W.T.T. 2028/75

2009/76

2010/77

VICTORIAN RAILWAYS

Office of Chief Traffiic Manager,
Room 41, 'Phone 2142
10th December, 1975

METROPOLITAN DISTRICT WORKING TIME - TABLE

GENERAL INSTRUCTIONS

(BLUE PAGES)

The attached pages are a revision of current General Instructions.

All amendments since the original issue have been covered by W.T.T. amending circulars up to and including W.T.T. 2036/75.

The current General Instructions pages are to be withdrawn from Part I and the attached pages are to be substituted, in lieu thereof.

ALL CONCERNED TO NOTE AND ARRANGE ACCORDINGLY.

3332–75

M. W. B. RONALD,
Chief Traffic Manager

GENERAL INSTRUCTIONS

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PARCELS TRAFFIC.

1. The schedules shown herein are now in force, and all previous instructions regarding Parcels traffic on the lines indicated are cancelled.

(2) Passengers' luggage, Press letters, perishable parcels, "Green Star Parcels", parcels of medicine, and other parcels of an urgent nature are to be forwarded by the first available train and delivered by the Guard to the Platform Station Assistant on arrival at terminal or transfer stations.

Parcels of the nature specified above, also ordinary parcels consigned to stations beyond Flinders Street from lines on which a through service is provided, are to be forwarded by the first available *through* train to avoid delay by transfer, i.e., a parcel from Ascot Vale to Mordialloc, or a parcel from Oakleigh to Footscray should be forwarded by through train and not held for Motor Parcels Coach.

(3) Parcels of newspapers consigned by the publishers to various agents are to be forwarded by the first available train to their respective destinations.

Parcels of returned newspapers, **which are enclosed in pink or blue wrappers,** are to be forwarded by the first available train from all stations. Other parcels of returned newspapers are to be forwarded by Motor Parcels Coaches or rostered Parcels trains.

(4) All parcels from south suburban stations for country stations on lines radiating from Spencer Street will be taken to Spencer Street by through suburban trains and taken from island platforms to Outward Parcels Office for despatch to destinations by country trains. Similarly parcels arriving at Spencer Street by country trains for stations on southern, eastern, and suburban lines will be taken to the Inwards Parcels Office, Spencer Street and be transferred to Flinders Street and Princes Bridge by Motor Parcels Coaches. Parcels of a perishable or urgent nature will be transferred between Spencer Street and Flinders Street, and vice versa, by ordinary electric trains. Parcels transferred at junction stations for suburban stations are to be forwarded by the first available suburban train.

(5) Guards of Motor Parcels Coaches are instructed to make the best possible use of van space and see they are stowed to the best advantage. To facilitate this, bicycles must be placed on the hooks provided for them, and except where authorised no passengers are allowed to travel in these vehicles.

(6) Mails will be carried by trains as usual.

(7) Consignments of poultry and perishables for country lines radiating from Spencer Street arriving by the first Up train on the Williamstown, St Albans, Upfield and Broadmeadows lines and those from Glen Waverley, Dandenong and Frankston lines are to be taken through, and promptly transferred to their respective trains at Spencer Street.

(8) The schedules provided for the conveyance of parcels on the Frankston, Sandringham and Ringwood Lines will be adequate for the receipt and despatch of ordinary parcels up to the time of the last parcels coach, and only those parcels specified in clauses 2, 3, and 7 of the foregoing instructions are to be forwarded by ordinary trains. All other parcels, etc., must be despatched by the Motor Parcels Coach, but when a request is made by sender that a parcel is urgently required at its destination, it is to be despatched by the first available train.

Ordinary Parcels received for these lines after departure of the last Parcels Coach are to be forwarded by Suburban train.

(9) All parcels for intermediate stations must be loaded in proper station order so that no delays will occur in discharging. Electric Train Drivers are to stop as far as practicable opposite parcels offices at stations. Stationmasters to arrange that trains be met in order that Guards can promptly obtain signatures for value letters, etc.

(10) Stationmasters to arrange for Outward parcels and correspondence being placed on platform trollies in a convenient position before arrival of parcels train on up journey. **Parcels and correspondence for Flinders Street and Spencer Street to be kept separate.**

(11) **Loading of Parcels Coaches.**
Spencer Street parcels and correspondence to be placed in front portion of coach.
Flinders Street parcels and correspondence to be placed in centre of coach.
Crates, goods loading, etc., to be placed in rear portion of coach.

SPECIAL NOTE:—Press letters and urgent parcels of returned newspapers, enclosed in pink or blue wrappers are to be sent forward by first available train from all Suburban Stations and not held back for the Parcels Coach.

Williamstown Line.
Stationmaster, Newport to arrange locally for Signal Box applicable to No. 2 Passenger Yard being opened on Mondays to Fridays for the arrival and departure of the 9.10 a.m. (alternate Thursdays) and the 1.8 p.m. Down and the 9.42 a.m. (alternate Thursdays) and 1.58 p.m. Up ex Newport Workshops.

When heavy packages are sent from Newport Shops by the Parcels Coach, the Newport Workshops Manager will arrange for men to travel in coach, unload these packages, and also transfer them to their proper platforms at Spencer Street and Flinders Street.

Ringwood Line.
All available outward parcels at Box Hill are to be loaded on the Down journey. Parcels lodged after departure on Down journey will be loaded on the Up journey.

Reservoir Line.
Inwards parcels for stations Merri to Reservoir to be discharged on Up journey.

Stony Point and Mornington Lines.
Parcels for Stony Point and Mornington lines to be despatched by the parcels Coach and Electric Trains shown on page 407 in ample time to be transferred at Franskton.

Healesville Line.
Parcels for Healesville line to be despatched by Parcels Coaches and electric trains shown on page 407 in ample time to be transferred at Lilydale.

Dandenong Line.
All available outwards parcels at Oakleigh are to be loaded on the Down journey. Parcels lodged after the departure on Down journey will be loaded on the Up journey.

INSTRUCTIONS RE TRANSFER OF PARCELS AT RICHMOND AND SOUTH YARRA.

Richmond.
All parcels (with exceptions shown below) by "Up" Parcels Coaches and Country trains for stations on lines radiating from Richmond are to be taken to Flinders Street Parcels Office for transfer, except parcels with a weight limit of 19 kg per parcel, from stations on the Healesville, Belgrave and Alamein lines for stations on the Dandenong and Frankston lines which are to be discharged at Richmond for transfer.

Parcels by Up Parcels Coaches ex Sandringham line for intermediate stations Glenhuntly to Frankston inclusive are to be put out at Richmond for transfer into Down Suburban trains at that station.

Perishable and Urgent parcels, subject to weight limit of 19 kg per parcel forwarded by any "Up" train or Parcels Coach for stations on lines radiating from Richmond are to be discharged at Richmond for transfer.

Passengers' luggage for stations on lines radiating from Richmond must be transferred at Richmond.

Perishable parcels and urgent luggage from the Healesville, Belgrave and Alamein lines for Spencer Street, St. Albans and Upfield lines are to be discharged at Richmond for transfer to "**through**" trains.

South Yarra.
Parcels by Up Parcels Coaches ex Sandringham Line for intermediate stations South Yarra to Dandenong inclusive are to be put out at South Yarra for transfer into Down Suburban trains at that station.

TRAINS BY WHICH ORDINARY PARCELS WILL BE DESPATCHED.

(See Note, page 408)

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

MONDAYS TO FRIDAYS

Line	Down Trains	Up Trains
Williamstown & Altona ..	7.20 a.m. to 8.45 a.m. inclusive and 3.55 p.m. to 5.58 p.m. inclusive.	6.43 a.m.t o 8.21 a.m. inclusive and 3.26 p.m. to 5.35 p.m. inclusive.
St. Albans	7.27 a.m. to 8.55 a.m. inclusive and 4.3 p.m. to 6.4 p.m. inclusive.	6.44 a.m. to 8.21 a.m. inclusive and 3.36 p.m. to 5.30 p.m. inclusive.
Broadmeadows ..	6.59 a.m. to 8.48 a.m. inclusive and 3.58 p.m. to 6.0 p.m. inclusive.	6.38 a.m. to 8.5 a.m. inclusive and 3.27 p.m. to 5.22 p.m. inclusive.
Upfield	7.40 a.m. to 8.59 a.m. inclusive and 3.58 p.m. to 5.48 p.m. inclusive.	6.41 a.m. to 8.20 a.m. inclusive and 3.53 p.m. to 5.32 p.m. inclusive.
Frankston	7.13 a.m. to 8.41 a.m. inclusive and 4.10 p.m. to 5.52 p.m. inclusive.	6.24 a.m. Carrum to 7.47 a.m. inclusive & 3.20 p.m. to 4.50 p.m. inclusive.
Pakenham	7.24 a.m. to 8.33 a.m. inclusive and 4.4 p.m. to 5.56 p.m. inclusive.	6.3 a.m. to 7.41 a.m. inclusive and 2.53 p.m. to 5.11 p.m. Dandenong inclusive.
Sandringham	7.19 a.m. to 8.39 a.m. inclusive and 4.5 p.m. to 5.46 p.m. inclusive.	6.49 a.m. to 8.26 a.m. inclusive and 3.49 p.m. to 5.30 p.m. inclusive.
Lilydale & Belgrave (beyond Box Hill) ..	7.4 a.m. Lilydale to 9.2 a.m. Lilydale inclusive and 4.6 p.m. Lilydale to 6.0 p.m. Lilydale inclusive.	6.22 a.m. Lilydale to 7.59 a.m. Belgrave inclusive and 3.17 p.m. Belgrave 5.6 p.m. Lilydale inclusive.
Box Hill	7.22 a.m. to 9.3 a.m. inclusive and 4.9 p.m. to 5.59 p.m. inclusive.	6.22 a.m. Lilydale to 7.59 a.m. Belgrave inclusive and 3.17 p.m. Belgrave to 5.6 p.m. Lilydale inclusive.
Alamein	7.18 a.m. (T) to 8.54 a.m. (T) inclusive and 4.4 p.m. (T) to 6.4 p.m. (T) inclusive.	6.57 a.m. (T) to 8.25 a.m. (T) inclusive and 3.47 p.m. (L) to 5.43 p.m. (T) inclusive.
Glen Waverley ..	7.19 a.m. to 8.59 a.m. inclusive and 3.59 p.m. to 5.56 p.m. inclusive.	6.39 a.m. to 8.19 a.m. inclusive and 3.41 p.m. to 5.46 p.m. inclusive.
Port Melbourne ..	7.30 a.m. to 8.55 a.m. inclusive and 4.0 p.m. to 5.51 p.m. inclusive.	7.8 a.m. to 8.44 a.m. inclusive and 4.13 p.m. to 6.1 p.m. inclusive.
St. Kilda	7.23 a.m. to 8.53 a.m. inclusive and 3.52 p.m. to 5.53 p.m. inclusive.	6.58 a.m. to 8.48 a.m. inclusive and 3.59 p.m. to 5.39 p.m. inclusive.
Epping	7.16 a.m. to 8.51 a.m. inclusive and 4.5 p.m. to 6.2 p.m. inclusive.	6.24 a.m. to 8.19 a.m. inclusive and 3.43 p.m. to 5.38 p.m. Reservoir inclusive.
Hurstbridge	7.21 a.m. to 8.47 a.m. inclusive and 4.12 p.m. to 6.0 p.m. inclusive.	6.27 a.m. to 8.21 a.m. Macleod inclusive and 3.16 p.m. Eltham to 5.42 p.m. Eltham inclusive.

L—Local train.

T—Through train.

SATURDAYS

Line	Down Trains	UP Trains
Williamstown	4.13 p.m. to 5.53 p.m. inclusive	3.48 p.m. to 5.28 p.m. inclusive.
Altona	—	—
St. Albans	4.3 p.m. to 6.3 p.m. inclusive.	3.56 p.m. to 5.16 p.m. inclusive.
Broadmeadows ..	4.8 p.m. to 5.48 p.m. inclusive.	3.47 p.m. to 5.27 p.m. inclusive.
Upfield	3.58 p.m. to 5.58 p.m. inclusive	3.39 p.m. to 5.13 p.m. inclusive.
Frankston	4.6 p.m. to 6.6 p.m. inclusive.	3.20 p.m. to 5.0 p.m. inclusive.
Dandenong	3.58 p.m. to 5.58 p.m. inclusive.	3.41 p.m. to 5.1 p.m. inclusive.
Pakenham	—	—
Sandringham	4.4 p.m. to 6.4 p.m. inclusive.	3.30 p.m. to 5.10 p.m. inclusive.
Lilydale and Belgrave ..	4.13 p.m. Belgrave to 6.6 p.m. Lilydale inclusive.	3.15 p.m. Lilydale to 4.49 p.m. Belgrave inclusive.
Alamein	—	—
Glen Waverley ..	4.10 p.m. to 6.10 p.m. inclusive.	3.22 p.m. to 5.22 p.m. inclusive.
Port Melbourne ..	4.11 p.m. to 5.51 p.m. inclusive.	4.1 p.m. to 5.41 p.m. inclusive.
St. Kilda	4.2 p.m. to 6.2 p.m. inclusive.	3.58 p.m. to 5.48 p.m. inclusive.
Epping	4.7 p.m. to 6.2 p.m. inclusive.	3.20 p.m. to 5.15 p.m. inclusive.
Eltham	4.13 p.m. to 6.8 p.m. inclusive.	3.8 p.m. to 5.3 p.m. inclusive.

L—Local Train.

T—Through Train.

ROSTERED TRAINS BY WHICH ORDINARY PARCELS WILL BE DESPATCHED MONDAYS TO FRIDAYS—Continued.

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 8.00 p.m.

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 VALUE CORRESPONDENCE WILL BE DESPATCHED. MONDAYS TO FRIDAYS.

In the event of value correspondence being required to the despatched on trains, other than those listed herein, such value correspondence maybe forwarded on the first available train. The despatching station must first advise the destination station on which train the value will be forwarded, the Guard is to be suitably informed of the circumstances.

"Mondays to Fridays"

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6/2/77
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Stations	Specified Train	Remarks
Alamein to Hawthorn	~~2.01~~pm Up Alamein	–
" "	6.45pm Up Alamein	–
Altona and Seaholme	1.40pm Up Altona Local	No Bag Sorted at Newport
" "	7.00pm Up Altona Local	" "
Belgrave to Laburnum	1.17pm Up Belgrave	–
" "	7.23pm Up Belgrave	–
Broadmeadows to Kensington	2.27pm Up Broadmeadows	–
" "	7.47pm Up Broadmeadows	–
Epping to Jolimont	1.56pm Up Epping	–
" "	7.24pm Up Epping	–
Frankston to Glenhuntly	2.00pm Up Frankston	–
" "	7.30pm Up Frankston	–
Glen Waverley to East Richmond	2.11pm Up Glen Waverley	–
" "	8.02pm Up Glen Waverley	–
Lilydale to Ringwood East	1.39pm Up Lilydale	–
" "	7.15pm Up Lilydale	–
Box Hill to East Camberwell	1.39pm Up Lilydale	–
" "	7.15pm Up Lilydale	–
Hurstbridge to Diamond Creek	1.02pm Up Hurstbridge	No Bag Sorted at Eltham.
" "	6.05pm Up Hurstbridge	" "
Eltham to Westgarth	1.48pm Up Eltham	–
" "	7.11pm Up Hurstbridge	–
Pakenham to Narre Warren	1.45pm Up Pakenham Local	Bag transferred at Dandenong to 2.41pm Up.
" "	7.13pm Up Pakenham	–
Dandenong to Hawksburn	2.41pm Up Dandenong	–
" "	7.13pm Up Pakenham	–
Port Melbourne to Montague	2.41pm Up Port Melbourne	–
" "	7.41pm Up Port Melbourne	–

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REGISTERED TRAINS BY WHICH VALUE CORRESPONDENCE WILL BE DESPATCHED.

