VICTORIAN RAILWAYS

WORKING TIME-TABLE

NORTH-EASTERN DISTRICT

(INCLUDING STANDARD GAUGE LINE)

ON AND AFTER MONDAY, 7th SEPTEMBER, 1970

(NOT TO BE ISSUED TO THE PUBLIC)

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

Spencer Street, Melbourne,
17th August 1970

T. A. JAMES,
Chief Traffic Manager.

Victorian Railways Print. 3176—69

IMPORTANT

Punctual Timekeeping is the Hallmark of Efficient SERVICE

ALWAYS PLAY YOUR PART

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

GOOD IMPRESSIONS CREATE GOODWILL

NORTH-EASTERN DISTRICT

WORKING TIME-TABLE

(With Weekly Notice amendments to W.N. 32/70. Passenger amendments to W.T.T. 58/70 and Goods amendments to W.T.T. 1038/70.)
(Replacing working Time-table Book effective from 5th May, 1969)

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

It is imperative that each Stationmaster carefully check this Time-table, regarding the timing of trains, crossing arrangements, &c., so far as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under the notice of the Co-Ordinator of Time-tables (Room 72) and Metropolitan or District Superintendent any inaccuracies that may appear herein.

WALL SHEET TIME-TABLES.—Issued in conjunction with this book, are to be posted in a prominent position at a height from the ground, and in close proximity of a lamp, to enable passengers to consult it with facility. A red line must be ruled in each Time-table under the name of the station concerned, and time applying to it.

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

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

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

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

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

The trains referred to are—

1.30 a.m. (No. 15), Northern; 12.15 a.m. (No. 35); 1.5 a.m. (No. 113), Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.

The instructions regarding action to be taken by trainmen concerning "if required" stops when necessary for passenger purposes, etc., are shown on page (i)

MELBOURNE - ALBURY - SYDNEY

MELBOURNE - CANBERRA

MELBOURNE - SOUTH BRISBANE (via Kyogle)

STANDARD GAUGE (4ft. 8½ins.)

FULL PASSENGER AND GOODS TRAIN SERVICES

COMMENCEMENT OF STANDARD GAUGE SERVICES

GOOD TRAINS

Regular Standard Gauge goods train services Sydney–Melbourne commenced with the running of 3.25 p.m. **No. 405** Overnight Express goods from Alexandria (N.S.W.) on Tuesday, 2nd January, 1962 and between Melbourne and Sydney with the running of 11.45 a.m. **No. 4061** from Dynon on Wednesday, 3rd January, 1962. (S.2307–61).

PASSENGER TRAINS

Regular Standard Gauge Passenger train services Melbourne to Sydney commenced with the running of 6.45 p.m. "Spirit of Progress" and 8.0 p.m. "Southern Aurora" on Monday, 16th April, 1962 and between Sydney and Melbourne with 8.0 p.m. "Southern Aurora" and 8.10 p.m. "Spirit of Progress" from Sydney on Monday, 16th April, 1962. (W.T.T. 26/62).

Connection at Sunshine and Spencer Street with the 'Down' "Intercapital Daylight" and 'Up' "Overland" and 'Up' "Intercapital Daylight" and 'Down' "Overland" commenced 5th August, 1963. (W.T.T. 40/63).

Stoppage of "Spirit of Progress" at Benalla and Wangaratta commenced 1st December, 1963. (W.T.T. 56/63).

Introduction of Tallarook S.G. Loop, Sunday, 2nd November. 1969.

MELBOURNE-ALBURY-SYDNEY-STANDARD GAUGE (4ft. 8½in.)
PASSENGER SERVICE

M'ked Mil'ge from Melb.	S.G. Line Miles from Melb.	DOWN		661A EXPRESS MON. TO SAT. ‡	661 "INTER-CAPITAL DAY-LIGHT" MON. TO SAT. (SUN. ‡)	67 EMPTY CARRIAGES MON. TO SAT. ‡	41B EXPRESS MON. TO FRI. ‡ (when 652A does not run)	41B EXPRESS MON. TO FRI. ‡
				60 M.P.H.		60 M.P.H.	60 M.P.H.	60 M.P.H.
Via N. Melb. Flyover		**MELBOURNE—**		a.m.	a.m.	a.m.	p.m.	p.m.
		(SPENCER STREET)	dep.	7 45S	8 40T	11 25	5 10	5 10
2	2	**DYNON**		7 50*–238	8 45* 413	11 30*	5 15*–806	5 15*–806
Via S. Ken						–804DL		
						–250DL		
4½	4½	West Footscray Junction ..		7 55*	8 50*	11 35*	5 20*	5 20*
7½	7	Sunshine (S.G. Loop)		8 0*	8 54*	11 40*	5 25*	5 25*
7¾	7½	**SUNSHINE PLATFORM**	arr.	..	8 55F	..	..	..
		"	dep.	*	8 57	*	*	*
10	9¾	McIntyre (S.G. Loop) ..	arr.	–203	–448, 804A	..	..	..
		" ..	dep.	8 4*	9 3*	11 44*	5 29*	5 29*
14	13¾	Tullamarine (S.G. Loop)	arr.	...	..	..	..	..
Via Ess.		"	dep.	8 9*	9 8*	11 49*	5 34*	5 34*
14	20¾	Somerton (S.G. Loop)	arr.	..–12	–203	p.m.	..	..
		"	dep.	8 23*	9 18*–32	12 0*–206	5 45*	5 45*
21¼	28	Donnybrook (S.G. Loop)	arr.	–448	..	..	..	..
		" ..	dep.	8 35*	9 27*	12 11*	5 56*	5 56*
29¾	36½	Wallan (S.G. Loop)	arr.	8 48*	..	–230,	..	..
				–32	–32A			
		"	dep.	8 59	9 38*	12 23*	6 8*	6 8*
46	53	Broadford (S.G. Loop)	arr.	–32A	32B, 804	–250A, 434	–806A	–806A
		" ..	dep.	9 16*	9 54*	12 44*	6 27*	6 27*
55½	62	Tallarook (S.G. Loop)	arr.	..	–250	..	–808	–808
		" ..	dep.	9 26*	10 3*	12 54*	6 37*	6 37*
62½	69	**SEYMOUR** (S.G. Loop)	arr.	–32B, 804	..	..	6 47*–232	6 47*
		"	dep.	9 32*–419	10 9*	1 2*	6 52–652	6 52–652
85¼	92	Longwood (S.G. Loop)	arr.	..	–230, 419	..	–460	7 17*
		"	dep.	9 57*–250	10 30*	1 25*	7 17*	7 23
105¾	112¾	Violet Town (S.G. Loop)	arr.	–230	–250A,	–806	–430	–430
		" ..	dep.	10 19*	10 50*	1 47*	7 39*	7 45*
121¼	128	**BENALLA PLATFORM**	arr.	..	..	..	7 56	8 2
		" ..	dep.	*	*	*	7 57 ●	8 3 ●
121¾	128½	Benalla (S.G. Loop) ..	arr.	–457,250A	–454, 434	..	..	..
		" ..	dep.	10 36*	11 6*	2 4*	7 59*	8 5*
135¾	142¼	Glenrowan (S.G. Loop)	arr.	–434	–806B	..	–460A	–460A
		"	dep.	10 51*	11 20*	2 19*	8 14*	8 20*
144½	151	Alumatta (S.G. Loop)	arr.	...	..	–806A, 413	..	..
		"	dep.	11 0*	11 27*	2 28*	8 23*	8 29*
145½	152¼	**WANGARATTA PLAT.**	arr.	..	..	..	8 25	8 31
		"	dep.	*	*	*	8 26 ●	8 32 ●
169	175½	Chiltern (S.G. Loop) ..	arr.	–806	..–230A	–808	–810	..
		" ..	dep.	11 25*	11 50*–806	2 53*	8 54*	9 0*–810
					p.m.	..		
185¼	192	Wodonga (S.G. Loop) ..		11 42*	12 5*	3 10*	9 11*	9 17*
187	193½	Wodonga		*	*	*	*	*
187¾	194¼	Wodonga Coal Siding ..		*	*	*	*	*
190½	197	**ALBURY (N.S.W.)** ..	arr.	11 52	12 18	3 20	9 25R	9 30R
				(66A)	(66)		(4B)	(4B)
				p.m.				
		" ..	dep.	12 2	12 26	..	9 44	9 44
					p.m.		a.m.	a.m.
	596½	**SYDNEY (N.S.W.)** ..	arr.	9 10	9 22A	..	Tu. to Sat.‡ 7 28	Tu. to Sat.‡ 7 28

● **No. 41B** Express may depart Benalla Platform 7.48 p.m., Wangaratta Platform 8.17 p.m.

Nos. 661A and **661** stop for passengers at Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn and Strathfield.

A.—Arrives Sydney 9.33 p.m. Sunday when run.

F.—Stops to pick up Interstate passengers who have arrived by "The Overland" same morning.

R.—Refreshments. **S.**—Dining Carriage attached. **T.**—Buffet Carriage attached.

PASSENGER SERVICE—*(Continued).*

M'ked Mil'ge from Melb.	S.G. Line Miles from Melb.	DOWN		41A EXPRESS SUN ‡ (When 652 does not run)	41A EXPRESS MON. TO SAT ‡ (see note) (when 652A does not run)	41A EXPRESS MON TO SAT ‡		
				60 M.P.H.	60 M.P.H.	60 M.P.H.		
Via N. Melb. Flyover 2 1 2		**MELBOURNE— (SPENCER STREET)**	dep.	p.m. 5 45	p.m. 5 45	p.m. 5 45	..	..
Via S. Ken.		**DYNON**	..	5 50*	5 50*	5 50*	..	..
4½	4½	West Footscray Junction	..	5 55*	5 55*	5 55*	..	..
7¼	7	Sunshine (S.G. Loop)	arr.	..	..	..	..	..
		" ..	dep.	6 0*	6 0*	6 0*	..	..
7¾	7⅓	**SUNSHINE PLATFORM**		*	*	*	..	..
10	9¾	McIntyre (S.G. Loop)	arr.	..	..	..	..	..
		" ..	dep.	6 4*	6 4*	6 4*	..	..
14	13¾	Tullamarine (S.G. Loop)	arr.	..	..	..	..	..
ViaEss.		" ..	dep.	6 9*	6 9*	6 9*	..	..
14	20¾	Somerton (S. S. Loop)	arr.	..	..	..	..	..
		" ..	dep.	6 20*	6 20*	6 20*	..	..
21¼	28	Donnybrook (S.G. Loop)	arr.	..	–806A	–806A	..	..
		" ..	dep.	6 31*	6 31*	6 31*	..	..
29¾	36¼	Wallan (S. G. Loop) ..	arr.	–478	..	..	..	..
		" ..	dep.	6 43*	6 43*	6 43*	..	..
46	53	Broadford (S. G. Loop)	arr.	..	7 4*–652	7 4*	..	..
		" ..	dep.	7 2*	7 10	7 10	..	..
55¼	62	Tallarook (S.G. Loop)	arr.	..	–232	–232		
		" ..	dep.	7 12*	7 22*	7 22*	..	..
62¼	69	**SEYMOUR** (S.G. Loop)	arr.	–232A	–232A	7 32*	..	..
						–652A		
		" ..	dep.	7 20*	7 30*	7 47	..	..
85¼	92	Longwood (S.G. Loop)	arr.	..	–460	–460		
		" ..	dep.	7 43*	7 53*	8 10*	..	..
105¾	112¾	Violet Town (S.G. Loop)	arr.	..	..	..	..	..
					–430	–430		
		" ..	dep.	8 5*	8 15*	8 32*	..	
121¼	128	**BENALLA PLAT.** ..	arr.	8 22	8 32	8 49	..	..
		" ..	dep.	8 23	8 33●	8 50●	..	..
121¾	128½	Benalla (S.G. Loop) ..	arr.	–460B	–460A	–345	..	..
		" ..	dep.	8 25*	8 35*	8 52*	..	..
135¾	142¼	Glenrowan (S.G. Loop)	arr.	..	–800A	..	..	..
		" ..	dep.	8 40*	8 50*	9 7*	..	..
144½	151	Alumatta (S.G. Loop)	arr.	–800A	–810	–810		
		" ..	dep.	8 49*	8 59*	9 16*	..	..
145½	152¼	**WANGARATTA PLAT.**	arr.	8 51	9 1	9 18	..	..
		" ..	dep.	8 52	9 2●	9 19●	..	..
169	175½	Chiltern (S.G. Loop) ..	arr.	–430A	–430A			
		" ..	dep.	9 20*	9 30*	9 47*	..	..
185¼	192	Wodonga (S. G. Loop)	..	9 37*	9 47*–800	10 4*	..	..
187	193½	Wodonga ..	..	*	*	*	..	..
187¾	194¼	Wodonga Coal Siding..	..	*	*	*	..	..
					–432	–432		
190½	197	**ALBURY (N.S.W)** ..	arr.	9 50R (4A)	10 0R (4A)	10 15R (4A)	..	..
		" ..	dep.	10 20 a.m. Mon.	10 20 a.m. Next Day	10 30 a.m. Next Day	..	..
	596¼	**SYDNEY (N.S.W.)**	arr.	7 44	7 44C	7 44C		

● **No. 41A** Express may depart Benalla Platform 8.22 p.m., Wangaratta Platform 8.51 p.m.

No. 41A conveys passengers from Melbourne for Benalla, Wangaratta, Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale and Strathfield.

C.—Arrives Sydney, 7.41 a.m. Sunday.

R.—Refreshments.

NOTE:—Operates to this schedule Sundays when **No. 652** "Intercapital Daylight" runs.

Marked Mil'ge from Melb.	S.G. Line Miles from Melb.	DOWN		41 "SPIRIT OF PROGRESS" SUN. (when 652 does not run)		41 "SPIRIT OF PROGRESS" MON. TO SAT. See Note	21 SOUTHERN AURORA" DAILY SUN. INC.	21A EXPRESS MON. TO SAT. ‡	21B EXPRESS MON. TO FRI. ‡
								60 MPH	60 MPH
Via N. Melb. Flyover 2 1 2 Via S. Ken.		**MELBOURNE— (SPENCER STREET)**	dep.	p.m. 6 45T	..	p.m. 6 45T	p.m. 8 0P	p.m. 9 40	p.m. 10 30S
		DYNON		6 50*	..	6 50* 325	8 5*	9 45* 652A	10 35* 327
								–621	
4½	4½	West Footscray Junction ..		6 55*	..	6 55*	8 10*	9 50*	10 40*
7¼	7	Sunshine (S.G. Loop)	arr.	..	..	–323A	..	..	..
		.. ..	dep.	7 0*	..	7 0* 323	8 15* 652DL	9 55*	10 45*
7¾	7¼	**SUNSHINE PLATFORM**		*	..	*	*	*	*
10	9¾	McIntyre (S.G. Loop)	dep.	7 4*	..	7 4*	8 19*	9 59*	10 49*
14	13¾	Tullamarine (S.G. Loop)	arr.	–478	..	..	–808	–232	–460
Via Ess.		.. ..	dep.	7 9*	..	7 9* 806A	8 24*	10 4*	10 54*
14	20¾	Somerton (S.G. Loop)	arr.	..	..	..	–208	..	..
		.. ..	dep.	7 21*	..	7 21*	8 36*	10 15*	11 5*
21¼	28	Donnybrook (S.G. Loop)	arr.	..	..	7 34* 652	–652A, 325	..	..
		.. ..	dep.	7 33*	..	7 37	8 48*	10 26*	11 16* 460A
29¾	36¼	Wallan (S.G. Loop)	arr.	..	..	–808	–232A	–460	–430
			dep.	7 47*	..	7 52*	9 2*–232	10 38*	11 28* 621,
46	53	Broadford (S.G. Loop)	arr.	–232A	..	–652A	–460	–430	
		.. ..	dep.	8 5*	..	8 10*	9 20*	10 57*	11 47*
55½	62	Tallarook (S.G. Loop)	arr.	..	..	–460, 232	–323A, 323	..	..
		.. ..	dep.	8 15*	..	8 19*	9 30*	11 7*	11 57*
62½	69	**SEYMOUR** (S.G. Loop)	arr.	..	..				Tue. to Sat. ‡
							–430	–460A	a.m.
		.. ..	dep.	8 22*	..	8 26*	9 37*	11 15*	12 5*
85¼	92	Longwood (S.G. Loop)	arr.	..	..	–430	–460A, 460B	.. 810	–810
		.. ..	dep.	8 45*	..	8 48*	10 0*	11 38*	12 28*
105¾	112¾	Violet Town (S.G. Loop)	arr.	–460B		..	–800A	Tue. to Sun. ‡ a.m.	..
						–460A			
		.. ..	dep.	9 5*	..	9 7*	10 19*	12 0*	12 50*
121¼	128	**BENALLA PLAT.**	arr.	9 21	..	9 23	..	12 17	1 7
		.. ..	dep.	9 22	..	9 24●	*	12 18	1 8
121¾	128½	Benalla (S.G. Loop)	arr.	–800A	..	..	–810, 430A	–800	–800
		.. ..	dep.	9 24*	..	9 26*	10 34*	12 20*	1 10*
135¾	142½	Glenrowan (S.G. Loop)	arr.	..	..	–810	..	..	–432
		.. ..	dep.	9 40*	..	9 41*	10 49*	12 35*	1 25*
144½	151	Alumatta (S.G. Loop)	arr.	–430A		..	–800	..	..
		.. ..	dep.	9 48*	..	9 48*	10 57*	12 44*	1 34*
145½	152¾	**WANGARATTA PLAT.**	arr.	9 50	..	9 50	..	12 46	1 36
		..	dep.	9 51	..	9 51	* 432	12 47	1 37
169	175½	Chiltern (S.G. Loop)	arr.	..	..	–345,800	–800	–432	–802 234, 236
		.. .. ..	dep.	10 17*	..	10 17*	11 22*	1 15*	2 5*
185¼	192	Wodonga (S.G. Loop)	..	10 33*	..	10 33* 800	11 38* 802B	1 32*	2 22
								–802	
187	193½	Wodonga		* 802B	..	*	*	* 234, 236	*
187¾	194¼	Wodonga Coal Siding ..		*	..	*	*	*	* 238
190½	197	**ALBURY (N.S.W.)**	arr.	10 45 (4)	..	10 45 (4) 432	11 50 (2)	1 42 (2A) 238	2 32 (2B)
		.. ..	dep.	10 55 a.m. Sun.	..	10 55 a.m. Next day	12 0 Mid. a.m. Next day	1 52	2 42 p.m.
	596¼	**SYDNEY (N.S.W.)**	arr.	8 40		8 40	9 0	11 59	12 25

NOTE:—Operates to this schedule Sundays when **No. 652** "Intercapital Daylight" runs.

● **No. 41** "Spirit of Progress" may depart Benalla Platform 9.19 p.m., Wangaratta Platform 9.46 p.m.

No. 41 "Spirit of Progress" stops Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale and Strathfield. See page (V) for booking conditions.

No. 21 "Southern Aurora" does not stop for passengers between Melbourne and Sydney.

No. 21A Express conveys passengers from Benalla, Wangaratta, Albury for Moss Vale, Strathfield and Sydney. (Breakfast at Goulburn.)

No. 21B Express conveys passengers from Benalla, Wangaratta, Albury, for Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. **P.**–Dining & Lounge Carriages attached. **R.**–Refreshments. **S.**–Dining Carriage attached. **T.**–Buffet Carriage attached.

S.G. Lines Miles from Albury	UP			65 "INTER-CAPITAL DAY-LIGHT" MON. TO SAT. (SUN. ‡)		65A EXPRESS MON. TO SAT. ‡ 60 M.P.H.	I "SOUTH-ERN AURORA" DAILY SUN. INC.
				a.m.		a.m.	p.m.
	SYDNEY (N.S.W.)	.. ..	*dep.*	7 45T	..	8 5S	8 0P
							Next Day
				p.m.		p.m.	a.m.
	ALBURY (N.S.W.)	.. ..	*arr.*	4 40 (652)	..	5 20 (652A)	5 5 (12)
	"	.. ..	*dep.*	4 48	..	5 30–460A	5 15–621
2¾	Wodonga Coal Siding	.. ..	..	*	..	*	*
3½	Wodonga	.. ..	..	*	..	*	*
5	Wodonga (S.G. Loop)	.. ..	..	4 58*	..	5 40*	5 25*
21¼	Chiltern (S.G. Loop)	.. ..	*arr.*	..	..	–345A	–327
	"	.. ..	*dep.*	5 15*	..	5 58*	5 44*
44½	**WANGARATTA PLATFORM**		*arr.*	..	..	..	..
	"	.. ..	*dep.*	*	..	*	*
46	Alumatta (S.G. Loop)	.. ..	*arr.*	–345A, 430	..	–521	..
	"	.. ..	*dep.*	5 35*	..	6 21*	6 5*
54¾	Glenrowan (S.G. Loop)	.. ..	*arr.*	..	..	..–321, 430	..
	"	.. ..	*dep.*	5 44*	..	6 31*	6 15*
68½	Benalla (S.G. Loop)	.. ..	*arr.*	–321, 341,	..	..	..
	"	.. ..	*dep.*	5 58*	..	6 45*	6 29*
69	**BENALLA PLATFORM**	..	*arr.*	..	..	..	..
	"	.. ..	*dep.*	*	..	*	*
						–523	
84¼	Violet Town (S.G. Loop)	..	*arr.*	..	..	–460	–641
	"	.. ..	*dep.*	6 12*	..	7 2*	6 44*
105	Longwood (S.G. Loop)	.. ..	*arr.*	–523	..	–41B	–457A
	"	.. ..	*dep.*	6 30*	..	7 23*	7 3*
128	**SEYMOUR** (S.G. Loop)	..	*arr.*	–345, 41B	..	–41A, 345	..
	"	.. ..	*dep.*	6 50*	..	7 47*	7 25*
135	Tallarook (S.G. Loop)	.. ..	*arr.*	–232	..	–232	–457, 804A
	"	.. ..	*dep.*	6 58*	..	7 58*	7 34*
144	Broadford (S.G. Loop)	.. ..	*arr.*	..	..	..	..
				–41A		–41	–419
	"	.. ..	*dep.*	7 8*	..	8 10*	7 46*
160¾	Wallan (S.G. Loop)	.. ..	*arr.*	–808	..	–323A, 323	–448
	"	.. ..	*dep.*	7 27*	..	8 32*	8 9*
169	Donnybrook (S.G. Loop)	..	*arr.*	–41	..	8 42*	..
	"	.. ..	*dep.*	7 36*	..	8 50–21	8 17*
176¼	Somerton (S.G. Loop)	.. ..	*arr.*	–323	..	..	–661A
				–323A, 208		–325	–203, 205
	"	.. ..	*dep.*	7 43*	..	8 59*	8 23*
183½	Tullamarine (S.G. Loop)	..	*arr.*	–323	..	..	..
	"	.. ..	*dep.*	7 50*	..	9 6*	8 30*
187¼	McIntyre (S.G. Loop)	.. ..	*arr.*	..	..	..	–203
	"	.. ..	*dep.*	7 54*	..	9 10*	8 34*
189½	**SUNSHINE PLATFORM**	..	*arr.*	..	..	..	..
	"	.. ..	*dep.*	*	..	*	*
190	Sunshine (S.G. Loop)	.. ..	*arr.*	..	..	..	..
	"	.. ..	*dep.*	7 58*	..	9 14*	8 38*
192¾	West Footscray Junction	..	*dep.*	8 3*–21DL	..	9 19*	8 43*
195	**DYNON**	.. ..	..	8 8*	..	9 24*–621	8 48*
197	**MELBOURNE— (SPENCER STREET)**	..	*arr.*	8 20	..	9 30–21A	–413, 345A 9 0

460B, 413, 460A
521, 232A, 460
343, 208
661DL

No. 1 does not stop for passengers between Sydney and Melbourne.
No. 65 stops for passengers at Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga and Albury.
No. 65A stops for passengers at Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, and Albury.
P.—Dining and Lounge Carriages attached. **S.**—Dining Carriage attached.
T.—Buffet Carriage attached.

S.G. Lines Miles from Albury	UP		3 "SPIRIT OF PROGRESS" DAILY SUN. INC.	3A EXPRESS DAILY SUN. INC. ‡ 60 MPH	3B EXPRESS DAILY SUN. INC. ‡ 60 MPH		
	SYDNEY (N.S.W.)	*dep.*	p.m. 8 10T	p.m. 8 20	p.m. 8 25	..	..
			Next Day	**Next Day**	**Next Day**		
	ALBURY (N.S.W.)	*arr.*	a.m. 5 50	a.m. 6 8R	a.m. 6 39R	..	..
			(32)	(32A)	(32B)		
	" ..	*dep.*	6 0	6 30	7 5	..	..
2¾	Wodonga Coal Siding	..	*	*	*	..	..
3½	Wodonga	..	*–327	*	*	..	..
5	Wodonga (S.G. Loop)	..	6 10*	6 40*–327	7 15*	..	..
21½	Chiltern (S.G. Loop)	*arr.*	..	..	..	..	..
	"	*dep.*	6 29*	6 58*	7 33*	..	..
44¾	**WANGARATTA PLAT.**	*arr.*	6 51	7 21	..	..	..
	" ..	*dep.*	6 52	7 22	7 57	..	..
46	Alumatta (S.G. Loop)	*arr.*	..	..	–804, 250	..	..
	" ..	*dep.*	6 54*	7 24*	7 59*	..	..
54¼	Glenrowan (S.G. Loop)	*arr.*	..	–641	..–641	..	..
	"	*dep.*	7 6*	7 34*	8 9*	..	..
68½	Benalla (S.G. Loop) ..	*arr.*	..–641	..	–457A	..	..
	"	*dep.*	7 20*	7 48*	8 23*	..	..
69	**BENALLA PLATFORM**	*arr.*	7 22	7 50	..	..	..
	" ..	*dep.*	7 23	7 51	8 26	..	..
84¼	Violet Town (S.G. Loop)	*arr.*	–457A	–457A	..	..	..
	"	*dep.*	7 40*	8 10*	8 45*–457	..	..
105	Longwood (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	7 58*	8 31*	9 6*	..	..
128	**SEYMOUR** (S.G. Loop)	*arr.*	..–457	–419, 457	–661A, 205	..	..
	" ..	*dep.*	8 18*	8 55*	9 32*–419	..	..
135	Tallarook (S.G. Loop)	*arr.*	..–419	..	..	..	..
	" ..	*dep.*	8 27*	9 4*	9 42*	..	..
144	Broadford (S.G. Loop)	*arr.*	..	..	–661	..	..
			..	–661A, 205			
	" ..	*dep.*	8 38*	9 16*	9 54*	..	..
160¾	Wallan (S.G. Loop) ..	*arr.*	–661A,205	..	..	..	..
	" ..	*dep.*	8 59*	9 38*–661	10 18*	..	..
169	Donnybrook (S.G. Loop)	*arr.*	..	..	..	..	..
					–413		
	"	*dep.*	9 8*	9 49*	10 27*	..	..
176¼	Somerton (S.G. Loop)	*arr.*	..	..	..	..	..
			–661, 203	–413	–345A		
	" ..	*dep.*	9 18*	9 56*	10 34*	..	..
183¼	Tullamarine (S.G. Loop)	*arr.*	–413	–345A	..	..	..
	" ..	*dep.*	9 26*	10 3*	10 41*	..	..
187¼	McIntyre (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	9 30*	10 7*	10 45*	..	..
189½	**SUNSHINE PLAT.**	*arr.*	..	..	..	..	..
	"	*dep.*	*	*	*	..	..
190	Sunshine (S.G. Loop)	*dep.*	9 34*–345A	10 11*	10 49*	..	..
192¾	West Footscray Jctn.	*dep.*	9 39*	10 16*	10 54*	..	..
195	**DYNON**	..	9 45*	10 21*	11 0*	..	..
197	**MELBOURNE— (SPENCER STREET)**	*arr.*	9 55	10 30–67	11 10–67	..	..

Nos. 3, 3A and **3B** stop for passengers at Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, (**No. 3** Henty), Culcairn, Albury, Wangaratta and Benalla.

R.—Refreshments. **T.**—Buffet Carriage attached.

DOWN		661A EXPRESS MON. TO SAT. ‡	661 "INTER-CAPITAL DAY-LIGHT" MON. TO SAT. (Sun. ‡)	41B EXPRESS MON. TO FRI. ‡	41A EXPRESS DAILY SUN. INC. ‡	41 "SPIRIT OF PRO-GRESS" DAILY SUN. INC.
		a.m.	a.m.	p.m.	p.m.	p.m.
MELBOURNE— (SPENCER STREET) ..	*dep.*	7 45S	8 40T	5 10	5 45	6 45T
Benalla	*arr.*	..	..	..	..	..
"	*dep.*	*	*	7 48	8 22	9 19
Wangaratta	*arr.*	..	..	..	..	..
"	*dep.*	*	*	8 17	8 51	9 46
			p.m.			
Albury (N.S.W.) ..	*arr.*	11 52	12 18	9 30F	10 00E	10 45
		p.m. (66A)	(66)	(4B)	(4A)	(4)
"	*dep.*	12 2R	12 26	9 44R	10 20RE	10 55
Culcairn	*arr.*	..	..	..	..	..
"	*dep.*	12 36*	1 0*	10 19*	10 54*	11 30
Henty	*arr.*	..	..	..	..	11 43
"	*dep.*	12 46*	1 10*	10 29*	11 4*	11 44
Yerong Creek	*arr.*	..	..	..	..	..
"	*dep.*	12 55*	1 19*	10 38*	11 13*	11 55*
						a.m. Next day
The Rock	*arr.*	..	..	..	..	12 6§
"	*dep.*	1 6*	1 30*	10 50*	11 24*	12 7
Wagga Wagga	*arr.*	1 28	1 52	..	11 46	12 30
"	*dep.*	1 29	1 53	11 12*	11 47	12 35
				a.m. Tue. to Sat. ‡	a.m. Next day	
Junee	*arr.*	1 59	2 23	..	12 17	1 7
"	*dep.*	2 3	2 27	12 1*	12 18	1 15
Cootamundra	*arr.*	..	..	..	..	2 6
"	*dep.*	2 53	3 17	12 51*	1 11	2 9
Harden	*arr.*	..	..	..	..	2 50
"	*dep.*	3 34	3 58	1 32*	1 52	2 52
Yass Junction	*arr.*	4 36	5 0	..	2 54	3 55
"	*dep.*	4 37	5 1	2 34*	2 55	3 59
Goulburn	*arr.*	6 1	6 25	3 59	4 19	5 25
"	*dep.*	6 5G	6 29G	4 6	4 23C	5 37
Moss Vale	*arr.*	..	..	..	5 24	6 41
"	*dep.*	*G	*G	5 7*	5 25C	6 42
Picton	*arr.*	*G	*G	*	*	*
Campbelltown	"	*G	*G	*	*	*
Liverpool	"	*G	*G	*	*	*
Strathfield	*arr.*	8 57	9 9	..	7 28	8 26
"	*dep.*	8 58D	9 10DA	7 20	7 30CD	8 27D
SYDNEY (N.S.W.) ..	*arr.*	9 10	9 22A	7 31	7 44C	8 40

A—Arrives Strathfield 9.23 p.m., Sydney 9.33 p.m., Sunday when run.

C—Sundays departs Goulburn 4.28 a.m. Moss Vale 5.30 a.m. arrives Strathfield 7.27 a.m., Sydney 7.41 a.m.,

D—Stops to set down only.

E—Arrives Albury 9.50 p.m. Sunday. When **No. 652A** runs arrives Albury 10.15 p.m. depart 10.30 p.m. and runs ten minutes to Moss Vale thence as shown.

F—Arrives 9.25 p.m. when **No. 652A** does not run.

G—Passengers for Moss Vale, Picton, Campbelltown and Liverpool change trains at Goulburn and travel per 7.12 p.m. ex Goulburn Canberra-Monaro Express arrive Moss Vale 8.10 p.m.; Picton 9.1 p.m.; Campbelltown 9.25 p.m.; Liverpool 9.40 p.m.

R—Refreshments.

S—Dining Carriage attached.

T—Buffet Carriage attached.

DOWN		21 "SOUTHERN AURORA" DAILY SUN. INC.	21A EXPRESS MON. TO SAT. ‡	21B EXPRESS MON. TO FRI. ‡		
		p.m.	p.m.	p.m.		
MELBOURNE—						
(SPENCER STREET) ..	*dep.*	8 0P	9 40	10 30S	..	..
			Tue. to Sun. ‡	Tue. to Sat. ‡	..	..
			a.m.	a.m.		
Benalla	*arr.*	..	..	..	..	..
"	*dep.*	*	12 18	1 8	..	..
Wangaratta	*arr.*	..	..	..	..	..
"	*dep.*	*	12 47	1 37	..	..
Albury (N.S.W.)	*arr.*	11 50*	1 42	2 32	..	..
		(2)	(2A)	(2B)		
"	*dep.*	12 0 Mid.	1 52	2 42	..	..
		a.m.				
		Next Day				
Culcairn	*arr.*	..	..	..	..	..
"	*dep.*	12 34*	2 26*	3 18	..	..
Henty	*arr.*	..	..	..	..	..
"	*dep.*	12 44*	2 36*	3 30	..	..
Yerong Creek	*arr.*	..	..	..	..	..
"	*dep.*	12 53*	2 45*	3 41*	..	..
The Rock	*arr.*	..	..	3 54	..	..
"	*dep.*	1 3*	2 55*	4 3	..	..
Wagga Wagga	*arr.*	..	..	..	..	..
"	*dep.*	1 24*	3 17*	4 46	..	..
Junee	*arr.*	..	4 19*	5 16	..	..
"	*dep.*	1 54*	4 26	5 20	..	..
Cootamundra	*arr.*	..	..	..	..	..
"	*dep.*	2 46*	5 16*	6 11	..	..
Harden	*arr.*	..	..	..	..	..
"	*dep.*	3 26*	5 57*	6 53	..	..
Yass Junction	*arr.*	..	..	..	..	..
"	*dep.*	4 29*	7 0*	7 56	..	..
Goulburn	*arr.*	5 55*	8 24R	9 21	..	..
"	*dep.*	6 2	9 0*	9 25	..	..
Moss Vale	*arr.*	..	..	..	..	..
"	*dep.*	7 3*	10 2	10 28	..	..
Strathfield	*arr.*	..	11 44	p.m.	..	..
"	*dep.*	8 48*	11 46	12 13	..	..
SYDNEY (N.S.W.) ..	*arr.*	9 0	11 59	12 25	..	..

P—Dining and Lounge carriages attached.
R—Refreshments.
S—Dining Carriage attached. Service available from Junee.

STANDARD GAUGE EXPRESS PASSENGER SERVICE—*continued.*

UP		65 "INTER-CAPITAL DAY-LIGHT" MON. TO SAT. (SUN. ‡)	65A EXPRESS MON. TO SAT. ‡		1 "SOUTHERN AURORA" DAILY SUN. INC.	3 "SPIRIT OF PROGRESS" DAILY SUN. INC.	3A EXPRESS DAILY SUN. INC. ‡	3B EXPRESS DAILY SUN. INC. ‡
		a.m.	a.m.		p.m.	p.m.	p.m.	p.m.
SYDNEY .. (N.S.W.)	*dep.*	7 45T	8 5S	..	8 0P	8 10T	8 20	8 25
Strathfield ..	*arr.*	7 57	8 17	..	..	..	..	..
"	*dep.*	7 58F	8 18F	..	8 12*	*	*	*
Liverpool ..	"	*G	*	..	*	*	*	*
Campbelltown	"	*G	*	..	*	*	*	*
Picton ..	"	*G	*	..	*	*	*	*
Moss Vale ..	*arr.*	..	..	..	..	10 16	10 37	10 55
"	*dep.*	*G	*	..	10 5*	10 17F	10 38F	10 56
Goulburn ..	*arr.*	10 50	11 20	..	11 5*	11 18	11 38	11 57
								a.m. Next Day
"	*dep.*	10 54	11 24	..	11 12	11 33	11 53	12 10
		p.m.	p.m.		a.m. Next Day	a.m. Next Day	a.m. Next Day	
Yass Junction	*arr.*	..	12 45	..	..	12 53	1 14	1 31
"	*dep.*	12 14	12 46	..	12 34*	12 56	1 17	1 33
Harden ..	*arr.*	..	1 47	..	..	1 59	2 18	2 34
"	*dep.*	1 14	1 48	..	1 37*	2 1	2 19	2 35
Cootamundra	*arr.*	1 55	2 29	..	..	2 42	3 0	3 16
"	*dep.*	1 56	2 33	..	2 19*	2 45	3 1	3 17
Junee ..	*arr.*	2 42	3 20	..	..	3 32	3 48	4 4
"	*dep.*	2 46	3 24	..	3 10*	3 39	3 54	4 21
Wagga Wagga	*arr.*	3 12	3 51	..	..	4 8	4 21	5 3
"	*dep.*	3 13	3 52	..	3 37*	4 13	4 24	5 4
The Rock ..	*arr.*	..	..	..	..	4 35§	4 58	5 28
"	*dep.*	3 36*	4 23*	..	3 59*	4 36	4 59	5 29
Henty ..	*arr.*	..	..	..	..	4 59	..	..
"	*dep.*	3 56*	4 43*	..	4 20*	5 0	5 20*	5 51*
Culcairn ..	*arr.*	..	..	..	..	5 13	5 31	6 2
"	*dep.*	4 6*	4 53*	..	4 30*	5 14	5 32	6 3
Albury (N.S.W.)	*arr.*	4 40 (652)	5 20 (652A)	..	5 5* (12)	5 50 (32)	6 8 (32A)	6 39 (32B)
"	*dep.*	4 48	5 30	..	5 15	6 0	6 30R	7 5R
Wangaratta	*arr.*	..	..	..	..	6 51	7 21	7 56
"	*dep.*	*	*	..	*	6 52	7 22	7 57
Benalla ..	*arr.*	..	..	..	..	7 22	7 50	8 25
"	*dep.*	*	*	..	*	7 23	7 51	8 26
MELBOURNE	*arr.*	8 20	9 30	..	9 0	9 55	10 30	11 10

F. Stops to pick up only.

G. Passengers from Liverpool, Campbelltown, Picton and Moss Vale travel per Canberra–Monaro Express departing Liverpool 8.2 a.m., Campbelltown 8.17 a.m., Picton 8.40 a.m., Moss Vale 9.30 a.m. to Goulburn. Change to "Intercapital Daylight" departing Goulburn 10.54 a.m.

P. Dining and Lounge Carriages attached.

R. Refreshments.

S. Dining Carriage attached.

T—Buffet Carriage attached.

MELBOURNE-SYDNEY-SOUTH BRISBANE (via Kyogle)

NORTHBOUND

DOWN		"INTER-CAPITAL DAYLIGHT" MON. TO SAT.	"SPIRIT OF PROGRESS" DAILY SUN. INC.	"SOUTHERN AURORA" DAILY, SUN. INC.
MELBOURNE ..	dep.	a.m. 8 40	p.m. 6 45 Next Day	p.m. 8 0 Next Day
SYDNEY	arr.	p.m. 9 22	a.m. 8 40	a.m. 9 0
		"BRISBANE LIMITED EXPRESS" DAILY, SUN. INC.	"BRISBANE EXPRESS" DAILY, SUN. INC.	
" ..	dep.	p.m. 6 30 Next Day	p.m. 6 33 Next Day	
SOUTH BRISBANE	arr.	a.m. 10 0	a.m. 11 55D	

SOUTHBOUND

UP		"BRISBANE EXPRESS" DAILY, SUN. INC.	"BRISBANE LIMITED EXPRESS" DAILY, SUN. INC.
SOUTH BRISBANE	dep.	p.m. 1 0 Next Day	p.m. 4 40 Next Day
SYDNEY	arr.	a.m. 7 2A	a.m. 8 33B
		"INTER-CAPITAL DAYLIGHT" MON. TO SAT. / "SOUTHERN AURORA" DAILY, SUN. INC.	"SPIRIT OF PROGRESS" DAILY, SUN. INC.
" ..	dep.	a.m. 7 45 / p.m. 8 0	p.m. 8 10
MELBOURNE ..	arr.	p.m. 8 20 / a.m. 9 0 Next Day	a.m. 9 55 Next Day

A. Arrives Sydney 7.0 a.m. Saturday;

B. Arrives Sydney 8.30 a.m. Saturday. 8.25 a.m. Sunday.

D. 12.4 p.m. Sunday.

DOWN		"INTERCAPITAL DAYLIGHT" MON. TO SAT.	"SPIRIT OF PROGRESS" DAILY SUN. INC.		
		a.m.	p.m.		
MELBOURNE ..	dep.	8 40	6 45B	..	..
Benalla	..	*	9 19	..	..
Wangaratta	..	*	9 46	..	..
		p.m.			
ALBURY (N.S.W.) ..	arr.	12 18	10 45	..	..
" ..	dep.	12 26	10 55	..	..
			Next Day		
			a.m.		
Yass Junction ..	arr.	5 0	3 55	..	..
" ..	dep.	5 5A	3 59	..	..
Goulburn	arr.	..	5 25	..	..
" ..	dep.	..	5 46	..	..
CANBERRA A.C.T.	arr.	6 15	7 46	..	..

A. Private Road Bus between Yass Junction and Canberra.

B. Conveys Through Carriage with Air-conditioned Sleeping and Sitting accommodation for Canberra, Sundays to Fridays. Passengers ex Melbourne Saturdays change trains at Goulburn (Sundays).

UP		MON. TO SAT.	SUN.	MON. TO SAT.	MON. TO SAT.
		a.m.	p.m.	p.m.	p.m.
CANBERRA A.C.T.	dep.	10 30D	4 10E	5 15	8 25E
Goulburn	arr.	..	6 22	7 8	10 37
			"SPIRIT OF PROGRESS"		
			p.m.		
" ..	dep.	..	11 33		
			Next Day		
			a.m.		
Yass Junction ..	arr.	11 45	12 53		
		"INTERCAPITAL DAYLIGHT" MON. TO SAT.			
		p.m.			
" ..	dep.	12 14	12 56		
ALBURY (N.S.W.) ..	arr.	4 40	5 50		
" ..	dep.	4 48	6 0		
Wangaratta	..	*	6 51		
Benalla	..	*	7 22		
MELBOURNE ..	arr.	8 20	9 55		

D. Private Road Bus between Canberra and Yass Junction.

E. Conveys Through Carriage with Air-conditioned Sleeping and Sitting accommodation from Canberra—Mondays to Saturdays. Passengers ex Canberra Sundays change trains at Goulburn.

SOUTH DYNON–SPENCER STREET

Passenger, Empty Carriages and Light Engines.

UP	Light Engine Mon. to Sat. ‡	Ety Carriages Mon.	Light Engine Tue. to Sat. (Sun. ‡)	Ety Carriages Daily Sun. Inc. ‡	Ety Carriages Daily Sun. Inc.	Ety Carriages Daily Sun. Inc.
South Dynon... *dep.*	a.m. ...	a.m. 7 20–"S" class Loco ... Hostler's end leading or "X" class	a.m. ... "S" class Loco 7 50–Hostler's end leading or "X" class	p.m. 5 0A "S" class Loco Hostler's end leading or "X" class	p.m. 5 45E– "S" class Loco Hostler's end leading or "X" class	p.m. 6 20–"S" class Loco Hostler's end leading or "X" class
Carriage Shed						
Dynon Loco *dep.*	7 0					
Spencer Street (No. 1 Platform) *arr.*	7 10 run 7.45 a.m. (No. 661A) Relief Daylight	7 35	8 5 run 8.40 a.m. "Intercapital Daylight"	5 15A form 5.45 p.m. (No. 41A) Relief Express	6 0E-Attach V.H.N. Brake-van from Right-hand Dock form "Spirit of Progress" 6.45 p.m. Daily Sun. Inc.	...
(No. 3 Road) ... *„*	...	form 8.40 a.m. "Intercapital Daylight"	...			6 35–Dock carriages immediately on departure of "Spirit of Progress" Attach M.H.N. Brake-van from Right-hand Dock, form 8.0 p.m. "Southern Aurora"
(Right-hand Dock) *„*	...	...			...	
DOWN	Ety Carriages Sun. formed by 9.0 a.m. "Southern Aurora"	Ety Carriages Mon. to Sat. formed by 9.0 a.m. "Southern Aurora"	Ety Carriages Daily Sun. Inc. formed by 9.55 a.m. "Spirit of Progress"	Ety Carriages Daily Sun. Inc. ‡ formed by 10.30 a.m. (No. 32A) Relief Express	Ety Carriages Sat. formed by 8.20 p.m. "Intercapital Daylight"	Light Engine Mon. to Fri. (Sun. ‡) formed by locomotive off 8.20 p.m. "Intercapital Daylight"
Spencer Street *dep.* (No. 1 Platform)	a.m. 9 20–Place M.H.N. brake-van into Right-hand Dock before departure	a.m. 9 30–Place M.H.N. brake-van into Right-hand Dock before departure	a.m. 10 40B–Place V.H.N. brake-van into Right hand Dock before departure	a.m. 11 0	p.m. 8 50	p.m. 9 10–Shunt V.P. van from Right-hand Dock to No. 1 platform before departure
South Dynon ... *arr.*	9 35	9 45	10 55	11 15	9 5	...
Carriage Shed						
Dynon Loco ... *arr.*	...	...	...	...	...	9 20

A.—Depart 4.45 p.m. Sat., Sun., arrive Spencer St. 5.00 p.m.
B.—Departs No. 3 Road when (No. 32A) runs.
E.—Departs 5.55 p.m., arrives Spencer St. 6.10 p.m. when No. 41A express runs.

M'ked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN		201 Goods Tue. to Sat. ‡	641 Through Goods Tue. to Sat.	199 Goods Mon. ‡	457 Through Goods Sat. (Tue. to Fri. ‡)	457A Through Goods Sun.
Via N. Melb. Flyover				a.m.	a.m.	a.m.	a.m.	a.m.
2 1 2		**DYNON** ..	dep.	1 0	1 25–460A	3 0	3 0–810	3 0
Via S. Ken.						430A		
2¼	2¾	South Dynon Junction ..	..	..	..	..	..–200	..
4¾	4½	West Footscray Junction ..	..	1 13	1 38	3 13	3 13	3 13
7¼	7	Sunshine (S.G. Loop)	arr.	..	..	..	..	..
		" ..	dep.	1 20 460ADL	1 45	3 20	3 20	3 20
10	9¾	McIntyre (S.G. Loop)	arr.	1 30	..–810	..	..	..
		" ..	dep.	810	1 51	3 26	3 26	3 26–800
14	13¾	Tullamarine ..	arr.	..	..	..	3 34–800	..
Via Ess.		(S.G. Loop)	dep.	..	1 57	3 33	3 44	3 32
14	20¾	Somerton (S.G. Loop)	arr.	..	..	3 51	..	..
		" ..	dep.	..	..	4 10 802B	..	..
—	22½	Upfield	arr.	..	..	4 25	..	..
		"	dep.	..	..		..	..
14	20¾	Somerton (S.G. Loop)	arr.	..	..	..	..	..
		" ..	dep.	..	2 13	..	4 2	3 48
21¼	28	Donnybrook ..	arr.	..	..	..	..–432	..
		(S.G. Loop) ..	dep.	..	2 31	..	4 22	4 4
29¾	36¼	Wallan (S.G. Loop)	arr.	..	2 52 –800	..	4 43–802 –234, 236	4 25 –802A, 432
		" ..	dep.	..	3 18	..	6 25–238	5 0
46	53	Broadford (S.G. Loop)	arr.	..	..–432	..	6 50–448	5 25
		" ..	dep.	..	3 42	..	7 6	5 37–472
55½	62	Tallarook (S.G. Loop)	arr.	..	3 56–234	..	7 20–12	..
		" ..	dep.	..	5 8–236, 802	..	7 36 804, 250	5 51
62½	69	**SEYMOUR** ..	arr.	..	..–238	..	7 48–32	..
		(S.G. Loop) ..	dep.	..	5 20	..	8 18–32A	6 1–238A
85¼	92	Longwood (S.G. Loop)	arr.	..	5 57–448 32B	..	8 48	6 34–804A
		" ..	dep.	..	6 3	..	9 11–32B	7 6–12
105¾	112¾	Violet Town ..	arr.	..	6 32–12	..	9 38	7 33
		(S.G. Loop) ..	dep.	..	6 46	..	9 42–230	7 42–32,32A
121¾	128½	Benalla (S.G. Loop)	arr.	..	7 11–32	..	10 5	..–804,32B
		" ..	dep.	..	7 20 32A, 250,	..	10 16–250A	8 5
135¾	142½	Glenrowan (S.G. Loop)	arr.	..	7 43	..	10 39–434,	..–250B
		" ..	dep.	..	8 3–804	..	10 44 661A	8 28
144½	151	Alumatta (S.G. Loop)	arr.	..	8 16–230	..	..	..
		" ..	dep.	..	8 26	..	10 55	8 39
169	175½	Chiltern (S.G. Loop)	arr.	..	..–250A	..	–806	..
		" ..	dep.	..	9 6	..	11 27	9 13–454
185¼	192	Wodonga (S.G. Loop)	arr.	..	9 31–434	..	..	..
		" ..	dep.	..	9 44	..	11 48	9 36–806B
187	193½	Wodonga ..	..	..	..	..	p.m.	..
187¾	194½	Wodonga Coal Siding ..	..	..	..	..	..–661	..
190½	197	**ALBURY (N.S.W.)**	arr.	..	10 0–806 (640) Goods Mon. to Sat. ‡ p.m.	..	12 5 (456) Goods Tue., Wed., Fri. Sat. ‡ a.m.	9 50–230A
		" ..	dep.	..	12 44D Tue. to Sat. ‡ a.m.	..	10 20	..
—	—	Homebush Sale Yards (N.S.W.)	arr.	..	12 16 p.m.	..	p.m. ..	..
—	—	Enfield Yards (N.S.W.)	arr.	..	11 39 Sat.	..	10 56 (10.59 Sat.)	..
—	—	Clyde Sidings (N.S.W.)	arr.	..	..	..	..	..
—	—	Alexandria (N.S.W.)	arr.	..	..	..	..	..
—	—	North Strathfield (N.S.W.)	arr.	..	..	..	..	..

D.—Connection for bogie exchange vehicles ex Wodonga.

M'ked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN	419 Through Goods Mon. to Sat. ‡	203 Goods Tue. to Sat.	203 Goods Mon.	205 Light Engine Sun.	413 Through Goods Sat. (Tue. to Fri. ‡)	345A Thro. Goods Tue. to Fri. ‡
Via N' Melb. Flyover 2 1 2		**DYNON** dep.	a.m. 3 10–457 –810	a.m. 6 0–432	a.m. 6 45-804B	a.m. 7 45	a.m. 8 50	a.m. 9 5–12
Via S. Ken. 2¾	2¾	South Dynon Jctn. ..	..	..	..	..	..	..
4½	4½	West Footscray Junction arr. dep.	–200DL 3 23	–802DL 6 15	.. 6 58	.. ..	9 3	448DL 9 20
7¼	7	Sunshine (S.G. Loop) .. arr. dep.	.. 3 30	.. 6 22	..–202 7 5	–238A 7 59	12DL, 661 9 10–448	9 29–32 9 39
10	9¾	McIntyre (S.G. Loop) arr.	3 38–432 –802B, 800	6 30–234 –238, 236	7 12 –12, 661A	..	..	..
		„ .. dep.	5 10 attach loading	7 30	8 40–238	8 3	9 16	9 47
14 Via Ess.	13¾	Tullamarine (S.G. Loop) arr. dep.	5 18–804B 5 35–802	.. 7 39	.. 8 49	.. 8 8	9 24–32 9 30	–32A 9 56
14	20¾	Somerton (S.G. Loop) arr. dep.	.. ..	–12, 661A 7 55–448 8 50	9 5–661 9 50-32,	.. ..	.. ..	32B 10 15 10 50
—	22½	Upfield .. arr.	..	9 5	10 5 413	..	..	804 11 0 p.m.
		„ .. dep.	..			..	..	12 30
14	20¾	Somerton (S.G. Loop) arr. dep.	5 53–236 6 20-202,234	.. ..	.. ..	8 20–12 8 25	–32A 9 48	.. 12 40
21¼	28	Donnybrook (S.G. Loop) arr. dep.	6 36–238 6 40	.. ..	.. ..	8 37–804A 8 43	–32B 10 6	–250A 12 59
29¾	36¼	Wallan (S.G. Lp) arr.	..	..	..	8 56–32	10 27–250 804	1 22
46	53	„ .. dep. Broadford arr.	7 1 7 26–448	.. ..	.. ..	9 0 –32A	11 0 11 25	1 34 434 ..
55½	62	(S.G. Loop) dep. Tallarook .. arr.	7 48–12 8 2–32 32A, 32B, 661A	.. ..	.. ..	9 16 ..	11 40–230 11 54–250A	2 0 ..
		(S.G. Loop) dep.	8 30	..	..	9 24	p.m. 12 4	2 13
62½	69	**SEYMOUR** (S.G. Loop) arr.	8 42 –250, 804	..	..	–804,32B	..–434	–806
		„ .. dep.	9 40	..	..	9 32	12 16	2 23
85¼	92	Longwood (S.G. Loop) arr. dep.	10 11–230 10 40–661	.. ..	.. ..	.. 9 54	.. 12 49	.. 2 56
105¾	112¾	Violet Town (S.G. Loop) arr. dep.	11 7 11 30–434	.. ..	.. ..	–250B 10 14	1 16–806 1 24	–806A 3 24
121¾	128½	Benalla .. (S.G. Loop) arr. dep.	.. 11 53 p.m.	.. ..	.. ..	–454 10 30	.. 1 45	3 49 4 6 808
135⅝	142¼	Glenrowan (S.G. Loop) arr. dep.	12 16–806 12 42	.. ..	.. ..	.. 10 44	.. 2 6	4 33–460 5 19-232
144½	151	Alumatta .. (S.G. Loop) arr. dep.	.. 12 53	.. ..	.. ..	–806B 10 51	–806A 2 17	5 32-652 5 36
169	175½	Chiltern .. (S.G. Loop) arr. dep.	1 27–806A 1 40	.. ..	.. ..	–230A 11 14	2 51–67 3 4–808	460A 430 6 12
185¼	192	Wodonga (S.G. Loop) arr. dep.	.. 2 1	.. ..	.. ..	.. 11 29	3 27–232 3 56–460	.. 6 33
187	193½	Wodonga ..	..	..	..	..	..	..
187¾	194¼	Wodonga Coal Sdg.	..	..	..	..	.. 430	–810
190½	197	**ALBURY** (N.S.W.) arr.	2 15–808	..	..	11 45 –808A	4 10-652, (806) Sat. ‡ p.m.	6 50 (328) Mon. to Fri. ‡ p.m.
		„ .. dep.	..	..	..	..	5 50	11 12
—	—	Darling Harbour (N.S.W.) arr.	..	..	..	..	Sun. ‡ a.m.	Tue. to Sat. ‡ .. a.m.
—	—	Enfield Yards (N.S.W.) arr.	..	..	..	..	..	10 58
—	—	Alexandria (N.S.W.) arr.	..	..	..	..	..	(10.33 a.m. Sat.)
—	—	Nth. Strathfield (N.S.W.) arr.	..	..	..	..	..	
—	—	Unanderra (N.S.W.) arr.	..	..	..	..	10 25	..

M'ked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN		521 Thro. Goods Mon. to Sat.	521 Thro. Goods Sun.	345 Thro Goods Mon., to Fri. ‡	321 Fast Gds. Mon. to Sat.	341 Fast Gds. Sun.	523 Thro. Goods Mon. to Fri.
Via N. Melb. Flyover				p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2	2	**DYNON**	..	1 20–230 206	1 20 –250B	1 35–521	2 10–250A	2 10 –454	3 0–434
Via S. Ken.									
2¾	2¾	South Dynon Jctn.	..	..	..		..	..	..
4½	4½	West Footscray Junction	..	1 33	1 33	–250A 1 48	2 23	2 23	3 13
7¼	7	Sunshine ..	arr.	–250A	–454	..	..–434	..	..
		(S.G. Loop)	dep.	1 40	1 40	1 55	2 32	2 30	3 20
10	9¾	McIntyre ..	arr.	..	..	..	..	–806B	..
		(S.G. Loop)	dep.	1 46	1 48	2 3	2 38	2 36	3 26
14	13¾	Tullamarine	arr.	..	..	2 14–434	..	..	..
Via Ess.		(S.G. Loop)	dep.	1 52	1 55	2 22	2 44	2 44	3 32
14	20¾	Somerton	arr.	..	..	2 41–321	..	..	..
		(S.G. Loop)	dep.	..	..	3 0	..	..	..
—	22½	Upfield ..	arr.	..	..	3 10	..	..	..
		"	dep.	..	..	4 30	..	..	..
14	20¾	Somerton	arr.	..–434	–806B	..–207	..–345	..	..
		(S.G. Loop)	dep.	2 8	2 12	4 40	3 0	3 0	3 48
21¼	28	Donnybrook	arr.	..	..	..	..	–230A	..
		(S.G. Loop)	dep.	2 24	2 31	4 58	3 16	3 16	4 4–806
29¾	36¼	Wallan ..	arr.	..	–230A	..	3 37–806	..	..
		(S.G. Loop)	dep.	2 43	2 52	5 19	3 47	3 38	4 23
46	53	Broadford	arr.	–806	..	–806A	..	–808A	..
		(S.G. Loop)	dep.	3 6	3 17	5 43	4 10	4 3	4 46
55½	62	Tallarook ..	arr.	..	–808A	–41B	..	..	..
		(S.G. Loop)	dep.	3 18	3 30	5 56	4 22	4 17	4 58
62½	69	**SEYMOUR**	arr.	..	..	6 8	–806A	..	..
		(S.G. Loop)	dep.	3 28	3 40	6 52	4 32	4 27	5 8
85¼	92	Longwood	arr.	–806A	–478	–460,652A	–808	–478	5 39
		(S.G. Loop)	dep.	3 59	4 13	7 25	5 3	5 0	6 30–652
105½	112½	Violet Town	arr.	4 26–808	..	–430	–232	..	–460,652A
		(S.G. Loop)	dep.	4 34	4 42	7 54	5 31	5 25	6 55
121¾	128½	Benalla ..	arr.	4 57–232	..	8 21	5 55	–232A	..
		(S.G. Loop)				–460A	–652,460	–652	
		"	dep.	5 10	5 4	8 30–41A	6 10	5 48	7 16–430
135¾	142½	Glenrowan	arr.	5 33–652	–232A	..	–430,652A	..	..
		(S.G. Loop)	dep.	5 45–460	5 28	8 57	6 31	6 11	7 37
144½	151	Alumatta ..	arr.	..	..	..	..	..	..–460A
		(S.G. Loop)		–430,652A	652	–810			
		"	dep.	5 56D	5 41	9 10	6 44	6 24	7 48
169	175½	Chiltern ..	arr.	..	–640B	9 48–800	–460A	–460B	–810
		(S.G. Loop)	dep.	6 28D	6 16	10 30–41	7 16	6 58	8 20
185¼	192	Wodonga	arr.	..	..	..	–810	–800A	..
		(S.G. Loop)	dep.	6 49D	6 38	10 53	7 37	7 21	8 41
187	193½	Wodonga	..	..	..	..	..	..	..
187¾	194¼	Wodonga Coal Sdg.		..	..	..	..	..	..
190½	197	**ALBURY (N.S.W.)**	arr.	7 5D (810 460A) (520) Mn. to Fri. p.m.	6 55 (800A)	11 10–432 (328) Mon. to Fri. ‡	7 50–800 (320) Mn. to Fri p.m.	7 40–430A (320) p.m.	8 55–800 (522)
		"	dep.	7 35 Tue. to Sat. a.m.	..	11 12 Tue. to Sat. ‡ a.m.	8 15 Tue. to Sat. a.m.	8 9 Mon. a.m.	9 5 Tue. to Sat. a.m.
—	—	Clyde Sidings (N.S.W.)	arr.	..	..	..	..	..	8 1(7.10 a.m. Sat.)
—	—	Enfield Yards (N.S.W.)	arr.	..	..	..	..	..	
—	—	Alexandria (N.S.W.)	arr.	5 50 (5.46 a.m. Sat.)	..	10 58 (10.33 a.m. Sat.)	6 8 (6.14 a.m. Sat.)	6 59	..
—	—	Cook's River (N.S.W.)	arr.		..			..	..

D. When **No. 652A** runs arrives Alumatta 5.56 p.m. cross **No. 652A** depart 6.22 p.m., Chiltern 6.56 p.m., Wodonga 7.17 p.m., Albury arrive 7.30 p.m.

MELBOURNE–ALBURY–SYDNEY—STANDARD GAUGE (4ft. 8½ in.)—GOODS SERVICE

M'ked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN	207 Goods Mon. to Sun.	422 Thro. Goods Sat. ‡			124 Goods Tue. ‡	323 Fast Goods Mn. to Fri	323A Through Goods Sat.	325 Through Goods Mn. to Sat.
Via N. Melb. Flyover			p.m.	p.m.			p.m.	p.m.	p.m.	p.m.
2	2	**DYNON** *dep.*	3 30	..	..	..	..	6 30	6 30	7 0–41
Via S. Ken			230A							
2¾	2¾	Sth. Dynon Jctn.	..	..	..	..	..	..	..	..
4¼	4¼	West F'cray Jct.	3 43	..	..	..	..	6 43	6 43	7 13
7¼	7	Sunshine *arr.*	..	..	..	..	..	6 52–41	6 52–41	—806A
		(S.G. Loop) *dep.*	3 50	..	..	..	..	7 5	7 5	7 23
10	9¾	McIntyre *arr.*	..	..	..	..	..	..	..	..
		(S.G. Loop) *dep.*	3 56	..	..	..	..	7 13-806A	7 13	7 31
14	13¼	Tullamarine *arr.*	–806	..	..	..	..	..	..	7 39–652
Via Ess.		(S.G. Loop) *dep.*	4 3	..	..	..	..	7 22	7 22	7 52
			808A							
14	20¾	Somerton *arr.*	4 20	..	..	..	..	..	..	..
		(S.G. Loop) *dep.*	4 50	..	..	..	..	..	..	..
—	22¼	Upfield *arr.*	5 0	..	..	..	..	..	..	..
		" *dep.*		..	..	..	..	..	..	..
										808, 208
14	20¾	Somerton *arr.*	..	..	..	..	..	7 40	7 40–652	8 10
		(S.G. Loop) *dep.*	..	..	..	..	..	7 45	7 45–208	8 16-652A
21¼	28	Donnybrook *arr.*	..	..	..	..	..	-808	..	8 34-21
		(S.G. Loop) *dep.*	..	..	..	..	..	8 3	8 3	9 2
29¾	36¼	Wallan *arr.*	..	..	..	..	..	8 24	8 24	-232
		(S.G. Loop) *dep.*	..	..	..	..	..	8 42	8 42	9 23
46	53	Broadford *arr.*	..	..	..	..	..	-460	.. -460	-460
		(S.G. Loop) *dep.*	..	..	..	..	..	9 5	9 5	9 46
55½	62	Tallarook *arr.*	..	..	..	..	..	9 19-21	9 19-21	..
		(S.G. Loop) *dep.*	..	..	..	..	..	9 38	9 38	10 0
62¼	69	**SEYMOUR** *arr.*	..	..	..	..	..	-430	..	-430
		(S.G. Loop) *dep.*	..	..	..	..	..	9 50	9 50	10 10
85¼	92	Longwood *arr.*	..	..	..	..	..	..	..	-460A
		(S.G. Loop) *dep.*	..	..	..	..	..	10 23	10 23	10 41
105¾	112¾	Violet Town *arr.*	..	..	..	..	..	10 50	..	-810
		(S.G. Loop) *dep.*	..	..	..	..	..	10 58–810	10 48	11 6
121¾	128½	Benalla *arr.*	..	..	..	..	..	..	..	..
		(S.G. Loop) *dep.*	..	..	..	..	..	11 17	11 9	11 29
135¾	142¼	Glenrowan *arr.*	..	..	..	..	..	..	..	-800
		(S.G. Loop) *dep.*	..	..	..	..	..	11 38–800	11 30	11 52A
										Tu to Sun.
144½	151	Alumatta *arr.*	..	..	..	..	..	..	11 43	a.m.
		(S.G. Loop) *dep.*	..	..	..	..	..	11 49	11 55–800	12 3A
								Tu. to Sat.	Sun.	
								a.m.	a.m.	
169	175½	Chiltern *arr.*	..	..	..	..	..	-432	-432	-432
		(S.G. Loop) *dep.*	..	..	..	..	..	12 21	12 29	12 35A
185¼	192	Wodonga *arr.*	..	..	..	..	..	-802	..	-802
		(S.G. Loop) *dep.*	..	..	..	..	..	12 42	12 50	12 56A
187	193¼	Wodonga ..	..	..	..	..	..	..	..	..
187¾	194¼	Wodonga Coal Siding	..	..	..	..	..	..	..	..
								234, 238		
190¼	197	**ALBURY** *arr.* (N.S.W.)	..	..	..	..	..	-236		
								12 55	1 5–472	1 10A
								(322)	(420)	
								Tues. to Sat. ‡	Sun. ‡	
		" *dep.*	..	7 27 Sun. ‡	..	..	11 30	1 42 B	2 10	..
				a.m.			a.m.	p.m.	p.m.	..
—	—	Enfield Yards *arr.* (N.S.W.)	..	..	..	..	Wed. ‡	..	12 38	..
—	—	Alexandria *arr.* (N.S.W.)	..	8 19	..	..				
—	—	Cook's River *arr.* (N.S.W.)	..	..	..	..	..	12 29B	..	..
—	—	Flemington *arr.* (N.S.W.)	..	..	..	..	11 12	..	..	..

A. Saturday arr. Glenrowan 11.52 p.m. meet **No. 800** dep. 12.15 a.m. Sun., Alumatta 12.26 a.m., Chiltern arr. 12.58 a.m. meet **No. 802A** dep. 1.28 Wodonga 1.49, Albury arr. 2.5 a.m.

B. Departs Albury at 1.41 a.m. (1.20 a.m. when **No. 4A.** runs) as **No. 392** when conveying 900 tons, arrives Cook's River 12.57 p.m. (1.1 p.m. Sat.)

M'ked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN		344A Express Goods Mon. to Sat. ‡	343A Express Goods Sun.	343 Express Goods Mon. to Fri.	621 Thro. Goods Mon. to Sat.	327 Thro. Goods Mon. to Fri.
Via N. Melb. Flyover				a.m.	p.m.	p.m.	p.m.	p.m.
2	2	**DYNON**	dep.	..	8 40	9 0–208	9 30B	10 30D
Via S. Ken.					–652	–808DL	–652A	232DL 218
2¾	2¾	South Dynon Jctn.	..	..	..	–652A	..	..
4¼	4¼	West F'cray Jctn.	..	..	8 53	9 13A	9 43	10 43
7¼	7	Sunshine	arr.	..	–208	..	..	..
		(S.G. Loop)	dep.	..	9 2	9 20A	9 50	10 50
10	9¾	McIntyre	arr.	..	..	..	..	..–460
		(S.G. Loop)	dep.	..	9 8	9 26A	9 56	10 56
14	13¾	Tullamarine	arr.	..	..	..	..–232	..
Via Ess.		(S.G. Loop)	dep.	..	9 14	9 32A	10 2	11 3
14	20¾	Somerton	arr.	..	–232A	..–232	..	11 22–430
		(S.G. Loop)	dep.	..	9 28	9 47A	10 18	11 36
21¼	28	Donnybrook	arr.	..	..	..	..–460	..
		(S.G. Loop)	dep.	..	9 44	10 2A	10 34	11 55
							Mon to Fr / Sat.	
29¾	36¼	Wallan	arr.	..	..	..	10 55 / ..	..
		(S.G. Loop)				–460	–430 460A	a.m. Tu. to Sat.
		"	dep.	..	10 3	10 20A	11 15 / 11 38–21B	12 16 / 10 53
46	53	Broadford	arr.	..	..	–430	11 38 / ..	..–810 460A
		(S.G. Loop)	dep.	..	10 24	10 40A	11 43 / ..	12 44 / 11 14
55½	62	Tallarook	arr.	..	..	..	.. / –460A	..
		(S.G. Loop)	dep.	..	10 36	10 51A	11 55 / a.m. Tu. to Sat.	12 59 / 11 26
62½	69	**SEYMOUR**	arr.		..	11 2A	12 7	.. / ..
		(S.G. Loop)			–460B	–460A		
		"	dep.	..	10 46 403A	11 13 21A	12 11–810	1 9 / 11 38–21B
85¼	92	Longwood	arr.	..	11 21	–810	..	.. / a.m. Sun.
		(S.G. Loop)	dep.	..	11 33	11 41	12 46	1 42–800 / 12 13
					Mon.	a.m.		
					a.m. 800A	Tu. to Sat.		
105¾	112¾	Violet Town	arr.	..	..	..	..–800	12 42–800 / ..–432
		(S.G. Loop)	dep.	..	12 1	12 3	1 13	12 54 / 2 9
121¾	128½	Benalla	arr.	..	..	–800	–432	.. / ..–802 238
		(S.G. Loop)	dep.	..	12 24	12 21	1 39	1 17 / 2 35 236
135¾	142¼	Glenrowan	arr.	..	..	..	2 7–802	–432 / 3 1 234,
		(S.G. Loop)	dep.	..	12 50	12 39	2 20	1 43 / 3 40
144½	151	Alumatta	arr.	..	–802B	12 50–432	2 33	–802A / 3 53–448
		(S.G. Loop)	dep.	..	1 1	1 2	3 25	1 55 / 4 35
169	175½	Chiltern	arr.	..	–804B	–802	–448 238	–472 / 5 10–12
		(S.G. Loop)	dep.	..	1 39	1 31	4 5 236, 234	2 33 / 5 46 250, 804
185¼	192	Wodonga	arr.	..	..	1 49–234	..	–238A / 6 10
		(S.G. Loop)	dep.	..	2 2	1 54–236	4 28	2 56 / 6 48
187	193½	Wodonga	..	..	..	..	..	.. / ..
187¾	194¼	Wodonga Coal Sdg.		..	..	..	..	–804A / ..
190½	197	**ALBURY (N.S.W.)**	arr.	..	2 15–238 (344)	2 5–238 (342)	4 45–12 (452)	3 10 / 7 5 (324) 250A, 32B 32, 32A
					Mon.	Tue. to Sat.	Tue., Wed., Fri., Sat. ‡	Mon. to Sat. ‡
					a.m.	a.m.	a.m.	a.m.
		"	dep.	2 30	2 32	2 32	5 10	9 10
				p.m.	p.m.	p.m.	p.m.	p.m.
—	—	Enfield Yards (N.S.W.)	arr.	..	..	..	7 17 (7.45 p.m. Sat.)	10 1 (10.34 Sat.)
—	—	Cook's River (N.S.W.)	arr.	2 24 (2.16 Sat.)	1 12	1 12 (1.11 p.m. Sat.)	..	

A. Departs West Footscray Junction 9.19 p.m. and runs six minutes later to Seymour, when **No. 652A** runs.

B. Departs 9.50 p.m. when **No. 21A** Pass. runs.

D. Departs 10.40 p.m. when **21B** Pass. runs.

GOODS SERVICE—*Continued*

S.G. Line Miles from Albury	UP		200 Goods Tue. to Sat. ‡	803 Thro. Goods Mon., Tue., Wed., Fri. ‡	805 Thro. Goods Sun. ‡	202 Goods Mon. ‡	
			a.m.	a.m.	a.m.	a.m.	
—	Enfield Yards (N.S.W.)	*dep.*	..	..	..	..	..
—	Cook's River (N.S.W.)	*dep.*	..	..	..	..	..
—	Darling Harbour .. (N.S.W.)	*dep.*	..	..	..	..	..
—	Alexandria (N.S.W.)	..	..	..	..	..	..
—	Unanderra (N.S.W.)	..	..	10 7	10 47	..	..
				p.m.	p.m.		
—	**ALBURY (N.S.W.)**	*arr.*	..	11 48 (802) Tue. to Sat.	11 53 (804B) Mon. ‡	..	..
				a.m.	a.m.		
	" ..	*dep.*	..	12 20	12 30	..	..
2¼	Wodonga Coal Siding	..	..	..	..	..	..
3¼	Wodonga ..	..	..	..	..	..	..
5	Wodonga (S.G. Loop)	*arr.*	..	12 36–323,325	..	..	..
	" ..	*dep.*	..	12 56–21A	12 44	..	..
21¼	Chiltern (S.G. Loop)	*arr.*	..	..–343,21B	1 20–343A	..	..
	" ..	*dep.*	..	1 31	1 42	..	..
46	Alumatta (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	1 58	2 9	..	..
54¼	Glenrowan (S.G. Loop)	*arr.*	..	–621	..	..	..
	" ..	*dep.*	..	2 18	2 29	..	..
68¼	Benalla (S.G. Loop)	*arr.*	..	–325	..	..	..
	" ..	*dep.*	..	2 35	2 46	..	..
84¼	Violet Town ..	*arr.*	..	..	..	..	..
	(S.G. Loop) ..	*dep.*	..	2 59	3 10	..	..
105	Longwood (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	3 26	3 37	..	..
128	**SEYMOUR** ..	*arr.*	..	..	..	..	..
	(S.G. Loop) ..	*dep.*	..	3 58	4 9	..	..
135	Tallarook (S.G. Loop)	*arr.*	..	–641	..	..	..
	" ..	*dep.*	..	4 11	4 22	..	..
144	Broadford (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	4 28	4 39	..	..
160¾	Wallan (S.G. Loop)	*arr.*	..	–457	..	..	..
	" ..	*dep.*	..	4 58	5 9	..	..
169	Donnybrook ..	*arr.*	..	..	..	..	..
	(S.G. Loop) ..	*dep.*	..	5 8	5 19	..	..
176¼	Somerton (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..
179	Upfield	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	..	..	5 30	..
176¼	Somerton (S.G. Loop)	*arr.*	..		..	5 45–419	..
	" ..	*dep.*	..	5 16	5 27	6 40	..
183¼	Tullamarine (S.G. Loop)	*arr.*	..	–419	–419	..	..
	" ..	*dep.*	..	5 24	5 35	6 50	..
187¼	McIntyre (S.G. Loop)	*arr.*	..	..	..	..	..
	" ..	*dep.*	3 0	5 28	5 41	6 55	..
190	Sunshine (S.G. Loop)	*arr.*	..	..	..	7 3–203	..
	" ..	*dep.*	3 6	5 35	5 48	7 7	..
192¼	West Footscray Jctn.	*arr.*	..–457	..	..	..	..
	" ..	*dep.*	3 13	5 42	5 55	7 14	..
196¼	South Dynon Junction	..	..	..	..	..	..
197	**DYNON** ..	*arr.*	3 30	6 0–203	6 15–203	7 30	..

