 kilometres per hour is 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 43).

LOCOMOTIVE RUNNING SCHEDULES.

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

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

(b) **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 recognized Terminal Stations and provide for these trains stopping at certain stations, viz:—

Recognized Terminal Stations.

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 the 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 recognized Terminal Stations shown hereunder:—

Page	Section and Terminal Stations	Page	Section and Terminal Stations
18	Melbourne and Dandenong	21	Melbourne to Lilydale and Coldstream
19	Melbourne to Mordialloc	21	Coldstream and Lilydale to Melbourne
19	Mordialloc to Frankston	22	Ringwood and Belgrave
19	Frankston and Stony Point	24	Melbourne and Broadmeadows
20	Stony Point and Frankston	24	Melbourne to Port Melbourne
20	Frankston and Mordialloc	34	Melbourne and Sunshine
20	Mordialloc to Melbourne	32, 33	Newport and Sunshine

(c) **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 trains stopping at all stations.

Light Locomotives.—*(i)* The running schedule for a "Light" Locomotive or Locomotives attached or in either case with only a Brakevan attached, shall (subject to the instructions on pages 34 to 40), be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the Locomotive runs, unless a special schedule is issued to the contrary.

See page 43 for speed of "Light" Locomotives.

(ii) In every case where a brakevan is attached to the Locomotive or Locomotives, the train must be signalled as "through" Goods Train; but before sending the "Is Line Clear" Signal, each Signalman must inform the Signalman in advance, by telephone, that the train consists of a Locomotive (or Locomotives) and brakevan.

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.

GOODS TRAIN LOADS
GENERAL REFERENCES TO FOOTNOTES OF LOAD SCHEDULES.
(Pages 18—33)

(a) This load will apply in each direction between Flinders Street and Spencer Street during the hours 07 00 to 08 45 and 16 00 to 18 30. (Saturdays and Sundays excepted).

(b) This load applies at all times other than during the restricted periods 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 of trains not requiring to stop at certain stations.

LOADS, VEHICLE LIMITS AND LOCOMOTIVE RUNNING TIMES.
MELBOURNE AND DANDENONG.

Locomotive Running Time					SECTION		LOAD (TONNES)					
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	"L" Class Elec. Loco. 1420 Tonnes	Kilo-metres	DOWN	B	L	T	E		Y
Viaduct		Junction				From—						
						Spencer Street						
5	6	4	5		1	**Flinders St.** (a)	1830	1220	1270	540	..	1015
						Flinders St. (b), (c)	1830	1220	1270	845	..	1015
22	25	..	..		10	**Malvern**	1015	865	660	415	..	455
3	4	21	24		12	**Caulfield**	1625	1120	1420	580	..	965
9	12	7	9		16.5	**Oakleigh** (c)	..	..	1015	510	..	580
7	9	5	7		20.5	**Clayton**	1420	..	1015	580	..	660
3	4	3	3		22.5	**Westall**	..	..	..	..	..	..
3	4	2	2		24.5	**Springvale**	..	..	..	..	..	..
10	12	8	9		31	**Dandenong**	1830	1220	1625	815	..	1015
						UP						
						Dandenong	..	..	..	..	..	..
14	20	12	18	3	6.5	**Springvale**	..	..	..	..	..	..
4	5	3	4	2	8.5	**Westall**	..	..	..	..	..	..
4	5	3	4	3	10.5	**Clayton**	1525	..	1015	610	..	710
9	11	7	9	5	14.5	**Oakleigh**	..	..	..	610	..	..
10	12	8	10	8	19	**Caulfield**	1830	..	1525	..	..	915
..	..	..	..	..	21	**Malvern**	..	1420	..	..	..	..
17	21	15	17	20	30	**Flinders St.** (c)	1830	1830	1525	610	..	1015
5	6	4	5	5	31	**Spencer St.** (a)	1830	1420	1525	610	..	1015
						Spencer Street. (b), (c)	1830	1420	1525	845	..	1015

Notes

(a), (b) Loads applicable during specified hours, see above.

(c) Momentum grades—

	Speed Necessary km/h
Down journey—	
At	
—Viaduct Junction, Spencer Street, (b) load	25
16.5 km After leaving Oakleigh	30
Up journey—	
—Approaching Viaduct from Flinders Street, (b) load	25

MELBOURNE TO LONG ISLAND AND STONY POINT

Locomotive Running Time						LOAD TONNES									
Roadside Sectional Loads		Through Ruling Grade Loads		SECTION											
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	C	A	BL G	930	B	L	T	S or X	E	Y
					From										
Viaduct		Junction			**Spencer Street**										
5	6	4	5	1	**Flinders St.** (a)	..	..	..	..	1830	1220	1270	2030	540	1015
..	..	..	..	..	**Flinders St.** (b), (c)	..	..	..	..	1830	1220	1270	2030	845	1015
22	25	..	..	10	**Malvern**	..	..	..	..	1015	865	660	1220	415	455
3	4	21	24	12	**Caulfield**	..	..	..	..	1625	1120	1420	1830	580	965
3	4	3	4	13.5	**Glenhuntly**	..	..	..	..	..	..	..	..	..	..
10	11	7	7	18.5	**Moorabbin**	..	..	..	..	..	..	..	..	510	660
7	10	6	7	22.5	**Cheltenham** (c)	..	..	..	..	..	..	..	..	580	815
9	11	7	8	27.5	**Mordialloc**	..	..	..	..	..	..	..	..	730	..
9	13	8	10	33.5	**Chelsea**	..	..	..	..	..	..	..	..	..	..
4	6	3	4	36	**Carrum**	..	..	..	..	..	..	..	..	..	..
5	7	4	5	39.5	**Seaford**	..	..	..	..	..	..	..	..	..	..
6	8	5	6	44	**Frankston** (e)	..	..	..	..	1830	1220	1525	2030	815	1015
19	28	18	26	52	**Baxter**	1100	850	1450	780	710	..	455	865	..	365
7	9	5	7	56	**Somerville** (c)	..	..	..	..	..	..	..	..	..	425
5	7	4	6	60	**Tyabb**	..	..	..	..	..	..	..	..	..	..
9	10	7	8	62.5	**Long Island Junct.**	..	..	..	..	..	..	..	..	..	..
5	5	5	5	65	**Long Island**	..	..	..	..	1300	..	1000	1700	..	700
6	8	5	7	65	**Hastings**	..	..	..	..	..	..	..	..	..	..
7	9	6	7	69	**Bittern**	..	..	..	..	..	..	..	..	..	..
6	8	5	6	73	**Crib Point**	..	..	..	..	..	..	..	..	..	..
4	5	3	4	75	**Stony Point**	..	..	..	..	1120	..	690	1400	..	510

Notes

The maximum vehicle limits are Spencer Street to Caulfield 75, Caulfield to Somerville 60 and Somerville to Stony Point 45.

(a) (b) Loads applicable during specified hours, see page 18.

(c) Momentum grades, Down journey—

At	Speed Necessary km/h
Viaduct Junction (Spencer Street) (b) load	25
20.9 km after leaving Highett	40
53.5 km after leaving Baxter	30
54.7 km approaching Somerville	25
55.1 km approaching Somerville	25

(d) See General Appendix for special instructions *re* Frankston Line.

STONY POINT AND LONG ISLAND TO MELBOURNE

Locomotive Running Time						LOAD TONNES									
Roadside Sectional Loads		Through Ruling Grade Loads		SECTION											
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	UP	C	A	BL G	930	B	T	L	S or X	E	Y
					From Stony Point										
4	5	3	4	2	**Crib Point**	..	..	..	..	..	..	..	..	..	..
7	9	6	7	6	**Bittern**	..	..	..	..	..	..	..	..	..	..
5	6	4	5	9	**Hastings**	..	..	..	..	..	..	..	..	..	..
..	..	..	..	11.5	**Long Island Junct.**	..	..	..	..	..	..	..	..	..	..
7	9	6	7	15	**Tyabb**	..	..	..	..	..	..	..	915	..	..
10	15	8	13	19	**Somerville**	..	..	..	..	760	510	..	..	..	865
6	7	5	6	23	**Baxter**	..	..	..	..	1220	1220	..	1420	..	815
15	21	12	17	31	**Frankston** (d)	1100	850	1450	780	710	455	..	865	..	365
6	8	5	7	35.5	**Seaford**	..	..	..	..	..	..	..	..	815	..
6	8	4	6	39	**Carrum**	..	..	..	..	..	..	..	..	..	..
6	7	3	4	41.5	**Chelsea**	..	..	..	..	..	..	..	..	..	..
11	15	7	9	47.5	**Mordialloc**	..	..	..	..	1830	1420	..	1830	965	1220
7	10	6	9	50.5	**Mentone**	..	..	..	..	..	..	..	..	..	..
6	8	4	5	52.5	**Cheltenham** (c)	..	..	..	..	..	..	..	..	..	..
9	12	6	7	56.5	**Moorabbin**	..	..	..	..	..	..	..	..	..	..
..	..	..	..	61.5	**Glenhuntly** (c)	..	..	..	..	..	..	..	..	..	..
12	16	10	13	63	**Caulfield**	..	..	..	..	1830	1120	1520	1830	495	530
..	..	..	..	65	**Malvern**	..	..	..	..	..	..	..	..	..	..
17	21	15	17	74	**Flinders St.** (c)	..	..	..	..	1830	1525	1830	1830	610	1015
5	6	4	5	75	**Spencer St.**(a)	..	..	..	..	1830	1525	1420	1830	610	1015
..	..	..	..	..	**Spencer St.** (b), (c)	..	..	..	..	1830	1525	1420	1830	845	1015

Notes

The maximum vehicle limits are Stony Point to Somerville 45, Somerville to Caulfield 60 and Caulfield to Spencer Street 75.

(a), (b) Loads applicable during specified hours, see page 18.

(c)

Momentum grades, Up journey—

At	Speed Necessary km/h
23.3 km after passing Mentone (through load)	30
15.2 km after passing McKinnon (through load)	30
— Approaching Viaduct from Flinders Street, (b) load	25

(d) See General Appendix for special instructions *re* Frankston Line.

MELBOURNE AND COLDSTREAM.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	T	L		S or X	E	Y
					From—							
	Viaduct	Junction			**Spencer St.**							
5	6	4	5	1	**Flinders St. (a)**	1830	1270	1220		2100	540	1015
					Flinders St. (b) (c)	1830	1270	1220		2100	845	1015
8	9	8	8	5.5	**Burnley**							
11	15	11	12	10	**Camberwell**	760	510	660		915	320	355
16	20	13	16	16	**Box Hill**							
21	26	17	21	26	**Ringwood**	660	385	610		790	285	305
13	16	11	14	34.5	**Mooroolbark**							
				37	**Cave Hill Siding**							
10	12	8	10	39	**Lilydale**	660	385	610		790	285	305
10	11	10	11	43	**Coldstream**		1015					1015
					UP							
					Coldstream							
10	11	10	11	4	**Lilydale**		610					510
				6	**Cave Hill Siding**							
10	12	9	11	8.5	**Mooroolbark**							
17	21	14	18	17	**Ringwood**							
				20.5	**Mitcham**						285	305
19	23	16	19	27	**Box Hill (c)**						315	325
14	18	13	15	33	**Camberwell (c)**	610	385	610		730	320	325
11	14	11	11	37.5	**Burnley**							
8	9	8	9	42	**Flinders St.**	1830	1525	1420			650	1015
5	6	4	5	43	**Spencer St. (a)**	1830	1525	1420		1830	610	1015
					Spencer St. (b), (c)	1830	1525	1420		1830	845	1015

Notes

(a), (b) Loads applicable during specified hours, see page 18.

(c) Momentum grades—

	Speed Necessary km/h
Down journey—	
At	
—Viaduct Junction, Spencer Street, (b) load	25
Up journey—	
16.5km approaching Box Hill	40
14.1km approaching Mont Albert	40
10.5km approaching East Camberwell	30
—Approaching Viaduct from Flinders Street, (b) load	25

RINGWOOD AND BELGRAVE.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	T	L	A	S X	E	Y
					From—							
					Ringwood							
8	10	7	9	5	**Bayswater**	..	..	..	..	..	320	..
8	8	7	7	10	**Fern Tree Gully**	..	..	..	..	..	..	..
4	5	3	4	11.5	**Upper Fern Tree Gully**	1015	815	660	..	..	345	325
..	..	..	..	16.5	**Belgrave**	415	345	305	515	565	..	170
					UP							
					Belgrave							
..	..	..	..	5	**Upper Fern Tree Gully**	..	..	..	..	..	..	..
3	4	3	4	6.5	**Fern Tree Gully**	..	..	..	..	..	..	..
7	8	7	7	11.5	**Bayswater**	570	560	610	705	770	345	235
8	10	8	9	16.5	**Ringwood**	660	610	385	..	..	285	305

Note:—The maximum vehicle limit is 50.

BURNLEY AND GLEN WAVERLEY.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	L	T			E	Y
					From—							
					Burnley							
13	17	..	..	7	**Darling**	..	..	..	..	..	345	405
3	5	..	..	8	**East Malvern**	915	815	610	..	..	345	355
..	..	..	..	16.5	**Glen Waverley**	455	355	305	..	..	155	205
					UP							
					Glen Waverley							
..	..	..	..	8.5	**East Malvern**	510	355	355	..	..	155	205
3	5	..	..	9.5	**Darling**	..	..	..	..	..	580	710
11	15	..	..	16.5	**Burnley**	915	915	915	..	..	440	610

CAMBERWELL AND ALAMEIN.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	L	T			Y	
					From—							
					Camberwell							
5	5	. .	. .	1.5	**Riversdale (c)**	915	660	610	. .	. .	395	. .
4	5	. .	. .	4	**Burwood**	. .	. .	. .	. .	. .	710	. .
3	4	. .	. .	5.5	**Ashburton**	1015	815	815	. .	. .	510	. .
. .	. .	. .	. .	6	**Alamein**	1015	1015	1015	. .	. .	1015	. .
					UP							
					Alamein							
. .	. .	. .	. .	1.5	**Ashburton**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	2	**Burwood**	1525	1015	1015	. .	. .	815	. .
4	5	. .	. .	4.5	**Riversdale**	. .	. .	. .	. .	. .	365	. .
6	6	. .	. .	6	**Camberwell**	915	660	610	. .	. .	365	

Notes:—

(c) Momentum grades. With load above three-fourths of the full Load, trains should be given a good run from Camberwell Yard to the foot of the 1 in 50 grade.