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Mondays to Fridays - Continued

Stations	Specified Train	Remarks
Sandringham to Richmond	2.10pm Up Sandringham	–
" "	8.10pm Up Sandringham	–
St. Albans to North Melbourne	2.36pm Up St. Albans	–
" "	7.36pm Up St. Albans	–
St. Kilda to South Melbourne 2000/77 6/2/77	2.38pm Up St. Kilda	–
" "	8.18pm Up St. Kilda	–
Upfield to Macaulay	2.33pm Up Upfield	–
" "	7.13pm Up Upfield	–
Williamstown to Seddon	2.28pm Up Williamstown	–
" "	7.48pm Up Williamstown	–

Saturdays

Stations	Specified Train	Remarks
Alamein to Riversdale	1.25pm Up Alamein Local	Bag transferred at Camberwell to 1.15pm Up Lilydale
Altona and Seaholme	1.00pm Up Altona Local	No Bag. Sorted at Newport.
Belgrave to Laburnum	1.29pm Up Belgrave	–
Broadmeadows to Kensington	2.07pm Up Broadmeadows	–
Epping to Jolimont	1.25pm Up Epping	–
Frankston to Glenhuntly	1.40pm Up Frankston	–
Glen Waverley to East Richmond	1.42pm Up Glen Waverley	–
Lilydale to Ringwood East	1.15pm Up Lilydale	–
Box Hill to Hawthorn	1.15pm Up Lilydale	–
Hurstbridge to Diamond Creek	1.38pm Up Hurstbridge Local	No bag. Sorted at Eltham
Eltham to Westgarth	1.59pm Up Eltham	–
Pakenham to Narre Warren	12.50pm Up Pakenham Local	Bag transferred at Dandenong to 1.41pm Up
Dandenong to Hawksburn	1.41pm Up Dandenong	–
Port Melbourne to Montague	2.21pm Up Port Melbourne	–
Sandringham to Richmond	1.30pm Up Sandringham	–
St. Albans to North Melbourne	1.56pm Up St. Albans	–
St. Kilda to South Melbourne	1.48pm Up St. Kilda	–
Upfield to Macaulay	2.33pm Up Upfield	–
Williamstown to Seddon	2.28pm Up Williamstown	–

Sundays

Stations	Specified Trains	Remarks
Ashburton	6.15pm Up Alamein Local	No bag. Sorted at Camberwell
Altona and Seaholme	6.03pm Up Local	No bag. Sorted at Newport
Belgrave to Laburnum	7.08pm Up Belgrave	–
Broadmeadows to Kensington	7.23pm Up Broadmeadows	–
Epping to Jolimont	6.55pm Up Epping	–
Frankston to Glenhuntly	7.09pm Up Frankston	–
Glen Waverley to East Richmond	7.42pm Up Glen Waverley	–
Lilydale to Ringwood East	6.45pm Up Lilydale	–
Box Hill to Hawthorn	6.45pm Up Lilydale	–
Hurstbridge	6.16pm Up Hurstbridge Local	No bag. Sorted at Eltham
Eltham to Westgarth	6.34pm Up Eltham	–
Pakenham to Narre Warren	3.43pm Up Pakenham	Bag transferred at Dandenong to 6.41pm Up Dandenong
Dandenong to Hawksburn	6.41pm Up Dandenong	–
Port Melbourne to North Port	7.08pm Up Port Melbourne	–
Sandringham to Richmond	6.55pm Up Sandringham	–
St. Albans to North Melbourne	7.23pm Up St. Albans	–
St. Kilda to South Melbourne	7.29pm Up St. Kilda	–
Williamstown to Seddon	6.40pm Up Williamstown	–

ROSTERED TRAINS BY WHICH AUDIT CORRESPONDENCE WILL BE DESPATCHED.

MONDAYS TO FRIDAYS.

Line	Up Trains	Discharge at :—		Stations at which Bags will be placed on trains
		Flin. St.	Spenc. St.	
Lilydale to Laburnum	8.27 p.m. Lily. PC. ..	..	9.53 p.m.	Lilydale
Belgrave to Upwey	8.9 p.m. Bg. .. (Transfer at UFTG. to 8.25 p.m. UFTG PC)	..	9.44 p.m.	Belgrave
U.F.T. Gully to Heathmont and Box Hill to Burnley (except Canterbury,	8.25 p.m. UFTG. PC. ..	..	9.44 p.m.	U.F.T. Gully and Box Hill
Canterbury	6.48 p.m. Bg. (Transfer at Camberwell to 8.25 p.m. UFTG, P.C.) ..	..	9.44 p.m.	
Alamein to Riversdale	7.25 p.m. Ala. local (Transfer at Camberwell to 8.25 p.m. UFTG. PC.)	..	9.44 p.m.	Alamein
Glen Waverley to East Richmond	7.5 p.m. Glen Wav. ..	..	7.48 p.m.	Glen Waverley
St. Albans and Albion	7.16 p.m. St. Albans (Transfer at Sunshine to 8.32 p.m. Sun. PC)	..	9.0 p.m.	St. Albans
Sunshine to Middle Footscray, South Kensington, and North Melbourne	8.32 p.m. Sun. PC. ..	..	9.0 p.m.	St. Albans bag transfer from 7.16 p.m. Up
Upfield to Batman	7.13 p.m. Ufd. .. (Transfer at Coburg to 7.32 p.m. Cob. PC.)	..	8.2 p.m.	Upfield.
Coburg to Macaulay	7.32 p.m. Cob. PC. ..	..	8.2 p.m.	Upfield bag transfer from 7.13 p.m. Up
Williamstown to Footscray ..	7.37 p.m. Wil. PC. ..	..	9.0 p.m.	Williamstown
Altona Line	7.0 p.m. Alt. local (Transfer at Newport to 7.37 p.m. Wil. PC.)	..	9.0 p.m.	..
Frankston to Caulfield ..	7.27 p.m. Fkn. PC. ..	..	9.13 p.m.	Frankston and Mordialloc
Dandenong to Carnegie and Malvern to Hawksburn ..	7.28 p.m. Dng. PC. ..	..	8.43 p.m.	Dandenong
Sandringham and Richmond ..	7.12 p.m. Shm. PC. ..	..	7.58 p.m.	Sandringham
Broadmeadows to Kensington ..	8.58 p.m. Bm. PC. ..	..	9.44 p.m.	Broadmeadows
Hurstbridge to Rosanna ..	6.5 p.m. H.B. .. (Transfer at Heidelberg to 7.23 p.m. Hei. PC.)	..	9.38 p.m.	Hurstbridge
Heidelberg to Westgarth ..	7.23 p.m. Hei. PC. ..	..	9.38 p.m.	Heidelberg
Epping to Ruthven	7.24 p.m. Epp. .. (Transfer at Reservoir to 8.28 p.m. Res. PC.)	..	9.38 p.m.	Epping
Reservoir to Jolimont	8.28 p.m. Res. PC. ..	..	9.38 p.m.	Epping bag transfer from 7.24 p.m. Up
St. Kilda to South Melbourne ..	8.18 p.m. St. Kilda ..	8.27 p.m.	..	St. Kilda
Port Melbourne to Montague ..	7.1 p.m. Pt. Melb. ..	7.8 p.m.	..	Port Melbourne

PC—Parcels Coach.

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 are to be forwarded as values and are to be addressed to the Assistant Chief Traffic Manager Room 242 c/o Stationmaster Flinders Street.

Terminal Station	Train Waybills (T.R. 34 B) Up Trains	Late Running Reports (T.R. 34) Up Trains	Arrive Flinders Street
Lilydale	4.30 a.m. Lily.	4.30 a.m. Lily.	5.26 a.m.
Mooroolbark	4.30 a.m. Lily.	4.30 a.m. Lily.	5.26 a.m.
Croydon	4.30 a.m. Lily.	4.30 a.m. Lily.	5.26 a.m.
Ringwood	4.30 a.m. Lily.	4.30 a.m. Lily.	5.26 a.m.
Box Hill	4.30 a.m. Lily.	4.30 a.m. Lily.	5.26 a.m.
Belgrave	5.34 a.m. Bg.	5.34 a.m. Bg.	6.42 a.m.
Alamein		6.40 a.m. Ala.	7.8 a.m.
Ashburton	6.40 a.m. Ala.		7.8 a.m.
Glen Waverley	5.0 a.m. G. W.	5.0 a.m. G. W.	5.35 a.m.
Upfield	4.54 a.m. Ufd.	4.54 a.m. Ufd.	5.32 a.m.
Gowrie	4.54 a.m. Ufd.	4.54 a.m. Ufd.	5.32 a.m.
Coburg	4.54 a.m. Ufd.		5.32 a.m.
St. Albans	5.5 a.m. St. A.	5.5 a.m. St. A.	5.35 a.m.
Berwick	5.2 a.m. Pak.	5.2 a.m. Pak.	6.18 a.m.
Pakenham	5.2 a.m. Pak.	5.2 a.m. Pak.	6.18 a.m.
General Motors	To be handed in at Dandenong on Up journey—See Note.		
Dandenong	5.2 a.m. Pak.	5.2 a.m. Pak.	6.18 a.m.
Oakleigh	5.2 a.m. Pak.	5.2 a.m. Pak.	6.18 a.m.
Frankston	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Seaford	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Carrum	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Aspendale	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Mordialloc	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Cheltenham	4.57 a.m. Fkn.	4.57 a.m. Fkn.	6.3 a.m.
Williamstown Pier	To be handed in at Williamstown on Up journey—See Note		
Williamstown	5.38 a.m. Wil.	5.38 a.m. Wil.	6.6 a.m.
Newport	5.38 a.m. Wil.	5.38 a.m. Wil.	6.6 a.m.
Newport Workshops	To be handed in at Newport on Up journey—See Note.		
Altona	5.31 a.m. Alt. local (transfer at Newport to 5.38 a.m. Wil.)	5.31 a.m. Alt. local (transfer at Newport to 5.38 a.m. Wil.)	6.6 a.m.
Sandringham	5.8 a.m. Shm.	5.8 a.m. Shm.	5.38 a.m.
Brighton Beach	5.8 a.m. Shm.	5.8 a.m. Shm.	5.38 a.m.
Broadmeadows	5.4 a.m. Bm.	5.4 a.m. Bm.	5.37 a.m.
Essendon	5.4 a.m. Bm.	5.4 a.m. Bm.	5.37 a.m.
Hurstbridge	4.50 a.m. HB.	4.50 a.m. HB.	5.48 a.m.
Diamond Creek	4.50 a.m. HB.	4.50 a.m. H.B.	5.48 a.m.
Eltham	4.48 a.m. Elt.	4.48 a.m. Elt.	5.34 a.m.
Greensborough	4.48 a.m. Elt.	4.48 a.m. Elt.	5.34 a.m.
Macleod	4.48 a.m. Elt.	4.48 a.m. Elt.	5.34 a.m.
Heidelberg	4.48 a.m. Elt.	4.48 a.m. Elt.	5.34 a.m.
Epping	4.57 a.m. Epp.	4.57 a.m. Epp.	5.37 a.m.
Lalor	4.57 a.m. Epp.	4.57 a.m. Epp.	5.37 a.m.
Keon Park	4.57 a.m. Epp.	4.57 a.m. Epp.	5.37 a.m.
Reservoir	4.57 a.m. Epp.	4.57 a.m. Epp.	5.37 a.m.
Port Melbourne	5.26 a.m. Pt. M.	5.26 a.m. Pt. M.	5.33 a.m.
St. Kilda	5.31 a.m. St. K.	5.31 a.m. St. K.	5.40 a.m.

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 outstation. 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 and Princes Bridge, 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. Envelope to be addressed: **Superintendent Metropolitan Train Running, Room 10, Flinders Street, C/o. S. M. Flinders Street** and marked **"To be Called For"**. These envelopes are to be cleared to S.M.'s Office by 8.0 a.m. each morning for collection by Superintendent Metropolitan Train Running.

Late Running Reports handed in at **Flinders Street** and **Princes Bridge** platforms are to be cleared to S. M's Office to be collected by Superintendent Metropolitan Train Running next morning together with Train Waybills forwarded from outstations as per above instructions.

LOADS AND RUNNING SHCEDULES FOR EXPRESS AND PASSENGER TRAINS. FLINDERS STREET-LILYDALE-HEALESVILLE.

Locomotive Running Time				Locomotive Running Time		
Station	T Loco Load 185 tonnes		B or L Loco Load 280 tonnes	Section	B Loco Load 280 tonnes	T Loco Load 185 tonnes
DOWN	Mins.		Mins.	**UP**	Mins.	Mins.
Flinders Street to—				**Healesville to—**		
Richmond ..	5	..	4	Tarrawarra	..	9
East Richmond ..	..	..	Non stop Box Hill	Yarra Glen	..	6
Burnley	..	..		Yering	..	5
Hawthorn	..	..		Coldstream ..	———	4
Glenferrie ..	6	..		Lilydale	..	5
Auburn	..	..		Cave Hill Siding ..	..	..
Camberwell ..	4	..		Mooroolbark ..	6	7
East Camberwell ..	..	..		Croydon	4	5
Canterbury ..	..	..		Ringwood	6	7
Surrey Hills ..	..	..		Heatherdale ..	..	..
Mont Albert ..	..	..		Mitcham	..	..
Box Hill	7	..	15	Nunawading ..	..	..
Laburnum	..	..	..	Blackburn	..	..
Blackburn ..	..	..	..	Laburnum	..	..
Nunawading ..	..	..	..	Box Hill	10	11
Mitcham	..	..	..	Mont Albert ..	Non stop Box Hill to Richmond	Non stop Box Hill to Richmond
Heatherdale ..	..	..	..	Surrey Hills ..		
Ringwood ..	10	..	10	Canterbury ..		
Croydon	7	..	6	East Camberwell ..		
Mooroolbark ..	4	..	4	Camberwell ..		
Cave Hill Siding ..	..	..	..	Auburn		
Lilydale	6	..	6	Glenferrie		
				Hawthorn		
				Burnley		
Coldstream ..	4	..	..	East Richmond ..		
Yering	4	..	..	Richmond	15	15
Yarra Glen ..	5	..	..	Flinders Street ..	4	3
Tarrawarra ..	6	..	..			
Healesville ..	9	..	..			

Note:—The load for passenger trains between Flinders Street and Lilydale and Lilydale to Flinders Street, hauled by two Electric motors is equal to 225 tonnes exclusive of the two motors.

MELBOURNE-STONY POINT.

Section	Locomotive Running Time B Loco Load 240 tonnes	Section	Locomotive Running Time B Loco Load 240 tonnes
DOWN	Mins.	**UP**	Mins.
Flinders Street to—		**Stony Point to—**	
Caulfield	16	Naval Base	..
Mordialloc	..	Crib Point	3
Frankston	28	Bittern	4½
Langwarrin	8	Hastings	4½
Baxter	3	Tyabb	6
Somerville	5	Somerville	5½
Tyabb	4	Baxter	5
Hastings	5	Langwarrin	4½
Bittern	4½	Frankston	5
Crib Point	4½	Mordialloc	..
Naval Base	..	Caulfield	28
Stony Point	3	Flinders Street	16
Total	81	Total	82

RAIL MOTOR RUNNING SCHEDULES.

LILYDALE-HEALESVILLE.

Diesel Rail Cars—Running Time.

Section	102 H.P.	153 H.P.	153 H.P. and Trlr.	280 H.P.	Section	102 H.P.	153 H.P.	153 H.P. and Trlr.	280 H.P.
DOWN	Mins.	Mins.	Mins.	Mins.	**UP**	Mins.	Mins.	Mins.	Mins.
Lilydale to—					**Healesville to—**				
Coldstream ..	5	5	5	5	Tarrawarra ..	*	*	*	*
Yering	4	4	4	4	Yarra Glen ..	15	14	17	14
Yarra Glen ..	5	5	5	5	Yering	5	5	5	5
Tarrawarra ..	*	*	*	*	Coldstream ..	4	4	5	4
Healesville ..	14	13	16	13	Lilydale	5	4	5	4
Total ..	28	27	30	27	Total ..	28	27	32	27

MELBOURNE-STONY POINT.