S.G. Line Miles from Albury	UP		237 Goods Mon. to Fri. ‡	235 Thro. Goods Mon. to Fri. ‡	239 Express Goods Mon. to Fri.	448 Express Goods Tue. to Sat. ‡	805 Through Goods Mon. to Fri. ‡	
			a.m.	p.m.	p.m.	a.m.	p.m.	
—	Enfield Yards (N.S.W.)	dep.	..	..	..	..	..	
—	Cook's River (N S W)	dep.	10 58	12 43	..	..	..	
—	Darling Harbour (N.S.W.)		..	..	..	..	..	
—	Alexandria (N.S.W.)	..	..	..	3 23	..	..	
—	Unanderra (N.S.W.)	..	..	..	..	..	12 42	
			a.m. Tue. to Sat. ‡	a.m. Tue. to Sat. ‡	a.m. Tue. to Sat.	..	a.m. Tues. to Sat. ‡	
—	**ALBURY (N.S.W.)**	arr	12 35 (236)	1 20 (234)	1 37A (238) Tue. to Sat. (Mon. ‡)	..	3 31D (804) Tue to Sun ‡	
			a.m.	a.m.	a.m.		a.m.	
	„	dep.	1 25–323	1 40	2 10E	3 20–343	6 10–32	
2¾	Wodonga Coal Siding	..	–325, 21A	–21A, 325	.. 343, 343A	..	..	
3½	Wodonga	..	..	..	..	..	..	
5	Wodonga	.. arr.	1 39–21B	1 53–343	..	..	..	
	(S. G. Loop)	..	–343	–21B	–21B	..	–327, 32A	
	„ ..	.. dep.	1 49	2 3	2 22	3 33	6 23	
21½	Chiltern	.. arr.	..	..	..	–621	..	
	(S. G. Loop)	.. dep.	2 18	2 32	2 53	4 5	6 52	
							Tue. to Sat. ‡	Sun. ‡
46	Alumatta	.. arr.	–621	–621	–621	–327	..	..
	(S. G. Loop)	.. dep.	2 47	3 1	3 23	4 34	7 23	7 21
54¾	Glenrowan	.. arr.	–327	–327	–327	..	–641	..
	(S. G. Loop)	.. dep.	3 4	3 18	3 40	4 51	7 43	7 38
68½	Benalla ..	.. arr.	..	..	..	..	..	7 58
	(S. G. Loop)							–457A
	„ ..	.. dep.	3 22	3 36	4 0	5 9	8 1	8 10
84¼	Violet Town	.. arr.	..	..	..	..	..	–32B
	(S.G. Loop)	.. dep.	3 44	3 58	4 24	5 33	8 22	8 34
105	Longwood	.. arr.	..	..	..	–641	–457	..
	(S. G. Loop)	.. dep.	4 10	4 24	4 50	6 3	8 48	9 0
128	**SEYMOUR**	.. arr.	..	..	–641	..	–419, 661A	9 30–205
	(S. G. Loop)	.. dep.	4 40	4 54	5 20	6 33	9 18	9 35
135	Tallarook	.. arr.	–641	–641	..	..	–32B	–661
	(S. G. Loop)	.. dep.	4 54	5 8	5 34	6 47	9 32	9 51
144	Broadford	.. arr.	..	..	..	7 4	9 51–661	..
	(S. G. Loop)	..				–457, 419		
	„ ..	.. dep.	5 11	5 25	5 51	7 26	9 56	10 8
160¾	Wallan ..	.. arr.	–457	–457	–457	7 58	–413	..
	(S. G. Loop)	.. dep.	5 43	5 57	6 25	8 18–32	10 27	10 40
169	Donnybrook	.. arr.		..	–419	–661A		
	(S. G. Loop)	.. dep.	5 55	6 9	6 39	8 32	10 41	10 52
178	Upfield ..	.. arr.	..	..		..	..	..
176¼	Somerton	.. arr.	6 6–234	–419	–236	–203	–345A	..
	(S. G. Loop)	.. dep.	7 10	6 20–202	6 50	8 41	10 50	11 1
183¼	Tullamarine	.. arr.	..	..	..	..	..	..
	(S. G. Loop)	dep.	7 21	6 29	6 59	8 49	10 59	11 10
187¼	McIntyre	.. arr.	–203	..–203	7 6–203	8 55–661	..	..
	(S. G. Loop)	.. dep.	7 26	6 36	7 12	9 4	11 4	11 15
190	Sunshine	.. arr.	..	..	..	..–413	..	..
	(S.G. Loop)	.. dep.	7 32	6 42	7 18	9 10	11 10	11 21
192¾	West Footscray Jctn.	dep.	7 39	6 49	7 25	9 18	11 17	11 28
						–345A-DL		
196¼	South Dynon Junction	..	.. 661A–DL 238, 419	..	..	..	–67DL	..
197	**DYNON**	.. arr.	8 0	7 20	7 40–661A	9 35	11 35	11 45

A.—Arrives 1.55 a.m. when **No. 4A** runs.
D.—Arrives 2.48 a.m. Saturday. E.—Departs 2.15 a.m. Mondays when run

GOODS SERVICE—(Continued)

S.G. Line Miles from Albury	UP	206 Goods Mon. to Sat.	251 Express Goods Mon. to Sat.	231 Express Goods Wed.	251 Express Goods Wed. ‡ (see note C)	435A Goods Mon. to Fri. ‡ When 661A runs (See note)	435 Express Goods Mon. to Fri. (see note)
—	Enfield Yards (N.S.W.) dep	a.m. ..	p.m. ..	a.m. ..	p.m. ..	p.m. ..	p.m. ..
—	Cook's River (N.S.W.) ..	..	7 35	..	7 35	10 13B	10 13
—	Darling Harbour (N.S.W.) ..	..	..	..	when No. 3A runs	..	..
—	Alexandria (N.S.W.) ..	..	..	..	..	..	..
—	Unanderra (N.S.W.) ..	..	..	..	..	..	..
—	Nth. Strathfield (N.S.W.) ..	..	a.m.	..	a.m.	..	..
—	Homebush Sale Yards (N.S.W.) ..	..	Tue. to Sun.	5 13 a.m.	Thurs. ‡	.. a.m.	.. a.m.
—	**ALBURY (N.S.W.)** arr.	..	6 9F (32, 32A, 804)	6 43A Thurs. (Tue. Wed. Fri. Sat. ‡)	7 0	9 3 Tue. to Sat. ‡	9 3 Tue. to Sat.
	" .. dep.	..	(250) 6 35F	(230) 7 10	(250A) 8 5 (250A)	(434A) 9 30	(434) 9 30
2¾	Wodonga Coal Siding ..	..	..	..	..	..	..
3¼	Wodonga	..	..	..	..	..	..
5	Wodonga .. arr.	..	—327	..	..	..	..
	(S.G. Loop) .. dep.	..	6 46	7 22	8 19	9 41	9 41
21¼	Chiltern .. arr.	..	..	..	8 55–641	..–641	..–641
	(S.G. Loop) .. dep.	..	7 15	7 54	9 8	10 4	10 4
46	Alumatta .. arr.	..	..	..–641	..	..	..
	(S.G. Loop) .. dep.	..	7 44	8 25	9 37	10 29	10 29
			Sun. / Tue. to Sat.				
54¾	Glenrowan .. arr.	..	8 3 (457A)	..	..	10 44	..
	(S.G. Loop)		—641			661A, 457	–457
	" .. dep.	..	8 30 / 8 1	8 45	9 57 (661A)	11 20–661	10 44
68¼	Benalla .. arr.	..	.. ..	..	..–457	..	11 0
	(S.G. Loop) .. dep.	..	8 50 / 8 21	9 3	10 14	11 35	11 8 (661)
84¼	Violet Town .. arr.	..	.. ..	9 28–457 –661A	10 40 (661)	..–419	.. –419
	(S.G. Loop)						
	" .. dep.	..	9 12 / 8 43	9 40	10 50	11 53	11 28
105	Longwood .. arr.	..	9 40 (205) —661A	10 10–661	..	p.m.	..
	(S.G. Loop) .. dep.	..	9 55 / 9 9 (457)	10 30–419	11 17	12 15	11 50
128	**SEYMOUR** .. arr.	..	.. ..	..	..	..	.. (413)
	(S.G. Loop)	..	.. —419			–413	p.m.
	" .. dep.	..	10 27 / 9 39	11 4	11 49 (413)	12 41	12 16
135	Tallarook .. arr.	..	.. 9 55	..	p.m.	–67	..
	(S.G. Loop) .. dep.	..	10 41 / 10 4	11 19	12 2	12 52	12 29
144	Broadford (S.G. Lp.) dep.	..	10 58 / 10 21 (661)	11 37–413	12 19–67 (345A)	1 7 (345A)	12 44–67
160¾	Wallan .. arr.	..	—413	p.m.	..	..	1 13
	(S.G. Loop) .. dep.	..	11 30 / 10 55	12 11–67	12 49	1 34	1 25 (345A)
169	Donnybrook (S.G. Lp.) dep.	..	11 42 / 11 7	12 23	12 59	1 44	1 37
176¼	Somerton (S.G. Loop) arr.	..	.. ..	..	..	..	..
178	Upfield .. dep.	11 25	.. ..	..	..	..	..
176¼	Somerton .. arr.	11 40–67	..	..	..	1 54	1 45
	(S.G. Loop)	p.m.	345A	–345A		–521	(521)
	" .. dep.	12 5	11 51 / 11 16	12 32	1 9	2 12	2 12
183¼	Tullamarine .. arr.	..	p.m. ..	..	..	..–345	..–345
	(S.G. Loop) .. dep.	12 16	12 0 / 11 25	12 41	1 17	2 20	2 20
187¼	McIntyre (S.G. Loop) dep.	12 21	12 5 / 11 30	12 46	1 21	2 26	2 26
190	Sunshine .. arr.	..	.. —67	..	1 30–521	..–321	..–321
	(S.G. Loop) .. dep.	12 27	12 11 / 11 36	12 52	1 40	2 32	2 32
192¾	West Footscray Jnct. ..	12 34	12 18 / 11 43	12 59	1 48–345	2 41	2 41
196¼	South Dynon Junction ..	.. (521)	.. p.m.	–345	..	..	.. (523)
197	**DYNON** .. arr.	12 55	12 35 / 12 5	1 15–521	2 5–321	2 55–523	2 55

Note.—Flexivan wagons to be marshalled next the locomotive. **A.** Arrives 7.9 a.m. as **No. 291** when conveying 900 tons departs 8.5 a.m. and runs to the schedule for **No. 250A.** **B.** Conveys 900 tons. **C. Nos. 250A** and **419** not to run same day. **F.** Arrives Albury 7.0 a.m. when **No. 3A** runs and departs 7.10 a.m. and runs to the schedule for **No. 230** Tue. Wed. Fri. Sat.

S.G. Line Miles from Albury	UP	807 Thro. Goods Mon. to Fri. Sun. ‡	806A Goods Tue. to Fri. ‡	809 Goods Mon to Fri. Sun. ‡	208 Goods Mon. to Sun.	233 Thro. Gds. Thur.	461 Thro. Goods Mon. to Fri. ‡
		p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
—	Cook's River .. (N.S.W.) .. dep.	..	..	..	..	..	..
—	Darling Harbour (N.S.W.) "	..	..	..	..	..	..
—	Alexandria (N.S.W.)	..	..	..	..	..	2 35
—	Unanderra .. "	..	..	..	..	..	..
—	(N.S.W.) .. "	6 45A	..	10 5D	..		
—	Nth. Strathfield .. (N.S.W.) .. "	..	..	..	..	..	..
—	Homebush Sale Yards (N.S.W.) .. "	..	..	..	..	2 12	..
		a.m. Mn. to St. ‡		p.m. Mn. to St. ‡		p.m.	p.m.
—	**ALBURY** .. arr. (N.S.W.) ..	9 50A (806)	..	1 54 (808) Mon. to Fri. ‡	..	2 43 (232) Thurs. (Mon. Tu. Wed. Fri. Sat.‡)	3 12 (460) Tue. to Sat. (Mon. ‡)
	" .. dep.	10 15	1 0	2 15–419	..	3 15–67	3 40–67
2¾	Wodonga Coal Sdg. ..	..	..	..	..	..	..
3½	Wodonga	..	..	..	..	..	..
5	Wodonga .. arr.	–641				–413	–413
	(S. G. Loop) .. dep.	10 27	1 11	2 29	..	3 29	3 56
21½	Chiltern .. arr.	11 1–661	–419	–413, 67		..	..
	(S. G. Loop)	–457					
	" .. dep.	11 50	1 40	3 3	..	4 4	4 30
46	Alumatta .. arr.	p.m.	2 9–413	..	..	..	..
	(S. G. Loop) .. dep.	12 21	2 17–67	3 30	..	4 32	4 57
54¾	Glenrowan .. arr.	–419	..	..	..	–345A	5 19
	(S. G. Loop) .. dep.	12 41	2 36	3 50	..	4 52	5 53
68½	Benalla .. .. arr.	..	..	–345A	..	–521	..
	(S. G. Loop) .. dep.	12 59	2 54	4 6	..	5 9	6 10–321
84½	Violet Town .. arr.	–413, 67	3 18	4 32–521	..	–321	6 36–523
	(S. G. Loop) .. dep.	1 22	3 24	4 36	..	5 31	6 55–652A
105	Longwood .. arr.	..	3 52–521	5 1–321	..	–523	–41B, 345
	(S. G. Loop) .. dep.	1 50	3 58	5 40–523	..	5 58	7 25–41A
128	**SEYMOUR** .. arr.	–345A	–321	..	..	–41B	..
	(S. G. Loop) .. dep.	2 23	4 32	6 12–345	..	6 30–345	7 59
135	Tallarook .. arr.	..	4 48–523	–41B	..	6 45–652	8 14
	(S. G. Loop) .. dep.	2 38	4 58	6 25	..	7 10–41A	8 25–41
144	Broadford .. arr.	2 58–521	5 17–345	–41A	..	7 27–41	8 44
	(S. G. Loop) .. dep.	3 10	5 45–41B	6 42	..	8 10	9 48
160¾	Wallan .. .. arr.	..	..	7 14–652	..	8 42–661A	..
	(S. G. Loop) ..	–321		–41		–323, 21,	–343, 21A
	" .. .. dep.	3 46	6 19	7 53	..	9 24	10 20
169	Donnybrook .. arr.	4 0	..	..	..	..	..
	(S. G. Loop) ..	–523	–41A	–323A, 323			–621
	" .. .. dep.	4 6	6 31	8 3	..	9 36	10 34
176¼	Somerton .. arr.	..	..	..	..	..	..
	(S. G. Loop) .. dep.	..	..	..	..	..	..
178	Upfield	..	..	..	7 20	..	..
176¼	Somerton .. arr.	4 17–207	..	–325, 208	7 30-21,	–343	..
	(S. G. Loop) .. dep.	4 22	6 40	8 14	8 40	9 47	10 44
183¼	Tullamarine .. arr.	..	..	..–21	..	9 57	–21B
	(S. G. Loop) .. dep.	4 33	6 49	8 24	8 51	10 4	10 52
187¼	McIntyre .. arr.	..	6 56–41	..	..	..	–327
	(S. G. Loop) .. dep.	4 40	7 15	8 30	8 56	10 10	10 56
190	Sunshine .. arr.	..	–323	..	..	..	..
	(S. G. Loop) .. dep.	4 46	7 23	8 37	9 2	10 16	11 5
192¾	W. Footscray Jnct. ..	4 53	7 30	8 44	9 9	10 24	11 12
196¼	South Dynon Jnct. ..	–41B	..–21	..	..	–327DL	..
197	**DYNON** .. arr.	5 15	7 50	9 10	9 25	10 40–21B	11 30

A.—Depart 6.7 p.m. Sunday, arrives 9.31 a.m. Monday. **D.**—Departs 11.7 p.m. Sunday.

GOODS SERVICE—(*Continued*)

S.G. Line Miles from Albury	UP		431 Through Goods Mon. to Fri. ‡	460A Through Goods Mon. to Sat. ‡		811 Goods Mon. to Fri. ‡
			a.m.	p.m.		a.m.
	Clyde Sidings (N.S.W.)	*dep.*	5 19	..		..
—	Darling Harbour (N.S.W.)	*dep.*	..	..		..
—	Alexandria (N.S.W.)		..	..		..
—	Unanderra (N.S.W.)		..	..		1 58
—	North Strathfield (N.S.W.)		p.m.	..		p.m.
—	**ALBURY (N.S.W.)** ..	*arr.*	3 41 (430) **Mon. to Thur. (Fri. ‡)**	..		5 21 (810)
	"	*dep.*	4 10–413	5 15–652		Mon. to Fri. ‡ 7 25–345A, 521
2¾	Wodonga Coal Siding		..	..		..
3½	Wodonga		..	..		..
5	Wodonga	*arr.*	..	–652A		..
	(S.G. Loop) ..	*dep.*	4 21	5 31		7 37–321
21¼	Chiltern	*arr.*	..	6 7–521, 321		8 8–41B
	(S.G. Loop) ..	*dep.*	4 50	7 18–345A		8 20–523
46	Alumatta	*arr.*	5 22–652	..		8 51–345, 41A
	(S.G. Loop) ..	*dep.*	5 58–521, 345A	7 48–523		9 10
51¾	Glenrowan	*arr.*	6 17–321	.. –41B		9 29–41
	(S.G. Loop)					
	"	*dep.*	6 35–652A	8 10		9 45
68¼	Benalla	*arr.*	6 55	..		10 5–21
	(S.G. Loop)		–523	–345, 41A		
	"	*dep.*	7 17	8 27		10 34
84¼	Violet Town	*arr.*	7 41–345	8 53–41		10 58–323
	(S.G. Loop) ..	*dep.*	7 55–41B, 41A	9 8		11 8–325
105	Longwood	*arr.*	8 22	9 37-323, 21, 323A		11 36
	(S.G. Loop)		–41			–343 –21A, 21B
	" ..	*dep.*	8 50	10 41–325		11 41
						Tue. to Sat. ‡
						a.m.
128	**SEYMOUR** ..	*arr.*	9 23-323, 323A	..–343		..–621
	(S.G. Loop) ..	*dep.*	10 10–21, 325	11 13–21A		12 11
135	Tallarook (S.G. Loop) ..	*arr.*	..	..–621		..
	" ..	*dep.*	10 24	11 26		12 27
144	Broadford	*arr.*	..–343	..		–327
	(S.G. Loop) ..	*dep.*	10 40–21A	11 43–21B		12 44
				Tue. to Sat. ‡	Sun. ‡	
160¾	Wallan	*arr.*	–621, 21B	a.m. –325	a.m.	..
	(S.G. Loop)					
	"	*dep.*	11 14	12 16	12 15	1 16
169	Donnybrook	*arr.*	..	..	..	
	(S.G. Loop) ..	*dep.*	11 26	12 30	12 25	1 28
176¼	Somerton	*arr.*	–327	..	..	..
	(S.G. Loop) ..	*dep.*	11 35	12 38	12 33	1 37
183¼	Tullamarine	*arr.*	..	..	..	..
	(S.G. Loop) ..	*dep.*	11 44	12 46	12 41	1 46
187¼	McIntyre	*arr.*	..	..	..	–641
	(S.G. Loop) ..	*dep.*	11 49	12 50	12 45	1 51
190	Sunshine	*arr.*	..	..	..	..
	(S.G. Loop) ..	*dep.*	11 56	12 57	12 52	1 59
			a.m.			
192¾	West Footscray Junct. ..		12 2	1 4	12 59	2 6
196¼	South Dynon Junction ..		..	–201DL	..	..
197	**DYNON**	*arr.*	12 20	1 25–641	1 20	2 25–457, 419

S.G. Line Miles from Albury	UP		801 Through Goods Mon. to Sat. ‡		433 Through Goods Mon. to Sat. ‡	
—	Enfield Yards (N.S.W)	dep.	a.m. ..		a.m. 7 53	
—	Darling Harbour (N.S.W)	..	..		7 40 (Sat.)	
—	Alexandria (N.S.W)	..	..		..	
—	Unanderra (N.S.W) ..	..	4 49		..	
—	North Strathfield (N.S.W.) ..	..	p.m. Mon. to Sat. ‡		p.m. Mon. to Sat. ‡	
—	**ALBURY (N.S.W.)** ..	arr.	8 51 (800)		10 6 (432)	
			Tue., Wed., Thu. Fri. (Mon. ‡)	Sat.	Mon. to Sat.	
	"	dep.	9 15–523, 41B	10 10–41A	11 15–41, 345	
2¾	Wodonga Coal Siding	..	..	..	..	
3¼	Wodonga	..	..	..	..	
5	Wodonga (S.G. Loop)	arr.	.. —41A	10 26 —41	11 31–21	
	" ..	dep.	9 29	10 36	11 39	
					Tue. to Sat.	Sun.
					a.m.	a.m.
21½	Chiltern	arr.	10 5–345	11 12–21	12 15–323	12 15
	(S.G. Loop) ..	dep.	10 22–41	11 24	12 35	12 58
46	Alumatta	arr.	10 51–21	—	–343	..
	(S.G. Loop) ..	dep.	11 0	11 53	1 2	1 25
				Sun.		
54½	Glenrowan (S.G. Loop)	arr.	11 22	a.m.	..	..–621
	"	dep.	11 54	12 13	1 22—21B	1 43
			Wed., Thur., Fri., Sat. (Tue. ‡)			
			a.m.		—621	
68½	Benalla (S.G. Loop) ..	arr.	12 13–343	..	..	..
	" ..	dep.	12 25	12 30	1 39	2 2
84½	Violet Town (S.G. Loop)	arr.	12 55–621	..–621	2 5–327	..
	"	dep.	1 13	12 54	2 10	2 26
105	Longwood (S.G. Loop)	arr.	–325	..	..	..
	"	dep.	1 42	1 23	2 37	2 53
128	**SEYMOUR** (S.G. Loop)	arr.	..	..	..	..
	"	dep.	2 16	1 55	3 9	3 25
135	Tallarook (S.G. Loop)	arr.	..	..	..	..
	"	dep.	2 29	2 8	3 23	3 38
144	Broadford (S.G. Loop)	arr.	..	..	..–641	..
	"	dep.	2 46	2 25	3 42	3 55
160¾	Wallan (S.G. Loop) ..	arr.	–641	..	..	...–457A
	" ..	dep.	3 16	2 55	4 12	4 25
169	Donnybrook (S.G. Loop)	arr.	..	..	–457	..
	"	dep.	3 26	3 5	4 22	4 35
176¼	Somerton (S.G. Loop)	arr.	..	..	..	..
	"	dep.	3 34	3 13	4 32	4 45
183¾	Tullamarine (S.G. Loop)	arr.	–457	..	..	..
	"	dep.	3 42	3 21	4 40	4 53
187¼	McIntyre (S.G. Loop)	arr.	–419	–457A	—419	..
	" ..	dep.	3 46	3 26	4 44	4 57
190	Sunshine (S.G. Loop)	arr.	..	..	..	..
	" ..	dep.	3 53	3 35	4 51	5 4
192¾	West Footscray Junct.	dep.	4 0	3 42	4 58	5 11
196¼	South Dynon Junction	..	..	..	..	..
197	**DYNON**	arr.	4 20	4 0	5 20–203	5 30

SYDNEY-ALBURY-MELBOURNE—STANDARD GAUGE (4 ft. 8½ in.)
GOODS SERVICE—(*Continued.*)

S.G. Line Miles from Albury	UP		803 Thro. Goods Sat. ‡	473 Express Goods Sat. ‡	238A Thro. Goods Sun. ‡	805 Thro. Goods Sat. ‡	251 Express Goods Sat. ‡	455 Thro. Goods Sat. ‡	807 Thro. Goods Sat. ‡	231 Thro. Goods Sat. ‡
			a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	Cook's River (N.S.W.)	dep.	..	..	..	..	..	..	..	..
—	Homebush Sale Yards (N.S.W.)	dep.	..	..	..	..	7 35 When No. 3A runs	3 57	..	6 23
—	D. Harbour (N.S.W.)	dep.		..	..	..		..	..	..
—	Alexandria (N.S.W.)	dep.	..	..	..	..		..	..	..
—	Unanderra (N.S.W.)	..	8 38	..	..	12 54	..	..	6 7	..
—	North Strathfield (N.S.W.)		..	..	..	..	..	..	..	..
—	Enfield Yards (N.S.W.)	..	..	9 0	..	..	..	..	..	..
			p.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.
		..	Sat. ‡	Sun. ‡		Sun. ‡	Sun. ‡	Sun. ‡	Sun. ‡	Sun. ‡
	"	.. arr.	11 48	12 58	..	2 48	7 0	4 34	8 29	8 51
			(802A)	(472)		(804A	(250B)	(454)	(806B)	(230A)
—	**ALBURY (N.S.W.)**	..	Sun.	Sun.	..	..	..	Sun.	..	Sun.
			a.m.	a.m.	-325	a.m.	a.m.	a.m.	a.m.	a.m.
	"	.. dep.	12 30	1 35	2 30	3 20	7 20	8 25	9 5	10 20
2¼	Wodonga Coal Siding	..	..	..	..	-621	..	..	..	..
3¼	Wodonga	..	..	..	..	..	..	..	..	..
5	Wodonga (S.G. Loop)	arr.	12 46	-325	2 46	..	..	..	9 21	..
					-621					
	"	.. dep.	12 52	1 49	2 56	3 34	7 31	8 39	9 38	10 36
21¼	Chiltern (S.G. Loop)	arr.	-325	2 25	..	..	..	-457A	..	11 12
	"	dep.	1 28	2 35	3 32	4 8	8 0	9 13	10 14	11 16
46	Alumatta (S.G. Loop)	arr.	-621	..	..	..	8 31	..	10 43	..
	"	.. dep.	1 55	3 4	3 59	4 35	8 40	9 40	10 51	11 45
54¼	Glenrowan (S.G. Loop)	arr.	..	..	..	..	..	..	-661	p.m.
	"	.. dep.	2 17	3 24	4 19	4 55	8 59	10 0	11 13	12 5
68¼	Benalla (S.G. Loop)	arr.	..	..	..	..	..	10 19 -205, 661	..	..
	"	.. dep.	2 34	3 41	4 36	5 12	9 17	10 32	11 30	12 22
84¼	Violet Town (S.G. Loop)	arr.	..	..	..	..	9 41	..	..	..
	"	.. dep.	2 58	4 5	5 0	5 36	10 15	10 59	11 54	12 46
105	Longwood (S.G. Loop)	arr.	..	..	..	6 5 -457A	..	..	..	..
									p.m.	
	"	.. dep.	3 25	4 32	5 27	6 34	10 43	11 26	12 21	1 13
128	**SEYMOUR** (S.G. Loop)	arr.	..	..	457A	..	..	..	..	..
	"	.. dep.	3 57	5 4	6 1	7 8	11 13	11 58	12 53	1 45
135	Tallarook (S.G. Loop)	arr.	..	..	..	7 25 -12	..	..	..	..
								p.m.		
	"	.. dep.	4 10	5 17	6 14	7 46	11 27	12 11	1 6	1 58
144	Broadford (S.G. Loop)	arr.	..	-457A	..	..	..	..	..	..
	"	.. dep.	4 27	5 35	6 31	8 3	11 44	12 28	1 23	2 15
160¾	Wallan (S.G. Loop)	arr.	-457A	..	..	..	p.m.	..	..	2 47
	"	.. dep.	4 59	6 7	7 1	8 33	12 16	12 58	1 53	2 55
169	Donnybrook (S.G. Loop)	arr.	..	..	..	-205	..	..	..	3 7
	"	.. dep.	5 9	6 17	7 11	8 43	12 28	1 8	2 3	3 18
176¼	Somerton (S.G. Loop)	arr.	..	..	..	..	..	..	-521	..
	"	.. dep.	5 17	6 25	7 19	8 51	12 37	1 16	2 12	3 28
183¼	Tullamarine (S.G. Loop)	arr.	..	..	..	..	..	..	..	..
	"	.. dep.	5 25	6 33	7 27	8 59	12 46	1 24	2 22	3 36
187¼	McIntyre (S.G. Loop)	arr.	..	..	..	-661	..	..	2 28	..
	"	.. dep.	5 29	6 37	7 31	9 3	12 51	1 28	2 40	3 40
190	Sunshine (S.G. Loop)	arr.	..	..	..	..	..	1 37	..	-207
	"	.. dep.	5 36	6 44	7 38	9 10	12 57	1 42	2 49	3 50
192¼	West Footscray Jctn.	arr.	..	..	..	..	..	..	..	..
	"	.. dep.	5 43	6 51	7 45	9 17	1 4	1 51	2 56	3 59
196¼	South Dynon Junction	..	..	..	205DL	..	..	..	..	..
197	**DYNON**	.. arr.	6 10	7 10	8 5	9 40 -32	1 20	2 10 -341	3 15	4 10

GOODS SERVICE—continued.

S.G. Line Miles from Albury	UP		809 Thro. Goods Sat. ‡	478 Thro. Goods Sun.	233 Thro. Goods Sun. †	461 Thro. Goods Sun. ‡	801 Thro. Goods Sun. ‡	431 Thro. Goods Sun. ‡	803 Thro. Goods Sun. ‡
—	Darling Harbour (N.S.W.)	dep.	p.m. ..	p.m. ..	a.m. ..	a.m. ..	a.m. ..	a.m. 9 35	a.m. ..
—	Alexandria (N.S.W.) ..	..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
—	Unanderra (N.S.W.) ..	..	11 7	..	..	..	4 47	..	7 57
—	North Strathfield (N.S.W.)	..	..	..	..	2 53	..	..	..
—	Homebush Sale Yds. (N.S.W.) ..	..	..	..	2 17	..	..	..	..
			a.m. Sun. ‡		p.m. Sun.	p.m. Sun.	p.m. Sun.	p.m. Sun.	p.m. Sun.
—	**ALBURY (N.S.W.)** ..	arr.	10 38 (808A)	.. –205	2 52 (232A)	3 16 (460B)	5 48 (800A)	7 36 (430A)	8 48 (802B)
	" ..	dep.	11 55–205	1 25	3 40	5 25 652	7 0 521	8 25 341	11 15–41
2¾	Wodonga Coal Siding	..	.. ..	..	..	..	..	..	..
3¼	Wodonga	..	.. 661,	..	..	..	..	..	..
			p.m.						
5	Wodonga (S.G. Loop)	arr.	..	..	..	..	7 14	..	11 31–21
	" ..	dep.	12 9	1 39	3 52	5 39	7 25 341	8 39	11 40
									a.m. Mon.
21½	Chiltern (S.G. Loop) ..	arr.	..	..	..	6 15 521	..	–41A	..
	" ..	dep.	12 43	2 13	4 24	7 0	7 59	9 13	12 14
46	Alumatta (S.G. Loop)	arr.	..	..	..	..	..	9 42	12 43
	" ..	dep.	1 10	2 40	4 55 521	7 29 341	8 30	9 55–41	1 3 343A
54¾	Glenrowan (S.G. Loop)	arr.	..	..	5 17	..	..	..	..
	" ..	dep.	1 30	3 0	5 30	7 49	8 50 41A	10 7	1 25
68¼	Benalla (S.G. Loop) ..	arr.	..	..	–341, 661	–41A	9 10 41	10 26–21	..
	" ..	dep.	1 47	3 17	5 48	8 6	9 30	10 36	1 42
84¼	Violet Town (S.G. Loop)	arr.	..	..	..	8 32–41	9 55–21	..	..
	" ..	dep.	2 11	3 41 521	6 13	9 10	10 24	11 2 343A	2 6
105	Longwood (S.G. Loop)	arr.	..	4 10 –341	..	9 39	10 54 –343A	11 31	..
	" ..	dep.	2 38	5 2	6 41 –41A	10 2–21	11 21	11 40	2 33
								a.m. Mon.	
128	**SEYMOUR** (S.G. Loop)	arr.	..	..	..	10 36	..		..
	" ..	dep.	3 10 521	5 34	7 13	10 48 343A	11 52	12 14	3 5
135	Tallarook (S.G. Loop)	arr.	3 25	..	..	..	..	..	..
							a.m. Mon.		
	" ..	dep.	3 35 341	5 47	7 28	11 3	12 7	12 27	3 18
144	Broadford (S.G. Loop)	arr.	3 54	..	7 48–41	..	..	..	..
	" ..	dep.	4 5	6 4	8 15	11 20	12 25	12 44	3 35
160	Wallan (S.G. Loop) ..	arr.	..	–41A	8 51	..	..	..	..
	" ..	dep.	4 37	6 34	9 4–21	11 50	12 59	1 14	4 5
169	Donnybrook (S.G. Loop)	arr.	..	..	..	..	..	..	..
	" ..	dep.	4 47	6 44	9 16	12 0	1 11	1 24	4 15
176¼	Somerton (S.G. Loop)	arr.	–207	..	–343A	a.m. Mon.	..	..	–199
	" ..	dep.	4 55	6 52	9 28	12 8	1 20	1 32	4 23
183¼	Tullamarine (S.G. Loop)	arr.	..	7 2–41	..	..	..	..	..
	" ..	dep.	5 3	7 12	9 38	12 16	1 29	1 40	4 31
187¼	McIntyre (S.G. Loop)	arr.	..	..	..	..	..	..	–419
	" ..	dep.	5 7	7 18	9 43	12 20	1 34	1 44	4 35
190	Sunshine (S.G. Loop)	arr.	..	..	..	..	..	..	..
	" ..	dep.	5 14	7 25	9 49	12 27	1 40	1 51	4 42
192¾	West Footscray Junction	arr.	..	..	..	..	..	..	..
	" ..	dep.	5 21 41A	7 32	9 56	12 34	1 47 430A	1 58 199	4 49
196¼	South Dynon Junction	..	..	..	..	..	..	..	..
197	**DYNON**	arr.	5 40	7 50–21	10 15	12 50	2 10	2 20	5 10

BLOCK NOTES

Three position signalling is in force on the single line between Spencer Street and South Dynon Junction and on the dual gauge tracks between South Dynon Junction and West Footscray Junction.

The points and signals on the Standard Gauge Line from West Footscray Junction to Wodonga Loop are operated from the C.T.C. panel at Spencer Street.

The Lever Locking and Track Control System is in operation between Wodonga "A" and Albury South Signal Box.

FAST GOODS TRAIN SERVICE—MELBOURNE-SOUTH BRISBANE

NORTHBOUND

		Monday						Tue.	Tuesday						Wed
MELB.	dep.	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 0	p.m. 9 30	p.m. 10 30	a.m. 1 25	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 0	p.m. 9 30	p.m. 10 30	a.m. 1 25
		Tuesday						Wed	Wednesday						Thur.
SYDNEY ..	arr.	a.m. 5 50	a.m. 6 8	p.m. 12 29	p.m. 1 12	p.m. 7 17	p.m. 10 1	a.m. 12 16	a.m. 5 50	a.m. 6 8	p.m. 12 29	p.m. 1 12	p.m. 7 17	p.m. 10 1	a.m. 12 16
		Wednesday a.m.							Thursday a.m.						
"	dep.	1 15							1 15						
		Thursday a.m.							Friday a.m.						
SOUTH BRISBANE	arr.	4 26							3 12						

		Wednesday						Thur	Thursday						Fri.
MELBOURNE	dep.	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 0	p.m. 9 30	p.m. 10 30	a.m. 1 25	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 0	p.m. 9 30	p.m. 10 30	a.m. 1 25
		Thursday						Fri.	Friday						Sat.
SYDNEY ..	arr.	a.m. 5 50	a.m. 6 8	p.m. 12 29	p.m. 1 12	p.m. 7 17	p.m. 10 1	a.m. 12 16	a.m. 5 50	a.m. 6 8	p.m. 12 29	p.m. 1 12	p.m. 7 17	p.m. 10 1	a.m. 12 16
		Friday a.m.							Saturday a.m.						
"	dep.	1 15							1 15						
		Saturday a.m.							Sunday a.m.						
SOUTH BRISBANE	arr.	2 34							3 34						

		Friday						Sat.	Saturday				Sunday			
MELB.	dep.	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 0	p.m. 9 30	p.m. 10 30	a.m. 1 25	p.m. 1 20	p.m. 2 10	p.m. 6 30	p.m. 9 30	p.m. 1 20	p.m. 2 10	p.m. 8 40	
		Saturday							Sunday				Monday			
SYDNEY ..	arr.	a.m. 5 46	a.m. 6 14	p.m. 12 29	p.m. 1 11	p.m. 7 45	p.m. 10 34	p.m. 11 39	a.m. 5 26	..	p.m. 12 38	..	..	a.m. 6 59	p.m. 1 12	
		Sunday a.m.							Tuesday a.m.				Tuesday a.m.			
"	dep.	1 15							1 15				1 15			
		Monday a.m.							Wednesday a.m.				Wednesday a.m.			
SOUTH BRISBANE	arr.	2 49							3 12				3 12			

SOUTHBOUND

		Monday p.m.	Tuesday p.m.	Wednesday p.m.	Thursday p.m.	Friday p.m.	Saturday p.m.
SOUTH BRISBANE	dep.	9 45	9 45	9 45	9 45	9 45	6 20
		Wednesday a.m.	Thursday a.m.	Friday a.m.	Saturday a.m.	Sunday a.m.	Sunday p.m.
SYDNEY ..	arr.	4 21	4 21	4 21	4 20	3 27	10 23
		p.m.	p.m.	p.m.	a.m.	Sunday a.m.	Monday p.m.
" ..	dep.	3 23	3 23	3 23	7 40	2 17	3 23
		Thursday a.m.	Friday a.m.	Saturday a.m.	Sunday a.m.	Sunday p.m.	Tuesday a.m.
MELBOURNE	arr.	7 40	7 40	7 40	5 30	10 15	7 40

FAST GOODS TRAIN SERVICE
DYNON–CLAPHAM (Queensland)
FLEXIVAN SERVICE
NORTHBOUND

		Monday to Friday	Sunday
DYNON	dep.	p.m. 9 0 Tuesday to Saturday	p.m. 8 40 Monday
COOK'S RIVER (N.S.W.)	arr.	p.m. 1 12 (1.11 Sat.)	
		p.m. Monday to Friday	
"	dep.	p.m. 8 25 Tuesday to Saturday	
CLAPHAM (Queensland)	arr.	p.m. 4 8	

SOUTHBOUND

CLAPHAM (Queensland)	dep.	Monday to Friday p.m. 8 40 Tuesday to Saturday
COOK'S RIVER (N.S.W.)	arr.	p.m. 3 48 Monday to Friday
"	dep.	p.m. 10 13 Tuesday to Saturday
DYNON	arr.	p.m. 2 55

STANDARD GAUGE

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN AND ENGINE AXLE LOADS

Maximum speed of Standard Gauge Engines, with train attached:

Class	Miles per Hour
"X"	70
"S" (See note)	70
"T"	60
"W"	20
"Y"	40

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

Engine Axle Loads and Weights for "Dead" Locomotives

Maximum axle loads of Standard Gauge Engines:—

Standard Gauge Class	Maximum Axle Load T. C. Q.	Length Overall Ft. Ins.	Weight Nearest Ton "Dead"
"S" (Diesel-Electric)	19 0 0	60 11	114
"X" (Diesel-Electric)	18 12 0	60 3	112
"T" (Diesel-electric)	17 0 0	43 11	68
"W" (Diesel-hydraulic)	16 0 0	30 1	48
"Y" (Diesel-electric)	16 0 0	40 0	64

Speed of engines or trains and classes of engines allowed to run on Standard Gauge line between Spencer Street and Albury.—*Continued.*

Line or Portion of Line between	Maximum Speed (See note 3)			Goods Trains Nos. 434, 343 and when composed of Flexivans, Container traffic, motor car wagons, or freight vans authorised to run at 60 m.p.h.	Class of Engines allowed to run
	Passgr. Trains	Gds. Trains composed of Bogie Vehicles (See Notes 1 and 2)	Gds. Trains with six & 4-wheeled Vehicles attached (see note 2)		
Spencer Street and South Dynon Junct.	25	25	25	..	"X", "S", "T", "W" and "Y"
North or South Dynon Goods Yards and South Dynon Junction	25	25	25	25	" "
Over the Fixed Points at South Dynon Junction and the Junction of Single and Double track until the whole of the train has cleared the Fixed Points and Junction	25	25	25	25	" "
South Dynon Junction and W. Foots.	40	40	25	40	" "
Over the Fixed Points at West Footscray Junction and the Junction of Single to Double track until the whole of the train has cleared the Fixed Points and Junction	25	25	25	25	" "
West Footscray Junction and 6 miles near Tottenham	50	50	25	50	" "
6 miles near Tottenham and 9 miles near Albion	60	50	25	60	" "
9 miles near Albion and Pascoe Vale Road Bridge near Jacana	70	50	25	60	" "
Over the Flyover at Jacana between Pascoe Vale Road bridge and 10 miles 30 chains near Broadmeadows ..	55	50	25	50	" "
10 miles 30 chains near Broadmeadows and ~~Wallan Loop~~ Craigieburn	60	50	25	50	" "
Wallan Loop and Benalla Loop ..	70	50	25	60	" "
Benalla Loop and Glenrowan Loop ..	~~60~~ 70	50	25	50	" "
Glenrowan Loop and Wodonga Loop ..	70	50	25	60	" "
Wodonga Loop and Wodonga ..	60	50	25	60	" "
Wodonga and Albury	~~30~~ 40	30	25	30	" "

Curve Boards are erected for curves at:

Via Sunshine:

8 miles 44 chains— 8 miles 77 chains (Down end of Albion)	40 m.p.h.
15 miles 11 chains—15 miles 42 chains (Near Moonee Ponds Creek)	55 m.p.h.

Via Essendon:

61 miles 11 chains—61 miles 44 chains. (Seymour Station Yard)	50 m.p.h.
148 miles 63 chains—148 miles 71 chains.	50 m.p.h.
149 miles 27 chains (Bowser)	50 m.p.h.
186 miles 58 chains—187 miles 11 chains. (Wodonga Station Yard)	25 m.p.h.

Permissible speed on the straight road over points and crossings at crossing loops and grade crossings is that allowable for the appropriate sections of line.

Maximum speeds for Trains hauled by certain classes of engines

The provisions of Clause 8 of page 194 of the Working Timetable and the notes thereto apply to this line.

Note 1—Permissible speed is subject to not exceeding the vehicle speeds laid down on pages 40 to 42; xxv, xxix, xxx, xxxi.

Note 2—Victorian ZL Brakevans in use on Ballast trains between Melbourne and Albury may run at the speeds laid down for goods trains composed of bogie vehicles subject to a maximum of 40 m.p.h.

Note 3—Subject to the foregoing modifications, the provisions shown in the timetable for special speeds Victorian Gauge running will apply to the Standard Gauge Line.

ENGINES ASSISTING IN FRONT OF TRAINS

(Regulation 174).

1. (a) Subject to the following instructions, an assisting engine may be employed in front of a Passenger or Goods train over the lines or sections of lines in clause 2 hereof.
   (b) The train engine and assisting engine must be of a class allowed to run on the portion of the line over which the assisting engine is to be employed.
   (c) In the case of—
      (i) Passenger Trains—The load must not exceed the maximum authorised load for the train concerned.
      (ii) Goods Trains—The authorised load, vehicular or tonnage, must not be exceeded.
2. The lines and sections of lines on which the Double-heading of trains is permitted are as shown hereunder :—

Spencer Street and Albury

STANDARD GAUGE
LOADS FOR EXPRESS PASSENGER TRAINS

SCHEDULE LOADS—Express passenger Trains loads are computed on the basis of the tonnage rating of vehicles as shown on pages 34–36.

MAXIMUM LOADS—The maximum load for any Express Passenger train consisting of all automatically coupled vehicles is 900 tons between Melbourne and Albury.

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

FREIGHT VEHICLES ON EXPRESS PASSENGER TRAINS

VP vans are suitable for passenger train speeds and may be coupled to passenger trains if fitted with matching couplings.

The maximum speed for these vans is listed on page 42 of the W.T.T.

LIGHTING OF EXPRESS PASSENGER TRAINS—Melbourne and Albury.

ex Melbourne—
6.45 p.m. "Spirit of Progress" } Spencer Street to light.
8.0 p.m. "Southern Aurora" }

ex Albury—
5.15 a.m. "Southern Aurora" } Conductor to extinguish.
6.0 a.m. "Spirit of Progress" }
4.48 p.m. "Intercapital Daylight" .. Conductor to light.

LOADS OF GOODS TRAINS

(STANDARD GAUGE)

SCHEDULE LOADS .. .. The schedule loads for Standard gauge trains may be exceeded by five (5) tons when an extra vehicle can be despatched by a train which would otherwise be under the schedule load.

VEHICLE LIMITATIONS .. The maximum number of vehicles shall not exceed 75 vehicles, counting each bogie wagon or bogie van as two (2) vehicles, with the exceptions indicated on pages 40–42). (In the case of a train composed wholly of bogie vehicles, the maximum number shall not exceed 45 such vehicles).

When automatic coupled vehicles of the BKE, BKF or BKC types are conveyed on any goods train, they are to be marshalled wherever practicable at the rear of other automatic coupled vehicles on the train, and in front of BKR and BKE vehicles fitted with ordinary drawgear. The trailing load behind these automatic coupled BKE, BKF or BKC vehicles must not exceed 450 tons.

The marshalling of these vehicles, immediately in front of the brakevan, is preferable at all times, and in the following order,—Brakevan, BKR, BKE, BKC and BKF.

BKE type vehicles fitted with automatic couplers and bufferless are to be marshalled together and attached to the rear of other automatic coupled vehicles on the train and in the lead of BKE or BKC automatic coupled vehicles.

STANDARD GAUGE
PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity: Berths	Passenger Capacity: 1st Class Seats	Passenger Capacity: Economy	Tonnage Rating	Overall Length over b'fers or pulling Lines	Coupling	Lighting
		Victorian and N.S.W. Joint Stock					feet in.		
DAM ...	2*	Twinette Sleeper with De-Luxe Compartment Nos. 2333, 2334	18	...	...	45	76 10½	Auto.	F.
NAM ...	12*	Twinette Sleeper Nos. 2335-2338, 2340-2342, 2367, 2368, 2373–2375	20	...	...	45	76 10½	"	F.
LAN ...	12*	Roomette Sleeper Nos. 2344, 2347–2349, 2351–2354 2372, 2376–2378	20	...	...	45	76 10½	"	F.
BCS ...	3*	Lounge Car Nos. 2355, 2357, 2379	40 Sitters			40	76 10½	"	F.
RMS ...	3*	Dining Car Nos. 2358–2360	48 Diners			45	76 10½	"	F.
MHN ...	3	Bogie Brake Van (20 tons) Nos. 2364–2366	...	...	...	44	76 10½	"	E.
PHN ...	6	Bogie Power and Brake van (12 tons) Nos. 2361–2363, 2369, 2371, 2381	...	...	...	62	76 10½	"	E.
		Victorian Stock							
VAC ...	2*	2 Sitting, 6 Twinette Sleeping compartments Nos. 1, 2	12	6	8	56	75 0	Auto.	F. & E.
VBK ...	2*	Saloon type, Nos. 2 & 4	...	48	...	50	75 0	"	F.
VBK ...	3*	" " Nos. 1, 3, & 5	...	56	...	50	75 0	"	F.
VAM ...	1*	Composite, Sitting-Twinette Sleeping Car	20 or 12	6	8	60	78 6	"	F. & E.
VRS ...	2*	Buffet Nos. 1, 2	27 Diners			54	75 0	"	E.
VRS ...	1	Buffet No. 3	28 Diners			54	75 0	"	E.
VFX ...	2*	6 Compartments, Staff and Hostess Nos. 1, 2 ...	...	...	48	50	75 0	"	F.
VFS ...	2*	8 Compartments Nos. 1–2	...	...	64	50	75 0	"	F.
VFK ...	6*	Saloon type Nos. 1–6 ...	...	...	64	50	75 0	"	F.
VFR ...	2*	7 Compartments and 1 Auxiliary Buffet Compartment Nos. 1–2 ...	...	...	56	50	75 0	"	F.
VHN ...	2	Bogie Brake Van (20 tons) Nos. 1, 2	...	...	...	55	60 0	"	E.

* Air-conditioned F. Fluorescent E. Electric

RAILWAYS OF AUSTRALIA AND COMMONWEALTH RAILWAYS COACHING ROLLING STOCK IN TEMPORARY USE ON SOUTHERN AURORA

Class	No.	Description	Passenger Capacity: Berth	Passenger Capacity: 1st Class Seats	Passenger Capacity: Economy	Tonnage Rating	Overall Length over buffers or pulling Lines	Coupling	Lighting
		Sleeping and Special Cars					feet in.		
ARM ...	*	Deluxe Twinette sleeper ...	16	...	...	48	78 2	Auto.	F.
ARL ...	*	Twinette Sleeper ...	18	...	...	48	78 2	"	F.
ARJ ...	*	Roomette Sleeper ...	18	...	...	50	78 2	"	F.
BRJ ...	*	Sleeper	32†	...	...	50	78 2	"	F.
DF ...	*	Dining Car	48 Diners			46	78 2	"	F.
AFC ...	*	Lounge Car	53 Sitters			42	78 2	"	F.
CDF ...	*	Cafeteria Club Car ...	24 Diners, 37 lounge sitters			44	78 2	"	F.
ER ...	*	Dormitory Car	20 sleepers, 4 Diners			48	78 2	"	F.
		Brake Vans							
HM ...		Mail and Guard's van (24 tons)	...	...	...	50	78 2	Auto.	F.
HGM ...		Power & Brake Van (6 tons)	...	...	...	61	78 2	"	F.

* Air-conditioned. † 16 roomette berths when used as first class sleeping car. F. Fluorescent.

PASSENGER ROLLING STOCK

Class	No.	Description	Passenger Capacity			Tonnage Rating	Overall Length over buffers or pulling Lines		Coupling	Lighting (See Note)
			Berths	1st Class Seats	Economy		feet	in.		
		N.S.W. Stock								
Saloon Type										
BH ...	8*	1 Compartment Nos. 2220–2227	...	48	...	43	66	6½	Auto.	F.
CS ...	...	2 Compartments ...	...	24	30	49	74	4½	Screw	E.
FH ...	*	1 Compartment ...	...	...	54	43	66	6½	Auto.	F.
HFV ...	...	Saloon and 3 compartments, guard's compartment	...	...	64	49	74	4½	Screw	E.
MCS ...	...	Saloon and 2 compartments	...	24	30	49	74	4½	„	E.
OFS ...	4*	Saloon and staff and hostess compartments Nos. 2257–2260	...	...	57	45	70	6½	Auto.	F.
RFV ...	...	Saloon and 2 compartments and buffet	...	...	54	49	74	0½	Screw	E.
SBS ...	7*	1 compartment Nos. 2246–7, 2252–6	...	37	...	44	70	6½	Auto.	F.
SFR ...	2*	Saloon with buffet compartment Nos. 2275, 2281	...	...	49	43	70	6½	„	F.
SFS ...	23*	1 compartment, Nos. 2265–78, 2280, 2282–89	...	...	57	45	70	6½	„	F.
Sitting Type										
BS ...	...	7 Compartments ...	...	42	...	39	66	10½	Screw	E.
EFS ...	...	8 Compartments ...	...	...	64	39	66	10½	½ Screw-½ auto	E.
FS ...	...	8 Compartments ...	...	...	64	39	66	10½	½ Screw-½ Auto.	E.
MBE ...	...	8 Compartments ...	...	42	...	49	74	4½	Screw	E.
MFE ...	...	8 Compartments ...	...	...	64	50	74	4½	½ Screw-½ Auto.	E.
OBS ...	*	... ...	...	28	...	43	70	6½	Auto.	F.
SBS ...	10*	Nos. 2240–45, 2248–51	...	48	...	44	70	6½	„	F.
SBX ...	...	7 Compartments ...	...	42	...	42	68	4½	Screw	E.
SFX ...	...	8 Compartments ...	...	...	64	44	68	4½	„	E.
TBC ...	...	7 Compartments ...	...	42	...	46	74	4½	„	E.
TFX ...	...	8 Compartments ...	...	...	64	50	74	4½	Auto.	E.
XFS ...	...	8 Compartments ...	...	...	64	39	66	10½	Screw	E.
Sleeping Type										
CAM ...	...	Sleeping-Sitting	10	12	12	47	74	4½	„	E.
EAM ...	...	... ...	20	...	...	46	74	4½	„	E.
KAM ...		Sleeping-Sitting with deluxe compartment	10	27	...	48	74	4½	„	E.
LAN ...	5*	Roomette Nos. 2323–7 ...	20	...	...	45	76	10½	Auto.	F.
MAL ...	...	... ...	18	...	...	50	74	4½	Screw	E.
MAM ...	...	... ...	20	...	...	49	74	4½	„	E.
NAM ...	5*	Twinette Nos. 2328–32 ...	20	...	...	45	76	10½	Auto.	F.
TAM ...	...	... ...	20	...	...	49	74	4½	Screw	E.
XAM ...	...	... ...	20	...	...	46	74	4½	„	E.

* Air-conditioned F. Fluorescent E. Electric

PASSENGER ROLLING STOCK—*Continued.*

Class	No.	Description	Passenger Capacity			Tonnage Rating	Overall Length over buffers or pulling Lines		Coupling	Lighting (See Note)
			Berths	1st Class Seats	Economy		feet	In.		
Buffet, Dining & Lounge Types										
AB	...	Diner		40 Diners		52	70	2½	Auto.	E.
AB	2	Diner Nos. 91, 92 ...		48 Diners		55	74	4½	„	E.
BV	...	Lounge	...	48	...	47	74	4½	Screw	E.
HCV	2	Compartments and Lounge, Guard's Compartment	...	24	30	49	74	4½	„	E.
RS	9*	Buffet, Nos. 1962, 2299–2306		27 Diners		45	70	6½	Auto.	F.
Brakevans & Power Vans										
CHO	9	Bogie Brakevan ... ... Nos. 2000–3, 2005–9	...	...	...	28	43	8	„	E.
EHO	...	Bogie Brakevan (12 ton) ...	...	...	...	30	55	8½	„	E.
LHO	...	Bogie Brakevan (20 tons) ...	...	...	...	44	65	6	„	E.
MHO	...	Bogie Brakevan (20 tons)...	...	...	...	42	66	6½	Screw & Auto.	E.
PHS	9	Bogie Power Van... ... Nos. 2290–8	...	...	...	44	51	10½	Auto.	E.
VHO	...	Bogie Brakevan (20 tons) ...	...	...	...	55	66	4½	„	E.
Horse Boxes										
BKG		(10 Grooms & 12 Horses) ..	...	...	...	29	51	10½	Screw	G.
KKG		(10 Grooms & 6 Horses) ..	...	...	...	23	37	3	„	G.

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

MELBOURNE-ALBURY—Engine Running Time (*Non-stop)

70 M.P.H.

DOWN	"S" 400 tons	"S" 500 tons	"S" 640 tons	"S" 640 tons	"S" 700 tons
	Mins.	Mins.	Mins.	Mins.	Mins.
MELBOURNE—(Spencer Street)	..	..	..	..	..
Dynon	*	*	*	*	*
West Footscray Junction	*	*	*	*	*
Sunshine Loop	14*	15*	15*	15*	15*
Sunshine Platform	1	*	*	*	*
McIntyre Loop	6*	4*	4*	4*	4*
Tullamarine „	5*	5*	5*	5*	5*
Somerton „	10*	11*	12*	12*	13*
Donnybrook „	10*	11*	12*	12*	13*
Wallan „	11*	12*	14*	14*	15*
Broadford „	16*	17*	18*	18*	19*
Tallarook „	9*	9*	10*	10*	10*
Seymour „	6*	7*	7*	7*	7*
Longwood „	21*	21*	23*	23*	24*
Violet Town „	20*	20*	20*	20*	21*
Benalla Platform	*	*	*	16	*
Benalla Loop	16*	16*	16*	2*	16*
Glenrowan „	14*	15*	16*	16*	17*
Alumatta „	7*	7*	8*	8*	8*
Wangaratta Platform	*	*	*	2	*
Chiltern Loop	23*	23*	25*	26*	26*
Wodonga „	15*	15*	16*	16*	16*
Wodonga Coal Siding	*	*	*	*	*
ALBURY (N.S.W.)	10	10	10	10	10
	214	218	231	236	239

PASSENGER TRAIN LOADS

DOWN—8.40 a.m. **(No. 661)** "Intercapital Daylight"
6.45 p.m. **(No. 41)** "Spirit of Progress"
8.0 p.m. **(No. 21)** "Southern Aurora"
} **Loads**—See pages 50, 51

ALBURY-MELBOURNE—Engine Running Time (*Non-stop)

UP	"S" 400 tons	"S" 500 ton	"S" 640 tons	"S" 640 tons	"S" 700 tons
	Mins.	Mins.	Mins.	Mins.	Mins.
ALBURY (N.S.W.)	..	..	..	..	..
Wodonga Coal Siding	*	*	*	*	*
Wodonga Loop	10*	10*	10*	10*	10*
Chiltern „	17*	17*	19*	19*	20*
Wangaratta Platform	*	*	*	21	*
Alumatta Loop	20*	20*	21*	2*	21*
Glenrowan „	9*	9*	10*	10*	11*
Benalla „	14*	14*	14*	14*	14*
Benalla Platform	*	*	*	2	*
Violet Town Loop	16*	16*	16*	18*	16*
Longwood „	20*	20*	20*	20*	21*
Seymour „	21*	21*	22*	22*	22*
Tallarook „	8*	8*	9*	9*	10*
Broadford „	10*	11*	12*	12*	13*
Wallan „	19*	21*	23*	23*	24*
Donnybrook „	8*	9*	9*	9*	9*
Somerton „	7*	7*	7*	7*	7*
Tullamarine „	7*	7*	7*	7*	7*
McIntyre „	4*	4*	4*	4*	4*
Sunshine Platform	*	*	*	*	*
Sunshine Loop	4*	4*	4*	4*	4*
West Footscray Junction	*	*	*	*	*
Dynon	*	*	*	*	*
MELBOURNE—(Spencer Street)	15	15	15	15	15
	209	213	222	228	228

PASSENGER TRAIN LOADS

UP—4.48 p.m. **(No. 652)** "Intercapital Daylight"
5.15 a.m. **(No. 12)** "Southern Aurora"
6.00 a.m. **(No. 32)** "Spirit of Progress" :
} **Loads**—See pages 50, 51

STANDARD GAUGE (4ft. 8½in.)—PASSENGER TRAIN ENGINE SCHEDULES
MELBOURNE-ALBURY—Engine Running Time (*Non-stop)
60 M P.H.

DOWN	"S" 400 tons	"S" 500 tons	"S" 640 tons	"S" 640 tons	"S" 700 tons
	Mins.	Mins.	Mins.	Mins.	Mins.
MELBOURNE—(Spencer Street)	..	..	..	..	..
Dynon	*	*	*	*	*
West Footscray Junction	*	*	*	*	*
Sunshine Loop	14*	15*	15*	15*	15*
Sunshine Platform	1	*	*	*	*
McIntyre Loop	6*	4*	4*	4*	4*
Tullamarine "	5*	5*	5*	5*	5*
Somerton "	10*	11*	12*	12*	13*
Donnybrook "	10*	11*	12*	12*	13*
Wallan "	11*	12*	14*	14*	15*
Broadford "	18*	19*	20*	20*	21*
Tallarook "	10*	10*	11*	11*	11*
Seymour "	7*	8*	8*	8*	8*
Longwood "	23*	23*	25*	25*	26*
Violet Town	22*	22*	22*	22*	22*
Benalla Platform	*	*	*	17	*
Benalla Loop	17*	17*	17*	2*	17*
Glenrowan "	15*	15*	16*	16*	17*
Alumatta "	9*	9*	9*	9*	9*
Wangaratta Platform	*	*	*	2	*
Chiltern Loop	25*	25*	27*	28*	28*
Wodonga "	17*	17*	18*	18*	18*
Wodonga Coal Siding	*	*	*	*	*
ALBURY (N.S.W.) .. .	10	10	10	10	10
	230	233	245	250	252

PASSENGER TRAIN LOADS

DOWN—7.45 a.m. **(No. 66IA)** Express
5.10 p.m. **(No. 41B)** Express
5.45 p.m. **(No. 41A)** Express
9.40 p.m. **(No. 21A)** Express
10.30 p.m. **(No. 21B)** Express
} As arranged by Manager Passenger Operations

ALBURY-MELBOURNE—Engine Running Time (*Non-stop)

UP	"S" 400 tons	"S" 500 tons	"S" 640 tons	"S" 640 tons	"S" 700 tons
	Mins.	Mins.	Mins.	Mins.	Mins.
ALBURY (N.S.W)	..	..	..	..	..
Wodonga Coal Siding	*	*	*	*	*
Wodonga Loop	10*	10*	10*	10*	10*
Chiltern "	18*	18*	20*	20*	21*
Wangaratta Platform	*	*	*	23	*
Alumatta Loop	23*	23*	24*	2*	24*
Glenrowan "	10*	10*	11*	11*	12*
Benalla "	14*	14*	14*	14*	14*
Benalla Platform	*	*	*	2	*
Violet Town Loop	17*	17*	17*	19*	17*
Longwood "	21*	21*	21*	21*	22*
Seymour "	24*	24*	25*	25*	25*
Tallarook "	9*	9*	10*	10*	11*
Broadford "	11*	12*	13*	13*	14*
Wallan "	20*	22*	24*	24*	25*
Donnybrook "	8*	9*	9*	9*	9*
Somerton "	7*	7*	7*	7*	7*
Tullamarine "	7*	7*	7*	7*	7*
McIntyre "	4*	4*	4*	4*	4*
Sunshine Platform	*	*	*	*	*
Sunshine Loop	4*	4*	4*	4*	4*
West Footscray	*	*	*	*	*
Dynon	*	*	*	*	*
MELBOURNE—(Spencer Street)	15	15	15	15	15
	222	226	235	240	228

PASSENGER TRAIN LOADS

UP—5.30 p.m. **(No. 652A)** Express
6.30 a.m. **(No. 32A)** Express
7.5 a.m. **(No. 32B)** Express
} As arranged by Manager Passenger Operations

DYNON-ALBURY

DOWN—Nos. 321, (1050 tons 'S' or 'X' & 'T' class loco). Conveys forwarding Agents' traffic for Sydney area loaded at North Dynon for next day delivery, in particular annual hire wagons. Train will terminate at Cook's River Sundays, (Saturdays ex Dynon) and preference must be given to E.B.C. wagons with refrigerated cargo and potatoes in rail-roaders from Tasmania.

No. 323 (700 tons). Conveys Contrans Hire Wagons from Victoria.

Nos. 323A 325, (700 tons). Conveys Tasmanian potatoes for Alexandria, second day delivery; Chullora traffic and other Forwarding Agents' traffic loaded for second day delivery ex Dynon.

No. 327 (900 tons). Conveys Forwarding Agent's traffic ex North Dynon for N.S.W. May take miscellaneous Metropolitan area traffic, excluding Cook's River, Alexandria, Rozelle Agents traffic. Empty wagons must not be conveyed on this train.

No. 341 (1050 tons 'S' or 'X' & 'T' class loco.) Conveys all available Queensland traffic loaded at Dynon and received through the bogie exchange for despatch by No. 343 ex Clyde (N.S.W.).

No. 343 (700 tons) Conveys Flexivans, Container Traffic, Motor Car Wagons, Freight vans authorised to operate at 60 m.p.h. for Cook's River and Brisbane.

No. 343A (1250 tons 'S' or 'X' & 'T' class loco). Conveys Flexivans, Container Traffic, Motor Car Wagons and availablo loading ex Dynon.

Nos. 345, 345A (1250 tons 'S' or 'X' & 'T' class loco. 550 tons 'T' class). Conveys Motor Vehicles from Upfield for Cook's River and Clapham.

No. 413 (700 tons). Conveys various and empties for Albury and beyond.

No. 419 (700 tons). Conveys empty and loaded wagons from McIntyre and available loading ex Dynon.

Nos. 457, 457A (700 tons). Conveys steel from Wyhalla S.A. for Cook's River.

No. 521 (700 tons.) (900 tons Sundays) Conveys Cook's River traffic, preference being given to cargotainers from Islington, G.M.H. traffic from Elizabeth and Tasmanian refrigerated cargo; loading through bogie exchange from Victoria and South Australia; also West Australia if available.

No. 523 (700 tons). Conveys contract loading on hire wagons from South Australia and Victoria for Clyde Siding.

No. 621 (1250 tons 'S' or 'X' & 'T' class loco.) Conveys loading through bogie exchange from Victoria, South Australia and Western Australia loading ex South Dynon and empty wagons for N.S.W.

No. 641 (1250 tons 'S' or 'X' & 'T' class loco). Conveys bogie exchange loading from Western Australia and South Australia for Brisbane; G.M.H. traffic ex Adelaide for Acacia Ridge and Ford's container traffic for Clapham.

UP—Nos. 230, 230A, 478 (1250 tons). Conveys perishable traffic and other interstate traffic.

Nos. 232, 232A, (1250 tons). Conveys Interstate meat from the Orange District. Perishable and other interstate traffic from Murwillumbah Branch and Interstate traffic from Homebush.

No. 234 (700 tons). Conveys forwarding Agents traffic, annual hire wagons and L.C.L. containers; also Unilever Traffic ex Rozelle.

No. 236 (700 tons) Conveys, Motor Car Wagons from Cook's River for Upfield.

No. 238 (700 tons). Conveys forwarding Agents' traffic and annual hire containers loaded for next day delivery. On Saturdays depart from Cook's River and conveys cargotainers for Islington S.A.

Nos. 250,250B (700 tons). 250A (900 tons). Conveys cargotainers for Islington S.A. and other bogie exchange traffic available.

Nos. 430A, (1250 tons) 430 (350 tons T Loco). Conveys perishable traffic from Brisbane; "Email" traffic from Orange and Wiggins Teape from Nowra.

No. 432, (1250 tons). Conveys perishable traffic from Brisbane and N.S.W. Stations and Metropolitan Traffic.

Nos. 434,434A (700 tons). Conveys Flexivans, Container Traffic, Motor Car Wagons, Freight vans authorised to operate at 60 m.p.h.

No. 448 (700 tons). Conveys loading from New South Wales.

Nos. 238A, 454, 472 (1250 tons). Conveys loading from New South Wales.

Nos. 460, 460A, 460B (1250 tons). Conveys Forwarding Agents' traffic from Brisbane and Sydney. Containers for Ford Traffic and L.C.L. containers.

Nos. 800, 802, 802A, 802B, 804A, 804B, 806A, 806B, 808, 808A (1250 tons), 800A, 806. (900 tons), 804, 810 (700 tons). Steel, Iron ex Unanderra, N.S.W.

TARE WEIGHTS TO BE ALLOWED AND MAXIMUM PERMISSIBLE SPEED FOR STANDARD GAUGE GOODS VEHICLES NEW SOUTH WALES GOODS ROLLING STOCK (BOGIE)

See page xxxiii in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed (m.p.h.)	Maximum L'gth over Pull Lines (nearest ft.)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
Open Wagon :						
BD	.. ..	60	38	17	34	..
BDL, BDX† ..	.. ..	60	49	20	50	2 0
CCL, CCX† ..	Coiled Steel	60	49	23	49	1 0
CG, CGX† ..	Ore concentrates	60	36	18	55	..
GCX†	Furnace Coke	60	43	20	40	2 0
G, GM ..	.. ..	60	43	20	40	2 0
GH	.. ..	60	43	20	50	2 0
GP	.. ..	60	43	20	50	2 0
GX†	.. ..	60	43	20	40	2 0
HGM	.. ..	60	43	20	50	2 0
HGX†	.. ..	60	43	20	50	2 0
Hoppers : ..						
ARH, ARX† ..	Bulk Cement	50	40	16	56	..
BCH	.. ..	50	39	19	42	1 0
BLH	Limestone	50	39	18	43	1 0
BRH	Cement	50	39	21	41	1 0
BWH	Bulk Grain	50	39	21	41	1 0
CH	Coal	50	39	18	54	1 0
HCH	Coal	50	39	20	52	1 0
HRH	Cement	50	49	22	50	1 0
WH	Bulk Grain	50	47	16	56	1 0
WHX† ..	Bulk Wheat	60	47	16½	56	..
Flat Wagons : ..						
BBC, BBX† ..	Steel Plate (Bolstered)	60	76	27½	45½††	..
BC	Containers	60	76	27½	45½††	..
BCX†	Containers	60	76	27½	45½††	..
BE	.. ..	40	43	18	42	1 0
BEX†	.. ..	60	48	20	51	1 0
BME	.. ..	60	48	21	51	1 0
BWF	.. ..	60	43	19	40	2 0
CB, CBX† ..	Containers	60	76	27½	45½††	..
CME	Containers	60	48	19	41	2 0
CMX† ..	Containers	60	48	20	53	..
CPX†	Panel Board (End Bulkhead)	60	61	24	49	..
E	.. ..	40	43	19	41	2 0
EBC	Containers	60	76	28½	54	..
ECB	Containers	§	76	27½	45½††	..
FME	Containers	60	48	19	41	2 0
GME	Containers	60	48	17	41	2 0
HME, HMX† ..	.. ..	60	48	20	53	..
HPX†	Panel board products	60	48	21	51	..
JME	.. ..	60	48	20	41	1 0
LE	Flat	40	48	18	42	1 0
LFW	Depressed	40	49	25	37	..
LLW	Depressed	40 (a)	49	25	46	..
MLE	.. ..	60	48	20	41	1 0
OCX† ..	Containers	60	66	21	52 (54 on lines shown in footnote)	
PMX†	Steel Plate Special Frame	60	49	24	40	..
RDF	.. ..	60	52	16	25	..
SBC	Special	60	76	27½	45½††	..
SCE Nos. 14511, 14524, 14525	Containers	60	48	22	51	..
SCE Except Nos. 14511,14524,14525	Containers	40	48	22	51	..
SL	.. ..	§	41	31	*118 (16 wheeled)	..
SME	Semi-trailers	60	48	19	41	..
SMX†	Semi-trailers	60	48	20	53	..

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

§ Special Instructions. * Count as 3 vehicles. † Vehicles suitable for bogie exchange.

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

TARE WEIGHTS TO BE ALLOWED AND MAXIMUM PERMISSIBLE SPEED FOR STANDARD GAUGE GOODS VEHICLES NEW SOUTH WALES GOODS ROLLING STOCK (BOGIE)—continued

See page xxxiii in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Max'um Speed (m.p.h.)	Max'um Length over Pull Lines (nearest ft.)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
Flat Wagons:(continued)						
STX†	Semi-trailers	60	76	27¼	45¼††	..
TE	Military	40	33	19	55	..
TME	Pipes	60	48	19	41	1 0
TMX†	Pipes	60	48	20	53	..
TVF, TVX† ..	Twin Flexivans	60	76	24	46	..
Nos. 12416—12421 & 12433 on'ds						
TW	440	§	69–73	44–48	*105 (16 wheeled)	..
TW	530	§	73	50–60	*120 (16 wheeled)	..
TW	Stator	§	93	97	180 (24 wheeled)	..
UME	.. ..	60	48	19	41	2 0
WW	Well Wagon	§	59	22	40	..
Covered Wagons:						
BCW	Cattle	60	40	20	14 (20 Cattle)	..
BMF (No. 19012)	Milk	60	43	27	2×2000 Gals. Tanks	..
BPV	Powder	60	33	18	6 (10 General)	..
BSV	Sheep	60	40	21	12 (200 Sheep)	..
GLV	.. ..	60	48	25	47	1 0
GLX†	Louvre	60	48	25	47	1 0
GRC	Refrigerator	60	41	30	20	0 10
HLX†	Louvre	60	48	24	47	2 0
JLX†	"	60	59	26	47	..
LLV	.. ..	60	48	22	40	1 0
MB	.. ..	60	41	25	25	2 0
MBC	.. ..	60	41	31	20	..
MFC	.. ..	60	41	31	20	..
MLK	.. ..	60	43	21	28	1 0
MLK	.. ..	60	43	23	40	..
MLV	.. ..	60	39–43	21	24–29	1 0
MRC	Iced Wagons	60	42	31	20+2 tons ice	..
TLV	Tin Plate	60	48	27	45	1 0
TLX†	Tin Plate Louvre	60	48	27	45	1 0
TRC	Iced Wagons	60	41	27	32+2 tons ice	2 0
Power & Brake Vans						
EHG	.. ..	60	41	26	3	..
Brake Vans :						
BHG	.. ..	60	33	17	5	..
FHG	.. ..	60	43	23	6	..
GHG	.. ..	60	39	24	6	..
IHG	.. ..	60	43	23	6	..
JHG	.. ..	60	39	20	3	..
LHG	.. ..	60	51	26	12	..
MHG	.. ..	60	41	21	9	..
PHG	.. ..	60	39	20	8	..
SHG	.. ..	40	33	17	5	..
Motor Car Vans:						
BKC	Cars	60	53	20	10 (4–8 Cars)	..
BKE	Bodies	60	43	20	28 (Motor Car Bodies)	..
BKF	Cars	60	52–55	18	10 (8 Cars)	..
BKR	Bodies	60	49–56	19	5 (7 Motor car bodies)	..
BKX†	Cars	60	76	20	15 (10 Motor Cars)	..
Tank Wagons						
BOR	.. ..	40	..	Tare Wgt.	..	..
EMO	.. ..	..	..	..	..	..
ESSO Nos. 139-143 Empty ..	Bitumen	60	52	28	.. 11300–11950 Gals.	..
" Loaded	Bitumen	50	52	28	.. 11300–11950 "	..
Any N.S.W. Vehicle not listed	... ...	40	..	Tare Wgt.	..	..

§ Special Instructions. * Count as 3 vehicles. † Vehicles suitable for bogie exchange.
(a) Subject to reduction to lower speed when conveying certain classes of loading specially advised.

TARE WEIGHTS TO BE ALLOWED AND MAXIMUM PERMISSIBLE SPEED FOR STANDARD GAUGE GOODS VEHICLES—continued.

VICTORIAN GOODS ROLLING STOCK (BOGIE)

See page xxxiii In respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed (m.p.h.)	Maximum Length over Pull Lines (nearest foot)	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
AX	Car Transporter Wagon	60	59	20	10	..
ALX	Car Transporter Wagon Nos. under 200	60	76	21	15	..
BLX	Box Van	60	43	21	40	1 0
BMX	Box Van	60	42	20	35	..
CSX Nos 9–10 ..	Coil Steel Wagon	60	35	21	53	..
CSX Ex. Nos 9–10	Coil steel Wagon	60	40	22	52	..
ELX	Open Wagon Nos. under 500	60	49	22	50	..
ESX	Open Wagon for Steel	60	49	21	50	..
EX	Open Wagon	60	46	19	44	0 10
FQX	Flat Wagon Containers	60	66	19	55	..
FX	Bulk Flour Hopper	60	54	29	44	1 0
GJX	Wheat Hopper Wagon Nos. 1–100	60A	49	16	57	2 0
GJX	Wheat Hopper Wagon Nos. 101–200	60A	49	20	55	..
JX	Bulk Cement Wagon	60	46	25	50	..
NN	Ballast Wagon Loaded	30	30	14	35	..
NN	Ballast Wagon Empty	45	30	14	35	..
QCX	Flat Wagon—LCL Containers	60	48	17	46	1 0
QN	Ballast Wagon.	45	37	15	26	..
SBX	Flat Wagon with Bulkheads	60	43	18	44	1 0
SCX	Cable Transporter Wagon	60	46	20	44	..
SFX †	Flat Wagon—End Bulkhead (63')	60	68	26	49‡	..
SKX	Flat Wagon—Containers (75')	60	78	25	50	..
TVX	Flat Wagon—Twin Flexivans Nos. 11–32	60	76	27	46	..
TWX † ..	Tank Wagons Loaded	50B	48	Tare	40	..
TWX † ..	Tank Wagons Empty	60B	48	Tare	40	..
VHX	Louvre Van	60	55	25	50	..
VLX	Louvre Van	60	43	21	40	2 0
VF	Louvre Van	60	39	20	35	..
VP	Louvre Van	70	42	25	35	..

†—Maximum length when different lengths exist.

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

A—50 M.P.H. in N.S.W. B—50 M.P.H. in N.S.W., loaded or empty.

VICTORIAN GOODS ROLLING STOCK (4 WHEEL)

Class of Vehicle	Description of Vehicle	Maximum Speed (m.p.h.)	Maximum Length over Pull Lines (nearest foot)	Tare Weight Tons	Carrying Capacity Tons
ZL	Ballast Brake Van	40	27	31	2

STANDARD GAUGE—ENGINE RUNNING SCHEDULES

FOR GOODS TRAINS

DYNON-ALBURY (N.S.W.)

RUNNING TIMES (Minutes) Through Trains									SECTION		LOADS (Tons)			
T 240 tons (60 m.p.h.)	T 300 tons (60 m.p.h.)	T 400 tons (60 m.p.h.)	T 350 tons	S or X 700 tons See note A	S or X 700 tons	S or X 900 tons	S or X(T) 1250 tons See note	T 550 tons	Mile age	DOWN	S or X	T	Y	
..	..	..	..	..	..	..	..	..	..	Dynon to—	..	..	..	..
10*	10*	11*	13*	13*	13*	13*	13*	13*	2	West Footscray Junct.	1800	1200	725	..
7*	7*	7*	7*	7*	7*	7*	7*	7*	5	Sunshine S/G Loop	..	..	..	..
5*	6*	6*	6*	6*	6*	6*	6*	6*	8	McIntyre "	1800	1600	800	..
6*	6*	7*	7*	6*	6*	7*	6*	9*	12	Tullamarine "	..	..	..	..
13*	14*	15*	16*	15*	16*	17*	16*	17*	19	Somerton "	1200	750	435	..
14*	14*	15*	16*	15*	16*	17*	16*	18*	26	Donnybrook "	1400	1000	500	..
16*	17*	18*	19*	18*	19*	21*	19*	21*	34	Wallan "	..	..	..	..
19*	20*	21*	23*	20*	23*	25*	21*	24*	51	Broadford "	..	..	..	..
11*	11*	12*	12*	11*	12*	13*	12*	13*	60	Tallarook "	..	..	..	..
9*	9*	9*	10*	9*	10*	10*	10	10*	67	Seymour "	900	550	400	..
27*	28*	29*	31*	29*	31*	33*	35*	33*	90	Longwood "	1300	750	500	..
21*	22*	22*	25*	22*	25*	27*	27*	28*	111	Violet Town "	..	..	..	..
18*	18*	19*	22*	18*	21*	22*	23*	25*	127	Benalla "	2100	1600	800	..
17*	18*	19*	22*	18*	21*	24*	26*	25*	140	Glenrowan "	1250	750	500	..
10*	10*	10*	11*	9*	11*	11*	11*	11*	149	Alumatta "	2100	1800	1400	..
28*	29*	30*	33*	29*	32*	35*	38*	36*	174	Chiltern "	1250	750	500	..
18*	18*	19*	21*	18*	21*	22*	23*	21*	190	Wodonga "	1400	1000	600	..
..	..	..	..	..	..	..	..	..	192	Wodonga Coal Siding	..	..	..	..
10	10	10	12	11	11	12	12	12	195	ALBURY (N.S.W.) "	2100	1600	1000	..
Total 259	267	279	306	274	301	322	321	329						

Note.—S or X (T) 1250 tons when banked by T class Dynon–Seymour Loop.