FLINDERS ST. AND ST. KILDA.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	L	T			E	Y
					From—							
					Flinders St.							
12	13	12	13	5.5	**St. Kilda**	1220	1035	1015	. .	. .	580	760
					UP							
					St. Kilda							
12	13	12	13	5.5	**Flinders St.**	1220	1035	1015	. .	. .	580	760

Note:—The maximum vehicle limit is 40.

SPENCER STREET — PORT MELBOURNE

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	L	S or X	T		Y	
					From—							
Viaduct		Junction			**Spencer Street**							
5	6	. .	. .	1	**Flinders St.** (a)	1830	1220	2100	1270	. .	1015	. .
					Flinders St. (b), (c)	1830	1220	2100	1270	. .	1015	. .
5	5	. .	. .	3	**Montague Shipping Shed** (d) . .	. .	. .	. .	. .	. .	. .	. .
4	5	. .	. .	5	**Port Melbourne** (d)	1830	1830	2030	1830	. .	1015	. .
					UP							
					Port Melbourne							
4	5	. .	. .	2	**Montague Shipping Shed**	. .	. .	. .	. .	. .	. .	. .
5	6	. .	. .	4	**Flinders Street**	1830	1420	2030	1270	. .	915	. .
5	6	. .	. .	5	**Spencer St.** (a)	1830	1420	1830	1525	. .	1015	. .
. .	. .	. .	. .	. .	**Spencer St.** (b), (c)	1830	1420	1830	1525	. .	1015	. .

Notes:—

The maximum vehicle limit is 60.

(a), (b) Loads applicable during specified hours, see page 18.

(c) Momentum grades. With loads (marked (b)) above three-fourths of the full tonnage, a speed of 25 km/h must be attained to take load over the grade at Viaduct Junction on both the Down and up journeys.

(d) See General Appendix for special instructions re Port Melbourne.

MELBOURNE AND BROADMEADOWS (VIA ESSENDON).

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	L		T or H	W	Y
					From—							
					Melbourne Yard							
12	12	12	12	3.5	**Kensington** (f) see page 25	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	4.5	**Newmarket**	. .	. .	. .	. .	. .	. .	. .
14	17	13	15	8	**Essendon**	1525	1420	865	. .	1015	440	400
20	26	21	24	17	**Broadmeadows** (d)	865	760	660	. .	455	355	365
					UP							
					Broadmeadows (d)							
14	15	13	14	9	**Essendon**	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	10	**Newmarket** (u) see page 25 . . .	. .	. .	. .	. .	. .	. .	. .
8	8	8	8	13.5	**Kensington**	. .	. .	. .	. .	. .	. .	. .
5	7	5	6	17	**Melbourne Yard** (d)	2135	2135	2135	. .	1625	1015	1015

Notes:—

(c) Momentum grades—

At	Speed Necessary km/h
Up journey—	
10.5km approaching Strathmore	50

(d) Goods Trains Shunting at Broadmeadows:—

The maximum loads which may be pushed in the "Down" direction on "Up" main line are as under:—

CLASS	S or X	B	. .	. .	T or H	. .	. .	. .	Y	. .
LOAD	1525	1420	. .	. .	815	. .	. .	. .	610	. .

MELBOURNE AND KENSINGTON

(f) The following maximum loads and vehicle limits apply to Down and Up Goods trains (local between Melbourne and Kensington):—

Class of Locomotive	Goods Lines (Upper Level)				Via East Suburban Line			
	One hour before and during passenger traffic		After passenger traffic has ceased and until one hour before the first passenger train in the morning		One hour before and during passenger traffic		After passenger traffic has ceased and until one hour before the first passenger train in the morning	
	Vehicle Limitation	Maximum Load Tonnes	Vehicle Limitation	Maximum Load Tonnes	Vehicle Limitation	Maximum Load Tonnes	Vehicle Limitation	Maximum Load Tonnes
S or X	40	1525	40	1525	40	1525	40	1525
B	40	1420	40	1420	40	1420	40	1420
T or H	40	1015	40	1015	40	1015	40	1015
W	40	710	40	710	40	710	40	710
F	30	560	40	610	. .	. .	40	560
Y	30	610	40	610	30	610	40	610

MELBOURNE—NEWMARKET STOCK SIDING.

Class of Locomotive	Maximum load Tonnes
S or X	1525
B	1420
T or H	1015
F	560
Y	610

Vehicle Limit.—The vehicle limit will be governed by the loads specified for the various classes of Locomotives.

(u) STOCK ON UP TRAINS FOR NEWMARKET

1. The loads which can be pushed from the Up Main line into the Newmarket Yard are as under:

CLASS	S or X	B	A85, P or T	Y	A (except 85)	. .	. .	. .	. .	. .	. .
LOAD	1830	1625	1220	760	1625	. .	. .	. .	. .	. .	. .

2. When it is necessary for any Up Goods train to shunt at Newmarket during passenger traffic, the Signalman at Kensington must be advised by the Metrol Line Contoller, and the Signalman receiving this advice must immediately confer by telephone with the Yard Foreman at the Cattle Yards Siding and ascertain whether or not there is a clear track for the train to arrive on. If there is not a clear track, or for any other reason the Yard Foreman is not in a position to accept the train, the Signalman must promptly advise the Train Controller, who will then arrange for trains being held at Essendon or dealt with as shown in clause 3 hereof. The Yard Foreman must promptly advise the Signalman and Metrol Line Contoller when he is in a position to deal with the train, and the time that trains are held up at Essendon must be limited to the shortest possible period.

3. No train must be uncoupled on the Main Line at Newmarket for shunting purposes. When required to detach vehicles, the whole of the train must, if practicable, be shunted to the Cattle Yards, if this cannot be done without causing delay, it must be sent on to Melbourne Yard, where the Newmarket loading must be detached and returned promptly.

4. Special boards of a triangular shape, painted white, with black lettering, are erected on the left-hand side of the Up Line between Newmarket Junction and Kensington to indicate to Drivers of Up North-Eastern Line live stock trains which are to be shunted to the Yard at Newmarket, the point at which they must bring the locomotive to a stand, so that the rear of the train will be clear of the Junction Points. The Boards are lettered "75 Vehicles," "65 Vehicles" and "55 Vehicles." The "75 Vehicles" Board is erected near Automatic Signal No.E172, the "65 Vehicle" Board 71.5 metres nearer Newmarket Station and the "55 Vehicle" Board a further 71.5 metres nearer Newmarket Station.

Up Goods trains must not stop at Newmarket Station for relief purposes.

Relief Locomotive Crews or Guards must proceed direct to Newmarket Yard, where relief is to be effected after train has set back into the siding.

All concerned must see that the setting back movement is smartly performed, and thus avoid detentions to suburban traffic.

LOCOMOTIVES ASSISTING GOODS TRAINS FROM UP MAIN LINE TO THE CATTLE YARDS

When "Up" Goods or Live Stock trains are to be assisted by a locomotive in the rear from the "Up" Main line to the Cattle Yards at Newmarket, the following procedure is to be adopted by the Drivers concerned:—

1. The train must be stopped with the rear end well clear of the Junction points at Newmarket.
   To ensure this, special Location Boards for trains consisting of equal to 55, 65 and 75 vehicles respectively are erected on the Left-hand side of the "Up" line between Newmarket Junction and Kensington to indicate to Drivers the point at which they must bring their locomotives to a stand in accordance with the number of vehicles on the train.

2. After stopping, the Driver must see that the brake pipe pressure is reduced 137.895Kpa below normal and leave the Brake Valve in Lap position. He must then close the Brake Valve Isolating Cock, return the Brake Valve to release position, with the No. 4 Brake Valve, or running position with A6-ET or A7-EL equipment and watch the air pressure gauge for the Brake pipe pressure to rise. This will indicate to him that the Assisting locomotive Driver has taken charge of the Air Brake.

3. On receiving the necessary Fixed and Hand Signals code whistles are to be exchanged and the train is ready to proceed. It must be controlled and stopped where necessary by an application of the Air Brake by the Driver of the assisting locomotive.

MELBOURNE AND SANDRINGHAM.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	B	L		T		E	Y
					From—							
Viaduct		Junction			**Spencer St.** (d)							
5	6	. .	. .	1	**Flinders St.** (a)	1810	1220	. .	1270	. .	540	1015
. .	. .	. .	. .	. .	**Flinders St.** (b), (c)	1830	1220	. .	1270	. .	845	1015
19	22	. .	. .	11	**Elsternwick**	. .	. .	. .	. .	. .	730	965
11	14	. .	. .	16	**Brighton Beach**	. .	. .	. .	. .	. .	. .	. .
6	8	. .	. .	19	**Sandringham**	1830	1220	. .	1270	. .	620	610
					UP							
					Sandringham (d)							
6	7	. .	. .	3	**Brighton Beach**	. .	. .	. .	. .	. .	. .	. .
12	15	. .	. .	8	**Elsternwick**	. .	. .	. .	. .	. .	. .	. .
18	20	. .	. .	18	**Flinders St.**	1830	1420	. .	1525	. .	620	1015
5	6	. .	. .	19	**Spencer St.** (a)	1830	1420	. .	1525	. .	640	1015
. .	. .	. .	. .	. .	**Spencer St.** (b), (c)	1830	1420	. .	1525	. .	845	1015

Notes:—

The Maximum vehicle limit is 60 except, during passenger traffic, Down Goods trains must not exceed 40 vehicles between Melbourne and Sandringham.

(a), (b) Loads applicable during specified hours, see page 18.

(c) Momentum grades.

		Speed Necessary (km per hour)
Down Journey—	At	
	Viaduct Junction, Spencer Street (b) load	25
Up journey—	Approaching Viaduct from Flinders Street (b) load	25

MELBOURNE AND EPPING.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	T		Y				
					From—							
					Melbourne Yard (d)							
6	7	. .	. .	1	**Flinders Street**	. .	. .	. .	. .	. .	. .	. .
9	11	. .	. .	5.5	**Victoria Park**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	6.5	**Clifton Hill**	. .	. .	. .	. .	. .	. .	. .
11	11	. .	. .	9	**Northcote**	815	. .	. .	. .	. .	. .	. .
10	15	. .	. .	11.5	**Bell**	610	. .	. .	. .	. .	. .	. .
9	12	. .	. .	15	**Reservoir**	510	. .	355	. .	. .	. .	. .
4	5	. .	. .	17.5	**Keon Park**	. .	. .	. .	. .	. .	. .	. .
3	3	. .	. .	19	**Thomastown**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	21	**Lalor**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	22.5	**Epping**	1015	. .	610	. .	. .	. .	. .
					UP							
					Epping							
2	2	. .	. .	1.5	**Lalor**	. .	. .	. .	. .	. .	. .	. .
3	3	. .	. .	3.5	**Thomastown**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	5	**Keon Park**	. .	. .	. .	. .	. .	. .	. .
4	4	. .	. .	7.5	**Reservoir** (d)	. .	. .	. .	. .	. .	. .	. .
6	8	. .	. .	10	**Bell**	. .	. .	. .	. .	. .	. .	. .
8	11	. .	. .	13.5	**Northcote**	. .	. .	. .	. .	. .	. .	. .
6	8	. .	. .	16	**Clifton Hill**	. .	. .	. .	. .	. .	. .	. .
4	4	. .	. .	17	**Victoria Park**	. .	. .	. .	. .	. .	. .	. .
11	12	. .	. .	21.5	**Flinders Street**	. .	. .	. .	. .	. .	. .	. .
6	7	. .	. .	22.5	**Melbourne Yard**	1625	. .	1015	. .	. .	. .	. .

MELBOURNE AND HURSTBRIDGE.

Locomotive Running Time						LOAD TONNES					
Roadside Sectional Loads		Through Ruling Grade Loads		SECTION							
/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	DOWN		L	T		E	Y
					From—						
Viaduct		Junction			Spencer Street						
6	7	. .	. .	1	**Flinders Street** (a)	. .	1220	1270	. .	540	1015
. .	. .	. .	. .	. .	**Flinders St.** (b), (c)	. .	1220	1270	. .	845	1015
9	11	. .	. .	5.5	**Victoria Park**	. .	815	. .	. .	405	. .
3	4	. .	. .	6.5	**Clifton Hill** (c)	. .	710	610	. .	405	365
5	6	. .	. .	9	**Fairfield**	. .	1220	1220	. .	490	815
13	17	. .	. .	14	**Heidelberg**	. .	660	610	. .	345	355
6	7	. .	. .	17.5	**Macleod**	. .	815	. .	. .	415	510
12	15	. .	. .	23	**Greensborough**	. .	. .	. .	. .	. .	. .
9	11	. .	. .	27.5	**Eltham**	. .	405	385	. .	285	305
9	10	. .	. .	32.5	**Diamond Creek**	. .	. .	. .	. .	. .	. .
12	14	. .	. .	38	**Hurstbridge**	. .	1015	610	. .	530	. .
					UP						
					Hurstbridge						
11	11	. .	. .	5.5	**Diamond Creek**	. .	. .	. .	. .	. .	. .
10	10	. .	. .	10.5	**Eltham**	. .	1420	1420	. .	. .	1015
10	12	. .	. .	15	**Greensborough**	. .	. .	. .	. .	. .	. .
14	17	. .	. .	20.5	**Macleod**	. .	405	385	. .	285	305
6	7	. .	. .	24	**Heidelberg**	. .	660	. .	. .	320	355
11	13	. .	. .	29	**Fairfield** (c)	. .	760	. .	. .	345	425
5	6	. .	. .	31.5	**Clifton Hill**	. .	. .	. .	. .	. .	. .
4	4	. .	. .	32.5	**Victoria Park**	. .	. .	. .	. .	445	710
11	12	. .	. .	37	**Flinders Street**	. .	1525	1525	. .	570	1015
6	7	. .	. .	38	**Spencer Street** (a)	. .	1830	1525	. .	620	1015
. .	. .	. .	. .	. .	**Spencer Street** (b), (c)	. .	1830	1525	. .	845	1015

Notes:—

The maximum vehicle limits are Spencer Street to Victoria Park 60 and Victoria Park to Heidelberg 50.