Section	Running Time					
	D.E. Rail Motor & Trlr.	Diesel Rail Cars				
		280 H.P.	280 H.P.	280 H.P. & Trlr.	153 H.P.	153 H.P. & Trlr.
DOWN	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Flinders St. to—						
Caulfield	16	16	..	16	..	..
Mordialloc ..	..	17*	..	*	..	..
Frankston.. ..	34	12	..	30	..	..
Leawarra (Rail Mtr. Stop. Place) ..	*	2	2*	2½	*	*
Langwarrin ..	13	5	4*	6	7	10½
Baxter	3	2½	2½*	2½	3	3
Somerville ..	5	4½	4*	5	5	5½
Tyabb	4	4	4*	4	4	4
Hastings	5	4½	4*	4½	4½	5½
Bittern	5	3½	3*	4	4½	5
R.M. Stopping Place No. 15	*	2	2*	2	*	*
Crib Point ..	5	2	1½	2	4	4
Naval Base ..	..	..	..	..	..	..
Stony Point ..	4	2	..	2	3	3
Total ..	94	77	27	80½	35	40½

STONY POINT-MELBOURNE.

Section	Running Time				
	D.E. Rail Motor & Trlr.	Diesel Rail Cars			
		280 H.P.	280 H.P. & Trlr.	153 H.P.	153 H.P. & Trlr.
UP	Mins.	Mins.	Mins.	Mins.	Mins.
Stony Point to—					
Crib Point	4	2	2	3	3
R. M. Stopping Place No. 15	*	2	2½	*	*
Bittern	6	2	2	5	5½
Hastings	5	3½	3½	4	4
Tyabb	5	4½	5	5	5½
Somerville	6	4½	5½	5	7
Baxter	5	4	4	4	4½
Langwarrin	5	4	5	4	6
Leawarra (Rail Motor Stopping Place) ..	*	3½	3½	*	*
Frankston	6	2	2	5	5
Caulfield	34	30	31	..	..
Flinders Street ..	15	16	16	..	..
Total ..	91	78	82	35	40½

LOADS AND RUNNING SCHEDULES FOR EXPRESS AND PASSENGER TRAINS. (contd.)

RAIL MOTOR RUNNING SCHEDULES

FRANKSTON-MORNINGTON.

Diesel Rail Cars—Running Time.

Section	280 H.P.		153 H.P.	153 H.P. and Trlr.	Section	280 H.P.		153 H.P.	153 H.P. and Trlr.
DOWN	Mins.		Mins.	Mins.	**UP**	Mins.		Mins.	Mins.
Frankston to—					**Mornington to—**				
Leawarra (Rail Mtr. Stop. Place)	2	..	2	4	Rail Motor Stop. Place No. 16 ..	*	..	2	2½
Langwarrin ..	5	..	5	6½	Tanti Park ..	*	..	3½	4½
Baxter	2½	..	3	3	Moorooduc ..	9	..	5½	6
Moorooduc ..	5	..	6	6	Baxter	5	..	6	6
Tanti Park ..	*	..	5½	6	Langwarrin ..	4	..	4	6
Rail Motor Stop. Place (No. 16) ..	*	..	3½	3½	Leawarra (Rail Mtr. Stop. Pl) ..	3½	..	3½	3½
Mornington ..	7	..	2	2	Frankston ..	2	..	2	2
Total ..	21½	—	27	31	Total ..	23½	—	26½	30½

BELGRAVE-MENZIES CREEK-EMERALD—LAKESIDE.

Narrow Gauge.

Section	Locomotive Running Time		Section	Locomotive Running Time	
	N A Loco. Load 77.5 tonnes			N A Loco. Load 77.5 tonnes	
DOWN	Mins.		**UP**	Mins.	
Belgrave to—			**Lakeside to—**		
Selby	*	..	Nobelius	*	..
Menzies Creek	27	..	Nobelius Siding	*	..
Clematis	*	..	Emerald	13	..
Emerald	15	..	Clematis	*	..
Nobelius Siding	*	..	Menzies Creek	13	..
Nobelius	*	..	Selby	*	..
Lakeside	12	..	Belgrave	21	..
Total ..	54	—	Total ..	47	—

Locomotive Requirements at Lakeside — 15 minutes.

Maximum Authorised Load for NA Loco between Belgrave and Lakeside is 11 vehicles for 90 tonnes. Maximum Authorised Load between Belgrave and Menzies Creek is 12 vehicles for 90 tonnes, provided Load does not include any NBL carriages.

ELECTRIC MOTOR CARRIAGES HAULING WAGONS.

LILYDALE LINE.

Vans or Wagons attached to Mixed trains hauled by two Electric Motor Carriages.

When mixed trains are hauled by two (2) motor Carriages between Lilydale and Melbourne, the number of vans or wagons attached to any one train is not to exceed five (5), and all vans or wagons so used to be fitted with Automatic Couplings, and the van or wagon next to the Carriage must have side buffers.

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS.

LOCATION	TRACK		
	No. 1	No. 2	—
		Metres	
BAXTER	..	261.5	—
BROADMEADOWS	Refuge	Siding 503	—
BITTERN	..	183	—
CRIB POINT	..	181	—
CROYDON	..	173	—
ESSENDON	Refuge	"B" Siding 487	—
FLEMINGTON RACECOURSE LINE ..	Refuge	Siding 281.5	—
GLENROY	Refuge	Siding 362	—
HASTINGS	..	161	—
MOOROOLBARK	..	127	—
SEAFORD	Refuge	Siding 483	—
SOMERVILLE	..	201	—

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

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

The general conditions governing locomotives assisting in front of trains and the tracks on which double heading is permitted are shown on page 447.

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

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

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

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

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 230 tonnes. The maximum load on grades at a speed of 5 miles per hour 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 447).

MOMENTUM GRADES.

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

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

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

LOCOMOTIVE RUNNING SCHEDULES.

The following instructions are applicable to the Loads and Locomotive Running Schedules published in the Working Time-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*) **Double-headed Trains.**—Trains assisted in the front by another locomotive are to be run to the same Locomotive running schedules authorised for trains hauled by one Locomotive, unless special schedules are provided.

(*c*) **Through Goods Trains.**—The Locomotive Running Schedules for through Goods trains are based on the Loads which a Locomotive can haul over the Ruling Grade between recognized Terminal Stations and provide for these trains stopping at certain stations, viz:—

Recognized Terminal Stations.
Stations where Engine Requirements are taken.
Stations where Engine Power is changed.
Stations where trains have to stop to Test Brakes.

Should the train stop at any other station *en route*, an allowance of two (2) minutes over and above the Through schedule is to be allowed at each such station where 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
417	Melbourne and Dandenong	420	Melbourne to Lilydale and Healesville
418	Melbourne to Mordialloc		
418	Mordialloc to Frankston	420	Healesville to Lilydale and Box Hill
418	Frankston and Stony Point		
419	Stony Point and Frankston	420	Box Hill to Melbourne
419	Frankston to Mordialloc	421	Ringwood and Belgrave
419	Mordialloc to Melbourne	423	Melbourne and Broadmeadows
418	Baxter and Mornington	431	Melbourne and Sunshine
419	Mornington and Baxter	433	Newport and Sunshine

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

Light Locomotives.—(*i*) The running schedule for a "Light" Locomotive, two "Light" Locomotives attached or in either case with only a Brakevan attached, shall (subject to the instructions on pages 435 to 447), 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 pages 446, 447 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 a "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.

GENERAL REFERENCES TO FOOTNOTES OF LOAD SCHEDULES.

(Pages 417–434)

(*a*) This load will apply in each direction between Flinders St. and Spencer St. during the hours 7.0 a.m. to 8.45 a.m. and 4.0 p.m. to 6.30 p.m. (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 for trains not requiring to stop at certain stations.

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

Locomotive Running Time							LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads			SECTION								
3/5ths Load	Full Load	3/5ths Load	Full Load	"L" Class Elec. Loco. 1420 Tonnes	Kilometres	DOWN	B	L	T	W	Elc. Loc. 1102 to 1111		Y
	Viaduct Junction					From—							
						Spencer Street ..	..	..	..	..	..	..	..
5	6	4	5		1	Flinders St. (a) ..	1830	1220	1270	1120	540	..	1015
						„ (b), (c) ..	1830	1220	1270	1120	845	..	1015
17	19	..	..		8	Toorak (d) ..	1015	865	660	490	415	..	455
5	6	..	..		10	Malvern ..	..	..	1220	610	..	..	580
4	5	23	25		12	Caulfield ..	1625	1120	1420	1015	580	..	965
..	..	..	..		14.5	Murrumbeena ..	..	..	1625	1015	815	..	1015
9	12	7	9		16.5	Oakleigh ..	..	..	1015	610	510	..	580
7	9	5	7		20.5	Clayton (c) ..	1420	..	1015	710	580	..	660
6	8	5	5		24.5	Springvale ..	..	..	..	..	..	..	..
..	..	..	..		27.5	Noble Park ..	..	..	..	..	..	..	..
10	12	8	9		31	Dandenong ..	1830	1220	1625	1015	815	..	1015
						UP							
						Dandenong ..	..	..	..	..	..	..	..
..	..	..	..	6	3.5	Noble Park ..	..	..	..	..	..	..	..
14	20	12	18	3	6.5	Springvale ..	..	..	..	..	..	..	..
..	..	..	..	2	8.5	Westall	..	..	..	..	..	..	..
8	10	6	8	3	10.5	Clayton ..	1525	..	1015	760	610	..	710
9	11	7	9	5	14.5	Oakleigh ..	..	..	..	..	610	..	..
..	..	..	..	..	16.5	Murrumbeena ..	..	..	..	..	..	..	..
10	12	8	10	8	19	Caulfield ..	1830	..	1525	1015	..	..	915
..	..	..	..	..	21	Malvern ..	..	1420	..	..	..	..	..
8	10	..	..	..	23	Toorak (d) ..	..	..	..	..	..	..	..
14	16	21	24	20	30	Flinders St. (c) ..	1830	1830	1525	..	610	..	1015
5	6	4	5	5	31	Spencer St. (a) ..	1830	1420	1525	1120	610	..	1015
						„ (b), (c) ..	1830	1420	1525	1120	845	..	1015

Notes

The maximum vehicle limit is 75 except for trains required to shunt at Toorak.
(a), (b) Loads applicable during specified hours, see above.
(c) Momentum grades—

Down journey— At Mileage.	Speed Necessary (Miles per hour)
— Viaduct Junction, Spencer Street, (b) load	15
10¼ After leaving Oakleigh	17
Up journey—	
— Viaduct Junction, Flinders Street, (b) load	15

(d) Trains required to shunt at Toorak must be limited to 39 vehicles, see General Appendix, page 648.

Locomotive Running Time						LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	DOWN	B	L	T	W	X	Elc. Loco 1102 to 1111	Y
					From—							
Viaduct Junction					Spencer Street							
5	6	4	5	1	Flinders St. .. (a) ..	1830	1220	1270	1120	2030	540	1015
					" .. (b), (c) ..	1830	1220	1270	1120	2030	845	1015
..	..	..	..	8	Toorak	1015	865	660	490	1220	415	455
19	21	..	..	8.5	Armadale	..	..	..	..	..	..	..
3	4	..	..	10	Malvern	..	..	1220	610	..	..	580
4	5	23	25	12	Caulfield	1625	1120	1420	1015	1830	580	965
3	4	..	..	13.5	Glenhuntly	..	..	..	..	..	..	..
10	11	10	11	18.5	Moorabbin	..	..	..	..	..	510	660
7	10	6	7	22.5	Cheltenham .. (c) ..	..	..	..	815	..	580	815
3	4	..	..	24.5	Mentone	..	..	..	..	..	..	..
6	7	7	8	27.5	Mordialloc	..	..	..	..	..	730	..
5	6	4	5	30.5	Aspendale	..	..	..	..	..	..	..
4	7	4	5	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	1015	2030	815	1015
15	22	14	21	49	Langwarrin	..	..	..	..	..	..	..
4	6	4	5	52	Baxter	710	..	455	405	865	..	365
7	9	5	7	56	Somerville .. .. (c)	..	..	..	455	..	..	425
5	7	4	6	60	Tyabb	..	..	..	..	..	..	..
..	..	..	..	66	Long Island	..	..	..	865	..	..	..
6	8	5	7	65	Hastings	..	..	..	..	..	..	..
7	9	6	7	69	Bittern	..	..	..	..	..	..	..
5	7	..	..	73	Crib Point	..	..	..	..	..	..	..
3	5	7	9	75	Stony Point	1120	..	690	510	..	..	510
					From—							
					Baxter	..	..	..	..	..	..	..
8	10	7	9	5	Moorooduc	..	..	..	..	..	..	..
10	11	9	10	12	Mornington	1420	..	915	610	..	..	530

Notes.

The maximum vehicle limits are Spencer Street to Caulfield 75, Caulfield to Mordialloc 60, Mordialloc to Frankston 70, Frankston to Stony Point 60 and Baxter to Mornington 40.

(a) (b) Loads applicable during specified hours, see page 369.

(c) Momentum grades, Down journey—

At Mileage.	Speed Necessary (Miles per hour)
Viaduct Junction (Spencer Street) (b) load	15
12¼ after leaving Highett	25
32½ after leaving Baxter	20
33¼ approaching Somerville	15
33½ approaching Somerville	15

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

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

Locomotive Running Time				SECTION		LOAD TONNES						
Roadside Sectional Loads		Through Ruling Gaade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	UP	B	T	L	X	W	Elc. Loco 1102 to 1111	Y
					UP							
					Mornington	..	..	..	..	..	..	..
12	14	11	13	7	**Moorooduc**	..	..	..	..	..	..	..
7	9	6	8	12	**Baxter**	1015	815	..	..	455	..	425
					From—							
					Stony Point	..	..	..	..	..	..	..
3	5	3	4	2	**Crib Point**	..	..	..	..	..	..	..
6	8	5	6	6	**Bittern**	..	..	..	..	..	..	..
5	6	4	5	9	**Hastings**	..	..	..	..	..	..	..
..	..	..	..	..	**Long Island**	..	..	..	..	..	..	..
7	9	6	7	15	**Tyabb**	..	..	..	915	..	..	..
10	15	8	13	19	**Somerville**	760	510	..	..	405	..	865
6	7	5	6	23	**Baxter**	1220	1220	..	1420	815	..	815
8	12	6	10	26	**Langwarrin**	710	455	—	865	405	—	365
7	9	6	7	31	**Frankston** (e)	1220	1220	..	1420	1015	..	1015
6	8	5	7	35.5	**Seaford**	..	..	..	..	..	815	..
6	8	4	6	39	**Carrum**	..	..	..	..	..	..	..
6	7	3	4	41.5	**Chelsea**	..	..	..	..	..	..	..
6	8	4	5	44.5	**Aspendale**	..	..	..	..	..	..	..
5	7	3	4	47.5	**Mordialloc**	1830	1420	..	1830	1220	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** (f), (d)	1830	1120	1520	1830	1830	405	405
..	..	..	..	..	,, .. (x) ..	1830	1120	1520	1830	1830	495	530
..	..	..	..	65	**Malvern**	..	..	..	..	..	..	..
..	..	..	..	66.5	**Armadale**	..	..	..	..	..	..	..
8	10	..	..	67	**Toorak** (d)	..	..	..	..	..	..	..
14	16	21	24	74	**Flinders St.** (c)	1830	1525	1830	1830	1830	610	1015
5	6	4	5	75	**Spencer St.** (a)	1830	1525	1420	1830	1830	610	1015
					,, (b), (c) ..	1830	1525	1420	1830	1830	845	1015

Notes

The maximum vehicle limits are Mornington to Baxter 40, Stony Point to Frankston 60, Frankston to Mordialloc 70, Mordialloc to Caulfield 60 and Caulfield to Spencer Street 75.