Unless otherwise shown Engine Running Schedules shown above are based on trains operating at a maximum speed of 50 miles per hour.

A. Applicable on the 9.0 p.m. (**No.** 343) Mondays to Fridays, Express Goods provided the train consists wholly of Flexivans, Container Traffic, Motor Car Wagons or Freight Vans authorised to operate at 60 m.p.h.

STANDARD GAUGE—ENGINE RUNNING SCHEDULES

FOR GOODS TRAINS

DYNON-ALBURY (N.S.W.)

RUNNING TIMES (Minutes) Through Trains									Mile-age	SECTION DOWN	LOADS (Tons)			
X 240 tons (60 m.p.h.)	X 300 tons (60 m.p.h.)	X 400 tons (60 m.p.h.)									S or X	T	Y	
..	..	..	..	..	..	..	..	..	..	Dynon to—	..	..	..	..
9*	9*	10*	..	..	..	..	..	..	2	West Footscray Junct.	1800	1200	725	..
6*	7*	7*	..	..	..	..	..	..	5	Sunshine S/G Loop	..	..	..	..
5*	5*	5*	..	..	..	..	..	..	8	McIntyre "	1800	1600	800	..
5*	5*	5*	..	..	..	..	..	..	12	Tullamarine "	..	..	..	..
10*	10*	11*	..	..	..	..	..	..	19	Somerton "	1200	750	435	..
11*	12*	13*	..	..	..	..	..	..	26	Donnybrook "	1400	1000	500	..
12*	13*	14*	..	..	..	..	..	..	34	Wallan "	..	..	..	..
17*	18*	19*	..	..	..	..	..	..	51	Broadford "	..	..	..	..
11*	11*	12*	..	..	..	..	..	..	60	Tallarook "	..	..	..	..
8*	8*	8*	..	..	..	..	..	..	67	Seymour "	900	550	400	..
25*	26*	27*	..	..	..	..	..	..	90	Longwood "	1300	750	500	..
21*	21*	22*	..	..	..	..	..	..	111	Violet Town "	..	..	..	..
17*	17*	17*	..	..	..	..	..	..	127	Benalla "	2100	1600	800	..
17*	18*	18*	..	..	..	..	..	..	140	Glenrowan "	1250	750	500	..
9*	9*	9*	..	..	..	..	..	..	149	Alumatta "	2100	1800	1400	..
26*	26*	27*	..	..	..	..	..	..	174	Chiltern "	1250	750	500	..
17*	17*	18*	..	..	..	..	..	..	190	Wodonga "	1400	1000	600	..
..	..	..	..	..	..	..	..	..	192	Wodonga Coal Siding	..	..	..	..
10	10	10	..	..	..	..	..	..	195	ALBURY (N.S.W.) "	2100	1600	1000	..
Total 236	242	252	—	—	—	—	—	—						

STANDARD GAUGE—ENGINE RUNNING SCHEDULES
FOR GOODS TRAINS
ALBURY (N.S.W.)–DYNON

RUNNING TIMES (Minutes) Through Trains										SECTION		LOADS (Tons)			
T 240 tons (60 m.p.h.)	T 300 tons (60 m.p.h.)	T 400 tons (60 m.p.h.)	S or X 1100 tons	T 350 tons	S or X 700 tons See Note A	S or X 700 tons	S or X 900 tons	S or X (T) 1250 tons See Note	T 520 tons	Mile-age	UP	S or X	T	Y	
..	..	..	..	..	..	..	..	..	..	..	ALBURY (N.S.W.) to :—	..	..	..	..
..	..	..	..	..	..	..	..	..	..	3	Wodonga Coal Siding	..	..	..	..
10*	10*	10*	..	11*	11*	11*	12*	14*	12*	5	Wodonga S/G Loop	1800	1200	800	..
22*	23*	25*	..	29*	23*	29*	32*	34*	33*	22	Chiltern "	1250	750	500	..
25*	25*	26*	..	30*	25*	29*	31*	27*	32*	46	Alumatta "	1800	1200	800	..
13*	14*	16*	..	17*	14*	17*	20*	20*	19*	55	Glenrowan "	1250	750	500	..
15*	15*	15*	..	18*	15*	18*	18*	17*	19*	69	Benalla "	..	..	..	..
18*	18*	18*	..	22*	18*	22*	23*	24*	25*	84	Violet Town "	..	..	..	..
22*	23*	24*	..	25*	22*	26*	28*	27*	28*	105	Longwood "	..	1600	1000	..
26*	26*	27*	..	31*	26*	30*	32*	32	32*	128	Seymour "	2100	1200	800	..
11*	12*	13*	16*	14*	11*	14*	15*	13*	14*	135	Tallarook "	..	..	..	..
14*	15*	16*	19*	16*	15*	17*	18*	17*	18*	144	Broadford "	..	520	..	..
26*	28*	30*	35*	32*	27*	32*	34*	30*	34*	161	Wallan "	1100(a)	550	400	..
11*	12*	12*	12*	12*	10*	12*	12*	10*	12*	169	Donnybrook "	..	..	..	..
9*	9*	9*	9*	9*	8*	9*	9*	8*	9*	176	Somerton "	..	..	..	..
8*	9*	9*	9*	9*	8*	9*	9*	8*	9*	183	Tullamarine "	..	..	..	..
5*	5*	5*	5*	5*	4*	5*	5*	4*	5*	187	McIntyre "	..	..	..	..
5*	5*	5*	6*	6*	6*	6*	6*	7*	6*	190	Sunshine "	..	..	..	..
7*	7*	7*	7*	7*	7*	7*	7*	7*	7*	193	West Footscray Junction	..	..	..	..
10	10	10	13	13	13	13	13	13	13	195	DYNON	2100	1800	1000	..
Total 257	266	277	131	306	263	306	324	312	327						

Note.—S or X (T)—1250 tons when banked by T class Seymour Loop to Wallan Loop.
Unless otherwise shown Engine Running Schedules based on trains operating at a maximum speed of 50 miles per hour.
(a) Subject to train non-stop Seymour Loop to Broadford Loop.
A. Applicable to the 9.30 a.m. **(No. 434)** Express Goods Tuesday to Saturday provided train consists wholly of Flexivans, Container Traffic, Motor Car Wagons or Freight Vans authorised to operate at 60 m.p.h.

STANDARD GAUGE—ENGINE RUNNING SCHEDULES
FOR GOODS TRAINS
ALBURY (N.S.W.)–DYNON

RUNNING TIMES (Minutes) Through Trains											SECTION		LOADS (Tons)			
X 240 tons (60 m.p.h.)	X 300 tons (60 m.p.h.)	X 400 tons (60 m.p.h.)									Mile-age	UP	S or X	T	Y	
..	..	..	..	..	..	..	..	..	..	..	..	ALBURY (N.S.W.) to :—	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	3	Wodonga Coal Siding	..	..	..	..
10*	10*	10*	..	..	..	..	..	..	..	..	5	Wodonga S/G Loop	1800	1200	800	..
20*	21*	22*	..	..	..	..	..	..	..	..	22	Chiltern "	1250	750	500	..
25*	25*	25*	..	..	..	..	..	..	..	..	46	Alumatta "	1800	1200	800	..
12*	13*	13*	..	..	..	..	..	..	..	..	55	Glenrowan "	1250	750	500	..
15*	15*	15*	..	..	..	..	..	..	..	..	69	Benalla "	..	..	..	..
17*	17*	17*	..	..	..	..	..	..	..	..	84	Violet Town "	..	..	..	..
22*	22*	22*	..	..	..	..	..	..	..	..	105	Longwood "	..	1600	1000	..
25*	25*	26*	..	..	..	..	..	..	..	..	128	Seymour "	2100	1200	800	..
9*	9*	9*	..	..	..	..	..	..	..	..	135	Tallarook "	..	..	..	..
15*	16*	16*	..	..	..	..	..	..	..	..	144	Broadford "	..	520	..	..
25*	26*	26*	..	..	..	..	..	..	..	..	161	Wallan "	1100(a)	550	400	..
11*	11*	11*	..	..	..	..	..	..	..	..	169	Donnybrook "	..	..	..	..
9*	9*	9*	..	..	..	..	..	..	..	..	176	Somerton "	..	..	..	..
8*	8*	8*	..	..	..	..	..	..	..	..	183	Tullamarine "	..	..	..	..
4*	4*	4*	..	..	..	..	..	..	..	..	187	McIntyre "	..	..	..	..
4*	4*	4*	..	..	..	..	..	..	..	..	190	Sunshine "	..	..	..	..
6*	6*	6*	..	..	..	..	..	..	..	..	193	West Footscray Junction	..	..	..	..
9	9	9	..	..	..	..	..	..	..	..	195	DYNON	2100	1800	1000	..
Total 246	250	252														

(a) Subject to train not-stop Seymour Loop to Broadford Loop.

COMPILATION OF GUARDS RUNNING STATEMENTS AND TRUCK SHEETS STANDARD GAUGE TRAINS

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

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

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

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

DOWN TRAINS :

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

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

UP TRAINS :

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

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

MAXIMUM LOADING OUTLINE

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

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

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

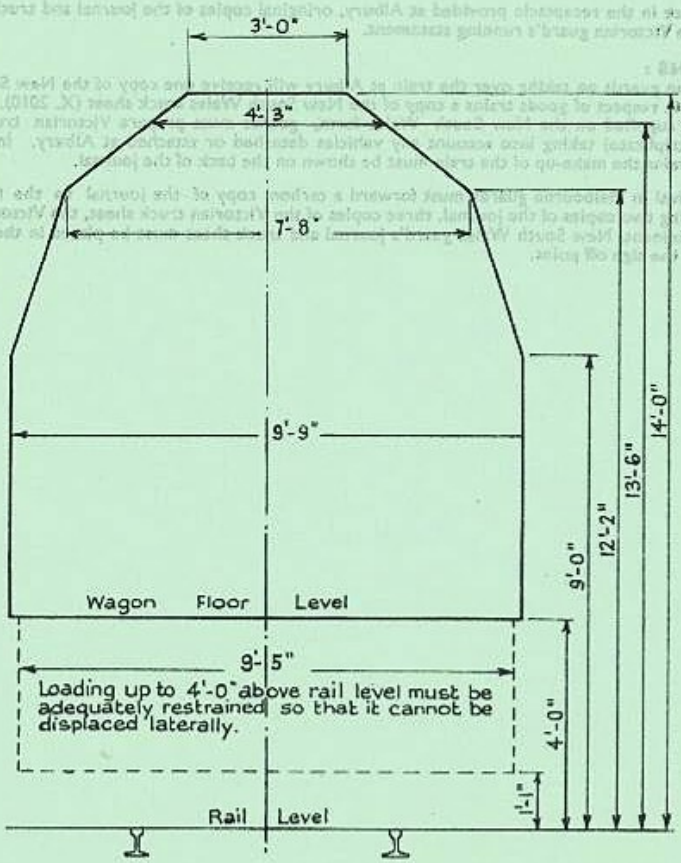
The width of 9′ 9″ at 9′ 0″ above rail level gradually tapers to 7′ 8″ at 12′ 2″ above rail level thence to 3′ 0″ at the maximum height of 14′ 0″ above rail level as indicated in the diagram hereunder :

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

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

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

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



TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

Subject to the conditions laid down in Regulation 232 and the instructions on pages 370, 375, 376 of the 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 Upfield and Somerton ..	60

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

† Also during the hours of darkness.

MARSHALLING OF INTERSYSTEM EXPRESS PASSENGER TRAINS.

SPIRIT OF PROGRESS

Departing Melbourne 6.45 p.m. Saturday		Tons	Arriving Melbourne 9.55 a.m. Monday		Tons
PHN	Power Van	62	VHN	Brakevan	55
NAM (14)	Twinette	45	NAM (14)	Twinette	45
*VAM (15)	Composite	60	*VAM (15)	Composite	60
VBK (25)	First Class	50	VBK (17)	First Class	50
VFR (24)	Second Class	50	VFS (19)	Second Class	50
*VFK (23)	" "	50	*VFK (20)	" "	50
VFK (22)	" "	50	VRS	Buffet	54
VFX (21)	" "	50	VFX (21)	Second Class	50
VRS	Buffet	54	VFK (22)	" "	50
*VFK (20)	Second Class	50	*VFK (23)	" "	50
VFS (19)	" "	50	VFR (24)	" "	50
VBK (17)	First Class	50	VBK (25)	First Class	50
VHN	Brakevan	55	PHN	Power Van	62
Locomotive			Locomotive		
	Total ..	676		Total ..	676

Sun. to Fri.		Tons	Tue. to Sun.		Tons
VAC (13)	Composite to Canberra (Detach Goulburn)	56	VAC (13)	Composite ex Canberra (attach Goulburn)	56
NAM (14)	Twinette	45	NAM (14)	Twinette	45
*VAM (15)	Composite	60	*VAM (15)	Composite	60
VBK (25)	First Class	50	VBK (17)	First Class	50
VFR (24)	Second Class	50	VFS (19)	Second Class	50
*VFK (23)	" "	50	*VFK (20)	" "	50
VFK (22)	" "	50	VRS	Buffet	54
VFX (21)	" "	50	VFX (21)	Second Class	50
VRS	Buffet	54	VFK (22)	" "	50
*VFK (20)	Second Class	50	*VFK (23)	" "	50
VFS (19)	" "	50	VFR (24)	" "	50
VBK (17)	First Class	50	VBK (25)	First Class	50
PHN	Power Van	62	PHN	Power Van	62
VHN	Brake Van	55	VHN	Brake Van	55
			VP		25
Locomotive			Locomotive		
	Total ..	732		Total ..	757

* When required.

SOUTHERN AURORA.

Departing Melbourne 8.0 p.m. Daily Sun. Incl.			Tons	Arriving Melbourne 9.0 a.m. Daily Sun. Incl.			Tons
PHN		Power Van	62	MHN		Brake Van	44
*LAN	(10)	Roomette	45	*NAM	(1)	Twinette	45
*NAM	(9)	Twinette	45	*LAN	(2)	Roomette	45
LAN	(8)	Roomette	45	NAM	(3)	Twinette	45
NAM	(7)	Twinette	45	LAN	(4)	Roomette	45
LAN	(6)	Roomette	45	DAM	(5)	Twinette	45
BCS		Lounge	40	RMS		Dining	45
RMS		Dining	45	BCS		Lounge	40
DAM	(5)	Twinette	45	LAN	(6)	Roomette	45
LAN	(4)	Roomette	45	NAM	(7)	Twinette	45
NAM	(3)	Twinette	45	LAN	(8)	Roomette	45
*LAN	(2)	Roomette	45	*NAM	(9)	Twinette	45
*NAM	(1)	Twinette	45	*LAN	(10)	Roomette	45
MHN		Brake Van	44	PHN		Power Van	62
Locomotive				Locomotive			
		Total ..	641			Total ..	641

INTERCAPITAL DAYLIGHT

Departing Melbourne 8.40 a.m. Monday			Tons	Departing Melbourne 8.40 a.m. Tues to Sat.			Tons	Arriving Melbourne 8.20 p.m. Mon. to Sat. Incl.			Tons
PHS		Power-Brakevan	44	PHS		Power-Brakevan	44	PHS		Power-Brakevan	44
SFS	(8)	Second Class	45	SFS	(8)	Second Class	45	SBS	(1)	First Class	44
*SFS	(7)	" "	45	*SFS	(7)	" "	45	SBS	(2)	" "	44
SFR	(6)	" "	43	SFR	(6)	" "	43	*SBS	(3)	" "	44
SFS	(5)	" "	45	SFS	(5)	" "	45	OBS	(4)	" "	43
RS		Buffet	45	RS		Buffet	45	RS		Buffet	45
OBS	(4)	First Class	43	OBS	(4)	First Class	43	SFS	(5)	Second Class	45
*SBS	(3)	" "	44	*SBS	(3)	" "	44	SFR	(6)	" "	43
SBS	(2)	" "	44	SBS	(2)	" "	44	*SFS	(7)	" "	45
SBS	(1)	" "	44	SBS	(1)	" "	44	*SFS	(8)	"	45
Locomotive				VP		Mail Van	25	Locomoticve			
				Locomotive							
		Total ..	442			Total ..	467			Total ..	442

* When required.

When carriages Nos. 3 and 7 both run on " Intercapital Daylight " an additional RS Buffet Carriage must be included in the consist of the train.

Pages 52—68 (Reserved)

VICTORIAN GAUGE 5' 3"

PASSENGER AND GOODS TRAIN SERVICES

Down **PASSENGER SERVICE**

For WODONGA–ALBURY (N.S.W.) PILOT SERVICE See PAGES 106, 107

Miles	STATIONS		3 Diesel Rail Car (102 H.P.) MON. TO SAT.	5 EX-PRESS MON. TO SAT.	7 PASS. MON. TO SAT.	91 EX-PRESS MON. TO SAT. ‡	37 D.R.C. (153 H.P.) SUN.	33 PASS. SUN.	35 PASS. SUN.
—	**MELBOURNE W**		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
	(Spencer Street)	dep.	7 10	8 30V	..	8 50	8 50B	9 30Y	..
1	North Melbourne	..	*	*	..	*	*	*	..
2¼	Kensington	.. ..	*	*	..	*	*	*	..
2¾	*Newmarket* ○	.. ..	*	*	..	*	*	*	..
3¼	Ascot Vale	.. ..	*	*	..	*	*	*	..
4¼	Moonee Ponds	.. ..	*	*	..	*	*	*	..
5	Essendon	.. ..	7 23	8 42	..	9 3	9 2*	9 41	..
5¾	*Glenbervie* ○	.. ..	*	*	..	*	*	*	..
6	*Strathmore* ○	.. ..	*	*	..	*	*	*	..
7	Pascoe Vale	.. ..	*	*	..	*	*	*	..
8	*Oak Park* ○	.. ..	*	*	..	*	*	*	..
9	Glenroy	.. ..	*	*	..	*	*	*	..
9¼	*Jacana* ○	.. ..	*	*	..	..	*	*	..
10¼	Broadmeadows	.. arr.	7 35	..	..	..	..	..	..
	"	.. dep.	7 36	8 54*	..	9 15*	9 12	9 51*	..
13½	Somerton NC	.. ..	7 42*	8 59*	..	9 21*	9 17*	9 56*	..
16¼	*Craigieburn* ○	.. ..	7 48	9 4*	..	9 26*	9 21*	9 59	..
20¼	*Donnybrook* ○	.. ..	7 58	9 10*	..	9 34*	9 27*	10 5*	..
26	*Beveridge* ○	.. ..	8 11 53,51	9 19*	..	9 43*	9 35*	10 12*	..
29¼	**WALLAN W**	.. arr.	..	..	..	..	..	..	..
	"	.. dep.	8 18	9 23* 51,53	..	9 48*	9 40*	10 17	..
33¼	Heathcote Jct. NC	..	8 26	9 29*	..	9 54* 53	9 45*	10 22*	..
34¼	*Wandong* ○	.. ..	8 28	9 31*	..	9 56*	9 47*	10 24*	..
39½	*Kilmore East* ○ W	..	8 37	9 36‡ 51,	..	10 1* 51,	9 54*	10 30	..
46¼	Broadford	.. ..	8 49	9 43*	..	10 8*	10 4*	10 40	..
48	McDougall NC	.. ..	..	..	..	..	..	..	..
56	Tallarook	.. arr.	..	..	..	..	10 17B	..	..
	"	.. dep.	9 5 34, 102	9 52* 8, 102	..	10 18* 8DL	11 1–33	10 52	..
59¼	Dysart Defence Siding N C		..	..	..	..	..	..	..
61¼	**SEYMOUR** ..	arr.	9 15	10 0	..	10 26	To	11 1	..
						Pass.	Mansfield		
	" ..	dep.		10 14	10 24	10 41	..	11 15	11 25
62	Seymour Marshalling Yard		..	..	..	.. 117	..	..	..
68	*Mangalore* ○ ES	..	..	10 23*	10 35	10 52	See	11 23*	11 35*
72	Avenel ES	.. ..	..	10 29	..	..	page	11 29	..
79½	*Locksley* ○ ES	.. ..	..	10 37	To	To	108	11 37§	To
84¾	*Longwood* ○ ES	.. ..	..	10 44	Tocum-wal	Tocum-wal	..	11 42	Numur-kah
93¾	Euroa ES W	.. arr.	..	10 57	..	..	..	11 51	..
	"	.. dep.	..	10 59–60	See	See	..	11 52	See
98¾	Balmattum NC	.. ..	..	11 4*	page 124	page 124	..	11 57* p.m.	page 124
105¼	Violet Town ES	.. ..	..	11 12	..	..	..	12 5	..
113¾	*Baddaginnie* ○ ES	..	..	11 23	..	..	..	12 14*	..
121¼	**BENALLA** ES W	arr.	..	11 32	..	..	..	12 22	..
	" ..	dep.	..	11 41	..	..	..	12 23	..
			3	5	7	91	37	33	35

B. Connects with 9.30 a.m. Spencer Street–Albury Passenger Train. See note **Y.**

V. 8.30 a.m. **(No. 5)** is a combined Albury and Tocumwal Passenger Train from Melbourne to Seymour, Albury carriages and brake van leading. On every occasion on which the MBS Mini-buffet carriage operates as the rear vehicle from Seymour to Albury, the train is to be stopped with the CE brakevan in which the guard is to ride, at the Platform at the "Down" end of stations en route. The conductor is to ensure that passengers to alight at roadside stations with short platforms are moved forward to carriages which will stop at platforms at the stations concerned.

The foregoing arrangements will not apply when the 8.30 a.m. **(No. 5)** is operated solely as a Melbourne–Albury train, or when in excess of four carriages are necessary for passenger requirements by the Albury portion, in which circumstances a brakevan must be marshalled in position to be the rear vehicle from Seymour to Albury.

Y. 9.30 a.m. **(No. 33)** is a combined Albury and Numurkah Passenger Train from Melbourne to Seymour, Albury carriages and brakevan leading. To be operated by "X", "S" or "B" and "T" class locomotives to Seymour. "T" class to be the leading locomotive. Mansfield line passengers travel by this train and change at Tallarook.

Down **PASSENGER SERVICE**—continued

For WODONGA-ALBURY (N.S.W.) PILOT SERVICE See pages 106, 107

Miles	STATIONS			5 PASS. MON. TO SAT.	33 PASS. SUN.		
				a.m.	p.m.		
121¼	**BENALLA** ES W	*arr.*	..	11 32	12 22	..	..
	" ..	*dep.*	..	11 41	12 23	..	..
127¼	Winton NC ..	..	..	..	..	..	..
136	Glenrowan ES ..	*arr.*	..	..	12 37	..	..
	" ..	*dep.*	..	11 57	12 38	..	..
144¾	Alumatta ES NC ..	..	..	..	..	..	..
	(See note, page 150)			p.m.			
145½	**WANGARATTA**	*arr.*	..	12 7—119	12 47	..	..
	ES W ..	*dep.*	..	12 17—62	12 48	..	..
149	*Bowser* ○ ES ..	..	..	12 21§	12 53*	..	..
	(See note, page 150)						
160	Springhurst ES ..	*arr.*	..	..	1 5	..	..
	" ..	*dep.*	..	12 35	1 6	..	..
168½	Chiltern ES ..	*arr.*	..	12 45	1 16	..	..
	" ..	*dep.*	..	12 46	1 17	..	..
174	*Barnawartha* ○ ES	*arr.*	..	..	1 25	..	..
	" ..	*dep.*	..	12 55	1 26	..	..
187	**WODONGA** ES W	*arr.*	..	1 10—184	1 41	..	..
	(see note page 150)	*dep.*	..	1 15	1 42	..	..
187¾	Wodonga Coal Siding NC ..		..	..	..	..	..
189½	Caltex Siding NC ..		..	..	..	..	..
190½	**ALBURY (N.S.W.)**	*arr.*	..	1 30—18	1 55	..	..
				SOUTH MAIL			
				Thur.	Mon., Wed., Fri., Sat.		
				p.m.	p.m.		
	" ..	*dep.*	..	3 52	5 25	..	..
				Fri.	Next Day		
				a.m.	a.m.		
589¾	**SYDNEY (N.S.W.)**	*arr.*	..	7 26	7 26E	..	..
				5	5	33	

E. Arrives Sydney 7.38 a.m. Sundays.

NOTE:

ONE CLASS SUBURBAN TICKET HOLDERS ARE NOT PERMITTED TO TRAVEL IN FIRST CLASS CARRIAGES ON COUNTRY TRAINS

Down **PASSENGER SERVICE**—continued

For **WODONGA–ALBURY (N.S.W.) PILOT SERVICE** See pages 106, 107

STATIONS		11 PASS. SAT.	13 Diesel Rail Car (280 H.P.) MON. TO THUR.	15 ALBURY EXPRESS MON. TO THUR.	15 ALBURY EXPRESS FRI.	15 Altd. WODONGA EXPRESS FRI. ‡ (See note)	9 ALBURY PASS. FRI. ‡
MELBOURNE W (Spencer Street)	dep.	p.m. 12 50	p.m. 4 13	p.m. 4 45	p.m. 4 45	p.m. 4 45	p.m. 5 2
North Melbourne	..	*	*	*	*	*	*
Kensington	..	*	*	*	*	*	*
Newmarket ○	..	*	*	*	*	*	*
Ascot Vale	..	*	*	*	*	*	*
Moonee Ponds	..	*	*	*	*	*	*
Essendon	..	1 2	4 25*	4 55*	4 56*	4 55*	5 12*
Glenbervie ○	..	*	*	*	*	*	*
Strathmore ○	..	*	*	*	*	*	*
Pascoe Vale	..	*	*	*	*	*	*
Oak Park ○	..	*	*	*	*	*	*
Glenroy	..	*	*	*	*	*	*
Jacana ○	..	*	*	*	*	*	*
Broadmeadows	..	1 15	4 35	5 6*	5 8*	5 7*	5 24*
Somerton NC	..	1 21*	4 40*	5 11*	5 13*	*	5 29*
Craigieburn ○	..	1 26	4 44	5 14*	5 18*	5 17*	5 34*
Donnybrook ○	..	1 35	4 51	5 19*	5 25*	5 23*	5 41*
Beveridge ○	..	1 44	4 59*	5 26*	5 34*	5 32*	5 50*
WALLAN W	arr.	..	..	..	..	..	..
"	dep.	1 50	5 5	5 30*	5 38*	5 36*	5 55*
Heathcote Junction NC	..	1 57	5 10	5 35*	5 44*	5 42*	*
Wandong ○	..	1 59	5 14	5 37*	5 46*	5 44*	6 2*
Kilmore East ○ W	..	2 7	5 22	5 41*	5 51*	5 48*	6 8*
Broadford	..	2 16	5 30	5 47*	5 59N	5 55*	6 17N
McDougall NC	..	..	..—82	..	..	..	..
Tallarook	.. arr.	..	5 42	..	..	..	..
"	.. dep.	2 29	5 44	5 55*	6 9*	6 3*	6 28*
Dysart Defence Siding NC		..	..	..22DL	..—22	..	..
SEYMOUR W	arr.	2 40	To Mansfield See page 108	6 11–18 –63, 184	6 18 –184, 18, 63	6 11T–18	6 36 —121wt.
"	.. dep.	..		6 26–121	6 35–121	6 31	6 51 —64
Seymour Marshalling Yard		..	..	..	..	..	..
Mangalore ○ ES	..	..	..	6 34*	6 45*	6 40*	7 1*
Avenel ES	..	..	..	6 41	6 52	6 45*	7 7
Locksley ○ ES	..	..	..	6 49*	7 2*	6 52*	7 17
Longwood ○ ES	..	..	..	6 56	7 10—68	6 58*	7 24
Euroa ES W	.. arr.	..	..	7 5–68	7 23	7 8–68	7 36
"	.. dep.	..	..	7 7	7 25	7 10	7 37
Balmattum NC	..	..	..	7 12*	7 31*	*	*
Violet Town ES	..	..	..	7 21—68A	7 41–68A	7 22*—68A	7 52—68A wt.
Baddaginnie ○ ES	..	..	..	7 32—88	7 52	7 31*	8 3
BENALLA ES W	arr.	..	..	7 41—90	8 4—90	7 39	8 12–90
"	.. dep.	..	..	7 50	8 11	7 43–90	8 16–Detach van
		11	13	15	15	15 Altd.	9

Pre. 4.58 p.m. Broadmeadows

—Pick up passengers only.

—Stops for Refreshments also pick up passengers mails and vangoods for Euroa, Benalla, Wangaringhurst, Wodonga.

ote—No. 15 Altd. Express runs in lieu of **No. 15** Albury Express on Fridays when **No. 9** runs.

Down **PASSENGER SERVICE**—continued

For WODONGA-ALBURY (N.S.W.) Pilot Service See Pages 106, 107

Miles	STATIONS		15 ALBURY EXPRESS MON. TO THUR.	15 ALBURY EXPRESS FRI.	15 Altd. WODONGA EXPRESS FRI. ‡	9 ALBURY PASS. FRI. ‡		
			p.m.	p.m.	p.m.	p.m.	Detach Van	
121½	**BENALLA** ES W	*arr.*	7 41	8 4	7 39	8 12—	..	..
			—90	—90	–90			
	„	*dep.*	7 50	8 11	7 43	8 16	..	..
127¼	Winton NC ..	..	..	..	..	..	..	..
136	Glenrowan ES ..	*arr.*	—136	..	..	–90 wt.	..	..
	„ ..	*dep.*	8 7	8 30	8 0*	8 38	..	..
144¾	Alumatta ES NC ..	..	..	..	..	..	..	..
	(See note, page 150)							
145½	**WANGARATTA**	*arr.*	8 17–92	8 41–92	8 9	8 49	..	..
	ES W	*dep.*	8 23	8 48	8 13	8 53–92	..	..
149	*Bowser* ○ ES ..	..	8 28*–92	8 53*	*	8 58*	..	..
	(See note, page 150)							
160	Springhurst ES ..	*arr.*	8 40	9 7	8 32–92	..	..	..
	„ ..	*dep.*	8 42	9 9–122	8 34	9 14	..	..
168½	Chiltern ES ..	*arr.*	8 52–122	9 21	..	..	..	..
	„	*dep.*	8 54	9 22	8 45*	9 26	..	..
174	*Barnawartha* ○ ES	*arr.*	9 2	9 31	..	..	..	..
	„ ..	*dep.*	9 4	9 32	8 51*	9 35	..	..
187	**WODONGA** ES W	*arr.*	9 19	9 49	9 10	9 51	..	..
	(See note, page 150)	*dep.*	9 25–186	9 52–186		9 56	..	..
187¾	Wodonga Coal Siding NC		..	..	..	..	..	..
189½	Caltex Siding NC ..	..	..	..	..	..	..	..
		arr.	9 40	10 5	..	10 10	..	..
			"SPIRIT OF PROGRESS" DAILY, SUN. INC.					
190½	**ALBURY (N.S.W.)**		p.m.					
	„	*dep.*	10 55		..	..	..	..
			NEXT DAY					
			a.m.					
589½	**SYDNEY (N.S.W.)**	*arr.*	8 40		..	..	..	..
			15		15 Altd.	9		

Down **PASSENGER SERVICE**—continued

For WODONGA-ALBURY (N.S.W.) PILOT SERVICE See Pages 106, 107

Miles	STATIONS		17 EXPRESS MON. TO FRI.	25 PASS. MON. TO FRI.	19 ALBURY EXPRESS SAT.	39 ALBURY EXPRESS SUN.		
			p.m.	p.m.	p.m.	p.m.		
—	**MELBOURNE** W (Spencer Street)	dep.	5 18	5 30	5 50	5 50	..	..
1	North Melbourne	..	*	5 33*	*	*	..	..
2¼	Kensington	.. ..	*	*	*	*	..	..
2¾	*Newmarket* ○	.. ..	*	*	*	*	..	..
3½	Ascot Vale	.. ..	*	*	*	*	..	..
4¼	Moonee Ponds	.. ..	*	*	*	*	..	..
5	Essendon	.. ..	5 29*	5 41*	6 0*	6 0*	..	..
5¾	*Glenbervie* ○	.. ..	*	*	*	*	..	..
6	*Strathmore* ○	.. ..	*	*	*	*	..	..
7	Pascoe Vale	.. ..	*	*	*	*	..	..
8	*Oak Park* ○	.. ..	*	*	*	*	..	..
9	Glenroy	.. ..	*	*	*	*	..	..
9½	*Jacana* ○	.. ..	*	*	*	*	..	..
10½	Broadmeadows	.. ..	5 42*	5 54	6 9*	6 11*	..	..
13½	Somerton NC	.. ..	5 46*	5 59*	6 13*	6 15*	..	..
16¼	*Craigieburn* ○	.. arr.	..	..	..	..	..	..
	„	dep.	5 53*	6 5	6 17*	6 19*	..	..
20¾	*Donnybrook* ○	.. arr.	..	..	..	..	..	..
	„	.. dep.	6 1*	6 13	6 22*	6 25*	..	..
26	*Beveridge* ○	.. .	6 10*	6 22	6 29*	6 33*	..	..
29½	**WALLAN** W	.. arr.	..	6 28	..	..	..	..
	„	dep.	6 15*	6 29	6 33*	6 37*	..	..
33¼	Heathcote Junction NC	.	6 21*	6 36	6 38*	6 42*	..	..
34¼	*Wandong* ○	.. .	6 23*	6 39	6 40*	6 44*	..	..
39½	*Kilmore East* ○ W	arr.	..	6 46	..	..	..	..
	„	dep.	6 28*	6 47	6 44*	6 48*	..	..
46¾	Broadford	.. arr.	..	6 56	6 52–18	..	..	..
	„	dep.	6 35*	6 58	6 59●	6 54A	..	..
48	McDougall NC	.. .	..	..	..	..	..	..
56	Tallarook	.. arr.	..	7 10	..	..	..	..
	„	.. dep.	6 45*	7 12	7 9*	7 2*	..	..
59¼	Dysart Defence Siding NC		..	..	..	..	..	..
61¼	**SEYMOUR** W	arr.	6 54–187	7 30–184, 63	7 17–159	7 12–24	..	..
	„	dep.	7 7		7 30	7 32	..	..
62	Seymour Marshalling Yard		..	..	..	..–26DL	..	..
68	*Mangalore* ○ ES	..	7 17‡–64	..	7 38*	7 41*	..	..
72	Avenel ES	.. ..	..	..	7 44	7 49–42	..	..
79¼	*Locksley* ○ ES	.. ..	To	..	7 52§	7 57§	..	..
84¾	*Longwood* ○ ES	.. ..	Numurkah See page 124	..	7 58	8 3	..	..
93¾	Euroa ES W	.. arr.	..	..	..	..	..	..
	„	dep.	..	..	8 10	8 15	..	..
98¾	Balmattum NC	.. ..	..	..	8 15*	8 20*	..	..
105¼	Violet Town ES	.. ..	..	..	8 23	8 28–56	..	..
113¾	*Boddaginnie* ○ ES	..	..	..	8 34	8 38*	..	..
121¼	**BENALLA** ES W	arr.	..	..	8 43	..	..	..
	„	dep.	..	..	8 47–65	8 48	..	..
			17	25	19	39		

●—May depart Broadford 6.53 p.m.

A—Stops if required to entrain.

Down **PASSENGER SERVICE**—continued

For WODONGA-ALBURY (N.S.W.) PILOT SERVICE See Pages 106, 107

Miles	STATIONS			19 ALBURY EXPRESS SAT.	39 ALBURY EXPRESS SUN.			
			..	p.m.	p.m.			
121¼	**BENALLA** ES W	*arr.*	..	8 43	..	..	..	..
	" ..	*dep.*	..	8 47–65	8 48	..	..	..
127¼	Winton NC ..	..		..	..	..	..	..
136	Glenrowan ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	9 4	9 4	..	..	..
144¾	Alumatta ES NC .. (See note, page 150)		..	..	..	..	..	..
145½	**WANGARATTA**	*arr.*	..	9 14	9 14–106	..	..	..
	ES W ..	*dep.*	..	9 19	9 15	..	..	..
149	*Bowser* ○ ES .. (See note, page 150)	..	..	9 24*	9 20*	..	..	..
160	Springhurst ES ..	*arr.*	..	9 36	9 32	..	..	..
	" ..	*dep.*	..	9 38	9 33	..	..	..
168½	Chiltern ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	9 49	9 44	..	..	..
174	*Barnawartha* ○ ES	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	9 58	9 53	..	..	..
187	**WODONGA** ES W	*arr.*	..	10 13	10 8–178	..	..	..
	(See note, page 150)	*dep.*	..	10 15	10 10	..	..	..
187¾	Wodonga Coal Siding NC		..	..	..	..	..	..
189¼	Caltex Siding NC ..		..	..	..	..	..	..
190¾	**ALBURY (N.S.W.)**	*arr.*	..	10 35	10 30	..	..	..
			..	"SPIRIT OF PROGRESS" DAILY SUN. INC.				
				p.m.				
"	"	*dep.*	..	10 55		..	..	..
				NEXT DAY				
				a.m.				
589¾	**SYDNEY (N.S.W.)**	*arr.*	..	8 40		..	..	..
				19	39			

Down PASSENGER SERVICE—continued

For WODONGA-ALBURY (N.S.W) PILOT SERVICE See Pages 106, 107

Miles	STATIONS		29 D.R.C. (280 H.P.) FRI.	27 D.R.C. (280 H.P.) SAT.	31 PASS. SAT.			
			p.m.	p.m.	p.m.			
—	**MELBOURNE—W** (Spencer Street)	dep.	6 7	6 7	6 30	..	..	..
1	North Melbourne	..	*	*	*	..	..	..
2¼	Kensington ..	..	*	*	*	..	..	..
2¾	Newmarket ..	..	*	*	*	..	..	..
3¼	Ascot Vale ..	..	*	*	*	..	..	..
4½	Moonee Ponds ..	..	*	*	*	..	..	..
5	Essendon ..	..	6 17*	6 17*	6 40*	..	..	..
5¾	*Glenbervie* ○ ..	..	*	*	*	..	..	..
6	*Strathmore* ○ ..	..	*	*	*	..	..	..
7	Pascoe Vale ..	..	*	*	*	..	..	..
8	*Oak Park* ○ ..	..	*	*	*	..	..	..
9	Glenroy ..	..	*	*	*	..	..	..
9¼	*Jacana* ○ ..	..	*	*	*	..	..	..
10½	Broadmeadows ..	..	6 29*	6 29	6 52*	..	..	..
13½	Somerton NC ..	..	6 33*	6 33*	6 56*	..	..	..
16¼	*Craigieburn* ○ ..	..	6 38*	6 39§	7 2*	..	..	..
20¾	*Donnybrook* ○ ..	..	6 44*	6 46§	7 9§	..	..	..
26	*Beveridge* ○ ..	..	6 52*	6 54§	7 18*	..	..	..
29½	**WALLAN** W ..	arr.	..	..	..	..	..	..
	" ..	dep.	6 57*	7 0	7 23*	..	..	..
33¼	Heathcote Junction NC ..		7 1*	7 6	7 28*	..	..	..
34¼	*Wandong* ○ ..	..	7 3*	7 10§	7 30*	..	..	..
39¼	*Kilmore East* ○ W	..	7 9*	7 17*	7 36	..	..	..
46¾	Broadford ..	..	7 16*	7 24*	7 44*	..	..	..
48	McDougall NC ..	..	..	..	..	..	..	..
56	Tallarook ..	arr.	7 27	7 36	..	..	..	..
	" ..	dep.	7 29	7 38	7 55*	..	..	..
59¼	Dysart Defence Siding NC		..	..	..	..	..	..
61¼	**SEYMOUR** W	arr.	To Mansfield	To Mansfield	8 7	..	..	..
	"	dep.	See p. 108	See p. 108	8 10	..	..	..
62	Seymour Marshalling Yard		..	..	..	..	..	..
68	*Mangalore* ○ ES	..	..	..	8 20‡	..	..	..
72	Avenel ES ..	..	..	..	..	..	..	..
79¼	*Locksley* ○ ES ..	..	..	..	..	..	..	..
84¾	*Longwood* ○ ES ..	..	..	..	..	..	..	..
93¾	Euroa ES W ..	arr.	..	..	To Numurkah	..	..	..
	" ..	dep.	..	..	See p. 124	..	..	..
98¾	Balmattum NC ..	..	..	..	..	..	..	..
105½	Violet Town ES ..	..	..	..	..	..	..	..
113¾	*Boddaginnie* ○ ES	..	..	..	..	..	..	..
121½	**BENALLA** ES W	arr.	..	..	..	..	..	..
			29	27	31			

Up

Miles	STATIONS		4 PASS. MON. TO SAT.	14 Diesel Rail Car (280 H.P.) FRI.	6 PASS. MON. TO SAT.	34 Diesel Rail Car (102 H.P.) MON. TO SAT.		
			a.m.	a.m.	a.m.	a.m.		
69¼	**BENALLA** ES W	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..	..
76¾	*Baddaginnie* ○ ES ..		..	..	..	..	..	..
85½	Violet Town ES ..		..	..	..	..	..	..
91¾	Balmattum NC ..		..	..	..	..	..	..
96¾	Euroa ES W ..	*arr.*	..	From Mansfield See p. 109	From Numurkah See p. 125	..	..	..
	" ..	*dep.*	..			..	..	..
105¾	*Longwood* ○ ES		..	..	..	..	..	..
111¼	*Locksley* ○ ES		..	..	..	..	..	..
118½	Avenel ES		..	..	..	..	..	..
122½	*Mangalore* ○ ES		..	..	8 33‡	..	..	..
127	Seymour Marshalling Yard		..	..	..	..	..	..
129¼	**SEYMOUR** W ..	*arr.*	..	..	8 47	..	..	..
	" ..	*dep.*	6 55–119	..	9 2 69	9 30–102 102, 55	..	..
131¼	Dysart Defence Siding NC		..	..	..	..	..	..
134½	Tallarook ..	*arr.*	..	8 55	..	..	..	..
	" ..	*dep.*	7 3	8 57	9 11*	9 40	..	..
142½	McDougall NC		..	..	..	..	..	..
143¾	Broadford		7 15	9 8*	9 23*	9 55	..	..
151	*Kilmore East* ○ W ..		7 25	9 17*	9 33*	10 6	..	..
156¼	*Wandong* ○		7 32	9 23*	9 40*	10 17	..	..
157¼	Heathcote Junct. NC ..		7 34	9 25*	9 42*	10 20	..	..
161	**WALLAN** W ..	*arr.*	7 39	..	..	..	..	..
	" ..	*dep.*	7 41	9 30*	9 46*	10 28	..	..
164½	*Beveridge* ○		7 48	9 34*	9 50*	10 35	..	..
169¾	*Donnybrook* ○ ..	*arr.*	..	..	..	10 43	..	..
	" ..	*dep.*	7 55	9 39*	9 56*	10 44	..	..
174¼	*Craigieburn* ○ ..	*arr.*	..	..	..	10 51	..	..
	" ..	*dep.*	8 2	9 44*	10 1*	10 52	..	..
177	Somerton NC		*	9 48*	10 4*	10 57*	..	..
180	Broadmeadows		8 15A	9 52	10 9	11 3	..	..
181	*Jocana* ○		*	*	*	*	..	..
181½	Glenroy		*	*	*	*	..	..
182½	*Oak Park* ○		*	*	*	*	..	..
183½	Pascoe Vale		*	*	*	*	..	..
184½	*Strathmore* ○		*	*	*	*	..	..
184¾	*Glenbervie* ○		*	*	*	*	..	..
185½	Essendon ..	*arr.*	8 24	..	..	11 15	..	..
	" ..	*dep.*	8 25	10 1*	10 18*	11 16	..	..
186¼	Moonee Ponds		*	*	*	*	..	..
187	Ascot Vale		*	*	*	*	..	..
187¾	Newmarket		*	*	*	*	..	..
188¼	Kensington		*	*	*	*	..	..
189½	North Melbourne ..		*	*	*	*	..	..
190½	**MELBOURNE** W	*arr.*	8 40	10 10	10 35	11 30	..	..
—	(Spencer Street) ..	*dep.*	..	..	..	..	..	..
—	(Flinders Street) ..	*arr.*	..	..	..	..	..	..
			4	14	6	34		

A—Economy accommodation in **No. 4** is available for suburban passengers entraining at Broadmeadows for Essendon and Spencer St. only.

Up

Miles	STATIONS		"SPIRIT OF PROGRESS" DAILY SUN. INCL.					
—	**SYDNEY (N.S.W.)**	*dep.*	p.m. 8 10	..	..	..	..	
			NEXT DAY	..	..	..	..	
399¼	**ALBURY (N.S.W.)** W	*arr.*	a.m. 5 50	..	..	..	..	
From Albury			10 ALBURY EXPRESS Sun.	8 ALBURY EXPRESS Mon. to Sat.				
	" ..	*dep.*	a.m. 7 5	a.m. 7 5–62	..	..	..	..
1	Caltex Siding NC ..		..	..—127	..	..	..	..
2¾	Wodonga Coal Sdg. NC ..		..	..–103	..	..	..	..
3½	**WODONGA** ES W	*arr.*	..	..	..	..	..	..
	(see note page 150)	*dep.*	7 13	7 14	..	..	..	..
16½	*Barnawartha* ○ ES	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	7 29	7 30	..	..	..	..
22	Chiltern ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	7 38	7 39–107	..	..	..	..
30½	Springhurst ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	7 48	7 50	..	..	..	..
41½	*Bowser* ○ ES .. (See note, page 150)		*	*–95	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	8 3	8 5 —149	..	..	..	..
	" ..	*dep.*	8 5	8 13–105	..	..	..	..
45¾	Alumatta ES NC .. (See note, page 150)		..	..	..	..	..	..
54½	Glenrowan ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	8 17	8 26	..	..	..	..
63¼	Winton NC ..		..	..	..	..	..	..
69¼	**BENALLA** ES W	*arr.*	8 32	8 41	..	..	..	..
	" ..	*dep.*	8 34	8 43	..	..	..	..
			10	8				

Up

Miles	STATIONS		10 ALBURY EXPRESS SUN.	8 ALBURY EXPRESS MON. to SAT.	14 Diesel Rail Car (280 H.P.) Tue. to Thurs., Sat. (153 H.P.) Mon.			
			a.m.	a.m.	a.m.			
69¼	**BENALLA** ES W	*arr.*	8 32	8 41	..	..	..	..
	" ..	*dep.*	8 34	8 43	..	..	..	..
76¾	*Baddaginnie* ○ ES ..	..	8 43*	8 53	..	..	..	..
85¼	Violet Town ES ..	..	8 53	9 4	..	..	..	..
91¾	Balmattum NC ..	..	9 0*	9 12*	..	..	..	..
96¼	Euroa ES W ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	9 6	9 19	..	..	..	..
105¾	*Longwood* ○ ES ..	..	9 17	9 31	From	..	..	..
111¼	*Locksley* ○ ES ..	..	9 23§	9 38§	Mansfield	..	..	..
118¾	Avenel ES ..	..	9 32	9 46	See p. 109	..	..	..
122¼	*Mangalore* ○ ES ..	..	9 39*	9 53*	..	..	..	..
127	Seymour Marshalling Yard		..	..	..	..	..	..
129¼	**SEYMOUR** W	*arr.*	9 47	10 6	..	..	..	..
				–5, 7, 117				
	" ..	*dep.*	10 5	10 21–102	..	..	..	..
131¼	Dysart Defence Siding NC		..	..	..	..	..	..
134½	Tallarook ..	*arr.*	..	..	10 45	..	..	..
	" ..	*dep.*	10 13*	10 29*	10 47	..	..	..
142¼	McDougall NC ..	..	..	..	..	..	..	..
143¾	Broadford ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	10 24*	10 41*	10 58*	..	..	..
151	*Kilmore East* ○ W ..		10 32*	10 50S	11 7*	..	..	..
156¼	*Wandong* ○ ..	..	*	10 57*	11 13*	..	..	..
157¾	Heathcote Junction NC ..		10 40*	10 59*	11 15*	..	..	..
161	**WALLAN** W ..	..	10 44*	11 3*	11 20*	..	..	..
164½	*Beveridge* ○ ..	..	10 48*	11 7*	11 24*	..	..	..
169¾	*Donnybrook* ○ ..	..	10 53*	11 12*	11 29*	..	..	..
174¼	*Craigieburn* ○ ..	..	10 57*	11 16*	11 34*	..	..	..
177	Somerton NC ..	..	*	11 20*	11 37*	..	..	..
180	Broadmeadows ..	..	11 4	11 23	11 42	..	..	..
181	*Jacana* ○ ..	..	*	*	*	..	..	..
181½	Glenroy ..	..	*	*	*	..	..	..
182½	*Oak Park* ○ ..	..	*	*	*	..	..	..
183½	Pascoe Vale ..	..	*	*	*	..	..	..
184½	*Strathmore* ○ ..	..	*	*	*	..	..	..
184½	*Glenbervie* ○ ..	..	*	*	*	..	..	..
185½	Essendon ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	11 12*	11 31*	11 51*	..	..	..
186¼	Moonee Ponds ..	..	*	*	*	..	..	..
187	Ascot Vale ..	..	*	*	*	..	..	..
187½	*Newmarket* ○ ..	..	*	*	11 55X	..	..	
188½	Kensington ..	..	*	*	*	..	..	..
189½	North Melbourne ..		*	*	*	..	..	..
					p.m.	..	..	..
190½	**MELBOURNE** W	*arr.*	11 25	11 45	12 5			
—	(Spencer Street) ..	*dep.*	..	..	..	..	..	..
—	(Flinders Street)	*arr.*	..	..	..	..	..	..
			10	8	14			

X—May stop, if required, at Newmarket on Tuesdays only to set down passengers.
S—Stops Saturday if required, to set down passengers only.

Up

Miles	STATIONS			18 SOUTH MAIL SUN. TUE., THUR., FRI.	26 PASS. SUN.			
—	**SYDNEY (N.S.W.)**	*dep.*	..	p.m. 10 30 Mon., Wed., Fri., Sat.	p.m.	.. .. ..	.. .. ..	.. .. ..
399¼	**ALBURY (N.S.W.)** W	*arr.*	..	a.m. 11 27 PASS. Mon. to Sat.	.. .. ..	.. .. ..	.. .. ..	.. .. ..
From Alb'y			..	p.m.	..	..	..	..
	" ..	*dep.*	..	3 10	4 55	..	..	..
1	Caltex Siding NC	..	..	..	..	..	..	..
2¾	Wodonga Coal Siding NC		..	..	..	..	..	..
3½	**WODONGA** ES W	*arr.*	..	—119	..–56	..	..	..
	(See note, page 150)	*dep.*	..	3 18	5 3	..	..	..
16½	*Barnawartha* O ES	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	3 33	5 18	..	..	..
22	Chiltern ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	3 41	5 27	..	..	..
30½	Springhurst ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	3 51	5 37	..	..	..
41½	*Bowser* O ES ..		..	4 3§–78	5 47*	..	..	..
	(See note, page 150)							
45	**WANGARATTA**	*arr.*	..	4 8	5 52	..	..	..
	ES W ..	*dep.*	..	4 16	5 54	..	..	..
45¾	Alumatta ES NC	..	..	..	..	..	..	..
	(See note, page 150)							
54½	Glenrowan ES	*arr.*	..	—150	..	..	..	
	" ..	*dep.*	..	4 28	6 6	..	..	..
63½	Winton NC ..		..	..	..	..	..	..
69¼	**BENALLA** ES W	*arr.*	..	4 43	6 21	..	..	..
	" ..	*dep.*	..	4 50–117	6 23	..	..	..
				18	26			

Up

Mls.	STATIONS		20 PASS. SAT.	22 PASS. MON. TO FRI.	18 PASS. MON. TO SAT.		24 PASS. SUN.	26 PASS. SUN.	28 Diesel Rail Car (280 H.P.) SUN.
					Mon. to Fri.	Sats.			
			p.m.	p.m.	p.m.		p.m.	p.m.	p.m.
69¼	**BENALLA** ES W	*arr.*	..	..	4 43		..	6 21	..
	" ..	*dep.*	..	..	4 50—117		..	6 23	..
76¾	*Baddaginnie* ○ ES ..		..	..	5 0		..	6 31*	..
85¼	Violet Town ES ..		..	..	5 11		..	6 41	..
91¾	Balmattum NC ..		..	..	5 18*		..	6 48*	..
96¾	Euroa ES W ..	*arr.*	From	From	..		From	..	From
	" ..	*dep.*	Tocumwal	Tocumwal	5 25–89		Numurkah	6 55	Mansfield
105¾	*Longwood* ○ ES ..		See p. 125	See p. 125	5 36		See p. 125	7 5 —42	See p. 109
111¼	*Locksley* ○ ES		..	..	5 44		..	7 11§	..
118¼	Avenel ES		..	..	5 54		..	7 20	..
122¼	*Mangalore* ○ ES ..		5 44	5 42	6 0*		6 54*	7 26*	..
127	Seymour Marshalling Yd.		..	–63, 157	..		..	–39DL	..
129¼	**SEYMOUR** W	*arr.*	5 55–159	5 55–121	6 13–63, 65, 121		7 5–39	7 40	..
	"	*dep.*	6 10E–65	6 10E –15DL –82	6 28–15	6 25— 159	7 20	7 55	..
131¼	Dysart Defence Siding NC		..		..	..	..	..	..
134¼	Tallarook ..	*arr.*	..		–82	..	..	..	8 43
	" ..	*dep.*	6 19*	6 19*	6 37	6 35	7 29	8 2*	8 46
142¼	McDougall NC ..		..	..	..	..	..	..	..
143¾	Broadford ..	*arr.*	..	..	..	6 48–19	..	..	..
	"	*dep.*	6 31*	6 31*	6 48	6 56	7 43	8 12††	8 57*
151	*Kilmore East* ○ W ..		6 41*	6 41‡	6 57	7 5	7 55	8 20*	9 6*
156¼	*Wandong* ○		6 48*	6 48*	7 4	7 12	8 2*	8 25*	9 12*
157¼	Heathcote Junction NC		6 50*	6 50*	7 7*	7 15*	8 4*	8 27*	9 14*
161	**WALLAN** W ..		6 54*	6 54*	7 14	7 21	8 10	8 31*	9 19*
164¼	*Beveridge* ○		6 58*	6 58*	*	*	8 14*	8 35*	9 23*
169¾	*Donnybrook* ○		7 4*	7 4*	7 27	7 33	8 18*	8 40*	9 28*
174¼	*Craigieburn* ○ ..		7 9*	7 9*–52	7 35–52	7 41	8 25	8 44*	9 33*
177	Somerton NC ..		*	*	*	*	*	8 47*	*
180	Broadmeadows ..		7 15*	7 15*–125	7 46–99	7 53	8 37	8 50*	9 41
181	*Jacana* ○		*	*	*	*	*	*	*
181¼	Glenroy		*	*	*	*	*	*	*
182¼	*Oak Park* ○		*	*	*	*	*	*	*
183¼	Pascoe Vale		*	*	*	*	*	*	*
184¼	*Strathmore* ○		*	*	*	*	*	*	*
184¾	*Glenbervie* ○		*	*	*	*	*	*	*
185¼	Essendon ..	*arr.*	7 23	7 23	..	..	8 46	8 58	9 50
	" ..	*dep.*	7 25	7 25	7 57	8 5	8 47	9 0	9 51
186¼	Moonee Ponds ..		*	*	*	*	*	*	*
187	Ascot Vale		*	*	*	*	*	*	*
187¾	*Newmarket* ○		*	*	*	*	*	*	*
188¼	Kensington		*	*	*	*	*	*	*
189¼	North Melbourne ..		*	*	*	*	*	*	*
190¼	**MELBOURNE** W	*arr.*	7 40	7 40	8 10	8 20	9 0	9 15	..
—	(Spencer Street)	*dep.*	..	..	..	..	..	..	10 1
—	(Flinders Street)	*arr.*	..	..	..	..	..	..	10 5
			20	22	18	18	24	26	28

E—Passengers travelling on **No. 22 Pass.** Mondays to Fridays: **No. 20** Saturdays for stopping stations Tallarook to Broadmeadows except Kilmore East Mon. to Fri., must transfer at Seymour to **No. 18 Pass.**

Miles	STATIONS		105 Goods Tue. to Sat.	61 Fast Goods Mon.	69 R'side Goods Tue. to Sat.		119 Fast Goods Mon. to Sat.
			a.m.	a.m.	a.m.		a.m.
—	**MELBOURNE YARD**	*dep.*	..	..	..	..	1 21 ex.
2	**DYNON**	..	..	..	..	..	Newport
2¼	South Kensington ..	..	..	..	..	..	..
2¾	South Dynon Junction	..	..	..	..	..	..
4½	West Footscray Junction	..	..	..	..	..	..
5¾	**TOTTENHAM YARD**	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	..
7¾	Sunshine	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	1 38
8½	*Albion* ○	*arr.*	..	..	..	..	..–174
	"	*dep.*	..	..	..	..	1 43
2¼	Kensington	..	..	..	..	..	..
2¾	*Newmarket* ○ ..	..	..	..	..	..	..
5	Essendon	..	..	..	..	..	..
10¼	Broadmeadows ..	*arr.*	..	..	..	..	–136, 110
	"	*dep.*	..	..	..	..	2 5
13¼	Somerton NC ..	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	..
16¼	*Craigieburn* ○ ..	..	..	..	..	..	2 19
20¾	*Donnybrook* ○ ..	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	2 29
26	*Beveridge* ○ ..	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	2 44
29½	**WALLAN W** ..	*arr.*	..	..	..	..	2 53
	"	*dep.*	..	..	..	..	3 30–112
33½	Heathcote Junction NC	..	..	..	..	..	3 42
34½	*Wandong* ○	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	3 45
39½	*Kilmore East* ○ W ..	..	..	..	..	..	3 53
46¾	Broadford ..	..	..	..	..	..	4 3
48	McDougall NC ..	*arr.*	..	..	..	..	..
	"	*dep.*	..	..	..	..	..
56	Tallarook	..	..	..	..	..	4 19
59¼	Dysart Defence Siding NC	..	..	..	..	..	..
61¼	**SEYMOUR W** ..	*arr.*	–112,107	..	..	..	4 35–186
							Tue. to Sat. | Mon.
	"	*dep.*	1 30	2 30	5 30	..	7 0 | 7 30
62	Seymour Marshalling Yard	..	..	..	..	..	.. | ..
68	*Mangalore* ○ ES ..	*arr.*	..	..	..	..	.. | ..
	"	*dep.*	1 44–122	2 52	5 54	..	7 16 | 7 46 102
72	Avenel ES	*arr.*	1 52	To	To	..	7 26 | 7 56
	"	*dep.*	1 54	Tocum-	Numur-	..	7 40 | 8 5
79¼	*Locksley* ○ ES ..	*arr.*	2 6	wal	kah	..	.. | ..
	"	*dep.*	2 8	See	see page	..	7 53 | 8 18
84¾	*Longwood* ○ ES ..	*arr.*	2 17	page	128	..	.. | ..
	"	*dep.*	2 19	128	..	..	8 3 | 8 28
			Wed., Fri., Sat. | Tues., Thurs.,				
93¾	Euroa ES W ..	*arr.*	–186 | 2 36	..	..	..	.. | 8 44–8
	"	*dep.*	2 36 | 3 10 186	..	..	..	8 17 | 9 25
98¾	Balmattum NC ..	..	2 46 | 3 20	..	..	..	8 24 | 9 34
105¼	Violet Town ES ..	*arr.*	.. | ..	..	..	..	8 40 8,60 | ..–60
	"	*dep.*	2 58 | 3 30	..	..	..	9 10 | 9 43
113¾	*Baddaginnie* ○ ES ..	*arr.*	.. | 3 44	..	..	..	.. | ..
	"	*dep.*	3 12 | 3 46 107	..	..	..	9 26 | 9 57
121¼	**BENALLA ES W** ..	*arr.*	3 25 | 4 0	..	..	..	9 40 | 10 15
							Mon., to Sat.
	"	*dep.*	7 15–60	..	..	..	10 35
			105	61	69		119

Connect 10.30 p.m. (No. 132) Goods ex North Geelong Yard.

Down

Miles	STATIONS		105 Roadside Goods Tue. to Sat.				119 Goods Mon.to Sat.
			a.m.				a.m.
121¼	**BENALLA** ES W ..	*arr.*	3 25B –60,107	..	..	..	9 40A
	" ..	*dep.*	7 15	..	..	..	10 35
127¼	Winton NC ..	..	..	..	..	..	..
136	Glenrowan ES ..	*arr.*	..	..	..	..	11 5
	" ..	*dep.*	7 42	..	..	..	11 20
144¼	Alumatta ES NC .. (See note, page 150)	..	..	..	..	..	..
145¼	**WANGARATTA** ES W	*arr.*	8 0–149	..	..	..	11 35–5
							p.m.
	" ..	*dep.*	8 40–8	..	..	..	1 10–62
146¼	Grain Elevators Board Sdg. NC	..	..	..	..	..	..
149	*Bowser* ○ ES ..	*arr.*	8 46	..	..	..	..
	" (See note, page 150)	*dep.*	8 55	..	..	..	1 18
160	Springhurst ES ..	*arr.*	9 15	..	..	..	..
	" ..	*dep.*	9 25	..	..	..	1 40–150
168½	Chiltern ES	*arr.*	9 40–62	..	..	..	..
	"	*dep.*	10 0	..	..	..	1 55
174	*Barnawartha* ○ ES ..	*arr.*	10 10	..	..	..	2 7–184
	" ..	*dep.*	10 35	..	..	..	2 30
187	**WODONGA** ES W..	*arr.*	11 0	..	..	..	2 50–18
	" (See note, page 150)	*dep.*					
187¾	Wodonga Coal Siding NC ..		..	..	..	..	..
189¼	Caltex Siding NC		..	..	..	..	..
190½	**ALBURY (N.S.W.)** W	*arr.*	..	..	..	..	..
			105				119

A—Arrives 10.15 a.m. Monday.
B—Arrives 4.00 a.m. Tues., Thurs.

Down

Miles	STATIONS	177 Roadside Goods Tues. to Sat.	117 Roadside Goods Tue., Thurs., Sat.		181 Goods Tue., to Sat.		181 Goods Mon.
		a.m.	a.m.		a.m.		a.m.
—	**MELBOURNE YD.** dep.	..	..	..	..	..	..
—	West Tower	..	..	..	3 30	..	3 56
2	**DYNON**	..	..	..	ex	..	ex
2¼	South Kensington ..	..	..	..	Newport	..	Newport
2⅞	South Dynon Junction ..	..	..	..	..		..
4½	West Footscray Junct. ..	..	..	..	..	..	..
5¾	**TOTTENHAM YD.** arr.	..	..	..	..	..	..
	" .. dep.	..	..	..	..	..	..
7¾	Sunshine	..	..	..	3 47	..	4 13
8¾	*Albion* ○	..	..	..	3 50	..	4 15
2¼	Kensington	..	..	..	..	..	..
2¾	*Newmarket* ○	..	..	..	..	..	..
4½	Moonee Ponds	..	..	..	..	..	..
5	Essendon	..	..	..	..	..	..
7	Pascoe Vale	..	..	..	..	..	..
9	Glenroy	..	..	..	..	..	..
9½	*Jacana* ○	..	..	..	..	..	..
10¼	Broadmeadows .. dep.	..	..	..	4 11–176	..	4 36
13¼	Somerton NC .. arr.	..	..	..	4 20	..	4 46
	" .. dep.	..	..	..	4 45	..	5 10
16¼	*Craigieburn* ○	..	..	..	..	..	..
20¾	*Donnybrook* ○	..	..	..	to	..	to
26	*Beveridge* ○	..	..	..	Upfield	..	Upfield
29½	**WALLAN** W .. arr.	..	..	..	See	..	See
	" .. dep.	..	..	..	Metro.	..	Metro.
33¼	Heathcote Jct. NC ..	..	..	..	W.T.T.	..	W.T.T.
34¼	*Wandong* ○	..	..	..	pages	..	pages
39½	*Kilmore East* ○ W dep.	..	..	..	184, 192,	..	184, 192
46¾	Broadford .. dep.	..	..	..	325, 327	..	..
48	McDougall NC	..	..	..	..	..	..
56	Tallarook	..	..	..	..	..	..
59¼	Dysart Defence Siding NC ..	..	..	..	..	..	..
61¼	**SEYMOUR** W arr.	..	..	..	..	..	..
			–5, 91				
	" .. dep.	9 10–6	10 45	..	..	..	..
62	Seymour Marshalling Yd. ..	..	..	..	..	..	..
68	*Mangalore* ○ ES .. arr.	9 34	11 4–73	..	..	..	..
	" .. dep.	9 44	11 29	..	..	..	..
72	Avenel ES .. arr.	To	11 44	..	..	..	..
		Shepp'ton	p.m.				
	" .. dep.	..	12 9	..	..	..	..
79¼	*Locksley* ○ ES .. arr.	..	12 30–60	..	..	..	..
	" .. dep.	..	12 45	..	..	..	..
84¾	*Longwood* ○ ES .. arr.	..	12 59	..	..	..	..
	" .. dep.	..	1 45	..	..	..	..
93¾	Euroa ES W .. arr.	..	2 10	..	..	..	..
	" .. dep.	..	3 5	..	..	..	..
98¾	Balmattum NC	See	3 18	..	..	..	..
105¼	Violet Town ES .. arr.	page 129	3 34	..	..	..	..
	" .. dep.	..	3 45	..	..	..	..
113¾	*Baddaginnie* ○ ES arr.	..	4 7–184	..	..	..	..
	" .. dep.	..	4 20	..	..	..	..
121¼	**BENALLA** ES W arr.	..	4 40–18	..	..	..	..
	" .. dep.	..		..	..	..	..
					Formed by 1.25 a.m. (No. 180) ex Ford's Siding Geelong.		Formed by 2.30 a.m. (No. 180) ex Ford's Siding Geelong.
		177	117		181		181

Down

Miles	STATIONS		191 Though Goods Tue to Fri ‡	51 Roadside Goods Tue., to Sat.	53 Through Goods Mon.	55 Express Goods Mon. ‡	59 Light Engine Fri (Tues., to Thu., Sat.‡)
			a.m.	a.m.	a.m.	a.m.	a.m.
—	**MELBOURNE YD.**	*dep.*	5 0	4 0	5 30	5 45	..
2	**DYNON**	..	ex	..	..	..	7 5
2¼	South Kensington ..	..	Newport	4 15	..	..	..
2¾	South Dynon Junction ..	..	..	..	..	..	..
4¾	West Footscray Junction ..	..	..	4 28	5 42	6 21	7 18
5¾	**TOTTENHAM YD.**	*arr.* ..	..	4 33	..	..	7 25
							Through Goods
	"	*dep.* ..	..	5 0	5 44	6 23	8 15–73
7¾	Sunshine ..	*arr.* ..	..	..	..	..	..
	" ..	*dep.* ..	5 17	5 8–122	5 52	6 33	8 26
8½	*Albion* ○ ..	*arr.* ..	..	..	..	..	8 28
	" ..	*dep.* ..	5 20	5 10	5 54	6 35	9 0
2¼	Kensington	..	..	..	..	..	..
2¾	*Newmarket* ○	..	..	..	..	..	..
4¼	Moonee Ponds	..	..	..	..	..	..
5	Essendon	..	..	..	..	..	..
7	Pascoe Vale	..	..	..	..	..	..
9	Glenroy	..	..	..	..	..	..
9½	*Jacana* ○	..	..	..	..	..	..
10½	Broadmeadows ..	*arr.* ..	5 41–P1	..	6 17	..	..
	" ..	*dep.* ..	5 58	5 35	6 28	6 56	9 23
13½	Somerton NC ..	.. ..	..	5 43	6 40	..	..
16¼	*Craigieburn* ○ ..	*arr.* ..	–51	5 57 P1, P7	..	..	..
	" ..	*dep.* ..	6 13	6 24	6 48	7 11	9 38
20¾	*Donnybrook* ○ ..	*arr.* ..	..	6 40	..	..	..
	" ..	*dep.* ..	6 23	6 50	6 58	7 21	9 48
26	*Beveridge* ○ ..	*arr.* ..	..	7 14	..	..	..
	" ..	*dep.* ..	6 37	7 24	7 12	7 35	10 1
29½	**WALLAN W** ..	*arr.* ..	6 45	7 36	7 21	..–53	..
			–186	—3			
					Roadside Goods		
	" ..	*dep.* ..	7 1	8 30		7 43	10 40
33¼	Heathcote Junction NC ..	..	7 13	8 45		7 53	10 52
34¼	*Wandong* ○ ..	*arr.* ..	..	..		..	..
	" ..	*dep.* ..	7 16	8 49		7 56	10 55
39½	*Kilmore East* ○ W	*arr.* ..	..	9 1		..	..
	"	*dep.* ..	7 24	9 45–5		8 4	11 3
46¾	Broadford ..	*arr.* ..	..	10 2		..	11 15
	" ..	*dep.* ..	7 34	10 42–91, 73		8 14	11 30
48	McDougall NC ..	*arr.* ..	..	10 46		..	11 34
	" ..	*dep.* ..	..	10 56		..	11 54
56	Tallarook ..	*arr.* ..	..	11 19		..	p.m.
	" ..	*dep.* ..	7 50	11 35		8 30	12 15
59¼	Dysart Defence Siding NC	..	..	..		..	..
61¼	**SEYMOUR W** ..	*arr.* ..	8 5	11 50		8 40–6	12 30–52
	" ..	*dep.* ..		–52		8 55–102	
62	Seymour Marshalling Yd. ..	..	..			..	..
68	*Mangalore* ○ ES ..	*dep.* ..	..	..		9 7	..
72	Avenel ES ..	*arr.* ..	..	..		To	..
	" ..	*dep.* ..	..	..		Shepp'ton	..
79¼	*Locksley* ○ ES ..	.. ..	..	..		See page	..
84¾	*Longwood* ○ ES ..	.. ..	..	..		129	..
93¾	Euroa ES W ..	.. ..	..	..		..	..
98¾	Balmattum NC ..	.. ..	..	..		..	..
105¼	Violet Town ES	*arr.* ..	..	..		..	..
	" ..	*dep.* ..	..	..		..	..
113¾	*Baddaginnie* ○ ES	.. ..	..	..		..	..
121¼	**BENALLA** ES W	*arr.* ..	..	..		..	..
			191	**51–53**		**55**	**59**

Formed by 3.00a.m. (No. 160) Goods ex North Geelong Yard

Down

Miles	STATIONS	73 Express Goods Mon. to Fri. ‡	89 Through Goods Mon. to Fri. ‡	57 Express Goods Tue. to Sat. ‡	157 Light Engine Tue.	187 Through Goods Mon. to Fri. ‡
		a.m.	a.m.	a.m.	p.m.	p.m.
—	**MELBOURNE YARD** dep.	7 45	9 30——ex Maribyrnong	10 15	..	..
—	West Tower .. arr.	..	9 50	..	..	..
	" .. dep.	..	10 5	..	..	..
2	**DYNON**	..	..	..	..	..
2¼	South Kensington ..	..	..	..	..	..
2¾	South Dynon Junction ..	..	10 15	..	..	..
4½	West Footscray Junct. ..	8 6	..	10 36	..	..
5¾	**TOTTENHAM YARD** arr.	..	10 25—57	..—89	..	..
	" dep.	8 10—59	10 55	10 38	..	..
7½	Sunshine	8 20	11 5	10 48	..	..
8½	*Albion* ○	8 22	11 7	10 50	..	..
2¼	Kensington	..	..	..	..	..
2¾	*Newmarket* ○	..	..	..	..	..
5	Essendon	..	..	..	..	..
7	Pascoe Vale	..	..	..	..	..
9	Glenroy	..	..	..	..	..
9½	*Jacana* ○	..	..	..	..	..
10½	Broadmeadows .. arr.	8 45——Goods ex Upfield	..	..	..	..
	" .. dep.	9 5	11 32	11 11	..	..
13½	Somerton NC	..	..	..	..	..
16½	*Craigieburn* ○ .. arr.	..	..	..	..	..
	" .. dep.	9 22	11 47	11 26	..	..
20¾	*Donnybrook* ○	9 32	11 57	11 38	..	..
			p.m.			
26	*Beveridge* ○	9 46	12 11	11 52	..	..
				p.m.		
29½	**WALLAN** W .. arr.	..	..	..	..	..
	" .. dep.	9 54	12 19	12 1	..	..
33½	Heathcote Junct. NC ..	10 4	12 31	12 11	..	..
34½	*Wandong* ○	10 7	12 34	12 14	..	..
39½	*Kilmore East* ○ W ..	10 15	12 42	12 22	..	..
46¾	Broadford	10 25—51,53	12 52	12 34	..	..
48	McDougall NC	..	..	..	..	..
56	Tallarook	10 41	1 8	12 50	..	..
59½	Dysart Defence Sdg. NC ..	..	..	..	..	..
61¼	**SEYMOUR** W .. arr.	10 55	1 30–163,60	1 5	..	..
	" .. dep.	11 5	4 0—94	1 25	6 0—22	7 20–64,184
62	Seymour Marshalling Yd. ..	..	..	..	..—184	..
68	*Mangalore* ○ ES .. arr.	..—117	..	..	6 12—18DL	..
	" .. dep.	11 17	4 12	1 37	6 20—64	7 40
72	Avenel ES .. arr.	to	..	to	to	to
	" .. .. dep.	Shepparton	4 20	Shepparton	Numurkah	Shepparton
79½	*Locksley* ○ ES .. arr.	see	..	see	see	see
	" .. dep.	page 129	4 32	page 129	page 129	page 129
84¼	*Longwood* ○ ES .. arr.	..	4 43–184	..	..	..
	" .. dep.	..	5 5	..	..	..
93¼	Euroa ES W .. arr.	..	5 20–18	..	..	..
	" .. dep.	..	5 30	..	..	..
98¾	Balmattum NC	..	5 40	..	..	..
105¼	Violet Town ES .. arr.	..	..	..	..	..
	" .. dep.	..	5 50	..	..	..
113¾	*Baddaginnie* ○ ES arr.	..	6 6–68	..	..	..
	" .. dep.	..	6 30	..	..	..
121¼	**BENALLA** ES W arr.	..	6 42–68A,88	..	..	..
		..				
	" .. dep.	..	..	..	..	..
		73	89	57	157	187

Down

Miles	STATIONS		163 Through Goods			65 Through Goods Sat.
			Tue. to Fri. ‡	Sat. ‡		
—	**MELBOURNE YARD**	*dep.*	a.m. 11 58	a.m. 11 34	..	p.m. 12 30
—	West Tower ..	*arr.*	ex	ex	..	..
2	**DYNON** ..	..	Newport	Newport	..	..
2¼	South Kensington	..	p.m.	..	..	12 49
2¼	South Dynon Junct.	..	..	..	..	..
4¼	West Footscray Junct.	..	..	..	..	12 56
5¼	**TOTTENHAM YD.**	*arr.*	..	..	..	..
	" ..	*dep.*	..	..	..	12 58
7¾	Sunshine ..	..	12 4	..	..	1 8
8½	*Albion* ○ ..	*dep.*	12 6	..	..	1 11
2½	Kensington ..	..	..	..	..	..
2¾	*Newmarket* ○ ..	..	..	..	..	..
5	Essendon ..	..	..	..	..	..
7	Pascoe Vale ..	..	..	..	..	..
9	Glenroy	..	..	..	..	..
9½	*Jacana* ○ ..	..	..	..	..	..
10½	Broadmeadows ..	*arr.*	..	p.m.	..	..
	" ..	*dep.*	12 38	12 16	..	1 38
13½	Somerton NC ..	..	..	..	..	..
16¼	*Craigieburn* ○ ..	..	12 53	12 31	..	1 53
20¾	*Donnybrook* ○ ..	..	1 3	12 41	..	2 3
26	*Beveridge* ○ ..	..	1 17	12 55	..	2 16
29½	**WALLAN** W ..	*arr.*	1 25	..	..	..
	" ..	*dep.*	1 44	1 3	..	2 24
33¼	Heathcote Junct. NC	..	1 56	1 13	..	2 34
34¼	*Wandong* ○ ..	..	1 59	1 16	..	2 37
39½	*Kilmore East* ○ W	..	2 7	1 24	..	2 45
46¾	Broadford ..	..	2 17	1 34	..	2 55
48	McDougall NC ..	..	..	..	..	..
56	Tallarook ..	..	2 33	1 50	..	3 11
59¼	Dysart Defence Sdg. NC	..	..	..	..	..
61¼	**SEYMOUR** W ..	*arr.*	2 45–60	2 10	..	3 25
	" ..	*dep.*	Tue. to Fri. ‡ 8 40–142DL		..	6 50
62	Seymour Marshalling Yd.	..	..		..	..
68	*Mangalore* ○ ES ..	*arr.*	8 55–88		..	..
	" ..	*dep.*	9 5–138		..	7 2
72	Avenel ES ..	*arr.*	9 15		..	..
	" ..	*dep.*	9 25		..	7 10
79¼	*Locksley* ○ ES ..	*arr.*	9 39–90		..	..
	" ..	*dep.*	9 50		..	7 22
84¾	*Longwood* ○ ES ..	*arr.*	..		..	..
	" ..	*dep.*	10 1		..	7 31
93¾	Euroa ES W ..	*arr.*	10 16–136		..	..
	" ..	*dep.*	10 25		..	7 46
98¼	Balmattum NC ..	..	10 33		..	7 54
105¼	Violet Town ES ..	*arr.*	10 45–92		..	..
	" ..	*dep.*	11 0		..	8 4
113¾	*Baddaginnie* ○ ES	*arr.*	..		..	..
	" ..	*dep.*	11 16		..	8 18
121¼	**BENALLA** ES W	*arr.*	11 30–122		..	8 30
	" ..	*dep.*	..		..	..
			163			65

Formed by 9.30 a.m. (No. 164) Goods ex North Geelong Yard.

22, 18, 159, 94

Down

Miles	STATIONS		63 Goods Mon. to Fri.	159 Light Engine Sat.	121 Through Goods Mon. to Fri. ‡		201 Goods Mon. to Fri. ‡
			p.m.	p.m.	p.m.		p.m.
—	**MELBOURNE YARD**	*dep.*	12 40	..	1 50	..	3 6
—	West Tower	*arr.*	..	..	Ex	..	Ex
2	**DYNON**		..	1 30	Brooklyn		Newport
2¼	South Kensington ..		..	..	..	..	..
2¾	South Dynon Junct. ..		..	..	..	..	..
4½	West Footscray Junct. ..		..	1 40	..	..	..
5¾	**TOTTENHAM YD.**	*arr.*	..	1 45	..	..	..
				Through Goods			
	"	*dep.*	..	3 30	..	..	..
7¾	Sunshine		..	3 40	2 0	..	3 23
8½	*Albion* ○ ..	*dep.*	..	3 42	2 2	..	3 26
2½	Kensington		1 5	..	..	..	..
2¾	*Newmarket* ○		..	..	..	..	..
5	Essendon		1 15	..	..	..	..
7	Pascoe Vale		..	..	..	..	..
9	Glenroy		..	..	..	..	..
9½	*Jacana* ○		..	..	..	..	..
10½	Broadmeadows ..	*arr.*	..	..	..	..	3 49–
	" ..	*dep.*	1 35	4 3	2 23	..	4 0 Goods ex Chrysler's Siding
13½	Somerton NC ..	*arr.*	..	..	..	..	4 10
	" ..	*dep.*	..	..	..	..	4 35
16½	*Craigieburn* ○		1 50	4 18	2 38	..	.. To
20½	*Donnybrook* ○		2 0	4 28	2 48	..	To Ford's Sdg.
26	*Beveridge* ○		2 14	4 42	3 2	..	Ford's Sdg.
29½	**WALLAN** W ..	*arr.*	..	..	3 10	..	Upfield
	" ..	*dep.*	2 22	4 50	3 30	..	..
33½	Heathcote Junct. NC ..		2 32	5 0	3 42	..	..
34½	*Wandong* ○		2 35	5 3	3 45	..	..
39½	*Kilmore East* ○ W ..		2 43	5 11	3 53	..	..
46¾	Broadford		2 53	5 21	4 3	..	..
48	McDougall NC		..	..	..	..	..
56	Tallarook		3 9	5 37	4 19	..	..
59½	Dysart Defence Sdg. NC ..		..	..	..	..	..
61¼	**SEYMOUR** W	*arr.*	3 25	5 50	4 35	..	..
			–184, 94, 187, 89	–20, 18, 65, 19 Sat. ‡.	–184, 22 18, 15, 64		
	" ..	*dep.*	7 40	7 40	6 50	..	..
62	Seymour Marshalling Yd. ..		..	..	..	..	..
68	*Mangalore* ○ ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	7 54	7 54	7 2	..	..
72	Avenel ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	8 2–68	8 2	7 10	..	..
79¼	*Locksley* ○ ES ..	*arr.*	..	..	..	..	..
	"	*dep.*	8 14	8 14	7 24	..	..
84¼	*Longwood* ○ ES ..	*arr.*	8 25	..	–68	..	..
	"	*dep.*	8 50	8 23	7 33	..	..
93¾	Euroa ES W ..	*arr.*	9 9–90	..	7 50	..	..
	" ..	*dep.*	9 30	8 38	8 30	..	..
98¾	Balmattum NC		9 40	8 46	8 40	..	..
105¼	Violet Town ES ..	*arr.*	.. –136	..	8 52–90	..	..
	" ..	*dep.*	9 50	8 56	9 15	..	..
113¾	*Baddaginnie* ○ ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	10 4	9 10	9 31–136	..	..
121¼	**BENALLA** ES W	*arr.*	10 20	9 25	9 45–92, 122, 63	..	..
			–92, 122, 121, 163				
	" ..	*dep.*	11 55	..	10 55	..	..
			63	**159**	**121**		**201**

15, 18, 60

68A, 88

68A, 88

See Metro W.T.T. pages 185, 192

Formed by 12.00 Noon (**No. 40**) Goods ex North Geelong Yard

Down

Miles	STATIONS		121 Through Goods Mon. to Fri. ‡	63 Through Goods Mon. to Fri.		127 Roadside Goods Mon.	
			p.m.	p.m.		a.m.	
121¼	**BENALLA** ES W	*arr.*	9 45–92	10 20 –121, 163 –92, 122	..	..	
	" ..	*dep.*	10 55–122, 63	11 55 Tues. to Sat. a.m.	..	2 0	..
127¼	Winton NC		..	..	..	..	..
136	Glenrowan ES ..	*arr.*	11 22	..	..	2 27	..
	" ..	*dep.*	11 35	12 20	..	2 47	..
144¾	Alumatta ES NC .. (See note, page 150)	..	..	..	..	..	..
145½	**WANGARATTA** ES W	*arr.*	11 55–186 Tue. to Sat. ‡ a.m.	12 36 –186	..	3 3–75	..
	" ..	*dep.*	12 5	1 6	..	3 23	..
146½	Grain Elevators Board Sdg. NC		..	..	..	..	..
149	*Bowser* ○ ES .. (See note, page 150)	*arr.*	..	..	..	..	..
	"	*dep.*	12 13	1 12	..	3 31	..
160	Springhurst ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	12 33	1 32	..	3 51	..
168½	Chiltern ES ..	*arr.*	..	..	..	4 6	..
	"	*dep.*	12 46	1 45	..	4 26	..
174	*Barnawartha* ○ ES	*arr.*	..	..	..	4 38	..
	" ..	*dep.*	12 56	1 55	..	4 58	..
187	**WODONGA** ES W (See note, page 150)	*arr.*	1 20	2 20	..	5 20–1	..
		dep.			..		..
187¾	Wodonga Coal Siding NC		..	..	..	..	..
189¼	Caltex Siding NC ..		..	..	..	..	..
190½	**ALBURY (N.S.W.)** W	*arr.*	..	..	..	..	..
			121	**63**		**127**	

Down

Miles	STATIONS	125 Through Goods Mon. to Fri.	113 Goods Mon. to Wed., Fri.	99 Through Goods Mon to Fri.	103 Fast Goods Mon. to Fri.	169 Through Goods Mon. to Fri. ‡
		p.m.	p.m.	p.m.	p.m.	p.m.
—	**MELBOURNE YARD** dep.	..	..	..	..	8 50
—	West Tower .. arr.	..	..	..	..	Ex
	" .. dep.	..	..	..	..	Brooklyn
2	**DYNON**	..	6 40	7 0	7 30	..
2¼	South Kensington ..	..	..	..	..	..
2½	South Dynon Junction ..	..	..	..	..	..
4½	West Footscray Junction ..	..	6 53	7 13	7 40	..
5¾	**TOTTENHAM YARD** arr.	..	..	..	..	..
	" .. dep.	6 30	6 58	7 15	7 42	..
7¾	Sunshine .. arr.	..	..	..	..	..
	" .. dep.	6 38	7 6	7 23	7 50	9 0
8¼	*Albion* ○ .. arr.	..	..	..	..	..
	" .. dep.	6 40—200	7 8	7 25	7 52	9 3
2¼	Kensington	..	..	..	..	..
2¾	*Newmarket* ○	..	..	..	..	..
4¼	Moonee Ponds	..	..	..	..	..
5	Essendon	..	..	..	..	..
7	Pascoe Vale	..	..	..	..	..
9	Glenroy	..	..	..	..	..
9½	*Jacana* ○	..	..	..	..	..
10½	Broadmeadows .. arr.	..	..	7 48	8 15	..–82
	" .. dep.	7 1	7 32	7 55	8 24 S2	9 24
13½	Somerton NC	..	7 42	..	..	..
16¾	*Craigieburn* ○ .. arr.	..	..	..	..	..
	" .. dep.	7 17	7 49	8 12	8 41	9 41
20¾	*Donnybrook* ○	7 27	7 59	8 22	8 51	9 55
26	*Beveridge* ○	7 41	8 12	8 35	9 4	10 9
29½	**WALLAN** W .. arr.	..	..	..	..	10 19–140, 68
	" .. dep.	7 49	8 20	8 43	9 12	10 50
33¼	Heathcote Junction NC ..	7 59	8 30	8 53	9 22	11 2
34½	*Wandong* ○	8 2	8 33	8 56	9 25	11 5
39½	*Kilmore East* ○ W ..	8 10	8 41	9 6	9 33	11 13
46¾	Broadford .. arr.	..	..	..	..	11 25
	" .. dep.	8 20	8 51	9 16	9 43	11 35
48	McDougall NC	..–140	..	..	..	..
56	Tallarook .. arr.	..	9 10–140, 68	..	..	..
	" .. dep.	8 36	10 25–99, 103	9 32–140, 113	9 59	11 52
59½	Dysart Defence Sdg.NC ..	..	..	..	..	Tue. to Sat. ‡ a.m.
61¼	**SEYMOUR** W .. arr.	8 50	..	9 45–138,	10 15	12 5—136
		68, 90, 138, 174, 142	to Yea see page 110	103, 68, 110, 90, 174 Tue. to Sat. a.m.	90, 110, 174, 138, 136	
	" .. dep.	..	..	12 40	11 40	..
62	Seymour Marshalling Yd. ..	..	..	..	..	..
68	*Mangalore* ○ ES	..	..	1 5–176DL	11 54	..
					Tue. to Sat. a.m.	
72	Avenel ES .. arr.	..	..	to	12 1–92	..
	" .. .. dep.	..	..	Echuca see	..	..
79¼	*Locksley* ○ ES .. arr.	..	..	pages 128,136	12 12	..
	" .. dep.	..	..	..	12 21	..
84¾	*Longwood* ○ ES	..	..	..	..–122	..
93¾	Euroa ES W .. arr.	..	..	..	12 34	..
	" .. dep.	..	..	..	12 41	..
98¾	Balmattum NC	..	..	..	12 50	..
105½	Violet Town ES	..	..	..	..	..
113¾	*Baddaginnie* ○ ES arr.	..	..	..	1 3	..
	" .. dep.	..	..	..	1 20–186	..
121¼	**BENALLA** ES W arr.	..	..	..	2 10	..
	" .. dep.	..	..	..		..
		125	113	99	103	169

Down

Miles	STATIONS		103 Fast Goods Tue. to Sat.	75 Goods Mon.	75 Goods Wed. (Sat. ‡)	111 Goods Fri.	81 Goods Tue.
			a.m.	a.m.	a.m.	a.m.	a.m.
121¼	**BENALLA** ES W	*arr.*	1 20	..	..	..	..
	" ..	*dep.*	2 10–186	..	..	..	..
127¼	Winton NC		..	..	..	..	
136	Glenrowan ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	2 38	..	..	..	..
144¾	Alumatta ES NC .. .. (See note, page 150)		..	..	..	..	
145½	**WANGARATTA**	*arr.*	2 52	..	..	..	..
	ES W	*dep.*	3 20	3 45–127	6 15–107	6 15–107	6 15–107
146½	Grain Elevators Board Sdg. NC		..	..	..	..	..
149	*Bowser* ○ ES ..	*arr.*	..	..	..	..	6 27
	(See note, page 150)	*dep.*	3 26	3 53	6 23	6 23	6 37
160	Springhurst ES ..	*arr.*	3 46	to	to	to	to
	" ..	*dep.*	3 48	Bright	Bright	Myrtleford	Beechworth
168½	Chiltern ES ..	*arr.*	4 1	See	See	see	see
	" ..	*dep.*	4 3	page 118	page 118	page 118	pages 118, 119
174	*Barnawartha* ○ ES	*arr.*	4 12				
	" ..	*dep.*	4 13	..	..	..	..
187	**WODONGA** ES W (See note, page 150)	*arr.*	4 35–1	..	..	..	..
	" ..	*dep.*		..	..	..	..
187¾	Wodonga Coal Siding NC ..		..	..	..	..	..
189½	Caltex Siding NC ..		..	..	..	..	..
190½	**ALBURY (N.S.W.)** W	*arr.*	..	..	..	..	..
			103	75	75	111	81

MELBOURNE-SEYMOUR-WODONGA-ALBURY (N.S.W.)—GOODS SERVICE—*Contd.*

Down

Miles	STATIONS		79 Fast Goods Mon. to Fri.	183 Light Engine Mon. to Fri. ‡	107 Goods Mon. to Fri.	
			p.m.	p.m.	p.m.	
—	**MELBOURNE YD.**	*dep.*	..	..	10 0	..
2	**DYNON** ..	*dep.*	8 15	9 10	..	..
2¼	South Kensington ..		..	..	ex	..
2½	South Dynon Junction ..		..	..	Brooklyn	..
4¾	West Footscray Junction ..		8 28	9 19	..	..
5¾	**TOTTENHAM YD.**	*arr.*	..	9 24	..	..
				Thro. Goods		
	"	*dep.*	8 30	10 50	..	..
7¾	Sunshine		8 45–52	10 58	10 7	..
8½	*Albion* ○ ..	*dep.*	8 47	11 0	10 9	..
2½	Kensington		..	..	..	..
2¾	*Newmarket* ○		..	..	..	..
4½	Moonee Ponds		..	..	..	..
5	Essendon		..	..	..	..
7	Pascoe Vale		..	..	..	..
9	Glenroy		..	..	..	..
9½	*Jacana* ○		..	..	..	..
10½	Broadmeadows ..	*arr.*	.. –184	—142, 68	—118	..
	" ..	*dep.*	9 8	11 23	10 30	..
13½	Somerton NC		..	..	..	..
16½	*Craigieburn* ○		9 23	11 38	10 45	..
20¾	*Donnybrook* ○		9 33	11 48	10 55	..
				Tue. to Sat. ‡		
				a.m.		
26	*Beveridge* ○		9 46	12 2	11 9	..
29½	**WALLAN** W ..	*arr.*	..	12 12	..	..
	" ..	*dep.*	9 54	12 32	11 17	..
33½	Heathcote Junction NC ..		10 4	12 44	11 27	..
34½	*Wandong* ○		10 7	12 47	11 30	..
39½	*Kilmore East* ○ W ..		10 15	12 55	11 38	..
			Mon., Wed., Fri. / Tue. Thurs.			
46¾	Broadford ..	*arr.*	.. / 10 27	..	..	..
	" ..	*dep.*	10 25 / 11 0	1 5	11 48	..
					Tue. to Sat.	
					a.m.	
48	McDougall NC		.. / ..	..	..	..
56	Tallarook ..	*arr.*	.. / ..	..	..	..
	" ..	*dep.*	10 41 / 11 18	1 21	12 4–105	..
59½	Dysart Defence Siding NC		.. / ..	..	..	..
61¼	**SEYMOUR** W	*arr.*	10 55 / 11 35	1 40	12 20	..
				–112, 107, 176	–92, 99, 152, 122, 176, 112	
			Tue. to Sat. (Mon. ‡) a.m.			
	" ..	*dep.*	4 0	..	2 25	..
62	Seymour Marshalling Yard		..	..	..	..
68	*Mangalore* ○ ES ..		4 22	..	2 37	..
72	Avenel ES ..	*arr.*	To Tocumwal Tue. to Fri. Numurkah Sat.	..	2 47	..
	"	*dep.*		..	2 49	..
79¼	*Locksley* ○ ES ..	*arr.*		..	3 3	..
	" ..	*dep.*		..	3 5	..
84¾	*Longwood* ○ ES ..	*arr.*	..	..	3 16–186	..
	" ..	*dep.*	See page 128		3 18	
93¾	Euroa ES W ..	*arr.*	..	..	3 37	..
	" ..	*dep.*	..	..	3 39	..
98¾	Balmattum NC		..	..	3 49	..
105¼	Violet Town ES ..	*arr.*	..	..	4 1	..
	" ..	*dep.*	..	..	4 3	..
113¾	*Baddaginnie* ○ ES	*arr.*	..	..	4 19	..
	" ..	*dep.*	..	..	4 21	..
121¼	**BENALLA** ES W	*arr.*	..	..	4 35–105	..
	" ..	*dep.*	..	..	5 30	..
			79	183	107	

110, 103, 119, 176, 112, 174

Down

Miles	STATIONS			107 Goods Tue. to Sat.	95 Goods Thurs.	149 Goods Mon., Tue., Wed. Fri.	77 Goods Alt. Mon. (See Note)
				a.m.	a.m.	a.m.	a.m.
121¼	**BENALLA** ES W	*arr.*	..	4 35 —105	..	—102	..
	" ..	*dep.*	..	5 30	..	6 30	..
127¼	Winton NC ..	..	..	..	..	..	..
136	Glenrowan ES ..	*arr.*	..	5 55	..	..	..
	" ..	*dep.*	..	5 57	..	6 55	..
144¾	Alumatta ES NC .. (See note, page 150)	..	..	..	..	..	..
145½	**WANGARATTA** ES W	*arr.*	..	6 15–75	..	7 10–8	..
		dep.	..	6 40–81	7 30	8 10–105	10 0
146½	Grain Elevators Board Sdg. NC		..	..	..	..	..
149	*Bowser* ○ ES ..	*arr.*	..	..	7 45–8	..	..
	(See note, Page 150)	*dep.*	..	6 48	8 19	8 16	10 10
160	Springhurst ES ..	*arr.*	..	..	To	8 36	To
	"	*dep.*	..	7 8	Beechworth	8 55	Peechelba
168½	Chiltern ES ..	*arr.*	..	7 25–8	see pages	To	East
	"	*dep.*	..	7 45	118, 119	Wahgunyah see page	see page 117
174	*Barnawartha* ○ ES	*arr.*	..	7 57–62	..	117	..
	"	*dep.*	..	8 5	..	..	..
187	**WODONGA** ES W	*arr.*	..	8 25	..	..	..
	(See note, page 150)	*dep.*	..		..	..	..
187¾	Wodonga Coal Siding NC ..		..	..	..	..	..
189½	Caltex Siding NC ..		..	..	..	..	..
190½	**ALBURY (N.S.W.)** W	*arr.*	..	..	..	..	..
				107	**95**	**149**	**77**

Commencing Monday, 2nd November, 1970

Note.—Goods Service suspended during the period Tuesday 21st April to Sunday, 1st November, 1970.

Up

Miles from Albury	STATIONS		62 Roadside Goods Mon. to Fri.	72 Goods Alt. Mon. (See Note)	108 Goods Fri. (Sat. ‡)	74 Goods Thur.	150 Roadside Goods Mon. Tue. Wed., Fri.	
			a.m.	p.m.	p.m.	p.m.	p.m.	
—	**ALBURY (N.S.W.)** W	*dep.*	..	..	..	..	..	..
1	Caltex Siding NC		..	..	..	..	..	..
2¼	Wodonga Coal Siding NC ..		7 20	..	..	..	..	..
3¼	**WODONGA** ES W	*arr.*	..	..	..	..	..	..
	(see note, page 150)	*dep.*	7 30	..	..	..	..	..
16½	*Barnawartha* ○ ES	*arr.*	8 0–107	..	..	..	..	..
	" ..	*dep.*	9 10	..	..	..	..	..
22	Chiltern ES ..	*arr.*	9 29–105	..	..	..	..	..
	" ..	*dep.*	9 45	..	..	..	..	..
30½	Springhurst ES ..	*arr.*	10 4	..	..	..	12 59–119	..
	" ..	*dep.*	10 34	..	..	..	1 44	..
41½	*Bowser* ○ ES ..	*arr.*	10 59	..	..	1 24	..	..
	(See note, page 150)	*dep.*	11 9	1 34	1 40	1 44	2 0	..
44	Grain Elevators Board Sdg. NC		..	–150	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	11 19	1 50	1 55	2 5–197	2 6	..
			–5			–184	–184	
			–119				–108	
			p.m.					
	" ..	*dep.*	12 50	..	..	..	3 35	..
45¾	Alumatta ES NC .. .. (See note, page 150)		..	..	..	..	..	..
54½	Glenrowan ES ..	*arr.*	1 15	..	..	..	3 55	..
							–18	
	" ..	*dep.*	1 45	..	..	..	4 50	..
63¾	Winton NC ..	..	..	..	..	..	..	..
69¼	**BENALLA** ES W	*arr.*	2 20–184	..	..	..	5 15B	..
	" ..	*dep.*	..	..	..	..	..	..
			62		108	74	150	

From Peechelba East, see page 117. Commencing Monday 2nd November, 1970.

From Myrtleford, see page 118

197, 150

From Beechworth, see pages 118, 119

From Wahgunyah, see page 117

Note:– Service suspended during the period Tuesday 21st April to Sunday 1st November, 1970.

B—Connect No. 68

Up

Miles from Albury	STATIONS		60 Roadside Goods Mon., Tue., Thur.	94 Express Goods Mon. to Sat. ‡		200 Goods Mon. to Fri. ‡	82 Goods Thur.	64 Express Goods Mon. to Fri. ‡
			a.m.	p.m.		p.m.	p.m.	p.m.
69¼	**BENALLA** ESW	*arr.*	..–105	..		..	..	..
	" ..	*dep.*	7 20	..		..	..	..
76¾	*Baddaginnie* ○ ES	*arr.*	7 41	..		..	..	..
	"	*dep.*	8 10	..		..	..	..
85½	Violet Town ES ..	*arr.*	8 29–8	..		..	..	..
	" ..	*dep.*	9 50–119	..		..	..	..
91¾	Balmattum NC ..	*arr.*	10 5	..		..	..	..
	" ..	*dep.*	10 15	..		..	..	..
96¾	Euroa ES W ..	*arr.*	10 29–5	..		..	..	..
	" ..	*dep.*	11 30	..		..	..	..
105¾	*Longwood* ○ ES ..	*arr.*	11 54	..		..	..	..
			p.m.					
	" ..	*dep.*	12 24	..		..	..	..
111¼	*Locksley* ○ ES ..	*arr.*	12 37–117	..		..	..	..
	" ..	*dep.*	1 0	..		..	..	..
118½	Avenel ES ..	*arr.*	1 17	..		..	..	..
	" ..	*dep.*	2 10	..		..	..	..
122½	*Mangalore* ○ ES ..	*arr.*	2 24	..		..	..	..
	" ..	*dep.*	2 50	3 44		..	..	6 17–157
127	Seymour M'shalling Yard		..	..		..	..	..
129¼	**SEYMOUR** W ..	*arr.*	3 10–63, 163	4 0–89		..	..	6 30–15
	" ..	*dep.*		4 30–65		..	..	7 10
131¼	Dysart Defence Sdg. NC		..	..		..	..	..
134½	Tallarook ..	*arr.*	..	..		..	5 30	..
	" ..	*dep.*	..	4 43		..	6 52	7 23
143¾	Broadford ..		..	5 0		..	7 11	7 40
151	*Kilmore East* ○ W		..	5 13		..	7 24	7 53
156¼	*Wandong* ○ ..		..	5 24		..	7 35	8 4
157¼	Heathcote Junction NC		..	5 28		..	7 39	8 8
161	**WALLAN** W ..	*arr.*	..	–52		..	7 47—113	–82
	" ..	*dep.*	..	5 34		..	8 55	8 14
164½	*Beveridge* ○ ..		..	5 39		..	9 2	8 19
169¾	*Donnybrook* ○ ..		..	5 47		..	9 10	8 27
174¼	*Craigieburn* ○ ..		..	5 54		..	9 17	8 34
				Mon to Fri. ‡	Sat. ‡			
177	Somerton NC ..	*arr.*	..	–200	..	6 0–94	..	..
	" ..	*dep.*	..	..	..	6 15	..	..
180	Broadmeadows ..	*arr.*	..	..	..	..	..–169	..
	" ..	*dep.*	..	6 10	6 5	6 22	9 26	8 43
185¼	Essendon		..	..	..	..	..	8 59
187¾	*Newmarket* ○ ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..	..
188¼	Kensington ..		..	..	..	..	..	..
188½	Albion		..	6 26	6 21	6 38–125	9 42	..
189¾	Sunshine		..	6 28	6 23	6 40	9 44	..
191¼	**TOTTENHAM YD.**	*arr.*	..	..	..	To Newport	9 54	..
	"	*dep.*	..	6 36	6 31	form	10 15	..
192½	West Footscray Junct.		..	6 41	6 36	7.55 p.m.	10 20	..
194¼	South Dynon Junct.		..	..	..	**No. 159**	..	..
194¾	South Kensington		..	6 52	6 47	Goods to North	10 31	..
—	**MELBOURNE YD.**	*arr.*	..	7 20		Geelong Yard	11 0	9 40
190¼	(via Essendon)							
197	(via Sunshine)							
			60	94		200	82	64

From Shepparton, see page 131.

From Mansfield, see page 112.

From Upfield, see Metro. W.T.T. pages 183, 189, 192

13, 22, 18

From Shepparton, see page 131.

Up

Miles from Albury	STATIONS		184 Fast Goods Tues. (Mon., Wed., Thurs., Fri.‡)	78 Goods Tue.		42 Fast Goods Sun ‡	
			p.m.	p.m.		p.m.	
—	**ALBURY (N.S.W.)** W	*dep.*	..	..	..	..	..
1	Caltex Siding NC ..	..	..	..	..	..	..
2¾	Wodonga Coal Sdg. NC	..	..	..	..	..	..
3¼	**WODONGA** ES W	*arr.*	..	..	..	..	..
	(See note, page 150)	*dep.*	2 0	..	..	3 30	..
16½	*Barnawartha* ○ ES	*arr.*	–119	..	..	..	..
	"	*dep.*	2 22	..	..	3 52	..
22	Chiltern ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	2 36	..	..	4 6	..
30½	Springhurst ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	2 49	..	..	4 19	..
41½	*Bowser* ○ ES ..	*arr.*	..	4 10	..	..	..
	(See note, page 150)	*dep.*	3 5	4 15	..	4 35	..
44	Grain Elevator Board Siding NC	..	..	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	.. –150	4 30–88	.. ..	..	..
	" ..	*dep.*	3 11	..	..	4 41	..
45¾	Alumatta ES NC .. (See note, page 150)	..	..	..	..	..	..
54½	Glenrowan ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	3 31	..	..	5 1	..
63¼	Winton NC ..	..	..	..	..	..	..
69¼	**BENALLA** ES W	*arr.*	3 53	..	..	5 25	..
	" ..	*dep.*	4 0	..	..	5 45	..
			184	78		42	

From Myrtleford, see page 118

Miles from Albury	STATIONS		184 Fast Goods Tues. (Mon. Wed, Thur, Fri. ‡)	184 Fast Goods Tues. (Mon. Wed, Thur, Fri. ‡)	96 Light Engine Thur. ‡	118 Thro. G'ds Mon. Tue. Thurs. (Wd., Fri.‡)	42 Fast Goods Sun. ‡	68 Fast Goods Mon. to Fri.	
			p.m.		p.m.	p.m.	p.m.	p.m.	
69¼	**BENALLA** ES W	*arr.*	3 53		..	..	5 25	..	
	" ..	*dep.*	4 0		..	..	5 45	6 0	
76¾	*Baddaginnie* ○ ES	..	4 13–117		..	..	6 0	6 15	
85¼	Violet Town ES	..	4 27		..	..	6 14	6 29	
91¾	Balmattum NC	..	4 37		..	..	6 24	6 39	
96¾	Euroa ES W ..	*arr.*	..		..	..	..	6 50B–15	
	" ..	*dep.*	4 45		..	..	6 32	7 12	
105¾	*Longwood* ○ ES	*arr.*	..–89		..	..	6 50–26	7 27B–121	
	" ..	*dep.*	5 0		..	..	7 18	7 37	
111½	*Locksley* ○ ES	*dep.*	5 9		..	..	7 28	7 46	
118½	Avenel ES ..	*arr.*	..		..	..	7 42–39	7 58–63	
	" ..	*dep.*	5 21		..	..	7 55	8 5	
122¾	*Mangalore* ○ ES	..	5 29		..	..	8 5	8 15	
127	Seymour Marshalling Yd.		..		..	..	..	..	
129¾	**SEYMOUR** W	*arr.*	5 40	15, 17, 187, 25, 63	..	..	8 20	8 30	
	" ..	*dep.*	7 30		7 50–63	8 30	9 30	9 15–125	
134½	Tallarook ..	*arr.*	..		8 0	..	..	—140	
					Goods				
	" ..	*dep.*	7 43		9 0	8 46–140	9 45	9 30	
143¾	Broadford ..	..	8 0			9 3	10 2	9 47	
151	*Kilmore East* ○ W	..	8 13			9 16	10 15	10 0	
156¼	*Wandong* ○ ..	..	8 24			9 27	10 26	10 11	
157¼	Heathcote Jctn. NC	..	8 28			9 31	10 30	10 15	
161	**WALLAN** W	*arr.*	..			9 39	..	10 23–169	
	" ..	*dep.*	8 34			9 59	10 36	10 40	
164½	*Beveridge* ○ ..	..	8 39			10 6	10 41	10 50	
169¾	*Donnybrook* ○	..	8 47			10 14	10 49	10 58	
174¼	*Craigieburn* ○	..	8 54			10 21	10 56	11 5	
			Tue. (Fri. ‡)	Mon. Wed. Thurs. ‡	To Yea as No. 99 See page 111	107			
180	Broadmeadows	*arr.*	9 10–79	–79		..	..	11 16	
	" ..	*dep.*	9 16–169	9 10		10 30	11 5	11 23–183	
								Mon. Tue. Wed,	**Thur. Fri.**
185½	Essendon		..	9 25	..	..	..	11 40	..
187¾	Newmarket ..	*arr.*	..	9 33	..	..	..	11 46	..
								Tu. Wd. Thur.	
	" ..	*dep.*	..	10 5	..	..	..	a.m. 12 6	..
188½	Albion ..		9 42	..	..	10 46	11 23	..	11 39
189½	Sunshine ..	..	9 44	..	..	10 48	11 25	..	11 41
191¼	**TOTT'HAM YD.**	*arr.*	..	..	..	10 56	..	..	11 51
			To Brooklyn						**Fri. Sat.**
	"	*dep.*	..	..	..	11 40	11 33	..	a.m. 12 20
192½	West Footscray Junct. ..		..	..	..	11 45	11 38	..	12 25
194¾	South Kensington ..		..	..	..	11 56	11 48	..	12 36
						Tu. Wed. Fri. (Thu. Sat‡)	Mon. ‡		
						a.m.	a.m.		
—	**MELBOURNE YD.**	*arr.*	..	10 30	..	12 35	12 30	12 30	1 10
190½	(via Essendon)								
197	(via Sunshine)								
			184	**184**	**96**	**118**	**42**	**68**	**68**

Note—Up Goods trains are to be routed from Broadmeadows via Albion and Tottenham Goods lines as arranged by "Control", except that trains may be routed via Essendon as shown hereunder :—
(1) Between the hours 12.30 a.m. and 5.0 a.m. full loads of livestock for Newmarket, provided that such arrangement does not cause detention to country or suburban passenger trains see pages 182, 183,
(2) Between the hours 12.30 a.m. and 5.0 a.m. mixed load of either Livestock or Perishables and Goods.
(3) After 12.30 a.m. on Sundays, Goods trains going to Newmarket when specially authorised. For local Suburban Goods trains between Essendon and Melbourne, see Metropolitan District Working Time-table.
B. Depart Euroa 6.47 p.m., arrive Longwood 7.5 p.m. Friday.

Up

Miles from Albury	STATIONS		88 Fast Goods Tue. ‡	70 Goods Mon. (Thur. ‡)	90 Fast Goods Mon. to Fri.	56 Fast Goods Sun.		
			p.m.	p.m.	p.m.	p.m.		
—	**ALBURY (N.S.W.)W**	*dep.*	..	..	..	..	..	..
1	Caltex Siding NC		..	..	..	..	..	..
2¼	Wodonga Coal Siding NC	..	..	..	..	..	..	..
3½	**WODONGA** ES W	*arr.*	..	..	..	..	..	..
	(See note, page 150)	*dep.*	4 0	..	5 0	5 30–26	..	..
16½	*Barnawartha* ○ ES	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	4 22	..	5 21	5 53	..	..
22	Chiltern ES ..	*arr.*	..	..	..	..	..	..
	"	*dep.*	4 36	..	5 33	6 5	..	..
30½	Springhurst ES ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	4 49	..	5 45	6 17	..	..
41½	*Bowser* ○ ES ..	*arr.*	..	5 10–88	..	..	..	..
	(See note, page 150)	*dep.*	5 5	5 20	6 1	6 33	..	..
44	Grain Elevator Board Siding NC ..		..	..	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	5 15	5 30	6 10	..	..	..
	" ..	*dep.*	6 0	..	6 50	6 39	..	
45¾	Alumatta ES NC ..	..	..	..	..	..	..	..
	(See note, page 150)							..
54½	Glenrowan ES ..	*arr.*	..	..	..	..	..	
	" ..	*dep.*	6 21	..	7 8	6 57	..	..
63¼	Winton NC ..	..	..	..	..	..	..	..
69¾	**BENALLA** ES W	*arr.*	6 45–89	..	7 30 –15, 9, 136	7 19	..	..
	"	*dep.*	7 10–68A	..	8 40	7 30	..	..
			88	70	90	56		

From Bright, see page 118

Miles from Albury	STATIONS		140 Goods Mon. Tue. Wed. (see nte.)	68A Fast Goods Mon., Wed. to Fri.‡	88 Fast Goods Tues.‡	56 Thro. Goods Sun.	90 Fast Goods Mon. to Fri.
69¼	**BENALLA** ES W	arr.	p.m.	p.m.	p.m.	p.m.	p.m.
	"	dep.	..	..	6 45–68A	7 19	7 30–15, 9
76¾	*Baddaginnie* ○ ES	arr.	..	6 45–89	7 10	7 30	8 40–136
	"	dep.	..	..	7 25–15	7 42	..
85¾	Violet Town ES	arr.	..	6 58	7 35	7 43	8 54
	"	dep.	..	7 14–15	..	7 56–39	–121
91¾	Balmattum NC	..	..	7 45	7 51	8 35	9 7
96¾	Euroa ES W	arr.	..	7 57 121	..	8 44	9 16
	"	dep.	..	8 7	–121	8 52	..–63
105¾	*Longwood* ○ ES	arr.	..	8 22	8 9	8 54	9 24
	"	dep.	..	8 41–63	8 26–63	9 10	..
111¼	*Locksley* ○ ES	arr.	..	8 55	8 31	9 12	9 38
	"	dep.	..	..	..	9 21	–163
118¼	Avenel ES	arr.	..	9 6	8 42	9 23	9 47
	"	dep.	..	..–163	..	9 33	..
122½	*Mangalore* ○ ES	arr.	..	9 20	8 54	9 35	9 57
	"	dep.	..	..	..–163	9 42	..
127	Seymour Marshalling Yard	..	..	9 33	9 2	9 44	10 4
129¼	**SEYMOUR** W	arr.	..	..	..	..	..
	"	dep.	..	9 45	9 15–99	10 0	10 15
131¼	Dysart Defence Sdg. NC	..	..	–125, 138	–138		–103, 174, 138
134¼	Tallarook ..	arr.	..	10 0–99	10 0	10 50	10 35
	"	dep.	..	..	..	..	..
143½	Broadford	..	..	..	..	..	..
151	*Kilmore East* ○ W	..	..	10 13	10 13	11 3	10 48
156¼	*Wandong* ○	..	..	10 30	10 30	11 20	11 5
157¼	Heathcote Jctn. NC	..	..	10 43	10 43	11 33	11 18
161	**WALLAN** W	arr.	..	10 54	10 54	11 44	11 29
	"	dep.	..	10 58	10 58	11 48	11 33
164½	*Beveridge* ○	..	..	..–140	..	..	..
			11 20	11 4	11 4	11 54	11 39
			11 27	11 9	11 9	11 59	11 44
						Mon. a.m.	
169¾	*Donnybrook* ○	..	11 36	11 17	11 18	12 7	11 52
174¼	*Craigieburn* ○	..	11 43	11 24	11 24	12 14	11 59
177	Somerton NC	..	..	..	..	..	Tu., Wed. Thurs. / Fri. Sat.
180	Broadmeadows	arr.	..	–183	–183	..	a.m. / a.m.
	"	dep.	11 52	11 35	11 35	12 23	12 8 / 12 8
185¼	Essendon ..	..	..	..	11 50	..	12 20 ..
179¾	Newmarket	arr.	..	..	11 58	..	12 28 ..
					Wed. a.m.		
	"	dep.	Tue., Wed., Thurs.	..	12 20	..	12 58 ..
188¼	Kensington	..	..	..	..	..	.. ..
			a.m.				
188½	Albion ..	..	12 12	11 51	..	12 39	.. 12 24
189¼	Sunshine ..	arr.	..	..	..	12 45	.. ..
	"	dep.	12 15	11 53	..	1 5	.. 12 26
				Tue., Thur. to Sat. a.m.			
191¼	**TOTTENHAM YARD**	arr.	12 30	12 3	..	..	.. 12 40
	"	dep.	1 10	12 50	..	1 15	.. 1 20
192½	West Footscray Jctn.	..	1 15	12 55	..	1 20	.. 1 25
194½	South Dynon Junction	..	..	..	..	..	.. ..
194¾	South Kensington ..	..	1 26	1 6	..	1 31	.. 1 36
—	**MELBOURNE YARD**	arr.	1 55	1 40	1 40	2 0	2 0 2 10
190½	(via Essendon)						
197	(via Sunshine)						
			140	68A	88	56	90 90

From Mansfield see page 112

118, 68

68A, 88

Notes:—During the period Wed. 26th August until Wed. 11th November, 1970, both dates inclusive, **No. 140** will run only if required.

Up

Miles from Albury	STATIONS		136 Fast Goods Mon., Tue., Wed. ‡			80 Goods Wed. (Tue., Sat. ‡)	
			p.m.			p.m.	
—	**ALBURY (N.S.W.)**	*dep.*	..	..	..	..	..
1	Caltex Siding NC	..	..	..	..	..	..
2¾	Wodonga Coal Siding NC	..	..	..	..	..	..
3½	**WODONGA** ES W	*arr.*	..	..	..	..	..
	(See note, page 150)	*dep.*	6 00	..	..	..	..
16½	*Barnawartha* ○ ES	*arr.*	..	..	..	..	..
	"	*dep.*	6 22	..	..	..	..
22	Chiltern ES ..	*arr.*	..	..	..	..	..
	"	*dep.*	6 36	..	..	..	..
30½	Springhurst ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	6 49	..	..	..	..
41½	*Bowser* ○ ES ..	*arr.*	..–80	..	..	7 1–136	..
	(See note, page 150)	*dep.*	7 5	..	..	7 20	..
44	Grain Elevators Bd. Sdg. NC		..	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	7 15	..	..	7 40–92	..
							..
	" ..	*dep.*	7 35	..	..	Connect	..
45¾	Alumatta ES NC ..	..	..	..	..	No. 92	..
	(See note, page 150)						
54½	Glenrowan ES ..	*arr.*	7 57–15	..	..	..	..
	" ..	*dep.*	8 12	..	..	..	..
63¼	Winton NC ..	..	..	..	..	..	..
69¼	**BENALLA** ES W	*arr.*	8 36–90	..	..	..	..
	" ..	*dep.*	9 10	..	..	..	..
			136			80	

From Bright Line. See page 118

UP

Miles from Albury	STATIONS		142 R'side Goods Mon. Wed.Fr.	138 Goods Tue., Thurs.	174 Goods Mon. to Fri.	110 Fast Goods Mon. to Fri.	136 Fast Goods Mn., Tu., Wed. ‡
			p.m.	p.m.	p.m.	p.m.	p.m.
69¼	**BENALLA** ES W	arr.	..	..	..	..	8 36–90
	" ..	dep.	..	..	..	..	9 10
76¾	*Baddaginnie* O ES	arr.	..	..	..	..	9 25–121
	" ..	dep.	..	..	..	..	9 34
85½	Violet Town ES	arr.	..	..	..	..	9 48–63
	" ..	dep.	..	..	..	..	10 0
96¾	Euroa ES W ..	arr.	..	..	..	..	—163
	" ..	dep.	..	..	..	..	10 20
105¾	*Longwood* O ES	dep.	..	..	..	..	10 35
111½	*Locksley* O ES	dep.	..	..	..	..	10 44
118½	Avenel ES ..	dep.	..	..	..	..	10 56
122½	*Mangalore* O ES	arr.	..	9 5	..	..	..
	" ..	dep.	8 32	9 18	10 15	10 41	11 4
127	Seymour Marshalling Yd.		..	..	..	..	
129¼	**SEYMOUR** W	arr.	8 50	9 32	10 30	11 0–174, 79,	11 15–174,
				110, 68, 174,99, 103	138, 90, 99, 110, 103	138, 136	79, 169 Tu.,Wed., Thur.‡ a.m.
			Mon. to Fri.				
	" ..	dep.	11 0		11 20	11 45	12 10
131¾	Dysart Defence Siding NC		..		..	Tue. to Sat.	..
134½	Tallarook ..	arr.	..		..	a.m.	..
	" ..	dep.	11 13		11 35	12 1	12 25
142½	McDougall NC		..		..	..	
143¾	Broadford ..	dep.	11 30		11 52	12 18	12 42
151	*Kilmore East* O W	arr.	..		Tu. to Sat a.m.		
	" ..	dep.	11 43		12 5	12 31	12 55
156½	*Wandong* O ..	dep.	11 54		12 16	12 42	1 6
157¼	Heathcote Junctn. NC ..		11 58		12 20	12 46	1 10
161	**WALLAN** W	arr.	Tue. to Sat. a.m.		12 30	12 54	1 15
	" ..	dep.	12 3		12 50	1 14	1 35
164½	*Beveridge* O ..	..	12 9		12 55	1 21	1 42
169¾	*Donnybrook* O	dep.	12 16		1 3	1 29	1 50
174¼	*Craigieburn* O	dep.	12 24		1 10	1 36	1 57
						Tu., Wed. Thurs. / Fri. Sat.	Tue., Wed. ‡ / Thur. ‡
177	Somerton NC ..		..		..	.. / 1 45	–119 / –119
180	Broadmeadows	arr.	..		1 20–128	1 45 / 2 5–119	2 5 / 2 5
	" ..	dep.	12 33		1 27		
			Tue. Wed.	Thur. Fri. Sat.			
185½	Essendon		12 45	..	..	1 57 / ..	2 16 / ..
187¾	*Newmarket* ..	arr.	1 0	..	..	2 5 / ..	2 25 / ..
	" ..	dep.	1 20	..	..	2 20 / ..	2 45
188¼	Albion ..		..	12 51	1 43–119	.. / 2 21	.. / 2 21
189½	Sunshine		..	12 54	1 45	.. / 2 23	.. / 2 23
191¼	**TOTTENHAM**	arr.	..	1 9	1 55	.. / 2 31	.. / 2 31
	YARD ..	dep.	..	1 40	2 30	.. / 3 10	.. / 3 10
192½	West Footscray Jctn. ..		..	1 45	2 35	.. / 3 15	.. / 3 15
1945	South Dynon Junction ..		..	..	..	.. / ..	.. / ..
1946	South Kensington ..		..	1 56	2 46	.. / 3 26	.. / 3 26
—	**MELBOURNE YD.**	arr.	2 5	2 30	3 20	3 30 / 4 0	3 10 / 4 0
1905	(via Essendon)						
197	(via Sunshine)		..	..	..	.. / ..	.. / ..
			138	138	174	110 / 110	136 / 136

From Echuca see pages 131, 137

From Echuca see pages 133, 137

From Shepparton see page 133

From Tocumwal see page 132

Note:—Up Goods trains are to be routed from Broadmeadows via Albion and Tottenham Goods lines as arranged by "Control", except that trains may be routed via Essendon as shown hereunder :—

(1) Between the hours 12.30 a.m. and 5.0 a.m. full loads of Live Stock for Newmarket, provided that such arrangement does not cause detention to country or suburban passenger trains see pages 182, 183.

(2) Between the hours 12.30 a.m. and 5.0 a.m. mixed loads of either Live Stock or Perishables and Goods.

(3) After 12.30 a.m. on Sundays, Goods trains going to Newmarket when specially authorised. For local Suburban Goods trains between Essendon and Melbourne, see Metropolitan District Working Time table.

Up

from Albury	STATIONS		92 Fast Goods Mon. Tue. Wed. (Thur., Fri. ‡)	106 Through Goods Sun. ‡			
			p.m.	p.m.			
—	**ALBURY (N.S.W.)** W	*dep.*	..	..	..	..	..
1	Caltex Siding NC ..	..	..	..	..	..	..
2¾	Wodonga Coal Sdg. NC	*dep.*	7 10	..	..	..	..
3¼	**WODONGA** ES W	*arr.*	..	..	..	..	..
	(See note, page 150)						
	" ..	*dep.*	7 15	7 40	..	..	..
16½	*Barnawartha* ○ ES ..	*arr.*	..	8 3	..	..	..
	" ..	*dep.*	7 37	8 5	..	..	..
22	Chiltern ES	*arr.*	..	8 19	..	..	..
	" ..	*dep.*	7 51–15	8 21	..	..	..
			Fri. ‡ / Mon, Tu., Wed. (Thurs. ‡)				
30½	Springhurst ES ..	*arr.*	.. / 8 6—15	8 34	..	..	..
	" ..	*dep.*	8 4 / 8 45	8 36	..	..	..
41½	*Bowser* ○ ES (See page 150)	*arr.*	.. / ..	..	..	..	..
	" ..	*dep.*	8 20 / 9 3	8 52	..	..	..
44	Grain Elevators Board Sdg. NC		.. / ..	..	..	..	..
45	**WANGARATTA** ES W	*arr.*	8 30 / 9 11	9 0	..	..	..
	" ..	*dep.*	9 20–9	9 20–39	..	..	..
45¾	Alumatta ES NC ..	..	..	..	..	..	..
	(See page 150)						
54½	Glenrowan ES ..	*arr.*	..	9 42	..	..	..
	" ..	*dep.*	9 41	9 44	..	..	..
63¼	Winton NC	..	..	..	..	..	..
69¼	**BENALLA** ES W ..	*arr.*	10 5 –121, 63	10 6	..	..	..
	" ..	*dep.*	10 25	10 30	..	..	..
			92	106			

Up

Miles from Albury	STATIONS		152 Through Goods Tue to Sat. ‡	106 Through Goods Sun. ‡	92 Fast Goods Mon., Tue., Wed. (Thur. Fri. ‡)		112 Fast Goods Tue. Wed. Thurs. (Fri. Sat. ‡)	176 Fast Goods Sat. ‡
			a.m.	p.m.	p.m.		a.m.	a.m.
69¼	**BENALLA** ES W	arr.	..	10 6	10 5		..	..
					—63, 121			
	" ..	dep.	..	10 30	10 25		..	..
76¾	*Baddaginnie* ○ ES	arr.	..	10 43	..		..	..
		dep.	..	10 45	10 38		..	..
85¼	Violet Town ES ..	arr.	..	..	—163		..	..
	" ..	dep.	..	10 59	10 52		..	..
91¾	Balmattum NC ..	..	..	11 9	11 2		..	..
96¾	Euroa ES W ..	arr.	..	11 17	..		..	..
	"	dep.	..	11 19	11 10		..	..
105¼	*Longwood* ○ ES ..	arr.	..	11 34	..		..	..
	" ..	dep.	..	11 36	11 25		..	..
111¼	*Locksley* ○ ES ..	arr.	..	11 45	..		..	..
	"	dep.	..	11 47	11 34		..	..
118¼	Avenel ES	arr.	..	11 59	11 48–103		..	..
					Tue. Wed. Thurs. (Fri. Sat. ‡)			
				Mon. ‡ a.m.	a.m.			
	"	dep.	..	12 1	12 5		..	..
122¼	*Mangalore* ○ ES	arr.	..	..	..		–99DL	..
	" ..	dep.	..	12 9	12 15		12 33	1 1
127	Seymour Marshalling Yard		..	..	..		..	..
129¼	**SEYMOUR** W	arr.	..	12 20	12 30–107,		12 50	1 20
			–136, 105 –99, 92		—112, 169, 99, 152		–105, 183, 92, 176,	–112,105, 107, 183
	" ..	dep.	12 35	12 45	1 5		2 0	2 30
131¼	Dysart Defence Sdg. NC ..		..	..	..		..	..
134¼	Tallarook ..	..	12 50	12 58	1 20		2 16	2 45
142¼	McDougall NC ..	..	..	..	..		..	..
143¾	Broadford ..	..	1 7	1 15	1 37		2 33	3 2
151	*Kilmore East* ○ W	..	1 20	1 28	1 50		2 46	3 15
156¼	*Wandong* ○ ..	..	1 31	1 39	2 1		2 57	3 26
157¾	Heathcote Jctn. NC	..	1 35	1 43	2 5		3 1	3 30
161	**WALLAN** W ..	arr.	1 45	..	..		3 10–119	–112
	" ..	dep.	1 55	1 49	2 11		4 0	3 41
164¼	*Beveridge* ○ ..	..	2 0	1 54	2 16		4 5	3 46
169¾	*Donnybrook* ○ ..	..	2 8	2 2	2 24		4 13	3 54
174¼	*Craigieburn* ○ ..	..	2 15	2 9	2 31		4 20–181	4 1
177	Somerton NC ..	..	..	..				
					Thur. (Fri., Sat. ‡)	Tue., Wed.		
180	Broadmeadows ..	dep.	2 25–119	2 18	2 45	2 45	4 30	4 12–181
181	*Jacana* ○ ..	..	..	..	..	..	..	..
181¼	Glenroy ..	..	..	..	..	..	..	..
183¼	Pascoe Vale ..	..	..	..	..	..	..	..
185¼	Essendon ..	..	..	..	..	2 56	..	..
187¾	*Newmarket* ○ ..	arr.	..	..	..	3 4	..	..
	" ..	dep.	..	..	..	3 40	..	..
188¼	Kensington ..	..	..	..	..	..	..	..
188¼	Albion	..	2 41	2 34	3 1	..	4 46	4 28
189¼	Sunshine ..	arr.	..	2 40	..	..	..	..
	" ..	dep.	2 43	3 0	3 3	..	4 48	4 30
191¼	**TOTTENHAM YD.**	arr.	2 51	..	3 11	..	4 58	4 38
	"	dep.	3 30	3 10	3 55	..	5 30	5 20
192¼	West Footscray Jct.	..	3 35	3 15	4 0	..	5 35	5 25
194¼	South Dynon Junction	..	..	..	..	..	..	..
194¾	South Kensington	..	3 46	3 26	4 11	..	5 46	5 36
—	**MELBOURNE YD.**	arr.	4 30	4 0	4 45	4 10	6 30	6 10
190¼	(via Essendon)							
197	(via Sunshine) ..	..						
			152	106	92	92	112	176

From Numurkah, see page 133

From Tocumwal, see page 132

Up

Miles from Albury	STATIONS				122 Fast Goods Mon. to Fri.		186 Fast Goods Mon. to Fri. ‡
					p.m.		p.m.
—	**ALBURY (N.S.W.)**	*dep.*	..	..	..		..
1	Caltex Siding NC	..	..	..	..		..
2¾	Wodonga Coal Sdg. NC	*dep.*	..	..	7 50		..
3¼	**WODONGA** ES W	*arr.*	..	..	7 55		..
	(See note, page 150)	*dep.*	..	..	8 0		10 10–30, 15
16¼	*Barnawartha* ○ ES	*arr.*	..	..	..		..
	" ..	*dep.*	..	..	8 24		10 32
					Mon. to Thurs.	Fri.	
22	Chiltern ES ..	*arr.*	..	..	8 40–15	..	..
	" ..	*dep.*	..	..	9 0	8 40	10 48
30½	Springhurst ES ..	*arr.*	..	..	..	8 55–15	..
	" ..	*dep.*	..	..	9 15	9 15	11 3
41½	*Bowser* ○ ES ..	*arr.*	..	..	..		..
	(See note, page 150)	*dep.*	..	..	9 31		11 19
44	Grain Elevators Bd. Sdg. NC		..	..	..		..
45	**WANGARATTA** ES W	*arr.*	..	..	9 40		11 30 Tue. to Sat. ‡ a.m. 12 40–63, 121
	" ..	*dep.*	..	..	10 0		
45¾	Alumatta ES NC		..	..	..		..
	(See note, page 150)						
54½	Glenrowan ES ..	*arr.*	..	..	..		..
	" ..	*dep.*	..	..	10 22		1 2
63½	Winton NC ..		..	..	..		..
69¼	**BENALLA** ES W	*arr.*	..	..	10 47 –63, 121, 163		1 35 –103
	"	*dep.*	..	..	11 45		1 40
					122		186

Miles from Albury	STATIONS		122 Fast Goods Mon. to Fri.	186 Fast Goods Tue. to Sat. ‡	102 Through Goods Mon. ‡	52 Roadside Goods Mon.	52 Roadside Goods Wed. Fri.
			p.m.	a.m.	a.m.	a.m.	p.m.
69¼	**BENALLA** ES W	*arr.*	10 47	1 35–103	..	..	..
	" ..	*dep.*	11 45	1 40	6 35	..	..
76¼	*Baddaginnie* ○ ES	..	11 58	1 55	6 50	..	..
			Tue. to Sat.				
			a.m.				
85½	Violet Town ES ..	*dep.*	12 12	2 9	7 4	..	..
91¼	Balmattum NC ..	..	12 22	2 19	7 14	..	..
96¼	Euroa ES W ..	*arr.*	12 30–103	2 30–105	..	..	..
	" ..	*dep.*	12 50	2 45	7 22	..	..
105¾	*Longwood* ○ ES ..	*arr.*	..	3 5–107	..	..	..
	" ..	*dep.*	1 7	3 32	7 37	..	..
111¼	*Locksley* ○ ES ..	*arr.*	1 16	..	..	..	..
	"	*dep.*	1 18	3 43	7 46	..	..
118½	Avenel ES ..	*arr.*	1 30	..	8 0–119	..	..
	"	*dep.*	1 32	3 55	8 10	..	..
122½	*Mangalore* ○ ES	*arr.*	1 42–105	–79DL	..	..	..
	" ..	*dep.*	1 50	4 3	8 20	..	..
127	Seymour Marshalling Yard		..	..	..	..	..
129¼	**SEYMOUR** W	*arr.*	2 5	4 20–119	8 33–8, 34	–53	–51, 59
	" ..	*dep.*	3 15	5 0	10 50	11 50	12 50
131¼	Dysart Defence Sdg. NC		..	..	..	p.m.	..
134½	Tallarook ..	*arr.*	..	..	..	12 12	1 12
	" ..	*dep.*	3 28	5 12	11 5	12 32	1 42
142½	McDougall NC ..	..	..	..	..	..	..
143¾	Broadford ..	*arr.*	..	..	..	1 2	2 12
	" ..	*dep.*	3 45	5 30	11 22	3 0	3 0
151	*Kilmore East* ○ W	*arr.*	..	..	..		3 25
	" ..	*dep.*	3 58	5 43	11 35		4 0
156¼	*Wandong* ○ ..	*arr.*	..	..	..		4 19
	" ..	*dep.*	4 9	5 54	11 46		4 30
157¼	Heathcote Junction NC ..		4 13	5 58	11 50		4 40
161	**WALLAN** W ..	*arr.*	..	6 5–119	..		4 50–94
	" ..	*dep.*	4 20	6 45	11 56		6 10
					p.m.		
164½	*Beveridge* ○ ..	..	4 25	6 52	12 1		6 19
169¾	*Donnybrook* ○ ..	*arr.*	..	..	..		6 29
	" ..	*dep.*	4 33	7 0	12 9		6 45–18
174¼	*Craigieburn* ○ ..	*arr.*	..	..	..		6 53
	" ..	*dep.*	4 40	7 7	12 16		7 50–22, 125
177	Somerton NC ..	..	..	..	..		..
180	Broadmeadows ..	*arr.*	..	..	..		8 3–103
	" ..	*dep.*	4 50	7 22	12 25		8 25

			Tue. to Thurs.	Fri. Sat.			
181	*Jacana* ○		..	..	..	..	..
181¼	Glenroy		..	..	..	..	..
183½	Pascoe Vale		..	..	..	..	..
185¼	Essendon		5 5	..	..	..	..
187¼	Newmarket ..	*arr.*	5 11	..	..	..	..
	" ..	*dep.*	5 21	..	..	..	..
188¼	Kensington		..	..	..	..	..
188½	Albion		..	5 5	7 44	12 41	8 44
189¼	Sunshine ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	5 7	7 48	12 43	8 47–79
191¼	**TOTTENHAM YD.**	*arr.*	..	5 15	8 2	12 55	8 55
	"	*dep.*	..	6 0	9 0	1 30	9 35
192½	West Footscray Junction ..		..	6 5	9 5	1 35	9 40
194½	South Dynon Junction ..		..	..	..	..	..
194½	South Kensington ..		..	6 16	9 16	1 46	9 51
—	**MELBOURNE YD.**	*arr.*	6 0	6 50	10 0	2 30	10 30
190½	(via Essendon) ..						
197	(via Sunshine)						
			122	122	186	102	52

121, 63, 163

107, 176

3,5,91,117

P1, P7

TRAIN SERVICE—(PASSENGER, GOODS, PILOTS AND LIGHT ENGINES)

Down—	11 Pilot Mon. to Sat.	1 Light Engine Daily (Sun. incl.)	5 Pass. Mon. to Sat.	33 Pass. Sun.	7 Pilot Mon. to Friday	1 A Empty Carriages Sat ‡	
WODONGA ES W *dep.*	a.m. 5 0	a.m. 5 40	p.m. 1 15	p.m. 1 42	p.m. 1 20	a.m. 5 40	..
Wodonga Coal Siding *arr.*	..	..	..	..	..	..	..
ALBURY (N.S.W.) W .. *arr.*	5 15	5 50	1 30	1 55	1 35	5 50	..
Engine return with	No. 82 Pilot to Wodonga	No. 8 Mon. to Sat. No. 10 Sun. To Melb.	No. 18 Mon. to Sat. To Melb.	No. 46 Sun. To Wodonga	No. 148 Pilot to Wodonga	No. 8 Sat. ‡	

Down—	43 Empty Carriages Sun.	15 Albury Express Mon. to Thur.	15 Albury Express Fri.	9 Albury Pass. Fri. ‡	39 Albury Express Sun.	19 Albury Express Sat.	
WODONGA ES W *dep.*	p.m. 4 0	p.m. 9 25	p.m. 9 52	p.m. 9 56	p.m. 10 10	p.m. 10 15	..
Wodonga Coal Siding *arr.*	..	..	..	..	..	..	..
ALBURY (N.S.W.) W .. *arr.*	4 15	9 40	10 5	10 10	10 30	10 35	..
Engine return with	No. 26 To Melb.	No. 30 Mon. To Thur. to Wodonga	No. 32 Fri. To Wodonga	No. 32A Fri. ‡ To Wodonga	No. 36 Sun. To Wodonga	No. 38 Sat. To Wodonga	

TRAIN SERVICE—(PASSENGER, GOODS, PILOTS and LIGHT ENGINES)—Continue

Up—	8 Albury Express Mon. to Sat.	10 Albury Express Sun.	62 Roadside Goods Mon. to Fri.		82 Pilot Mon. to Sat.	46 Empty Carriages off No. 33 Sun.	18 Pass. Mon. to Sat.	26 Pass. Sun.
	a.m.	a.m.	a.m.		a.m.	p.m.	p.m.	p.m.
ALBURY (N.S.W.)								
W dep.	7 5	7 5	..	..	11 30	2 10	3 10	4 55
Wodonga Coal Siding	..	..	7 20	..	..	..	..	..
WODONGA arr.	..	..	..	..	11 40	2 20	..	..
ES W								
" dep.	7 14 To Melb.	7 13 To Melb.	7 30 To Benalla	..	..	.. then Form No. 43	3 18 To Melb.	5 3 To Melb.

Up—	148 Pilot Mon. to Fri.	30 Light Engine Wed.	30 Goods Mon. Tue. Thur.	32 Light Engine Fri.	32A Empty Carriages Fri. ‡	36 Light Engine Sun.	38 Light Engine Sat.	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
ALBURY (N.S.W.)								
W dep.	7 35	9 50	10 0	10 15	10 25	10 40	10 45	..
Wodonga Coal Siding	..	..	..	..	..	..	..	..
WODONGA arr.	7 45	10 0	10 15	10 25	10 35	10 50	10 55	..
ES W								

WALLAN–HEATHCOTE

Line closed on and from Thursday, 7th November, 1968, W.T.T. 1065/68.
Last regular passenger train ran on Saturday, 20th June, 1965.
Last regular goods train ran on Wednesday, 6th November, 1968.
Sectys. 65/2588.

HEATHCOTE–FREEZING COY'S SIDING LINE

Last regular goods train ran on 3rd December, 1958, W.T.T. 94/58.

TALLAROOK–MANSFIELD—Passenger Service

Down

Miles	STATIONS	37 Diesel Rail Car (153 H.P.) Sun.	13 Diesel Rail Car (280 H.P.) Mon. to Thur.	29 Diesel Rail Car (280 H.P.) Fri.	27 Diesel Rail Car (280 H.P.) Sat.		
		a.m.	p.m.	p.m.	p.m.		
—	**MELBOURNE** W .. dep.	8 50B	4 13	6 7	6 7	..	..
	For intermediate times see page	(70)	(72)	(76)	(76)		
56	**TALLAROOK** ES .. arr.	10 17	5 42–82	7 27	7 36	..	..
	" .. dep.	11 1B	5 44	7 29–140	7 38	..	..
63	Trawool NC	11 13§	5 56§	7 41§	7 50§	..	..
68¼	*Kerrisdale* (see note, page 112)	11 25§	6 8§	7 53§	8 2§	..	..
74½	*Homewood*	11 37§	6 20§	8 5§	8 14§	..	..
79¾	Yea ES † W .. arr.	11 47	6 34 –140, 100	8 20	8 27	..	..
	" .. .. dep.	11 48	6 38	8 25	8 29	..	..
83¼	Cheviot NC (see note, page 112)	*	*	*	*	..	..
		p.m.					
90½	*Molesworth* (see note, page 112)	12 12§	7 0§	8 47§	8 51§	..	..
93¾	*Cathkin* ○ † .. arr.	12 18	7 6	8 55	8 59	..	..
	" .. .. dep.	12 19	7 11	9 0	9 4	..	..
97	*Yarck* .. .. arr.	..	..	..	..	..	..
	" .. .. dep.	12 26§	7 19§	9 7§	9 11§	..	..
101¼	Kanumbra NC .. arr.	..	..	..	..	..	..
	" .. .. dep.	12 34§	7 29§	9 16§	9 20§	..	..
108¾	*Merton* .. .. arr.	..	..	..	..	..	..
	(See note, page 112) .. dep.	12 50§	7 47§	9 33§	9 37§	..	..
114½	Woodfield NC	1 1§	7 58§	9 44§	9 48§	..	..
117½	*Bonnie Doon* ○ † .. arr.	1 7	8 5	9 51	9 59	..	..
	" .. .. dep.	1 10	8 8	9 57	10 2	..	..
122¾	*Maindample*	1 20§	8 18§	10 7§	10 12§	..	..
131½	**MANSFIELD** † W .. arr.	1 35	8 35	10 25	10 30	..	..
		37	13	29	27		

B—Connects with 9.30 a.m. Spencer Street—Albury Passenger Train. Mansfield line passengers travel by 9.30 a.m. passenger train from Spencer Street and change to **No. 37** at Tallarook.

Up

Miles	STATIONS		14 Diesel Rail Car (280H.P.) Fri.	14 Diesel Rail Car (280 H.P.) Tue. to Thur., Sat. (153 H.P.) Mon.		28 Diesel Rail Car (280H.P.) Sun.		
			a.m.	a.m.		p.m.		
—	**MANSFIELD** † W	*dep.*	6 15	8 5	..	6 10	..	..
8¾	*Maindample* ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	6 30§	8 20§	..	6 25§	..	..
14	*Bonnie Doon* ○ †	*arr.*	6 40	8 30 —113	..	6 35	..	..
	" ..	*dep.*	6 42	8 32	..	6 37	..	..
17	Woodfield NC		6 49§	8 39§	..	6 44§	..	..
22¾	*Merton* (See note, page 112)	*arr.*		..	..	..	..	..
		dep.	6 58§	8 48§	..	6 53§	..	..
30	Kanumbra NC ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	7 12§	9 2§	..	7 7§	..	..
34½	*Yarck*		7 20§	9 10§	..	7 15§	..	..
38¼	*Cathkin* ○ † ..	*arr.*	7 30	9 20 –113, 117	..	7 22	..	..
	" ..	*dep.*	7 32	9 22	..	7 25		..
41	*Molesworth* (see note, p. 112)		7 38§	9 28§	..	7 31§	..	..
48¼	Chevlot NC (see note, p. 112)		*	*	..	*	..	..
51¾	Yea ES † W ..	*arr.*	8 3–117	9 53	..	7 54	..	..
	"	*dep.*	8 5	9 55	..	7 56	..	..
57¼	*Homewood* ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	8 15§	10 5§	..	8 6§		..
63¼	*Kerrisdale* (see note, p. 112)		8 27§	10 17§	..	8 18§	..	..
68½	Trawool NC		8 39§	10 29§	..	8 30§	..	..
75¾	**TALLAROOK** ES	*arr.*	8 55	10 45 —213	..	8 43	..	..
	" ..	*dep.*	8 57	10 47	..	8 46	..	..
	For intermediate times see page		(77)	(79)		(81)		
131¼	**MELBOURNE**—			p.m.				
	Spencer Street W	*arr.*	10 10	12 5	..	..	..	..
	" ..	*dep.*			..	10 1	..	..
132¼	Flinders Street W	*arr.*	..	..	..	10 5		..
			14	14		28		

Down

Miles	STATIONS		51 R'side Goods Tue. to Sat.	53 R'side Goods Mon.	113 Goods Mon., Tue., Wed. Fri.	113 Goods Mon., Wed., Thur. (see note)			115 Goods Wed. ‡ (see nte.)
—	**MELBOURNE** W	*dep.*	a.m. 4 0	a.m. 5 30	p.m. 6 40	a.m. ..			a.m. ..
	For intermediate times see page		(85)	(85)	(90)	..			..
56	**TALLAROOK** ES ..	*arr.*	11 19	11 19	9 10	..			Connect **No. 113**:
			Tue. to Sat. ‡ –213	Mon. ‡ –213		(See page 113)			
			p.m.	p.m.					
	" ..	*dep.*	12 45	12 45	10 25	..			..
63	Trawool NC ..	*arr.*	..	..	..	..			..
	" ..	*dep.*	1 3	1 3	10 43	..			..
68½	*Kerrisdale* (see note, page 112) ..		1 21	1 21	11 0	..			..
74½	*Homewood*	*arr.*	..	..	..	..			..
	" ..	*dep.*	1 38	1 38	11 17	..			..
79½	Yea ES † W ..	*arr.*	2 0	2 0	11 35	..		No. 98 ex Alex.	..
	" ..	*dep.*	..	..	..	3 0			7 0
83½	Cheviot NC ..	*arr.*	..	..	..	..		See page 113	
	(see note, page 112)	*dep.*	..	..	..	3 12			7 12
90½	*Molesworth*	*arr.*	..	..	..	..		Mon., Wed.	..
	(see note page 112)	*dep.*	..	..	..	3 40		a.m.	7 40
93½	*Cathkin* ○ † ..	*arr.*	..	..	..	3 50		7 30	7 50
			Return as **No. 84**	Return as **No. 84**	Form **No. 113** Mon. Wed. Thurs **No. 117** Tues.	**Mon., Wed.** a.m.	**Thur.**	–14	
	"	*dep.*				4 20	5 25	9 25	8 20
97	*Yarck*	*arr.*				To	5 37	9 37	..
	"	*dep.*				Alex.	5 57	9 47	..
101½	Kanumbra NC ..	*arr.*				(See	6 15	..	To
	" ..	*dep.*				page	6 25	10 5	Alex.
108½	*Merton* (see note, page 112)	*arr.*				113)	6 58	10 38	(See
	"	*dep.*				..	7 18	10 48	page 113)
114½	Woodfield NC					..	7 32	11 2	..
117½	*Bonnie Doon* ○ † ..	*arr.*				..	7 45	11 15	..
							–14		
	" ..	*dep.*				..	8 35	11 45	..
122½	*Maindample*	*arr.*				..	..	..	..
	" ..	*dep.*				..	8 49	11 59	..
131½	**MANSFIELD** † W ..	*arr.*				..	9 20	p.m. 12 40	..
			51	**53**	**113**	**113**	**113**	**113**	**115**

Note:—During the period Wed. 26th August, until Wed. 11th November, 1970, both dates inclusive, the 7.0 a.m. **No. 115** Yea–Alexandra Goods will run in lieu of the 3.0 a.m. **No. 113** Yea–Alexandra and the 9.25 a.m. **No. 113** Cathkin–Mansfield Goods, Wednesdays.

Down

Miles	STATIONS		117 Goods Tue.	117 Goods Fri., Sat. ‡		213 Goods Mon., Tue., Wed. ‡		99 Goods Thur. ‡	
			a.m.	a.m.		a.m.		p.m.	
—	**MELBOURNE** W	*dep.*	..	..		..	..	ex Seymour as **No. 96** See page 97	..
56	**TALLAROOK** ES ..	*arr.*	Connect **No. 113** from Tallarook. See page 110	Connect **No. 113** from Tallarook. See page 110	..	..	..		..
	"	*dep.*			..	10 55–14	..	9 0	..
63	Trawool NC ..	*arr.*				..	..	..	..
	"	*dep.*			..	11 13	..	9 18	..
68¼	*Kerrisdale* (see note, page 112)				..	11 31	..	9 36	..
74¼	*Homewood*	*arr.*			..	..	..	..	..
	"	*dep.*			..	11 48	..	9 53	..
						p.m.			
79¾	Yea ES † W ..	*arr.*			..	12 10 –100	..	10 20	..
	"	*dep.*	7 30	8 0D 14	..	12 40	..		..
83¼	Cheviot NC ..	*arr.*	..	..	..	..	..	..	..
	(see note, page 112) ..	*dep.*	7 42	8 12	..	12 52	..	..	..
90½	*Molesworth*	*arr.*	..	..	..	..	..	..	..
	(see note, page 112) ..	*dep.*	8 10	8 40	..	1 20	..	..	..
93¼	*Cathkin* ○ †	*arr.*	8 20	8 50D	..	1 30	..	..	..
	"	*dep.*	9 25–14		..	..	..	..	..
97	*Yarck*	*arr.*	9 37		..	..	..	..	..
	"	*dep.*	9 47		..	..	..	..	..
101½	Kanumbra NC ..	*arr.*	..		..	..	..	..	..
	"	*dep.*	10 5		..	Return as **No. 82**	..	..	..
108¾	*Merton*	*arr.*	10 38		..		..	..	..
	(see note, page 112) ..	*dep.*	10 48		..		..	..	..
114½	Woodfield NC ..	..	11 2		..		..	..	..
117½	*Bonnie Doon* ○ † ..	*arr.*	11 15		..		..	..	..
	"	*dep.*	11 45		..		..	..	..
122¾	*Maindample*	*arr.*	..		..		..	..	..
	"	*dep.*	11 59		..		..	..	..
			p.m.						
131½	**MANSFIELD** † W ..	*arr.*	12 40		..	..	..	..	..
			117			**213**		**99**	

D.—Friday Depart 8.10 a.m. arrive Cathkin 9.00 a.m.

Up

Miles	STATIONS		84 Goods Mon. to Sat. ‡	100 Goods Wed. ‡ (See- (note A)	82 Goods Thur.	140 Goods Mon., Tu., Wed. (See- (note A)	140 Goods Fri., Sat. ‡	
			p.m.	a.m.	a.m.	p.m.	p.m.	
—	**MANSFIELD** † W	dep.	..	..	11 10	2 0	2 0	..
8¾	*Maindample* ..	arr.	..	..	..	2 22	..	..
	" ..	dep.	..	..	11 32	2 32	2 22	..
14	*Bonnie Doon* ○ †	arr.	..	..	11 44	2 44	2 34	..
					p.m.			
	" ..	dep.	..	..	12 4	2 59	3 0	..
17	Woodfield NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	12 15	3 10	3 11	..
22¾	*Merton* (see footnote)	arr.	..	..	12 32	3 27	..	..
	" ..	dep.	..	From	12 42	3 47	3 28	..
30	Kanumbra NC ..	arr.	..	Alexandra	1 10	4 15	..	..
	" ..	dep.	..	see	1 20	4 25	3 56	..
34½	*Yarck*	arr.	..	page	..	..	..	..
	"	dep.	..	113	1 32	4 37	4 8	..
38¼	*Cathkin* ○ † ..	arr.	..	10 55	1 45	4 50	4 20	..
					Thurs. (Mon.,Tue., Wed. ‡)			
	" ..	dep.	..	11 25	2 15	5 10	4 50	..
41	*Molesworth* (see ..	arr.	..	..	..	..	..	..
	footnote) ..	dep.	..	11 33	2 23	5 18	4 58	..
				p.m.				
48¼	Cheviot NC (see	arr.	..	..	..	..	..	..
	footnote) ..	dep.	..	12 3	2 53	5 48	5 28	..
51¾	Yea ES † W ..	arr.	..	12 15	3 5	6 0	5 37	..
						—13		
	" ..	dep.	2 30	7 50	4 20	6 50	6 7	..
57¼	*Homewood* ..	arr.	..	8 6	..	7 6	..	..
	" ..	dep.	2 46	8 16	4 36	7 16	6 23	..
63¼	*Kerrisdale* (see ..	arr.	..	..	..	..	..	..
	footnote) ..	dep.	3 2	8 32	4 52	7 32	6 39	..
68¼	Trawool NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	3 19	8 49	5 9	7 49	6 56	..
75¼	**TALLAROOK** ES	arr.	3 40	9 15	5 30–13 Thurs.	8 15	7 20	..
	" ..	dep.	..	9 50	6 52	9 50	9.50	..
	For intermediate times see page			(99) Thurs. ‡	(95)	(99) Tu., Wed. Thurs.	(99) Sat., Mon.‡	
				a.m.		a.m.	a.m.	
131¼	**MELBOURNE**— Spencer Street W	arr.	..	1 55	11 0	1 55	1.55	..
			..					..
			..	..	..	..	..	..
			84	100	82	140	140	

13, 53, 84, 213

29, 27

Note A:—During the period Wed. 26th August until Wed. 11th November, 1970, both dates inclusive, **No. 100** will run in lieu of **No. 140** Wednesdays.

NOTE.—**Kerrisdale, Cheviot, Molesworth** and **Merton** may be worked as Intermediate Block Posts as required. See General Appendix for instructions.

MANSFIELD AND ALEXANDRA LINES

When vehicles on the Tallarook to Mansfield and Cathkin to Alexandra Line trains are attached by means of screw couplings, a space of two inches must be left between the buffers. Vehicles arriving at Tallarook for either of these lines must, if tightly screw-coupled, have the couplings eased to the extent mentioned.

For Instructions re wagons fitted with pipes not operating brake blocks between Cathkin and Alexandra. See General Appendix.

For instructions re Workmen's Carriages not equipped with air brakes, see General Appendix.

YEA–ALEXANDRA

GOODS TRAIN SERVICE

Down

Miles	STATIONS		113 Goods Tue. Fri. (See note, page 112) (See footnote)		115 Goods Tue. ‡ (See footnote)			
			p.m.		p.m.			
—	**MELBOURNE W**	*dep.*	6 40	...	6 40	...	...	...
		arr.	11 35	...	11 35	...	...	...
			Mon., Wed.		Wed. ‡			
79¾	**YEA** E S † W ...							
			a.m.		a.m.			
		dep.	3 0	...	7 0	...	...	...
93¼	*Cathkin* O † ...	*arr.*	3 50	...	7 50	...	...	...
		dep.	4 20	...	8 20	...	...	...
97½	Koriella N C ...	*arr.*	4 36	...	8 36	...	...	...
		dep.	4 46	...	8 46	...	...	...
102	**ALEXANDRA** †	*arr.*	5 10	...	9 10	...	...	...

Up

Miles	STATIONS		98 Goods Mon., Wed. (See footnote)		100 Goods Wed. ‡ (See footnote)			
			a.m.		a.m.			
—	**ALEXANDRA** †	*dep.*	6 55	...	10 20	...	...	...
		arr.	...	...	...	...	...	...
4½	Koriella N C ...	*dep.*	7 17	...	10 42	...	...	...
		arr.	7 30–14	...	10 55	...	...	...
			p.m.					
8¾	*Cathkin* O † ...	*dep.*	5 10	...	11 25	...	...	...
					p.m.			
		arr.	6 0–13	...	12 15	...	...	...
22¼	**YEA** E S † W ...	*dep.*	6 50	...	7 50–13	...	...	...
		arr.	8 15	...	9 15	...	...	...
46	Tallarook							
		dep.	9 50	...	9 50	...	...	...
			Tue. Thu.		Thurs. ‡			
			a.m.		a.m.			
102	**MELBOURNE W**	*arr.*	1 55	...	1 55	...	...	...

The Mixed train service on the Cathkin–Alexandra line was cancelled as from 29th October, 1945.

During the period Wed. 26th August, until Wed. 11th November, 1970, both dates inclusive, Nos. **115** and **100** will run in lieu of Nos. **113** and **98** on Wednesdays.

BENALLA-YARRAWONGA

Down

Passenger Service

Miles	STATIONS		13 PASS. MON. TO SAT.		17 ALBURY EXPRESS MON. TO THUR.	19 ALBURY EXPRESS FRI.	9 PASS. FRI. ‡	21 ALBURY EXPRESS SAT.
			a.m.		p.m.	p.m.	p.m.	p.m.
—	**MELBOURNE** W	*dep.*	8 30	..	4 45	4 45	5 2	5 50
121¼	**BENALLA** † W	*arr.*	11 32	..	7 41	8 4	8 12	8 43
			Diesel Rail Car (153 H.P.) Mon. to Sat.		Diesel Rail Car (153 H.P.) Mon. to Thur.	Diesel Rail Car (153 H.P.) Fri.	Diesel Rail Car (153 H.P.) Fri. ‡	Diesel Rail Car (153 H.P.) Sat.
			a.m.		p.m.	p.m.	p.m.	p.m.
	" ..	*dep.*	11 50	..	8 5	8 25	8 30	8 55
			p.m.					
131¾	*Goorambat* ○ † ..	*arr.*	12 5	..	8 20	8 40	8 45	..
	" ..	*dep.*	12 7	..	8 22	8 42	8 47	9 12
134¼	Nooramunga NC (R.M. Stop. Place) ..		Z		Z	Z	Z	Z
137¾	Devenish † ..	*arr.*	12 17	..	8 32	8 52	8 57	..
	" ..	*dep.*	12 19	..	8 34	8 54	8 59	9 24
141¾	*St. James* ○ † ..	*arr.*	12 25	..	8 40	9 0	9 5	..
	" ..	*dep.*	12 27	..	8 42	9 2	9 7	9 32
149¼	Tungamah † ..	*arr.*	12 37–170	..	8 52	9 12	9 17	..
	" ..	*dep.*	12 39	..	8 54	9 14	9 19	9 44
154¾	*Telford* (see note, page 116)		12 48§	..	9 3§	9 23§	9 28§	9 53§
161¼	**YARRAWONGA** †	*arr.*	1 5–182	..	9 20–106	9 40–106	9 45–106wt	10 10

Up

Miles	STATIONS		4 Diesel Rail Car (153 H.P.) Tue.	2 Diesel Rail Car (153 H.P.) Mn., Wd., Thu., Fri., Sat.	8 Diesel Rail Car (153 H.P.) Mon. to Sat.			
			a.m.	a.m.	p.m.			
—	**YARRAWONGA** †	*dep.*	6 5	7 25	3 25	..	..	..
					–13, 79			
6¾	*Telford* (See note page 116)		6 15§	7 35§	3 35§	..	..	..
				–71,75				
12¼	Tungamah † ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	6 25	7 44	3 45	..	..	..
19¾	*St. James* ○ † ..	*arr.*	..	..	..–209	..	..	..
	" ..	*dep.*	6 36	7 55	3 56	..	..	..
23¾	Devenish † ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	6 43–71	8 2	4 3	..	..	..
27¼	Nooramunga NC (R.M. Stopping Place) ..		Z	Z	Z	..	..	..
29¾	*Goorambat* ○ † ..	*arr.*	6 53	..	..	..	..	..
	" ..	*dep.*	6 55	8 12	4 14–182	..	..	..
40¼	**BENALLA** † W	*arr.*	7 15	8 35–75	4 37	..	..	..
			"SPIRIT OF PRO-GRESS"	ALBURY EXPRESS	PASS.			
			a.m.		p.m.			
	" ..	*dep.*	7 23	8 43	4 50	..	..	..
161¼	**MELBOURNE** W	*arr.*	9 55	11 45	8 10 A	..	..	..

A.—Arrives Melbourne 8.20 p.m. Saturdays.

Goods Service

Down

Miles	STATIONS		47 Goods Mon. to Sat. ‡	67 Goods Sat.	71 Goods Wed., Fri. (Tue., Thur. ‡)	75 Goods Mon. (Tue. to Sat. ‡)	79 Goods Mon. ‡	209 Light Engine Mon. ‡	
			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
—	**MELBOURNE** W	*dep.*	..	..	..	..–2	..	..	..
121½	**BENALLA** † W	*dep.*	4 0	5 0	5 0	9 0	1 30	3 0	..
131¾	*Goorambat* ○ †	*arr.*	4 21	5 21	5 21	9 21	..	..	..
			–102			–126	–170		
	" ..	*dep.*	4 23	5 23	6 0	9 35	1 45	3 16	..
134¼	Nooramunga NC .. (R.M. Stop Place)		4 30	5 30	6 7	9 42	1 49	3 21	..
137¾	Devenish † ..	*arr.*	4 37	5 37	6 14–4	9 49	..	..–182	..
	" ..	*dep.*	4 39	5 39	6 46	10 10	1 53	3 26	..
141¾	*St. James* ○ †	*arr.*	4 48	5 48	6 55	10 19	..	3 35	..
								– 8, 192	..
	"	*dep.*	4 50	5 50	7 20	10 40	1 58	4 8	..
149¼	Tungamah †	*arr.*	5 5	6 5	7 35–2	10 55	2 8	4 20	..
						–170	–182	–104	..
	"	*dep.*	5 7	6 15	8 40–126	11 40	2 15	4 30	..
154¾	*Telford* (see note page 116)	*arr.*	..	..	8 54	11 54	..	..	..
						p.m.			
	"	*dep.*	5 21	6 29	8 4	12 4	2 27	4 43	..
161½	**YARRAWONGA** †	*arr.*	5 40	6 50–2	9 20	12 20	2 40–8	4 55	..
				Sun.		–182, 13	–192	–188	
				a.m.					
	"	*dep.*	6 0	9 0	..	..	..	..	..
163	Mulyarra NC ..		..	..	..	..	..	..	..
169	Sloane NC ..	*arr.*	..	9 29	..	..	..	..	..
	" ..	*dep.*	6 29	9 39	..	..	..	..	..
175	Warragoon NC	*arr.*	6 54	10 4	..	..	..	..	..
	"	*dep.*	7 14	10 14	..	..	..	..	..
181	Rennie NC (see	*arr.*	7 35	10 35	..	..	..	..	..
	note, page 116)	*dep.*	7 55	10 55	..	..	..	..	..
188½	Sanger NC ..	*arr.*	..	11 23	..	..	..	..	..
	" ..	*dep.*	8 23	11 40	..	..	..	..	..
				p.m.					
194½	Wangamong NC	*arr.*	8 46	..	..	..	..	..	..
	"	*dep.*	9 0	12 3	..	..	..	..	..
199¾	**OAKLANDS** (N.S.W.) † W	*arr.*	9 20	12 25	..	..	..	..	..

OAKLANDS (N.S.W.)—YARRAWONGA-BENALLA

Goods Service

UP

Miles	STATIONS		104 Gds. Mon. to Sat. ‡	102 Goods Sun.	126 Goods Mon. to Sat. ‡	170 Goods Mon. to Sat. ‡	182 Goods Mon., Wed. Fri. (Tue. Thur. ‡) see note	192 Goods Mon. to Fri. ‡ see note	188 Goods Mon. ‡	100 Goods Sun. ‡	106 Thro. Goods Mon. to Fri.‡
			a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**OAKLANDS** (N.S.W.) W †	*dep.*	11 0	2 30	..	..	..	..	..	..	..
5½	Wangamong NC	*arr.*	..	2 47	..	..	..	..	..	..	..
	" ..	*dep.*	11 16	3 0	..	..	..	..	..	..	..
11¼	Sanger NC ..	*arr.*	..	3 19	..	..	..	..	..	..	..
	" ..	*dep.*	11 34	3 29	..	..	..	..	..	..	..
18¾	Rennie NC ..	*arr.*	..	3 52	..	..	..	..	..	..	..
	(See footnote)	*dep.*	11 56	4 12	..	..	..	..	..	..	..
			p.m.								
24¼	Warragoon NC	*arr.*	..	4 29	..	..	..	..	..	..	..
	" ..	*dep.*	12 12	4 49	..	..	..	..	..	..	..
30¾	Sloane NC ..	*arr.*	..	5 9	..	..	..	..	..	..	..
	" ..	*dep.*	12 31	5 39	..	..	..	..	..	..	..
36¾	Mulyarra NC..	..	..	..	..	..	..	..	..	..	..
38¼	**YARRAWONGA** †	*arr.*	1 0	6 10	..	..	..	..	..	..	..
				Thro. Goods							
			–182	Mon. ‡				–79	–209		–17, 19
			–8								
			–192	a.m.							
	"	*dep.*	4 0	3 50	8 0	11 0	1 25–13	2 30B	5 30	7 0	9 45
45	*Telford* ..	*arr.*	..	..	..	..	1 39	..	..	..	..
	(See footnote)	*dep.*	4 11	4 4	8 11	11 12	1 54	2 44B	5 44	7 14	9 56
50¼	Tungamah † ..	*arr.*	..	4 22	8 23	11 30	2 12–79	3 2	6 2	7 32	..
						p.m.					
			–209		–71	–75					
	" ..	*dep.*	4 23	4 26	8 35	12 1	2 32	3 16B	6 4	7 37	10 8
58	St. *James* ○ †	*arr.*	..	4 40	..	12 12	2 46	3 30B	6 18	7 51	..
				–47		–13		–209, 8			
	" ..	*dep.*	4 34	4 55	8 46	12 40	3 10	4 5	6 20	7 55	10 19
62	Devenish † ..	*arr.*	4 40	5 4	8 52	12 47	3 19	4 14	6 29	8 4	..
							–209				
	" ..	*dep.*	5 20	5 7	9 12	1 10	3 40	4 24	6 31	8 8	10 25
65½	Nooramunga NC .. (R.M. Stopping Place)		5 27	5 14	9 17	1 15	3 47	4 31	6 38	8 15	10 30
68	*Goorambat* ○ †	*arr.*	..	5 21	9 22	1 20	3 54	4 38	6 45	8 22	..
					–75	–79					
	" ..	*dep.*	5 37	5 25	9 42	1 50	4 43–8	5 0	6 47	8 26	10 35
78¼	**BENALLA** † W	*arr.*	5 55	5 50	10 0	2 10	5 10	5 25	7 15	8 50	11 0
				Mon. ‡							
	" ..	*dep.*	..	6 35	..	8 40	6 0	8 40	8 40	..	..
				p.m.		a.m.	a.m.	a.m.	a.m.		
199¾	**MELBOURNE** † W		..	2 30	..	2 0E	12 30F	2 0E	2 0	..	..

Rennie and Telford may be opened as Intermediate Block Posts as required. See General Appendix.
B—Mondays when **No. 79** runs departs Yarrawonga 2.45 p.m. Telford 2.59 p.m., Tungamah 3.17 p.m. St. James arrive 3.31 p.m. **E**—Arrives 2.10 a.m. Friday, Saturday. **F**—Arrives 1.10 a.m. Fri, Sat.
Note:—Nos 182 and 192 not to run same day.

GOODS TRAIN SERVICE

Down

Miles	STATIONS		149 Goods Mon. Tue., Wed., Fri.		
			a.m.		
121¼	**BENALLA** ES W .. .. dep.	..	6 30–102	..	..
	(See page 93 for Intermediate times)				
160	**SPRINGHURST** † ES .. arr.	..	8 36	..	..
	" .. .. dep.	..	8 55	..	..
165	Lilliput NC	..	..	..	..
169¼	Rutherglen † .. .. arr.	..	9 23	..	..
	" .. .. dep.	..	9 53	..	..
174	**WAHGUNYAH** † W .. arr.	..	10 10	..	..

Up

Miles	STATIONS		150 Goods Mon., Tue., Wed., Fri.		
			a.m.		
—	**WAHGUNYAH** † W .. dep.	..	11 45	..	..
			p.m.		
4¾	Rutherglen † .. .. arr.	..	12 13	..	..
	" .. .. dep.	..	12 43	..	..
9	Lilliput NC	..	..	..	..
14	**SPRINGHURST** † ES .. arr.	..	12 59	..	..
	(See page 94 for Intermediate times)				
	" .. .. dep.	..	1 44	..	..
52¾	**BENALLA** ES W .. .. arr.	..	5 15–85, 18	..	...
	" .. .. dep.	..	6 00	..	..
			a.m. Tue., Wed., Thurs., Sat.		
	MELBOURNE W .. .. arr.	..	1 10A	..	..

Car Goods Service between Springhurst and Wahgunyah cancelled after 13/4/62.
Sec's. 55/6697. W.T.T. 28/62.

A Arrives 12 30 a. m. Tue, Wed, Thurs.

BENALLA-TATONG

The running of trains on the portion of the Tatong line beyond Caltex, BP, and Mobil Oil Sidings (Mileage 122¼) was discontinued on and after 1st July, 1947.

WANGARATTA-WHITFIELD (2' 6" Narrow Gauge)

Line closed as from Monday, 12th October, 1953. W.T.T. 120/53.

WANGARATTA-PEECHELBA EAST

Down

Miles	STATIONS		77 Goods Alt. Mon. See note		Miles	STATIONS		72 Goods Alt. Mon. See note	
			a.m.					p.m.	
145½	**WANGARATTA** ES W	dep.	10 0	..	—	**PEECHELBA EAST** NC †	dep.	12 30	..
149	*Bowser* ○ ES †	arr.	..	..					
	"	dep.	10 10	..	4¾	Boorhaman NC	arr.	12 48	..
						"	dep.	1 8	..
156½	Boorhaman NC ..		10 37	..	12¼	*Bowser* ○ ES †	arr.	..	..
161¼	**PEECHELBA EAST** NC †	arr.	11 0	..		" ..	dep.	1 34	..
					15¾	**WANGARATTA** ES W	arr.	1 50 —85	..

Comm. Mon., 2nd November 1970

Note:— Service suspended during the period Tuesday 21st April to Sunday 1st November 1970.

WANGARATTA–BRIGHT–GOODS TRAIN SERVICE

Down

Miles from Melb.	STATIONS		75 Goods Mon.	75 Goods Wed. (Sat. ‡)	111 Goods Fri.	81 Goods Tue.	95 Goods Thur.	83 Goods Tue.	95 Goods Thur. ‡
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
145¼	**WANGARATTA** ES W	dep.	3 45	6 15	6 15	6 15	7 30	..	..
149	*Bowser* ○ ES † ..	arr.	..	..	..	6 27	7 45–8	.. From Beech-	.. From Beech-
	" ..	dep.	3 53	6 23	6 23	6 37	8 19	.. worth see page 119	.. worth see page 119
152½	Londrigan NC ..	arr.	..	..	6 31	..	..	..	..
	(see note, page 119)	dep.	4 1	6 31	6 41	6 47	8 29	..	..
157¾	Tarrawingee NC ..	arr.	..	..	6 53	7 3	8 45	..	..
	" ..	dep.	4 13	6 43	7 3	7 13	9 5	..	..
161	*Everton* †	arr.	4 23	6 53	7 13	7 25	9 17	10 58	12 5
	" ..	dep.	4 28	6 58	7 23	7 55	9 47	11 28	12 35
169	Bowman NC ..	arr.	4 53	7 23	7 48	..	..	11 50	12 57
						To Beechworth see page 119		p.m.	
	"	dep.	5 18	7 33	8 8	..	..	12 5	1 7
173¼	Gapsted NC ..	arr.	..	7 54	..	..	..	12 20	1 22
	" ..	dep.	5 39	8 4	8 29	..	..	12 30	1 32
177½	Myrtleford † ..	arr.	6 0	8 20	8 50	..	..	12 45–78	1 45–70
				—108				Tue. ‡	
	" ..	dep.	7 30	9 45	..	..	..	1 30	..
180¾	Ovens NC	arr.	7 41	9 56	..	..	..	..	..
	" ..	dep.	8 11	10 16	..	..	..	1 41	..
187¾	Eurobin NC ..	arr.	8 34	10 39	..	..	..	2 5–80	..
	" ..	dep.	8 49	10 54	..	..	..		..
192½	*Porepunkah*	arr.	9 5	11 10	..	..	..	..	..
	" ..	dep.	9 25	11 30	..	..	To Beechworth see page 119	..	..
196	**BRIGHT** † W ..	arr.	9 40	11 50	..	..	..	..	..

UP

Miles	STATIONS			74 Goods Thur.	108 Goods Fri. (Sat. ‡)		78 Goods Tue.	70 Goods Mon.	80 Goods Wed. (Sat. ‡)
				p.m.	a.m.		p.m.	a.m.	p.m.
—	**BRIGHT** † W ..	dep.	..	..	..	..	..	11 30	1 30
3½	*Porepunkah*	arr.	..	..	..	..	..	11 44	1 44
								p.m.	
	" ..	dep.	..	..	..	..	..	12 19	2 14
8¼	Eurobin NC ..	arr.	..	..	..	..	..	12 35	2 30
				From Beechworth see page 119					Wed. (Tue., Sat. ‡)
	" ..	dep.	..	..	..	..	..	12 50	2 50–83
15¼	Ovens NC	arr.	..	..	..	..	..	1 13	3 13
	" ..	dep.	..	..	..	..	..	2 0	3 43
18½	Myrtleford † ..	arr.	..	..	..	..	..	2 11	3 56
					—111, 75		—83	Mon. (Thur. ‡)	
	" ..	dep.	..	..	11 0	..	2 0	3 11	4 56
22¾	Gapsted NC ..	arr.	..	..	..	..	..	3 28	..
	" ..	dep.	..	..	11 17	..	2 17	3 38	5 13
27	Bowman NC ..	arr.	..	..	11 39	..	..	4 0	5 35
	" ..	dep.	..	..	11 59	..	2 39	4 10	5 45
					p.m.				
35	*Everton* †	arr.	..	12 5	12 27	..	3 7	..	6 13
	"	dep.	..	12 51	1 7	..	3 37	4 38	6 18
38¼	Tarrawingee NC ..	arr.	..	..	..	..	..	..	..
	" ..	dep.	..	1 0	1 16	..	3 46	4 47	6 31
43½	Londrigan NC ..	..	..	1 14	1 30	..	4 0	5 0	6 48
	(see note page 119)								136
47	*Bowser* ○ † ES ..	arr.	..	1 24	..	..	4 10	5 10–88	7 1
	" ..	dep.	..	1 44	1 40	..	4 15	5 20	7 20
50½	**WANGARATTA** ES	arr.	..	2 5	1 55	..	4 30	5 30	7 40

Passenger Train Service on Bright line cancelled 11.6.1952. W.T.T. 43/52.

WANGARATTA–BEECHWORTH

GOODS TRAIN SERVICE

Down

Miles from Melb.	STATIONS		81 Goods Tue.	95 Goods Thurs.				
			a.m.	a.m.				
145¼	**WANGARATTA** ES W (For Intermediate times see page 118)	*dep.*	6 15	7 30	..	..	..	..
161	*Everton* † ..	*arr.*	7 25	9 17	..	..	..	..
	"	*dep.*	7 55	9 47	..	..	..	..
171¼	**BEECHWORTH** † W	*arr.*	8 30	10 25	..	..	..	..

Up

Miles	STATIONS		76 Goods Tues.	74 Goods Thurs.				
			a.m.	a.m.				
—	**BEECHWORTH**† W	*dep.*	10 20	11 25	..	..	..	..
				p.m.				
10¼	*Everton* † ..	*arr.*	10 58	12 5	..	..	..	
	"	*dep.*	11 28	12 51	..	..	..	..
			To Myrtleford as No. 83 see page 118	see pages 94, 118				
25¾	**WANGARATTA** ES W	*arr.*	..	2 5	..	..	..	..

Londrigan may be worked as an Intermediate Block Post as required. See General Appendix for instructions.

Instructions for Controlling Trains between Beechworth and Everton.

1. In order to test the air brake prior to descending the grades the driver must stop the train by an application of the Automatic Air Brake at the mileages shown hereunder:

Every Up train must be stopped on the summit of the grade at about 170 miles on the Up side of Beechworth.

2. (a) If the Air Brake test indicates any irregularity in the Air Brake, or for any reason the Driver is not satisfied to rely on the Automatic Air Brake to control the train down the grades, the Driver and Guard must confer and the Driver must apply sufficient Hand Brakes to control the train in accordance with the instructions on pages 497 to 510 of the General Appendix.

(b) On every train, the Hand Brake must be applied on any vehicle on which the Air Brake is fitted but inoperative.

(c) Hand Brakes must not be applied on Workmen's Sleeper Carriages.

(d) When the train is being brought to a stop, the Guard must note the reduction of air pressure in the brakevan Gauge and see that the air pressure rises before the train is restarted. If the air pressure does not decrease during the stopping of the train and/or does not rise again before the train is restarted the Guard must immediately open the Brake Pipe Cock and leave it open until he has communicated with the Driver. The Guard must also apply the brakevan Hand Brake and display a Hand Danger Signal to the Driver.

(e) After the train has restarted from the above mileage the Driver must see that the Fireman exchanges Hand Signals with the Guard in accordance with Regulation 194.

3. **Workmen's Carriages not equipped with Air Brake.**

Not more than three such vehicles may be taken on any train between Everton and Beechworth. See General Appendix.

Last date of running of Mixed Train service on Beechworth line, Friday, 10th April, 1953.

BEECHWORTH–YACKANDANDAH

Line closed 2/7/54, W.T.T. 33–54

Last train ran 1/7/1954

WODONGA-TALLANGATTA-CUDGEWA

GOODS TRAIN SERVICE

Down

Miles	STATIONS		145A Goods Tue.	145 Goods Wed., Fri. (Mon. Thurs. ‡)		
			a.m.	a.m.		
187	**WODONGA** ES W ..	*dep.*	12 5	1 0	..	..
189¼	*Bandiana* ES ○ † ..	*arr.*	12 11	1 6	..	..
	"	*dep.*	12 15	1 11	..	..
190½	Bandiord NC	..	..	..	..	..
191½	Bandolier NC ..	..	..	..	..	..
193½	Bonegilla NC	..	..	..	..	..
195½	Ebden NC	*arr.*	..	..	..	..
	(See note, page 121)					
	"	*dep.*	..	..	..	..
201½	*Huon* ○	*arr.*	12 44	1 40	..	..
	"	*dep.*	12 49	1 45	..	..
209	**TALLANGATTA** ES †	*arr.*	1 13	2 9	..	..
	" ..	*dep.*	1 43	2 34	..	..
218¼	Bullioh NC	*arr.*	2 12	3 3	..	..
	"	*dep.*	2 17	3 8	..	..
230¼	Kootong NC ..	*arr.*	3 37	4 28	..	..
	"	*dep.*	3 57	4 48	..	..
236¾	*Shelley* †	*arr.*	4 33	5 24	..	..
	(See note, page 122)					
	"	*dep.*	4 53	5 44	..	..
246½	Beetoomba NC ..	*arr.*	5 43	6 34	..	..
	(See note, page 121)					
	"	*dep.*	5 53	6 44	..	..
256¼	**CUDGEWA** † W ..	*arr.*	6 30	7 20	..	..
			145A	145		

On the Down journey each train must stop at Shelley, where the hand brakes must be applied on all vehicles on which the air brake is not in operation and on as many other vehicles as the Driver may consider necessary for the proper control of the train. The hand brakes must be applied by the Driver in accordance with the instructions contained in Clause 7, sub-clause (b) and (c), page 502 of the General Appendix. **Workmen's carriages not equipped with air brakes.** Not more than three such vehicles may be taken on any train between Tallangatta and Cudgewa. When vehicles (other than the Passenger and Workmen's Sleeping Carriages referred to hereunder) on Tallangatta-Cudgewa Line are attached by means of screw couplings, a space of three (3) inches must be left between the buffers. In the case of Four-wheeled Passenger Vehicles or Workmen's Sleeping Carriages, having a wheel base of 15 feet or over, the full amount of slack that the coupling will permit must be allowed between any two (2) such vehicles or between any vehicle of this type and the adjoining vehicle. The Officer-In-Charge will be held responsible for seeing that vehicles arriving at Tallangatta for this line, if tightly screw-coupled, have the couplings eased to the extent mentioned by the employees concerned; the Guard of every "Up" train must adopt a similar course in respect of vehicles placed on his train at any station on the "Down" side of Tallangatta. See also General Appendix.

When the first air-brake application is made to control the speed down the grade after leaving the train must be brought to a stand to test the efficiency of the air brake.

The loads of Goods Trains hauled by "T" class diesel Electric Locomotives from Shelley to Cudgewa is 500 tons when hauled by a single locomotive and 700 tons when hauled by two (2) locomotives.

Diesel Rail Car service between Wodonga and Tallangatta cancelled after 30/9/61, W.T.T. 60/61.

Goods Train Service

Up

Miles	STATIONS		146 Goods Wed., Fri. (Mon. Thurs. ‡)		146A Goods Tue.	
			a.m.		a.m.	
—	**CUDGEWA** † W ..	*dep.*	9 0	..	10 0	..
9¼	Beetoomba NC ..	*arr.*	9 33	..	10 33	..
	(See footnote)	*dep.*	9 38	..	10 38	..
19¼	*Shelley* †	*arr.*	10 38	..	11 38	..
	(See note, page 122)	*dep.*	10 48	..	11 48	..
					p.m.	
26	Koetong NC ..	*arr.*	11 15	..	12 15	..
	" ..	*dep.*	11 25	..	12 25	..
			p.m.			
38	Bullioh NC	*arr.*	..	..	..	..
	"	*dep.*	12 10	..	1 10	..
47¼	**TALLANGATTA** † ES	*arr.*	12 37	..	1 37	..
	" ..	*dep.*	1 7	..	2 7	..
55	*Huon* O	*arr.*	1 27	..	2 27	..
	"	*dep.*	1 37	..	2 37	..
60¼	Ebden NC	*arr.*	..	..	..	..
	(See footnote) ..	*dep.*	..	..	..	..
62¼	Bonegilla NC		..	..	..	..
65	Bandolier NC		..	..	..	..
65¾	Bandiord NC		..	..	..	..
67	*Bandiana* O ES † ..	*arr.*	2 17	..	3 17	..
	" ..	*dep.*	2 21	..	3 21	..
69¼	**WODONGA** ES W	*arr.*	2 30	..	3 30	..
	" ..	*dep.*	5 0	..	5 0	
			Thur., Sat.		Wed.	
			a.m.		a.m.	
256¼	**MELBOURNE** W ..	*arr.*	2 0E	..	2 0	..
			146		146A	

On the Up journey each train must stop on the summit of the rise, about one quarter (¼) mile on the Up side of Shelley, where the hand brake must be applied on all vehicles on which the air brake is not in operation and on as many other vehicles as the Driver may consider necessary for the proper control of the train. Brakes to be released again at 231¼ miles. Each train must be again stopped at 229¼ miles (one mile on Up side of Koetong), where vehicle brakes must be again applied, and released at 219¼ miles. The hand brakes must be applied by the Driver in accordance with the instructions contained in Clause 7, sub-clauses (b) and (c), page 502 of the General Appendix.

Beetoomba may be opened as a Temporary Staff and Ticket Station when required and published.

Ebden and Beetoomba may be opened as Intermediate Block Posts as required. See General Appendix for Instructions.

E—2.10 a.m. Saturday.

SHELLEY

Provision for Working under Guard-in-Charge Conditions.

Shelley is a Staff Station, and the Sections Tallangatta–Shelley and Shelley–Cudgewa are worked in accordance with the Rules contained in Appendix II of the Book of Rules and Regulations, the Supplementary Instructions shown in the General Appendix, and, as from Monday, 15.8.55, the further instructions set out hereunder:—

1. (*a*) On arrival of a train at Shelley, the Guard of the train will be responsible for the Staff Working being carried out in accordance with the Rules and Instructions contained in Appendix II of the Book of Rules and Regulations, and the Supplementary Instructions contained in the General Appendix.

   (*b*) When a train arrives on a Staff Ticket, the Guard must, on arrival of such train complete at Shelley, telephone its arrival to the Staff Station in the rear, and the Guard of the next following train must, before permitting his train to depart, obtain the " ACRE " message for the previous train from the Staff Station in advance in accordance with the Instructions contained in the General Appendix. All messages must be written out on the proper telegraph forms and attached to the Train Register Book.

   (*c*) Guards must make the necessary entries in the Train Register Book for all trains.

   (*d*) The District Superintendent, Seymour, must arrange for Guards to have access to the office at Shelley.

   (*e*) The Guard of each train will be responsible for working the Fixed Signals and Plunger Locks, also the Scotch Blocks and Locking Bars as required, and the Driver must not pass through the Plunger Locked Points in the trailing direction from any road unless he has received permission from the Guard to do so. The Guard must replace the Points, Plungers, Locking Bars and Scotch Blocks to the proper position and secure them by the Locks provided before his train leaves. The attention of Guards is directed to Regulation 230, and the instructions shown in the General Appendix re shunting operations and security of Points and Scotch Blocks at Caretaker Stations.

2. (*a*) The quadrants of the Home Signals on the Platform at Shelley are equipped with chains and padlocks so that they may be secured in the normal or reverse positions, and the Guard of each train will be responsible before his train departs from Shelley for the Home Signals being placed in the position specified herein, and being secured in this position by the chain and padlock.

   (*b*) When a train is to depart from Shelley, and it is known that the next train to pass through will not cross another train there, the Guard must lower the Home Signal in the direction from which the next train is to run. The Home Signal in the opposite direction must be left secured at the Stop position.

   It must be distinctly understood that one Signal only must be left locked at " Proceed " and the other locked at the " Stop " position.

   (*c*) When a train is to depart from Shelley and the next train to arrive will cross another train at that Station, the Home Signals in each direction must be placed at " Stop " and the quadrants on the platform secured in that position by the chains and padlocks provided.

METHOD OF CROSSING TRAINS.

3. (*a*) After the train which has arrived first has stopped at the Home Signal, the Guard must go forward and take charge of the signalling and of the crossing arrangements. If the first train to arrive is required at the platform, it must be brought to the Platform Road and after completion of platform work, set back and placed in No. 2 Road; when the train is in No. 2 Road and No. 1 Road is quite clear at both ends the second train may be permitted to enter the Platform Road.

(*b*) The Guard of the train departing from No. 2 Road will be responsible for the Plunger being removed for his train to depart and for replacing the Plunger after the train has cleared the points. The Guard of the last train to depart will be responsible for the placing of the Signals as set out in Clause 2.

(*c*) In the event of a Guard noticing any Plunger, Scotch Block or Locking Bar off, although he has not used them, he must before leaving, place and secure them in the proper position.

4. When trains have to cross at Shelley, the Driver and Guard of each train must be advised to that effect at the attended Station on the approach side, and must keep a good lookout when approaching Shelley.

5. Whenever a train travels on a Staff Ticket from Tallangatta or Cudgewa the Guard of the train and also the Guard of the next following train must be instructed by the Stationmaster that compliance with sub-clause (*b*) of clause 1 is necessary at Shelley.

6. Should a Train staff be lost the Stationmaster, Tallangatta, must arrange for Pilot-working and for placing a man in charge at Shelley.

The same course must be adopted in the event of an obstruction blocking the line and it is necessary to work trains up to the point of obstruction in accordance with the Rules.

The Man-in-Charge is to remain at Shelley until Pilot-working is cancelled or withdrawn.

Down **PASSENGER SERVICE**

Miles	STATIONS		29 D.R.C. (102 HP) (Empty) Mn. Tu., Th., Sat.	7 EXPRESS MON. TO SAT.	91 PASS. MON. to SAT. ‡	35 PASS. SUN.		45 Diesel Rail Car (102 HP) Wed.	17 EXPRESS MON. TO FRI.	31 PASS. SAT.
			a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.
—	**MELBOURNE** W	dep.	..	8 30V	8 50	9 30V	..	..	5 18	6 30
61¼	**SEYMOUR** W	arr.	..	10 0	10 26	11 1	..	..	6 54	8 7
				PASS.					PASS.	
	"	dep.	..	10 24	10 41	11 25	..	..	7 7	8 10
62	Seymour M'shalling Yd.		..	..	..	..	..	..	..	..
68	*Mangalore* ○ ES	..	..	10 35	10 52	11 35*	..	..	7 17‡	8 20‡
74	*Tabilk* ..	arr.	..	..	..	..	..	..	..	..
	" (see note, p. 128	dep.		10 44	11 2	*	..	..	7 26*	8 29*
78¼	Nagambie ES	arr.		–177	11 9	11 48	..	..	7 29	..
	"	dep.		10 52	11 10	11 49	..	..	7 30	8 34
84½	Wahring NC	arr.		..	..	*	..	..	..	..
	(see note, p. 128)	dep.		11 0	11 19	p.m.	..	..	*	8 42*
91½	Murchison East ES	arr.		11 10	11 29	12 4	..	..	7 45	..
	"	dep.		11 12	11 31	12 5	..	..	7 46	8 50
98	*Arcadia* ○ ES	arr.		..	11 40	12 15	..	..	..	..
	" ..	dep.		11 21	11 41	12 16	..	..	7 57‡	9 1‡
103¼	**TOOLAMBA** ES W	arr.		11 29	11 49	12 24	..	..	8 5	9 9
	"	dep.		11 32	11 52	12 25	..	..	8 8	9 14
					p.m.					
110	Mooroopna ES	arr.	..	11 42	12 2	12 35	..	..	8 19	..
	" ..	dep.	..	11 43	12 3	12 36	..	..	8 20	9 25
113	**SHEPPARTON** ES W	arr.	..	11 49–44	12 9–44	12 42	..	..	8 26	9 31
				–57					–112	
	"	dep.	..	11 58	12 18	12 43	..	5 30–22	8 29	9 36
				p.m.						
119¼	Congupna NC	..	..	12 7	§	*	..	§	*	9 45*
123¼	*Tallygaroopna* ○ ES	arr.	..	12 13	12 33	12 57	..	..	..	9 50
	"	dep.	..	12 14	12 34	12 58	..	5 47	8 45§	9 52
129½	Wunghnu NC	arr.	..	..	..	1 7	..	..	..	..
	(see note, p. 128)	dep.	..	12 24	12 44	1 8	..	§	8 54§	10 1§
133¾	**NUMURKAH** ES W	arr.	..	12 31	12 51	1 20	..	6 3	9 10	10 10
									D.R.C. (102 HP)	
			–114	–114	–114			–110	Tu., Th.	
	"	dep.	11 55	12 36	12 56	..	..	6 5	9 25	..
140¾	*Katunga* ..	arr.	p.m.	..	..	..	..	..	..	..
	(see note, p. 128)	dep.	12 5§	12 47	1 7	..	..	6 15	9 35§	..
144	R.M. Stop. Pl. No. 81 NC		Z	*	*	..	..	Z	Z	..
146	Strathmerton ES	arr.	12 20–7	12 56	1 16	..	..	..	..	..
				–196	–196			–144		
	"	dep.	..	12 59	1 20	..	..	6 25	9 45	..
150	Mywee NC (see note, page 128)		..	*	*	..	..	To Cobram see page 126	To Cobram see page 126	..
156¼	**TOCUMWAL** (N.S.W.) ES W	arr.	..	1 20B	1 40B	..	..			
				–110	–110					
			29	7	91	35		45	17	31

May take passengers offering

177 142 138 174 110 176 157

B.—No. 7 connects with Rail Motor Train leaving Tocumwal at 2.40 p.m. Mon., Tue., Thur., Fri., Sat., for Narrandera and Griffith, N.S.W., connecting at Narrandera for Sydney, arrives Sydney 7.26 a.m. next day; 7.38 a.m. Sun. On Tue., and Thur. passengers change trains at Junee, N.S.W.

V.—Combined North Eastern–Goulburn Valley line train from Melbourne to Seymour, with North Eastern Carriages and Brakevan leading.

PASSENGER SERVICE

Up

Miles	STATIONS	6 Diesel Rail Car (102 H.P.) Mon., Tue., Thur. Sat.	44 Diesel Rail Car (102 H.P.) Wed.		22 PASS. MON. to FRI.	20 PASS. SAT.	40 Diesel Rail Car (102 H.P.) (Ety.) Tue., Thur.	24 PASS. SUN.
		a.m. From Cobram see page 126	a.m. From Cobram see page 126		p.m.	p.m.	p.m. May take passengers offering	p.m.
—	**TOCUMWAL (N.S.W.)** *dep.* ES W	..	..	..	3 0Y	3 15Y		..
6¼	Mywee NC (see note, page 128)	..	..	..	*	*		..
10¼	Strathmerton ES	6 20	10 25	..	3 16	3 31	3 45	..
12¼	R.M. Stop. Place No. 81 NC	Z	Z 109	..	*	*	* 110, 69	..
16	*Katunga* (see note, page 128)	6 29§	10 34	..	3 26	3 41	*	..
22¼	**NUMURKAH** ES W *arr.*	6 43	..	..	3 36	3 51	4 10	..
		PASS. MON. to SAT.	—69					
	" .. *dep.*	a.m. 6 50–107	10 48	..	3 40	3 52	..	p.m. 5 15
26¼	Wunghnu NC .. *arr.*	..	..		..	..	..	..
	(See note, page 128) *dep.*	6 57 135,	§	..	3 48	4 0	..	5 23
32¼	*Tallygaroopna* ○ ES .. *arr.*	–79	..	..	3 56	4 8	..	..
		—61						
	" .. *dep.*	7 5	11 4	..	3 57	4 9	..	5 32
37	Congupna NC ..	*	§ 7, 91	..	4 4	§	..	*
41¾	Shepparton Live Stock Siding NC	..	..	..	.. 132	..	..	..
43¼	**SHEPPARTON** ES W *arr.*	7 19	11 25	..	4 13	4 23	..	5 46
	" .. *dep.*	7 27		..	4 21–50	4 31	..	5 47
46¼	Mooroopna ES .. *arr.*	..	..	..	..	..	..	5 53
	" .. .. *dep.*	7 33	..	..	4 28 142	4 38	..	5 54
53	**TOOLAMBA** ES W *arr.*	7 43	..	..	4 38	4 48	..	6 4
	" .. .. *dep.*	7 45	..	..	4 45	4 50	..	6 5
58¼	*Arcadia* ○ ES .. *arr.*	..	..	..	..	..	..	..
	" .. .. *dep.*	7 53‡	..	..	4 54	4 58	..	6 14
64½	Murchison East ES	8 3–69	..	..	5 4–130	5 8	..	6 24
72¼	Wahring NC .. *arr.*	..	..	..	..	..	..	..
	(See note, page 128) *dep.*	*	..	..	5 15 128, 130	5 18	..	*
78	Nagambie ES .. *arr.*	8 18	..	..	5 23	5 26	..	6 39
	" .. .. *dep.*	8 19	..	..	5 24	5 27	..	6 40
82¼	*Tabilk* .. .. *arr.*	..	..	..	..	..	..	..
	(See note, page 128) .. *dep.*	*	..	..	5 32	5 35	..	*
88¼	*Mangalore* ○ ES	8 33‡ 55, 177	..	..	5 42	5 44	..	6 54*
94½	Seymour Marshalling Yard ..	..	..	..	..	..	..	..
95	**SEYMOUR** W .. *arr.*	8 47	..	..	5 55–157	5 55	..	7 5–39
	" .. *dep.*	9 2	..	..	6 10	6 10	..	7 20
156¼	**MELBOURNE** W .. *arr.*	10 35	..	..	7 40 187,	7 40	..	9 0
		6	44		22	20	40	24

Y.—**Nos. 20 and 22** connect at Tocumwal with Diesel Train arriving 2.15 p.m. Mon., Tue., Fri., Sat.; 2.11 p.m. Thurs. ex Narrandera and Griffith, also connects with train departing Sydney, 10.30 p.m. Sun., Mon., Wed., Thurs., Fri. On Thurs. passengers change trains Junee N.S.W. (Wed. ex Sydney).

SEYMOUR–NUMURKAH–COBRAM
PASSENGER SERVICE

Down

Miles	STATIONS		29 D.R.C. (102H.P.) (Empty) Mon., Tu., Thu., Sat.	7 EX-PRESS MON. to SAT.	91 PASS MON. to SAT. ‡		37 Diesel Rail Car (102 HP) Mon., Fri.	45 Diesel Rail Car (102 HP) Wed.	17 EX-PRESS MON. to FRI.
			a.m.	a.m.	a.m.		p.m.	p.m.	p.m.
—	**MELBOURNE** W	dep.	..	8 30	8 50	..	..	From	5 18
61¼	**SEYMOUR** W ..	arr.	..	10 0	10 26	..	..	Shep-	6 54
				PASS.	p.m.			parton	**PASS.**
	" ..	dep.		10 24	10 41	..	..	see page 124	7 7
				p.m.					
133¾	**NUMURKAH** ES W	arr.	..	12 31	12 51	..	..	6 3	9 10–176
			–114	—114	—114				D.R.C. (102 HP)
								—110	Tu., Thu.
	" ..	dep.	11 55	12 36	12 56	..	..	6 5	9 25
			p.m.						
140¼	*Katunga*	arr.	..	..	..	..	..	..	..
	(see note, page 128)	dep.	12 5§	12 47	1 7	..	..	6 15	9 35§
144	R.M. stop. Pl. No. 81 NC		Z	*	*	..	..	Z	Z
146	Strathmerton † ES	arr.	12 20–7	12 56	1 16	..	..	..	..
				–196	–196				
				D.R.C. Mn., Tu., Thu., Fri., Sat.	D.R.C. Mn., Tu., Thu., Fri. Sat. ‡				
				p.m.	p.m.			—144	
	" ..	dep.	..	1 10	1 30	..	3 25–22	6 25	9 45
147¼	R.M. Stop. Pl. No. 82 NC		..	Z	Z	..	Z	Z	Z
148¾	R.M. Stop. Pl. No. 83 NC		..	Z	Z	..	Z	Z	Z
150½	*Yarroweyah*		..	1 18§	1 38§	..	3 33§	6 33§	9 53§
152	R. M. Stop. Pl. No. 84 NC		..	Z	Z	..	Z	Z	Z
155¼	**COBRAM** † W ..	arr.	..	1 30	1 50	..	3 45	6 50	10 10
			29	7	91		37	45	17

May take passengers offering

Up

Miles	STATIONS		6 Diesel Rail Car (102 H.P.) Mn., Tu., Thu., Sat.	44 Diesel Rail Car (102 H.P.) Wed.	48 Diesel Rail Car (102 H.P.) Fri.		22 Diesel Rail Car (102 H.P.) Mn., Tu., Thu., Fri.	40 Diesel Rail Car (102 H.P.) (Empty) Tu., Thu.
			a.m.	a.m.	p.m.		p.m.	p.m.
—	**COBRAM** † W ..	dep.	6 5	10 10	12 15	..	2 45–116	..
3¼	R. M. Stop. Place, No. 84 NC ..		Z	Z	Z		Z	..
4¾	*Yarroweyah*		6 13§	10 17§	12 22§	..	2 53§	..
6½	R. M. Stop. Place, No. 83 NC ..		Z	Z	Z	..	Z	..
8	R. M. Stop. Place, No. 82 NC ..		Z	Z	Z	..	Z	..
9¼	Strathmerton ES † ..	arr.	..	..	12 30–7	..	3 5	..
				—109			**PASS.**	May take passengers offering
	" ..	dep.	6 20	10 25	..	..	3 16	3 45
11¼	R. M. Stop. Place, No. 81 NC ..		Z	Z	..	..	*	*
15	*Katunga* (see note, page 128) ..		6 29§	10 34	..	..	3 26	*
21½	**NUMURKAH** ES W	arr.	6 43	..	..	..	3 36	4 10–110
			PASS.					
			a.m.	—79			—110	
	" ..	dep.	6 50	10 48	..	..	3 40	..
94	**SEYMOUR** W ..	arr.	8 47	To	..	..	5 55	..
	" ..	dep.	9 2	Shep-	..	..	6 10	..
155¼	**MELBOURNE** W ..	arr.	10 35	parton see p. 125	..	..	7 40	..
			6	44	48		22	40

Down

Miles	STATIONS		107 Goods Mon.	109 Goods Wed. Thurs.		
			A.M.	A.M.		
133¾	**NUMURKAH** E S W	*dep.*	7 30—135	9 30	...	...
140¼	*Katunga*	*arr.*	7 45	9 46	...	...
	(see note, page 128)	*dep.*	8 0	10 0	...	...
146	Strathmerton † E S	*arr.*	8 13	10 13—44	...	...
		dep.	8 43	10 50	...	...
150½	*Yarrouyah*	*arr.*	8 55	11 2	...	...
		dep.	9 10	11 12	...	...
155¼	**COBRAM** † W	*arr.*	9 25	11 30	...	...
			107	109		

Up

Miles	STATIONS		114 Goods Mon.	116 Goods Thurs. Alternate Wed.	144 Goods Alternate Wed.	
			A.M.	P.M.	P.M.	
—	**COBRAM** † W	*dep.*	10 0	1 50–7	5 30	...
4¾	*Yarrouyah*	*arr.*	10 14	2 4	5 44	...
		dep.	10 24	2 20	6 0	...
9½	Strathmerton † E S	*arr.*	10 36	..	6 12–45	
		dep.	11 0	2 32	6 30	
15	*Katunga*	*arr.*	11 13	..	...	...
	(See note, page 128)	*dep.*	11 15	2 45	6 43	...
21½	**NUMURKAH** E S W	*arr.*	11 40–29	3 5–22	7 0–112	...
				–110		
			114	116	144	

Commencing 2nd. Sept. 1970.

Commencing 9th. Sept. 1970.

SEYMOUR-TOCUMWAL (N.S.W.) GOODS SERVICE.

Down

Miles	STATIONS		99 Fast Gds. Mon. to Fri.	61 Fast Goods Mon.	41 Goods Tue. to Sat.	79 Fast Gds. Mon. to Fri.	107 Goods Mon.	109 G'ds Wed. Thur.
			p.m.	a.m.	a.m.	p.m.	a.m.	a.m.
—	**MELBOURNE W**	*dep.*	7 0	..	..	8 15	..	..
						Mon. Wed. Fri. | Tue. Thurs.		
61¼	**SEYMOUR W** ..	*arr.*	9 45	..	..	10 55 | 11 35	..	..
			Tue. to Sat.			Tue. to Sat. (Mon. ‡)		
			a.m.			a.m.		
	" ..	*dep.*	12 40	2 30	..	4 0	..	..
62	Seymour Marshalling Yard		–176DL	..	..	..	..	..
68	*Mangalore* ○ ES ..	*arr.*	–112DL	..	..	..	..	..
	" ..	*dep.*	1 5	2 52	..	4 22	..	..
74	*Tabilk*	*arr.*	..	..	..	..	..	..
	(See footnote) ..	*dep.*	1 18	3 3	..	4 33	..	..
78¼	Nagambie ES ..	*arr.*	1 29	..	..	..	..	..
	" ..	*dep.*	1 31	3 11	..	4 41	..	..
84½	Wahring NC ..	*arr.*	..	..	..	..	..	..
	(See footnote)	*dep.*	1 46	3 23	..	4 53	..	..
91½	Murchison East ES ..	*arr.*	2 5	3 40	..	..	..	..
	" ..	*dep.*	2 7	4 0	..	5 8	..	..
98	*Arcadia* ○ ES ..	*arr.*	2 25	4 15	..	..	..	..
	" ..	*dep.*	2 27	4 17	..	5 23	..	..
103¼	**TOOLAMBA** ES W	*arr.*	2 40–50	..	..	..	..	..
	" ..	*dep.*	5 0	4 30	5 10–99	5 36	..	..
109¼	Northern Pear Growers NC		..	..	..	..	..	..
110	Mooroopna ES ..	*arr.*	..	4 46	5 29	..	..	..
	" ..	*dep.*	To Echuca	5 16	5 39	5 53	..	..
112¼	Departmental Siding ..		Page 136	..	..	..	..	..
112½	Ampol, BP, Shell & Mobil Company's Siding NC ..		..	..	..	..	..	..
113	**SHEPPARTON** ES W	*arr.*	..	5 25	5 50–79	..	..	..
				R'side Goods				
	" ..	*dep.*	..	6 25	..	6 1—41	..	..
113½	Esso Standard Limited Siding NC		..	..	..	..	..	..
114½	Shepparton Live Stock Siding NC		..	..	..	..	..	..
119½	Congupna NC		..	..	..	..	..	..
123¾	*Tallygaroopna* ○ ES	*arr.*	..	6 50—6	..	6 24—6	..	..
	..	*dep.*	..	7 15	..	7 15	..	..
129½	Wunghnu NC ..	*arr.*	..	..	..	..	..	..
	(see footnote) ..	*dep.*	..	7 29	..	7 29	..	..
133¾	**NUMURKAH** ESW	*arr.*	..	7 45	..	7 40—109	..	..
						Roadside Goods Tue. to Fri. (Sat. ‡)		
	" ..	*dep.*	..	8 35	..	8 30	7 30	9 30
140½	*Katunga*	*arr.*	..	8 50	..	..	7 45	9 46
	(see footnote) ..	*dep.*	..	9 10	..	8 45	8 0	10 0
146	Strathmerton ES ..	*arr.*	..	9 23	..	8 58	8 13	10 13
	" ..	*dep.*	..	9 33	..	9 8	8 43	10 50
150	Mywee NC		..	..	..	..	To Cobram See page 127	To C'ram See page 127
	(see footnote)							
156¼	**TOCUMWAL (N.S.W.)** ES W ..	*arr.*	..	10 0	..	9 30		
			99	61	41	79	107	109

The Double Line Block Telegraph system is in force on Section Seymour "B" Box and Seymour "C" Box, Seymour "C" Box and Mangalore on Up and Down journey. **Mywee, Katunga, Wunghnu, Tabilk and Wahring** may also be opened as Intermediate Block Posts when required. See General Appendix for instructions.

Down

Miles	STATIONS		69 Goods Tue. to Sat.	55 Express Goods Mon. ‡	177 R'side Goods Tue. to Sat.	73 Express Goods Mon. to Fri. ‡	57 Express Goods Tue. to Sat. ‡	199 Light Eng. Fri. ‡	157 Light Eng. Tue.	187 Thro. Goods Mon. to Fri. ‡
			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
—	**MELBOURNE W**	*dep.*	..	5 45	..	7 45	10 15	..	..	..
							p.m.			22, 20, 17
61¼	**SEYMOUR W**	*arr.*	..	8 40	..	10 55	1 5	..	..	..
				–6						
	" ..	*dep.*	5 30	8 55	9 10	11 5	1 25	..	..	7 20
62	Seymour Marshalling Yard		..	..	–6	..	..	..	6 0	..
									–22	
68	*Mangalore* ○ ES	*arr.*	..	..	9 34	..	..	..	6 12	..
									–64	
	" ..	*dep.*	5 54	9 7	9 44	11 17	1 37	..	6 20	7 40
74	*Tabilk* ..	*arr.*	..	..	10 2	..	..	..	..	..
	(See page 128) ..	*dep.*	6 12	9 16	10 12	11 26	1 46	..	..	7 51
78½	Nagamble ES ..	*arr.*	6 26	..	10 26	–177	..	..	..	8 1
	" ..	*dep.*	6 45	9 23	11 35	11 33	1 53	..	6 35	8 25
84½	Wahring NC ..	*arr.*	..	..	11 53	..	..	..	..	..
	(See page 128) ..				p.m.					
	" ..	*dep.*	7 3	9 32	12 13	11 42	2 3	..	..	8 39
		arr.	7 24–6	..	12 34	..	..	..	..	–174
91½	Murchison East ES								–142	
	" ..	*dep.*	8 10	9 43	12 44	11 53	2 14	..	6 50	8 56
						p.m.				
98	*Arcadia* ○ ES ..	*arr.*	..	..	1 3	..	..	..	–138	9 13
	" ..	*dep.*	8 29	9 54	1 13	12 4	2 25	..	7 0	9 30
		arr.	..	..	1 28	..	2 35	..	7 10	..
103¼	**TOOLAMBA**						–94		–174	
	ES W ..	*dep.*	8 44	10 3	1 40	12 13	2 50	..	7 20	9 43
109½	Northern Pear Growers NC		..	..	..	..	..	..	..	..
110	Mooroopna ES ..	*arr.*	9 3	10 16	1 59	..	3 3	..	..	–112
					–94					
	"	*dep.*	9 20	10 50	2 34	12 24	3 30	..	7 32	9 59
112½	Departmental Siding ..		..	..	..	..	..	..	..	..
112½	Ampol, PB, Shell and			–7		–94				
	Mobil Coy's Siding NC		..	..	..	..	..	..	..	..
113	**SHEPPARTON** ES W	*arr.*	9 31	11 0	2 45	12 35	3 40	..	7 40	10 10
					94		20, 22, 64		–17, 110	176
			Wed.	Tue., Th's., Fri., Sat.						
	" ..	*dep.*	9 40	10 10	..	..	..	..	9 0	..
113½	Esso Standard Ltd. Sdg. NC		..	..	..	..	..	..	–112	..
114½	Shepparton Live Stock Sdg. NC		..	..	..	..	..	..	..	..
119¼	Congupna NC ..	*arr.*	..	10 28	..	..	..	..	..	..
	" ..	*dep.*	9 58	10 50	..	..	..	..	..	..
123¾	*Tallygaroopna* ○ ES	*arr.*	..	11 4	..	..	..	..	..	..
	" ..	*dep.*	10 12	11 20	..	..	..	..	9 16	..
129¼	Wunghnu NC ..	*arr.*	..	11 37	..	..	..	..	..	..
	(See page 128) ..	*dep.*	10 29	11 50	..	..	..	..	..	..
				p.m.						
	" ..	*arr.*	10 43	12 5	..	..	..	..	9 35	..
133¾	**NUMURKAH**			–7				–110		
	ES W ..	*dep.*	–44,		..	..	..	5 40	..	..
140¼	*Katunga* ..	*arr.*	–69	..	..	..	..	..	..	..
	(See page 128) ..	*dep.*	..	..	..	..	..	..	..	..
146	Strathmerton ES	*arr.*	..	..	..	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..	5 59	..	..
150	Mywee NC (See page 128)		..	..	..	..	..	..	..	..
156¼	**TOCUMWAL** ..	*arr.*	..	..	..	..	..	6 15	..	..
	(N.S.W.) ES W									
								Run No. 176		
			69	69	55	177	73	57	199	157	187

Up

Miles	STATIONS		50 Engine & Van Tue. to Sat.	114 Goods Mon.	196 Light Engine Fri., Sat. ‡	116 Goods Thurs. Alt. Wed. (Comm. 2nd. Sept. 1970)	144 Goods Alt. Wed. (Comm. 9th. Sept. 1970)	
			a.m.	a.m. From Cobram	p.m. Off No. 79	p.m. From Cobram	p.m. From Cobram	
—	**TOCUMWAL** (N.S.W.) ES W	*dep.*	..	..	12 30	..	..	...
6¼	Mywee NC (See note, p. 128)	..	..	See p.127	..	See p. 127	See p. 127	...
10¼	Strathmerton ES ..	*arr.*	..	10 36	12 46 –7,91	4 12	6 12	...
	" ..	*dep.*	..	11 0	1 30	4 42	6 30–45	...
16	*Katunga*	*arr.*	..	11 13	..	4 55	..	...
	(See note, page 128)	*dep.*	..	11 15	1 39	5 5	6 43	...
22½	**NUMURKAH** ES W	*arr.*	..	11 40–29	1 50–177	5 20	7 0–112	...
	" ..	*dep.*	..	..	..	..	..	...
26¾	Wunghnu NC ..	*arr.*	..	..	..	..	..	...
	(See note, page 128)	*dep.*	..	..	..	..	..	...
32½	*Tallygaroopna* ○ ES	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
37	Congupna NC		..	..	..	..	..	...
41¾	Shepparton Live Stock Sdg. NC		..	..	..	..	..	...
42¼	Esso Standard Oil Co. Ltd. Sdg. NC		..	..	..	..	..	...
43¼	**SHEPPARTON** ES W	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	4 30–41	..	..	..	..	...
43¾	Ampol, B.P., Shell & Mobil Co's Siding NC		..	..	..	..	..	...
44	Departmental Sdg. NC ..		..	..	..	..	..	...
46¼	Mooroopna ES ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	4 36	..	..	..	..	...
47	Northern Pear Growers Siding NC ..		..	..	..	..	..	...
53	**TOOLAMBA** ES W	*arr.*	4 50–99	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
58¼	*Arcadia* ○ ES ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
64¾	Murchison East ES ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
72¾	Wahring NC ..	*arr.*	..	..	..	..	..	...
	(See note, page 128)	*dep.*	..	..	..	..	..	...
78	Nagambie ES ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
82¼	Tabilk	*arr.*	..	..	..	..	..	...
	(See note, page 128)	*dep.*	..	..	..	..	..	...
88¼	*Mangalore* ○ ES ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
94½	Seymour Marshalling Yard		..	..	..	..	..	...
95	**SEYMOUR** W ..	*arr.*	..	..	..	..	..	...
	" ..	*dep.*	..	..	..	..	..	...
156¼	**MELBOURNE** W	*arr.*	..	..	..	..	..	...
			50	114	196	116	144	

UP

Miles	STATIONS		198 Light Engine Mon.		94 Express Goods Mon. to Sat. ‡	64 Express Goods Mon. to Fri. ‡	142 Roadside Goods Mon., Wed Fri.	
			p.m.		p.m.	p.m.	p.m.	
—	**TOCUMWAL** (N.S.W) ES W	dep.	Off No. 114	..	..	..	..	
6½	Mywee NC (See note, p. 128)		ex Cobram	..	..	..	..	
10¼	Strathmerton ES	arr.	..	..	..	..	..	
	"	dep.	..	..	..	..	..	
16	*Katunga*	arr.	..	..	..	..	..	
	(See note, page 128)	dep.	..	..	..	..	..	
22½	**NUMURKAH** ES W	arr.	..	..	..	..	..	
	"	dep.	2 0	..	..	..	..	
26¾	Wunghnu NC	arr.	..	..	..	..	..	
	(See note, page 128)	dep.	2 7	..	..	..	..	
32½	*Tallygaroopna* ○ ES	arr.	..	..	..	..	..	
	"	dep.	2 15	..	..	..	..	
37	Congupna NC		..	..	..	..	..	
41¾	Shepparton	arr.	..	..	..	..	..	
	Live Stock Sdg. NC	dep.	..	..	..	..	..	
42¼	Esso Standard Oil Co. Ltd. Sdg. NC		..	..	..	..	..	
43¼	**SHEPPARTON** ES W	arr.	2 30–177	..	..	..	..	
	"	dep.		..	1 30	4 40–22	..	
43¾	Ampol, B.P. Shell & Mobil Co's Siding NC		..	..	..	..	..	From Echuca see page 137
44	Departmental Sdg. NC		..	..	..	..	..	
46¼	Mooroopna ES	arr.	..	..	1 40	..	..	
	"	dep.	..	..	2 10–177	4 49	..	
47	Northern Pear Growers Siding NC		..	..	..	..	..	
53	**TOOLAMBA** ES W	arr.	..	..	2 25 —57	5 3–142	4 10—	22, 64
	"	dep.	..	..	2 40	5 13	5 30	
58¼	*Arcadia* ○ ES	arr.	..	..	..	..	5 45	
	"	dep.	..	..	2 52	5 25	6 0	
64¾	Murchison East ES	arr.	..	..	..	..	6 15–157	
	"	dep.	..	..	3 4	5 37	6 55	
72¾	Wahring NC	arr.	..	..	..	..	..	
	(See note, page 128)	dep.	..	..	3 15	5 46	7 10	
78	Nagambie ES	arr.	..	..	..	..	7 25—	17, 187
	"	dep.	..	..	3 25	5 56	8 5	
82¼	Tabilk	arr.	..	..	..	..	..	
	(See note, page 128)	dep.	..	..	3 33	6 6	8 15	
88¼	*Mangalore* ○ ES	arr.	..	..	..	..	..	
	"	dep.	..	..	3 44	6 17–157	8 32	
94½	Seymour Marshalling Yard		..	..	..	..	..	
95	**SEYMOUR** W	arr.	..	..	4 0	6 30	8 50	
	"	dep.	..	..	4 30	7 10	11 0	
							Tue. a.m.	Thu., Sat. a.m.
156¼	**MELBOURNE** W	arr.	..	..	7 20	9 40	2 5	2 30
			198		94	64	142	142

UP

Miles	STATIONS			110 Goods Mon. to Fri.			
				p.m.			
—	**TOCUMWAL**(N.S.W.) ES W	*dep.*	..	3 25–22		..	..
6¼	Mywee NC (See note P. 128)		..	..		..	..
10¼	Strathmerton ES ..	*arr.*	..	3 47		..	..
	" ..	*dep.*	..	4 10		..	..
16	*Katunga*	*arr.*	..	4 23		..	..
	(See note, page 128)	*dep.*	..	4 43		..	..
22¼	**NUMURKAH** ES W	*arr.*	..	5 0–45		..	..
				Fast Goods			
				Mon., Tues., Thurs., Fri.	**Wed.**		
	"	*dep.*	..	5 30	6 10	..	..
26¼	Wunghnu NC ..	*arr.*	..	..	..	..	..
	(See note, page 128)	*dep.*	..	5 41	6 21	..	..
32¼	*Tallygaroopna* ○ ES	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	5 55	6 37	..	..
37	Congupna NC		..	..	..	..	..
41¾	Shepparton Live ..	*arr.*	..	..	..	..	..
	Stock Sdg. NC	*dep.*	..	6 13	..	..	..
42¼	Esso Standard Oil Co. Ltd. Sdg. NC		..	..	..	..	..
43¼	**SHEPPARTON** ES W	*arr.*	..	6 25	7 0	..	..
				8 0—157		..	..
	" ..	*dep.*	..				
43¾	Ampol, BP, Shell and Mobil Co's Siding NC		..	..		..	..
44	Departmental Siding NC ..		..	..		..	..
46¼	Mooroopna ES ..	*arr.*	..	8 8–17		..	..
	" ..	*dep.*	..	8 50		..	..
47	Northern Pear Growers Sdg. NC		..	..		..	
53	**TOOLAMBA** ES W	*arr.*	..	..		..	..
	" ..	*dep.*	..	9 6		..	..
58¼	*Arcadia* ○ ES ..	*arr.*	..	—187		..	..
	" ..	*dep.*	...	9 19		..	..
64¾	Murchison East ES	*arr.*	..	..		..	..
	" ..	*dep.*	..	9 34		..	..
72¾	Wahring NC ..	*arr.*	..	..		..	..
	(See note, page 128)	*dep.*	..	9 49		..	..
78	Nagambie ES ..	*arr.*	..	10 1		..	..
	" ..	*dep.*	..	10 17		..	..
82¼	Tabilk	*arr.*	..	..		..	..
	(See note, page 128)	*dep.*	..	10 27		..	..
88¼	*Mangalore* ○ ES ..	*arr.*	..	..		..	..
	" ..	*dep.*	...	10 41		..	..
94¼	Seymour Marshalling Yard ..		..	..		..	..
95	**SEYMOUR** W ..	*arr.*	..	11 0		..	..
	" ..	*dep.*	..	11 45		..	..
				Tue. to Sat.			
				a.m.			
156¼	**MELBOURNE** W	*arr.*	...	3 30A		..	..
				110			

A—4.0 a.m., Friday, Saturday.

Miles	STATIONS		138 Roadside Goods Tue., Thur.	174 Goods Mon. to Fri.		112 Roadside Goods Mon., Tue., Wed.	176 Fast Goods Fri. ‡
			p.m.	p.m.		p.m.	p.m.
—	**TOCUMWAL** (N.S.W.)						
	ES W	*dep.*	..	..	..	..	7 30
6¼	Mywee NC (See note, p. 128)		..	..	..	..	..
10¼	Strathmerton ES ..	*arr.*	..	..	..	..	7 52
	" ..	*dep.*	..	..	..	..	7 54
16	*Katunga*	*arr.*	..	..	..	..	..
	(See note, page 128)	*dep.*	..	..	..	..	8 7
22½	**NUMURKAH** ES W	*arr.*	..	..	..	..	8 22
			..				—17
	" ..	*dep.*	..	..	..	7 20	9 15
26¾	Wunghnu NC ..	*arr.*	..	..	..	..	..
	(See note, page 128)	*dep.*	..	..	..	7 33	9 24
32½	*Tallygaroopna* ○ ES	*arr.*	..	..	..	..	9 28
	" ..	*dep.*	..	..	..	7 48	9 40
37	Congupna NC		..	..	..	8 1	..
41¾	Shepparton Live Stock Sdg. NC		..	..	..	8 11	..
42¼	Esso Standard Oil Co. Ltd. Sdg. NC		..	..	..	..	..
43¼	**SHEPPARTON** ES W	*arr.*	..	..	..	8 20—157 Mn. Tu., Wed. (Thur., Fri. ‡)	10 4—187
	" ..	*dep.*		5 40—45	..	9 40—17	11 15
43¾	Ampol, BP, Shell and Mobil Co's Siding NC			..	..	..	..
44	Departmental Siding NC ..			..	..	..	..
46¼	Mooroopna ES ..	*arr.*		5 48	..	9 50—187	
	" ..	*dep.*		7 0	..	10 10	11 23
47	Northern Pear Growers Siding NC		From Echuca See page 137	..	..	..	..
53	**TOOLAMBA** ES W	*arr.*	5 49	7 16 —17	..	10 28	..
	" ..	*dep.*	6 20	8 15—157	..	10 48	11 39
58¼	*Arcadia* ○ ES ..	*arr.*	6 33	..	..	..	11 52
	" ..	*dep.*	7 3—157	8 30	..	11 1	11 53
							Sat. ‡ a.m.
64¾	Murchison East ES	*arr.*	7 18—17	8 47—187	..	11 18	12 8
	" ..	*dep.*	7 52	9 0	..	11 38	12 10
72¾	Wahing NC ..	*arr.*	..	..		..	..
	(See note, page 128)	*dep.*	8 7	9 17	..	11 55 Tu., Wed., Th. (Fri., Sat. ‡)	12 25
78	Nagamble ES ..	*arr.*	8 21 —187	..	..	..	..
						a.m.	
	" ..	*dep.*	8 37	9 29	..	12 7	12 37
82¼	Tabilk	*arr.*	..	9 41	..	..	..
	(See note, page 128)	*dep.*	8 47	10 1	..	12 17	12 47
88¼	*Mangalore* ○ ES ..	*arr.*	9 5	..	..	..	—99DL
	" ..	*dep.*	9 18	10 15	..	12 33	1 1
94½	Seymour Marshalling Yard ..		—174	..	..	—99DL	..
95	**SEYMOUR** W ..	*arr.*	9 32	10 30 —110	..	12 50	1 20
	" ...	*dep.*	11 0	11 20	..	2 0	2 30
			Wed. a.m.	Fri. a.m.	Tue. to Sat. a.m.		
156¼	**MELBOURNE** W	*arr.*	2 5	2 30	3 20	6 30	6 10
			138	138	174	112	176

MURCHISON EAST–COLBINABBIN–GIRGARRE.

GOODS TRAIN SERVICE.

Down.

Miles from Melb.	STATIONS		Goods Service: 127 Goods Mon., Thur. (Sat. ‡)	Goods Service: 129 Goods Wed. (Tue. Fri. ‡)		
			a.m.	a.m.		
91¼	**MURCHISON EAST** †	dep.	9 0–127	9 0–6, 127	..	..
93¼	*Murchison* (see footnote)	arr.	..	..	..	..
	"	dep.	9 7	9 7	..	..
104¾	**RUSHWORTH** †	arr.	9 46	9 46	..	..
	"	dep.	..	10 30	..	..
109	Erwen NC (see footnote)	arr.	..	..	..	..
	"	dep.	..	10 46	..	..
112½	Wanalta NC (see footnote)	arr.	..	10 59	..	..
	"	dep.	..	11 10	..	..
117½	*COLBINABBIN* †	arr.	..	11 30	..	..
104¾	**RUSHWORTH**†	dep.	10 45	..	..	..
115½	Stanhope	arr.	11 20	..	..	..
			p.m.			
	"	dep.	12 20	..	..	..
118¾	*GIRGARRE* †	arr.	12 35	..	..	..

Up.

Miles	STATIONS		Goods Service: 128 Goods Wed. (Tue. Fri. ‡)	Goods Service: 130 Goods Mon. Thur. (Sat.‡)		
			p.m.	p.m.		
—	*GIRGARRE* †	dep.	..	1 45	..	..
3¼	Stanhope	arr.	..	1 59	..	..
	"	dep.	..	2 20	..	..
14	**RUSHWORTH** †	arr.	..	2 58	..	..
—	*COLBINABBIN* †	dep.	2 15		..	..
5	Wanalta NC (see footnote)	arr.	..	..	..	..
	"	dep.	2 33	..	..	..
8½	Erwen NC (see footnote)	arr.	2 48	..	..	..
	"	dep.	3 7		..	..
12¾	**RUSHWORTH** †	arr.	3 25	..		..
	"	dep.	4 0	3 30	..	..
24½	*Murchison* (see footnote)	arr.	..	4 8	..	..
	"	dep.	4 38	4 21	..	..
26	**MURCHISON EAST** †	arr.	4 50–22	4 35–22	..	..

Note.—**Murchison, Erwen or Wanalta** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

Trains can only work at **Erwen** on the up journey.

Passenger train service between **Rushworth** and **Girgarre** withdrawn as from 30th July, 1952, and between **Murchison East** and **Rushworth** withdrawn as from 14th January, 1956. Secretary's 55/11820; and between **Rushworth** and **Colbinabbin** withdrawn as from 9th August, 1948.

GOODS TRAIN SERVICE

Down						Up				
Miles from Melb.	STATIONS		133 Gds. Mon.		Miles	STATIONS		132 Goods Mon.	
			a.m.					a.m.	
113	**SHEPPARTON** † W	*dep.*	6 35	..	..	**KATAMATITE** † W	*dep.*	11 30	..
113¼	Canning Factory Siding NC	..	—61	..	5	Youanmite NC	*arr.*	11 48	..
116¾	Campbells Soups (Aust.) Pty. Ltd.	*arr.*	..					p.m.	
	..	*dep.*	—83	..		" ..	*dep.*	12 8	..
121	Pine Lodge NC (see footnote)		6 57	..	8¾	Yabba North NC (see footnote)	*arr.*	12 22	..
124¼	Lamrock Siding NC	*arr.*	..	..					
	" ..	*dep.*	..	..		" ..	*dep.*	12 42	..
126¾	*Cosgrove*	*arr.*	7 15	..	17	**DOOKIE** † ..	*arr.*	1 9	..
	"	*dep.*	7 45	..		" ..	*dep.*	2 12	..
130	**DOOKIE** † ..	*arr.*	7 58	..	20¼	*Cosgrove* ..	*arr.*	2 22	..
	" ..	*dep.*	8 45	..		" ..	*dep.*	2 42	..
138¼	Yabba North NC .. (see footnote)	*arr.*	9 6	..	22½	Lamrock Siding NC	*arr.*	..	..
		dep.	9 16	..		" ..	*dep.*	..	..
142	Youanmite NC ..	*arr.*	9 30	..	26	Pine Lodge NC .. (see footnote) ..	*arr.*	2 59	..
	" ..	*dep.*	9 40	..			*dep.*	3 39	..
147	**KATAMATITE** † W	*arr.*	10 0	..	30¼	Campbells Soups (Aust.) Pty. Ltd.	*arr.*	..	..
							dep.	..	..
					33½	Canning Factory Siding NC		..	..
					34	**SHEPPARTON** † W	*arr.*	4 10	..

22, 64

Pine Lodge and **Yabba North** may be opened as Intermediate Block Posts as required. See General Appendix for Instructions.

The line is open for the receipt and delivery of Parcels Traffic.

The last passenger train (**Diesel Rail Car**) ran on Wednesday, 29th April, 1953.

NUMURKAH–PICOLA

GOODS TRAIN SERVICE

Down						Up			
Miles from Melb.	STATIONS		135 Goods Mon.,	139 Gds. Wed. See note	Miles	STATIONS		134 Goods Mon.	136 Gds. Wed. See note
			a.m.	p.m.				p.m.	p.m.
133¾	**NUMURKAH** † W	*dep.*	7 0–6	12 0	..	*PICOLA* † ..	*dep.*	12 1	..
140½	Waaia NC (see f'note)	*arr.*	7 17	12 22	6¾	Nathalia † ..	*arr.*	12 25	..
	"	*dep.*	8 0	12 50		" ..	*dep.*	1 21	3 30
147¾	Nathalia † ..	*arr.*	8 18	1 15	14	Waaia NC (see footnote)	*arr.*	1 40	3 54
	" ..	*dep.*	9 18			" ..	*dep.*	2 0	4 10
154½	*PICOLA* † ..	*arr.*	9 40		20¾	**NUMURKAH** † W	*arr.*	2 20	4 35

The last passenger train (**Leyland Rail Motor**) ran on Friday, 30th July, 1954.

Note: A Road Service will operate for goods and parcels traffic between Nathalia and Picola on Wednesdays.