(a), (b) Loads applicable during specified hours, see page 18.

(c) Momentum grades.

Down grades.

	At	Speed Necessary (km/h)
	Viaduct Junction, Spencer Street (b) load	25
	6.0 km Approaching Clifton Hill	30
Up journey—		
	9.0 km Up trains must recommence their journey from Fairfield as far away from the foot of the grade as possible.	
	Approaching Viaduct from Flinders Street (d) load.	25

MELBOURNE—COBURG—SOMERTON.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	A (except 85)	A85 P T H		Y	
					From—							
					Melbourne Yard (d)							
5	5	. .	. .	2	**North Melbourne Junction**	. .	. .	. .	. .	. .	. .	. .
16	20	. .	. .	6.5	**Jewell**	965	760	820	510	. .	. .	. .
7	10	. .	. .	9	**Moreland**	. .	. .	. .	. .	. .	760	. .
3	4	. .	. .	10	**Coburg**	1625	1625	1625	1220	. .	915	. .
7	10	. .	. .	13	**Fawkner**	1220	1015	1025	760	. .	490	. .
5	5	. .	. .	15	**Gowrie**	. .	. .	. .	. .	. .	. .	. .
14	17	. .	. .	19	**Upfield**	965	760	820	510	. .	. .	. .
5	6	. .	. .	22	**Somerton**	1015	815	860	660	. .	365	. .
					UP							
					Somerton							
7	10	. .	. .	3	**Upfield**	. .	. .	. .	. .	. .	. .	. .
7	8	. .	. .	7	**Gowrie**	. .	. .	. .	. .	. .	. .	. .
3	3	. .	. .	9	**Fawkner**	. .	. .	. .	. .	. .	. .	. .
7	9	. .	. .	12	**Coburg**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	13	**Moreland**	. .	. .	. .	. .	. .	. .	. .
7	9	. .	. .	15	**Jewell**	. .	. .	. .	. .	. .	. .	. .
9	11	. .	. .	20	**North Melbourne Junction**	. .	. .	. .	. .	. .	. .	. .
3	3	. .	. .	22	**Melbourne Yard**	1625	1625	1625	1625	. .	865	. .

ALBION—BROADMEADOWS—SOMERTON

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	A (except 85)	A85 P T		Y	
					From—							
					Albion							
. .	40	. .	21	14	**Broadmeadows**	1220	1830	1830	1625	. .	865	. .
. .	13	. .	10	19	**Somerton**	915	815	1025	760	. .	440	. .
					UP							
					Somerton							
7	10	. .	. .	22	**Upfield**	1625	1625	. .	1625	. .	865	. .
					DOWN							
					From—							
					Upfield							
5	6	. .	. .	3	**Somerton**	1015	815	. .	660	. .	365	. .
					UP							
					Somerton							
. .	7	. .	9*	8	**Broadmeadows**	. .	. .	. .	. .	. .	. .	. .
. .	23	. .	16*	22	**Albion**	2135	2135	2135	1830	. .	1220	. .

NOTES:—

The maximum vehicle limit is 60, except that the vehicular limitation of trains run during passenger traffic must not exceed 35 between Spencer Street and Moreland, 16 between Moreland and Coburg. Through goods trains to Upfield may take 60 vehicles in the Down direction and must be limited to 40 vehicles in the up direction during passenger traffic.

The maximum vehicular limitation of local goods trains with brakevan in rear, Melbourne Yard to Arden Street, is:—Down 40, Up 40; and without brakevan in rear—Down 40 and Up 40.

(d) See General Appendix for special instructions re Maribyrnong River and Somerton (via Coburg) Lines.

SPOTSWOOD AND SPOTSWOOD OIL SIDINGS LINE.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	L	T		Y	
					From—							
. .	. .	. .	. .	1	**Spotswood Oil Sidings** (d)	1830	1830	1830	1830	. .	1220	. .
					UP							
					Oil Sidings							
. .	. .	. .	. .	1	**Spotswood**	1220	1015	710	815	. .	530	. .

Notes:—

(d) See General Appendix for special instructions *re* Spotswood Oil Sidings Line.

MELBOURNE AND MARIBYRNONG RIVER TERMINAL.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	T			Y	
					From—							
					Melbourne Yard (d)							
. .	15	. .	. .	3.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	. .	**Maribyrnong River Junction**	. .	. .	. .	. .	. .	. .	. .
. .	9	. .	. .	. .	**Loop Siding "A"**	. .	. .	. .	. .	. .	. .	. .
. .	7	. .	. .	7	**Maribyrnong River Terminal**	1525	1525	1220	. .	. .	745	. .
					UP							
					Maribyrnong River Terminal (d)							
. .	5	. .	. .	. .	**Loop Siding "A"**	. .	. .	. .	. .	. .	745	. .
. .	. .	. .	. .	. .	**Maribyrnong River Junction**	. .	. .	. .	. .	. .	. .	. .
. .	9	. .	. .	3.5	**South Kensington**	1420	1220	815	. .	. .	560	. .
. .	15	. .	. .	7	**Melbourne Yard**	2135	2135	1625	. .	. .	1015	. .

MELBOURNE AND SUNSHINE (via Goods Line)

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	A (except 85) B	C	A85 P T or H		Y	
					From—							
					Melbourne Yard							
12	15	12	15	3.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
7	9	7	9	10	**Tottenham Yard** (c)	. .	. .	. .	. .	. .	760	. .
13	15	12	14	13	**Sunshine**	1830	1625	2530	1220	. .	865	. .
					UP							
					Sunshine							
14	16	14	16	3	**Tottenham Yard**	. .	. .	. .	. .	. .	. .	. .
8	11	8	11	9.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
12	12	12	12	13	**Melbourne Yard**	2135	2135	3200	1625	. .	1220	. .

Notes:—

The maximum vehicle limit is 75.

(c) Ascending grades—

At	Speed Necessary (km/h)
Down journey—4.0 km after passing South Kensington station	30
6.0 km after passing under Main Suburban Line	30

MELBOURNE AND ST. ALBANS (VIA MAIN SUBURBAN LINE)

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X		A (except 85) B	A85 P T or H		Y	
					From—							
					Melbourne Yard							
12	15	12	15	3.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
7	9	7	9	7	**West Footscray**	. .	. .	. .	. .	. .	730	. .
14	16	14	16	12.5	**Sunshine**	1830	. .	1625	1220	. .	815	. .
3	4	. .	. .	14	**Albion**	. .	. .	. .	. .	. .	. .	. .
7	10	7	8	18	**St. Albans**	1625	. .	1420	1015	. .	590	. .
					UP							
					St. Albans							
4	5	. .	. .	4	**Albion**	2135	. .	2135	1685	. .	1625	. .
3	4	7	7	5.5	**Sunshine**	. .	. .	. .	. .	. .	. .	. .
12	13	10	13	11	**West Footscray** (u)	1830	. .	1625	1220	. .	1015	. .
8	11	8	11	14.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
12	12	12	12	18	**Melbourne Yard**	2135	. .	2135	1625	. .	1220	. .

Notes:—

The maximum vehicle limit is 75.

(u) Load for Up trains which have to be pushed back into Siding on Down side at West Footscray.

MELBOURNE AND WILLIAMSTOWN.

Locomotive Running Time					SECTION	LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B		T or H	L		Y
					From—							
					Melbourne Yard to—							
12	15	. .	. .	3.5	**South Kensington** (a)	. .	. .	. .	. .	. .	. .	. .
					Via Through Suburban line							
. .	. .	. .	. .	. .	**from North Melbourne**	2135	1830	. .	1420	1420	. .	915
. .	. .	. .	. .	. .	**Via Goods lines**	2135	1830	. .	1220	1420	. .	915
8	11	. .	. .	7.5	**Yarraville** (d)	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	9	**Spotswood** (d)	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	10.5	**Newport**	. .	. .	. .	. .	. .	. .	. .
6	7	. .	. .	14	**Williamstown**	2135	1830	. .	1420	1420	. .	915
					UP							
					Williamstown to—							
7	8	. .	. .	3.5	**Newport** (b)	. .	2135	. .	1830	1830	. .	1220
3	4	. .	. .	5	**Spotswood**	. .	. .	. .	. .	. .	. .	. .
3	4	. .	. .	6.5	**Yarraville**	. .	. .	. .	. .	. .	. .	. .
7	10	. .	. .	10.5	**South Kensington**	. .	. .	. .	. .	. .	. .	. .
11	12	. .	. .	14	**Melbourne Yard**	2135	1830	. .	1320	1420	. .	1015

NEWPORT AND WERRIBEE

Locomotive Running Time					SECTION	LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	**DOWN**	S or X	B	L	T or H		Y	
					From—							
					Newport							
. .	7	. .	5	2	**Altona Junction**	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	4	**Paisley Siding**	. .	. .	1420	. .	. .	. .	. .
. .	. .	. .	. .	5	**B.P. Oil Siding**	. .	. .	. .	. .	. .	. .	. .
. .	19	. .	16	11	**Laverton**	. .	. .	. .	1420	. .	. .	. .
. .	24	. .	22	21	**Werribee**	2135	1830	. .	1320	. .	745	. .
					UP							
					Werribee to							
. .	23	. .	20	10	**Laverton**	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	16	**B.P. Oil Siding**	. .	. .	. .	. .	. .	. .	. .
. .	. .	. .	. .	17	**Paisley Siding**	. .	. .	. .	. .	. .	. .	. .
. .	18	. .	15	19	**Altona Junction**	. .	. .	. .	. .	. .	. .	. .
. .	8	. .	6	21	**Newport**	2135	1830	1420	1420	. .	1015	. .

Notes:—

Special Boards of triangular shape, with black lettering on white background, are erected on the left-hand side of the Up line between Newport and Spotswood to indicate to Drivers of Up Goods trains, which are to be shunted to the Yard at Newport, the point at which they must bring the locomotive to a stand so that the rear of the train will be clear of the points at Newport "A" Signal-box.

(The Boards are lettered "45 vehicles" and "60 vehicles" and are erected 363 metres and 480 metres respectively from the Down end of the Up platform at Newport.)

The maximum vehicle limits are Spencer Street to Newport 75 and Newport to Williamstown 70.

(a) See General Appendix *re* Down Goods stalling between South Kensington and Footscray.

(b) See General Appendix for special instructions *re* Up Goods trains, Williamstown Line.

(d) See General Appendix for special instructions *re* Spotswood.

NEWPORT-SUNSHINE AND TOTTENHAM YARD

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Main Line Loads		Through Main Line Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	DOWN	E—East line W—West line	S or X	A (except 85) B 930	A 85 P T or H	C G BL	Y	
					Newport (d) to—							
3	4	3	3	1	**Thomas Mill Siding**	W	..	..	..	..	..	..
..	..	..	..	1	**Amalgamated Workshops Sdg.**	E	..	..	..	..	..	..
..	..	..	..	1	**Caltex Siding**	W	..	..	..	..	..	..
..	..	..	..	2	**McKenzie & Holland's Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Brookwood** (See footnote)	W	..	..	..	..	..	..
..	..	..	..	..	**Sulphates Chemical Co. Pty. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**H. Beecham & Co. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**R. J. Gilbertson Pty. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	3	**Aust. Barley Board Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Jas. Hardie & Co. Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**H. A. Chalmers Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	3	**H. H. Chadwick Transport Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	3	**South Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)**	W	..	..	..	..	..	..
..	..	..	..	4	**Rheem (Aust.) Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	4	**Little Brooklyn Siding** (a)	W	..	..	..	..	..	..
..	..	..	..	5	**Construction Materials (Aust.) Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	5	**Smorgan Consolidated Industries Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	5	**Co-op Farmers & Graziers Sdg. (Prossor)**	W	..	..	..	..	..	..
..	..	..	..	5	**S.E.C. Siding**	W	..	..	..	..	..	..
..	..	..	..	5	**Sims Consolidated Ltd. Siding**	W	..	..	..	..	..	..
7	8	7	7	5	**Brooklyn**	..	..	..	1420	..	1270	..
..	..	..	..	5	**Dalgety Aust. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	5	**Armbrook**	E	..	..	..	..	..	..
..	..	..	..	..	**N. M. Watkins Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**N. M. P. Watkins Siding**	..	..	..	..	..	..	..
..	..	..	..	5	**Melbourne Machinery Co. Sdg.**	W	..	..	..	..	..	..
..	..	..	..	5	**Highfield Quarries Siding**	W	..	..	..	..	..	..
..	..	..	..	5	**V.R. Rubbish Tip Siding**	W	..	..	..	..	..	..
..	..	..	..	..	**Stramit Ind. Ltd.**	..	..	..	..	..	..	..
..	..	..	..	6	**Monsanto Siding**	W	..	..	..	..	..	..
..	..	..	..	6	**Stanley Quarries Siding**	W	..	..	..	..	..	..
..	..	..	..	6	**Western Metropolitan Market Trust Siding** (see footnote)	W	..	..	..	..	..	..
7	8	7	7	8	**Sunshine** (d)	..	1830	1830	1220	2500	815	
					Brooklyn to—							
..	..	..	..	..	**Wash Dock Sidings**	E	..	..	..	..	..	..
7	8	7	7	3	**Tottenham Yard**	..	1830	1830	1220	2500	1015	..