During passenger traffic between Mordialloc and Caulfield the maximum number of vehicles allowed on any Up train is 40. Up roadside Goods Trains are limited to 30 vehicles.

(a), (b) Loads applicable during specified hours, see page 417.

(c) Momentum grades, Up journey—

At Mileage	Speed Necessary (Miles per hour
$13\frac{3}{4}$ after passing Mentone (through load)	20
$8\frac{3}{4}$ after passing McKinnon (through load)	20
Viaduct Junction, Flinders Street, (b) load	15

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

(x) For trains not required to stop at Mentone.

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

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	DOWN	B	T	L	W		Elc. Loco 1102 to 1111	Y
					From—							
	Viaduct Junction				Spencer St.	..	..	..	..	..	..	..
5	6	4	5	1	Flinders St. (a)	1830	1270	1220	1120	..	540	1015
					„ (b) (c)	1830	1270	1220	1120	..	845	1015
8	9	..	..	5.5	Burnley (e)	..	..	..	..	..	..	..
4	5	..	..	7	Hawthorn	1830	1525	1830	1120	..	845	915
7	10	19	20	10	Camberwell	760	510	660	405	..	320	355
10	12	8	10	14	Surrey Hills (d)	..	..	..	..	..	..	..
6	8	5	6	16	Box Hill	..	..	..	..	..	..	..
5	6	4	4	18.5	Blackburn	..	..	..	..	..	..	..
11	14	9	12	22.5	Mitcham	..	..	..	..	..	..	..
5	6	4	5	26	Ringwood	660	385	610	305	..	285	305
8	10	7	9	31	Croydon (d)	..	..	..	..	..	..	..
5	6	4	5	34.5	Mooroolbark	..	..	..	..	..	..	..
..	..	..	..	37	Cave Hill Siding	..	..	..	..	..	..	..
10	12	8	10	39	Lilydale	660	385	610	305	..	285	305
6	7	5	6	43	Coldstream		..		..	..		..
6	7	4	5	47	Yering	..	..	..	..	..	..	..
5	6	5	5	51	Yarra Glen	..	..	..	1015	..	..	1015
7	8	6	7	56	Tarrawarra	..	1015	..	405	..	..	405
12	15	11	13	64	Healesville	..	385	..	305	..	..	..
					UP							
					Healesville							
11	13	10	12	8	Tarrawarra	..	385	..	305	..	..	305
7	9	6	7	13	Yarra Glen	..	..	..	455	..	..	455
5	7	5	5	17	Yering	..	..	..	..	..	..	..
7	8	5	6	21	Coldstream		..		..	..		..
7	8	6	7	25	Lilydale	..	610	..	510	..	..	510
..	..	..	..	27	Cave Hill Siding	..	..	..	..	..	..	..
10	12	9	11	29.5	Mooroolbark	..	..	..	..	..	..	..
7	9	6	8	33	Croydon (d)	..	..	..	..	..	..	..
10	12	8	10	38	Ringwood	..	..	..	..	..	..	..
7	8	6	7	41.5	Mitcham	..	..	..	305	..	285	305
7	9	6	7	45.5	Blackburn	..	..	..	..	..	..	..
5	6	4	5	48	Box Hill (c)	..	..	..	355	..	315	325
5	7	5	6	50	Surrey Hills (c), (d) ..	..	..	..	..	..	..	..
9	11	8	9	54	Camberwell (c)	610	385	610	325	..	320	325
7	9	..	..	57	Hawthorn	1830	1525	1420	1120	..	650	1015
4	5	..	..	58.5	Burnley	..	..	..	..	..	..	..
8	9	19	20	63	Flinders St.	1830	1525	1830	1120	..	650	1015
5	6	4	5	64	Spencer St. (a)	1830	1525	1420	1120	..	610	1015
					„ (b), (c) ..	1830	1525	1420	1120	..	845	1015

Notes:—The maximum vehicle limits are between Spencer St. to Camberwell 60 and Camberwell to Lilydale 50.

(a), (b)—Loads applicable during specified hours, see page 369.

(c) Momentum grades—

Down journey—

At Mileage.	Speed Necessary (Miles per hour)
— Viaduct Junction, Spencer St., (b) load ..	15
Up Journey—	
$10\frac{1}{4}$ approaching Box Hill	25
$8\frac{3}{4}$ approaching Mont Albert	25
$6\frac{1}{2}$ approaching East Camberwell	20
— Viaduct Junction, Flinders St., (b) load	15

(d) See General Appendix for special instructions *re* Croydon

(e) The maximum load on the Down Burnley Goods is 1015 Tonnes.

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	Kilometres	DOWN	B	L	T	W		Elc. Loco 1102 to 1111	Y
					From— Ringwood							
8	10	7	9	5	Bayswater	..	..	..	..	..	320	..
8	8	7	7	10	F. T. Gully	..	..	..	..	..	..	..
4	5	3	4	11.5	U. F. T. Gully ..	1015	815	660	405	..	345	325
..	..	..	..	16.5	Belgrave	455	355	305	205	..	..	..
					UP— Belgrave							
..	..	..	..	5	U. F. T. Gully	..	..	..	..	..	..	..
3	4	3	4	6.5	F. T. Gully	..	..	..	..	..	..	..
7	8	7	7	11.5	Bayswater	915	710	610	455	..	345	405
8	10	8	9	16.5	Ringwood	660	610	385	305	..	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	Kilometres	DOWN	B	L	T		W	Elc. Loco 1102 to 1111	Y
					From— Burnley							
7	9	..	..	4	Tooronga (c)	..	..	..	..	405	345	405
6	8	..	..	7	Darling	..	..	..	..	510	440	455
3	5	..	..	8	East Malvern	915	815	610	..	405	345	355
..	..	..	..	13.5	Mt. Waverley	..	..	..	..	..	..	..
..	..	..	..	16.5	Glen Waverley	455	355	305	..	205	155	205
					UP— Glen Waverley							
..	..	..	..	3	Mt. Waverley	510	355	355	..	205	155	205
..	..	..	..	8.5	East Malvern	..	..	..	..	710	510	..
3	5	..	..	9.5	Darling	..	..	..	..	730	580	710
4	6	..	..	12.5	Tooronga	..	..	..	..	560	440	610
7	9	..	..	16.5	Burnley (c)	915	915	915	..	710	580	710

Notes.

(c) Momentum grade—

At Mileage.	Speed Necessary (Miles per hour)
Down journey—	
4½ at Kooyong	15
Up journey—	
4¾ approaching Kooyong	15

CAMBERWELL AND ALAMEIN.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES B	L	T		W	Y
					DOWN						
					From—						
					Camberwell						
5	5	..	..	1.5	**Riversdale** (c)	915	660	610	..	455	395
4	5	..	..	4	**Burwood**	..			..	710	710
3	4	..	..	5.5	**Ashburton**	1015	815	815	..	405	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**	..	..	..	..	405	365
6	6	..	..	6	**Camberwell**	915	660	610	..	405	365

Notes:—

The maximum vehicle limit is 60.

(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 STREET AND ST. KILDA.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES B	L	T	W		Elc. Loco 1102 to 1111	Y
					DOWN							
					From—							
					Flinders St.							
12	13	..	..	5.5	**St. Kilda**	1220	1035	1015	815	..	580	760
					UP—							
					St. Kilda							
12	13	..	..	5.5	**Flinders St.**	1220	1035	1015	815	..	580	760

Note:—The maximum vehicle limit is 40.

MELBOURNE AND PORT MELBOURNE.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES B	L		T	W	Y
					DOWN						
					From—						
Viaduct Junction					**Spencer Street**						
5	6	..	..	1	**Flinders St.** (a)	1830	1220	..	1270	1120	1015
					„ (b), (c)	1830	1220	..	1270	1120	1015
5	5	..	..	3	**Montague Shipping Shed** (d) ..	..	..	..	..	..	..
4	5	..	..	5	**Port Melbourne** (d)	1830	1830	..	1830	1120	1015
					UP—						
					Port Melbourne						
4	5	..	..	2	**Montague Shipping Shed** ..	..	..	..	..	..	..
5	6	..	..	4	**Flinders Street**	1830	1420	..	1270	915	915
5	6	..	..	5	**Spencer Street** (a)	1830	1420	..	1525	1120	1015
					„ (b), (c)	1830	1420	..	1525	1120	1015

Notes:—

The maximum vehicle limit is 60.

One hour before and during passenger traffic, maximum vehicular limitation–45 vehicles.

(a), (b) Loads applicable during specified hours, see page 417.

(c) Momentum grades. With loads (marked (b)) above three-fourths of the full tonnage, a speed of 15 m.p.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: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES S or X	B	L		T or H	W	Y
					DOWN							
					From—							
					Melbourne Yard							
12	12	12	12	3.5	**Kensington** (f) see p. 424 ..	..	..	..	..	..	..	..
..	..	..	..	4.5	**Newmarket**	..	..	..	..	..	..	..
14	17	13	15	8	**Essendon**	1525	1420	865	..	1015	440	400
16	20	15	18	14.5	**Glenroy**	..	..	..	..	..	..	..
7	9	6	8	17	**Broadmeadows** (e)	865	760	660	..	455	355	365
					UP							
					Broadmeadows (e)							
5	5	4	4	3.5	**Glenroy** (d)	..	..	..	..	..	..	..
9	10	9	10	9	**Essendon**	..	..	..	..	..	..	..
..	..	..	..	10	**Newmarket** (u) see p. 425 ..	..	..	..	..	..	..	..
..	..	..	..	13.5	**Kensington**	..	..	..	..	..	..	..
13	15	13	14	17	**Melbourne Yard** (d)	2135	2135	2135	..	1625	1015	1015

Notes:—

The 8.30 a.m. Down Goods train must not exceed 30 vehicles to Essendon.

(c) Momentum grades—

At Mileage. Up journey—	Speed Necessary (Miles per hour)
6½ approaching Strathmore ..	30

(d) See General Appendix for special instructions re Glenroy.

(e) **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	W	..	..	Y	..
LOAD	1525	1420	..	..	815	660	..	..	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	Via High Level Gravitation Tracks				Via Ordinary Running 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
W	710
F	560
Y	610

Vehicle Limit.—The vehicular 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	T	Y	W	..	..	..	..	..	..
LOAD	1830	1625	1220	760	660	..	..	..	..	..	..

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 Central Train Controller, 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 Road for the train to arrive on. If there is not a clear Road, 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 Central Train Controller 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 engines 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 20 lbs. 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.

Locomotive Running Time						LOAD TONNES						
Roadside Sectional Loads		Through Ruling Grade Loads			SECTION							
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	**DOWN**	B	L		T	W	Elc. Loco 1102 to 1111	Y
					From—							
	Viaduct Junction				**Spencer St.** (d)							
5	6	..	..	1	**Flinders St.** (a)	1810	1220	..	1270	1120	540	1015
					„ (b), (c)	1830	1220	..	1270	1120	845	1015
13	15	..	..	7.5	**Windsor**	..	..	..	..	1015	730	965
6	7	..	..	11	**Elsternwick**	..	..	..	..	..	..	..
5	6	..	..	13	**North Brighton**	..	..	..	..	..	..	..
3	4	..	..	14.5	**Middle Brighton**	..	..	..	..	..	..	..
3	4	..	..	16	**Brighton Beach**	..	..	..	..	..	..	..
6	8	..	..	19	**Sandringham**	1830	1220	..	1270	815	620	610
					UP—							
					Sandringham (d)							
6	7	..	..	3	**Brighton Beach**	..	..	..	..	..	..	..
4	5	..	..	4.5	**Middle Brighton**	..	..	..	..	..	..	..
3	4	..	..	6	**North Brighton**	..	..	..	..	..	..	..
5	6	..	..	8	**Elsternwick**	..	..	..	..	..	..	..
6	7	..	..	11.5	**Windsor**	..	..	..	..	..	..	..
12	13	..	..	18	**Flinders St.**	1830	1420	..	1525	1120	620	1015
5	6	..	..	19	**Spencer St.** (a)	1830	1420	..	1525	1120	640	1015
					„ (b), (c)	1830	1420	..	1525	1120	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.

The 11.25 a.m. Down Goods (or any other Down Goods train), which requires to work at Windsor or Middle Brighton during passenger traffic, must not exceed:—Windsor 25-vehicles Middle Brighton-13 vehicles when hauled by 'L' class Loco and Windsor-26 vehicles, Middle Brighton-14 vehicles when hauled by old type Electric Loco.

(a), (b) Loads applicable during specified hours, see page 417.

(c) Momentum grades.

Down journey—

At Mileage.	Speed Necessary (Miles per hour)
Viaduct Junction, Spencer Street (b) load	15

Up journey—

Viaduct Junction, Flinders Street (b) load	15

MELBOURNE AND THOMASTOWN.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	km	DOWN	LOAD TONNES T	W	Y	
					From—				
					Melbourne Yard (d)				
6	7	..	..	1	Princes Bridge	..	..	..	..
9	11	..	..	5.5	Victoria Park	..	..	..	..
3	4	..	..	6.5	Clifton Hill	..	..	..	..
3	4	..	..	8	Merri	815	..	..	..
8	7	..	..	9	Northcote	..	..	..	..
2	3	..	..	9.5	Croxton	..	..	..	..
3	5	..	..	10.5	Thornbury	610	405	355	..
3	4	..	..	11.5	Bell	1525	1015	1015	..
9	12	..	..	15	Reservoir	510	405	355	..
7	8	..	..	19	Thomastown	1015	660	610	..
					UP—				
					Thomastown				
7	8	..	..	4	Reservoir (d)	..	1220	..	..
6	8	..	..	7.5	Bell	..	..	..	..
3	4	..	..	8.5	Thornbury	..	..	..	..
3	4	..	..	9.5	Croxton	..	..	..	..
2	3	..	..	10	Northcote	..	..	..	..
3	4	..	..	11	Merri	1625	..	..	..
3	4	..	..	12.5	Clifton Hill	..	..	..	..
4	4	..	..	13.5	Victoria Park	..	..	..	..
11	12	..	..	18	Princes Bridge	..	..	..	..
6	7	..	..	19	Melbourne Yard	1625	865	1015	..

Notes:—

(c) With this load, a clear run into Thomastown must be provided.

MELBOURNE AND FITZROY.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	km	DOWN	LOAD TONNES S	B		T	W	Y
					From—						
					Melbourne Yard (d)						
16	18	..	..	5.5	Royal Park	..	..	..	..	..	..
3	4	..	..	7	North Carlton	915	760	..	510	405	355
3	4	..	..	8	North Fitzroy	1830	1830	..	1525	1220	1015
7	7	..	..	9.5	Fitzroy (d)	1830	1830	..	1525	1220	1015
					UP—						
					Fitzroy (d) ..						
7	7	..	..	1.5	North Fitzroy	..	..	..	..	710	660
3	4	..	..	3	North Carlton	..	..	..	..	..	..
3	4	..	..	4	Royal Park	..	..	..	..	..	..
9	10	..	..	9.5	Melbourne Yard	1625	1625	..	1625	865	1015

Notes:—

The maximum vehicle limit is 60.

The maximum vehicular limitation of Local Goods trains with Brakevan in rear, Melbourne Yard to Arden Street is—

"Down" 40, "Up" 41, and without a Brakevan in rear—"Down" 40, "Up" 40.

The maximum vehicular limitation of Up Goods trains *via* Royal Park, and which will require to enter the Arden Street Sidings at Macaulay is 41 vehicles.