Down

Miles	STATIONS	Passenger Service						Goods Service	
		3 Diesel Rail Car (153 HP) & three Trailers Mon. to Fri. (See note)	5 EXPRESS MON. TO SAT.	91 PASS. Mon. to Sat. ‡		11 PASS. MON. TO FRI.	23 PASS. SAT.	99 R'side Goods Mon. to Fri.	
		a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	
—	**MELBOURNE** W *dep.*	..	8 30	8 50	..	5 18	6 30	7 0	..
61¼	**SEYMOUR** W *arr.*	..	10 0	10 26	..	6 54	8 7	9 45	..
								Tue. to Sat. a.m.	
	" .. *dep.*	..	PASS. 10 24	10 41	..	7 7	8 10	12 40	..
103¼	**TOOLAMBA** ES *arr.* W	..	11 29	11 49	..	8 5	9 9	2 40	..
			Rail Mtr. (Diesel Electric) & C van Mon. to Sat.	Rail Motor (Dsl. El.) & C van Mon. to Sat. ‡		Rail Mtr. (Diesel Electric) & C van Mon. to Fri.	Rail Mtr. (Diesel Electric) & C van Sat.		
			a.m.	a.m.		p.m.	p.m.		
	" .. *dep.*	..	11 37A	11 57A	..	8 25	9 25	5 0	..
106	Hendersyde NC (Rail Motor Stop. Place)	..	Z	Z	..	Z	Z	..	..
110	Tatura ES .. *arr.*	..	11 49	12 9	..	..	..	5 20	..
	" .. *dep.*	..	11 51	12 11	..	8 40	9 40	5 40	..
110½	Rosella Preserving and Manufacturing Co. Ltd. Sdg. NC	..	..	..		..	..	..	..
113	Byrneside NC (See *arr.* note, page 137) *dep.*	..	..	..	..	..	..	5 50	..
		..	11 58	12 18§	..	8 46§	9 46§	6 0	..
117¾	Merrigum ES .. *arr.*	..	p.m.	..	..	..	..	6 15	..
	" .. *dep.*	..	12 7	12 27	..	8 55	9 55	6 30	..
124	Kyabram ES .. *arr.*	–99	12 17	12 37	..	9 5	10 5	6 50–4	..
			–142	–142					
	" .. *dep.*	7 47	12 19	12 39	..	9 7	10 6	8 10–3	..
124½	Kyabram Fruit Packers Sdg. NC	..	..	..	..	..	..	..	..
124½	Containers Ltd. Sdg. NC	..	..	..	..	..	..	..	..
127	Kyvalley NC (Rail *arr.* Motor Stop. Place) *dep.*	..	..	..	..	..	..	8 19	..
		Z	Z	Z	..	Z	Z	8 29	..
128¾	Rail Motor Stop. Place (No. 32) NC	Z	Z	Z	..	Z	Z	..	..
130¾	Tongala ES .. *arr.*	..	..	..	..	..	..	8 41	..
	" .. *dep.*	8 6	12 32	12 52	..	9 23	10 22	9 0	..
132½	Rail Motor Stop. Place (No. 28) NC	Z	Z	Z	..	Z	Z	..	..
133¾	Rail Motor Stop. Place (No. 29) NC	Z	*	*	..	*	*	..	..
135	*Koyuga* (see note, *arr.* page 137) *dep.*	..	..	..	..	..	..	9 13	..
		8 20§	12 40§	1 0§	..	9 32§	10 31§	9 23	..
139½	Kanyapella NC (Rail Motor Stop. Place)	Z	Z	Z	..	*	*	..	..
141	Rail Motor Stop. Place (No. 30) NC	Z	*	*	..	*	*	..	..
144	Rail Motor Stop. Place (No. 74) NC	*	Z	Z	..	*	*	..	..
145	**ECHUCA** ES W *arr.*	8 47	1 0	1 20	..	10 0	10 55	9 55	..
			–138	–138					

A. No. 5 is to stop at Level Crossing (144 miles 8 ch., via Tatura) on Mondays if required, to set down passengers attending stock sales at Echuca Municipal Sale Yards.

NOTE.—No. 3, Diesel Rail Car trip will be cancelled on school holidays and is liable to cancellation at other periods of the year.

Up

Miles	STATIONS	Passenger Service: 4 Rail Motor (Dsl. Elect.) & C. van Mon. to Sat.		14 Rail Motor (Diesel Electric) & C. van Mon. to Sat.	18 D.R.C. (153 HP) and Three Trailers Mon. to Fri.		Goods Service: 142 Roadside Goods Mon., Wed., Fri.	138 Roadside Goods Tue., Thurs.
		A.M.		P.M.	P.M.		A.M.	P.M.
—	**ECHUCA** E S W ... *dep.*	6 20	...	3 10E	4 23	...	10 50	1 30
1	R.M. Stopping Place, No. 74 NC	*	...	Z	*	...	...	... 5, 91
4	R.M. Stopping Place, No. 30 NC	*	...	Z	Z	...	...	...
5½	Kanyapella N C (Rail Motor Stopping Place)	Z	...	Z	Z	...	...	...
10	*Koyuga* (See footnote) *arr.*	...	...	...	...	...	11 15	1 55
	dep.	6 36§	...	3 27§	4 47§	...	11 20	2 00
11½	R.M. Stopping Place, No. 29 NC	*	...	*	Z	...	...	...
12½	R.M. Stopping Place, No 28 NC	Z	...	Z	Z	...	...	...
14½	Tongala E S ... ... *arr.*	...	...	...	5 0	...	11 32	2 12
	dep.	6 44	...	3 35	5 2	...	11 52	2 32
16½	R.M. Stopping Place, No. 32 NC	Z	...	Z	Z	...	P.M.	...
18	Kyvalley N C ... *arr.*	...	...	...	...	...	...	2 42
	(R.M. Stopping Place) *dep.*	Z	...	Z	Z	...	12 2	2 55
20½	Containers Ltd. Sdg. NC	...	...	...	...	...	...	...
20¾	Kyabram Fruit Pkrs Sdg. NC	...	...	...	...	...	...	...
21	Kyabram E S ... *arr.*	...	...	3 47	5 23	...	12 9	3 2
		—99	...	—138		...	—5, 91	
	dep.	6 57	...	3 49	...	...	2 0	3 28 16
27¼	Merrigum E S ... *arr.*	...	...	...	...	...	2 17	3 45
	dep.	7 7	...	3 59	...	...	2 47	4 20
32	Byrneside NC *arr.*	...	...	...	...	...	...	4 32
	(See footnote) *dep.*	7 15§	...	4 8§	...	...	2 59	4 42
34½	Rosella Preserving and Manufacturing Co. Ltd. Sdg. NC	...	...	...	...	...	...	...
35	Tatura E S ... ... *arr.*	...	...	4 14	...	...	3 8	4 51
	dep.	7 21	...	4 16	...	...	3 40	5 30
39	Hendersyde N C ... ... (R.M. Stopping Place)	Z	...	Z 142	...	...	... 14, 22	...
	arr.	7 40	...	4 31	...	...	4 10	5 49
		PASS. MON. TO SAT.		PASS. MON. TO SAT.				
41¾	**TOOLAMBA** E S W ...							
		A.M.		P.M.				
	dep.	7 45	...	4 45A	...	...	5 30	6 20
	arr.	8 47	...	5 55	...	...	8 50	9 32
83¾	**SEYMOUR** W ...							
	dep.	9 2	...	6 10	...	...	11 00	11 0
							Tues. Thurs. Sat.	Wed. Fri.
							A.M. A.M.	A.M.
145	**MELBOURNE** W ... *arr.*	10 35	...	7 40	...	...	2 5 2 30	2 5B

Byrneside and **Koyuga** may be worked as Intermediate Block Posts as required, see General Appendix for Instructions.

A Composite Staff is provided for the Section Toolamba–Tatura. See General Appendix for special instructions governing the working of trains between Toolamba and Tatura under a Time Interval of not less than 10 minutes.

A—Departs Toolamba 4. 50p.m. Saturdays. **B.**—2.30 a.m. Friday.

"E"—No. 14 is to stop at level crossing (144 miles, 8 chains, via Tatura) on Mondays if required, to pick up passengers attending Stock Sales at the Echuca Municipal Stock Yards.

NOTE.—No. 18 Diesel Rail Car trip will be cancelled on school holidays and is liable to cancellation at other periods of the year.

Pages 138—148 (Reserved)

GENERAL INSTRUCTIONS

Except as shown hereunder, the Double Line Block Telegraph System is in force on the Up and Down journey on the following sections :—Broadmeadows and Somerton; Somerton and Craigieburn; Craigieburn and Donnybrook; Donnybrook and Beveridge; Beveridge and Wallan; Wallan and Wandong; Wandong and Kilmore East; Kilmore East and Broadford; Broadford and Tallarook; Seymour "B" and Seymour "C"; Seymour "C" and Mangalore.

Three-position Signalling is in force on the Up and Down journey between No. 1 Box Spencer Street and Broadmeadows and between Tallarook and Seymour "A" Signal Box. The points and signals on the Victorian Gauge line between Albion and Broadmeadows are operated from the C.T.C. panel at Spencer Street.

The following are switched in as block Posts :—

Kensington Signal Box switched in from 4.56 a.m. Mondays until last suburban train clears Saturday night.

Essendon.—Monday to Friday from 6.15 a.m. to 12.45 p.m. and from 3.45 p.m. to 9.30 p.m.
Note: Arrangements may be made for Essendon to be switched in at other times as required.

Glenroy.—Opened as required for operation of local goods train.

Somerton.—Unless otherwise arranged, Somerton will be switched in as a Double Line Block Post only during the period necessary for the signalling of trains to and from the North Eastern Main Line and the Somerton Goods Yard.

Craigieburn.—
Mondays ..From 5.40 a.m. until 103 clears.
Tuesdays, Wednesdays, Fridays } From 5.0 a.m. until No. 103 clears.
Thursdays ..From 5.0 a.m. until No. 79 clears.
Saturdays ..From 5.0 a.m. until No. 18 clears.
Sundays ..From 7.55 p.m. until No. 28 clears.

Donnybrook.—From 5.20 a.m. Mondays until No. 18 clears Saturdays.

Beveridge.—
Mondays to Fridays } From 7.25 a.m. until No. 89 clears and from 3.30 p.m. until No. 25 clears.
Saturdays—From 7.25 a.m. until No. 34 clears.

Wandong.—
Mondays, Tuesdays, Wednesdays } From 7.0 a.m. until No. 14 clears, from 2.0 p.m. until No. 15 clears, and from 7.40 p.m. until No. 92 clears.
Thursdays, Friday } From 7.0 a.m. until No. 14 clears and from 2.0 p.m. until No. 15 clears.
Saturdays—From 7.0 a.m. until No. 53 clears.

Kilmore East.—
Mondays to Saturdays } From 6.45 a.m. until No. 31 clears Saturday.
Sundays—From 6.0 p.m. until No. 28 clears.

Broadford.—
Mondays, Wednesdays, Fridays } From 6.35 a.m. until No. 90 clears.
Tuesdays ...From 6.35 a.m. until 4.0 a.m. Wednesday.
Thursdays ...From 6.35 a.m. until 2.30 a.m. Friday.
Saturdays ...From 6.35 a.m. until No. 31 clears.
Sundays ...From 6.20 p.m. until No. 28 clears.

Seymour "C" Signal Box.—Will be switched in as published.

Alumatta is an unattended Electric Staff Post worked according to Instructions shown in General Appendix.

Bowser is switched in as an Electric Staff Station.

Mondays.—from 3.10 a.m. until No. 5 Pass. or No. 77 Goods to Peechelba East clears and from 1.30 p.m. until No. 70 Goods ex Bright clears.

Tuesdays.—From 6.5 a.m. until No. 5 Pass. clears and from 1.30 p.m. until No. 78 Goods ex Myrtleford clears.

Wednesdays.—From 6.5 a.m. until No. 5 Pass clears, from 1.30 p.m. until No. 150 Goods ex Wahgunyah clears and from 6.50 p.m. until No. 80 Goods ex Bright clears.

Thursdays.—From 7.20 a.m. until No. 5 Pass. clears and from 1.30 p.m. until No. 74 Goods ex Beechworth clears.

Fridays.—From 6.5 a.m. until No. 5 Pass. clears and from 1.30 p.m. until No. 150 Goods ex Wahgunyah clears.

The Train Controller, Seymour, may arrange for Bowser to be switched in during other periods, but before doing so the Train Controller must arrange for the Driver and Guard of each train passing through during the altered hours to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

Wodonga-Albury—The lever-Locking and Track Control system of signalling is in force between Wodonga "A" and Albury South Signal-box on the Victorian and Standard Gauge lines.

MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN SEYMOUR AND WODONGA

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

EXPRESS TRAINS

(i) **No. 33** Sunday at Locksley, Baddaginnie.
(ii) **No. 15 and 19 Albury Express.** Monday to Saturday at Mangalore, Locksley.
(iii) **No. 39 Albury Express.** Sunday at Locksley, and Baddaginnie.
(iv) **No. 8 Albury Express.** Monday to Saturday at Bowser (Monday and Friday) Locksley and Mangalore.
(v) **No. 10 Albury Express.** Sunday at Baddaginnie, Locksley and Mangalore.
(vi) **No. 26** Sunday at Baddaginnie, Locksley and Mangalore.
(vii) **No. 18** Monday to Saturday at Mangalore.
(viii) The positions of the Exchanging Apparatus at the various Stations are as set out hereunder :—

DOWN

Station	Position of Exchanging Apparatus	Road or Line on which Exchange will be Effected
Mangalore	749 feet Up side of Down Platform	Main Down Line
Avenel	22feet Up side of Signal-bay	No. 2 Road
Locksley	34 feet Down side of Signal-box	"
Longwood	Opposite Signal-box	"
Euroa	58 feet Down side of Signal-box	"
Violet Town	225 feet Upside of Signal-bay	"
Baddaginnie	575 feet Up side of Signal-box	No. 1 Road
Benalla	390 feet Down side of Up end of Platform	No. 2 Road
Glenrowan	30 feet Down side of Signal-bay	No. 2 Road
Wangaratta	17 feet Up side of Signal-box	No. 2 Road
Bowser	26 feet Up side of Signal-bay	Main line
Springhurst	84 feet Up side of Signal-box	No. 2 Road
Chiltern	30 feet Up side of Signal-box	"
Barnawartha	35 feet Up side of Signal-box	"

UP

Station	Position of Exchanging Apparatus	Road or Line on which Exchange will be effected
Barnawartha	35 feet Up side of Signal-box	No. 2 Road
Chiltern	170 feet Down side of Signal-box	"
Springhurst	89 feet Down side of Signal-box	"
Bowser	355 feet Down side of Signal-bay	Main Line
Wangaratta	17 feet Up side of Signal-box	No. 2 Road
Glenrowan	120 feet Up side of Signal-bay	No. 2 Road
Benalla	261 feet Up side of Down end of Platform	No. 2 Road
Baddaginnie	Opposite Signal-box	No. 1 Road
Violet Town	154 feet Down side of Signal-bay	No. 2 Road
Euroa	58 feet Down side of Signal-box	"
Longwood	Opposite Signal-box	"
Locksley	34 feet Down side of Signal-box	"
Avenel	12 feet Up side of Signal-bay	"
Mangalore	150 feet Down side of Platform	Main Up line

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
MELBOURNE TO BROADMEADOWS via ALBION				
Sunshine–7-51	Anderson Street T ..	8	9	BB Vic. & SG
NEWPORT-SUNSHINE (LOOP LINE)				
Brooklyn Signal Box 9–48 ..	Kernot Street	7	62	FL
" " ..	Francis Street	8	68	FL
" " ..	Somerville Road	9	50	FL
Sunshine 11–29	Sunshine Road	10	51	FL
MELBOURNE TO ALBURY Via ESSENDON				
Kensington 2–17	Macaulay Road	2	13	BB
Moonee Ponds 4–22	Puckle Street	4	18	BB
Moonee Ponds 4–22	Park Street T	4	47	BB
Essendon 4–78	Buckley Street	4	74	BB
Pascoe Vale 7–0	Gaffney Street T	7	3	BB
Oak Park 8–0	Devon Road T	7	58	BB
Glenroy 8–75	Glenroy Road	8	66	BB
Broadmeadows 10–37	Camp Road T	10	24	BB Vic. & SG
Somerton 13–42	Greenvale Road T ..	13	38	BB Vic. & SG
Donnybrook 20–51	Yan Yean Road	20	46	FL Vic. & SG
Wallan 29–40	Barber's Lane	29	28	BB Vic. & SG
"	Boundary Road	30	7	FL Vic. & SG
"	Magpie and Stump Road T ..	31	37	FL Vic. & SG
Heathcote Junction 33–16 ..	Escrites Road T	33	25	FL Vic. & SG
Seymour 61–26	Station Entrance	61	21	BB SG
"	High Street T	61	79	FL Vic. & SG
Mangalore 67–75	Hume Highway	68	1	FL Defence Siding (Vic.)
Avenel 72–4	Patterson Street	71	68	FL Vic. & SG
"	Bank Street	72	12	FL Vic. & SG
Locksley 79–20	Not Named	79	11	FL Vic. & SG
Longwood 84–52	Down Street	84	67	FL Vic. & SG
"	Creighton Creek Road T ..	89	00	FL Vic. & SG
Euroa 93–67	Arcadia Road	93	30	FL Vic. & SG
Balmattum 98–59	Not Named T	98	49	FL Vic. & SG
Violet Town 105–17	Town Crossing T	104	46	FL Vic. & SG
"	Station Access	105	20	FL SG
"	Cowslip Street	105	25	BB Vic. & SG
Baddaginnie 113–69	Not Named	113	59	FL Vic. & SG
Benalla 121–25	Faithful Street	120	10	FL
"	Arundel Street T	120	60	FL Vic. & SG
"	Nunn Street	121	14	BB Vic. & SG
"	Witt Street T	122	24	FL
"	Yarrawonga Road T ..	124	52	FL Vic. & SG
Glenrowan 135–75	Old Hume Highway T ..	133	43	FL Vic. & SG
"	Hume Highway	136	12	FL Council Siding
Wangaratta 145–31	Sandford St. T	143	50	FL
"	Sisely Avenue T	144	66	FL Vic. & SG
Bowser 149–3	Boorhaman Road T ..	148	15	FL Vic. & SG
"	Three Chain Road ..	149	19	FL Vic. & SG
Springhurst 160–2	Rutherglen Road T ..	159	19	FL Vic. & SG
Chiltern 168–47	Beechworth Road	168	27	FL Vic. & SG
Barnawartha 174–6	Indigo Creek Road ..	173	53	FL Vic. & SG
"	Old Hume Highway ..	174	32	FL Vic. & SG
Wodonga 186–71	Station Entrance T ..	186	74	FL SG
"	High Street T	187	00	BB Vic. & SG
"	Hovell Street T	187	12	FL Vic. & SG
Wodonga Coal Siding	Osburn Street	187	33	FL Vic. & SG

Name and Mileage of Nearest station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
WODONGA–CUDGEWA				
Wodonga 186–71	Hovell Street T	187	12	FL
"	Murray Valley Highway T ..	187	66	FL
Koetong 230–21	Corryong Road T	230	29	FL
SEYMOUR–TOCUMWAL				
Shepparton 112–79	Wyndham Street T ..	112	20	FL
"	Hayes Street T	112	47	FL
"	Knight Street T	113	56	FL
"	New Dookie Road T ..	114	48	FL
Congupna 119–21	Yarrawonga Road T ..	119	11	FL
Numurkah 133–57	Quinn Street T	133	71	FL
"	Saxton Street T	134	3	FL
"	Exhibition Street T ..	134	27	FL
NUMURKAH–PICOLA				
Numurkah 133–57	Quinn Street T	133	71	FL
"	Saxton Street T	134	3	FL
KATAMATITE LINE				
Shepparton 112–79	Knight Street T	113	56	FL
"	New Dookie Road T ..	114	48	FL
MANSFIELD LINE				
Trawool 62–71	Goulburn Valley Highway T	62	50	FL
"	Goulburn Valley Highway T	65	12	FL
Homewood 74–22	Goulburn Valley Highway T	73	39	FL
Maindample 122–42	Benalla Road T	123	67	FL
BRIGHT LINE				
Bowser 149–3	Hume Highway	149	18	FL
Everton 161–3	Ovens Highway T	164	40	FL
Myrtleford 177–48	Standish Street	177	61	FL

Abbreviations :—Flashing Lights:—FL, Boom Barriers:—BB, Vic.—Victorian Gauge, SG—Standard Gauge.

Level Crossings in above list indicated by the letter T equipped with telephone communication.

Pages 154—157 (Reserved)

EXPRESS AND PASSENGER TRAIN LOADS

Train	Section	Engine	Schedule Load
DOWN—			TONS
8.30 a.m. (No. 5)	Melbourne–Seymour	B	500
8.50 a.m. (No. 91)	Melbourne–Seymour	T	300
10.41 a.m. (No. 91)	Seymour–Tocumwal	T	200
10.14 a.m. (No. 5)	Seymour–Albury	B	270
10.24 a.m. (No. 7)	Seymour–Tocumwal	T	200
9.30 a.m. (No. 33)	Melbourne–Seymour	S or B	300
11.15 a.m. (No. 33)	Seymour–Albury	S or B	300
11.25 a.m. (No. 35)	Seymour–Numurkah	T	250
12.50 p.m. (No. 11)	Melbourne–Seymour	T	150
4.45 p.m. (No. 15) Mon. to Thur. ..	Melbourne–Albury	S or B	350
4.45 p.m. (No. 15) Friday	Melbourne–Albury	S or B	450
4.45 p.m. (No. Altd.) Friday ‡	Melbourne–Wodonga	B	450
5.2 p.m. (No. 9) Friday ‡	Melbourne–Albury	T	310
5.50 p.m. (No. 19)	Melbourne–Albury	S or B	300
5.50 p.m. (No. 39)	Melbourne–Albury	S or B	350
5.18 p.m. (No. 17)	Melbourne–Seymour	T	300
7.7 p.m. (No. 17)	Seymour–Numurkah	T	250
5.30 p.m. (No. 25)	Melbourne–Seymour	T	150
6.30 p.m. (No. 31)	Melbourne–Numurkah	T	250
UP—			
6.50 a.m. (No. 6)	Numurkah–Seymour	T	200
6.55 a.m. (No. 4)	Seymour–Melbourne	T	100
9.2 a.m. (No. 6)	Seymour–Melbourne	T	300
7.5 a.m. (No. 10)	Albury–Melbourne	B	350
7.5 a.m. (No. 8)	Albury–Melbourne	B	400
3.0 p.m. (No. 22)	Tocumwal–Melbourne	T	200
3.10 p.m. (No. 18)	Albury–Melbourne	S or B	270
3.15 p.m. (No. 20)	Tocumwal–Melbourne	T	200
4.55 p.m. (No. 26)	Albury–Melbourne	B	300
5.15 p.m. (No. 24)	Numurkah–Melbourne	T	200

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

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

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
8.30 a.m.	Melbourne	Albury	Mon., Sat., MBS, AS, ABE, CE	188	74	76	150
			Tue., Wed., Thur. MBS,AS,ABE,CE,CW¶	223	74	76	150
			Fri., MBS, AS, ABE, AE, CE, CW¶ ..	268	122	76	198
8.30 a.m.	Melbourne	Tocumwal	Mon., C* CE, AS, BS, BE	215	48	136	184
			Tue., Wed., Thur., Fri., C* CE, AS, BS ..	170	48	64	112
			Sat., C* CE, AS, BS, ABU	205	68	90	158
12.50 p.m.	Melbourne	Seymour	Sat., BCPL, ABU, BW (L)	100	20	170	190
4.45 p.m.	Melbourne	Albury	Wed. VP¶, CE, AZ, AS, MBS, BZ, ABE§§	323	122	140	262
			Mon., Tue., Thur., VP¶, CE, AZ, AS, MBS, BZ, VP, VP	348	96	104	200
			Fri., VP¶, CE, AE§§, AZ, AS, MBS, BZ, BE§§, BE§§	413	144	248	392
5.2 p.m.	Melbourne	Albury	Carriages as advised and VP** ..				
5.18 p.m.	Melbourne	Numurkah	Mon., to Thur. C*, C‡, C, AS, BS, ABE ..	220	74	100	174
			Fri., C*, C‡, C, AS, BS, ABE, BPL ..	270	74	180	254
5.30 p.m.	Melbourne	Seymour	Mon. to Fri., C, ABU, BW (L), BCPL ..	125	20	170	190
5.50 p.m.	Melbourne	Albury	Sat., CE, AZ, AS, MBS,BZ, CE ..	288	96	104	200
			Sun., CE, AZ, AS, MBS, BZ, BE ..	288	96	176	272
6.30 p.m.	Melbourne	Numurkah	Sat., CE, AS, BS, ABE, BW	225	74	160	234
6.50 a.m.	Numurkah	Melbourne	Mon., CE, BS, AS, BW, ABE	225	74	160	234
			Tue. to Fri., C‡‡, C, BS, AS, ABE, C†† ..	220	74	100	174
			Sat., C‡‡, C, BS, AS, BPL, ABE,C†† ..	250	74	180	254
6.55 a.m.	Seymour	Melbourne	Mon. to Sat., BCPL, BW, (L) ABU ..	100	20	170	190
7.5 a.m.	Albury	Melbourne	Sun., CE, BZ, MBS, AS, AZ, CE ..	288	96	104	200
7.5 a.m.	Albury	Melbourne	Wed., Thurs., Sat., CE, BZ, MBS,AS, AZ, VP, VP, ...	293	96	104	200
7.5 a.m.	Albury	Melbourne	Mon., Tue., Fri., CE, BZ, MBS, AS, AZ, ...	243	96	104	200
3.10 p.m.	Albury	Melbourne	Mon. CE, ABE, AS, MBS, ...	188	74	76	150
			Tue., Wed.,Thur., Sat.				
			CE, ABE, AS, MBS,CW¶¶, VP¶¶ ..	255	74	76	150
			Fri., CE, AE, ABE, AS, MBS, VP¶¶ ..	268	122	76	198
3.0 p.m.	Tocumwal	Melbourne	Tue., Wed., Thur., Fri. C‡, C‡, CE, BS, AS	195	48	64	112
			Mon. C‡, C‡, CE, BS, AS, BE ..	230	48	136	184
3.15 p.m.	Tocumwal	Melbourne	Sat., CE, BS, AS, AUB	180	68	90	158
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Albury	CW, AS, 2 BW (L)	155	48	136	184
9.30 a.m.	Melbourne	Numurkah	BCPL, AE, 2 BW (L), AW, BCPL ..	215	88	212	300
4.55 p.m.	Albury	Melbourne	CW, AE§, BE§, BE§, ABE§, AS, 2 BW (L)	335	122	316	438
5.15 p.m.	Numurkah	Melbourne	BCPL, AW, 2 BW (L), AE, CW ..	215	88	212	300

* Detach Toolamba. ** Detach Benalla. ‡ Detach Shepparton. ‡ Attach Toolamba. ‡‡ Attach Shepparton. §§ Detach Albury. § Attach Albury. ¶ Detach Wangaratta. ¶¶ Attach Wangaratta. †† Attach Seymour Tue. to Sat. (L) Large Type.

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

DOWN	"B" 300 Tons	"B" 300 Tons	"S" or "B" 350 Tons	"B" 400 Tons	"B" 450 Tons	"B" See below	"B" 500 Tons	"T" 200 Tons	"T" 250 Tons	"T" 250 Tons	"T" 310 Tons
Spencer Street to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Nsorth Melbourne ..	*	*	*	*	*	*	*	*	*	*	*
Ersendon ..	11	10*	10*	10*	10*	11	11*	11	10*	10*	11*
Booadmeadows ..	10*	9*	10*	11*	12*	12*	12*	13	12*	12*	12*
Srmerton ..	*	*	*	*	*	*	*	*	*	*	*
Coaigieburn ..	8	8*	8*	9*	10*	10*	10*	11	10*	10*	11*
D vnnybrook ..	6*	5*	6*	6*	6*	6½*	6½*	8	8	7*	8*
Bealeridge ..	7*	7*	8*	9*	9*	9*	9*	9	9*	9*	9*
Watlan ..	5	4*	4*	4*	4*	4*	4*	6	5*	5*	5*
He hcote Jct. ..	5*	5*	5*	5*	*	5½*	5½*	*	5*	*	6*
Wa dong ..	*	*	*	*	*	*	*	9	2*	7*	*
Kilmore East ..	8	6*	6*	6*	12*	7*	7*	7	6	6*	7*
Broadford ..	9	6*	6*	6*	7*	7*	7*	9	9	8	7*
Tallarook ..	11	8*	8*	8*	8*	9*	9*	12	11*	11*	10*
Seymour ..	9	7*	8	8	8	8	7*	8	8	8	8
Mangalore ..	8*	8*	9*	10*	9*	9*	11*	11		10*	11*
Avenel ..	6	4*	7	7	5*	7	7		..	6	6*
Locksley ..	8*	6*	8*	9*	7*	9	10*	..	..	9	10*
Longwood ..	5*	5*	6	7	6*	7	8	..	..	7	7*
Euroa ..	9	9*	11	12	10	12	13½	..	..	12	13*
Violet Town ..	12	11*	12	14	12*	13	15½	..	..	14	14*
Baddaginnie ..	9*	8*	10	11	9*	10	12	..	..	11	11*
Benalla ..	8	7*	9	10	8	9	10	..	..	9	10
Glenrowan ..	14*	14*	16	17	17*	16	21	..	..	21	22*
Wangaratta ..	9	8*	10	11	9	10	11	..	..	11	10*
Bowser ..		*	*	*	*	4	*	..	..	5*	5*
Springhurst ..	..	15*	17	19	19	14	21	..	..	15	16*
Chiltern ..	..	8*	10	11	11*	10	13	..	..	11	12*
Barnawartha ..	..	5*	8	8	6*	8	9	..	..	8	7*
Wodonga ..	..	12*	15	16	14	15	17	..	..	16	15*
Albury ..	..	8	8	9	9	8	9	..	..	8	8
Total ..	177	203	235	253	237	250	276	114	95	266	271

"B" 500 tons
"B" 270 tons

UP	Engine Running Time *Engine Running Schedule based on train being non-stop at these stations											
	"B" 270 Tons	"B" 300 Tons	"B" 300 Tons	"B" 300 Tons	"B" 300 Tons	"S" "X" or "B" 350 Tons	"B" 400 Tons	"B" 450 Tons	"B" 500 Tons	"T" 200 Tons	"T" 250 Tons	"T" 310 Tons
Albury to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Wodonga ..	8	..	..	..	8*	8	9	9	9	..	8	8*
Barnawartha ..	15	..	..	..	12*	16	16	15*	17	..	17	16*
Chiltern ..	8	..	..	..	6*	9	9	8*	10	..	11	9*
Springhurst ..	10	..	..	..	8*	10	11	9	11	..	10	10*
Bowser ..	12	..	..	..	*	*	*	*	*	..	13*	13*
Wangaratta ..	5	..	..	..	14*	15	16	17	18	..	5	5*
Glenrowan ..	11	..	..	11*	11*	12	13	13*	14	..	14	14*
Benalla ..	15	..	..	14	14*	15	15	15	16	..	17	17
Baddaginnie ..	9	..	..	8*	7*	9	10	9*	9	..	10	11*
Violet Town ..	10	..	..	9	7*	10	11	9*	11	..	11	10*
Euroa ..	14	..	..	13	11*	13	14	12	15	..	14	15*
Longwood ..	13	..	..	9*	9*	11	12	11*	13	..	12	12*
Locksley ..	7	..	..	5*	5*	6*	7*	6*	8*	..	7	6*
Avenel ..	10	..	..	8	6*	8	8	7*	8	..	9	9*
Mangalore ..	6*	..	..	6*	4*	7*	7*	5*	8*	..	7*	7*
Seymour ..	9	..	9	7*	7*	8	9	8	10	10	9	10
Tallarook ..	8*	9	9	7*	7*	8*	8*	8*	9*	9	9*	9*
Broadford ..	10*	11	11	10*	10*	11*	12*	12*	12*	14	14	12*
Kilmore East ..	8*	9	9	8*	8*	8*	9*	10*	10*	12	11*	10*
Wandong ..	*	7	*	*	*	*	*	*	*	9	8*	*
Heathcote Jct. ..	7*	5	8*	7*	7*	8*	9*	*	9*	*	*	9*
Wallan ..	4*	6	5	4*	4*	4*	4*	13*	4*	8	6*	4*
Beveridge ..	4*	6	5*	4*	4*	4*	4*	4*	4*	6	4*	4*
Donnybrook ..	5*	7	5*	5*	5*	5*	5*	5*	5*	7	6*	6*
Craigieburn ..	4*	6	5	4*	4*	4*	4*	4*	4*	6	5*	5*
Somerton ..	*	*	*	*	*	*	*	*	*	*	*	*
Broadmeadows ..	6*	6	6	6*	6*	6*	6*	6*	6*	8	7*	6*
Essendon ..	8	9	9	8*	8*	8*	8*	8*	8*	9	8*	8*
North Melbourne	*	*	*	*	*	*	*	*	*	*	*	*
Spencer Streete	11	11	11	10	10	10	10	10	11	11	10	11
Total ..	237	92	92	163	202	233	246	233	259	109	262	256

SEYMOUR–TOCUMWAL (N.S.W.)

DOWN	Engine Running Time. * Engine Running Schedules based on train being non-stop at these stations					
	"B" 300 Tons	"T" 200 Tons	"T" 250 Tons			
Seymour to—	Mins.	Mins.	Mins.			
Mangalore	9*	11	10*	..	..	..
Tabilk	*	9	*	..	..	..
Nagambie	14	7	13	..	..	..
Wahring	*	8	*	..	..	..
Murchison East	16	10	15	..	..	..
Arcadia	10	9	10	..	..	..
Toolamba	8	8	8	..	..	..
Mooroopna	10	10	10	..	..	..
Shepparton	6	6	6	..	..	..
Congupna		*	*	..	..	..
Tallygaroopna	..	14	14	..	..	..
Wunghnu	..	9	*	..	..	..
Numurkah	..	7	15	..	..	..
Katunga	..	10		..	..	..
Strathmerton	..	9	..	..	..	..
Mywee	..	*	..	..	..	..
Tocumwal (N.S.W.)	..	15	..	..	..	..
Total	73	142	101			

UP	Engine Running Time * Engine Running Schedules based on train being non-stop at these stations.					
	"B" 300 Tons	"T" 200 Tons	"T" 200 Tons			
Tocumwal (N.S.W.) to—	Mins.	Mins.	Mins.			
Mywee	..	*	..	..	..	..
Strathmerton	..	15	..	..	..	..
Katunga	..	9	..	..	..	..
Numurkah	..	10	..	..	..	..
Wunghnu	..	7	7	..	..	..
Tallygaroopna	..	8	8	..	..	..
Congupna	..	*	*	..	..	..
Shepparton	..	14	14	..	..	..
Mooroopna	6	6	6	..	..	..
Toolamba	10	10	10	..	..	..
Arcadia	8	8	8	..	..	..
Murchison East	10	9	10	..	..	..
Wahring	*	10	*	..	..	..
Nagambie	16	8	15	..	..	..
Tabilk	*	7	*	..	..	..
Mangalore	14*	9	14*	..	..	..
Seymour	9	10	10	..	..	..
Total	73	140	102			

BENALLA–YARRAWONGA

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Benalla to—	Mins.	**Yarrawonga to—**	Mins.
Goorambat	17	Telford	12
Nooramunga (R.M. stopping Pl.)	*	Tungamah	12
Devenish	10	St. James	13
St. James	7	Devenish	7
Tungamah	14	Nooramunga (R.M. stopping Pl.)	*
Telford	11	Goorambat	10
Yarrawonga	11	**Benalla**	19
Total	70	Total	73

SPRINGHURST–WAHGUNYAH

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Springhurst to—	Mins.	**Wahgunyah to—**	Mins.
Lilliput	13	Rutherglen	13
Rutherglen	12	Lilliput	12
Wahgunyah	13	**Springhurst**	13
Total	38	Total	38

WANGARATTA–EVERTON–BRIGHT

DOWN	Engine Running Time "Y" 140 tons	UP	Engine Running Time "Y" 140 tons
Wangaratta to—	Mins.	**Bright to—**	Mins.
Bowser	6	Porepunkah	10
Londrigan	7	Eurobin	14
Tarrawingee	10	Ovens	19
Everton	8	Myrtleford	9
Bowman	24	Gapsted	13
Gapsted	14	Bowman	15
Myrtleford	12	Everton	24
Ovens	9	Tarrawingee	6
Eurobin	19	Londrigan	9
Porepunkah	14	Bowser	7
Bright	10	**Wangaratta**	6
Total	133	Total	132

TOOLAMBA–ECHUCA

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Toolamba to—	Mins.	**Echuca to—**	Mins.
Tatura	11	Koyuga	15
Byrneside	7	Tongala	8
Merrigum	8	Kyabram	11
Kyabram	11	Merrigum	11
Tongala	11	Byrneside	8
Koyuga	8	Tatura	7
Echuca	15	**Toolamba**	11
Total	71	Total	71

STRATHMERTON–COBRAM

DOWN	Engine Running Time "Y" 210 tons	UP	Engine Running Time "Y" 210 tons
Strathmerton to—	Mins.	**Cobram to—**	Mins.
Yarroweyah	8	Yarroweyah	8
Cobram	8	**Strathmerton**	8
Total	16	Total	16

BENALLA–YARRAWONGA

DOWN	Diesel Elec. Rail Motor — Running Time		Diesel Rl. Car (153H.P.) — Running Time		Diesel Rail Car (102 H.P.) R'ing. Time
	Motor only	Motor and Standard Trailer or "ZP" Brake Van	Without Trailer	With Trailer	—
Benalla to—	Mins.	Mins.	Mins.	Mins.	Mins.
Goorambat	15	16	15½	16½	17
Nooramunga (R.M. Stopping Place)	5	5	4½	4½	4½
Devenish	6	6	5	5½	5½
St. James	6	6½	6	6½	6½
Tungamah	10	10½	10	10½	11
Telford	8½	10	8½	10	9
Yarrawonga	9	10	9½	10½	11½
Total	59½	64	59	64	65

UP	Diesel Elec. Rail Motor — Running Time		Diesel Rl. Car (153H.P.) — Running Time		Diesel Rail Car (102 H.P.) R'ing. Time
	Motor Only	Motor and Standard Trailer or "ZP" Brake Van	Without Trailer	With Trailer	—
Yarrawonga to—	Mins.	Mins.	Mins	Mins.	Mins.
Telford	9	10	9½	10½	11½
Tungamah	8½	10	8½	10	9
St. James	10	10½	10	10½	11
Devenish	6	6½	6	6½	6½
Nooramunga (R.M. Stopping Place)	6	6	5	5½	5½
Goorambat	5	5	4½	4½	4½
Benalla	15	16	15½	16½	17
Total	59½	64	59	64	65

WANGARATTA–BEECHWORTH

DOWN	Diesel Rl. Car (102 H.P.) Running Time	UP	Diesel Rl. Car (102 H.P.) Running Time
Wangaratta to—	Mins.	**Beechworth to—**	Mins.
Bowser	6	Everton	26
Londrigan	7	Tarrawingee	6
Tarrawingee	10	Londrigan	9
Everton	9	Bowser	7
Beechworth	38	**Wangaratta**	6
Total	70	Total	54

EVERTON–BRIGHT

DOWN	Diesel Rl. Car (102 H.P.) Running Time	UP	Diesel Rl. Car (102 H.P.) Running Time
Everton to—	Mins.	**Bright to—**	Mins.
Bowman	22	Porepunkah	10
Gapsted	13	Eurobin	13
Myrtleford	12	Ovens	18
Ovens	9	Myrtleford	9
Eurobin	18	Gapsted	14
Porepunkah	13	Bowman	13
Bright	10	**Everton**	23
Total	97	Total	100

RAIL MOTOR SCHEDULES

MELBOURNE-SEYMOUR-WANGARATTA-ALBURY

DOWN	Running Time									
	280 H.P. Diesel Rail Car				153 H.P. Diesel Rail Car					
	Without Trailer	Without Trailer	Without Trailer	Without Trailer	Without Trailer	Without Trailer	Without Trailer	With Trailer	With Trailer	With Trailer
Spencer St. to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
North Melbourne	*	*	*	*	*	*	*	*	*	*
Essendon ..	12	*	*	*	12	*	12	12	*	12
Broadmeadows ..	9	21*	21*	21*	9	21*	9	12	24*	12
Somerton ..	*	*	*	5*	*	*	*	6½*	6*	*
Craigieburn ..	9	9	8½*	4*	9	8½*	8½*	5	5*	11*
Donnybrook ..	7	7*	6*	6*	7	6*	6*	8½	8*	8*
Beveridge ..	9	9	8*	8*	9	8*	8*	13	10*	10*
Wallan ..	5	5	4½*	5	5	4½*	4½*	6	5*	5*
Heathcote Junction	6	6	4*	5*	6	5*	..	..	7*	..
Wandong ..	2	2	2*	2*	2	2*	..	..	2*	..
Kilmore East ..	7	6*	6*	7	7	7*	..	..	7*	..
Broadford ..	8	7*	7*	7	10	10*	..	..	11*	..
Tallarook ..	12	12	11*	12	13	13	..	..	15	..
Seymour ..	7		6*		8			..		
Mangalore ..	10	..	10*	..	..	..	..	..	..	..
Avenel ..	6	..	6*	..	..	..	..	..	..	..
Locksley ..	9	..	9½*	..	..	..	..	..	..	..
Longwood ..	7	..	7*	..	..	..	..	..	..	..
Euroa ..	13	..	12½	..	..	..	..	..	..	..
Violet Town ..	15	..	15*	..	..	..	..	..	..	..
Baddaginnie ..	10	..	10*	..	..	..	..	..	..	..
Benalla ..	9	..	10	..	..	..	..	..	..	..
Glenrowan ..	17	..	17*	..	..	..	..	..	..	..
Wangaratta ..	11	..	11	..	..	..	..	..	..	..
Bowser ..	5	..	5*	..	..	..	..	..	..	..
Springhurst ..	14	..	13*	..	..	..	..	..	..	..
Chiltern ..	11	..	11*	..	..	..	..	..	..	..
Barnawartha ..	8	..	8*	..	..	..	..	..	..	..
Wodonga ..	16	..	16*	..	..	..	..	..	..	..
Albury ..	8	..	8	..	..	..	..	..	..	..
Total ..	262	84	253	82	97	85	48	63	100	58

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

MELBOURNE-SEYMOUR-WANGARATTA-ALBURY—*Continued*

DOWN	Running Time								
	102 H.P. Diesel Rail Car		D.E. Rail Motor	D.E. Rail Motor and "C" Brake Van					
Spencer Street to	mins.	mins.	mins.	mins.					
North Melbourne	*	*	*	*	..	..	..	..	..
Essendon ..	12	12*	*	*	..	..	..	..	..
Broadmeadows ..	12	12*	24*	26*	..	..	..	..	..
Somerton ..	6½*	6*	5*	7*	..	..	..	..	..
Craigieburn ..	5½	5*	4*	5*	..	..	..	..	..
Donnybrook ..	9	8*	7*	7*	..	..	..	..	..
Beveridge ..	12½	12*	9*	11*	..	..	..	..	..
Wallan	6	5½	5	6	..	..	..	..	..
Heathcote Junct.	..	..	6*	8*	..	..	..	..	..
Wandong ..	..	..	2*	2*	..	..	..	..	..
Kilmore East ..	..	..	6*	7*	..	..	..	..	..
Broadford ..	..	..	8*	9*	..	..	..	..	..
Tallarook ..	..	..	12	14	..	..	..	..	..
Seymour ..	..	..			..	..	..	..	..
Mangalore ..	..	..	..	..	..	..	..	..	..
Avenel	..	..	..	..	..	..	..	..	..
Locksley ..	..	..	..	..	..	..	..	..	..
Longwood ..	..	..	..	..	..	..	..	..	..
Euroa	..	..	..	..	..	..	..	..	..
Violet Town ..	..	..	..	..	..	..	..	..	..
Baddaginnie ..	..	..	..	..	..	..	..	..	..
Benalla	..	..	..	..	..	..	..	..	..
Glenrowan ..	..	..	..	..	..	..	..	..	..
Wangaratta ..	..	..	..	..	..	..	..	..	..
Bowser	..	..	..	..	..	..	..	..	..
Springhurst ..	..	..	..	..	..	..	..	..	..
Chiltern ..	..	..	..	..	..	..	..	..	..
Barnawartha ..	..	..	..	..	..	..	..	..	..
Wodonga ..	..	..	..	..	..	..	..	..	..
Albury ..	..	..	..	..	..	..	..	..	..
Total	63½	60½	88	102					

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

RAIL MOTOR SCHEDULES

ALBURY-WANGARATTA-SEYMOUR-MELBOURNE

UP	Running Time										
	Diesel Rail Car (280 H.P.)		Diesel Rail Car (153 H.P.)					Diesel Rail Car (102 H.P.)		D.E. Rail Motor	D.E. Rail Motor and "C" Brake Van
	With Trailer	W'out Trailer	W'out Trailer	W'out Trailer	W'out Trailer	With Trailer	With Trailer				
Albury to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
Wodonga	9	9*	..	..	..	..	..	..	..	..	..
Barnawartha	18	20*	..	..	..	..	..	..	..	..	..
Chiltern	9	8½*	..	..	..	..	..	..	..	..	..
Springhurst	10	11*	..	..	..	..	..	..	..	..	..
Bowser	13	14*	..	..	..	..	..	..	..	..	..
Wangaratta	5	4½	..	..	..	..	..	..	..	..	..
Glenrowan	13	13½*	..	..	..	..	..	..	..	..	..
Benalla	16	15½	..	..	..	..	..	..	..	..	..
Baddaginnie	9	9*	..	..	..	..	..	..	..	..	..
Violet Town	10	10*	..	..	..	..	..	..	..	..	..
Euroa	15	14½	..	..	..	..	..	..	..	..	..
Longwood	12	11½*	..	..	..	..	..	..	..	..	..
Locksley	7	6½*	..	..	..	..	..	..	..	..	..
Avenel	9	9*	..	..	..	..	..	..	..	..	..
Mangalore	6	5½*	..	..	..	..	..	..	..	..	..
Seymour	8	8*	..	..	..	..	..	..	..	..	..
Tallarook	8	7*	..	9	..	..	..	..	..	..	..
Broadford	13	11*	..	13	12*	..	16*	..	..	12*	17*
Kilmore East	10	9*	..	10	9*	..	12*	..	..	10*	13*
Wandong	8	6*	..	8*	7*	..	8*	..	..	7*	9*
Heathcote Junction ..	3	2*	..	2*	2*	..	2*	..	..	2*	3*
Wallan	5	4½*	..	5*	5*	..	5*	..	..	5*	5*
Beveridge	5	4*	6	5*	5*	6	5*	6	5½*	4*	5*
DonnyBrook	7	5*	8	7*	7*	8	7*	8	7*	5*	6*
Craigieburn	7	5*	7	6*	6*	7	6*	7	6*	5*	5*
Somerton	*	3*	4½*	*	*	4½*	4*	4½*	4*	3*	3*
Broadmeadows ..	8	3½*	5	8*	8*	5	4*	5	4*	3*	3*
Essendon	9	*	10	10	9*	10	9*	12	12*	*	*
North Melbourne ..	*	*	*	*	*	*	*	*	*	*	*
Spencer Street ..	10	18	10	10	10	10	10	12	12	18	19
Total	253	248	50½	93	80	50½	88	54½	50½	74	88

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

MELBOURNE-TALLAROOK-MANSFIELD

DOWN	Running Time					UP	Running Time				
	D.E. Rail Motor	D.E. Rail Motor and 'C' Brake Van	Diesel Rail Car 153 H.P. With Trailer	Diesel Rail Car 153 H.P. Without Trailer	280 H.P. Diesel Rail Car		D.E. Rail Motor	D.E. Rail Mtr. and 'C' Brake Van	Diesel Rail Car 153 H.P. With Trailer	Diesel Rail Car 153 H.P. Without Trailer	280 H.P. Diesel Rail Car
Spencer St. to	Mins.	Mins.	Mins.	Mins.	Mins.	**Mansfield to—**	Mins.	Mins.	Mins.	Mins.	Mins.
Nth Melbourne ..	..	..	*	..	..	Maindample ..	15	18	..	15	15
Essendon ..	..	..	*	..	..	Bonnie Doon ..	10	12	..	10	10
Broadmeadows	..	..	24*	..	..	Woodfield ..	7	7	..	7	7
Somerton ..	..	..	6*	..	..	Merton ..	12	12	..	11	9
Craigieburn ..	..	..	5*	..	..	Kanumbra ..	16	16	..	13	14
Donnybrook ..	..	..	8*	..	..	Yarck ..	8	8	..	8	8
Beveridge ..	..	..	10*	..	..	Cathkin ..	7	8	..	7	7
Wallan ..	..	..	5*	..	..	Molesworth ..	6	7	..	6	6
Heathcote Jn. ..	..	..	7*	..	..	Cheviot ..	*	*	..	*	*
Wandong ..	..	..	2*	..	..	Yea ..	25	27	..	21	23
Kilmore East ..	..	..	7*	..	..	Homewood ..	11	12	10	12	10
Broadford ..	..	..	11*	..	..	Kerrisdale ..	13	15	13	12	12
Tallarook ..	..	..	15	..	..	Trawool ..	12	14	12	12	12
Trawool ..	12	16	13	12	12	Tallarook ..	13	14	14	13	13
Kerrisdale ..	12	14	12	12	12	Broadford ..			16*		
Homewood ..	14	15	14	13	12	Kilmore East ..	..	..	12*	..	..
Yea	13	14	13	12	10	Wandong ..	..	..	8*	..	..
Cheviot ..	*	*		*	*	Heathcote Jn.	..	..	2*	..	..
Molesworth ..	25	30	..	24	22	Wallan ..	..	..	5*	..	..
Cathkin ..	6	6	..	6	6	Beveridge ..	..	..	5*	..	..
Yarck ..	8	9	..	7	7	Donnybrook ..	..	..	7*	..	..
Kanumbra ..	10	11	..	8	9	Craigieburn ..	..	..	6*	..	..
Merton ..	18	24	..	15	17	Somerton ..	..	..	4*	..	..
Woodfield ..	11	11	..	11	11	Broadmeadows	..	..	4*	..	..
Bonnie Doon ..	6	6	..	6	7	Essendon ..	..	..	9*	..	..
Maindample ..	11	14	..	10	10	Nth Melbourne	..	..	*	..	..
Mansfield ..	15	17	..	15	14	**Spencer St.** ..	..	..	10	..	..
Total ..	161	187	152	151	149	Total ..	155	170	137	147	146

* Running time based on Diesel Rail Car being non-stop at these stations.

SEYMOUR–MURCHISON EAST

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Seymour to—	Mins.	**Murchison East to—**	Mins.
Mangalore	12	Wahring	10½
Tabilk	9	Nagambie	9½
Nagambie	7	Tabilk	7
Wahring	9	Mangalore	10
Murchison East	10½	**Seymour**	10½
Total	47½	Total	47½

SHEPPARTON–NUMURKAH

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Shepparton to—	Mins.	**Numurkah to—**	Mins.
Congupna	10	Wunghnu	7
Tallygaroopna	7	Tallygaroopna	9
Wunghnu	9	Congupna	7
Numurkah	7	**Shepparton**	10
Total	33	Total	33

MURCHISON EAST–RUSHWORTH–GIRGARRE

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Murchison East to—	Mins.	**Girgarre to—**	Mins.
Murchison	5	Stanhope	7
Rushworth	21	Rushworth	21
Stanhope	19	Murchison	19½
Girgarre	7	**Murchison East**	5
Total	52	Total	52½

TOOLAMBA-ECHUCA

DOWN	Running Time							
	Diesel Electric Rail Motor					Diesel Rail Car (153 H.P.)		
	Motor only		Motor and Standard Trailer		Motor with 4-wheeled Vehicle Trailing	Without Trailer	With Trailer	With 3 Trailers
Toolamba to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Hendersyde	6	*	6½	*	*	5½	6½	..
Tatura	6	12	7	12	13½	6½	7½	..
Byrneside	5	5	6	6	6	5	6	..
Merrigum	7	7	8	8	9	7	8	..
Kyabram	9	9	10	10	12	9	10½	
Kyvalley	6	6	6	6	*	5½	6	7
R.M. Stop. Place (No. 32) ..	3½	*	4	*	*	4	4½	5
Tongala	4	6	5	6	15	4	5	6
R.M. Stop. Place (No. 28) ..	3½	*	4	*	*	4	4½	5
R.M. Stop. Place (No. 29) ..	*	*	*	*	*	*	*	4
Koyuga	4½	7	5	7	9	4½	5	4
Kanyapella (R.M. Stop. Pl.) ..	6	*	7	*	*	7	8	10
R.M. Stop. Place (No. 30) ..	3	*	3½	*	*	3½	4	4
R.M. Stop. Place (No. 74) ..	5½	*	6	*	*	5½	6	8
Echuca	3	14	3	14	18½	3	3	7
Total	71	66	81	69	83	74	84½	60

UP	Running Time							
	Diesel Electric Rail Motor					Diesel Rail Car (153 H.P.)		
	Motor only		Motor and Standard Trailer		Motor with 4-wheeled Vehicle trailing	Without Trailer	With Trailer	With 3 Trailers
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Echuca	..	..	..	..	..	..	..	..
R.M. Stop. Place (No. 74) ..	3	*	3	*	*	3	3	3
R.M. Stop. Place (No. 30) ..	5½	*	6	*	*	5½	6	7
Kanyapella (R.M. Stop. Pl.) ..	3	*	3½	*	*	3½	4	4
Koyuga	6	16	7	16	19½	7	8	10
R.M. Stop. Place (No. 29) ..	*	*	*	*	*	*	*	4
R.M. Stop Place (No. 28) ..	4½	*	5	*	*	4½	5	4
Tongala	3½	7	4	7	9	4	4½	5
R.M. Stop. Place (No. 32) ..	4	*	5	*	*	4	5	6
Kyvalley	3½	7	4	7	*	4	4½	5
Kyabram	5½	5	5	5	15	5½	6	7
Merrigum	9	9	9	9	12	9	10½	
Byrneside	7	7	8	8	8½	7	8	..
Tatura	5	5	6	6	6½	5	6	..
Hendersyde	6	*	7	*	*	6½	7½	..
Toolamba	5½	11	6½	11	14	5½	6½	..
Total	72	67	79	69	84½	74	84½	55

DIESEL ELECTRIC RAIL MOTOR TRAIN LOADS TOOLAMBA-ECHUCA

Section	Vehicles which may be trailed
Toolamba and Echuca	DIESEL ELECTRIC RAIL MOTOR : A maximum of three vehicles may be trailed behind the Rail Motor Unit subject to the aggregate tonnage of the vehicles not exceeding 60 tons.

*Running time based on Rail Motor being non-stop at these stations

SHEPPARTON-KATAMATITE

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Shepparton to—	Mins.	**Katamatite to—**	Mins.
Pine Lodge	14	Youanmite	9
Cosgrove	10	Yabba North	7
Dookie	6	Dookie	17
Yabba North	15	Cosgrove	6
Youanmite	7	Pine Lodge	10
Katamatite	9	**Shepparton**	14
Total	61	Total	63

NUMURKAH-PICOLA

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Numurkah to—	Mins.	**Picola to—**	Mins.
Waaia	12	Nathalia	13
Nathalia	12	Waaia	12
Picola	13	**Numurkah**	12
Total	37	Total	37

NUMURKAH-COBRAM

DOWN	Diesel Rail Car 102 H.P. Running Time	UP	Diesel Rail Car 102 H.P. Running Time
Numurkah to—	Mins.	**Cobram to—**	Mins.
Katunga	10	Yarroweyah	8
Strathmerton	9	Strathmerton	7
Yarroweyah	7	Katunga	9
Cobram	8	**Numurkah**	10
Total	34	Total	34

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

Footnote references are indicated by Capital letters A, B, C, etc., shown after the figures in Train Schedules, such as 6.11T shown for No. 15 altd. train at Seymour. (See page 72).

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

For example, on pages 80 and 88 appear the following.:

DOWN		No. 63 Goods	No. 18 Pass.
		p.m.	p.m.
BENALLA	*arr.*	10 20	4 43
		-92, 122	-117
		-121. 163	
" ..	*dep.*	11 55	4 50

The above example indicates:—

(1) That No. 63 (Down) crosses Nos. 92, 122 (Up), meets No. 163 and follows No. 121.
(2) That No. 18 (Up) meets 117 (Down).

GENERAL INSTRUCTIONS

LOADS OF GOODS TRAINS.

Schedule Loads.—The schedule loads laid down for Goods trains, on Broad-gauge lines, may be exceeded by six (6) tons 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 tonnage load which may be hauled by two engines is the combined load of the engines employed.

The general conditions governing engines assisting in front of trains and the Lines on which double-heading is permitted are shown on page 206.

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 brake van. The vehicle limit for 113 "M" and 156 "M" is governed by the tonnage set out in clause (ii).

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

Ruling Grade.	Trailing Load.	Ruling Grade.	Trailing Load.
Level ..	.. 405 tons	1 in 50 ..	.. 125 tons
1 in 200 ..	.. 280 "	1 in 40 ..	.. 100 "
1 in 100 ..	.. 210 "	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 550 tons may be hauled.

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 225 tons. The maximum load on grades at a speed of 5 miles per hour is as follows:—Grade 1 in 50, 30 tons; 1 in 75, 65 tons; 1 in 100, 85 tons; 1 in 110, 90 tons; 1 in 200, 150 tons. See page 205.

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 tonnage, and the speed shown must be attained to take load over the grade.

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

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

ENGINE RUNNING SCHEDULES—*Continued.*

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

(i) (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 engine are to be run to the same engine running schedules authorized for trains hauled by one engine, unless special schedules are provided

(c) *Through Goods Trains.*—

The Engine Running Schedules for Through Goods trains are based on the Tonnage Loads which an engine can haul over the Ruling Grade between recognized Terminal Stations and provide for these trains stopping at certain stations, viz.:—

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 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	Sectional and Terminal Stations
176, 177	Sunshine and Newport	186	Wangaratta and Everton
178, 181	Melbourne and Seymour	189–190	Strathmerton and Cobram
179, 180	Seymour and Benalla	189–190	Tocumwal and Seymour
185	Benalla and Tungamah	191	Murchison East and Rushworth
185	Tungamah to Yarrawonga	191	Rushworth and Colbinabbin
185	Yarrawonga and Oaklands	191	Rushworth and Girgarre
179, 180	Benalla and Wodonga	192	Toolamba and Echuca
185	Yarrawonga to Benalla	193	Numurkah and Picola

(d) **Roadside Goods Trains**—The Engine 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.

(e) **Light Engines**—(i) The Running Schedule for a "Light" Engine, two "Light" Engines attached, or in either case with only a brakevan attached, shall (subject to the instructions shown on pages 194 to 205) be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the engine runs, unless a special schedule is issued to the contrary.
See page 204 for speed of light engines.

(ii) In every case where a brakevan is attached to the engine or engines, 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 or telegraph, that the train consists of an engine (or Engines) 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.

(c) Momentum speeds necessary to ascend grades with loads above three-fourths of the full tonnage.
(d) Reference to General Appendix.
(f) Special vehicle limitations.
(x) Loads for trains not requiring to stop at certain stations.

GOODS TRAINS
TONNAGE LOADS, VEHICLE LIMITS AND ENGINE RUNNING TIMES
MELBOURNE AND SUNSHINE (VIA PASSENGER LINES)

Engine Running Time: Road-side Sectional Loads: 3/5ths Load	Engine Running Time: Road-side Sectional Loads: Full Load	Engine Running Time: Through Ruling Grade Loads: 3/5ths Load	Engine Running Time: Through Ruling Grade Loads: Full Load	Mileage	DOWN	LOAD: S & X	B	T & H					Y		W
					Melbourne Yard to—										
12	12	12	15	2	**South Kensington**	..	..	..	..	..	..	..	..	..	..
7	9	7	9	5	**West Footscray**	..	..	..	..	..	..	..	..	..	..
10	12	10	12	8	**Sunshine**	1800	1600	1200	..	..	..	..	800	..	750
					UP										
					Sunshine to—										
9	10	8	9	3	**West Footscray (uu)**	1900	1600	1000	..	..	..	..	1000	..	1000
					" " ..	2100	2100	1600	..	..	..	..	1200	..	1200
7	9	7	8	6	**South Kensington** ..	..	..	..	..	..	..	..	..	..	..
12	12	12	12	8	**Melbourne Yard** ..	2100	2100	1600	..	..	..	..	1200	..	1200

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

MELBOURNE–KENSINGTON–NEWMARKET STOCK SIDING

(g) (See pages 182, 183). The following maximum tonnage loads and vehicle limits apply to Down and Up Goods trains :—

MELBOURNE YARD—KENSINGTON (LOCAL)

Class of Engine	Via High Level Gravitation Roads: One hour before and during passenger traffic: Load	Via High Level Gravitation Roads: One hour before and during passenger traffic: Vehicle Limit	Via High Level Gravitation Roads: After passenger traffic has ceased, and until one hour before the first passenger train in the morning: Load	Via High Level Gravitation Roads: After passenger traffic has ceased, and until one hour before the first passenger train in the morning: Vehicle Limit	Via Ordinary Running Line: One hour before and during passenger traffic: Load	Via Ordinary Running Line: One hour before and during passenger traffic: Vehicle Limit	Via Ordinary Running Line: After passenger traffic has ceased, and until one hour before the first passenger train in the morning: Load	Via Ordinary Running Line: After passenger traffic has ceased, and until one hour before the first passenger train in the morning: Vehicle Limit
S & X ..	1500	40	1500	40	1500	40	1500	40
B ..	1400	40	1400	40	1400	40	1400	40
T & H ..	1000	40	1000	40	1000	40	1000	40
W ..	700	40	700	40	700	40	700	40
F ..	550	30	600	40	—	—	550	40
Y ..	600	30	600	40	600	30	600	40

MELBOURNE YARD–NEWMARKET STOCK SIDING

Class of Engine	Tonnage Load Maximum
S & X	1500
B	1400
T & H	800
W	700
F	550
Y	600

Engine Running Time						LOAD						
Roadside Main Line Loads		Through Main Line Loads		SECTION								
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN	S or X	B	T or H		W	Y	
					Newport (d) to—							
3	4	3	3	1	Thomas' Mill Siding	...	...	...	...	...	...	...
...	...	...	...	1	Amalgamated Workshops Sdg.	...	...	...	...	...	...	...
...	...	...	...	1	Caltex Siding	...	...	...	...	...	...	...
...	...	...	...	1	McKenzie & Holland's Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Brookwood (See footnote) ...	...	...	...	...	...	...	...
...	...	...	...	2	Sulphates Pty. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	H. Beecham & Co. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	R. J. Gilbertson Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	2	Aust. Barley Board Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Jas. Hardie & Co. Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Wright & Sons Pty. Ltd. Siding...	...	...	...	...	...	...	...
...	...	...	...	2	Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)	...	...	...	...	...	...	...
...	...	...	...	3	Rheem (Aust.) Pty. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Little Brooklyn Siding (a) ...	...	...	...	...	...	...	...
...	...	...	...	3	Cyclone Co. of Aust. Ltd. and M. F. Steel Washers Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	3	Ready Mixed Concrete Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	N. Smorgon & Sons Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Co-op. Farmers & Graziers Sdg. (Prossor)	...	...	...	...	...	...	...
...	...	...	...	3	S.E.C. Siding	...	...	...	...	...	...	...
...	...	...	...	3	A. G. Sims Siding	...	...	...	...	...	...	...
7	8	7	7	3	Brooklyn	...	...	1400	...	1250	1250	...
...	...	...	...	3	Dalgety-New Zealand Loan Sdg.	...	...	...	...	...	...	...
...	...	...	...	3	Armbrook	...	...	...	...	...	...	...
...	...	...	...	3	N. M. Watkins Siding	...	...	...	...	...	...	...
				3	N. M. & P. Watkins Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Melbourne Machinery Co. Sdg.	...	...	1000	...	650	650	...
...	...	...	...	3	Highfield Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	V.R. Rubbish Tip Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Stramit Ind. Ltd.	...	...	...	...	...	...	...
...	...	...	...	4	Monsanto Siding	...	...	...	...	...	...	...
...	...	...	...	4	Stanley Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	4	Western Metropolitan Market Trust Siding (see footnote)	...	...	...	...	...	...	...
7	8	7	7	5	Sunshine (d)	1800	1800	1200	...	800	800	
					Brooklyn to—							
...	...	...	...		Wash Dock Sdgs.	...	...	...	...	...	...	...
7	8	7	7	2	Tottenham Yd.	1800	1800	1200	...	1000	1000	...

Notes.

(a) When starting from Little Brooklyn with full load, Driver may set back toward 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.

Engine Running Time						LOAD						
Roadside Main Line Loads		Through Main Line Loads		SECTION								
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	UP	S or X	B	T or H		W	Y	
					Tottenham Yd. to—							
...	...	...	...	2	Wash Dock Sdgs.	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	2100	2100	2100	...	1200	1200	...
					Sunshine (d) to—							
...	...	...	...	1	Western Metropolitan Market Trust Sdg. (see footnote, p. 176)	...	...	...	...	...	...	...
...	...	...	...	1	Stanley Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	1	Monsanto Siding	...	...	...	...	...	...	...
...	...	...	...	2	Stramit Ind. Ltd.	...	...	...	...	...	...	...
...	...	...	...	2	V.R. Rubbish Tip Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Highfield Quarries Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Melbourne Machinery Co. Siding	...	...	...	...	...	...	...
...	...	...	...	2	N. M. & P. Watkins Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	N. M. Watkins Siding	...	...	...	...	...	...	...
...	...	...	...	2	Armbrook...	...	...	...	...	...	...	...
...	...	...	...	2	Dalgety–New Zealand Loan Sdg.	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	...	...	...	...	...	...	...
...	...	...	...	2	A. G. Sims Siding	...	...	...	...	...	...	...
...	...	...	...	2	S.E.C. Siding	...	...	...	...	...	...	...
...	...	...	...	2	Co-op Farmers & Graziers Sdg. (Prossor)	...	...	...	...	...	...	...
				2	N. Smorgan & Sons Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Ready Mixed Concrete Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Cyclone Co. of Aust. Ltd. and M. F. Steel Washers Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	2	Little Brooklyn Siding ...	...	...	...	...	...	...	...
...	...	...	...	2	Rheem (Aust.) Pty. Ltd. Siding...	...	...	...	...	...	...	...
...	...	...	...	3	Sth. Brooklyn. (Thos. Borthwick & Sons Pty. Ltd. Siding)	...	...	...	...	...	...	...
...	...	...	...	3	Wright & Sons Pty. Ltd. Siding...	...	...	...	...	...	...	...
...	...	...	...	3	Jas. Hardie & Coy's. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Aust. Barley Board Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	R. J.Gilbertson Pty. Ltd. Siding	...	...	...	...	...	...	...
...	...	...	...	3	H. Beecham & Co. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Sulphates Pty. Ltd. Siding ...	...	...	...	...	...	...	...
...	...	...	...	3	Brookwood (See footnote, page 176)	...	...	...	...	...	...	...
...	...	...	...	4	McKenzie & Holland's Siding ...	...	...	...	...	...	...	...
...	...	...	...	4	Caltex Siding	...	...	...	...	...	...	...
...	...	...	...	4	Amalgamated Workshops Sdg.	...	...	...	...	...	...	...
7	7	7	7	4	Thomas' Mill Siding	...	...	...	...	...	...	...
3	4	3	3	5	Newport (d)	2100	2100	2100	...	1200	1200	...

Note.

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

Roadside Sectional Loads		Ruling Grade Loads	Through Trains			Mileage	SECTION	LOAD					
3/5ths Load	Full Load	3/5ths Load	L.E., L.E. and Brake Van	'S' & 'X' 900 Tons, 'B' 800 Tons (via Albion) 'S' & 'X' 850 Tons, 'B' 750 Tons (via Essendon)	"T" 550 Tons (via (Albion)		DOWN	S & X	B	T & H	W	Y	
			Via Tottenham Goods, Line				Melb. Yd. to—						
12	15	12	..	..	..	2	South Ken. ..	..	..	..	..	..	..
11	13	11	..	24	..	6	Tot'ham Yd. (c)	1800	1600	1200	750	750	..
9	11	8	..	8*	25*	8	Sunshine ..	..	..	..	..	..	..
3	4	3	..	2*	2*	9	Albion ..	1800	1800	1600	850	850	..
..	..	..	..	..	..	12	Albistore ..	..	..	..	..	..	..
28	40	23	..	21*	21*	18	B'meadows x	1200	1000	750	435	435	..
			Via Essendon				Melb. Yd. to—						
12	12	12	..	..	..	2	Kensington ..	..	..	..	..	..	..
..	..	..	..	..	..	3	Newmarket (g)	..	..	..	..	..	..
14	17	13	..	23*	..	5	Essendon ..	1500	1400	1000	..	395	..
16	20	15	..	..	..	9	Glenroy ..	..	..	..	..	..	..
7	9	6	..	19*	..	11	B'meadows x (t)	850	750	450	..	360	..
10	13	9	..	..	..	21	Somerton ..	..	..	750	435	435	..
9	11	8	..	15*	15*	23	Craigieburn ..	..	..	..		..	..
13	16	12	..	10*	10*	28	Donnybrook ..	..	..	..	..	..	..
21	24	19	..	13*	14*	33	Beveridge (r) ..	900	800	550	..	360	..
9	12	8	..	8*	8*	37	Wallan ..	1800	1600	1200	..	620	..
12	15	11	8	10*	10*	40	H'thcote Jc. (r)	..	..	..	..	..	..
3	4	2	3	3*	3*	41	Wandong ..	900	800	550	..	360	..
10	12	9	8	8*	8*	47	Kilmore East	..	..	..	..	..	..
15	17	13	12	10*	10*	54	Broadford ..	..	..	..	..	..	..
4	4	..	..	..	..	55	McDougall (d)	1800	1800	1400	..	395	..
21	23	20	15	16*	16*	63	Tallarook ..	900	800	550	..	360	..
13	15	11	10	10	10	68q	Seymour ..	1200	1000	700	..	450	..

For reference notes (c), (d), (g), (q), (r), (t) (x), see page 182.

Engine Running Times														
Roadside Trains		Through Times						SECTION		LOAD				
Banked Loads		Banked Loads												
3/5ths Load	Full Load	3/5ths Load	Full Load	"S" & "X" 900 Tons "B" 800 Tons	"S" & "X" 1250 Tons "B" 1000 Tons	"T" 550 Tons	Mileage	DOWN		S & X	B		T & H	Y
(*d*)	(*hh*)	(*d*)	(*hh*)					Seymour to—						
19	21	18	20	12	14	12	7	Mangalore (*c*)		1800	1600	..	1200	800
..	..	..	..	..	..	..	..	"	(*h*)	2100	1800	..	1800	1200
15	16	14	15	7	8	8	11	Avenel	..	1300	1100	..	750	550
..	..	..	..	..	..	..	..	"	(*hh*)	2000	1800	..	1200	1100
21	29	18	24	11	11	12	18	Locksley	..	..	..	..	..	..
14	19	13	17	9	10	9	24	Longwood	..	..	..	..	..	..
25	31	21	25	13	14	15	33	Euroa	..	..	..	..	1200	..
13	16	12	15	7	7	8	38	Balmattum	..	..	..	..	..	..
16	22	14	19	9	9	10	44	Violet Town	..	..	..	..	..	..
22	26	19	23	13	14	14	53	Baddaginnie	..	..	..	..	..	..
19	22	17	19	11	12	12	60	Benalla	..	2100	1800	..	1600	1000
Roadside Sectional Loads		Through Ruling Grade Loads												
15	19	13	16	..	..	..	6	Winton	..	..	..	..	..	1200
26	32	23	29	26	28	25	15	Glenrowan †		1250	1100	..	750	550
20	21	18	19	12	13	14	24	Wangaratta	..	..	..	..	..	..
10	12	8	10	6	6	6	28	Bowser (*c*)	..	1800	1800	..	1400	1000
29	35	27	33	20	22	20	39	Springhurst	..	..	..	..	750	..
19	25	17	21	13	15	13	47	Chiltern	..	..	..	..	..	..
14	17	11	13	9	10	10	53	Barnawartha		1250	1100	..	900	550
30	36	25	31	18	18	19	66	Wodonga	..	1800	1600	..	1400	900
..	..	..	..	..	..	..	67	Coal Siding		..	..	..	..	..
..	..	..	..	11	11	11	70	Albury	..	2100	1800	..	1600	1000

NOTES

(*h*) Assisted in rear to Stop-board at 64 miles, 40 chains. See General Appendix. Page 594.

(*hh*) Assisted in rear to Stop-board at 69 miles, 40 chains (Down side of Mangalore).

(*d*) Without Banking Engine.

NOTE.—The load referred to in (*hh*) may be taken by a single engine from Stop-board at 69¼ miles to Benalla.

§§ All vehicles automatically coupled and Staff Automatic Exchanging Apparatus in operation.

(*c*) Momentum Grades.

Down journey—

At Mileage	Speed Necessary (Miles per Hour).
148¼ approaching Bowser	25

(†) BENALLA–ALBURY.—Goods train with full loads should receive preference in either direction in order to avoid stopping them at the Home Signal when approaching Glenrowan. In cases where a train is approaching Glenrowan from each side and both have full loads, the question of preference is to be decided on the spot according to the exigencies of traffic following in either direction.

Engine Running Time							SECTION		LOAD				
Roadside Sectional Loads		Through Trains											
		Ruling Grade Loads											
3/5ths Load	Full Load	3/5ths Load	Full Load	"S" & X 900 Tons "B" 800 Tons	"S" & X 1250 Tons "B" 1000 Tons	"T" 520 Tons	Mileage	UP	S & X	B	T & H		Y
								Albury to—					
..	..	..	..	..	..	..	3	**Coal Siding**	..	..	..	..	680
..	..	..	..	11	11	11	4	**Wodonga** ..	1800	1600	1200	..	650
30	38	28	35	21	25	22	17	**B'wartha** ..	1800	1600	1000	..	650
19	23	17	19	12	15	14	23	**Chiltern** ..	1250	1100	750	..	550
19	22	17	19	12	12	13	31	**Springhurst**	1800	1800	1600	..	1000
25	32	23	28	16	18	16	42	**Bowser** ..	1600	1400	1000	..	650
10	12	8	9	6	6	6	46	**W'ratta** (c)	2100	2100	1600	..	1200
25	34	23	31	18	22	20	55	**G'rowan** (†)	1250	1100	750	..	550
18	21	15	19	..	..	..	64	**Winton** ..	..	..	..	..	..
14	17	12	14	22	22	22	70	**Benalla** ..	2100	1800	1600	..	1000

BENALLA TO SEYMOUR

Engine Running Time							SECTION		LOAD				
Roadside Sectional Loads		Through Trains											
		Ruling Grade Loads											
3/5ths Load	Full Load	3/5ths Load	Full Load	"S" & "X" 900 Tons "B" 800 Tons	"S" & "X" 1250 Tons "B" 1000 Tons	"T" 520 Tons	Mileage	UP	S & X	B	T & H	Y	
								Benalla to—					
21	26	20	25	12	13	13	7	**Baddaginnie**	..	..	..	..	..
19	23	17	21	13	13	14	16	**Violet Town**	..	..	..	..	..
15	19	13	17	9	9	10	22	**Balmattum**	..	..	..	..	..
14	17	13	15	8	8	8	27	**Euroa** ..	..	..	1600	1000	..
24	32	22	28	14	15	15	36	**Longwood** ..	..	..	..	..	..
13	15	11	13	9	9	9	42	**Locksley** ..	..	..	..	..	..
17	21	14	17	10	10	12	49	**Avenel** ..	..	1800	1400	..	..
14	26	12	20	7	8	8	53	**M'galore** (c)	..	1600	1200	800	..
18	22	16	20	11	11	11	60	**Seymour** (c)	2100	2100	1800	1200	..

NOTES (*see also page 179*)

† The load for Up Goods trains assisted in the rear, between Wangaratta and Glenrowan, will be the same as laid down for the Glenrowan–Benalla section. (See page 179).

UP Journey— At Mileage .. Speed Necessary (Miles per hour)

(c) Momentum Grades—

145¼ approaching Wangaratta .. 25
71¼ after leaving Avenel 20
66¼ after leaving Mangalore 25
64 approaching Seymour 25
61¼ approaching Seymour .. .. Any train exceeding three-fourths of this tonnage should, if practicable, be given a run into the Seymour Yard. The Guard must advise the Officer-in-Charge at the last stopping place, who must promptly pass the information on to Seymour.

Roadside Sectional Loads		Through Trains				SECTION		LOAD					
		Ruling Grade Loads	Full Double Load	"S" & "X" 900 tons "B" 800 tons	"T" 520 tons								
3/5ths Load	Full Load	3/5ths Load				Mileage.	UP	S & X	B	T & H	W	Y	
8	8	8		..	..	1	Seymour Marshalling Yd. to Seymour ..	1800	1800	1800	..	1200	..
							Seymour to—						
17	22	15	..	13*	13*	5	Tallarook ..	..	..	..	..	..	..
24	30	21	..	17*	17*	14	Broadford (r) ..	..	..	520	..	..	..
19	25	17	..	13*	13*	21	Kilmore East ..	..	..	..	..	..	..
14	19	12	..	11*	11*	27	Wandong (r) ..	..	..	650	..		..
6	10	5	..	4*	4*	28	H'cote Jct. (r) ..	..	..	..	..	..	..
9	10	7	..	6*	6*	31	Wallan ..	900	800	550	..	350	..
9	13	8	12	5*	5*	35	Beveridge ..	..	..	..	..	..	..
10	12	9	10	8*	8*	40	Donnybrook ..	..	..	..	..	..	..
8	11	7	9	7*	7*	45	Craigieburn ..	..	..	..		..	..
5	6	5	5	..	..	47	Somerton (d) ..	..	..	..	..	..	..
				Via Tottenham Goods Lines									
6	7	5	..	9*	9*	50	B'meadows x	2100	2100	1800	..	..	..
..	..	..	..	..	..	56	Albistore ..	..	..	..	..	..	..
19	23	19	..	16*	16*	59	Albion (c) ..	..	..	..	..	..	..
3	4	3	..	2*	2*	60	Sunshine ..	..	..	1800	..	1200	..
8	9	8	..	8*	..	62	Tot'ham Yd. ..	..	..	..	..	..	..
10	11	10	..	..	..	66	South Ken. ..	..	..	..	..	..	..
12	12	12	..	24	25	68q	Melb. Yd. (c) ..	2100	2100	1600	..	1200	..
				Via Essendon									
6	7	5	6	9*	..	50	B'meadows x	2100	2100	1800	1200	1200	..
5	5	4	4	..	..	52	Glenroy ..	..	..	..	..	..	..
9	10	8	10	12*	..	56	Essendon (c)	..	..	..	..	..	..
..	..	..	..	..	..	58	Newmarket .. (g) (u) ..	..	..	..	..	..	..
..	..	..	..	..	..	59	Kensington ..	..	..	..	..	..	..
13	15	13	16	22	..	61	Melb. Yd. (u) ..	2100	2100	1600	1000	1000	..

For reference notes(c), (d), (g), (q), (r), (u), (x), see page 182.

(c) Momentum Grades—
Down Journey—

At Mileage	Speed Necessary (Miles per hour)
2¼ miles passing South Kensington station ..	20
3¼ after passing under Bendigo line	20
Up journey—	
13 after leaving Broadmeadows	20
10¾ after leaving Broadmeadows	20
6¼ approaching Strathmore	30
2¼ approaching South Kensington station ..	25

(d) See General Appendix, for special instructions re McDougall and Somerton.

(g) See below.

(q) The mileage of Goods trains to Seymour from Williamstown is 67, from Newport 65 and from Dynon 66.

(r) As delays will arise with these loads if the trains are blocked at Beveridge Home Signal or at Heathcote Junction Home Signal on the Down journey or at Broadford or Wandong Home Signal or at Heathcote Junction Home Signal on the Up journey, they should not be given "Line Clear "unless it is fairly certain that such blocks will not occur.

(t) In the event of a Down Goods train being brought to a stand on the bank between Essendon and Broadmeadows from inability of the engine to take the whole forward, and it is found necessary to divide the train, the first portion must not consist of more than 18 vehicles, in order that they can be promptly placed in "A" Siding at Broadmeadows.

GOODS TRAIN SHUNTING AT BROADMEADOWS

(x)—
The maximum loads which may be pushed in the 'down' direction on 'up' main line are as under—

CLASS	S & X	B		T & H		Y		W
LOAD	1500	1400		800		600		650

STOCK ON UP TRAINS FOR NEWMARKET
(See General Appendix)

(u)—
1. The loads which can be pushed from the Up Main Line into the Newmarket Yard are as under :—

CLASS	S & X	B		T		Y		W	
LOAD	1800	1600		1200		750		650	

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 Control 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 sub-clause (a) of clause 3 thereof. The Yard Foreman must promptly advise the Signalman and Control Train Controller when he is in a position to deal with the train, and the time that trains are being 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 engine 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. E. 172, the "65 Vehicles" Board 235 feet nearer Newmarket Station and the "55 Vehicles" Board a further 235 feet nearer Newmarket Station.

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

Relief engine 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 undue detention to suburban traffic.

When "Up" Goods or Livestock trains are to be assisted by an engine 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 Driver 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 lb. 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 Assistant Engine Driver has taken charge of the Air Brake.

3. The assistant or dropping-on engine must approach the rear of the train with 95 lb. or more Main Reservoir pressure. The Driver must stop his engine at the rear of the train by an application of the Air Brake and leave the Brake Valve in Lap position until the coupling up has been completed.

4. On receiving the necessary Fixed and Hand Signals, the 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 engine.

Engine Running Time						LOAD				
Roadside Sectional Loads		Through Ruling Grade Loads		SECTION						
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN	B or S	T			Y
					Tallarook— (d)					
15	18	..	..	7	Trawool	..	..	..	..	..
15	18	..	..	12	Kerrisdale	..	..	..	..	..
14	17	..	..	18	Homewood	..	..	..	..	..
14	18	..	..	24	Yea	600	400	..	..	320
9	12	..	..	27	Cheviot .. .. .. (c)	—	400	..	..	320
21	28	..	..	35	Molesworth	..	380	..	..	320
6	8	..	..	37	Cathkin	..	1000	..	..	650
10	12	..	..	41	Yarck	..	1000	..	..	650
12	18	..	..	46	Kanumbra	..	..	..	..	..
23	33	..	..	53	Merton	..	380	..	..	320
12	14	..	..	59	Woodfield .. .. .. (c)	..	1000	..	..	650
8	10	..	..	62	Bonnie Doon	..	1000	..	..	750
11	14	..	..	67	Maindample	..	400	..	..	320
18	22	..	..	76	Mansfield	..	600	..	..	400
					UP					
					Mansfield to— (d)					
18	22	..	..	9	Maindample	..	..	..	..	..
10	12	..	..	14	Bonnie Doon	..	500	..	..	320
9	11	..	..	17	Woodfield	..	900	..	..	650
14	17	..	..	23	Merton	..	500	..	..	350
20	28	..	..	30	Kanumbra	..	400	..	..	320
10	12	..	..	35	Yarck	..	..	..	..	..
9	11	..	..	38	Cathkin	..	1000	..	..	750
6	8	..	..	41	Molesworth	..	1000	..	..	750
22	30	..	..	48	Cheviot	—	380	..	..	320
8	9	..	..	52	Yea	..	1000	..	..	750
13	16	..	..	57	Homewood	600	400	..	..	..
14	16	..	..	63	Kerrisdale .. .. .. (c)	..	..	..	..	..
14	17	..	..	68	Trawool	..	..	..	..	..
14	18	..	..	76	Tallarook	700	500	..	..	350

CATHKIN TO ALEXANDRA

					DOWN					
					Cathkin to— (d)					
11	16	..	..	4	Koriella	..	700	..	..	500
15	22	..	..	9	Alexandra	..	380	..	..	250
					UP					
					Alexandra to— (d)					
15	22	..	..	5	Koriella	..	380	..	..	250
10	12	..	..	9	Cathkin	..	1000	..	..	750

NOTES

(c) Momentum grades, Down journey—

At Mileage		Speed Necessary (Miles per hour).
82¼	Approaching Cheviot	20
113	Approaching Woodfield	25
	Up journey	
66¼	After leaving Kerrisdale	25

(d) See General Appendix for instructions re Tallarook–Mansfield and Cathkin–Alexandra Lines.

Engine Running Time					SECTION			
Roadside Sectional Loads		Through Ruling Grade Loads				LOAD		
3/5ths Load	Full Load	3/5ths Load	Full Load	Mile-age	DOWN	T		Y
					Benalla to—			
16	21	15	19	10	Goorambat	1500	..	1000
5	7	4	5	13	Nooramunga	..	..	..
5	7	4	5	16	Devenish	..	..	..
7	9	5	7	20	St. James	..	..	..
12	15	10	13	28	Tungamah	1500	..	1200
11	14	..	12	33	Telford	920	..	700
12	15	..	12	40	Yarrawonga	1500	..	1000
29	32	26	29	47	Sloane	..	..	..
25	27	22	24	54	Warragoon	..	..	..
21	23	19	21	59	Rennie	..	..	..
28	30	26	28	67	Sanger	..	..	..
23	26	21	23	73	Wangamong	1800	..	1200
20	23	18	20	78	Oaklands (N.S.W.)	1400	..	970
					UP			
					Oaklands (N.S.W.) to			
15	17	14	16	5	Wangamong	..	..	..
17	19	16	18	11	Sanger	..	..	..
21	23	20	22	19	Rennie	..	..	..
15	17	14	16	24	Warragoon	..	..	..
18	20	17	19	31	Sloane	..	..	..
21	25	20	23	38	Yarrawonga	..	..	..
12	14	..	11	45	Telford .. .. (d) ..	1800	..	1200
13	18	..	12	50	Tungamah	1100	..	700
11	14	..	11	58	St. James	..	..	..
7	9	..	6	62	Devenish	..	..	..
5	7	..	5	65	Nooramunga	..	..	..
5	7	..	5	68	Goorambat	..	..	..
16	21	..	16	78	Benalla	1500	..	1000

NOTES.

(d) See General Appendix, re dividing load at Telford.

Engine Running Time						LOAD			
Roadside Sectional Loads		Through Ruling Grade Loads			SECTION				
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN	T		Y	
					Wangaratta to—				
10	12	7	8	4	**Bowser** .. .. (c)	1400	..	1000	..
8	10	8	8	7	**Londrigan**	..	..	..	..
12	16	11	12	12	**Tarrawingee**	1500	..	1000	..
9	12	7	10	16	**Everton**	400	..	300	..
22	25	..	..	24	**Bowman**	..	..	..	..
15	21	..	..	28	**Gapsted**	380	..	280	..
13	15	..	..	32	**Myrtleford**	..	..	..	..
10	11	..	..	35	**Ovens**	..	..	..	..
20	23	..	..	42	**Eurobin**	..	..	..	..
14	16	..	..	47	**Porepunkah**	..	..	..	..
12	14	..	..	51	**Bright**	1500	..	1000	..
					UP				
					Bright to—				
12	14	..	..	4	**Porepunkah**	..	..	..	..
14	16	..	..	9	**Eurobin**	..	..	..	..
20	23	..	..	16	**Ovens**	..	..	..	..
10	11	..	..	19	**Myrtleford**	1500	..	1200	..
15	17	..	..	23	**Gapsted**	..	..	..	..
16	22	..	..	27	**Bowman**	380	..	280	..
22	28	..	..	35	**Everton**	450	..	330	..
8	9	7	9	39	**Tarrawingee**	..	..	..	..
12	14	11	13	44	**Londrigan**	..	..	..	..
8	10	8	9	47	**Bowser**	1500	..	1100	..
10	12	8	10	51	**Wangaratta** .. .. .. (c)	1600	..	1200	..

NOTE.

(c) Momentum grade, Up journey. With the above loads the speed of 25 m.p.h. must be attained at mileage 145¼ approaching Wangaratta to take the load over the grade.

Momentum, Down Journey, Mileage 148¼ approaching Bowser 25 m.p.h.

EVERTON AND BEECHWORTH

					DOWN				
31	49	..	..	10	**Everton to— Beechworth** .. .. .. (d) ..	250	..	180	..
					UP				
26	28	..	..	10	**Beechworth to— Everton**	350	..	240	..

NOTE

(d) See General Appendix, Pages 497–510 for instructions.

WANGARATTA AND PEECHELBA EAST

Engine Running Time					SECTION	LOAD			
Roadside Sectional Loads		Through							
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN		T		Y
					Wangaratta to—				
12	14	..	..	4	**Bowser** .. .. (c)	..	..	..	..
24	27	..	..	11	**Boorhaman**	..	..	..	..
16	20	..	..	16	**Peechelba East**	..	..	..	1000
					UP				
					Peechelba East to—				
16	18	..	..	5	**Boorhaman**	..	..	..	..
22	26	..	..	12	**Bowser**	..	..	..	..
10	12	..	..	16	**Wangaratta** .. .. .. (c)	..	..	..	1200

NOTE

(c) Momentum grade, Down journey—
Mileage 148¼ approaching Bowser, 25 miles per hour.

(c) Momentum grade, Up journey. With the above load a speed of 25 miles per hour must be attained at mileage 145¼ approaching Wangaratta to take the load over the grade.

SPRINGHURST AND WAHGUNYAH

Engine Running Time					SECTION	LOAD			
Roadside Sectional Loads		Through							
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	DOWN	T			Y
					Springhurst to—				
14	14	..	..	5	**Lilliput**	..	..	..	..
14	14	..	..	9	**Rutherglen**	..	..	..	..
14	14	..	..	14	**Wahgunyah**	1500	..	..	1000
					UP				
					Wahgunyah to—				
15	17	..	..	5	**Rutherglen** .. .. .. (c)	800	..	..	530
13	15	..	..	9	**Lilliput**	..	..	..	..
16	16	..	..	14	**Springhurst** .. .. .. (c)	1200	..	..	830

NOTE

(c) Momentum grade. Up journey—

At Mileage	Speed Necessary (Miles per hour)
169¾ approaching Rutherglen	20
162½ approaching Springhurst	25

Engine Running Time: Roadside Sectional Loads 3/5ths Load	Roadside Sectional Loads Full Load	Through Ruling Grade Loads 3/5ths Load	Through Ruling Grade Loads 4/5ths Load	Through Ruling Grade Loads Full Load	"T" (see note "H")	Mileage	SECTION DOWN	LOAD S or X	B	T			Y
							Wodonga to—						
6	8	..	..	..	..	3	Bandiana Siding ..	..	..	..	..	..	..
..	..	..	..	..	..	..	Bandiord Siding ..	..	..	..	..	..	..
6	7	..	..	..	..	4	Bandolier Siding ..	1600	1600	1200	..	..	800
7	8	..	..	..	..	7	Bonegilla	..	..	..	..	..	..
6	8	..	..	..	..	9	Ebden	750	..	..	..	..	..
12	17	..	..	..	35	14	Huon		650	..	..	..	..
17	20	..	..	..	24	22	Tallangatta ..	..		..	..	..	350
24	29	..	..	..	..	31	Bullioh .. (c)	..	..	500	..	..	380
60	80	..	..	..	..	43	Koetong	..	..	..	..	..	..
25	36	..	..	..	..	50	Shelley .. (d)(e)	..	..	350	..	..	300
50	50	..	..	..	..	59	Beetoomba ..	..	..	..	..	..	..
30	31	..	..	..	..	69	Cudgewa .. (c)(e)	..	..	500	..	..	400
							UP						
							Cudgewa to—						
29	33	..	..	..	..	10	Beetoomba (f)	..	..	..	..	..	..
45	60	..	..	..	..	19	Shelley .. (d)	..	..	350	..	..	300
25	27	..	..	..	..	26	Koetong	..	..	..	..	..	..
43	45	..	..	..	..	38	Bullioh .. (c)	..	..	..	..	..	..
23	27	..	..	..		47	Tallangatta ..	..	..	..	..	..	..
19	20	..	..	..	24	55	Huon	..		..	..	..	..
14	17	..	..	..	..	60	Ebden .. (c)	—	650	500	..	..	380
5	7	..	..	..	..	62	Bonegilla	1600	1600	1200	..	..	..
6	7	..	..	..	..	65	Bandolier Siding ..	..	..	..	..	..	..
..	..	..	..	..	..	..	Bandiord Siding ..	..	..	..	..	..	..
7	9	..	..	..	..	66	Bandiana Siding ..	..	..	..	..	..	..
7	9	..	..	..	35	69	Wodonga .. (c)	1800	1800	1500	..	..	1000

NOTES

(H) Engine running schedule for "T" class is based on load of 400 tons Wodonga and Tallangatta Down and Up.

(c) Momentum grades—

At Mileage Down journey—	Speed Necessary (Miles per hour)	At Mileage Up journey—	Speed Necessary (Miles per hour)
193¼ approaching Bonegilla	35	231 approaching Koetong	20
195¼ at Ebden	30	229½ after leaving Koetong	15
198½ approaching Huon	30	212½ approaching Tallangatta	25
203¼ Leaving Sandy Creek	30	210¾ " "	25
208 approaching Tallangatta	30	206¾ leaving Tallangatta	30
211¼ after leaving Tallangatta	25	201 after leaving Huon	20
217½ approaching Bullioh	25	197¼ approaching Ebden	30
249½ approaching Wabba	25	190¼ approaching Bandiana	25

(d) See General appendix for instructions.

(e) 700 tons may be hauled between Shelley and Cudgewa when hauled by two "T" class locomotives.

(f) If the "Up" loading offering from Beetoomba exceeds the schedule load, the train may be divided and the first portion taken to Shelley. Before departing, however, the remaining portion must be placed in the siding at Beetoomba and securely braked. After the first portion has been placed in the siding at Shelley and securely braked, the engine is to return with the Brake-van attached, from Shelley to Beetoomba for the second portion of the load.

Engine Running Time					Mileage	SECTION	LOAD					
Roadside Trains		Through Trains										
Banked Load		Banked Load										
3/5ths Load	Full Load	3/5ths Load	Full Load	"T" 1200 tons		DOWN	S & X	B	T			Y
						Seymour to—						
21	24	20	23	22*	7	Mangalore	1800	1600	1200	..	..	800
..	..	..	..	..	..	" ..	(*h*) 2100	1800	1800	..	..	1200
16	18	13	15	11*	13	Tabilk	..	..	..	..	..	..
12	14	9	11	8*	17	Nagambie	..	..	..	..	..	..
16	18	13	15	12*	23	Wahring	..	..	..	..	..	..
18	21	17	19	15	30	Murchison East	..	2100	..	..	..	1200
17	19	16	18	15	37	Arcadia	..	..	..	..	..	..
13	15	11	13	13	42	Toolamba	..	..	..	..	..	..
17	19	15	17	16	49	Mooroopna	..	..	..	..	..	..
9	11	7	9	8	52	Shepparton	..	..	..	..	..	..
..	..	..	..	..	53	Shepparton Live Stock Sdg.	..	..	..	..	..	..
16	18	15	17	..	58	Congupna	..	..	..	..	..	..
12	14	10	12	23	63	Tallygaroopna	..	..	..	..	..	..
15	17	13	15	14	68	Wunghnu	..	..	..	..	..	..
12	14	11	13	11	73	Numurkah	..	..	..	..	..	..
17	20	16	18	15	79	Katunga	..	..	..	..	..	..
15	19	13	16	13	85	Strathmerton	..	..	..	..	..	1200
11	13	9	11	..	89	Mywee	..	..	..	..	..	..
19	23	18	22	22	95	Tocumwal	..	..	1800	..	..	1200
						Strathmerton to—						
12	14	10	12	..	4	Yarroweyah	..	..	..	..	..	..
13	15	11	14	..	9	Cobram	..	..	1800	..	..	1200

* Engine running schedule based on trains being non-stop at these stations.

NOTE.

(*h*) Assisted in rear to Stop-board at 64 miles, 40 chains. See pages 207, 208.

Engine Running Time					SECTION		LOAD					
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	'T,' 1200 Tons	Mile-age	UP	S or X	B			T	Y
						Cobram to—						
12	15	11	14	..	5	Yarroweyah	..	..	..	..	..	..
13	16	10	12	..	9	Strathmerton	..	..	..	..	1800	1200
						Tocumwal to—						
19	23	18	22	..	6	Mywee	..	..	..	..	1800	..
11	14	10	12	22	10	Strathmerton	..	..	..	..	..	1200
15	18	13	16	13	16	Katunga	..	..	..	..	..	..
17	21	15	18	15	22	Numurkah	..	..	..	..	..	..
13	15	12	14	11	27	Wunghnu	..	..	..	..	..	..
15	18	13	16	14	32	Tallygaroopna ..	..	..	..	..	..	..
13	15	11	13	..	37	Congupna	..	..	..	..	..	..
..	..	..	..	..	42	Shepparton Live Stock Siding ..	..	..	..	..	..	..
16	19	15	17	24	43	Shepparton	..	..	..	..	..	..
..	..	..	..	..		.. ..	..	..	..	..	..	..
10	12	8	10	8	46	Mooroopna	..	..	..	..	..	..
18	22	16	20	16	53	Toolamba	..	..	..	..	..	..
14	19	13	16	13	58	Arcadia	..	..	..	..	..	..
18	23	16	20	15	65	Murchison East ..	..	..	..	..	..	1200
19	24	17	22	15*	72	Wahring	..	..	..	..	..	..
17	22	16	20	12*	78	Nagambie	..	..	..	..	..	1200
12	16	10	14	10*	82	Tabilk	..	..	..	..	..	..
18	25	16	22	14*	88	Mangalore	..	..	..	..	..	1000
18	22	16	20	14	95	Seymour	2100	2100	..	..	1800	1200

* Engine running schedule based on trains being non-stop at these stations.

Engine Running Time				SECTION		LOAD			
Roadside Sectional Loads		Through Ruling Grade Loads							
Full Load		Full Load		Mile-age	DOWN	T		Y	
					Murchison East to—				
7	..	6	..	2	**Murchison**	1600	..	1000	..
39	..	36	..	13	**Rushworth**	1000	..	700	..
16	..	14	..	17	**Erwen**	600	..	400	..
13	..	11	..	21	**Wanalta**	..	..	..	..
18	..	16	..	26	**Colbinabbin**	1500	..	1000	..
					UP				
					Colbinabbin to—				
18	..	16	..	5	**Wanalta**	..	..	..	..
15	..	12	..	9	**Erwen**	1500	..	1000	..
18	..	16	..	13	**Rushworth**	800	..	520	..
38	..	36	..	24	**Murchison**	1000	..	700	..
7	..	6	..	26	**Murchison East**	1500	..	1000	..
					DOWN				
					Rushworth to—				
35	..	34	..	11	**Stanhope**	600	..	400	..
14	..	12	..	14	**Girgarre**	1500	..	1000	..
					UP				
					Girgarre to—				
14	..	12	..	3	**Stanhope**	1500	..	1000	..
38	..	36	..	14	**Rushworth**	650	..	435	..

Engine Running Time				SECTION	LOAD			
Roadside Sectional Loads		Through Ruling Grade Loads						
3/5ths Load	Full Load	3/5ths Load	Full Load	Mile-age	DOWN	T		Y
					Toolamba to—			
18	20	16	19	7	Tatura	..	..	..
8	10	7	8	10	Byrneside	..	..	..
12	15	10	13	15	Merrigum	..	..	..
16	20	14	17	21	Kyabram	..	..	..
16	21	14	18	28	Tongala	..	..	..
11	13	10	11	32	Koyuga	..	..	..
..	..	..	..	36	Kanyapella	..	..	..
24	29	22	27	42	Echuca	1800	..	1200
					UP			
					Echuca to—			
..	..	..	..	6	Kanyapella	..	..	..
25	31	23	29	10	Koyuga	..	..	..
12	14	10	12	14	Tongala	..	..	..
17	22	15	19	21	Kyabram	..	..	..
17	20	15	18	27	Merrigum	..	..	..
12	15	11	14	32	Byrneside	..	..	..
9	11	8	9	35	Tatura	..	..	..
19	22	17	19	42	Toolamba	1800	..	1200

SHEPPARTON AND KATAMATITE

Engine Running Time					SECTION	LOAD			
Roadside Sectional Loads		Through Ruling Grade Loads							
3/5ths Load	Full Load	3/5ths Load	Full Load	Mile-age	DOWN	Y			T
					Shepparton to—				
..	..	..	..	1	Canning Factory Siding	..	..	..	..
20	22	..	..	8	Pine Lodge	..	..	..	..
..	..	..	..	12	Lamrock	..	..	..	..
16	18	..	..	14	Cosgrove	1000	..	..	1500
11	13	..	..	17	Dookie	..	..	..	..
19	21	..	..	25	Yabba North	..	..	..	..
12	14	..	..	29	Youanmite	..	..	..	..
16	18	..	..	34	Katamatite	700	..	..	1200
					UP				
					Katamatite to—				
16	18	..	..	5	Youanmite	..	..	..	..
12	14	..	..	9	Yabba North	1000	..	..	1500
23	27	..	..	17	Dookie .. .. (c)	550	..	..	1000
9	10	..	..	20	Cosgrove	..	..	..	..
..	..	..	..	22	Lamrock	..	..	..	..
15	17	..	..	26	Pine Lodge	..	..	..	..
..	..	..	..	33	Canning Factory Siding	..	..	..	..
20	23	..	..	34	Shepparton	1000	..	..	1500

NOTE

(c) Momentum grades — Speed necessary (Miles per hour)

At mileage	Up journey, 132¾	25

NUMURKAH AND PICOLA

					DOWN	T			Y
					Numurkah to—				
22	23	21	22	7	Waaia	..	..	..	..
24	25	23	24	14	Nathalia	..	..	..	..
23	24	22	23	21	Picola	1500	..	..	1200
					UP				
					Picola to—				
23	24	22	23	7	Nathalia	..	..	..	..
24	25	23	24	14	Waaia	..	..	..	..
22	23	21	22	21	Numurkah	1500	..	..	1200

SPEED OF ENGINES OR TRAINS, CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES, AND ENGINE AXLE LOADS

SPEED OF ENGINES OR TRAINS

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

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

3. The maximum speeds laid down in respect to the various Lines, or portions of Lines, are subject to :—

(i) the provisions of Regulation 59;
(ii) the special speeds shown on pages 202 to 205 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 195.

4. The running of engines **tender first** is subject to the instructions on page 206 relating to tender first running. (See also sub-clause (c) clause 1, page 206).

5. (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains, and except in the case of "ZP" brake vans run at the speeds laid down for passenger trains. Express Goods or Mixed 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" brake vans and tank wagons classed "TWF" or "TWX" is laid down in Special Rates of Speed, clause 4, p. 204.

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

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

6. Drivers, Firemen, and Guards must keep a good look-out for hand signals, which will be exhibited at the various localities where **temporary** speed reductions are in force in accordance with the Regulations. It must, however, be understood that repairs 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 Speeds for Trains Hauled by Certain Classes of Engines.**—The maximum speeds permissible on any lines for various classes of Engines, with train attached, are shown hereunder :—

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

Note 1.—The maximum speeds laid down for engines in clause 8 hereof are subject to the maximum speeds laid down in respect of various Lines or portions of Lines, and to the conditions imposed above and also on pages 174 and 195 to 205 inclusive.

Note 2.—See page 204 for speed of an engine or engines with a brakevan of the fixed-wheel base only attached and for the speed of light engines.

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

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

Rail Motor Trains	Maximum Speeds† Miles per Hour
Diesel-Electric Rail Motors	60
Diesel Rail Car (Walker type) 102 H.P.*	45 } See footnote
Diesel Rail Car (Walker type) 153 H.P.	50
Diesel Rail Car (Walker type) 280 H.P.	60 (without trailer)
	50 (with trailer)

†See Clauses 3 and 5, Page 194 * No. 4, 50 Miles per Hour

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

(b) The maximum Speeds, shown above for Rail Motor Trains, are subject to the Maximum Speeds laid down for Passenger Trains, for the Line or portion of Line over which the Rail Motor is running, and to the conditions imposed hereunder and on pages 196 to 205 inclusive. Where any goods vehicle is attached, the speed laid down on page 204 for the type of vehicle concerned must not be exceeded.

CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.

Except where otherwise provided, the following are the particulars of the classes of engines 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 engines of a lighter axle load than the class specified. (See Instruction page xxxii for engine axle loads).

1. Except where instructions to the contrary are in force the classes of engines 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 heavy class of engine (excluding "B" and heavier classes) than specified for a particular line.

3. (a) On the branch lines specified hereunder, engines of a heavier axle load than those ordinarily authorized in pages 198 to 201 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 Engine that may be used for Shunting on Branch Lines	Speed
			Miles per Hour
Tallarook	Yea	"S" and lighter	10
Strathmerton	Cobram		
Bowser	Beechworth ..		
Bowser	Peechelba East ..		
Springhurst	Wahgunyah		
Echuca	Toolamba		
Murchison East	Rushworth		

(*b*) The engine must not proceed further than is necessary to clear the junction, and unless the return movement be governed by a fixed signal, the engine 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 Engines.**—(a) Two light engines, 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, and subject also to the condition that the permission applies to engines of the classes authorised to run on such lines.

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

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

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

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.

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

Flinders Street Yard.

Line or Portion of Line	Maximum Speed †
	Miles per Hour
Main Goods Lines between West Tower and Viaduct Junction	25
Coburg Goods lines between West Tower and North Melbourne Junction.	25
Main Goods Lines between West Tower and South Kensington	25
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
Goods trains passing through Sidings between Arden Street and Macaulay. See General Appendix.	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 Street, must not exceed 15 miles per hour. This is subject to the special rates specified hereunder :—	
Over Viaduct Sidings	5
Flinders Street Station, between Signal Box "A" on the West side and Signal Boxes "B" and "C" on the East side, all roads. Subject to the further restrictions (see hereunder) in regard to Nos. 2 and 7 Roads.	15
From West End of Nos. 2 and 7 Roads, to Swanston Street Bridge.	5
"C" Box, Flinders Street.	
Arriving trains from Camberwell line between the East end of "C" Signal Box and Nos. 6 and 7 Roads, and No. 5 Road via "U".	15
"D" Box, Flinders Street.	
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" Boxes via the "Through Siding"	5
Between Signal No. 278 and Swanston Street Bridge on Nos. 1 and 2 East Roads at Flinders Street Station.	15
Jolimont Goods Yard.	
Entering from the East or West end.	10

† See clauses 3 and 4, page 194.

RUN ON VARIOUS LINES—*Continued.*

Suburban District Line or Portion of Line Between—	Maximum Speed † Passenger Trains Electric Diesel or Steam Locomotive Funnel First	 Passenger Trains Steam Locomotive Tender First	 Goods Express, Goods, or Mixed Trains Electric Diesel or Steam Locomotive Funnel First	 Goods Express, Goods, or Mixed Trains Steam Locomotive Tender First	Classes of Engines Allowed to Run
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Flinders-street and Spencer-street ..	20	20	15	15	All Classes
Spencer-st. and North Melbourne Junct.	40	30	15	15	All Classes
When diverging from a straight road on other lines at Franklin-street Junction ..	20	20	15	15	
North Melbourne Junction and Newport..	40	30	30	30	All Classes
Entering Newport Goods Yard	..	..	5	5	
Maribyrnong River Line	..	..	..	..	"S" & lighter ("H" not permitted)
In clear daylight	..	..	10	10	
During darkness or foggy weather ..	..	..	5	5	
Spotswood and Power House Yard ..	..	..	10	10	All Classes except "H"
Newport and Williamstown	40	30	30	30	All Classes except "H"
Williamstown and Williamstown Pier Station	20	20	20	20	All Classes except "H"
Newport and Altona Junction	50	30	30	30	All Classes
Newport ("B" Box) and Newport ("A" Box) via Goods Line	..	..	10	10	
Newport ("A" Box) and Newport ("B" Box) via "E" Siding	..	..	5	5	
Newport and Workshops Platform ..	..	..	..	..	"S" & lighter ("H" not permitted)
Clear weather	10	10	10	10	
Foggy weather	5	5	5	5	
Newport and Sunshine (Loop Line) ..	30	25	30	25	All Classes
Footscray and Sunshine	..	..	..	..	See page 199
Sunshine and Albion					
South Kensington and South Dynon Junc.* (Maribyrnong River)	(see note)		25	25	All Classes
South Dynon Junction and West Footscray Junction*	(see note)		40	30	All Classes
Over the Fixed Points at West Footscray Junction until the whole of the train has cleared the points	..	..	10	10	All Classes
West Footscray and Sunshine—into Tottenham Gravitation Yard	..	..	15	15	All Classes
North Melbourne Junction and Newmarket Junction	30	30	20	20	All Classes
Newmarket Junction and Essendon ..	Up 50 Dn. 40	30	30	20	All Classes
Essendon Station between Down and Up Home Signals. Posts Nos. 8 and 38 respectively	25	25	20	20	
Newmarket Junction and Flemington Racecourse—					
Newmarket Junction and Showgrounds platform	20	20	10	10	All Classes except "H"
Showgrounds Platform and Flemington Racecourse	20	20	10	10	"B" & lighter ("H" not permitted)

***Note**—Passenger Trains are not permitted to run on the Victorian Gauge Goods lines Up or Down, between South Kensington and West Footscray unless specially authorised by the Chief Civil Engineer.

† See clauses 3 and 5, page 194.

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES—*Continued.*

Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Locomotive Tender First — All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Essendon and Albury—					
Essendon Station between Down and Up Home Signal Posts Nos. 8 and 38 ..	25	25	25	20	All Classes
DOWN					
Essendon and Strathmore	50	30	30	30	
Strathmore and Broadmeadows ..	60	40	40	30	
UP					
Essendon and Pascoe Vale	60	40	40	30	
Broadmeadows and Pascoe Vale ..	50	25	25	25	
DOWN & UP					
Broadmeadows and Heathcote Junct. See note A	70	60	45	30	
Heathcote Junction and Wodonga. See note A	70	60§	40 (see note below)	30	
Down trains when passing over the junction of Single and Double lines at Dysart (Mileage 59.20)	40	40	40	30	
Entering or passing through back (East) Platform Road at Seymour—					
ALL TRAINS	15	15	15	15	
Passing over Junction of Single and Double Lines at the Down end of Mangalore station (Mileage 68)—					
(a) Down Trains	50	50	40	30	
(b) Up Trains	40	40	40	30	
Wodonga and Albury—					
Double-headed trains excepted	70	40	40	30	
Between Wodonga and South Bank of main Stream of the River Murray—					
Double-headed trains	70	40	40	30	
Between the South Bank of the main Stream of the River Murray and Albury—					
Double-headed trains	30	30	30	30	
Wodonga Loop Line—All trains	10	10	10	10	

† See clauses 3 and 5, page 194

Note "A" Goods trains comprising GJX Bogie Hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h.

NOTE—(i) the maximum speed between Heathcote Junction and Wodonga for any Goods train (Up or Down), Express Goods trains excepted, consisting of all automatically-coupled vehicles (including Engine and Brake Van) and running with Engine funnel first, will be forty-five (45) miles per hour. It will be the duty of the Guard of any Goods train running between Heathcote Junction and Wodonga to inform the Driver at the commencing point of the train and also at any place where the composition of the train is altered whether the train is completely automatically-coupled or otherwise, and the Driver, if relieved, must pass this information on to his Relief.

NOTE—(ii) Speed marked § are subject to restrictions indicated by speed boards as described on page 203 Special Speeds, Clause 3 (b) Location of boards and the Speed indications shown are as follows :—

At Mileage	Speed Indication Miles per Hour
Down Journey	
38¼ approaching Kilmore East	F 50
92½ approaching Euroa	F 55
Up Journey	
175½ approaching Barnawartha	F 55

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.—*Continued.*

Line or Portion of Line Between—	Maximum Speed †			Steam Locomotive Tender First	Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Footscray and Sunshine	50	40	30	30	All classes. (See note 4, Page 196)
Sunshine and Albion	50	40	40	30	All Classes
Broadmeadows and Albion	40	40	40	25	All Classes
Somerton and Ford Coys. Siding ..	..	..	25	..	All Classes except "H"
Tallarook and Yea	45	..	40	25	All Classes except "H"
Yea and Mansfield	..	..	..	..	"T" and lighter
Rail Motor Trains	40	..	..	..	
"W" Class engines	35	..	35	..	
"T" and "Y" Class engines	25	..	25	..	
(Over deviations from 118 miles 70 chains to 119 miles 40 chains) All trains.. ..	25	..	25	20	
Cathkin and Alexandra—	..	..	..	..	"T" and lighter
"W" Class engines	25	..	25	..	
"T" and "Y" Class engines	15	..	15	..	
Benalla and Yarrawonga (See Note B) ..	60	..	40	30	All Classes except "H"
Rail Motor Trains	60	..	..	..	
Yarrawonga and Oaklands—(See Note A)	..	..	..	..	"T" and lighter
"T" and "Y" class engines	20	..	20	..	

† See clauses 3 and 5, page 194.

Note "A" Goods trains comprising GJX Bogie Hopper wheat wagons may be operated at a speed not exceeding 20 m.p.h. and with a maximum load limit of 50 (fifty) tons.

Note "B" Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h. between Benalla and Yarrawonga.

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.—*Continued.*

Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Locomotive Tender First — All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Bowser and Peechelba East	15	..	15	..	"T" and lighter
Bowser and Everton—	30	..	30	20	"T" and lighter
Everton and Bright	..	..	..	..	"T" and lighter
"T" and "Y" Class engines	20	..	20	..	
Everton and Beechworth	..	..	..	..	"T" and lighter
"T" and "Y" Class engines	20	..	20	..	
Springhurst and Wahgunyah—(See Note A)	25	..	25	15	"T" and lighter
Wodonga and Ebden—	50	..	40	30	All Classes except "H"
Over the Fixed Points at 187 miles, 36 chains, 188 miles, 66 chains, and 188 miles 78 chains	25	..	25	25	
Ebden and Tallangatta	..	..	..	..	"B" and lighter
"S", "X", "B", "T" and "Y" Class engines	25	..	25	..	("H not permitted)
Tallangatta and Cudgewa	..	..	..	..	"T" and lighter
"T" and "Y" Class engines	20	..	20	..	

† see clauses 3 and 5, page 194

Note A :—Goods train comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (57 tons) may be operated at a speed not exceeding 20 m.p.h.

SPEED OF ENGINES OR TRAINS AND CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.—*Continued.*

Line or Portion of Line Between	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First — All Trains	
	Miles per hour	Miles per hour	Miles per hour	Miles per hour	
Mangalore and Shepparton (See Note C) ..	60	50	40	25	All classes except 'H'
Shepparton & Murray River Bge. (see note F)	60	..	40	25	" " "
Over Murray River Bridge at Tocumwal	10	..	10	10	"T" and lighter
Murray River Bge. & Tocumwal (see note F)	40	..	40	20	"T" and lighter
Murchison East & Colbinabbin (See Note B)					
"T" and "Y" Class engines	20	..	20	..	"T" and lighter
Rushworth & Girgarre—(See Note B)					
"T" and "Y" Class engines	20	..	20	..	"T" and lighter
Toolamba & Echuca—(See Note E)					
"T" and "Y" Class engines					
Rail Motor Trains	60	..	40	..	"T" & Lighter
Rail Motor Trains excepted	50	..	40	25	
Shepparton & Yabba North—					
"T" and "Y" Class engines	25	..	25	..	"T" and lighter
Yabba North & Katamatite—(See Note B)	20	..	20	20	"Y" and lighter
Numurkah & Picola—(See Note B) ..					
"T" and "Y" Class engines	20	..	20	..	"T" and lighter
Strathmerton & Cobram (See Note A)..	40	..	25	..	"T" and lighter

† See clauses 3 and 5, page 194.

Note A:—Goods trains comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (57 tons) may be operated at a speed not exceeding 20 m.p.h.

Note B:—Goods trains comprising GJX Bogie hopper wheat wagons loaded to the maximum capacity (50 tons) may be operated at a speed not exceeding 20 m.p.h.

Note C :—Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 50 m.p.h.

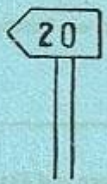
Note E :—Goods trains comprising GJX Bogie hopper wagons fully loaded or empty, may be operated at a speed not exceeding 45 m.p.h.

Note F :—Goods trains comprising GJX Bogie hopper wheat wagons loaded to a maximum of 40 tons may be operated at maximum speed quoted above.

SPECIAL SPEEDS

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

(i) *the provisions of Regulations* 59;
(ii) *such* **temporary** *speed reductions as are shown from time to time in the "Weekly Notice" or other printed or written instructions; and*
(iii) *the Special Speeds laid down in clause* 8, *page* 194, *and clause* 9, *page* 195.



1. **Curves.** (a) Every curve, with the exception of those referred to in clause 2 hereof, that is of such a radius as to render necessary any modification of the foregoing speeds, is indicated by a **curve board** (see diagram in margin) placed on the left hand side of the line at the entrance to the curve. The number shown on the Curve Board indicates, **in miles per hour, the maximum speed** allowed when going round the curve. It is pointed at one end, and is so placed that the pointed end indicates the direction of the curve, right-hand or left hand, as the case maybe. The speed must be reduced before the engine 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 speeds around curves of certain radii on Suburban lines, and on all other lines. These speeds agree with those shown on the Curve Boards.

Suburban Lines		All Other Lines	
Radius of Curve in Chains	Maximum Speed	Radius of Curve in Chains	Maximum Speed
	Miles per hour		Miles per hour
Less than 8	10	Less than 8	10
" 8 to 9	15	" 8 to 9	15
More than 9 " 11	20	More than 9 " 12	20
" 11 " 14	25	" 12 " 15	25
" 14 " 18	30	" 15 " 25	30
" 18 " 22	35	" 25 " 30	35
" 22 " 26	40	" 30 " 35	40
" 26 " 30	45	" 35 " 40	50
" 30 " 35	50	" 40	60
" 35 " 40	55	Special speeds for curves between Essendon and Albury—	
" 40	60	More then 35 to 40	55
		" 40 " 50	60
		" 50 " 80	65
		" 80	70

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
(a) Except as shown in sub-clause (b), (c) and (d) hereof—	Miles per hour	Miles per hour
(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) Between ESSENDON and BROADMEADOWS over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points	25	60‡
(c) Between Somerton and Wodonga over facing Points worked from a Locking Fame or otherwise securely fastened or over Trailing Points, except at Euroa, Wangaratta and Barnawartha	25	70‡
At Euroa, Wangaratta and Barnawartha	25	60‡
(d) Diesel Rail Cars (Walker Type) 102HP and 153HP		
(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

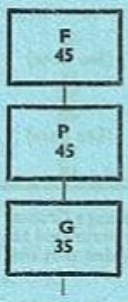
‡ When the through running road is on a curve the speed passing over Points is limited by the maximum speed indicated on the curve board, provided this does not exceed the maximum permissible speed over points.

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

Description.	Maximum Speed
Terminal Stations—	Miles per Hour
When engine is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 11, Appendix III, and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus ..	70
When exchanging miniature staff, by hand—	
(*a*) When cane carrier is used	20‡‡
(*b*) When staff automatic exchange carrier is used	15‡‡
When exchanging staff (ordinary type) or delivering ticket	15‡‡
Rail Motor Trains when driver is delivering or receiving a staff or ticket. (See also General Appendix)	6
"S" Class Diesel Electric Locomotives—	
Hostler's end leading	See note †††
Crossing Stations—	
When backing a train over level crossing not provided with gates.	5
Examining Stations—	
When entering station. See also General Appendix	10
Permanent-way Repairers' Signals—	
In clear weather, when a green hand signal is waved slowly form 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 an Engineman 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 an Engineman is exchanging a Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely.

††† When an Engineman 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 sighting the next fixed signal. The train will then proceed according to the aspect displayed.

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

4. Various Trains, Light Engines, and Steam or 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 Train by which "Dead" engines are conveyed—See page 233, General Appendix	..
Any Victorian bogie goods vehicle ("ZP" excepted) having "P" as the last letter of its classification	70
Any Victorian bogie goods Vehicle (except Tank Wagons) having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX", when loaded	50
Tank Wagons classified as "TWF" or "TWX", when empty	60
"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", and "CM" Cars numbered below 500	50
Suburban "M" Cars numbered over 500	70
"NN" Wagons when loaded (Permission must be obtained from the Train Controller before loaded "NN" Wagons are conveyed by any train—See page 194 item 5 (iii).	30
Light Engines :—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (see Note 3, page 194)	30
"B", "L", "T", or "X" class	60
"H"	45
"Y"	40
"Y" No. 175	60
"F", "W"	20
"D3", "R", "J" or "K"	50
Engine or engines with brakevan of fixed-wheel base only attached (See page 194 Item 5 (ii))	45
Engines when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Van Train or any Train to which a Break-down van is attached	40
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for the Diesel or Steam Crane Conveyed
Diesel Crane :—	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tons)	30 (see note below)
Steam Cranes :—	
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	40 (See note)
No. 10 (Rolling Stock Branch, 10 tons)	15
Nos. 3 and 4 (Rolling Stock Branch, 5 tons)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tons)	40 (See note)
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons)	15

Note :—When the 30 ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) or 10 ton No. 45 Diesel Crane are conveyed by Special Train, the train is permitted to run only on the lines and up to the maximum speeds for the Cranes as set out below provided that the maximum speed of the train shall not exceed :—

(a) The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.

(b) The maximum speed for goods trains.

(c) The speeds in the special Speeds section.

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

Various Trains, Light Engines, and Steam and Diesel Cranes, Diesel Fordson Rail Tractors—*Cont.*

The maximum permissible speeds for 60 ton and 30 ton wreckage cranes and 10 ton No. 45 Diesel Crane on the following lines or portion of lines are as follows:—

	Maximum Speed		
	10 ton No. 45 Diesel Crane (See note)	60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
	Miles per Hour	Miles per Hour	Miles per Hour
Broadmeadows and Albury	30	40	40
Tallarook and Yea	30	40	40
Over all Bridges beyond 57¼ miles	30	15	40
Yea and Mansfield	20	Not allowed	30
Cathkin and Alexandra	15	Not allowed	30
Benalla and Yarrawonga	20	Not allowed	30
Yarrawonga and Oaklands	20	Not allowed	25
Bowser and Peechelba East	15	Not allowed	15
Bowser and Everton	20	Not allowed	30
Everton and Bright	20	Not allowed	25
Everton and Beechworth	20	Not allowed	30
Springhurst and Wahgunyah	20	Not allowed	25
Wodonga and Ebden	30	40	40
Ebden and Tallangatta	20	Not allowed	30
Tallangatta and Shelley	20	Not allowed	25
Shelley and Beetoomba	15	Not allowed	15
Beetoomba and Cudgewa	20	Not allowed	25
Mangalore and Mywee	30	40	40
Mywee and Tocumwal	30	Not allowed	30
Murchison East and Rushworth	20	Not allowed	30
Rushworth and Colbinabbin	20	Not allowed	30
Rushworth and Girgarre	20	Not allowed	25
Toolamba and Merrigum	30	Not allowed	40
Echuca and Merrigum	30	{ 40	40
All Bridges, Echuca to Merrigum	20	{ 15	25
Shepparton and Katamatite	20	Not allowed	30
Numurkah and Picola	20	Not allowed	30
Strathmerton and Cobram	30	Not allowed	30

Note:—On Metropolitan and Suburban lines the cranes may run at a maximum speed of thirty (30) miles per hour or at a speed permitted for a "T" class locomotive which ever is the lower.

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

DIESEL FORDSON RAIL TRACTOR (See page 173)

Description	Maximum Load Hauling or Pushing	Maximum Speed
	Tons	Miles per Hour
Diesel Fordson Rail Tractor		
On level track	225	20
On grades 1 in 50	30	
" 1 in 75	65	
" 1 in 100	85	
" 1 in 110	90	
" 1 in 200	150	

ENGINES RUNNING TENDER FIRST

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

2. Subject to above, any engine may run tender first on any line at any time.

ENGINES ASSISTING IN FRONT OF TRAINS

(Regulation 174)

1. (a) Subject to the following instructions, an assisting engine may be employed in front of a Passenger, or Goods train over the Lines or Sections of lines shown in clause 6 hereof

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

(c) In the case of—

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

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

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

3. When a train is hauled by a steam locomotive and diesel electric, or diesel hydraulic locomotive, the steam locomotive must trail.

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

5. When an assisting steam engine is employed, a water tank may be attached between the engines.

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

Section—

Melbourne and Albury	Springhurst and Wahgunyah
Newport and Sunshine Loop Line	Wodonga and Tallangatta
Tallarook and Mansfield	Seymour and Cobram
Benalla and Yarrawonga	Murchison East and Rushworth
Wangaratta and Myrtleford	Toolamba and Echuca

Tallangatta and Cudgewa (2 "T" class locomotives only).

Except in cases of extreme emergency, where a higher powered diesel locomotive than a "T" or "Y" class is running in multiple with either a "T" or "Y" class locomotive, the higher powered locomotive with a dynamic brake and staff Exchange Apparatus must be the leading engine, except where instructions have been issued to the contrary. (See page 70).

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

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

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

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

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

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

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

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

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

Section	Class of Train and Special Instructions to be Observed
Seymour to "Stop Board" at 64 miles 40 chains	1. Goods Trains. 2. To safeguard the operation an Annett Lock is fixed on the Interlocking Frame at "B" Box, and during the absence of the Key from this Lock, the Signals leading to the Down Line, on Post No. 20, will be locked at the Stop position. 3. Before the train proceeds on its journey, the Signalman must withdraw the Annett Key from the Lock, and hand it to the Driver of the Bank Engine when the Engine is passing the Box. This will authorize the Driver of the Bank Engine to assist the train as far as the STOP BOARD and to return on the WRONG LINE as far as Post No. 22; the Driver must approach Post No. 2 cautiously. When the Engine comes to a stand, the Driver must return the Annett Key to the Signalman, who must immediately replace it in the lock. 4. To enable the Key to be withdrawn, the Fixed Signal on Post No. 20 will require to be placed to the Stop position after the Train Engine has passed it; the Driver of the Bank engine is hereby authorized to pass such Signal, for the purpose of assisting the train to the STOP BOARD, when verbally authorized by the Signalman. 5. The Signalman must be informed by the Yard Foreman or Leading Shunter when the Key will be required. The Guard of the train to be assisted must inform the Driver of the Train Engine that there will be a Bank Engine in the rear, and the Driver of the Bank Engine when ready to start must give three whistles—one long, one short, and one long—and the Driver of the Train Engine must not proceed until this intimation has been given, and the Whistle Signals referred to in Regulation 173 have been exchanged.

List of sections over which trains may be assisted in the rear—(*Continued*).

Section	Class of Train and Special Instructions to be Observed
Seymour to "Stop Board" at 64 miles, 40 chains—continued	6. Should the Train Engine become disabled while the train is being assisted, the Bank Engine may, if able, push the train to Mangalore, and then return on the Right Line as soon as possible; in every such case the Bank Engine must be coupled to the train, and the Air Brake connected. The Signalman at Mangalore must advise the Signalman at Seymour "B" Box of the circumstances, and until the Bank Engine has returned, and the Annett Key has been delivered to the Signalman, no Down Train or Engine must be allowed to proceed in the direction of Mangalore. 7. (a) If the Bank Engine fails when assisting, and it becomes necessary to divide the train, the Driver of the Train Engine must return from Mangalore for the rear portion of the train on the WRONG LINE, in accordance with Regulation 243, but, before the Train Engine leaves with the first portion, the Driver of the Bank Engine must endorse the Guard's Wrong Line Order, to the effect that he will not move the rear portion of the train. Detonators must be placed upon the Line about 200 yards from the front vehicle of the rear portion, in accordance with clause (d) of Regulation 243. (b) As soon as possible after the failure, the Driver of the disabled Bank Engine must hand the Annett Key to the Fireman, with instructions to take it back to "B', Box, and inform the Signalman there of the failure, whereupon relief must be arranged and a Relief Engine allowed to enter the Section under the following arrangements :— (i) The Driver of the Relief Engine must be in possession of the Annett Key, which must be handed to him, in the presence of the Signalman, by the Fireman of the disabled Engine. The Fireman must accompany the Relief Engine back to the place where he left his own engine. (ii) When he is in possession of the Annett Key, the Driver of the Relief Engine may pass the Signal on Post No. 20, upon being instructed to do so by the Signalman. (iii) The Driver of the Relief Engine must retain possession of the Key until he returns with the disabled Engine up to Post No. 22. (c) When proceeding to "B" Box for assistance, the Fireman of the disabled engine must place Detonators upon the Line, in accordance with Regulation 239. If the disabled Bank Engine returns to Seymour before the Train Engine has returned for the rear portion of the train, the Guard must continue to protect the train in accordance with the Regulations. 8. Should the Bank Engine fail when returning from the STOP BOARD, the Driver and Fireman must comply with paragraphs (b) and (c) of clause 7. 9. The Signalman at Seymour "B" Box must, when Seymour "C" Box is open, advise the Signalman at that Box when a Down train is being assisted to the Stop Board at 64 miles 40 chains, and after the passage of the train the Signalman at Seymour "C" Box must maintain the Points in the "Down" running line in their normal position until the Bank Engine has cleared the points on the return journey to Seymour.
Seymour to Mangalore; Mangalore to "Stop Board" at 69¼ miles	Goods Trains.
Wangaratta to Glenrowan ..	Goods Trains.
Yea to Cathkin	Goods Trains.
Echuca to "Stop Board" at Up end of the Murray River Bridge.	Goods Trains.

DOWN

Nos. 55, 57, 63, 65, 73, 89, 107, 119, 121, 159, 163, 169, 183, 191 Through.
No. 51 Roadsides.
No. 53 Through to Wallan, thence Roadsides.
No. 59 Through pick up Tottenham Yard. Convey loading for McDougall's Siding, and Shunt for livestock only.
No. 79 Through, conveys loading for Goulburn Valley then also loading for stations Avenel to Benalla, except Euroa; Broadford Tue., Thurs. Shunt Broadford Tue., Thur. Marshal Order:—Broadford pers. (Tue., Thurs.); Stations Avenel to Benalla except Euroa; Goulburn Valley line loading; Brakevan.
No. 99 Through. Conveys Toolamba, Echuca line loading. Also perishable loading for Mooroopna and Shepparton; Euroa.
No. 103 Through conveys loading for Benalla and branch line; Glenrowan; Chiltern; Barnawartha; Springhurst and branch line; Wangaratta, and branch lines; Wodonga and branch line; Albury. Pick up Interstate Loading at Seymour off the Goulburn Valley Line.
No. 113 Through Shunt Tallarook.
No. 125 Through. Conveys powder vans from Tottenham Yard for Tocumwal line ex P. 6 Pilot in addition to ordinary loading.
No. 183 Shunt Tottenham Yard then Through.

UP

No. 52 Roadsides.
Nos. 42, 56, 62, 64, 68, 68A, 82, 88, 90, 92, 94, 102, 106, 110,112, 118, 122, 136, 138, 140, 142, 152, 174, 176, 184, 186, Through.

SEYMOUR–BENALLA

DOWN

Nos. 63, 65, 89, 103, 107, 119, 121, 159, 163, Through
No. 105 Shunt Euroa (Tue., Thurs., Sat.) Benalla.
No. 117 Roadside.

UP

No. 60 Roadside.
Nos. 42, 56, 68A, 72, 88, 92, 102, 106, 122, 136, 184, 186 Through.
No. 68 Through clears Euroa sales alternate Wednesdays.
No. 90 Through clears Benalla sales alternate Tuesdays.

BENALLA–WODONGA

DOWN

Nos. 63, 65, 107, 119, 121, Through.
No. 103 Shunt Wangaratta only.
No. 127 Shunt Wangaratta, Barnawartha
No. 149 Shunt, Wangaratta, Sprinhgurst.
No. 105 Shunt Glenrowan, Chiltern, Barnawartha (Wangaratta Thurs., Sat.).

UP

No. 62 Roadside.
Nos. 42, 56, 88, 106, 136, 150, 184, 186, Through.
No. 90 Pick up Wangaratta.
No. 122 Through. May pick up Wangaratta, Thursday.
No. 150 Through. Connect Benalla No. 68.
No. 92 clear stock ex Wodonga Sales, Tuesday.
No. 72 clear Wangaratta Sales.

TALLAROOK–MANSFIELD–ALEXANDRA

DOWN

Nos. 51, 53, 99, 113, 115, 117, 213, Roadsides.

UP

Nos. 140, 82, 98 Roadsides.
No. 84, 100 Through.

DOWN	UP
Nos. 79, 207, 209 Through	Nos. 100, 104, 106, 188, 192 Through
Nos. 47,67, Through to Yarrawonga, then Roadsides	Nos. 126, 170, 182 Roadsides
Nos. 71, 75 Roadsides	No. 102 Roadsides to Yarrawonga, then for livestock only

WANGARATTA–BRIGHT–BEECHWORTH

DOWN	UP
Nos. 111, 75 Through to Bowman, then Roadsides	Nos. 70, 108 Roadsides to Bowman, then Through
Nos. 81, 83, 95, Roadsides	Nos. 74, 76, 78, 80, Roadsides

WANGARATTA–PEECHELBA EAST

DOWN	UP
No. 77 Roadsides	No. 72 Roadsides

SPRINGHURST–WAHGUNYAH

DOWN	UP
Nos. 149, 197 Roadsides	Nos. 150, 190 Roadsides

WODONGA–TALLANGATTA–CUDGEWA

DOWN	UP
Nos. 145, 145A Roadside	Nos. 146, 146A Roadsides
No. 147 Local Area Pilot	No. 148 Local Area Pilot

SEYMOUR–SHEPPARTON

DOWN	UP
No. 41 Mooroopna	Nos. 112, 138, 142 Roadsides as required
No. 55 Through	No. 174 Mooroopna, Murchison East
No. 57 Toolamba or Mooroopna only	Nos. 50, 64, 110, 176 Through
No. 61 Murchison East, Mooroopna only	No. 94 Mooroopna or Toolamba only
No. 69 Nagambie, Murchison East, Mooroopna, Shepparton ; conveys Colbinabbin and Girgarre Branch lines	
No. 73 Through	
No. 79 Through	
No. 99 Toolamba	
Nos. 177, 187 Roadsides	

SHEPPARTON–TOCUMWAL

DOWN	UP
Nos. 61, 69, 107, Roadsides	Nos. 114, 116, 176 Through
No. 79, Through to Numurkah, then Roadsides	No. 112 Roadsides
	No. 110 Roadsides to Numurkah, then Through
	Clear stock ex Shepparton Sales, Thurs., Fri.

MURCHISON EAST–COLBINABBIN–GIRGARRE

DOWN	UP
Nos. 127, 129 Roadsides	Nos. 128, 130 Roadsides

TOOLAMBA–ECHUCA

DOWN	UP
No. 99 Roadsides	Nos. 138, 142 Roadsides

SHEPPARTON–KATAMATITE

DOWN	UP
No. 133 Roadsides	Nos. 132, 168 Roadsides

NUMURKAH–PICOLA

DOWN	UP
Nos. 135, 139 Roadsides	Nos. 134, 136 Roadsides

NUMURKAH–COBRAM

DOWN	UP
No. 107 Roadsides	Nos. 114, 116, 144 Yarroweyah only
No. 109 Strathmerton and Yarroweyah	

LIGHTING OF COUNTRY TRAINS

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

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

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

(a) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

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

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES

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

COUNTRY BRANCH LINE TRAINS

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

Train	April to October	November to March
NORTH EASTERN DISTRICT		
4.45 p.m. Melbourne–Albury .. 5.50 p.m., Sat., Sun.	Conductor to light and extinguish	Conductor to light and extinguish
5.18 p.m. Melbourne–Numurkah	Spencer Street to light. Terminal extinguish	Seymour to light. Terminal extinguish
5.30 p.m. Melbourne–Seymour	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
6.30 p.m. Melbourne–Numurkah	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
6.50 a.m. Numurkah–Melbourne	Numurkah to light. Terminal extinguish	
6.55 a.m. Seymour–Melbourne	Seymour to light. Seymour extinguish	Seymour to light. Terminal extinguish
7.5 a.m. Albury–Melbourne.	Conductor to light and extinguish	Conductor to light and extinguish
3.0 p.m. Tocumwal–Melbourne 3.15 p.m. (Sat)	Conductor to light. Terminal extinguish	Conductor to light. Terminal extinguish
3.10 p.m. Albury–Melbourne ..	Conductor to light. Terminal extinguish	Conductor to light. Terminal extinguish
4.55 p.m. Albury–Melbourne, Sun.	Guard to light. Terminal extinguish	Guard to light. Terminal extinguish
5.15 p.m. Numurkah–Melbourne, Sun.	Shepparton to light. Terminal extinguish	Shepparton to light. Terminal extinguish.

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS

Location	Road					
	No. 1	No. 2	No. 3	No. 4	Siding "A"	Siding "B"
Melbourne–Albury						
Craigieburn	..	..	..	..	..	..
Donnybrook	..	..	..	..	..	1150′
Beveridge	..	..	..	..	..	..
Wallan	No. 10 Road 2900′, Refuge Siding 1280′				..	..
Heathcote Junction	..	..	..	..	..	..
Wandong	Refuge Siding 1300′				..	..
Kilmore East	Refuge Siding 1310′ down, 1290′ up				..	..
Broadford	Up Refuge Siding 1950′			..	..	..
	Down Refuge Siding 1240′			..	..	..
Tallarook	..	..	..	..	..	..
Seymour	2050′	2050′	..	..	..	..
Mangalore	460′	460′	Loop Siding 1900′		..	..
Avenel	940′	940′	660′		..	..
Locksley	980′	980′	1180′	..	..	..
Longwood	980′	980′	840′	..	..	..
Euroa	1540′	1410′	1075′	..	..	..
Violet Town	2670′	2670′	..	..	..	..
Baddaginnie	2000′	2000′	..	..	..	..
Benalla	1500′	1500′	..	..	..	..
Glenrowan	2100′	2100′	..	..	..	..
Wangaratta	810′	420′	..	..	..	..
Bowser	..	..	..	..	..	..
Springhurst	1000′	1000′	..	..	..	..
Chiltern	1260′	1260′	..	..	..	..
Barnawartha	740′	740′	1480′	..	..	..
Wodonga–Cudgewa						
Wodonga	850′	850′	980′	..	..	..
Huon	890′	890′	..	..	..	..
Tallangatta	770′	880′	580′	..	..	..
Koetong	600′	560′	..	..	..	..
Shelley	600′	600′	..	..	..	..
Cudgewa	..	1170′	1170′	..	..	..
Tallarook–Mansfield–Alexandra						
Yea	1195′	950′	..	..	..	..
Cathkin	860′	630′	..	..	..	..
Bonnie Doon	730′	390′	..	..	..	..
Mansfield	860′	630′	390′	..	..	..
Alexandra	760′	430′	..	..	..	..
Benalla–Yarrawonga						
Goorambat	1200′	980′	..	..	..	..
Devenish	960′	800′	..	..	..	..
St. James	870′	710′	..	..	..	..
Tungamah	1040′	950′	..	..	..	..
Yarrawonga	980′	980′	..	..	..	..
Bowser–Peechelba East						
Peechelba East	1335′	1170′	..	..	..	..
Wangaratta–Bright–Beechworth						
Myrtleford	705′	705′	..	..	..	..
Bright	1150′	500′	300′	..	..	..
Beechworth	450′	600′	..	..	..	..
Springhurst–Wahgunyah						
Rutherglen	1000′	1000′	..	..	..	..
Wahgunyah	970′	830′	780′	..	..	..

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS—*Continued.*

Location	Road					
	No. 1	No. 2	No. 3	No. 4	Siding "A"	Siding "B"
Seymour–Tocumwal						
Nagambie	1230′	1050′	..	..	..	..
Murchison East	1170′	1170′	..	..	..	..
Arcadia	1600′	1600′	900′	..	..	..
Toolamba	1040′	1040′	840′	..	..	..
Mooroopna	1425′	1425′	..	..	..	..
Shepparton	2380′	2380′	..	..	..	..
Tallygaroopna	2250′	2250′	..	..	..	..
Numurkah	..	815′	..	..	1230′	..
Strathmerton	860′	720′	..	..	..	..
Murchison–Girgarre						
Rushworth	1110′	640′	480′	..	..	..
Stanhope	..	..	..	..	..	..
Echuca–Toolamba						
Tatura	1220′	1010′	..	..	..	..
Merrigum	1200′	960′	..	..	..	..
Kyabram	800′	600′	..	..	..	..
Tongala	1900′	1200′	..	..	..	..
Shepparton–Katamatite						
Dookie	860′	860′	..	..	..	..
Numurkah–Picola						
Nathalia	860′	810′	610′	..	..	..
Picola	860′	630′	..	..	..	..
Numurkah–Cobram						
Cobram	860′	860′	..	..	..	..
Melbourne–Albury (Standard Gauge)						
Sunshine S.G. Loop	..	2994′	..	..	..	..
McIntyre S.G. Loop	..	2931′	..	..	..	..
Tullamarine S.G. Loop	..	2853′	..	..	..	..
Somerton S.G. Loop	..	2955′	..	..	..	..
Donnybrook S.G. Loop	..	2895′	..	..	..	..
Wallan S.G. Loop	..	2892′	..	..	..	..
Broadford S.G. Loop	..	3069′	..	..	..	..
Tallarook S.G. Loop	..	3298′	..	..	..	..
Seymour S.G. Loop	..	2934′	..	..	..	..
Longwood S.G. Loop	..	2961′	..	..	..	..
Violet Town S.G. Loop	..	2922′	..	..	..	..
Benalla S.G. Loop	..	2946′	..	..	..	..
Glenrowan S.G. Loop	..	3429′	..	..	..	..
Alumatta S.G. Loop	..	2922′	..	..	..	..
Chiltern S.G. Loop	..	2928′	..	..	..	..
Wodonga S.G. Loop	..	2868′	..	..	..	..

LOCATION OF TRACK TELEPHONES

The following list shows the location of track telephones between Somerton and Albury. Telephones within Station limits and at Crossing Loops are not included.

Mileage		Side of Line Located	Mileage		Side of Line Located
Mls.	Chs.		Mls.	Chs.	
15	40	Down side V.G.	120	66	Between V.G. & S.G.
19	75	" " "	122	50	Down side V.G.
24	40	" " "	126	33	" " "
27	30	" " "	127	6	" " "
31	37	" " "	128	71	" " "
32	20	" " "	133	45	" " "
33	3	" " "	137	17	" " "
36	18	" " "	140	16	" " "
41	40	" " "	142	0	" " "
44	6	" " "	144	68	Between V.G. & S.G.
48	0	" " "	145	10	Down side V.G.
50	46	" " "	145	60	" " "
52	11	" " "	146	60	" " "
52	36	" " "	146	70	Between V.G. & S.G.
55	10	" " "	148	0	Down side V.G.
58	10	" " "	148	15	" " "
59	30	" " "	149	0	Between V.G. & S.G.
59	35	" " "	149	48	Between V.G. & S.G.
60	18	" " "	153	40	Down side V.G.
60	33	" " "	156	0	" " "
60	35	" " "	159	29	" " "
60	35	Between V.G. & S.G.	159	65	" " "
61	79	Down side V.G.	166	0	" " "
64	25	" " "	167	25	" " "
64	60	" " "	167	30	" " "
66	12	" " "	171	0	" " "
68	17	Between V.G. & S.G.	172	40	" " "
73	19	Down side V.G.	173	40	" " "
89	00	" " "	176	40	" " "
90	75	" " "	178	10	" " "
98	54	" " "	180	0	" " "
101	63	" " "	183	18	" " "
104	46	" " "	186	40	Between V.G. & S.G.
110	60	" " "	188	76	Up side of S.G.
115	79	" " "			

Abbreviations : V.G.—Victorian Gauge; S.G.—Standard Gauge.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

Subject to the conditions laid down in Regulation 232 and the instructions on pages 370, 375, 376 of the 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 Trains	†Between Wodonga and Albury	—
Goods Trains*	†Between Wodonga and Ebden	—
	†Between Spencer Street and Newmarket	40
	†From Broadmeadows to Glenroy	25
	†Between Upfield and Somerton	60
	Between Flinders Street and Spencer Street	10
	Between Melbourne Yard and Maribyrnong River Goods Siding	40
	Between Newport and Williamstown, Newport South or Newport Workshops.	30
	Between Newport and Sunshine (Loop Line)	40
	Between Tottenham Yard and Brooklyn	40
	Between Tatura and Rosella Siding	20
	†Between Shepparton and Live Stock Siding (Tocumwal Line)	35
	Between Shepparton and Mooroopna	25
	Between Shepparton and Pine Lodge.	35
	†Between Yarrawonga and Live Stock Siding at 161 miles 2 chains	30
	Between Yarrawonga and Mulyarra	30
	†Between Wodonga and Albury	30
	Between Wodonga and Bandiana.	40
	Between Alumatta Sidings and Wangaratta.	25
	Between Wangaratta and Bowser.	10
	†Between Seymour and Seymour Marshalling Yards.	30
	†Between Dysart and Seymour.	5
	Between Strathmerton and Cobram.	10

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

† Also during the hours of darkness.

TRAIN TIME-TABLE REFERENCE SYMBOLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

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

NC No one in charge stations.

W Watering Stations.

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

POSTAL MOTOR TROLLEY SERVICES

CONDITIONS OF OPERATION.

1. When it is found necessary to run a goods train on a line on a day on which a Postal Motor normally operates, it should be run, if practicable, to the Postal Motor time-table and take the mails, to obviate the need for running the Postal Motor.

2. On Postal Motor Cars and on Type "B" Inspection Cars, the total load, inclusive of the weight of the Driver is not to exceed :—

Sheffield and Casey Jones "K" type	..	10 cwt.
Casey Jones, "NKS" and "KS" type	..	6 cwt.
Type "B" Inspection Cars	..	3 cwt.

NOTE—In the case of type "B" Inspection Cars, the load is to be distributed in such a way as to minimise the weight on the outrigger wheels as far as practicable.

3. Should the quantity of mails and newspapers exceed the capacity of the motor vehicle the order of preference of forwarding shall be :—

Letter mails, parcel-post mails, daily newspapers, weekly papers.

4. When newspapers are left behind, advice by telegraph, giving the name of the newspaper, the name of the consignee, and the destination station must be promptly sent to the Chief Traffic Manager.

5. Each Postal Motor Trip is paid for by the Postal Department and Stationmasters concerned must promptly telegraph the Co-Ordinator of Time-tables (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, etc.

See the General Appendix for further instructions.

PASSENGERS TRAVELLING IN BRAKEVANS OF GOODS TRAINS.

Passengers may be permitted to travel by Goods trains, subject to the instructions contained in the General Appendix.

Note 1.—Except as proscribed in the General Appendix, Passengers must not, under any conditions be allowed to travel in Brakevans of Ballast trains.

Note 2.—For instructions regarding travel in carriages on Goods Trains, see Passenger Fares and Coaching Rates Book, page 27, and the General Appendix.

LIMITED TRAIN SERVICES FOR THE DESPATCH OF GOODS

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

Line	Days of Running	Line	Days of Running
NORTHERN AND MIDLAND DISTRICT			
Echuca–Balranald	Tue., Fri.	Merbein–Yelta	Wed.
Elmore–Cohuna	Mon., Thur.	Redcliffs–Meringur	Thur. (See Note)
Woodend–Daylesford	Wed., Fri.	Kerang–Koondrook	Fri.
Ballarat–Newlyn	Tue. & Alt. Fri.	Wedderburn	Wed.
Castlemaine–Maldon	Thurs.	Wycheproof–Sea Lake	Tues. Fri.
Swan Hill–Nyahwest	Tues., Fri.	Sea Lake–Nandaly	Wed.; Alt. Sat.
Nyahwest–Piangil	Fri.	Ultima–Robinvale	Tues., Thur.
Piangil–Kooloonong	Alt. Fri.	Nandaly–Kulwin	Alt. Sat.
Inglewood–Dunolly	Mon.	Ouyen–Pinnaroo	Mon., Fri.
Maryborough–Avoca	Wed.		
WESTERN AND SOUTH-WESTERN DISTRICT			
Ballarat–Eureka	Service as required	Goroke–Carpolac	Tues.
Ballarat–Skipton	Mon.	Horsham–Hamilton	Wed.
Lubeck–Marnoo	Tues.	Hamilton–Horsham	Thurs.
Marnoo–Bolangum	Tues.	Hamilton–Coleraine	Tues., Thur.
Warracknabeal–Hopetoun	Wed., Fri.	Rainbow–Yaapeet	Thur.
Hopetoun–Patchewollock	Wed.	Jeparit–Yanac	Wed.
Natimuk–Goroke	Tues., Thur.	Geelong–Queenscliff	Wed.
		Terang–Mortlake	Tues.
		Koroit–Hamilton	Wed.
		Hamilton–Koroit	Wed.
		Warrnambool–Port Fairy	Tues., Fri.
NORTH EASTERN DISTRICT			
Cathkin–Alexandra	Mon., Wed.	Rushworth–Girgarre	Mon., Thur.
Yarrawonga–Oaklands	Sun.	Rushworth–Colbinabbin	Wed.
Wangaratta–Peechelba East	Alternate Mon. (See Note A)	Shepparton–Katamatite	Mon.
Wangaratta–Beechworth	Tue., Thur.	Numurkah–Picola	Mon. (See Note B)
Wangaratta–Bright	Mon., Wed.	Numurkah–Nathalia	Mon., Wed.
METROPOLITAN DISTRICT			
Heidelberg–Eltham	Mon.	Frankston–Stony Point	Wed.
Reservoir–Thomastown	Tue., Wed.	Glenhuntly–Frankston	Mon., Wed.
Lilydale–Healesville	Wed.	Baxter–Mornington	Fri.
Bayswater–Upper F.T. Gully	Mon., Fri.	Melbourne–Hawthorn	Mon.
		Melbourne–Darling	Mon.
		Melbourne–Essendon	Mon., Wed.
EASTERN DISTRICT			
Morwell–Mirboo North	Tue., Thur.	Nyora–Wonthaggi	Tue., Thur.

Note:—Commencing on Thursday 19.3.70 and on alternate Thursdays, a road vehicle will operate between Redcliffs and Meringur for parcels and goods.

A. Closed during the period 21st April–1st November, 1970.
B. A road service operates for goods and parcels traffic between Nathalia and Picola on Wednesday.

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

BOOKING OF SLEEPING BERTHS AND RESERVED SEATS.

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

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

Sleeping berths are provided only in conjunction with first class travel over the Victorian, New South Wales and South Australian systems, and with first or economy travel over the Queensland, Western Australian and Commonwealth systems.

(2) **Reservation of seats for Children under four years of age for whom a rail ticket is not held. Intrasystem (Local) and Intersystem Journeys—**

For each parent or guardian travelling, one seat may be reserved for one or more children under four (4) years of age who do not hold rail tickets; half rail fare shall be charged for each additional seat required for children under four (4) years of age.

A reserved seat ticket shall be issued and the prescribed fee paid for each reserved seat.

(3) **Group Booking:—**

Applications for reservation for parties in excess of 6 persons (bona fide family travel excepted) are to be referred to Manager, Passenger Operations.

(4) **Closing of Reserved Seat Booking:—**

Booking of reserved seats for intrastate passengers in carriages which are provided for optional seat booking shall close two hours prior to the scheduled departure times of the trains.

(5) **Advance Booking:—**

Intrastate Travel—Except as otherwise indicated herein the booking of passengers travelling to Victorian destinations opens two calendar months prior to the date of travel.

Between Melbourne-Benalla and Wangaratta.

By " Spirit of Progress " and Relief Express in each direction seven (7) days prior to date of travel (to extent of accommodation available).

Between Melbourne and Albury.

Booking of passengers making journeys between Melbourne and Albury only opens:—

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

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

Victorian Travel by " The Overland " Melbourne-Adelaide. Passengers for Victorian road-side stopping stations beyond Ballarat to Horsham inclusive are permitted to reserve seats on the day of travel, except that Horsham residents may reserve seats up to two calendar months in advance and residents of Ararat, Stawell and Murtoa may reserve seats as from 12 noon on the day prior to the day of travel, subject to accommodation being available. Passengers for Victorian stopping stations beyond Horsham may book seats up to two calendar months in advance.

Passengers for Ballarat may, subject to accommodation being available, reserve seats on the day of travel.

Passengers to Victorian stations to Kaniva may reserve sleeping berths, from 5.0 p.m. on day of travel, subject to accommodation being then available. See Table 80 of Passenger Fares Book.

Interstate Travel—

Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle. The booking for passengers for travel to Sydney, Canberra, Brisbane, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 12 calendar months prior to the date of travel on the forward journey and 13 calendar months prior to the date of travel in respect of the return journey.

Other Interstate Destinations (Albury and Queensland Stations Excepted):—The booking for passengers for travel to Interstate destinations other than Sydney, Canberra, Adelaide, Alice Springs, Kalgoorlie, Perth and Fremantle opens 2 calendar months prior to the date of travel on the forward journey and 3 calendar months in respect of the return journey.

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

SLEEPING BERTHS AND RESERVED SEAT BOOKING

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. .. .. "Intercapital Daylight"	Mon. to Sat. (Sun. ‡)	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, (Moss Vale passengers change trains Goulburn), Strathfield, Sydney.
7.45 a.m. .. .. "Intercapital Daylight"	Mon. to Sat. (Sun. ‡)	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. .. .. "Spirit of Progress"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun. to Fri. Sleeping berths and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn.
8.10 p.m. .. .. "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon. to Sat.
8.0 p.m. .. .. "Southern Aurora"	Daily (Sun. Incl.)	Melbourne	Sydney	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.0 p.m. .. "Southern Aurora"	Daily (Sun. Incl.)	Sydney	Melbourne	
8.40 p.m. .. .. "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berths and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton and S.A. stations. (See page iv).
7.0 p.m. .. .. "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berths and seat booking compulsory from Adelaide and S.A. stations.

SLEEPING BERTHS AND RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)

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

NORTHERN LINES

(Reprint of page vi, 7.9.70)

Train	Days of running	From	To	Stations from and to which seats or berths may be booked
8.45 a.m. .. "Great Northern Limited"	Monday, Wed., Fri., Saturday	Melbourne	Swan Hill	Castlemaine and stopping stations beyond. Where connections made passengers change to non-seat-booked Rail Motor trains—at Castlemaine for Maryborough line: at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines; at Swan Hill for Piangil line; at Kerang for Koondrook line and at Bendigo and Echuca for Balranald line.
8.45 a.m. .. "Great Northern Ltd."	Tue., Thur.	Melbourne	Bendigo	
1.35 p.m. ..	Monday, Wed., Fri. Sat.	Melbourne	Bendigo	
1.35 p.m. ..	Tue., Thur.	Melbourne	Swan Hill	
5.4 p.m. ..	Mon. to Thu.	Melbourne	Bendigo	
5.40 p.m. ..	Friday	Melbourne	Bendigo	
6.5 p.m. ..	Saturday	Melbourne	Bendigo	
9.5 p.m. ..	Mon. to Thu.	Melbourne	Mildura	Berths to Donald and stations beyond; seats Maryborough, and stopping stations beyond.
9.20 p.m. ..	Fri., Sun.	Melbourne	Mildura	
9.0 p.m.* ..	Sunday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
9.20 p.m. ..	Monday to Friday	Mildura	Melbourne	

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

NORTH WESTERN LINES

9.10 a.m. ..	Mon. to Sat.	Melbourne	Dimboola	Ballarat and stopping stations beyond. Where connections made passengers change to non-seat-booked Rail Motor trains at Ballarat for Linton and Donald lines; at Ararat for Hamilton and Portland line; at Murtoa for Hopetoun line; at Dimboola for Serviceton line.
1.30 p.m. ..	Mon. to Fri.	Melbourne	Horsham	
1.30 p.m. ..	Saturday	Melbourne	Dimboola	
5.25 p.m. ..	Monday to Friday	Melbourne	Ballarat	Ballarat only.
6.20 p.m. ..	Saturday	Melbourne	Ballarat	

SOUTH WESTERN LINES

8.25 a.m. ..	Mon. to Sat.	Melbourne	Port Fairy	Winchelsea and stopping stations beyond.
5.52 p.m. ..	Mon. to Fri.	Melbourne	Warrnambool	
6.10 p.m. ..	Saturday	Melbourne	Warrnambool	
7.32 p.m. ..	Sunday	Melbourne	Warrnambool	

(Continued)

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—*Continued.*

(Reprint of page vii, 7.9.70)

Train	Days of running	From	To	Stations from and to which seats may be booked
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.30 a.m.* ..	Mon. to Sat.	Melbourne	Albury ..	Avenel and stopping stations beyond. Passengers change to non-seat-booked Rail Motor train at Benalla for Yarrawonga line.
8.30 a.m.*	Mon. to Sat.	Melbourne	Tocumwal..	Seymour and stopping stations beyond. Where connection made, passengers change to non-seat-booked Rail Motor trains: at Toolamba for Echuca line and at Strathmerton for Cobram line.
4.45 p.m.	Mon. to Fri.	Melbourne	Albury ..	Seymour and stopping stations beyond. Where connection made, passengers change to non-seat-booked, Rail Motor train at Benalla for Yarrawonga line.
5.50 p.m.	Sat., Sun.			
5.18 p.m.	Mon. to Fri.	Melbourne	Numurkah	Seymour and stopping stations beyond. Where connections made, passengers change into non-seat-booked Rail Motor trains; at Toolamba for Echuca line and at Numurkah for Cobram line.
6.30 p.m.	Saturday	Melbourne	Numurkah	
6.7 p.m.	Friday	Melbourne	Mansfield ..	Yea and stations beyond.
7.5 a.m.	Daily. (Sun. incl.)	Albury	Melbourne	Passengers from stopping stations Albury to Euroa.
*Combined train to Seymour.				
EASTERN LINE				
7.25 a.m.	Mon. to Sat.	Melbourne	Traralgon	Warragul and stopping stations beyond. Passengers change to non-seat-booked Rail Motor Train at Traralgon for Maffra line.
8.35 a.m.	Mon. to Sat.	Melbourne	Bairnsdale	
12.40 p.m.	Sat. ..	Melbourne	Traralgon	Warragul and stations beyond.
4.53 p.m.	Mon. to Fri.	Melbourne	Traralgon	Warragul and stations beyond.
6.3 p.m.	Fri., Sat.	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to non-seat-booked Rail Motor train at Traralgon for Maffra line.
6.3 p.m.	Mon., Tues., Wed., Thur.	Melbourne	Sale	
3.58 p.m.	Mn. to Thur.	Melbourne	Yarram ..	Korumburra and stations beyond (Economy only)
6.12 p.m.	Saturday	Melbourne	Yarram ..	Korumburra and stations beyond. (Economy only).
6.20 p.m.	Friday	Melbourne	Yarram	Korumburra and stations beyond. (Economy only).
2.10 p.m.	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

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

WITHIN VICTORIA

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

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

"The Overland"— for journeys within Victoria.

Road Motor Coach Services.

Guaranteed Special Trains.

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

BOOKING CONDITIONS:

On trains by which passes are available:—

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

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

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

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

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

INTERSTATE SERVICES

"Southern Aurora"

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

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

MELBOURNE—ADELAIDE
ADELAIDE—MELBOURNE

"The Overland"

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

MELBOURNE—SYDNEY
SYDNEY—MELBOURNE

"Spirit of Progress"

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

"Intercapital Daylight"

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

ALBURY—SYDNEY
SYDNEY—ALBURY

"Riverina Express"

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

INTERSTATE SERVICES—continued

SYDNEY—BRISBANE
BRISBANE—SYDNEY

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

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

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

SYDNEY—PERTH
PERTH—SYDNEY

"Indian Pacific"

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

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

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

TRANS-AUSTRALIAN RAILWAY
PORT PIRIE–KALGOORLIE

Leave Passes are **NOT AVAILABLE** for travel in either direction over the Trans-Australian Railway between Port Pirie and Kalgoorlie during the following periods each year :—

1st to 31st January, both dates inclusive.
The week preceding and including Easter Monday.
8th to 31st December, both dates inclusive.

In addition, during the undermentioned periods, travel will be limited by a quota, in respect of which, when necessary, a ballot will be conducted three months prior to the date of travel :—

25th August to 7th October, both dates inclusive.
1st to 7th December, both dates inclusive.

Further restrictions may be imposed from time to time, and will be advertised by Circular or other instruction.

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

LOADS FOR EXPRESS AND PASSENGER TRAINS.

SCHEDULE LOADS.—Express and Passenger Train Loads are computed on the basis of the tonnage rating of vehicles as shown on pages xiii-xix.

MAXIMUM LOADS :—

(a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "PL" type carriages) is 900 tons.

(b) The maximum load on a Passenger train which may be hauled behind a screw coupling is 360 tons, subject to a vehicle limitation of 13 vehicles on the train.

(c) The maximum load which may be hauled behind an automatically coupled "PL", or "WK" carriage is 360 tons.

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

OVERLOADING OF PASSENGER TRAINS.—The tonnage loads prescribed herein for Express and Passenger trains are the maximum loads based on the engine running schedules.

EXPRESS TRAIN STOCK.—Only carriages of the "Z", "S", "E", "U" or "W" class and joint stock carriages are to be used on "The Overland".

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

Roomette, Twinette, "AJ", "BJ", "AS", "BS", "ABS", "MBS", "AZ" and "BZ" carriages, Murray Dining Carriage, Avoca Dining Carriage, Moorabool Buffet Carriage and "CP" brakevans are not permitted to run between Princes Bridge and Clifton Hill.

Roomette, Twinette, "AJ" and "BJ" carriages are not permitted to run on the undermentioned lines and/or roads :—

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

FREIGHT VEHICLES ON PASSENGER TRAINS

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

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

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

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

ENGINE RUNNING SCHEDULES (PASSENGER TRAINS)

The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time-table.

PASSENGER TRAINS:—

The Engine Running schedules for Passenger trains are based on the tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS

SCHEDULE LOADS.—The tonnage loads of Mixed trains computed on the basis of tonnage ratings as shown on pages xiii–xix, for the vehicle concerned plus the weight of goods vehicles and contents as shown on pages xxiii–xxxii.

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

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

In all cases other than mentioned above, where it is desired to increase the authorised load of a Mixed train, the Depot station concerned must telegraph particulars of the nature and urgency of the excess loading to the Metropolitan or District Superintendent (Control) who, after consultation with the District Rolling Stock Superintendent, may grant permission when considered absolutely necessary.

ENGINE RUNNING SCHEDULES. (Mixed Trains)

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

MIXED TRAINS—

The Engine Running Schedules for Mixed trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

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

FOGGY WEATHER

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

TABLE GIVING THE VARIOUS CLASSES, NUMBER OF VEHICLES IN EACH CLASS, DESCRIPTION, CARRYING CAPACITY, TONNAGE RATING OF PASSENGER ROLLING STOCK, OVERALL LENGTH OF VEHICLE OVER BUFFERS, ETC.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	..	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	..	50	78	3	Auto.	F.
"	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	..	53	78	3	Auto.	F.
"	3	Tambo, Dargo, Onkaparinga ..	20	..	45	74	1¼	Auto.	E.
AE	7	8 compartments	48	..	45	74	1¼	Auto.	E.
BE	5	9 compartments	..	72	45	74	1¼	Auto.	E.
AJ	3	2 compartments, Saloon type, Air conditioned	48	..	45	78	7¾	Auto.	F.
BJ	10	2 compartments, Saloon type, Air Conditioned	..	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer K	..	..	40	53	9¼	½ Auto., ½ Auto. and Screw	E.
CE	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	..	..	50	63	3¼	Auto.	E.
D	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	..	..	45	63	3¼	Auto.	—
D	1	Steel bulk mail van, No. 1 (25 tons capacity)	..	..	55	63	5¾	Auto.	—
JCP	9	‡ ExpressGoods Brakevan Nos. 1 to 9 (10 tons capacity)	..	..	35	39	0	Auto.	E.
		Victorian Stock All Steel (Bogie)							
AS	13	8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 16	48	..	50M	75	0	Auto.	E.
BS	4	8 compartments (Air Conditioned, Nos. 1, 4, 7, 8	..	64	50M	75	0	Auto.	E.N.
ABS	2	8 compartments (Air Conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ¶	6	Saloon type (Air Conditioned) Nos. 2 to 7	48	..	50	75	0	Auto.	F.
AZ	2	Saloon type (Air Conditioned) Nos. 1 and 8	56	..	50	75	0	Auto.	F.
BZ¶	6	Saloon type (Air Conditioned) Nos. 1 to 6	..	64	50	75	0	Auto.	F.
BZ	1	Saloon type (Air Conditioned) No. 7	..	68	50	75	0	Auto.	F.
MBS	3	Mini-Buffet, Five compartments and Mini-Buffet (Air-Conditioned) Nos. 1, 2 and 3	12 diners 40 sitting		48	75	0	Auto.	E.
Dining	1	Murray (Air Conditioned) ..	48	..	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ..	48	..	75	76	1¼	Aut o.	E.
Buffet	1	Moorabool .. .. (Air-Conditioned)	19 diners 12 sitting		60	75	0	Auto.	E.

Note :—"F" Fluorescent; "E" Electric.

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

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

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

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

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

(Reprint of page xiv, 7.9.70)

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See Note)
			1st Class	Economy		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Norman (Air-Conditioned) ..	24	..	54	75	0	Auto.	E.
"	1	State No. 4	26	..	50	74	9½	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	..	60	75	7½	Auto.	F.
"	1	Melville	..	..	40	50	2	Auto.	E.
"	1	Medical and Vision Test ..	..	..	45	74	1¼	Auto.	E.
"	1	Carey (8 showers and sanitary accommodation)	..	..	30	48	2½	Auto.	E.
"	1	Goulburn (3 showers & 10 sleeping berths) ..	..	..	50	74	1¼	Auto.	E.
Parlor	1	Yarra	33	..	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		50	74	9½	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air-Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos. 1 to 4 (Air Conditioned)	20	..	55	74	1¼	Auto.	E.
"	6	Nos. 5 to 10	20	..	45	74	1¼	Auto.	E.
AE	22	8 compartments (Except Nos. 1, 3, 12)	48	..	45	74	1¼	Auto.	E.
BE	4	9 compartments, Nos. 4, 19, 31, 34 (Air Conditioned)	..	72	55	74	1¼	Auto.	E.
BE ..	4	8 compartments Nos. 49 to 52 (Air Conditioned)	..	64	55	74	1¼	Auto.	E.
BE ..	5	9 compartments Nos. 44 to 48	..	76	45	74	1½	Auto.	E.
BE ..	26	9 compartments (Except Nos. 4, 19, 31, 34, 44 to 48)	..	72	45	74	1½	Auto.	E.
BG ..	2	Saloon and Compartment type (air-conditioned)	..	64	50	71	0	Auto.	E.
ABE ..	15	8 compartments, Nos. 1 to 8, 10 to 16	26	36	45	74	1¼	Auto.	E.
BCE ..	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	..	42	50	74	1¼	Auto.	E.
AW	35	6 compartments, 58-ft. body	40	..	35	61	2¾	Auto.	E.
AW ..	9	7 compartments, 64-ft. body Nos. 60 to 68	60	..	35	67	2	Auto.	E.
BW ..	38	7 compartments, 58-ft. body Nos. 1, 2, 5 to 9, 11, 12, 14 to 26, 28, 29, 31 to 44	..	60	35	61	2¾	Auto.	E.
BW ..	11	8 compartments, 64 ft. body, Nos. 60 to 70	..	68	35	67	2	Auto.	E.
ABW ..	1	6 compartments (3-1st, 3-Economy) 58-ft. body No. 42	19	25	35	61	2¾	½ Auto. ½ Trans.	E.
ABW ..	5	7 compartments (3-1st, 4-Economy) 64-ft. body Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ..	48	6 compartments (3-1st, 3-Economy) 58-ft. body	20	26	35	61	2¾	Auto. Nos. 7, 15, 17, 23, 25, 26, 31, 36, 38, 49–52; ½ Auto. ½ Trans. Nos. 2–6, 8–14, 16, 18–20, 22, 24, 27–30, 32–35, 37, 39–41, 43–47	E.

Note :—"F" Fluorescent; "E" Electric.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page xviii)	Lighting facilities (See note)
			1st Class	Economy		feet	in.		
		Victorian Stock (Bogie Carriages) continued.							
BPL	23	9 compartments, Nos. 88 to 91, 93, 94, 100, 103 to 108, 110, 111, 116 to 120, 122, 125, 126	..	82	30	60	5½	Auto.	E.
BPL ..	22	9 compartments, Nos. 42 to 45, 48, 50 52 to 55, 61, 78, 79, 81, 83, 85, 95 to 97, 99, 123, 124	..	82	30	59	11¼	Auto.	E.
BPL	57	9 compartments, Nos. 1 to 4, 7, 9 to 17, 19 to 27, 29 to 33, 35 to 39,56 to 60, 62, 63, 65 to 77, 80, 84, 87	..	82	30	61	8	Auto.	E.
ABL	1	7 compartments, economy saloon ..	16	32	30	53	4½	Screw	E.
BL	1	9 compartments, No. 13 "Pioneer"	..	72	40	73	8	Screw	E.
Special	1	8 compartments, "Enterprise"	..	64	40	73	8	Screw	E.
AV	3	6 compartments Nos. 1, 30, 35	32	..	30	53	6½	Screw	E.
AV	1	2 compartments, No. 23 ..	30	..	30	53	6½	Screw	E.
AV ..	1	2 compartments, No. 32 ..	28	..	30	53	6½	Screw	E.
BV ..	7	7 compartments	..	50	30	53	6½	Screw	E.
BC ..	1	8 compartments with brake-van, (15 cwt. capacity) No. 19	..	80	30	59	3½	Screw	—
BC	1	7 compartments with brake-van (15 cwt. capacity) No. 15	..	70	30	60	1¼	Screw	—
BCPL ..	1	6 compartments with brake-van (4 tons capacity) No. 1	..	51	35	59	11¼	Auto.	E.
BCPL ..	8	8 compartments Nos. 2 to 9	..	76	30	61	8	Auto.	E.
BCPL ..	12	8 compartments, Nos. 9 to 20	..	76	30	60	5½	Auto.	E.
		Brakevan and Sundry Stock (Bogie)							
CE ..	6	Nos. 15, 33 to 37, (20 tons capacity)	..	..	50	63	3¼	Auto.	E.
CE ..	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	..	..	45	63	3¼	Auto.	E.
CP ..	30	Nos. 1, 3, 6 to 11, 13, 15 to 18, 20, 22 to 29, 31 to 35, 37, 39, 40. (10 tons capacity)	..	..	35	42	0	Auto.	E.
CA ..	15	Nos. 1 to15 (10 tons capacity) (Sanitary accommodation)	..	..	30	43	0¾	Auto.	E.
CW ..	5	Nos. 16 to 20 (12 tons capacity)	..	..	35	53	3¼	Auto.	E.
CW ..	15	Nos. 1 to 15 (10 tons capacity)	..	..	35	53	3¼	Auto.	E.
CV ..	2	Brakevan, (10 tons capacity) ..	..	..	35	53	6½	Auto.	E.
CV ..	5	Brakevan, fish compartment .. (10 tons capacity)	..	..	35	53	6½	Auto.	E.
C	21	Brakevan, (8 tons capacity) .. (Sanitary accommodation)	..	..	25	43	2½	Auto.	E.
C ..	1	Brakevan, fish compartment .. (8 tons capacity). No. 44	..	..	25	43	3½	Auto.	E.
ZLP ..	80	Brakevan (10 tons capacity) ..	..	..	35	37	0	Auto.	E.

Note :—"E" Electric.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity: 1st Class	Passenger Capacity: Economy	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines: feet	Overall Length of Vehicle over buffers or Pulling lines: in.	Coupling (For notes see page xviii)	Lighting facilities (See Note)
		Sundry Stock (Bogie)—continued.							
FP ..	4	Horse Box, 12 horses, Nos 7, 10, 12, 13	..	..	30	48	2½	Auto.	—
WW† ..	74	Workmen's sleeper, Nos. 100 and under	..	..	30	Various		Screw	K.
WW† ..	64	Workmen's sleeper, Nos. 101 and over	..	..	20	Various		Auto.	K.
WK(M)	1	Workmen's kitchen carriage..	..	..	30	59	3½	Auto.	—
BP ..	12	Bogie Van	..	..	35	41	11½	Auto.	—
LP ..	10	Bogie Sheep Van	..	..	26	38	10	Auto.	—
TP ..	5	Refrigerated Van, Nos. 1 to 5..	..	..	30	28	5	Auto.	—
VP ..	50	Bogie Louvre Van	..	..	35	41	11½	Auto.	—
Display Car	6	Saloon Interior for Special Charter ..	..	..	30	53	6½	Screw Nos. 2, 3, 5, 6. ½ Auto. ½ Screw Nos. 1, 4	—
		Brakevan and Sundry Stock (Fixed Wheel Base)							
ZP ..	21	2 tons capacity (6 wheels) Nos. 19, 31, 153, 211, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	..	..	18	27	4	Dual	K.
		Brakevan and Sundry Stock (Not available for passenger trains)							
Z ..	1	4 tons capacity (6 wheels) No. 174	..	..	15	27	6	Auto.	K.
Z ..	12	5 tons capacity (6 wheels) ..	..	..	15	27	4½	Auto.	K.
ZL ..	118	2 tons capacity (4 wheels) ..	..	..	15	27	4½	Auto.	K.
ZL ..	365	5 tons capacity (6 wheels) ..	..	..	15	27	4½	Auto.	K.
W† ..	264	Workmen's sleeper ..	..	..	15			Screw, 5 No. Auto., 259 No.	—
WM ..	1	Workmen's mess carriage (6 wheels)	..	..	15	Various		Auto.	—
WS ..	6	Workmen's shower carriage.. (4 wheels)	..	..	13	24	11	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ..	1	One compartment with Brakevan 4 tons (No. 2)	..	7	10	27	3¾	Auto.	—
NB ..	1	7 compartments (No. 24) ..	..	32	11	31	8	Auto.	—
NBH ..	11	Excursion carriage (Nos. 2 to 4, 6 to 11, 13, 14)	..	32	7	27	3¾	Auto.	—
NBL ..	4	Excursion carriage Nos. 1 to 4	..	36	11	31	0	Auto.	—
NC ..	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	..	..	7½	27	3¾	Auto.	—
		Electric Trains	One Class						
M ..	30	7 compartments (swing) ..	70		55	60 and 61	1¼	Screw	E.
M		8 compartments (swing) ..	80		55				
M ..	257	8 compartments (sliding) ..	84		55	61	8	Screw	E.
						61	8	Screw 210, Trans Hook 47	E.

Note:—"E" Electric; "K" Kerosene.

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

† Not to be attached to passengers trains unless authorised.

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity: One Class	Tonnage Rating	Overall Length of Vehicle over buffers or Pulling lines: feet	Overall Length of Vehicle over buffers or Pulling lines: in.	Coupling (For Notes see page xviii)	Lighting facilities (See Note)
		Victorian Stock (Electric Trains)—continued						
M ..	90	3 compartments (sliding) ..	59	55	62	11½	Auto.	F.
M ..	81	1 compartment (sliding) ..	65	55	62	11½	Auto.	F.
M ..	19	1 compartment (sliding) Walk Through ..	71	55	62	11½	Auto.	F.
D ..	4	7 compartments (swing) ..	70	35	60 and 61	1¼ 8	Screw	E.
D ..	10	8 compartments (swing) ..	80	35			Screw	E.
D ..	58	8 compartments (sliding) ..	84	35	61	6	Screw	E
T ..	11	9 compartments (swing) ..	90	35	59	3½	Screw	E.
T ..	189	9 compartments (sliding) ..	94	35	61 and 59	6 3½	Screw 149 Trans. Hook 40	E.
T ..	90	3 compartments (sliding) ..	72	40	62	11½	Auto.	F.
T ..	75	1 compartment (sliding) ..	80	40	62	11¼	Auto.	F.
T ..	15	1 compartment (sliding) Walk Through ..	82	40	62	11¼	Auto.	F.
BT ..	14	9 compartments (swing) ..	90	35	59	3½	Screw	E.
BT ..	1	3 compartments (sliding) ..	73	30	59	3½	Trans. Hook	E.
BT ..	30	3 compartments (sliding) ..	72	40	62	11½	Auto.	F.
BT	25	1 compartment (sliding) ..	80	40	62	11½	Auto.	F.
BT	5	1 compartment (sliding) Walk Through ..	82	40	62	11¼	Auto.	F.
G ..	100	9 compartments (sliding) ..	94	35	59	3	Screw 53, Trans. Hook 47	E.
CM ..	11	Parcels Coach (10 tons capacity)	..	55	61	8	Dual Nos. 1 to 5; 10 to 13 Screw No. 14, 15	E.

Note :—"F" Fluorescent; "E" Electric.

VICTORIAN PASSENGER ROLLING STOCK.—*Continued*

Class	No. of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Lighting facilities (see Note "B")
			1st Class	Economy					
		Victorian Stock Rail Motor Vehicles (Bogie)			Loaded.	feet	in.		
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92 (includes spare power unit) 2 brakevans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8¼	Link and Pin (See Note "A")	F.
"	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	24	54	4⅛	Link and Pin	E.
"	2	Walker 102 H.P., Nos. 8, 13, small brakevan (25 cwt. capacity)	18	27	24	54	4⅛	Link and Pin	E.
"	14	Walker 153 H.P., Nos 20 to 32, 34, 35 (includes spare power unit) large brakevan (40 cwt. capacity)	18	22	27	56	4⅜	Link and Pin	E.
"	1	Walker 153 H.P. No. 33, small brakevan (25 cwt. capacity)	18	27	26	56	4⅜	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56–64 (40 cwt. capacity)	16	22	17	44	1½	Link and Pin	E.
"	1	" " No. 55	—	38	17	44	1½	" "	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
"	1	With brakevan and lavatory No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28 (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

Note A.—Walker type trailer vehicles Nos. 50 to 64 inclusive can only be attached to 153 H.P. and 280 H.P. Diesel Rail Cars.

Note B.—"F" Fluorescent; "E" Electric.

EXPLANATORY NOTES :—

Screw Coupling ..	..Draw Bar Hooks, both ends.
Auto	..Automatic couplers, both ends.
½ Auto.	..Automatic Coupler, ONE end only.
½ Auto. and Screw Coupling	..Special Coupling, ONE end only.
Dual Coupling	..Automatic Coupling and Screw Coupling both ends.
½ Transition Hook ..	..Transition Hook, ONE end only.
Transition Hook ..	..Transition Hook, both ends.

TONNAGE RATING OF VEHICLES WHEN EMPTY.

(Reprint page xix, 22.6.70)

Class of Vehicles	Tonnage Rating	Class of Vehicles	Tonnage Rating
	Tons		Tons
CA Brakevans	23	TP (Refrigerated Vans) (Nos. 1 to 5) ..	21
CE Brakevans	40	BP Vans	24
CP Brakevans	26	FP Horse Box (Nos. 7, 10, 12, 13) ..	25
CV Brakevans	27	Bogie Horse-Box (South Australian) ..	26
CW Brakevans	32	LP (Bogie Sheep Van)	25
C Brakevans	21	VP (Bogie Vans)	25
ZLP Brakevans	23		
JCP Brakevans	26		
D Mail Vans (Nos. 3 and 4)	30		
D Mail Van, Steel (No. 1)	40		

SOUTH AUSTRALIAN ROLLING STOCK.

Class	Number of Vehicles in Class	Description of Vehicle	Passenger Capacity		Tonnage Rating	Overall Lgth of vehicle over buffers.	
			1st Class	Economy		feet	ins.
Sleeping ..	2	"Angas" and "Finniss"	20	..	45	73	8½
Special ..	1	Officers' inspection carriage "Murray" (sleeper and diner)	8	..	52	77	7½
" ..	1	Vice Regal Carriage	10	..	51	77	10½
"AD" class ..	2	All steel (air-conditioned) Nos. 1 & 2 ..	70	..	51	78	3
"AD" class ..	3	All steel (air-conditioned) Nos. 3 to 5 ..	68	..	51	78	3
"BD" class ..	4	All steel (air-conditioned)	..	70	51	78	3
500 class ..	4	All steel (corridor)	42	..	45	71	4½
600 class ..	8	All steel (corridor)	..	64	45	71	4½
700 class ..	11	All steel (country)	..	56	39	62	4⅝
700 class ..	4	All steel (country)	56	..	39	62	4⅝
750 class ..	4	All steel (country)	22	24	39	62	4⅝
780 class ..	4	All steel (country)	38	..	39	62	4⅝
"CD" class ..	11	Brakevan Passenger, 8 wheels, capacity, 25 tons	..	..	64 (39 when ety.)	72	3
CGP ..	7	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	8	34	40	2½
GB ..	11	Brakevan (Passenger and Freight) 8 wheels, Capacity 6 tons	..	..	28	39	8
8300 class .. (Nos 8300-8313)	14	Brakevan (All steel) Passenger and Freight, 8 wheels, Capacity 10 tons	..	4	35	40	2½
8300 class .. (Nos. 8314-8363 8375-8379) ..	55	Brakevan (All steel) Passenger and Freight, 8 wheels, capacity 10 tons	..	8	34	40	2½
4400 class ..	20	Brakevan, Passenger and Freight, 8 wheels, capacity 10 tons	..	10	24	42	1¾

COMPILATION OF GUARDS' RUNNING STATEMENT

Running Statement.—Running statements are printed in distinctive colours according to the class of train.

The whole of the information specified on the Statement is to be compiled by the Guard and must be accurate in every detail.

(*a*) The Guard of each train must inform the Driver of the equivalent number of vehicles and the tonnage of the train before commencing the journey, and again at each station *en route*, wherever the train is required to work or an alteration of the load is made. He must inform the Driver of the position of any Van or Van wagon on the train, and also of any vehicles which have to be detached at an intermediate station.

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

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

(*d*) **Particulars of the time occupied at stations, or the time lost or gained on each section, based on the schedule applicable to the full load or portion of that load,** *e.g.*, **3/5ths or 4/5ths of the train concerned, must be shown under the respective headings.**

Every change in the total number of vehicles or tonnage of the train, as provided for on the Statement, is to be shown. Care must be used to record the correct sectional mileages as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast trains, of the period of time occupied in loading or unloading material or ballast wagons whilst the engine is attached to them.

The full schedule tonnage is the tonnage which is specified for Goods trains, and this or any specially reduced schedule tonnage is the authorised schedule tonnage.

The Ruling Grade for any train is the grade that limits the maximum load that the engine can haul between recognised terminal stations and the tonnage hauled over this grade is termed the Ruling Grade Load.

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

In every instance in which a Goods or Mixed train obtains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

When trains, both regular or special, are run over sections which involve more than one Train Control District (for areas see General Appendix), separate Running Statements are to be compiled for each Control District through which the trains run.

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 242), in the case of trains operating within the Central Train Control area, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

COMPILATION OF GUARDS' TRUCK SHEET

Truck Sheet.—The whole of the information on the Truck Sheet is to be compiled by the Guard. Vehicles to be entered on the Truck Sheet in order, commencing from the rear or brakevan end of the train.

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

When computing the tonnage of tare and contents of vehicles, under 5 cwt. is to be dropped 5 to 14 cwt. to be reckoned as half a ton, and over 14 cwt. as 1 ton, e.g., a vehicle weighing 5 tons 14 cwt., and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons respectively. The weight of contents of "out of" van wagons to be considered the same as at starting point, and "pick up" van wagons the weight on arrival at destination.

Iced vans not containing goods to be shown as empty vans.

Vehicles sent for repairs—Guards to make special note "Repairs" opposite number of vehicle.

When a vehicle requiring to be weighed is placed on a train, the Guard must make a remark "To Weigh" opposite the corresponding entry on the Truck Sheet.

When loaded vehicles without waybills or waybill envelopes are on their trains, Guards must make a remark, "Without waybill or waybill envelope," opposite the corresponding entry on the Truck Sheet.

In entering the class of loading, the following symbols are to be used where they apply—

B—Bricks	Fl—Flour	Mc—Manure	S—Stone
Bb—Box Blocks	Fur—Furniture	Mn—Mutton and Beef	Sd—Sand
BK—Bark	Fw—Firewood	Mr—Mallee Roots	St—Sawn Timber
C—Coal	G—Grain	Mt—Mining Timber	SW—Soft Wood Timber
Ch—Chaff	H—Hay and Straw	My—Machinery	V—Vegetables
DP—Dairy Produce	I—Iron	P—Poles	VG—Van Goods
F—Fruit	LS—Live Stock	Pt—Potatoes	W—Wool
Fh—Fish	M—Merchandise	R—Rabbits	

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)

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

Standard weights will apply to commodities loaded as shown hereunder—

	To count as—
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with under 3 feet firewood to water level	13 tons
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded 2 feet 6 inches abovewater level with mallee roots	12 "
16½ ton "IA" high sided 16½ ton "I" Standard 16½/22 ton "IY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "
16½/22 ton "GY" wagon with firewood less than 3 feet long to water level	16 "
16½/22 ton "GY" wagon loaded 2 feet 6 inches above water level with mallee roots	13 "
16½/22 ton "GY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "
16½/22 ton "GY" wagon loaded with props, palings and laths 3 feet 6 inches high	16 "
16½/22 ton "RY" wagon loaded with firewood less than 3 feet long to water level	15 "
16½/22 tons "RY" wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "
16½/22 tons "RY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded with firewood less than 3 feet long to water level	15 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots	14 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded with props, palings and laths	19 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded with 5 feet firewood (on end)	18 "
31 ton "QR" wagon loaded with firewood less than 3 feet long to water level	17 "
31 ton "QR" wagon loaded 2 feet 6 inches above water level with mallee roots	15 "
31 ton "QR" wagon loaded with 5 feet firewood (on end)	21 "
44 ton "E" wagon loaded with firewood less than 3 feet long to water level	29 "
44 ton "E" wagon loaded 2 feet 6 inches above water level with mallee roots	23 "
44 ton "E" wagon loaded with 5 feet firewood (on end)	24 "
44 ton "E" wagon loaded with 6 feet firewood (on end)	29 "
Water tank wagons (2,000 gallon capacity)	9 "
"M" or "MB" Van of horses or cattle	5½ "
"MM", "MF", Van of horses or cattle	11 "
"L" Van of sheep or calves (two tiers)	4½ "
"L" Van of sheep or calves (one tier)	2¼ "
Wagon or "M" Van loaded with sheep or calves	2¼ "
"L" Van of pigs (two tiers)	6½ "
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3¼ "
"LL", "LF" or "LP" Van of sheep or calves (two tiers)	9 "
"LL", "LF" or "LP" Van of sheep or calves (one tier)	4½ "
"LL", "LF" or "LP" Van of pigs (two tiers)	13 "
"LL", "LF" or "LP" Van of pigs (one tier)	6½ "

Tare to be added in each case as directed

Vehicles partly loaded with livestock :—

Horses and Cattle	10 cwt. each
Calves	2 "
Sheep	¼ "
Pigs	1 "

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

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

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

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

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

	Weight of Material
Gravel	1.3 tons per cubic yard
Sand	1.08 "
Metal, 1½ inches, 2½ inches, and screenings	1.1 "
Earth	1.0 "
Spalls	1.06 "
Scoria	0.7 "
Ashes	0.6 "
Sleepers, 9 feet x 10 inches x 5 inches	10 to the ton
Sleepers, 8 feet 6 inches x 10 inches x 5 inches	12 "
Fence rails, 9 feet x 7 inches x 2½ inches	52 "
Fence posts, 6 feet 6 inches x 8 inches x 3½ inches	28 "
Bricks (machine pressed)	286 "

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

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES

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

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

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)
TARE WEIGHT TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.
WATER TANK UNITS-EX LOCOMOTIVE TENDER TANKS.

Class of Vehicle	Tank Numbers	Length over Pull Lines (Nearest Foot)	Empty Tons	Loaded Tons	Nominal Capacity Gallons
ACN	597–598	51	44–0–0	86–0–0	9,400
ACN	599–600	51	44–0–0	86–0–0	9,400
ACN	601–602	51	44–0–0	86–0–0	9,400
ACN	603–604	51	44–0–0	89–10–0	10,200
ACN	605–606	51	44–0–0	86–0–0	9,400
ACN	607–608	51	44–0–0	86–0–0	9,400
ACN	609–610	51	44–0–0	86–0–0	9,400
ACN	611–612	51	44–0–0	86–0–0	9,400
ACN	613–614	51	44–0–0	86–0–0	9,400
NSG	615–616	51	39–0–0	81–0–0	9,400
J	617–618	49	40–2–0	77–12–0	8,400
J	619–620	49	40–2–0	77–12–0	8,400
J	621–622	49	40–2–0	77–12–0	8,400
J	623–624	49	40–2–0	77–12–0	8,400

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES

CLASS OF VEHICLE	TARE WEIGHT
Narrow Gauge Vehicles—	
NQ Wagons (except Nos. 74, 80)	5
NQ Wagons (Nos. 74, 80)	6
NU Van	7

TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.—*Continued*

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxiv, 7.9.70)

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
	FIXED WHEEL BASE					
B	Box Van	45	25	11	14	..
DW	Domestic Water	45	26	10	7	..
FJ	Bulk Flour	45	25	12	20	..
G	Bulk Wheat Hopper	45	26	11	25	..
GY	Open Bulk Wheat	45	25	9	22	0 10
H	Box Wagon (Dept. use only)	45	21	9	10	..
HD (Nos. 220–223)	Box Wagon (Dept. use only)	40	27	9	11–16	..
HD (except 220-223)	Box Wagon (Dept. use only)	45	27	9	11	..
HR	Flat Top Transport Wagon	45	26	8	16 to 27	..
I†	Open	45	26	8	16½	0 5
IA†	Open	45	26	8	16½	0 5
IC†	Open Tippler	45	26	8	16½	0 10
IK	Safety Wagon–Pipe Transport 4 wheel	45	26	7	16½	..
IT	Timber	45	26	8	16½	0 5
IY	Open	45	25	9	22	0 10
IZ	Open	45	25	9	27	..
J	Bulk Cement Hopper	45	25	11	20	..
K	Flat (Nos. 372, 373–20 tons)	45	22	7	16	0 10
KAB	Particle Board	45	29	10	17½	0 10
KC, KMC	Flat Top LCL Container Traffic	45	25	8	22	..
KCC	Cement Container Traffic	45	26	8	16½	0 5
KL	Flat Wagon Container Loading Plat.	45	25	8	16½	..
KPC	Special Container Traffic	45	22	7	16	..
KPW	Wood Pulp 4 wheel	45	26	8	16½	..
KQ	Flat Wagon (Container Traffic)	45	25	8	20	..
KR	Rails	45	28	8	16	..
KS	Scantlings	45	25	9	22	..
KT	Open Timber	45	25	10	22	..
KW	4 Wheel Chipwood	45	26	9	15	..
L	Sheep Van (Floor Area 308 Sq. Ft.)	45	23	10	10	..
M	Cattle Van (" " 141 " ")	45	23	9	10	..
MB	Cattle Van (Bulls) (" 141 " ")	45	23	9	10	..
MS	Fertilizer	45	23	9	10	..
N	Ballast Plough Wagon	45	19	7	..	..
O	Open Hopper	45	23	9	16½	0 10
OC	Sand Hopper	45	23	9	15½	..
OH†	Overhead (Dept. use only)	45	48	Tare	..	..
ON	Open Hopper	45	23	8	16½	0 10
P	Powder Van	45	22	10	6	..
RY	Open Wagon	45	25	9	22	0 10
T Nos. 192–417	Refrigerated Van (Wooden)	45	29	14	15½	0 10
T Nos. 420–469	Refrigerated Van (Steel)	45	29	12	15½	0 10
T Nos. 1–191	Refrigerated Van	45	22	11	12½	0 5
Tanks	Various	45	Various	Tare	..	..
TW†	Petroleum Products	45	25	Tare	40	..
U Nos. 1217–1466	Louvre Van	45	29	12	16	0 10
U Nos. 1467–1796	Louvre Van	45	22	10	11½	0 5
WT	Water Wagon	45	26	11	9	..
WTT	Weighbridge Test Truck (Dept. use only)	45	..	{ 21 / 15½	.. / ..	.. / ..
WZ	Weedex Spray Van (6 wheel)	45	26	13	..	..
	BRAKEVANS					
Z	6 wheel (Nos. 1 to 626)	45	27	13	4	..
Z	4 wheel (Nos. 627 to 746)	45	27	13	4	..
ZL	6 wheel	45	27	13	2 or 5	..
ZP	6 wheel	60	27	16	2	..

† Maximum length quoted where different lengths exist.

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxv, 7.9.70)

Class of Vehicle	Description of Vehicle	Max. Speed M.P.H.	Maximum Length over Pull Lines — Nearest Foot	Tare Weight — Tons	Carrying Capacity — Tons	Permissible Overload — Tons	Cwt
	BOGIE VEHICLES available for change of bogie 5' 3"–4' 8½"						
AX	Car Transport Wagon	60	59	20	10	..	
ALX .. .. (Nos. under 200)	Car Transport Wagon .. .	60	76	21	15	..	
BLX	Box Van	60	43	21	40	1	0
BMX	Box Van	60	42	20	35	..	
CSX (Nos. 9 and 10)	Coil Steel Wagon .. .	60	35	21	53	..	
CSX .. .. (Except Nos. 9 & 10)	Coil Steel Wagon .. .	60	40	22	52	..	
ELX .. .. (Nos. under 500)	Open Wagon	60	49	22	50	..	
ESX	Steel Transport Open Wagon .	60	49	21	50	..	
EX	Open Wagon	60	46	19	44	0	10
FQX	Flat Wagon Containers .	60	66	19	19	..	
FX	Bulk Flour Hopper Wagon .	60	54	29	44	1	0
GJX (Nos. 1–100) ..	Bulk Wheat Hopper Wagon .	60A	49	16	57	2	0
GJX (Nos. 101–200)	Bulk Wheat Hopper Wagon .	60A	49	20	55	..	
JX	Bulk Cenemt Wagon .. .	60	46	25	50	..	
QCX	Flat Wagon L.C.L. Containers .	60	48	17	46	1	0
SBX	Flat Wagon with Bulkheads .	60	43	18	44	1	0
SCX	Flat Wagon, Cable Drums .	60	46	20	44	..	
SFX†	Flat Wagon End Bulkhead (63 ft.)	60	68	26	49‡	..	
SKX	Flat Wagon (Container) (75 ft.) .	60	78	25	50	..	
TVX .. .. (Nos. 11–32)	Flat Wagon, Twin Flexi-vans .	60	76	27	46	..	
TWX (f)	Petroleum Products	60B	48	Tare	40	..	
VHX	Louvre Van	60	55	25	50	..	
VLX	Louvre Van	60	43	21	40	2	0

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

A—50 m.p.h. in N.S.W.

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

† Maximum length quoted where different lengths exist.

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

TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES—*Continued.*

See page xxxiii in respect to Overloading of Goods Vehicles

(Reprint page xxvi, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
	BOGIE VEHICLES NOT available for change of bogie 5'3"–4'8½"					
BB	Box Van	45	42	20	35	..
BLF ..	Box Van	60	43	23	44	1 0
BP	Box Van	70	42	24	35	..
CJ	Bulk Cement Hopper	45	37	19	50	..
CJF ..	Bulk Cement Hopper	60	37	19	50	..
E	Open Wagon	45	46	19	44	0 10
FP	Horse Box	70	48	25 (12 horses)		..
FVF ..	Single Flexivan	60	43	18	24	..
HH ..	Casualty Van (Dept. use only) Nos. 1 to 6	45	51	24	40	..
HH ..	" " " " " Nos. 7 to 12	45	38	20	23	..
HR ..	Flat Top Transport Wagon	45	27	18	26	..
HW ..	Weedex Staff Car	45	29	13	..	..
KR ..	Flat Rails	45	26	16	..	..
LF	Sheep Van, Floor area 616 sq. ft. ..	60	39	21	30	..
LL	Sheep Van " " " " ..	45	39	21	30	..
LP	Sheep Van " " " " ..	70	39	25	30	..
MF	Cattle Van " " 282 " ..	60	39	19	30	..
MM ..	Cattle Van " " " " ..	45	39	19	30	..
NN†† ..	Hopper Ballast Wagon Nos. 2 to 45 ..	30	30	14	31	0 5
NN†† ..	Hopper Ballast Wagon Nos. 46 onwards	30	30	14	35	0 5
Q†(Except No. 129)	Flat Wagon	45	48	Tare	31	0 5
Q (No. 129) ..	Flat Wagon	40	48	13	31	0 5
QAB ..	Particle Board	45	53	20	30	0 5
QB ..	Well Wagon Nos. 1 to 12	45	55	19	31	0 5
QD ..	Crawlercrane rail transport	45	..	15½	10	..
QF ..	Flat Wagon	45	53	19	31	0 5
QH ..	Flat Wagon	45	40	32	90	..
QN ..	Hopper Ballast Wagon	45	37	14	27	0 5
QR† ..	Open Wagon Nos. 377 to 406 inc. 4 Door	45	43	17	31	0 5
QR ..	" " Nos. 1–376 & 407 3 Door	45	38	16	27	..
QS ..	Flat Wagon—Special Loads	*	Various	Tare	171	..
QTF ..	Container (Tallow)	60	46	17	44	..
QW ..	Well Wagon	*	95	92	150	..
QWF ..	Well Wagon, No. 1	*	54	33	60	..
S	Flat Wagon	45	46	17	44	1 0
TP	Refrigerated Van Nos. 1 to 5	70	28	21	15½	0 10
TW† ..	Petroleum Products	45	48	Tare	40	..
TWF† Empty	Petroleum Products	60	48	Tare	40	..
TWF† Loaded	Petroleum Products	50	48	Tare	40	..
UB ..	Louvre Van	45	29	15	16	0 10
UF	Louvre Van	60	29	15	16	0 10
V	Louvre Van	45	39	19	33	1 0
VF	Louvre Van	60	39	20	35	1 0
VP	Louvre Van	70	42	25	35	1 0
WA ..	Weedex Tankers	45	46	Tare	30	..
Tanks ..	Various	45	Various	Tare	..	..
BRAKE-VANS						
CA ..	.. ..	70	43	23	10	..
CP ..	.. ..	70	42	26	10	..
JCP ..	.. ..	70	42	26	10	..
ZLP ..	.. ..	70	37	23	10	..

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

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—*Contd*

See Note "A" (Page xxix)

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxvii, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines Nearest foot	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Permissible Overload Tons Cwt.
	BOGIE VEHICLES NOT available for change of bogie 5' 3"–4' 8½"						
BH ..	Horse Box	70	52	25	12 Horses	..	..
C ..	Cattle Van	45	39	18	18 Beasts	..	..
CS ..	Cattle Van	60	39	18	18 Beasts	..	..
DP ..	Van	70	39	19	33 Tons	..	..
DRP (f)	"	60	39	19	33	..	..
DFS, DS	"	60	39	19	33	..	..
DW ..	"	45	43	20	29	..	0 14
DWP	"	70	39	21	33	..	..
DWR (f)	"	60	43	20	29	..	0 14
FB ..	Flat Wagon	45	46	17	55	..	..
FBA ..	" "	45	46	16	33	..	..
FBF	" "	45	46	17	44	..	..
FBR (f)	" "	60	46	17	55	..	..
FBT ..	" "	45	46	17	55	..	..
FC, FCC	" "	45	39	14	35	..	..
FCD ..	" "	45	49	15	35	..	..
FDB ..	" "	45	52	17	50	..	..
FSC ..	Flat Container ..	45	39	14	35	..	..
FVS ..	Flexivan	60	43	17	24	..	..
FWC	Flat Container ..	45	46	15	44	..	..
HB ..	Hopper	45	35	18	54	..	..
HC ..	"	45	35	19	50	..	..
HCA ††	Hopper (Cement) ..	60D	35	18	30	..	..
HCA ..	" " " ..	60	44	23	49	..	0 10
HS ..	" " " ..	45	35	19	55	..	..
M. MG	Box Van	45	39	18	33	..	..
MB ..	Van	60	39	23	33	..	..
MRP ††	"	60	39	18	33	..	..
O ..	Open Wagon ..	45	46	18	44	..	..
OB ..	" "	45	46	18	44	..	..
OC ..	Open (Pyrites) ..	45	46	18	55	..	..
OMB ..	"	45	46	19	44	..	..
OS ..	"	60	46	18	44	..	..
OW ..	"	45	46	17	44	..	..
OWP ††	"	60	46	17	44	..	..
OWS	"	60	46	17	44	..	..
RB ..	Refrigerator ..	45	39	20	33	..	..
RBP ††	"	70	39	23	33	..	..
RRP ††	"	60	39	22	33	..	..
S ..	Sheep Wagon ..	45	39	19	200 Sheep	..	..
SBS ..	" "	60	39	19	200 Sheep	..	..
SE ..	Van (Explosives) ..	60	29	15½	7½	..	..
SFC ..	Flat Wagon	45	43	25	..	..	..
W ..	Open Wagon ..	45	43	17	33 Tons	..	..
WV ..	Van	45	43	23	28	..	0 12
TA ..	Acid Tank	45	39–46	18to22	..	4500	..
TAL ..	Ammonia Tank ..	45	46	22	..	9000	..
TC ..	Petrol tank	45	39	20	..	4800	..
TC ..	" "	45	39	18	..	5300	..
TC ..	" "	45	41	25	..	10000	..
TC ..	" "	45	46	28	..	9900	..
TC ..	" "	45	43	26	..	7900	..
TC ..	" "	45	39	23	..	10000	..
TCA ..	Petrol Tank	45	39	20	..	5500	..
TCA ..	Petrol or Kero. tank ..	45	39	24	..	8700	..
TCA ..	" " " ..	45	39	22	..	10000	..

(f) Not available for attaching to 60 m.p.h. Goods Trains.
†† Not available for attaching to 60 m.p.h. Goods trains when loaded.
D 45 m.p.h. when loaded.

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—*Contd.*

See Note "A" (Page xxix)

(Reprint of page xxviii, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Maximum Length Over Pull Lines — Nearest Foot	Tare Wght. Tons	Carrying Capacity Tons	Nominal Capacity Gallons
TCA	Fuel Oil Tank	45	39	22	..	10000
TCO	Fuel Oil Tank	45	39	23	..	9000
TDF	" "	45	39	24	..	9000
TG	LPG Tank	45	58	34, 35	..	16,700
TG	Ammonia Tank	45	43	21	..	5000
TOL	Fuel Oil Tank	45	39	23	..	9000
TS	" "	45	43	22	..	4900
TS	" "	45	34	17	..	5300
TS	" "	45	39	24	..	9000
TS	" "	45	40	23	..	10500
TS	" "	45	46	26	..	10500
TS	" "	45	39	22	..	8900
TV	" "	45	46	28	..	8500
TV	" "	45	43	20	..	5000
TV	" "	45	46	22	..	5000
TV	" "	45	39	25	..	8500
TV	" "	45	39	24	..	8900
TV	" "	45	39	21	..	10000
TV	" "	45	46	26	..	10000
TV	Petrol or Kero. tank	45	46	23	..	5200
TV	Bitumen Oil Tank	45	41	31	..	10000
TW	Water Tank	45	39	23	..	9000

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

TARE WEIGHTS TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—*Continued*—See Note "A"

See page xxxiii in respect to Overloading of Goods Vehicles.

(Reprint page xxix, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed m.p.h.	Max'um Length Over Pull Lines Nearest foot	Tare Weight Tons	Carrying Capacity Tons	Nominal Capacity Gallons	Permissible Overload Tons Cwt.
	Bogie VEHICLES available for change of bogie 5'3"–4'8½"						
ALX (Nos. 200 onwards)	Motor Car Carrier	60	76	20	15	..	0 8
ELX (No. 500 & onwards)	Open Wagon	60	49	21	50	..	..
FBX	Flat Wagon	60	48	18	54	..	..
FPX	Flat Wagon (Particle Board) ..	60	48	20	52	..	..
FQX	Flat Wagon (Containers) ..	60	66	19	55	..	..
FVX	Flexivan	60	43	17	22	..	..
LX	Louvre Van	60	43	20	40	..	..
OAX ..	Open Wagon	60	73	20	35	..	0 4
OMX ..	Motor Body Transport ..	60	73	22	35	..	0 4
OX	Open Wagon	60	46	18	44	..	..
RX	Insulated Van	60	39	20	33	..	..
SFKX ..	Flat Wagon	60	78	..	50	..	..
SE	Explosives Van	60	29	15½	7½	..	..
SGX	Open Wagon	60	49	22	50 (46SA)	..	..
SGMX ..	" "	60	59	25	47	..	..
SHBX ..	Hopper Wagon Bulk Grain ..	60	48	20	52	..	..
SHCX ..	Hopper Cement	60	44	23	49	..	..
	FIXED WHEEL BASE ..						
CF	Cattle Van	45	21	8	9 Beasts	..	..
DA	Van	45	23	10	13 Tons	..	0 4
DWF ..	"	45	23	10	15	..	0 8
EE	Explosive Van	45	23	11	7½*	..	..
EE	Van	45	23	11	15	..	0 8
OBF	Open Wagon	45	25	9	22	..	..
OF	" "	45	25	8	17	..	0 12
R	Refrigerator Van	45	23	11	15	..	0 8
SF	Sheep Van	45	21	9	100 Sheep	..	..
TC	Fuel Oil Tank	45	25	14	..	4500	..
TDF	" "	45	21	12	..	2000	..
Y	Open Wagon	45	23	8	17	..	0 12
YA	Acid Tank	45	23	8	16	1200	..
Z	Hopper Wagon	45	25	9	16	..	0 10

Note :—See page x for SAR vehicles which may be attached to passenger trains.

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

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

* "EE" Explosive Vans, maximum load when loaded with explosives, 6 tons.

South Australian vehicles having a large letter "X" prominently displayed on diagonally opposite corners are suitable for transfer to 4' 8½" gauge bogies.

Note "A"—The maximum load which can be hauled behind the following SAR Goods vehicles when on Express Goods Trains between Tailem Bend and Mile End is 1100 tons.

DP	OMX (Nos 9, 17, 51, 57, 60, 79)
DS (Nos 26 to 115)	OS
DFS	OWS
DWP	OX (Except Nos. 64, 67, 70, 71, 73, 76)
OAX	RX (Except No. 9035)

TARE WEIGHTS TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES

(Available for change of Bogie 4′ 8½″—5′ 3″)

(Reprint page xxx, 7.9.70)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
GBX ..	Open Wagons	60	47	20	50
GDX ..	Open Wagons	60	47	21	45
GMX ..	Open Wagons	60	78	30½	45
GNX ..	Motor Car Carrier Wagon	60	78	25	12
GOX ..	Open Wagons	60	78	28	45
LBX ..	Louvre Vans	60	48	21	40
LCX ..	Louvre Vans	60	48	22	45
LDX ..	Louvre Vans	60	48	23	45
LEX ..	Louvre Vans	60	78	31	44
RGX ..	Flat Wagons	60	50	20	55
RLX ..	Flat Wagons	60	59	22	53
RMX ..	Flat Wagon (Containers)	60	66	23	54
ROX ..	Flat Wagon (Containers)	60	70	24	51
VCX ..	Box Vans	60	48	21	40
VDX ..	Box Vans	60	48	22	40
VEX ..	Box Vans	60	78	31	43

TARE WEIGHTS TO BE ALLOWED FOR WESTERN AUSTRALIAN GOODS VEHICLES

(Available for change of Bogie 4′ 8½″—5′ 3″)

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
WFCX	Flat Wagon	60	..	..	..
WFX ..	Flat Wagon	60	57	27	48
WGX ..	Open Wagon	60	59	26	49
WMX ..	Motor Car Carrier Wagon	60	78	24	12—Mtr. Cars
WQX ..	Flat Wagon	60	59	20	55
WVX ..	Covered Wagon	60	59	25	50

See page xxxiii in respect to Overloading of Goods Vehicles.

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines Nearest Foot	Tare Weight Tons	Carrying Capacity Tons	Permissible Overload Tons Cwt.
ARX ..	Hopper Wagon–Cement ..	50	40	16	56	..
BBX ..	Flat Wagon Steel Plate Bolstered ..	60	76	27½	45½††	..
BCX ..	Flat Wagon Container ..	60	76	27½	45½††	..
BDX ..	Open Wagon	60	49	20	50	2 0
BEX ..	Flat Wagon	60	48	20	51	1 0
BKX ..	Motor Car Bodies	60	76	20	15 (10 Mtr. Cars)	..
CBX ..	Flat Wagons for Containers ..	60	76	27½	45½††	..
CCX ..	Open Wagon, Coiled Steel ..	60	49	23	49	1 0
CGX ..	Ore Concentrates	60	36	18	55	..
CMX ..	Flat Wagon Container ..	60	48	20	53	..
CPX ..	Flat Wagon, End Bulkhead Panelboard ..	60	61	24	49	..
GCX ..	Open Wagon Furnace Coke ..	60	43	20	40	2 0
GX ..	Open Wagon	60	43	20	40	2 0
GLX ..	Louvre Van	60	48	25	47	1 0
HGX ..	Open Wagon	60	43	20	50	2 0
HLX ..	Louvre Van	60	48	24	47	2 0
HMX ..	Flat Wagon	60	48	20	53	..
HPX ..	Flat Wagon Panelboard ..	60	48	21	51	..
JLX ..	Louvre Van	60	59	26	47	..
OCX ..	Flat Wagon, Container ..	60	66	21	52 (54 on lines shown in Footnote)	..
PMX ..	Flat Wagon Steel Plate ..	60	49	24	40	..
SMX ..	Flat Wagon Semi-Trailer ..	60	48	20	53	..
STX ..	Flat Wagon Semi-Trailer ..	60	76	27½	45½††	..
TLX ..	Louvre Van Tin Plate ..	60	48	27	45	1 0
TMX ..	Flat Wagon for Pipes ..	60	48	20	53	..
TVX ..	Flat Wagon Twin Flexi-van (No. 12416 & onwards) ..	60	76	24	46	..
TANKS	"Esso" BitumenNos. 139–143 Ety.	60	52	28	11300–11950 gals.	..
"	"Esso" Bitumen Nos. 139–143 Ety. Loaded	50	52	28	11300–11950 gals.	..
WHX ..	Hopper Wagon–Wheat ..	60	47	16½	56	..

†† 49½ tons when operating on main lines between Sydney Metropolitan Area, Albury and South Brisbane.

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES

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

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

ENGINE AXLE LOADS AND WEIGHTS FOR "DEAD" LOCOMOTIVES

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

Class	Maximum Axle Load	Length Overall	Weight (Nearest Ton) "DEAD"
	T. C. Q.	Ft. Ins.	
Broad-gauge—			
"H" (Diesel Electric)	20 0 0	43 11	80
"R"	19 10 0	77 3¼	187
"S" (Diesel Electric)	19 0 0	60 11	114
"X" (Diesel Electric)	18 12 0	60 3	112
"B" (Diesel Electric)	18 12 0	60 10	112
"T" (Diesel Electric) (320 to 346)	17 0 0	47 9	68
"T" (Diesel Electric) (347 onwards)	17 0 0	43 11	68
"F" (Diesel Electric)	16 14 0	30 1½	50
"L" (Electric)	16 4 0	59 0	97
"W" (Diesel Hydraulic)	16 0 0	30 1	48
"Y" (Diesel Electric)	16 0 0	40 0	64
"J"	14 10 0	60 5½	114
"E" (Electric) (1102 to 1111)	13 15 2	38 8½	55
"K"	13 10 0	60 3½	105
"D 3"	13 14 0	58 3½	100
Narrow-gauge—			
"NA"	9 9 2	— —	35

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

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

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

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

OVERLOADED VEHICLES.

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

VEHICLE LIMITATIONS.

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

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

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

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

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS.

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

(Reprint of page xxxiv, 7.9.70)

MAXIMUM LOADING OUTLINE

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

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

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

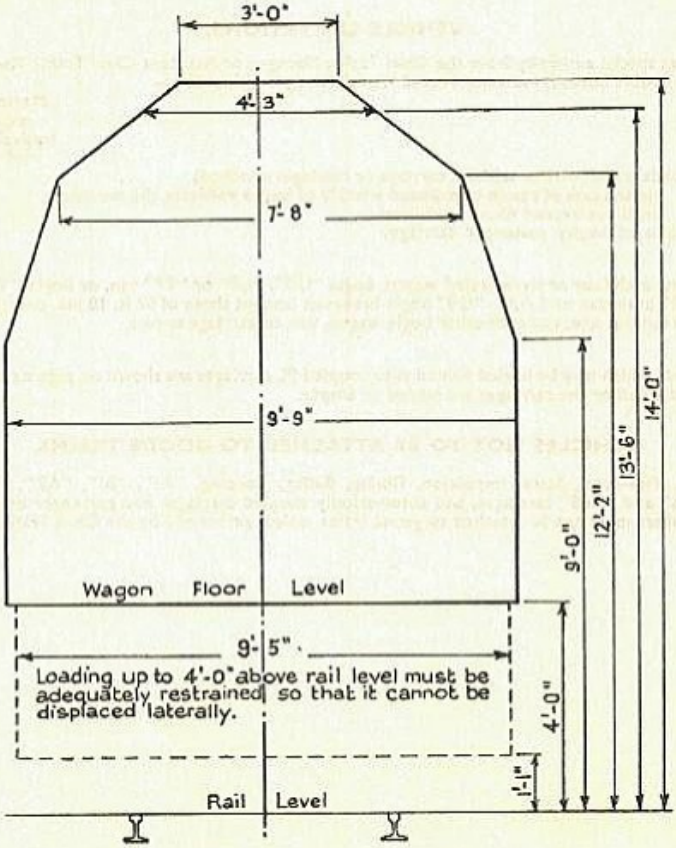
The width of 9′ 9″ at 9′ 0″ above rail level gradually tapers to 7′ 8″ at 12′ 2″ above rail level thence to 3′ 0″ at the maximum height of 14′ 0″ above rail level as indicated in the diagram hereunder :

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

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

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

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



Train	Line	Plat.	Days
Trains LEAVE SPENCER ST. as under for :— BENDIGO, ETC.			
8 10 a.m.	Woodend–Daylesford ..	6	Mon. to Sat.
8 45	Bendigo (Connects Daylesford) ..	2	Tue., Thurs.
8 45	Bendigo and Swan Hill (Connects Daylesford)	2	Monday, Wed., Fri., Sat.
12 20 p.m.	Kyneton	8	Saturday
1 35	Bendigo ..	1	Mon., Wed., Fri., Sat.
1 35	Bendigo and Swan Hill	1	Tue., Thurs.
4 27	Woodend–Daylesford ..	6	Mon. to Thurs.
4 27	Woodend ..	6	Fri.
5 4	Daylesford ..	6	Friday
5 4	Bendigo (Connects Daylesford) ..	6	Mon. to Thurs
5 14	Kyneton ..	8	Mon. to Fri.
5 35	Woodend–Daylesford ..	6	Saturday
5 40	Bendigo .	5	Fri.
5 45	Kyneton .	6	Mon. to Fri.
6 5	Bendigo (connect Daylesford) ..	4	Saturday
9 30 a.m.	Bendigo (Connects Daylesford) ..	3	Sunday
7 5 p.m.	Bendigo ..	3	Sunday
BALLARAT-SERVICETON-ADELAIDE			
7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat.
9 10	Dimboola ..	5	Mon. to Sat.
12 25 p.m.	Bacchus Marsh ..	6	Saturday
1 30	Horsham ..	2	Mon. to Fri.
1 30	Dimboola ..	2	Saturday
2 5	Ballarat (via Geelong) ..	6	Saturday
3 41	Bacchus Marsh	6	Mon. to Fri.
4 0	Ballarat (via Geelong) ..	4	Mon. to Fri.
4 23	Bacchus Marsh	8	Mon. to Fri.
5 25	Ballarat ..	7	Mon. to Fri.
6 20	Ballarat ..	8	Saturday
6 20	Bacchus Marsh	4	Mon. to Fri.
8 40	Adelaide "The Overland"	2	Daily, Sun. inc. (to W.A. Sun., Mon Tue., Thur., Fri.)
9 5	Ballarat and Mildura	5	Monday to Thursday
9 20	Ballarat and Mildura	5	Fri. Sun.
9 35 a.m.	Horsham ..	4	Sunday
7 10 p.m.	Ballarat ..	4	Sunday

Train	Line	Plat.	Days
Trains ARRIVE SPENCER ST. as under from:—BENDIGO, ETC.			
7 15 a.m.	Kyneton ..	6	Mon. to Fri.
8 20	Kyneton ..	8	Mon. to Sat.
8 45	Daylesford ..	6	Mon. to Sat.
9 40	Bendigo ..	3	Mon. to Sat.
2 25 p.m.	Swan Hill & Bendigo ..	1	Mon. to Sat.
4 40	Daylesford ..	6	Mon. to Fri.
5 20	Daylesford ..	6	Saturday
7 55	Bendigo ..	6	Friday
8 15	Bendigo ..	6	Mon. to Thur.
8 20	Woodend ..	6	Friday
8 31	Bendigo ..	4	Saturday
11 39 a.m.	Bendigo ..	3	Sunday
9 25 p.m.	Bendigo (Connects Daylesford) ..	2	Sunday
ADELAIDE-SERVICETON-BALLARAT			
7 30 a.m.	Bacchus Marsh ..	5	Mon. to Fri.
7 58	Mildura and Ballarat (via Nth. Geelong Loop) ..	3	Saturday
8 5	Mildura and Ballarat (via Nth Geelong Loop)	3	Mon. to Fr
8 18	Bacchus Marsh	9	Mon. to Fri.
		6	Saturday
8 57	Adelaide "The Overland"	2	Daily Sun. Inc. (from W.A. Sun. Tues., Wed., Fri., Sat.)
9 24	Ballarat ..	7	Mon. to Sat.
9 50	Ballarat (via Geelong)	4	Mon. to Fri.
10 35	Ballarat (via Geelong) ..	9	Saturday
2 0 p.m.	Horsham ..	2	Tues. to Sat.
2 0	Dimboola ..	2	Monday
6 10	Ballarat **B** (via Geelong)	10	Saturday
6 20	Ballarat (via Geelong) **B**	10	Mon. to Fri.
8 0	Dimboola ..	4	Mon. to Sat.
10 55 a.m.	Ballarat ..	4	Sunday
8 20 p.m.	Horsham ..	1	Sunday

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

B—To Flinders Street.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, Page xxxv).

(Reprint of page xxxvi, 7.9.70)

Trains LEAVE SPENCER STREET as under for :— GEELONG-WARRNAMBOOL-PORT FAIRY

Train	Line	Plat.	Days
6 8 a.m.	Werribee ..	9	Mon. to Fri.
6 31	Werribee ..	8	Mon. to Fri.
7 4	Geelong and Ballarat	7	Mon. to Sat.
7 30	Werribee ..	6	Saturday
7 33	Werribee ..	6	Mon. to Fri.
7 57	Werribee ..	9	Mon. to Fri.
8 25	Port Fairy ..	4	Mon. to Sat.
9 18	Werribee N A	12	Mon. to Fri.
9 36	Geelong ..	10	Mon. to Fri.
		3	Saturday
11 0	Geelong ..	6	Mon. to Fri.
12 15 p.m.	Geelong ..	7	Saturday
12 22	Geelong ..	4	Saturday
12 27	Werribee N A	12	Mon. to Fri.
12 50	Geelong ..	7	Mon. to Fri.
2 5	Geelong and Ballarat	6	Saturday
2 20	Geelong ..	5	Mon. to Fri.
3 0	Werribee ..	6	Mon. to Fri.
3 44	Werribee ..	3	Mon. to Fri.
4 0	Geelong and Ballarat	4	Mon. to Fri.
4 25	Werribee ..	9	Mon. to Fri.
5 10	South Geelong	1	Mon. to Fri.
5 19	Werribee ..	9	Mon. to Fri.
5 20	Werribee ..	9	Saturday
5 52	Warrnambool	2	Mon. to Fri.
6 5	Geelong ..	7	Mon. to Fri.
6 10	Warrnambool ..	3	Saturday
6 15	Geelong ..	7	Saturday
8 5	Werribee ..	6	Mon. to Fri.
9 25	Geelong A ..	12	Mon. to Fri.
11 24	Geelong A ..	12	Mon. to Sat.
9 26 a.m.	Geelong A ..	10	Sunday
10 48	Werribee N A	14	Sunday
2 5 p.m.	Geelong A ..	10	Sunday
5 10	Werribee ..	6	Sunday
7 37	Warrnambool A	10	Sunday
8 12	Werribee A ..	14	Sunday
11 29	Werribee A ..	14	Sunday

Trains ARRIVE SPENCER STREET as under from :— PORT FAIRY-WARRNAMBOOL-GEELONG

Train	Line	Plat.	Days
7 3 a.m.	Werribee ..	6	Mon. to Fri.
7 12	Werribee N B	11	Saturday
7 23	Geelong ..	8	Mon. to Fri.
7 54	Werribee ..	6	Mon. to Fri.
7 58	Mildura and Ballarat	3	Saturday
8 5	Mildura and Ballarat	3	Mon. to Fri.
8 12	Geelong ..	7	Mon. to Fri.
8 25	Werribee ..	7	Mon. to Fri.
8 26	Werribee ..	6	Saturday
8 37	South Geelong	4	Mon. to Fri.
8 40	Geelong ..	4	Saturday
9 11	Werribee B ..	11	Saturday
9 26	Werribee N B ..	11	Mon. to Fri.
9 50	Geelong and Ballarat	4	Mon. to Fri.
10 8	Werribee ..	6	Mon. to Fri.
10 35	Geelong and Ballarat	9	Saturday
11 24	Werribee N B	11	Mon. to Fri.
11 45	Warrnambool ..	3	Mon. to Sat.
1 7 p.m.	Geelong ..	6	Mon. to Fri.
1 40	Geelong ..	7	Saturday
2 16	Werribee ..	6	Mon. to Fri.
3 10	Geelong ..	6	Mon. to Fri.
4 40	Geelong ..	1	Saturday
4 46	Werribee ..	6	Mon. to Fri.
5 27	Werribee ..	3	Mon. to Fri.
5 53	Geelong B ..	10	Mon. to Fri.
6 10	Geelong and Ballarat B	10	Saturday
6 20	Geelong and Ballarat B	10	Mon. to Fri.
6 38	Werribee ..	8	Mon. to Fri.
7 16	Werribee B ..	13	Saturday
7 26	Geelong B ..	11	Saturday
7 30	Geelong ..	7	Mon. to Fri.
7 42	Geelong B ..	11	Friday
7 45	Port Fairy ..	5	Mon. to Thur.
8 2	Werribee ..	8	Mon. to Fri.
8 5	Port Fairy B ..	10	Saturday
10 5	Port Fairy ..	2	Friday
11 3	Werribee ..	6	Mon. to Fri
9 44 a.m.	Werribee N B	13	Sunday
10 26	Geelong B ..	10	Sunday
12 51 p.m.	Werribee B	13	Sunday
6 49	Werribee B ..	13	Sunday
7 58	Geelong B ..	10	Sunday
9 37	Warrnambool B	10	Sunday
9 56	Werribee B ..	13	Sunday

A—From Flinders Street.

B—To Flinders Street.

N—Passengers change trains Newport.

(Continued on next page).

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

(Reprint of page xxxvii, 7.9.70)

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

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

B. To Flinders Street.

Standard gauge trains shown in heavy black type.

(Continued on next page)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote Page xxxv).

Trains LEAVE FLINDERS STREET as under for :—

Train	Line	Plat.	Days
6 39 a.m.	Warragul **D** ..	6	Mon. to Fri.
7 25	Traralgon ..	1 Cent	Mon. to Sat.
8 35	Bairnsdale ..	1 Cent	Mon. to Sat.
	"The Gippslander"		
9 5	Leongatha & Wonthaggi	1 Cent	Mon. to Sat.
9 15	Werribee **N** ..	7	Mon. to Fri.
12 24 p.m.	Werribee **N** ..	7	Mon. to Fri.
12 40	Traralgon ..	1 Cent	Saturday
1 0	Leongatha ..	1 Cent	Saturday
1 15	Warragul ..	1 Cent	Mon. to Fri.
3 38	Warragul ..	1 Cent	Mon. to Fri.
3 58	Leongatha ..	1 Cent	Fri.
3 58	Yarram ..	1 Cent	Mon. to Thur.
4 53	Traralgon ..	1 Cent	Mon. to Fri.
5 13	Warragul **D** ..	6	Mon. to Fri.
6 3	Sale ..	1 Cent	Mon. to Thur.
6 3	Bairnsdale ..	1 Cent	Fri., Sat.
6 12	Leongatha & Wonthaggi	1 Cent	Mon. to Thur.
6 12	Yarram & Wonthaggi	1 Cent	Sat.
6 20	Yarram & Wonthaggi	1 Cent	Fri.
9 20	Geelong ..	1 Cent	Mon. to Fri.
11 20	Geelong ..	1 Cent	Mon. to Sat.
9 22 a.m.	Geelong ..	1 West	Sunday
9 35	Sale ..	1 Cent	Sunday
10 45	Werribee **N** ..	7	Sunday
2 0 p.m.	Geelong ..	1 Cent	Sunday
6 45	Leongatha & Wonthaggi	1 Cent	Sunday
7 5	Traralgon ..	1 Cent	Sunday
7 32	Warrnambool ..	1 Cent	Sunday
8 8	Werribee ..	2	Sunday
11 25	Werribee ..	1 Cent	Sunday

Trains ARRIVE FLINDERS STREET as under from :—

Train	Line	Plat.	Days
7 15 a.m.	Werribee **N** ..	6	Saturday
8 1	Warragul **D** ..	7	Mon. to Fri.
8 38	Traralgon ..	1 Cent	Saturday
8 40	Warragul ..	11 East	Mon. to Fri.
9 5	Leongatha ..	1 East	Mon. to Sat.
9 14	Werribee ..	1 Cent	Saturday
9 19	Traralgon ..	1 Cent	Mon. to Fri.
9 30	Werribee **N** ..	6	Mon. to Fri.
11 2	Yarram & Wonthaggi	1 Cent	Mon. to Sat.
11 15	Bairnsdale ..	1 Cent	Mon.
11 15	Sale ..	1 Cent	Tue., Wed., Thur., Fri.
11 27	Werribee **N** ..	7	Mon. to Fri.
11 40	Bairnsdale ..	1 Cent	Saturday
12 Noon	Warragul ..	1 East	Mon. to Fri.
4 50 p.m.	Traralgon ..	1 Cent	Saturday
5 57	Geelong ..	1 East	Mon. to Fri.
6 10	Warragul **D** ..	7	Mon. to Fri.
6 17	Geelong and Ballarat	1 Cent	Saturday
6 26	Geelong and Ballarat	1 Cent	Mon. to Fri.
6 50	Bairnsdale ..	1 Cent	Mon. to Sat.
	'The Gippslander'		
7 10	Leongatha & Wonthaggi	1 Cent	Mon. to Fri.
7 19	Werribee **N** ..	6	Saturday
7 29	Geelong ..	1 East	Saturday
7 45	Geelong ..	1 East	Friday
7 48	Traralgon ..	1 Cent	Mon. to Fri.
8 1	Leongatha & Wonthagg	1 Cent	Saturday
8 14	Port Fairy ..	1 Cent	Saturday
9 47 a.m.	Werribee **N** ..	7	Sunday
10 30	Geelong ..	1 Cent	Sunday
11 20	Traralgon ..	1 Cent	Sunday
12 55 p.m.	Werribee ..	1 Cent	Sunday
6 52	Werribee ..	2	Sunday
8 3	Geelong ..	1 Cent	Sunday
9 44	Leongatha & Wonthaggi	1 East	Sunday
9 43	Warrnambool ..	1 Cent	Sunday
9 55	Sale ..	1 Cent	Sunday
10 0	Werribee ..	2	Sunday
10 5	Mansfield ..	3	Sunday

N—Passengers change trains Newport

D—Passengers change trains Dandenong.

IMPORTANT

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

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

xxxx

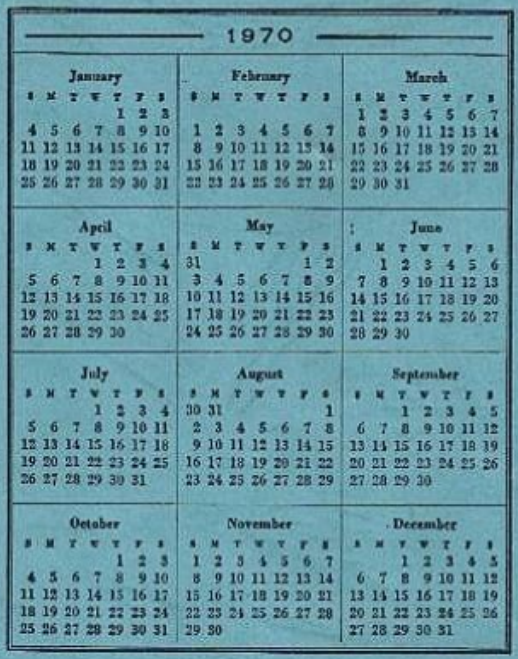
Number of Circular	Date Alteration Commenced	Line Involved

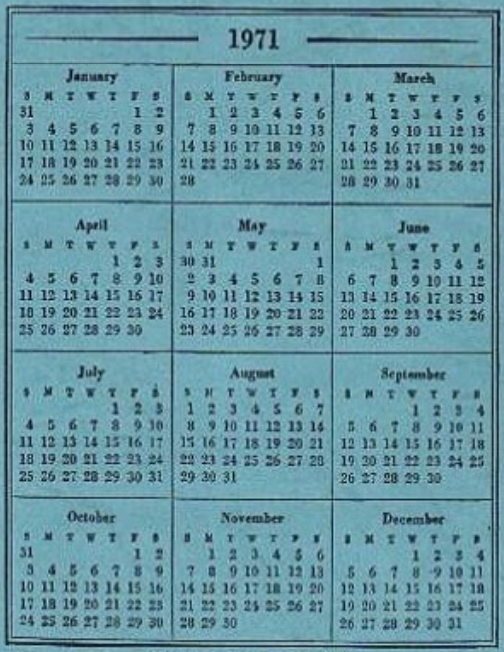
Number of Circular	Date Alteration Commenced	Line Involved

Number of W.T.T. or "A" Circular	Date Alteration Commenced	Line Involved

Number of W.T.T. or "A" Circular	Date Alteration Commenced	Line Involved

ARCHIVE





Good Friday April 9, 1971