Notes:—

When starting from Little Brooklyn with full load, train may set back towards Newport to get a run at the bank.

(d) See General Appendix for special instructions *re* Newport-Sunshine Loop Line.

Brookwood and Western Metropolitan Market Trust Sidings are unattended Intermediate Electric Staff Posts and are to be worked in accordance with instructions in General Appendix.

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Main Line Loads		Through Main Line Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilo-metres	UP	E—East line W—West line	S or X	A (except 85) B 930	A85 P T or H	C G BL	Y	
					Tottenham Yard to—							
..	..	..	..	3	**Wash Dock Sdgs.**	E	..	..	..	..	..	..
7	8	7	7	3	**Brooklyn**	..	2135	2135	2135	3200	1220	..
					Sunshine (d) **to—**							
..	..	..	..	1	**Western Metropolitan Market Trust Sdg.** (see footnote, p.32)	W	..	..	..	..	..	..
..	..	..	..	1	**Stanley Quarries Siding**	W	..	..	..	..	..	..
..	..	..	..	1	**Monsanto Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**V.R. Rubbish Tip Siding**	W	..	..	..	..	..	..
..	..	..	..	..	**Stramit Ind. Ltd.**	..	..	..	..	..	..	..
..	..	..	..	3	**Highfield Quarries Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Melbourne Machinery Co. Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Armbrook**	E	..	..	..	..	..	..
..	..	..	..	..	**N.M. Watkins Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**N M. & P. Watkins Siding**	..	..	..	..	..	..	..
..	..	..	..	3	**Dalgety Aust. Ltd. Siding**	E	..	..	..	..	..	..
7	8	7	7	3	**Brooklyn**	..	..	..	..	..	..	..
..	..	..	..	3	**Sims Consolidated Ltd. Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**S.E.C. Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Co-op Farmers & Graziers Sdg. (Prossor)**	W	..	..	..	..	..	..
..	..	..	..	3	**Smorgan Consolidated Industries Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	3	**Construction Materials (Aust.) Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	3	**Little Brooklyn Siding**	W	..	..	..	..	..	..
..	..	..	..	3	**Rheem (Aust.) Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	4	**South Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)**	W	..	..	..	..	..	..
..	..	..	..	4	**H. H. Chadwick Transport Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	5	**H. A. Chalmers Pty. Ltd. Siding**	E	..	..	..	..	..	..
..	..	..	..	5	**Jas. Hardie & Coy's Siding**	W	..	..	..	..	..	..
..	..	..	..	5	**Aust. Barley Board Siding**	W	..	..	..	..	..	..
..	..	..	..	5	**Brookwood** (see footnote, page 32)	W	..	..	..	..	..	..
..	..	..	..	..	**Sulphates Chemical Co. Pty. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**H. Beecham & Co. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	..	**R. J. Gilbertson Pty. Ltd. Siding**	..	..	..	..	..	..	..
..	..	..	..	6	**McKenzie & Holland's Siding**	W	..	..	..	..	..	..
..	..	..	..	7	**Caltex Siding**	W	..	..	..	..	..	..
..	..	..	..	7	**Amalgamated Workshops Sdg.**	E	..	..	..	..	..	..
7	7	7	7	7	**Thomas' Mill Siding**	W	..	..	..	..	..	..
3	4	3	3	8	**Newport** (d)	..	2135	2135	2135	3200	1220	..

Note

(d) See General Appendix for special instructions *re* Newport-Sunshine Loop Line.

LOCOMOTIVE OR TRAIN SPEEDS AND CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES.

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 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. 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 Manager Timetables by Stationmasters and others engaged in Train Running.

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 41 to 43 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 and 9 hereunder.

4. Electric Multiple Unit Trains, including single unit trains or single motor cars, may run at the speeds laid down for Electric Multiple Unit trains—Passenger. Goods trains hauled by Parcels Coaches or electric motors may run at the speeds laid down for Electric Multiple Unit Trains—Goods.

5. (i) Passenger trains consisting of the following may run at the speeds laid down for Passenger trains:

(a) Passenger Carriages (except trains consisting of or conveying wooden bodied carriages as laid down in clause 5, page 43).

(b) Passenger Brakevans and Powervans.

(c) Victorian bogie goods vehicles having 'P' as the second last letter of their classification.

(d) Intersystem vehicles permitted to run at passenger train speeds (See Working Time Table Addenda).

Passenger trains conveying other vehicles must not exceed the maximum permissible speed for those vehicles, and must be specially authorised by the Manager, Operations Scheduling and Control (T.O.D.).

(ii) Express Goods trains consisting of the following may run at the speeds laid down for Express Goods trains:

(a) Victorian bogie goods vehicles.

(i) having 'F', 'D', 'X' or 'Y' as the last letter of their classification except loaded Tank Wagons having 'F', 'X' or 'Y' as the last letter of their classification.

(ii) having a three or four letter classification, 'W' being the last letter.

(iii) Empty Tank Wagons having 'F', 'X' or 'Y' as the last letter of their classification.

(b) Passenger Carriages (subject to observance of speed restrictions for wooden bodied carriages as laid down in clause 5, page 43).

(c) Passenger Brakevans and Powervans.

(d) Intersystem vehicles permitted to run at or above Express Goods Train speeds (See Working Time Table Addenda).

Express Goods trains conveying other vehicles must not exceed the permissible speed for those vehicles.

(iii) Trains conveying any vehicle not included in (i) above, may run at the speeds laid down for goods trains (except loaded 'VHWA' wagons).

(iv) The maximum speed for loaded Petroleum Tank Wagons and loaded 'VHWA' Wagons is laid down in Special Speeds, page 43 clause 5.

(v) The Guard shall be responsible for informing the Driver, before the train starts from its place of origin or other place where the load is altered, 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, Locomotive Assistants, and Guards must keep a good lookout 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 lookout, 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 Superintendent of Safeworking 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	km/h	Class	km/h	Class	km/h	Class	km/h
A (Diesel Electric)	115	E Electric) (1106 & 1109)	65	L (Electric)	115	W (Diesel Hydraulic)	30
B (Diesel Electric)	115	F (Diesel Electric)	30	N (Diesel Electric)	115	X (Diesel (Electric) (See Note 4)	115
BL (Diesel Electric)	80	G (Diesel Electric)	80	P (Diesel Electric)	100	Y (Diesel Electric)	70
C (Diesel Electric) (See Note 4)	80	H (Diesel Electric)	70	R (Steam)	95	930 (Diesel Electric)	115
D3 (Steam)	80	J (Steam)	80	S (Diesel Electric) See Note 3)	115		
		K (Steam)	80	T (Diesel Electric)	100		

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 41 to 43 inclusive.

Note 2.—See page 43 for speed of a locomotive or locomotives with a brakevan of fixed wheel base only attached and for speeds of light locomotives.

Note 3.—The maximum speed for trains hauled by "S" class Diesel Electric Locomotives when Hostler's End leading is 50 km/h and when Hostler's End leading in Station Yards 15 km/h. Set back movements, when driven from Hostler's End, are not permitted.

Note 4.—The maximum speed for trains hauled by 'X' class Diesel Electric Locomotives No's. 45 — 54 and 'C' class Diesel Electric Locomotives when running long end leading must not exceed 50 km/h.

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 Speed km/h
Diesel Rail Cars (Air-conditioned), 600 H.P. Nos. 40-43	115
Diesel Electric Rail Motors	95 See footnotes

Note (a).—Although passenger trains are permitted to run over certain lines at 115 km/h the maximum speed of any passenger train hauling a Diesel Electric Rail Motor must not exceed 95 km/h. However, the 600 H.P. Diesel Rail Cars may be hauled at 115 km/h providing the bogie air springs are inflated.

(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 41 to 43 inclusive. Where any goods vehicle is attached, the speed laid down on page 43 for the type of vehicle concerned must not be exceeded.

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. Where the symbol N/A appears in a column, the class of locomotive to which that column applies is not permitted on the section of line.

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

2. In a case of special emergency, the Manager Civil Engineering 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.

Melbourne Goods Yards (including South Kensington, Kensington, North Melbourne Junction and Arden Street) and Flinders St. Yard.

Line or Portion of Line	Maximum Speed (see clauses 3 & 5 page 34)
Melbourne Goods Yards	**km/h**
Main Goods Lines between West Tower and Viaduct Junction	**40**
Coburg Goods Lines, between West Tower and North Melbourne Junction	**40**
Main Goods Lines between West Tower and South Kensington	**40**
North-Eastern Goods Lines to and from Kensington	**40**
Outside Goods Lines	**40**
Passing over Level Crossings between the Yard and Appleton and Victoria Docks	**10**
Goods trains passing through sidings between Arden Street and Macaulay. See General Appendix	**10**
On the Reversing Loop surrounding North Melbourne Workshops	**5**
Flinders Street Station	
The speed of any train or locomotive on any running line or siding or when being shunted to or from any siding to a running line at Flinders Street, must not exceed 25 km/h between the Viaduct on the West Side and the Swanston Street Bridge on the East Side.	25
This is subject to the special speeds specified hereunder:	
From west end of No. 1A track to Swanston Street Bridge	15
Up trains from the Clifton Hill Line, between the overhead bridge near Auto Signal 097 and the platform; speed must not be increased after passing 3-position Home Signal No. 183.	15
Down trains to Clifton Hill Line between the Platform and the Wellington Parade South Overbridge	15
Shunting movements via the "Through Siding" adjacent to the Burnley Through Line	10
Flinders Street Goods Yard	
Entering from East or West end	15

Line or Portion of Line	Class of Train	Subn. Elec. Mult. Unit Train	Class of Locomotive														
			Diesel Electric												Elec		Steam	
			A	B	BL G	C	H	P	S	T	X 930	Y	N	E	L	R	D3 J K
		km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h
Flinders Street and Spencer St. (All Lines)	Pass All Goods	40 30	30 25	30q 25q	30a 25a	30a 25a	30a 25a	30 25	30 25	30 25	30 25	30 25	30 25	30 25	30 25	30 Z	30 Z
Spencer Street and North Melbourne Jct. (All Pass. Lines)	Pass All Goods	65 30	50 25	50 25	50a 25a	50a 25a	50a 25a	50 25	50 25	50 25	50 25	50 25	50 25	50e 25e	50e 25e	50 Z	50 Z
• Franklin Street when diverging from a straight track	Pass All Goods	30 30	30 25	30 25	30a 25a	30a 25a	30a 25a	30 25	30 25	30 25	30 25	30 25	30 25	30e 25e	30e 25e	30 Z	30 Z
North Melbourne Jct. and Newport • Entering Newport Goods Yard	Pass All Goods All Trains	80 50 10e	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10	65 50 10e	65 50 10e	65 Z 10	65 Z 10
Newport & Newport Sth. (Champion Rd. L.C.) • Via Goods line • Via E. Siding • Up trains diverging from West line to Double line.	Pass All Goods All Trains All Trains All Trains	80 65 N/A N/A 65	80 50 15 10 65	80 50 15 10 65	80 50 15 10 65	80 50 15 10 65	70 50 15 10 65	80 50 15 10 65	80 50 15 10 65	80 50 15 10 65	80 50 15 10 65	70 50 15 10 65	80 50 15 10 65	65 50 N/A N/A 65	80 50 15 10 65	80 Z 15 10 65	80 Z 15 10 65
Newport South (Champion Rd. L.C.) and Altona Junction	Pass All Goods	80 80	115 80	115 80	80 80	80 80	70 70	100 80	115 80	100 80	115 80	70 70	115 80	65 65	115 80	95 Z	80 Z
Altona Jct. & Werribee (via Main line)	Pass All Goods	115 65	115 65	115 65	80 65	80 65	70 65	100 65	115 65	100 65	115 65	70 65	115 65	65 65	115 65	95 Z	80 Z
Altona Jct. - Altona	Pass Goods	65 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 Z	50 Z
Altona-Westona-Laverton Junction	Pass Goods	80	80	80	80	80	70	80	80	80	80	70	80	80	80	80	80
Newport and Newport Workshops • Clear weather • Foggy weather	 All trains All Trains	 15e 10e	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15 10	 15e 10e	 15e 10e	 15 10	 15 10
Newport and Williamstown	Pass Goods	80 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 30	65 50	65 50	65 Z	65 Z
Williamstown and Williamstown Pier	Pass Goods	30 30	30 30	30 30	N/A N/A	N/A N/A	N/A N/A	30 30	30 30	30 30	30 30	30 30	30 30	30 30	30 30	30 Z	30 Z
Spotswood and Power House	All Trains	N/A	15	15	15	15	N/A	15	15	15	15	15	15	N/A	N/A	15	15
Maribyrnong River • Clear day light • Fog or darkness	 All Trains All Trains	 N/A N/A	 N/A N/A	 15 10	 N/A N/A	 N/A N/A	 N/A N/A	 15 10	 15 10	 15 10	 15 10	 15 10	 15 15	 N/A N/A	 N/A N/A	 N/A N/A	 15 10
Newport and Sunshine Loop line.	Pass All Goods	N/A N/A	50 50	50 50	50 50	40 40	50 50	50 50	50 50	50 50	50 50	50 50	50 50	N/A N/A	N/A N/A	50g Z	50g Z
Tottenham Yard and Brooklyn	Pass Goods	N/A N/A	50	50	50	50	50	50	50	50	50	50	50	N/A N/A	N/A N/A	Z	Z
Footscray and Sunshine (Main Suburban Lines)	Pass Exp. Goods Goods	80 N/A 50	80 65 50	80 65 50	80 65 50	80 65 50	70 65 50	80 65 50	80 65 50	80 65 50	80 65 50	70 65 50	80 65 50	65 N/A 50	80 N/A 50	80 Z Z	65 Z Z
Sunshine and Albion	Pass Goods	65 65	80 65	80 65	80 65	80 65	70 65	80 65	80 65	80 65	80 65	70 65	80 65	65 65	80 65	80k Z	65k Z
Albion and St. Albans	Pass Exp. Gds. Up Exp. Gds. Dn Goods	80 N/A N/A 65	95 65 95 65	95 65 95 65	80 65 80 65	80 65 80 65	70 65 70 65	95 65 95 65	95 65 95 65	95 65 95 65	95 65 95 65	70 65 70 65	95 65 95 65	65 N/A N/A 65	95 N/A N/A 65	95 N/A N/A Z	80 N/A N/A Z
Albion and Broadmeadows	Pass Goods	N/A N/A	95 65	95 65	80 65	80 65	70 65	95 65	95 65	95 65	95 65	70 65	95 65	N/A N/A	N/A N/A	95g Z	80g Z
South Kensington and South Dynon Junction (via Goods Lines) • See Note A	Pass Goods	N/A N/A	A 40	A 40	A 40	A 40	A 40	A 40	A 40	A 40	A 40	A 40	A 40	N/A N/A	N/A N/A	A 40	A 40
South Dynon Jct. & West Footscray Jct. • See Note A. • Over fixed points at W. Footscray Jct. until the whole of train has cleared the points.	Pass Goods All Trains	N/A N/A N/A	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	A 65 15	N/A N/A N/A	N/A N/A N/A	A 65k 15	A 65k 15