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

The maximum load which can be hauled to North Carlton by 'down' Goods Trains assisted in the rear from Melbourne Yard until in clear on the branch line at Royal Park, will be the combined ruling grade loads for the diesel locomotives so utilized.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES B	L	T	W		Elc. Loco 1102 to 1111	Y
					DOWN							
					From—							
					Viaduct Junction							
					Spencer Street							
6	7	..	..	1	Princes Bridge (a)	1830	1220	1270	1120	..	540	1015
					„ (b), (c)	1830	1220	1270	1120	..	845	1015
9	11	..	..	5.5	Victoria Park	..	815	..	..	..	405	..
3	4	..	..	6.5	Clifton Hill (c), (p)	915	710	610	405	..	405	365
5	6	..	..	9	Fairfield	..	..	..	..	..	490	..
4	5	..	..	10.5	Alphington	1525	1220	1220	815	..	580	815
4	5	..	..	12	Ivanhoe	..	..	..	..	..	..	..
5	7	..	..	14	Heidelberg	915	660	610	405	..	345	355
6	7	..	..	17.5	Macleod (x)	..	815	..	510	..	415	510
12	15	..	..	23	Greensborough	..	..	..	..	..	..	..
9	11	..	..	27.5	Eltham	660	405	385	305	..	285	305
9	10	..	..	32.5	Diamond Creek	..	..	..	..	..	..	..
5	6	..	..	36	Wattleglen	..	..	..	..	..	..	..
7	8	..	..	38	Hurstbridge	1220	1015	610	610	..	530	..
					UP—							
					Hurstbridge							
6	6	..	..	2	Wattleglen	..	..	..	..	..	..	..
5	6	..	..	5.5	Diamond Creek	..	..	..	..	..	..	..
..	..	..	..	10.5	Eltham	1420	1420	1420	1015	..	..	1015
10	12	..	..	15	Greensborough	..	..	..	..	..	..	..
14	17	..	..	20.5	Macleod	660	405	385	305	..	285	305
6	7	..	..	24	Heidelberg (r)	..	660	..	405	..	320	355
4	5	..	..	26	Ivanhoe	..	..	..	455	..	345	425
3	3	..	..	27.5	Alphington	..	760	..	710	..	445	..
4	5	..	..	29	Fairfield (c)	..	..	..	815	..	490	815
5	6	..	..	31.5	Clifton Hill	..	..	..	..	..	..	..
4	4	..	..	32.5	Victoria Park	..	..	..	710	..	445	710
11	12	..	..	37	Princes Bridge	1525	1525	1525	1015	..	570	1015
6	7	..	..	38	Spencer Street (a)	1830	1830	1525	1120	..	620	1015
					„ (b), (c) ..	1830	1830	1525	1120	..	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 417.

(c) Momentum grades.

Down journey— At Distance	Speed Necessary (Miles per hour)
Viaduct Junction, Spencer Street (*b*) load	15
5 Approaching Clifton Hill	20
Up journey—	
8 Up trains must recommence their journey from Fairfield as far away from the foot of the grade as possible.	
Viaduct Junction, Flinders Street (*d*) load	15

(p) When the Locomotive of a Down goods train is required to run tender first from Victoria Park to Clifton Hill, the schedule load to be reduced by 15%.

(r) Clear run into Heidelberg Yard.

(x) Not checked at Rosanna.

The load of one Motor Coach between Heidelberg and Eltham—Up and Down journeys, must not exceed 8 vehicles, 100 tonnes.

The load for two Motor Coaches between Heidelberg and Macleod on the Down and Up journeys, must not exceed 16 vehicles, 255 tonnes. Where there is to be no check at Rosanna on the Down journey, 330 tonnes (momentum load) may be taken. Between Macleod and Eltham, Up and Down journeys 16 vehicles, 205 tonnes.

MELBOURNE-COBURG AND SOMERTON.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	SECTION km	SECTION	LOAD TONNES S	B		T	W	Y
					DOWN						
					From—						
					Melbourne Yard (d)						
16	18	..	..	5.5	Royal Park	..	..	..	..	..	..
5	7	..	..	6.5	Jewell	965	760	..	510	405	..
3	4	..	..	7.5	Brunswick	..	..	..	..	915	915
4	6	..	..	9	Moreland	..	..	..	..	815	760
3	4	..	..	10	Coburg	..	..	..	..	1015	915
3	5	..	..	11	Batman	1625	1625	..	1220	815	730
4	5	..	..	13	Fawkner	1220	1015	..	760	560	490
19	22	..	..	19	Upfield	965	760	..	510	405	..
..	..	..	..		Somerton	1015	815	..	660	405	365
					UP—						
..	..	..	..		Somerton						
..	..	..	..	..	Upfield	..	..	..	..	..	..
10	11	..	..	6	Fawkner	..	..	..	..	..	..
4	5	..	..	8	Batman (d)	..	..	..	..	..	..
3	4	..	..	9	Coburg	..	..	..	..	..	..
3	4	..	..	10	Moreland	..	..	..	..	..	..
4	5	..	..	11.5	Brunswick	..	..	..	..	..	..
3	4	..	..	12.5	Jewell	..	..	..	..	..	..
3	4	..	..	13.5	Royal Park	..	..	..	..	..	..
9	10	..	..	19	Melbourne Yard	1625	1625	..	1625	865	865

MELBOURNE AND MARIBYRNONG SIDINGS.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	Locomotive Running Time: Roadside Sectional Loads Full Load	Locomotive Running Time: Through Ruling Grade Loads 3/5ths Load	Locomotive Running Time: Through Ruling Grade Loads Full Load	SECTION km	SECTION	LOAD TONNES S	B	T		W	Y
					DOWN						
					From—						
					Melbourne Yard (d)						
..	15	..	..	3.5	South Kensington	..	..	..	..	..	..
..	9	..	..	3.5	Loop Siding "A"	..	..	..	..	..	745
..	7	..	..	7	Maribyrnong	..	..	..	..	..	..
					River Terminal	1525	1525	1220	..	815	745
					UP—						
					Maribyrnong						
					River Terminal (d)	..	..	..	..	..	..
..	5	..	..	3.5	Loop Siding "A"	..	..	..	..	..	745
..	9	..	..	3.5	South Kensington	1420	1220	815	..	610	560
..	15	..	..	7	Melbourne Yard	2135	2135	1625	..	1015	1015

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 and when required to shunt at Jewell the train must not exceed 25 vehicles. Through goods trains to Upfield may take 60 vehicles in the Down direction and must be limited to 41 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 41; and without brakevan in rear—Down 40 and Up 40.

(d) See General Appendix for Special instructions re Maribyrnong 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 Loads	Full Load	3/5ths Load	Full Load	km	DOWN	S	B	L	T	W	Y
..	..	..	..	1	From— Spotswood Oil Sidings (d)	1830	1830	1830	1830	1220	1220
..	..	..	..	1	UP— Oil Sidings Spotswood	1220	1015	710	815	610	530

Notes:—

The maximum vehicle limit is 60.

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

MELBOURNE AND SUNSHINE (VIA TOTTENHAM 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	km	DOWN	S or X	B		T or H	W	Y
					From—						
					Melbourne Yard						
12	15	12	15	3.5	South Kensington	..	..	..	..	..	..
7	9	7	9	10	Tottenham Yard (c)	..	..	..	..	760	760
13	15	12	14	13	Sunshine	1830	1625	..	1220	865	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	..	1625	1220	1220

Notes:—

The maximum vehicle limit is 75.

(c) Ascending grades—

	At Mileage	Speed Necessary (Miles per hour)
Down journey—	2½ after passing South Kensington station ..	20
	3¾ after passing under Bendigo Line ..	20

MELBOURNE AND SUNSHINE (VIA PASSENGER LINES).

Locomotive Running Time				SECTION	LOAD TONNES					
Roadside Sectional Loads		Through Ruling Grade Loads								
3/5ths Load	Full Load	3/5ths Load	Full Load	km	DOWN	S or X		B	T or H	W	Y
					From—						
					Melbourne Yard						
12	15	12	15	3.5	South Kensington	..	..	..	..	..	..
7	9	7	9	7	West Footscray	..	..	..	..	730	730
14	16	14	16	12.5	Sunshine	1830	..	1625	1220	815	815
					UP—						
					Sunshine						
12	13	10	13	5.5	West Footscray (u)	1830	..	1625	1220	1015	1015
..	..	..	..	6.5	Footscray	2135	..	2135	1625	1220	1220
8	11	8	11	9	South Kensington	..	..	..	..	..	..
12	12	12	12	12.5	Melbourne Yard	2135	..	2135	1625	1220	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	L	W	Y
					From—							
					Melbourne Yard							
12	15	..	..	3.5	South Kensington (a)	..	..	..	..	..	..	..
4	5	..	..	5.5	Footscray	..	..	..	..	..	..	..
4	6	..	..	7.5	Yarraville (d)	..	..	..	..	..	..	..
3	4	..	..	9	Spotswood (d)	..	..	..	..	..	..	..
3	4	..	..	10.5	Newport	..	..	..	..	..	..	..
6	7	..	..	14	Williamstown	2135	1830	..	1420	1420	1015	915
					UP—							
					Williamstown							
7	8	..	..	3.5	Newport (b)	..	2135	..	1830	1830	1420	1220
3	4	..	..	5	Spotswood	..	..	..	..	..	..	..
3	4	..	..	6.5	Yarraville	..	..	..	..	..	..	..
4	6	..	..	8.5	Footscray	..	..	..	..	..	..	..
3	4	..	..	10.5	South Kensington	..	..	..	..	..	..	..
11	12	..	..	14	Melbourne Yard	2135	1830	..	1320	1420	1015	1015

Notes:—

The South Kensington Pilots will take the loads as shown for the Williamstown Goods as set out above.

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 "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* Yarraville and Spotswood.

Locomotive Running Time							LOAD TONNES				
Roadside Main Line Loads		Through Main Line Loads		SECTION							
3/5ths Load	Full Load	3/3ths Load	Full Load	Kilometres	DOWN	E—East line W—West line	S or X	B	T or H	W	Y
					Newport (d) **to—**						
3	4	3	3	1	**Thomas Mill Siding**	W	..	..	..	..	..
..	..	..	..	1	**Amalgamated Workshops Sdg.**	E	..	..	..	..	..
..	..	..	..	1	**Caltex Siding**	W	..	..	..	..	..
..	..	..	..	1.5	**McKenzie & Holland's Siding**	W	..	..	..	..	..
..	..	..	..	2.5	**Brookwood** (See footnote)	W	..	..	..	..	..
..	..	..	..		**Sulphates Chemical Co. Pty. Ltd. Siding**	..	..	..	..	..	..
..	..	..	..		**H. Beecham & Co. Ltd. Siding**	..	..	..	..	..	..
..	..	..	..		**R. J. Gilbertson Pty. Ltd. Siding**	..	..	..	..	..	..
..	..	..	..	2.5	**Aust. Barley Board Siding**	W	..	..	..	..	..
..	..	..	..	3.5	**Jas. Hardie & Co. Siding**	W	..	..	..	..	..
..	..	..	..	3	**H. A. Chalmers Pty. Ltd. Siding**	E	..	..	..	..	..
..	..	..	..	3.5	**H. H. Chadwick Transport Ltd. Siding**	E	..	..	..	..	..
..	..	..	..	3.5	**Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)**	W	..	..	..	..	..
..	..	..	..	4	**Rheem (Aust.) Pty. Ltd. Siding**	E	..	..	..	..	..
..	..	..	..	4	**Little Brooklyn Siding** (a)	W	..	..	..	..	..
..	..	..	..	4	**Malouf Industries Pty. Ltd. and**	W	..	..	..	..	..
					Barrett Bros. & Burston & Co. Pty. Ltd. Siding	W	..	..	..	..	..
..	..	..	..	4.5	**Ready Mixed Concrete Siding**	E	..	..	..	..	..
..	..	..	..	4.5	**Smorgan Consolidated Industries Pty. Ltd. Siding**	E	..	..	..	..	..
..	..	..	..	4.5	**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	1270
..	..	..	..	5	**Dalgety Aust. Ltd. Sdg.**	E	..	..	..	..	..
..	..	..	..	5	**Armbrook**	E	..	..	..	..	..
..	..	..	..		**N. M. Watkins Siding**	..	..	..	..	..	..
					N. M. & P. Watkins Siding	..	..	..	..	..	..
..	..	..	..	5	**Melbourne Machinery Co. Sdg.**	W	..	..	1015	660	660
..	..	..	..	5	**Highfield Quarries Siding**	W	..	..	..	..	..
..	..	..	..	5	**V.R. Rubbish Tip Siding**	W	..	..	..	..	..
..	..	..	..		**Stramit Ind. Ltd.**	..	..	..	..	..	..
..	..	..	..	6.5	**Monsanto Siding**	W	..	..	..	..	..
..	..	..	..	6.5	**Stanley Quarries Siding**	W	..	..	..	..	..
..	..	..	..	6.5	**Western Metropolitan Market Trust Siding** (see footnote)	W	..	..	..	..	..
7	8	7	7	7.5	**Sunshine** (d)	..	1830	1830	1220	815	815
					Brooklyn to—						
..	..	..	..		**Wash Dock Sdgs.**	E	..	..	..	..	..
7	8	7	7	3	**Tottenham Yard**	..	1830	1830	1220	1015	1015

Notes

(a) When starting from Little Brooklyn with full load, Driver 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 Electric Staff Posts and are to be worked in accordance with instructions in General Appendix.

Locomotive Running Time							LOAD TONNES				
Road side Main Line Loads		Through Main Line Loads		SECTION							
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	UP	E—East line W—West line	S or X	B	T or H	W	Y
					Tottenham Yd. to—						
..	..	..	..	3	**Wash Dock Sdgs.**	E	..	..	..	..	..
7	8	7	7	3	**Brooklyn**	..	2135	2135	2135	1220	1220
					Sunshine (d) **to—**						
..	..	..	..	1	**Western Metropolitan Market Trust Sdg.** (see footnote, p. 385) ..	W	..	..	..	..	..
..	..	..	..	1	**Stanley Quarries Siding**	W	..	..	..	..	..
..	..	..	..	1	**Monsanto Siding**	W	..	..	..	..	..
..	..	..	..	2.5	**V.R. Rubbish Tip Siding**	W	..	..	..	..	..
..	..	..	..		**Stramit Ind. Ltd.**	..	..	..	..	..	..
..	..	..	..	2.5	**Highfield Quarries Siding**	W	..	..	..	..	..
..	..	..	..	2.5	**Melbourne Machinery Co. Siding** ..	W	..	..	..	..	..
..	..	..	..	2.5	**Armbrook**	E	..	..	..	..	..
..	..	..	..		**N. M. Watkins Siding**	..	..	..	..	..	..
..	..	..	..		**N. M. & P. Watkins Siding**	..	..	..	..	..	..
..	..	..	..	2.5	**Dalgety Aust. Ltd. Siding**	E	..	..	..	..	..
7	8	7	7	2.5	**Brooklyn**	..	..	..	..	..	..
..	..	..	..	2.5	**Sims Consolidated Ltd. Siding** ..	W	..	..	..	..	..
..	..	..	..	2.5	**S.E.C. Siding**	W	..	..	..	..	..
..	..	..	..	3	**Co-op Farmers & Graziers Sdg. (Prossor)** ..	W	..	..	..	..	..
..	..	..	..	3	**Smorgan Consolidated Industries Pty. Ltd. Siding** ..	E	..	..	..	..	..
..	..	..	..	3	**Ready Mixed Concrete Siding** ..	E	..	..	..	..	..
..	..	..	..	3.5	**Malouf Industries Pty. Ltd. and Barrett Bros. & Burston & Co. Pty. Ltd. Siding** ..	W	..	..	..	..	..
..	..	..	..	3.5	**Little Brooklyn Siding**	W	..	..	..	..	..
..	..	..	..	3.5	**Rheem (Aust.) Pty. Ltd. Siding** ..	E	..	..	..	..	..
..	..	..	..	4	**Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)** ..	W	..	..	..	..	..
..	..	..	..	4	**H. H. Chadwick Transport Pty. Ltd. Siding** ..	E	..	..	..	..	..
..	..	..	..	4.5	**H. A. Chalmers Pty. Ltd. Siding**	E	..	..	..	..	..
..	..	..	..	4	**Jas. Hardie & Coy's Siding**	W	..	..	..	..	..
..	..	..	..	5	**Aust. Barley Board Siding**	W	..	..	..	..	..
..	..	..	..	5	**Brookwood** (see footnote, page 385) ..	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	7.5	**Newport** (d)	..	2135	2135	2135	1220	1220

Note.

