ARDEN. ST.

(73)

VICTORIAN RAILWAYS

WORKING TIME TABLE

Northern and Midland Districts

On and after 3rd November, 1969

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager (Room 73, Phone 1092)

Spencer St., Melbourne.
22nd October, 1969

T. A. JAMES,
Chief Traffic Manager.

1355—69 Victorian Railways Print.

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 brake vans correctly and prepare consignments en route for prompt discharge at roadside stations.
- Avoid delays by efficient team work in loading and unloading brake vans. When it will obviate delay, discharge consignments on to the platform instead of sorting the articles on to trollies.
- During periods of heavy traffic advise stations in advance where accommodation is available on trains. This is an important service to the public apart from minimising delays.
- When the length of the train is such that double stops might be incurred, direct roadside passengers to carriages toward the rear of the train; trainmen to be appropriately instructed.
- Always provide the most suitable carriage stock available, cleaned and fully serviced.

GOOD IMPRESSIONS CREATE GOODWILL

NORTHERN AND MIDLAND DISTRICTS

WORKING TIME-TABLE

(With Weekly Notice Amendments to W.N. 41/69)

(Replacing Working Time-table Book effective from 4th November, 1968).

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GENERAL NOTES

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

It is imperative that each Stationmaster carefully check this Time-table, regarding the timing of trains, crossing arrangements, &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 Superintendent Train Services (Room 73) and Metropolitan or District Superintendent any inaccuracies that may appear herein.

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

PASSENGER, RAIL MOTOR AND MIXED TRAIN RUNNING.—Depot stations must obtain full particulars from Guards of the late running of Passenger, Rail Motor, and Mixed trains. In the case of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the event of any time being lost by the engine, the cause, also engine 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 that 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.

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), and 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 are shown on page 6.

POSTAL MOTOR TROLLEY SERVICE.

The Time-table for the Postal Motor Trolley Service, in the Northern and Midland Districts, is set out in this book. The line concerned is shown hereunder :—

Section	Days of Running	Page
Piangil–Kooloonong	Monday, Friday	36, 37

1. When it is found necessary to run a goods train on the above line on a Postal Motor day, 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 " KS," and " NKS " 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 minimize 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 newspaper parcels 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 Superintendent Train Services (Cars) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, &c.

See General Appendix for further instructions.

TRAIN TIME-TABLES 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 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, 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 follow :—

* 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 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 enquiries 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 shall only require to stop at the stations concerned in the following circumstances :—

(1) When signalled from the station to stop, indicating that there are Passengers, Van goods and/or Mails to be entrained.

(2) And/or when the train is conveying Passengers, Van goods or Mails for the station. The Guard is responsible for informing the Driver that there are Passengers, Van goods 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, Mails or Van goods. Necessary signal to be exhibited when 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, Superintendent of Train Services, 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.

Footnote references are indicated by Capital letters, A, B, C, &c., shown after the figures in train Schedules, such as 8.58**P** shown for No. 53 (Down) train at Rupertswood Platform (page 14).

METHOD OF NUMBERING TRAIN TIME-TABLES, ETC.

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

The lines above 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 44, 46 and 47, are schedules as under:—

DOWN		35 Goods Tue., Fri. (Wed. ‡)	73 Rail Motor (D.E.) Tue., Wed., Thur., Sat.	UP		138 Goods Thur.
		P.M.	P.M.			P.M.
WYCHEPROOF ES † W ...	*arr.*	12 55 **136, 136A,73 Tue.**	2 49–**35, 138**	**WYCHEPROOF** ES † W...	*arr.*	... —**73**
	dep.	3 35 (a)	2 53 (b)		*dep.*	3 0 (c)

The above example indicates that at Wycheproof:—

(a) **No. 35** (Down) meets **Nos. 136** and **136A** (Up) waits and follows **No. 73** (Down).

(b) **No. 73** (Down) on arrival meets **No. 138** (Up) and precedes **No. 35** (Down).

(c) **No. 138** (Up) waits arrival of **No. 73** (Down).

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 up on arrival.

N.C. No one in charge stations.

W. Watering Stations.

○. Stations worked under Caretaker conditions, but at which the male employes in charge are authorised to collect freight charges.

The names of stations worked under " Caretaker conditions " are printed in *italics*.

PASSENGERS TRAVELLING IN BRAKEVANS OF GOODS TRAINS.

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

NOTE 1. Except as prescribed in the General Appendix, Passengers must not, under any conditions, be allowed to travel in brakevans of Ballast trains.

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

FOGGY WEATHER.

Speed of Trains.—In foggy weather, or when, from any cause, a good and distinct view of the Fixed Signals cannot be obtained, the maximum speed of any train 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.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET (See Footnote).

Trains LEAVE SPENCER STREET as under for :—

BENDIGO, ETC.

Train	Line	Plat.	Days
8 10 a.m.	Bendigo ...	5	Tues., Thur.
8 10	Bendigo and Swan Hill	5	Mon., Wed., Fri.
8 20	Bendigo and Swan Hill	5	Saturday
9 30	Daylesford ...	6	Mon. to Sat.
12 20 p.m.	Woodend ...	8	Saturday
1 35	Bendigo ...	1	Mon., Wed. Fri. Sat.
1 35	Bendigo and Swan Hill	1	Tues., Thur.
4 27	Sunbury ...	6	Mon. to Fri.
4 55	Daylesford ...	6	Mon. to Fri.
5 14	Kyneton ...	8	Mon. to Thu.
5 14	Woodend ...	8	Friday
5 35	W'end-D'ford	6	Saturday
5 45	Bendigo ...	5	Mon. to Fri.
6 5	Bendigo ... (Con. Day'ford)	4	Saturday
9 30 a.m.	Bendigo and Daylesford	3	Sunday
7 5 p.m.	Bendigo ...	3	Sunday

BALLARAT–SERVICETON–ADELAIDE

Train	Line	Plat.	Days
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
4 0	Ballarat ... (via Geelong)	4	Mon. to Fri.
4 23	Bacchus Marsh	5	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	Mon. to Thur.
9 20	Ballarat and Mildura	5	Friday and Sunday
9 35 a.m.	Horsham ...	4	Sunday
7 10 p.m.	Ballarat ...	4	Sunday

Trains ARRIVE SPENCER STREET as under from :—

BENDIGO, ETC.

Train	Line	Plat.	Days
7 15 a.m.	Sunbury ...	9	Mon. to Fri.
8 20	Kyneton ...	8	Mon. to Fri.
8 20	Woodend ...	8	Saturday
8 53	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
8 15	Bendigo ...	6	Mon. to Fri.
8 31	Bendigo ...	5	Saturday
11 39 a.m.	Bendigo ...	3	Sunday
8 45 p.m.	Daylesford ...	3	Sunday
9 25	Bendigo ...	2	Sunday

ADELAIDE–SERVICETON–BALLARAT

Train	Line	Plat.	Days
7 30 a.m.	Bacchus Marsh	5	Mon. to Fri.
7 58	Mildura and Ballarat (via Nth. G'long Loop)	3	Saturday
8 5	Mildura and Ballarat (via Nth. G'long Loop)	3	Mon. to Fri.
8 18	Bacchus Marsh	9	Tue. to Fri.
		10	Saturday
8 18	Ballarat	9	Mondays
8 57	Adelaide " The Overland "	2	Daily, Sun. inc. (From W.A. Sun., Tues., Wed., Fri., Sat.)
9 17	Bacchus Marsh	7	Mondays
9 24	Ballarat ...	7	Tue. 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 (via Geelong) **B**	13	Mon. to Sat.
8 0	Dimboola ...	4	Mon. to Sat.
10 55 a.m.	Ballarat ...	4	Sunday
8 20 p.m.	Horsham	1	Sunday

B—To Flinders Street

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.

(Continued on next page).

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET (See Footnote, Page 8).

Train	Line	Plat.	Days
Trains LEAVE SPENCER STREET as under for: SEYMOUR–TOCUMWAL–ALBURY–SYDNEY			
7 10 a.m.	Seymour ...	5	Mon. to Sat.
8 30	Albury and Tocumwal	2	Mon. to Sat.
8 40	**Sydney— "Inter-capital 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 STREET 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 20	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. and Sat.
7 40	Tocumwal ...	3	Mon. to Sat.
8 10	Albury ...	3	Mon. to Fri.
8 20	Albury ...	6	Saturday
8 20	**Sydney— "Inter-capital 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 type black.

(Continued on next page).

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET.

(See footnote, page 8).

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 **NA** ...	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 19	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 **NB** ...	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 **NB** ...	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** ...	11	Mon. to Fri.
6 10	Geelong and Ballarat **B**	13	Mon. to Sat.
6 45	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 FLINDERS STREET

(See Footnote, page 8).

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 ... "The Gippslander"	1 Cent.	Mon. to Sat.
9 5	Leongatha and 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.	Friday
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	Yarram & Wonthaggi	1 Cent.	Fri., Sat.
6 12	Leongatha & Wonthaggi	1 Cent.	Mon. to Thur.
9 20	Geelong ...	1 Cent.	Mon. to Fri.
11 15	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 ...	11East	Mon. to Fri.
9 5	Leongatha ...	10East	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 15	Bairnsdale ...	1 Cent.	Monday
11 15	Sale ...	1 Cent.	Tue., Wed., Thur., Fri.
11 27	Werribee **N** ...	7	Mon. to Fri.
11 40	Bairnsdale ...	1 Cent.	Saturday
11 2	Yarram & Wonthaggi	1 Cent.	Mon. to Sat.
12 0 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 ...	10East	Mon. to Fri.
6 17	Geelong ...	1 Cent.	Saturday
6 50	Bairnsdale ... "The G'lander"	1 Cent.	Mon. to Sat.
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 & Wonthaggi	1 Cent.	Saturday
8 14	Port Fairy ...	1 Cent.	Saturday
9 47 a.m.	Werribee **N** ...	6	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 43	Warrnambool ...	1 Cent.	Sunday
9 44	Leongatha & Wonthaggi	1 East	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.

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 they arrive at the junction station in time to make the earliest connection.

NORTHERN AND MIDLAND DISTRICTS

Line	Days of Running	Line	Days of Running
Echuca–Balranald	Tue., Fri.	Ouyen–Pinnaroo	Mon., Fri.
Elmore–Cohuna	Mon., Thur.	Merbein–Yelta	Wed.
Woodend–Daylesford	Wed., Fri.	Redcliffs–Meringur	Tue.
Ballarat–Newlyn	Tue and Alt. Fri.	Kerang–Koondrook	Fri.
Castlemaine–Maldon ...	Wed.	Wedderburn	Wed.
Swan Hill–Nyahwest ...	Tues., Fri.	Wycheproof–Sea Lake	Tues., Fri.
Nyahwest–Piangil	Fri.	Sea Lake–Nandaly	Wed., and Alt. Sat.
Piangil–Kooloonong	Alt. Fri.	Nandaly–Kulwin	Alt. Sat.
Inglewood–Dunolly	Mon.	Ultima–Robinvale	Tues., Fri.
Maryborough–Avoca	Wed.		

WESTERN AND SOUTH-WESTERN DISTRICTS

Ballarat–Eureka	Service as required	Horsham–Hamilton	Wed.
		Hamilton–Horsham	Thurs.
Ballarat–Skipton	Mon.	Hamilton–Coleraine	Tue. Thur.
Lubeck–Marnoo	Tues.	Rainbow–Yaapeet	Thur.
Marnoo–Bolangum	Tues.	Jeparit–Yanac	Wed.
Warracknabeal–Hopetoun ...	Wed., Fri.	Geelong–Queenscliff	Wed.
Hopetoun–Patchewollock ...	Wed.	Terang–Mortlake	Tues.
Natimuk–Goroke	Tues., Thur.	Koroit–Hamilton	Wed.
Goroke–Carpolac	Tues.	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 ...	Alt. Mon.	Shepparton–Katamatite ...	Mon.
Wangaratta–Beechworth ...	Tue., Thur.	Numurkah–Picola	Mon.,
Wangaratta–Bright	Mon., Wed.	Numurkah–Nathalia	Mon., Wed.

EASTERN DISTRICT

Morwell–Mirboo North ...	Tues., Thur.	Nyora–Wonthaggi ...	Tue., Thur.

METROPOLITAN DISTRICT

Heidelberg–Eltham	Mon.	Bayswater–Upper F.T. Gully ...	Mon., Fri.
Reservoir–Thomastown ...	Tue., Wed.	Melbourne–Hawthorn	Mon.
Lilydale–Healesville	Wed.	Melbourne–Darling	Mon.
Melbourne–Essendon	Tue., Fri.	Glenhuntly–Frankston	Mon., Wed.
		Frankston–Stony Point ...	Wed.
		Baxter–Mornington	Fri.

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.

Except **as shown hereunder Double Line Block Telegraph System** is in force on the Up and Down journeys on the following Sections :—

St. Albans and Sydenham, Sydenham and Digger's Rest, Digger's Rest and Sunbury, Sunbury and Clarkefield, Clarkefield and Riddell, Riddell and Gisborne Gisborne and Macedon, Macedon and Woodend, Woodend and Carlsruhe, Carlsruhe and Kyneton, Kyneton and Malmsbury, Malmsbury and Elphinstone, Elphinstone and Castlemaine " A ", Castlemaine " A " and Castlemaine " B ", Castlemaine " B " and Harcourt, Harcourt and Ravenswood, Ravenswood and Kangaroo Flat, Kangaroo Flat and Golden Square, Golden Square and Bendigo " A ", Bendigo " A " and Bendigo " B ", Williamson street Signal Box " C " and North Bendigo Junction " D ".

The following are switched in as Block Posts :—

Sunbury.—From 5.50 a.m. Mondays until No. 131 clears on Saturdays.
From 7.25 p.m. Sundays until No. 124 clears.

Clarkefield.—Mondays from 6.55 a.m. until 12.30 a.m. next day ; Tuesdays and Thursdays from 6.15 a.m. until 9.30 p.m. or 157 clears ; Wednesdays from 5.50 a.m. until 12.30 a.m. next day ; Fridays from 5.50 a.m. until 9.30 p.m. or No. 157 clears ; Saturdays from 5.55 a.m. until No. 50 clears, and from 5.55 p.m. until No. 131 clears..

Riddell.—Mondays from 6.55 a.m. until 9.30 p.m., or No. 157 clears Mondays ; Tuesdays to Fridays from 6.15 a.m. until 9.30 p.m., or No. 157 clears the same days.

Macedon.—Mondays to Fridays inclusive from 6.50 a.m. until 10.20 p.m. ; Saturdays from 6.50 a.m. until No. 131 clears and Sundays from 9.45 a.m. until Nos. 137 and 124 clears.

Woodend.—Mondays from 4.12 a.m. until No. 32 clears and from 10.25 a.m. until No. 65 clears. From 12 noon Mondays until last train clears on Saturdays. Sundays from 9.45 a.m. until No. 135 clears.

Carlsruhe.—Mondays from 6.35 a.m. until No. 65 clears and from 2.0 p.m. until No. 123 clears ; Tuesdays, Wednesdays, Thursdays from 7.5 a.m. until No. 65 clears and from 2.0 p.m. until No. 123 clears; Fridays from 7.5 a.m. until No. 65 clears and from 2.0 p.m. until No. 127 clears ; Saturdays from 7.5 a.m. until No. 65 clears and from 3.40 p.m. until No. 121 clears ; Sundays from 9.45 a.m. until No. 137 clears.

Malmsbury.—Mondays to Fridays from 7.30 a.m. until 11.0 p.m. or until No. 128 or No. 114 clears ; Saturdays from 7.30 a.m. until 12.30 p.m. and from 1.30 p.m. until No. 78 clears ; Sunday from 9.35 a.m. until No. 137 clears.

Castlemaine " A " Box.—From 7.15 a.m. Mondays until No. 131 clears on Saturdays.

Harcourt.—Mondays, Wednesdays and Fridays from 6.50 a.m. until No. 94 clears ; Tuesdays and Thursdays from 7 a.m. until No. 94 clears ; Saturdays from 6.50 a.m. until No. 50 Passenger clears and from 2.0 p.m. until No. 78 clears.

Ravenswood.—Mondays, Wednesdays and Fridays from 6.50 a.m. until No. 53 clears and from 1.0 p.m. until No. 157 clears ; Tuesdays and Thursdays from 9.0 a.m. until No. 53 clears and from 1.0 p.m. until No. 157 clears.

Kangaroo Flat.—Mondays to Fridays from 6.50 a.m. until No. 53 Passenger clears and from 2.0 p.m. until No. 94 Passenger clears ; Saturdays from 6.50 a.m. until No. 53 Passenger clears.

Golden Square.—Mondays to Fridays inclusive from 7.30 a.m. until 10.45 a.m.

Bendigo " A " Box—From 3.30 a.m. Mondays until last Goods train clears on Saturdays.

Three-position Signalling is in force on the Up and Down journey between No. 1 Box, Spencer Street and St. Albans.

Bendigo Racecourse Platform may be opened as a Staff Station as required when published.

Bagshot and Strathallan are opened as Temporary Block Posts as required. See General Appendix for instructions.

Moira and Gulpa Siding are opened as Temporary Block Posts as required. See General Appendix for instructions.

Down — **PASSENGER SERVICE**

Miles	STATIONS	45 Ety. CARS Mon.	51 PASS. ‡ (See Note)	53 PASS. MON. TO FRI. (See Note)	53A PASS. SAT. (See Note)	63 GREAT NORTHERN LTD. ‡	65 280 H.P. Diesel Rail Car Mon. to Sat.	91 PASS. SAT. (See Note)	93 PASS SAT. (See Note)	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
	MELBOURNE W									
—	(Spencer Street) *dep.*	...	7 50	8 10	8 20	8 45	9 30	12 20	1 35	...
1	North Melbourne ...	...	7 53*	8 13*	8 23*	8 48*	9 33*	12 23*	1 38*	...
2¼	*South Kensington* ○ ...	...	*-	*	*	*	*	*	*	...
3½	Footscray	...	7 59	8 19	8 29	8 52*	9 38*	12 29	1 43*	...
4	*Middle Footscray* ○ ...	...	*	*	*	*	*	*	*	...
4½	West Footscray ...	...	*	*	*	*	*	*	*	...
5¾	*Tottenham* ○ ...	...	*	*	*	*	*	*	*	...
7¾	Sunshine	...	8 9	8 28	8 38	9 0*	9 45*	12 38	1 51*	...
8½	*Albion* ○	...	*	*	*	*	*	*	*	...
11¼	St. Albans	...	8 16◆◆	8 35	8 43◆◆	9 5*	9 50*	12 43*	1 56*	...
15	*Sydenham* ○ ...	...	8 21	8 40*	8 47◆◆	9 10*	9 54*	12 49	2 0*	...
20¼	*Diggers Rest* ○ ...	...	8 30	8 48*	8 55*	9 17*	10 2*	12 57	2 7*	...
23¾	Sunbury ... *arr.*	...	...	...	...	...	...	...	...	...
	dep.	...	8 36	8 55	9 3	9 23*	10 6*	1 4	2 13	...
24½	Rupertswood Pl. NC...	...	*	8 58P	*	*	*	*	*	...
31¼	Clarkefield	...	8 48	9 11	9 16	9 35*	10 17*	1 16	2 24*	...
35½	*Riddell* ○	...	8 55	9 17 115	9 22	9 40*	10 22*	1 22	2 29*	...
40	Gisborne	...	9 4 115	9 27 115	9 32	9 48*	10 29*	1 31	2 36*	...
43¼	Macedon	...	9 11	9 34	9 39	9 53*	10 33*	1 38	2 41*	...
	arr.	...	...	...	...	...	...	1 50	...	...
48½	**WOODEND** W						—115			
	dep.	5 45	9 21	9 45	9 50	10 2*	10 43	...	2 50	...
53	*Carlsruhe* ○	5 52*	¶	9 50*	9 55*	10 7*	10 49§	...	2 55*	...
57	Kyneton W *arr.*	5 59	—111	—111	...	...	...	...	...	...
	dep.		9 31	9 57	10 2	10 12*	...	...	3 1	...
63½	Malmsbury	...	9 42	10 6	10 10	10 19*	To Daylesford (see page 26)	...	3 8◆◆	...
67¾	*Taradale*	...	9 48	10 12	10 17	10 24*		...	3 13*	...
70¼	*Elphinstone* ○ ...	...	9 53	10 17	10 21	10 27*		...	3 18◆◆	...
74¾	*Chewton* ...	...	10 0	10 24	10 28	10 32*		...	3 23*	...
78	**CASTLEMAINE** W *arr.*	...	10 9	10 29	10 33	10 37		...	3 27	...
	dep.	...	10 12	10 33	10 36	10 40		...	3 30 139	...
82¾	*Harcourt* ○	...	10 20	10 42	10 45	10 47*		...	3 38	...
90¼	*Ravenswood* ○ ...	...	§	10 52◆◆	10 55◆◆	10 56*	...	...	3 47*	...
97¾	*Kangaroo Flat* ○ ...	...	10 42	11 3	11 6	11 5*	...	...	3 58	...
99¼	Golden Square ...	...	10 46	11 7	11 10	11 8*	...	...	4 2	...
100¾	**BENDIGO** W *arr.*	...	10 55	11 15BC	11 15BC	11 15BC	...	...	4 5	...
	" ... *dep.*	...	...	11 35 To Swan Hill Mon., Wed., Fri., Sat. (page 36)			...	...	...	...

P—Stops only to set down school children. Will not stop during school holiday periods.

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

BC :— **BRANCH LINE CONNECTIONS**

Dep. **BENDIGO**	To—	Days of Connection
11.50 a.m. ...	... **ECHUCA**	**MON. to SAT.** (page 30)
	—DENILIQUIN	**WED., THUR., and SAT.** (page 30)
	—MOULAMEIN	**MON. and THUR.** (page 34)
	—BALRANALD	**THUR.** (page 34)
12 noon ...	...**KORONG VALE–SEA LAKE**	**TUE., WED., THUR., SAT.** (page 44)
	—ULTIMA	**TUE., WED., THUR., SAT.** (page 50)
	—ROBINVALE	**WED.** (page 50)
12.10 p.m. ...	...**COHUNA**	**SAT.** (page 28)

MELBOURNE–BENDIGO

Down — **PASSENGER SERVICE**

Miles	STATIONS	103 PASS. MON. to FRI. (See Note)	81 Diesel Electric Rail Motor MON. to FRI.	113 280 H.P. Diesel Rail Car Mon. to Fri.	119 PASS. MON. to FRI. (See Note)	121 280 H.P. Diesel Rail Car Sat. (See Note)	123 PASS. MON., TUE., WED., THUR. (See Note)	127 PASS. FRI. (See Note)	131 PASS. SAT. (See Note)
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE** W (Spencer Street) *dep.*	1 35	4 27	4 55	5 14	5 35	5 45	5 45	6 5
1	North Melbourne ...	1 38*	4 31	4 58*	5 18	5 38*	5 48*	5 48*	6 8*
2¼	*South Kensington* ○ ...	*	*	*	*	*	*	*	*
3½	Footscray	1 43*	4 38	5 3*	5 24	5 43*	5 52*	5 53*	6 12*
4	*Middle Footscray* ○ ...	*	*	*	*	*	*	*	*
4½	West Footscray ...	*	*	*	*	*	*	*	*
5¾	*Tottenham* ○	*	*	*	*	*	*	*	*
7¾	Sunshine	1 51	4 47	5 11	5 32	5 50	6 0*	6 1*	6 20
8½	*Albion* ○	*	*	*	*	*	*	*	*
11¼	St. Albans	1 56*	4 53	5 15*	5 39	5 55*	6 5*	6 7*	6 25*
15	*Sydenham* ○	2 1◆	5 1	5 19*	5 46	6 1	6 10*	6 13*	6 30*
20½	*Diggers Rest* ○ ...	2 10◆	5 11	5 27*	5 56	6 10	6 18*	6 22*	6 39*
23¾	Sunbury ... *arr.*	...	5 20	...	...	...	...	...	...
	dep.	2 17		5 32*	6 4	6 16	6 24	6 29	6 46
24½	Rupertswood Plt. N C	*	...	5 33**A**	*	*	*	*	*
31¼	Clarkefield	2 28§	...	5 43*	6 17	6 28	6 37*	6 43*	6 58*
35¼	*Riddell* ○	2 35	...	5 49	6 24	6 36	6 45	6 52	7 4*
40	Gisborne	2 45	...	5 57*	6 34	6 47	6 56	7 5	7 12*
43¼	Macedon	2 52	...	6 2*F	6 41	6 52*	7 3	7 12	7 17
	arr.	...	...	...	6 50	7 2	...	...	...
48½	**WOODEND**				**Mon. to Thur.**	**–131**			**–121**
	dep.	3 3	...	6 15	6 51	7 35	7 14	7 24	7 28
53	*Carlsruhe* ○ ...	3 8*	...	6 21§	6 56*	7 41§	7 19*	7 29*	7 33*
57	Kyneton W *arr.*	...	...	...	7 5	...	...	...	...
	dep.	3 15	...				7 26	7 37	7 40
63½	Malmsbury	3 23◆	...		...		7 35	7 46	7 49
67¾	*Taradale*	3 28*	...		...		7 41◆	7 52◆	7 55◆
70½	*Elphinstone* ○	3 33◆	...		...		7 46	7 57	8 0
74¾	*Chewton*	3 38*	...		...		7 52◆	8 3◆	8 6
78	**CASTLEMAINE** W *arr.*	3 42	...		...		7 57	8 8	8 11
	dep.	3 46	...		...		8 0	8 11	8 14
82¾	*Harcourt* ○	3 55	...		...		8 10	8 22	8 23
90¼	*Ravenswood* ○	4 6*	...		...		8 21*	8 33*	8 33*
97¾	*Kangaroo Flat* ○ ...	4 17	...		...		8 33	8 46	8 45
99¼	Golden Square	4 21	...		...		8 37	8 50	8 49
100¾	**BENDIGO** W *arr.*	4 25**BC**	...		...		8 45	9 0	8 55
	dep.	4 40	...		...				
		to Swan Hill Tu., Thu. (page 36)		To Daylesford (see page 26)		To Daylesford (see page 26)			

A—Stops only to pick up students. Will not stop during school holiday periods.
F—Stops Macedon, Mondays to Thursdays inclusive to detrain only.

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

BRANCH LINE CONNECTIONS

BC:—

BENDIGO Dep.	To—	Days of Connection
4.45 p.m. ...	... **ECHUCA–DENILIQUIN**	**MON., TUE., FRI.** (page 30)
4.55 p.m. ...	... **KORONG VALE–SEA LAKE**	**MON., FRI.** (page 44)
...	... **—ULTIMA–ROBINVALE**	**MON., FRI.** (page 50)
5.10 p.m. ...	... **COHUNA**	**MON. to FRI.** (page 28)

BENDIGO–MELBOURNE.
Passenger Service.

Up.

Miles	STATIONS	30 Diesel Electric Rail Motor Mon. to Fri.	32 PASS. MON. to FRI. (See Note)	38 280 H.P. Diesel Rail Car Mon. to Sat.	40 PASS. MON. to SAT. (See Note)		50 PASS. MON. to SAT. (See Note)	64 280 H.P. D.R.C. Mon. to Fri. (See Note)	
		A.M.	A.M.	A.M.	A.M.		A.M. 8.30 from Swan Hill	P.M.	
—	**BENDIGO** W arr.	...	...	...	...	...	11 40	...	...
	dep.	...	...	...	7 0	...	**Noon** 12 0**BS**	...	...
							P.M.		
1½	Golden Square ...	...	...	...	7 3		12 3*	...	...
3	*Kangaroo Flat* ○ ...	...	...	...	7 7	...	12 5*	...	...
10½	*Ravenswood* ○ ...	...	...	From Daylesford (see page 26)	7 17*	...	12 16*	From Daylesford (see page 26)	...
18	*Harcourt* ○ ...	...	...		7 28		12 27		...
22¾	**CASTLEMAINE** W arr.	...	...		7 34	...	12 33–**54**		...
	dep.	...	...		7 36	...	12 35		...
26	*Chewton*	...	...		7 41◆	...	12 42*		...
30½	*Elphinstone* ○ ...	...	...		7 52	...	12 52*		...
33	*Taradale*	...	...		7 56◆	...	12 55*		...
37¼	Malmsbury	...	...		8 2	...	1 0*		...
43¾	Kyneton W arr.	...	...	...	...	...	...	...	...
	dep.	...	6 45	...	8 14		1 9	...	...
47¾	*Carlsruhe* ○	...	6 52*	7 35§	8 20*	...	1 15*	3 19§	...
52¼	**WOODEND** W arr.	...	6 58 **Mon. to Sat.**	...	...	...	...	...	...
	dep.	...	7 0	7 43	8 26	...	1 22	3 27 **–62**	...
57½	Macedon	...	7 8	7 50	8 35	...	1 30	3 33*	...
60¾	Gisborne	...	7 13	7 54*	8 40	...	1 34*	3 36*	...
65½	*Riddell* ○	...	7 19	8 0	8 45*	...	1 38*	3 41*	...
69½	Clarkefield ... arr.	...	...	...	...	...	...	...	...
	dep.	...	7 25	8 5*	8 51	...	**–20** 1 42*	3 47	...
76¼	Rupertswood Plat. NC	...	*	*	8 59**B**	...	*	3 56**P**	...
77	Sunbury ... arr.	...	...	...	...	...	...	...	...
	dep.	6 30	7 35	8 14*	9 1	...	1 50	3 59	...
80½	*Diggers Rest* ○ ...	6 35	7 41	8 18*	9 6	...	1 54*	4 4◆	...
85¾	*Sydenham* ○ ...	6 43	7 48	8 24*	9 13	...	1 59*	4 11* **20**	...
89½	St. Albans ...	6 50††	7 55	8 29*	9 20*	...	2 3*	4 17††	...
92¼	*Albion* ○ ...	*	*	*	*	...	*	*	...
93	Sunshine	6 56	8 1	8 34	9 24*M	...	2 8*	4 23††	...
95	*Tottenham* ○ ...	*	*	*	*	...	*	*	...
96¼	West Footscray ...	*	*	*	*	...	*	*	...
96¾	*Middle Footscray* ○ ...	*	*	*	*	...	*	*	...
97¼	Footscray	7 5	8 9	8 42*	9 32	...	2 15*	4 32††	...
98½	*South Kensington* ○ ...	*	*	*	*	...	*	*	...
99¾	North Melbourne ...	7 11	8 15	8 49*	9 37*	...	2 21*	4 37*	...
100¾	**MELBOURNE** W arr. (Spencer Street)	7 15	8 20	8 53	9 40	...	2 25	4 40	...

B—Stops Mondays to Fridays only to set down students. Will not stop during school holiday periods.
M—Stops Sunshine Mondays only, to set down.
P—Stops Mondays to Fridays inclusive to pick up school children. Will not stop during school holiday periods.

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

BS—Branch Line Services connecting with No. 50 at Bendigo—

Connecting Days:	Departs:	From:	Arrives Bendigo:
MON. to SAT. ...	8.30 a.m.	**COHUNA**	11 5 a.m.
TUE., THUR., SAT. ...	4.50 a.m.	**ROBINVALE**	
MON. to SAT. ...	7.21 a.m.	**ULTIMA** ...	11.25 a.m.
MON. to SAT. ...	7.5 a.m.	**SEA LAKE**	
WED., FRI. ...	5.30 a.m.	**BALRANALD** ...	11.30 a.m.
MON. to SAT. ...	8.35 a.m.	**DENILIQUIN**	

BENDIGO–MELBOURNE.

PASSENGER SERVICE.

Up.

Miles	STATIONS		76 280 H.P. Diesel Rail Car Sat. (See Note)	94 PASS. MON. TO FRI. (See Note)	78 PASS. SAT. (See Note)		
			P.M.	P.M.	P.M.		
—	**BENDIGO** W	*dep.*	...	5 20BC	5 45	...	...
1½	Golden Square	...	...	5 24	5 48	...	...
3	*Kangaroo Flat* ○	...	...	5 28	5 51	...	...
10½	*Ravenswood* ○	...	...	5 39	6 1‡	...	...
18	*Harcourt* ○	...	...	5 51	6 12	...	...
22¾	**CASTLEMAINE** W ...	*arr.*	...	5 57	6 18	...	...
		dep.	...	6 0	6 21	...	...
26	*Chewton*	...	...	6 7	6 27‡	...	...
30½	*Elphinstone* ○	...	...	6 18	6 37	...	...
33	*Taradale*	...	...	6 23	6 41‡	...	...
37¼	Malmsbury	...	...	6 30	6 48	...	...
43¾	Kyneton W	...	...	6 41	6 59	...	...
47¾	*Carlsruhe* ○	...	4 9§	6 46*	7 5*	...	...
52¼	**WOODEND** W	*arr.*	...	—98	...	...	...
		dep.	4 16	6 54	7 11	...	
57½	Macedon	...	4 22*	7 3	7 20	...	
60¾	Gisborne	...	4 25*	7 9	7 26	...	
65½	*Riddell* ○	...	4 30*	7 16	7 31	...	
69½	Clarkefield	...	4 34*	7 22	7 37	...	
76¼	Rupertswood Platform NC ...	...	*	*	*	...	..
77	Sunbury	...	4 43¶	7 32	7 47	...	...
80½	*Diggers Rest* ○	...	4 47*	7 38	7 53	...	...
85½	*Sydenham* ○	...	4 53*	7 45	8 0	...	...
89½	St. Albans	...	4 57*	7 51††	8 6††	...	...
92¼	*Albion* ○	...	*	*	*	...	...
93	Sunshine	...	5 2*	7 58	8 12	...	...
95	*Tottenham* ○	...	*	*	*	...	...
96½	West Footscray	...	*	*	*	...	...
96¾	*Middle Footscray* ○	...	*	*	*	...	...
97¼	Footscray	...	5 10*	8 6	8 21	...	...
98½	*South Kensington* ○	...	*	*	*	...	...
99¾	North Melbourne	...	5 17*	8 11*	8 27*	...	...
100¾	**MELBOURNE** W (Spencer St)	*arr.*	5 20	8 15	8 31	...	...

From Daylesford (see page 26)

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

BC—Branch Line Service connecting with No 94 at Bendigo—

Connecting Days :	Departs :	From :	Arrives Bendigo :
MON., TUE., FRI. ...	3.20 p.m.	**ECHUCA**	4.50 p.m.

Down

SUNDAY EXCURSION TRAINS

Miles	STATIONS		133 PASS. SUN. (See Note)	135 PASS. SUN.	137 PASS. SUN. (See Note)	
			A.M.	A.M.	P.M.	
—	**MELBOURNE** W (Spencer Street) ... *dep.*		9 30**V**	...	7 5	...
1	North Melbourne		9 33*	...	7 8*	...
2¼	*South Kensington* ○		*	...	*	...
3½	Footscray		9 39	...	7 14	...
4	*Middle Footscray*		*	...	*	...
4½	West Footscray		*	...	*	...
5¾	*Tottenham* ○		*	...	*	...
7¾	Sunshine		9 48	...	7 23	...
8½	*Albion* ○		*	...	*	...
11¼	St. Albans		9 52*	...	7 27*	...
15	*Sydenham*		9 57*	...	7 32*	...
20¼	*Diggers Rest*		10 7	...	7 41	...
23¾	Sunbury		10 14	...	7 47	...
24½	Rupertswood Plt. N C		*	...	*	...
31¼	Clarkefield		10 26*	...	7 58*	...
35½	*Riddell* ○		10 31*	...	8 3*	...
40	Gisborne	*arr.*	10 40–**120**	...	...	...
		dep.	10 44 ●	...	8 12	...
43¼	Macedon ...	*arr.*	...	...	8 18–**124**	...
		dep.	10 51	...	8 24 ●	...
48½	**WOODEND** W ...	*arr.*	11 1	...	...	...
		dep.	11 11	11 18	8 34	...
53	*Carlsruhe* ○		11 16*	11 23*	8 39*	...
57	Kyneton W	*arr.*	...	...	...	...
		dep.	11 22	...	8 45	...
63½	Malmsbury		11 30	...	8 53	...
67¾	*Taradale*		11 35*	...	8 58*	...
70¼	*Elphinstone* ○		11 38*	...	9 1*	...
74¾	*Chewton*		11 43*	...	9 6*	...
78	**CASTLEMAINE** W ...	*arr.*	...	...	...	...
		dep.	11 48	...	9 11	...
82¾	*Harcourt* ○		11 55*	...	9 18*	...
			P.M.			
90¼	*Ravenswood* ○		12 4*	...	9 27*	...
97¾	*Kangaroo Flat* ○		12 15	...	9 38	...
99¼	Golden Square		12 18*	...	9 41*	...
100¾	**BENDIGO** W	*arr.*	12 21	...	9 44	...

To Daylesford (see page 26)

V—9.30 a.m. (**No. 133**) is a combined Bendigo and Daylesford Passenger train from Spencer Street to Woodend, Bendigo carriages and brakevan leading. To be operated by "B" and "T" class locomotives to Woodend. "T" class to be the leading locomotive.

● **No. 133** may depart Gisborne 10.41 a.m.

No. 137 may depart Macedon 8.19 p.m.

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

BENDIGO–MELBOURNE

SUNDAY EXCURSION TRAINS

Up

Miles	STATIONS		120 PASS. SUN. (See Note)	122 PASS. SUN. (See Note)	124 PASS. SUN. (See Note)	
			A.M.	P.M.	P.M.	
—	**BENDIGO**	*dep.*	9 10	...	6 40	...
1½	Golden Square ...	...	9 13*		6 43*	...
3	*Kangaroo Flat* ○ ...	...	9 16		6 47	
10½	*Ravenswood*	...	9 26*		6 58*	...
18	*Harcourt* ○	...	9 35*		7 10	...
22¾	**CASTLEMAINE** W	*arr.*	...		...	...
		dep.	9 42		7 17	...
26	*Chewton*	...	9 48*		7 23*	...
30½	*Elphinstone* ○... ...	...	9 55*		7 32	...
33	*Taradale*	...	9 58*		7 37	...
37¼	Malmsbury	...	10 5		7 45	...
43¾	Kyneton W ...	...	10 15		7 56	...
47¾	*Carlsruhe* ○	...	10 20*	7 31*	8 2*	...
52¼	**WOODEND** W ...	*arr.*	...	...	...	...
		dep.	10 26	7 37	8 9	...
57½	Macedon	*arr.*	...	...	8 18–**137**	...
		dep.	10 35	7 45*	8 22 ●	...
60¾	Gisborne	*arr.*	10 40–**133**	...	...	
		dep.	10 44 ●	7 49*	8 28	...
65½	*Riddell* ○	...	10 49*	7 54*	8 33*	...
69½	Clarkefield ...	...	10 53*	7 58*	8 37*	...
76¼	Rupertswood Plt. N C ...	...	*	*	*	...
77	Sunbury	...	11 1	8 7	8 45	...
80½	*Diggers Rest* ○ ...	...	11 7	8 12*	8 51	...
85¾	*Sydenham* ○	...	11 13*	8 18*	8 57*	...
89½	St. Albans	...	11 17*	8 22*	9 1*	...
92¼	*Albion* ○	...	*	*	*	...
93	Sunshine	...	11 23	8 28	9 7	...
95	*Tottenham* ○	...	*	*	*	...
96½	West Footscray ...	...	*	*	*	...
96¾	*Middle Footscray* ○ ...	...	*	*	*	...
97¼	Footscray	...	11 31	8 37	9 15	...
98½	*South Kensington* ○ ...	...	*	*	*	...
99¾	North Melbourne ...	...	11 36*	8 42*	9 21*	...
100¾	**MELBOURNE** W (Spencer St.) ...	*arr.*	11 39	8 45	9 25	...

From Daylesford (See page 26).

● **No. 120** may depart Gisborne 10.41 a.m. **No. 124** may depart Macedon 8.19 p.m.

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

For North Eastern Goods Trains, via Albion—See North Eastern Working Time-table

Down

Miles	STATIONS		15 Fast Goods (News) Mon. to Sat. ('B' Loco.) (400 tons)	17 Goods Tue. to Sat.	115 Rd'side Goods Wed., Fri.	99 Throu. Goods Tue., to Sat. ‡	117 Goods Wed., Fri.	167 Pilot Mon to Fri.
—	**MELBOURNE YARD**	*dep.*	A.M. 1 30**A**	A.M. 2 0	A.M. 2 30	A.M. 3 0	A.M. ...	A.M. ...
	West Tower		...	...	...	...	...	...
	South Dynon Loco ...		...	...	...	...	...	...
2¼	*South Kensington* ○		1 41	2 12	2 42	3 15	...	...
5¾	Tottenham Goods Yard W	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
3½	Footscray		1 44	2 18	2 48	3 23	...	...
4	*Middle Footscray* ○		...	...	...	...	...	...
4½	West Footscray		...	...	...	...	...	...
5¾	*Tottenham*		...	...	...	...	...	...
7¾	Sunshine		1 52	2 30	3 0	3 35	...	...
8½	*Albion* ○		1 55	2 33	3 3	3 38	...	...
8¾	Albion Siding NC		...	...	...	...	...	...
11¼	St. Albans		1 59	2 38	3 10	3 43	...	...
15	*Sydenham* ○ ...	*arr.*	...	...	3 25–**99**	...–**115**	...	...
		dep.	2 6	2 49	4 22	3 53	...	...
20¼	*Diggers Rest* ○ ...	*arr.*	...	...	4 45	...	...	...
		dep.	2 16	3 10	5 0	4 20	...	...
23¾	Sunbury	*arr.*	...	...	5 10	...	...	...
		dep.	2 23	3 20	6 0	4 28	...	...
31¼	Clarkefield	*arr.*	...	...	6 25	...	...	...
		dep.	2 38	3 45	7 10	4 51	...	...
35¼	*Riddell* ○	*arr.*	...	...	7 25	...	...	...
		dep.	2 47	3 59	7 40	5 4	...	...
40	Gisborne ...	*arr.*	...	...	8 0	...	...	...
		dep.	2 59	4 18	8 45	5 22	...	...
43¼	Macedon	*arr.*	...	...	9 2–**53**	...	...	...
		dep.	3 7	4 30	9 46	5 33	...	...
48½	**WOODEND** W ...	*arr.*	3 20	4 50	10 5–**65**	...	...	...
				Tue. to Fri.				
		dep.	3 23	5 10	...	5 51	8 0	...
53	*Carlsruhe* ○... ...	*arr.*	...	...	...	...	8 12	...
		dep.	3 30	5 18	...	5 59	8 15	...
57	Kyneton W ...	*arr.*	3 37	5 25–**6**	...	6 7–**17**		...
		dep.	3 41			6 27		...
63½	Malmsbury		3 53	...	...	6 39		...
			Mon. / **Tue. to Sat.**				To Daylesford (Page 26)	
67¾	*Taradale*		... / ...	...	...	...		...
70¼	*Elphinstone* ○ ...	*arr.*	... / 4 7–**4**	...	...	...	...	...
		dep.	4 7 / 4 15	...	...	6 51	...	...
74¾	*Chewton*		... 4 16 / 4 24	...	...	7 0	...	...
78	**CASTLEMAINE** W ...	*arr.*	4 22 / 4 30	...	...	7 5	...	...
		dep.	4 27 / 4 35	...	...	7 25	...	...
82¾	*Harcourt* ○		4 38 / 4 46	...	...	7 37	...	...
90¼	*Ravenswood* ○		4 54 / 5 1	...	...	7 55	...	...
97¾	*Kangaroo Flat*		5 10 / 5 18	...	...	8 13	...	...
99¼	Golden Square ○ ...	*arr.*	... / ...	...	...	...	...	...
		dep.	5 15 / 5 24	...	...	8 17	...	9 5
100¾	**BENDIGO** W ...	*arr.*	5 20 / 5 30	...	...	8 25	...	9 10

A. See page 143 re stopping conditions for 1.30 a.m. (**No. 15**) News Goods.

FOR BLOCK NOTES—See page 13.

Miles	STATIONS		111 R'side Goods Tues., Thur.	31 Light Engine Mon to Fri. ‡	125 Through Goods Mon to Sat. ‡	129 Through Goods Mon. to Fri. ‡	139 Through Goods Mon. to Sat. ('B' Loco.)		143 Light Engine Sat. (Mon. to Fri. ‡)
			A.M.	A.M.	A.M.	A.M.	A.M.		P.M.
—	**MELBOURNE YARD**	*dep.*	...	...	9 0	10 0	11 0		...
	West Tower	...	...	...	...	...	...		...
	South Dynon Loco....		...	...	...	...	...		1 0
2¼	*S. Kensington* ○	*arr.*	...	...	9 15	10 15	11 15		...
		dep.	...	...	9 45	10 22	11 22		1 15
		arr.	...	...	...	...	...		1 25
5¾	Tottenham Goods Yard W								**Thro. Goods Sat.** (Mon. to Fri. ‡)
		dep.	...	...	...	...	...		2 10**A**
3½	Footscray ...	...	...	...	9 49	10 27	11 26		...
4	*Middle Footscray* ○	...	...	...	...	...	...		...
4½	West Footscray	...	...	...	...	...	...		...
5¾	*Tottenham*	...	...	...	...	...	...		...
7¾	Sunshine ...	*dep.*	...	...	9 59	10 37	11 37		2 21
8½	*Albion* ○ ...	...	...	...	10 2	10 40	11 40		2 24
8¾	Albion Siding NC		..		...	...	...		...
11¼	St Albans ...	...	...	...	10 7	10 45	11 45		2 29
15	*Sydenham* ○	...	...	...	10 17	10 55	11 53		2 39
							P.M.		
20¼	*Diggers Rest* ○	...	...	...	10 37	11 15	12 7		2 59
23¾	Sunbury ...	...	...	...	10 45	11 23	12 14		3 7
31¼	Clarkefield ...	...	...	...	11 8	11 46	12 32		3 30
35¼	*Riddell* ○	...	...	...	11 21	11 59	12 40		3 43
40	Gisborne	*arr.*	...	...	...	P.M.	...		...
		dep.	...	...	11 39	12 17	12 56		4 1
43¼	Macedon ...	...	...	...	11 49	12 27	1 4		4 11
		arr.	...	...	...	...	1 20		...
					P.M.		Mon. to Fri.	Sat.	
48½	**WOODEND** W	*dep.*	8 30	10 30	12 7	12 45	1 40	2 0	4 29
		arr.	8 42	...	...	...	...	...	...
53	*Carlsruhe* ○...	*dep.*	8 50	10 36	12 15	12 53	1 48	2 8	4 37
		arr.	9 2–**53**	...	12 23	...	1 56	...	...
57	Kyneton W	*dep.*	10 8	10 42	12 43	1 0	2 16	2 16	4 44
		arr.	10 28–**31**	...–**111**	...	...	...	...	...
63½	Malmsbury ...	*dep.*	11 10	10 49	12 54	1 12	2 27	2 27	4 55
		arr.	11 22	...	...	...	...	...	...
67¾	*Taradale* ...	*dep.*	11 32	10 54	1 2	1 20	2 34	2 34	5 3
		arr.	11 42	...	...	...	...	...	...
70¼	*Elphinstone* ○		P.M.						
		dep.	12 10	10 57	1 6	1 24	2 38	2 38	5 7
74¾	*Chewton* ...	*arr.*	12 23	...	...	...	...	...	...
		dep.	12 28	11 3	1 15	1 33	...	...	5 16
		arr.	12 37	...	...	1 40–**130**	2 50	2 50	5 25
			–**54, 125**						
						Mon. Wed. Fri. ‡	Tue. Thur. ‡		—**93**
78	**CASTLEMAINE** W				–**111**				
		dep.	1 34	11 8	1 20	2 10	2 25	3 10	4 10	5 45
		arr.	1 46	...	...	...	...	...	...	...
82¾	*Harcourt* ○	*dep.*	1 56	11 16	1 32	2 22	2 37	3 20	4 20	5 58
		arr.	2 18	...	...	...	...	...	...	...
90¼	*Ravenswood* ○	*dep.*	2 27	11 27	1 50	2 40	2 55	3 37	4 37	6 16
		arr.	2 51	...	...	...	...	...	...	...
97¾	*Kangaroo Flat* ○	*dep.*	2 56	11 37	2 8	2 58	3 13	3 51	4 55	6 34
		arr.	...	...	...	...	...	...	...	...
99¼	Golden Square	*dep.*	3 1	11 40	2 13	3 2	3 18	3 55	5 0	6 39
100¾	**BENDIGO** W	*arr.*	3 10	11 45	2 20	3 10	3 25	4 0	5 5	6 45

A:– On Mondays to Fridays No. 143 may originate Maribyrnong at 1.10 p.m., West Tower arrive 1.30 p.m. depart 1.50 p.m., Sth. Kensington 1.55 p.m., Sunshine 2.21 p.m. thence as tabled.