Line or Portion of Line	Class of Train	Subn. Elec. Mult. Unit Train	Class of Locomotive														
			Diesel Electric											Elec		Steam	
			A	B	BL G	C	H	P	S	T	X 930	Y	N	E	L	R	D3 J K
		km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h
West Footscray and Sunshine. (See Note C) (via goods lines & Tottenham Yard).	Pass	N/A	C	C	C	C	C	C	C	C	C	C	C	N/A	N/A	C	C
	Goods	N/A	25	25	25	25	25	25	25	25	25	25	25	N/A	N/A	25	25
North Melbourne Jct. & Newmarket Jct.	Pass	65	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	50	50
	Goods	50	30	30	N/A	N/A	N/A	30	30	30	30	30	30	30	30	Z	Z
Newmarket Jct. & Essendon	Pass																
	Up	80	80	80	N/A	N/A	N/A	80	80	80	80	70	80	65	80	80	80
	Down	80	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	65	65
	Goods	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
• Essendon Station (between Down & Up Home Signals 8 & 38 respectively)	Pass.	55	55	55	N/A	N/A	N/A	55	55	55	55	55	55	55	55	55	55
	Goods	40	40	40	N/A	N/A	N/A	40	40	40	40	40	40	40	40	40	40
Essendon & Strathmore	Pass																
	• Up	80	95	95	N/A	N/A	N/A	95	95	95	95	70	95	65	95	95k	80k
	• Down	80	80	80	N/A	N/A	N/A	80	80	80	80	70	80	65	80	80k	80k
	Goods	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
Strathmore and Pascoe Vale	Pass	80	95	95	N/A	N/A	N/A	95	95	95	95	70	95	65	95	95k	80k
	Goods	65	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	Z	Z
Pascoe Vale and Broadmeadows	Pass																
	• Up	80	80	80	N/A	N/A	N/A	80	80	80	80	70	80	65	80	80g	80g
	• Down	80	95	95	N/A	N/A	N/A	95	95	95	95	70	95	65	95	95g	80g
	Goods																
	• Up	40	40	40	N/A	N/A	N/A	40	40	40	40	40	40	40	40	Z	Z
	• Down	65	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	Z	Z
Newmarket Jct. & Flemington Racecourse	Pass	40	30	30	N/A	N/A	N/A	30	30	30	30	30	30	30	30	30	30
	Goods	40	15	15	N/A	N/A	N/A	15	15	15	15	15	15	15	15	Z	Z
North Melbourne and Jewell	Pass	80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	65	N/A	65	N/A	65	65	N/A	65
	Goods	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	65	N/A	65	N/A	65	65	Z	Z
Jewell and Upfield	Pass	80	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	65	65
	Goods	50	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	Z	Z
Upfield and Somerton (See Notes B & D)	Pass	N/A			N/A	N/A	N/A							N/A	N/A		
	Goods	N/A	40	40	N/A	N/A	N/A	40	40	40	40	40	40	N/A	N/A	Z	Z
Flinders Street Platforms and Yard-master's Footbridge (All lines)	Pass	40	40	40	40a	40a	40a	40	40	40	40	40	40	40	40	40	40
	Goods	40	25	25	25a	25a	25a	25	25	25	25	25	25	25	25	Z	Z
Yardmaster's Foot-bridge & Down Home Signals at Richmond Jct. (All lines)	Pass	50	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
	Goods	40	25	25	25	25	25	25	25	25	25	25	25	25	25	Z	Z
Richmond Junction and Richmond (all lines)	Pass	65	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
	Goods	50	35	35	35	35	35	35	35	35	35	35	35	35	35	Z	Z
Richmond and Hawthorn (all lines)	Pass	55	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	50	50
	Goods	50	30	30	N/A	N/A	N/A	30	30	30	30	30	30	30	30	Z	Z
Hawthorn and Camberwell	Pass																
	• Up & Dn Lines	65	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	50	50
	• Centre Line	70	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	50	50
	Goods																
	• Up & Dn Lines	50	30	30	N/A	N/A	N/A	30	30	30	30	30	30	30	30	Z	Z
	• Centre Line	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
Camberwell and Box Hill.	Pass																
	• Up & Dn Lines	65	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	65	65
	• Centre Line	80	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	65	65
	Goods																
	• Up & Dn Lines	50	30	30	N/A	N/A	N/A	30	30	30	30	30	30	30	30	Z	Z
	• Centre Line	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
Box Hill and Blackburn	Pass	65	70	70	N/A	N/A	N/A	70	70	70	70	70	70	65	70	70	70
	Goods	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
Blackburn and Mitcham	Pass	80	65	65	N/A	N/A	N/A	65	65	65	65	65	65	65	65	65	65
	Goods	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z
Mitcham and Ringwood	Pass	80	70	70	N/A	N/A	N/A	70	70	70	70	70	70	65	70	70	70
	Goods	50	50	50	N/A	N/A	N/A	50	50	50	50	50	50	50	50	Z	Z

Line or Portion of Line	Class of Train	Subn. Elec. Mult. Unit Train	Class of Locomotive														
			Diesel Electric											Elec		Steam	
			A	B	BL G	C	H	P	S	T	X 930	Y	N	E	L	R	D3 J K
		km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h
Ringwood and Lilydale	Pass Goods	80 50	80 50	80 50	N/A N/A	N/A N/A	N/A N/A	80 50	80 50	80 50	80 50	70 50	80 50	65 50	80 50	80 Z	80k Z
Lilydale and Coldstream • Rail Motors are permitted 40 km/h max. speed	Pass Goods	N/A N/A	25 25	25 25	N/A N/A	N/A N/A	N/A N/A	25 25	25 25	25 25	25 25	25 25	25 25	N/A N/A	N/A N/A	25 Z	25 Z
Flinders Street and Auto. Sig. 092 (Down) or 097 (Up) (Clifton Hill line)	Pass Goods	40 40	40† N/A	40† 25	N/A N/A	N/A N/A	N/A N/A	40† 25	40† 25	40† 25	40† 25	40† 25	40† 25	40† 25	40† 25	40† Z	40† Z
Auto. Sigs. 092 (Down) or 097 (Up) and Clifton Hill	Pass Goods • Down • Up	55 50 50	50 30 25	50 30 25	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	50 30 25	50 30 25	50 30 25	50 30 25	50 30 25	50 30 25	50 30 25	50 30 25	50 30 Z	50 30 Z
Clifton Hill and Epping	Pass Goods	80 50	65 50	65 50	N/A N/A	N/A N/A	N/A N/A	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 Z	65 Z
Clifton Hill and Heidelberg	Pass Goods	80 50	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	65 50	N/A N/A	65 50	N/A N/A	65 50	65 50	N/A N/A	65 Z
Heidelberg and Eltham	Pass Goods	75 50	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	65 50	N/A N/A	65 50	N/A N/A	65 50	65 50	N/A N/A	65 Z
Eltham and Hurstbridge	Pass Goods	65 50	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	50 50	N/A N/A	50 50	N/A N/A	50 50	50 50	N/A N/A	50 Z
Ringwood and Belgrave • Passing over inner points forming Jnct. to No. 3 and 2 tracks at up end Upper F.T. Gully	Pass Goods All Trains	80 50 15	80 50 15	80 50 15	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	80 50 15	80 50 15	80 50 15	80 50 15	70 50 15	80 50 15	65 50 15	80 50 15	80 Z 15	80k Z 15
Camberwell and Ashburton • Passing over Riversdale Rd. level crossing at Down end of Riversdale	Pass Goods All Trains	65 50 15	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	65 50 15	N/A N/A N/A	65 50 15	N/A N/A N/A	65 50 15	N/A N/A N/A	65 50 15	65 50 15	N/A N/A N/A	65 Z 15
Ashburton and Alamein	Pass Goods	40 40	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	40 40	N/A N/A	40 40	N/A N/A	40 40	N/A N/A	40 40	40 40	N/A N/A	40 Z
Burnley and Kooyong • Passing over Glenferrie Rd. level crossing at up end of Kooyong	Pass Goods Pass. Goods	65 50 30 15	50 50 30 15	50 50 30 15	N/A N/A N/A N/A	N/A N/A N/A N/A	N/A N/A N/A N/A	50 50 30 15	50 50 30 15	50 50 30 15	50 50 30 15	50 50 30 15	50 50 30 15	50 50 30 15	50 50 30 15	50 Z 30 15	50 Z 30 15
Kooyong and East Malvern • Passing over Burke Rd. Level crossing at Down end of Gardiner	Pass Goods Pass. Goods	80 50 30 15	65 50 15 15	65 50 15 15	N/A N/A N/A N/A	N/A N/A N/A N/A	N/A N/A N/A N/A	65 50 15 15	65 50 15 15	65 50 15 15	65 50 15 15	65 50 15 15	65 50 15 15	65 50 15 15	65 50 15 15	65 Z 15 15	65 Z 15 15
East Malvern and Glen Waverley	Pass Goods	95 50	65 50	65 50	N/A N/A	N/A N/A	N/A N/A	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 Z	65 Z
Richmond and South Yarra (All Lines)	Pass Goods	65 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 50	50 Z	50 Z
South Yarra and Caulfield (All Lines)	Pass Goods	70 50	55 50	55q 50q	55a 50a	55a 50a	55a 50a	55 50	55 50	55 50	55 50	55 50	55 50	55 50	55 50	55 Z	55 Z
Caulfield and Oakleigh	Pass Goods	80 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 65	65 Z	65 Z
Oakleigh and Huntingdale	Pass Exp. Goods Goods	80 N/A 65	95 90b 65	95 90b 65	65 80 65	65 80 65	65 70 65	95 90b 65	95 90b 65	95 90b 65	95 95b 65	70 70 65	65 90b 65	65 N/A 65	95 90b 65	50 N/A Z	50 N/A Z
Huntingdale and Dandenong	Pass Exp. Goods Goods	80 N/A 65	80 90b 65	80 90b 65	65 80 65	65 80 65	65 70 65	80 90b 65	80 90b 65	80 90b 65	80 90b 65	70 70 65	65 90b 65	65 N/A 65	80 90b 65	80 N/A Z	80 N/A Z
Dandenong and Pakenham	Pass Exp. Goods Goods	80 N/A 65	115 90b 65c	115 90b 65c	65 80 65c	65 80 65c	65 70 65c	100 90b 65c	115 90b 65c	100 90b 65c	115 90b 65c	70 70 65c	65 90b 65c	65 N/A 65c	115 90b 65c	95 N/A Z	80 N/A Z
Caulfield and Glenhuntly • Up Caul. Thru. Sdg. • Passing over Glenhuntly Road Level Crossing at Up end of Glenhuntly	Pass Goods All Trains Pass Goods	80 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65a 50a 10 30 15	65a 50a 10 30 15	65a 50a 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 50 10 30 15	65 Z 10 30 15	65 Z 10 30 15