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

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

SPEED OF LOCOMOTIVES OR TRAINS.

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

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

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 speed shown on pages 444 to 447 inclusive;
   (iii) such **temporary** speed reductions as are shown from time to time in the Weekly Notice or other printed or written instructions; and
   (iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 436.

4. The running of locomotives **tender first** is subject to the instructions on page 447 relating to tender first running. (See also Sub-section (c) Clause i, page 447).

5 (i) Victorian bogie goods vehicles having "P" as the last letter for their classification may be attached to passenger trains and, except in the case of "ZP" brakevans, run at the speeds laid down for passenger trains. Express Goods trains consisting solely of bogie passenger vehicles (except suburban motors) and–or Victorian bogie goods vehicles having the letter "P","F" or "X"as the last letter of their classification, with the exception of loaded Tank Wagons classed "TWF" or "TWX", may run at speeds laid down for Express Goods trains. The maximum speed for "ZP" brakevans and Tank Wagons classed "TWF" or "TWX" is laid down in Special Rates of Speed, clause 4, page 446.

(ii) When any goods vehicle, including "Z" and "ZL" brakevans, without "P", "F" or "X" as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.

(iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the Maximum Speed allowed due to the classes of vehicles included in the train and the Driver or Guard, if relieved, must pass this information on to his relief.

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

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

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

Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour
B (Diesel Electric)	70	F (Diesel Electric)	20	R	70	W (Diesel Hydraulic)	20
D 3	60	H (Diesel Electric)	45	S (Diesel Electric)	70	X (Diesel Electric)	70
E Electric 1102–1111	40	J	50	(See Note 3)		Y	40
		K	50	T (Diesel Elect.)	60	Y (No. 175) (Diesel Electric)	60
		L (Elect.)	70			Narrow Gauge NA	20

Note 1 :—The maximum speeds laid down for locomotives in clause 8 hereof are subject to the maximum speeds laid down in respect to various Lines or portions ofLines, and to the conditions above and also on pages 442 to 447 inclusive.

Note 2 :—See page 446 for speed of a locomotive or locomotives with a brakevan of fixed-wheel base only attached, and for speed of light locomotives.

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

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

Rail Motor Trains	Maximum Speeds † Without any 4-wheeled Vehicle attached
Diesel Electric Rail Motor	60
Diesel Rail Car (Walker type) 102 H.P. except No. 4	45 See notes
Diesel Rail Car (Walker type) 102 H.P. (No. 4)	50
Diesel Rail Car (Walker type) 153 H.P.	50
Diesel Rail Car (Walker type) 280 H.P.	60 (without trailer) 50 (with trailer)
Diesel Rail Car (Air Conditioned) 600 H.P. Nos. 40, 41	70

† See Clauses 3 and 5, page 435.

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

(*b*) The maximum speeds shown above for Rail Motor Trains are subject to the Maximum Speeds laid down for Passenger Trains for the line or portion of the line over which the Rail Motor is running and to the conditions imposed hereunder and on pages 435 to 447 inclusive. Where any goods vehicle is attached, the speed laid down on page 446 for the type of vehicle concerned must not be exceeded.

(*c*) For maximum speeds for Rail Motor Inspection Car, see General Appendix.

CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES.

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

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

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

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

Station	Branch Line	Class of locomotive that may be used for Shunting on Branch lines	Speed
Altona Junction ..	Altona	"R" and lighter	Miles per Hour 10

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

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

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

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

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

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

Metropolitan District Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives Allowed to Run
	Electric Multiple Unit Trains, including Single Unit Trains or Single Mtr. Car	Passenger Trains (Other than Suburban Electric) Hauled by Diesel or Electric Loco.	Goods, Express Goods or Mixed Trains		
			Hauled by Diesel or Electric Locomotives	Hauled by Parcels Coaches or Elec. Motors	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Flinders St. and Spencer St. ..	25	20	15	20	All classes
Spencer St. and North Melbourne Junction	50	40	15	20	All classes
When diverging from a Straight Road on other lines at Franklin Street Junction	20	20	15	20	
North Melbourne Junction and Newport.	50	40	30	30	All classes
Entering Newport Goods Yds.	..	..	5	5	
Maribyrnong River Line ..	..	..	..	..	"S" and lighter.
In clear daylight	..	..	10	..	
During darkness or foggy weather	..	..	5	..	
Spotswood & Power House Yd.	..	..	10	..	All classes except "H"
Newport and Williamstown ..	50	40	30	30	All classes except "H"
Williamstown and Williamstown Pier Station.	20	20	20	20	All classes except "H"
Newport and Newport South ("B" Box)	50	50	30	40	All classes
Newport South ("B" Box) and Newport ("A" Box), via Goods Line.	..	..	10	..	
Newport ("A" Box) and Newport South ("B" Box) via "E" Siding.	..	..	5	..	
Newport South ("B" Box) Up trains diverging from West line to Double line.	40	40	40	40	
Newport South ("B" Box) **and Altona Junction.** ..	50	70	See page 242, Western and South Western W.T.T.		All classes
Altona Junction and Altona Newport & W'shops Platform–	40	30	30	30	"T" and lighter.
	..	..	..	..	"S" and lighter.
Clear weather	10	10	10	10	
Foggy weather	5	5	5	5	
Newport and Sunshine Loop Line	..	30	Funnel first 30 Tender first 25	..	All classes
Footscray and Sunshine ..	50	See page 442	30	30	All classes
Sunshine and Albion.. ..	40	See page 442	Funnel first 40 Tender first 30	40	All classes
Albion and St. Albans. ..	50	See page 442	..	40	All classes
Tottenham Yard and Brooklyn	..	..	Funnel first 30 Tender first 25	..	All classes

Maximum 40 vehicles can be hauled between Tottenham Yard and Brooklyn without a Brakevan in both Up and Down directions.

† See clauses 3 and 5, page 435.

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

Metropolitan District Line or Portion of Line Between—	Maximum Speed † Electric Multiple Unit Trains, including Single Unit Trains or Single Mtr. Car	Passenger Trains (Other than Suburban Electric) Hauled by Diesel or Electric Loco.	Goods, Express Goods or Mixed Trains Hauled by Diesel or Electric Locomotives	Goods, Express Goods or Mixed Trains Hauled by Parcels Coaches or Elec. Motors	Classes of Locomotives Allowed to run
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
South Kensington and South Dynon Junction (via Goods Line (See Note **A**)	..	..	25	..	All classes
South Dynon Junction and West Footscray Junction .. (See Note **A**)	..	..	Funnel First 40 Tender First 30	..	All classes
Over the Fixed Points at West Footscray Junction until the whole of the train has cleared the points.	..	..	10	..	
West Footscray and Sunshine (via Tottenham Gravitation Yard)	..	..	15	..	All classes
North Melbourne Junction and Newmarket Junction ..	40	30 **UP**	20	30	All classes
Newmarket Junction and Essendon.	50	50 **DOWN** 40	30	30	All classes
Essendon Station, between Down & Up Home Signals Nos. 8 & 38 respectively.	35	35 **DOWN**	25	25	
Essendon and Strathmore	50	See page 443	30	30	All classes
Strathmore & Broadmeadows	50	See page 443 **UP**	40	40	All classes
Essendon and Pascoe Vale ..	50	See page 443	40	40	All classes
Pascoe Vale and B'meadows					
Newmarket Junction and Flemington Racecourse— ..					
Newmarket and Show Grounds Platform	25	20	10	25	All classes except "H"
Show Grounds Platform and Flemington Racecourse ..	25	20	10	25	"B" and lighter.
North Melbourne Junction & Coburg—	..	..	..	..	All classes except "H"
"R" Class locomotives excepted	50	40	30	30	
"R" Class locomotives ..	..	30	30	..	
Coburg and Fawkner ..	..	..	..	..	All classes except "H"
"R" Class locomotives excepted	40	40	30	30	
"R" Class locomotives ..	..	30	30	..	
Fawkner and Upfield ..	30	30	30	..	All classes except "H"
Upfield and Somerton .. (See note **B**)	..	..	25	..	All classes except "H"
"R" Class locomotives when passing over bridge at 11 miles 77 chains.	..	..	15	..	

Note 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 a maximum of 20 M.P.H.

Note B:— Passenger trains are not permitted to run on the Victorian or Standard Gauge line Up or Down between Upfield and Somerton unless specially authorised by the Chief Civil Engineer.

See clauses 3 and 5, page 435.

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

Metropolitan District Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives Allowed to Run
	Electric Multiple Unit Trains, including Single Unit Trains or Single Mtr. Car	Passenger Trains (Other than Suburban Electric) Hauled by Diesel or Electric Loco.	Goods, Express Goods or Mixed Trains		
			Hauled by Diesel or Electric Locomotives	Hauled by Parcels Coaches or Elec. Motors	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Royal Park & North Fitzroy	..	..	15	..	All classes except "H"
North Fitzroy and Fitzroy ..	..	..	10	..	"S" and lighter
Clifton Hill and Epping ..	50	40	30	30	"T" and lighter
Princes Bridge or Flinders St. and Automatic Signal "S" 15 (Down) or "S" 22 (Up) Clifton Hill Line	25	25	15	25	"S" and lighter
		Subject to the restriction shown on page 442			
Automatic Signals "S" 15 (Down) or "S" 22 (Up) and Clifton Hill	35	30	Down 20 Up 15	30	"S" and lighter
Clifton Hill and Heidelberg	50	40	30	30	"S" and lighter
Heidelberg and Eltham ..	45	40	30	30	"S" and lighter
Eltham and Hurstbridge ..	40	30	Funnel first 30 Tender first 20	30	"S" and lighter
Flinders St. Platforms and Yard Footbridge (all Lines)	25	25	15	25	All classes
Yard Footbridge and the Down Home Signals at Jolimont Junction ..	30	25	15	25	All classes
Jolimont Junction and Richmond	40	30	20	30	All classes except "H"

† See clause 3 and 5, page 435

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

Metropolitan District Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives Allowed to Run
	Electric Multiple Unit Trains, including Single Unit Trains or Single Mtr. Car	Passenger Trains (Other than Suburban Electric) Hauled by Diesel or Electric Loco.	Goods, Express Goods or Mixed Trains		
			Hauled by Diesel or Electric Locomotives	Hauled by Parcels Coaches or Elec. Motors	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Richmond and Hawthorn ..	35	30	20	30	"S" and lighter
Hawthorn and Camberwell					
(Up and Down Lines)	40	30	20	30	"S" and lighter
(Centre Line)	45	30	30	30	"S" and lighter
Camberwell and Box Hill					
(Up and Down Lines) ..	40	40	20	30	"S" and lighter
(Centre Line) ..	50	40	30	30	"S" and lighter
Box Hill and Blackburn ..	50	45	30	30	"S" and lighter
Blackburn and Mitcham ..	50	40	30	30	"S" and lighter
Mitcham and Ringwood ..	50	45	30	30	"S" and lighter
Ringwood and Lilydale ..	50	(See page 443)	30	30	"S" and lighter
Burnley and Kooyong ..	40	30	30	30	"S" and lighter
When passing over the Glenferrie Rd. Level Crossing at Up end of Kooyong— ..	20	20	10	10	
Kooyong and East Malvern ..	50	40	30	30	"S" and lighter
When passing over Burke Rd. Level Crossing, Down end of Gardiner	10	10	10	10	
East Malvern & Glen Wav.	60	40	30	30	"S" and lighter
Camberwell and Ashburton	40	40	30	30	"S" and lighter
When passing over the Riversdale Rd. Level Crossing at Down end of Riversdale ..	10	10	10	10	
Ashburton and Alamein ..	25	25	25	25	"S" and lighter
Ringwood and Belgrave ..	50	(See page 443)	30	30	"S" and lighter
Passing over inner Points forming junction to No. 1 and No. 2 Roads at Up end Upper F.T. Gully .. :	12	12	12	12	
Richmond and South Yarra	40	30	30	30	All classes except "H"
South Yarra and Caulfield ..	45	35	30	30	All classes except "H"
Caulfield and Oakleigh ..	50	40	40	40	All classes except "H"

† See clause 3 and 5, page 435.

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

Metropolitan District Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives Allowed to Run
	Electric Multiple Unit Trains, including Single Unit Trains or Single Mtr. Car	Passenger Trains (Other than Suburban Electric) Hauled by Diesel or Electric Loco.	Goods, Express Goods or Mixed Trains		
			Hauled by Diesel or Electric Loco-motives	Hauled by Parcels Coaches or Elec. Motors	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Oakleigh and Dandenong ..	50	(See page 443)	40	40	All classes except "H"
Dandenong and Pakenham ..	50	70	60	40	All classes except "H"
Caulfield and Glenhuntly ..	..	..	..	..	All classes except "H"
"R" Class locomotives excepted ..	50	40	30	30	
"R" Class locomotives	..	30	30	..	
Via "B" Siding	..	..	5	5	
When passing over the Glenhuntly Road Level Crossing at Up end of Glenhuntly. ..	20	20	20	20	
Glenhuntly and Mordialloc ..	..	..	..	..	All classes except "H"
"R" Class locomotives excepted ..	50	40	30	30	
"R" Class locomotives	..	30	30	..	
Mordialloc and Frankston ..	50	(See page 443)	..	40	All classes except "H"
South Yarra and Sandringham ..	45	40	25	30	"T" and lighter
Flinders Street and St. Kilda ..	45	40	20	30	"S" and lighter
Flinders Street and Port Melbourne Station ..	45	40	20	30	"S" and lighter
Between Speed Board at Up end of Down Platform at North Port and Level Crossing at Bridge Street, Down Trains.	25	25	20	25	
Between Speed Board at Down side of Graham Station and Post 38 (Up Starting Signal Graham) Up Trains.	30	30	20	30	"S" and lighter
Between Speed Board at Down end of Down Platform at Montague and level Crossing at Inglis Street. Down Trains	20	20	20	20	
Port Melbourne and Port Melbourne Railway Pier. ..	5	5	5	5	"S" and lighter

† See clauses 3 and 5, page 435.

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

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

Line or Portion of Line	Maximum Speed †
	Miles per Hour
Between Viaduct Junction, West Tower and North Melbourne	
Main Goods Lines between West Tower and Viaduct Junction.	25
Coburg Goods Lines between West Tower and North Melbourne Junction.	25
Northern and Western Goods Lines	
Main Goods Lines between West Tower and South Kensington.	25
North-Eastern Goods Lines	
North Eastern Goods Lines to and from Kensington.	25
Outside Goods Lines.	25
Passing over Level Crossings between the Yard and Appleton and Victoria Docks. ..	5
On the Reversing Loop.	4
Macaulay and North Melbourne	
Goods trains passing through Sidings between Arden Street and Macaulay. See General Appendix.	5
Spencer Street Station	
Trains on No. 5 (non-platform) track opposite No. 10 platform, whilst country train carriages are standing at No. 10 platform.	5
Flinders Street Station	
The speed of any train, or engine, on any Siding, or when being shunted to or from any Siding and a Running Line at Flinders St., must not exceed a rate of 15 miles per hour. This is subject to the special rates of speed specified hereunder :—	
Over Western Carriage and Parcels Dock Sidings	5
Flinders St. Station, between Signal Box "A" on the west side and Signal Boxes "B" and "C" on the east side. Subject to the further restriction (see hereunder) in regard to Nos. 2 and 7 Tracks	15
From West End of No. 2 West Track, to Swanston St. Bridge	5
Movements in an easterly direction from the West End of No. 7 track to Swanston St. Bridge	5
"C" Signal Box, Flinders St.	
Arriving trains from the Burnley Local Line, between the East end of "C" Signal Box and Nos. 6 and 7 Tracks, and No. 5 Track, via "U"	15
"D" Signal Box, Flinders St.	
Up trains from the Clifton Hill Line, between the Overhead Bridge near Auto. Signal S 22 and the platform; speed must not be increased after passing 3-position Home Signal No. 268 ..	10
Down trains to Clifton Hill Line—when passing round the curve between "D" Signal Box and the Down Automatic Signal, S 15	10
Shunting movements between "D" and "E" Signal Boxes via the "Through Siding" ..	5
Between Signal No. 278 and Swanston Street Bridge on Nos. 1 and 2 East Tracks	15
Jolimont Goods Yard	
Entering from the East or West end	10

Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives Allowed to Run
	Passenger Trains	Express Goods Trains	Goods Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Footscray and Sunshine ..	50	40	30	30	All classes
Sunshine and Albion	50	40	40	30	All classes
Albion and St. Albans ..	..	..	..	..	All classes
"R" Class locomotives excepted ..	60	**UP** 40 **Down** 60	40	30	
"R" Class locomotives	50	**UP** 40 **Down** 50	40	30	

† See clauses 3 and 5, page 435.