Down

Miles	STATIONS		145 Light Engine Fri.	147 Light Engine Mon. to Thur.	151 Light Engine Mon. to Fri.	153 Through Goods Mon. to Fri.	157 Fast Goods Mon. to Fri.	163 Light Engine Mon. to Fri.	173 Through Goods Mon. to Fri. ‡
—	**MELBOURNE YARD**	*dep.*	P.M. ...	P.M. ...	P.M. ...	P.M. 5 40	P.M. 7 20	P.M. ...	P.M. (10 p.m. ex Newport) Formed by 6.40 p.m. (No. 68) ex Nth. Geelong
	West Tower	...	...	...	...	...	...	...	
	South Dynon Loco	...	...	...	4 30	...	...	8 25	
2¼	*South Kensington* ○ ...	*arr.*	...	...	...	...	7 35	...	
		dep.	...	...	4 45	6 0	7 45	8 40	
		arr.	...	...	4 55	...	...	8 50	
5¾	Tottenham Goods Yd. W				**Thro. Goods**			**Thro. Goods**	
		dep.	...	...	5 35	...	...	9 30	
3½	Footscray	...	...	...	...	...	7 50	...	
4	*Middle Footscray* ○ ...	...	...	...	...	...	...	...	
4½	West Footscray ...	...	...	...	...	...	...	...	
5¾	*Tottenham*	...	...	...	...	...	...	...	
7¾	Sunshine	*arr.*	...	...	5 46	...	...	...	...
		dep.	...	...	6 4	6 25	8 1	9 41	10 18
8½	*Albion* ○	...	...	...	6 7	6 28	8 4	9 44	10 21
8¾	Albion Siding N C	...	...	...	...	...	...	...	...
11¼	St. Albans	...	...	...	6 14	6 35	8 9	9 49	10 25
15	*Sydenham* ○	...	...	...	6 24	6 50	8 17	9 57	10 35
20¼	*Diggers Rest* ○ ...	...	...	...	6 44	7 10	8 31	10 11	10 55
23¾	Sunbury	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	6 52	7 18	8 38	10 18	11 3
31¼	Clarkefield	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	7 15	7 36	8 56	10 36	11 26
35¼	*Riddell*	*arr.*	...	...	...	7 46	...	...	...
		dep.	...	...	7 28	8 3–**98**	9 4	10 44	11 39
40	Gisborne ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	7 46	8 22	9 20	11 0	11 57
									Tue. to Sat. ‡ A.M.
43¼	Macedon	*arr.*	...	...	...	...	...	...	...
		dep.	...		7 56	8 32	9 28	11 8	12 7
48½	**WOODEND** W ...	*arr.*	...		...	...	...	11 25	12 26
		dep.	7 10	...	8 14	8 50	9 42	11 50	12 46
53	*Carlsruhe* ○	...	7 15	...	8 22	8 58	9 49	11 57	12 54
								Tues. to Sat. A.M.	
57	Kyneton W ...	*arr.*	...	...	...	...	...	12 5	1 2
		dep.	7 20	7 40	8 29 **104**	9 5	9 56	—**114** 12 38	1 22
63½	Malmsbury	*arr.*	...	...	8 40	...	...	...	...
		dep.	7 28	7 48	8 50	9 16	10 6 **116**	12 51	1 34
67¾	*Taradale*	...	7 34	7 54	...	...	...	...	...
70¼	*Elphinstone* ○ ...	*arr.*	...		...	...	10 20	...	...
		dep.	7 38	7 58	9 4	9 29	10 50	1 5	1 46
74¾	*Chewton*	...	7 43	8 3	9 13	9 38	...	1 14	1 55
78	**CASTLEMAINE** W ...	*arr.*	7 47	8 7	9 20	9 45	11 5	1 20	2 2
				Run					
		dep.	...	No. 128	9 40	10 10	11 35	1 50	2 45
82¾	*Harcourt* ○	...	...	...	9 53	10 23	11 46	2 0	2 57
							Tue. to Sat. A.M.		
90¼	*Ravenswood* ○ ...	...	...	...	10 11	10 41	12 3	2 17	3 15
97¾	*Kangaroo Flat* ○ ...	...	...	...	10 29	10 59	12 17	2 31	3 33
99½	Golden Square ...	...	...	...	10 33	11 3	12 21	2 35	3 37
100¾	**BENDIGO** W ...	arr.	...	...	10 40	11 10	12 25	2 40	3 45

Up **GOODS SERVICE.**

Miles	STATIONS		2 Thro. Goods Tue. to Sat. Load 500 Tons	4 Goods 'B'Loco. Tue. to Sat.	6 Fast Goods Alt. Tues. Comm. 4/11/69 Alt. Fri. Comm. 14/11/69 / Other days ‡	18 Fast Goods Mon. to Sat. ‡	54 Roadside Goods Tue., Thur.	168 Pilot Mon. to Fri.	
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
—	**BENDIGO** W ...	*dep.*	12 15	1 20	3 0A	7 20	7 30	8 0	...
		arr.	...	...	...	...	...	8 8	...
1½	Golden Square	*dep.*	12 19	1 24	3 4	7 24	7 35		...
		arr.	...	...	...	...	7 45	...	...
3	*Kangaroo Flat* ○	*dep.*	12 24	1 28	3 9	7 29	8 30	...	...
		arr.	...	...	...	...	8 55	...	...
10½	*Ravenswood* ○	*dep.*	12 47	1 46	3 32	7 52	9 20	...	...
		arr.	...	...	...	...	9 45	...	...
18	*Harcourt* ○ ...	*dep.*	1 7	2 5	3 52	8 12	10 45	...	...
		arr.	1 15	2 15	4 0	...	10 55	...	...
22¾	**CASTLEMAINE** W						—50		
							P.M.		
		dep.	1 35	3 0	4 38	8 20	12 52	...	...
		arr.	...	...	...	...	1 6	...	...
26	*Chewton* ...	*dep.*	...	...	...	8 32	1 16	...	...
		arr.	...	3 30–15	...	...	1 46	...	...
30½	*Elphinstone* ○	*dep.*	2 7	4 35	5 10	8 52	2 30	...	...
		arr.	...	...	...	...	2 42	...	...
33	*Taradale* ...	*dep.*	...	...	...	...	2 47	...	...
		arr.	...	...	...	...	3 10	...	...
37¼	Malmsbury ...	*dep.*	2 22	4 50	5 25	9 7	3 25	...	...
		arr.	...	...	—32	...	3 51	...	...
43¾	Kyneton W ...	*dep.*	2 36	5 6	5 39	9 21	4 35	...	...
		arr.	...	...	...	...	...	...	...
47¾	*Carlsruhe* ○ ...	*dep.*	2 44	5 15	5 48	9 30	4 47	...	...
		arr.	2 55	...	5 57	9 40	5 0	...	...
52¼	**WOODEND** ○ ...								...
		dep.	3 15	5 23	6 17	10 0	...	...	...
		arr.	...	...	...	...	...	...	...
57½	Macedon ...	*dep.*	3 27	5 34	6 30	10 12	...	...	...
		arr.	...	...	...	...	...	...	...
60¾	Gisborne ...	*dep.*	3 33	5 40	6 36	10 18	...	...	...
		arr.	...	...	...	...	...	...	...
65½	*Riddell* ○ ...	*dep.*	3 41	5 48	6 44	10 26	...	...	...
		arr.	...	...	...	...	...	...	...
69½	Clarkefield ...	*dep.*	3 48	5 55	6 52	10 33	...	...	...
		arr.	...	...	...	...	...	...	...
77	Sunbury ...	*dep.*	4 0	6 7	7 4	10 45	...	...	...
		arr.	...	...	...	...	...	...	...
80½	*Diggers Rest* ○	*dep.*	4 6	6 12	7 10	10 51	...	...	...
		arr.	...	...	...	...	...	...	...
85¾	*Sydenham* ○ ...	*dep.*	4 14	6 20	7 18	10 59	...	...	...
89½	St. Albans ...	...	4 20	6 27	7 24	11 10	...	...	...
92	Albion Siding NC	...	...	...	...	...	...	...	...
92¼	*Albion* ○ ...	...	4 24	6 30	7 29	11 15	...	...	...
93	Sunshine ...	...	4 27	6 33	7 32	11 18	...	...	...
95	*Tottenham Goods Yard* ○	*arr.*	4 40	6 45	7 45	11 30	...	...	...
		dep.	5 10	7 10	8 10	11 50	...	...	...
97¼	Footscray ...	...	...	...	...	P.M.	...	...	...
98⅓	*South Kensington* ○	...	5 26	7 26	8 26	12 6	...	...	...
99¾	North Melbourne	...	...	...	...	...	...	...	...
100¾	**MELBOURNE YARD**	*arr.*	5 40	7 45	8 45	12 20	...	...	...

(Commencing Friday, 14/11/69 and Tuesday, 4/11/69)

130

A—On alternate Tuesdays commencing 4/11/69 and alternate Fridays commencing 14/11/69 load of No. 6 limited to 500 tons.

Up **GOODS SERVICE**

Miles	STATIONS		56 Light Engine Wed.	52 Fast Goods Mon.	20 R'Side Goods Wed., Fri.		62 Thro. Goods Mon.	82 Goods Wed., Fri.	130 Fast Goods Tue. to Fri.	
			A.M.	A.M.	A.M.		P.M.	P.M.	P.M.	
—	**BENDIGO** W	*dep.*	9 30	9 0	...	...	12 45	...	...	...
1½	Golden Square		9 33	9 4	...	...	12 49	...	...	...
3	*Kangaroo Flat* ○ ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	9 9	...	...	12 54	...	...	...
10½	*Ravenswood* ○ ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	9 48	9 32	...	...	1 17	...	...	...
18	*Harcourt* ○ ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	9 52	...	...	1 37	...	...	...
22¾	**CASTLEMAINE** W	*arr.*	10 5	...	...	...	...	from Daylesford (page 26)	1 35	...
		dep.	Run No. 1 Maldon Goods	10 0	...	...	1 45	...	3 10	...
26	*Chewton* ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
30½	*Elphinstone* ○ ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	10 32	...	...	2 17	...	3 45	...
33	*Taradale*		...	...	...	...	...	...	...	...
37¼	Malmsbury ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	10 46	...	...	2 32	...	4 0	...
43¾	Kyneton W ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	11 1	...	...	2 46	...	4 15–54	...
47¾	*Carlsruhe* ○ ...	*arr.*	...	...	...	...	...	2 45	...	...
		dep.	...	11 10	...	...	2 55	2 48	4 24	...
52¼	**WOODEND** W ...	*arr.*	...	11 20	...	...	3 5	3 5	...	...
				P.M.			–64			
		dep.	...	12 5	11 10	...	4 0	...	4 32	...
57½	Macedon ...	*arr.*	...	...	11 25	...	...	...	...	...
					P.M.					
		dep.	...	12 16	12 5	...	4 12	...	4 43	...
60¾	Gisborne ...	*arr.*	...	...	12 14	...	...	...	...	...
		dep.	...	12 22	12 40	...	4 18	...	4 49	...
65½	*Riddell* ○ ...	*arr.*	...	...	12 52	...	...	...	...	...
		dep.	...	12 30	1 7	...	4 26	...	4 57	...
69½	Clarkefield ...	*arr.*	...	...	1 17–50	...	...	...	...	...
		dep.	...	12 37	2 10	...	4 33	...	5 4	...
77	Sunbury ...	*arr.*	...	...	2 25	...	...	...	...	...
		dep.	...	12 49	3 5	...	4 45	...	5 16	...
80½	*Diggers Rest* ○ ...	*arr.*	...	...	3 15	...	...	...	...	...
		dep.	...	12 55	3 45	...	4 51	...	5 22	...
85¾	*Sydenham* ○ ...	*arr.*	...	...	4 0–64	...	...	...	5 30 119	...
		dep.	...	1 3	4 40	...	4 59	...	6 0	...
89½	St. Albans		...	1 10	4 48	...	5 10	...	6 13	...
92	Albion Siding N C ...		...	...	...	...	...	...	...	...
92¼	*Albion* ○		...	1 14	4 52	...	5 14	...	6 17	...
93	Sunshine		...	1 17	4 55	...	5 17	...	6 20	...
95	*Tottenham Goods Yard* ○	*arr.*	...	1 30	5 5	...	5 30	...	6 35	...
		dep.	...	1 50	5 30	...	6 5	...	7 10	...
97¼	Footscray		...	...	...	...	...	...	...	...
98½	*South Kensington* ○ ...		...	2 6	5 46	...	6 21	...	7 26	...
99¾	North Melbourne ...		...	...	...	...	...	...	...	...
100¾	**MELBOURNE YARD**	*arr.*	...	2 20	6 0	...	6 35	...	7 45	...

GOODS SERVICE—continued.

Up

Miles	STATIONS		93 Goods Mon. to Fri.	104 Fast Goods Mon. to Fri.	128 Thro. Goods Mon. to Fri.	116 Thro. Goods Mon. to Fri.	114 Fast Goods Mon. to Fri.	152 Goods Mon. to Fri. ‡	
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
—	**BENDIGO** W	dep.	3 0	6 30		8 15	10 0	11 15	...
1½	Golden Square	...	3 4	6 34		8 19	10 4	11 19	...
3	*Kangaroo Flat* ○	arr.	...	...	Ex Maryborough	...	...	...	...
		dep.	3 9	6 38		8 24	10 9	11 24	...
10½	*Ravenswood* ○	...	3 32	6 56		8 47	10 26	11 47	...
								Tue. to Sat. ‡	
								A.M.	
18	*Harcourt*	arr.	3 52	...		...	...	12 7	...
		dep.	4 12	7 15		9 7	10 45	...	...
22¾	**CASTLEMAINE** W ...	arr.	4 20	7 25	7 0	9 15	10 55		
				–128	–104				
		dep.	4 55	7 55	9 10	9 50	11 15	12 15	...
26	*Chewton*	...	...	...	...	...	...	...	...
30½	*Elphinstone* ○ ...	arr.	...	...	...	10 25 (157)	...	...	...
		dep.	5 27	8 20	9 42	10 53	11 40	12 47	...
33	*Taradale*	...	...	... (151)	...	...	...	...	...
37¼	Malmsbury	arr.	...	8 35	...	...	...	...	...
		dep.	5 42	9 10	9 57	11 10	11 55	1 2	...
							Tue. to Sat.		
							A.M.		
43¾	Kyneton W	arr.	5 55	...	...	...	12 10	...	...
							–163		
		dep.	6 15	9 27	10 11	11 24	12 38	1 16	...
47¾	*Carlsruhe* ○ ...	...	6 24	9 36	10 20	11 33	12 47	1 25	...
52¼	**WOODEND** W ...	arr.	6 35	9 45	10 30	...	...	1 35	...
			—94						
		dep.	7 20	10 15	11 0	11 41	12 57	1 55	...
57½	Macedon	arr.	...	...	...	...	...	...	...
		dep.	7 32	10 26	11 12	11 52	1 8	2 6	...
60¾	Gisborne	arr.	...	...	...	...	...	...	...
		dep.	7 38	10 32	11 18	11 58	1 14	2 12	...
						Tue. to Sat.			
						A.M.			
65½	*Riddell* ○	arr.	7 48 (153)	...	...	...	...	...	...
		dep.	8 15	10 40	11 27	12 7	1 22	2 20	...
69½	Clarkefield	arr.	...	...	...	...	...	...	...
		dep.	8 24	10 47	11 33	12 13	1 29	2 27	...
77	Sunbury	arr.	...	...	...	...	...	...	...
		dep.	8 35	10 59	11 45	12 25	1 41	2 39	...
80½	*Diggers Rest* ○ ...	...	8 41	11 5	11 51	12 31	1 47	2 45	...
85¼	*Sydenham* ○ ...	...	8 49	11 13	11 59	12 39	1 55	2 53	...
					Tue. to Sat.				
					A.M.				
89½	St. Albans	...	8 55	11 22	12 5	12 45	2 1	2 59	...
92	Albion Siding NC ...	...	...	...	...	...	...	...	...
92¼	*Albion* ○	...	8 59	11 27	12 9	12 49	2 5	3 3	...
93	Sunshine	...	9 2	11 30	12 12	12 52	2 8	3 6	...
		arr.	9 15	11 45	12 25	1 5	2 25	3 20	...
95	*Tottenham Goods Yard* ○ ...			Tue. to Sat.					
				A.M.					
		dep.	10 0	12 10	1 10	1 35	3 5	3 50	...
97¼	Footscray	...	...	...	...	...	...	...	...
98½	*South Kensington* ○ ...	...	10 16	12 25	1 30	1 51	3 21	4 6	...
99¾	North Melbourne ...	...	...	...	...	...	...	...	...
100¾	**MELBOURNE YARD**	arr.	10 30	12 40	1 45	2 10	3 40	4 25	...

Down — WOODEND–DAYLESFORD

Miles from Melb.	STATIONS		65 280 H.P. D.R.C. Mon. to Sat.	113 280 H.P. D.R.C. Mon. to Fri.		121 280 H.P. D.R.C. Sat.	131 Pass. Sat.	135 PASS. SUN.	117 Goods Wed., Fri.
			A.M.	P.M.		P.M.	P.M.	A.M.	A.M.
—	**MELBOURNE** W ...	*dep.*	9 30	4 55	...	5 35	6 5	9 30**V**	...
		arr.	...	...	...	7 2	7 28**c**	11 1	...
48½	**WOODEND** W ...								
						D.R.C.			
		dep.	10 43	6 15	...	7 35–**131**		11 18	8 0
53	*Carlsruhe* † ○... ...	*arr.*	...	...	...	...		...	8 12
		dep.	10 49§	6 21§	...	7 41§		11 23*	8 15
56½	Tylden NC	*arr.*	...	...	...	...		...	8 28
		dep.	10 56	6 27§	...	7 48§		11 31*	8 33
59¾	*Fern Hill* (see footnote)	*arr.*	...	...	...	...		...	8 56
		dep.	11 4	6 34§	...	7 55§		11 40	9 10
63¾	Trentham (see footnote)	*arr.*	...	...	...	...		...	9 30
		dep.	11 14	6 43	...	8 4		11 50	10 0
67½	*Lyonville*	*arr.*	...	...	...	...		...	10 15
		dep.	11 23	6 51§		8 13§		11 59§	10 25
								P.M.	
69¾	Bullarto NC (see f'tnote)	*arr.*	...	...	...	...		...	10 33
		dep.	11 30	6 57§	...	8 18§		12 5§	10 38
72¼	Musk N C	*arr.*	...	...	...	...		...	10 45
		dep.	11 37	7 3§	...	8 24§		12 10*	10 50
75½	**DAYLESFORD** † ...	*arr.*	11 50	7 15	...	8 35		12 20	11 0–**65**

c—Change trains.

V—Combined Bendigo and Daylesford train from Spencer Street to Woodend, Bendigo carriages and brakevan leading.

Miles	Up		38 280 H.P. D.R.C. Mon. to Sat.		64 280 H.P. D.R.C. Mon. to Fri.	76 280 H.P. Diesel Rail Car Sat.		122 PASS. SUN.	82 Goods Wed., Fri.
			A.M.		P.M.	P.M.		P.M.	P.M.
					—**117**				—**65**
—	**DAYLESFORD** † ...	*dep.*	6 50	...	2 30	3 20	...	6 35	12 10
3¼	Musk N C	*arr.*	...	...	...	...	...	...	12 26
		dep.	§	...	2 39§	3 29§	...	6 42*	12 31
5¾	Bullarto NC (see f'tnote)	*arr.*	...	...	...	...	...	...	12 48
		dep.	§	...	2 46§	3 37§	...	6 51§	12 58
8	*Lyonville*	*arr.*	...	...	...	...	...	...	1 4
		dep.	§	...	2 51§	3 42§	...	6 57§	1 14
11¾	Trentham (see footnote)	*arr.*	...	...	...	...	...	...	1 22
		dep.	7 16	...	3 0	3 50	...	7 6	1 55
15¾	*Fern Hill* (see footnote)	*arr.*	...	...	...	...	...	...	2 7
		dep.	7 23§	...	3 7§	3 57§	...	7 16	2 17
19	Tylden NC	*arr.*	...	...	...	...	...	...	2 25
		dep.	§	...	3 13§	4 3§	...	7 23*	2 35
22½	*Carlsruhe* † ○... ...	*arr.*	...	...	...	...	...	...	2 45
		dep.	7 35§	...	3 19§	4 9§	...	7 31*	2 48
27	**WOODEND** W ...	*arr.*	...	...	...–**62**	...	...	...	3 5
		dep.	7 43	...	3 27	4 16	...	7 37	
75½	**MELBOURNE** W ...	*arr.*	8 53	...	4 40	5 20	...	8 45	...

The Double Line Block Telegraph System is in force on the Up and Down Journey between Carlsruhe and Woodend.

NOTE.—**Trentham** will be a staff station as follows:— On Wednesday and Friday opened by **No. 38** and closed by **No. 82.**

Fern Hill and **Bullarto** may be opened as Intermediate Block Posts as required. See General Appendix for instruction.

CLARKEFIELD–LANCEFIELD.

Line closed on and after 13.8.56. (Sec. 54/13733.)
Last train ran 11.8.56.

REDESDALE JUNCTION–REDESDALE.

Line closed on and after 29.6.54. (Sec. 54/5712).
Last train ran 28.6.54.

CASTLEMAINE–MALDON–SHELBOURNE.

Miles from Melb.	DOWN	1 Goods Wed.	Miles	UP	2 Goods Wed.	
		A.M.			P.M.	
78	**CASTLEMAINE** E S W *dep.*	10 15	—	**SHELBOURNE** N C † *dep.*	...	...
79	Maldon Junct. N C E S † *arr.*	10 20	9¾	Shelbourne Junction N C ...	...	...
	(See note) *dep.*	10 25				
84½	Muckleford N C (See note) ...	11 0				
88½	Shelbourne Junction N C ...	...				
	arr.	11 25	10¼	*MALDON* † ○ W ... *arr.*	...	...
				dep.	12 45	...
89	*MALDON* † ○ W ...		10¾	Shelbourne Junction N C ...	...	...
	dep.	...	15	Muckleford N C (See note) ...	1 0	...
89½	Shelbourne Junction N C ...	...	20¼	Maldon Junct. N C † E S *arr.*	1 25	...
99¼	**SHELBOURNE** N C † *arr.*	...		(See note) *dep.*	1 45	
			21¼	**CASTLEMAINE** E S W *arr.*	1 50	...

NOTE :—**Maldon Junction** is an unattended Electric Staff station worked in accordance with instructions in the General Appendix.

Muckleford may be opened as an Intermediate Block Post as required. **See the General Appendix for instructions.**

NOTE :—If loading offering is insufficient to warrant operation of the goods train between Castlemaine and Maldon, a road vehicle is to be utilized to convey the van goods as arranged by the District Superintendent, Bendigo.

Trains have not run beyond Maldon since 8.1.69 account Bush Fire damage.

BALLARAT–NEWLYN.

Miles from Melb.	DOWN	9 Goods Tue. and Alt. Fri.	Miles	UP	42 Goods Tue. and Alt. Fri.	
		A.M.			P.M.	
73½	**BALLARAT** W ... *arr.*	...	—	**NEWLYN** N C † ... *dep.*	1 10	...
	dep.	9 0	3¼	*Kingston*	...	...
74½	Nth. Ballarat Junction *arr.*	–106	5¼	*Allendale*	...	...
	E S N C *dep.*	9 5	9	Nth. Creswick † E S N C *arr.*	...	...
	arr.	...		(See note) *dep.*	3 10	...
79¾	Waubra Jctn. E S N C			*arr.*	3 15	...
	(See note) *dep.*	9 25	10	Creswick E S W ...		
	arr.	...	14¾	*dep.*	3 35	...
85½	Creswick E S W ...		15¼	Waubra Jctn. E S N C *arr.*	...	...
	dep.	9 40		(See note) *dep.*	...	...
86½	Nth. C'wick E S † N C *arr.*	...	21	Nth. Ballarat Jctn. E S N C	4 5	...
	(See note) *dep.*	9 50	21¾	**BALLARAT** W ... *arr.*	4 10	...
90½	*Allendale*	...			–17	
92½	*Kingston*	...				
95½	**NEWLYN** N C † ... *arr.*	11 20				

Commencing Friday 7/11/69

Commencing Friday 7/11/69

NOTE :—**For Special instructions governing the signalling arrangements at North Creswick, see General Appendix.**

Waubra Junction is an unattended Electric Staff station worked in accordance with instructions in the General Appendix.

The Double Line Block Telegraph System is in force on the Up and Down journey between Lydiard Street Box " B " and North Ballarat Box " C".

NEWLYN–DAYLESFORD.

Line closed on and after 28.7.1953 (Sec. 53–6609)
Last train ran 27.7.1953

Miles	STATIONS		Passenger Service. 77 PASS. SAT.	Passenger Service. 107 PASS. MON. to FRI.	Goods Service. 57 Goods Mon., Thur.				
			A.M.	P.M.	A.M.				
—	**MELBOURNE** W ...	*dep.*	8 20	1 35	...	...	...	...	...
		arr.	11 15	4 25	...	...	...	...	...
			153 HP Diesel Rail Car Sat.	**153 HP Diesel Rail Car Mon. to Fri.**					
100¾	**BENDIGO** W		P.M.						
		dep.	12 10	5 10	5 45	...	...	...	...
		arr.	...	...	7 0	...	...	...	...
123½	**ELMORE** † W			**–144**	**—52**				
		dep.	12 54	5 54	7 35	...	...	...	...
135½	Hunter N C (see note, page 29) ...		1 6§	6 6§	...	...	...	...	...
140¼	Warragamba N C		...	...	...	...	...	...	...
144½	McColl N C (R.M. Stop. Pl.) ...		Z	Z	...	...	...	...	...
		arr.	...	...	8 30	...	...	...	...
147¾	Lockington †			**—88**	**—42**				
		dep.	1 30	6 31	9 50	...	...	...	...
152¼	*Kotta*		1 38§	6 38§	10 15	...	...	...	...
157¼	Roslynmead N C (see note, p. 29)		...	...	...	...	...	...	...
165¼	Patho N C (see note, page 29) ...		2 1§	7 1§	...	...	...	...	...
		arr.	...	...	11 10	...	...	...	...
172	*Gunbower* (see note, p. 29) ...								...
		dep.	2 14	7 14	11 50	...	...	...	...
					P.M.				
177	*Leitchville* ○ (see note, page 29)	*arr.*	...	...	12 5	...	...	...	...
		dep.	2 26	7 26	12 45	...	...	...	...
181¾	Keely N.C. (R.M. Stop. Place) ...		Z	Z	...	...	...	...	...
185½	**COHUNA** † W	*arr.*	2 50	7 50	1 15	...	...	...	...

Up.

Miles	STATIONS	Passenger Service: 42 153 H.P. Diesel Rail Car Mon. to Sat.	Goods Service: 88 Goods Mon., Thur.			
		A.M.	P.M.			
—	**COHUNA** † W ..... *dep.*	8 30	3 20	...	...	...
3¾	Keely NC (R.M. Stop. Place) ...	Z	...	...	...	...
8½	*Leitchville* ○ (see note) *arr.*	...	3 45	...	...	...
	dep.	8 46	4 10	...	...	...
13½	*Gunbower* ... ... *arr.*	...	4 25	...	...	...
	(See note) *dep.*	8 56	4 45	...	...	...
20¼	Patho NC (see note) ...	9 8§	...	...	...	...
28¼	Roslynmead NC (see note) ...	...	...	...	...	...
33¼	*Kotta*	9 30§	5 55	...	...	...
37¾	Lockington † ... *arr.*	...	6 10	...	...	...
		—57	—107			
	dep.	9 39	6 50	...	...	...
41	McColl NC (R.M. Stop. Place)	Z	...	...	...	...
45¼	Warragamba NC	...	...	...		...
50	Hunter NC (see note) ...	10 2§	...	...	...	...
57	**ELMORE** † W *arr.*	...	7 45	...	...	...
	dep.	10 15	8 20	...	...	...
	arr.	11 5	10 20	...	...	...
84¾	**BENDIGO** W ...	**PASS. MON. to SAT. Noon**				
	dep.	12 0	...	...	...	...
		P.M.				
185½	**MELBOURNE** W ... *arr.*	2 25	...	...	...	...

Notes.—**Hunter, Roslynmead, Patho, Gunbower, or Leitchville** may be opened as Intermediate Block Posts, as required. See General Appendix for instructions.

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

BENDIGO–ECHUCA–DENILIQUIN PASSENGER SERVICE

Down

Miles	STATIONS	65 PASS. SAT.	65 PASS. MON. TO FRI.	67 Diesel Electric Rail Motor Mon., Thur.	77 PASS. SAT.	105 PASS. MON., TUE., FRI.	107 PASS. MON. TO FRI.
—	**MELBOURNE** W	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
	(Spencer St.) ... *dep.*	8 20	8 10	...	8 20	1 35	1 35
	arr.	11 15	11 15	...	11 15	4 25	4 25
		Diesel Electric Rail Motor & Trailer Mon. to Sat.			**153 H.P. Diesel Rail Car Sat.**	**Diesel Electric Rail Motor & Trailer Mon., Tue., Fri.**	**153 H.P. Diesel Rail Car Mon. to Fri.**
100¾	**BENDIGO** W ...				P.M.		
	dep.	11 50	...		12 10	4 45 —90	5 10
102	Nth. Bendigo Junct. E S ...	11 53*	...		12 15*	4 48*	5 13*N
103½	White Hills Siding N C ...	...	...		...	...	...
104¼	Bendigo Racecourse N C (See note, page 13)	...	...		...	...	...
105¼	Epsom N C	*	...		§	4 52*	§
105½	Epsom Pottery Siding N C	...	...		...	...	...
		P.M.					
112	Bagshot N C ... (See note, page 13)	12 6*	...		12 29§	5 0*	5 29§
118	*Goornong* E S ○	12 14	...		12 38	5 8	5 38§
128½	Elmore E S W ... *arr.*	...	...		...	...—144	...—144
	dep.	12 33	...		12 54	5 25¶	5 54
138¾	Rochester E S ... *arr.*	...	...		...	...	...
	dep.	12 50	...		To Cohuna Page 28	——114 5 40	To Cohuna Page 28
146¼	Strathallan N C ... ... (See note, page 13)	...	...		...	...	...
155¼	**ECHUCA** E S W ... *arr.*	1 19—**67 Wed., Thur., Sat.**	...		...	6 8	...
	dep.	1 27—**114**	1 40—**65**		...	6 14	...
156¾	Moama E S	1 33	1 46*		...	6 20	...
162¾	*Barnes* E S † ○	1 43§	1 57		...	6 30§	...
170¼	Moira N C (See note, page 13)	1 57§	...		...	6 44§	...
179¼	Mathoura W †	2 15	...		...	6 59	...
184¼	Rail Motor Stop Place No. 31	*	To		...	Z	...
187¾	Gulpa Siding N C (See note, page 13)	2 28§	Balranald Thursday To Moulamein		...	7 12§	...
199	Deniliquin Sale Yards Sdg. N C	...	Monday Page 34		...	...	...
200¾	**DENILIQUIN** † W *arr.*	2 55 —**43, 45**			...	7 40 —**156**	...

N. Stops Monday and Tuesday, only if required to pick up passengers ex Stock Sales.

DENILIQUIN–ECHUCA–BENDIGO PASSENGER SERVICE

Up

Miles	STATIONS	42 153 HP Diesel Rail Car Mon. to Sat.	2 Diesel Electric Rail Motor Wed. Fri.	46 Diesel Electric Rail Motor & Trailer Mon. to Sat.	90 Diesel Electric Rail Motor & Trailer Mon., Tue., Fri.	
		A.M.	A.M.	A.M.	P.M.	
—	**DENILIQUIN** † W ... ... *dep.*	...	From	8 35	...	...
1½	Deniliquin Sale Yards Sdg. N C ...	...	Balranald	...	...	...
13	Gulpa Siding N C (see note, page 13)...	From	Page 35	8 55§	...	...
16¼	Rail Motor Stop. Place No. 31	Cohuna	...	*P	...	...
21	Mathoura † W	Page 29	...	9 7	...	...
30	Moira N C (see note, page 13) ...	...	...	9 22§	...	...
37¾	*Barnes* † E S ○	...	9 23	9 34§	...	...
43¾	Moama E S	...	9 33*	9 47	...	...
		arr. ...	9 45	9 55	...	...
45¼	**ECHUCA** E S W		—46, 49	—49, 43, 45, 2	—114 —144, 83	...
		dep. ...	...	10 0	3 20	...
54¼	Strathallan N C (see note, page 13) ...	...	...	...	...	...
61¾	Rochester E S	...	...	10 26	3 43	...
72	Elmore E S W	10 15	...	10 43††	3 58	...
82½	*Goornong* E S ○...	10 30	...	11 1††	4 15	...
88½	Bagshot N C (see note, page 13) ...	10 41§	...	11 8*	4 25*	...
95	Epsom Pottery Siding N C	...	...	...	...	...
95	Epsom N C	10 53§	...	11 18*	4 36*	...
96¼	Bendigo Racecourse N C (see note, page 13)	...	...	...	...	...
97	White Hills Siding N C	...	...	...	... 105	...
98½	North Bendigo Junction E S	11 0*N	...	11 26*N	4 42*	...
		arr. 11 5	...	11 30	4 50	...
99¾	**BENDIGO** W	PASS. Noon		PASS. Noon	PASS. P.M.	
		dep. 12 0	...	12 0	5 20	...
200½	**MELBOURNE** W (Spencer St.) ... ... *arr.*	P.M. 2 25	...	P.M. 2 25	8 15	...

P. Stops, if required, Mon. to Fri. to pick up school children.

N. Stops North Bendigo Junction, Mon. and Tue. only, if required, to set down passengers attending Stock Sales.

Down **GOODS SERVICE**

Miles	STATIONS		25 Goods Mon.	29 Goods Tue.	43 Goods Thur.	45 Goods Sat.	49 Goods Wed., Fri.	57 Goods Mon., Thur.	71 Goods Tue.	119 Goods Fri.	83 Goods Alt. Mon. Comm. 3/11/69	89 Thro. Goods Mon. to Fri.‡
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
100¾	**BENDIGO** W	*dep.*	2 30	3 0	3 0	3 0	4 30	5 45	...	...	...	8 30
102	North Bendigo Junct. ES		2 36	3 6	3 6	3 6	4 36	5 51	...	...	...	8 35
103½	White Hills Siding N C		...	...	...	...	...	...	...	...	...	...
104¼	Bendigo Racecourse ... (See note, page 13)		...	...	...	...	...	...	...	...	...	...
105½	Epsom N C		...	...	...	...	...	...	...	...	...	...
105½	Epsom Pottery Siding N C		...	...	...	...	...	...	...	...	...	...
112	Bagshot N C ... ... (See note, page 13)		...	...	...	...	...	...	...	...	...	...
118	*Goornong* E S ○	*arr.*	...	...	...	3 46	5 16	...	...	...	...	–88
		dep.	3 15	3 43	3 43	4 16	6 0	6 30	...	...	...	9 2
128½	Elmore E S W	*arr.*	...	4 10	4 10	4 44	6 28	7 0	...	...	...	...
		dep.	3 40	4 30	4 30	5 44	7 30	7 35	...	...	...	9 30
138¾	Rochester E S	*arr.*	...	4 55	4 55	6 11	7 57	...	...	...	...	...
		dep.	4 5	5 50	5 50	7 15	9 0	...	...	...	...	9 57
146¼	Strathallan N C (See note, p. 13)	*arr.*	...	6 8	6 8	7 35	9 20	...	...	...	...	...
		dep.	...	6 20	6 20	7 50	9 30	...	...	...	...	10 15
		arr.	4 50	6 50	6 50	8 15	9 55	...	...	...	...	10 40
			—52		—46	—46	—46				—114	–156
155¼	**ECHUCA** ES W					Sat.				—114	—90	
						A.M.						
		dep.	...	8 45	10 45	10 45	...		11 30	2 30	2 50	...
156¾	Moama E S	*arr.*	...	...	...	...	...		11 38	...	...	...
		dep.	...	8 52	...	...	...		11 58	2 38	2 58	...
									P.M.			
162¾	*Barnes* E S † ○	*arr.*	...	9 5	...	...	...		...	2 53	3 16	...
		dep.	...	9 15	11 20	11 20	...		12 16	3 3	3 40	...
170½	Moira N C ... (See note, p. 13)	*arr.*	...	...	...	...	...		12 37	...	...	...
		dep.	...		P.M.	P.M.	...		12 50		4 1	...
179½	Mathoura † W	*arr.*	...		12 15	12 15	...		1 18		4 29	...
		dep.	...		12 55	12 55	...	...	1 55		5 0	...
187½	Gulpa Siding NC ... (See note, p. 13)		...		...	...	...	...	2 20		5 25	...
199	Deniliquin Sale Yards Sdg. N C		...		...	...	...	...	...		...	...
200½	**DENILIQUIN** † W	*arr.*	...		2 0	2 0	...	...	3 0		6 15	...
					—65	—65						

To Moulamein, (Page 34)

To Cohuna (Page 28)

To Balranald (Page 34)

Up

GOODS SERVICE

Miles	STATIONS	88 Goods Mon., Thur.	112 Goods Wed.	114 Goods Wed. and Alt. Fri. Comm. 7/11/69	52 Goods Sun.	12 Goods Mon.	144 Goods Mon. to Fri. ‡	156 Fast Goods Alt. Mon. Comm. 3/11/69 Alt. Thur. Comm. 13/11/69		
		P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.		
—	**DENILIQUIN** †W *dep.*	...		9 20	11 30	...	...	8 30A	...	...
1½	Deniliquin Sale Yards Sdg. N C	...		...	...	...	...	... 105	...	...
13	Gulpa Siding N C ... (See page, 13)	...	From Moulamein (page 35)	...	A.M. Mon.	...	...	...	...	...
21	Mathoura † W *arr.*			...	12 20	...	...	...	...	...
	dep.			11 40	12 50	...	...	9 40	...	...
30	Moira N C ... ... (See page 13)			P.M. ...	...	6 p.m. (Sun.) From B'anald (Page 35)	...	...	...	...
37¾	*Barnes* † ES ○ *arr.*			1 45	...	1 30	2 15	...	...	...
	dep.			2 0	12.45	1 35	2 30	...	10 30	...
43¾	Moama ES *arr.*			...	...	...	...	...	...	...
	dep.			2 15	1 10	1 55	2 48	...	10 50	...
	arr.			2 25	1 20	2 5	3 0	...	11 0	...
				—144	—65	—12	—52			
45¼	**ECHUCA** ESW				114 Fast Goods Mon. to Fri.	52 Fast Goods Mon.			—89	
				Con'ct No. 114	P.M.	A.M.	Con'ct No. 52	—114 —112 —90		
	dep.	...	...	4 35	6 10	...	3 45	11 30	...	...
54½	Strathallan N C ... (See page 13)	...	...	... 83	...	...	...	...	...	...
	arr.	...	...	5 25 90, 119,	...	...	4 29	A.M. Alt. Tue. Alt. Fri.	...	...
61¾	Rochester ES			–105						
	dep.	...	...	6 0	6 45	...	4 44	12 5	...	...
	arr.	7 45	...	6 45	...	...	5 12	...	...	...
72	Elmore ES W				—57		—105 –107		...	...
	dep.	8 20	...	7 0	7 10	...	5 57	12 25	...	...
	arr.	8 55–89	...	...	...	...	...	...	...	...
82½	*Goornong* ES ○ *dep.*	9 10	...	7 42	7 35	...	6 26	12 50	...	...
88½	Bagshot N C ... (See page 13)	...	...	...	...	...	...	...	...	...
95	Epsom Pottery Sdg... N C	...	...	...	...	...	...	...	...	...
95	Epsom N C	...	...	...	...	...	...	...	...	...
96½	Bendigo Racecourse N C (See page 13)	...	...	...	...	...	...	...	...	...
97	White Hills Sdg. N C	...	...	...	...	...	...	...	...	...
98½	Nth. Bendigo Junct. E S	10 12	...	8 32	8 15	...	7 17	1 30	...	...
	arr.	10 20	...	8 40	8 20	...	7 30	1 40	...	...
99¾	**BENDIGO** W			'B' Loco.				Form No. 6 page 28		
	dep.	...	...	10 0	9 0	...	...		...	...
				A.M. Tue. to Sat.	P.M.					
200½	**MELBOURNE YARD** *arr.*	...	...	3 40	2 20	...	...		...	...

A. Load of **No. 156** limited to 500 tons, through to Melbourne.

ECHUCA–MOULAMEIN–BALRANALD (N.S.W.).

Down. **Passenger Service.** **Goods Service.**

Miles	STATIONS		67 PASS. MON., THUR.	79 Diesel Electric Rail Motor (Empty) Hauling Goods Vehicles (See Note) TUESDAY	29 Goods Tue.	119 Goods Fri.	
			A.M.	P.M.	A.M.	P.M.	
—	**MELBOURNE** W	*dep.*	8 10	...	...	...	...
		arr.	11 15**C**	...	...	...	...
			Diesel Electric Rail Motor and Trailer				
100½	**BENDIGO** W ...		A.M.				
		dep.	11 50	...	3 0	...	...
			P.M.				
		arr.	1 19**C**	...	6 50	...	...
155½	**ECHUCA** E S W ...		**Diesel Electric Rail Motor**				
						—114	
		dep.	1 40–**65**	...	8 45	2 30	...
156½	Moama E S ...	*arr.*	...	...	...	...	...
		dep.	1 46*	...	8 52	**2 38**	...
162¾	*Barnes* E S † ○ ...	*arr.*	...	...	9 5	2 53	...
		dep.	1 57	...	9 15	**3 3**	...
173½	Womboota N C		2 16§	...	...	...	...
178½	Thyra N C		2 26§	...	...	...	...
		arr.	...	...	10 25	4 15	...
183½	Bunnaloo N C ... (See note, page 35)	*dep.*	2 37§	...	10 45	4 30	...
189½	Tantonan N C		2 49§	...	...	...	...
195	Caldwell N C (See note, page 35)	*arr.*	...	...	11 20	5 5	...
		dep.	3 0§		11 30	5 15	...
201½	Yallakool N C		3 15§	...	P.M.	...	...
208	Wakool † ...	*arr.*	...	...	12 5	5 55	...
		dep.	3 31	...	12 55	6 50	...
215	Burraboi N C (See note, page 35)	*arr.*	...	...	1 15	7 10	...
		dep.	3 45§		1 35	7 30	
222½	Jimaringle N C		3 59§	...	...	...	...
226½	Niemur N C (See note, page 35)		§	...	2 10	8 15	...
231½	Dhuragoon N C		4 17§	...	...	...	...
		arr.	4 35	...	3 0	9 0	...
241¾	**MOULAMEIN** † W		**THUR.**				
		dep.	4 39	3 40–**29**		10 5	...
258	Perekerten N C (See note, page 35)	*arr.*	...	4 20	...	10 45	...
		dep.	5 12§	4 30	...	11 5	...
						Sat.	
						A.M.	
282½	**BALRANALD** W †	*arr.*	6 0	5 45	...	12 5	...

C. Change trains.

Note:—Permission is granted for a maximum of three goods vehicles to be trailed behind the Diesel Electric Rail Motor between Moulamein and Balranald subject to the aggregate tonnage of the vehicles not exceeding 60 tons.

Up. **Passenger Service.** **Goods Service.**

Miles	STATIONS		2 Diesel Electric Rail Motor Wed., Fri.	112 Goods Wed.	12 Goods Sun.	
			A.M.	A.M.	P.M.	
—	**BALRANALD** † W ...	*dep.*	5 30	...	6 0	...
24½	Perekerten N C (see footnote)	*arr.*	...	...	7 0	...
		dep.	6 12§	...	7 10	...
40¾	**MOULAMEIN** † W ...	*arr.*	...	...	7 50	...
		dep.	6 45–112	7 20	9 0	...
51	Dhuragoon N C		7 2§	...	...	...
56	Niemur N C (see footnote)	*arr.*	...	8 5	9 40	...
		dep.	7 12§	8 15	9 45	...
60	Jimaringle N C		7 20§	...	...	...
67½	Burraboi N C (see footnote)	*arr.*	...	8 50	10 15	...
		dep.	7 33§	9 25	10 35	...
74½	Wakool †	*arr.*	...	9 45	10 55	...
		dep.	7 50	10 35	11 30	...
					Mon.	
81	Yallakool N C		8 3§	...	A.M.	...
87½	Caldwell N C (see footnote)	*arr.*	...	11 10	12 5	...
		dep.	8 16§	11 25	12 25	...
93¼	Tantonan N C		8 27§	P.M.	...	...
99	Bunnaloo N C (see f'note)...	*arr.*	...	12 5	12 50	...
		dep.	8 39§	12 25	1 10	...
104	Thyra N C		8 50§	...	...	...
109	Womboota N C		9 0§	...	...	...
119¾	*Barnes* † E S ○	*arr.*	...	1 45	2 15	...
		dep.	9 23	2 0	2 30	...
125¾	Moama E S		9 33*	2 15	2 48	...
		arr.	9 45C–49	2 25	3 0	...
			46 Diesel Electric Rail Motor and Trailer Mon. to Sat.	**114 Fast Goods Mon. to Fri.**	**52 Fast Goods Mon.**	
127¼	**ECHUCA** E S W		A.M.	P.M.	A.M.	
		dep.	10 0	4 35	6 10	...
		arr.	11 30C	8 40	8 20	...
181¾	**BENDIGO** W		**PASS.**			
		dep.	12 0 Noon	10 0	9 0	...
				Tue. to Sat.		
			P.M.	A.M.	P.M.	...
282½	**MELBOURNE** W	*arr.*	2 25	3 40	2 20	...

Perekerten, Niemur or **Burraboi** and **Caldwell** or **Bunnaloo** may be opened as Telephone Block Posts. See General Appendix for instructions. **Bunnaloo** and **Burraboi** may be opened as Temporary Staff and Ticket Stations when required and published.

C Change trains.