Line or Portion of Line	Class of Train	Subn. Elec. Mult. Unit Train	Class of Locomotive													
			Diesel Electric										Elec		Steam	
			A	B	BL G	C	H	P	S	T	X 930	Y	N	E	L	R	D3 J K
		km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h	km/h
Glenhuntly and Patterson	Pass Goods	80 50	65 50	65q 50q	65a 50a	65a 50a	65a 50a	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 Z	65 Z
Patterson and Moorabbin	Pass Goods	60 40	60 40	60q 40q	60a 40a	60a 40a	60a 40a	60 40	60 40	60 40	60 40	60 40	60 40	60 40	60 40	60 Z	60 Z
Moorabbin and Mordialloc	Pass Goods	80 50	65 50	65q 50q	65a 50a	65a 50a	65a 50a	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 50	65 Z	65 Z
Mordialloc and Frankston	Pass Goods	80 65	95 65	95q 65q	80a 65a	80a 65a	70a 65a	95 65	95 65	95 65	95 65	70 65	95 65	65 65	95 65	95 Z	80 Z
Frankston and Long Island Junction	Pass Goods	N/A N/A	95 65	95 65	80 65	80 65	70 65	95 65	95 65	95 65	95 65	70 65	95 65	N/A N/A	N/A N/A	95g Z	80g Z
Long Island Junction and Bittern	Pass Goods	N/A N/A	95 65	95 65	80 65	80 65	70 65	95 65	95 65	95 65	95 65	95 65	95 65	N/A N/A	N/A N/A	95g Z	80g Z
Bittern and Stony Point	Pass Goods	N/A N/A	60 50	60 50	N/A N/A	N/A N/A	N/A N/A	60 50	60 50	60 50	60 50	60 50	60 50	N/A N/A	N/A N/A	60g Z	60g Z
Long Island Junction and Long Island	All Trains	N/A												N/A	N/A		
South Yarra and Sandringham	Pass Goods	70 50	65 40	N/A N/A	N/A N/A	N/A N/A	N/A N/A	65 40	65 40	65 40	65 40	65 40	65 40	65 40	65 40	65 Z	65 Z
Flinders Street and St. Kilda	Pass Goods	70 50	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	65 30	N/A N/A	65 30	65 30	N/A N/A	65 Z
Flinders Street and Port Melbourne	Pass Goods	70 50	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	65 30	N/A N/A	65 30	65 30	N/A N/A	65 Z
• Between speed board at Down end Down Platform at Montague and Inglis St. Level Crossing	All Down Trains	30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	N/A	30	30	N/A	30
• Between speed board at Down side of Graham Stn & Post No. 38 (Up starting Signal Graham)	All Up Trains	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50	N/A	50	50	N/A	50
• Between speed board at Up end of Down Plat. at North Port & Bridge St. Level Crossing	All Down trains	40	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	40	N/A	40	40	N/A	40
Port Melbourne and Station Pier	All Trains	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10	N/A	10	10	N/A	10
Flinders Street and Parliament (City Circle & Northern Loops)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Parliament-Museum—Flagstaff (all Loops)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Flagstaff and Spencer Street (all Loops)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Flagstaff and North Melbourne (Northern Loop)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Parliament and Richmond (Burnley and Caulfield Loops)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Parliament and Jolimont (Clifton Hill Loop)	Pass Goods	60 N/A	E	E	E	E	E	E	E	E	E	E	E	E	E	N/A N/A	N/A N/A
Viaduct Junction and West Tower (Via Main Goods Lines)	Pass Goods		see page 35														

Explanation of letters and symbols on page 40

EXPLANATION OF LETTERS AND SYMBOLS

Explanation of letters and symbols in columns:—

a— The following additional restrictions apply to the operation of "C", "BL", "G" and "H" Class locomotives:—

(i) Between Spencer Street and Flinders Street, must be routed via the Through Suburban Viaduct lines and No. 9A Track at Flinders Street.

(ii) Speed is not exceeded at the following locations:—

— Flinders Street No. 9A Track, while passing over Elizabeth Street Subway 10 km/h;
— Hawksburn, while passing over Surrey Road Bridge 30 km/h;
— Caulfield, Mordialloc and Carrum, while passing over Station Subways 10 km/h.

(iii) At Spencer Street Station only permitted to run via the Down Through Suburban Line (over passenger subway).

b— On all lines where an express goods train speed above 80 km/h is specified, bogie vehicles conveying grain, steel, quarry products or bulk cement operating on Express Goods Trains as defined in clause 5, page 34 must not exceed 80 km/h.

c— Between Dandenong and Moe, the maximum speed for any goods train (except Express Goods Trains as defined in clause 5, page 34, and Specified in the Timetable) where all vehicles (including locomotive and Brakevan) are automatically coupled will be 70 km/h, unless vehicles with a lower maximum speed are included in the consist. The Guard shall be reponsible for informing the Driver, before the train starts from its place of origin or other place where the load is altered, 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 to the relief.

d— The following additional restrictions apply to the operation of passenger trains between Flinders Street and Port Melbourne:—

(i) Down Trains, between the Speed Board at the Down end of Montague Platform and Inglis Street level crossing — 30 km/h. between the Speed Board on the Up side of North Port and Bridge Street level crossing — 40 km/h.

(ii) Up Trains, between the Speed Board at the Down end of Graham and Post 38 (Up Starting Signal Graham) — 50 km/h.

e— Permitted only on lines equipped with overhead wiring.

g— Maximum speed permitted when tender first — 40 km/h.

k— Maximum speed permitted when tender first — 50 km/h.

q— The following additional restrictions apply to the operation of B class locomotives. Between Spencer Street and Flinders Street must be routed via the Through Suburban Viaduct Lines only; and speed must not exceed 10 km/h when passing over station subways at Caulfied, Mordialloc and Carrum.

N/A— Type of train or class of locomotive not allowed on lines indicated.

A—Passenger Trains are not permitted to run on the Victorian Gauge Goods lines, Up or Down, between South Kensington and West Footscray except in an emergency, then subject to maximum of 30 km/h.

B—Passenger Trains are not permitted to run on the Standard Gauge line Up or Down between Upfield and Somerton unless specially authorised by the Manager Infrastructure & Maintenance (T.O.D.).
See clause 3 and 5, page 34.

C—Passenger Trains are not permitted to run on the Independent Goods Lines between West Footscray and Sunshine, except in emergency, then subject to a maximum of 25 km/h.

D—Passenger Trains are not permitted to run on the Victorian Gauge line between Upfield and Somerton, except in emergency and then subject to a maximum speed of 30 km/h.

E—In special circumstances, trains other than electric multiple units, may run through the underground loops — maximum speeds will then be as published in special timetable or circular.

Z—Steam locomotives are restricted to Special Passenger Train Running but may convey Goods vehicles at prescribed goods train speeds where so provided by special Timetable or Circular.

†—Subject to the restrictions shown on page 35 (under Flinders Street Station).

SPECIAL SPEEDS

The Maximum Speeds laid down in clause 1, 2, 3, 4, and 5 hereof are subject to Maximum Speed laid down in respect of various Lines or portions of Lines and to—

(i) *the provisions of Regulation 59;*

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

(iii) *the Special Speeds laid down in clause 8, page 34, and clause 9, page 35.*

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 rates of speeds, is indicated by a **curve board** (see diagram in margin), placed on the left-hand side of the line at the entrance of the curve. The number shown on the Curve Board indicates, **in kilometres 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 the curve, and the indicated speed must not be exceeded until the whole train is clear of the curve.



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
	Km/h	Km/h
(a) Except as shown in sub-clause (b) and (c) hereof—		
(i) Over facing points worked from a locking frame or otherwise securely fastened or over trailling points	40	65
(ii) Over facing points held by hand	25	25
(b) On the following lines the speed restrictions specified hereunder will apply over facing points worked from a locking frame or otherwise securely fastened or over trailing points:—		
DANDENONG LINE, between Oakleigh and Dandenong	40	80
STONY POINT LINE, between Mordialloc and Baxter	40	80
COLDSTREAM LINE, between Ringwood and Coldstream	40	80
BELGRAVE LINE, between Ringwood and Upper Fern Tree Gully	40	80
ST. ALBANS LINE, between Footscray and St. Albans	40	80
HURSTBRIDGE LINE, at Rosanna	65	70
BROADMEADOWS LINE, between Essendon and Broadmeadows	40	95

When 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.

Exception:—Where trailable points are provided the speed of the locomotive must not exceed 25 km/h whilst passing through the points in a trailing direction. After the locomotive has cleared the points, the speed of the train may be increased to maximum permissible speed.

3. 65 km/h Points are provided at the following locations:—

Location	Diverging to or from straight track	Straight track running
Newport South Junction T.O. Down Line to East Line	65	80
Newport South Junction T.O. West Line to Up Line	65	80
Altona Junction T.O. East line to Altona line	65	65
Deer Park Crossover South Line to North Line	65	115+
Deer Park West to T.O. South Line to Single Line	65	115+
Rosanna T.O. Up Line to Single Line	65	70
Burnley Crossover Up Burnley Through to up Burnley Local (Up End)	* 55 (50)	* 55 (50)
Burnley Crossover Centre Line to Up Burnley Through	* 55 (50)	* 55 (50)
Box Hill Crossover Centre Line to Down Line (Up End)	65	65
Box Hill Crossover Centre Line to Up Line (Up End)	65	65
Oakleigh T.O. Down Line No. 2	65	80
Oakleigh Crossover No.2 to Down Line	65	80
Oakleigh T.O. Up Line to No. 1	65	80

* T.O.'s 65km/h but line speed between Richmond and Burnley is only 55 km/h for suburban electric multiple unit trains and 50 km/h for other passenger trains.

+ This speed is for passenger trains only, other than suburban electric multiple units.

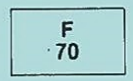
NOTE: (a) The above speeds are subject to amendment to line speeds.

4. **At Various Places—(a) ALL TRAINS**

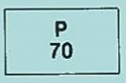
Description	Maximum Speed
	km/h
Terminal Stations	
When Locomotive is passing the near end of platform at which the train has to stop. See clause (d), Rule 11, Appendix III, Book of Rules and Regulations and the General Appendix	25
Suburban Stations—	
Entering and passing through in foggy weather	25
On Single Lines—	
When entering a crossing station at which the train has to stop	25
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus	115
When exchanging miniature staff, by hand	
(a) When cane carrier is used	30††
(b) When staff automatic exchange carrier is used	25††
When exchanging staff (ordinary type) or delivering ticket	25††
Rail Motor Trains when driver is delivering or receiving a staff or ticket. (See also General Appendix)	10
"S" Class Diesel Electric Locomotives—	
Hostler's end leading	See note †††
Crossing Stations—	
When backing a train over level crossing not provided with gates	10
Examining Stations—	
When entering stations. See also General Appendix	15
Permanent-way Repairers' Signals—	
In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265, and 274, and also the General Appendix.	25
Single Line Working—	
Over points which become facing points when the traffic of a double line is being worked over a single line	15
When Air Brake is Wholly Inoperative—	
On a long falling gradient, or when approaching any station or junction	25

†† When a 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 ten (10) km per hour. When exchanging Staffs 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 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 that the figures in kilometres 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 on 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 kilometres 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 kilometres per hour shown on such board until sighting the next fixed signal. The train will then proceed according to the aspect displayed.

5. Various Vehicles, Trains, Light Locomotives, Diesel Cranes and Diesel Fordson Rail Tractors.

Description	Maximum Speed
	km/h
Bogie Petroleum Tank Wagons when loaded except those with "A" or "W" as the last letter of their classification.	80
Bogie Petroleum Tank Wagons when empty except those with "A" or "W" as the last letter of their classification.	95
"Z" or "ZL" Brakevans and Goods Vehicles, except Bogie Goods Vehicles with "W" "X" or "Y" as the last letter of their classification.	7(
VHWA Wagons when loaded or partly loaded (Permission must be obtained from the Train Controller before loaded 'VHWA' wagons are conveyed by any train) See item 5 (iii) on page 34	45
"J" Wagons when loaded	60
Goods Trains by which "Dead" Locomotives are conveyed (See page 94, General Appendix)	
Light Locomotives—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	100
"S" Class Diesel Electric Locomotive Hostler's Leading (See note 3, page 34)	5(
"A", "B", "L", "N", "P", "T", "X", 930 Class	10
"X" Class Diesel Electric Locomotives No. 45—54 and "C" Class long end leading (See Note 4, page 34)	50
"H" and "Y" Class	70
"F" and "W" Class	30
"D3", "R" "J" or "K" Class	80
"BL", "C" (short end leading) and "G" Class	80
Locomotive or Locomotives with a Brakevan of Fixed wheel Base only attached.	70
Any Breakdown Van Train or any Train to which a Breakdown Van is attached	65
Locomotives when running in any Locomotive Depot within the T.R. Point.	15
All Trains conveying wooden bodied carriages unless otherwise authorised.	80
Exceptions: The 80 km/h restriction will not apply to:— (a) wooden bodied air-conditioned carriages equipped with roller bearing bogies, (i.e. AE 51, 52, BE 4, 19, 31, 34, 50, BG 1, Sleeping Cars Nos 1-4, "Taggerty") (b) "Goulburn" carriage and "State Car No. 4", and (c) trains on which the only wooden bodied vehicle is a brakevan not carrying passengers.	
On Truck Weighbridge—	
(i) Vehicles over Scales	5
(ii) Locomotives or Vehicles over Weighbridge relief rails	15
Pushing Trains—	
On Running Lines	15
When passing around any curve of less than 161 m radius	10
Empty trains, when Guard, Shunter, or other employee leaves the leading vehicles to attend to the points	3

The maximum permissible speed for No. 45 Diesel Crane (10 tonnes) on Metrail lines will be 50 km/h or at the speed permitted for a "T" Class locomotive whichever is the lower.

Description	Maximum Load Hauling or Propelling	Maximum Speed
Diesel Fordson Rail Tractor	**Tonnes**	km/h
On level track	230	30
On grades:— 1 in 50	30	
1 in 75	65	
1 in 100	85	
1 in 110	90	
1 in 200	150	

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 for the train concerned. Tender first running of Steam Locomotives is authorised where provided for by Timetable or Circular.

(ii) 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, Diesel Hydraulic or Electric 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	Section
Melbourne and Williamstown	Melbourne and Pakenham
Melbourne and Maribyrnong River Terminal	Burnley and Glen Waverley
Melbourne and Stony Point	Melbourne and Upfield
Newport and Sunshine Loop Line	Camberwell and Riversdale
Tottenham Yard and Brooklyn	Melbourne, Coldstream and Belgrave
Melbourne and Heidelberg	Melbourne and Port Melbourne

6. Where a higher powered diesel locomotive other 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 on pages 136 and 137 General Appendix, the following trains or classes of trains may run without a brakevan in the rear on the sections of Line specified, viz:—

Train or Class of Train	Section	Maximum Number of Vehicles
*Goods Train	† Between Melbourne Yard and Newmarket	40
	† From Broadmeadows to Glenroy	25
	† Between Melbourne Yard and Macaulay	40
	† From Moreland to Coburg	17
	From Coburg to Moreland	20
	† Between Upfield and Somerton	60
	Between Flinders Street and Spencer Street	10
	Between Melbourne Yard and Maribyrnong River Siding	40
	Between Newport and Williamstown, Newport South or Newport Workshops	30
	Between Newport and Sunshine (Loop Line)	40
	Between Tottenham Yard and Brooklyn	40
	Between Reservoir and Thomastown	20
	† Between Flinders Street and Port Melbourne	60
	Between Graham and Prince's Pier	35
	† From Caulfield to Glenhuntly	20
	From Cheltenham to Mordialloc	10
	From Seaford to Frankston	6
	Between Baxter and Bittern	20
	† Between Dandenong and Lyndhurst	30
	† Between Dandenong and General Motors	30
	† Between Box Hill and Blackburn	5
	Between Lilydale and Cave Hill Siding	14
	Between Lilydale and Coldstream	10
Workshops Pilot	Between Melbourne and Newport	3 (See note)

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

† Also during the hours of darkness.

Note: The maximum number of vehicles which may be hauled between Melbourne and Newport without a brakevan in the rear by Workshops Pilots run solely for the purpose of conveying materials or vehicles green carded for repairs, must not exceed 3.

LIGHTING OF SUBURBAN ELECTRIC TRAINS.

GENERAL INSTRUCTIONS.

A co-operative effort by the Staff associated with train working is necessary to obviate complaints from suburban train passengers regarding the absence of and/or incomplete lighting in electric trains. The following instructions are issued for the guidance of all concerned.

Drivers and Guards, when preparing trains and units for service, should be particularly careful to check that the lighting of each carriage is working.

Action should be taken to have any defect rectified, if possible, by the Equipment Examiner before the train is brought to the platform.

To ensure that lighting facilities are in good order for the commencement of the evening peak traffic, **Drivers and Guards must, where time permits, test the Carriage Lights at Terminal Stations during the day** by switching the lights "on" before leaving their respective vans and examining lights whilst "changing ends"—lights to be switched "off" when change over is completed. If any defect in carriage lighting be detected during the tests the Driver must complete a Train Defect Message (R. S. 218B) and hand it to the employe in charge at the terminal station, obtaining a signature on the butt of the form. The employe receiving the Train Defect Message must immediately telephone particulars thereon to the Line Controller who will arrange for the Equipment Examiner to be in attendance on arrival of the train at Flinders Street. The completed R.S. 218B is then to be forwarded to the Manager Train Operations, Metrol, 40 Batman Avenue.

All members of station staffs are to keep a close watch on trains passing through their stations during the hours of darkness and in every instance where the whole or portion of a carriage is observed to be in darkness the Line Controller must be immediately advised so that arrangements can be made for the Equipment Examiner to be in attendance on arrival of train at Flinders Street. Exception: Three carriage Comeng trains when only rear carriage is lighted.

Officers-in-Charge at terminal stations are to arrange, as far as practicable, for a close check on trains "standing off" in Yard to see that interference with lamps and fittings does not occur during the "Stand Off" period.

Note:— When "Up" trains are brought to a stand at Signal No. 183 (Up Home signal to Platforms 15 and 16) with the rear carriages under the road bridge at Wellington Parade South during daylight, the Drivers of Harris trains are to switch on the lights in the rear carriages.

LIGHTING OF SUBURBAN ELECTRIC TRAINS DURING DAYLIGHT HOURS.

The carriages of all trains must be lighted while passing through tunnels and entering platforms Nos 15 & 16 at Flinders Street during the hours of daylight and in this respect the following instructions must be carried out.

The Driver will be responsible for switching the lights of all electric suburban trains on in ample time to ensure that the train is fully lighted when passing through tunnels and also when entering platforms 15 and 16. The lights must be extinguished after the train has passed through the tunnels and also has departed from platforms 15 and 16.

12 and 13 Platforms

The two West end carriages must be lighted on all trains entering and departing from 12 and 13 platforms during the day.

All trains arriving at Flinders Street during the hours of darkness are to be watched by the platform staff and should any carriage be noticed unlighted the attention of the Driver and Guard is to be drawn to the matter so that the lights may be promptly attended to.

LIGHTING OF SUBURBAN ELECTRIC TRAINS IN MORNINGS AND EVENINGS.

JANUARY, FEBRUARY.

Morning— Trains must be lighted before coming into service. Lights are to remain switched "On" in all "Up" and "Down" trains until 06 00. (See note **"A"**).

Evening Down Trains— All trains departing Flinders Street at 19 45 and after are to be lighted (See note **"A"**).

Evening Up Trains— At Terminal stations the lights must be switched on all trains departing at 19 45 and after are to be fully lighted before departure. (See notes **"A"**)

MARCH.

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 07 30 and in all "Down" trains until 07 00. (See note **"A"**).

Evening Down Trains— All trains departing Flinders Street at 17 30 and after are to be lighted. (See notes **"A"**)

Evening Up Trains— At terminal stations the lights must be switched on all trains departing 17 30 and after are to be fully lighted before departure.

APRIL

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 08 00 and in all "Down" trains until 07 30. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 16 30 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing 16 30 and after are to be fully lighted before departure.

MAY, JUNE AND JULY

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 09 00 and in all "Down" trains until 08 00. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 16 30 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing at 16 30 and after are to be fully lighted before departure.

AUGUST

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Down" trains until 08 00 and in all "Up" trains until 08 30. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 16 30 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing at 16 30 and after are to be fully lighted before departure.

SEPTEMBER

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" and "Down" trains until 07 30. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 07 00 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing 17 00 and after are to be fully lighted before departure.

OCTOBER

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" and "Down" trains until 08 00. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 18 30 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing 18 30 and after are to be fully lighted before departure.

NOVEMBER, DECEMBER

Morning— Trains must be lighted before coming into service. Lights are to remain switched "On" in all "Up" and "Down" trains until 06 00. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street at 19 45 and after are to be lighted. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on all trains departing at 19 45 and after are to be fully lighted before departure.

Note "A"— The two West End carriages must be lighted on all trains entering and departing Nos. 12 and 13 Platforms also all carriages of trains entering and departing Nos. 15 and 16 Platforms, must be lighted throughout the day.

Train Crews are to exercise discretion in switching lights "On" and "Off" at the prescribed times to meet the prevailing weather conditions.

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES

The Guard or Rail Motor Engineman is to switch on the lights when necessary and extinguish them when no longer required.

LIGHTING OF SUBURBAN ELECTRIC TRAINS OPERATING ON UNDERGROUND LOOP LINES

The Enginemen of all Suburban Electric Trains required to traverse the Underground Loop Lines are to ensure that all the carriages are fully lighted prior to entering the Loop from Richmond, Flinders Street, North Melbourne or Jolimont respectively.

After having traversed the Underground Loop, lights may be switched off subject to the foregoing instructions relative to the Lighting of Suburban Trains.

SHUNTING OF ELECTRIC TRAINS

Except at locations specified hereunder, the Driver of a Suburban Electric train must always be in the driving compartment at or nearest to the leading end of the train, when shunting the carriage of electric trains (See also instructions in the General Appendix respecting Disabled Suburban Electric Trains).

(a) At the undermentioned stations, Electric trains may be pushed by the Driver during shunting operations according to the instructions specified in sections (i), (ii), (iii) and (iv) hereof, and the further conditions outlined in sub-clause (b) with respect to each station concerned.

(i) In any such movement, the Guard, or other competent employe, must travel in the leading end of the train, not occupied by the Driver, being prepared to stop the train by means of the Air Brake or to signal to the Driver as may be necessary.

(ii) At any station where fixed signals are not provided to govern the intended movements, the Officer-in-Charge must, after first ascertaining that the Driver and the Guard clearly understand the movements required, supervise such movements of the train and station himself in a position so as to be able to protect in case of emergency.

(iii) When two Electric trains have to cross each other at a single line crossing station and it is not practicable for the Driver to change ends in time to avoid detentions to trains, the train which has been first admitted to the station may be pushed back for the purpose of being shunted into the loop. The Guard must ride in the leading compartment, being prepared to stop the train by means of the Air Brake or to signal the Driver as may be necessary.

(iv) The Electric Bell communication (3 rings) may be used by the Guard, in lieu of a hand signal, to signal to the Driver when all is right for a train to set back. When Level Crossings, not protected by gates, are fouled by the movement, the instructions contained in the General Appendix, must be observed.

(v) Any Parcels Coach, Double-ended Motor, or two Motors, coupled together may be pushed in any direction at any station or yard, provided a competent employe is in the leading end before pushing movement is commenced. During the pushing movement the employe riding in the leading end must be prepared to stop the movement by means of the Air Brake or to signal the Driver as may be necessary.

(b) Methods to be adopted at stations:—

BELL

Train terminating at Down platform:—

Crew change ends at Down platform, drive through crossover to Up Line and push train back to Up platform or push train from Down Platform through crossover to Up Line and drive to Up platform.

BERWICK

Down train terminating:—

Crew change ends at platform, push train to Down Line and drive to Up platform.

BRIGHTON BEACH

Stabling a train arriving in No. 1 track:—

Train to be pushed out to Up Line and driven to "A" or "B" Siding.

Stabling a train terminating at Brighton Beach from Sandringham:—

Crew to change ends at No. 2 track, then push train to Up Line and drive into "A" or "B" Siding.

Docking a train to No. 1 track from "A" or "B" Siding:—

Train to be pushed from Siding to Up Line and driven back to No. 1 track.

Despatching a train from Sidings "A" or "B" to Sandringham:—

Push train from Siding to Up Line and drive to Down (Sandringham) Line.

BROADMEADOWS

Stabling a Down train terminating:—

Crew change ends in No. 1 track and drive to Siding "A".

Up train starting from Up Platform:—

Drive to Refuge Siding, change ends and drive to Up Line (No. 2 Platform), or if specially instructed by Officer-in-charge, drive to Refuge Siding, push to Up Line.

Shunting a train from No. 1 Platform to "B" Siding:—

Drive to Refuge Siding, push to Up Line, drive to "B" Siding.

CAMBERWELL

Down train terminating at Down platform:—

Crew change ends at Down platform, then push train to Down Line and drive through crossover to Island platform.

When necessary, in order to avoid delay to a following down train, the Driver may drive at the front end from the down platform to the Ashburton Line and push train back to No. 3 track.

Stabling a train in Sidings Nos. 4 and 5:—

Crew change ends at platform, then push train to Down Box Hill Line and drive to Sidings.

Docking a train from Sidings Nos. 4 and 5:—

Push train from Sidings to Down Box Hill Line and drive to required platform.

Shunting an Up train Arriving on Platform No. 1 or 2 to "A" Siding (3 car lengths only)—:

Crew change ends, push back to "A" Siding and drive to either Platform No.1, 2 or 3.

CARRUM

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive through crossover to Up platform.

When necessary, in order to avoid delay to a following Down train, the Driver may drive at the front end from the Down platform to the Down Line and push train back through the crossover to the Up platform.

Shunting a train into Siding from Down platform:—

Drive to Down line, push train through crossover to Up Line and drive to Sidings.

CHELSEA

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line, and drive through crossover to Up platform.

COBURG

Shunting a Down terminating train from platform to Up track to permit a Down train to pass:—

Push train to Up Line, drive to platform, Crew change end.

Stabling a Down train terminating at Platform:—

Push train to Up Line and drive to No. 3 Track.

Docking a train from No. 3 track into platform:—

Push train to Up Line and drive to platform.

DANDENONG

Docking a train from Siding "C", "D" or "E" to No. 1 or 2 platform:—

Drive train from Siding to No. 3 platform, push train through crossover to Up Line and drive to No. 1 or 2 platform.

DIAMOND CREEK

Shunting a down train from the platform into the loop to allow an up train to pass:—

Push train to main line (Up end), and drive into the loop.

Shunting an up train from the platform into the loop to allow a down train to pass:—

Push train to main line (down end) and drive into the loop.

On completing of crossing arrangement the train may directly depart from the loop without docking back to the platform (Note:— In the event of it being necessary for the train to redock to the platform the O.I.C. must arrange for the driver and guard to be instructed on arrival).

ELTHAM

Stabling a Down train terminating:—

Push train to Main Line (Up end) and drive to Siding.

Docking a train from Siding into platform:—

Push train to Main Line (Up end) and drive to platform.

ESSENDON

Down train arriving in No. 2 or 3 track transferrring via No. 1 to Siding "B".

Push train out to Up Line and drive to Siding "B" or drive train to Down Line, push back through crossover to No. 1 track, drive to Siding "B".

Shunting a train from No. 1 track via Up Line to No. 2 or 3 track.

Push train from No. 1 track to Up Line and drive to No. 2 or 3 track.

Stabling a Down train terminating:—

Crew change ends in No. 3 track and drive to Car Sidings.

FAIRFIELD

Down train terminating:—

Drive to Paper Mill Siding, Crew change ends, drive to Up Platform.

FRANKSTON

Stabling a train terminating at Platform No. 1 or 2 into No. 3 or 4 track.

Push train to Up Line and drive into No. 3 or 4 track.

Docking a train from No. 3 or 4 track to No. 1 or 2 Platform:—

Push train to Up Line and drive into platform.

Shunting trains from No. 1 or 2 platform to "B" Siding:—

Drive to "B" Siding.

Docking a train from "B" Siding to No. 1 or 2 Platform.

Drive to No. 1 or 2 Platform.

GLENHUNTLY

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive it through crossover to Up platform.

GLEN WAVERLEY

Stabling a train in Siding:—

Push train from Platform to Up Line and drive to Siding.

Docking a train from Siding to platform:—

Push train from Siding to Up Line, and drive to platform, crew change ends.

GOWRIE

Shunting a train from the main line platform to the Back Platform to allow another train to pass:—

Push train to Main Line. Drive to Back platform. Crew change ends.

Stabling train terminating at main line platform to the siding:—

Push train to main line. Drive to Back platform. Crew change ends and drive to siding.

Docking an Upfield bound train from the Back Platform:—

Push train to Main Line and drive to Main line platform.

Docking a Down train to Main line platform from the Siding:—

Drive to Back platform, push train to Main Line and drive to main line platform.

HEIDELBERG

Shunting a train terminating at platform No. 1 or 2 into No. 3 or 4 track:—

Push train to Up Line beyond post 2 and drive to No. 3 or No. 4 track. If this movement cannot be done, drive train to Single Line at Down end beyond Post No. 9 and push back to No. 3 or 4 track.

Docking a train from No. 3 or 4 track:—

(a) Push train to Up Line beyond Post 2 and drive to platform.

(b) If the movement outlined in (a) cannot be performed:—

Push train to Single Line at Down end beyond Post 9 and drive to platform.

NOTE:—The Officer-in-Charge must arrange for the Driver and Guard of each train concerned to be instructed regarding the movement to be performed.

JEWELL

Down Train terminating:—

Crew changes ends, push train to down line and drive through crossover to up platform.

LALOR

Shunting a down Epping train arriving in the back platform to allow another train to pass or docking a down Epping train stabled in the back platform:—

Push train to main line (Up end) and drive to main line platform.

Shunting an up Epping train into the back platform to allow another train to pass; or stabling an up Epping train in the back platform:—

Crew changes ends at main line platform, push trains to main line (up end) and drive to back platform.

MACAULAY

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive through crossover to Up platform.

MACLEOD

Shunting an up train terminating in No.1 platform:—

Crew change ends, push train to up line and drive through crossover to No. 2 platform.

MOOROOLBARK

A down train terminating at down platform:—

Crew change ends, push train to main line (down end) and drive to up platform.

MORDIALLOC

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive through crossover to Up platform, or push train to Up line via crossover at Up end and drive to Up platform.

NOTE:—In the event of it being necessary for the movement to be made via Up Line, the Officer-in-Charge must arrange for the Driver and Guard to be instructed on arrival.

NEWPORT WORKSHOPS

Stabling a train departing the platform:—

Push train to up line and drive to siding (2 or 3 track).

Docking a train from siding (No.2 or 3 track) to platform:—

Drive to up line end and push to platform.

NOTE:—Safeworker must be in attendance.

NORTHCOTE

Train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive train through crossover to Up Platform or Drive train to Down Line and push train through crossover to Up platform.

PAKENHAM

Down train terminating at Down platform, requiring to depart from Up platform:—

Push train to Up Line (at Up end) and drive to Up platform.

Stabling a Down train arriving at Platform No.1 or 2:—

Push back to Up line, drive to sidings.

Docking a train to Platform No.1 or 2 from Sidings:—

Push back to Up line, drive to platform No.1 or 2.

RESERVOIR

Train terminating at Down platform requiring to start from Up platform:—

Crew change ends at Down platform, drive through crossover to Up Line and push train back to Up platform.

RINGWOOD

Shunting an up local train arriving No. 2 platform to allow other trains to pass:—

Push back to main line (down end) and drive to No. 1 track crew change ends and push back to up line (up end) and drive through crossover to platform 3 after the departure of the down through train.

Or if this cannot be done:—

Push train to down main line, (Belgrave line beyond Post 59 or Lilydale line beyond Post 64) drive to platform 2 after departure of the up through train, crew change ends, push back to up main line (up end) beyond Post 21 and drive through crossover to platform 3 after the departure of the down through train.

SANDRINGHAM

Stabling a train in Siding:—

Train to be pushed from platform to Up Line and driven into Siding.

Docking a train from Siding:—

Train to be driven out to Up Line and pushed back to platform.

SEAFORD

Shunting a train into Siding from Down platform:—

Drive to Down Line, push train through crossover to Up Line and drive to Siding.

SPOTSWOOD

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive through crossover to Up platform.

SUNSHINE

Shunting an Up train from Up platform (No. 1 track) to Siding "A":—

Crew change ends at Up platform, push train to Up Line and drive through No. 3 track to Siding "A".

Docking a Down train from Siding "A" to No. 2 track:—

Drive train from Siding "A" to No. 3 track, crew change ends, push train to Up line and drive to No. 2 track.

Down train terminating at Down platform and requiring to start from Up platform.

Push train to Up Line via crossover at Up end of Station and drive to platform, Crew change ends.

Down train terminating at Down platform and requiring to start from Up or Down platform after the passage of a Down Northern Passenger or Express train:—

Push train to Up Line via crossover at Up end of station, after passage of a Down Northern train. Drive to Up or Down platform as arranged, Crew change ends.

ST. KILDA

Stabling a train in Siding:—

Push train from platform to Up Line and drive into Siding.

Docking a train from Siding:—

Drive from Siding to Up Line and push back to platform.

UPPER FERN TREE GULLY

Stabling a train in Sidings "A":—

Drive from No. 1 platform to No. 2 "B" Siding, change ends and drive to applicable track in Sidings "A".

Stabling a train in Sidings "B":—

Drive from No. 1 platform to applicable track in Sidings "B".

Docking a Melbourne bound train from Sidings "A":—

Drive to No. 2 "B" Siding, Crew change ends and drive to No. 1 platform.

Docking a Belgrave bound train from Sidings "A":—

Drive to No.2 "B" Siding, push train to No.1 platform.

Docking a Melbourne bound train from Sidings "B":—

Drive to No. 1 platform.

Docking a Belgrave bound train from Sidings "B":—

Push train to No. 1 platform.

VICTORIA PARK

Shunting a Down train terminating to "A" Siding:—

Drive to Down line, push back through crossover to Up Platform, and drive to siding, crew change ends.

WERRIBEE

Train terminating at No. 3 (East line) Platform:—

Crew change ends at platform, push train through crossover to West line (down end), and drive to No. 1 or No. 2 platforms.

WEST FOOTSCRAY

Stabling a Down train terminating at Down platform:—

Drive to siding.

Train terminating at Down Platform requiring to start from Up Platform:—

Crew change ends, push to Down Line and drive through crossover to Up Platform.

WESTONA

Down train terminating No. 1 (Down) Platform:—

Crew to change ends at platform, push train to down end and drive to No. 2 (Up) Platform.

YARRAVILLE

Down train terminating at Down platform:—

Crew change ends at Down platform, push train to Down Line and drive through crossover to Up platform.

PUSHING TRAINS ON RUNNING LINES

Subject to the conditions laid down in Regulation 201 and the instructions in the General Appendix, permission is given for trains to be pushed on Running Lines at the following places:—

PLACES	ADDITIONAL ORDERS
From Western Metropolitan Market Co. Sdg. to Brooklyn.	Any goods train.
From B.P. Sdgs (Paisley) to Australian Carbon Black Sdg. (Paisley).	Number of vehicles not to exceed 10.
Somerton and Ford's Sdg. (Upfield)	Brakevan only.
From Kensington to West Tower.	During clear daylight, Vehicular limitation 30.
Between Spotswood and Oil Line.	During clear daylight.
From Lilydale to Cave Hill.	Number of vehicles not to exceed 14.
Long Island and Cresco.	Any goods train.

DESCRIPTION OF MAIN RUNNING LINES IN THE METROPOLITAN AREA

Section	Description of Main Running Lines
Flinders Street—North Melbourne (Northern Loop)	Single line
Flinders Street—Spencer Street—North Melbourne Junction—South Kensington	Sextuple line to North Melbourne Junction (four lines available for two-way running between Flinders Street and Spencer Street), thence quadruple line.
North Melbourne Junction—Upfield—Somerton	Double Line to Fawkner, thence single line.
North Melbourne Junction—Broadmeadows—Somerton	Quadruple line to Kensington, thence double line.
Newmarket—Flemington Racecourse	Double line
South Kensington—St. Albans	Double line
South Kensington—Williamstown Pier	Double line to Williamstown, thence single line.
Newport—Werribee	Double line (between Champion Road level crossing and Werribee; each line is available for two-way running)
Altona Junction—Westona—Laverton Junction	Single Line
Newport—Newport Workshops	Double line
Flinders Street—Port Melbourne	Double line to Graham, thence single line
Flinders Street—St. Kilda	Double line
Flinders Street—Richmond Junction	Duodecuple line (twelve lines)
Spencer Street—Richmond Junction (Caulfield Loop)	Single line
Richmond Junction—Sandringham	Double line
Richmond Junction—Caulfield	Quadruple line
Caulfield—Stony Point	Double line to Frankston, thence single line
Caulfield—Pakenham	Double line
Spencer Street—Richmond Junction (Burnley Loop)	Single line
Richmond Junction—Burnley	Quadruple line
Burnley—Ringwood	Triple line to Box Hill (centre line available for two-way running), thence double line.
Ringwood—Coldstream	Double line to Mooroolbark, thence single line
Ringwood—Belgrave	Double line to Fern Tree Gully, thence single line
Camberwell—Alamein	Double line to Ashburton (Up line between Camberwell and Riversdale available for two-way running), thence single line.
Flinders Street—Spencer Street (City Circle Loop)	Single line
Parliament—Jolimont (Clifton Hill Loop)	Single line
Flinders Street—Jolimont—Epping	Double line to Keon Park, thence single line
Clifton Hill—Hurstbridge	Single line to Westgarth, double line Westgarth to Heidelberg, single-line Heidelberg to Up End of Rosanna, double line Up End of Rosanna to Greensborough, thence single line
Goods lines	
Melbourne Yard (Viaduct Junction)—Sunshine	Double line to Dynon Road overbridge (down side of South Kensington), single line Dynon Road bridge to South Dynon Junction, thence double line (Dual gauge between South Dynon Junction and West Footscray Junction)
Melbourne Yard—Kensington	Double line
Albion—Broadmeadows	Single line
Sunshine—Newport	Single line to Brooklyn, thence double line (each line is available for two-way running)
Tottenham Yard—Brooklyn	Single line
Maribyrnong River Jct.—Maribyrnong River Terminal (Footscray Goods)	Single line
Long Island Junction—Long Island	Single line

SIGNALLING SYSTEMS IN THE METROPOLITAN AREA

The Double Line Block Telegraph System is in force on the Up and Down journeys between:—
Cheltenham—*Mentone, Mentone*—Parkdale, Parkdale—Mordialloc.
Newport "A" Box—Williamstown.
Jewell—Brunswick, Brunswick—Moreland, Moreland—Coburg, Coburg—Batman, Batman—Fawkner.
Merri—Northcote, Northcote—Thornbury, Thornbury—*Bell, Bell*—Reservoir, Reservoir—Keon Park.
Block Posts shown in *italics* are switched out at certain times - for details see Signal Box Hours in the respective Time-Table sections.

Three position signalling is in force on the Up and Down Journeys between:—
Flinders Street—Spencer Street (Through Suburban Lines)
Spencer Street—Jewell
North Melbourne Junction—Broadmeadows
Newmarket—Flemington Racecourse (when passenger trains are operating)
North Melbourne Junction—St. Albans
South Kensington—Champion Road Level crossing (Newport South)
Flinders Street—Graham
Flinders Street—St. Kilda
Flinders Street—Richmond Junction
Richmond Junction—Sandringham
Richmond Junction—Cheltenham, Mordialloc—Frankston
Caulfield—Pakenham
Richmond Junction—Fern Tree Gully
Ringwood—Mooroolbark
Camberwell—Riversdale (Down Line)
Riversdale—Ashburton
Burnley—Glen Waverley
Flinders Street—Merri
Clifton Hill "B" Box—Greensborough
Melbourne Yard (Viaduct Junction)—South Kensington—South Dynon Junction—West Footscray Junction (Via Goods Lines)

Automatic and Track Control System is in operation between:—
Altona Junction—Westona—Laverton Junction
Champion Road level crossing (Newport South)—Laverton—Werribee (East and West Lines)
Mooroolbark—Lilydale
Fern Tree Gully—Belgrave (all points and signals being operated by remote control from Upper Fern Tree Gully)

Lever Locking and Track Control System is in operation between:—
Burnley—Camberwell and Camberwell—Box Hill (Centre line only)
Camberwell—Riversdale (Up line only)

Lever Locking and Track Control System (modified) is in operation between:—
Flinders Street—Spencer Street (Burnley Loop Viaduct)
Richmond Junction and Spencer Street (Burnley Loop)
Flinders Street—Spencer Street (Caulfield Loop Viaduct)
Richmond Junction and Spencer Street (Caulfield Loop)
Flinders Street—Spencer Street (City Circle Loop Viaduct)
Spencer Street—Flinders Street (City Circle Loop)
Parliament—Jolimont (Clifton Hill Loop)
Flinders Street—Spencer Street (Northern Loop Viaduct)
North Melbourne—Flinders Street (Northern Loop)

Electric Staff System is in operation between:—
Frankston—Baxter, Baxter—Somerville, Somerville—Hastings
Greensborough—Eltham
Newport—Brooklyn (both East and West Lines)
Upfield—Somerton
Maribyrnong River Junction—Maribyrnong River Terminal (Automatic)
Brooklyn—Tottenham "B" Box
Brooklyn—Sunshine

Staff and Ticket System is in operation between:—
Williamstown—Williamstown Pier
Fawkner—Gowrie, Gowrie—Upfield
Hastings—Crib Point, Crib Point-Stony Point, Long Island Junction—Long Island
Lilydale—Coldstream
Keon Park—Lalor (Thomastown may be switched in as a Staff Station), Lalor—Epping
Eltham—Hurstbridge (Diamond Creek may be switched in as a Staff Station).

For details of Signal Box Hours, see respective Time-Table Sections.

IMPORTANT

Time-table amendments will be issued in the form of W.T.T. Circulars, numbered consecutively. Other amendments will be issued in the form of an "A" Circular. All alterations should be made neatly in ink as soon as practicable after receipt of amending notices.

To ensure that all amending Circulars have been received, particulars should be recorded here below.

Number of Circular	Date Alteration Commenced	Line Involved