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

Line or Portion of Line Between—	Maximum Speed †			Classes of Locomotives Allowed to Run
	Passenger Trains	Goods Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	
Oakleigh and Huntingdale	..	..	..	All classes except "H"
"R" Class Locomotives excepted	60	40	30	
"R" Class Locomotives	50	40	30	
Huntingdale and Dandenong	50	40	30	All classes except "H"
Mordialloc and Frankston	..	..	..	All classes except "H'
"R" Class Locomotives excepted	60	40	30	
"R" Class Locomotives	30	30	30	
Frankston and Baxter	50	40	25	"S" and lighter
Baxter and Mornington	50	40	25	"S" and lighter
Baxter and Stony Point	..	..	..	"S" and lighter;
280 H.P. Rail Motors,	50	..	..	
"J" and lighter	50	40	25	
"X" "S" "B" & "T" Class Locomotives	40	40	..	
Crib Point Loop Line	15	15	15	"J" and lighter; "S", "B" and "T"
Crib Point and Naval Base	15	15	15	"J" and lighter; "S", "B" and "T"
Albion and Broadmeadows	40	40	25	All classes
		DOWN		
Essendon and Strathmore	50	30	30	All classes
Strathmore and Broadmeadows	60	40	30	" "
		UP		
Essendon and Pascoe Vale	60	40	30	" "
Pascoe Vale and Broadmeadows	50	25	25	" "
Ringwood and Lilydale	50	30	30	"S" and lighter
Lilydale and Healesville	50	40	25	"T" and lighter
Over Bridge at 35 miles 65 chains between Tarrawarra and Healesville	25	25	25	
Ringwood and Belgrave	50	30	30	"S" and lighter
Passing over inner Points forming Junction to Nos. 1 and 2 Tracks at Up end of Upper Ferntree Gully.	12	12	12	

SPEED OF LOCOMOTIVES OR TRAINS ON NARROW GAUGE LINES.

Belgrave–Lakeside Narrow Gauge Line	Maximum Speed Miles per hour
Between—	
Belgrave and Selby-Aura Road Level Crossing (27 miles 63 chains)	20
Selby-Aura Road Level Crossing (27 miles 63 chains) and 29 miles	15
29 miles and Emerald	20
Emerald and Lakeside	10

When permission is given (vide General Appendix) for a train to be pushed on a Narrow Gauge Line, the maximum speed must not exceed half that shown above for the respective sections. See also General Appendix.

† See clause 3 and 5, page 435.

SPECIAL RATES OF SPEED.

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

(i) *the provision of Regulation 59;*

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

(iii) *the Special Speeds laid down in Pages 435, 436, clauses 8 and 9.*

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 speed, is indicated by a **curve board** (see diagram in margin), placed on the left-hand side of the line at the entrance to the curve. The number shown on the Curve Board indicates, **in miles per hour, the maximum speed** allowed when going round the curve. It is pointed at one end, and is so placed that the pointed end indicates the direction of the curve, right-hand or left-hand, as the case may be. The speed must be reduced before the Locomotive or train enters on the curve, and the indicated speed must not be exceeded until the whole of the train is clear of the curve.



(b) The following tables give respectively the maximum speed around curves of certain radii on Suburban lines, and on all other lines. These speeds agree with those shown on the Curve Board.

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

2. Passing Over Points:—The following Speed Restrictions apply generally when passing over points at Stations, Junctions, and Sidings :—

	Maximum Speed	
	When Running to or from Lines Diverging from the Straight Road	When Running on the Straight Road
	Miles per Hour	Miles per Hour
(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 trailing points	25	40‡
(ii) Over facing points held by hand	15	15
(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	25	50‡
MORNINGTON LINE, between Mordialloc and Mornington	25	50‡
HEALESVILLE LINE, between Ringwood and Healesville	25	50‡
BELGRAVE LINE, between Ringwood and U.F.T. Gully	25	50‡
ST. ALBANS LINE, between Footscray and St. Albans	25	50‡
HURSTBRIDGE LINE at Rosanna	40	45‡
ALBURY LINE, between Essendon and Broadmeadows	25	60‡
(c) Diesel Rail Cars (Walker Type)—102 and 153 h.p.		
(i) Over facing points worked from a locking frame or otherwise securely fastened or over trailing points	10	40‡
(ii) Over facing points held by hand	10	10

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

3. At Various Places—

Description	Maximum Speed
	Miles per Hour
Terminal Stations—	
When Locomotive is passing the near end of platform at which the train has to stop. See clause (d), Rule 12, Appendix III, and General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus.	70
When exchanging staff, by hand	
(a) When cane carrier is used	20 ‡‡
(b) When automatic staff exchange carrier is used	15 ‡‡
When exchanging staff (ordinary type), or delivering ticket	15 ‡‡
Rail Motor Trains when Driver is delivering or receiving a staff or ticket (see also ..	6
General Appendix) "S" Class Diesel Electric Locomotive—Hostler's End leading ..	See Note ‡‡‡
Crossing Stations—	
When backing a train over level crossing not provided with gates	5
Examining Stations—	
When entering station. See also General Appendix.	10
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	15
Single Line Working—	
Over points which become facing points when the traffic of a double line is being worked over a single line	10
When Air Brake is Wholly Inoperative—	
On a long falling gradient, or when approaching any station or junction	15

‡‡ **Note:**—When a Locomotiveman is receiving a Staff from, or delivering a Staff to a Signalman standing on ground level, the speed of the train must not exceed six (6) miles per hour. When a Locomotiveman is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

‡‡‡ **Note:**—When a Locomotiveman 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 safely effected.



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



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



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

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

Description	Maximum Speed
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	60
Goods trains by which "Dead" locomotives are conveyed—See page 233, General Appendix.	..
Any Victorian bogie goods vehicle, "ZP" excepted, having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle (except tank wagons, having "F" or "X" as the last letter of its classification	60
"NN" Wagons (when loaded). (Permission must be obtained from the Train Controller before loaded (See page 435 paragraph 5 clause iii).	30
Tank Wagons classified as "TWF" or "TWX"; when loaded	50
Tank Wagons classified as "TWF" or "TWX" when empty	60
"Z" or "ZL" brakevans and goods vehicles, except Victorian bogie goods vehicles with "P" "X" or "F" as the last letter of their classification	45
Suburban "M," (Tait) and "CM" vehicles	50
Suburban "M" (Harris and Stainless Steel) carriages	70
Light Locomotives—	
" S " class Diesel Electric Locomotive No. 1 End Leading	60
" S " class Diesel Electric Locomotive Hostler's End Leading (see note 3 page 435)	30
" GM " class	60
" B ", " L ", " T " and " X " class	60
" H " class	45
" R," " J," " K," and " D3 " class	50
" Y," class	40
" F " and " W " class	20
Locomotive or Locomotives with brakevan of fixed-wheel base only attached	See Page 435 item 5 (ii)
Locomotives when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Brakevan Train or any Train to which a Break-down Brakevan is attached	40
Any Train by which any Steam or Diesel Crane is conveyed	The Maximum speed for the Steam or Diesel Crane Conveyed.
On Vehicle Weighbridge—	
(i) Vehicles over Scales	4
(ii) Locomotives or vehicles over weighbridge relief rails	8
Pushing Trains—	
On running lines	10
When passing around any curve of less than 8 chains radius	5
Empty trains, when Guard, Shunter, or other employe leaves the leading vehicle to attend to the points	3
Diesel Cranes—	
No. 45 Diesel Travelling Crane (Way and Works Branch, 10 tonnes)	30
Steam Cranes—	
No. 3 (Rolling Stock Branch, 5 tonnes)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tonnes)	40 **(See Note**
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44, (Way and Works Branch, 3 tonnes)	15
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tonnes)	40 **(See Note)**

NOTE:—Except on the lines listed and subject to the special conditions (See page 447) the 30 tonne wreckage cranes (Nos. 5 and 7) and-or the 60 tonne Wreckage Cranes (Nos. 18 and 19) are permitted to run on any of the Suburban lines shown in the Working Time-table subject to the maximum speed of the train being the same as for goods trains hauled by locomotives.

4. Various Trains, Light Locomotives, Steam and Diesel Cranes, Diesel Fordson Rail Tractor—Cont.

Line or portion of line between	Maximum Speed	
	60 tonne Cranes Nos. 18 & 19	30 tonne Cranes Nos. 5 & 7
	M.P.H.	M.P.H.
North Melbourne–Upfield line : When passing over the Manningham Street Bridge at 2 miles 53 chains	15	15

On the undermentioned lines, or portions of lines, **the 60 tonne Cranes are not permitted to run between :—**

Windsor and Sandringham
Glenhuntly and Stony Point.
East Camberwell and Healesville.
Keonpark and Epping.
Eltham and Hurstbridge.
Mobiltown and Altona
Douglas Parade and Yarraville Oil Wharf.
Flinders Street and Port Melbourne.
Flinders Street and St. Kilda.

Description		Maximum Load Hauling or Propelling	Maximum Speed
		Tonnes	Miles per Hour
Diesel Fordson Rail Tractor			
On level track ..		230	20
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, above, any 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 or Goods train over the Lines or Sections of Lines shown in clause 7 hereof.

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

(c) In the case of—

(i) **Passenger Trains.**—The load must not exceed the maximum authorised load prescribed in the Working Time-table for the train concerned. In no case must either locomotive be run tender first.

(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 or diesel hydraulic or electric locomotive, the steam locomotive must trail.

4. Where a higher powered diesel locomotive than 'T' or 'Y' class is running in multiple with either a 'T' or 'Y' class locomotive, the higher powered locomotive with a dynamic brake must be the leading locomotive, except where instructions have been issued to the contrary.

5. As far as possible in the case of a Goods train an assisting locomotive should be employed with a through train only, but if it is necessary for the train to work en route, it must not be done at more that three roadside Stations between any two Depot or Terminal Stations. Only one locomotive should, as far as practicable, be employed in the shunting work.

6. When an assisting locomotive is employed, a water tank wagon may be attached between the locomotives if required.

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

Section—
Melbourne and Williamstown
Melbourne and Maribyrnong River Goods Siding.
Melbourne, Stony Point and Mornington.
Newport and Sunshine Loop Line.
Tottenham Yard and Brooklyn.
Melbourne and Heidelberg.
Burnley and Glen Waverley.
Melbourne and Upfield
Royal Park and North Fitzroy.
Camberwell and Riversdale.
Melbourne, Healesville and Belgrave.
Belgrave and Lakeside (Subject to Special Authority of the Railway Board).
Melbourne and Port Melbourne.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR.

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

Train or Class of Train	Section	Maximum Number of Vehicles
Empty Passenger Train	† Between Spencer Street and Dynon (Standard Gauge) ..	
* Goods Train	† Between Spencer Street and Newmarket	40
	† From Broadmeadows to Glenroy	25
	† Between Spencer Street and Macaulay	40
	† From Moreland to Coburg	17
	† From Coburg to Moreland	20
	Between Coburg and Batman	15
	† Between Upfield and Somerton	60
	Between Flinders Street and Spencer Street	10
	Between Melbourne Yard and Maribyrnong Goods Siding	40
	Between Newport and Williamstown, Newport South and 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
	Between Jolimont Yard and Windsor	10
	From Windsor to Brighton Beach	20
	† From Caulfield to Glenhuntly	20
	From Cheltenham to Mordialloc	10
	From Seaford to Frankston	6
	Between Baxter and Bittern	20
	Between Baxter and Moorooduc	12
	† Between Dandenong and Lyndhurst	30
	† Between Dandenong and General Motors	30
	† From Burnley to Hawthorn	35
	† Between Box Hill and Blackburn	5
	Between Lilydale and Cave Hill	14
	Between Lilydale and Coldstream	10
Rolling Stock 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 Rolling Stock Pilots run solely for the purpose of conveying Rolling Stock materials or vehicles green carded for repairs, must not exceed 3.

LOCOMOTIVES ASSISTING IN REAR OF TRAINS.
(Regulation 173)

A locomotive may assist a down Fitzroy Line Goods train in the rear from Melbourne Yard to Royal Park.

Unless instructions are issued to the contrary, the train is to be brought to a stand when it is in clear on the North Fitzroy Line at Royal Park and the back locomotive is then to be uncoupled and returned to Melbourne Yard.

FLASHING LIGHT SIGNALS AND BOOM BARRIERS.

(Instructions pages 178–182, General Appendix).

Distances are based on Mileage Marker Posts plus Metres

Name and Distance of Nearest Station	Level Crossing	Distamce		Type
		M.P.	Metres	
MELB. YARD–VICTORIA DOCK	Cowper and Dudley Streets ..	..	..	FL
	Cowper and Pigott Streets ..	..	..	FL
	Pitt Street–No. 22 Berth ..	..	..	FL
	Pitt Street–No. 19 Berth ..	..	..	FL
	Pigott Street–Nos. 2, 3 and 4 Berths	..	..	FL
	Pigott Street–Union Steamship Terminal	..	..	FL
SOUTH DYNON–APPLETON DOCK	Footscray Road T	..	..	FL
Trans Ocean Terminal Siding ..	Appleton Dock Road ..	..	..	FL
	Coode Road	..	..	FL
	Phillips Road			FL
Liner Services Siding	Phillips Road			FL
..	Rail lead to Liner Services D Berth	..	..	FL
Freight Bases Siding	Appleton Dock Road ..			FL
SOUTH DYNON–SWANSON DOCK	Swanson Dock Road			FL
	Coode Road			FL
SPOTSWOOD OIL SIDINGS	Hall Street T	6	121	FL
Spotswood 5–1173				
SPOTSWOOD–CALTEX SIDING				
Spotswood 5–1173	Burleigh Street	6	865	FL
NEWPORT–SUNSHINE				
Brookwood Siding 8–0	Barley Board Access Rd T ..	8	80	FL
Brooklyn Signal Box 9–966	Kernot Street T	7	1247	FL
"	Francis Street T	8	1368	FL
"	Somerville Road	9	1006	FL
Sunshine 11–583	Sunshine Road T	10	1026	FL
NEWPORT–ALTONA				
Mobiltown 8–1078	Kororoit Creek Road T ..	8	1147	FL
Seaholme 10–34	Civic Parade T	9	1267	FL
" ..	Miller's Road T	10	241	FL
Altona 10–1056	Pier Street	10	744	FL
NEWPORT–WERRIBEE				
Newport 6–902	Maddox Road T	7	1046	FL
Paisley 8–1227	Kororoit Creek Road ..	9	1348	FL
Galvin 11–241	Maidstone Street T	11	20	FL
Aircraft 13–1287	Aviation Road T	13	1127	FL
Hopper's Crossing	Morris Road T	17	422	FL
Werribee 19–1106	Cherry Street	19	865	BB
NEWPORT–WILLIAMSTOWN				
North Williamstown 7–1001	Ferguson Street	7	1066	BB
Williamstown 8–1345	Giffard Street T	8	744	BB
SUNSHINE–ST. ALBANS				
Sunshine 7–993	Anderson Road T	8	161	BB
Albion 8–758	Furlong Road T	9	1328	FL
SUNSHINE–DEER PARK				
Sunshine 7–993	Anderson Road	7	1569	FL
Ardeer Siding 9–1308	Forrest Street	9	1408	FL
Deer Park 11–141	Station Road	10	1408	FL
KENSINGTON–SOMERTON				
Kensington 2–357	Macaulay Road	2	262	BB
Moonee Ponds 4–445	Puckle Street	4	362	BB
"	Park Street T	4	945	BB
Essendon 4–1575	Buckley Street	4	1489	BB
Pascoe Vale 6–1575	Gaffney Street T	7	60	BB
Oak Park 7–1557	Devon Road T	7	1167	BB
Glenroy 8–1525	Glenroy Road T	8	1328	BB
Broadmeadows 10–772	Camp Road T	10	483	BB
Somerton 13–845	Greenvale Road T	13	764	BB
COBURG–UPFIELD				
Macaulay 2–35	Arden St. T	1	1086	BB
"	Macaulay Road T	1	1589	BB
Royal Park 3–624	Poplar Road	3	543	BB
Coburg 6–459	Bell Street T	6	624	BB
Batman 6–1569	Baker's Road	7	543	FL
Merlynston 7–1229	Short's Road	7	925	FL
"	Boundary Road	7	1469	FL
Fawkner 8–302	Cemetery Entrance T ..	8	483	FL
Gowrie 9–241	Box Forest Road T	8	1489	FL
"	Camp Road T	9	1569	FL
Upfield 11–1157	Barry's Road	11	1046	FL

FLASHING LIGHT SIGNALS AND BOOM BARRIERS.