Miles.	STATIONS.	Passenger Service: 45 D.R.C. (Ety) Mon.	49 D.R.C. Mon. to Fri.	47 D.R.C. (Empty) Mon. to Fri.	53 PASS. Mon. Wed. Fri.	53A PASS. Sat.	55 D.R.C. Mon. to Fri.	57 D.R.C. Mon. to Fri.	103 Pass. Tue. Thu.	Postal Motor 19 POSTAL MOTOR Mon., Fri.
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE** W *dep.*	...	...	...	8 10	8 20	...	...	1 35	...
100¾	**BENDIGO** W *arr.*	...	...	...	11 15		...	...	4 25	...
	dep.	...	...	...	11 35		...	...	4 40	...
102	Nth. Bendigo J'tion E S	...	...	...	11 38*–50		...	...	4 43*	...
103¼	Sandhurst ES NC (see footnote)	...	...	...	...		...	...	...	...
105¾	Eaglehawk E S	...	...	...	11 45		...	...	4 51	...
116	Sebastian N C	...	...	...	P.M.		...	...	...	...
120	Raywood E S	...	...	...	12 7		...	...	5 13–102	
127	*Tandarra* ...	...	...	...	*		...	...	*	...
131¼	*Dingee* E S ○ ...	...	...	...	12 24–91		...	...	5 30	...
136¼	*Prairie* (see footnote)	...	...	...	12 33		...	...	5 38	...
142¼	Mitiamo E S W	...	...	...	12 42		...	...	5 48	...
147	*Mologa* (see footnote)	...	...	...	12 51§		...	...	5 56§	...
155	Pyramid E S ... *arr.*	...	...	...	...		...	...	...	...
	dep.	...	...	...	1 4		...	...	–110 6 9	...
159¼	Mincha N C ...	...	...	...	1 11		...	...	6 16	...
165¼	*Macorna* E S ○	...	...	...	1 21		...	...	6 26	...
170½	*Tragowel* (see footnote)	...	...	...	1 29		...	...	6 35	...
179½	**KERANG** E S W *arr.*	...	...	...	1 45		...	...	6 48	...
	dep.	...	...	...	—102 1 55		...	...	6 58	...
184¼	Fairley N C	...	...	...	...		...	...	...	...
190¼	*Lake Charm* (see footnote)	...	...	...	2 10		...	...	7 13	...
196¾	*Mystic Park* (see footnote)	...	...	...	2 20		...	...	7 23	...
201½	*Tresco*	...	...	...	2 28§		...	...	7 31§	...
205	Lake Boga E S ...	...	...	...	2 34		...	...	7 37–154	
213½	R.M. Stop Pl. No. 26 *arr.*	...	...	...	...	126, 110	...	...	...	...
	dep.	...	...	8 47 102	*		4 15	...	*	...
214½	**SWAN HILL** E S *arr.*	...	... 50, 27	8 50	2 55		...	...	7 55	...
	dep.	6 0	8 5	...	...		4 20	5 45 –154		...
215	R. M. Stop. Pl. No. 33	*	*	...	...		Z	*		...
216	Live Stock Siding E S N C (see footnote)	...	...	...	...		...	...		...
217½	R. M. Stop Pl. No. 34	*	*	...	...		Z	Z		...
218¾	R. M. Stop Pl. No. 35	*	*	...	...		Z	Z		...
220	R. M. Stop Pl. No. 36	*	*	...	...		Z	Z		...
222	*Woorinen* ES † ○ *arr.*	...	8 18	...	...		4 40	...		...
	dep.	6 13*		...	...			5 58		...
227¼	*Pira* ... ... *arr.*	...	...	...	...		...	...		...
	dep.	*	...	...	...		...	§		...
232⅛	Nyahwest †	6 32*	...	...	...		...	6 17		...
238	Miralie N C	*	...	...	...		...	§		...
242	**PIANGIL** † ... *arr.*	6 55	...	...	...		...	6 40		...
	dep.		...	...	...		...			6 50
250¾	*Natya* (see footnote ...	...	...	...	...		...	...		7 20
257¾	*KOOLOONONG* † *arr.*	...	...	...	...		...	...		8 0

Cancelled during school holidays

NOTE.—**Prairie, Mologa, Tragowel, Lake Charm** and **Mystic Park**, also **Natya**, may be opened as Intermediate Block Posts as required. See General Appendix for instructions. **Sandhurst** and **Swan Hill Stock Siding** are unattended Electric Staff Posts worked in accordance with the instructions shown in General Appendix.

Miles.	STATIONS.	Passenger Service. 50 Diesel Rail Car Mon. to Fri.	50 Diesel Rail Car Sat.	54 Diesel Rail Car Mon. to Fri.	48 Diesel Rail Car (Empty) Mon. to Fri.	56 Diesel Rail Car Mon. to Fri.	Postal Motor 20 Postal Motor Mon., Fri.
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
—	*KOOLOONONG* † ... *dep.*	...	...	...	...	...	8 10
7	*Natya* (see note, page 36)	...	...	...	...	...	8 50
15¾	**PIANGIL** † ... *arr.*	...	...	...	...	...	9 20
	dep.	7 5	7 25	...	...	...	...
19¾	Miralie N C	§	§	...	...	...	...
25¼	Nyahwest †	7 23	7 43	...	...	...	...
30	*Pira*	§	§	...	...	...	...
35¾	*Woorinen* † E S ○ ... *arr.*	...	...	...	...	...	...
	dep.	7 42	8 2	8 21	...	4 45	...
37¾	Rail Motor Stop. Pl. No. 36	Z	Z	Z	...	Z	...
39	Rail Motor Stop. Pl. No. 35	Z	Z	Z	...	Z	...
40½	Rail Motor Stop. Pl. No. 34	Z	Z	Z	...	Z	...
41¼	Live Stock Siding E S N C (See note, page 36)	...	...		...	...	...
42¾	Rail Motor Stop. Pl. No. 33	*	*	Z	...	*	...
	arr.	8 0—27, 49	8 20–27	8 40	...	5 0	...
43¼	**SWAN HILL** E S	PASS. MON. TO SAT. A.M.					
	dep.	8 30		8 43	4 10	...	...
44¼	Rail Motor Stop. Pl. No. 26 *arr.*	...		8 45	4 12	...	...
	dep.	*				...	...
52¾	Lake Boga E S	8 42		...	...	...	...
56½	*Tresco*	8 47§		...	...	...	...
61	*Mystic Park* (see note, p. 36)	8 55		...	...	...	...
67½	*Lake Charm* (see note, p. 36)	9 4		...	...	...	...
73½	Fairley N C	...		...	...	...	...
78¼	**KERANG** E S W ... *arr.*	9 20		...	...	...	...
	dep.	9 30		...	...	...	...
87¼	*Tragowel* (see note, p. 36) ...	9 42		...	...	...	...
92½	*Macorna* E S ○	9 50		...	...	...	...
98½	Mincha N C	9 59§		...	...	...	...
102¾	Pyramid E S	10 7		...	...	...	...
110¾	*Mologa* (see note, p. 36) ...	10 18§		...	...	...	...
115½	Mitiamo E S W	10 26		...	...	...	...
121½	*Prairie* (see note, p. 36) ...	10 36		...	...	...	...
126½	*Dingee* E S ○	10 44		...	...	...	...
130¾	*Tandarra*	*		...	...	...	...
137¼	Raywood E S	11 0—91		...	...	...	...
141¾	Sebastian N C	...		...	...	...	...
152	Eaglehawk E S	11 22		...	...	...	...
154½	Sandhurst ES N C ... (see note, page 36)	...		...	...	...	...
155¾	North Bendigo Junc. E S	11 32*–53		...	...	...	...
157	**BENDIGO** W ... *arr.*	11 40		...	...	...	...
	dep.	Noon 12 0		...	...	...	...
257¾	**MELBOURNE** W ... *arr.*	P.M. 2 25		...	...	...	...

Cancelled during school holidays

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson-st.) and Nth. Bendigo Junction.

BENDIGO–SWAN HILL–KOOLOONONG.

Down. **Goods Service.**

Miles	STATIONS		27 Goods Tues. to Sat. (Mon. ‡)	91 Goods Tues., Thur.		97 Goods Tue. to Fri.	99 Goods Mon.
			A.M.	A.M.		A.M.	P.M.
—	**MELBOURNE YARD**	*dep.*	...	...		...	...
100¾	**BENDIGO** W ...	*dep.*	2 0	9 30		...	...
102	North Bendigo Junct. ES ...		2 5	9 35		9 0	12 5
102¾	Gas Company's Siding NC		...	...		...	...
103¼	Sandhurst NC (see note p.36)		...	...		...	...
104½	California Gully Siding NC ...		...	...		...	...
105¾	Eaglehawk ES ...	*arr.*	...	...		9 20	12 45
		dep.	2 17	9 45			
116	Sebastian NC		...	...		...	...
120	Raywood ES ...	*arr.*	...	10 25—**50**		...	...
		dep.	2 50	11 10		...	...
127	*Tandarra*		...	...		...	...
131¼	*Dingee* ES ○ ...	*arr.*	...	11 45		...	...
				P.M.			
		dep.	3 15	12 45–**53**		...	...
136¼	*Prairie* (see note p. 36) ...		...	...		...	
142¼	Mitiamo ES W ...	*arr.*	...	1 30		...	
		dep.	3 43	2 15		...	
147	*Mologa* (see note page 36) ...		...	...		...	
155	Pyramid ES ...	*arr.*	...	3 0		...	...
		dep.	4 20	3 50–**102**		...	...
159¼	Mincha NC		...	...		...	...
				Thur.	**Tue.**		
165¼	*Macorna* ES ○ ...	arr.	...	...	4 40	...	...
		dep.	4 45	4 40	5 4–**110**	...	...
170½	*Tragowel* (see note page 36)		...	...	...	...	...
179½	**KERANG** ES W ...	*arr.*	5 20–**118**	5 30	5 55	...	...
		dep.	5 55			...	...
180	Mobil and Shell Siding NC ...		...	...	...	...	...
180¼	B.P. and H.C. Sleigh Sdg. NC		...	...	...	...	...
184¼	Fairley NC		...	...	...	...	...
190¼	*Lake Charm* (see note p. 36)		...	...	...	...	...
196¾	*Mystic Park* (see note p. 36)		...	...	...	...	...
201½	*Tresco*		...	...	...	...	...
205	Lake Boga ES ...	*arr.*	...	...	...	...	...
		dep.	7 15	...	...	...	...
214½	**SWAN HILL** ES	*arr.*	7 40	...	...	...	...
			Tue., Fri.				
		dep.	8 45	...	...	...	...
215	Swan Milling Co. Sdg. NC		...	...	...	...	...
215	Caltex Siding NC ...		...	...	...	...	...
216	Live Stock Sdg. ES NC (see note, page 36)		...	...	...	...	...
222	*Woorinen* ES † ○	*arr.*	9 10	...	...	...	...
		dep.	9 25	...	...	...	...
227¾	*Pira*	*arr.*	...	...	...	...	...
		dep.	9 55	...	...	...	...
232½	Nyahwest † ...	*arr.*	10 10	...	...	...	...
			Fri.				
		dep.	10 45	...	...	...	...
238	Miralie NC		11 10	...	...	...	...
242	Piangil † ...	*arr.*	11 25	...	...	...	...
			Alt. Fri. Comm. 7/11/69				
			P.M.				
		dep.	12 5	...	...	...	...
250¾	*Natya* (see note, p. 36)	*arr.*	...	...	...	...	...
		dep.	12 30	...	...	...	...
257¾	*KOOLOONONG* †...	*arr.*	12 55	...	...	...	...

49, 50, 102

Note :—If any livestock is listed from Kooloonong–Swan Hill line on Sundays a switch trip is to operate as far as necessary and scheduled to depart Swan Hill in sufficient time to load in daylight hours.

KOOLOONONG—YUNGERA.

Line closed on and after 5.8.57. (Sectys. 56/10263).
Last train ran 5.8.57.

KOOLOONONG-SWAN HILL-BENDIGO.

UP — **Goods Service.**

Miles	STATIONS		118 Goods Mon. ‡	36 Goods Tue. to Fri.		98 Goods Mon.	102 Goods Alt. Mon. Comm. 10/11/69 Wed., Thur.		120 Goods Fri. ‡
			a.m.	a.m.		p.m.	a.m.		p.m.
—	*KOOLOONONG* † ..	*dep.*	..	..	..	..	..	..	..
7	*Natya* (see note, page 36) ..		..	..	..	..	..	..	..
15¾	Piangil †	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	..	..	..	..	..	..	..
18¾	Miralie NC	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	..	..	..	..	..	..	..
25¼	Nyahwest † ..	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	..	..	..	..	..	..	..
30	*Pira*	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	..	..	..	..	..	..	..
35¾	*Woorinen* † ES ○ ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..	..	..
41¾	Live Stock Sdg. ES NC .. (see note, page 36)		..	..	..	..	..	..	..
42¾	Caltex Siding NC		..	..	..	..	..	..	..
42¾	Swan Milling Co. Sdg. NC ..		..	..	..	..	..	..	..
43¼	**SWAN HILL** ES	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	2 30	..	..	..	10 0	..	..
52¾	Lake Boga ES ..	..	3 10	..	..	..	11 10	..	..
56¼	*Tresco*		..	..	..	..	..	..	..
							p.m.		
61	*Mystic Park* (see note, page 36)		..	..	..	..	..	..	..
67½	*Lake Charm* (see note, page 36)		4 5	..	..	..	12 20	..	..
73½	Fairley NC	..	..	..	..	..	..	..	..
77½	B.P. & H.C. Sleigh Siding NC ..		..	..	..	..	..	..	..
77¾	Mobil and Shell Siding NC ..		..	..	..	..	..	..	..
78¼	**KERANG** ES W ..	*arr.*	4 40	..	..	..	12 45	..	..
	" ..	*dep.*	6 0–27	..	..	..	2 0–53	..	3 30
87¼	*Tragowel* (see note, page 36)		..	..	..	..	..	..	..
92½	*Macorna* ES ○		6 30	..	..	..	2 28	..	4 5
98½	Mincha NC		..	..	..	..	..	..	..
102¾	Pyramid ES		7 10	..	..	..	3 10–91	..	5 0
110¾	*Mologa* (see note, page 36) ..		..	..	..	..	..	..	..
115½	Mitiamo ES W		7 50	..	..	..	3 45	..	6 0
121½	*Prairie* (see note, page 36) ..		..	..	..	..	..	..	..
126½	*Dingee* ES W		8 25	..	..	..	4 15	..	6 50
130¾	*Tandarra*		..	..	..	..	..	..	..
		arr.	..	..	..	..	4 40	..	7 24
							Alt. Mon. Wed.	Thu. —103	
137¾	Raywood ES ..								
	" ..	*dep.*	9 0	..	..	..	4 55	5 25	.. 7 40
141¾	Sebastian NC		..	..	..	..	..	..	.. ..
152	Eaglehawk ES		9 55	10 15	..	1 55	5 50	6 5	.. 8 33
153¼	California Gully Siding NC ...		..	..	..	..	..	..	.. ..
154½	Sandhurst ES NC .. .. (see note, page 30)		..	..	..	..	..	..	.. ..
155	Gas Company's Siding NC ..		..	..	..	..	..	..	.. ..
155¾	North Bendigo Junction ES ..		10 10	10 25	..	2 10	6 15	6 20	.. 8 45
		arr.	10 15	10 30	..	2 15	6 20	6 25	.. 8 50
157	**BENDIGO** W ..		p.m.						
	" ..	*dep.*	12 45	..	..	..	..	..	.. ..
257¾	**MELBOURNE YARD**	*arr.*	6 35	..	..	..	..	..	.. ..

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson St.) and Nth. Bendigo Junction.

KOOLOONONG-SWAN HILL-BENDIGO.

UP — Goods Service.

Miles	STATIONS		110 Goods Tue.	126 Goods Alt. Fri. Comm. 14/11/69		152 Goods Wed.		154 Goods Alt. Fri. Comm. 7/11/69
			a.m.	p.m.		p.m.		p.m.
—	*KOOLOONONG* † ..	*dep.*	..	..	..	..	..	1 50
7	*Natya* (see note, page 36)	..	..	..	..	..	..	2 15
15¾	Piangil † W.. ..	*arr.*	..	..	..	..	..	..
	"	*dep.*	..	12 15	..	..	..	3 5
18¾	Miralie NC	*arr.*	..	12 27	..	..	..	..
	"	*dep.*	..	12 42	..	..	..	..
25¼	Nyahwest † ..	*arr.*	..	12 56	..	..	..	3 40
	"	*dep.*	10 55	1 16	..	..	..	4 10
30	*Pira*	*arr.*	..	1 29	..	..	..	..
	"	*dep.*	..	1 44	..	..	..	..
35¾	*Woorinen* † ES ○ ..	*arr.*	11 35	2 0	..	..	..	4 50
	"	*dep.*	11 55	2 10	..	..	..	5 10
41¾	Live Stock Siding ES NC (see note, page 36) ..		..	..	..	..	..	..
42¾	Caltex Siding NC		..	..	..	..	..	..
42¾	Swan Milling Co. Sdg. NC ..		p.m.	..	..	..	..	..
43¼	**SWAN HILL** ES	*arr.*	12 20	2 30	..	..	..	5 35
			Alt. Tues. Comm. 11/11/69	Alt. Fri. Comm. 14/11/69				Fast Goods Alt. Mon. Comm. 3/11/69 Alt. Fri. Comm. 7/11/69 / Fast Goods Alt. Tues. Comm. 4/11/69
	" ..	*dep.*	1 50	3 15–53	..	..	..	6 30B / 6 50B
52¾	Lake Boga ES ..	*arr.*	..	..	..	..	..	.. / 7 15
	" ..	*dep.*	2 25	3 50	..	..	..	6 55 / 7 42
56¼	*Tresco*		..	..	..	..	..	.. / .. 103
61	*Mystic Park* (see note, page 36)		..	..	..	..	..	.. / ..
67½	*Lake Charm* (see note, page 36)		..	..	..	..	..	7 25 / 8 15
73½	Fairley NC		..	..	..	..	..	.. / ..
77½	B.P. & H.C. Sleigh Siding NC ..		..	..	..	..	..	.. / ..
77¾	Mobil and Shell Siding NC ..		..	..	..	..	..	.. / ..
78¼	**KERANG** ES W ..	*arr.*	3 45	5 10	..	..	..	7 45 / 8 35
	" ..	*dep.*	4 30	5 50	..	6 30	..	8 5 / 8 55
87¼	*Tragowel* (see note, page 36) ..		..	..	..	..	..	.. / ..
92½	*Macorna* ES ○ ..	*arr.*	.. —91	..	..	..	..	.. / ..
	"	*dep.*	5 0	6 20	..	7 20	..	8 40 / 9 30
98½	Mincha NC		..	..	..	..	..	.. / ..
102¾	Pyramid ES	*arr.*	5 25	..	..	..	..	.. / ..
	"	*dep.*	6 15—103	7 5	..	8 0	..	9 5 / 9 55
110¾	*Mologa* (see note, page 36) ..		..	..	..	..	..	.. / ..
115½	Mitiamo ES W ..		6 42	7 32	..	8 50	..	9 40 / 10 30
121½	*Prairie* (see note, page 36) ..		..	..	..	..	..	.. / ..
126½	*Dingee* ES W		7 5	7 56	..	9 40	..	10 10 / 11 0
130¾	*Tandarra*		..	..	..	..	..	.. / ..
137¾	Raywood ES ..	*arr.*	7 30	8 20	..	..	..	.. / ..
	" ..	*dep.*	7 55	8 45	..	10 25	..	10 40 / 11 30
141¾	Sebastian NC		..	..	..	..	..	.. / ..
								a.m.
152	Eaglehawk ES		8 33	9 23	..	11 5	..	11 20 / 12 10
153¼	California Gully Siding NC ..		..	..	..	..	..	.. / ..
154½	Sandhurst ES NC .. .. (see note, page 30)		..	..	..	..	..	.. / ..
155	Gas Company's Siding NC ..		..	..	..	..	..	.. / ..
155¾	North Bendigo Junction ES ..		8 45	9 35	..	11 20	..	11 35 / 12 25
157	**BENDIGO** W ..	*arr.*	8 50	9 40	..	11 30	..	11 40 / 12 30
								Connect 12.15 a.m. No. 2 / Connect 1.20 a.m. No. 4
	" ..	*dep.*	..	..	..	..	..	.. / ..
257¾	**MELBOURNE YARD**	*arr.*	..	..	..	..	..	.. / ..

The Double Line Block Telegraph System is in force on the "Up" and "Down" journeys between Bendigo "C" (Williamson St.) and North Bendigo Junction.

B—Load No. 154 limited to 500 tons through to Melbourne.

KERANG–KOONDROOK.

Down.

Miles	STATIONS.		7 PASS. MON., WED,. FRI.	9 Goods Friday (Wed. ‡)		
			A.M.	A.M.		
—	**MELBOURNE** W	*dep.* ...	8 10	...	...	...
			P.M.			
		arr. ...	1 45	...	...	...
			102 H.P. Diesel Rail Car Mon. to Fri.			
179½	**KERANG** W †	...				
			P.M.			
		dep. ...	4 20	8 50—2	...	...
182	Pyramid Creek N C (R. M. Stop Place)...	...	Z	...	...	...
183¼	R. M. S. Place No 21	...	Z	...	...	...
184	R. M. S. Place No 22	...	Z	...	...	...
187	R. M. S. Place No 23	...	Z	...	...	...
187¾	Hinksons N C	...	4 48§	...	...	...
188¾	Teal Point N C	...	§	...	...	...
191	Gannawarra N C	...	5 0§	...	...	...
191¼	R. M. S. Place No 24	...	Z	...	...	...
192	R. M. S. Place No 25	...	Z	...	...	...
193½	**KOONDROOK** †	*arr.* ...	5 15	9 50	...	...

Up

Miles.	STATIONS.		2 102 H.P. Diesel Rail Car Mon. to Fri.		10 Goods Friday (Wed. ‡)		
			A.M.		A.M.		
—	**KOONDROOK** †	*dep.*	7 45	...	11 20	...	...
1½	R. M. S. Place No 25		Z	...	...	...	...
2¼	R. M. S. Place No 24		Z	...	...	...	...
2½	Gannawarra N C		7 54§	...	...	...	...
4¾	Teal Point N C		§	...	...	...	...
5¾	Hinksons N C		8 6§	...	...	...	...
6½	R. M. S. Place No 23		Z	...	...	...	...
9½	R. M. S. Place No 22		Z	...	...	...	...
10¼	R. M. S. Place No 21		Z	...	...	...	...
11½	Pyramid Creek N C (R. M. Stop Place)...		Z	...	P.M.	...	...
		arr.	8 40–9	...	12 50	...	...
				...			
14	**KERANG** W †		PASS. MON. to FRI.	...			
				...			
			A.M.	...			
		dep.	9 30	...	...	...	...
			P.M.	...			
193½	**MELBOURNE** W	*arr.*	2 25	...	...	...	...

The Kerang–Koondrook line (previously known as the Kerang–Koondrook Tramway) was taken over by the Victorian Railways Commissioners from the Kerang Shire Council on Friday, 1st February, 1952. Sec's 51/6582.

KERANG–MURRABIT–STONY CROSSING

Service on the line from Murrabit to Stony Crossing suspended in 1943.

Service on the line from Kerang to Murrabit suspended 20th April, 1961.

The line Kerang to Stony Crossing permanently closed to all traffic 20th December, 1961. (Secretary's 61/4336).

BENDIGO–FREEZING COMPANY'S SIDING

Down **Up**

Miles	STATIONS		85 Goods Tue., Wed., Thur., Fri.	85A Goods Mon.	Miles	STATIONS		22 Goods Tue., Wed., Thur., Fri.	22A Goods Mon.
			A.M.	A.M.				A.M.	A.M.
—	**MELBOURNE YARD** W	*dep.*	...	...	—	**FREEZING CO'S SDG.**	*dep.*	6 45	10 15
100¾	**BENDIGO** W	*arr.*	...	...	½	Vic Inland Meat Auth. Sdg.		...	...
		dep.	6 15	8 0	1	Carr Fowler Constr. Sdg. NC		...	...
102	Nth. Bendigo Junct. E S	*arr.*	...	8 10	2½	Nth. Bendigo Junct.	*arr.*	6 54	10 30
		dep.	6 21	9 30			*dep.*	...	...
103½	Carr Fowler Constr. Sdg. N C ...		...	...			*arr.*	...	...
104	Vic. Inland Meat Auth. Sdg. ...		...	...	3¾	**BENDIGO** W			
104½	**FREEZING CO'S SDG.** N C	*arr.*	6 30	9 45			*dep.*	Run	Run
					104½	**MELBOURNE YARD** W	*arr.*	No. 97	No. 99

HEATHCOTE–FREEZING COMPANY'S SIDING (Nth. Bendigo)

Line closed on and after 3.12.58 (Secretary's 57/7738). Last train ran 3.12.58.

KORONG VALE–WEDDERBURN JUNCTION–WEDDERBURN

Down — **GOODS SERVICE** — **Up**

Miles from Melb.	STATIONS		1 Goods Wed.	Miles	STATIONS		2 Goods Wed.
			A.M.				A.M.
151	**KORONG VALE** E S W	*dep.*	6 15	—	*WEDDERBURN* †	*dep.*	8 30
		arr.	6 32	5	*Wedderburn Junct.*† ES ○	*arr.*	8 45
146	*Wedderburn Junct.* ES † ○	*dep.*	7 0	10		*dep.*	8 55
151	*WEDDERBURN* † ...	*arr.*	7 15		**KORONG VALE** E S W	*arr.*	9 10

MARYBOROUGH–INGLEWOOD

Down — **Up**

Miles via C'me.	STATIONS		23 Goods Mon.	Miles via B'go	STATIONS		28 Goods Mon.
			A.M.				P.M.
112	**MARYBOROUGH** E S W	*dep.*	7 30	131	**INGLEWOOD** † W ...	*dep.*	1 30
119½	Ballast Siding N C		...	139¼	Arnold N C		...
121	*Bet Bet* E S ○ ...	*arr.*	...	143	Llanelly		...
	(See note, page 67)	*dep.*	7 48	145¼	Tarnagulla NC (See f'note) ...		2 35
125¾	**DUNOLLY** E S † ...	*arr.*	...	155¾	**DUNOLLY** † E S ...	*arr.*	4 0–37
		dep.	8 1			*dep.*	4 45
136¼	Tarnagulla N C (See f'note)	*arr.*	...	160½	*Bet Bet* E S ○ ...	*arr.*	...
		dep.	9 5		(See note, page 67)	*dep.*	5 0
138½	Llanelly N C		...	162	Ballast Siding N C		...
142¼	Arnold N C		...	169½	**MARYBOROUGH** E S W	*arr.*	5 20
150½	**INGLEWOOD** † W ...	*arr.*	11 0				

NOTE :—**Tarnagulla** may be opened as an Intermediate Block Post as required.
See General Appendix for instructions.

BENDIGO–KORONG VALE–WYCHEPROOF–SEA LAKE–KULWIN—Passenger Service.

DOWN

Miles	STATIONS		73 PASS. TUE., WED., THURS., SAT.	109 PASS. MON., FRI.	
—	**MELBOURNE** W ...	*dep.*	A.M. 8 10**x**	P.M. 1 35	...
		arr.	11 15	4 25	...
100¾	**BENDIGO** W		**Diesel Electric Rail Motor Tue., Wed., Thur., Sat.**	**Diesel Electric Rail Motor & Trailer Mon., Fri.**	
		dep.	Noon 12 0**B**	P.M. 4 55**D**	...
102	North Bendigo Junction ES		P.M. 12 3*	4 58*	...
103	Sandhurst ES NC ... ... (see note page 45)		...	...	...
105¾	Eaglehawk ES		12 11	5 6	...
112½	*Marong* ES ○ (see note page 45) ...		12 22	5 18	...
117¼	Leichardt NC (see note page 45) ...		...	...	...
121½	Derby NC (see note page 45)		...	...	...
126½	Bridgewater ES		12 44–**74**	5 40–**90**	...
131	Inglewood ES W		12 53	5 49	...
135	Kurting NC		...	...	...
139¼	Glenalbyn NC (see note page 45) ...		1 12	6 8	...
146	*Wedderburn Junction* ES ○		1 27	6 23–**136**	...
151	**KORONG VALE** ... ... ES W ...	*arr.*	1 37	6 35	...
		dep.	1 40	6 38	...
159¾	*Wychitella* (see note page 45)		§	§	...
165	*Buckrabanyule* ○ ... ... (see note page 45)	*arr.*	...	...	...
		dep.	2 4	7 1	...
168¼	Barrakee NC		§	§	...
173¾	Charlton ES W		2 21–**136**	7 18	...
178¾	Teddywaddy NC		§	§	...
183	Glenloth NC (see note page 45) ...		§	§	...
		arr.	2 49—	7 47	...
190¼	**WYCHEPROOF** ES † W		**35, 138**	**Diesel Electric Rail Motor**	
		dep.	2 53	7 52	...
200¼	Dumosa NC		...	...	...
207	*Nullawil* (see note page 45)		§	§	...
213	Warne NC		...	...	...
217	Culgoa † W	*arr.*	...	...	...
		dep.	3 49–**40**	8 49	...
225¾	Berriwillock †		4 7	9 6	...
232¼	Boigbeat NC (see note page 45) ...		§	§	...
238	**SEA LAKE** † W ...	*arr.*	4 35	9 35	...
			No passenger service beyond Sea Lake		

x—Departs Spencer Street 8.20 a.m. Saturdays.

B—Hauls two "C" brakevans, Bendigo–Wycheproof, Bendigo–Ultima (detached Korong Vale) Tue., Wed., and Thur.. and one "C" brakevan Bendigo–Ultima (detached Korong Vale) Sat.

D—Hauls one "C" brakevan Bendigo–Ultima (detached Korong Vale).

UP

Miles	STATIONS		58 Diesel Electric Rail Motor Mon. to Sat.		
			A.M.		
—	**SEA LAKE** † W	*dep.*	7 5	...	...
5¾	Boigbeat NC (see footnote) ...	...	§	...	...
12¼	Berriwillock †	...	7 26	...	...
21	Culgoa † W	*arr.*	...	...	...
		dep.	7 41	...	...
25	Warne NC	...	...	...	...
31	*Nullawil* (see footnote) ...	...	§	...	...
37¾	Dumosa NC	...	...	...	...
47¾	**WYCHEPROOF** † ES W ...	*arr.*	8 28	...	...
		dep.	8 30**A**	...	...
55	Glenloth NC (see footnote) ...	...	§	...	...
59¼	Teddywaddy NC	...	§	...	...
64¼	Charlton ES W	*arr.*	...	...	...
		dep.	8 58	...	...
69¾	Barrakee NC	...	§	...	...
73	*Buckrabanyule* ○ ... ... (see footnote)	*arr.*	...	...	...
		dep.	9 13	...	...
78¼	*Wychitella* (see footnote) ...	...	§	...	...
		arr.	9 40	...	...
87	**KORONG VALE** ES W ...		**Diesel Electric Rail Motor Tue., Wed., Thur., Sat. Diesel Electric Rail Motor & Trailer Mon., Fri.**		
		dep.	9 50	...	...
92	*Wedderburn Junction* ES ...	*arr.*	...	...	...
		dep.	10 0	...	...
98¾	Glenalbyn NC (see footnote) ...	...	10 11	...	...
103	Kurting NC	...	...	...	...
107	Inglewood ES W	*arr.*	...	...	...
		dep.	10 27–**93**	...	...
111½	Bridgewater ES	*arr.*	...	...	...
		dep.	10 35	...	...
116½	Derby NC (see footnote) ...	...	...	...	...
120¾	Leichardt NC (see footnote) ...	...	...	...	...
125½	*Marong* ES ○ (see footnote) ...	...	10 58	...	...
132¼	Eaglehawk ES	...	11 11	...	...
135	Sandhurst NC ES (see footnote)	...	...	...	...
136	North Bendigo Junction ES ...	...	11 21*	...	...
		arr.	11 25	...	...
137¼	**BENDIGO** W		**PASS. MON. TO SAT.**		
		dep.	12 0Noon	...	...
			P.M.		
238	**MELBOURNE** W	*arr.*	2 25	...	...
			58		

74,35,37

A.—Up Rail Motor trains may stop opposite Wycheproof Post Office as required to set down passengers only. The Double Line Block Telegraph System is in force on the Up and Down journey between Bendigo "C" (Williamson-street) and North Bendigo Junction. **Marong** is switched in as an Electric Staff Station Monday to Friday from 8.30 a.m. until No. **74** clears; Wednesdays and Thursdays from 8.10 a.m. until No. **74** clears. The Train Controller, Bendigo, may arrange for **Marong** to be switched in during other periods but before doing so, he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the staff station where the crews are instructed must make an entry to that effect in the Train Register Book. **Derby** or **Leichardt, Wychitella** or **Buckrabanyule, Glenloth, Nullawil, Boigbeat** and **Nandaly** may be opened as Intermediate Block Posts as required. See General Appendix for instructions. **Sandhurst** is an unattended Electric Staff Post worked in accordance with the instructions in the General Appendix. **Glenalbyn** and **Buckrabanyule** may be opened as Electric Staff Stations when required and published.

BENDIGO–KORONG VALE–WYCHEPROOF–SEA LAKE–KULWIN.

Down — **Goods Service**

Miles	STATIONS	35 Through Goods Tue. Wed. Thur. Fri.	37 Goods Thu.	35A Goods Wed.	83 Thro. Goods Mon.	93 Goods Tue. Thur. Fri. (Wed. ‡)	23 Goods Thur. ‡	3 Goods Wed.	99 Thro. Goods Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	**MELBOURNE YARD** *dep.*	...	...	...	...	...	...	...	...
100¾	**BENDIGO** W ... *dep.*	3 30	...	...	4 0	7 30	...	...	12 30
102	North Bendigo Junction ES	3 36	...	...	4 7	7 35	...		12 36
102¾	Gas Company's Sdg. NC ...	...	...	...	...	...	...		...
103	Sandhurst ES NC (note, p 45)	...	...	...	...	...	...		...
104½	California Gully Siding NC ...	...	...	...	...	...	...		...
105¾	Eaglehawk ES	3 45	...	...	4 20	8 5	...		12 45
112½	*Marong* ES ○ ... *arr.*	...	...	...	...	8 21	...		...
	(see note page 45) *dep.*	4 0	...	...	4 35	8 35	...		1 0
117¼	Leichardt NC (note, page 45)	...	...	...	...	8 51	...		...
121½	Derby NC (see note, page 45)	...	...	...	...	9 5	...		...
126½	Bridgewater ES ... *arr.*	...	...	...	...	9 16–38	...		...
	dep.	4 27	...	...	5 4	10 0	...		1 30
131	**Inglewood** ES W ... *arr.*	...	...	...	...	10 12	...		...
	dep.	4 50	...	...	5 20	11 35–P.M.	...		1 45
135	Kurting NC	...	...	...	...	74, 58	...		...
139¼	Glenalbyn NC (note, page 45)	5 2	...	...	5 42	12 10	...		...
146	*Wedderburn Junction* ES ○ ... ... *arr.*	...	...	...	6 0	12 29	...	8 45	...
	dep.	5 36	...	...	6 35	12 39	...	8 55	2 25
	arr.	5 50	...	...	6 50	12 55	...	9 10	2 35
					—38				
151	**KORONG VALE** ES W	**Tu. Fri.** (Wed. ‡)							
		A.M.	—58						
	dep.	9 50–58	9 50	...	...	...	...	...	...
159¾	*Wychitella* (note, page 45) ...	...	...	...	...	...	...	...	...
165	*Buckrabanyule* ○ ... *arr.*	...	...	...	...	...	...	...	...
	(see note, page 45) *dep.*	11 0	11 15	...	...	...	...	...	...
168¼	Barrakee NC	...	...	...	...	...	...	...	...
	arr.	11 25	11 50	...	...	...	...	...	...
173¾	Charlton ES W ...	P.M.	P.M.						
	dep.	12 5	12 35	...	...	...	...	...	...
174¼	Charlton Cattle Siding NC ...	...	...	...	...	...	...	...	...
178¾	Teddywaddy NC	...	...	...	...	...	..	...	...
183	Glenloth NC (note, page 45) ...	12 30	1 20	...	...	...	...	...	...
	arr.	12 55	1 45	...	...	...	...	...	...
		—136						25	
190¼	**WYCHEPROOF** ES † W	**Tue.**						**Goods**	
		P.M.						**Fri.**	
	dep.	3 35–73	...	...	...	...	10 30	P.M. 1 30	...
191½	Grain Elevators Board Sdg. NC	...	...	...	...	...	...	...	...
200¼	Dumosa NC	...	...	...	...	...	...	...	...
207	*Nullawil* (note, page 45) ...	4 46	...	...	...	...	P.M.	3 0	...
213	Warne NC	...	...	...	...	...	...	...	...
217	Culgoa † W ... *arr.*	5 17	...	...	...	...	12 1	3 50	...
	dep.	5 37	...	...	...	...	12 20	4 20	...
225¾	Berriwillock †	6 44	...	...	...	...	1 0	5 50	...
232¼	Boigbeat NC (note, page 45)	7 16	...	...	...	...		...	...
	arr.	7 35	...	...	...	...	...	6 45	...
								Alt.	
								Sat.	
238	**SEA LAKE** † W ...							**Comm.**	
								8-11-69	
								A.M.	
	dep.	...	...	4 0	...	...	...	3 0	...
244¼	Ninda NC	...	...	4 35	...	...	...	...	...
250	Nyarrin NC ... *arr.*	...	...	4 55	...	...	...	...	...
	dep.	...	...	5 10	...	...	...	3 45	...
255¾	*Nandaly* (see note p. 45) *arr.*	...	...	5 30	...	...	...	...	...
	dep.	...	...		...	...	...	5 0	...
260	Pier Millan NC	...	...	...	...	...	...	...	...
266¾	Mittyack NC	...	...	...	...	...	...	6 30	...
275¼	KULWIN NC † *arr.*	...	...	...	...	...	...	7 0	...

From Wedderburn (As No. 2 Page 43)

KULWIN–SEA LAKE–WYCHEPROOF–KORONG VALE–BENDIGO.

UP — Goods Service

Miles	STATIONS		38 Goods Alt. Sat. Comm. 8-11-69	74 Goods Mon. Wed. Fri. (Tu., Thu. ‡)	138 Goods Thur.	132 Goods Tue., Thur.	90 Goods Fri. ‡
			A.M.	A.M.	P.M.	P.M.	P.M.
—	KULWIN NC † ...	*dep.*	7 40	...	...	...	...
8½	Mittyack NC		...	...	...		...
15¼	Pier Millan NC ...		...	...	...	...	...
19½	*Nandaly*	*arr.*	...	...	...	...	...
	(see note, page 45)	*dep.*	9 30	...	...	...	...
25¼	Nyarrin NC		...	...	...	...	...
31	Ninda NC		...	...	...	...	...
37¼	**SEA LAKE** † W ...	*arr.*	10 20	...	...	...	...
			Sat.				
		dep.	11 0	...	...	...	...
43	Boigbeat NC (see note, p. 45)		...	...	...	...	...
49½	Berriwillock †		11 50	...	...	...	...
58¼	Culgoa † W ...	*arr.*	P.M.	...	...	...	...
		dep.	12 40	...	...	...	...
62¼	Warne NC		...	...	...	...	...
68¼	*Nullawil* (see note, page 45)		1 10	...	...	...	...
75	Dumosa NC		1 30	...	...	...	...
83¾	Grain Elevator Bd. Sdg. NC		...	...	...	...	...
85	**WYCHEPROOF** † ES W	*arr.*	2 15	...	...	...	...
			Mon.		**—73**		
			A.M.				
		dep.	4 30	...	3 0	...	...
92¼	Glenloth NC (see note, p. 45)		4 55	...	3 30	...	...
96½	Teddywaddy NC ...		...	...	...	...	...
101	Charlton Cattle Siding NC ...		...	...	...	...	...
101½	Charlton ES W ...	*arr.*	5 25	...	4 5	...	...
		dep.	5 45	...	4 40	...	...
107	Barrakee NC		...	...	...	...	...
110¼	*Buckrabanyule* ○	*arr.*	...	...	...	...	...
	(see note, page 45)	*dep.*	6 35	...	5 25	...	...
115½	*Wychitella* (note, page 45) ...		...	...	...	...	...
124¼	**KORONG VALE** ES W	*arr.*	7 0	...	6 10	...	...
			—83	**—58**		...	...
			Mon. (Tue. to Fri. ‡)		**2 Goods Wed.**		
		dep.	8 0	10 20	A.M. 6 15	3 0	4 15
129¼	*Wedderburn Junct.* ES	*arr.*	...	10 37	6 32	...	...
		dep.	8 19	10 47	7 0	3 17	4 32
136	Glenalbyn NC (note, page 45)		8 35	11 10	...	...	...
140¼	Kurting NC		...	...	...	...	...
144¼	Inglewood ES W	*arr.*	...	11 30	To Wedderburn (as No. 1, page 43)	...	...
				—93			
				P.M.			
		dep.	9 0	12 15		3 55	5 10
148¾	Bridgewater ES ...	*arr.*	9 11	12 25		4 7	5 22
			—93	**—73**			**—109**
		dep.	9 30	1 30		5 21	5 43
153¾	Derby NC (note, page 45) ...		...	...		...	...
158	Leichardt NC (see note, p. 43)		...	...		...	...
162¾	*Marong* ES ○ ...	*arr.*	...	2 20	...	...	...
	(see note, page 45)	*dep.*	10 10	2 35	...	5 58	6 28
169½	Eaglehawk ES		10 30	2 55	...	6 22	6 48
170¾	California Gully Siding NC ...		...	...	...	...	...
172¼	Sandhurst NC ES (see n. p. 45)		...	...	...	...	...
172½	Gas Company Siding NC ...		...	...	...	...	...
173¼	North Bendigo Junction ES		10 45	3 10	...	6 38	7 0
174½	**BENDIGO** W ...	*arr.*	10 55	3 20	...	6 45	7 5
		dep.			...		
275¼	**MELBOURNE YARD**	*arr.*	...	...	...	...	...

KULWIN–SEA LAKE–WYCHEPROOF–KORONG VALE–BENDIGO

Up — **Goods Service**

Miles	STATIONS		136 Goods Wed.		40 Goods Thur. ‡	72 Goods Sat. ‡	
			A.M.		P.M.	A.M.	
—	KULWIN NC † ...	*dep.*	...		...	...	...
8½	Mittyack NC		...		...	...	...
15¼	Pier Millan NC		...		...	...	...
19½	*Nandaly*	*arr.*	...		...	...	...
	(note, p. 45)	*dep.*	6 30		...	...	...
25¼	Nyarrin NC		7 0		...	...	...
31	Ninda NC		7 35		...	...	...
37¼	**SEA LAKE** † W ...	*arr.*	8 0		...	...	...
		dep.	8 50		...	...	...
43	Boigbeat NC (note page 45)		9 10		...	...	...
49½	Berriwillock †		9 55		2 15	...	...
58¼	Culgoa † W ...	*arr.*	10 25		2 45 —73	...	...
		dep.	10 55		3 55	...	...
62¼	Warne NC		...		...	...	...
68¼	*Nullawil* (note, page 45) ...		11 55		...	...	...
			P.M.				
75	Dumosa NC		12 20		...	...	...
83¾	Grain Elevator Bd. Sdg. NC		...		...	...	...
85	**WYCHEPROOF** † ES W	*arr.*	1 0—35		5 40	...	...
			Tue., Wed.				
		dep.	P.M. 1 35				...
92¼	Glenloth NC (note, page 45)		1 50		...	...	...
96½	Teddywaddy NC ...		...		...	...	...
101	Charlton Cattle Siding NC		...		...	...	...
101½	Charlton ES W	*arr.*	2 15 —73		...	...	...
		dep.	3 10		...	...	...
107	Barrakee NC		...		...	...	...
110¼	*Buckrabanyule* ○ ...	*arr.*	...		...	...	...
	(note, page 45)	*dep.*	4 0		...	...	...
115½	*Wychitella* (note, p. 45) ...		...		...	...	...
		arr.	4 45		...	...	...
124¼	**KORONG VALE** ES W		**Tue. Wed. Thur.**	**Fri.** (Mon. ‡)			
			P.M.	P.M.			
		dep.	5 30	5 30	...	8 0	...
129¼	*Wedderburn Junct.* ES	*arr.*	5 46	5 46 —109	...	...	...
		dep.	6 0	6 27	...	8 15	...
136	Glenalbyn NC (note, p. 45) ...		6 18	6 45	...	...	...
140¼	Kurting NC		...	...	...	...	...
144¼	Inglewood ES W	*arr.*	...	...	...	...	...
		dep.	6 40	7 7	...	8 50	...
148¾	Bridgewater ES ...	*arr.*	...	...	...	...	...
		dep.	6 51	7 18	...	9 0	...
153¾	Derby NC (note, page 45)		...	...	...	...	...
158	Leichardt NC (see note, p. 45)		...	...	...	...	...
162¾	*Marong* ES ○ ...	*arr.*	...	...	...	...	...
	(see note page 45)	*dep.*	7 30	7 55	...	9 30	...
169½	Eaglehawk ES		7 50	8 15	...	9 46	...
170¾	California Gully Siding NC ...		...	...	...	...	...
172¼	Sandhurst NC ES(see n. p. 45)		...	...	...	...	...
172½	Gas Company Siding NC ...		...	...	...	...	...
173¼	North Bendigo Junction ES		8 5	8 30	...	10 0	...
174½	**BENDIGO** W ...	*arr.*	8 10	8 35	...	10 5	...
		dep.					
275¼	**MELBOURNE YARD**	*arr.*	...	...	...	...	...

MARYBOROUGH–AVOCA–ARARAT.

Miles	STATIONS	1 Goods Wed.	31 Goods Mon. to Fri. ‡	Miles	STATIONS	2 Goods Wed.	4 Goods Wed. ‡ (See note)	32 Goods Tue. to Sat. ‡	
	DOWN	A.M.	P.M.		**UP**	A.M.	A.M.	A.M.	
112	**MARYBOROUGH** † W *dep.*	6 0	11 30	—	**ARARAT** † W *dep.*	...	...	4 0	
				21¾	Elmhurst NC ... *arr.*	...	...	...	
					dep.	...	8 40	...	
119½	Bung Bong Ballast Sdg. NC ...	...	...		*arr.*	...	9 30	6 5	
			Tue. to Sat. ‡	39½	Avoca † W ○				–1
			A.M.		*dep.*	8 0	10 0	6 10	7 5
	arr.	7 0	12 20	47	Bung Bong Ballast Sdg. NC	...	...	...	...
127	Avoca † W ○ ...	‡							
	dep.	7 30	12 25	54½	**MARYBOROUGH** † W *arr.*	9 0	11 0	7 0	7 55
	arr.	8 20	...						
144¾	Elmhurst NC ... *dep.*		...						
166½	**ARARAT** † W ... *arr.*	...	2 40						

Note:—When **No. 1** is required to run to Elmhurst it will return as **No. 4** and **No. 2** will not run.

AVOCA–ARARAT Section of line closed 8th July, 1959 (Sec's 59/4995).
Re-opened 29th October, 1966 (Sec's 65/143).

BALLARAT–BALLARAT RACECOURSE PLATFORM

Down

Miles from Melb.	STATIONS	
73¾	**BALLARAT** W ... *dep.*	...
74½	North Ballarat Junction ES NC *arr.*	...
	dep.	...
75¼	S.E.C. Siding ES NC (See note, page 54)	...
		...
79¾	Waubra Junction ES † NC (See note, page 54) *arr.*	...
	dep.	
81½	**BALLARAT RACECOURSE PLATFORM** NC *arr.*	...

Up.

Miles	STATIONS	
—	**BALLARAT RACECOURSE PLATFORM** NC *dep.*	...
1¾	Waubra Junction † ES NC *arr.* (See note, page 54) ... *dep.*	... ...
6¼	S.E.C. Siding ES NC ... ... (See note, page 54)	...
7	North Ballarat Junct. ES NC ...	...
7¾	**BALLARAT** W ... ... *arr.*	...

The Double Line Block Telegraph System is in force on Up and Down journey Lydiard-Street Box " B ", Ballarat, and North Ballarat " C ".

BALLARAT RACECOURSE PLATFORM–WAUBRA

That section of the Waubra Junction–Waubra line beyond the Junction at Mileage 81M 50 Ch. 15 Lks, closed to all traffic on 31st January, 1968. (Sec's 65/2661).

DOWN		Passenger Service			Goods Service			
Miles	STATIONS	15 PASS. TUE., WED., THUR., SAT.	19 PASS. MON., FRI.	11 Goods Mon. ‡	13 Goods Fri.	17 Goods Tue. Thurs. (Wed. ‡)	29 Goods ‡
—	**MELBOURNE** W... *dep.*	A.M. 8 10X	P.M. 1 35	A.M. ...	A.M. ...	A.M. ...	A.M. ...
	arr.	11 15	4 25	...	...	...	...
100¾	**BENDIGO** W ...	**Diesel Electric Rail Motor Tues., Wed., Thurs., Sat.** Noon	**Diesel Electric Rail Motor Mon., Fri.** P.M.				
	dep.	12 0	4 55	...	...	...	...
	arr.	P.M. 1 37	6 35	...	...	...	...
151	**KORONG VALE** E S W (See note B, page 51)	**Diesel Electric Rail Motor Tues., Wed., Thurs., Sat.** P.M.	**Diesel Electric Rail Motor Mon., Fri.** P.M.			—10	
	dep.	1 50D	6 45D	2 40	8 30	9 45	5 0
156	Borung NC	§	§	...	...	...	...
160¼	*Mysia* ES (See note B, page 51) ... *arr.*	...	...	...	8 55 —10	10 15 —30	...
	dep.	2 7	7 3	3 5	9 25	10 25	5 25
167½	G.E.B. Siding NC ...	...		...	...	...	...
169	**BOORT** ES W (See note B, page 51) *arr.*	... —22	...	3 25	9 55 –20, 30	...	...
	dep.	2 22	7 18	4 5	10 35	11 50 P.M.	5 50
177	Barraport NC ES (See note B, page 51) *arr.*	...		4 25 —28	...	12 11 —22	...
	dep.	2 37	7 34	4 35	11 10	1 20	6 15
180¾	Gredgwin NC	§	§	...	...	...	...
185¼	Oakvale NC ...	*	*	...	...	...	...
191	Quambatook ES (See notes A & B, page 51) *arr.*	... —17	...	...	11 55 P.M.	2 20 —15	7 5 —10
	dep.	3 7	8 4	5 25	12 30	3 30	
198¾	Cannie NC(See note A, p. 51)	§	§	...	...	...	...
205¾	Lalbert ES W ... *arr.* (See note A, page 51)	...	...	...	...	...	...
	dep.	3 35	8 31	6 15	1 45	4 30	...
212¾	*Meatian* (See note, page 51) ...	§	§	...	...	...	...
	arr.	4 13	9 11	7 0 —10	2 45	5 25	...
221¼	**ULTIMA** ES † ...	**Diesel Electric Rail Motor Wed.**				Tues. P.M.	
	dep.	4 16	9 14	...	5 50	8 0	...
226¾	Gowanford NC	§	§	...	...	...	...
233½	Waitchie NC (See note, page 51) ...	§	§	...	...	...	...
241¼	Chillingollah NC W (See note, page 51) *arr.*	...	...	...	7 17	...	...
	dep.	4 57	9 55	...	7 55	9 30	...
249½	*Chinkapook* (See note, page 51) ...	5 13	10 11	...	...	...	...
255¼	Cocamba NC	*	*	...	...	...	...
259¾	**MANANGATANG** †W *arr.*	...	... —13	...	9 35 —19	10 50	...
	dep.	5 34	10 31	...	11 30 Sat.	11 50 Weds.	...
265½	*Bolton*	§	§	...	A.M.	A.M.	...
269½	Koimbo NC ...	§	§	...	1 20	1 10	...
274	*Annuello* (See note, page 51) ...	6 4§	11 1§	...			...
285¼	*Bannerton*	§	§	...	...	...	...
293½	**ROBINVALE** † W *arr.*	6 55–24	11 50	...	3 35–10	3 0	...

X.—Departs Melbourne 8.20 a.m. Saturdays.

D.—Hauls one "C" brakevan ex Bendigo to Ultima.

Up Passenger Service				Goods Service				
Miles	STATIONS		10 Diesel Electric Rail Motor Tues., Thurs., Sat.	20 Goods Fri.	22 Goods Thur. (Wed. ‡)	24 Goods Wed.	28 Goods Sun.	30 Goods ‡
			A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
—	**ROBINVALE** † W	*dep.*	4 50–**13, 17**	...	...	7 30–**15**	4 30	...
8¼	*Bannerton*		§	...	...	...	...	...
19½	*Annuello* (See footnote) ...	*arr.*	...	...	...	...	...	...
		dep.	5 29§	...	...	8 50	5 40	...
24	Koimbo N C		§	...	...	...	...	...
28	*Bolton*		§	...	...	...	...	...
		arr.	...	...	...	...	6 50	...
33¾	**MANANGATANG** † W ...	*dep.*	5 59	...	...	10 20	7 20	...
38¼	Cocamba N C		*	...	...	...	...	...
44	*Chinkapook* (See footnote)		6 21	...	...	**Thurs.**	...	...
52¼	Chillingollah NC W (See footnote)	*arr.*	...	...	...	A.M.	...	...
		dep.	6 37	...	...	12 20	10 0	...
60	Waitchie NC (See footnote)		§	...	...	...	...	...
66¾	Gowanford N C		◆	...	...	...	...	...
		arr.	7 19	...	...	2 30	11 55	...
			Diesel Electric Rail Motor Mon. to Sat.				**Mon.**	
72¼	**ULTIMA** † E S						A.M.	
		dep.	7 21–**11**	5 0	8 30	...	1 0	...
		arr.	...	...	...	...	...	...
80¾	*Meatian* (See footnote) ...	*dep.*	§	...	...	...	...	...
		arr.	...	...	...	...	...	...
87¾	Lalbert E S W (See note A)	*dep.*	7 52	6 10	10 0	...	1 55	...
94¾	Cannie N C (See note A)		§	...	...	...	...	...
		arr.	...–**29**	7 0	...	...	...	...
102½	Quambatook E S		—**30**					—**10**
	(See notes A & B)	*dep.*	8 20	7 20	11 50	...	3 0	8 50
108¼	Oakvale N C		*	...	...	...	...	...
112¾	Gredgwin NC		§	...	P.M.	...	...	...
		arr.	...	8 15	12 30	...	3 55	...
116½	Barraport NC E S		—**20**	—**10**	—**17**		—**11**	
	(See note B)	*dep.*	8 49	9 5	1 20	...	4 55	9 35
		arr.	...	...	1 45	...	...	...
124½	**BOORT** E S W			—**13**	—**15**			—**13**
	(See note B)	*dep.*	9 3	10 0	2 25	...	5 40	10 0
126	G.E.B. Siding N C		...	...	...	...	...	...
		arr.	...	...	...	...	...	...
133¼	*Mysia* E S (See note B) ...		—**13**					—**17**
		dep.	9 19	10 40	2 50	...	...	10 20
137½	Borung N C		§	...	...	...	...	...
		arr.	9 38–**17**	11 10	3 25	...	6 40	11 0
			Diesel Electric Rail Motor					
142½	**KORONG VALE** E S W ...							
	(See note B)	*dep.*	9 50	...	...	...	...	...
		arr.	11 25	...	...	...	...	...
192¾	**BENDIGO** W		**PASS. Mon. to Sat.**					
		dep.	12 0 noon	...	...	...	...	...
			P.M.					
293½	**MELBOURNE** W	*arr.*	2 25	...	...	...	...	...

NOTE :—**Meatian, Waitchie, Chinkapook and Annuello** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

Chillingollah may be opened as a Temporary Staff and Ticket station when required.

NOTE **A.**—Composite Electric Staff may be used for the section Quambatook–Lalbert and Cannie may be worked as a Special Block post by means of the Composite Staff. See General Appendix for instructions.

NOTE **B.**—Automatic Electric Staff Working is in force between Korong Vale–Mysia, Mysia–Boort, Boort–Barraport and Barraport–Quambatook. See General Appendix for instructions.

CASTLEMAINE–MARYBOROUGH

Down — **Passenger Service**

Miles	STATIONS		9 PASS. MON. TO SAT.	21 PASS. MON., TU., WED., THUR.	23 PASS. FRI.	25 PASS. SAT.			
			A.M.	P.M.	P.M.	P.M.			
—	**MELBOURNE** W	*dep.*	8 10X	5 45	5 45	6 5	...	...	..
		arr.	10 29X	7 57	8 8	8 11	...	...	...
78	**CASTLEMAINE** ... W E S		**102 H.P. Diesel Rail Car Mon.to Sat.**	**102 H.P. Diesel Rail Car Mon., Tue., Wed., Thur**	**102 H.P. Diesel Rail Car Fri.**	**102 H.P. Diesel Rail Car Sat.**	...	...	...
		dep.	A.M. 10 43—**4,6**	P.M. 8 12–**128**	P.M. 8 25—	P.M. 8 20	...	...	...
79	Maldon Jnct. NC, ES ... (See footnote)		*	*	* **128**	*	...	...	...
80¾	Campbell N C		§	§	§	§	...	...	...
84½	*Guildford* (See f'note)	*arr.*	...	...	...	...	...	...	...
		dep.	11 0	8 29	8 42	8 37	...	...	...
88½	R.M. Stp. Pl. No. 27 NC ...		Z	Z	Z	Z	...	...	...
92¼	Newstead E S ...	*arr.*	...	...	...	...	...	...	...
		dep.	11 15	8 44	8 57	8 52	...	...	...
100¾	Moolort N C ... (see footnote)	*arr.*	...	...	...	...	...	...	...
		dep.	11 29	9 0	9 13	9 8	...	...	...
107½	*Carisbrook* ○ ES ... (See footnote)	*arr.*	...	...	...	...	...	...	...
		dep.	11 43	9 14	9 27	9 22	...	...	...
112	**MARYBOROUGH** ES W ...	*arr.*	11 55–**130**	9 30	9 40	9 35	...	...	...

X. Departs Melbourne 8.20 a.m. Saturdays arrives Castlemaine 10.33 a.m.

MARYBOROUGH–CASTLEMAINE

Up — **Passenger Service**

Miles	STATIONS		2 102 H.P. Diesel Rail Car Mon.to Sat.	20 102 H.P. Diesel Rail Car Mon. to Fri.	14 102 H.P. Diesel Rail Car Sat.				
			A.M.	P.M.	P.M.				
—	**MARYBOROUGH** ES W ...	*dep.*	6 15—**4**	4 35	5 0	...	...	...	...
4½	*Carisbrook* ○ ES ... (See footnote)	*arr.*	...	...	...	...	...	...	...
		dep.	6 22	4 42	5 7	...	...	...	...
11¼	Moolort N C ... (See footnote)	*arr.*	...	...	...	...	...	...	...
		dep.	6 35	4 55	5 20	...	...	...	...
19¾	Newstead E S ...	*arr.*	...	...	...	...	...	...	...
		dep.	6 51	5 9	5 35	...	...	...	...
23½	R.M. Stop. Place No. 27 ...		Z	Z	Z	...	...	...	...
27½	*Guildford* ... (See footnote)	*arr.*	...	...	...	...	...	...	...
		dep.	7 7	5 25	5 50	...	...	...	...
31¼	Campbell N C		§	§	§	...	...	...	...
33	Maldon Junct. N C E S ... (See footnote)		*	*	*	...	...	...	...
34	**CASTLEMAINE** W. E S	*arr.*	7 30–**61** **PASS.**	5 50 **PASS.**	6 15 **PASS.**	...	...	...	...
		dep.	7 36	6 0	6 21	...	...	...	...
112	**MELBOURNE** W	*arr.*	9 40	8 15	8 31	...	...	...	...

Maldon Junction is an unattended Electric Staff Station worked in accordance with instructions in the General Appendix.

Guildford and Carisbrook or Moolort may be worked as Intermediate Block Posts when required. See General Appendix for instructions.

Carisbrook is switched in as an Electric Staff Station at times as arranged by the Train Controller, but, before doing so, the Train Controller must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

CASTLEMAINE–MARYBOROUGH

Down		Goods Service						
Miles	STATIONS	61 Goods Mon.	11 Goods Tue., Thu., Fri., (Sat. ‡)	19 Goods Tue., Wed., Thur., Fri. & Alt. Mon. Comm. 3/11/69		27 Goods Alt. Mon. Comm. 10/11/69		
		A.M.	A.M.	P.M.		P.M.		
—	**MELBOURNE YARD** *dep.*	...	...	...	...	...	...	...
	arr.	...	...	...	...	...	...	...
78	**CASTLEMAINE** ...	–2						
	W E S *dep.*	7 35	11 30	9 0	...	10 30	...	...
79	Maldon Junct. NC, ES ... (See note, page 52)	7 39	11 40	9 4	...	10 34	...	...
80¾	Campbell N C	...	...	...	...	...	...	...
	arr.	...	11 51	...	...	...	...	...
84½	*Guildford* (See note, page 52)		P.M.					
	dep.	7 54	12 6	9 19	...	10 49	...	...
	arr.	...	12 26	9 38	...	11 8	...	...
92¼	Newstead E S ...		—130					
	dep.	8 13	1 0	9 53	...	11 23	...	...
	arr.	...	1 25	10 16	...	11 46	...	...
100¾	Moolort NC (See note, page 52) *dep.*	8 36	1 40	10 21	...	11 51	...	...
	arr.	...	1 56	...	...	Alt. Tues.	...	...
107½	*Carisbrook* ○ ES ...					A.M.		
	(See note, page 52) *dep.*	8 51	2 1	10 36	...	12 6	...	...
112	**MARYBOROUGH** ES W ... *arr.*	9 10	2 30	10 55	...	12 25	...	...

MARYBOROUGH–CASTLEMAINE

Up		Goods Service						
Miles	STATIONS	60 Goods Mon.	4 Goods Tue., Thur.	6 Goods Fri., (Sat. ‡)	130 Fast Goods Tue. to Fri.	128 Thro. Goods Mon. to Fri.		
		A.M.	A.M.	A.M.	P.M.	P.M.		
—	**MARYBOROUGH** ES W ... *dep.*	4 15	6 30–2	7 45–2	12 15A–9	5 30	...	...
4½	*Carisbrook* ○ ES ... *arr.*	4 25	6 40	7 55	...	...	...	...
	(See note, page 52) *dep.*	4 40	7 15	8 15	12 23	5 39	...	...
11¼	Moolort NC ... ... *arr.*	5 0	7 35	8 35	...	...	...	...
	(See note, page 52) *dep.*	5 10	7 55	8 45	12 38	5 55	...	...
	arr.	5 40	8 24	9 15	...	...	...	...
19¾	Newstead E S ...				—11			
	dep.	5 55	9 0	9 35	12 55	6 20	...	...
27½	*Guildford* ... ... *arr.*	...	9 22	9 57	...	...	...	...
	(See note, page 52) *dep.*	6 16	9 42	10 6	1 11	6 38	...	...
31½	Campbell N C	...	...	...	...	...	...	...
33	Maldon Junct. NC ES ... (See note, page 52)	6 40	10 5	10 20	1 25	6 50	...	...
	arr.	6 45	10 20—9	10 30–9	1 35	7 0	...	...
34	**CASTLEMAINE** ...				P.M.			
	W E S *dep.*	...	...	...	3 10	9 10 Tues. to Sat.	...	...
						A.M.		
112	**MELBOURNE YARD** *arr.*	...	...	...	7 45	1 45	...	...

A—Comes from Mildura

Down **Passenger Service**

Miles	STATIONS		3 153 H.P. Diesel Rail Car MON. to FRI.,	11 PASS. MON., SAT.	17 PASS. TUES., WED., THUR., FRI.		73 PASS. MON. to THUR.,	73 PASS. FRI. SUN.
—	**MELBOURNE** W	*dep.*	A.M. ...	A.M. 9 10	P.M. 1 30	...	P.M. 9 5	P.M. 9 20
		arr.	...	11 28	3 31	...	11 33	11 27
73¾	**BALLARAT** W ...			**280 H.P. Diesel Rail Car** P.M.	**280 H.P. Diesel Rail Car**			
		dep.	7 8	12 10	4 10	...	11 45	11 39
74½	Nth. Ballarat Junct. E S NC		7 10*	12 12*	4 12* 42	...	11 47*	11 41*
75½	S.E.C. Siding E S NC ... (See footnote)		...	...	...	...	...	...
79¾	Waubra Jct. ES NC (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
							TUES., to FRI.,	**SAT., MON.,**
82½	R.M. Stopping Place No. 7		Z	Z	Z	...	A.M. ...	A.M. ...
85½	Creswick E S W	*arr.*	...	...—**36**	...	...	...	...
		dep.	7 28	12 30	4 32	...	12 6	12 1
86½	Nth. Creswick N C (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	7 31§	12 34§	4 35§	...	*	*
		arr.	7 47–**106**	...	4 50–**18**	...	...—**134**	...—**134**
96¾	Clunes E S W ...		**153 H.P. Diesel Rail Car & Two Trlrs.**					
		dep.	7 59	12 50	4 59	...	12 26	12 21
		arr.	...	...	...	...	...	...
107½	*Talbot* E S ○ ...							
		dep.	8 17	1 7–**38**	5 16	...	12 42	12 37
111½	Daisy Hill ...		8 26§	*	*	...	*	*
		arr.	8 40–**108**	1 22	5 32	...	1 3 –**172**	12 58 –**172**
116¼	**MARYBOROUGH** ES W				—**28**			
		dep.	...	1 25 To Donald (Page 58)	5 35 To Donald (Page 58)	...	1 9 To Mildura (Page 58)	1 4 To Mildura (Page 58)

The Double Line Block Telegraph system is in force on Up and Down Journeys between Lydiard Street Box " B " and North Ballarat Box " C ".

S.E.C. Siding and **Waubra Junction** are unattended Electric Staff Stations worked in accordance with the instructions shown in the General Appendix.

For special instructions regarding signalling arrangements at **North Creswick,** see the General Appendix.

MARYBOROUGH–BALLARAT

Passenger Service

Up

Miles	STATIONS		80 PASS., MON., to SAT.	8 280 HP Diesel Rail Car Mon. to Sat.	18 153 HP Diesel Rail Car and Two Trlrs. Mon. to Fri.			
			A.M.	A.M.	P.M.			
—	**MARYBOROUGH**	*arr.*	3 57**M**	10 31**D**	...	...	...	...
	ES W	*dep.*	4 2–**75**	10 34	4 15	...	...	...
4¾	Daisy Hill N C ...	...	*	*	4 26§	...	...	...
8¾	*Talbot* ES ○ ...	*arr.*	...	... —**13**	...	...	...	...
		dep.	4 19	10 52	4 35	...	...	...
19½	Clunes E S W ...	*arr.*	...	... —**36**	4 56–**17** **153 H.P. Diesel Rail Car**	...	...	...
		dep.	4 40	11 10	5 7	...	...	...
29¾	Nth. Creswick ...	*arr.*	...	...	...	...	...	...
	(See note, page 54)	*dep.*	*	11 27§	5 24§	...	...	...
30¾	Creswick E S W	*arr.*	...	... —**39**	...	...	...	...
		dep.	5 4	11 32	5 29	...	...	...
33¾	R.M. Stopping Place, No. 7		...	Z	Z	...	...	...
36½	Waubra Jct. ES NC	*arr.*	...	...	...	...	...	...
	(See note, page 54)	*dep.*	...	...	...	...	...	...
40¾	S.E.C. Siding ES NC ... (See note, page 54)		...	...	...	...	...	...
41¾	Nth. Ballarat Junct. E S NC		5 25*	11 53*	5 48*	...	...	...
		arr.	5 28—**1**	11 55	5 50–**41**	...	...	...
42½	**BALLARAT** W ...			**PASS., MON. to SAT.** P.M.	**PASS., MON. to FRI.** P.M.			
		dep.	5 40 Via North Geelong Loop	12 15	5 55	...	...	...
116½	**MELBOURNE** W	*arr.*	8 5**E**	2 0	8 0	...	...	...

M. Comes from Mildura (See page 59). **D.** Comes from Donald (See page 59).

E. Arrives Spencer Street 7.58 a.m. Saturdays.

BALLARAT–MARYBOROUGH

Down — **Goods Service**

Miles	STATIONS		103 Express Goods Mon. to Fri. (See note, page 67)	75 Fast Goods Mon. to Fri.	149 Thro. Goods Sun.	1 Goods Mon. to Fri. ‡	5 Goods Sat.	13 Goods Tue., Thur. (Mon., Wed. Fri. ‡)
—	**MELBOURNE YARD**...	*dep.*	P.M. 5 45 Via Nth. Geelong Lp	P.M. 8 35 **Tue. to Sat.**	P.M. ...	A.M. ...	A.M. ...	A.M. ...
73¾	**BALLARAT** W ...	*arr.*	8 43	A.M. 12 34	...	...	...	...
		dep.	9 5	1 15–**134**	10 15	5 55—**80**	6 50	7 50
74¼	Shell Oil Co. Siding N C ...		...	...	...	...	...	...
74½	Nth. Ballarat Junct. E S NC		9 8–**32**	1 18	10 20	5 59	6 53	7 55
75¼	S.E.C. Siding E S NC ... (See note, page 54)		...	...	...	...	...	...
79¾	Waubra Jct. E S NC ...	*arr.*	...	...	...	...	...	...
	(See note, page 54)	*dep.*	...	...	...	...	...	...
85½	Creswick E S W ...	*arr.*	...	...	...	...	7 20	8 21
		dep.	9 25	1 40	10 40	6 26	7 25	8 45–**106**
86½	Nth. Creswick N C ...	*arr.*	...	...	...	...	...	8 49
	(See note, page 54)	*dep.*	...	...	...	...	...	8 59
96¾	Clunes E S W ...	*arr.*	...	...	...	...	7 48	9 20—**108**
		dep.	9 40	2 1–**172**	11 0	6 49	7 53–**106**	9 50
107½	*Talbot* E S ○ ...	*arr.*	...	...	...	... —**106**	8 13	10 11 —**8**
		dep.	9 55	2 22	11 20	7 10	8 18	11 5
111½	Daisy Hill N C ...		...	...	...	...	...	...
116¼	**MARYBOROUGH** E S W	*arr.*	10 12	2 40—**80**	11 45	7 35	8 40	11 30–**130**
		dep.	10 17**M**	4 10**M**				

M. To Mildura

Down

Miles	STATIONS		9 Goods Tue. and Altd. Fri. (Comm. 7.11.69)	37 Goods Mon. to Fri.	39 Goods Tue. to Fri. ‡	41 Goods Tue. to Sat. ‡	
—	**MELBOURNE YARD** ...	*dep.*	A.M. ...	P.M. ...	P.M. ...	P.M. ...	...
73¾	**BALLARAT** W ...	*arr.*	...	...	...	...	...
		dep.	9 0–**106**	12 45	4 45	5 45	...
74¼	Shell Oil Co. Siding NC ...		...	...	...	...	...
74½	North Ballarat Junct. E S NC...		9 5	12 50	4 49	5 50–**18**	...
75¼	S.E.C. Siding E S NC ... (See note, page 54)		...	...	...	...	...
79¾	Waubra Junct. E S NC ...	*arr.*	...	...	...	...	...
	(See note, page 54)	*dep.*	9 25	...	...	...	...
85½	Creswick E S W ...	*arr.*	...	...	5 20 —**18**	...	...
		dep.	9 40	1 15	5 35	6 17	...
86½	North Creswick N C ...	*arr.*	...	...	...	...	...
	(See note, page 54)	*dep.*	9 50	...	5 38	6 20	...
96¾	Clunes E S W ...	*arr.*	To Newlyn (page 27)	1 33 —**38**	...	... —**28**	...
		dep.		1 45	6 0	6 40	...
107½	*Talbot* E S ○ ...	*arr.*		...	...	...	...
		dep.		2 3	6 25	7 0	...
111½	Daisy Hill N C ...			...	...	...	...
116¼	**MARYBOROUGH** E S W	*arr.*	...	2 25	6 50–**32**	7 25	...
		dep.	...	4 0**A**			

Not to run when **No. 28** runs.

A. To Donald Tue. to Fri., to Mildura Mon.

Up — **Goods Service**

Miles	STATIONS		172 Thro. Goods Tue. to Sat. ‡	172 Thro. Goods Mon.	130 Fast Goods Mon.	106 Thro. Goods Mon. to Sat. ‡	108 Thro. Goods Mon. to Fri. ‡	36 Goods Sat.	38 Goods Tu., Thu. (Mn. Wd. Fri. ‡)
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
—	**MARYBOROUGH** E S W	arr.	—73	—73	...	...	...—3	...	...
		dep.	1 5	1 15	2 15	6 30	8 45	9 0	12 25
4¾	Daisy Hill N C		...	...	...	...	...	...	...
8¾	*Talbot* E S	arr.	...	...	...	6 55–1	...	9 24	12 54–11
		dep.	1 25	1 35	2 35	7 15	9 10	9 40	1 10
19½	Clunes E S W ...	arr.	1 52 —75	...	...	7 42 —5, 3	... —13	10 10 —8	1 40 —37
		dep.	2 6	2 0	3 0	7 56	9 38	11 35	2 0
29¾	Nth. Creswick N C (See note, page 54)	arr.	...	...	...	...	...	P.M.	...
		dep.	...	...	...	8 30	10 11	...	...
30¾	Creswick E S W ...	arr.	...	...	...	...—13	...	12 12–11	2 40
		dep.	2 35	2 27	3 27	8 33	10 14	12 34	3 0
36½	Waubra Jnct. E S NC (See note, page 54)	arr.	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
41	S.E.C. Siding E S N C ... (See note, page 54)		...	...	...	...	...	...	...
41¾	Nth. Ballarat Junct. E S NC		3 5	2 55	3 55	9 0–9	10 41	1 1	3 31
42	Shell Oil Co. Siding NC ...		...	...	...	...	...	...	...
42½	**BALLARAT** W ...	arr.	3 10	3 0 Mon. ‡	3 58	9 5	10 45	1 5	3 35
		dep.	3 50	3 30	4 5	...	11 15	...	...
116¼	**MELBOURNE YARD**	arr.	to Nth. Geelong	to Nth. G'long	7 20	...	to Nth. Geelong	...	...

Up

Miles	STATIONS		42 Goods Tue. and Alt. Fri. (Comm. 7.11.69)	44 Goods Mon.	28 Thro. Goods Tue. to Sat. ‡	32 Fast Goods Mon. ‡	134 Express Goods Mon. to Thur. (See note page 67)	134 Express Goods Fri. (See note page 67)
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**MARYBOROUGH** ... E S W	arr.	...	2 30 —18	... —17	6 0B —39	11 32	11 17
		dep.		4 40	5 40	7 30	11 35	11 20
4¾	Daisy Hill N C			...	...	...	...	...
8¾	*Talbot* E S	arr.		...	...	...	...	...
		dep.		5 10	6 5	7 50	11 52 Tue. to Fri. A.M.	11 37
19½	Clunes E S W ...	arr.		...	6 32 —41	...	12 11—73	11 56 Sat. A.M.
		dep.		5 35	6 45	8 15	12 28	12 24–73
29¾	North Creswick N C (See note, page 54)	arr.		...	...	...	...	...
		dep.	3 10	...	7 20	...	...	...
30¾	Creswick E S W ...	arr.	3 15	...	...	...	...	...
		dep.	3 35	6 0	7 23	8 42	12 49	12 45
36½	Waubra Jnct. E S N C (See note, page 54)	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
41	S.E.C. Siding E S N C ... (See note, page 54)		...	...	...	...	...	...
41¾	North Ballarat Junct. E S NC		4 5	6 27	7 55	9 5–103	1 9	1 5
42	Shell Oil Co. Siding NC ...		...	...	...	...	...	...
42½	**BALLARAT** W ...	arr.	4 10 —17	6 30	8 0	9 10	1 12–75	1 8 —75
		dep.	...	7 0 To Nth. Geelong		9 55 Tue. A.M.	1 25	1 25
116¼	**MELBOURNE YARD**	arr.	...	...	...	3 10	3 45	3 45

From Newlyn (page 27)

B—From Ouyen.

MARYBOROUGH–MILDURA—Passenger Service.

Miles	STATIONS		11 PASS. MON., SAT.	17 PASS. TUES., WED., THUR. FRI.		73 PASS. MON., to THUR.	73 PASS. FRI., SUN.	
—	**MELBOURNE** W	*dep.*	A.M. 9 10	P.M. 1 30	...	P.M. 9 5	P.M. 9 20	...
		arr.	11 28	3 31	...	11 33	11 27	...
73¾ Via Castlemaine	**BALLARAT** W ...		**280 H.P. Diesel Rail Car**	**280 H.P. Diesel Rail Car**				
		dep.	P.M. 12 10	P.M. 4 10	...	11 45 **TUE. to FRI.**	11 39 **SAT. MON.**	...
x 112	**MARYBOROUGH** ES W	*arr.*	1 22	5 32	...	A.M. 1 3–**172**	A.M. 12 58–**172**	...
		dep.	1 25	5 35	...	1 9	1 4	...
121	*Bet Bet* ES (See note, p. 67)		1 39	5 49	...	*	*	...
125¾	**DUNOLLY** ES		1 48–**44**	5 58	...	1 30	1 25	...
129¾	Goldsborough NC ...		1 55§	6 5§	...	*	*	...
137¾	Bealiba ES W ...	*arr.*	...–**24**	...	...	...	...	...
		dep.	2 10	6 19	...	1 52	1 47	...
145¼	*Emu* ES ○ (See note, p. 67)		2 21	6 31	...	*	*	...
158½	**ST. ARNAUD** ES W	*arr.*	...	...	...	2 22–**80**	2 17–**80**	...
		dep.	2 43	6 54–**40**	...	2 52 ●		...
165½	*Sutherland* ES ○ (See note, page 67)	*arr.*	...	...	...	...		...
		dep.	2 54	7 6	...	*		...
170¼	Swanwater NC (See note, page 67)		...	...	...	...		...
175	*Cope Cope* ES ○	*arr.*	...	...	...	...		...
		dep.	3 8	7 20	...	3 15◆		...
182½	**DONALD** ES W	*arr.*	3 20—**32**	7 35	...	3 26 —**26**		...
		dep.	...	...	...	3 29		...
192	*Litchfield* E S ... (See note, page 67)	*arr.*	...	...	...	...		...
		dep.	...	...	...	3 44◆		...
197¼	Massey NC		...	...	...	...		...
202½	Watchem E S ...	*arr.*	...	...	...	...		...
		dep.	...	...	...	4 2		...
207½	Morton Plains NC		...	...	...	...		...
214¾	**BIRCHIP** ES W ...	*arr.*	...	...	...	4 20 —**130**		...
		dep.	...	...	...	4 25		...
224½	Kinnabulla NC		...	...	...	4 38◆		...
227½	*Curyo* ES ○ (See note, p. 67)		...	...	...	4 43◆		...
234¾	*Watchupga*		...	...	...	4 54◆		...
241¼	**WOOMELANG** ES W	*arr.*	...	...	...	5 3–**44**		...
		dep.	...	...	...	5 6		...
248¼	Lascelles E S		...	...	...	5 18		...
253¾	Gama N C		...	...	...	5 27§		...
260½	*Turriff*		...	...	...	5 38		...
264¾	*Speed* E S ○		...	...	...	5 46		...
268¾	*Tempy*		...	...	...	5 54		...
284	Nunga N C		...	...	...	...		...
288¾	**OUYEN** E S W ...	*arr.*	...	...	...	6 22–**32,20**		...
		dep.	...	...	...	6 32		...
294	Kiamal NC (See note, p. 67)		...	...	...	6 41§		...
310¼	*Hattah* E S W ○ ...		...	...	...	7 4		...
322¼	*Nowingi* (See note, page 67)		...	...	...	7 22§		...
332	*Carwarp* E S ○		...	...	...	7 37		...
342½	Redcliffs E S ...	*arr.*	...	...	...	7 53		...
		dep.	...	...	...	7 58		...
347¼	Irymple E S		...	...	...	8 8		...
351¼	**MILDURA** E S W	*arr.*	...	...	...	8 20		...

● No. 73 Tuesday to Friday may depart St Arnaud 2.26 a.m.; Saturday and Mondays 2.21 a.m.

x. Mileages via Ballarat 4¼ miles greater than those shown above.

MILDURA—MARYBOROUGH—Passenger Service.

Up

Miles	STATIONS		80 PASS. SUN. (See Note)	80 PASS. MON. TO FRI.	8 280 H.P. Diesel Rail Car Mon. to Sat.	
			P.M.	P.M.	A.M.	
—	**MILDURA** E S W	*dep.*	9 0	9 20	...	...
4	Irymple E S	*arr.*	9 7	9 27	...	...
		dep.	9 12 ●	9 30 ●	...	...
8¾	Redcliffs E S	*arr.*	9 20	9 38	...	...
		dep.	9 30 ●	9 45 ●	...	...
19¼	*Carwarp* E S ○	*arr.*	9 46	...	...	...
		dep.	9 51 ●	10 2 ●	...	...
29	*Nowingi* (See note, page 67) ...	...	10 8◆◆ ●	10 18◆◆ ●	...	...
41	*Hattah* E S W ○	...	10 27 ●	10 36 ●	...	...
57¼	Kiamal N C (See note, page 67) ...	...	10 51§ ●	10 59§ ●	...	...
62½	**OUYEN** E S W	*arr.*	11 0	11 7–**130**	...	...
		dep.	11 12		...	...
67¼	Nunga N C	...	...		...	...
82½	*Tempy*	...	11 41		...	...
86½	*Speed* E S ○	...	11 49–**37**		...	...
90¾	*Turriff*	...	11 57		...	...
			Mon to Sat.			
			A.M.			
97½	Gama N C	...	12 8§		...	...
103	Lascelles E S	...	12 17		...	...
110	**WOOMELANG** E S W	*arr.*	12 28		...	...
		dep.	12 30		...	...
116½	*Watchupga*	...	12 39◆◆		...	...
123¾	*Curyo* E S ○ (See note, page 67)	...	12 50◆◆		...	...
126¾	Kinnabulla N C	...	12 55◆◆		...	...
136½	**BIRCHIP** E S W	*arr.*	1 8		...	...
		dep.	1 10		...	...
143¾	Morton Plains N C	...	...		...	...
148¾	Watchem E S	*arr.*	...		...	...
		dep.	1 29–**103**		...	...
154	Massey N C	...	...		...	...
159¼	*Litchfield* E S (See note, page 67)	*arr.*	...		...	...
		dep.	1 47◆◆		...	...
168¾	**DONALD** E S W	*arr.*	2 1		...	...
		dep.	2 3		8 35–**75, 130**	...
176¼	*Cope Cope* E S ○	*arr.*	...		...	...
		dep.	2 15◆◆		8 46	...
181	Swanwater N C (See note, page 67)		...		...	...
185¾	*Sutherland* E S ○ (See note, page 67)	*arr.*	...		...	...
		dep.	*		9 1	...
192¾	**ST. ARNAUD** E S W	*arr.*	2 43—**73**		...	...
		dep.	2 47		9 16	...
206	*Emu* E S ○ (See note, page 67) ...	...	*		9 37	...
213½	Bealiba E S W	*arr.*	...		...	...
		dep.	3 17		9 49	...
221½	Goldsborough N C	...	*		10 3§	...
225½	**DUNOLLY** E S	*arr.*	...		... —**21**	...
		dep.	3 38		10 10	...
230¼	*Bet Bet* E S ○ (See note, page 67)	...	*		10 18	...
239¼	**MARYBOROUGH** E S W ...	*arr.*	3 57–**75**		10 31	...
		dep.	4 2		10 34	...
		arr.	5 28		11 55	...
					PASS. MON. to SAT.	
281¼	**BALLARAT** W				P.M.	
		dep.	5 40**G**		12 15	...
355½	**MELBOURNE** W	*arr.*	8 5**A**		2 0	...

NOTE.—Commencing Sunday 10th May, 1970 and each Sunday thereafter **No. 80** Sundays will depart Mildura 9.20 p.m. and operate to Monday to Friday schedule.

G— Via North Geelong Loop. **A**— Arrives Spencer Street 7.58 a.m. Saturdays.

●— **No. 80** Sundays may depart Irymple 9.10 p.m., Redcliffs 9.20 p.m. Carwarp 9.40 p.m., Nowingi 9.57 p.m., Hattah 10.16 p.m., Kiamal 10.39 p.m., and on Mondays to Fridays, may depart Irymple 9.28 p.m., Redcliffs 9.38 p.m., Carwarp 9.55 p.m., Nowingi 10.11 p.m., Hattah 10.29 p.m., Kiamal 10.52 p.m.

x—Mileages Mildura to Melbourne via Castlemaine are 4¼ miles less.

MARYBOROUGH–DONALD—Goods Service.

Down

Miles	STATIONS			23 Goods Mon.		21 Roadside Goods Tue. to Fri. (Sat. ‡)	21 Roadside Goods Mon.	43 Light Engine Mon. to Sat. ‡	
—	**MELBOURNE YARD**	*dep.*	...	A.M. ...		A.M. ...	A.M. ...	P.M. ...	...
73¾	**BALLARAT** W ...	*arr.*	...	...		...	...	...	...
Via Castlemaine x 112		*dep.*	...	...		...	...	...	...
		arr.	...	...		...	...	...	...
	MARYBOROUGH ... ES W								
		dep.	...	7 30		8 25	9 35	12 40	...
		arr.	...	...		8 43	...	...	...
121	*Bet Bet* ES ○ ... (See note, page 67)	*dep.*	...	7 48		9 3	9 50	...	...
		arr.	...	...		9 16	10 5	1 0	...
125¾	**DUNOLLY** ES ...					**—8**	**—8**		
		dep.	...	8 1		10 15	10 35	...	...
129¾	Goldsborough NC ...	*arr.*	...	...		...	...	...	...
		dep.	...	...		...	...	...	...
		arr.	...	...		10 50	11 13	...	...
137¾	Bealiba ES W ...		...			**—130**			
		dep.	...	...		11 20	11 43	...	...
		arr.	...	...		11 37	...	...	...
145¼	*Emu* ES ○ ... (See note, page 67)					P.M.	...		...
		dep.	...	...		12 1	11 56	...	...
							P.M.		
		arr.	...	...		12 40	12 32	...	...
158½	**ST. ARNAUD** ... ES W					**—24**	**—24, 44**		
		dep.		...		1 25	1 15	...	...
165½	*Sutherland* ES ○ ... (See note, page 67)	*arr.*	...	...		...	...	...	...
		dep.	...	...		1 45	1 33	...	...
170¼	Swanwater NC ...	...	...	...		...	...	...	...
175	*Cope Cope* ES ○ ...	*arr.*	...	...		2 5	...	...	...
		dep.		...		2 30	1 50	...	...
181¾	Donald Freezing Works Siding NC ...		...	...		...	...	...	...
182	BP and Mobil ... ... Siding NC		...	...		...	...	...	...
182½	**DONALD** ES W ...	*arr.*	...	...		3 0	2 10–**32**	...	
		dep.	...	...		...	...	...	...

To Inglewood (See page 43)

x—Mileages via Ballarat 4¼ miles greater than those shown.

MARYBOROUGH–DONALD—Goods Service.

Down

Miles	STATIONS		37 Fast Goods Mon.	37 Fast Goods Tue. to Fri.	103 Express Goods (See note page 67) Mon. to Fri.		75 Fast Goods Mon. to Fri.	
			P.M.	P.M.	P.M.		P.M.	
—	**MELBOURNE YARD**	*dep.*	...	...	5 45 Via North Geelong Loop		8 35 **Tue. to Sat.** A.M.	...
73¾ Via Castlemaine x	**BALLARAT** W ...	*arr.*	...	...	8 43		12 34	...
		dep.	12 45	12 45	9 5		1 15	...
		arr.	2 25	2 25 **Wed., Fri.** (Tue., Thur. ‡)	10 12		2 40	...
112	**MARYBOROUGH** ... ES W						**—80**	
		dep.	4 0	4 0	10 17		4 10	...
		arr.	...	...			...	...
121	*Bet Bet* ES ○ ... (See note, page 67)		**—24**	**—24**	**Fri.**	**Mon. to Thur.**		
		dep.	4 15	4 15	...	...	4 25	...
		arr.	...	...	10 35	10 35	...	...
125¾	**DUNOLLY** ES ...		**—28**		**—134**	**—134**		
		dep.	4 25	4 25	11 3	11 18	4 34	...
129¾	Goldsborough NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
137¼	Bealiba ES W ...	*arr.*	4 49 **—32**	...	...	...	...	...
		dep.	5 2	4 49	11 23	11 38	4 58	...
145¼	*Emu* ES ○ ... (See note, page 67)	*arr.*	...	...	...	**Tue. to Fri.** A.M.	...	...
		dep.	5 13	5 1	...		5 10	...
158½	**ST. ARNAUD** ... ES W	*arr.*	... **—40**	... **—40**	...	...	5 40 **—26**	...
		dep.	5 42	5 31	11 51 **Sat.** A.M.	12 6	6 5	...
165½	*Sutherland* ES ○ ... (See note, page 67)	*arr.*	...	...	...	...	...	...
		dep.	5 54	5 43	12 1	12 16	6 17	...
170¼	Swanwater NC ...	...	...	...	...	...	...	...
175	*Cope Cope* ES ○ ...	*arr.*	...	...	...	...	...	...
		dep.	6 11	6 0	12 12	12 27	6 33	...
181¾	Donald Freezing Works Siding NC ...		...	...	...	...	...	...
182	BP and Mobil Siding NC ...		...	...	...	...	...	...
182½	**DONALD** ES W ...	*arr.*	6 35	6 20	12 23	12 38	6 50 **—130**	...
		dep.	7 45 To Mildura	...	12 25 To Mildura	12 40 (12.48 Tue. Thu.) To Mildura	9 0 (10.45 a.m. Sat.) To Mildura	...

x—Mileages via Ballarat 4¼ miles greater than those shown.

DONALD–MILDURA—Goods Service.

Down

Miles via Castlemaine x	STATIONS		103 Express Goods (See note page 67) Sat.	103 Express Goods (See note page 67) Wed., Fri.	103 Express Goods (See note page 67) Tue., Thur.	101 R'side Goods Tue., Thur. (Mon. ‡)	75 Goods Tue., Thur.	75 Goods Wed., Fri.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
182½	**DONALD** ES W ...	*arr.*	12 23	12 38	12 38**A**	...	...	...
		dep.	12 25	12 40	12 48	7 0–**130**	9 0	9 0
192	*Litchfield* ES ...	*arr.*	...	...	...	7 25	...	...
	(See note, page 67)	*dep.*	...	...	...	7 40	...	...
197¼	Massey NC ...	*arr.*	...	...	...	7 55	...	...
		dep.	...	...	...	8 5	...	...
202½	Watchem ES ...	*arr.*	12 57	1 12	1 20	8 20 –**44**	...	9 35
				Tue. to Sat.				
		dep.		1 35–**80**		8 45	9 35	9 55
207½	Morton Plains NC ...	*arr.*		...		9 0	...	...
		dep.		...		9 10	...	...
214¾	**BIRCHIP** ES W ...	*arr.*		...		9 30–**75**	...–**101**	10 20
		dep.		1 54		10 30	9 56	10 50
224½	Kinnabulla NC ...	*arr.*		...		10 55	...	...
		dep.		...		11 5	...	...
227½	*Curyo* ES ○ ...	*arr.*		...		11 15–**32**	...	11 15
	(See note, page 67)	*dep.*		2 10		11 35	10 19	11 30
234¾	*Watchupga* ...	*arr.*		...		11 51	...	...
						P.M.		
		dep.		...		12 1	...	...
241¼	**WOOMELANG** ES W	*arr.*		2 27–**130**		12 17–**20**	10 45–**20**	11 55–**20**
								P.M.
		dep.		2 32		1 5	11 20	12 30
248¼	Lascelles ES ...	*arr.*		...		1 25	...	12 45
		dep.		2 42		1 50	11 35	12 55
253¾	Gama NC ...	*arr.*		...		2 5	...	...
		dep.		...		2 20	...	...
260½	*Turriff*	*arr.*		...		2 38	**P.M.**	...
		dep.		...		2 53	...	...
264¾	*Speed* ES ○ ...	*arr.*		...		3 5	12 5	1 30
		dep.		3 5		3 35	12 20	1 45
268¾	*Tempy*	*arr.*		...		3 48	...	...
		dep.		...		4 3	...	...
284	Nunga NC ...	*arr.*		...		4 41	...	...
		dep.		...		4 51	...	...
288¾	**OUYEN** ES W ...	*arr.*		3 40		5 5	1 5	2 30
		dep.		3 55			2 40	3 55
294	Kiamal	*arr.*		...		...	...	...
	(See note, page 67)	*dep.*		...		...	...	...
310¼	*Hattah* ES W ○ ...	*arr.*		4 22		...	3 20	4 30
		dep.		4 29		...	3 35	4 45
322¼	*Nowingi*	*arr.*		...		...	...	...
	(See note, page 67)	*dep.*		...		...	... –134, 19	...
332	*Carwarp* ES ○ ...	*arr.*		4 59		...	4 15	5 25–**134**
		dep.		5 4		...	4 30	5 40
342½	Redcliffs ES ...	*arr.*		5 21		...	4 50	6 0–**130**
		dep.		5 45		...	5 35	6 25
347¼	Irymple ES ...	*arr.*		5 57		...	...	...
		dep.		6 5		...	5 45	6 35
350¼	Sarnia Packing Co. Sdg. NC			...		...	...	...
350½	Caltex Oil Co. Siding NC ...			...		...	...	...
350½	Mildura Co-op. Fruit Co. ... Siding NC			...		...	...	...
351¼	**MILDURA** ES W ...	*arr.*		6 15–**46**		...	5 55–**130**	6 45

A. On Tuesdays and Thursdays authorised to shunt Donald.
x. Mileages via Ballarat 4¼ miles greater than those shown.

Down

Miles via Castlemaine x	STATIONS		75 Goods Sat.	37 Thro. Goods Mon.	15 Goods Wed., Fri.	17 Goods Tue., Thur.	19 Goods Alt. Tue. Comm. 4/11/69	
			A.M.	P.M.	P.M.	P.M.	P.M.	
182½	**DONALD** ES W ...	*arr.*	6 50–**130**	6 35	...	...	...	...
		dep.	10 45	7 45	...	...	...	...
192	*Litchfield* ES ...	*arr.*	...	...	...	...	...	...
	(See note, page 67)	*dep.*	...	8 5	...	...	...	...
197¼	Massey NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
202½	Watchem ES ...	*arr.*	11 20	8 30–**134**	...	...	...	...
		dep.	11 40	9 14	...	...	...	...
207½	Morton Plains NC ...	*arr.*	...	...	...	...	...	...
		dep.	P.M.	...	...	...	...	...
214¾	**BIRCHIP** ES W ...	*arr.*	12 5	...	...	...	...	...
		dep.	12 35	9 36	...	...	...	...
224½	Kinnabulla NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
227½	*Curyo* ES ○ ...	*arr.*	12 59	...	...	...	...	...
	(See note, page 67)	*dep.*	1 9	10 0	...	...	...	...
234¾	*Watchupga* ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
241¼	**WOOMELANG** ES W	*arr.*	1 35	10 24	...	...	...	...
		dep.	2 15	10 44	...	...	...	...
248¼	Lascelles ES ...	*arr.*	2 30	...	...	...	...	...
		dep.	2 40	10 58	...	...	...	...
253¾	Gama NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
260½	*Turriff*	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
264¾	*Speed* ES ○ ...	*arr.*	3 12	11 30–**80 Tue.** A.M.	...	...	...	...
		dep.	3 27	1 4–**130**	...	...	...	...
268¾	*Tempy*	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
284	Nunga NC ...	*arr.*	...	...	...		...	...
		dep.	...	...	...	...	...	...
288¾	**OUYEN** ES W ...	*arr.*	4 10	1 40	...	...	...	...
		dep.	5 30	2 40	...	...	...	...
294	Kiamal	*arr.*	...	...	...	...	...	...
	(See note, page 67)	*dep.*	...	...	...	...	...	...
310¼	*Hattah* ES W ○ ...	*arr.*	6 10	3 20	...	...	...	...
		dep.	6 15	3 30	...	...	...	...
322¼	*Nowingi*	*arr.*	...	...	...	...	...	...
	(See note, page 67)	*dep.*	...	...	...	...	...	...
332	*Carwarp* ES ○ ...	*arr.*	6 55	4 10	...	...	...	...
		dep.	7 5	4 20	...	...	...	...
342½	Redcliffs ES ...	*arr.*	7 25	4 40	...	...	...	...
		dep.	7 45	5 0	3 30	...	5 5–**134**	...
347¼	Irymple ES ...	*arr.*	7 56	...	...	...	...	...
		dep.	8 6	5 10	4 0	3 0	5 18	...
350¼	Sarnia Packing Co. Sdg. NC		...	...	...	...	...	...
350½	Caltex Oil Co. Siding NC ...		...	...	...	...	...	...
350½	Mildura Co-op. Fruit Co. ... Siding NC		...	...	...	...	...	...
351¼	**MILDURA** ES W ...	*arr.*	8 20	5 20	4 15–**134**	3 15	5 30	...

x. Mileages via Ballarat 4¼ miles greater than those shown.

Up

Miles	STATIONS		46 Goods Alt. Tue. Comm. 4/11/69	44 Roadside Goods Mon.	32 Goods Mon. ‡ (See Note)	20 Roadside Goods Tue., Thur. (Wed., Fri. ‡)	48 Goods Wed., Fri.	54 Goods Tue., Thur.
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
—	**MILDURA** E S W ...	*dep.*	6 30–**103**		...	...	12 30	1 30
¾	Mildura Co-op Fruit Co. Sdg. N C		...	...	...	...	...	...
¾	Caltex Oil Co. Sdg. N C ...		...	...	...	...	...	...
1	Sarnia Packing Co. Sdg. N C		...	...	...	...	...	...
	... ...	*arr.*	...	...	...	...	...	1 45
4	Irymple E S							
		dep.	6 40	...	...	...	1 5	...
		arr.	6 50	...	...	...	1 20	...
8¾	Redcliffs E S	*dep.*			...	...		...
		arr.	...	...	...	...	...	...
19¼	*Carwarp* E S ○ ...	*dep.*	...	...	...	...	...	...
		arr.	...	...	...	...	...	...
29	*Nowingi*	*dep.*	...	...	...	...	...	...
	(See note, page 67)	*arr.*	...	...	...	...	...	...
41	*Hattah* E S W ○ ...	*dep.*	...	...	...	...	...	...
		arr.	...	...	...	...	...	...
57¼	Kiamal N C	*dep.*	...	...	...	...	...	...
	(See note, page 67)	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
62½	**OUYEN** E S W ...	*arr.*	...	...	—**73**	—**73**		
		dep.	...	12 10	7 0	7 0	...	...
67¼	Nunga N C	*arr.*	...	...	...	7 12	...	...
		dep.	...	...	...	7 27	...	...
82½	*Tempy*	*arr.*	...	1 0	7 40	8 2	...	...
		dep.	...	1 20	8 0	8 22	...	...
86½	*Speed* E S ○	*arr.*	...	1 32	8 15	8 34	...	...
		dep.	...	1 55	8 35	8 54	...	...
90¾	*Turriff*	*arr.*	...	2 5	...	9 12	...	...
		dep.	...	2 25	...	9 22	...	...
97½	Gama N C	*arr.*	...	2 40	8 55	9 37	...	...
		dep.	...	2 50	9 15	9 47	...	...
103	Lascelles E S	*arr.*	...	3 5	9 27	10 2	...	...
		dep.	...	3 35	9 47	10 35	...	...
		arr.	...	4 0	10 0	11 0	...	...
110	**WOOMELANG** ES W ...			—**73**		P.M.		
		dep.	...	5 30	10 40	12 25-**75,101**	...	...
116½	*Watchupga*	*arr.*	...	5 45	...	12 40	...	...
		dep.	...	5 55	...	12 50	...	...
123¾	*Curyo* E S ○	*arr.*	...	6 10	11 5–**101**	1 6	...	...
	(See note, page 67)	*dep.*	...	6 25	11 25	1 21	...	...
126¾	Kinnabulla NC ...	*arr.*	...	6 35	...	1 30	...	...
		dep.	...	6 40	...	1 35	...	...
		arr.	...	7 5	11 50	2 0	...	...
136½	**BIRCHIP** E S W ...				P.M.			
		dep.	...	7 45	12 20	2 25	...	...
143¾	Morton Plains N C ...	*arr.*	...	8 3	...	2 43	...	...
		dep.	...	8 13	...	2 53	...	...
148¾	Watchem E S	*arr.*	...	8 30	12 45	3 8	...	...
		dep.	...	—**101**	1 0	3 23	...	...
154	Massey N C	...	...	8 50	...	...	...	...
159¼	*Litchfield* E S	*arr.*	...	9 15	1 20	3 53	...	...
	(See note, page 67)	*dep.*	...	9 35	1 40	4 3	...	...
		arr.	...	10 0	2 0	4 25	...	...
168¾	**DONALD** E S W ...				–**11, 21**			
		dep.	...	11 45	3 30	...	...	...
x See page 67				To Nth. Geelong Page 66	To Melb. page 67			

Runs Meringur Service (see page 68)

Note: No. 32 to be run when livestock offering.

Miles	STATIONS		134 Express Goods (See note, page 67) Mon. to Fri.	130 Goods Mon. to Fri.		
			P.M.	P.M.		
—	**MILDURA** E S W ...	*dep.*	4 30	6 0–**75**	...	...
¾	Mildura Co-op Fruit Co. Sdg. N C		...	...	...	...
¾	Caltex Oil Co. Sdg. N C ...		...	...	...	...
1	Sarnia Packing Co. Sdg. N C		...	...	...	...
4	Irymple E S	*arr.*	4 37	...	...	...
		dep.	4 52	6 12	...	...
8¾	Redcliffs E S	*arr.*	4 59–**75–19**	6 22–**75**	...	...
		dep.	5 20	7 2	...	...
19½	*Carwarp* E S O ...	*arr.*	5 36–**75**	7 20	...	...
		dep.	5 46	7 50	...	...
29	*Nowingi* ... ... (See note, page 67)	*arr.*	...	8 10	...	...
		dep.	...	8 40	...	...
41	*Hattah* E S W O ...	*arr.*	6 15	9 0	...	...
		dep.	6 20	9 20	...	...
57½	Kiamal N C ... ... (See note, page 67)	*arr.*	...	9 50	...	...
		dep.	...	10 5	...	...
		arr.	6 47	10 20–**80**	...	...
			Fri.	**Mon. to Thur.**	**Tue. to Sat.**		
62½	**OUYEN** E S W ...				A.M.		
		dep.	6 57	7 12	12 10	...	...
67¼	Nunga N C	*dep.*	...	...	...	...	...
82½	*Tempy*	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
86½	*Speed* E S O	*arr.*	...	...	12 55–**37**	...	...
		dep.	7 31	7 46	1 0	...	...
90¾	*Turriff*	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
97½	Gama N C	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
103	Lascelles E S	*arr.*	...	...	1 30	...	...
		dep.	7 54	8 9	1 40	...	...
110	**WOOMELANG** ES W ...	*arr.*	...	...	1 55 –**103**	...	...
		dep.	8 4	8 19	2 40	...	...
116½	*Watchupga*	*dep.*	...	...	...	...	...
123¾	*Curyo* E S O ... ... (See note, page 67)	*arr.*	...	...	3 5	...	...
		dep.	8 20	8 35	3 20	...	...
126¼	Kinnabulla N C ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
136½	**BIRCHIP** E S W ...	*arr.*	...	...	3 45 –**73**	...	...
		dep.	8 36	8 51	4 30	...	...
143¾	Morton Plains N C ...	*dep.*	...	...	...	...	...
148¾	Watchem E S	*arr.*	...	–**37**	4 55	...	...
		dep.	8 54	9 9	5 5	...	...
154	Massey N C		...	...	...	...	...
159¼	*Litchfield* E S ... ... (See note, page 67)	*arr.*	...	...	...	...	...
		dep.	...	...	5 25	...	...
		arr.	9 25	9 40	5 45	...	...
168¾	**DONALD** E S W ...				–**101, 75, 8**	...	...
		dep.	9 33	9 48	9 0	...	...
x See page 67			To Melb. page 67	To Melb. page 67	To Melb. See Note Page 66		

DONALD–MARYBOROUGH—Goods Service.

Up

Miles	STATIONS		26 Goods Tue. to Sat. ‡		130 Fast Goods Tue. to Sat.	24 Roadside Goods Mon., Wed., Fri., (Tues., Thur., Sat.‡)	44 Goods Mon.	28 Goods Mon.
			A.M.		A.M.	A.M.	A.M.	P.M.
168¾	**DONALD** ES W ...	*arr.*	...	...	5 45	...	10 0	...
					–75, 101, 8			
		dep.	3 45–**73**	...	9 0	9 40 —**75**	11 45	...
169¼	BP and Mobil Sdg. NC ...		...	...	...	...	...	...
169½	Donald Freezing Work Siding NC ...		...	...	...	...	...	...
176¼	*Cope Cope* ES ○ ...	*arr.*	...	...	...	10 0	...	...
		dep.	3 59	...	9 20	10 15	11 58	...
181	Swanwater NC ...	*arr.*	...	...	...	10 29	...	...
	(See note, page 67)	*dep.*	...	...	...	10 39	...	From
185¾	*Sutherland* ES ○ ...	*arr.*	...	...	...	10 56	...	Inglewood
	(See note, page 67)	*dep.*	4 20	...	9 40	11 6	...	(page 43)
		arr.	4 45	...	...	11 32	...	...
192¾	**ST. ARNAUD** ES W		—**75**			—**21, 44**	—**21, 24**	
						P.M.	P.M.	
		dep.	5 50	...	9 58	1 0	12 35	...
206	*Emu* ES ○ ...	*arr.*	...	...	...	1 35	...	...
	(See note, page 67)	*dep.*	6 20	...	10 21	1 43	12 58	...
213½	Bealiba ES W ...	*arr.*	...	...	10 35–**21**	2 2–**11**	...	...
		dep.	6 35	...	10 55	2 30	1 11	...
221½	Goldsborough NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
		arr.	...	...	...	3 5	1 40	4 0—**37**
225½	**DUNOLLY** ES ...						—**11**	
		dep.	7 7	...	11 20	3 40	1 53	4 45
230¼	*Bet Bet* ES ○ ...	*arr.*	...	...	...	3 55–**37**	...	...
	(See note, page 67)	*dep.*	7 18	...	11 31	4 20	2 5	5 0
		arr.	7 40—**1**	...	11 50	4 55	2 30	5 20
239¼ x	**MARYBOROUGH** ... ES W				**Tue. to Fri.** (see note) P.M.			
		dep.		...	12 15–**9**		4 40	
					Via Castlemaine			
		arr.	...	...	...	...	6 30	...
281¾	**BALLARAT** W ...						To Nth. Geelong	
		dep.	...	...		...	7 0	...
355½	**MELBOURNE YARD**	*arr.*	...	...	7 45	...		...

x—Mileages Mildura–Donald–Maryborough to Melbourne via Castlemaine 4¼ miles less.

Note: To Melbourne via Ballarat Monday, see page 57.

DONALD–MARYBOROUGH—Goods Service.

Up

Miles	STATIONS		32 Fast Goods Mon. ‡	40 Goods Mon.	40 Goods Tue. to Fri.	134 Express Goods Fri. (See note)	134 Express Goods Mon. to Thur. (See note)	
			P.M.	P.M.	P.M.	P.M.	P.M.	
168¾	**DONALD** ES W ...	*arr.*	2 0–**11**	...	...	9 25	9 40	...
		dep.	3 30–**21**	4 30	4 15	9 33	9 48	...
169¼	B.P. & Mobil Siding NC ...		...	...	...	...	...	...
169½	Donald Freezing Works Siding NC ...		...	...	...	...	...	...
176¼	*Cope Cope* ES ○ ...	*arr.*	...	...	...	...	...	
		dep.	3 43	4 43	4 29	9 43	9 58	...
181	Swanwater NC ... (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
185¾	*Sutherland* ES ○ ... (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	4 2	5 4	4 50	9 55	10 10	...
192¾	**ST. ARNAUD** ES W	*arr.*	...	5 28–**37**	5 15 –**37, 17**	...	...	...
		dep.	4 20	7 20	7 20	10 8	10 23	...
206	*Emu* ES ○ ... (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	4 43	7 50	7 50	...	...	...
213½	Bealiba ES W ...	*arr.*	–**37**	...	...	...	...	...
		dep.	4 56	8 5	8 5	10 35	10 50	...
221½	Goldsborough NC ...	*arr.*	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
225½	**DUNOLLY** ES ...	*arr.*	...	...	...	10 54–**103**	11 9–**103**	...
		dep.	5 21	8 37	8 37	10 58	11 13	...
230¼	*Bet Bet* ES ○ ... (See footnote)	*arr.*	...	...	...	...	...	...
		dep.	5 32	...	...	...	...	...
239¼ x	**MARYBOROUGH** ... ES W	*arr.*	6 0 –**39**	8 50	8 50	11 17	11 32	...
		dep.	7 30	...	...	11 20	11 35	...
						Sat.	**Tue. to Fri.**	
						A.M.	A.M.	
281¾	**BALLARAT** W ...	*arr.*	9 10	...	...	1 8	1 12	...
		dep.	9 55	...	...	1 25	1 25	...
			Tue.					
			A.M.					
355½	**MELBOURNE YARD**	*arr.*	3 10	...	...	3 45	3 45	...

x Mileages Mildura–Donald–Maryborough to Melbourne via Castlemaine 4¼ miles less.

Note : No. 103 and **No. 134** Express Goods are to consist of the following vehicles : VICTORIAN STOCK—Victorian bogie goods vehicles as stated on page 130. SOUTH AUSTRALIAN STOCK—South Australian bogie goods vehicles as stated on page 102. NEW SOUTH WALES STOCK—N.S.W. bogie goods vehicles as listed on page 103. WESTERN AUSTRALIAN STOCK—West Australian bogie goods vehicles as listed on page 104. COMMONWEALTH STOCK—Commonwealth bogie goods vehicles as listed on page 103. (See page 144 for authorised working).

BLOCK NOTES—MARYBOROUGH–MILDURA

NOTE.—**Swanwater, Litchfield, Curyo, Kiamal and Nowingi** may be opened as Intermediate Block Posts as required. See the General Appendix for instructions.

Bet Bet is switched in as an Electric Staff Station, Mondays 3.30 p.m. until No. 32 clears, Tuesdays to Friday 3.30 p.m. until No. 24 clears.

Emu is switched in as an Electric Staff Station, Mondays 9.0 a.m. until No. 37 clears, Tuesdays to Saturdays 9.0 a.m until No. 21 clears.

Sutherland is switched in as an Electric Staff Station, when so arranged by the Train Controller who must arrange for the Driver and Guard of the train concerned 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.

Curyo is switched in as an Electric Staff Station, Tuesdays and Thursdays, from 9.0 a.m. until No. 20 clears.

The Train Controller, Ballarat, may arrange for **Bet Bet, Emu, Litchfield and Curyo** 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 so advised. The Signalman at the Staff Station where the crews are so instructed must make an entry to that effect in the Train Register Book.

REDCLIFFS—MERINGUR

Down **Up**

Miles from Melb. via C'maine x	STATIONS		1 Goods Alt. Tue. Comm. 4-11-69 (See Note A)	Miles	STATIONS		2 Goods Alt. Tue. Comm. 5-11-69 (See Note A)
			A.M.				P.M.
342½	**REDCLIFFS** † ...	*dep.*	7 25	—	**MERINGUR** † NC ...	*dep.*	12 40
355	Benetook N C ...	*arr.*	8 5	5¼	Yarrara N C ...	*arr.*	12 57
	"	*dep.*	8 10		"	*dep.*	1 5
360½	Pirlta N C	*arr.*	8 28	9¾	Bambill N C ...	*arr.*	1 20
	"	*dep.*	8 33		"	*dep.*	1 25
366	Merrinee NC (See footnote)	*arr.*	8 51	15¼	*Werrimull* W (See footnote)	*arr.*	1 43
	"	*dep.*	9 0		"	*dep.*	2 5
372¼	Karawinna N C ...	*arr.*	9 20	21	Karawinna N C ...	*arr.*	2 24
	"	*dep.*	9 30		"	*dep.*	2 35
378	*Werrimull* W (See footnote.)	*arr.*	9 50	27¼	Merrinee NC (See footnote)	*arr.*	2 55
	"	*dep.*	10 30		"	*dep.*	3 15
383½	Bambill N C ...	*arr.*	10 48	32¾	Pirlta N C ...	*arr.*	3 33
	"	*dep.*	10 53		"	*dep.*	3 38
388	Yarrara N C ...	*arr.*	11 8	38¼	Benetook N C ...	*arr.*	3 56
	"	*dep.*	11 20		"	*dep.*	4 1
393¼	**MERINGUR** † NC ...	*arr.*	11 40	50¾	**REDCLIFFS** † ...	*arr*	4 45

134

x Mileages via Ballarat 4¼ greater than the mileage shown above.

Merrinee or **Werrimull** may be opened, when required, as a Telephone Block Post. See General Appendix for instructions.

A—Commencing Tuesday 11-11-69, on alternate Tuesdays road vehicle will operate between Redcliffs and Meringur for parcels and goods.

MERINGUR—MORKALLA

Meringur-Morkalla section closed for traffic as from 19/3/64, (Sec's. 63/12341).

Down **MILDURA-MERBEIN-YELTA**

Miles from Mildura	STATIONS			3 Goods Wed.	5 Goods Mon., Fri.				
				A.M.	P.M.				
—	**MILDURA** † W	*dep.*	...	10 30	12 45	...	...	...	...
¾	Mildura Oil Siding N C (Shell, Esso, Mobil)	...	...	...	...	...	...	...	...
7	Merbein †	*arr.*	...	11 5	1 20	...	...	...	...
		dep.	...	11 45	...	...	...	...	...
				P.M.					
12¼	*YELTA* †	*arr.*	...	12 15	...	...	...	...	...

Up

Miles from Yelta	STATIONS			4 Goods Wed.					
				P.M.					
—	*YELTA* †	*dep.*		1 25	...	...	...	...	...	...
		arr.		1 50	...	...	...	...	...	...
5¾	Merbein †			Mon., Wed., Fri.						
		dep.		3 15	...	...	...	...	...	...
12	Mildura Oil Siding N C (Shell, Esso, Mobil)	...	...	...	...	...	...	...	...	...
12¼	**MILDURA** † W	*arr.*		3 40	...	...	...	...	...	...

OUYEN—PINNAROO.
PASSENGER SERVICE.

A service is provided by a Road Operator between Ouyen and Pinnaroo. Secty's. 66/5263.
The last passenger train (Diesel Rail Car) operated on Friday 1-11-68.

OUYEN—PINNAROO.
GOODS SERVICE.

Down

Miles	STATIONS		7 Goods Mn., Fri., (Wed.‡)
			A.M.
288¾	**OUYEN** † W ...	*dep.*	1 0
298	*Galah* (See footnote)	*arr.*	1 25
		dep.	1 35
307½	*Walpeup* † ○ ...	*arr.*	2 7
		dep.	2 27
312¾	*Torrita* (See footnote)	*arr.*	2 42
		dep.	2 52
319¾	Underbool † W ...	*arr.*	3 13
		dep.	3 53
326¼	*Linga*	*arr.*	4 12
		dep.	4 17
332	Boinka NC ...	*arr.*	4 35
	(See footnote)	*dep.*	4 40
339	*Tutye*	*arr.*	5 5
		dep.	5 10
345¼	*Cowangie* ○ ...	*arr.*	5 25
	(See footnote)	*dep.*	6 0
350¾	Danyo NC ...	*arr.*	6 19
	(See footnote)	*dep.*	6 29
356¾	**MURRAYVILLE** † W	*arr.*	6 47
		dep.	7 7
361¾	Carina NC ...	*arr.*	7 24
		dep.	7 29
368	*Panitya* (See footnote)	*arr.*	7 47
		dep.	7 57
373	**PINNAROO** † (E.S. Time)	*arr.*	8 15
	" (C.S. Time)	*arr.*	7 45

Up

Miles	STATIONS		6 Goods Wed. ‡	10 Goods Mon. Fri.
			A.M.	A.M.
—	**PINNAROO** (C.S. Time)	*dep.*	9 30	9 30
	" (E.S. Time)	*dep.*	10 0	10 0
5	*Panitya* (See footnote)	*arr.*	10 14	...
		dep.	10 24	10 14
11¼	Carina NC ...	*arr.*	10 41	...
		dep.	10 51	10 31
16¼	**MURRAYVILLE** † W	*arr.*	11 5	10 46
		dep.	11 35	11 20
22¼	Danyo NC (See f'note)	*arr.*	11 51	...
			P.M.	
		dep.	12 1	11 36
		arr.	12 17	11 52
27¾	*Cowangie* ○ ...			P.M.
	(See footnote)	*dep.*	12 27	12 7
34	*Tutye* ...	*arr.*	12 44	...
		dep.	12 49	12 24
41	Boinka NC ...	*arr.*	1 10	...
	(See footnote)	*dep.*	1 15	12 45
46¾	*Linga* ...	*arr.*	1 35	...
		dep.	1 40	1 5
53¼	Underbool † W ...	*arr.*	1 58	1 25
		dep.	2 38	2 5
60¼	*Torrita* (See footnote)	*arr.*	3 2	...
		dep.	3 12	2 29
65½	Walpeup † ○ ...	*arr.*	3 33	2 50
		dep.	4 3	3 15
75	*Galah* (See footnote)	*arr.*	4 30	...
		dep.	4 40	3 42
84¼	**OUYEN** † W ...	*arr.*	5 5	4 10

Cowangie may be opened as a Staff Station in accordance with General Appendix instructions.

Galah, Torrita, Boinka, Cowangie, Danyo and Panitya may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

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 second class seats by certain Victorian services and local trains in other States.

Reservations 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 second class 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 Superintendent Train Services.

(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 bookings 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 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 days prior to date of travel (to extent of accommodation available).

Victorian Travel By " The Overland " Melbourne–Adelaide. Passengers for Victorian roadside 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 their 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 for Victorian stopping stations to Kaniva may reserve sleeping berths, from 5.0 p.m. on the 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. Booking 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)—Booking 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 3 calendar months in advance of the date of travel.

SLEEPING BERTHS AND RESERVED SEAT BOOKING INTERSTATE

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.	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.	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. ... "Spirit of Progress"	Daily (Suns. 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, Sundays to Fridays.
8.10 p.m. ... "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berth and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn. 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, Mondays to Saturdays.
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 berth 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 70).
7.0 p.m. ... "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berth and seat booking compulsory from Adelaide and S.A. stations.

SLEEPING BERTHS AND RESERVED SEAT BOOKING.

(2) OPTIONAL RESERVED SEAT BOOKING (INTRASTATE).

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

NORTHERN LINES.

Train	Days of running	From	To	Stations from and to which seats and berths may be booked
8.10 a.m. ...	Mon. Wed., Fri.	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 and at Bendigo for Deniliquin, Balranald, Cohuna, Sea Lake and Robinvale lines. Swan Hill for Piangil line. Kerang for Koondrook line. 6.5 p.m. Bendigo, Sat. at Woodend for Daylesford line.
8.10 a.m. ...	Tues. Thur.	Melbourne	Bendigo	
8.20 a.m. ...	Saturday	Melbourne	Swan Hill	
1.35 p.m. ...	Tues. Thur.	Melbourne	Swan Hill	
1.35 p.m. ...	Mon., Wed. Fri., Sat.	Melbourne	Bendigo	
5.45 p.m. ...	Mon., to Fri.	Melbourne	Bendigo	
6.5 p.m. ...	Saturday ...	Melbourne	Bendigo	
9.30 a.m. ...	Mon. to Sat.	Melbourne	Daylesford	
4.55 p.m. ...	Mon. to Fri.	Melbourne	Daylesford	Woodend and stations beyond.
5.35 p.m. ...	Saturday ...	Melbourne	Daylesford	
9.5 p.m. ...	Mon. to Thurs.	Melbourne	Mildura	Berths to Donald and stations beyond; seats, Maryborough and stopping stations beyond.
9.20 p.m. ...	Fri. and Sunday	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	

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. ...	Mon. to Fri.	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	

RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE) *Continued*

NORTH EASTERN AND GOULBURN VALLEY LINES.

Train	Days of Running	From	To	Stations from and to which seats may be booked
8.30 a.m.* ...	Mon. to Sat.	Melbourne	Albury ...	Avenel and stations beyond. Where connection made, 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 stations beyond. Where connection made, passengers change to non seat booked Rail Motors; at Toolamba for Echuca line; and Strathmerton for Cobram line.
4.45 p.m. ...	Mon. to Fri.	Melbourne	Albury ...	Seymour and stopping stations beyond. Where connections 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 stations beyond. Where connections made, passengers change into non seat booked, Rail Motor trains at Toolamba for Echuca line, and Numurkah for Cobram line.
6.30 p.m. ...	Saturday ...	Melbourne	Numurkah	
6.7 p.m. ...	Fri.	Melbourne	Mansfield ...	Yea and stations beyond.
7.0 a.m. ...	Daily, Sun. included	Albury ...	Melbourne	Passengers from stopping stations Albury to Euroa.
EASTERN LINE				
7.25 a.m. ...	Mon. to Sat.	Melbourne	Traralgon	Warragul and 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. ...	Saturday	Melbourne	Traralgon	Warragul and stations beyond.
3.58 p.m. ...	Mon., Tue., Wed., Thur.	Melbourne	Yarram	Korumburra 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 for Maffra line change to non seat booked Rail Motor train at Traralgon.
6.3 p.m. ...	Mon., Tues., Wed., Thur.	Melbourne	Sale	
6.12 p.m. ...	Fri., Sat.	Melbourne	Yarram	Korumburra and stations beyond. (Second class only).
2.10 p.m. ...	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from Bairnsdale to Sale inclusive.

* Combined train to Seymour.

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 for travel to Benalla, Wangaratta and Albury by **" Spirit of Progress ".**

" 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 8.40 a.m. **"Intercapital Daylight"** to Albury.

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

Melbourne–Benalla–Wangaratta–Albury:—Holders of paper leave passes and privilege tickets may book reserved seats if available on day of travel only, in either direction between Melbourne–Benalla–Wangaratta or Albury for travel by **" Spirit of Progress ".**

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 by " 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.

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 (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.

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 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 Passholders to ascertain their eligibility for travel, and to make their own arrangements in respect of reservations for travel on the return journey.

VICTORIAN PASSENGER ROLLING STOCK

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	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 80)	Lighting facilities See Note)
			1st Class	2nd Class		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	Express Goods Brakevans (10 tons capacity) Nos. 1–9	...	...	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	...	50**M**	75	0	Auto.	E.
BS ...	4	8 compartments (Air conditioned), Nos. 1, 4, 7, 8	...	64	50**M**	75	0	Auto	E. **N**
ABS ...	2	8 compartments (Air conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ§ ...	5	Saloon type (Air Conditioned) Nos. 3 to 7.	48	...	50	75	0	Auto.	F.
AZ ...	3	Saloon type (Air Conditioned Nos. 1, 2 and 8)	56	...	50	75	5	Auto.	F.
BZ§ ...	6	Saloon type (Air Conditioned) Nos. 1 to 6	...	64	50	75	0	Auto.	F.
BZ ...	1	Saloon type (Air Cond.) No. 7	...	68	50	75	5	Auto.	F.
Dining	1	Murray (Air Conditioned) ...	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ...	48	...	75	76	1¼	Auto.	E.
Buffet	1	Moorabool ... ... (Air Conditioned) ...	19 diners 12 sitting		60	75	0	Auto.	E.
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.

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.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 80)	Lighting facilities (See Note)
			1st Class	2nd Class		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	7¼	Auto.	F.
"	1	Melville	...	...	40	50	2	Auto.	E.
"	1	Medical and Vision Test ...	...	...	45	74	1¼	Auto.	E.
"	1	Carey Shower Car ... ... (8 Showers and Sanitary accommodation)	...	...	30	48	2½	Auto.	E.
Special	1	Goulburn (3 showers and 10 sleeping berths)	10 sleepers		50	74	1¼	Auto.	E.
Parlor	1	Yarra	33	...	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 Sleepers		50	74	9¼	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1¼	Auto.	E.
"	6	Nos. 5, 6, 7, 8, 9, 10 ...	20	...	45	74	1¼	Auto.	E.
AE ...	24	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 ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1¼	Auto.	E.
BG ...	2	Saloon and Compartment Type (Air Conditioned)	...	64	50	71	0	Auto.	E.
ABE ...	16	8 compartments, Nos. 1 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	40	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 ...	42	7 compartments, 58-ft. body Nos. 1 to 9, 11 to 26, 28 to 44	...	60	35	61	2¾	Auto.	E.
BW ...	11	8 compartments, 64-tt. body, Nos. 60 to 70	...	68	35	67	2	Auto.	E.
ABW ...	1	6 compartments (3– 1st, 3–2nd), 58-ft. body	19	25	35	61	2¾	½ Auto. ½ Trans. No. 42	E.
ABW ...	5	7 compartments (3– 1st, 4–2nd), 64-ft. body, Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ...	50	6 compartments (3– 1st, 3–2nd), 58 ft. body	20	26	35	61	2¾	Auto. Nos. 7, 15, 17, 21, 23, 25, 26, 31, 36, 38, 48, 49, 50, 51, 52; ½ Auto., ½ Trans. Nos. 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 33, 34, 35, 37, 39, 40, 41, 43, 44, 45, 46, 47	E.

NOTE :—" F " Fluorescent : " E " Electric.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd Class	Tonnage Rating	Overall Length of vehicle over buffers on pulling lines feet	Overall Length of vehicle over buffers on pulling lines in.	Coupling (For Notes see page 80)	Lighting facilities (See note)
		Victorian Stock (Bogie Carriages)—continued.							
BPL ...	27	9 compartments, Nos. 88 to 91, 93, 94, 100, 102 to 111, 113, 116 to 122, 125, 126	...	82	30	60	5½	Auto.	E.
BPL ...	27	9 compartments, Nos. 42 to 46, 48, 50 to 55, 61, 78, 79, 81, 83, 85, 86, 95 to 99, 101, 123, 124	...	82	30	59	11¼	Auto.	E.
BPL ...	65	9 compartments, Nos. 1 to 27, 29 to 41, 56 to 60, 62 to 77, 80, 82, 84, 87	...	82	30	61	8	Auto.	E.
ABL ...	1	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
Special	1	8 compartments "Enterprise"	...	64	40	73	8	Screw	E.
BL ...	1	9 Compartments, No. 13 "Pioneer"	...	72	40	73	8	Screw	E.
AV ...	4	6 compartments	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 ...	15	7 compartments	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brake-van, (15 cwt. capacity) Nos. 19, 23	...	80	30	59	3½	Screw	—
BC ...	5	8 compartments with brake-van (15 cwt. capacity) Nos. 1 to 4, 6	...	80	30	60	1¼	Screw, No. 4 ½ Auto. ½ Screw, Nos. 1, 2, 3, 6	—
BC ...	2	7 compartments with brake-van, (15 cwt. capacity) Nos. 11, 15	...	70	30	60	1¼	Screw, No. 15, ½ Auto., ½ Screw No. 11	—
BC (M)	1	7 compartments with brake-van (15 cwt. capacity) No. 17	...	70	30	60	1¼	Auto.	E.
BCPL ...	1	6 compartments with brake-van (4 tons capacity) No. 1	...	51	35	59	11¼	Auto.	E.
BCPL ...	7	8 compartments Nos. 2 to 8	...	76	30	61	8	Auto.	E.
BCPL	9	8 compartments, Nos. 9 to 17...	...	76	30	60	5½	Auto.	E.
		Brakevan (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 and 40 (10 tons capacity)	...	...	35	42	0	Auto.	E.
CA ...	15	Nos. 1 to 15 (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	10 tons capacity	...	...	35	53	6½	Auto.	E.
CV ...	5	Fish compartment (10 tons capacity)	...	...	35	53	6½	Auto.	E.
C ...	21	8 tons capacity (Sanitary accommodation) ...	...	...	25	43	2½	Auto.	E.
C ...	1	Fish compartment 8 tons capacity. No. 44 ...	...	...	25	43	3½	Auto.	E.
ZLP ...	80	10 tons capacity	...	...	35	37	0	Auto.	E.

Note :— "E" Electric.
(M) The maximum load which can be hauled behind carriage BC 17 is shown in part (c) of Maximum Loads of Express and Passenger Trains, page 82.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd 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 80)	Lighting facilities (See Note)
		Sundry Stock (Bogie)							
FP ...	4	Horse Box, 12 horses	...	...	30	48	2½	Auto.	—
WW† ...	74	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K.
WW† ...	62	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	Nos. 1 to 5 Refrigerated ...	...	...	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 ...	24	2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 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 ...	363	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
W ...	264	Workmen's sleeper ...	...	...	15	Various		Screw 5 No. Auto. 259 No.	—
WM ...	2	Workmen's Mess Carriage (6 wheels)	...	...	15		"	Auto.	—
WS ...	6	Workmen's Shower Carriage (4 wheels)	...	...	13	24	11	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ...	1	One compartment with Brake van 4 tons capacity (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.	—
			One Class						
		Electric Trains							
M ...	33	7 compartments (swing) ...	70		55	60 and 61	1¼	Screw	E.
M ...		8 compartments (swing) ...	80		55		8	Screw	E.
M ...	257	8 compartments (Sliding) ...	84		55	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 82.
†—Not to be attached to passenger trains unless authorised.

Class	No. of Vehicles in Class	Description	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 80)	Lighting facilities (See Note)
		Victorian Stock (Electric Trains)—continued.						
M ...	90	3 compartments (sliding) ...	59	55	62	11¼	Auto.	F.
M ...	81	1 compartment (sliding) ...	65	55	62	11½	Auto.	F.
M ...	17	1 compartment (sliding) Walk Through ...	71	55	62	11½	Auto.	F.
D ...	4	7 compartments (swing) ...	70	35	60 and 61	1¼	Screw	E.
D ...	10	8 compartments (swing)	80	35	60 and 61	8	Screw	E.
D ...	56	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T ...	11	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T ...	191	9 compartments (sliding) ...	94	35	61 and 59	6 and 3½	Screw 149, Trans Hook 42	E.
T ...	15	1 compartment (sliding) Walk Through ...	82	40	62	11¼	Auto.	F.
T ...	90	3 compartments (sliding) ...	72	40	62	11¼	Auto	F.
T ...	75	1 compartment (sliding) ...	80	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	11¼	Auto.	F.
BT ...	25	1 compartment (sliding) ...	80	40	62	11¼	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

Class	No. of Vehicles in Class	Description	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	2nd Class					
		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 and 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 to 64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
"	1	Walker type, No. 55 (40 cwt. capacity)	...	38	17	44	1¾	Link and Pin	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 Hook, 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

Class of Vehicle	Tonnage Rating	Class of Vehicle	Tonnage Rating
CA Brakevans	23	JCP Brakevans	27
CE Brakevans	40	TP Refrigerated Vans, (Nos. 1 to 5) ...	21
CP Brakevans	27	BP Vans	24
CV Brakevans	27	FP Horse Box	25
CW Brakevans	32	Bogie Horse-Box (South Australian) ...	26
C Brakevans	20	LP (Bogie Sheep Van)	26
D Mail Vans (Nos. 3 and 4)... ...	30	VP (Bogie Van)	25
D Mail Van Steel (No. 1)	40	ZLP Brakevans	23

SOUTH AUSTRALIAN ROLLING STOCK

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers	
			1st Class	2nd Class		feet	inches
Sleeping ...	2	" Angas " and " Finniss " ...	20	...	45	73	8¼
Special ...	1	Officers' inspection carriage ... " Murray " (sleeper and diner)	8	...	52	77	7½
" ...	1	Vice Regal Carriage	10	...	51	77	10⅜
AD class ...	2	All Steel (air cond'ed) Nos 1 & 2	70	...	51	78	3
AD class ...	3	All Steel (air cond'ed) 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	4¼
600 class ...	8	All Steel (corridor)	...	64	45	71	4¼
700 class ...	4	All Steel (country)	56	...	39	62	4⅝
700 class ...	11	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 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

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 6 Roads Carriage Shed Dock Road
Murtoa	No. 1 (Back platform) Road
Wodonga Line	Essendon No. 4 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

LOAD 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 75 to 78

MAXIMUM LOADS.—

(a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "BC" No. 17 and "PL" type carriages) is 900 tons.
(b) The maximum load of 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", "BC" No. 17 or "WK" carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down on page 142, 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. "

FREIGHT VEHICLES ON PASSENGER TRAINS.

ALL V.R. BOGIE STOCK which have a letter " P " as the terminating letter of their classification, **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, S.A.R. 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 page 139 for maximum speed. "Z" and "ZL" Brakevans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES.

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.

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.

MINIATURE AUTOMATIC STAFF EXCHANGING APPARATUS

Positions so equipped :—Nil

EXPRESS AND PASSENGER TRAIN LOADS.

Train	Section	Loco.	Schedule Load
DOWN			Tons
8.10 a.m. (**No. 53**)	Melbourne–Bendigo Mon. to Fri. ...	B	250
8.20 a.m. (**No. 53A**)	" " Saturday... ...	B	250
1.35 p.m. (**No. 99**)	" " Saturday... ...	B	250
1.35 p.m. (**No. 103**)	" " Mon. to Fri. ...	B	250
5.45 p.m. (**No. 123**)	" " Mon. to Thur. ...	B	350
5.45 p.m. (**No. 127**)	" " Friday	B	450
6.5 p.m. (**No. 131**)	" " Saturday... ...	B	275
12.20 p.m. (**No. 91**)	Melbourne–Woodend Saturday... ...	T	100
5.14 p.m. (**No. 119**)	Melbourne–Kyneton, Mon. to Thur. ...	T	125
5.14 p.m. (**No. 119**)	Melbourne–Woodend Friday	T	125
9.30 a.m. (**No. 133**)	Melbourne–Woodend Sunday	B & T	350
11.11 a.m. (**No. 133**)	Woodend–Bendigo Sunday	B	220
7.5 p.m. (**No. 137**)	Melbourne–Bendigo Sunday	B	250
11.18 a.m. (**No. 135**)	Woodend–Daylesford Sunday	T	210
11.35 a.m. (**No. 53**)	Bendigo–Swan Hill Mon., Wed., Fri., ...	T	220
	" " Sat.		
4.40 p.m. (**No. 103**)	Bendigo–Swan Hill Tue., Thur. ...	T	220
11.45 p.m. (**No. 73**) (9.5 p.m. Ex. Mel.)	Ballarat–Mildura, Mon. to Thurs., ...	T	270
11.39 p.m. (**No. 73**) (9.20 p.m. Ex. Mel.)	" " Fri., Sun.	B	450
UP			
7.0 a.m. (**No. 40**)	Bendigo–Melbourne Mon. to Sat. ...	B	250
12.0 noon (**No. 50**)	" " Mon. to Sat. ...	B	350
5.20 p.m. (**No. 94**)	" " Mon. to Fri. ...	B	250
5.45 p.m. (**No. 78**)	" " Saturday... ...	B	250
9.10 a.m. (**No. 120**)	" " Sunday	B	230
6.40 p.m. (**No. 124**)	" " Sunday ...	B	300
6.35 p.m. (**No. 122**)	Daylesford–Melbourne Sunday ...	T	210
6.45 a.m. (**No. 32**)	Kyneton–Melbourne, Mon. to Fri. ...	T	125
7.0 a.m. (**No. 32**)	Woodend " Sat.	T	100
8.30 a.m. (**No. 50**)	Swan Hill–Bendigo Mon. to Sat. ...	T	220
9.20 p.m. (**No. 80**) (or 9.0 p.m.) ...	Mildura–Ballarat, Fri., Sun. ...	B	450
9.20 p.m. (**No. 80**)	" " Mon. to Thur. ...	T	270

PASSENGER TRAIN ENGINE SCHEDULES.

MELBOURNE–BENDIGO.

DOWN	"B" Class 450 tons	"B" Class 350 tons	"B" Class 350 tons	"B" Class 300 tons	"B" Class 300 tons	"B" Class 300 tons	"B" Class 265 tons	"B" Class 220 tons	"B" Class 220 tons	"B" Class 250 tons	"B" Class 275 tons	"T" Class 250 tons	"T" Class 210 tons	"T" Class 220 tons	"T" Class 125 tons
						ENGINE RUNNING TIME.									
Spencer St. to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
Nth. Melbourne ...	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3
Footscray	8*	*	8	8	*	*	*	*	*	8	*	8*	8	8	5
Sunshine	8*	15*	8	8	15	15	15	15	15	8	15*	8*	8	8	8
St. Albans	6*	5*	5*	6	5*	*	4*	*	*	6	*	6*	*	6	6
Sydenham	6*	5*	5*	6*	5*	10*	5*	9*	10	6	10	8*	12*	8	7
Diggers Rest ...	10*	9*	10	9*	9*	9*	7*	7*	8	9	9	12*	9*	11	9
Sunbury	7	6	6*	6	6	6	5*	4*	5	6	6	8*	7	7	7
Rpts'wood Platform	*	*	*	2	*	*	*	*	*	*	*	*	*	*	*
Clarkefield	14*	13*	12*	12	12*	12*	11*	10*	11	12	12	15*	13*	14	12
Riddell	8	7	7*	7	6*	7	5*	5*	6	6	7	9*	6*	8	7
Gisborne	12	10	10	10	9*	10	8*	7*	8	9	9	11*	9*	11	9
Macedon	6	6	6	6	5*	6	5*	5*	6	6	6	7*	5*	7	6
Woodend	11	9	9	10	10	10	8*	8	9	10	10	12*	11	12	9
Carlsruhe	5*	5*	5*	5*	5*	5*	5*	5*	5*	6	6	6*	5*	—	—
Kyneton	6	5	5	6	6	6	5*	5	5	6	6	6*	—	—	—
Malmsbury ...	8	8	8	8	8	8	6*	7	7	8	8	7*	—	—	—
Taradale	6	6	5*	6	5*	5*	5*	5*	5*	6	6	5*	—	—	—
Elphinstone ...	4	4*	3*	4	4	4	3*	4	4	4	4	3*	—	—	—
Chewton	6	5*	5*	6	5*	5*	5*	5*	5*	6	6	6*	—	—	—
Castlemaine ...	4	4	4	4	4	4	4	4	4	4	5	5*	—	—	—
Harcourt	10	9	8*	8	8	8	7*	7	7	8	8	8*	—	—	—
Ravenswood ...	11*	11*	10*	11	10*	10*	9*	9*	9*	10	10	11*	—	—	—
Kangaroo Flat ...	12	11	10*	12	11	11	9*	9*	9*	10	10	10*	—	—	—
Golden Square ...	3	3	2*	3	3	3	2*	2	2	3	3	2*	—	—	—
Bendigo	4	4	3	4	4	4	3	4	4	4	4	3	—	—	—
TOTAL ...	175	160	154	167	155	158	136	136	144	161	160	176	93	100	88

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

PASSENGER TRAIN ENGINE SCHEDULES—continued.

BENDIGO–MELBOURNE.

UP.	"B" Class 350 tons	"B" Class 350 tons	"B" Class 300 tons	"B" Class 300 tons	"B" Class 250 tons	"B" Class 220 tons	"B" Class 230 tons	"T" Class 250 tons	"T" Class 220 tons	"T" Class 125 tons	"T" Class 210 tons	
					ENGINE RUNNING TIME							
Bendigo to—	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	
Golden Square ...	3*	3*	3	3	3	3	3	3*	—	—	—	—
Kangaroo Flat ...	2*	2*	3	3	3	3	3	3*	—	—	—	—
Ravenswood	11*	11*	12	12	10*	10	10	12*	—	—	—	—
Harcourt	11	10*	11	11	10	10	10	11*	—	—	—	—
Castlemaine	6	6	6	6	6	6	6	6*	—	—	—	—
Chewton	7*	7	*	7	6	6	*	6*	—	—	—	—
Elphinstone	10*	10*	15	10	10	9	13	11*	—	—	—	—
Taradale	3*	3*	*	4	4	4	*	3*	—	—	—	—
Malmsbury	5*	6	9	7	6	6	9	7*	—	—	—	—
Kyneton	9	10	10	10	10	9	9	11*	—	—	—	—
Carlsruhe	6*	6*	*	6*	6*	6	*	6*	—	—	—	—
Woodend	6	6	12	6	6	6	10	6*	—	—	5	—
Macedon	8	8	8	8	8	8	8	8*	8	7	8*	—
Gisborne	4*	5	5	5	5	5	5	5*	5	5	4*	—
Riddell	4*	5*	6	5*	5*	6	5*	6*	6	6	5*	—
Clarkefield	4*	4*	6	5	5	5	5	5*	5	5	4*	—
Sunbury	8	7*	9	9	9	9	9	9*	9	9	8	—
Diggers Rest	4*	5	5	5	5	5	5	6*	6	6	5*	—
Sydenham	5*	6*	6	6	6	6	6	7*	7	7	6*	—
St. Albans	4*	4*	5	*	*	*	*	6*	6	6	*	—
Sunshine	4*	4*	6	8*	8*	10	9*	5*	5	5	9	—
Footscray	*	7	7	7	7	7	7	8*	8	8	8	—
North Melbourne ...	*	*	*	*	*	*	*	5*	*	5	*	—
Spencer Street ...	15	8	8	8	8	8	8	3	8	3	8	—
TOTAL ...	139	143	152	153	146	147	140	158	73	72	70	—

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

BENDIGO—ECHUCA—DENILIQUIN.

DOWN	Engine Running Time		UP	Engine Running Time	
Bendigo to—	Mins.	Mins.	**Deniliquin to—**	Mins.	
Epsom ...	7*	...	Gulpa Siding ...	...	
Bagshot ...	8*	...	Mathoura ...	...	
Goornong ...	8*	...	Moira	...	
Elmore ...	14*	...	Barnes	...	
Rochester ...	12*	...	Moama		
Strathallan ...	9*	...	Echuca	...	
Echuca ...	13	...	Strathallan ...	13*	
Moama ...		...	Rochester ...	9*	
Barnes ...	...	...	Elmore	12*	
Moira ...	...	...	Goornong ...	14*	
Mathoura ...	...	...	Bagshot ...	8*	
Gulpa Siding	...	...	Epsom	10*	
Deniliquin ...	...	...	Bendigo ...	9	
Total ...	71		Total ...	75	

T—250 tons.

WOODEND—DAYLESFORD.

DOWN	Engine Running Time		UP	Engine Running Time	
Woodend to—	Mins.	Mins.	**Daylesford to—**	Mins.	
Carlsruhe	5*	...	Musk	7*	
Tylden	8*	...	Bullarto	8	
Fern Hill	8	...	Lyonville	5	
Trentham	9	...	Trentham	8	
Lyonville	8	...	Fern Hill	9	
Bullarto	5	...	Tylden	7*	
Musk	5*	...	Carlsruhe	8*	
Daylesford	7	...	Woodend	5	
Total ...	55		Total ...	57	

T—210 tons. (See Note)

Note :—Maximum permissible speed Carlsruhe-Daylesford — 30 miles per hour.

KORONG VALE—ULTIMA.

DOWN	Engine Running Time	UP	Engine Running Time
Korong Vale to—	Mins.	**Ultima to—**	Mins.
Borung	8	Meatian	21
Mysia	7	Lalbert	18
Boort	14	Cannie	20
Barraport	13	Quambatook	20
Gredgwin	8	Gredgwin	18
Quambatook	15	Barraport	7
Cannie	20	Boort	13
Lalbert	18	Mysia	16
Meatian	18	Borung	8
Ultima	21	Korong Vale	8
Total ...	142	Total ...	149

T—250 tons

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

PASSENGER TRAIN ENGINE SCHEDULES.—continued.

BENDIGO—SWAN HILL.

DOWN	Engine Running Time			UP	Engine Running Time		
Bendigo to—	Mins.	Mins.	Mins.	**Swan Hill to—**	Mins.	Mins.	Mins.
Nth. Bendigo Jun.	3*	3*	3*	Lake Boga ...	12	12½	13
Eaglehawk ...	6	6	6	Tresco ...	5½	5½	5½
Sebastian ...	16*	15½*	15*	Mystic Park ...	7	7	7½
Raywood ...	7	6½	6	Lake Charm ...	9	9½	10
Dingee	16½	15	15	Fairley ...	7*	7*	7*
Prairie	8	8	8	Kerang ...	7	7	7
Mitiamo ...	9	9	9	Tragowel ...	12½	12½	13
Mologa	7½	7½	7½	Macorna ...	8	8	8
Pyramid ...	11½	11	11	Mincha ...	9	9	9
Mincha	6½	6½	6½	Pyramid ...	6½	6½	6½
Macorna	9	9	9	Mologa ...	11	11	11½
Tragowel... ...	8	8	8	Mitiamo ...	7½	7½	7½
Kerang	13	12½	12	Prairie ...	9	9	9
Fairley	7*	7*	7*	Dingee ...	8	8	8
Lake Charm ...	7	7	7	Raywood ...	15	15	15½
Mystic Park ...	10	9½	9	Sebastian ...	6½*	7*	8*
Tresco	7½	7	7	Eaglehawk ...	15	15½	16½
Lake Boga ...	5½	5½	5½	N. Bendigo Jun.	6½*	6½*	6½*
Swan Hill ...	13	12½	12	Bendigo ...	3	3	3
	T 350 tons.	T 300 tons.	T 220 tons.		T 220 tons.	T 300 tons.	T 350 tons.
Total ...	171	166½	163½	Total ...	165	167	173

BENDIGO—KORONG VALE—WYCHEPROOF.

DOWN	Engine Running time	UP	Engine Running Time	
Bendigo to—	Mins.	**Wycheproof to—**	Mins.	Mins.
North Bendigo Junction ...	3*	Glenloth	10	...
Eaglehawk	6	Teddywaddy ...	6	...
Marong	10	Charlton	9	...
Bridgewater	18	Barrakee	10	...
Inglewood	7	Buckrabanyule ...	7	...
Glenalbyn	14	Wychitella	10	...
Wedderburn Junction ...	13	Korong Vale ...	17	...
Korong Vale	9	Wedderburn Junction	9	...
Wychitella	18	Glenalbyn	12	...
Buckrabanyule	9	Inglewood	15	...
Barrakee	6	Bridgewater ...	7	...
Charlton	10	Marong	20	...
Teddywaddy	9	Eaglehawk	12	...
Glenloth	6	North Bendigo Junct.	6*	...
Wycheproof	10	Bendigo	3	...
	T—300 tons		T—300 tons	
Total ...	148	Total ...	153	

CASTLEMAINE—MARYBOROUGH.

DOWN	Engine Running Time	UP	Engine Running Time
Castlemaine to—	Mins.	**Maryborough to—**	Mins.
Campbell	8	Carisbrook	7
Guildford	9	Moolort	12
Newstead	11	Newstead	14
Moolort	16	Guildford	11
Carisbrook	11	Campbell	9
Maryborough	8	Castlemaine	8
	T 165 tons		T 165 tons.
Total ...	63	Total ...	61

(N&M)

BALLARAT–MARYBOROUGH–MILDURA.

DOWN	Engine Running Time			UP	Engine Running Time		
	No. 73				No. 80		
Ballarat to—	Mins.	Mins.	Mins.	**Mildura to—**	Mins.	Mins.	Mins.
North Ballarat ...	*	*	*	Irymple	7	7	7
Waubra Junction ...	*	*	*	Redcliffs	8	8	7
Creswick	20	20	16*	Carwarp	16	16	15
North Creswick ...	*	*	*	Nowingi	15	*	*
Clunes	19	19	15*	Hattah	17	29	29
Talbot	16	16	14*	Kiamal	22	*	*
Maryborough ...	20	20	15	Ouyen	8	28	26
Bet Bet	*	*	*	Tempy	28	*	*
Dunolly	20	20	19	Speed	7	34	34
Goldsborough ...	*	*	*	Turriff	7	*	*
Bealiba	21	21	17	Gama	10	*	*
Emu	*	*	*	Lascelles ...	8	23	22
St. Arnaud ...	30	30	26	Woomelang ...	11	11	10
Sutherland ...	*	*	*	Watchupga ...	9	*	*
Cope Cope	23	23	21*	Curyo	11	*	*
Donald	11	11	11	Kinnabulla ...	5	*	*
Litchfield	14	*	13*	Birchip	13	34	34
Watchem	17	30	14	Watchem	18	18	18
Birchip	18	18	18	Litchfield	17	*	14
Kinnabulla ...	13	*	*	Donald	14	30	13
Curyo	5	*	*	Cope Cope ...	11	11	11*
Watchupga... ...	11	*	*	Sutherland ...	*	*	*
Woomelang ...	9	34	34	St. Arnaud ...	28	28	23
Lascelles	11	11	10	Emu	*	*	*
Gama	8	*	*	Bealiba	29	29	27
Turiff	10	*	*	Goldsborough ...	*	*	*
Speed	7	23	22	Dunolly	20	20	17
Tempy	7	*	*	Bet Bet	*	*	*
Ouyen	28	34	34	Maryborough ...	19	19	19
Kiamal	8	*	*	Talbot	16	16	14*
Hattah	22	28	28	Clunes	20	20	15*
Nowingi	17	*	*	North Creswick ...	*	*	*
Carwarp	14	29	28	Creswick	23	23	16*
Redcliffs	16	16	15	Waubra Junction ...	*	*	*
Irymple	8	8	7	North Ballarat ...	*	*	*
Mildura	7	7	7	Ballarat	20	20	18
Total ...	430	418	384	Total ...	437	424	389

"T" Loco. 270 tons or "B" Loco 450 tons. "B" Loco 450 tons. "B" Loco 220 tons.

"T" Loco. 270 tons or "B" Loco 450 tons. "B" Loco 450 tons. "B" Loco 220 tons.

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

MELBOURNE–WOODEND–DAYLESFORD.

DOWN	Diesel Rail Car. (280 H.P.) Running Time		UP	Diesel Rail Car. (280 H.P.) Running Time		
	Without Trailer	With Trailer		Without Trailer	With Trailer	Without Trailer
Spencer Street to—	Mins.	Mins.	**Daylesford to—**	Mins.	Mins.	Mins.
Sunshine	15*	15*	Musk	9	13	8*
St. Albans	5*	*	Bullarto	8	13	7*
Sydenham	4*	9*	Lyonville	5	5½	4*
Diggers Rest ...	8*	9*	Trentham	8	8	8
Sunbury	4½*	5*	Fern Hill	7	7½	6*
Rupertswood Platform...	*	*	Tylden	6	6	5*
Clarkefield	11*	13*	Carlsruhe	6	7	6
Riddell	5*	6*	Woodend	6	7	6
Gisborne	7*	8*	Macedon	6*	8*	6*
Macedon	4*	5*	Gisborne	3½*	4*	3½*
Woodend	9	10	Riddell	5*	5*	5*
Carlsruhe	5½	7	Clarkefield	5*	5*	5*
Tylden	7	8½	Rupertswood Platform	*	9	*
Fern Hill	8	12	Sunbury	8½*	2	8½*
Trentham	9	12	Diggers Rest ...	4*	5*	4*
Lyonville	8	11	Sydenham	6*	7*	6*
Bullarto	6	6½	St. Albans	5*	5	5*
Musk	6	6	Sunshine	4*	5	4*
Daylesford	8	8	Spencer Street ...	15	15	15
Total	130	151	Total	117	137	112

BENDIGO–DENILIQUIN.

DOWN	Diesel Electric Rail Motor and Trailer	Diesel Rail Car. 153 H.P. & Trailer	UP	Diesel Elect. Rail Motor and Trailer	Diesel Rail Car. 153 H.P. & Trailer
Bendigo to—	Mins.	Mins.	**Deniliquin to—**	Mins.	Mins.
Nth. Bendigo Junct. ...	3*	3*	Gulpa Siding ...	19	20
Epsom	5	5	Mathoura	12	12
Bagshot	9	9	Moira	15	15
Goornong	9	10	Barnes	14	14
Elmore	15	16	Moama	10	10
Rochester	15	15	Echuca	6	6
Strathallan	*	*	Strathallan	*	*
Echuca	24	24	Rochester	24	24
Moama	6	6	Elmore	15	15
Barnes	*	*	Goornong	15	16
Moira...	24	24	Bagshot	10	10
Mathoura	15	15	Epsom	11	11
Gulpa Siding	12	13	Nth. Bendigo Junct. ...	7*	6*
Deniliquin	19	20	Bendigo	3	3
Total	156	160	Total	161	162

BARNES—BALRANALD.

DOWN	Diesel Rail Car 153 H.P.	UP	Diesel Rail Car 153 H.P.
Barnes to—	Minutes	**Balranald to—**	Minutes
Womboota	19	Perekerten	42
Thyra	10	Moulamein	31
Bunnaloo	11	Dhuragoon	17
Tantonan	12	Niemur	10
Caldwell	11	Jimaringle	8
Yallakool	13	Burraboi	13
Wakool	13	Wakool	14
Burraboi	14	Yallakool	13
Jimaringle	13	Caldwell	13
Niemur	8	Tantonan	11
Dhuragoon	10	Bunnaloo	12
Moulamein	17	Thyra	11
Perekerten	31	Womboota	10
Balranald	42	Barnes	19
Total ...	224	Total ...	224

BENDIGO–ELMORE–COHUNA.

DOWN	D.R.C. 153 H.P.	D. E. R. Motor and Trailer	UP	D.R.C. 153 H.P.	D. E. R. Motor and Trailer
Bendigo to—	Mins.	Mins.	**Cohuna to—**	Mins.	Mins.
North Bendigo Junction ...	3	3*	Keely	7	7
Epsom...	5	5	Leitchville	9	9
Bagshot	9	9	Gunbower	9	9
Goornong	10	9	Patho	12	12
Elmore	16	15	Kotta	21	22
Hunter	12	12	Lockington	8	9
McColl	16	17	McColl	6	7
Lockington	6	7	Hunter	16	17
Kotta	8	9	Elmore	12	15
Patho	21	22	Goornong	16	15
Gunbower	12	12	Bagshot	10	10
Leitchville	9	9	Epsom	10	11
Keely	9	9	North Bendigo Junction ...	6	7*
Cohuna	7	7	Bendigo	3	3
Total ...	143	145	Total ...	145	153

With or without Trailer.

With or without Trailer.

KERANG–KOONDROOK.

DOWN.	Diesel Rail Car 102 H.P. With or without trailer Running Time	UP.	Diesel Rail Car 102 H.P. With or without trailer Running Time
	Mins.		Mins.
Kerang to—		**Koondrook to—**	
Pyramid Creek	8	Gannawarra	9
Hinksons	20	Teal Point	8
Teal Point	4	Hinksons	4
Gannawarra	8	Pyramid Creek	20
Koondrook	9	Kerang	8
	49		49

SWAN HILL–PIANGIL.

DOWN.	D.R.C. 102 H.P.		UP.	D.R.C. 102 H.P.	
	Mins.			Mins.	
Swan Hill to—			**Piangil to—**		
Woorinen	13	...	Miralie	8	...
Pira	10	...	Nyahwest	10	...
Nyahwest	9	...	Pira	9	...
Miralie	10	...	Woorinen	10	...
Piangil	8	...	Swan Hill	13	...
Total ...	50		Total ...	50	

BENDIGO–WYCHEPROOF–SEA LAKE.

DOWN.	D.E.	D.E. and Trailer	D.E. Trailer & 'C' Brakevan	UP.	D.E.	D.E. and Trailer	D.E. Trailer & 'C' Brakevan
	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.
Bendigo to—				**Sea Lake to—**			
Eaglehawk ...	9	...	10½	Boigbeat	9½	11	...
Marong	9	...	10½	Berriwillock ...	10½	12	...
Bridgewater ...	19	...	19	Culgoa	13	16	...
Inglewood ...	7½	...	8½	Nullawil	17	18	...
Glenalbyn ...	13	...	16½	Wycheproof ...	28	32	...
Wedderburn Junction	12	...	14	Glenloth	10	11	...
Korong Vale ...	8	...	8½	Teddywaddy ...	6	7	...
Wychitella ...	14	14	...	Charlton	8	9	...
Buckrabanyule ...	8	8	...	Barrakee	7	8	...
Barrakee ...	5	5½	...	Buckrabanyule ...	6	6	...
Charlton ...	8	9	...	Wychitella ...	8	9	...
Teddywaddy ...	8	9	...	Korong Vale ...	13	13	...
Glenloth	6	7	...	Wedderburn Junction	9	10	11
Wycheproof ...	10	11	...	Glenalbyn ...	10	11	12
Nullawil	28	32	...	Inglewood ...	14	14	17
Culgoa	17	18	...	Bridgewater ...	7	7	7
Berriwillock ...	13	16	...	Marong	20	20	24
Boigbeat ...	10½	12	...	Eaglehawk ...	11	12	17½
Sea Lake ...	9½	11	...	Bendigo	8	10	12½
Total	214½	152½	87½	Total	215	236	101

(N&M

KORONG VALE–ULTIMA–ROBINVALE.

DOWN.	Diesel Electric.		UP.	Diesel Electric.	
	With Trailer and 'C' Brakevan	And 'C' Brakevan		With Trailer and 'C' Brakevan	And 'C' Brakevan
	Running Time			Running Time	
Korong Vale to—	Mins.	Mins.	**Robinvale to—**	Mins.	Mins.
Borung	9	8½	Bannerton	...	16
Mysia	8	7	Annuello	...	20
Boort	15	14	Koimbo	...	9
Barraport	17	13½	Bolton	...	8
Gredgwin	10	8	Manangatang	...	11
Quambatook	18	18½	Chinkapook	...	20
Cannie	16	15	Chillingollah	...	15
Lalbert	13	13	Waitchie	...	15
Meatian	13	13	Gowanford	...	12
Ultima	15	15½	Ultima	...	11
Gowanford	...	11	Meatian	16	15½
Waitchie	...	13	Lalbert	13	13
Chillingollah	...	15	Cannie	14	13
Chinkapook	...	15	Quambatook	16	14½
Manangatang	...	19	Gredgwin	23	19
Bolton	...	11	Barraport	8	7
Koimbo	...	8	Boort	17	13½
Annuello	...	9	Mysia	17	14
Bannerton	...	21	Borung	8	8
Robinvale	...	16	Korong Vale	10	9½
Total ...	134	264	Total ...	142	264

CASTLEMAINE–MARYBOROUGH.

DOWN.	102 H.P. D.R.C.	153 H.P. D.R.C. without Trailer	153 H.P. D.R.C. with Trailer	UP.	102 H.P. D.R.C.	153 H.P. D.R.C. without Trailer	153 H.P. D.R.C. with Trailer
Castlemaine to—	Mins.	Mins.	Mins.	**Maryborough to—**	Mins.	Mins.	Mins.
Campbell	8	8	8	Carisbrook	7	7	7
Guildford	9	9	9	Moolort	13	13	14
Newstead	14	14	16	Newstead	16	14	15
Moolort	16	16	17	Guildford	15½	14½	15
Carisbrook	13	13	13	Campbell	9	8	8
Maryborough	10	8	10	Castlemaine	8	9	9
Total ...	70	68	73	Total ...	68½	65½	68

MARYBOROUGH–DONALD–WOOMELANG.

DOWN	Diesel Rail Car 280 H.P.	Diesel Rail Car 153 H.P.	Diesel Rail Car 153 H.P. & Trlr.	UP	Diesel Rail Car 280 H.P.	Diesel Rail Car 153 H.P.	Diesel Rail Car 153 H.P. & Trlr.
Maryborough to—	Mins.	Mins.	Mins.	**Woomelang to—**	Mins.	Mins.	Mins.
Bet Bet	13	13	13	Watchupga	10½	...	...
Dunolly	8½	8½	10	Curyo	10	...	...
Goldsborough	7	7	9	Kinnabulla	5	...	...
Bealiba	13½	13½	16	Birchip	14½	...	...
Emu	11	11	12	Watchem	21	...	...
St. Arnaud	21	21	24	Litchfield	19	...	...
Sutherland	11	11	12	Donald	13	...	...
Cope Cope	13	13	14	Cope Cope	10½	11	12
Donald	10½	11	11	Sutherland	14	15	19
Litchfield	13	...	...	St. Arnaud	12	13	16
Watchem	19	...	...	Emu	20	20	22
Birchip	21	...	...	Bealiba	11	11	13
Kinnabulla	14½	...	...	Goldsborough	13½	13½	16
Curyo	5	...	...	Dunolly	6½	6	7
Watchupga	10	...	...	Bet Bet	8	8	9
Woomelang	10½	...	...	Maryborough	13	14	15
Total	201½	109	121	Total	201½	111½	129

BALLARAT–MARYBOROUGH.

DOWN	102 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rl. Car without Trailer	153 H.P. Diesel Rl. Car with Trailer
Ballarat to—	Mins.	Mins.	Mins.	Mins.	Mins.
North Ballarat	*	*	*	*	*
Creswick	23	19	19	19	22
North Creswick	3½	2*	3	3	3½
Clunes	17	15*	15½	15½	16½
Talbot	18	16*	16½	16½	17
Daisy Hill	8	6*	7	7	8
Maryborough	11	9	9½	9½	10
Total	80½	67	70½	70½	77

UP	102 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rl. Car without Trailer	153 H.P. Diesel Rl. Car with Trailer
Maryborough to—	Mins.	Mins.	Mins.	Mins.	Mins.
Daisy Hill	10	9*	9½	9½	10
Talbot	8	6½*	7	7	8
Clunes	19	16*	17	17	20
North Creswick	20	16½*	17	17	20½
Creswick	3½	3*	3½	3½	4
North Ballarat	*	*	*	*	*
Ballarat	22	20	21	21	22
Total	82½	71	75	75	84½

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS.

SCHEDULE LOADS.—The tonnage loads of Mixed trains are computed on the basis of tonnage rating shown on pages 75 to 78 for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 97 to 104.

Vehicle Limitations.—Unless otherwise specified the number of vehicles must not exceed equal to thirty (30) vehicles counting each four or six wheeled vehicle or carriage and bogie UB, UF or TP (loaded or empty) van or CA, CP, JCP or ZLP and brakevan (loaded or empty) as one; each other bogie vehicle or carriage as two.

OVERLOADING OF MIXED TRAINS.—Depot Stationmasters may grant authority to increase the loads of Mixed trains which have a maximum vehicular limitation of equal to 30 vehicles, to equal 31 vehicles subject to the tonnage limitation not being exceeded, when by so doing the clearance of urgent loading, such as 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 wire 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, will grant permission when considered absolutely necessary.

ENGINE RUNNING SCHEDULES.

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 his train as near to the maximum speed as the load and grade will allow.

TRAINS ON RUNNING LINES WITHOUT A BRAKEVAN IN THE REAR

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

Train or Class of Train	Section	Maximum Number of Vehicles
Empty Passenger Carriages ...	Between Bendigo and Bendigo Racecourse.	10
*Goods Train ...	Between Flinders Street and Spencer Street.	40
	Between Melbourne Yard and Maribyrnong Goods Siding.	30
	Between Newport and Williamstown, Newport South and Newport Workshops.	40
	Between Newport and Sunshine (Loop Line).	40
	Between Tottenham Yard and Brooklyn.	10
	Between Golden Square and Bendigo.	30
	Between Bendigo and North Bendigo Junction.	10
	Between North Bendigo Junction and Bendigo Racecourse.	10
	Between North Bendigo Junction and Rangelea.	10
	Between Gas Co's Siding and North Bendigo Junction.	8
	Between Kerang and Oil Coy's Sidings on Koondrook Line.	30
	Between Swan Hill and Live Stock Siding at 216 miles.	

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

† Also during the hours of darkness.

GENERAL INSTRUCTIONS.

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 affect the running of the train, indicating clearly the location at which such variations occured.

(*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 proportion of that load,** *i.e.*, **3/5, or 4/5 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 train, 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 equivilent 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 areas, 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 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 75–78).

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 truck weighing 5 tons 14 cwt., and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons, respectively. The we ight 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	Me—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 the 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 above water 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 loaded 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 ton "RY" wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "
16½–22 ton "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 5 feet firewood (on end)	18 "
31 ton "QR" (Nos. 1–376 and 407) wagon loaded with props, palings and laths	19 tons
31 on "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 "
"MF" or "MM" 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)	6¾ "
Wagon or "M" Van, or one tier of "L" Van loaded pigs	3¾ "
"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 Live Stock :—

Horses and Cattle	...10 cwt. each
Calves	2 "
Sheep	¾ "
Pigs	1 "

The following will be the tonnage to be allowed for bulk wheat loaded into the undermentioned class of Wagon :—

"GY" ... ... 22 tons

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*continued.*

Correct Computation—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 weights of content of a loaded vehicle on a plant, Ballast or other departmental work train, the following scale is to be observed:—

	Weight of Material Tons per cubic yard
Gravel	1.3
Sand	1.08
Earth	1.0
Spalls	1.06
Scoria	0.7
Ashes	0.6
Metal, 1½ inches, 2½ inches, & screenings	1.1

	Weight of Material
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.

WEIGHT 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.

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)	Tare Weight Tons	Carrying Capacity 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 WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length over Pull Lines (Nearest Foot)	Tare Weight Tons	Carrying Capacity Tons
	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
H	Box Wagon (Dept. use only) ...	45	21	9	10
HD	Box Wagon (Dept. use only) ...	45‡	27	9	11
HR	Flat Top Transport Wagon	45	26	8	16
HY	Open	45	25	9	22
I†	Open	45	26	8	16½
IA†	Open	45	26	8	16½
IC†	Open Tippler	45	26	8	16½
IK	Safety Wagon–pipe transport 4 wheel	45	26	7	16½

† Maximum length quoted where different lengths exist.

‡ Except HD 220, 221, 222, 223–Maximum speed 40 m.p.h.

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
	FIXED WHEEL BASE				
IT	Timber	45	26	8	16½
IY	Open	45	25	9	22
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
KAB	Particle Board	45	29	10	17½
KC, KMC ...	Flat Top LCL Container Traffic ...	45	25	8	22
KCC	Cement Container Traffic	45	26	8	16½
KPC	Special Container Traffic	45	22	7	16
KPW ...	Woodpulp 4 wheel	45	26	8	16½
KR	Rails	45	28	8	16
KS	Scantlings	45	25	9	22
KT	Open Timber	45	25	10	22
KW	Chipwood 4 wheel	45	26	9	15
L	Sheep Van	45	23	10	10
M	Cattle Van	45	23	9	10
MB	Cattle Van (Bulls)	45	23	9	10
MS	Fertilizer	45	23	9	10
N	Ballast Plough Wagon	45	19	7	...
O	Open Hopper	45	23	9	16½
OC	Sand Hopper	45	23	9	15½
OH†	Overhead (Dept. use only)	45	48	Tare	...
ON	Open Hopper	45	23	8	16½
P	Powder Van	45	22	10	6
RY	Open Wagon	45	25	9	22
T (Nos. 192–417)	Refrigerated Van	45	29	14	15½
T (Nos. 420–469)	Refrigerated Van (Steel)	45	29	12	15½
T (Nos. 1–191)	Refrigerated Van	45	22	11	12½
Tanks ...	Various	45	Various	Tare	...
TW†	Petroleum Products	45	25	Tare	40
U (Nos. 1467–1796)	Louvre Van	45	22	10	11½
U (Nos. 1217–1466)	Louvre Van	45	29	12	16
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
	BOGIE VEHICLES available for change of bogie 5′ 3″–4′ 8½″				
AX	Car Transport	60	59	20	10
ALX ... ... (Nos. under 200)	Car Transport	60	76	21	15
BLX	Box Van	60	43	21	40
BMX	Box Van	60	42	20	35
CSX	Coil Steel	60	35	21	52
CSX	Coil Steel	60	40	22	52
ELX ... ... (Nos. under 500)	Open Wagon	60	49	21	50
ESX	Steel Transport	60	49	21	50
EX	Open Wagon	60	46	19	44
FQX	Container Wagon	60	66	19	55
FX (f) ...	Bulk Flour	60E	54	29	44

(f)–Not available for attaching to 60 m.p.h. Goods trains when loaded.
† Maximum length quoted where different lengths exist.
E—50 m.p.h. when loaded.

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length over Pull Lines — Nearest foot	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES available for change of bogie 5′ 3″-4′ 8½″				
GJX (Nos. 1-100)	Bulk Wheat Hopper	60**A**	49	16	57
GJX ... ... (Nos. 101-200)	Bulk Wheat Hopper	60**A**	49	20	55
JX(f)	Bulk Cement	60**D**	46	25	50
QCX ...	L.C.L. Container (Traffic)	60	48	17	44
SBX	Flat Wagon with Bulkheads	60	43	18	44
SCX	Flat Wagon, Cable Drums	60	46	20	44
SFX†	Flat Wagon	60	68	26	49
SKX	Flat Wagon (container)	60	78	25	50
TVX ... ... (Nos. under 12.400)	Flat Wagon, Twin Flexi-vans	60	76	27	46
TWX(f) ...	Petroleum Products	60**B**	48	Tare	40
VHX	Louvre Van	60	55	25	50
VLX	Louvre Van	60	43	21	40
	BOGIE VEHICLES NOT Available for change of bogie 5′ 3″–4′ 8½″				
BB	Box Van	45	42	20	35
BLF	Box Van	60	43	21	44
BMF	Box Van	60	42	20	35
BP	Box Van	70	42	24	35
CJ	Bulk Cement Hopper	45	37	19	43
CJF	Bulk Cement Hopper	60	37	19	50
E	Open Wagon	45	46	19	44
EF	Open Wagon	60	46	19	44
FP	Horse Box	70	48	25	12 horses
FVF (a) ...	Single Flexi-van	60	43	18	24
HH	Casualty Van (Dept. use only) Nos. 1 to 6	40	51	30	...
HR	Flat Top Transport Wagon	45	27	18	26
HW	Weedex Staff Car	45	29	13	...
KR	Flat Rails	45	26	16	25
LF	Sheep Van	60	39	21	30
LL	Sheep Van	45	39	21	30
LP	Sheep Van	70	39	25	30
MF	Cattle Van	60	39	19	30
MM	Cattle Van	45	39	19	30
NN	Hopper Ballast Wagon Nos. 2 to 45 ...	45 Ety. / 35 Ld.	30	14	31
NN	Hopper Ballast Wagon Nos. 46 onwards ...	45 Ety. / 35 Ld.	30	14	35
Q†	Flat Wagon	45	48	Tare	31
QAB	Particle Board	45	53	20	30
QB	Well Wagon Nos. 1 to 12	45	55	19	31
QD	Crawler crane rail transport	45	...	15½	10
QF	Flat Wagon	45	53	19	31
QH	Flat Wagon	45	40	31	90
QN	Hopper Ballast Wagon	45	37	14	26
QR†	Open Wagon Nos. 377 to 406 inclusive (4 Door) ...	45	43	16	31
QS	Flat Wagon—Special Loads	*	Various	Tare	171
QW	Well Wagon	*	95	92	150
QWF ...	Well Wagon No. 1	*	54	33	60
S	Flat Wagon	45	46	17	44
TP	Refrigerated Van Nos. 1 to 5 ...	70	28	21	15½
TW†	Petroleum Products	45	48	Tare	40
TWF† (f) ...	Petroleum Products	60**E**	48	Tare	40
UB	Louvre Van	45	29	15	16
UF	Louvre Van	60	29	15	16
V	Louvre Van	45	39	19	35
VF	Louvre Van	60	39	20	35
VP (a) ...	Louvre Van	60	42	25	35

(a) Available for bogie exchange when specially arranged.
(f) Not available for attaching to 60 m.p.h. Goods trains when loaded.
† Maximum length quoted where different lengths exist.
A - 50 m.p.h. in N.S.W. * Special instruction.
B - 50 m.p.h. when loaded; 40 m.p.h. in N.S.W. loaded or empty. **E** - 50 m.p.h. when loaded.
D - 50 m.p.h. when loaded; 40 m.p.h. in N.S.W.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—*Continued.*

TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.—*Continued*

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length over Pull Lines (Nearest Foot)	Tare Weight Tons	Carrying Capacity Tons
	BOGIE VEHICLES NOT Available for change of bogie 5′ 3″-4′ 8½″				
WA	Weedex Tankers	45	46	Tare	30
Tanks ...	Various	40 Ld. 45 Ety.	Various	Tare	...
BRAKEVANS					
CA	Nos. 1 to 15	70	43	23	10
CP	... ...	70	42	26	10
JCP	... ...	70	42	26	10
ZLP	... ...	70	37	23	10

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

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES

See Note ("A") page 102

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length Over Pull Lines (Nearest foot)	Tare Wt. Tons	Carrying Capacity Tons	Nominal Capacity Gallons
	BOGIE VEHICLES NOT available for change of bogie 5′ 3″–4′ 8½″					
BH	Horse Box	70	52	26	12 Horses	...
C	Cattle Van	45	39	18	...	...
CS	„ „	60	39	18	...	...
DP	Van	70	39	19	33 Tons	...
DRP (f) ...	„	60	39	19	33	...
DFS, DS ...	„	60	39	19	33	...
DW ...	„	45	43	20	29	...
DWP ...	„	70	39	23	33	...
DWR (f) ...	„	60	43	20	29	...
FB	Flat Wagon	45	46	17	55	...
FBA	„ „	45	46	16	33	...
FBF	„ „	45	46	17	44	...
FBR (f) ...	„ „	60	46	18	44	...
FBT	„ „	45	46	17	55	...
FC, FCC ...	Flat Wagon	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	18	24	...
FWC ...	Flat Container	45	46	15	44	...
H	Hopper	45	35	19	55	...
HC	„	45	35	19	50	...
HCA‡ ...	Hopper (Cement)	60**D**	35	18	30	...
HCA‡ ...	„	60**D**	44	23	49	...
HS	„	45	35	19	55	...
M, MG ...	Box Van	45	39	18	33	...
MB	Van	60	39	23	33	...

(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.

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES

See Note ("A") page 102

Class of Vehicle	Description of Vehicles	Maximum Speed M.P.H.	Maximum Length Over Pull Lines (Nearest foot)	Tare weight Tons	Carrying Capacity Tons	Nominal Capacity Gallons
	BOGIE VEHICLES NOT available for change of bogie 5′ 3″-4′ 8½″					
MRP (f) ...	Van	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 (f) ...	„	60	46	17	44	...
OWS ...	„	60	46	17	44	...
RB	Refrigerator	45	39	20	33	...
RBP (f) ...	„	70	39	23	33	...
RRP (f) ...	„	60	39	22	33	...
S	Sheep Van	45	39	19	...	...
SBS	„ „	60	39	19	...	...
SFC	Flat Wagon	45	43	...	25 Tons	...
W	Open Wagon	45	43	17	33	...
WV	Van	45	43	23	28	...
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
TCA	Fuel Oil Tank	45	39	22	...	10000
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
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	„ „	45	46	28	...	8500
TS	Fuel Oil Tank	45	39	22	...	8900
TV	Bitumen Oil Tank	45	41	31	...	10000
TA	Acid Tank	45	39–46	18to22	...	4500
TAL	Ammonia Tank	45	46	22	...	9000
TG	LPG Tank	45	58	34, 35	...	16700
TG	Ammonia Tank	45	43	21	...	5000
TCO	Fuel Oil Tank	45	39	23	...	9000
TDF	„ „	45	39	24	...	9000
TOL	„ „	45	39	23	...	9000
TW	Water Tank	45	39	23	...	9000

(f) Not available for attaching to 60 m.p.h. Goods trains when loaded.

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—*Continued*—See Note "A".

Class of Vehicle	Description of Vehicle	Maximum Speed M.P.H.	Length Over Pull Lines (Nearest foot)	Tare weight Tons	Carrying Capacity Tons	Nominal Capacity Gallons
	BOGIE VEHICLES available for change of bogie 5′3″–4′8½″					
ALX (Nos. 200 onwards)	Motor Car Carrier	60	76	20	15	...
ELX (No. 500 & onwards)	Open Wagon	60	49	22	50	...
FBX	Flat Wagon	60	48	18	54	...
FPX	Flat Wagon (Particle Board) ...	60	48	20	52	...
FVX	Flexi van	60	43	17	22	...
LX	Louvre Van	60	43	20	40	...
OAX ...	Open Wagon	60	73	20	35	...
OMX ...	„ „	60	73	21	35	...
OX	„ „	60	46	18	44	...
RX	Insulated Van	60	39	20	33	...
SGX	Open Wagon	60	49	22	50	...
SHCX ...	Hopper (Cement)	60	44	23	49	...
	FIXED WHEEL BASE ...					
CF	Cattle Van	45	21	8	...	...
DA	Van	45	23	11	13	...
DWF ...	„	45	23	10	15	...
EE	Explosive Van	45	23	11	15*	...
OBF	Open Wagon	45	25	9	22	...
OF	„ „	45	25	8	17	...
R	Refrigerator Van	45	23	11	16	...
SF	Sheep Van	45	21	10	...	...
TC	Fuel Oil Tank	45	25	14	...	4500
TDF	„ „	45	21	12	...	2000
Y	Open Wagon	45	23	9	17	...
YA	Acid Tank	45	23	12	...	1200
Z	Hopper Wagon	45	25	10	16	...

Note :—See page 82 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 82) but must not be attached to express goods trains.

* "EE" Explosive Vans, maximum load when loaded with explosives, 6 tons.

Note "A"—All South Australian vehicles, except "**HC**" class, may be over loaded to 10 per cent above the rated carrying capacity shown on the vehicles except when the capacity is shown in yellow, which indicates that the 10 per cent has been added.

South Australian vehicles having a large letter "**X**" prominently displayed on diagonally opposite corners are suitable for transfer to 4′8½″ gauge bogies.

WEIGHT TO BE ALLOWED FOR NEW SOUTH WALES GOODS VEHICLES

(Available for change of Bogie 4′ 8½″—5′ 3″)

Class of Vehicle	Maximum Speed M.P.H.	Length over Pull Lines — Nearest Foot	Tare Weight Tons	Carrying Capacity Tons
ARX (Hopper Wagon Cement) ...	50	40	16	56
BBX (Flat Wagon Steel Plate) ...	60	76	29	47
BCX (Flat Wagon Container) ...	60	76	27	45
BDX (Open Wagon)	60	49	21	52
BEX (Flat Wagon)	60	48	21	51
BKX (Motor Car Bodies)	60	75	20	(12 Mtr Cars)
CBX (Flat Wagon for Containers) ...	60	76	28	49
CCX (Open Wagon, Coiled Steel) ...	60	49	23	49
CGX (Ore Concentrates)	60	36	17	55
CMX (Flat Wagon)	60	48	20	53
CPX (Flat Wagon) End Bulkhead ...	60	61	24	49
FCX (Open Wagon) Furnace Coke ...	60	43	20	40
GCX " " " " ...	60	43	20	40
GX (Open Wagon)	60	43	20	40 & 52
GLX (Louvre Van)	60	48	24	47
HGX (Open Wagon)	60	43	20	50
HLX (Louvre Van)	60	48	24	47
HMX (Flat Wagon)	60	48	20	53
HPX " "	60	48	21	51
JLX Louvre Van	60	59	26	47
OCX Flat Wagon (Container) ...	60	66	21	52
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	28	47
TLX (Louvre Van Tin Plate) ...	60	48	24	45
TMX (Flat Wagon for Pipes) ...	60	48	20	53
TVX (Flat Wagon Twin Flexi-van) ... (No. 12400 & onwards) ...	60	76	24	46
WHX (Hopper Wagon–Wheat) ...	60	47	17	56
ESSO Bitumen Tanks Nos. 139–143 Ety	60	52	28	11300–11950 gals.
" " " " Loaded	50	52	28	11300–11950 gals.

WEIGHT TO BE ALLOWED FOR COMMONWEALTH RAILWAYS 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
GBX	Open Wagon ...	60	47	20	50
GDX	Open Wagon ...	60	47	21	45
GMX	Open Wagon ...	60	78	30½	45
GNX	Motor Car Carrier Wagon	60	78	25	12
GOX	Open Wagon	60	78	28	45
LBX	Louvre Van	60	48	21	40
LCX	Louvre Van	60	48	22	40
LDX	Louvre Van	60	48	23	40
LEX	Louvre Van	60	78	31	44
RGX	Flat Wagon	60	50	20	55
RLX	Flat Wagon	60	59	22	53
RMX	Flat Wagon (Containers)	60	66	21	54
ROX	Flat Wagon Container	60	...	...	...
VCX	Box Van	60	48	21	40
VDX	Box Van	60	48	22	40
VEX	Box Van	60	78	31	43

WEIGHT 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
WFX	Flat Wagon	60	...	...	...
WGX	Open Wagon	60	59	26	49
WMX	Motor Car Carrier Wagon	60	78	24	12 Mtr. Cars
WQX	Flat Wagon	60	...	...	...
WVX	Covered Wagon ...	60	59	25	50

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, the 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.

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 142.

Parcels Coaches and Motor Coaches.—(i) When Parcels Coaches and Motor Coaches, except Nos. 113 "M" and 156 "M" are used for hauling Goods, Stock, or Horse-boxes, the number of vehicles hauled must not exceed eight(8) including brakevan. The vehicle limit for 113 "M" and 156 "M" is governed by the 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 are 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 141.

ENGINE RUNNING SCHEDULES.

The following instructions are appplicable to the loads and Engine Running Schedules published in the Working Time Table.

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

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.

(b) *Double Headed Trains.*-Trains assisted in the front by another engine are to be run to the same engine running schedules authorised 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 recognised Terminal Stations and provide for these trains stopping at certain stations, viz. :—

Recognised Terminal Stations.

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 recognised Terminal stations shown hereunder :—

Page	Sectional and Terminal Stations	Page	Sectional and Terminal Stations
108, 109	Sunshine to Newport	122, 123	Korong Vale and Chillingollah
110	Melbourne to Woodend	125	Castlemaine to Maryborough and Ballarat
110	Woodend to Castlemaine		
110	Castlemaine to Bendigo	125	Ballarat to Maryborough
111	Bendigo to Woodend	125	Maryborough to Castlemaine
111	Woodend to Melbourne	126, 127	Maryborough and Donald
114	Bendigo and Echuca	126, 127	Donald and Woomelang
116, 117	Bendigo and Raywood	126, 127	Woomelang and Ouyen
116, 117	Raywood—Kerang and Swan Hill	126, 127	Ouyen and Mildura
120, 121	Bendigo—Korong Vale and Wycheproof	124	Maryborough and Avoca

(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.

Subject to the speeds shown on pages 138 to 142, or to any speed restrictions published from time to time, **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.**

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 on pages 138 to 142) 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 140 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.

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) 75
(In the case of a train composed wholly of bogie vehicles, the maximum shall not exceed 45 such vehicles).

(b) Trains of empty passenger carriages 30

"Counting each four or six-wheeled wagon, bogie "UB", "UF" or "TP" van or bogie "CP", "CA", "JCP", and "ZLP" 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 82 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.

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES.

On Goods trains the weights of Diesel and Steam Cranes, are to be taken as under :—

Steam Crane—	To count as—
No. 2 (without tender)	40 tons.
No. 3 (with tender)	60 "
No. 4 (without tender)	40 "
Nos. 8 and 9 (without tender)	45 "
No. 10 (without tender)	35 "
No. 11 (without tender)	50 "
No. 15 (without tender)	45 "
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 wreckage crane (No. 6) with match wagon	55 "
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagons.	30 "
10-ton diesel crane (Way and Works Branch, No. 45) with special "Q" wagon	55 "
Grab cranes (Nos. 33 and 36)	35 "

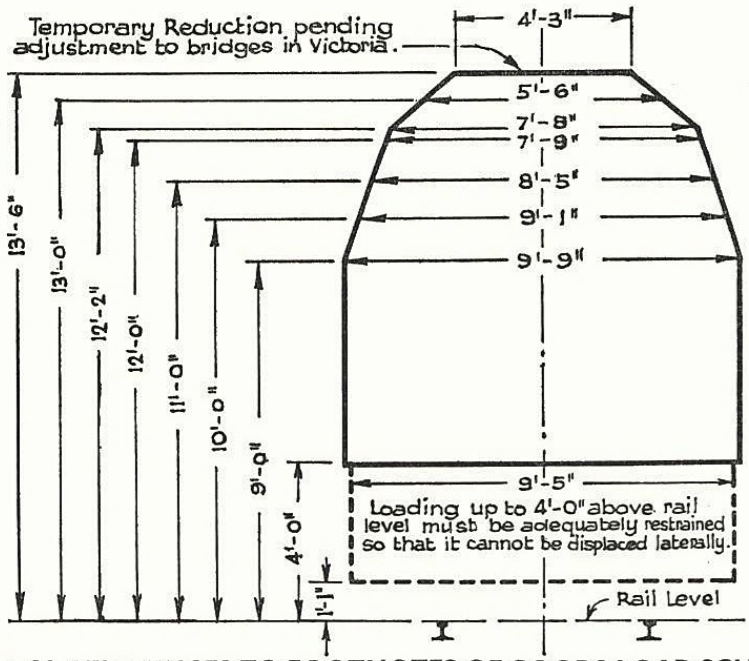
GENERAL INSTRUCTIONS—*Continued.*

MAXIMUM LOADING OUTLINE.

The particulars of the Maximum Load Outline for Broad-gauge Lines within Victorian and South Australian Systems and correct method of using the Loading Outline are shown hereunder :—

Above Rail Level	Width Centrally Located
at 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″

From 13′ 6″ above rail level the width at 4′ 3″ will gradually taper at the sides to 12′ 2″ and 9′ 0″ above rail level. Loading must not project more than 6 inches over the wagon at each end. See diagram hereunder :



GENERAL REFERENCES TO FOOTNOTES OF GOODS LOAD SCHEDULES.

(Pages 108 to 129.)

(*d*) Reference to General Appendix.
(*f*) Special vehicle limitations.
(*x*) Load 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				SECTION		LOAD						
Roadside Sectional Loads		Through Ruling Grade Loads										
3/5ths Load	Full Load	3/5ths Load	Full Load	Mileage	**DOWN**	S or X	B	T or H		Y	W	
					Melbourne Yard to—							
12	15	12	15	2	**South Kensington**	...	...	...	...	...	...	...
7	9	7	9	5	**West Footscray**	...	...	...	...	720	720	...
14	16	14	16	8	**Sunshine**	1800	1600	1200	...	800	800	...
					UP							
					Sunshine to—							
12	13	10	13	3	**West Footscray** (uu)	1800	1600	1000	...	1000	1000	...
					„ „ ...	2100	2100	1600	...	1200	1200	...
8	11	8	11	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.

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) ...	...	...	...	...	...	...	...
...	...	...	...		**Sulphates Pty. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**H. Beecham & Co. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**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**	...	...	...	...	...	...	...
...	...	...	...		**N. M. Watkins Siding**	...	...	...	...	...	...	...
					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 Yard**	1800	1800	1200	...	1000	1000	

Notes.

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

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

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

Engine Running Time						LOAD						
Road side 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. 108) ...	...	...	...	...	...	...	...
...	...	...	...	1	**Stanley Quarries Siding** ...	...	...	...	...	...	...	...
...	...	...	...	1	**Monsanto Siding**	...	...	...	...	...	...	...
...	...	...	...	2	**V.R. Rubbish Tip Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**Stramit Ind. Ltd.**	...	...	...	...	...	...	...
...	...	...	...	2	**Highfield Quarries Siding** ...	...	...	...	...	...	...	...
...	...	...	...	2	**Melbourne Machinery Co. Siding**	...	...	...	...	...	...	...
...	...	...	...	2	**Armbrook**	...	...	...	...	...	...	...
...	...	...	...		**N. M. Watkins Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**N. M. & P. Watkins Siding** ...	...	...	...	...	...	...	...
...	...	...	...	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	**Brookwood** (see footnote, page 108) ...	...	...	...	...	...	...	...
...	...	...	...		**Sulphates Pty. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**H. Beecham & Co. Ltd. Siding** ...	...	...	...	...	...	...	...
...	...	...	...		**R. J. Gilbertson Pty. Ltd. Siding**	...	...	...	...	...	...	...
...	...	...	...	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.

| Engine Running Time. | | |

Engine Running Time.											SECTION		LOAD.													
Road-side Sectional Loads			Through Trains																							
						"B" 700 Tons																				
3/5ths Load.	4/5ths Load.	Full Load.				3/5ths Load.	Full Load.		"T" Loco 500 tons through load		Mileage.	UP.		S. or X	B.				T. or H			Y.			
												From— Bendigo														
5	6	7	...	...	...	...	...	...	...		2	Golden Square	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	6	7	...	...	...	...	...	...	9		3	Kangaroo Flat	...	1600	1400	...	...	...	1000	...	...	750	...	...		
20	23	28	...	...	...	22	26	...	23		11	Ravenswood	...	...	...	...	...	...	...	...	...	...	...	...		
21	24	28	...	...	...	15	19	...	20		18	Harcourt	...	1000	800	...	...	...	550	...	...	420	...	...		
10	10	11	...	...	...	9	9	...	8		23	Castlemaine	...	1800	1800	...	...	...	1800	...	...	1500	...	...		
10	12	14	...	...	...	...	...	...	...		26	Chewton	(d)	1100	900	...	...	...	600	...	...	420	...	...		
20	25	30	...	...	...	21	25	...	32		31	Elphinstone	...	900	750	...	...	...	500	...	...	360	...	...		
6	6	7	...	...	...	...	...	...	...		33	Taradale	...	...	...	...	...	...	...	...	...	...	...	...		
12	14	17	...	...	...	13	14	...	15		37	Malmsbury	...	1100	900	...	...	...	600	...	...	450	...	...		
18	22	28	...	...	...	13	16	...	14		44	Kyneton	...	1200	1050	...	...	...	750	...	...	520	...	...		
								...						...	...	...	...	...	...	...	...	...	...	...		
12	14	16	...	...	...	...	...	...	...		48	Carlsruhe	...	...	...	...	...	...	...	...	...	650	...	...		
11	12	14	...	...	...	15	17	...	17		52	Woodend	...	1800	1600	...	...	...	1000	...	...	900	...	...		
13	15	18	...	...	...	10	11	...	11		58	Macedon	...	2100	1800	...	...	...	1200	...	...	1100	...	...		
9	9	9	...	...	...	6	6	...	6		61	Gisborne	...	...	...	...	...	...	...	...	...	...	...	...		
11	12	12	...	...	...	8	8	...	8		66	Riddell	(u)	...	...	...	...	...	...	...	...	...	...	...		
9	9	9	...	...	...	7	7	...	7		70	Clarkefield	(u)	...	...	...	...	...	...	...	...	...	...	...		
15	16	17	...	...	...	12	12	...	12		77	Sunbury	(d)	...	...	...	...	...	...	...	...	...	...	...		
8	9	10	...	...	...	6	6	...	6		81	Diggers Rest	(u)	...	...	...	...	...	...	...	...	...	...	...		
11	12	13	...	...	...	8	8	...	8		86	Sydenham	(u)	...	...	...	...	...	...	...	...	...	...	...		
8	9	10	...	...	...	6	6	...	6		90	St. Albans	...	...	...	...	...	...	...	...	...	...	...	...		
4	4	5	...	...	...	...	...	...	...		92	Albion	...	...	...	...	...	...	...	...	...	...	...	...		
3	4	4	...	...	...	7	7	...	7		93	Sunshine	...	2100	2100	...	...	...	1660	...	...	1600	...	...		
8	9	11	...	...	...	...	...	...	...		95	Tott'ham Yard	...	...	...	...	...	...	...	...	...	1200	...	...		
14	15	16	...	...	...	...	...	...	...		99	South Kensington		...	...	...	...	...	...	...	...	...	...	...		
12	12	12	...	...	...	30	30	...	30		101	Melb. Yard	(q)	...	2100	2100	...	...	...	1600	...	...	1200	...	...	
Via Totten'm Goods Line																										

NOTES.

Bendigo to Melbourne.

(d) See the General Appendix for special instructions re Up trains shunting at Chewton.

(q) The mileage for Goods trains from Bendigo to Newport is 98, and to Williamstown 100.

(u) The tonnage which locomotives can push from the Up to the Down Main Line at Riddell, Clarkefield, Diggers Rest, and Sydenham, is shown hereunder :—

Stations	S. or X.	T. or H	B.			Y.	
Riddell	1800	900	1600	...	...	600	...
Clarkefield	1600	800	1400	...	...	550	...
Diggers Rest ...	1600	800	1400	...	...	550	...
Sydenham	1400	800	1200	...	...	550	...

WOODEND AND DAYLESFORD.

Engine Running Time. Road-side Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	Mileage.	SECTION. DOWN	LOAD. S. or X.	B.	T.						Y.		
					Woodend to											
10	11	12	8	4	**Carlsruhe** ...	1800	1600	1400		...	...	...	...	1000		...
10	11	13	11	8	**Tylden**											
16	19	23	20	11	**Fern Hill** ...	...	...	...	...	...	...	...	...	...	...	...
14	16	19	17	15	**Trentham** ...	...	...	...	...	...	...	...	...	...	...	...
12	14	17	15	19	**Lyonville** ...	...	...	...	...	...	...	...	...	...	...	...
6	7	8	7	21	**Bullarto** (d)	...	...	500	...	...	...	...	...	390	...	...
7	8	9	7	24	**Musk** (d)	...	...	...	...	...	...	...	...	...	...	...
9	10	11	10	27	**Daylesford** ...	...	...	1000	...	...	...	...	...	600	...	...
					—UP—											
					Daylesford to ...											
14	16	19	18	3	**Musk** (d)	...	...	...	...	...	...	...	...	...	...	...
14	17	21	18	6	**Bullarto** ... (d)	...	...	500	...	...	...	...	...	360	...	...
6	6	7	6	8	**Lyonville** ...	...	...	...	...	...	...	...	...	...	...	...
8	9	9	8	12	**Trentham** ...	...	...	...	...	...	...	...	...	...	...	...
10	11	12	10	16	**Fern Hill** ...	...	...	800	...	...	...	...	...	480	...	...
7	8	9	8	19	**Tylden**	...	...	...	...	...	...	...	...	...	...	...
8	9	10	7	23	**Carlsruhe** ...			1000		...	...	...	...	800	...	...
11	12	14	11	27	**Woodend** ...	1800	1600	1000		...	...	...	...	650	...	...

(d) See General Appendix for instructions re Bullarto and Musk.

BALLARAT–NEWLYN.

					DOWN											
					Ballarat to ...											
3	4	5	...	1	**North Ballarat** ...	...	...	...	...	...	...	...	...	...	...	...
12	13	14	...	6	**Waubra Junction** ...	...	...	...	...	...	...	...	...	...	...	...
3	3	4	...	7	**Sulky**	1600	1400	800	...	...	...	...	...	450	...	...
12	13	15	...	12	**Creswick**	800	750	450	...	...	...	...	...	320	...	...
3	4	4	...	13	**North Creswick** ...	1200	1000	800	...	...	...	...	...	500	...	...
9	11	13	...	17	**Allendale**	...	...	...	...	...	...	...	...	...	...	...
9	11	13	...	19	**Kingston** ...	...	...	...	...	...	...	...	...	...	...	...
9	10	12	...	22	**Newlyn**	...	...	450	...	...	...	...	...	320	...	...
					—UP—											
					Newlyn to ...											
15	17	19	...	3	**Kingston** ...	...	...	...	...	...	...	...	...	...	...	...
5	6	6	...	5	**Allendale**	...	...	...	...	...	...	...	...	...	...	...
11	12	13	...	9	**North Creswick** ...			1200	...	...	...	...	...	900	...	...
4	4	4	...	10	**Creswick** ...	...	...	600	...	...	...	...	...	400	...	...
12	14	16	...	15	**Sulky**	900	750	550	...	...	...	...	...	350	...	...
3	3	4	...	16	**Waubra Junction** ...	...	...	...	...	...	...	...	...	...	...	...
11	12	13	...	21	**North Ballarat** ...	...	...	...	...	...	...	...	...	...	...	...
3	3	3	...	22	**Ballarat**	1800	1800	1600	...	...	...	...	...	1000	...	...

CASTLEMAINE AND SHELBOURNE.

Engine Running Time. Road-side Sectional Loads			Through Ruling Grade Loads		Mileage.	SECTION.	LOAD.							
3/5ths Load.	4/5ths Load.	Full Load.		Full Load.		DOWN.	T.				Y			
						Castlemaine to—								
17	21	25	...	24	6	**Muckleford** ...	...	...	...	...	...	...	...	...
17	21	25	...	23	11	**Maldon** ...	380	...	...	...	300	...	...	...
46	46	48	...	40	21	**Shelbourne** ...	800	...	...	...	550	...	...	...
						UP.								
						Shelbourne to—								
45	49	54	...	50	10	**Maldon** ...	450	...	...	...	350	...	...	...
10	11	12	...	11	15	**Muckleford** ...	...	...	...	...	...	...	...	...
19	21	23	...	21	21	**Castlemaine** ...	380	...	...	...	300	...	...	...

ELMORE AND COHUNA.

						DOWN.								
						Elmore to—								
17	19	21	...	19	7	**Hunter** ...	...	...	...	...	...	...	...	...
12	13	14	...	11	12	**Warragamba** ...	...	...	...	...	...	...	...	...
11	12	13	...	11	16	**McColl** ...	...	...	...	...	...	...	...	...
8	9	10	...	8	19	**Lockington** ...	...	...	...	...	...	...	...	...
11	12	13	...	11	24	**Kotta** ...	...	...	...	...	...	...	...	...
12	13	15	...	11	29	**Roslynmead** ...	...	...	...	...	...	...	...	...
19	21	24	...	20	37	**Patho** ...	...	...	...	...	...	...	...	...
16	18	20	...	17	44	**Gunbower** ...	...	...	...	...	...	...	...	...
12	13	15	...	12	49	**Leitchville** ...	...	...	...	...	...	...	...	...
12	13	14	...	12	53	**Keely** ...	...	...	...	...	...	...	...	...
9	10	11	...	10	57	**Cohuna** ...	1800	...	...	...	1200	...	...	...
						UP.								
						Cohuna to—								
9	10	11	...	10	4	**Keely** ...	...	...	...	...	...	...	...	...
12	13	14	...	12	8	**Leitchville** ...	...	...	...	...	...	...	...	...
12	13	15	...	12	13	**Gunbower** ...	...	...	...	...	...	...	...	...
16	18	20	...	17	20	**Patho** ...	...	...	...	...	...	...	...	...
19	21	24	...	20	28	**Roslynmead** ...	...	...	...	...	...	...	...	...
12	13	15	...	11	33	**Kotta** ...	...	...	...	...	...	...	...	...
12	13	15	...	11	38	**Lockington** ...	...	...	...	...	...	...	...	...
8	9	10	...	8	41	**McColl** ...	...	...	...	...	...	...	...	...
11	12	13	...	11	45	**Warragamba** ...	...	...	...	...	...	...	...	...
12	13	14	...	11	50	**Hunter** ...	...	...	...	...	...	...	...	...
19	21	23	...	20	57	**Elmore** ...	1800	...	...	...	1200	...	...	...

Engine Running Time.								SECTION.	LOAD.											
Roadside Sectional Loads.			Through Ruling Grade Loads.																	
3/5ths Load.	4/5ths Load.	Full Load.		500 tons T or Y class.	Full Load.	'Y' class loco.		Mileage.	DOWN.	S. or X.	B.	T.						Y.		
									Bendigo to—											
5	6	7	...	4	...	...	...	1	**Nth. Bendigo Jun.**	...	...	...	...	...	...	...	...	...	...	...
8	9	9	...	7	10	...	...	5	**Epsom** ...	...	...	...	...	...	...	...	...	...	...	...
16	18	19	...	8	11	...	...	11	**Bagshot** ...	...	...	...	...	...	...	...	...	...	...	...
17	17	17	...	10	11	...	...	17	**Goornong** ...	...	...	...	...	...	...	...	...	...	...	...
28	29	30	...	16	19	...	...	28	**Elmore** ...	...	...	...	...	...	...	...	...	...	...	...
27	28	29	...	15	20	...	...	38	**Rochester** ...	...	...	...	...	...	...	...	...	...	...	...
20	21	22	...	12	14	...	...	46	**Strathallan** ...	...	...	...	...	...	...	...	...	...	...	...
21	22	24	...	15	18	...	...	55	**Echuca** ...	1800	1800	1800	...	...	...	...	...	1250	...	...
8	8	8	...	—	—	7	...	56	**Moama** (c) ...	—	—	—	...	...	...	...	...	1250	...	...
									" (h)	...	...	...	...	...	...	...	...	1250	...	...
14	15	16	...	...	...	13	...	62	**Barnes** ...	...	...	...	...	...	...	...	...	...	...	...
20	21	22	...	...	...	19	...	70	**Moira** ...	...	...	...	...	...	...	...	...	...	...	...
22	23	24	...	...	...	21	...	79	**Mathoura** ...	...	...	...	...	...	...	...	...	...	...	...
19	20	21	...	...	...	18	...	87	**Gulpa Siding** ...	...	...	...	...	...	...	...	...	...	...	...
31	33	35	...	...	...	29	...	100	**Deniliquin** ...	...	...	...	...	...	...	...	...	1250	...	...
									UP.											
									Deniliquin to—											
31	33	35		...	...	29	...	13	**Gulpa Siding** ...	...	...	...	...	...	...	...	...	...	...	...
19	20	21		...	...	18	...	21	**Mathoura** ...	...	...	...	...	...	...	...	...	...	...	...
22	23	24		...	...	21	...	30	**Moira** ...	...	...	...	...	...	...	...	...	...	...	...
20	21	22		...	...	19	...	38	**Barnes** ...	...	...	...	...	...	...	...	...	...	...	...
16	16	16		—	...	15	...	44	**Moama** ...	...	...	...	...	...	...	...	...	...	...	...
8	8	8		...	...	7	...	45	**Echuca** ...	—	—	—	...	...	...	...	...	1250	...	...
26	29	32	...	15	18	...	...	54	**Strathallan** ...	...	...	...	...	...	...	...	...	...	...	...
23	25	27	...	12	15	...	...	62	**Rochester** ...	...	...	...	...	...	...	...	...	...	...	...
28	31	34	...	15	21	...	...	72	**Elmore** ...	...	...	...	...	...	...	...	...	...	...	...
29	34	41	...	16	22	...	...	83	**Goornong** ...	2000	2000	2000	...	...	...	...	...	1250	...	...
16	18	20	...	12	13	...	...	89	**Bagshot** ...	...	...	...	...	...	...	...	...	...	...	...
22	24	26	...	16	17	...	...	95	**Epsom** ...	...	...	...	...	...	...	...	...	...	...	...
13	15	17	...	10	...	...	...	99	**Nth. Bendigo Jun.**	...	...	...	...	...	...	...	...	...	...	...
5	7	8	...	5	15	...	...	100	**Bendigo** ...	1800	1500	1000	...	...	...	...	...	725	...	...

NOTES.

(c) The load which may be hauled by a single engine without assistance in the rear from Echuca to the Stop-board erected at the Up end of the Murray River Bridge is "Y" 1250 tons, subject to a speed of 20 miles per hour being attained at mileage 155¾. If necessary, the train is to be set back in the Echuca yard to obtain this speed.

(h) On Down journey, trains with the load shown must be assisted in the rear from Echuca Yard to the Stop-board erected at the Up end of the Murray River Bridge.

Engine Running Time: Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Engine Running Time: Through Ruling Grade Loads. Full Load.	Mileage.	SECTION. DOWN.	LOAD. Y.
					Echuca to—	
8	8	8	7	1	**Moama** (c) ...	1250 ...
					„ (h) ...	1250 ...
14	15	16	13	7	**Barnes** ...	1250 ...
30	31	32	31	18	**Womboota** ...	... ...
15	16	17	16	23	**Thyra** ...	... ...
15	16	17	15	28	**Bunnaloo** ...	... ...
16	17	18	17	34	**Tantonan** ...	... ...
17	18	19	18	40	**Caldwell** ...	... ...
19	20	21	20	46	**Yallakool** ...	... ...
22	24	26	22	53	**Wakool** ...	... ...
21	22	23	21	60	**Burraboi** ...	... ...
22	23	24	23	67	**Jimaringle** ...	... ...
13	14	15	14	71	**Niemur** ...	... ...
15	16	17	16	76	**Dhuragoon** ...	... ...
30	31	32	31	87	**Moulamein** ...	... ...
41	43	46	41	103	**Perekerten** ...	... ...
55	58	63	60	127	**Balranald** ...	1250 ...
					UP.	
					Balranald to—	
55	58	63	60	24	**Perekerten** ...	... ...
41	43	46	41	40	**Moulamein** ...	... ...
30	31	32	31	51	**Dhuragoon** ...	... ...
15	16	17	16	56	**Niemur** ...	... ...
13	14	15	14	60	**Jimaringle** ...	... ...
22	23	24	23	67	**Burraboi** ...	... ...
21	22	23	22	74	**Wakool** ...	... ...
22	24	26	20	81	**Yallakool** ...	... ...
19	20	21	19	87	**Caldwell** ...	... ...
17	18	19	17	93	**Tantonan** ...	... ...
16	17	18	16	99	**Bunnaloo** ...	... ...
15	16	17	16	104	**Thyra** ...	... ...
15	16	17	16	109	**Womboota** ...	... ...
30	31	32	31	120	**Barnes** ...	... ...
16	16	16	14	126	**Moama** ...	... ...
8	8	8	7	127	**Echuca** ...	1250 ...

(c) and (h)—See page 114.

Engine Running Time: Road-side Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	500 tons T or Y class	Mileage.	SECTION. DOWN.	LOAD. S. or X.	B.			T. or H.					Y.		
...	...	..	...	...	1	**Bendigo to—**												
...	...	..	...	...	2	**North Bendigo Jct.** ...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	10	10	4	**Gas Co.'s Siding** ...	...	...	...	...	...	...	...	...	...	...	...
4	5	6	...	5	5	5	**California Gully** ...	...	...	...	...	...	...	...	...	...	...	...
20	21	22	...	20	18	15	**Eaglehawk** ...	1400	1000	...	...	750	...	...	...	...	600	...
8	9	10	...	7	6	19	**Sebastian** ...	...	...	...	...	...	...	...	...	...	...	...
14	15	15	...	14	12	26	**Raywood** ...	1600	1400	...	...	1000	...	...	...	...	800	...
10	11	11	...	9	7	31	**Tandarra** ...	...	...	...	...	...	...	...	...	...	...	...
11	12	12	...	11	9	36	**Dingee**	...	...	...	...	...	...	...	...	...	...	...
14	14	16	...	15	12	42	**Prairie**	...	...	...	...	...	...	...	...	...	...	...
11	12	13	...	12	9	46	**Mitiamo**	...	...	...	...	...	...	...	...	...	...	...
16	19	20	...	16	13	54	**Mologa**	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	10	8	59	**Pyramid**	...	...	...	...	...	...	...	...	...	...	...
14	14	15	...	13	10	65	**Mincha**	...	...	...	...	...	...	...	...	...	...	...
13	14	14	...	12	10	70	**Macorna**	...	...	...	...	...	...	...	...	...	...	...
19	20	22	...	20	15	79	**Tragowel**	...	...	...	...	...	...	...	...	...	...	...
14	15	15	...	14	10	84	**Kerang**	1800	1800	...	...	1800	...	...	...	...	...	...
15	16	18	...	15	12	90	**Fairley**	...	...	...	...	...	...	...	...	...	...	...
17	18	19	...	18	15	96	**Lake Charm**	...	...	...	...	...	...	...	...	...	...	...
12	13	15	...	12	8	101	**Mystic Park**	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	9	7	104	**Tresco**	...	...	...	...	...	...	...	...	...	...	...
22	24	25	...	24	18	114	**Lake Boga**	...	...	...	...	...	...	...	...	...	...	...
							Swan Hill ...	1800	1800	...	...	1400	...	...	...	1250	...	...

Engine Running Time							SECTION		LOAD.															
Roadside Sectional Loads.			Through Trains. Ruling Grade Loads.																					
3/5ths Load.	4/5ths Load.	Full Load.			Full Load.	500 tons T or Y class		Mileage.	UP.	S. or X.	B.			T. or H.							Y.		
			Through Load to Raywood						Swan Hill to—															
22	24	25	...	...	24	18	...	10	Lake Boga ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	...	9	7	...	13	Tresco ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	13	15	...	...	12	8	...	18	Mystic Park ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	18	19	...	...	18	15	...	24	Lake Charm ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	16	18	...	...	15	12	...	30	Fairley ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	15	16	...	...	15	10	...	35	Kerang ...	...	...	...	...	1400	...	...	...	...	...	...	...	...	...
19	20	22	...	...	20	15	...	44	Tragowel ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	14	14	...	...	12	10	...	49	Macorna ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	14	15	...	...	13	10	...	55	Mincha ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	...	10	8	...	60	Pyramid ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	19	20	...	...	16	13	...	68	Mologa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	12	13	...	...	11	9	...	72	Mitiamo ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	16	17	...	...	15	12	...	78	Prairie ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	12	12	...	...	11	9	...	83	Dingee ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	11	11	...	...	9	7	..	88	Tandarra ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	17	18	...	...	15	13	...	95	Raywood ...	2000	2000	...	...	1800	...	...	...	...	...	...	1250	...	...
10	11	12	...	...	...	12	..	99	Sebastian ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	26	28	...	...	38	24	...	109	Eaglehawk ...	1200	950	...	...	750	...	...	...	...	...	...	600	...	...
...	...	...	...	...	...	...	...	110	California Gully	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	112	Gas Co.'s Siding ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	..	113	Nth. Bendigo Jct.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	15	15	...	...	14	14	...	114	Bendigo ...	1400	1200	...	...	850	...	...	...	...	...	...	600	...	...

Engine Running Time: Road-side Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	Mileage.	SECTION. DOWN.	LOAD. T.	Y.
					Swan Hill to—		
...	...	...	...	...	**Cattle Siding** ...	... ...	... ...
22	23	24	...	7	**Woorinen** ...	1600	1250 ...
17	19	20	...	13	**Pira**	1000	800 ...
11	12	13	...	18	**Nyahwest** ...	... ...	... ...
16	17	18	...	23	**Miralie**	... ...	... ...
12	12	13	...	27	**Piangil**	... ...	... ...
26	26	28	...	36	**Natya**	... ...	... ...
20	21	23	...	43	**Kooloonong** ...	1200	800 ...
					UP.		
					Kooloonong to—		
22	24	25	...	7	**Natya**	... ...	... ...
27	29	30	...	16	**Piangil**	... ...	... ...
11	12	13	...	20	**Miralie**	... ...	... ...
15	16	17	...	25	**Nyahwest** ...	... ...	... ...
15	16	17	...	30	**Pira**	... ...	... ...
16	17	18	...	36	**Woorinen** ...	1400	900 ...
...	...	...	...	...	**Cattle Siding** ...	... ...	... ...
22	23	24	...	43	**Swan Hill** ...	1600	1250 ...

FREEZING COMPANY'S SIDING AND BENDIGO.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. T.	Y
				DOWN.		
7	8	9	3	Freez. Co.'s Sdg. to— Nth. Bendigo Jun.	...	...
3	4	5	4	Bendigo	700	450
				UP.		
3	4	4	1	Bendigo to— North Bendigo Jun.	...	...
7	8	9	4	Freez. Co.'s Siding	800	480

WEDDERBURN JUNCTION AND WEDDERBURN.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	Mileage.	SECTION.	LOAD. T.	Y
					DOWN.		
12	14	16	16	5	Wedderburn Jctn. to— Wedderburn	500	350
					UP.		
12	13	15	15	5	Wedderburn to— Wedderburn Junction ...	1200	750

KERANG-KOONDROOK.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	Mileage.	SECTION.	LOAD. T.	Y
					DOWN.		
59	61	64	64	14	Kerang to— Koondrook	1400	1250
					UP.		
59	61	64	64	14	Koondrook to— Kerang	1400	1250

BENDIGO TO KULWIN.

Engine Running Time.						SECTION.		LOAD.														
Roadside Sectional Loads.			Through Ruling Grade Loads.																			
3/5ths Load.	4/5ths Load.	Full Load.	Full Load.	Light Engine and Engine and Brakevan	500 tons T or Y class	Mileage.	DOWN.	S. or X.	B.			T.			Y							
...	...	...	...	...	...	1	**Bendigo to—**															
...	...	...	...	...	...	2	**Nth. Bendigo Jun.** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	10	...	10	4	**Gas Co.'s Siding** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	5	6	5	10	5	5	**California Gully** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	15	16	15	12	13	12	**Eaglehawk** ...	1400	1000	...	...	750	...	...	600	...	...	...	...	...	...	...
9	10	11	9	8	8	17	**Marong** ...	1100	900	...	...	700	...	...	500	...	...	...	...	...	...	...
9	9	10	8	8	7	21	**Leichardt** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	12	11	11	11	9	26	**Derby**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	12	12	11	8	8	30	**Bridgewater** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	13	14	13	8	11	34	**Inglewood** ...	1800	1600	...	...	1400	...	...	1250	...	...	...	...	...	...	...
9	10	11	9	8	9	39	**Kurting**	1200	1000	...	...	700	...	...	550	...	...	...	...	...	...	...
14	16	19	17	12	16	45	**Glenalbyn** ...	1800	1600	...	...	1400	...	...	1200	...	...	...	...	...	...	...
10	11	11	10	9	10	50	**Wedderburn Jun.** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	23	26	25	...	22	59	**Korong Vale** ...	1200	1000	...	...	700	...	...	550	...	...	...	...	...	...	...
10	11	12	10	...	10	64	**Wychitella** ...	1000	900	...	...	700	...	...	550	...	...	...	...	...	...	...
8	8	8	7	...	7	68	**Buckrabanyule** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	14	15	12	...	12	73	**Barrakee** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	74	**Charlton**	1600	1400	...	...	1000	...	...	800	...	...	...	...	...	...	...
12	13	14	12	...	12	78	**Cattle Siding** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	9	...	8	82	**Teddywaddy** ...	1000	900	...	...	700	...	...	550	...	...	...	...	...	...	...
15	16	17	13	...	12	90	**Glenloth**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	27	28	...	...	...	100	**Wycheproof** ...	1800	1800	...	...	1800	...	...	1250	...	...	...	...	...	...	...
17	18	18	...	...	...	107	**Dumosa**															
16	17	18	...	...	...	113	**Nullawil**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	13	13	...	...	...	117	**Warne**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	25	27	...	...	...	126	**Gulgoa**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	20	21	...	...	...	132	**Berriwillock** ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	18	20	...	...	...	138	**Boigbeat**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	21	23	...	...	...	144	**Sea Lake**	...	...	...	...	1600	...	...	1250	...	...	...	...	...	...	...
19	20	21	...	...	...	150	**Ninda**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	20	21	...	...	...	156	**Nyarrin**	...	...	...	...	1200	...	...	...	...	...	...	...	...	...	...
14	15	17	...	...	...	160	**Nandaly**	...	...	...	...	1200	...	...	800	...	...	...	...	...	...	...
22	22	23	...	...	...	167	**Pier Millan**	...	...	...	...	1000	...	...	800	...	...	...	...	...	...	...
27	28	31	...	...	...	175	**Mittyack**	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
							Kulwin	...	...	...	...	1500	...	...	1250	...	...	...	...	...	...	...

Engine Running Time: Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.		Through Ruling Grade Loads. 3/5ths Load.	4/5 ths Load.	Full Load.	500 tons T or Y class		SECTION. Mileage.	UP.	LOAD. S. or X.	B.			T.					Y		
										Kulwin to-												
27	28	31	...	...	...	...	...	...	8	Mittyack ...	...	...	...	...	900	...	...	...	...	800	...	...
22	24	26	...	...	...	...	...	...	15	Pier Millan	...	...	...	...	1200	...	...	...	...	1250	...	...
13	13	14	...	...	...	...	...	...	19	Nandaly ...	...	...	...	...	1600	...	...	...	...	1250	...	...
19	20	21	...	...	...	...	...	...	25	Nyarrin ...	...	...	...	...	1000	...	...	...	...	800	...	...
18	19	20	...	...	...	...	...	...	31	Ninda ...	...	...	...	...	...	...	...	...	...	...	...	...
19	19	20	...	...	...	...	...	...	37	Sea Lake ...	...	...	...	...	1600	...	...	...	...	1250	...	...
18	19	21	...	...	...	...	...	...	43	Boigbeat ...	...	...	...	...	1400	...	...	...	...	...	...	...
19	20	21	...	...	...	...	...	...	49	Berriwillock	...	...	...	...	...	...	...	...	...	...	...	...
23	25	27	...	...	...	...	...	...	58	Culgoa ...	...	...	...	...	...	...	...	...	...	...	...	...
12	13	14	...	...	...	...	...	...	62	Warne ...	...	...	...	...	...	...	...	...	...	...	...	...
16	17	19	...	...	...	...	...	...	68	Nullawil ...	...	...	...	...	1600	...	...	...	...	...	...	...
18	19	20	...	...	...	...	...	...	75	Dumosa ...	...	...	...	...	...	...	...	...	...	...	...	...
26	28	29	...	...	...	...	—	...	85	W'proof ...	—	—	...	...	...	...	...	...	...	1250	...	...
17	18	19	...	...	...	15	13	...	93	Glenloth ...	...	...	...	...	...	...	...	...	...	...	...	...
11	12	13	...	...	...	9	8	...	97	Teddywaddy	2100	2100	...	...	2100	...	...	...	...	1250	...	...
...	...	...	...	...	...	...	...	...	101	Cattle Siding ...	1200	1000	...	...	800	...	...	...	...	600	...	...
13	14	15	...	...	...	13	12	...	102	Charlton ...	...	...	...	...	...	...	...	...	...	1250	...	...
14	15	16	...	...	...	12	12	...	107	Barrakee ...	2100	2100	...	...	1600	...	...	...	...	1250	...	...
10	12	13	...	...	...	10	9	...	111	Buckra-banyule ...	...	...	...	...	...	...	...	...	...	...	...	...
12	13	15	...	...	...	11	11	...	116	Wychitella	...	...	...	...	...	...	...	...	...	600	...	...
18	20	22	...	...	...	20	20	...	125	K'ng. Vale ...	1200	1000	...	...	800	...	...	...	...	600	...	...
14	15	17	...	...	...	16	16	...	130	Wedderburn Jun. ...	...	...	...	...	...	...	...	...	...	...	...	...
14	16	17	...	...	...	16	15	...	136	Glenalbyn ...	...	...	...	...	...	...	...	...	...	...	...	...
9	10	11	...	...	...	10	9	...	141	Kurting ...	...	...	...	...	...	...	...	...	...	...	...	...
11	13	15	...	...	...	12	11	...	145	Inglewood ...	1800	1500	...	...	1000	...	...	...	...	700	...	...
10	11	12	...	...	...	9	8	...	149	Bridgewater	...	...	...	...	...	...	...	...	...	...	...	...
12	13	14	...	...	...	12	10	...	154	Derby ...	2100	2100	...	...	1800	...	...	...	...	1250	...	...
11	12	14	...	...	...	12	11	...	158	Leichardt ...	1400	1200	...	...	800	...	...	...	...	600	...	...
12	14	16	...	...	...	13	9	...	163	Marong ...	2100	2100	...	...	1800	...	...	...	...	1250	...	...
17	19	20	...	...	...	19	17	...	170	E'hawk ...	1200	1000	...	...	...	...	...	...	...	600	...	...
...	...	...	...	...	...	...	...	...	171	California Gully ...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	173	Gas Co.'s Siding ...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	174	Nth. Bendigo Jun. ...	...	...	...	...	...	...	...	...	...	...	...	...
13	14	15	...	...	...	15	14	...	175	Bendigo ...	1400	1200	...	...	850	...	...	...	...	600	...	...

Engine Running Time: Road-side Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. Full Load.	500 tons T or Y class	Mileage.	SECTION. DOWN.	LOAD. B.	T.				Y.					
						Korong Vale to—											
10	10	10	8	8	5	**Borung**	...	...	...	...	...	...	...	...			
8	9	9	8	8	9	**Mysia**	2100	1600	...	...	...	1250	...	...			
...	...	...	...	...	...	**G. E. B. Siding** ...	1500	...	...	...	...	...	...	...			
19	20	21	18	18	18	**Boort**	——	1000	...	...	...	800	...	...			
14	15	16	13	13	26	**Barraport**	...	1200	...	...	...	900	...	...			
8	9	10	8	8	30	**Gredgwin**	...	750	...	...	...	600	...	...			
10	11	12	8	7	34	**Oakvale**	...	...	...	...	...	...	...	...			
12	13	14	10	9	40	**Quambatook** ...	...	...	...	...	...	...	...	...			
22	24	25	22	20	48	**Cannie**	...	...	...	...	...	...	...	...			
20	21	22	19	18	55	**Lalbert**	...	...	...	...	...	...	...	...			
19	21	22	20	18	62	**Meatian**	...	...	...	...	...	...	...	...			
21	23	25	23	20	70	**Ultima**	...	1400	...	...	...	1250	...	...			
16	18	19	16	15	75	**Gowanford**	...	...	...	...	...	...	...	...			
19	20	21	20	17	82	**Waitchie**	...	...	...	...	...	...	...	...			
21	22	23	21	20	90	**Chillingollah** ...	...	1600	...	...	...	1250	...	...			
21	22	23	...	21	98	**Chinkapook**	...	...	...	...	...	...	...	...			
16	17	17	...	15	104	**Cocamba**	...	...	...	...	...	...	...	...			
13	14	15	...	12	109	**Manangatang** ...	...	...	...	...	...	...	...	...			
16	17	18	...	15	115	**Bolton**	...	...	...	...	...	...	...	...			
11	12	13	...	10	119	**Koimbo**	...	...	...	...	...	...	...	...			
13	14	15	...	12	123	**Annuello**	...	...	...	...	...	1250	...	...			
28	29	30	...	27	135	**Bannerton**	...	...	...	...	...	...	...	...			
23	25	27	...	21	143	**Robinvale**	...	1600	...	...	...	1050	...	...			
						UP											
						Robinvale to—											
24	27	29	...	22	8	**Bannerton**	...	1200	...	...	...	800					
28	29	30	...	27	20	**Annuello**	...	1600	...	...	...	1250					
13	14	15	...	12	24	**Koimbo**	...	...	...	...	...	...					
11	12	13	...	10	28	**Bolton**	...	...	...	...	...	...					
16	17	18	...	15	34	**Manangatang** ...	...	...	...	...	...	...					
13	14	15	...	12	39	**Cocamba**	...	1600	...	...	...	1250					
17	19	20	...	16	45	**Chinkapook**	...	...	...	...	...	...					
22	23	24	...	21	53	**Chillingollah** ...	...	1400	...	...	...	1050					
22	24	26	25	20	61	**Waitchie**	...	...	...	...	...	...					
20	22	23	21	18	68	**Gowanford**	...	...	...	...	...	...					
18	20	22	20	17	73	**Ultima**	...	1200	...	...	...	900					
26	27	27	26	21	81	**Meatian**	...	...	...	...	...	...					
20	21	22	21	18	88	**Lalbert**	...	...	...	...	...	...					
20	22	25	23	20	95	**Cannie**	...	1200	...	...	...	900					
21	23	24	21	19	103	**Quambatook** ...	...	2000	...	...	...	1600					
14	15	16	14	11	109	**Oakvale**	...	...	...	...	...	...					
13	14	15	12	10	113	**Gredgwin**	...	1400	...	...	...	1050					
9	10	11	8	8	117	**Barraport**	...	...	...	...	...	...					
14	15	16	13	13	125	**Boort**	——	2000	...	...	...	1600					
...	...	...	...	...	...	**G. E. B. Siding** ...	2000	1500	...	...	...	1050					
20	21	22	19	19	134	**Mysia**	...	...	...	...	...	...					
11	12	13	9	9	138	**Borung**	...	...	...	...	...	...					
14	15	16	11	10	143	**Korong Vale** ...	2100	1800	...	...	...	1600					
						...											

Engine Running Time.						SECTION.		LOAD.																
Roadside Sectional Loads.			Through Ruling Grade Loads.																					
3/5ths Load.	4/5ths Load.	Full Load.			Full Load.		Mileage.	DOWN.	S. or X	B.					T.			Y.						
								Maryborough to—																
17	...	18			15		9	**Bet Bet** ...	...	2100	2100				...	2100		...	1250		...		
11	...	13			11		14	**Dunolly** ...	...	900	750				...	600		...	400		...		
26	28	30			26		24	**Tarnagulla**	...	...	...				...	...		...	430		...		
7	7	7			5		26	**Llanelly** ...	...	...	...				...	...		...	...		...		
9	9	9			7		30	**Arnold** ...	...	...	...				...	...		...	600		...		
16	17	18			15		39	**Inglewood**	...	...	900				...	700		...	700		...		
								UP.																
								Inglewood to—																
18	19	20			16		9	**Arnold** ...	...	...	...				...	...		...	800		...		
10	11	12			9		13	**Llanelly** ...	...	...	...				...	...		...	600		...		
9	10	11			8		15	**Tarnagulla**	...	...	...				...	...		...	...		...		
27	29	31			24		25	**Dunolly** ...	...	...	900				...	700		...	400		...		
10	...	14			11		30	**Bet Bet** ...	...	1000	800				...	600		...	500		...		
27	...	33			19		39	**Maryborough**	...	1800	1400				...	1000		...	800		...		

BALLARAT—STATE ELECTRICITY COMMISSION'S SIDING.

The loads which may be hauled between Ballarat and State Electricity Commission's Siding situated at mileage 75 miles 21 chains 80 links between Ballarat North and Waubra Junction are as shown hereunder :—

Down—	S. or X	B.		T.					Y.				W.
Ballarat to S.E.C. Siding ...	1600	1400	...	950	...	...	...	...	850	...	...	...	850
Up—													
S.E.C. Siding to Ballarat ...	1800	1800	...	1600	...	...	...	...	1250	...	...	...	1250

Engine R'nning Time: Through Ruling Grade Loads. Full Load. Diesel Electric	Mileage.	SECTION. DOWN.	LOAD. B.	T.				Y.						
		Maryborough to												
...	7½	**Bung Bong Ballast Sdg.**	...	...	...	...	...	...	...					
50	15	**Avoca** ...	700	450	...	...	...	350	...					
...	32¾	**Elmhurst** ...	...	...	...	...	...	...	...					
...	...	...	...	...	...	...	...	...	...					
...	...	...	...	...	...	...	...	...	...					
135	54½	**Ararat** ...	...	450	...	...	...	350	...					
		UP.												
		Ararat to—												
...	...	...	...	...	...	...	...	...	...					
...	...	...	...	...	...	...	...	...	...					
...	21¾	**Elmhurst** ...	...	600	...	...	...	400	...					
...	...	...	...	...	...	...	...	...	...					
125	39½	**Avoca**	—	450	...	...	...	350	...					
...	47	**Bung Bong Ballast Sdg.**	...	...	...	...	...	...	...					
50	54½	**Maryborough** ...	700	450	...	...	...	350	...					

SECTION OF LINE BETWEEN AVOCA AND ARARAT CLOSED 8TH JULY, 1959.
(Sec's. 59/4995).

RE-OPENED 29th October, 1966 (Sec's. 65/143)

BALLARAT AND BALLARAT RACECOURSE PLATFORM

Engine Running Time: Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load	Mileage.	SECTION. DOWN.	LOAD. S. or X.	B.	T.					Y.		W.
				Ballarat to—										
3	4	5	1	**North Ballarat** ...	...	...	...					...		...
12	13	14	6	**Waubra Junction** ...	1600	1400	900					600		600
			8	**Ballarat Racecourse Platform**	...	...	...					...		...
				UP.										
				Ballarat Racecourse Plat.										
...	...	... ...	2	**Waubra Junction** ...	—	—	—					900		900
11	12	13	7	**North Ballarat**	...	...	...					...		...
3	3	3	8	**Ballarat**	1800	1800	1600					1250		1100

See General Appendix for further instructions.

CASTLEMAINE AND MARYBOROUGH.

Engine Running Time: Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains: Ruling Grade Loads. Full Load.	"B" Class, 700 tons	Mileage	SECTION	LOAD. S. or X	B.	T.	Y
						DOWN.				
						Castlemaine to—				
9	9	10	9	8	3	**Campbell**	...	...	...	...
11	11	11	10	9	7	**Guildford**	...	...	...	...
17	18	19	19	15	14	**Newstead**	...	...	...	...
22	24	25	23	20	23	**Moolort**	1000	900	600	400
14	15	16	15	13	30	**Carisbrook**	1800	1600	1400	1200
13	15	18	17	13	34	**Maryborough**	1000	800	500	360
						UP.				
						Maryborough to—				
8	9	11	10	8	4	**Carisbrook**	1800	1600	1600	1200
16	18	20	19	14	11	**Moolort**	...	...	...	...
26	28	29	29	17	20	**Newstead**	...	...	...	...
16	19	22	21	16	27	**Guildford**	...	...	...	...
10	11	12	11	...	31	**Campbell**	...	...	...	...
9	10	11	10	19	34	**Castlemaine**	1000	800	550	380

BALLARAT AND MARYBOROUGH.

Engine Running Time: Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains: Ruling Grade Loads. Full Load.	No. 103 Exp. Gds., 400 tons.	No. 134 Exp. Gds., 400 tons.	Mileage	SECTION	LOAD. S. or X	B.	T.	Y
							DOWN.				
							Ballarat to—				
3	...	5	4	...	...	1	**North Ballarat**	...	...	...	...
12	...	14	13	...	...	6	**Waubra Jun.**	...	...	...	...
3	...	4	3	...	...	7	**Sulky**	1500	1400	900	450
12	...	15	11	...	25	12	**Creswick**	800	750	480	320
3		4	3	...	...	13	**North Creswick**	...	...	...	...
19	...	22	20	...	18	23	**Clunes**	...	...	...	...
20	...	21	20	...	18	34	**Talbot**	1600	1600	800	460
22	...	26	24	...	20	43	**Maryborough**	900	750	500	360
							UP.				
							Maryborough to—				
20	...	25	24	...	20	9	**Talbot**	...	...	...	...
21	...	30	28	...	25	20	**Clunes**	...	...	...	...
22	...	35	33	...	...	30	**North Creswick**	...	...	500	360
4	...	4	3	...	27	31	**Creswick**	...	...	600	400
10	...	14	13	...	...	36	**Sulky**	900	750	550	350
3	...	4	3	...	...	37	**Waubra Jun.**	...	...	...	...
11	...	13	11	...	...	42	**North Ballarat**	...	...	...	...
3	...	3	3	...	29	43	**Ballarat**	1800	1800	1600	1000

Engine Running Time: Roadside Trains. No. 103 Express Goods "B" Class, 400 tons	Sectional Loads. 3/5ths Load.	Sectional Loads. Full Load.	Through Trains. Ruling Grade Loads. Full Load.	Through Trains. Ruling Grade Loads. No. 75 "B" Class 750 tons to Donald, 1400 tons to Mildura	SECTION. Mileage.	DOWN.	LOAD. S. or X	B.	T.	Y.
						Maryborough to–				
...	17	18	15	15	9	**Bet Bet** ...	2100	2100	2100	1250
18	11	13	11	9	14	**Dunolly** ...	900	750	600	400
...	10	12	...	...	18	**Goldsborough** ...	1000	900	600	400
18	23	25	33	24	26	**Bealiba** ...	900	750	500	350
...	14	17	13	12	33	**Emu**	...	...	...	...
28	29	39	36	30	47	**St. Arnaud** ...	900	750	500	350
10	15	18	16	12	54	**Sutherland** ...	950	800	600	400
...	8	9	...	...	58	**Swanwater** ...	...	...	...	...
11	10	11	17	16	63	**Cope Cope** ...	1800	1600	1200	800
11	16	18	15	13	71	**Donald** ...	2100	2100	2100	1250
...	20	24	19	...	80	**Litchfield** ...	...	...	...	...
...	12	15	...	...	85	**Massey** ...	...	...	...	...
30	12	15	21	34	91	**Watchem** ...	...	...	...	...
...	12	15	...	...	96	**Morton Plains** ...	...	...	...	...
18	15	18	23	20	103	**Birchip** ...	...	...	...	...
...	19	26	...	...	113	**Kinnabulla** ...	...	...	...	...
16	8	10	24	24	116	**Curyo**... ...	...	...	...	...
...	13	16	...	...	123	**Watchupga** ...	...	...	...	...
16	13	16	25	24	129	**Woomelang** ...	1800	1800	1600	1250
10	17	21	15	14	136	**Lascelles** ...	...	...	...	...
...	12	15	...	...	141	**Gama** ...	1800	1800	1400	950
...	15	18	...	...	148	**Turriff** ...	...	...	...	...
23	10	12	32	30	153	**Speed** ...	...	...	...	...
...	11	13	...	...	157	**Tempy** ...	...	...	...	...
...	31	38	...	...	172	**Nunga** ...	...	...	...	...
32	12	14	42	45	177	**Ouyen** ...	...	...	1200	800
...	12	15	...	...	182	**Kiamal** ...	...	...	...	...
27	32	38	40	35	198	**Hattah** ...	...	...	...	...
...	23	28	...	...	210	**Nowingi** ...	...	...	...	...
29	20	24	40	35	220	**Carwarp** ...	...	...	...	...
16	23	28	21	18	230	**Redcliffs** ...	...	...	...	...
7	10	12	10	9	235	**Irymple** ...	...	...	...	...
...	...	...	...	...	239	**Co-op. Fruit Co.'s Siding** ...	...	...	...	...
7	11	13	10	12	239	**Mildura** ...	1600	1400	1400	950
...	...	...	...	...	240	**Shell Co.'s Siding**	...	...	...	...
...	24	25	...	...	246	**Merbein** ...	...	...	...	600
...	19	21	...	...	252	**Yelta** ...	...	...	1000	1000

Engine Running Time: Roadside Sectional Loads: No. 134 Express Goods "B" class 400 tons		Roadside Sectional Loads: 3/5ths Load.		Roadside Sectional Loads: Full Load.	Through Trains: Ruling Grade Loads: Full Load.	Through Trains: Ruling Grade Loads: No. 32 Fast Goods, B Class Load 1400 tons to Donald 750 tons to Melbourne	Mileage.	SECTION UP.	LOAD. S. or X	B.	T.		Y.	
								Yelta to—						
...	...	20	...	22	...	...	6	**Merbein**	...	...	...	...	600	...
...	...	...	...	...	...	...	12	**Shell Co's Siding**	...	...	...	...	...	...
...	...	24	...	25	...	...	13	**Mildura**			1000	...	800	...
...	...	...	...	...	...	...	13	**Co-op. Fruit Co.'s Siding** ...	...	...	...	...	...	...
7	...	10	...	12	10	12	17	**Irymple**	...	...	...	...	...	...
7	...	11	...	13	11	9	22	**Redcliffs**	1600	1400	1000	...	650	...
16	...	22	...	26	21	18	32	**Carwarp**	...	...	...	...	...	...
...	...	20	...	24	...	...	42	**Nowingi**	...	...	...	...	...	...
29	...	23	...	28	40	35	54	**Hattah**	...	...	...	...	...	...
...	...	...	...	...	...	...	70	**Kiamal**	1800	1800	1200	...	800	...
...	...	32	...	38	...	...		**Kiamal**	...	...	1400	...	900	...
27	...	12	...	15	40	35	75	**Ouyen**	2100	1800	1600	...	1050	...
...	...	12	...	14	...	...	80	**Nunga**	...	...	...	...	...	...
...	...	36	...	43	...	...	95	**Tempy**	...	...	...	...	...	...
32	...	12	...	14	42	45	99	**Speed**	...	...	...	...	...	...
...	...	10	...	12	...	...	104	**Turriff**	1800	1500	1200	...	800	...
...	...	15	...	18	...	...	110	**Gama**	1800	1800	1200	...	...	...
23	...	12	...	15	30	30	116	**Lascelles**	...	...	...	...	...	...
10	...	17	...	21	15	14	123	**Woomelang**	1800	1800	1400	...	900	...
...	...	13	...	16	...	...	129	**Watchupga**	...	1800	1400	...	900	...
16	...	13	...	16	25	24	136	**Curyo**	...	2100	1600	...	1050	...
...	...	8	...	10	...	...	139	**Kinnabulla**	...	...	...	...	...	...
16	...	19	...	26	24	24	149	**Birchip**	...	...	...	...	...	...
...	...	15	...	18	...	...	156	**Morton Plains**	...	...	...	...	...	...
18	...	12	...	15	23	20	161	**Watchem**	...	...	...	...	...	...
...	...	12	...	15	...	...	167	**Massey**	...	...	...	...	...	...
...	...	12	...	15	20	...	172	**Litchfield**	...	...	...	...	...	...
30	...	18	...	22	18	34	181	**Donald**	...	...	...	...	...	
11	...	15	...	20	14	13	189	**Cope Cope**	2100	2100	1600	...	1250	...
...	...	11	...	14	...	...	194	**Swanwater**	900	800	550	...	360	...
12	...	15	...	17	21	19	198	**Sutherland**	1800	1500	1000	...	650	...
12	...	20	...	26	24	18	205	**St. Arnaud**	...	...	...	...	...	...
...	...	24	...	32	29	23	219	**Emu**	900	800	550	...	360	...
28	...	15	...	19	15	13	226	**Bealiba**	1400	1200	800	...	500	...
...	...	21	...	25	23	...	234	**Goldsborough**	900	800	500	...	350	...
18	...	9	...	11	9	25	238	**Dunolly**	2100	2100	2100	...	1000	...
...	...	10	...	14	11	11	243	**Bet Bet**	1000	800	600	...	500	...
18	...	27	...	33	19	19	252	**Maryborough**	1800	1400	1000	...	800	...

Engine Running Time — Roadside Sectional Loads				SECTION.		LOAD.								
/5ths Load	4/5ths Load	Full Load		Mileage	DOWN.	T.		Y.						
					Ouyen to:—									
19	22	25	...	9	**Galah**	1200	...	800	...	...	...	...	...	...
26	30	32	...	19	**Walpeup**	650	...	500	...	...	...	...	...	...
15	15	15	...	24	**Torrita**	1800	...	1050	...	...	...	...	...	...
18	20	21	...	31	**Underbool**	1200	...	800	...	...	...	...	...	...
17	18	19	...	37	**Linga**	1200	...	900	...	...	...	...	...	...
16	17	18	...	43	**Boinka**	...	...	...	...	...	...	...	...	...
18	22	25	...	50	**Tutye**	700	...	520	...	...	...	...	...	...
14	15	15	...	56	**Cowangie**	2000	...	1250	...	...	...	...	...	...
13	16	19	...	62	**Danyo**	...	...	...	...	...	...	...	...	...
14	16	18	...	68	**Murrayville**	...	...	...	...	...	...	...	...	...
13	15	17	...	73	**Carina**	...	...	...	...	...	...	...	...	...
15	17	18	...	79	**Panitya**	...	...	...	...	...	...	...	...	...
12	14	16	...	84	**Pinnaroo**	850	...	700	...	...	...	...	...	...
					UP.									
					Pinnaroo to :—									
12	13	14	...	5	**Panitya**	...	...	...	...	...	...	...	...	...
14	16	17	...	11	**Carina**	950	...	850	...	...	...	...	...	...
12	13	14	...	16	**Murrayville**	2000	...	1100	...	...	...	...	...	...
14	15	16	...	22	**Danyo**	1100	...	850	...	...	...	...	...	...
13	15	16	...	28	**Cowangie**	850	...	700	...	...	...	...	...	...
14	16	17	...	34	**Tutye**	1200	...	850	...	...	...	...	...	...
18	20	21	...	41	**Boinka**	...	...	...	...	...	...	...	...	...
18	19	20	...	47	**Linga**	...	...	...	...	...	...	...	...	...
16	17	18	...	53	**Underbool**	...	...	...	...	...	...	...	...	...
18	21	24	...	60	**Torrita**	...	...	...	...	...	...	...	...	...
15	18	21	...	65	**Walpeup**	750	...	600	...	...	...	...	...	...
25	26	27	...	75	**Galah**	...	...	...	...	...	...	...	...	...
19	21	24	...	84	**Ouyen**	1400	...	1050	...	...	...	...	...	...

Engine Running Time. R'side. Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. T.	Y.
				Redcliffs to—		
34	36	40	12	**Benetook**	... ...	900 ... ...
15	16	18	18	**Pirlta**	... ...	... ...
15	16	18	24	**Merrinee** ...	... ...	1050 ... ...
17	18	20	30	**Karawinna** ...	... ...	... ...
16	17	19	36	**Werrimull** ...	... ...	... ...
15	16	18	41	**Bambill**	... ...	... ...
13	14	15	46	**Yarrara**	... ...	... ...
15	16	17	51	**Meringur**	1600 ...	1050 ... ...
				UP.		
				Meringur to— ...		
15	16	17	5	**Yarrara**	... ...	... ...
13	14	15	10	**Bambill**	... ...	... ...
15	16	18	15	**Werrimull**	... ...	... ...
16	17	19	21	**Karawinna** ...	... ...	... ...
17	18	20	27	**Merrinee**	... ...	1050 ... ...
15	16	18	33	**Pirlta**	... ...	... ...
15	16	18	39	**Benetook**	... ...	1050 ... ...
34	37	41	51	**Redcliffs**	1600 ...	1000 ... ...

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 Drivers, and Guards that the maximum permissible speed authorised for the line and for the type of train, must not, under any circumstances, be exceeded over any portion of the journey. In any instance where the times shown in the Working Time-table to run any section conflict with the maximum permissible speed authorised for that particular section, or with any safe working or other instruction, the Time-table times are not to be adhered to, and the matter is to be promptly reported to the Superintendent Train Services 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 Superintendent Train Services.

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 138 to 141 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 7 hereunder, and clause 8, page 131.

4. (i) Victorian bogie goods vehicles having "P" as the last letter for their classification may be attached to passenger trains and, except in the case of "ZP" brakevans, run at the speeds laid down for passenger trains. Express Goods 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" brakevans and Tank Wagons classed "TWF" or "TWX," is laid down in Special Rates of Speed, clause 4, page 139.

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

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

5. 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).

6. **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.**

7. **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 Electric)	70	E Electric 1102–1111	40	X and S (Diesel Electric) (See note 3)	70	Y (No 175) (Diesel Electric)	60
		F (Diesel Electric)	20	T (Diesel Electric)	60	H (Diesel Electric)	45
		...	...	W (Diesel Hydraulic)	20	Y (Diesel Electric)	40
		...	...			Narrow Gauge NA	20
		L (Electric)	70				

Note 1.—The maximum speeds laid down for engines in clause 7 hereof are subject to the maximum speeds laid down in respect of various Lines, or portions of Lines, and to the conditions imposed on pages 131 and 133 to 141 inclusive.

Note 2.—See pages 139 and 140 for speed of an engine or engines with a brakevan of the fixed-wheel base only attached, and for speed of light engines.

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

8. **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
" " " " " " " ...	(No. 4) 50 }
Diesel Rail Car (Walker type) 153 H.P. ...	50 }
Diesel Rail Car (Walker type) 280 H.P. ...	60 (without trailer)
	50 (with trailer)

† See clauses 3 and 4, page 130.

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 the conditions imposed on pages 133 to 139 inclusive. Where any goods vehicle is attached, the speed laid down on pages 139 and 140 of type for the 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 portions of lines mean engines of a lighter axle load than the class specified. (See instruction, page 132 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 heavier 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 authorised in pages 133 to 139 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
Carlsruhe	Daylesford	All Classes	10
North Bendigo Junction ...	Freezing Co. Sdg. ...	" "	10
North Bendigo Junction ...	Echuca	" "	10
Elmore	Cohuna	" "	10
Echuca	Toolamba	" "	10
Maryborough	Avoca	" "	10
Dunolly	Inglewood	" "	10
Ouyen	Pinnaroo	" "	10
Redcliffs	Meringur	" "	10
Inglewood	Dunolly	" "	10
Wedderburn Junction ...	Wedderburn	" "	10
Korong Vale	Ultima	" "	10

(b) The engine must not proceed farther 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.

CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.—continued.

4. **Angliss' Siding, Footscray.**—Engines of greater axle load than 'T' class are not permitted to work in Angliss' Siding.

Eaglehawk.—"B", "S" or "X" Class engines are not permitted to pass on to No. 6 (Back Goods) Road.

Bridgewater.—All engines between Bridgewater Station Yard and Mill Coy's Sidings—maximum speed 5 m.p.h.

Wycheproof.—"B", "S" or "X", Class engines are not permitted to pass beyond Birchip Road Level crossing on the Down side of station, unless their destination is the Grain Elevator Board Siding situated 1¼ miles on the "Down" side of Wycheproof. Speed must not exceed ten (10) m.p.h.

5. **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 only to engines of the classes authorised to run on such line.

(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.

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

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.	Feet Inches	
Broad-gauge—			
"H" Diesel Electric (1 to 5)	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 to 412)	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
"E" Electric (1102 to 1111)	13 15 2	38 8½	55
"J"	14 10 0	60 5½	114
"K"	13 10 0	60 3⅜	105
"D3"	13 14 0	58 3⅜	100
Narrow-gauge—			
"NA"	9 9 2	— —	35

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

Suburban District Line or Portion of Line Between—	Maximum Speed †				Classes of Engine Allowed to Run
	Passenger Trains		Goods, Express Goods, or Mixed Trains		
	Elect., Diesel. or Steam Funnel First	Steam Loco. Tender First	Elect., Diesel, or Steam Funnel First	Steam Loco. Tender First	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	Miles per Hour.	
Flinders Street and Spencer Street	20	20	15	15	All classes
Spencer Street and North Melbourne Junction	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	See note 4, page 132, re Angliss' Siding
Maribyrnong River Line—					"S" and 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 Newport South Junction ...	50	30	30	30	All classes
Newport South ("B" Box) and Newport ("A" Box), via Goods Lines ...	...	...	10	10	
Newport ("A" Box) and Newport South ("B" Box), via "E" Siding	...	...	5	5	
Newport and Workshops Platform—					"S" and 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 135	...	...	See page 135
Sunshine and Albion					
South Kensington and South Dynon Junction* —via Goods Line	...	...	25	25	All classes
South Dynon Junction and West Footscray Junction*	...	...	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

† See clauses 3 and 4, page 130.

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

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 130.

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		
	Miles per Hour	Miles per Hour	Miles per Hour		
Footscray and Sunshine	50	40	30	...	All classes (see note 5, page 132)
Sunshine and Albion	50	40	40	...	All classes (see note 5, page 132)
Albion and Sydenham—(" R " class engines excepted) (See note **H**)	60	Down 60 Up 40	40	...	All classes
" R " class engines	50	Down 50 Up 40	40		
Sydenham and Woodend (See note **H**)...	70	Down 60 Up 40	Down 40 Up 40 (See note 2)	...	All classes
Woodend and Carlsruhe (See note **A**) ...	60	60	40	...	All classes
Carlsruhe and Taradale Viaduct at 67 Miles (See note **A**)	70	60	40 (See note 2)	...	**All classes**
Taradale Viaduct at 67 Miles and Bendigo—(See note **A**)	60	60	40	...	All classes
Over Passenger lines between Myrtle-street Bridge at 100 miles 32 chains, and Box " C " Bendigo, all trains (See note **B**)	20	20	20	...	
Down Goods trains entering Bendigo Goods Yard at Bendigo "A" Signal-box (See note **B**)	...	15	15	...	
Over Bridge at 77 miles 57 chains 90 Links on up side of Castlemaine " R " class engines (See note **B**)	30	30	30	...	
Bendigo and North Bendigo Junction—(See note **B**)	50	...	40	...	All classes
North Bendigo Junction and Echuca—(See note **B**)	50	...	40	...	All classes except "H"
North Bendigo Junction and Bendigo Cattle Yards and Loco. Siding, all trains	...	...	10	...	
Echuca and Deniliquin— (See note **E**)	30	...	30	...	"Y" and lighter
Over Murray River Bridge between Echuca and Moama, all trains (See note **F**)	10	...	10	...	
Over Facing Points at Mathoura and Deniliquin, all trains (See note **E**)	20	...	20	...	
Rail Motor Trains (See note 1)					

† See clauses 3 and 4, page 130.

‡ " T" class engines are permitted to run between Echuca and the Stop Board at the Up end of Murray River Bridge at a maximum speed of ten (10) miles per hour. The engines must not, however, be permitted to proceed on to the Bridge.

Note 1 :— The maximum speed of Rail Motor Trains between Echuca and Deniliquin is :—Echuca and Mathoura—40 m.p.h., Mathoura and Deniliquin—45 m.p.h.

Note 2 :— The maximum speed between Sydenham and Woodend, for any DOWN Goods train and between Carlsruhe and Taradale Viaduct at 67 miles, for any Goods train (UP or DOWN) consisting of all automatically coupled vehicles (including engine and brakevan) will be 45 m.p.h. It will be the duty of of the guard of any such train to inform the driver at the commencing point of the train, and also at any point where the composition of the train is altered, if the train is not automatically coupled, and the driver, if relieved, must pass this on to his relief.

Note A:—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding 50 m.p.h.

Note B:—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons may be operated at maximum speed indicated above.

Note E:—Goods trains comprising GJX bogie hopper wheat wagons loaded to a maximum of 40 tons may be operated at a speed not exceeding 20 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 indicated above.

Note H:—Goods trains wholly comprising GJX bogie hopper wheat wagons loaded to maximum capacity of 57 tons, may be operated at a speed not exceeding—Down 50 m.p.h., Up 40 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		
	Miles per Hour	Miles per Hour	Miles per Hour		
Barnes and Moulamein (See Note **J**)	...	...	...	...	"Y" class
"Y" Class engines	20	...	20	...	
Rail Motor Trains	30	...	...	...	
Moulamein and Balranald (See Note **J**) ...	...	...	...	...	"Y" class
"Y" Class engines	25	...	25	...	
Rail Motor Trains	35	...	...	...	
Carlsruhe and Daylesford	...	...	...	...	"T" & lighter
Rail Motor Trains	40	...	...	...	
"T" and "Y" Class engines	30	...	30	...	
North Creswick and Newlyn	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	25	...	25	...	
Castlemaine and Newstead (See Note **B**, page 135)	50	...	40	...	All classes except "H"
Newstead and 103 miles (See Note **B**, page 135)	...	...	...	...	All classes
"X" and "S" Class engines excepted ...	40	...	30	...	except "H"
"X" and "S" Class engines	35	...	30	...	
103 miles and Maryborough (See Note **B**, page 135)	...	...	...	...	All classes
"X" and "S" Class engines excepted ...	50	...	40	...	except "H"
"X" and "S" Class engines	40	...	40	...	
Maryborough and North Ballarat (See Note **A**, p. 135) Over S.E.C. Siding at 75 miles, 22 chains	50	50	40	...	All classes except "H"
Dunolly and Inglewood (See Note **B**, page 135)	...	...	10	...	
	...	40 (See Note)	40	...	All classes except "H"
Maryborough and Avoca	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	20	...	20	...	
Avoca and Ararat	20	...	20	...	"T" & lighter
Waubra Junction and Ballarat Racecourse Platform	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	20	...	20	...	
Maldon Junction and Shelbourne (See Note **C**)...	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	20	...	20	...	
Maryborough and Litchfield (See Note **A**, page 135)	50	50	40	...	
Litchfield and Birchip (See Note **A**, page 135) ...	50	50	35	...	
Birchip and Watchupga (See Note **B**, p. 135) ...	50	50	40	...	All classes
Watchupga and Speed (See Note **A**, page 135)	50	50	35	...	except "H"
Speed and Mildura (See Note **A**, page 135) ...	50	50	40	...	
Mildura and Yelta	...	...	...	...	'T' & lighter‡‡
"T" and "Y" Class engines	15	...	15	...	
Ouyen and Galah (See Note **C**)	40	...	35	...	"B" & lighter ("H" not permitted)
Galah and Tutye (See Note **C**)	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	20	...	20	...	
Rail Motors	30	...	...	...	
Tutye and Murrayville (See Note **C**)	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	25	...	20	...	
Rail Motors	35	...	...	...	
Murrayville and Pinnaroo (See Note **C**) ...	...	...	...	...	"T" & lighter
Rail Motors	40‡	...	...	...	
"T" and "Y" Class engines	25	...	25	...	
Double-headed trains	25	...	25	...	
Redcliffs and Meringur (See Note **C**) ...	...	...	...	...	"T" & lighter
"T" and "Y" Class engines	20	...	20	...	

† See clauses 3 and 4, page 130.

Note :—The maximum speed for all trains when passing over the points at Llanelly and Arnold must not exceed 25 m.p.h.

‡‡ "B" Class engines are permitted to run between Mildura and the Shell Oil Company's Siding at mileage 352 at a maximum speed of fifteen (15) miles per hour.

‡ The speed of any Rail Motor train when running during darkness between Ouyen and the South Australian border must not exceed 30 miles per hour.

Note C :—Goods trains comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons may be operated at a speed not exceeding 20 m.p.h.

Note J :—Goods trains comprising GJX bogie hopper wheat wagons loaded to a maximum of 30 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	Goods or Mixed Trains		
	Miles per hour	Miles per hour		
Elmore and Patho— (See Note **C**, page 136) ...				"T" and lighter
Rail Motors	40	...	...	
Double-headed trains	25	25	...	
"T" and "Y" Class engines	30	25	...	
Patho and Gunbower (See note **D**)				"T" and lighter
Rail Motors	30	...	...	
Double-headed trains	15	15	...	
"T" and "Y" Class engines	20	15	...	
Gunbower and Cohuna (See note **C**, page 136)				"T" and lighter
Rail Motors	40	...	...	
Double-headed trains	25	25	...	
"T" and "Y" Class engines	30	25	...	
North Bendigo Junction and Eaglehawk ... (See Note **B**, page 135)	50	40	...	All classes See note 4, page 132
Eaglehawk and Prairie (See Note **B**, page 135)	50	40	...	All classes See note 4, page 132
Prairie and Tragowel (Prairie and Mincha, See Note **B**, page 135) (Mincha and Tragowel, See Note **G**)	50	40	...	All classes
Tragowel and Fairley (See Note **B**, page 135)	50	40	...	All classes
Fairley and Swan Hill (See Note **B**, page 135)	60	40	...	All classes
Swan Hill and Swan Hill Wharf line ...	...	10	...	All classes except "H"
Swan Hill and Piangil— (See Note **C** page 136)				"T" and lighter
"T" and "Y" Class engines	25	25	...	
Diesel Walker Rail Cars 102 H.P. and 153 H.P.	40	...	...	
Piangil and Kooloonong—(See Note **C**, page 136)				"T" and lighter
"T" and "Y" Class engines	20	20	...	
Kerang and Koondrook	15	15	...	"T" and lighter
Rail Motor Trains	15	...	...	
Diesel Walker Rail Cars 102 H.P. ...	20	...	...	
Wedderburn Junction and Wedderburn ...	25	25	...	"T" and lighter
"T" and "Y" Class engines	20	20	...	
Eaglehawk and Inglewood (See Note **B**,page 135)	50	40	...	All classes except "H"
Inglewood and Korong Vale (See note **B**, page 135)	40	30	...	All classes except "H"
Korong Vale and Charlton (See Note **B**, page 135)	40	30	...	All classes except "H"
Rail Motor Trains	50	...	...	
Charlton and Wycheproof (See Note **B**, page 135)	50	35	...	All classes except "H"
Wycheproof and Sea Lake(e)(See Note **C**, page 136) (Wycheproof and Nullawil See Note **B**, page 135)	30	25	...	" T " and lighter See note 4, page 132
Rail Motor Trains	35	...	...	
Through Wycheproof Main St., all trains (See Note **D**) ...	15	15	...	
Sea Lake and Kulwin (See Note **C**, page 136)	20	20	...	" T " and lighter,
Korong Vale and Borung (See Note **B**, page 135)	50	40	...	All classes except "H"
Borung and Boort (See Note **B**, page 135)	50	30	...	All classes except "H"
Boort and Quambatook (See Note **B**, page 135)	50	40	...	All classes except "H"
Quambatook and Ultima—(See Note **B**, page 135)				" T " and lighter,
" T " and " Y " Class engines	25	25	...	
Rail Motors	35	...	...	
Ultima and Robinvale (See Note **C**, page 135)	30	25	...	" T " and lighter,
Rail Motor Trains	35	...	...	
Freezer's Siding and North Bendigo Junct.—				" T " and lighter,
" T " and " Y " Class engines	20	20	...	

† See clauses 3 and 4, page 130.

(e) Up goods trains approaching Wycheproof must stop at board at mileage 191 and telephone Station Master for permission to proceed.

Note D—Goods trains comprising GJX bogie hopper wheat wagons loaded to a maximum of 50 tons may be operated at maximum speed indicated above.

Note G—Goods trains comprising GJX bogie hopper wheat wagons loaded to the maximum capacity of 57 tons, may be operated at a speed not exceeding 35 m.p.h.

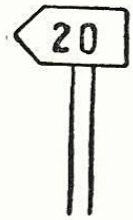
SPECIAL SPEEDS.

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 Portion of Lines and to—*

(i) *the provision of Regulation* 59 ;

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

(iii) *the special Speeds laid down in clause* 7, *page* 130, *and clause* 8, *page* 131.



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 mofification 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 thedirection of the curve, right-hand or left-hand, as the case may be. The speed must be reduced before the engine or trainenters 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		
„ 40	60		

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

	Maximum Speed	
	When Running to or from Lines Diverging from Straight Road	When Running on the Straight Road
(a) Except as shown in sub-clause (b) and (c) 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) (i) Between **Sydenham** and **Malmsbury**—		
Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points, except at **Woodend and Carlsruhe.**	25	70‡
Between Footscray and St. Albans	25	50‡
At Woodend	25	60‡
At Carlsruhe	25	60‡
(ii) Between **Taradale and Bendigo**—		
Over Facing Points worked from a Locking Frame, or otherwise securely fastened, or over Trailing Points except at **Castlemaine. Golden Square and Bendigo**	25	60‡
At Castlemaine	—	50‡
At Golden Square (i) Down Line	—	45‡
(ii) Up Line	—	60‡
At Bendigo	—	50‡
(ii) Between **North Ballarat and Maryborough, Bendigo and Echuca, Castlemaine and Maryborough and Maryborough and Mildura.**		
Over Facing points worked from a Locking Frame, or otherwise securely fastened, or over Trailing Points.	25	50‡
(c) Diesel Rail Cars (Walker Type)—102 H.P. and 153 H.P.		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points	10	40‡
(ii) Over Facing Points held by hand	10	10

‡ Where the through running 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
	Miles per Hour
Terminal Stations—	
When engine is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 12, 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 the 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 the General Appendix	10
Permanent-way Repairers' Signals—	
In clear weather, when a green hand signal is waved slowly from side to side. See Regulations 98, 179, 265, and 274, and also the General Appendix	15
Single Line Working—	
Over points which become facing points when the traffic of a double line is being worked over a single Line	10
When Air Brake is Wholly Inoperative—	
On a long falling gradient, or when approaching any station or junction	15

‡‡ NOTE.—When 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.

††† NOTE.—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 the 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 of the next signal. The train will then proceed according to the aspect displayed.

4. **Various Trains, Light Engines, Steam and Diesel Cranes.**

Description	Maximum Speed
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	**60**
Goods Trains by which " Dead " 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, FX and JX wagons loaded) having " F " or " X " as the last letter of its classification	60
Tank Wagons classified as " TWF " or " TWX ", FX and JX wagons when loaded ...	50
" Z " or " ZL " brakevans and goods vehicles, except Victorian bogie goods vehicles with " X " " P " or " F " as the last letter of their classification	45
SUBURBAN "M","ABM" and "CM" Cars numbered below 500	50
SUBURBAN "M" Cars numbered over 500	70
" NN " Wagons when loaded	35
(Permission must be obtained from Train Controller before loaded " NN " wagons are conveyed by any train)	See page 130 par. 4 (iii)

4. Various Trains, Light Engines, and Steam or Diesel Cranes—continued.

Description.	Maximum Speed
Light engines—	Miles per Hour.
"X" Class Diesel Electric Locomotive	60
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 126)	30
"B," "L", or "T" class	60
"H" Class Diesel Electric Locomotive	45
"Y"	40
"F" and "W" class	20
Engine or Engines with Brakevan of Fixed Wheel Base only attached—	See page 130, par. 4 (ii)
Any Break-down Van Train or any Train to which a Break-down Van is attached	40
Engines when running in any Locomotive Depot within the T.R. point ...	10
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for Steam or Diesel Crane conveyed
Diesel Crane—	
Diesel Travelling Crane No. 45 (Way and Works Branch, 10 tons) ...	30 (see note)
Steam Cranes—	
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons), ...	40 (see note)
No. 10 (Rolling Stock Branch, 10 tons)	15
Nos. 2. 3. 4. 8. 9 and 15 (Rolling Stock Branch, 5 tons)	20
Nos. 5 (Rolling Stock Branch, Wreckage, 30 tons)	40 (see note)
No. 6 (Rolling Stock Branch,Wreckage, 10 tons)	30
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 speeds for goods trains.
(*c*) The speeds in the Special Speed section.

When conveyed by a goods train the speed of the train shall be 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 below.

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

Line or portion of line between	Maximum Speed		
	60 ton Cranes Nos. 18 and 19	30 ton Cranes No. 5 and 7	10 ton No. 45 Diesel Crane (See note page 137)
Northern and Midland District.	Miles per Hour.	Miles per Hour.	Miles per Hour.
St. Albans and Bendigo	40	40	30
Bendigo and Echuca	20	30	30
Echuca and Deniliquin	Not allowed	30	15
Barnes and Balranald	Not allowed	30	15
Carlsruhe and Daylesford	Not allowed	30	20
Newlyn and North Creswick	Not allowed	20	20
Castlemaine and Maryborough	30	30	30
(Over bridge at 83m. 56c. 50l.)...	10	30	10
Maryborough and Ballarat	40	40	30
Dunolly and Inglewood	Not allowed	20	20
Maryborough and Avoca	Not allowed	25	20
Maldon Junction and Shelbourne	Not allowed	20	20
Shelbourne Junction and Shelbourne	Not allowed	Not allowed	15
Maryborough and Donald	40	40	30
Donald and Litchfield	Not allowed	40	30
Litchfield and Ouyen	Not allowed	35	30
Ouyen and Mildura	Not allowed	40	30
Mildura and Yelta	Not allowed	15	15
Ouyen and Galah	Not allowed	30	20
Galah and Murrayville	Not allowed	15	15
Murrayville and Pinnaroo	Not allowed	20	20
Redcliffs and Morkalla	Not allowed	15	15

4. **Various Trains, Light Engines, and Steam or Diesel Cranes**—continued.

Line or portion of line between	Maximum Speed		
	60 tons Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7	10 Ton, No. 45 Diesel Crane (see note)
Elmore and Cohuna	Not allowed	30	20
North Bendigo Junct. and Kerang	40	40	30
Over bridges at 111 mls., 47 chns., 10 lk., 123 mls., 77 chns., 39 lks., and 147 mls., 20 chns., 72 lks. ...	15	40	10
Kerang and Swan Hill	15	25	20
Swan Hill and Kooloonong	Not allowed	25	20
Kerang and Koondrook	Not allowed	10	10
Eaglehawk and Kurting	40	40	30
Kurting and Wycheproof	30	30	30
Wycheproof and Kulwin	Not allowed	30	20
Wedderburn Junct. and Wedderburn	Not allowed	25	20
Korong Vale and Boort	30	30	30
Over Bridge at 152 mls. 17 chns.	15	30	
Boort and Barraport	Not allowed	30	20
Barraport and Ultima	Not allowed	25	20
Ultima and Robinvale	Not allowed	30	20
Nth. Bendigo Junct. and Freezing Co. Siding	Not allowed	25	20

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

Description	Maximum Speed
	Miles per Hour
On Truck Weighbridge—	
(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 vehicle to attend to the points	3

DIESEL FORDSON RAIL TRACTORS.—The maximum permissible speed is 20 m.p.h.

(Permissible loads—see page 105)

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, Mixed, or Goods train over the Lines or Sections of Lines shown in clause 5 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) Mixed trains.—Except where specially authorised, the load, vehicular or tonnage, of the train engine must not be exceeded.

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

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

3. 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 the dynamic brake and staff exchange apparatus must be the leading locomotive, except where instructions are issued to the contrary.

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 Depot or Terminal Stations. Only one engine should, as far as practicable, be employed in the shunting work.

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

Newport and Sunshine.
Melbourne and Echuca.
Woodend and Daylesford.
Newlyn and North Creswick.
Castlemaine, Maryborough and Ballarat.
Dunolly and Inglewood.
Maryborough and Ararat.
Maryborough and Mildura.
Ouyen and Pinnaroo.
Elmore and Cohuna.
Bendigo and Piangil.
Bendigo and Sea Lake.
Korong Vale and Robinvale.
Bendigo and Freezing Co's Siding.

DOWN : MELBOURNE—BENDIGO.

No. 15– Discharge newspapers (N) and/or mail (M) as under :—

Station	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
Sydenham	N.	*	*	*	*	*
Diggers Rest	N.	*	*	*	*	*
Sunbury	N.	*	*	*	*	*
Clarkefield	N.	*	*	*	*	*
Riddell	N.	*	*	*	*	*
Gisborne	N.	*	*	*	*	*
Macedon	N.	*	*	*	*	*
Woodend	N.	N.	N.	N.	N.	N.
Kyneton	N.M.	N.M.	N.M.	N.M.	N.M.	N.M.
Malmsbury (x)	N.	N.	N.	N.	N.	N.
Taradale (x)	N. (r)	N. (r)	N. (r)	N. (r)	N. (r)	N. (r)
Elphinstone	N.M.	N. (r)	N.M.	N. (r)	N.M.	N.M.
Chewton	N.	N.	N.	N.	N.	N.
Castlemaine	N.M.	Tue. to Sat. detach trailing van and " Pers ".				
Harcourt	N.M.	N.	N.M.	N.	N.M.	N.M.
Ravenswood	N. (r)	N. (r)	N. (r)	N. (r)	N. (r)	N. (r)
Kangaroo Flat	N.	N.	N.	N.	N.	N.
Golden Square	N.	N.	N.	N.	N.	N.

* Non stop ; nothing for these stations Tue. to Sat.

(r) Speed of train to be reduced to 25 m.p.h. to enable newspapers **only** to be thrown out.

(x) Mail for Malmsbury (Mon., Wed., Fri., Sat.) and Taradale (Tue. and Fri.) is addressed via Castlemaine for return per No. 40 Pass. and must not be discharged from No. 15 at Malmsbury or Taradale.

No. 17 To Kyneton Tuesday to Friday—shunt Woodend only; to Woodend Saturday—Through.
Procedure *en route* : Discharge newspapers and/or mails at Sydenham, Diggers Rest, Sunbury, (including Bulla and Oaklands Junction) Clarkefield, Riddell, Gisborne and Macedon.

Nos. 111, 115 Roadsides. No. 125 Through. Nos. 99, 129, 143, 151, 153, 157 Through. (Shunt Castlemaine if required to pick up "Pers".)

No. 139 Shunt Woodend Saturdays, Kyneton Mondays to Fridays, Castlemaine Daily.

Nos. 163, 173 Shunt Woodend and Castlemaine only.

UP :

Nos. 20, 54 Roadsides.

No. 98 Shunt Harcourt, Castlemaine, Kyneton, Woodend.

Nos. 18, 130, 152 Through. Nos. 2, 4, 6, 114, 116, Through. (Shunt Castlemaine if required to detach loading or pick up "Pers".)

Nos. 52, 62, 128 Shunt Woodend only. No. 104 Shunt Castlemaine, Woodend.

BENDIGO–ECHUCA.

DOWN	UP
No. 25, 89, Through.	
No. 29, Shunts Rochester only.	No. 88 Roadsides.
No. 57 to Cohuna, shunt Goornong, if required for live stock only; roadsides Elmore to Cohuna.	No. 52 Through.
Nos. 45 and 49, Roadsides.	No. 156 shunt for live stock only. (Load 'T' Loco, 500 tons).
No. 43. Shunts Elmore and Rochester only.	No. 114 may shunt *en route* at two stations only.

ECHUCA–DENILIQUIN.

Nos. 43, 45, 71, 83 Roadsides.	Nos. 52, 114 Roadsides.
	No. 156 Live stock only.

ECHUCA–BALRANALD.

No. 29, 119 Roadsides.	Nos. 12, 112 Roadsides.

BENDIGO–KERANG.

Nos. 27, Through. Discharge newspapers and perishable van goods *en route*. Shunt Pyramid Thursday only to detach perishable loading.	No. 120, 152 Roadsides.
No. 91, Roadsides.	No. 154 Shunt for live stock only and in addition may shunt one station to Raywood inclusive.
	No. 102, shunt for live stock and urgent loading only.
	No. 118 Pick up "Pers" and live stock only.
	Nos. 110, 126 Livestock and urgent loading.

KERANG–SWAN HILL.

No. 27, May shunt one station.	Nos. 102, 110, 126 Roadsides.
	No. 118. Pick up "Pers." and live stock only.
	No. 154. Maximum one shunt for live stock only.

DOWN.	UP.

BENDIGO–KORONG VALE.

No. 35, 99, Through. No. 93 Roadside. No. 83 Shunt Wedderburn Junction only to detach Wedderburn loading.	No. 38 Through. No. 74 Shunt Bridgewater and two additional shunts only. No. 136 Roadside live stock only. No. 132 Roadsides. No. 90 Maximum two shunts.

KORONG VALE–WYCHEPROOF

No. 35 (Shunt Charlton and one other station) No. 37, Roadsides.	No. 38, 136, Shunt Charlton. Other stations for live stock only. No. 138 Roadsides.

KORONG VALE–ULTIMA.

Nos 11 and 17 Roadside. No. 13 Through (Shunt Boort, Quambatook, Lalbert only).	Nos. 20 and 22 Roadsides. No. 28 Clear Roadside live stock only.

CASTLEMAINE–MARYBOROUGH.

Nos. 11, 19, 27 Roadsides. No. 61, Through.	Nos. 4, 6, 60, Roadsides. Nos. 128, 130 Through.

BALLARAT–MARYBOROUGH.

Nos. 1, 5, 37, 39, 41, 75, 103, 149, Through. Nos. 9, 13, Roadsides.	Nos. 36, 38, 42, Roadside. Nos. 28, 32, 44, 106, 108, 130, 134, 172 Through.

MARYBOROUGH–DONALD.

Nos. 37, 103* Through. No. 75 Through (Shunt St. Arnaud only). Nos. 21, 23 Roadsides. *No. 103 May Shunt Donald Tue. & Thur.	Nos. 26*, 32, 40*, 44, 130, 134 Through. Nos. 24, 28 Roadsides. *Shunt St. Arnaud only.

DONALD–OUYEN.

No. 101 Roadside. Nos. 37, 75*, 103 Through. *No. 75 Stop Watchem Fridays to discharge "Per" V.G. and restricted to two Shunts Tue. Thur. and work as required by Senior Train Controller other days.	Nos. 20, 44, Roadsides. Nos. 134 Through. Nos. 32 and 130 restricted Shunts as required by Senior Train Controller.

OUYEN–MILDURA.

No. 103 Ouyen, Hattah, Carwarp, Redcliffs, Irymple to detach bogie vans or discharge van goods. No. 37, 75 Roadsides.	No. 134 Shunt Irymple, Redcliffs, Carwarp, Hattah (and Ouyen Mondays to Thurdays) to pick up bogie vans or van goods only. Also load van goods Fridays at Ouyen. Nos. 130 Roadsides.

FLASHING LIGHT SIGNALS AND BOOM BARRIERS.

(Instructions pages 178–179, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
NEWPORT–SUNSHINE				
Brooklyn Signal Box 9–48	Kernot Street T	7	62	FL
"	Francis Street T	8	68	FL
"	Somerville Road T	9	50	FL
Sunshine 11–29	Sunshine Road T	10	51	FL
NORTHERN				
Sunshine 7–51	Anderson Road T	8	8	BB
Albion 8–39	Furlong Road T	9	66	FL
St. Albans 11–5	Taylor's Road T	12	24	FL
Sunbury 23–62	Station Street	23	49	FL
Woodend 48–42	Tylden Road T	49	39	FL
Kyneton 56–71	Lauriston Road T	59	29	FL
Golden Square 99–26	Oak Street T	98	65	FL
BENDIGO–EAGLEHAWK				
Bendigo 100–65	Mundy Street	101	14	BB
"	McCrae Street T	102	27	FL
"	White Hills Road T	102	43	FL
"	Thunder Street T	102	57	FL
Eaglehawk 105–55	Prowse's Road T	103	44	FL
"	Holdsworth Road	104	5	FL
"	Nelson Street	104	51	FL
"	Victoria Street T	105	34	FL
EAGLEHAWK–SWAN HILL				
Eaglehawk 105–55	Sydney Flat Road T... ...	107	62	FL
Pyramid 154–77	Victoria Street T	154	62	FL
Kerang 179–40	Murray Valley Highway T ...	177	22	FL
" "	Wellington Street T	179	27	FL
" "	Victoria Street T	180	8	FL
Fairley 184–23	Murray Valley Highway T ...	182	74	FL
Lake Boga 205–8	Murray Valley Highway T ...	209	10	FL
SWAN HILL–WOORINEN				
Swan Hill 214–44	Murray Valley Highway T	215	60	FL
EAGLEHAWK–KORONG VALE				
Marong 112–39	Calder Highway T	111	64	FL
Derby 121–23	Calder Highway T	121	53	FL
Inglewood 130–70	Calder Highway T	131	32	FL
Glenalbyn 139–33	Calder Highway T	139	62	FL
KORONG VALE–KULWIN ...				
Charlton 173–53	Calder Highway T	174	1	FL
KORONG VALE–ROBINVALE				
Boort 168–74	Godfrey Street T	168	62	FL
NORTH BENDIGO–DENILIQUIN				
Bagshot 111–70	Midland Highway T	111	61	FL
Echuca 155–26	Murray Valley Highway T ...	154	54	FL
"	Murray River Bridge T ...	155	70	FL
"	Murray River Bridge T ...	156	14	FL
Moama 156–50	Meninya Street T	156	40	FL
BALLARAT–MILDURA				
Ballarat 73–65	Howitt Street T	75	4	FL
"	Norman Street T	75	44	FL
Waubra Junction 79–50	Midland Highway T	80	16	FL
Maryborough 116–17	Inkerman Street	116	2	BB
St. Arnaud 158–49	North Western Highway T ...	158	18	FL
" "	Wimmera Highway T ...	158	73	FL
" "	Alma Street T	159	11	FL
" "	North Western Highway T ...	159	43	FL
Donald 182–39	Hammill Street	182	56	FL
"	North Western Highway T ...	187	0	FL
Lascelles 248–26	Henty Highway T	248	12	FL
Irymple 347–14	Calder Highway T	347	42	FL
"	Karadoc Avenue T	348	10	FL
Mildura 351–26	San Mateo Avenue T ...	350	62	FL
"	Seventh Street T	351	2	FL

(Instructions pages 178–179, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
CASTLEMAINE–MARYBOROUGH				
Castlemaine 77–77	Rowe Street T	78	41	FL
"	Maclise Street T	78	72	FL
Campbell 80–63	Moscript Street T	79	72	FL
"	Freyers Road	80	59	FL
MARYBOROUGH–ARARAT				
Elmhurst 144–61	Pyrenees Highway T... ...	146	49	FL
CARLSRUHE–DAYLESFORD				
Tylden 56–37	Chanter's Road T	57	48	WW

Abbreviations : Flashing Lights—FL. Boom Barriers—BB. Wig-Wag—WW.

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

LIGHTING OF COUNTRY TRAINS.

The Lighting Arrangements on Main Line Country Trains are as shown herein.

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 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, page 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 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. The lights must be lit and extinguished as indicated hereunder :—

Section	Down		Up	
	Lighted at	Extinguished at	Lighted at	Extinguished at
Melbourne–Bendigo	Melbourne	Bendigo	Bendigo	Melbourne

DIESEL RAIL CAR AND DIESEL ELECTRIC RAIL MOTOR SERVICES.

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

COUNTRY BRANCH LINE TRAINS.

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

LIGHTING OF COUNTRY TRAINS.—continued.

Train	April to October	November to March
	NORTHERN DISTRICT	
8.10 a.m. Melbourne–Bendigo, Mon. to Fri.	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
8.20 a.m. Melbourne–Bendigo, Sat. ...	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
9.30 a.m. Melbourne–Bendigo, Sun. ...	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
1.35 p.m. Melbourne–Bendigo	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
5.45 p.m. Melbourne–Bendigo ... } ...	Spencer Street to light. Terminal extinguish ..	Spencer Street to light. Terminal extinguish
6.5 p.m. Melbourne–Bendigo, Sat. }		
5.14 p.m. Melbourne–Woodend/Kyneton ...	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
7.5 p.m. Melbourne–Bendigo, Sun. ...	Spencer Street to light. Terminal extinguish	Spencer Street to light. Terminal extinguish
7.0 a.m. Bendigo–Melbourne	Bendigo to Light. Terminal extinguish. See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
9.10 a.m. Bendigo–Melbourne, Sun. ...	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
12.0 noon Bendigo–Melbourne	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
5.20 p.m. Bendigo–Melbourne } ...	Bendigo to light. Terminal extinguish	Bendigo to light. Terminal extinguish
5.45 p.m. Bendigo–Melbourne (Sat.) } ...	See paragraph (*a*) Page 146	See paragraph (*a*) Page 146
6.40 p.m. Bendigo–Melbourne, Sun. ...	Bendigo to light. Terminal extinguish	Bendigo to light. Terminal extinguish
6.35 p.m. Daylesford–Melbourne, Sun. ...	Daylesford to light. Terminal extinguish	Daylesford to light. Terminal extinguish
7.0 a.m. Woodend–Melbourne (Sat.) ...	Woodend to light. Terminal extinguish	
6.45 a.m. Kyneton–Melbourne Mon. to Fri.	Kyneton to light. Terminal extinguish	
	NORTH WESTERN DISTRICT.	
9.5 p.m. } Melbourne–Mildura	Spencer Street to light. Terminal extinguish. Conductor to reduce to **"Half Light"** at Midnight	Spencer Street to light. Terminal extinguish. Conductor to reduce to **"Half Light"** at midnight.
9.20 " }		
9.20 p.m. Mildura–Melbourne	Mildura to light. Terminal extinguish. Conductor to reduce to **"Half Light"** at midnight	Mildura to light. Terminal extinguish. Conductor to reduce to **"Half Light"** at midnight

MAKE UP OF PASSENGER TRAINS

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

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

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
8.10 a.m.	Melbourne	Bendigo	**Tue., Thu.,** CE, AZ, BZ, ABE, BPL ...	5/220	74	180	254
8.10 a.m.	Melbourne	Swan Hill	**Mon., Wed., Fri.,** CE, AZ, BZ, ABE*, ... BPL*	5/220	74	180	254
8.20 a.m.	Melbourne	Swan Hill	**Sat.,** CE, AZ, BZ, BW*, ABE* ...	5/225	74	160	234
12.20 p.m.	Melbourne	Woodend	**Sat.,** BCPL, ABW (Large), BPL ...	3/100	26	167	193
1.35 p.m.	Melbourne	Bendigo	**Mon., Fri.,** CE, AZ, BZ, ABW (Large), BW	5/215	74	158	232
			Wed., CE, AZ, BZ, ABW (Large) ...	4/180	74	98	172
1.35 p.m.	Melbourne	Bendigo	**Sat.,** CE, AZ, BZ, ABW (Large), BW ...	5/215	74	158	232
1.35 p.m.	Melbourne	Swan Hill	**Tue., Thur.,** CW*, CE, AZ, BZ, ABW*(L'ge)	5/215	74	98	172
5.14 p.m.	Melbourne	Kyneton	**Mon. to Thur.,** BCPL, ABW (Large), BPL, BPL	4/130	26	249	275
5.14 p.m.	Melbourne	Woodend	**Fri.,** BCPL, ABW (Large), BPL, BPL ...	4/130	26	249	275
5.45 p.m.	Melbourne	Bendigo	**Mon. to Thur.,** CW**, CE, BW, Taggerty, AZ, BZ, ABE	7/320	92	160	252
			Fri., CW**, CE, AW, BPL, BPL, BW, Taggerty, AZ, BZ, ABE	10/415	132	320	452
6.5 p.m.	Melbourne	Bendigo	**Sat.,** CE, BW, Taggerty, AZ, BZ, BW ...	6/275	66	184	250
6.45 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL, BPL, BPL, ABW (Large) ...	4/130	26	249	275
7.0 a.m.	Woodend	Melbourne	**Sat.,** BCPL, BPL, ABW (Large) ...	3/100	26	167	193
7.0 a.m.	Bendigo	Melbourne	**Mon.,** CE, BW, BZ, AZ, BW, AW ...	6/250	88	184	272
			Tue. to Sat., CE, BZ, AZ, ABE, BPL ...	5/220	74	180	254
12.0 noon	Bendigo	Melbourne	**Mon. to Sat.,** CE, BZ, AZ (ex Swan Hill), Taggerty, ABE, BW	6/285	92	160	252
5.20 p.m.	Bendigo	Melbourne	**Mon., Fri.,** CE, BW, ABW (Large), BZ, AZ	5/215	74	158	232
			Tue., Wed., CE, ABW (Large), BZ, AZ ...	4/180	74	98	172
			Thurs., CE, BPL, ABE, BZ, AZ ...	5/210	72	180	252
5.45 p.m.	Bendigo	Melbourne	**Sat.,** CE, BW, ABW (Large), BZ, AZ ...	5/215	74	158	232
9.5 p.m.	Melbourne	Mildura	**Mon. to Thur.,** CE, AZ, BZ, Sleeper, AX...	5/230	76	64	140
9.20 p.m.	Melbourne	Mildura	**Fri.,** CE, ABE, AZ, BZ, Sleeper, AX ...	6/275	102	100	202
9.20 p.m.	Melbourne	Mildura	**Sun.,** TP, CE, ABE, AZ, BZ, Sleeper, AX	7/305	102	100	202
9.0 p.m.	Mildura	Melbourne	**Sun.,** AX, TP, CE, ABE, AZ, BZ, Sleeper, VP §	8/340	102	100	202
9.20 p.m.	Mildura	Melbourne	**Mon. to Thur.,** AX, CE, AZ, BZ, Sleeper ...	5/230	76	64	140
9.20 p.m.	Mildura	Melbourne	**Fri.,** AX, CE, ABE, AZ, BZ, Sleeper ...	6/275	102	100	202
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Bendigo	BCPL, AE, BE, AE, BE ...	5/210	96	220	316
7.5 p.m.	Melbourne	Bendigo	CW, BW, AW, ABU, ABU, BCPL ...	6/205	80	188	268
9.10 a.m.	Bendigo	Melbourne	BCPL, ABU, ABU, AW, BW ...	5/170	80	188	268
6.40 p.m.	Bendigo	Melbourne	BCPL, BE, AE, BE, AE, BPL ...	6/240	96	300	396
9.30 a.m.	Melbourne	Daylesford	BCPL, AE, BE ...	3/120	48	148	196
6.35 p.m.	Daylesford	Melbourne	BCPL, BE, AE ...	3/120	48	148	196

* Detach at Bendigo. ** Detach at Castlemaine. § Detach at Ballarat.

CLEAR LENGTH OF CROSSING ROADS AND REFUGE SIDINGS

LINE	ROAD—LENGTH IN FEET						
	No. 1	No. 2	No. 3	No. 4	No. 5		
BENDIGO–DENILIQUIN							
GOORNONG	1270	1270	...	...	...		
ELMORE	1360	2330	2200	...	...		
ROCHESTER	1200	1930	1930	...	...		
ECHUCA	1400	1400	1700	...	...		
MOAMA	1800	1800	...	...	...		
BARNES	1050	1990	...	...	...		
MATHOURA	1600	1600	...	...	...		
ECHUCA–BALRANALD							
BUNNALOO	940	940	...	...	...		
WAKOOL	1150	1150	...	...	...		
MOULAMEIN	1240	1240	1070	...	...		
BENDIGO–KOOLOONONG							
RAYWOOD	1250	1250	700	...	...		
DINGEE	1300	1300	...	...	...		
MITIAMO	990	990	...	...	...		
PYRAMID	800	800	...	...	...		
MACORNA	1000	1000	...	...	...		
KERANG	1010	1010	850	...	...		
LAKE CHARM	865	865	...	...	...		
LAKE BOGA	940	940	...	...	...		
SWAN HILL	1215	1215	...	...	...		
WOORINEN	...	...	...	...	...		
NYAH WEST	920	920	...	...	...		
PIANGIL	635	635	...	...	...		
BENDIGO–KULWIN							
EAGLEHAWK	1660	1660	...	...			
MARONG	1105	1105	...	...	...		
BRIDGEWATER	1400	1400	...	...	...		
INGLEWOOD	1090	1090	...	...	...		
GLENALBYN	1335	1335	...	...	...		
WEDDERBURN JUNCTION ...	1365	1365	...	...	...		
KORONG VALE	...	1550	1225	1245	1440		
BUCKRABANYULE	1135	1135	...	...	...		
CHARLTON	1098	865	...	...	...		
WYCHEPROOF	650	650	570	...	...		
CULGOA	...	...	...	...	...		
BERRIWILLOCK	765	390	...	...	...		
SEA LAKE	950	635	...	...	...		
KORONG VALE–ROBINVALE							
MYSIA	985	985	...	...	...		
BOORT	1255	1255	...	...	...		
BARRAPORT	1305	1895	...	...	...		
QUAMBATOOK	1700	1145	...	...	...		
LALBERT	540	540	...	...	...		
ULTIMA	1105	850	...	...	...		
CHILLINGOLLAH	1155	550	...	...	...		
MANANGATANG	865	350	...	...	...		

CLEAR LENGTH OF CROSSING ROADS AND REFUGE SIDINGS

LINE	ROAD—LENGTH IN FEET						
	No. 1	No. 2	No. 3	No. 4	No. 5		
ELMORE–COHUNA							
LOCKINGTON	790	1675	...	...	...		
GUNBOWER	1155	1440	...	...	...		
CASTLEMAINE–MARYBOROUGH							
NEWSTEAD	805	805	...	...	...		
CARISBROOK	750	750	...	...	...		
BALLARAT–MARYBOROUGH							
CRESWICK	1072	1205	...	...	...		
CLUNES	1320	1320	...	...	...		
TALBOT	740	740	...	...	...		
MARYBOROUGH–MILDURA							
BET BET	2205	2205	...	...	...		
DUNOLLY	655	1015	...	...	...		
BEALIBA	920	920	...	...	...		
EMU	640	640	...	...	...		
ST. ARNAUD	1035	1185	870	...	...		
SUTHERLAND	860	860	...	...	...		
COPE COPE	1005	1005	...	...	...		
DONALD	1585	1585	1520	...	...		
LITCHFIELD	1570	1570	...	...	...		
WATCHEM	1210	1210	...	...	...		
BIRCHIP	1350	1350	...	...	...		
CURYO	1285	1685	...	...	...		
WOOMELANG	1625	1625	...	...	...		
LASCELLES	1905	1905	...	...	...		
SPEED	1145	1145	...	...	...		
OUYEN	1480	1075	1075	...	...		
HATTAH	960	1185	...	...	...		
CARWARP	1205	1205	...	...	...		
REDCLIFFS	1680	1680	...	...	...		
IRYMPLE	750	750	...	...	...		
OUYEN–PINNAROO							
WALPEUP	905	905	...	...	...		
UNDERBOOL	875	875	...	...	...		
COWANGIE	880	880	...	...	...		
MURRAYVILLE	625	625	...	...	...		
REDCLIFFS–MERINGUR							
MERINGUR	635	635	...	...	...		
MILDURA–YELTA							
MERBEIN	710	710	...	...	...		

IMPORTANT

Timetable amendments will be issued in the form of W.T.T. Circulars numbered consecutively commencing with the number following on W.T.T. 51/69 (Passenger) 1039/69 (Goods). Other amendments will be issued in the form of an 'A' circular. All alterations should be made neatly in ink as soon as practicable after receipt of amending notices. To ensure that all amending circulars have been received, particulars should be recorded here below.

Number of Circular	Date Alteration Commenced	Line Involved

1969

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

1970

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

Good Friday, March, 27, 1970