(Instructions pages 178–182, General Appendix).

Name and Distance of Nearest Station	Level Crossing	Distance		Type
		M.P.	Metres	
CLIFTON HILL–EPPING				
Bell 6–805	Bell Street	6	885	BB
Preston 6–1583	Cramer Street	6	1408	BB
"	Murray Road T	7	80	BB
Regent 7–1165	Regent Street T	7	885	BB
Reservoir 8–829	High Street T	8	825	BB
Keon Park 10–151	Keon Parade	10	101	BB
Thomastown 11–161	Settlement Road T	10	905	FL
"	Heyington Avenue T	10	1549	FL
Lalor 12–214	Mann's Road T	11	1006	FL
"	Paschke Crescent	12	101	FL
"	Child's Road T	12	905	FL
CLIFTON HILL–HURSTBRIDGE				
Westgarth 3–1490	Westgarth Street T	3	1408	BB
Dennis 4–528	Victoria Road T	4	885	BB
Fairfield 4–1479	Station Street	4	1569	BB
Alphington 5–1179	Grange Road T	5	604	BB
"	Yarralea Street T	5	1308	BB
Ivanhoe 6–1259	Marshall Street T	6	1428	BB
Rosanna 9–79	Lower Plenty Road	9	161	BB
Macleod 10–385	Ruthven Street T	9	1569	FL
Watsonia 11–986	Watsonia Road	11	805	FL
"	Nell Street T	11	1489	FL
Greensborough 13–752	Grimshaw Street T	12	463	FL
"	William Street T	12	1066	FL
Eltham 16–408	Diamond Street T	16	624	FL
"	Railway Road T	16	1328	FL
"	Glenpark Road T	17	60	FL
Diamond Creek 19–820	Allendale Road T	18	342	FL
"	Hurstbridge Road	19	785	FL
Wattleglen 21–30	Wilson Road T	21	161	FL
FAIRFIELD–A.P.M. SIDING				
Fairfield 4–1479	Heidelberg Road	5	704	FL
RICHMOND–HEALESVILLE				
Surrey Hills 7–1338	Union Road	7	1227	BB
Mont Albert 8–533	Mont Albert Road T	8	262	BB
Box Hill 9–441	Station Street	9	543	BB
"	Cemetery Avenue T	9	1569	FL
Laburnum 10–485	Middleborough Road T	10	221	BB
Blackburn 10–1348	Blackburn Road	10	1589	BB
Nunawading 12–573	Springvale Road	12	382	BB
Mitcham 13–256	Rook's Road T	12	1267	FL
"	Mitcham Road	13	402	FL
Heatherdale 14–440	Heatherdale Road T	14	503	BB
Ringwood East 16–708	Dublin Road T	16	483	FL
Croydon 18–832	Main Street (Oxford Street)	18	1006	FL
Mooroolbark 20–958	Manchester Road T	20	825	FL
Lilydale 23–816	Cave Hill Road T	23	60	FL
Yarra Glen 30–1328	Yarra Glen Road	30	1529	FL
RINGWOOD–BELGRAVE				
Ringwood 15–384	Bedford Road T	15	1287	FL
Bayswater 18–644	Mountain Highway	18	443	BB
"	Scoresby Road	18	925	FL
Boronia 19–1557	Boronia Road	20	201	BB
Fern Tree Gully 21–864	Alpine Street	21	1046	FL
Upper Fern Tree Gully 22–1006	Hilltop Road	22	845	FL
BURNLEY–GLEN WAVERLEY				
Burnley 2–909	Maddern Grove T	3	101	BB
Tooronga 5–316	Toorak Road T	4	1368	BB
"	Tooronga Road T	5	463	BB
Glen Iris 6–624	High Street T	6	724	BB
Darling 7–180	Moira Street	6	1589	BB
CAMBERWELL–ALAMEIN				
Riversdale 6–744	Prospect Hill Road T	6	624	BB
"	Riversdale Road	6	966	BB
MELBOURNE–PAKENHAM				
Caulfield 6–897	Grange Road T	7	80	BB
Carnegie 7–1036	Koornang Road T	7	945	BB
Hughesdale 8–1367	Poath Road	8	1267	BB

FLASHING LIGHT SIGNALS AND BOOM BARRIERS.
(Instructions pages 178–182, General Appendix.)

Name and Distance of Nearest Station	Level Crossing	Distance		Type
		M.P.	Metres	
MELBOURNE–PAKENHAM				
Clayton 11–1577	Clayton Road T	11	1489	BB
"	Centre Road T	12	724	FL
Westall 13–483	Westall Road T	13	664	FL
Springvale 14–748	Springvale Road	14	644	BB
Noble Park 16–382	Corrigan Road T	15	1026	FL
"	Heatherton Road T	16	20	FL
"	Chandler's Road T	16	1428	FL
Dandenong 18–985	Webster Street T	18	1529	FL
"	South Gippsland Highway T	19	1348	FL
Hallam 22–805	Hallam Road T	22	905	FL
Narre Warren 24–704	Station Street	24	744	BB
"	Cranbourne Road T	24	1107	FL
Berwick 26–1489	Clyde Road T	26	1247	FL
Pakenham 35–663	McGregors Road	34	1127	FL
"	Main Street	35	463	FL
"	Racecourse Road	35	1187	FL
MELBOURNE–STONY POINT				
Ormond 8–794	North Road	8	885	BB
McKinnon 9–00	McKinnon Road	9	62	BB
Bentleigh 9–805	Centre Road	9	882	BB
Cheltenham 13–272	Park Road T	13	60	BB
"	Latrobe Street T	13	1187	BB
Mentone 14–573	Balcombe Road	14	483	BB
"	Warrigul Road	14	1388	FL
Mordialloc 16–712	Station Street T	16	1408	FL
Edithvale 18–1465	Lochiel Avenue	18	1026	FL
Chelsea 19–1556	Swanpool Avenue	19	1026	FL
"	Argyle Avenue	20	422	FL
Carrum 21–1069	Patterson River Road	21	523	FL
"	Eel Race Road	22	181	FL
Seaford 23–1107	Armstrong's Road T	22	1428	FL
"	Seaford Road	24	181	FL
Frankston 26–848	Skye Road T	25	966	FL
"	Clarendon Street T	27	382	FL
Leawarra 27–1066	McMahon's Road T	27	583	FL
"	Hillcrest Road T	27	1509	FL
Langwarrin 29–1207	Robinson's Road T	30	583	FL
Baxter 31–845	Golf Links Road T	30	1388	FL
"	Baxter–Tooradin Road	32	563	FL
"	Hastings Road T	31	1026	FL
Somerville 33–1469	Eramosa Road T	33	1247	FL
Tyabb 36–664	Mornington Road T	36	865	FL
Long Island Junction 38–40	Flinders Road	38	262	FL
"	Bay View Road	39	342	FL
Hastings 39–986	Hodgins Road	39	382	FL
"	Grayden's Road T	38	342	FL
"	High Street T	39	1247	FL
Bittern 41–644	Stony Point Road T	41	463	FL
Crib Point 44–785	Disney Street T	43	463	FL
"	Naval Base Road T	44	543	FL
BAXTER–MORNINGTON				
Baxter 31–845	Hastings Road T	32	362	FL
Moorooduc 34–1368	Moorooduc Road T	34	1167	FL
"	Wooralla Drive T	35	986	FL
Mornington 39–422	Nepean Highway T	38	764	FL
SANDRINGHAM LINE				
Prahran 3–684	Greville Street T	3	604	BB
Ripponlea 5–546	Glen Eira Road T	5	624	BB
North Brighton 7–744	Bay Street	7	825	BB
Middle Brighton 8–413	Church Street	8	483	BB
"	Dendy Street T	8	1006	BB
Brighton Beach 9–243	South Road	9	382	BB
Hampton 10–379	Hampton Street T	10	463	BB
"	Linacre Road T	10	986	BB
Sandringham 11–235	Abbott Street	11	60	BB
ST. KILDA LINE				
Albert Park 1–1270	Bridport Street	1	1247	BB
PORT MELBOURNE LINE				
North Port 1–940	Inglis Street	1	704	BB
"	Bridge Street T	1	1187	BB

Abbreviation : FL.—Flashing Lights. BB.—Boom Barriers.

Level crossings in the above list indicated by the letter 'T' are equipped with telephone communication.

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.

Electric Train 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 or unit is brought to the platform.

To ensure that lighting facilities are in good order for the commencement of the evening peak traffic **Electric Train 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 Train Controller who will arrange for the Equipment Examiner to be in attendance on arrival of the train at Flinders Street or Princes Bridge as the case may be. The completed R.S. 218B is then to be forwarded to Supt. Metropolitan Train Running, Room 10, Flinders Street.

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 Train 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 or Princes Bridge as the case may be.

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. 268 (Up Home signal to Princes Bridge) with the rear carriages under the road bridge at Wellington Parade South during daylight, the Guard of red type trains and E.T. Driver 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. 12 & 13 at Princes Bridge during the hours of daylight and in this respect the following instructions must be carried out.

" Red Trains "

Electric Train Drivers preparing seven carriage Red trains at Flinders Street for service on the Princes Bridge–Clifton Hill lines during the hours of daylight must test the lights on the carriages of the centre unit and leave them switched on whilst docking into the platform. Drivers preparing seven carriage trains at outstations to run into Princes Bridge must test the lights of the centre unit and pull the switch rods at the ends of the carriages to the **off** position but leave the **Dynamotor** and **Bus Line Switches** closed.

The platform staff at West Richmond (for stopping trains) and Westgarth (for non-stopping trains through West Richmond) will switch on the lights of the carriages of the centre units on all seven carriage Up trains by operating the switch rods on the end of the carriages to the " ON " position and extinguish the lights on all " DOWN " trains by operating the switch rods to the " OFF " position.

It is of the utmost importance that platform staff at West Richmond, when operating the switch rods do so in a smart manner, so as to quickly extinguish the " ARC " formed when the switch is closed or opened. **The switches must not be left in a partly open or closed position as this will result in the switch being burnt out.**

Any switch rods difficult to operate must be promptly reported to the Platform Supervisor at Princes Bridge who will inform the Equipment Examiner.

The Electric Train Driver and the Guard will switch on the lights of the units at their respective ends when the train departs Jolimont on the "Down" and West Richmond on the " Up " and extinguish them when the train has passed out of the tunnels.

They will also switch on the lights at their respective ends just prior to entering the platforms at Princes Bridge and extinguish them after the train has departed from platforms.

Harris and Silver Trains.

The Electric Train Driver will be responsible for switching the lights of Harris Trains on in ample time to ensure that the train is fully lighted when passing through tunnels and also when entering the platforms at Princes Bridge. The lights must be extinguished after the train has passed through the tunnels and also has departed from the platforms at Princes Bridge.

10 and 11 East Platforms.

The two West end carriages must be lighted on all trains entering and departing from 10 and 11 East platforms during the day.

All trains arriving at Flinders Street and Princes Bridge 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 6.0 a.m. (See note "**A**", page 454).

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 7.45 p.m. and after are to be lighted (See note "**A**" page 454).

Evening Up Trains— At Terminal stations the lights must be switched on in the centre unit of of red trains departing between 7.15 p.m. and 7.45 p.m. and all trains departing at 7.45 p.m. and after are to be fully lighted before departure. (See notes "**A**" page 454 and "**B**" below.

Note "B"— Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 7.15 p.m. and after.

MARCH.

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 7.30 a.m. and in all "Down" trains until 7.0 a.m. (See note "**A**" page 454).

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 5.30 p.m. and after are to be lighted. (See notes "**A**" page 454 and "**B**" below).

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 5.0 p.m. and 5.30 p.m. and all trains departing 5.30 p.m. and after are to be fully lighted before departure.

Note "B"— Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 5.30 p.m. and after.

APRIL.

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 8.0 a.m. and in all "Down" trains until 7.30 a.m. (See note "**A**" page 454).

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 4.30 p.m. and after are to be lighted. (See notes "**A**" page 454 and "**B**" below).

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 4.00 p.m. and 4.30 p.m. and all trains departing 4.30 p.m. and after are to be fully lighted before departure.

Note "B"— Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 5.0 p.m. and after.

MAY, JUNE AND JULY.

Morning— Trains must be lighted before coming into service. Lights are to remain switched "on" in all "Up" trains until 9.0 a.m. and in all "Down" trains until 8.0 a.m. (See note "**A**" page 454).

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 4.30 p.m. and after are to be lighted. Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 4.0 p.m. and after. (See note "**A**" page 454).

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 4.0 p.m. and 4.30 p.m. and all trains departing at 4.30 p.m. 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 8.0 a.m. and in all "Up" trains until 8.30 a.m. (See note "**A**" page 454).

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 4.30 p.m. and after are to be lighted. Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 4.0 p.m. and after. (See note "**A**" page 454).

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 4.0 p.m. and 4.30 p.m. and all trains departing at 4.30 p.m. 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 untill 7.30 a.m. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 5.0 p.m. and after are to be lighted. Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 4.30 p.m. and after. (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 4.30 p.m. and 5.0 p.m. and all trains departing 5.0 p.m. 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 8.0 a.m. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 6.30 p.m. and after are to be lighted. Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 6.0 p.m. and after (See note "**A**").

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 6.0 p.m. and 6.30 p.m. and all trains departing 6.30 p.m. 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 6.0 a.m. (See note "**A**").

Evening Down Trains— All trains departing Flinders Street and Princes Bridge at 7.45 p.m. and after are to be lighted. (See notes "**A**" and "**B**").

Evening Up Trains— At terminal stations the lights must be switched on in the centre unit of red trains departing between 7.15 p.m. and 7.45 p.m. and all trains departing at 7.45 p.m. 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. 10 and 11 East Platforms also all carriages of trains entering and departing Nos. 12 and 13 Platforms, Princes Bridge must be lighted throughout the day.

Note "B"— Qualified staff at Flinders Street to switch on the lights in the centre unit of red trains arriving unlighted and departing at 7.15 p.m. and after.

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

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

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved