VICTORIAN RAILWAYS

WORKING TIME-TABLE

Northern and Midland Districts

On and after 4th September 1972

(NOT TO BE ISSUED TO THE PUBLIC)

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

Spencer St., Melbourne.
29th August, 1972

J. C. CRUTE,
Chief Traffic Manager.

3020—72 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. 34/72; Passenger amendments to W.T.T. 38/72 and Goods amendments to W.T.T. 1028/72).

Replacing Working Time-table Book effective from 16th November, 1970.

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GENERAL NOTES

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

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

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

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

When a Passenger, Rail Motor or Mixed train is blocked at a roadside station the Train Controller must be advised by the Stationmaster at the station at which the block occurred, and if the train 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. Holders of one class Suburban tickets are not permitted to travel in first-class carriages of country trains.

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

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

1.30 a.m. (No. 15), Northern ; 12.20 a.m. (No. 35), and 1.10 a.m. (No. 113), Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The instructions regarding action to be taken by trainmen concerning " if required " stops when necessary for passenger purposes are shown on page 148.

MELBOURNE–BENDIGO.

PASSENGER SERVICE.

Down

Miles	STATIONS			53 280 H.P. Diesel Rail Car MON. to SAT. (See Note)	63 "Great Northern Limited" MON. to SAT.	91 280 H.P. Diesel Rail Car SAT. (See Note)	93 PASS. SAT. (See Note)
				a.m.	a.m.	p.m.	p.m.
	MELBOURNE						
—	(Spencer Street) ..	*dep.*	..	8 0	8 45 ..	12 20	1 35
1	North Melbourne ..	..	..	8 3*	8 48* ..	12 23*	1 38*
2¼	*South Kensington* ○ ..	..	..	*	* ..	*	*
3½	Footscray ..	..	..	8 9	8 53* ..	12 29	1 43*
4	*Middle Footscray* ○ ..	..	..	*	* ..	*	*
4½	West Footscray ..	..	..	*	* ..	*	*
5¾	*Tottenham* ○ ..	..	..	*	* ..	*	*
7¾	Sunshine ..	..	..	8 18	9 0 ..	12 38	1 51
8½	*Albion* ○ ..	..	..	*	* ..	*	*
11¼	St. Albans ..	*dep.*	..	8 26	9 4* ..	12 43*	1 56*
15	*Sydenham* ○ ..	..	..	8 33	9 9* ..	12 49	2 0*
20¼	*Diggers Rest* ○ ..	..	..	8 43	9 16* ..	12 58	2 7*
23¾	Sunbury ..	*arr.*	..	..	.. ..	..	..
	„	*dep.*	..	8 51	9 20* ..	1 5	2 13
24½	Rupertswood Pl. NC	..	..	8 53**S** 101	* ..	*	*
31¼	Clarkefield ..	..	..	9 6 101	9 28*–**101** ..	1 17	2 24*
35¼	*Riddell* ○ ..	..	..	9 13 115	9 33* ..	1 25	2 29*
40	Gisborne ..	..	..	9 22 115	9 39* ..	1 33	2 36*
43¼	Macedon ..	..	..	9 29 115	9 43*–**115** ..	1 40	2 41*
48½	**WOODEND**	*arr.*	..	9 40	9 51**H** ..	..	..
				—**63**	—**53**		
	„ ..	*dep.*	..	10 5	9 54 ..	1 51	2 50
53	*Carlsruhe* ○ ..	..	..	10 10§	9 59* ..	1 57§	2 55*
57	Kyneton ..	*arr.*	..		.. ..	2 5	..
	„ ..	*dep.*	..		10 5 ..		3 1
63½	Malmsbury ..	..	..		10 13–**111** ..	..	3 8‡
67¾	*Taradale* ..	..	..		10 18 ..	..	3 13*
70¼	*Elphinstone* ○ ..	..	..		10 23 ..	..	3 18‡
74¾	Chewton NC ..	..	..		10 28* ..	..	3 23*
78	**CASTLEMAINE**	*arr.*	..		10 33 ..	..	3 27 139
	„ ..	*dep.*	..		10 36 ..	..	3 30
82¾	*Harcourt* ○ ..	..	..		10 44 ..	..	3 38
90½	Ravenswood NC ..	..	..		10 53* ..	..	3 47*
97¾	*Kangaroo Flat* ○ ..	..	..		11 4 ..	..	3 58
99¼	Golden Square ..	..	..		11 8 ..	..	4 2
100¾	**BENDIGO** ..	*arr.*	..		11 15**BC** ..	..	4 5
	„	*dep.*	..	To Daylesford (See Page 18)	11 35 ..	..	..
					To Swan Hill Mon., Wed., Fri., Sat. (page 28)		

H—Daylesford line passengers change trains.

S—Stops Mondays to Fridays only to set down students. 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

BENDIGO Dep.	To—	Days of Connection
11.50 a.m. (**No. 65**)	**ECHUCA**	**MON. to SAT.** (page 22)
	—DENILIQUIN	**WED., THUR., and SAT.** (page 22)
	—MOULAMEIN	**MON. and THUR.** (page 26)
	—BALRANALD	**THUR.** (page 26)
12 noon (**No. 73**)	**KORONG VALE–SEA LAKE**	**TUE., WED., THUR., SAT.** (page 36)
	—ULTIMA	**TUE., WED., THUR., SAT.** (page 42)
	—ROBINVALE	**WED.** (page 42)
12.10 p.m. (**No. 77**)	**COHUNA**	**MON., TUE., WED., THUR.** (page 20)

MELBOURNE–BENDIGO.

PASSENGER SERVICE.

Down

Miles	STATIONS		103 PASS. MON. to FRI. (See Note)		107 280 H.P. Diesel Rail Car MON. to FRI. (See Note)		109 Express MON. TUE. WED. THUR.	109A 280 H.P. Diesel Rail Car FRI.		119 PASS. MON. to FRI. (See Note)
			p.m.		p.m.		p.m.	p.m.		p.m.
—	**MELBOURNE** (Spencer Street)	dep.	1 35	..	4 27	..	5 4	5 4	..	5 14
1	North Melbourne	..	1 38*	..	4 31	..	5 7*	5 7*	..	5 18
2¼	*South Kensington* ○	..	*	..	*	..	*	*	..	*
3½	Footscray	.. ..	1 43*	..	4 38	..	5 13*	5 13*	..	5 24
4	*Middle Footscray* ○	..	*	..	*	..	*	*	..	*
4½	West Footscray	..	*	..	*	..	*	*	..	*
5¾	*Tottenham* ○	.. ..	*	..	*	..	*	*	..	*
7¾	Sunshine	.. ..	1 51	..	4 47	..	5 21	5 21	..	5 32
8½	*Albion* ○	.. ..	*	..	*	..	*	*	..	*
11¼	St. Albans	.. ..	1 56*	..	4 53	..	5 27*	5 27*	..	5 39
15	*Sydenham* ○	.. ..	2 1‡	..	4 59	..	5 32*	5 31*	..	5 46
20¼	*Diggers Rest* ○	..	2 10	..	5 8	..	5 39*	5 39*	..	5 56
23¾	Sunbury	arr.	..	..	..	..	..	..	..	..
	„	dep.	2 17	..	5 15	..	5 44*	5 43*	..	6 4
24½	Rupertswood Plt. NC	..	*	..	5 18P	..	*	*	..	*
31¼	Clarkefield	.. ..	2 28	..	5 28	..	5 55*	5 54*	..	6 17
35¼	*Riddell* ○	.. ..	2 35	..	5 36	..	6 0*	5 59*	..	6 24
40	Gisborne	.. ..	2 45	..	5 45	..	6 8*	6 6*	..	6 34
43¼	Macedon	.. ..	2 52	..	5 52	..	6 15	6 11	..	6 41
48½	**WOODEND**	arr.	..	..	6 5	..	6 24H	6 20	..	6 50
					Mon to Thur.		–107			
	„	dep.	3 3	..	6 35	..	6 26	6 22	..	6 51
53	*Carlsruhe* ○	..	3 8*	..	6 40§	..	6 31*	6 27§	..	6 56*
57	Kyneton	arr.	..	..		..	6 37		..	7 5
	„	dep.	3 15	..		..	6 39		..	
63½	Malmsbury	.. ..	3 23‡	..		..	6 48		..	..
67¾	*Taradale*	..	3 28*	..		..	6 54‡		..	..
70¼	*Elphinstone* ○	.. ..	3 33‡	..		..	6 59		..	..
74¾	Chewton NC	.. ..	3 38*	..		..	7 4‡		..	..
78	**CASTLEMAINE**	arr.	3 42	..		..	7 9		..	..
	„	dep.	3 46	..		..	7 12		..	..
82¾	*Harcourt* ○	.. ..	3 55	..		..	7 21		..	..
90¼	Ravenswood NC	..	4 4*	..		..	7 31*		..	..
97¾	*Kangaroo Flat* ○	..	4 15	..		..	7 43		..	..
99¼	Golden Square	..	4 19	..		..	7 47		..	..
100¾	**BENDIGO**	arr.	4 25BC	..		..	7 55		..	..
	„	dep.	4 40	..		..			..	..
			To Swan Hill Tue., Thur. (page 28)		To Daylesford (See page 18)			To Daylesford (See page 18)		

H—Daylesford line passengers change trains.
P—Stops only to pick up students. 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.

BRANCH LINE CONNECTIONS

BC :—

BENDIGO Dep.	To—	Days of Connection
4.45 p.m. **(No. 105)**	**ECHUCA–DENILIQUIN**	**MON., TUE., FRI.** (page 22)
4.55 p.m. **(No. 109)**	**KORONG VALE–SEA LAKE**	**MON., FRI.** (page 36)
	ULTIMA–ROBINVALE	**MON., FRI.** (page 42)
5.10 p.m. **(No. 107)**	**COHUNA**	**FRI.** (page 20)

Miles	STATIONS		121 280 H.P. Diesel Rail Car SAT. (See Note)		123 Express FRI.		127 280 H.P. Diesel Rail Car MON. to FRI. (See Note)		131 PASS. SAT. (See Note)
—	**MELBOURNE** (Spencer Street)	dep.	p.m. 5 35		p.m. 5 40		p.m. 5 45		p.m. 6 5
1	North Melbourne		5 38*		5 43*		5 48*		6 8*
2¼	*South Kensington* ○		*		*		*		*
3½	Footscray		5 43*		5 48*		5 54		6 12*
4	*Middle Footscray* ○		*		*		*		*
4½	West Footscray		*		*		*		*
5¾	*Tottenham* ○		*		*		*		*
7¾	Sunshine		5 50		5 56*		6 3		6 20
8½	*Albion* ○		*		*		*		*
11¼	St. Albans		5 55*		6 1*		6 9		6 25*
15	*Sydenham* ○		6 1		6 6*		6 16		6 30*
20¼	*Diggers Rest* ○		6 10		6 15*		6 26		6 39*
23¾	Sunbury	arr.	..		..		..		..
	„	dep.	6 16		6 21*		6 34		6 46
24½	Rupertswood Plt. NC		*		*		*		*
31¼	Clarkefield		6 28		6 33*		6 47		6 58*
35¼	*Riddell* ○		6 36		6 40*		6 54		7 4*
40	Gisborne		6 47		6 50*		7 3		7 12*
43¼	Macedon		6 52*		6 56*		7 9		7 17
48½	**WOODEND**	arr.	7 2 –131		..		..		7 27H –121
	„	dep.	7 35		7 5		7 20		7 28
53	*Carlsruhe* ○		7 40§		7 10*		7 26§		7 33*
57	Kyneton	arr.	..		7 15		7 35		..
	„	dep.	To Daylesford (See page 18)		7 17				7 40
63½	Malmsbury				7 26		..		7 49
67¾	*Taradale*				7 32‡		..		7 55‡
70¼	*Elphinstone* ○				7 37		..		8 0
74¾	Chewton NC				7 43‡		..		8 6‡
78	**CASTLEMAINE**	arr.			7 48		..		8 11
	„	dep.			7 51		..		8 14
82¾	*Harcourt* ○				8 1		..		8 23
90¼	Ravenswood NC				8 12*		..		8 33*
97¾	*Kangaroo Flat* ○				8 24		..		8 45
99¼	Golden Square				8 28		..		8 49
100¾	**BENDIGO**	arr.			8 35		..		8 55
	„	dep.							

H—Daylesford line passengers change trains.

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

BENDIGO–MELBOURNE.
PASSENGER SERVICE.

(Reprint of page 8, 1.3.73)

Miles	STATIONS		30 280 H.P. D.R.C. MON. to FRI. (See Note)	32 PASS. MON. to FRI. 280 H.P. Diesel Rail Car SAT. (See Note)	38 280 H.P. Diesel Rail Car MON. to SAT. (See Note)		40 PASS. MON. to SAT. (See Note)		50 PASS. MON. to SAT. (See (Note)
			a.m.	a.m.	a.m.		a.m.		a.m.
					From Daylesford (see page 18)				8.30 a.m. from Swan Hill
—	**BENDIGO**	*arr.*	..	..	..		..		11 40
									Noon
	„ ..	*dep.*	..	..	..		7 0		12 0**BS**
									p.m.
1½	Golden Square	..	..	..	..		7 3		12 3*
3	*Kangaroo Flat* ○	..	..	..	..		7 7		12 5*
10½	Ravenswood NC	..	..	..	..		7 17*		12 16*
18	*Harcourt* ○ ..	..	..	..	..		7 28		12 27
22¾	**CASTLEMAINE**	*arr.*	..	..	..		7 34		12 33–54
	„	*dep.*	..	..	..		7 36		12 35
26	Chewton NC	..	..	..	..		7 41‡		12 42*
							SAT.	**MON. to FRI.**	
30½	*Elphinstone* ○	..	..	..	..		7 50	7 51	12 52*
33	*Taradale* ..	..	..	..	..		7 53‡	7 54‡	12 55*
37¼	Malmsbury ..	..	..	..	..		7 59	8 0	1 0*
43¾	Kyneton ..	*arr.*	..	..	**SAT.**	**MON. to FRI.**	..	..	..
	„ ..	*dep.*	5 43	6 45	..	..	8 10	8 12	1 9
47¾	*Carlsruhe* ○ ..		5 48*	6 51*	7 19§	7 21§	8 15*	8 18*	1 15*
52½	**WOODEND**	*arr.*	5 54	6 57	..	..	..	..	..
	„ ..	*dep.*	5 55	6 58	7 26	7 28	8 21	8 24	1 22
57½	Macedon ..	..	6 2	7 6	7 33	7 35	8 30	8 33	1 30
60¾	Gisborne ..	..	6 7	7 12	7 37*	7 39*	8 35	8 38	1 34*
65½	*Riddell* ○ ..	..	6 13	7 18	7 43	7 45	8 40*	8 43*	1 38*
69½	Clarkefield ..	*arr.*	..	..	..	..	..	..	..
									—20
	„ ..	*dep.*	6 20	7 24	7 48*	7 50*	8 46	8 49	1 42*
76¼	Rupertswood Plat. NC		*	*	*	*	*	8 57**S**	*
77	Sunbury ..	*arr.*	..	..	..	..	..	..	..
	„ ..	*dep.*	6 30	7 34	7 58	8 0	8 57	9 0	1 50
80½	*Diggers Rest* ○	..	6 35	7 40	8 2*	8 5*	9 2	9 5	1 54*
85¾	*Sydenham* ○	..	6 43	7 48	8 8*	8 11*	9 9	9 12	1 59*
89½	St. Albans	*dep.*	6 50††	7 55	8 15	8 18	9 14*	9 17*	2 3*
92¼	*Albion* ○ ..	..	*	*	*	*	*	*	*
93	Sunshine ..	..	6 56	8 1	8 21	8 24	9 20	9 24	2 8*
95	*Tottenham* ○	..	*	*	*	*	*	*	*
96¼	West Footscray	..	*	*	*	*	*	*	*
96¾	*Middle Footscray* ○	..	*	*	*	*	*	*	*
97¼	Footscray ..	..	7 5	8 9	8 29	8 32	9 29	9 32	2 15*
98¼	*South Kensington* ○	..	*	*	*	*	*	*	*
99¾	North Melbourne	..	7 11	8 15	8 35*	8 38*	9 34*	9 37*	2 21*
00¼	**MELBOURNE** (Spencer Street)	*arr.*	7 15	8 20	8 42	8 45	9 40	9 40	2 25

S—Stops Mondays to Fridays only to set down students. 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 FRI.	8.30 a.m. **(No. 42)**	**COHUNA**	11.5 a.m.
TUE., THUR., SAT.	5.5 a.m. **(No. 10)**	**ROBINVALE**	
MON. to SAT.	7.22 a.m. **(No. 10)**	**ULTIMA** ..	11.25 a.m.
MON. to SAT.	7.20 a.m. **(No. 58)**	**SEA LAKE**	
WED., FRI.	5.30 a.m. **(No. 2)**	**BALRANALD** ..	11.30 a.m.
MON. to SAT.	8.35 a.m. **(No. 46)**	**DENILIQUIN**	

Miles	STATIONS		64 280 H.P. D.R.C. MON. to FRI. (See Note)	76 280 H.P. Diesel Rail Car SAT. (See Note)	94 PASS. MON. to FRI. (See Note)		96 280 H.P. Diesel Rail Car FRI. (SeeNote)	78 PASS. SAT. (See Note)
			p.m.	p.m.	p.m.		p.m.	p.m.
—	**BENDIGO** ..	*dep.*	..	..	5 25**BS**		..	5 45
1¼	Golden Square ..	..	..	..	5 29		..	5 48
3	*Kangaroo Flat* ○ ..	..	..	..	5 33		..	5 51
10½	Ravenswood NC	..	..	..	5 42*		..	6 1*
18	*Harcourt* ○ ..	..	..	..	5 52		..	6 12
22¾	**CASTLEMAINE**	*arr.*	..	..	5 58		..	6 18
	,, ..	*dep.*	..	..	6 5		..	6 21
26	Chewton NC ..	..	..	..	6 11*		..	6 27*
30¼	*Elphinstone* ○ ..	..	..	..	6 19		..	6 37
33	*Taradale* ..	..	..	..	6 23		..	6 41◆
37¼	Malmsbury ..	..	..	..	6 30		..	6 48
43¼	Kyneton ..	..	..	..	6 41		..	6 59
47¼	*Carlsruhe* ○ ..	..	3 19§ From Daylesford (see page 18)	4 2§ From Daylesford (see page 18)	6 46*		..	7 5*
52¼	**WOODEND** ..	*arr.*	.. —62	..	6 51—98		..	..
					Fri.	Mon. to Thur.		
	,, ..	*dep.*	3 27	4 9	6 53	6 53	7 2	7 11
57½	Macedon ..	..	3 33	4 15*	7 0*	7 2	7 9	7 20
60¾	Gisborne ..	..	3 36*	4 18*	7 4*	7 8	7 14	7 26
65¼	*Riddell* ○ ..	..	3 41*	4 23*	7 8*	7 15	7 20	7 31
69½	Clarkefield ..	..	3 47	4 28*	7 12*	7 21	7 26	7 37
76½	Rupertswood Plat. NC	..	3 56**P**	*	*	*	*	*
77	Sunbury ..	..	3 59	4 38	7 19*	7 31	7 37	7 47
80½	*Diggers Rest* ○ ..	..	4 4	4 42*	7 23*	7 37	7 42	7 53
85½	*Sydenham* ○ ..	..	4 11—20	4 48*	7 28*	7 44	7 49	8 0
89¼	St. Albans ..	..	4 17	4 52*	7 32*	7 49††	7 55	8 6††
92¼	*Albion* ○ ..	..	*	*	*	*	*	*
93	Sunshine ..	..	4 23	4 57*	7 37	7 56	8 1	8 12
95	*Tottenham* ○ ..	..	*	*	*	*	*	*
96½	West Footscray ..	..	*	*	*	*	*	*
96¾	*Middle Footscray* ○ ..	..	*	*	*	*	*	*
97¼	Footscray ○ ..	..	4 32	5 5*	7 44*	8 4	8 9	8 20
98¼	*South Kensington* ○ ..	..	*	*	*	*	*	*
99½	North Melbourne ..	..	4 37*	5 11*	7 49*	8 10*	8 15*	8 26*
100¾	**MELBOURNE** (Spencer Street)	*arr.*	4 40	5 15	7 55	8 15	8 20	8 30

P—Stops to pick up students. 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 Service connecting with No. 94 at Bendigo—

Connecting Days:	Departs:	From:	Arrives Bendigo:
MON., TUE., FRI.	3.0 p.m. **(No. 90)**	**ECHUCA**	4.30 p.m.

MELBOURNE–BENDIGO.

SUNDAY EXCURSION TRAINS.

Down

Miles	STATIONS			133 PASS. SUN. (See Note)	135 280 H.P. Diesel Rail Car SUN.	141 280 H.P. Diesel Rail Car (Empty) SUN.	137 PASS. SUN. (See Note)
				a.m.	a.m.	p.m.	p.m.
—	**MELBOURNE** (Spencer Street)	..	*dep.*	9 30	..	..	7 10
1	North Melbourne	..	..	9 33*	..	..	7 13*
2¼	*South Kensington* ○	..	..	*	..	..	..
3½	Footscray	..	..	9 39	..	..	7 19
4	*Middle Footscray* ○	..	..	*	..	..	*
4½	West Footscray	..	..	*	..	..	*
5¾	*Tottenham* ○	..	..	*	..	..	*
7¾	Sunshine	..	..	9 48	..	..	7 28
8½	*Albion* ○	..	..	*	..	..	*
11¼	St. Albans	..	..	9 52*	..	..	7 32*
15	*Sydenham* ○	..	..	9 57*	..	..	7 37*
20½	*Diggers Rest* ○	..	..	10 7	..	..	7 46
23¾	Sunbury	..	..	10 14	..	..	7 52
24½	Rupertswood Plat. NC		..	*	..	..	*
31¼	Clarkefield	..	..	10 26*	Formed by	Off	8 2*
35½	*Riddell* ○	..	..	10 31*	**No. 118**	**No. 122**	8 7*
40	Gisborne	..	*arr.*	10 40–**120**	ex	ex	..
	,,	..	*dep.*	10 44 ●	Kyneton	Daylesford	8 16
43¼	Macedon	..	*arr.*	..	..	..	8 22–**124**
	,,	..	*dep.*	10 51	..	..	8 28 ●
48½	**WOODEND**	..	*arr.*	11 0 **H**	–**133**	..	..
	,,	..	*dep.*	11 2	11 10	8 2	8 38
53	*Carlsruhe* ○	..	..	11 7*	11 15*	8 7*	8 43*
57	Kyneton	..	*arr.*	..	..	8 13	..
	,,	..	*dep.*	11 14	..		8 49
63½	Malmsbury	..	..	11 23	..	..	8 57
67¾	*Taradale*	..	..	11 28*	..	..	9 2*
70¼	*Elphinstone* ○	..	..	11 31*	..	..	9 5*
74¾	Chewton NC	..	..	11 36*	..	..	9 10*
78	**CASTLEMAINE**	..	*arr.*	11 40	..	..	..
	,,	..	*dep.*	11 41	..	..	9 15
82¾	*Harcourt* ○	..	..	11 48*	..	..	9 22*
90¼	Ravenswood NC	..	..	11 57*	..	..	9 31*
				p.m.			
97¾	*Kangaroo Flat* ○	..	..	12 8	..	..	9 42
99¼	Golden Square	..	..	12 11*	..	..	9 45*
100¾	**BENDIGO**	..	*arr.*	12 15	..	..	9 50

To Daylesford (see page 18)

H—Daylesford line passengers change trains.

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

No. 137 may depart Macedon 8.23 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)	118 280 H.P. Diesel Rail Car (Empty) SUN.	122 280 H.P. Diesel Rail Car SUN.	124 PASS. SUN. (See Note)
			a.m.	a.m.	p.m.	p.m.
—	**BENDIGO**	*dep.*	9 10	..	..	6 45
1½	Golden Square	..	9 13*	..	..	6 48*
3	*Kangaroo Flat* ○ ..	..	9 16	..		6 52
10½	Ravenswood NC	..	9 26*	..		7 2*
18	*Harcourt* ○	..	9 35*	..		7 13
22¾	**CASTLEMAINE** ..	*arr.*	..	..		..
	„ ..	*dep.*	9 42	..		7 20
26	Chewton NC	..	9 48*	..		7 26*
30½	*Elphinstone* ○	..	9 55*	..		7 36
33	*Taradale*	..	9 58*	..		7 41
37¼	Malmsbury	..	10 5	..		7 48
43¾	Kyneton	..	10 15	10 38		7 59
47¾	*Carlsruhe* ○	..	10 20*	10 44*	7 49*	8 5*
52¼	**WOODEND** ..	*arr.*	..	10 50—133	7 57C	..
	„	*dep.*	10 26	..	..	8 12
57½	Macedon	*arr.*	..	..	..	8 22–137
	„	*dep.*	10 35	Forms	Forms	8 26 ●
60¾	Gisborne	*arr.*	10 40–133	**No. 135**	**No. 141**	..
	„	*dep.*	10 44 ●	Daylesford	Kyneton	8 32
65½	*Riddell* ○	..	10 49*	..	..	8 37*
69½	Clarkefield	..	10 53*	..	..	8 41*
76¼	Rupertswood Plat. NC	..	*	..	..	*
77	Sunbury	..	11 1	..	..	8 50
80½	*Diggers Rest* ○ ..	..	11 7	..	..	8 56
85¾	*Sydenham* ○	..	11 13*	..	..	9 2*
89½	St. Albans	..	11 17*	..	..	9 6*
92¼	*Albion* ○	..	*	..	..	*
93	Sunshine	..	11 23	..	..	9 12
95	*Tottenham* ○	..	*	..	..	*
96½	West Footscray ..	..	*	..	..	*
96¾	*Middle Footscray* ○ ..	..	*	..	..	*
97¼	Footscray	..	11 31	..	..	9 20
98½	*South Kensington* ○ ..	..	*	..	..	*
99¾	North Melbourne ..	..	11 36*	..	..	9 26*
100¾	**MELBOURNE** (Spencer Street) ..	*arr.*	11 39	..	..	9 30

From Daylesford (See page 18).

C—Passengers change trains.

● **No. 120** may depart Gisborne 10.41 a.m. **No. 124** may depart Macedon 8.23 p.m.

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

MELBOURNE-BENDIGO—GOODS SERVICE.

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

Down.
W.T.T. 3/73

(Reprint of page 12, 1.3.73)

Miles	STATIONS	Express News Goods (See Note) 15 Tue. to Sat.	Express News Goods (See Note) 15A Mon.	19 Loco. and Van Mon. ‡	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.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	**MELBOURNE YD.** *dep.*	1 30	1 30	..	2 0	2 30	3 0	..	..
	West Tower	..	..	..	..	..	..	..	..
	South Dynon Loco ..	..	..	..	..	..	..	..	..
2¼	*South Kensington* ○ ..	1 37	1 37	..	2 12	2 42	3 15	..	..
5¾	Tottenham Goods Yd. *arr.*	..	..	..	..	..	..	..	..
	" .. *dep.*	..	..	..	..	..	..	..	..
3½	Footscray	1 39	1 39	..	2 18	2 48	3 23	..	..
4	*Middle Footscray* ○ ..	..	..	..	..	..	..	..	..
4½	West Footscray ..	..	..	..	..	..	..	..	..
5¾	*Tottenham*	..	..	..	..	..	..	..	..
7¾	Sunshine	1 47	1 47	..	2 30	3 0	3 35	..	..
8½	*Albion* ○	..	..	..	2 33	3 3	3 38	..	..
8¾	Albion Siding NC ..	..	..	..	..	..	..	..	..
11¼	St. Albans	1 52	1 52	..	2 38	3 10	3 43	..	..
15	*Sydenham* ○ .. *arr.*	..	..	..	..	3 25–99	..–115	..	..
	" .. *dep.*	1 57	1 57	..	2 49	4 22	3 53	..	..
20¼	*Diggers Rest* .. *arr.*	..	..	..	..	4 45	..	..	..
	" .. *dep.*	2 4	2 5	..	3 10	5 0	4 20	..	..
23¾	Sunbury .. *arr.*	..	..	..	..	5 10	..	..	..
	" .. *dep.*	2 8	2 11	..	3 20	6 0	4 28	..	..
31¼	Clarkefield .. *arr.*	..	..	..	..	6 25	..	..	..
	" .. *dep.*	2 18	2 22	..	3 45	7 10	4 51	..	..
35¼	*Riddell* ○ .. *arr.*	..	..	..	..	7 25	..	..	..
	" .. *dep.*	2 23	2 30	..	3 59	7 40	5 4	..	..
40	Gisborne .. *arr.*	..	..	..	..	8 0	..	..	..
	" .. *dep.*	2 31	2 40	..	4 18	8 45	5 22	..	..
43¼	Macedon .. *arr.*	..	..	..	..	9 2 53, 63	..	..	..
	" .. *dep.*	2 36	2 47	..	4 30	9 58	5 33	..	..
					Tue. to Fri. / Sat.				
48½	**WOODEND** *arr.*	..	2 57	..	4 50 –4 / 4 50 –4	10 15	..	..	..
	" .. *dep.*	2 43	3 0	5 0	5 10 / 4 55	..	5 51	7 30	..
53	*Carlsruhe* ○ .. *arr.*	..	..	..	.. / ..	..	..	7 40	..
	" .. *dep.*	..	..	5 7	5 18 / 5 3	..	5 59	7 43	..
57	Kyneton .. *arr.*	2 52	3 10	5 15	5 25 –6 / 5 13	..	6 7–17	..	..
				Run No.					
	" .. *dep.*	2 55	3 13	32	.. / 5 28	..	6 27		..
63½	Malmsbury ..	3 5	3 23		.. / 5 39	..	6 39		..
67¾	*Taradale*	3 11	3 29	..	.. / ..	..	..		..
70¼	*Elphinstone* ○ .. *arr.*	..	..	..	.. / ..	..	..		..
	" .. *dep.*	3 16	3 32	..	.. / 5 53	..	6 51		..
74¾	Chewton NC	3 24	3 40	..	.. / ..	..	7 0		..
78	**CASTLEMAINE** *arr.*	3 29	3 45	..	.. / 6 8	..	7 5		..
	" .. *dep.*	3 32	3 52	..	.. / 6 28	..	7 25		..
82¾	*Harcourt* ○	3 40	4 0	..	.. / 6 42	..	7 37		..
90¼	Ravenswood NC ..	..	..	..	.. / 7 0	..	7 55		..
97¾	*Kangaroo Flat*	4 1	4 21	..	.. / 7 18	..	8 13		..
99¼	Golden Square ○ *arr.*	..	..	..	.. / ..	..	..		..
	" .. *dep.*	4 5	4 25	..	.. / 7 22	..	8 17		9 5
100¾	**BENDIGO** .. *arr.*	4 10	4 30	..	.. / 7 30	..	8 25		9 10

Maximum Permissible speed 60 M.P.H. See page 140 for stopping conditions.

Maximum permissible speed 60 M.P.H. See page 140 for stopping conditions.

To Daylesford (page 18)

FOR BLOCK NOTES—See page 82.

Note—Load of **No. 15/15A** Express News Goods to be limited to 250 tons, conveyed in bogie vehicles suitable for 60 M.P.H. operation and hauled by "B" class locomotive each day.

Miles	STATIONS		111 Roadside Goods Tues., Thur.	101 Through Goods Mon. to Sat. ‡	125 Through Goods Mon. to Sat. ‡	129 Through Goods Mon. to Fri. ‡	139 Through Goods Mon. to Sat. ('B' Loco.)		143 Light Loco. Sat. (Mon. to Fri. ‡)
—	**MELBOURNE YD**	*dep.*	a.m. ..	a.m. ..	a.m. 9 0	a.m. 10 0	a.m. 11 0		p.m. ..
	West Tower	..	..	..	..	..	..		..
	South Dynon Loco.	..	..	..	..	..	..		1 0
2¼	*S. Kensington* ○	*arr.* ..	..	..	9 15	10 15	11 15		..
	"	*dep.* ..	..	7.0 a.m. ex Newport (Ex North Geelong)	9 45	10 22	11 22		1 15
5¾	Tottenham Goods Yard	*arr.* ..	..		..	..	..		1 25 Thro. Goods Sat. (Mon. to Fri. ‡)
	" ..	*dep.*	..	..	..	..	..		2 10A
3½	Footscray ..	..	..	..	9 49	10 27	11 26		..
4	*Middle Footscray* ○	..	..	..	..	..	..		..
4½	West Footscray	..	..	..	..	..	..		..
5¼	*Tottenham* ..	..	..	..	..	..	..		..
7¾	Sunshine ..	*dep.* ..	..	7 34	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 ..	..	..	7 43	10 7	10 45	11 45		2 29
15	*Sydenham* ○	..	..	7 53	10 17	10 55	11 53		2 39
							p.m.		
20½	*Diggers Rest* ○	..	..	8 13	10 37	11 15	12 7		2 59
23¾	Sunbury ..	..	..	8 21 53, 63	10 45	11 23	12 14		3 7
31¼	Clarkefield ..	*arr.* ..	..	8 44	..	..	..		..
	" ..	*dep.* ..	..	9 36	11 8	11 46	12 32		3 30
35¼	*Riddell* ○ ..	..	..	9 49	11 21	11 59	12 40		3 43
40	Gisborne ..	*arr.* ..	..	..	..	p.m.	..		..
	" ..	*dep.* ..	..	10 9	11 39	12 17	12 56		4 1
43¼	Macedon ..	..	..	10 19	11 49	12 27	1 4		4 11
48½	**WOODEND**	*arr.* ..	..	..	..	..	1 20		..
							Mon. to Fri.	Sat. –91	
	"	*dep.*	8 10	10 40	p.m. 12 7	12 45	1 40	2 0	4 29
53	*Carlsruhe* ○	*arr.*	8 22	..	..	..	..	..	..
	" ..	*dep.*	8 30	10 48	12 15	12 53	1 48	2 8	4 37
57	Kyneton	*arr.*	8 42	..	12 23	..	1 56	..	..
	" ..	*dep.*	9 30	10 57	12 43	1 0	2 16	2 16	4 44
63½	Malmsbury ..	*arr.*	9 50 –63	..	..	..	..	..	..
	" ..	*dep.*	10 40	11 13	12 54	1 12	2 27	2 27	4 55
67¾	*Taradale* ..	*arr.*	10 52	..	..	..	..	..	..
	" ..	*dep.*	11 2	11 19	1 2	1 20	2 34	2 34	5 3
70¼	*Elphinstone* ○	*arr.*	11 12–101	..	..	..	..	..	..
	" ..	*dep.*	11 39	11 23 111	1 6	1 24	2 38	2 38	5 7
74¼	Chewton NC	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	11 49	11 31	1 15	1 33	..	..	5 16
78	**CASTLEMAINE**	*arr.*	11 58 –54	11 37	.. –111	1 40 –130	2 50	2 50 –93	5 25
			Tue.	Thur.					
			p.m.	p.m.	p.m.				
	" ..	*dep.*	12 30	2 23	12 10	1 20	2 10	3 10	4 10	5 45
82¾	*Harcourt* ○ ..	*arr.*	12 45	2 38	..	..	..	..	..	..
	" ..	*dep.*	12 55	2 48 129, 125	12 22	1 32	2 22	3 20	4 20	5 58
90¼	Ravenswood NC	*arr.*	1 16	3 9	..	..	..	..	..	..
	" ..	*dep.*	1 25	3 17	12 40	1 50	2 40	3 37	4 37	6 16
97¾	*Kangaroo Flat* ○	*arr.*	1 45	3 35	..	..	..	..	..	..
	" ..	*dep.*	1 50	3 40	1 0	2 8	2 58	3 51	4 55	6 34
99¼	Golden Square	*arr.*	..	..	..	..	..	..	..	..
	" ..	*dep.*	1 55	3 45	1 4	2 13	3 2	3 55	5 0	6 39
100¾	**BENDIGO**	*arr.*	2 0	3 50	1 10	2 20	3 10	4 0	5 5	6 45

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

MELBOURNE–BENDIGO.
GOODS SERVICE—continued.

(Reprint of page 14, 1.3./3)

Miles	STATIONS		147 Loco. & Van Mon. to Thur. Light Loco. Fri.	151 Light Loco. Mon. to Fri.	153 Thro. Goods Mon. to Fri.	157 Fast Goods Mon. to Fri.	165 Fast Goods Mon. to Thur. 'T' Loco.	163 Light Loco. Mon. to Fri.	173 Thro. Gds. Mn. to Fri. ‡
			p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**MELBOURNE YD.**	*dep.*	..	..	6 10	7 20	8 5	..	Ex Nth. Geelong ..
	West Tower		..	..	..	..	..	..	..
	South Dynon Loco. ..		..	4 30	..	..	..	7 50	..
2¼	*South Kensington* ○	*arr.*	..	..	..	7 35	..	..	..
	,,	*dep.*	..	4 45	6 25	7 45	8 20	8 5	..
5¾	Tottenham Goods Yd.	*arr.*	..	4 55	..	..	..	8 15	..
				Thro. Gds.				**Thro. Gds.**	
	,, ..	*dep.*	..	5 35	..	..	..	9 0	..
3½	Footscray		..	..	..	7 50	.. 8 24	..	..
4	*Middle Footscray* ○ ..		..	..	..	..	.. ..	..	..
4½	West Footscray ..		..	..	..	..	.. ..	..	..
5¾	*Tottenham*		..	..	..	..	.. ..	..	..
7¾	Sunshine ..	*arr.*	..	5 46	..	..	..	..	..
	,, ..	*dep.*	..	6 7	6 46	8 1	8 34	9 11	10 18
8¼	*Albion* ○ ..		..	6 10	6 49	8 4	..	9 14	10 21
8¾	Albion Siding NC ..		..	..	..	..	..	..	..
11¼	St. Albans		..	6 17	6 54	8 9	8 42	9 19	10 25
15	*Sydenham* ○		..	6 27	7 4	8 17	8 52	9 29	10 35
20¼	*Diggers Rest* ○ ..		..	6 45	7 24	8 31	9 12	9 49	10 55
23¾	Sunbury ..	*arr.*	..	..	..	..	..	..	..
	,, ..	*dep.*	..	6 53	7 32	8 38	9 22	9 57	11 3
31¼	Clarkefield ..	*arr.*	..	..	..	..	..	..	..
	,, ..	*dep.*	..	7 15	7 55	8 56	9 45	10 20	11 26
35¼	*Riddell* ..	*arr.*	..	..	8 9 –98	..	..	..	..
	,, ..	*dep.*	..	7 28	8 23	9 4	9 58	10 34	11 39
40	Gisborne ..	*arr.*	..	..	..	..	..	..	..
	,, ..	*dep.*	..	7 46	8 42	9 20	10 16	10 52	11 57 **Tu. to Sat. ‡** a.m.
43¼	Macedon ..	*arr.*	..	..	..	..	..	..	..
	,, ..	*dep.*	..	7 56	8 52	9 28	10 26	11 2	12 7
48½	**WOODEND** ..	*arr.*	..	..	..	..	..	11 22	12 26
	,, ..	*dep.*	..	8 14	9 10	9 42	10 44	11 50	12 46
53	*Carlsruhe* ○ ..		..	8 22	9 18	9 49	10 52	11 57 **Tu. to Sat.** a.m.	12 54
57	Kyneton ..	*arr.*	..	..	..	..	..	12 5 —114	1 2
	,, ..	*dep.*	7 40	8 29	9 25	9 56	10 59	12 38	1 22
63½	Malmsbury ..	*arr.*	..	8 40 —104	..	..	..	..	..
	,, ..	*dep.*	7 50	8 50	9 36	10 6	11 10	12 51	1 34
67¾	*Taradale*		7 56	..	..	..	..	..	..
70¼	*Elphinstone* ○ ..	*arr.*	..	..	..	10 20 —116	11 22 —114	..	..
	,, ..	*dep.*	8 1	9 4	9 48	10 50	11 30	1 5	1 46
74¾	Chewton NC ..		8 8	9 13	9 57	..	..	1 14	1 55
78	**CASTLEMAINE**	*arr.*	8 15	9 20	10 5	..	11 45 **Tue. to Fri.** a.m.	1 20	2 2
	,, ..	*dep.*	Run	9 40	10 30	11 5	12 15	1 50	2 45
82¾	*Harcourt* ○ ..		No. 128	9 53	10 43	11 16	12 29	2 0	2 57
90¼	Ravenswood NC ..		..	10 11	11 1	11 33	12 47	2 17	3 15
97¾	*Kangaroo Flat* ○ ..		..	10 29	11 19	11 47	1 5	2 31	3 33
99¼	Golden Square ..		..	10 33	11 23	11 51 **Tue. to Sat.** a.m.	1 9	2 35	3 37
100¾	**BENDIGO** ..	*arr.*	..	10 40	11 30	12 5	1 20	2 40	3 45

BENDIGO–MELBOURNE.

GOODS SERVICE.

UP

W.T.T. 3/73

(Reprint of page 15, 1.3.73)

Miles	STATIONS		2 Thro. Goods Tue. to Sat. Load 500 Tons	4 Goods 'B' Loco Tue. to Sat.	6 Fast Gds Alt. Tues. Comm. 6/3/73 Alt. Fri. Comm. 2/3/73 / Others days ‡	18 Fast Goods Mon. to Sat. ‡	54 Road-side Goods Tue., Thur.	168 Pilot Mon. to Fri.	
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
—	**BENDIGO**	*dep.*	12 15	1 20	3 0A	7 20	7 30	8 0	..
1½	Golden Square	*arr.*	..	..	..	..	..	8 8	..
	" ..	*dep.*	12 19	1 24	3 4	7 24	7 35		..
3	*Kangaroo Flat* ○	*arr.*	..	..	..	..	7 45	..	..
	" ..	*dep.*	12 24	1 28	3 9	7 29	8 30	..	..
10½	Ravenswood NC	*arr.*	..	..	..	..	8 55	..	..
	" ..	*dep.*	12 47	1 46	3 32	7 52	9 20	..	..
18	*Harcourt* ○ ..	*arr.*	..	..	..	..	9 45	..	..
	" ..	*dep.*	1 7	2 5	3 52	8 12	10 30	..	..
22¾	**CASTLEMAINE**	*arr.*	1 15	2 15	4 0	..	10 45	..	..
							—50		
							p.m.		
	" ..	*dep.*	1 35	3 0	4 38	8 20	12 52	..	..
26	Chewton NC ..	*arr.*	..	..	..	..	1 6	..	..
	" ..	*dep.*	..	..	..	8 32	1 16	..	..
30½	*Elphinstone* ○ ..	*arr.*	..	..	..	..	1 46	..	..
	" ..	*dep.*	2 7	3 30	5 10	8 52	2 30	..	..
33	*Taradale* ..	*arr.*	..	..	..	..	2 42	..	..
	" ..	*dep.*	..	..	..	..	2 47	..	..
37¼	Malmsbury ..	*arr.*	..	..	..	..	3 10	..	..
	" ..	*dep.*	2 22	3 45	5 25 30	9 7	3 25 130	..	..
43¾	Kyneton ..	*arr.*	..	..	5 39	..	3 51	..	..
	" ..	*dep.*	2 36	4 1	5 59	9 21	4 35	..	..
47¾	*Carlsruhe* ○ ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	2 44	4 11	6 8	9 30	4 47	..	..
52¼	**WOODEND**	*arr.*	2 55	4 20	..	9 40	5 0	..	..
				–17					
	" ..	*dep.*	3 15	5 23	6 17	10 0	..	..	..
57½	Macedon ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	3 27	5 34	6 30	10 12	..	..	..
60¾	Gisborne ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	3 33	5 40	6 36	10 18	..	..	..
65½	*Riddell* ○ ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	3 41	5 48	6 44	10 26	..	..	..
69½	Clarkefield ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	3 48	5 55	6 52	10 33	..	..	..
77	Sunbury ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	4 0	6 7	7 4	10 45	..	..	..
80½	*Diggers Rest* ○	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	4 6	6 12	7 10	10 51	..	..	..
85¾	*Sydenham* ○ ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	4 14	6 20	7 18	10 59	..	..	..
89¼	St. Albans ..	..	4 20	6 27	7 24	11 10	..	..	..
92	Albion Siding NC	..	..	..	..	..	..	..	..
92½	*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.	..	..	..
98½	*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	..	..	..

A—On alternate Tuesdays commencing 6/3/73 and alternate Fridays commencing 2/3/73 load of No. 6 limited to 500 tons.

BENDIGO–MELBOURNE.

GOODS SERVICE.

Up

Miles	STATIONS		52 Fast Goods Mon.		20 R'Side Goods Wed., Fri.	82 Goods Wed., Fri.	62 Through Goods Sat. (Mon. ‡)		130 Fast Goods Tue. to Fri.	
			a.m.		a.m.	p.m.	p.m.		p.m.	
—	**BENDIGO**	dep.	9 0	..	..	..	12 45			..
1½	Golden Square	..	9 4	..	..	..	12 49			..
3	*Kangaroo Flat* ○	arr.	..	..	..	from Daylesford (page 18)	..		from Mildura	..
	" ..	dep.	9 9	..	..		12 54			..
10½	Ravenswood NC	arr.	..	..	..		..			..
	" ..	dep.	9 32	..	..		1 17			..
18	*Harcourt* ○ ..	arr.	..	..	..		..			..
	" ..	dep.	9 52	..	..		1 37			..
22¾	**CASTLEMAINE**	arr.	..	..	..		..		1 35	..
	"	dep.	10 0	..	..		1 45		3 10	..
26	Chewton NC..	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 ..	arr.	..	..	..	..	..		..	..
	" ..	dep.	11 1	..	..	..	2 46		4 15–54	..
47¾	*Carlsruhe* ○ ..	arr.	..	..	..	2 25	..		..	..
	" ..	dep.	11 10	..	..	2 30	2 55		4 24	..
52¼	**WOODEND**	arr.	11 20	..	..	2 45	3 5		..	..
							Sat.	Mon. ‡ –64		
			p.m.							
	" ..	dep.	12 5	..	11 10	..	3 35	4 0	4 32	..
57½	Macedon ..	arr.	..	..	11 25	..	..	..	..	..
					p.m.					
	" ..	dep.	12 16	..	12 5	..	3 47	4 12	4 43	..
60¾	Gisborne ..	arr.	..	..	12 14	..	..	..	..	..
	" ..	dep.	12 22	..	12 40	..	3 53	4 18	4 49	..
65½	*Riddell* ○ ..	arr.	..	..	12 52	..	..	..	..	..
	" ..	dep.	12 30	..	1 7	..	4 1	4 26	4 57	..
69½	Clarkefield ..	arr.	..	..	1 17–50	..	..	..	..	..
	" ..	dep.	12 37	..	2 10	..	4 8	4 33	5 4	..
77	Sunbury ..	arr.	..	..	2 25	..	4 20 –76	..	..	..
	" ..	dep.	12 49	..	3 5	..	4 50	4 45	5 16	..
80½	*Diggers Rest* ○	arr.	..	..	3 15	..	..	..	..	..
	" ..	dep.	12 55	..	3 45	..	4 56	4 51	5 22	..
85¾	*Sydenham* ○ ..	arr.	..	..	4 0–64	..	..	..	5 30	..
	" ..	dep.	1 3	..	4 40	..	5 4	4 59	6 0	..
89½	St. Albans ..	..	1 10	..	4 48	..	5 15	5 10	6 13	..
92	Albion Siding NC	..	..	..	..	..	..	..	..	..
92¼	*Albion* ○ ..	..	1 14	..	4 52	..	5 19	5 14	6 17	..
93	Sunshine ..	..	1 17	..	4 55	..	5 22	5 17	6 20	..
95	Tottenham ..	arr.	1 30	..	5 5	..	..	5 30	6 35	..
	Goods Yard ..	dep.	1 50	..	5 30	..	..	6 5	7 10	..
97¼	Footscray ..	..	..	..	..	..	..	..	..	..
98½	*South Kensington* ○	..	2 6	..	5 46	..	5 46	6 21	7 26	..
99¾	North Melbourne	..	..	..	..	..	..	..	..	..
100¾	**MELBOURNE YARD**	arr.	2 20	..	6 0	..	6 0	6 35	7 45	..

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GOODS SERVICE—continued.

Up

Miles	STATIONS		98 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** ..	*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.*	..	..		..	..	..	..
	" ..	*dep.*	3 9	6 38	From Maryborough (See page 45)	8 24	10 9	11 24	..
10½	Ravenswood NC ..	..	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	12 7	..
22¾	**CASTLEMAINE**	*arr.*	4 20	7 25	7 0	9 15	..	..	..
				–128	–104				
	" ..	*dep.*	4 55	7 55	9 10	9 50	10 54	12 15	..
26	Chewton NC ..	..	..	..	..	..	..	..	..
30½	*Elphinstone* ○ ..	*arr.*	..	..	..	10 25	11 20	..	..
	" ..	*dep.*	5 27	8 20	9 42	10 53	11 45	12 47	..
33	*Taradale*	..	..	..	..	..	..	..	..
37¼	Malmsbury	*arr.*	..	8 35	..	..	..	..	..
	" ..	*dep.*	5 42	9 10	9 57	11 10	11 59	1 2	..
							Tue. to Sat. a.m.		
43¾	Kyneton ..	*arr.*	5 55	..	..	..	12 15	..	..
							–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** ..	*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.			
65½	*Riddell* ○	*arr.*	7 48	..	..	a.m.	..	..	..
	"	*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	..
95	Tottenham Goods Yard ..	*arr.*	9 15	11 45	12 25	1 5	2 25	3 20	..
				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	..

WOODEND–DAYLESFORD.

(Reprint of page 18, 1.3.73)

Miles from Melb.	STATIONS		53 280 H.P. D.R.C. Mon. to Sat.	63 Exp. Mon. to Sat.	107 280 H.P. D.R.C. Mon., Tue., Wed., Thur.	109 Exp. Mon., Tue., Wed., Thur.	109A 280 H.P. D.R.C Fri.	121 280 H.P. D.R.C Sat.	131 Pass. Sat.	133 PASS SUN.	117 Goods Wed., Fri.
			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
—	**MELBOURNE**	*dep.*	8 0	8 45	4 27	5 4	5 4	5 35	6 5	9 30	..
48½	**WOODEND**	*arr.*	9 40	9 51c	6 5	6 24c	6 20	7 2	7 27c	11 0c	..
			53 280 H.P. D.R.C.		**107 280 H.P. D.R.C.**			**121 280 H.P. D.R.C.**		**135 280 H.P. D.R.C**	
	„	*dep.*	10 5–63		6 35–109		6 22	7 35	131	11 10	7 30
53	*Carlsruhe* † ○	*arr.*	..		..		..	..		..	7 40
	„ ..	*dep.*	10 10§		6 40§		6 27§	7 40§		11 15*	7 43
56½	Tylden NC ..	*arr.*	..		..		..	..		..	7 53
	„ ..	*dep.*	10 16§		6 46§		6 33§	7 46§		11 21*	7 58
59¾	*Fern Hill* ..	*arr.*	..		..		..	..		..	8 14
	(see footnote)	*dep.*	10 23§		6 53§		6 40§	7 53§		11 28§	8 35
63¾	Trentham ..	*arr.*	..		..		..	..		..	8 50
	(See footnote)	*dep.*	10 32		7 2		6 49	8 2		11 37	9 20
67½	*Lyonville* ..	*arr.*	..		..		..	..		..	9 35
	„ ..	*dep.*	10 38§		7 8§		6 55§	8 8§		11 43§	9 45
69¾	Bullarto NC	*arr.*	..		..		..	..		..	9 53
	(see footnote)	*dep.*	10 42§		7 12§		6 59§	8 12§		11 47§	9 58
72¼	Musk NC ..	*arr.*	..		..		..	..		..	..
	„ ..	*dep.*	10 47§		7 17§		7 4§	8 17§		11 52*	10 5
										p.m.	
75½	**DAYLESFORD** †	*arr.*	11 0		7 30		7 17	8 30		12 5	10 15 — 53

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.		122 280 H.P. D.R.C. SUN.	82 Goods Wed., Fri.
			a.m.		p.m.		p.m.		p.m.	a.m. —53
—	**DAYLESFORD** †	*dep.*	6 37		2 30	..	3 15	..	7 0	11 55
3¼	Musk NC ..	*arr.*	..		..	..	..	..	..	p.m.
	„	*dep.*	6 43§		2 39§	..	3 23§	..	7 8*	12 11
5¾	Bullarto NC	*arr.*	..		..	..	..	..	..	12 28
	(see footnote)	*dep.*	6 49§		2 46§	..	3 30§	..	7 15§	12 40
8	*Lyonville* ..	*arr.*	..		..	..	..	..	..	12 46
	„ ..	*dep.*	6 53§		2 51§	..	3 35§	..	7 20§	12 55
			Sat.	**M. to F.**						
11¾	Trentham ..	*arr.*	..	..	..	..	..	..	..	1 3
	(see footnote)	*dep.*	7 2	7 3	3 0	..	3 44	..	7 29	1 35
15¾	*Fern Hill* ..	*arr.*	..	..	..	..	..	..	..	1 47
	(see footnote)	*dep.*	7 8§	7 9§	3 7§	..	3 51§	..	7 36§	2 5
19	Tylden NC ..	*arr.*	..	..	..	..	..	..	..	..
	„	*dep.*	7 13§	7 14§	3 13§	..	3 56§	..	7 42*	2 15
22½	*Carlsruhe* † ○	*arr.*	..	..	..	..	..	..	..	2 25
	„	*dep.*	7 19§	7 21§	3 19§	..	4 2§	..	7 49*	2 30
27	**WOODEND**	*arr.*	..	..	..–62	..	..	..	7 57c	2 45
									124 PASS	
	„	*dep.*	7 26	7 28	3 27	..	4 9	..	8 12	..
75½	**MELBOURNE**	*arr.*	8 42	8 45	4 40	..	5 15	..	9 30	..

c—Change trains.

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, Trentham or **Bullarto** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

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.

Miles from Melb.	DOWN		1 Goods Thur.	Miles	UP		2 Goods Thur.	
			a.m.				p.m.	
78	**CASTLEMAINE** ES	*dep.*	11 20	—	**MALDON** NC †	*dep.*	1 15	..
79	Maldon Junct. NC ES †	*arr.*	11 24	4¾	Muckleford NC (See note) ..		1 30	..
	(See note) ..	*dep.*	11 35	10	Maldon Junct. NC † ES	*arr.*	1 48	..
			p.m.		(See note) ..	*dep.*	2 0	..
84¼	Muckleford NC (See note) ..		12 3					
89	**MALDON** NC †	*arr.*	12 25	11	**CASTLEMAINE** ES	*arr.*	2 5	..

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.

SHELBOURNE JUNCTION—SHELBOURNE.

Line closed on and after 1.1.1970 (Sec. 68/4872). Last train ran 8.1.1969

BALLARAT–NEWLYN.

Miles from Melb.	DOWN		9 Goods Tue. and Alt. Fri.		Miles	UP		42 Goods Tue. and Alt. Fri.	
			a.m.					p.m.	
73¾	**BALLARAT**	*dep.*	9 0	Commencing Friday 11/8/72	—	**NEWLYN** NC †	*dep.*	1 10	..
74½	Nth. Ballarat Junction ES NC ..	*arr.*	–106		3¼	Kingston NC		..	..
		dep.	9 5		5¼	*Allendale*		..	..
79¾	Waubra Junction NC ..		..		9	Nth Creswick † ES NC	*arr.*	..	..
						(See note) ..	*dep.*	3 10	..
85½	Creswick ES ..	*arr.*	..		10	Creswick ES ..	*arr.*	3 15	..
	" ..	*dep.*	9 40			" ..	*dep.*	3 55	..
86½	Nth. Creswick ES † NC	*arr.*	..		15¾	Waubra Junction NC ..		..	..
	(See note) ..	*dep.*	9 50						..
90¼	*Allendale*		..		21	Nth. Ballarat Jctn. ES NC ..		4 25	..
92½	Kingston NC		..		21¾	**BALLARAT** ..	*arr.*	4 30	..
95¼	**NEWLYN** NC † ..	*arr.*	11 20					..	..

NOTE :— **For Special instructions governing the signalling arrangements at North Creswick, see 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
Last Car Goods ran 29.7.1952.

Down

Miles	STATIONS			Passenger Service. 77 PASS. MON., TUE., WED., THUR.	Passenger Service. 107 PASS. FRI.	Goods Service. 57 Goods Mon., Thur.				
				a.m.	p.m.	a.m.				
—	**MELBOURNE**	..	*dep.*	8 45	1 35	..	..	..	..	..
100¾	**BENDIGO**	..	*arr.*	11 15	4 25	..	..	..	..	..
				153 HP Diesel Rail Car Mon., Tue., Wed., Thur.	**153 HP Diesel Rail Car Fri.**					
				p.m.						
	" ..	..	*dep.*	12 10	5 10	5 45	..	..	..	..
128¼	**ELMORE** †	..	*arr.*	..	..	7 0	..	..	..	..
					–144	—52, 49				
	" ..	..	*dep.*	12 54	5 54	7 35	..	..	..	..
135¼	Hunter NC (see note, page 21)	..		1 6§	6 6§	..	..	..	..	..
140¼	Diggora West NC	..	..	..	..	..	..	..	..	..
144½	McColl NC (R.M. Stop. Place)	..		Z	Z	..	..	..	..	..
147¾	Lockington † ..	..	*arr.*	..	..	8 30	..	..	..	..
						—42				
	" ..	..	*dep.*	1 30	6 31	9 50	..	..	..	..
152¼	Kotta NC	..	..	1 38§	6 38§	10 10	..	..	..	..
157¼	Roslynmead NC (see note, p. 21)			..	..	..	..	..	..	..
165¼	Patho NC (see note, page 21)	..		..	..	..	..	..	..	..
172	*Gunbower* (see note, page 21)		*arr.*	..	..	11 0	..	..	..	..
	"		*dep.*	2 14	7 14	11 30	..	..	..	..
177	*Leitchville* ○ (see note, page 21)		*arr.*	..	..	11 45	..	..	..	..
						p.m.				
	" ..	..	*dep.*	2 26	7 26	12 20	..	..	..	..
181¾	Keely NC (R.M. Stop Place)	..		Z	Z	..	..	..	..	..
185½	**COHUNA** †	..	*arr.*	2 50	7 50	12 45	..	..	..	..
				—88						

Up

Miles	STATIONS		42 153 H.P. Diesel Rail Car Mon. to Fri.	88 Goods Mon., Thur.			
			Passenger Service	Goods Service			
			a.m.	p.m.			
—	**COHUNA** † ..	*dep.*	8 30	3 0–77	..	..	..
3¾	Keely NC (R.M. Stop. Place) ..		Z	..	..	..	..
8½	*Leitchville* ○ (see note)	*arr.*	..	3 25	..	..	..
	"	*dep.*	8 46	3 55	..	..	..
13½	*Gunbower* (See note) ..	*arr.*	..	4 10	..	..	..
	"	*dep.*	8 56	4 30	..	..	..
20¼	Patho NC (see note)		..	..	..	..	..
28¼	Roslynmead NC (see note) ..		..	..	..	..	..
33¼	Kotta NC		9 30§	5 27	..	..	..
37¾	Lockington † ..	*arr.*	..	5 40	..	..	..
			–57				
	"	*dep.*	9 39	6 10	..	..	..
41	McColl NC (R.M. Stop. Place) ..		Z	..	..	..	..
45¼	Diggora West NC		..	6 45	..	..	..
50	Hunter NC (see note) ..		10 2§	..	..	..	..
57	**ELMORE** † ..	*arr.*	..	7 20	..	..	..
	"	*dep.*	10 15	8 20	..	..	..
84¾	**BENDIGO** ..	*arr.*	11 5	9 45	..	..	..
			PASS. Noon				
	"	*dep.*	12 0	..	..	..	..
			p.m.				
185½	**MELBOURNE** ..	*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.

Miles	STATIONS	65 PASS. MON. TO SAT.	67 Diesel Electric Rail Mtr. Mon., Thur.	77 PASS. MON., TUE., WED., THUR.	105 PASS. MON., TUE., FRI.	107 PASS. FRI.
—	**MELBOURNE**	a.m.	p.m.	a.m.	p.m.	p.m.
	(Spencer Street) *dep.*	8 45	..	8 45	1 35	1 35
100¾	**BENDIGO** .. *arr.*	11 15	..	11 15	4 25	4 25
		Diesel Electric Rail Motor & Trailer Mon. to Fri. Diesel Electric Rail Motor Sat.		**153 H.P. Diesel Rail Car Mon., Tue., Wed., Thur.** p.m.	**Diesel Electric Rail Mtr. & Trailer Mon., Tue., Fri.**	**153 H.P. Diesel Rail Car Fri.**
	" .. *dep.*	11 50	..	12 10	4 45	5 10
102	Nth. Bendigo Junct. ES ..	11 53*	..	12 15*	4 48*	5 13*
103¼	White Hills Siding NC ..	..	..	..	..	..
104¼	Bendigo Racecourse NC .. (See note, page 82)	..	..	..	..	..
105¼	Epsom NC	..	..	..	..	..
105¼	Epsom Pottery Siding NC	..	..	..	..	..
		p.m.				
112	Bagshot NC .. .. (See footnote)	12 6*	..	12 29§	5 0*	5 29§
118	*Goornong* ES ○	12 14	..	12 38	5 8	5 38§
128½	Elmore ES .. *arr.*	..	..	..	..–144	..–144
	" .. *dep.*	12 33	..	12 54	5 25	5 54
138¾	Rochester ES .. *arr.*	..	..	.. To –114	..	.. To
	" .. *dep.*	12 50	..	Cohuna Page 20	5 40	Cohuna Page 20
146¼	Strathallan NC .. .. (See footnote)	..	..	..	..	..
155¼	**ECHUCA** ES *arr.*	1 19–67 Wed., Thur., Sat.	..	..	6 8	..
	" .. *dep.*	1 27–114	1 40–65	..	6 14	..
156¾	Moama ES	1 33	1 46*	..	6 20	..
162¾	*Barnes* ES †	1 43*	1 57*	..	6 30*	..
170½	Moira NC (see footnote) ..	1 57§	..	..	6 44§	..
179½	Mathoura †	2 15	To	..	6 59	..
186	Rail Motor Stop. Pl. No. 31	*	Balranald	..	Z	..
187½	Gulpa Siding NC .. (See footnote)	2 27*	Thursday.	..	7 11*	..
198¾	Deniliquin Sale Yards Sdg. NC	..	To Moulamein	..	..	..
200½	**DENILIQUIN** † *arr.*	2 55 –43, 45	Monday. Page 26	..	7 40 –156	..

Bagshot, Strathallan, Moira and **Gulpa Siding** may be opened as Temporary Block Posts as required. See General Appendix for instructions.

DENILIQUIN–ECHUCA–BENDIGO.

PASSENGER SERVICE.

Up

W.T.T. 3/73 (Reprint of page 23, 1.3. 73)

Miles	STATIONS		42 153 H.P. Diesel Rail Car Mon. to Fri.	2 Diesel Electric Rail Mtr. Wed. Fri.	46 Diesel Electric Rail Mtr. & Trailer Mon. to Fri. Diesel Electric Rail Mtr. Sat.	90 Diesel Electric Rail Mtr. & Trailer Mon., Tu., Fri.	
—	**DENILIQUIN** † ..	*dep.*	a.m. ..	a.m. From	a.m. 8 35	p.m. ..	..
1¾	Deniliquin Sale Yards Sdg. NC	..	..	Balranald	..	..	..
13	Gulpa Siding NC (see note, page 22)	..	From	Page 27	8 54*	..	..
14½	Rail Motor Stop. Place No. 31	..	Cohuna	..	*P	..	..
21	Mathoura †	..	Page 21	..	9 7–43	..	..
30	Moira NC (see note, page 22)	..	..	..	9 22§	..	..
37¾	*Barnes* † ES	..	..	9 23*	9 34*	..	..
43¾	Moama ES	..	..	9 33*	9 47–45	..	..
45¼	**ECHUCA** ES	*arr*	..	9 45 –46, 49	9 55 –49, 2	.. –114 –144, 83	..
	"	*dep.*	..	..	10 0E	3 0	..
54½	Strathallan NC (see note, page 22)	..	..	..	..	..	..
61¾	Rochester ES	..	..	..	10 26	3 23	..
72	Elmore ES	..	10 15	..	10 43	3 38	..
82½	*Goornong* ES ○	..	10 30	..	11 1	3 55	..
88½	Bagshot NC (see note, page 22)	..	10 41§	..	11 8§	4 5*	..
95	Epsom Pottery Siding NC ..	..	..	..	..	..	..
95	Epsom NC	..	..	..	..	..	..
96¼	Bendigo Racecourse NC (see note, page 82) ..	..	..	..	..	..	..
97	White Hills Siding NC ..	..	..	..	..	..	..
98½	North Bendigo Junction ES ..	..	11 0*N	..	11 26*N	4 22*	..
99¾	**BENDIGO**	*arr.*	11 5 PASS. Noon	..	11 30 PASS. Noon	4 30 PASS. p.m.	..
	"	*dep.*	12 0	..	12 0	5 25	..
200½	**MELBOURNE** .. (Spencer Street)	*arr.*	p.m. 2 25	..	p.m. 2 25	8 15X	..

X.—Arrives 7.55 p.m. Fridays. **E**—'C' Brakevan attached Saturday.

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.

BENDIGO-ECHUCA-DENILIQUIN.

GOODS SERVICE

Down

Miles	STATIONS	25 Gds. Mon.	43 Thro. Gds. Tue. Thur.	29 Gds. Tue.	45 Gds. Sat.	47 Goods Wed., Fri.		49 Gds. Tue., Thur., Fri.	57 Gds. Mon., Thur.	119 Gds. Fri.	83 Goods Alt. Mon. Com. 7/8/72 ‡	89 Thro. Goods Mon. to Fri.‡
						Fri.	Wed.					
		a.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.
100¾	**BENDIGO** *dep.*	2 30	3 40	..	3 40	3 40		5 0	5 45	..	..	8 30
102	Nth. Bendigo Jct. ES	2 36	3 48	..	3 48	3 48		5 6	5 51	..	..	8 35
103½	White Hills Sdg NC	..	..	..	..	..		..	..	..	..	..
104¼	Bendigo R'course (See note page 82)	..	..	..	..	..		..	..	..	..	..
105½	Epsom NC ..	..	..	..	..	..		..	..	..	..	..
105½	Epsom Pottery Sdg. NC	..	..	..	..	..		..	..	..	..	..
112	Bagshot NC *arr.*	..	..	..	..	..		5 25	..	..	..	..
	(See note p. 22) *dep.*	..	4 5	..	4 5	4 5		5 35	..	..	..	..
118	*Goornong* ES ○ *arr.*	..	..	..	..	..		5 49	..	..	..	–88
	,, *dep.*	3 15	4 20	..	4 20	4 20		6 10	6 30	..	..	9 2
128½	Elmore ES *arr.*	..	..	..	4 45	..	4 45	6 28	7 0	..	..	..
								—57	—52			
	,, .. *dep.*	3 40	4 45	..	5 10	4 45	5 10	7 10	7 35	..	..	9 30
138¾	Rochester ES *arr.*	..	..	..	5 40	5 7	5 40	7 40	..	..	..	..
	,, *dep.*	4 5	5 5	..	6 15	5 30	6 15	8 20	..	..	..	9 57
146¼	Strathallan NC *arr.*	..	..	..	..	..	..	8 40	..	..	..	..
	(See note p. 22) *dep.*	..	5 25	..	6 35	5 50	6 35	8 55	..	..	..	10 15
155¼	**ECHUCA** ES *arr.*	4 50	5 50	..	7 0	6 15	7 0	9 20	..	..	..	10 40
		—52						—46				—156
		27 Gds. Thur.	**Gds.**								**–114**	
		a.m.								–114	–90	
	,, *dep.*	4 30	7 15	8 45	9 15	..		..	To Cohuna (Page 20)	2 30	2 50	..
156¾	Moama ES *arr.*	..	7 23	..	9 23	..		..		..	..	..
					—46							
	,, .. *dep.*	4 39	7 38	8 52	9 55	..		..		2 38	2 58	..
162¾	*Barnes* ES † *arr.*	..	..	9 5	..	..		..		2 53	..	..
	,, .. *dep.*	4 53	7 52	9 15	10 10	..		..		3 3	3 20	..
170½	Moira NC *arr.*	..	..	..	..	..		..		..	..	..
	(See note p. 22) *dep.*		8 10		10 28	..		..		..	3 41	..
179½	Mathoura † *arr.*		8 35		10 50	..		..		To Balranald (Page 26)	4 5	..
		To Burraboi (Page 26)	—46	To Moulamein (Page 26)								
	,, *dep.*		9 15		11 30	..		..			4 35	..
187½	Gulpa Sdg. NC *arr.*		..		..	..		..			..	..
	(See note p. 22) *dep.*		..		..	..		..			..	..
198¾	Deniliquin Sale Yards Sdg. NC		..		..	..		..			..	..
					p.m.							
200½	**DENILIQUIN** † *arr.*	..	10 45	..	12 40	..		..	..	..	5 50	..

DENILIQUIN–ECHUCA–BENDIGO.

GOODS SERVICE.

Up

Miles	STATIONS		52 Gds. Sun.	12 Gds. Mon.	28 Gds. Thur.	144 Gds. Mon. to Fri. ‡	114 Goods Wed. and Alt. Fri. Comm. 11/8/72	112 Gds. Wed.	88 Goods Mon.. Thur.	156 Fast Gds. Alt. Mon. Comm. 7/8/72 Alt. Thur. Comm. 17/8/72
—	**DENILIQUIN** †	*dep.*	p.m. 11 30	a.m. ..	a.m. ..	p.m. ..	a.m. 9 20	p.m.	p.m. ..	p.m. 8 30A—105
1¾	Deniliquin Sale Yards Siding N C	..	..	..	..	..	..	From Moulamein (Page 27)	..	..
13	Gulpa Siding N C (See page 22)	..	a.m. Mon.	6 p.m. (Sun.) From B'anald (Page 27)	From Burraboi (Page 27)	..	..		..	..
21	Mathoura †	*arr.*	12 20			..	..			..
	" ..	*dep.*	12 50			..	11 40		From Cohuna (Page 21)	9 40
30	Moira N C (See page 22) ..	..	..	..	..	..	..			..
37¾	*Barnes* † ES	*arr.*	1 30	2 15	..	..	p.m. ..	1 45		..
	"	*dep.*	1 35	2 30	10 55	..	12 45	2 0		10 30
43¾	Moama ES ..	*arr.*	..	..	..	..	..	..		..
	"	*dep.*	1 55	2 48	11 10	..	1 10	2 15		10 50
45¼	**ECHUCA** ES ..	*arr.*	2 5	3 0	11 20	..	1 20	2 25		11 0
			12, 25 52 Fast Gds. Mon.	—52 Con'ct No. 52		—114 —112 —90	—65 114 Fast Goods Mon. to Fri. p.m.	—144 Con'ct No. 114		—89
			a.m.							
	"	*dep.*	6 10	..	..	3 45	4 35	..	..	11 30
54¼	Strathallan N C (See page 22) ..		..	..	..	..	..	..	..	..
61¾	Rochester ES ..	*arr.*	..	..	..	4 29	5 25 —105	..	..	a.m. Alt. Tue. Alt. Fri.
	" ..	*dep.*	6 45	..	..	4 44	6 0	..	..	12 5
72	Elmore ES ..	*arr.*	.. —57	..	..	5 12 —105 —107	6 45	..	7 20	..
	"	*dep.*	7 10	..	..	5 57	7 0	..	8 20	12 25
82½	*Goornong* ES ○	*arr.*	..	..	..	..	..	..	8 50–89	..
	"	*dep.*	7 35	..	..	6 26	7 42	..	9 5	12 50
88½	Bagshot N C .. (See page 22)	..	..	..	..	..	..	..	..	..
95	Epsom Pottery Sdg. N C		..	..	..	..	..	..	..	..
95	Epsom N C ..	..	..	..	..	..	..	..	..	..
96¼	Bendigo Racecourse N C (See page 82)		..	..	..	..	..	..	..	..
97	White Hills Siding N C		..	..	..	..	..	..	..	..
98½	Nth. Bendigo Junct. E S		8 15	..	..	7 17	8 32	..	9 40	1 30
99¾	**BENDIGO** ..	*arr.*	8 20	..	..	7 30	8 40	..	9 45	1 40
							'B' Loco.			Form No. 6 page 15
	" ..	*dep.*	9 0 p.m.	..	..	..	10 0 a.m. Tue. to Sat.	..	..	
200¼	**MELBOURNE YARD**	*arr.*	2 20	..	..	..	3 40	..	..	..

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 Elec. Rail Motor (Empty) Hauling Goods Vehicles (See Note) TUESDAY	27 Goods Thur.	29 Goods Tue.	119 Goods Fri.
			a.m.	p.m.	a.m.	a.m.	p.m.
—	**MELBOURNE** ..	*dep.*	8 45	..	..	..	..
100¾	**BENDIGO** ..	*arr.*	11 15C	..	..	..	..
			Diesel Elec. Rail Motor and Trailer				
			a.m.				
	" ..	*dep.*	11 50	..	..	..	..
			p.m.				
155¼	**ECHUCA** ES ..	*arr.*	1 19C	..	..	..	..
			Diesel Elec. Rail Motor			**–43**	**–114**
	" ..	*dep.*	1 40–65	..	4 30	8 45	2 30
156¾	Moama ES ..	*arr.*	..	..	..	..	..
	"	*dep.*	1 46*	..	4 39	8 52	2 38
162¾	*Barnes* ES † ..	*arr.*	..	..	..	9 5	2 53
	" ..	*dep.*	1 57*	..	4 53	9 15	3 3
173½	Womboota NC		2 16§	..	..	..	..
178½	Thyra NC		..	..	..	..	..
183½	Bunnaloo NC ..	*arr.*	..	..	..	10 25	4 15
	(See note, page 27)	*dep.*	2 37§	..	5 45	10 45	4 30
189¼	Tantonan NC		2 49*	..	..	..	..
195	Caldwell NC (See	*arr.*	..	..	6 15	11 20	5 5
	note, page 27) ..	*dep.*	3 0§	..	6 30	11 30	5 15
201½	Yallakool NC		3 15§	..	..	p.m.	..
208	Wakool † ..	*arr.*	..	..	..	12 5	5 55
	"	*dep.*	3 31	..	7 0	12 55	6 50
215	Burraboi NC (See	*arr.*	..	..	7 20	1 15	7 10
	note, page 27) ..	*dep.*	3 45§	..		1 35	7 30
222½	Jimaringle NC		3 59§	..	..	..	..
226¼	Niemur NC (See note,		§	..	..	2 10	8 15
	page 27)						
231½	Dhuragoon NC		4 17§	..	..	..	..
241¾	**MOULAMEIN** †	*arr.*	4 35	..	..	3 0	9 0
			THUR.				
	" ..	*dep.*	4 39	3 40–29	..		10 5
258	Perekerten NC (See	*arr.*	..	4 20	..	..	10 45
	note, page 27) ..	*dep.*	5 12§	4 30	..	..	11 5
							Sat.
							a.m.
282½	**BALRANALD** †	*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.

BALRANALD (N.S.W.)–MOULAMEIN–ECHUCA.

UP — **Passenger Service.** — **Goods Service.**

Miles	STATIONS		2 Diesel Electric Rail Motor Wed., Fri.	28 Goods Thur.	112 Goods Wed.	140 Goods Sat. ‡	12 Goods Sun.
			a.m.	a.m.	a.m.	p.m.	p.m.
—	**BALRANALD** † ..	*dep.*	5 30	..	..	1 0	6 0
24½	Perekerten NC (see footnote)	*arr.*	..	..	..	1 55	7 0
	" ..	*dep.*	6 12§	..	..	2 5	7 10
40¾	**MOULAMEIN** † ..	*arr.*	..	..	..	2 45	7 50
	" ..	*dep.*	6 45–112	..	7 20	3 15	9 0
51	Dhuragoon NC ..	..	7 2§	..	..	..	..
56	Niemur NC (See footnote)	*arr.*	..	..	8 5	3 55	9 40
	" ..	*dep.*	7 12§	..	8 15	4 0	9 45
60	Jimaringle NC ..	..	7 20§	..	..	..	..
67½	Burraboi NC (See footnote)	*arr.*	..	..	8 50	4 35	10 15
	" ..	*dep.*	7 33§	8 20	9 25	4 50	10 35
74½	Wakool †	*arr.*	..	..	9 45	5 15	10 55
	"	*dep.*	7 50	8 35	10 35	5 45	11 30
							Mon.
81	Yallakool NC ..	..	8 3§	..	..	..	a.m.
87½	Caldwell NC (See footnote)	*arr.*	..	9 10	11 10	6 30	12 5
	" ..	*dep.*	8 16§	9 25	11 25	6 55	12 25
93¼	Tantonan NC ..	..	8 27*	..	p.m.	..	..
99	Bunnaloo NC (See footnote)	*arr.*	..	..	12 5	7 30	12 50
	" ..	*dep.*	8 39§	9 55	12 25	7 40	1 10
104	Thyra NC	..	..	..	..	..	..
109	Womboota NC ..	..	9 0§	..	..	..	..
119¾	*Barnes* † ES	*arr.*	..	..	1 45	..	2 15
	" ..	*dep.*	9 23*	10 55	2 0	8 50	2 30
125¾	Moama ES	..	9 33*	11 10	2 15	9 8	2 48
127¼	**ECHUCA** ES ..	*arr.*	9 45C–49	11 20	2 25	9 20	3 0
			46 Diesel Electric Rail Motor and Trailer		114 Fast Goods Mon. to Fri.		52 Fast Goods Mon.
			a.m.		p.m.		a.m.
	"	*dep.*	10 0	..	4 35	..	6 10
181¾	**BENDIGO**	*arr.*	11 30C	..	8 40	..	8 20
			PASS.				
	"	*dep.*	12 0 Noon	..	10 0	..	9 0
					Tue. to Sat.		
			p.m.		a.m.		p.m.
282½	**MELBOURNE** ..	*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.

BENDIGO–SWAN HILL–PIANGIL–KOOLOONONG.

Down

Passenger Service

Miles	STATIONS	45 DRC (Ety) Mon.	49 DRC Mon. to Fri.	47 DRC (Empty) Mon. to Fri.	63 PASS. MON. WED. FRI. SAT.	55 DRC Mon. to Fri.	57 DRC Mon. to Fri.	103 PASS. TUE. THU.	
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
—	**MELBOURNE** *dep.*	..	..	..	8 45	..	..	1 35	..
100¾	**BENDIGO** .. *arr.*	..	..	..	11 15	..	..	4 25	..
	dep.	..	..	..	11 35	..	..	4 40	..
102	" Nth. Bendigo J'tion ES ..	..	..	..	11 38*–50	..	..	4 43*	..
103¼	Sandhurst ES NC (see footnote) ..	..	..	..	..	..	..	..	..
105¾	Eaglehawk ES	..	..	..	11 45	..	..	4 51	..
116	Sebastian NC	..	..	..	p.m.	..	..	..	..
120	Raywood ES	..	..	..	12 7	..	..	5 13	..
								–102	
127	Tandarra NC	..	..	..	..	..	..	..	..
131¼	*Dingee* ES ○	..	..	..	12 24	..	..	5 30	..
136½	*Prairie* (see footnote)	..	..	..	12 33	..	..	5 38	..
142¼	Mitiamo ES	..	..	..	12 42	..	..	5 48	..
147	Mologa NC (see f'note) ..	..	..	..	*	..	..	*	..
155	Pyramid ES .. *arr.*	..	..	..	..	..	..	..	..
								–110	
	" *dep.*	..	..	..	1 4	..	..	6 9	..
159¼	Mincha NC	..	..	..	1 11	..	..	6 16	..
165¼	*Macorna* ES ○ ..	..	..	..	1 21	..	..	6 26	..
170½	Tragowel NC (see f'note) ..	..	..	..	1 29	..	..	6 35	..
179½	**KERANG** ES *arr.*	..	..	..	1 45	..	..	6 48	..
					–102				
	" *dep.*	..	..	..	1 55	..	..	6 58	..
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 ES	..	..	..	2 34	..	..	7 37	..
								–154	
213½	R.M. Stop Place No. 26 *arr.*	..	..	..	..	..	..	..	..
	" *dep.*	..	..	8 47	*	4 15	..	*	..
214½	**SWAN HILL** ES *arr.*	..	..	8 50	2 55	..	..	7 55	..
			–50, 27	–102	–126,110		–154		
	" *dep.*	6 0	8 5			4 20	5 45		
215	R.M. Stop. Pl. No. 33 ..	*	*	..	..	Z	*	..	..
216	Live Stock Siding ES .. NC (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	..	..
227¾	" *Pira* .. *arr.*	..	..	..	..	..	..	..	..
	.. *dep.*	*	..	..	..	..	§	..	..
232½	" Nyahwest †	6 32*	..	..	..	..	6 17	..	..
238	Miralie NC	*	..	..	..	..	‡	..	..
242	**PIANGIL** † .. *arr.*	6 55	..	..	..	..	6 40	..	..
	.. *dep.*		..	..	..	..		..	..
250¾	" *Natya* (see footnote) ..	..	..	..	..	..	..	..	..
257¾	*KOOLOONONG* † *arr.*	..	..	..	..	..	..	..	..

Cancelled during school holidays

Cancelled during school holidays

Cancelled during school holidays

NOTE.—**Prairie, Mologa, Tragowel, Lake Charm** and **Mystic Park,** also **Natya,** may be opened as Intermediate Block Posts as required. **Lake Charm** may be opened as a Temporary Staff station 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.

PIANGIL–KOOLOONONG–POSTAL MOTOR SERVICE

Last trip ran 6–3–72 (Secty's 73/754).

Up.

Passenger Service.

Miles	STATIONS		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.	
—	*KOOLOONONG* †	*dep.*	a.m.	a.m.	a.m.	p.m.	p.m.	..
7	*Natya* (see note, page 28)		..	..	..	..	..	..
15¾	**PIANGIL** † ..	*arr.*	..	..	..	..	..	..
	„	*dep.*	7 5	7 25	..	..	..	..
19¾	Miralie NC		◆	◆	..	..	..	..
25¼	Nyahwest †		7 23	7 43	..	..	..	..
30	*Pira*		§	§	..	..	..	..
35¾	*Woorinen* † ES ○	*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	..
41¾	Live Stock Siding ES NC .. (See note, page 28)		..	..	..	..	..	..
42¾	Rail Motor Stop. Pl. No. 33		*	*	Z	..	*	..
43¼	**SWAN HILL** ES	*arr.*	8 0 –27, 49	8 20–27	8 40	..	5 0	..
			PASS. MON. TO SAT.					
	„	*dep.*	a.m. 8 30		8 43	4 10	..	..
44¼	Rail Motor Stop. Pl. No. 26	*arr.*	..		8 45	4 12	..	..
		dep.	*					
52¾	Lake Boga ES		8 42		..	..	..	..
56¼	*Tresco*		8 47§		..	..	..	..
61	*Mystic Park* (see note, p. 28)		8 55		..	..	..	..
67½	*Lake Charm* (see note, p. 28)		9 4		..	..	..	..
78¼	**KERANG** ES ..	*arr.*	9 20		..	..	..	..
	„	*dep.*	9 30		..	..	..	..
87¼	Tragowel NC(see note, p.28)		9 42		..	..	..	..
92½	*Macorna* ES ○		9 50		..	..	..	..
98½	Mincha NC		9 59§		..	..	..	..
102¾	Pyramid ES		10 7		..	..	..	..
110¾	Mologa NC (see note, p. 28)		*		..	..	..	..
115½	Mitiamo ES		10 26–91		..	..	..	..
121½	*Prairie* (see note, page 28)		10 36		..	..	..	..
126½	*Dingee* ES ○		10 44		..	..	..	..
130¾	Tandarra NC		..		..	..	..	..
137¾	Raywood ES		11 0		..	..	..	..
141¾	Sebastian NC		..		..	..	..	..
152	Eaglehawk ES		11 22		..	..	..	..
154½	Sandhurst ES NC .. (see note, page 28)		..		..	..	..	..
155¾	North Bendigo Junc. ES ..		11 32*–63		..	..	..	..
157	**BENDIGO** ..	*arr.*	11 40		..	..	..	..
			Noon					
	„ ..	*dep.*	12 0		..	..	..	..
			p.m.					
257¾	**MELBOURNE**	*arr.*	2 25		..	..	..	..

Cancelled during school holidays

Cancelled during school holidays

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** .. *dep.*	2 0	7 30	..	..	..
102	North Bendigo Junct. ES ..	2 5	7 40	..	9 0	12 5
102¾	Gas Company's Siding NC ..	..	..	..	..	..
103¼	Sandhurst NC (see note p. 28)	..	..	..	..	..
104½	California Gully Siding NC ..	..	..	..	..	..
105¾	Eaglehawk ES .. *arr.*	..	..	..	9 20	12 45
	" .. *dep.*	2 17	7 50	..		
116	Sebastian NC	..	..	..	..	..
120	Raywood ES .. *arr.*	..	8 20	..	..	..
	" .. *dep.*	2 50	8 45	..	..	..
127	Tandarra NC	..	..	..	..	..
131¼	*Dingee* ES ○ .. *arr.*	..	9 15	..	..	..
	" .. *dep.*	3 15	9 45	..	..	..
136¼	*Prairie* (see note, p. 28) ..	..	..	..	..	..
142¼	Miciamo ES .. *arr.*	..	10 10 –50	..	..	..
	" .. *dep.*	3 43	11 0	..	..	..
147	Mologa NC (see note, p. 28)	..	..	..	..	..
155	Pyramid ES .. *arr.*	..	11 45 p.m.	..	..	..
	" .. *dep.*	4 20	12 35	..	..	..
159¼	Mincha NC	..	..	..	..	..
165¼	*Macorna* ES ○ .. *arr.*	..	12 55	..	..	..
	" .. *dep.*	4 45	1 15	..	..	..
170½	Tragowel NC (see note, p. 28)	..	..	..	..	..
179½	**KERANG** ES .. *arr.*	5 20–118	1 55 –102	..	..	..
	" .. *dep.*	5 55		..	..	..
190¼	*Lake Charm* (see note, p. 28)	..	..	..	..	..
196¾	*Mystic Park* (see note, p. 28)	..	..	..	..	..
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 ..	..	..	..	..	..
215½	B.P. Siding NC	..	..	..	..	..
216	Live Stock Sdg. ES NC (see note, page 28)	..	..	..	..	..
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. 11/8/72 p.m.	..	..	..	..
	" .. .. *dep.*	12 5	..	..	..	..
250¾	*Natya* (see note, p. 28) *arr.*	..	..	..	..	..
	" .. .. *dep.*	12 30	..	..	..	..
257¾	*KOOLOONONG* † .. *arr.*	12 55	..	..	..	..

49, 50, 102

KOOLOONONG–YUNGERA.

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

UP — **Goods Service.**

Miles	STATIONS		118 Goods Mon. ‡	36 Goods Tue. to Fri.		98 Goods Mon.	102 Goods Alt. Mon. Comm. 14/8/72 Wed., Thur.		120 Goods Fri.
			a.m.	a.m.		p.m.	a.m.		p.m.
—	*KOOLOONONG* † ..	*dep.*	..	..	..	..	..	..	..
7	*Natya* (see note, page 28) ..		..	..	..	..	..	..	..
15¾	Piangil †	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	..	..	..	..	..	..	..
19¾	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 28)		..	..	..	..	..	..	..
42¼	B.P. Siding NC		..	..	..	..	..	..	..
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 28)		..	..	..	..	..	..	..
67¼	*Lake Charm* (see note, page 28)		4 5	..	..	..	12 20	..	..
78¼	**KERANG** ES ..	*arr.*	4 40	..	..	..	12 45	..	..
	" ..	*dep.*	6 0–27	..	..	..	2 0 63,91	..	2 30
87¼	Tragowel NC (see note, page 28)		..	..	..	..	..	..	..
92½	*Macorna* ES ○		6 30	..	..	..	2 28	..	3 5
98¾	Mincha NC		..	..	..	..	..	..	..
102¾	Pyramid ES	*arr.*	..	..	..	..	..	..	3 30
	" ..	*dep.*	7 10	..	..	..	3 10	..	4 10
110¾	Mologa NC (see note, page 28) ..		..	..	..	..	..	..	..
115½	Mitiamo ES		7 50	..	..	..	3 45	..	4 45
121½	*Prairie* (see note, page 28) ..		..	..	..	..	..	..	..
126¼	*Dingee* ES W ..	*arr.*	..	..	..	..	..	..	5 15
	" ..	*dep.*	8 25	..	..	..	4 15	..	5 45
130¾	Tandarra NC		..	..	..	..	..	..	..
137¼	Raywood ES ..	*arr.*	..	..	..	..	4 40	..	6 10
							Alt. Mon. Wed.	Thu. —103	
	" ..	*dep.*	9 0	..	..	..	4 55	5 25	..	6 40
141¾	Sebastian NC		..	..	..	..	..	..	..	..
152	Eaglehawk ES		9 55	10 15	..	1 55	5 50	6 5	..	7 20
153¼	California Gully Siding NC ...		..	..	..	..	..	..	..	..
154½	Sandhurst ES NC .. .. (see note, page 28)		..	..	..	..	..	..	..	..
155	Gas Company's Siding NC ..		..	..	..	..	..	..	..	..
155¾	North Bendigo Junction ES ..		10 10	10 25	..	2 10	6 15	6 20	..	7 30
157	**BENDIGO** ..	*arr.*	10 15	10 30	..	2 15	6 20	6 25	..	7 35
			p.m.						
	" ..	*dep.*	12 45	..	..	..	..	..	..	..
257¼	**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.

Note :—If any livestock is offering from Kooloonong–Swan Hill line on alternate Mondays commencing 14/8/72, a switch trip is to operate from Swan Hill as required, to connect on return with **No. 102 Goods.**

KOOLOONONG-SWAN HILL-BENDIGO.

UP — **Goods Service.**

Miles	STATIONS		110 Goods Tue.	126 Goods Alt. Fri. Comm. 18/8/72		152 Goods Wed.		154 Goods Alt. Fri. Comm. 11/8/72	
			a.m.	p.m.		p.m.		p.m.	
—	*KOOLOONONG* † ..	*dep.*	..	..	..	..	..	1 50	
7	*Natya* (see note, page 28) ..		..	..	..	..	..	2 15	
15¾	Piangil † W.. ..	*arr.*	..	..	..	..	..	..	
	"	*dep.*	..	12 15	..	..	..	3 5	
19¾	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 28) ..		..	..	..	..	..	..	
42¼	B.P. Siding NC		..	..	..	..	..	..	
42¾	Caltex Siding NC		..	..	..	..	..	..	
42¾	Swan Milling Co. Sdg. NC ..		p.m.	..	..	..	..	..	
43¼	**SWAN HILL** ES	*arr.*	12 20	2 30	..	..	..	5 35	
								Fast Goods Alt. Mon. Comm. 7/8/72 Alt. Fri. Comm. 11/8/72	**Fast Goods Alt. Tues. Comm. 8/8/72**
			Alt. Tues. Comm. 15/8/72	**Alt. Fri. Comm. 18/8/72**					
	" ..	*dep.*	1 50	3 15–63	..	..	..	6 30B	6 50B
52¾	Lake Boga ES ..	*arr.*	..	..	..	..	..	..	7 15
	" ..	*dep.*	2 25	3 50	..	..	..	6 55	7 42
56¼	*Tresco*	..	..	..	..	..	..	..	..
61	*Mystic Park* (see note, page 28)		..	..	..	..	..	..	..
67½	*Lake Charm* (see note, page 28)		..	..	..	..	..	7 25	8 15
78¼	**KERANG** ES ..	*arr.*	3 45	5 10	..	..	..	7 45	8 35
	" ..	*dep.*	4 30	5 50	..	6 30	..	8 5	8 55
87¼	Tragowel NC (see note, page 28)		..	..	..	..	..	..	..
92½	*Macorna* ES ○ ..	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	5 0	6 20	..	7 20	..	8 40	9 30
98¼	Mincha NC		..	..	..	..	..	..	..
102¾	Pyramid ES	*arr.*	5 25	..	..	..	..	..	..
	"	*dep.*	6 15—103	7 5	..	8 0	..	9 5	9 55
110¾	Mologa NC (see note, page 28)..		..	..	..	..	..	..	..
115½	Mitiamo ES		6 42	7 32	..	8 50	..	9 40	10 30
121½	*Prairie* (see note, page 28) ..		..	..	..	..	..	..	..
126½	*Dingee* ES		7 5	7 56	..	9 40	..	10 10	11 0
130¾	Tandarra NC		..	..	..	..	..	..	..
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 28)		..	..	..	..	..	..	..
155	Gas Company's Siding NC ..		..	..	..	..	..	..	..
155¾	North Bendigo Junction ES ..		8 45	9 35	..	11 20	..	11 35	12 25
157	**BENDIGO** ..	*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 — **Passenger Service** — **Goods Service**

Miles	STATIONS		7 PASS. MON., WED., FRI.		9 Goods Friday (Wed. ‡)		
			a.m.		a.m.		
—	**MELBOURNE** .. *dep.*		8 45		..	..	..
			p.m.				
179½	**KERANG** † .. .. *arr.*		1 45		..	..	..
			102 H.P. Diesel Rail Car				
			Mon. Thur. Fri.	Tue. Wed.			
			p.m.	p.m.			
	„ .. .. .. *dep.*		4 0	4 20	8 50–2	..	..
180	Mobil and Shell Siding NC ..	..	..	..	..	..	..
180½	B.P. and H.C. Sleigh Sdg. NC..	..	..	..	..	..	..
182	Pyramid Creek NC (R.M. Stop. Place) ..		Z	Z	..	..	..
183¼	R.M. Stop. Place No. 21 ..	..	Z	Z	..	..	..
184	R.M. Stop. Place No. 22 ..	..	Z	Z	..	..	..
185¼	R.M. Stop. Place No. 22A ..	..	Z	Z	..	..	..
187	R.M. Stop. Place No. 23 ..	..	Z	Z	..	..	..
187¾	Hinksons NC	..	4 28§	4 48§	..	..	..
188¾	Teal Point NC	..	§	§	..	..	..
190	R.M. Stop. Place No. 24 ..	..	Z	Z	..	..	..
191	Gannawarra NC	..	4 40§	5 0§	..	..	..
192	R.M. Stop. Place No. 25 ..	..	Z	Z	..	..	..
193½	**KOONDROOK** † .. *arr.*		4 55	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. Stop. Place No. 25 ..	..	Z	..	..	..	..
2¾	Gannawarra NC	..	7 54§	..	..	..	..
3½	R.M. Stop. Place No. 24 ..	..	Z	..	..	..	..
4¾	Teal Point NC	..	§	..	..	..	..
5¾	Hinksons NC	..	8 6§	..	..	..	..
6½	R.M. Stop. Place No. 23 ..	..	Z	..	..	..	..
8	R.M. Stop. Place No. 22A ..	..	Z	..	..	..	..
9¼	R.M. Stop. Place No. 22 ..	..	Z	..	..	..	..
10¼	R.M. Stop. Place No. 21 ..	..	Z	..	..	..	..
11½	Pyramid Creek NC (R.M. Stop. Place) ..		Z	..	..	..	..
13½	B.P. and H.C. Sleigh Sdg. NC ..		..	..	..	..	..
13½	Mobil and Shell Siding NC ..	..	..	..	p.m.	..	..
14	**KERANG** † .. .. *arr.*		8 40–9 PASS.	..	12 50	..	..
			a.m.				
	„ .. .. *dep.*		9 30	..	..	..	..
			p.m.				
193½	**MELBOURNE** .. *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 Gds. Tue., Wed. Thur., Fri.	85A Gds. Mon.	Miles	STATIONS		22 Gds. Tue., Wed. Thur., Fri.	22A Gds. Mon.
			a.m.	a.m.				a.m.	a.m.
—	**MELBOURNE YARD**	*dep.*	..	..	—	**FREEZING CO'S SDG.**	*dep.*	6 45	10 15
100¾	**BENDIGO** ..	*arr.*	..	..				..	..
	" ..	*dep.*	6 15	8 0	½	Vic. Inland Meat Auth. Sdg.		..	..
102	Nth. Bendigo Junct. ES	*arr.*	..	8 10	1	Carr Fowler Constr. Sdg. NC		..	..
	" ..	*dep.*	6 21	9 30	2½	Nth Bendigo Junct.	*arr.*	6 54	10 30
103½	Carr Fowler Constr. Sdg. NC ..		..	..		" ..	*dep.*	..	..
104	Vic. Inland Meat Auth. Sdg. ..		..	..	3¾	**BENDIGO** ..	*arr.*		
104½	**FREEZING CO'S SDG.** NC	*arr.*	6 30	9 45				Run	Run
						" ..	*dep.*	No. 97	No. 9
					104½	**MELBOURNE YD.**	*arr.*	Eagle-hawk	Eagle hawk

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.

GOODS SERVICE

Down				Up			
Miles from Melb.	STATIONS		1 Goods Wed.	Miles	STATIONS		2 Goods Wed.
			a.m.				a.m.
151	**KORONG VALE** ES	*dep.*	6 15	—	*WEDDERBURN* † ..	*dep.*	8 30
146	*Wedderburn Junct.* ES † ○	*arr.*	6 32	5	*Wedderburn Junct.* † ES ○	*arr.*	8 45
	" ..	*dep.*	7 0		" ..	*dep.*	8 55
151	*WEDDERBURN* † ..	*arr.*	7 15	10	**KORONG VALE** ES	*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** ES	*dep.*	7 30	..	131	**INGLEWOOD** † ..	*dep.*	1 30	..
119½	Ballast Siding NC		..	..	139¼	Arnold NC		..	..
121	*Bet Bet* ES ○ ..	*arr.*	..	..	143	Llanelly		..	..
	(See note, page 59) ..	*dep.*	7 48	..	145¼	Tarnagulla NC ..	*arr.*	..	..
125¾	**DUNOLLY** ES † ..	*arr.*	..	..		(See f'note) ..	*dep.*	2 35	..
	" ..	*dep.*	8 1	..	155¾	**DUNOLLY** † ES ..	*arr.*	4 0–37	..
136¼	Tarnagulla NC ..	*arr.*	..	..		" ..	*dep.*	4 45	..
	(See f'note) ..	*dep.*	9 5	..	160½	*Bet Bet* ES ○ ..	*arr.*	5 0–17	..
138½	LlanellyNC		..	..		(See note, page 59)	*dep.*	5 15	..
142¼	Arnold NC		..	..	162	Ballast Siding NC		..	..
150½	**INGLEWOOD** † ..	*arr.*	11 0	..	169½	**MARYBOROUGH** ES	*arr.*	5 35	..

NOTE :—**Tarnagulla** may be opened as an Intermediate Block Post as required.

See General Appendix for instructions.

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

Down **Passenger Service**

Miles	STATIONS		73 PASS. TUE., WED., THURS., SAT.	109 PASS. MON., FRI.	
			a.m.	p.m.	
—	**MELBOURNE**	*dep.*	8 45	1 35	..
100¾	**BENDIGO**	*arr.*	11 15	4 25	..
			Diesel Electric Rail Motor Tue., Wed., Thur., Sat.	**D'sel E'tric R.M. Mon. D'sel E'tric R.M. & Trailer Fri.**	
			Noon	p.m.	
	"	*dep.*	12 0B	4 55D	..
			p.m.		
102	North Bendigo Junction ES		12 3*	4 58*	..
103	Sandhurst ES NC .. .. .. (see note, page 37)		..	..	..
105¾	Eaglehawk ES		12 11	5 6	..
112½	*Marong* ES (see note, page 37)		12 21	5 16	..
117¼	Leichardt NC (see note, page 37) ..		..	..	..
126½	Bridgewater ES	*arr.*	12 40	..	..
	"	*dep.*	12 42–74	5 36–90	..
131	Inglewood ES	*arr.*	..	..	..
	"	*dep.*	12 51	5 45	..
135	Kurting NC		..	..	..
139¼	Glenalbyn NC (see note, page 37) ..		..	..	..
146	*Wedderburn Junction* ES ○ ..	*arr.*	..	..	..
	" "	*dep.*	1 16	6 10–136	..
151	**KORONG VALE** .. .. ES	*arr.*	1 27	6 22	..
		dep.	1 30	6 25	..
159¾	Wychitella NC (see note, page 37) ..		1 45§	6 40§	..
165	*Buckrabanyule* .. .. .. (see note, page 37)	*arr.*	..	..	..
		dep.	1 55	6 50	..
168½	Barrakee NC		2 0§	6 55§	..
173¾	Charlton ES	*arr.*	2 9	7 5	..
	"	*dep.*	2 12–136	7 7	..
178¾	Teddywaddy NC		2 21§	7 16§	..
183	Glenloth NC (see note, page 37) ..		2 28§	7 23§	..
190¼	**WYCHEPROOF** ES † ..	*arr*	2 40 –138	7 35 **Diesel Electric Rail Motor**	..
	"	*dep.*	2 44	7 39	..
200¼	Dumosa NC		..	..	..
207	*Nullawil* (see note, page 37) ..	*arr.*	3 8	8 3	..
	"	*dep.*	3 10	8 5	..
213	Warne NC		..	..	..
217	Culgoa †	*arr.*	3 24	8 19	..
	"	*dep.*	3 26–35	8 21	..
225¾	Berriwillock †	*arr.*	..	..	..
	"	*dep.*	3 39	8 34	..
232¼	Boigbeat NC (see note, page 37) ..		..	..	..
238	**SEA LAKE** †	*arr.*	4 0	8 55	
			No passenger service beyond Sea Lake		

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 two " C " brakevans, Bendigo–Wycheproof, Bendigo–Ultima (detached Korong Vale) Monday, and one " C " brakevan Bendigo–Ultima (detached Korong Vale) Friday.

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

Passenger Service.

UP

Miles	STATIONS		58 Diesel Electric Rail Motor Mon. to Sat.		
			a.m.		
—	**SEA LAKE** †	*dep.*	7 20	..	..
5¾	Boigbeat NC (see footnote) ..	..	..	..	..
12¼	Berriwillock †	..	7 37	..	..
21	Culgoa †	*arr.*	7 49	..	..
	"	*dep.*	7 51	..	..
25	Warne NC	..	..	..	..
31	*Nullawil* (see footnote) ..	..	8 6§	..	..
37¾	Dumosa NC	..	..	..	..
47¾	**WYCHEPROOF** † ES ..	*arr.*	8 30	..	..
	" ..	*dep.*	8 32**A, T**	..	..
55	Glenloth NC (see footnote) ..	..	8 43§	..	..
59¼	Teddywaddy NC	..	8 50§	..	..
64¼	Charlton ES	*arr.*	8 58	..	..
	"	*dep.*	9 0	..	..
69¾	Barrakee NC	..	9 8§	..	..
73	*Buckrabanyule*	*arr.*	..	..	..
	(see footnote)	*dep.*	9 15	..	..
78¼	Wychitella NC (see footnote) ..	..	9 24§	..	..
87	**KORONG VALE** ES	*arr.*	9 40	..	..
			Diesel Electric Rail Motor Tue., Wed., Thur., Fri., Sat. Diesel Electric Rail Motor & Trailer Mon.		
	"	*dep.*	9 50**E**—74 35, 37	..	..
92	*Wedderburn Junction* ES ..	*arr.*	..	..	..
	"	*dep.*	10 1	..	..
98¾	Glenalbyn NC (see footnote) ..	..	..	..	..
103	Kurting NC	..	..	..	..
107	Inglewood ES	*arr.*	10 22	..	..
	"	*dep.*	10 24–93	..	..
111½	Bridgewater ES	*arr.*	..	..	..
	"	*dep.*	10 32	..	..
120¾	Leichardt NC (see footnote) ..	..	..	..	..
125½	*Marong* ES (see footnote) ..	..	10 55	..	..
132¼	Eaglehawk ES	*arr.*	11 8	..	..
	"	*dep.*	11 10	..	..
135	Sandhurst NC ES (see footnote) ..	..	..	..	..
136	North Bendigo Junction ES	..	11 21*	..	..
137¼	**BENDIGO**	*arr.*	11 25	..	..
			PASS.		
	"	*dep.*	12 0 Noon	..	..
			p.m.		
238	**MELBOURNE**	*arr.*	2 25	..	..
			58		

A.—Up Rail Motor trains may stop opposite Wycheproof Post Office as required to set down passengers only. **E.**—Hauls "C" brakevan Tuesday to Friday. **T.**—Trailer attached Monday. 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 when so arranged by the Train Controller, Bendigo, who must arrange for the Driver and Guard of each Down and Up 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. **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 Staff Stations when required and published.

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

Goods Service.

DOWN

W.T.T. 3/73 (Reprint of page 38, 1.3.73)

Miles	STATIONS	99 Thro. Gds. Sat. ‡	35 Thro. Goods Tue. Wed. Thur. Fri.	37 Goods Fri.	25 Goods Alt. Fri. Comm. 9/3/73	35A Gds. Wed.	83 Thro. Goods Mon.	3 Gds. Wed.	93 Goods Tue. Thur. Fri. (Wed.‡)
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	**MELBOURNE YD.** *dep.*	..	..	..	..	..	..		..
100¾	**BENDIGO** .. *dep.*	12 30	3 30	..	..	..	4 0		8 0
102	North Bendigo Junct. ES ..	12 36	3 36	..	..	..	4 7		8 10
102¾	Gas Company Sdg. NC ..	..	..	..	..	..	..		..
103	Sandhurst ES NC (note, p. 37)	..	..	..	..	..	..		..
104½	California Gully Siding NC ..	..	..	..	..	..	..		..
105¾	Eaglehawk ES	12 45	3 45	..	..	..	4 20		8 20
112½	*Marong* ES .. *arr.*	..	..	..	..	..	..		8 35
	(see note, page 37) *dep.*	1 0	4 0	..	..	..	4 35		8 50
117¼	Leichardt NC (note, p. 37) ..	..	..	..	..	..	..		9 0
126½	Bridgewater ES .. *arr.*	..	..	..	..	..	..	From Wedderburn (As No. 2 Page 35)	9 25–38
	" .. *dep.*	1 30	4 27	..	..	..	5 4		10 0
131	Inglewood ES .. *arr.*	..	..	..	..	..	..		10 12
	" .. .. *dep.*	1 45	4 50	..	..	..	5 20		11 35
135	Kurting NC	..	..	..	..	..	..		p.m.
139¼	Glenalbyn NC (note, p. 37)	..	5 2	..	..	..	5 42		12 10 74, 58
146	*Wedderburn Junction* ES ○ *arr.*	..	..	..	..	..	6 0	8 45	12 29
	" *dep.*	2 25	5 36	..	..	..	6 35 38	8 55	12 39
151	**KORONG VALE** *arr.*	2 35	5 50	..	..	..	6 50	9 10	12 55
	ES		**Mon., Tue., Wed., Thur.**						
		31 Gds. Mon.							
		a.m.	a.m.	—58					
	" .. .. *dep.*	1 30	9 50–58	9 50	..	..	..	..	..
159¾	Wychitella NC(note, page 37)	..	..	..	..	..	..	..	..
165	*Buckrabanyule* *arr.*	..	..	..	..	..	..	..	..
	(see note, page 37) *dep.*	2 2	11 0	11 15	..	..	..	..	..
168¼	Barrakee NC	..	..	..	..	..	..	..	..
173¾	Charlton ES .. *arr.*	..	11 25	11 50	..	..	..	..	..
			p.m.	p.m.					
	" .. *dep.*	2 25	12 5	12 35	..	..	..	..	..
174¼	Charlton Cattle Siding NC ..	..	..	..	..	..	..	..	..
178¾	Teddywaddy NC	..	..	..	..	..	..	..	..
183	Glenloth NC (note, page 37)	2 45	12 30 136	1 20	..	..	..	..	..
190¼	**WYCHEPROOF** *arr.*	3 0	12 55	1 45	..	..	..	..	..
	ES †		**Tue., Thur.**						
			p.m.						
	" .. *dep.*	..	1 30	..	..	..	..	..	..
191½	Grain Elevators Bd. Sdg. NC	..	..	..	..	..	..	..	..
200¼	Dumosa NC	..	..	..	..	..	..	..	..
207	*Nullawil* (note, page 37) ..	..	2 25	..	..	..	..	..	..
213	Warne NC	..	..	..	..	..	..	..	..
217	Culgoa † .. *arr.*	..	3 0–73	..	..	..	..	..	..
	" .. .. *dep.*	..	3 45	..	..	..	..	..	..
225¾	Berriwillock †	..	4 40	..	..	..	..	..	..
232¼	Boigbeat NC (note, page 37)	..	..	..	..	..	..	..	..
238	**SEA LAKE** † *arr.*	..	5 15	..	..	..	..	..	..
	" .. .. *dep.*	..	..	..	3 0	4 0	..	..	..
244¼	Ninda NC	..	..	..	..	4 35	..	..	..
250	Nyarrin NC .. *arr.*	..	..	..	..	4 55	..	..	..
	" .. .. *dep.*	..	..	..	3 45	5 10	..	..	..
255¾	*Nandaly* (see note, p. 37) *arr.*	..	..	..	..	5 30	..	..	..
	" .. .. *dep.*	..	..	..	5 0		..	..	..
260	Pier Millan NC	..	..	..	..	..	..	..	..
266¾	Mittyack NC	..	..	..	6 30	..	..	..	..
275¼	**KULWIN** NC † *arr.*	..	..	..	7 0	..	..	..	..

UP **Goods Service.**

Miles	STATIONS		2 Goods Wed.	38 Goods Mon.	28 Through Goods Sat.	74 Goods Mon., Wed., Fri. (Tu., Thu. ‡)	132 Goods Tue., Thur.
			a.m.	a.m.	a.m.	a.m.	p.m.
—	**KULWIN** NC † ..	*dep.*	..	..	..	..	..
8½	Mittyack NC		..	..	..	..	..
15¼	Pier Millan NC		..	..	..	..	..
19½	*Nandaly*	*arr.*	..	..	..	..	..
	(see note, page 37)	*dep.*	..	..	..	..	..
25¼	Nyarrin NC		..	..	..	..	..
31	Ninda NC		..	..	..	..	..
37¼	**SEA LAKE** † ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..
43	Boigbeat NC (see note, p. 37)		..	..	..	..	..
49½	Berriwillock †		..	..	..	..	..
58¼	Culgoa †	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..
62½	Warne NC		..	..	..	..	..
68¼	*Nullawil* (see note, page 37) ..		..	..	..	..	..
75	Dumosa NC		..	..	..	..	..
83¾	Grain Elevator Bd. Sdg. NC ..		..	..	..	..	..
85	**WYCHEPROOF** † ES	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	4 30	..	..	..
92¼	Glenloth NC (see note, p. 37)		..	4 55	..	..	..
96½	Teddywaddy NC		..	..	..	..	..
101	Charlton Cattle Siding NC ..		..	..	..	..	..
101½	Charlton ES ..	*arr.*	..	5 25	..	..	..
	" ..	*dep.*	..	5 45	..	..	..
107	Barrakee NC		..	..	..	..	..
110¼	*Buckrabanyule* ..	*arr.*	..	..	..	..	..
	(see note, page 37)						
	" ..	*dep.*	..	6 35	..	..	..
115½	Wychitella NC (note, page 37)		..	..	..	..	..
124¼	**KORONG VALE** ES	*arr.*	..	7 0	..	..	..
				–83			
				Mon.			
				(Tue.			
				to Fri. ‡)		–58	
	" ..	*dep.*	6 15	8 0	8 30	10 20	3 0
129¼	*Wedderburn Junct.* ES	*arr.*	6 32	..	..	10 37	..
	" ..	*dep.*	7 0	8 19	8 47	10 47	3 17
136	Glenalbyn NC (note, page 37)		..	8 35	..	11 10	..
140¼	Kurting NC		..	..	..	..	..
144¼	Inglewood ES ..	*arr.*	..	..	..	11 30	..
						–93	
						p.m.	
	" ..	*dep.*		9 0	9 24	12 15	3 55
148¾	Bridgewater ES ..	*arr.*		9 11	..	12 25	4 7
				–93		–73	
	" ..	*dep.*		9 30	9 33	1 30	5 21
158	Leichardt NC (see note, p. 37)			..	..	..	..
162¾	*Marong* ES	*arr.*		..	..	2 20	..
	(see note, page 37)	*dep.*		10 10	10 10	2 35	5 58
169½	Eaglehawk ES			10 30	10 29	2 55	6 22
170¾	California Gully Siding NC ..			..	..	..	..
172½	Sandhurst NC ES (see n. p. 37)			..	..	..	..
172½	Gas Company Siding NC ..			..	..	..	..
173¾	North Bendigo Junction ES ..			10 45	10 40	3 10	6 38
174½	**BENDIGO** ..	*arr.*		10 55	10 45	3 20	6 45
	" ..	*dep.*					
275¼	**MELBOURNE YARD**	*arr.*		..	..	..	..

To Wedderburn (as No. 1, page 35)

Ex Robinvale

Connect No. 62

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

UP — **Goods Service**

Miles	STATIONS		90 Goods Fri. ‡	136 Goods Wed.		34 Goods Alt. Fri. Comm. 11/8/72	138 Goods Thur.
			p.m.	a.m.		a.m.	p.m.
—	**KULWIN** NC † ..	*dep.*	..	..		7 40	..
8½	Mittyack NC		..	..		..	..
15¼	Pier Millan NC		..	..		..	..
19½	*Nandaly*	*arr.*	..	..		..	..
	(note, page 37) ..	*dep.*	..	6 30		9 30	..
25¼	Nyarrin NC		..	7 0		..	..
31	Ninda NC		..	7 35		..	..
37¼	**SEA LAKE** †	*arr.*	..	8 0		10 20	..
						Fri.	
	" ..	*dep.*	..	8 45		11 0	..
43	Boigbeat NC (note, page 37)		..	9 5		..	..
49½	Berriwillock †		..	9 50		11 50	..
58¼	Culgoa † ..	*arr.*	..	10 20		..	..
						p.m.	
	"	*dep.*	..	10 50		12 40	..
62¼	Warne NC		..	..		..	..
68¼	*Nullawil* (note, page 37) ..		..	11 40		1 10	..
				p.m.			
75	Dumosa NC		..	12 5		1 30	..
83¾	Grain Elevator Bd. Sdg. NC		..	..		..	..
85	**WYCHEPROOF** † ES	*arr.*	..	12 45–35 Mon., Tue., Wed.		2 15	.. –73
				p.m.			
	" ..	*dep.*	..	1 20		2 50	3 0
92¼	Glenloth NC (note, page 37)		..	1 35		3 5	3 30
96½	Teddywaddy NC		..	..		..	..
101	Charlton Cattle Siding NC		..	..		..	..
101½	Charlton ES ..	*arr*	..	2 0		3 30	4 5
				–73			
	" ..	*dep.*	..	3 10		4 0	4 40
107	Barrakee NC		..	..		..	..
110¼	*Buckrabanyule* ..	*arr.*	..	..		..	..
	(see note, page 37)	*dep.*	..	4 0		4 25	5 25
115½	Wychitella NC (note, p. 37)		..	..		..	..
124¼	**KORONG VALE** ES	*arr.*	..	4 45		5 0	6 10
						Connect	
				Tue., Wed., Thur.	Mon., Fri.	**No. 136**	
				p.m.	p.m.		
	" ..	*dep.*	4 15	5 30	5 30	..	..
129¼	*Wedderburn Junct.* ES	*arr.*	..	5 46	5 46	..	..
					–109		
	" ..	*dep.*	4 32	6 0	6 27	..	..
136	Glenalbyn NC (note, page 37)		..	6 18	6 45	..	..
140¼	Kurting NC		..	..	..	..	..
144¼	Inglewood ES ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	5 10	6 40	7 7	..	..
148¾	Bridgewater ES ..	*arr.*	5 22	..	..	..	..
			–109				
	" ..	*dep.*	5 43	6 51	7 18	..	..
158	Leichardt NC (see note, p. 37)		..	..	..	..	..
162¾	*Marong* ES ..	*arr.*	..	..	..	..	..
	(see note, page 37)	*dep.*	6 28	7 30	7 55	..	..
169½	Eaglehawk ES		6 48	7 50	8 15	..	..
170¾	California Gully Siding NC		..	..	..	..	..
172¼	Sandhurst NC ES(note, p. 37)		..	..	..	..	..
172½	Gas Company Siding NC ..		..	..	..	..	..
173¾	North Bendigo Junction ES		7 0	8 5	8 30	..	..
174½	**BENDIGO** ..	*arr.*	7 5	8 10	8 35	..	..
	" ..	*dep.*				..	..
275¼	**MELBOURNE YARD**	*arr.*	..	..	..	..	..

MARYBOROUGH–AVOCA–ARARAT.

DOWN W.T.T. 3/73 **UP** (Reprint of page 41, 1.3.73)

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

WAUBRA JUNCTION–WAUBRA.

WAUBRA JUNCTION–BALLARAT RACECOURSE PLATFORM.

That section of the Waubra Junction–Waubra line beyond Mileage 81 Mls., 50 Chs., 15 Lks., closed on 31st January 1968, (Sec's 65/2661) —Last train ran 31.1.68.

The Waubra Junction–Ballarat Racecourse Platform line closed on 17th April 1970, (Sec's 69/934) —Last train ran 19th March 1970.

DOWN Miles	STATIONS		Passenger Service 15 PASS. TUE., WED., THUR., SAT.	19 PASS. MON., FRI.	Goods Service 11 Goods Mon. ‡	29 Goods Mon. to Fri. ‡	13 Goods Thur.	17 Goods Tue. Fri. (Wed. ‡)
			a.m.	p.m.	a.m.	a.m.	a.m.	a.m.
—	**MELBOURNE**	*dep.*	8 45	1 35	..	..	..	..
100¾	**BENDIGO** ..	*arr.*	11 15	4 25	..	..	..	..
			Diesel Elec. Rail Motor Tue., Wed., Thur., Sat.	**Diesel Elec. Rail Motor Mon., Fri.**				
			Noon	p.m.				
	" ..	*dep.*	12 0	4 55	..	..	..	..
			p.m.					
151	**KORONG VALE** ES (See note B, page 43)	*arr.*	1 27	6 22	..	..	..	..
			Diesel Elec. Rail Motor Tue., Wed, Thur., Sat.	**Diesel Elec. Rail Motor Mon., Fri.**				
			p.m.	p.m.				—10
	" ..	*dep.*	1 40D	6 35D	2 40	5 0	8 30	9 45
156	Borung NC ..	..	1 49§	6 44§	..	..	..	..
160¼	*Mysia* ES (See note B, page 43)	*arr.*	..	..	..	..	8 55 —10	10 15 —30
	" ..	*dep.*	1 58	6 53	3 5	5 25	9 25	10 25
167½	G.E.B. Siding NC	..	..	..	..	..	..	..
169	**BOORT** ES (See note B, page 43)	*arr.*	.. —24	..	3 25	..	9 55 —30	..
	" ..	*dep.*	2 14	7 9	4 0	5 50	10 35	11 50 p.m.
177	Barraport NC ES (See note B, page 43)	*arr.*	..	..	4 20 —22	..	..	12 11
	" ..	*dep.*	2 30	7 25	4 35	6 15	11 5	1 20
180¾	Gredgwin NC ..	..	2 38§	7 33§	..	..	..	..
185¼	Oakvale NC ..	..	..	..	..	..	..	..
191	Quambatook ES (See note B, page 43)	*arr.*	.. —17	..	..	7 5 —10	11 50 —24 p.m.	2 20 —15
	" ..	*dep.*	2 57	7 52	5 25		12 30	3 30
198¾	Cannie NC (See note p. 43)		3 12§	8 7§	..	..	..	..
205¾	Lalbert ES ..	*arr.*	..	..	..	..	..	..
	"	*dep.*	3 24	8 19	6 15	..	1 45	4 30
212¾	*Meatian* (See note, page 43) ..		3 36§	8 31§	..	..	..	..
221¼	**ULTIMA** ES † ..	*arr.*	3 55	8 50	7 0 —10	..	2 45 —15	5 25
			Diesel Elec. Rail Motor Wed.					**Tue.**
								p.m.
	" ..	*dep.*	3 58	8 53	..	..	6 0	8 0
226¾	Gowanford NC ..	..	..	..	..	..	..	..
233½	Waitchie NC (See note, page 43) ..		4 17§	9 12§	..	..	..	..
241¼	Chillingollah NC	*arr.*	..	..	..	..	7 20	..
	(See note, page 43)	*dep.*	4 31	9 26	..	..	7 45	9 30
249½	*Chinkapook* (See note, page 43) ..		4 47	9 41	..	..	8 20	..
255¼	Cocamba NC ..	..	..	..	..	..	..	..
259¾	**MANANGATANG** †	*arr.*	..	.. —28	..	..	8 50	10 50
	" ..	*dep.*	5 4	9 58	..	..	9 45	11 50 Wed.
265½	Bolton NC ..	..	5 16§	10 10§	..	..	10 20	a.m.
269½	Koimbo NC ..	..	..	..	..	..	..	1 10
274	*Annuello* (See note, page 43) ..		5 34§	10 27§	..	..	11 5 Fri.	
285¼	*Bannerton* ..	..	5 57§	10 50§	..	..	a.m.	..
293½	**ROBINVALE** †	*arr.*	6 20—24	11 15	..	..	12 15	3 0

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

UP Passenger Service					Goods Service				
Miles	STATIONS			10 Diesel Elec. Rail Motor Tues., Thurs., Sat.	22 Goods Mon.		24 Goods Wed.	28 Goods Fri.	30 Goods Mon. to Fri. ‡
				a.m.	a.m.		p.m.	p.m.	a.m.
—	**ROBINVALE** † ..		*dep.*	5 5–13, 17	..	..	7 30–15	7 0	..
8¼	*Bannerton*		..	5 23§	..	..	..	7 40	..
19½	*Annuello* (See footnote) ..		*arr.*	..	..	..	..	..	..
	"		*dep.*	5 45§	..	..	8 50	8 20	..
24	Koimbo NC		..	..	..	..	..	..	..
28	Bolton NC		..	6 2§	..	..	..	9 20	..
33¾	**MANANGATANG** †		*arr.*	..	..	..	..	9 35–19	..
	"		*dep.*	6 15	..	..	10 20	10 35	..
38¼	Cocamba NC		..	..	..	..	..	..	..
44	*Chinkapook* (See footnote) ..			6 31	..	..	..	11 40	..
							Thurs.	Sat.	
							a.m.	a.m.	
52¼	Chillingollah NC ..		*arr.*	..	..	..	..	12 5	..
	(See footnote) ..		*dep.*	6 46	..	..	12 20	12 25	..
60	Waitchie NC (See footnote)		..	6 59§	..	..	..	..	..
66¾	Gowanford NC ..		..	..	..	..	..	..	..
72¼	**ULTIMA** † ES ..		*arr.*	7 20	..	..	2 30	1 30	..
				Diesel Elec. Rail Motor Mon. to Sat.			—10	Thro. Goods a.m.	
	"		*dep.*	7 22D–11	1 0	..	8 30	3 30	..
80¾	*Meatian* (See footnote) ..		*arr.*	..	..	..	..	..	..
	"		*dep.*	7 36§	..	..	..	..	..
87¾	Lalbert ES ..		*arr.*	..	..	..	..	..	..
	"		*dep.*	7 48	2 15	..	10 0	4 20	..
94¾	Cannie NC (See footnote)		..	8 1§	..	..	..	..	..
102½	Quambatook ES ..		*arr.*	—29, 30	..	..	..	..	..
	(See note B)						—13		—10
	"		*dep.*	8 14	3 45	..	11 59	5 7	8 50
108¼	Oakvale NC		..	..	..	..	..	..	..
112¾	Gredgwin NC ..		..	8 34§	..	..	p.m.	..	..
116½	Barraport NC ES ..		*arr.*	..	4 30	..	12 30	..	..
	(See note B)				—11				
	"		*dep.*	8 43	5 30	..	1 20	5 50	9 35
124½	**BOORT** ES		*arr.*	..	..	..	1 45	..	..
	(See note B)						—15		—13
	"		*dep.*	8 58	7 0	..	2 25	6 10	10 0
126	G.E.B. Siding NC ..		..	..	..	..	..	..	..
133¼	*Mysia* ES (See note B) ..		*arr.*	..	..	..	..	..	..
				—13					—17
	"		*dep.*	9 14	7 45	..	2 50	6 30	10 20
137½	Borung NC		..	9 23§	..	..	..	..	..
142½	**KORONG VALE** ES		*arr.*	9 36–17	8 35	..	3 25	6 55	11 0
	(See note B)			Diesel Elec. Rail Motor	Connect No. 74		Connect No. 136		
	"		*dep.*	9 50	..	..	..	8 30	..
192¾	**BENDIGO**		*arr.*	11 25	..	..	..	10 45	..
								Connect No. 62 p.m.	
				PASS.					
	"		*dep.*	12 0 noon p.m.	..	..	..	12 45	..
293½	**MELBOURNE** ..		*arr.*	2 25	..	..	..	6 0	..

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

D—Hauls 'C' brakevan.

NOTE:—If any livestock is offering from Robinvale–Ultima line on Sundays, a switch trip is to operate from Ultima as required, to connect on return with **No. 22 Goods.**

CASTLEMAINE–MARYBOROUGH

Down — **Passenger Service**

W.T.T. 3/73 (Reprint of page 44, 1.3.73)

Miles	STATIONS		9 EXP. MON. TO SAT.	21 EXP. MON., TUE., WED., THUR.	23 EXP. FRI.	25 PASS. SAT.			
			a.m.	p.m.	p.m.	p.m.			
—	**MELBOURNE**	*dep.*	8 45	5 4	5 40	6 5	..	..	..
78	**CASTLEMAINE** ES	*arr.*	10 33	7 9	7 48	8 11	..	..	..
			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.**			
			a.m.	p.m.	p.m. 128	p.m.			
	" ..	*dep.*	10 50–4, 6	7 25–128	8 5	8 20	..	..	..
79	Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..
84½	*Guildford* (See footnote)	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	11 5	7 41	8 21	8 36	..	..	..
88½	R.M. Stp. Pl. No. 27 NC	..	Z	Z	Z	Z	..	..	..
92¼	Newstead ES ..	*arr.*	..	..	..	..	..	..	..
	"	*dep.*	11 20	7 56	8 36	8 51	..	..	..
100¾	Moolort NC ..	*arr.*	..	..	..	..	..	..	..
	(see footnote) ..	*dep.*	11 36	8 13	8 52	9 7	..	..	..
107½	*Carisbrook* ○ ES..	*arr.*	..	..	..	..	..	..	..
	(See footnote) ..	*dep.*	11 50	8 27	9 6	9 21	..	..	..
112	**MARYBOROUGH** ES	*arr.*	p.m. 12 2–130	8 40	9 20	9 35	..	..	..

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 ..	*dep.*	6 15–4	4 35	5 0	..	..	..	..
4½	*Carisbrook* ○ ES..	*arr.*	..	..	..	..	..	..	..
	(See footnote) ..	*dep.*	6 22	4 42	5 7	..	..	..	..
11¼	Moolort NC ..	*arr.*	..	..	..	..	..	..	..
	(See footnote) ..	*dep.*	6 35	4 55	5 20	..	..	..	..
19¾	Newstead ES ..	*arr.*	..	..	..	..	..	..	..
	" ..	*dep.*	6 51	5 11	5 36	..	..	..	..
23½	R.M. Stop. Place No. 27 ..		Z	Z	Z	..	..	..	..
27½	*Guildford* ..	*arr.*	..	..	..	..	..	..	..
	(See footnote) ..	*dep.*	7 7	5 27	5 52	..	..	..	..
33	Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..
34	**CASTLEMAINE** ES	*arr.*	7 30–61 PASS.	5 50 PASS.	6 15 PASS.	..	..	..	..
	" ..	*dep.*	7 36	6 5	6 21	..	..	..	..
112	**MELBOURNE**	*arr.*	9 40	8 15X	8 30	..	..	..	..

X—Arrives Melbourne 7.55 p.m. Friday only.

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. 7/8/72		27 Goods Alt. Mon. Comm. 14/8/72		
			a.m.	a.m.	p.m.		p.m.		
—	**MELBOURNE YD.**	*dep.*	..	..	..	..	..	..	..
78	**CASTLEMAINE** ES	*arr.*	..	..	..	..	..	..	..
			–2						
	„ ..	*dep.*	7 35	11 30	9 0	..	10 30	..	..
79	Maldon Junct. NC ES (See note, page 44)	..	7 39	11 40	9 4	..	10 34	..	..
84½	*Guildford* (See note, page 44)	*arr.*	..	11 51	..	..	..	..	..
				p.m.					
	„ ..	*dep.*	7 54	12 6	9 19	..	10 49	..	..
92¼	Newstead ES ..	*arr.*	..	12 26	9 38	..	11 8	..	..
				—130					
	„ ..	*dep.*	8 13	1 0	9 53	..	11 23	..	..
100¾	Moolort NC .. (See note, page 44)	*arr.*	..	1 25	10 16	..	11 46	..	..
	„	*dep.*	8 36	1 40	10 21	..	11 51	..	..
107½	*Carisbrook* ○ ES .. (See note, page 44)	*arr.*	..	1 56	..	..	Alt. Tu.	..	..
							a.m.		
	„ ..	*dep.*	8 51	2 1	10 36	..	12 6	..	..
112	**MARYBOROUGH** ES ..	*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 ..	*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 44)	*dep.*	4 40	7 15	8 15	12 23	5 39	..	..
11¼	Moolort NC ..	*arr.*	5 0	7 35	8 35	..	..	..	..
	(See note, page 44)	*dep.*	5 10	7 55	8 45	12 38	5 55	..	..
19¾	Newstead ES ..	*arr.*	5 40	8 24	9 15	..	..	..	..
						—11			
	„ ..	*dep.*	5 55	9 0	9 35	12 55	6 20	..	..
27½	*Guildford* ..	*arr.*	..	9 22	9 57	..	..	..	..
	(See note, page 44)	*dep.*	6 16	9 42	10 6	1 11	6 38	..	..
33	Maldon Junct. NC ES .. (See note, page 44)		6 40	10 5	10 20	1 25	6 50	..	..
34	**CASTLEMAINE** ES	*arr.*	6 45	10 20—9	10 30—9	1 35	7 0	..	..
						p.m.			
	„ ..	*dep.*	..	..	..	3 10	9 10	..	..
							Tues. to Sat.		
							a.m.		
112	**MELBOURNE YD**	*arr.*	..	..	..	7 45	1 45	..	..

A—Comes from Mildura

BALLARAT–MARYBOROUGH.

Passenger Service.

Down

Miles	STATIONS		3 153 H.P. Diesel Rail Car (& Trlr. ‡) MON. to FRI.	11 PASS. SAT.	17 PASS. MON. to FRI.		73 "The Vinelander" MON. to THUR.	73 "The Vinelander" FRI., SUN.
			a.m.	a.m.	p.m.		p.m.	p.m.
—	**MELBOURNE**	*dep.*	..	8 30	12 50	..	9 5	9 20
73¾	**BALLARAT**	*arr.*	..	10 30	3 0	..	11 33	11 27
				280 H.P. Diesel Rail Car	**280 H.P. Diesel Rail Car**			
				a.m.	p.m.		—134	
	,, ..	*dep.*	7 8	11 5	3 30—38	..	11 45	11 39
74½	Nth. Ballarat Junct. ES NC		7 10*	11 7*	3 32*	..	11 47*	11 41*
75¼	S.E.C. Siding ES NC (See footnote)	..	..	..	..	..	..	..
79¾	Waubra Jct. NC	..	..	..	..	..	..	..
				36, 24 A			TUES. to FRI.	SAT., MON.
							a.m.	a.m.
82½	R.M. Stopping Place No. 7	..	Z	Z	Z	..	..	..
85½	Creswick ES ..	*arr.*	..	11 24	..—42	..	..	..
	,, ..	*dep.*	7 28	11 34 ●	3 51	..	12 6	12 1
86½	Nth. Creswick NC	*arr.*	..	..	..	..	..	..
	(See footnote)	*dep.*	7 31§	11 38§ ●	3 54§	..	*	*
96¾	Clunes ES ..	*arr.*	7 47–106	..	..	..	..—134	..
			153 H.P. Diesel Rail Car & Two Trlrs					
	,, ..	*dep.*	7 59	11 54	4 11	..	12 26	12 21
107½	*Talbot* ES ○ ..	*arr.*	..	..	4 28–18	..	..	..
				p.m.				
	,, ..	*dep.*	8 17	12 11	4 37 ●	..	12 42	12 37
116¼	**MARYBOROUGH** ES	*arr.*	8 40–108	12 26	4 53 —44, 24	..	1 3 —172	12 58 —172, 134
	,, ..	*dep.*	..	12 29 To Donald (Page 50)	4 57 To Donald (Page 50)	..	1 9 To Mildura (Page 50)	1 4 To Mildura (Page 50)

● **No. 11** may depart Creswick 11.25 a.m., North Creswick 11.29 a.m.
No. 17 may depart Talbot 4.29 p.m.

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

S.E.C. Siding is an unattended Electric Staff Station worked in accordance with instructions shown in the General Appendix.

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

MARYBOROUGH–BALLARAT.

Passenger Service.

Up

W.T.T. 3/73 (Reprint of page 47, 1.3.73)

Miles	STATIONS		80 "The Vine-lander" MON. to SAT.	24A 280 H.P. Diesel Rail Car Mon. to Sat.		18 153 H.P. Diesel Rl. Car and Two Trls. Mon. to Fri.		
			a.m.	a.m.		p.m.		
—	**MARYBOROUGH**	*arr.*	3 57M	10 31D	..	..	..	..
	ES	*dep.*	4 2–75	10 34	..	4 15	..	..
8¾	*Talbot* ES ○ ..	*arr.*	..	..—13	..	..–17	..	..
	"	*dep.*	4 19	10 52	..	4 35	..	..
19¼	Clunes ES ..	*arr.*	..	..	..	4 56	..	..
						153 H.P. Diesel Rl. Car (& One Trlr. ‡)		
	" ..	*dep.*	4 40	11 10	..	5 7	..	..
29¾	North Creswick	*arr.*	..	..	..	..	..	..
	(See note, page 46)	*dep.*	*	11 27§	..	5 24§	..	..
30¾	Creswick ES	*arr.*	..	—36, 11	..	—39	..	..
	" ..	*dep.*	5 4	11 32	..	5 30		
33¾	R.M. Stopping Place, No. 7		..	Z	..	Z	..	..
36½	Waubra Jct. NC ..	..	..	..	..	..	..	..
41	S.E.C. Siding ES NC	..	..	..	..	..	..	..
	(See note, page 46)							
41¾	Nth. Ballarat Jct. ES NC ..		5 25*	11 52*	..	5 51*–41	..	..
42½	**BALLARAT** ..	*arr.*	5 28—1	11 55	..	5 55	..	..
						PASS.		
				p.m.		p.m.		
	" ..	*dep.*	5 40	12 5	..	6 5		
			Via North Geelong Loop					
116¼	**MELBOURNE**	*arr.*	8 5E	2 5	..	8 2	..	..

M. Comes from Mildura (See page 51). **D.** Comes from Donald (See page 51).

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

BALLARAT–MARYBOROUGH.

Goods Service.

Down

W.T.T. 3/73 (Reprint of page 48, 1.3.73)

Miles	STATIONS		1 Goods Mon. to Fri. ‡	5 Goods Sat.	13 Goods Tu., Thu. (Mon., Wed., Fri. ‡)	9 Goods Tue. and Alt. Fri. (Comm. 9/3/73)	37 Goods Mon. to Fri.	
—	**MELBOURNE YARD**	*dep.*	a.m. ..	a.m. ..	a.m. ..	a.m. ..	p.m. ..	..
73¾	**BALLARAT** ..	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	5 55–80	6 50	7 50	9 0–106	12 45	..
74¼	Shell Oil Co. Siding NC ..		..	..	..	..	..	..
74½	Nth. Ballarat Jct. ES NC ..		5 59	6 53	7 55	9 5	12 50	..
75¼	S.E.C. Siding ES NC .. (See note, page 46)		..	..	..	..	..	..
79¾	Waubra Jct. NC ..		..	..	..	..	..	..
85½	Creswick ES ..	*arr.*	..	7 20	8 21	..	..	..
	"	*dep.*	6 26	7 25	8 45–106	9 40	1 15	..
86½	Nth. Creswick NC (See note, page 46)	*arr.*	..	..	8 49	..	..	..
		dep.	..	..	8 59	9 50	..	..
96¾	Clunes ES ..	*arr.*	..	7 48	9 20–108	..	1 33—38	..
	"	*dep.*	6 49	7 53–106	9 50	..	1 45	
107½	*Talbot* ES ○ ..	*arr.*	.. —106	8 13	10 11 —24A	To Newlyn (page 19)	..	..
	"	*dep.*	7 10	8 18	11 5		2 3	..
116¼	**MARYBOROUGH** ES	*arr.*	7 35	8 40–36	11 30–130		2 25	..
	" ..	*dep.*					A	..

Down

Miles	STATIONS		39 Goods Tue. to Fri. ‡	41 Goods Tue. to Sat. ‡	103 Express Goods Mon. to Fri. (See note, page 59)		75 Fast Goods Mon. to Fri.	149 Thro. Goods Sun.
—	**MELBOURNE YARD**	*dep.*	p.m. ..	p.m. ..	p.m. 6 20		p.m. 8 35 Tu. to Sat. a.m.	p.m. ..
73¾	**BALLARAT** ..	*arr.*	..	..	9 10–32		12 40	..
	" ..	*dep.*	4 45	5 45	9 27		1 15–134	10 15
74¼	Shell Oil Co. Siding NC ..		..	..	..		..	..
74½	North Ballarat Jct. ES NC ..		4 49	5 53–18	9 30		1 18	10 20
75¼	S.E.C. Siding ES NC .. (See note, page 46)		..	..	..		..	..
79¾	Waubra Jct. NC ..		..	..	..		..	..
85½	Creswick ES ..	*arr.*	5 20 —18	..	..		..	..
	" ..	*dep.*	5 35	6 19	9 47		1 40	10 40
86½	North Creswick NC (See note, page 46)	*arr.*	..	..	..		..	..
		dep.	5 38	6 22	..		..	..
96¾	Clunes ES ..	*arr.*	..	.. —28	..		.. 172, 134	..
	" ..	*dep.*	6 0	6 41	10 2		2 1	11 0
			Not to run when No. 28 runs.		Mon. to Thur.	Fri. (Wed. ‡)		
107½	*Talbot* ES ○ ..	*arr.*	..	..	10 20–134	..	..	..
	" ..	*dep.*	6 25	7 0	10 31	10 20	2 22	11 20
116¼	**MARYBOROUGH** ES	*arr.*	6 50	7 25	10 50	10 37	2 40–80	11 45
	" ..	*dep.*			10 53M	10 40M	4 10M	

A.—To Donald Tue. to Fri.; to Mildura Mon. **M.**—To Mildura.

Miles	STATIONS		172 Thro. Goods Tue. to Fri. ‡	172 Thro. Goods Mon.	106 Thro. Goods Mon. to Sat. ‡	108 Thro. Goods Mon. to Fri. ‡	36 Goods Sat.	38 Goods Tu. Thu. (Mon. Wed. Fri. ‡)	42 Goods Tue. and Alt. Fri. Comm. 9/3/73
			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
—	**MARYBOROUGH**	*arr.*	—73	—73	..	—3	—5	..	
	ES	*dep.*	1 5	1 15	6 30	8 45	9 0	12 25	
8¾	*Talbot* ES ..	*arr.*	..	..	6 55–1	..	9 24	12 50	
	„ ..	*dep.*	1 25	1 35	7 15	9 10	9 40	1 5	From Newlyn (page 19)
19½	Clunes ES ..	*arr.*	1 52	..	7 42	..	10 10	1 35	
			—75		—5, 3	—13	..	—37	
	„ ..	*dep.*	2 6	2 0	7 56	9 38	10 25	1 55	
29¾	Nth. Creswick NC	*arr.*	..	..	..	..	..	..	
	(See note, page 46)	*dep.*	..	..	8 30	10 11	..	..	3 10
30¾	Creswick ES	*arr.*	..	..	..—13	..	11 0	2 35	3 15–17
	„ ..	*dep.*	2 35	2 27	8 33	10 15	11 55	2 55	3 55
36½	Waubra Jct. NC ..		..	..	..	..	.. 11.24A	..	..
41	S.E.C. Siding ES NC ..		..	..	..	..	..	..	..
	(See note, page 46)						p.m.		
41¾	Nth. Ballarat Jct. ES NC ..		3 5	2 55	9 0–9	10 41	12 25	3 26	4 25
42	Shell Oil Co. Siding NC ..		..	..	..	..	..	..	..
42½	**BALLARAT** ..	*arr.*	3 10	3 0 Mon. ‡	9 5	10 45	12 30	3 30–17	4 30
	„ ..	*dep.*	3 50	3 50	..	11 15	..	..	..
116¼	**MELBOURNE YD.**	*arr.*	to Nth. Geelong	to Nth. Geelong	..	to Nth. Geelong	..	..	..

Miles	Up STATIONS		130 Fast Goods Sat.	44 Goods Mon.	28 Thro. Goods Tue. to Sat. ‡	32 Fast Goods Mon. ‡	134 Express Goods Mon. to Thur. (See note page 59)	134A Express Goods Wed. As required (See note page 59)	134 Express Goods Sat. (See note page 59)
			a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
—	**MARYBOROUGH**	*arr.*	11 50	2 20	..	6 5B	..M	..M	12 5
	ES		p.m.	—37, 17	—17	..			—73
	„ „	*dep.*	2 15	5 0	5 40	7 30	10 6	11 35	1 10
8¾	*Talbot* ES ..	*arr.*	..	..	..	..	10 23—103	..	..
	„ ..	*dep.*	2 35	5 20	6 5	7 50	10 28	11 52	1 27
								Thur.	
19½	Clunes ES	*arr.*	..	..	6 32	..	..	a.m. 12 11	1 46
					—41			—73	—75
	„ ..	*dep.*	3 0	5 45	6 45	8 15	10 47	12 28	2 6
29¾	North Creswick NC	*arr.*	..	..	..	..	..	..	..
	(See note, page 46)	*dep.*	..	..	7 20	..	..	..	..
30¾	Creswick ES	*arr.*	..	..	..	..	..	..	..
	„ ..	*dep.*	3 27	6 10	7 23	8 42	11 5	12 49	2 27
36½	Waubra Jct. NC ..		..	..	..	..	..	..	..
41	S.E.C. Siding ES NC ..		..	..	..	..	..	..	..
	(See note, page 46)								
41¾	North Ballarat Jct. ES NC ..		3 55	6 37	7 55	9 5	11 25	1 9	2 47
42	Shell Oil Co. Siding NC ..		..	..	..	.. 103	..	..	..
42½	**BALLARAT** ..	*arr.*	3 58	6 40	8 0	9 10	11 30	1 12	2 50
							—73	—75	
	„ ..	*dep.*	4 30	7 0	..	9 55	11 55	1 25	3 15
			Via Nth. Geelong Loop	To Nth. Geelong		Tue. a.m.	Tue.to Fri. a.m.		
116¼	**MELBOURNE YD.**	*arr.*	8 50	..	..	4 0	2 20	4 0	6 0

Will not run when No. 134A runs.

Will not run when No. 134 runs.

B—From Ouyen. M—From Mildura.

DOWN

Miles	STATIONS		11 PASS. SAT.	17 PASS. MON. to FRI.		73 "The Vinelander" MON. to THUR.	73 "The Vinelander" FRI., SUN.	
			a.m.	p.m.		p.m.	p.m.	
—	**MELBOURNE**	*dep.*	8 30	12 50	..	9 5	9 20	..
73¾	**BALLARAT** ..	*arr.*	10 30	3 0	..	11 33	11 27	..
Via Castle-maine			**280 H.P. Diesel Rail Car**	**280 H.P. Diesel Rail Car**				
			a.m.	p.m.				
	,, ..	*dep.*	11 5	3 30	..	11 45	11 39	..
						TUE. to FRI.	**SAT. MON.**	
x			p.m.			a.m.	a.m.	
112	**MARYBOROUGH**	*arr.*	12 26	4 53–44	..	1 3–172	12 58	..
	ES	*dep.*	12 29	4 57	..	1 9	1 4	..
121	*Bet Bet* (See note, page 59)		12 43	5 11–28	..	*	*	..
125¾	**DUNOLLY** ES.. ..		12 52	5 21–32	..	1 30	1 25	..
129¾	Goldsborough NC ..		1 0§	5 28§	..	*	*	..
137¾	*Bealiba* ES ○ ..	*arr.*	..	..	..	..	..	..
	..	*dep.*	1 15	5 42	..	1 52	1 47	..
145¼	*Emu* ES ○ (See note, p. 59)		1 27	5 54	..	*	*	..
158½	**ST. ARNAUD** ES	*arr.*	1 48	..	..	2 22–80	2 17–80	..
	..	*dep.*	1 49	6 18–40	..	2 52 ●		..
165½	Sutherland NC ES (See note, page 59)	*arr.*	..	..	..	..		..
	,, ..	*dep.*	..	..	..	..		..
170¼	Swanwater NC .. .. (See note, page 59)		..	..	..	..		..
175	*Cope Cope* ES ○	*arr.*	..	..	..	..		..
	..	*dep.*	2 13	6 42	..	3 15‡		..
182½	**DONALD** ES ..	*arr.*	2 25	6 55	..	3 26		..
						—26		
	..	*dep.*	..	..	..	3 29		..
192	Litchfield NC ES ..	*arr.*	..	..	..	..		..
	(See note, page 59)	*dep.*	..	..	..	3 44‡		..
197¼	Massey NC		..	..	..	..		..
202½	Watchem ES ..	*arr.*	..	..	..	..		..
	,, ..	*dep.*	..	..	..	4 2		..
207¼	Morton Plains NC ..		..	..	..	..		..
214¾	**BIRCHIP** ES ..	*arr.*	..	..	..	4 20–130		..
	,, ..	*dep.*	..	..	..	4 25		..
224½	Kinnabulla NC		..	..	..	4 38‡		..
227½	*Curyo* ES ○ (See note, p. 59)		..	..	..	4 43‡		..
234¾	Watchupga NC		..	..	..	4 54‡		..
241¼	**WOOMELANG** ES	*arr.*	..	..	..	5 3–44		..
	..	*dep.*	..	..	..	5 6		..
248½	Lascelles ES		..	..	..	5 18		..
253¾	Gama NC		..	..	..	..		..
260½	*Turriff*		..	..	..	5 38		..
264¾	*Speed* ES ○		..	..	..	5 46		..
268¾	*Tempy*		..	..	..	5 54		..
284	Nunga NC		..	..	..	..		..
288¾	**OUYEN** ES ..	*arr.*	..	..	..	6 22–32, 20		..
	..	*dep.*	..	..	..	6 32		..
294	Kiamal NC (See note, p. 59)		..	..	..	..		..
310¼	*Hattah* ES ○		..	..	..	7 4		..
322¼	*Nowingi* (See note, page 59)		..	..	..	7 22§		..
332	*Carwarp* ES ○		..	..	..	7 37		..
342½	Redcliffs ES ..	*arr.*	..	..	..	7 53		..
	,, ..	*dep.*	..	..	..	7 58		..
347¼	Irymple ES		..	..	..	8 8		..
351¼	**MILDURA** ES ..	*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.

Miles	STATIONS		80 "The Vinelander" SUN. (Summer Season) (See Note)	80 "The Vinelander" MON. TO FRI.	24A 280 H.P. Diesel Rail Car Mon. to Sat.
			p.m.	p.m.	a.m.
—	**MILDURA** ES	*dep.*	9 0	9 20	.. ..
4	Irymple ES	*arr.*	9 7	9 27	.. ..
	"	*dep.*	9 12 ●	9 30 ●	.. ..
8¾	Redcliffs ES	*arr.*	9 20	9 38	.. ..
	"	*dep.*	9 30 ●	9 45 ●	.. ..
19¼	*Carwarp* ES ○	*arr.*	9 46	..	.. ..
	"	*dep.*	9 51 ●	10 2 ●	.. ..
29	*Nowingi* (See note, page 59) ..	..	10 8‡ ●	10 18‡ ●	.. ..
41	*Hattah* ES ○	..	10 27 ●	10 36 ●	.. ..
57¼	Kiamal NC (See note, page 59) ..	..	..	..	.. ..
62½	**OUYEN** ES	*arr.*	11 0	11 7–130	.. ..
	"	*dep.*		11 12	.. ..
67¼	Nunga NC	..		..	.. ..
82¼	*Tempy*	..		11 41	.. ..
86½	*Speed* ES ○	..		11 49	.. ..
90¾	*Turriff*	..		11 57	.. ..
				Mon. to Sat.	
				a.m.	
97½	Gama NC	..		..	.. ..
103	Lascelles ES	..		12 17–37	.. ..
110	**WOOMELANG** ES	*arr.*		12 28	.. ..
	"	*dep.*		12 30	.. ..
116¼	Watchupga NC	..		12 39‡	.. ..
123¾	*Curyo* ES ○ (See note, page 59) ..	..		12 50‡	.. ..
126¾	Kinnabulla NC	..		12 55‡	.. ..
136½	**BIRCHIP** ES	*arr.*		1 8	.. ..
	"	*dep.*		1 10	.. ..
143¾	Morton Plains NC	..		..	.. ..
148¾	Watchem ES	*arr.*		..	.. ..
	"	*dep.*		1 29–103	.. ..
154	Massey NC	..		..	.. ..
159¼	Litchfield NC ES (See note, page 59)	*arr.*		..	.. ..
	.. .. ..	*dep.*		1 47‡	.. ..
168¾	**DONALD** ES	*arr.*		2 1	.. ..
	"	*dep.*		2 3	8 35–75, 130 ..
176¼	*Cope Cope* ES ○	*arr.*		..	.. ..
	"	*dep.*		2 15‡	8 46 ..
181	Swanwater NC (See note, page 59) ..	..		..	.. ..
185¾	Sutherland NC ES (See note, page 59)	*arr.*		..	.. ..
	"	*dep.*		..	.. ..
192½	**ST. ARNAUD** ES	*arr.*		2 43–73	.. ..
	"	*dep.*		2 47	9 16 ..
206	*Emu* ES ○ (See note, page 59) ..	..		*	9 37 ..
213¼	*Bealiba* ES ○	*arr.*		..	.. ..
	"	*dep.*		3 17	9 49 ..
221½	Goldsborough NC	..		*	10 3§ ..
225½	**DUNOLLY** ES	*arr.*		..	..–21 ..
	"	*dep.*		3 38	10 10 ..
230¼	*Bet Bet* ES ○ (See note, page 59)..	..		*	10 18 ..
239¼	**MARYBOROUGH** ES ..	*arr.*		3 57–75	10 31 ..
	"	*dep.*		4 2	10 34 ..
281¾	**BALLARAT**	*arr.*		5 28	11 55 ..
					p.m.
	"	*dep.*		5 40G	12 5 ..
355½	**MELBOURNE**	*arr.*		8 5A	2 5 ..

Note.—Commencing Sunday 6th May, 1973, and each Sunday thereafter until Sunday 28th October, 1973, inclusive, **No. 80** Sundays will depart Mildura 9.20 p.m. and operate to later schedule to Ouyen inclusive, thence as shown above.

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

●—**No. 80** when scheduled to depart Mildura 9.0 p.m., 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. and departing Mildura 9.20 p.m., 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. (See note).

MARYBOROUGH-DONALD—Goods Service.

Down

Miles	STATIONS			23 Goods Mon.	21 Roadside Goods Tue. to Fri.	21 Roadside Goods Mon.	43 Light Loco. Mon. to Fri. ‡	
				a.m.	a.m.	a.m.	p.m.	
—	**MELBOURNE YD.**	*dep.*	..	..	..	..	..	..
73¾	**BALLARAT**	*arr.*	..	..	..	..	..	..
Via Castlemaine x	" ..	*dep.*	..	..	..	..	..	..
112	**MARYBOROUGH** ES	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	7 30	8 25	10 40–24A	12 40	..
121	*Bet Bet* ES ○ .. (See note, page 59)	*arr.*	..	..	8 43	..	..	..
	" ..	*dep.*	..	7 48	9 3	10 57	..	..
125¾	**DUNOLLY** ES..	*arr.*	..	..	9 16 –24A	11 10 –130	1 0	..
	" ..	*dep.*	..	8 1	10 15	11 35	..	..
129¾	Goldsborough NC	*arr.*	..	..	..	..	..	..
	" ..	*dep.*	..	..	..	p.m.	..	..
137¾	*Bealiba* ES ○ ..	*arr.*	..	..	10 50 –130	12 8	..	..
	" ..	*dep.*	..	..	11 20	12 35	..	..
145¼	*Ema* ES ○ .. (See note, page 59)	*arr.*	..	..	11 37 p.m.	12 50 –44	..	..
	" ..	*dep.*	..	..	12 1	1 2	..	..
158½	**ST. ARNAUD** .. ES	*arr.*	..	..	12 40 –24	1 32 –24 wt.	..	..
	" ..	*dep.*	..	..	1 25	2 5	..	..
165½	Sutherland NC ES (See note, page 59)	*arr.*	..	..	..	..	..	..
		dep.	..	..	1 45	2 20	..	..
170¼	Swanwater NC ..	..	..	..	..	..	..	..
175	*Cope Cope* ES ○	*arr.*	..	..	2 5	..	..	..
	" ..	*dep.*	..	..	2 30	2 38	..	..
181¾	Donald Freezing Works Siding NC ..	..	..	..	..	..	..	..
182	BP and Mobil Siding NC ..	..	..	..	..	..	..	..
182½	**DONALD** ES	*arr.*	..	..	3 0	3 0–32	..	..
	" ..	*dep.*	..	..	..	..	..	..

To Inglewood (See page 35)

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

MARYBOROUGH–DONALD—Goods Service.

Down

W.T.T. 3/73

(Reprint of page 53, 1.3.73)

Miles	STATIONS		37 Fast Goods Mon. to Fri.			103 Express Goods (See note, page 59) Mon. to Fri.			75 Fast Goods Mon. to Fri.
—	**MELBOURNE YD.**	*dep.*	p.m. ..			p.m. 6 20			p.m. 8 35
									Tu. to Sat.
73¾ Via Castlemaine	**BALLARAT**	*arr.*	..			9 10			a.m. 12 40
	„ ..	*dep.*	12 45			9 27			1 15
						Mon. to Thur.	**Fri.**	**Wed. (as req.)**	
x 112	**MARYBOROUGH ES**	*arr.*	2 25			10 50	10 37	10 37	2 40
			Mon.	**Tue. to Fri.**					—80
	„ ..	*dep.*	4 0	6 15		10 53	10 40	10 40	4 10
121	*Bet Bet* ES ○ .. (See note, page 59)	*arr.*	.. —24	..		..	..	..	..
	„ ..	*dep.*	4 15	6 30		..	..	..	4 25
125¾	**DUNOLLY ES** ..	*arr.*	.. —28	..		..	..	10 58 —134A	..
	„ ..	*dep.*	4 25	6 40		11 11	10 58	11 18	4 34
129¾	Goldsborough NC	*arr.*	..	..		..	..	..	..
	..	*dep.*	..	..		..	..	..	..
137¾	*Bealiba* ES ○ ..	*arr.*	4 49 —32	..		..	11 18 —134	..	..
	„ ..	*dep.*	5 2	7 4		11 29	11 25	11 38	4 58
145¼	*Emu* ES ○ .. (See note, page 59)	*arr.*	..	..		..	..	..	..
	„ ..	*dep.*	5 13	7 16		..	..	..	5 10
								Thur.	
158½	**ST. ARNAUD** .. ES	*arr.*	.. —40	.. —40		..	..	(As req.) a.m.	5 40 —26
	„ ..	*dep.*	5 42	7 46		11 59 **Tu. to Fri.** a.m.	11 55 **Sat.** a.m.	12 8	6 5
165½	Sutherland NC ES (See note, page 59)	*arr.*	..	..		..	..	..	..
		dep.	5 54	7 58		12 9	12 5	12 18	6 17
				Fri. (Wed ‡)	**Tue. Wed. Thur.**				
170¼	Swanwater NC ..	..	..	..	..	..	..	..	..
175	*Cope Cope* ES ○	*arr.*	..	..	8 15 —134	..	..	..	..
	„ ..	*dep.*	6 11	8 15	8 43	12 20	12 16	12 29	6 33
181¾	Donald Freezing Works Siding NC		..	..	..	..	..	..	..
182	BP and Mobil Siding NC		..	..	..	..	..	..	..
182½	**DONALD** ES	*arr.*	6 35 —134	8 35	9 5	12 31	12 27	12 40	6 50 —130
	„ ..	*dep.*	8 45 To Mildura	..	..	12 33 To Mildura	12 30 To Mildura	12 42 To Mildura	9 0 (10.45 a.m. Sat.) To Mildura

Runs when **No. 134** departs Mildura 3.20 p.m.

Runs when **No. 134** departs Mildura 5.15 p.m.

Runs when **No. 134A** operates.

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

DONALD–MILDURA—Goods Service.

Miles via Castlemaine ×	STATIONS		103 Express Goods (See note page 59) Tue. to Fri.	103 Express Goods (See note page 59) Sat.	103 Express Goods (See note page 59) Thur. (As req.)	101 R'side Goods Mon., Tue., Thur. ‡	75 Goods Tue. Thur.	75 Goods Wed. Fri.		
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		
182½	**DONALD** ES	*arr.*	12 31	12 27	12 40	.. —130	6 50	6 50		
	„ ..	*dep.*	12 33	12 30	12 42	7 0	9 0	9 0		
192	Litchfield NC ES	*arr.*	..	..	..	7 25	..	..		
	(See note, page 59)	*dep.*	..	..	..	7 40	..	..		
197¼	Massey NC ..	*arr.*	..	..	..	7 55	..	..		
	„ ..	*dep.*	..	..	..	8 5	..	..		
202½	Watchem ES ..	*arr.*	1 10	1 5	1 15	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	*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 59)	*dep.*		2 10		11 35	10 19	11 30		
234¾	Watchupga NC	*arr.*		..		11 51	..	..		
						p.m.				
	„ ..	*dep.*		..		12 1	..	..		
241¼	**WOOMELANG** ES	*arr.*		2 27–130		12 17	10 45	11 55		
								p.m.		
	„ ..	*dep.*		2 32		1 5	11 20	12 30		
248½	Lascelles ES ..	*arr.*		..		1 25–20	..	12 45–20		
	„ ..	*dep.*		2 42		1 50	11 35	1 5		
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 5–20	1 40		
	„ ..	*dep.*		3 5		3 35	12 20	1 55		
268¾	*Tempy* ..	*arr.*		..		3 48	..	..		
	„ ..	*dep.*		..		4 3	..	..		
284	Nunga NC ..	*arr.*		..		4 41	..	..		
	„ ..	*dep.*		..		4 51	..	..		
288¾	**OUYEN** ES	*arr.*		3 40		5 5	1 5	2 40		
	„ ..	*dep.*		3 55			2 40	3 55		
294	Kiamal ..	*arr.*		..		..	..	..		
	(See note, page 59)	*dep.*		..		..	..	..		
310¼	*Hattah* ES ○	*arr.*		4 22		..	3 20	4 30		
								Wed. As req.	Wed. —134	Fri.
	„ ..	*dep.*		4 29		..	3 35	4 45	5 4	4 45
322¼	*Nowingi* ..	*arr.*		..		..	..	..	..	..
	(See note, page 59)	*dep.*		..		..	..	..	..	..
332	*Carwarp* ES ○	*arr.*		4 59		..	4 15 —134	5 25 —134A	5 39	5 25
	„ ..	*dep.*		5 4		..	4 30	5 40	5 54	5 40
342½	Redcliffs ES ..	*arr.*		5 21 —46		..	4 50	6 0 —130	6 14 —130	6 0 –134, 130
	„ ..	*dep.*		5 45		..	5 35	6 25	6 39	6 25
347¼	Irymple ES ..	*arr.*		5 57		..	..	..	..	..
	„ ..	*dep.*		6 5		..	5 45	6 35	6 49	6 35
350½	Sarnia Packing Co.Sdg.NC			..		..	..	Runs	Runs	..
350¾	Caltex Oil Co. Sdg. NC ..			..		..	..	when	when	..
350½	Mildura Co-op Fruit Co. Siding NC			..		..	..	No. 134 A departs 4.30 p.m.	No. 134 departs 3.20 p.m.	..
351¼	**MILDURA** ES	*arr.*		6 15		..	5 55 —130	6 45	7 0	6 45

×—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. Thur. Comm. 10/8/72	
			a.m.	p.m.	p.m.	p.m.	p.m.	
182½	**DONALD** ES	arr.	6 50–130	6 35	..	..	..	..
	" ..	dep.	10 45	8 45–134	..	..	..	..
192	Litchfield NC ES	arr.	..	..	..	..	..	..
	(See note, page 59)	dep.	..	9 5	..	..	..	..
197¼	Massey NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
202½	Watchem ES ..	arr.	11 20	..	..	..	..	..
	" ..	dep.	11 40	9 28	..	..	..	..
207½	Morton Plains NC	arr.	..	..	..	..	..	..
	" ..	dep.	p.m.	..	..	..	..	..
214¾	**BIRCHIP** ES ..	arr.	12 5	..	..	..	..	..
	" ..	dep.	12 35	9 50	..	..	..	..
224½	Kinnabulla NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
227½	*Curyo* ES ○ ..	arr.	12 59	..	..	..	..	..
	(See note, page 59)	dep.	1 9	10 14	..	..	..	..
234¾	Watchupga NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
241¼	**WOOMELANG** ES	arr.	1 35	10 40	..	..	..	..
	" ..	dep.	2 15	11 0	..	..	..	..
248¼	Lascelles ES ..	arr.	2 30	11 15–80 Tue. a.m.	..	..	..	..
	" ..	dep.	2 40	12 21	..	..	..	..
253¾	Gama NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
260½	*Turriff*	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
264¾	*Speed* ES ○ ..	arr.	3 12	12 51–130	..	..	..	..
	" ..	dep.	3 27	1 4	..	..	..	..
268¾	*Tempy*	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
284	Nunga NC ..	arr.	..	..	..	..	..	..
	" ..	dep.	..	..	..	..	..	..
288¾	**OUYEN** ES ..	arr.	4 10	1 40	..	..	..	..
	" ..	dep.	5 30	2 40	..	..	..	..
294	Kiamal	arr.	..	..	..	..	..	..
	(See note, page 59)	dep.	..	..	..	..	..	..
310¼	*Hattah* ES ○ ..	arr.	6 10	3 20	..	..	..	..
	" ..	dep.	6 15	3 30	..	..	..	..
322¼	*Nowingi* ..	arr.	..	..	..	..	..	..
	(See note, page 59)	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	2 20	..	3 55–134	..
347¼	Irymple ES ..	arr.	7 56	..	..	..	..	..
	" ..	dep.	8 6	5 10	2 50	1 50	4 8	..
350¼	Sarnia Packing Co. Sdg. N.C.		..	..	..	..	..	..
350½	Caltex Oil Co. Siding NC ..		..	..	..	..	..	..
350½	Mildura Co-op. Fruit Co. .. Siding NC ..		..	..	..	..	..	..
351¼	**MILDURA** ES	arr.	8 20	5 20	3 5–134	2 5	4 20	..

From Meringur (Page 60)

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

Up

Miles	STATIONS		46 Goods Alt. Thur Comm. 10/8/72	44 Road-side Goods Mon.	32 Goods Mon. ‡ (See Note)	20 Roadside Goods Tue., Wed., Thur., Fri. ‡	48 Goods Wed., Fri.	54 Goods Tue., Thur.
			a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
	MILDURA ES	*dep.*	5 20	..	..	..	11 20	12 20
¾	Mildura Co-op Fruit Co. Sdg. NC		..	..	..	..	..	..
¾	Caltex Oil Co. Sdg. NC ..		..	..	..	..	..	..
1	Sarnia Packing Co. Sdg. NC ..		..	..	..	..	..	..
4	Irymple ES ..	*arr.*	..	..	..	..	..	12 35
	„ ..	*dep.*	5 30	..	..	..	11 55	..
							p.m.	
8¾	Redcliffs ES ..	*arr.*	5 40–**103**	..	..	..	12 10	..
	„ ..	*dep.*		..	..	..		..
19¼	*Carwarp* ES ○ ..	*arr.*	..	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..	..
29	*Nowingi*	*arr.*	..	..	..	..	..	..
	(See note, page 59)	*dep.*	..	..	..	..	..	..
41	*Hattah* ES ○ ..	*arr.*	..	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..	..
57¼	Kiamal NC ..	*arr.*	..	..	..	..	..	..
	(See note, page 59)	*dep.*	..	..	..	..	..	..
62½	**OUYEN** ES ..	*arr.*	..	..	..	..	..	..
					—**73**			
	„ ..	*dep.*	..	12 10	7 0	10 0	..	..
67¼	Nunga NC ..	*arr.*	..	..	..	10 14	..	..
	„ ..	*dep.*	..	..	..	10 20	..	..
82½	*Tempy*	*arr.*	..	1 0	7 40	11 0	..	..
	„ ..	*dep.*	..	1 20	8 0	11 25	..	..
86½	*Speed* ES ○ ..	*arr.*	..	1 32	8 15	11 38	..	..
						p.m. –**75**		
	„ ..	*dep.*	..	1 55	8 35	12 10	..	..
90¾	*Turriff*	*arr.*	..	2 5	..	12 20	..	..
	„ ..	*dep.*	..	2 25	..	12 25	..	..
97½	Gama NC ..	*arr.*	..	2 40	8 55	12 40	..	..
	„ ..	*dep.*	..	2 50	9 15	12 45	..	..
103	Lascelles ES ..	*arr.*	..	3 5	9 27	1 0–**75, 101**	..	..
	„ ..	*dep.*	..	3 35	9 47	1 40	..	..
110	**WOOMELANG** ES	*arr.*	..	4 0	10 0	2 5	..	..
				—**73**				
	„ ..	*dep.*	..	5 30	10 40	2 35	..	..
116½	Watchupga NC ..	*arr.*	..	5 45	..	2 50	..	..
	„ ..	*dep.*	..	5 55	..	3 0	..	..
123¾	*Curyo* ES ○ ..	*arr.*	..	6 10	11 5–**101**	3 15	..	..
	(See note, page 59)	*dep.*	..	6 25	11 25	3 30	..	..
126¾	Kinnabulla NC ..	*arr.*	..	6 35	..	3 40	..	..
	„ ..	*dep.*	..	6 40	..	3 45	..	..
136½	**BIRCHIP** ES ..	*arr.*	..	7 5	11 50	4 10	..	..
					p.m.			
	„ ..	*dep.*	..	7 45	12 20	4 30	..	..
143¾	Morton Plains NC	*arr.*	..	8 3	..	4 48	..	..
	„ ..	*dep.*	..	8 13	..	4 55	..	..
148¾	Watchem ES ..	*arr.*	..	8 30	12 45	5 10	..	..
	„ ..	*dep.*	..	8 50	1 0	5 30	..	..
154	Massey NC ..	..	..	..	..	..	..	..
159¼	Litchfield NC ES ..	*arr.*	..	9 15	1 20	6 0	..	..
	(See note, page 59)	*dep.*	..	9 35	1 40	6 10	..	..
168¾	**DONALD** ES	*arr.*	..	10 0	2 0	6 35	..	..
					–**21**			
	„ ..	*dep.*	..	11 45	3 15	..	..	..
x See page 59				To Nth. Geelong Page 58	To Melb. page 59			

Runs Meringur Service (see page 60)

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

UP

Miles	STATIONS		134 Express Goods (See note, page 59) Mon. to Thur.	134 Express Goods (See note, page 59) Wed. as required	134 Express Goods (See note, page 59) Fri.	130 Goods Mon. to Fri.	
			p.m.	p.m.	p.m.	p.m.	
—	**MILDURA** ES ..	*dep.*	3 20	4 30	5 15	6 0—75	..
¾	Mildura Co-op Fruit Co. Sdg. NC		..	..	..	..	..
¾	Caltex Oil Co. Sdg. NC ..		..	..	..	..	..
1	Sarnia Packing Co. Sdg. NC		..	..	..	..	..
4	Irymple ES ..	*arr.*	3 28	4 37	5 22	..	..
	„ ..	*dep.*	3 43	4 52	5 37	6 12	..
8¾	Redcliffs ES ..	*arr.*	3 50–19	4 59	5 44–75	6 22–75	..
	„ ..	*dep.*	4 10	5 20	6 5	7 2	..
19¼	*Carwarp* ES ○ ..	*arr.*	—75	5 36–75	6 21	7 20	..
	„ ..	*dep.*	4 26	5 46	6 31	7 50	..
29	*Nowingi*	*arr.*	..	..	..	8 10	..
	(See note, page 59)	*dep.*	..	..	..	8 40	..
41	*Hattah* ES ○ ..	*arr.*	4 55–75	6 15	7 0	9 0	..
	„ ..	*dep.*	5 0	6 20	7 5	9 20	..
57¼	Kiamal NC ..	*arr.*	..	..	..	9 50	..
	(See note, page 59)	*dep.*	..	..	..	10 5	..
62½	**OUYEN** ES ..	*arr.*	5 27	6 47	7 32	10 20–80	..
						Tue. to Sat. a.m.	
	„ ..	*dep.*	5 52	7 12	7 42	12 10	..
67¼	Nunga NC ..	*dep.*	..	..	..	..	..
82½	*Tempy*	*arr.*	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..
86½	*Speed* ES ○ ..	*arr.*	..	..	..	12 55–37	..
	„ ..	*dep.*	6 26	7 46	8 14	1 0	..
90¾	*Turriff*	*arr.*	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..
97½	Gama NC ..	*arr.*	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..
103	Lascelles ES ..	*arr.*	..	..	..	1 30	..
	„ ..	*dep.*	6 49	8 9	8 37	1 40	..
110	**WOOMELANG** ES	*arr.*	..	..	..	1 55	..
						—103	
	„ ..	*dep.*	6 59	8 19	8 47	2 40	..
116½	Watchupga NC ..	*dep.*	..	..	..	..	..
123¾	*Curyo* ES ○ ..	*arr.*	..	..	..	3 5	..
	(See note, page 59)						
	„ ..	*dep.*	7 15	8 35	9 3	3 20	..
126¾	Kinnabulla NC ..	*arr.*	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..
136½	**BIRCHIP** ES ..	*arr.*	..	..	..	3 45	..
						—73	
	„ ..	*dep.*	7 31	8 51	9 19	4 30	..
143¾	Morton Plains NC	*dep.*	..	..	..	..	..
148¾	Watchem ES ..	*arr.*	..	..	..	4 55	..
	„ ..	*dep.*	7 49	9 9	9 37	5 5	..
154	Massey NC ..		..	..	..	..	..
159¼	Litchfield ES NC ..	*arr.*	..	..	..	..	..
	(See note, page 59)	*dep.*	..	..	..	5 25	..
168¾	**DONALD** ES ..	*arr.*	8 20	9 40	10 7	5 45	..
			—37		..	–101, 75, 24A	..
	„ ..	*dep.*	8 28	9 48	10 15	9 0	..
x See page 59			To Melb. page 59	To Melb. page 59	To Melb. page 59	To Melb. page 58	

On first and third Wednesday of each month, **No. 134** may depart Mildura 4.30 p.m. — See next column.

Runs as required on first and third Wednesdays of month to cater for Ouyen stock sales.

DONALD–MARYBOROUGH.

Goods Service.

Up

Miles	STATIONS		26 Goods Tue. to Sat ‡	130 Fast Goods Tue. to Sat.	24 Roadside Goods Mon. to Fri. ‡	44 Goods Mon.	28 Goods Mon.
			a.m.	a.m.	a.m.	a.m.	p.m.
168¾	**DONALD** ES ..	*arr.*	..	5 45	..	10 0	..
				–75, 101, 24A			
	" ..	*dep.*	3 45–73	9 0	9 40–75	11 45	..
169¼	BP and Mobil Siding NC ..		..	..	..	..	..
169½	Donald Freezing Works 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 59)	*dep.*	..	..	10 39	..	..
185¾	Sutherland NC ES ..	*arr.*	..	..	10 56	..	..
	(See note, page 59)	*dep.*	4 20	9 40	11 6	..	..
192¾	**ST. ARNAUD** ES	*arr.*	4 45	..	11 32	..	..
			—75		—21, 44	—24	
					p.m.	p.m.	
	" ..	*dep.*	5 50	9 58	1 0	12 35	From
206	*Emu* ES ○ ..	*arr.*	..	..	1 35	—21	Inglewood
	(See note, page 59)	*dep.*	6 20	10 21	1 43	12 58	(page 35)
213½	*Bealiba* ES ○ ..	*arr.*	..	10 35–21	2 2	..	..
	" ..	*dep.*	6 35	10 55	2 30	1 11	..
221½	Goldsborough NC ..	*arr.*	..	..	..	..	..
	" ..	*dep.*	..	..	..	..	..
225½	**DUNOLLY** ES ..	*arr.*	..	..	3 5	..	4 0—37
				—21		..	
	" ..	*dep.*	7 7	11 20	3 40	1 40	4 45
230¼	*Bet Bet* ES ○ ..	*arr.*	..	..	3 55–37	..	5 0–17
	(See note, page 59)	*dep.*	7 18	11 31	4 20	1 52	5 15
239¼ ×	**MARYBOROUGH** ES	*arr.*	7 40—1	11 50	4 55–17	2 20 –37, 17	5 35
				Tue. to Fri. / Sat.			
				p.m. / p.m.			
	" ..	*dep.*		12 15–9 / 2 15		5 0	
				Via Castlemaine			
281¾	**BALLARAT** ..	*arr.*	..	.. / 3 58	..	6 40	..
	" ..	*dep.*	..	.. / 4 30	..	7 0	..
355½	**MELBOURNE YARD**	*arr.*	..	7 45 / 8 50	..	.. To Nth. Geelong	..

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

Miles	STATIONS		32 Fast Goods Mon ‡	40 Goods Mon. to Fri.	134 Express Goods Mon. to Thur. (See note)	134A Express Goods Wed. As requir'd (See note)	134 Express Goods Fri. (See note)	
			p.m.	p.m.	p.m.	p.m.	p.m.	
168¾	**DONALD** ES ..	*arr.*	2 0	..	8 20	9 40	10 7	..
	„ ..	*dep.*	3 15–**21**	4 0	8 28	9 48	10 15	..
169¼	B.P. & Mobil Siding NC ..		..	..	..	..	..	..
169½	Donald Freezing Works Siding NC ..		..	..	..	..	..	..
176¼	*Cope Cope* ES ○ ..	*arr.*	..	..	—**37**	..	..	..
	„ ..	*dep.*	3 28	4 14	8 38	9 58	10 26	..
181	Swanwater NC ..	*arr.*	..	..	..	..	..	..
	(See footnote) ..	*dep.*	..	..	..	..	..	..
185¾	Sutherland NC ES ..	*arr.*	..	..	..	..	..	..
	(See footnote) ..	*dep.*	3 47	4 35	8 50	10 10	10 38	..
192¾	**ST. ARNAUD** ES	*arr.*	..	5 0	..	..	..	..
				—**37, 17**				
	„ ..	*dep.*	4 5	7 50	9 3	10 23	10 50	..
206	*Emu* ES ○ ..	*arr.*	..	..	..	..	..	..
	(See footnote) ..	*dep.*	4 28	8 20	..	..	..	..
213½	*Bealiba* ES ○ ..	*arr.*	4 40–**37**	..	..	..	11 20—**103**	..
	„ ..	*dep.*	4 52	8 35	9 30	10 50	11 28	..
221½	Goldsborough NC ..	*arr.*	..	..	..	..	..	..
	„ ..	*dep.*	..	..	..	..	..	..
225½	**DUNOLLY** ES ..	*arr.*	5 14–**17**	..	..	11 9–**103**	..	..
	„ ..	*dep.*	5 30	9 5	9 49	11 13	11 46	..
230¼	*Bet Bet* ES ○ ..	*arr.*	..	..	..	..	**Sat.**	..
	(See footnote) ..	*dep.*	5 41	9 16	..	..	a.m.	..
239¼	**MARYBOROUGH** ES	*arr.*	6 5	9 40	..	..	12 5	..
							—**73**	
×	„	*dep.*	7 30	..	10 6	11 35	1 10	..
					On first and third Wednesday of each month No. 134 will depart Mildura 4.30 p.m. (No. 134A)–See next column	**Thur.** (as req.) a.m.		
281¾	**BALLARAT** ..	*arr.*	9 10	..	11 30	1 12	2 50	..
	„	*dep.*	9 55	..	11 55	1 25	3 15	..
			Tue.		**Tue. to Fri.**			
			a.m.		a.m.			
355½	**MELBOURNE YARD**	*arr.*	4 0	..	2 20	4 0	6 0	..

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

Note: No. 103 and **No. 134/134A** Express Goods are to consist of the following vehicles: VICTORIAN STOCK—Victorian Bogie Goods Vehicles as stated on page 126, also pages 56, 57 of Working Time-table Addenda. SOUTH AUSTRALIAN STOCK—South Australian Bogie Goods Vehicles as listed in the Working Time-table Addenda, page 61. NEW SOUTH WALES STOCK—N.S.W. Bogie Goods Vehicles as listed in the Working Time-table Addenda, pages 64–66. WESTERN AUSTRALIAN STOCK—West Australian Bogie Goods vehicles as listed in the Working Time-table Addenda, page 62. COMMONWEALTH STOCK—Commonwealth Bogie Goods Vehicles as listed in the Working Time-table Addenda, page 62.

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 Fridays 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 Fridays 9.0 a.m. until No. 21 clears, Saturdays 9.0 a.m. until No. 130 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.	STATIONS		1 Goods Alt. Thur. Comm. 10/8/72 (See Note A)	Miles	STATIONS		2 Goods Alt. Thur. Comm. 10/8/72 (See Note A)
via C'maine x			a.m.				a.m.
342½	**REDCLIFFS** † ..	*dep.*	6 15	—	**MERINGUR** † NC	*dep.*	11 30
360½	Pirlta NC	*arr.*	7 18	5¼	Yarrara NC ..	*arr.*	11 47
	" ..	*dep.*	7 23		" ..	*dep.*	11 55
366	Merrinee NC (See footnote)	*arr.*	7 41				p.m.
	" ..	*dep.*	7 50	9¾	Bambill NC ..	*arr.*	12 10
372¼	Karawinna NC ..	*arr.*	8 10		" ..	*dep.*	12 15
	" ..	*dep.*	8 20	15¼	*Werrimull* (See f'note)	*arr.*	12 33
378	*Werrimull* (See footnote)	*arr.*	8 40		" ..	*dep.*	12 55
	" ..	*dep.*	9 20	21	Karawinna NC ..	*arr.*	1 14
383½	Bambill NC	*arr.*	9 38		" ..	*dep.*	1 25
	" ..	*dep.*	9 43	27¼	Merrinee NC (See f'note)	*arr.*	1 45
388	Yarrara NC	*arr.*	9 58		" ..	*dep.*	2 5
	" ..	*dep.*	10 10	32¾	Pirlta NC	*arr.*	2 23
393¼	**MERINGUR** † NC ..	*arr.*	10 30		" ..	*dep.*	2 28
				50¾	**REDCLIFFS** † ..	*arr.*	3 35
							–134

x Mileage 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 Thursday 17/8/72, on alternate Thursdays, 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).

MILDURA–MERBEIN–YELTA.

Down					Up			
Miles from Mildura	STATIONS		3 Goods Wed.	5 Goods Mon., Fri.	Miles from Yelta	STATIONS		4 Goods Wed.
			a.m.	a.m.				p.m.
—	**MILDURA** † ..	*dep.*	9 20	11 35	—	*YELTA* †	*dep.*	12 15
¾	Mildura Oil Siding NC (Shell, Esso, Mobil)		..	..	5¾	Merbein †	*arr.*	12 40
				p.m.				Mon.,
7	Merbein †	*arr.*	9 55	12 10				Wed., Fri.
						" ..	*dep.*	2 5
	" ..	*dep.*	10 35	..	12	Mildura Oil Siding NC (Shell, Esso, Mobil)	..	..
12¾	*YELTA* †	*arr.*	11 5	..	12¾	**MILDURA** † ..	*arr.*	2 30

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 Gds. Sun.	9 Gds. Fri. (Wed. ‡)
			p.m.	a.m.
288¾	**OUYEN** † ..	*dep.*	11 30	1 0
298	Galah NC ..	*arr.*	11 52	1 25
	(See footnote)		**Mon.**	
			a.m.	
	"	*dep.*	12 1	1 35
307½	*Walpeup* † ○ ..	*arr*	12 30	2 7
	" ..	*dep.*	12 50	2 27
312¾	*Torrita* (See footnote)	*arr.*	1 8	2 42
	" ..	*dep.*	1 15	2 52
319¾	Underbool † ..	*arr.*	1 38	3 13
	" ..	*dep.*	2 5	3 53
326¼	*Linga* ..	*arr.*	2 25	4 12
	" ..	*dep.*	2 30	4 17
332	Boinka NC ..	*arr.*	2 50	4 35
	(See footnote) ..	*dep.*	2 55	4 40
339	*Tutye* ..	*arr.*	3 18	5 5
	" ..	*dep.*	3 30	5 10
345¼	*Cowangie* ..	*arr.*	3 50	5 25
	(See footnote) ..	*dep.*	4 0	6 0
350¾	Danyo NC ..	*arr.*	4 20	6 19
	(See footnote) ..	*dep.*	4 25	6 29
356¾	**MURRAYVILLE** †	*arr.*	4 45	6 47
	" ..	*dep.*	5 30	7 7
361¾	Carina NC ..	*arr.*	5 43	7 24
	" ..	*dep.*	5 46	7 29
368	*Panitya* (See footnote)	*arr.*	6 3	7 47
	" ..	*dep.*	6 13	7 57
373	**PINNAROO** †			
	(E.S. Time)	*arr.*	6 30	8 15
	„ (C.S. Time)	*arr.*	6 0	7 45

Up

Miles	STATIONS		10 Gds. Mon.	12 Gds. Fri.	6 Gds. Wed. ‡
			a.m.	a.m.	a.m.
—	**PINNAROO**				
	(C.S. Time)	*dep.*	7 15	9 30	9 30
	„ (E.S. Time)	*dep.*	7 45	10 0	10 0
5	*Panitya* (See footnote)	*arr.*	7 59	..	10 14
	" ..	*dep.*	8 15	10 14	10 24
11¼	Carina NC ..	*arr.*	8 32	..	10 41
	" ..	*dep.*	8 36	10 31	10 51
16¼	**MURRAYVILLE** †	*arr.*	8 50	10 46	11 5
	" ..	*dep.*	9 30	11 20	11 35
22¼	Danyo NC (See f'note)	*arr.*	9 50	..	11 51
					p.m.
	" ..	*dep.*	9 55	11 36	12 1
27¾	*Cowangie* ..	*arr.*	10 15	11 52	12 17
	(See footnote)			p.m.	
	" ..	*dep.*	10 30	12 7	12 27
34	*Tutye* ..	*arr.*	10 50	..	12 44
	" ..	*dep.*	11 15	12 24	12 49
41	Boinka NC ..	*arr.*	11 40	..	1 10
	(See footnote) ..	*dep.*	11 45	12 45	1 15
			p.m.		
46¾	*Linga* ..	*arr.*	12 5	..	1 35
	" ..	*dep.*	12 10	1 5	1 40
53¼	Underbool † ..	*arr.*	12 30	1 25	1 58
	" ..	*dep.*	1 5	2 5	2 38
60¼	*Torrita* (See footnote)	*arr.*	1 30	..	3 2
	" ..	*dep.*	1 35	2 29	3 12
65½	Walpeup † ○ ..	*arr.*	1 56	2 50	3 33
	" ..	*dep.*	2 30	3 15	4 3
75	Galah NC ..	*arr.*	3 5	..	4 30
	(See footnote) ..	*dep.*	3 20	3 42	4 40
84¼	**OUYEN** † ..	*arr.*	3 50	4 10	5 5

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

(N&M)

GENERAL INSTRUCTIONS

BLOCK NOTES

MELBOURNE—BENDIGO

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 Diggers Rest, Diggers 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.

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

Riddell.—Mondays to Fridays from 5.50 a.m. until 9.30 p.m., or No. 157 clears the same day.

Macedon.—Mondays to Fridays inclusive from 6.45 a.m. until 10.20 p.m.; Saturdays from 6.45 a.m. until No. 131 clears and Sundays from 9.45 a.m. until Nos. 137 and 124 clear.

Woodend.—Mondays from 2.0 a.m. until No. 19 clears and from 9.15 a.m. until No. 53 clears. From 12 noon Mondays until last train clears on Saturdays. Sundays from 9.45 a.m. until 8.45 p.m.

Carlsruhe.—Mondays from 6.35 a.m. until No. 53 clears and from 2.0 p.m. until No. 107 clears; Tuesdays, Wednesdays, Thursdays from 7.5 a.m. until No. 53 clears and from 2.0 p.m. until No. 107 clears; Fridays from 7.5 a.m. until No. 53 clears and from 2.0 p.m. until No. 109A clears; Saturdays from 7.5 a.m. until No. 53 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 No. 131 clears; Sundays from 9.0 a.m. until No. 133 clears and from 6.30 p.m. until No. 137 clears.

Elphinstone.—Mondays from 1.30 p.m. until No. 109 clears; Tuesdays and Thursdays from 7.15 a.m. until No. 109 clears and from 9.0 p.m. until No. 15 clears Wednesdays and Fridays; Wednesdays and Fridays from 7.15 a.m. until No. 63 clears, from 2.15 p.m. until No. 109 clears and from 9.0 p.m. until No. 15 clears Thurdays and Saturdays; Saturdays from 7.15 a.m. until No. 93 clears.

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

Harcourt.—Mondays to Fridays from 6.50 a.m. until No. 63 clears and from 2.0 p.m. until No. 94 clears; Saturdays from 6.50 a.m. until No. 63 clears and from 3.20 p.m. until No. 78 clears.

Ravenswood.—Mondays to Fridays from 2.45 p.m. until No. 157 clears.

Kangaroo Flat.—Mondays to Fridays from 6.50 a.m. until No. 63 clears and from 2.0 p.m. until No. 94 clears; Saturdays from 6.50 a.m. until No. 63 clears.

Golden Square.—Mondays to Fridays from 7.15 a.m. until No. 167 clears.

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.

MINIATURE AUTOMATIC STAFF EXCHANGING APPARATUS

Positions so equipped:—Nil

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				
Brookwood Siding 8–0	Barley Board Access Road T	8	4	FL
Brooklyn Signal Box 9–48	Kernot Street T	7	62	FL
"	Francis Street T	8	68	FL
"	Somerville Road	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
Taradale 67–52	Sutton Grange Road T	68	2	FL
Elphinstone 70–19	Old Calder Highway T	70	23	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
"	Weeroona Avenue 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	Loddon Valley Highway 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
" "	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
Rochester 138–68	Northern Highway T	138	78	FL
" "	Elizabeth Street T	139	13	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

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.

(Instructions pages 178–179, General Appendix).

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
BALLARAT–MILDURA				
Ballarat 73–65	Howitt Street T	75	4	FL
"	Norman Street T	75	44	FL
Creswick 85–35	Midland Highway T	80	16	FL
Clunes 96–52	Ballarat Road T	93	15	FL
Talbot 107–33	Ballarat–Maryborough Road T	107	3	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	North Western Highway T	181	49	FL
" "	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
DUNOLLY–INGLEWOOD				
Inglewood 150–32	Calder Highway T	150	6	FL
CASTLEMAINE–MARYBOROUGH				
Castlemaine 77–77	Rowe Street T	78	41	FL
"	Maclise Street T	78	72	FL
"	Moscript Street T	79	72	FL
"	Freyers Road	80	59	FL
Newstead 92–11	Pyrenees Highway T	93	9	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.

STATION—	Loco. & tank water (L)	Carriage water (C)	Emergency water and description (if not provided with "L" or "C" water)
Ararat	L	C	—
Avoca	L	—	—
Ballarat	L	C	—
Balranald	—	—	Fire hose
Bendigo	L	C	—
Birchip	L	C	—
Boort	—	—	Fire hose
Castlemaine	L	C	—
Charlton	—	—	Fire hose
Chillingollah	L	—	—
Creswick	—	—	Fire hose
Daylesford	L	C	—
Deniliquin	—	—	Fire hose
Donald	L	C	—
Echuca	L	—	—
Elmore	L	—	—
Hattah	L	—	—
Inglewood	L	C	—
Kerang	—	—	Fire hose
Korong Vale	L	C	—
Kyneton	—	—	Fire hose
Macedon	—	—	Fire hose
Maryborough	L	C	—
Mathoura	L	—	—
MELBOURNE			
Flinders Street	—	C	—
Spencer Street	—	C	—
Dynon	L	—	—
Mildura	L	C	—
Mitiamo	—	—	Fire hose
Moulamein	—	—	Fire hose
Murrayville	L	—	—
Newport (Workshops)	L	—	—
Ouyen	L	C	—
Piangil	—	—	Fire hose
Raywood	—	—	Fire hose
Robinvale	L	—	—
Sea Lake	—	—	Fire hose
St. Arnaud	L	—	—
Swan Hill	—	C	—
Underbool	L	—	—
Woodend	L	C	—
Woomelang	—	—	Fire hose
Wycheproof	—	—	Fire hose

EXPRESS AND PASSENGER TRAIN LOADS.

Train	Section		Loco.	Schedule Load
DOWN				Tons
8.45 a.m. (No. 63)	Melbourne–Bendigo	Mon. to Sat. ..	B	220
1.35 p.m. (No. 93)	„ „	Saturday ..	B	250
1.35 p.m. (No. 103)	„ „	Mon. to Fri. ..	B	250
5.4 p.m. (No. 109)	„ „	Mon. to Thur. ..	B	300
5.40 p.m. (No. 123)	„ „	Friday	B	400
6.5 p.m. (No. 131)	„ „	Saturday ..	B	275
5.14 p.m. (No. 119)	Melbourne–Kyneton,	Mon. to Fri. ..	T	125
9.30 a.m. (No. 133)	Melbourne–Bendigo	Sunday	B	250
7.10 p.m. (No. 137)	Melbourne–Bendigo	Sunday	B	250
11.35 a.m. (No. 53)	Bendigo–Swan Hill	Mon., Wed., Fri., Sat. ..	T	220
4.40 p.m. (No. 103)	Bendigo–Swan Hill	Tue., Thur. ..	T	220
11.45 p.m. (No. 73) (9.5 p.m. Ex Melb.)	Ballarat–Mildura,	Mon. to Thurs. ..	T	270
11.39 p.m. (No. 73) (9.20 p.m. Ex. Melb.)	„ „	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
6.45 p.m. (No. 124)	„ „	Sunday	B	300
6.45 a.m. (No. 32)	Kyneton–Melbourne,	Mon. to Fri. ..	T	220
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 Sunday when altered.)	Mildura–Ballarat,	Fri., Sun. ..	B	450
9.20 p.m. (No. 80)	„ „	Mon. to Thur. ..	T	270

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	Econ	Total
8.45 a.m.	Melbourne	Bendigo	**Tue., Thur.,** CE, AZ, BZ, BW	4/180	48	124	172
8.45 a.m.	Melbourne	Swan Hill	**Mon., Wed., Fri., Sat.,** CE, AZ, BZ, BW*	4/180	48	124	172
("Great	Northern Li	mited")					
1.35 p.m.	Melbourne	Bendigo	**Mon., Wed., Fri.,** BCPL†, CE, AZ, BZ, BW, ABE	6/255	74	160	234
1.35 p.m.	Melbourne	Bendigo	**Sat.,** CE, AZ, BZ, BW, ABE	5/225	74	160	234
1.35 p.m.	Melbourne	Swan Hill	**Tue.,Thur.,**BCPL†,CE,AZ,BZ,BW*,ABE*	6/255	74	160	234
5.4 p.m.	Melbourne	Bendigo	**Mon., to Thur.,** C**, CE, BW, Taggerty, AZ, BZ	6/265	66	124	190
5.14 p.m.	Melbourne	Kyneton	**Mon. to Fri.,** BCPL, AW, BPL, BPL ..	4/130	40	215	255
5.40 p.m.	Melbourne	Bendigo	**Fri.,** C**, CE, AW, BW, Taggerty, AZ, BZ, BW	8/335	106	184	290
6.5 p.m.	Melbourne	Bendigo	**Sat.,** CE, BW, BW, Taggerty, AZ, BZ ..	6/275	66	184	250
6.45 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL,BPL,BPL,AW,BCPL	5/160	40	291	331
7.0 a.m.	Bendigo	Melbourne	**Mon.,** CE, AZ, BZ, BW, AW, BW ..	6/250	88	184	272
7.0 a.m.	Bendigo	Melbourne	**Tue. to Sat.,** CE, AZ, BZ, BW, ABE ..	5/225	74	160	234
8.30 a.m.	Swan Hill	Bendigo	**Mon. to Sat.,** CE, AZ, BZ	3/145	48	64	112
12.0 noon	Bendigo	Melbourne	**Mon.,** CE, AZ, BZ, (ex Swan Hill) .. Taggerty, BW, BW	6/275	66	184	250
12.0 noon	Bendigo	Melbourne	**Tue. to Sat.,** CE, AZ, BZ, (ex Swan Hill), Taggerty, BW	5/240	66	124	190
5.20 p.m.	Bendigo	Melbourne	**Mon.** C, CE, AZ, BZ, BW	5/205	48	124	172
5.20 p.m.	Bendigo	Melbourne	**Tue. to Fri.,** CE, AZ, BZ, BW	4/180	48	124	172
5.45 p.m.	Bendigo	Melbourne	**Sat.,** C, CE, AZ, BZ, BW, ABE ..	6/250	74	160	234
9.5 p.m.	Melbourne	Mildura	**Mon. to Thur.,** Twinette, Roomette, AZ, BZ, CE, AX	6/281	96	64	160
9.20 p.m.	Melbourne	Mildura	**Fri.,** Twinette, Roomette, AZ, BZ, BE, CE, AX	7/326	96	136	232
9.20 p.m.	Melbourne	Mildura	**Sun.,** Twinette, Roomette, AZ, BZ, BE, CE, AX	7/326	96	136	232
9.0 p.m.	Mildura	Melbourne	**Sun.,** AX, Roomette, Twinette, AZ, BZ,	9/391	96	136	232
(or 9.20	p.m. when	altered)	BE, CE, TP, VP§				
9.20 p.m.	Mildura	Melbourne	**Mon. to Thur.,** AX, Roomette, Twinette, AZ, BZ, CE	6/281	96	64	160
9.20 p.m.	Mildura	Melbourne	**Fri.,** AX, Roomette, Twinette, AZ, BZ,	7/326	96	136	232
("The	Vinelander")		BE, CE				
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Bendigo	BCPL, AE, BE, AE, BE	5/210	96	220	316
7.10 p.m.	Melbourne	Bendigo	C, BW, BW, AW, BCPL	5/160	40	196	236
9.10 a.m.	Bendigo	Melbourne	BCPL, AW, BW, BW, C	5/160	40	196	236
6.45 p.m.	Bendigo	Melbourne	BCPL, BE, AE, BE, AE	5/210	96	220	316

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

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

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

(N & M)

PASSENGER TRAIN LOCOMOTIVE 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 230 tons	"B" Class 220 tons	"T" Class 250 tons	"T" Class 220 tons	"T" Class 210 tons	"T" Class 125 tons	
				LOCOMOTIVE 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	13	9	11*	—	—	—	—
Taradale	3*	3*	*	4	4	*	4	3*	—	—	—	—
Malmsbury	5*	6	9	7	6	9	6	7*	—	—	—	—
Kyneton	9	10	10	10	10	9	9	11*	—	—	—	—
Carlsruhe	6*	6*	*	6*	6*	*	6	6*	—	—	—	—
Woodend	6	6	12	6	6	10	6	6*	—	5	—	—
Macedon	8	8	8	8	8	8	8	8*	8	8*	7	—
Gisborne	4*	5	5	5	5	5	5	5*	5	4*	5	—
Riddell	4*	5*	6	5*	5*	5*	6	6*	6	5*	6	—
Clarkefield	4*	4*	6	5	5	5	5	5*	5	4*	5	—
Sunbury	8	7*	9	9	9	9	9	9*	9	8	9	—
Diggers Rest ..	4*	5	5	5	5	5	5	6*	6	5*	6	—
Sydenham	5*	6*	6	6	6	6	6	7*	7	6*	7	—
St. Albans	4*	4*	5	*	*	*	*	6*	6	*	6	—
Sunshine	4*	4*	6	8*	8*	9*	10	5*	5	9	5	—
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	8	3	—
TOTAL	139	143	152	153	156	140	147	158	73	70	72	—

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

BENDIGO–ECHUCA–DENILIQUIN.

DOWN	Locomotive Running Time		UP	Locomotive Running Time	
Bendigo to—	Mins.	Mins.	**Deniliquin to—**	Mins.	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	Locomotive Running Time		UP	Locomotive Running Time	
Woodend to—	Mins.	Mins.	**Daylesford to—**	Mins.	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	Locomotive Running Time	UP	Locomotive 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.

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

BENDIGO—SWAN HILL.

DOWN	Locomotive Running Time			UP	Locomotive 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	Kerang ..	14	14	14
Prairie	8	8	8	Tragowel ..	12½	12½	13
Mitiamo	9	9	9	Macorna ..	8	8	8
Mologa	7½	7½	7½	Mincha ..	9	9	9
Pyramid	11½	11	11	Pyramid ..	6½	6½	6½
Mincha	6½	6½	6½	Mologa ..	11	11	11½
Macorna	9	9	9	Mitiamo ..	7½	7½	7½
Tragowel ..	8	8	8	Prairie ..	9	9	9
Kerang	13	12½	12	Dingee ..	8	8	8
Lake Charm ..	14	14	13	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
Total ..	171	166½	162½	Total ..	165	167	173
	T 350 tons.	T 300 tons.	T 220 tons		T 220 tons	T 300 tons	T 350 tons

BENDIGO—KORONG VALE—WYCHEPROOF.

DOWN	Locomotive Running Time	UP	Locomotive 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	Locomotive Running Time	UP	Locomotive Running Time
Castlemaine to—	Mins.	**Maryborough to—**	Mins.
Guildford	15	Carisbrook	7
Newstead	11	Moolort	12
Moolort	16	Newstead	14
Carisbrook	11	Guildford	11
Maryborough	8	Castlemaine	16
	T 165 tons		T 165 tons
Total ..	61	Total ..	60

BALLARAT–MARYBOROUGH–MILDURA.

DOWN	Locomotive Running Time				UP	Locomotive Running Time			
	No. 73		"B" Loco. 450 tons.	"B" Loco. 220 tons.		No. 80		"B" Loco. 450 tons.	"B" Loco. 220 tons.
	Mins.		Mins.	Mins.		Mins.		Mins.	Mins.
Ballarat to—					**Mildura to—**				
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
Turriff	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.

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

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

RAIL MOTOR SCHEDULES.

MELBOURNE–WOODEND–CASTLEMAINE–BENDIGO.

DOWN	D.R.C. 153 H.P.		D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P. and 153 H.P. coupled		
Spencer St. to—	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.		
Sunshine ..	15	..	16	16	15*	15*	16	..	..
St. Albans ..	5½	..	6	6	5*	5*	5	..	..
Sydenham ..	6	..	6	6	4*	4*	6	..	..
Diggers Rest ..	8½	..	9	10	8*	9*	8	..	..
Sunbury	5½	..	6	6	4½*	5*	6	..	..
Rupertswood Plat.	*	..	2	2	*	*	2	..	..
Clarkefield ..	16	..	12	14	11*	13*	9	..	..
Riddell	8	..	6	7	5*	6*	7	..	..
Gisborne ..	10½	..	8	10	7*	8*	8	..	..
Macedon ..	7	..	6	7	4*	5*	6	..	..
Woodend ..	10½	..	9	10	9	10	10	..	..
Carlsruhe ..	7	..	6	7	5½*	7*	..	..	..
Kyneton ..	7	..	5	6	5	6	..	..	..
Malmsbury ..	..	..	8	9	7½*	8*	..	..	..
Taradale	..	..	5½	6½	5*	5½*	..	..	..
Elphinstone ..	..	..	4	4½	3½*	3½*	..	..	..
Chewton ..	..	..	6	7	5½*	6*	..	..	..
Castlemaine ..	..	..	4½	5	4	4½	..	..	..
Harcourt ..	..	..	..	..	..	..	..	..	..
Ravenswood ..	..	..	..	..	..	..	..	..	..
Kangaroo Flat ..	..	..	..	..	..	..	..	..	..
Golden Square ..	..	..	..	..	..	..	..	..	..
Bendigo	..	..	..	..	..	..	..	..	..
Total ..	106½		125	139	108½	120½	83		

UP	D.R.C. 153 H.P.		D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	D.R.C. 280 H.P.	D.R.C. 280 H.P. with Trailer	
Bendigo to—	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	
Golden Square ..	..	..	..	..	..	..	..	..	..
Kangaroo Flat ..	..	..	..	..	..	..	..	..	..
Ravenswood ..	..	..	..	..	..	..	..	..	..
Harcourt ..	..	..	..	..	..	..	..	..	..
Castlemaine ..	..	..	..	..	..	..	..	..	..
Chewton ..	6	..	6	7	6*	7*	6*	7*	..
Elphinstone ..	8	..	11	12	9*	10*	11	12	..
Taradale	5	..	3½	4½	3*	4*	3*	4*	..
Malmsbury ..	8	..	7½	8	7*	7½*	7½	8	..
Kyneton ..	11	..	10	11	10	11	10	11	..
Carlsruhe ..	8	..	7	7½	6*	7*	7*	7½*	..
Woodend ..	7	..	6½	7	6½	7	7	7½	..
Macedon ..	9	..	7	9	6*	8*	7	9	..
Gisborne ..	5	..	4	4½	3½*	4*	3½*	4*	..
Riddell	7	..	6	6	5*	5*	6	6	..
Clarkefield ..	6	..	5½	5½	5*	5*	5*	5*	..
Rupertswood Plat.	*	..	8	9	*	*	*	*	..
Sunbury	10	..	2	2	8½*	10*	9	10	..
Diggers Rest ..	5	..	4½	5½	4*	5*	4*	5*	..
Sydenham ..	7½	..	6	7	6*	7*	6*	7*	..
St. Albans ..	5½	..	5	5	5*	5*	5	5	..
Sunshine ..	5	..	5	5	4*	4*	5	5	..
Spencer St. ..	15	..	17	17	15	15	15	15	..
Total ..	128	..	121½	132½	109½	121½	117	128	

WOODEND–DAYLESFORD.

DOWN		D.R.C. 280 H.P.	D.R.C. 280 H.P. & Trl.	UP		D.R.C. 280 H.P.	D.R.C. 280 H.P. & Trl.	D.R.C. 280 H.P.
Woodend to—		Mins.	Mins.	**Daylesford to—**		Mins.	Mins.	Mins.
Carlsruhe ..	..	6	7	Musk ..	..	9	13	8*
Tylden ..	..	6	8½	Bullarto ..	..	8	13	7*
Fern Hill ..	..	6	12	Lyonville ..	..	5	5½	4*
Trentham ..	..	8	12	Trentham ..	..	8	8	8
Lyonville ..	..	6	11	Fern Hill ..	..	7	7½	6*
Bullarto ..	..	4	6½	Tylden ..	..	6	6	5*
Musk	..	5	6	Carlsruhe ..	..	6	7	6
Daylesford ..	..	8	8	Woodend ..	..	6	7	6
Total ..		49	71	Total ..		55	67	50

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 ..	*	*
Bagshot	13	13	Mathoura	30	31
Goornong	9	10	Moira	15	15
Elmore	15	16	Barnes	14	14
Rochester	15	15	Moama	10	10
Strathallan	*	*	Echuca	6	6
Echuca	24	24	Strathallan ..	*	*
Moama	6	6	Rochester ..	24	24
Barnes	*	*	Elmore	15	15
Moira	24	24	Goornong	15	16
Mathoura	15	15	Bagshot	10	10
Gulpa Siding ..	*	*	Nth. Bendigo Junct.	17*	16*
Deniliquin	31	33	Bendigo	3	3
Total	155	159	Total	159	160

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	*	Moulamein	31
Bunnaloo	20	Dhuragoon	17
Tantonan	*	Niemur	10
Caldwell	22	Jimaringle	8
Yallakool	13	Burraboi	13
Wakool	13	Wakool	14
Burraboi	14	Yallakool	13
Jimaringle	13	Caldwell	13
Niemur	8	Tantonan	*
Dhuragoon	10	Bunnaloo	22
Moulamein ..	17	Thyra	*
Perekerten ..	31	Womboota	20
Balranald	42	Barnes	19
Total ..	222	Total ..	222

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 Junct.	3		3*	Keely	7		7
Bagshot	13		13	Leitchville ..	9		9
Goornong	10		9	Gunbower ..	9		9
Elmore	16		15	Kotta	31		32
Hunter	12		12	Lockington ..	8		9
McColl	16		17	McColl	6		7
Lockington ..	6		7	Hunter	16		17
Kotta	8		9	Elmore	12		15
Gunbower	31	With or without Trailer.	32	Goornong ..	16	With or without Trailer.	15
Leitchville ..	9		9	Bagshot	10		10
Keely	9		9	North Bendigo Junct.	15		17*
Cohuna	7		7	Bendigo	3		3
Total ..	140		142	Total ..	142		150

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.	
Swan Hill to—	Mins.		**Piangil to—**	Mins.	
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
Bendigo to—	Mins.	Mins.	Mins.	**Sea Lake to—**	Mins.	Mins.	Mins.
Eaglehawk ..	9	10	10½	Boigbeat ..	8	9½	..
Marong	9	9½	9½	Berriwillock ..	9	10½	..
Bridgewater ..	19	19	19	Culgoa	12	14	..
Inglewood ..	7½	7½	7½	Nullawil	14	15	..
Glenalbyn ..	*	*	*	Wycheproof ..	24	27	..
Wedderburn Junct.	21	23	24	Glenloth ..	10	11	..
Korong Vale ..	7½	7½	7½	Teddywaddy ..	6	7	..
Wychitella ..	14	15	..	Charlton ..	8	9	..
Buckrabanyule ..	8	9	..	Barrakee ..	7	8	..
Barrakee	5	5	..	Buckrabanyule ..	6	7	..
Charlton	8	9	..	Wychitella ..	8	9	..
Teddywaddy ..	8	9	..	Korong Vale ..	13	13½	..
Glenloth	6	6½	..	Wedderburn Junct.	9	10	10½
Wycheproof ..	10	11	..	Glenalbyn ..	*	*	*
Nullawil	24	26	..	Inglewood ..	20	21	22
Culgoa	14	15	..	Bridgewater ..	7	7	7
Berriwillock ..	12	13½	..	Marong	20	22	23
Boigbeat	9	10	..	Eaglehawk ..	11	13	14
Sea Lake	8	9	..	Bendigo	8	9	9
Total ..	199	214½	78	Total ..	200	222½	85½

KORONG VALE–ULTIMA–ROBINVALE.

DOWN	Diesel Electric	Diesel Electric		UP	Diesel Electric	Diesel Electric	
		With Trailer and 'C' Brakevan	And 'C' Brakevan			With Trailer and 'C' Brakevan	And 'C' Brakevan
Korong Vale to—	Mins.	Mins.	Mins.	**Robinvale to—**	Mins.	Mins.	Mins.
Borung	8	9	8½	Bannerton ..	16	18	17
Mysia	6½	8	7	Annuello ..	20	22	21
Boort	13	15	14	Koimbo ..	*	*	*
Barraport ..	12½	17	13½	Bolton	15½	17	16
Gredgwin ..	7½	10	8	Manangatang ..	11	12	11½
Quambatook ..	16	18	17½	Chinkapook ..	14	15	15
Cannie	12	15	14	Chillingollah ..	12	13	13
Lalbert	10	11	11	Waitchie ..	11	12	12
Meatian	10	11	11	Gowanford ..	*	*	*
Ultima	12	13	13	Ultima	18	20	19
Gowanford ..	*	*	*	Meatian ..	12	13	13
Waitchie ..	17	18	18	Lalbert	10	11	11
Chillingollah ..	11	12	12	Cannie	11	12	12
Chinkapook ..	12	13	13	Quambatook ..	11	13	12
Manangatang ..	14	15	15	Gredgwin ..	18	21	19
Bolton	11	12	11½	Barraport ..	6	8	7
Koimbo	*	*	*	Boort	12	16	13½
Annuello ..	15½	17	16	Mysia	13	16	14
Bannerton ..	21	23	22	Borung	7	8½	8
Robinvale ..	16	18	17	Korong Vale ..	8½	10	9½
TOTAL ..	225	255	242	TOTAL ..	226	257½	243½

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.
Guildford	15	15	16	Carisbrook	7	7	7
Newstead	14	14	16	Moolort	13	13	14
Moolort	16	16	17	Newstead	16	14	15
Carisbrook	13	13	13	Guildford	15½	14½	15
Maryborough	10	8	10	Castlemaine ..	16	16	16
Total ..	68	66	72	Total ..	67½	64½	67

MARYBOROUGH–DONALD–WOOMELANG.

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

UP	Diesel Rail Car 280 H.P.	Diesel Rail Car 153 H.P.	Diesel Rail Car 153 H.P. & Trlr.
	Mins.	Mins.	Mins.
Woomelang to— ..			
Watchupga.. ..	10½	..	..
Curyo	10	..	..
Kinnabulla	5	..	..
Birchip	14½	..	..
Watchem	21	..	..
Litchfield	19	..	..
Donald	13	..	..
Cope Cope ..	10½	11	12
Sutherland ..	14	15	19
St. Arnaud ..	12	13	16
Emu	20	20	22
Bealiba	11	11	13
Goldsborough ..	13½	13½	16
Dunolly	6½	6	7
Bet Bet	8	8	9
Maryborough ..	13	14	15
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
	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat to—					
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
Maryborough ..	18	15	15	15	17
Total ..	79½	67	69	69	76

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
	Mins.	Mins.	Mins.	Mins.	Mins.
Maryborough to— ..					
Talbot	17	14*	14	14	16
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 ..	81½	69½	72½	72½	82½

GENERAL INSTRUCTIONS.

METHOD OF NUMBERING TRAIN TIME-TABLES, ETC.

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

The lines above 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 38 and 40, appear the following :—

DOWN		35 Goods Mon. Tue., Wed., Thur.	UP		138 Goods Thur.
		p.m.			p.m.
WYCHEPROOF ES †	*arr.*	12 55 –136 Tue., Thur.	**WYCHEPROOF** ES †	*arr.*	.. —73
"	*dep.*	1 30 (a)	"	*dep.*	3 0 (b)

The above example indicates that at Wycheproof:—

(a) **No. 35** (Down) on arrival meets **No. 136** (Up).

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

Footnote references are indicated by Capital letters, A, B, C, &c., shown after the figures in train Schedules, such as 8.53**S** shown for No. 53 (Down) train at Rupertswood Platform (page 5).

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 locomotives is the combined load of the locomotives employed.

The general conditions governing locomotives assisting in front of trains and the lines on which double heading is permitted are shown on page 138.

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 is as follows :—Grade 1 in 50, 30 tons; 1 in 75, 65 tons; 1 in 100, 85 tons; 1 in 110, 90 tons; 1 in 200, 150 tons. See page 137.

LOCOMOTIVE RUNNING SCHEDULES.

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

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

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

(c) *Through Goods Trains.*—

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

Recognised Terminal Stations. Stations where locomotive Power is changed. Stations where trains have to stop to test brakes.

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

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

Page	Sectional and Terminal Stations	Page	Sectional and Terminal Stations
104, 105	Sunshine to Newport	118	Korong Vale and Chillingollah
106	Melbourne to Woodend	121	Castlemaine to Maryborough and Ballarat
106	Woodend to Castlemaine	121	Ballarat to Maryborough
106	Castlemaine to Bendigo	121	Maryborough to Castlemaine
107	Bendigo to Woodend	122, 123	Maryborough and Donald
107	Woodend to Melbourne	122, 123	Donald and Woomelang
110	Bendigo and Echuca	122, 123	Woomelang and Ouyen
112, 113	Bendigo and Raywood	122, 123	Ouyen and Mildura
112, 113	Raywood—Kerang and Swan Hill	120	Maryborough and Avoca
116, 117	Bendigo—Korong Vale and Wycheproof		

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

Light Locomotives.—(i) The Running Schedule for a "Light" Locomotive, two "Light" Locomotives attached or in either case with only a brakevan attached, shall (subject to the instructions on pages 134 to 137) be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the locomotive runs, unless a special schedule is issued to the contrary.

See page 136 for speed of light locomotives.

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

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

GENERAL REFERENCES TO FOOTNOTES OF GOODS LOAD SCHEDULES.

(Pages 103 to 125.)

(*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 LOCOMOTIVE RUNNING TIMES

MELBOURNE AND SUNSHINE (VIA PASSENGER LINES)

Locomotive Running Time						LOAD						
Roadside Sectional Loads		Through Ruling Grade Loads		SECTION								
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	1200	...	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.

Locomotive Running Time					SECTION	LOAD						
Roadside Main Line Loads		Through Main Line Loads										
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	Smorgon Consolidated Industries Pty. Ltd. 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 ...	...	...	...	...	...	...	...
...	...	...	...		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.

Locomotive 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	
...	...	...	...	2	Tottenham Yd. to— Wash Dock Sdgs.	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	2100	2100	2100	...	1200	1200	...
...	...	...	...	1	Sunshine (d) to— Western Metropolitan Market Trust Sdg. (see footnote, p. 104) ...	...	...	...	...	...	...	...
...	...	...	...	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	Smorgon Consolidated Industries Pty. Ltd. 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 104) ...	...	...	...	...	...	...	...
...	...	...	...		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.

Locomotive Running Time												
Roadside Sectional Loads			Through Trains					SECTION		LOAD		
			"B" Loco. 700 tons		"B" Loco. 400 tons	"T" Loco. 500 tons	1.30 a.m. (No. 15) Express Goods Maximum Permissible Speed Sixty (60) M.P.H. "B" Class loco. 300 tons					
3/5ths. Load	4/5ths. Load	Full Load	3/5ths. Load	Full Load				Mileage	DOWN	S or X	B	T or H	Y
Via Tottenham Goods Line							(Via Pass. Lines)						
									Melb. Yard to—				
12	13	15	..	..	..	..	..	..	2 Sth. Ken.	..	..	..	..
11	12	13	..	..	..	..	..	..	6 T'ham Yd.	..	..	..	750
9	10	11	30	30	25	30	19	19*	8 Sunshine ..	1800	1600	1200	850
3	4	4	..	..	..	..	..	..	9 Albion ..	..	..	..	..
7	8	10	7	8	7	8	6	5*	11 St. Albans	..	..	..	..
11	13	15	7	8	7	10	7	5*	15 Sydenham	1600	1400	1000	580
21	23	27	10	14	10	20	11	9*	20 Diggers Rst.	1100	900	650	420
9	10	11	7	7	7	8	7	5*	24 Sunbury ..	1400	1200	950	650
20	22	26	14	18	15	23	14	12*	31 C'kefield (d)	850	750	500	360
14	15	17	7	8	9	13	8	6*	35 Riddell ..	1600	1400	1000	650
16	20	26	10	16	12	18	11	9*	40 Gisborne ..	950	800	550	400
14	15	16	6	8	8	10	7	5*	43 Macedon	1100	900	700	450
18	20	23	11	14	13	18	11	10	49 Woodend ..	950	750	500	360
10	11	12	..	..	..	8	6	6	53 Carlsruhe	..	..	1400	1000
10	11	12	14	14	14	7	6	6	57 Kyneton ..	..	..	..	..
16	18	20	10	10	12	11	8	8	64 Malmsbury	..	..	1600	1500
10	11	12	..	..	..	..	6	6	68 Taradale ..	..	..	..	..
7	8	10	11	11	14	12	4	4	70 Elphinstone	..	..	..	..
11	12	13	..	..	9	9	6	6	75 Chewton ..	..	..	..	..
8	9	9	12	12	6	6	5	5	78 Castlem'ne	1800	1600	1200	850
14	15	17	8	10	9	12	8	8	83 Harcourt ..	1600	1400	1000	750
21	23	25	14	17	15	18	11	11	90 Ravensw'd	..	..	..	..
18	20	24	..	..	15	18	12	12	98 K'garoo Fl't	850	750	500	360
4	4	5	..	..	4	..	3	3	99 Golden Sq.	..	..	..	..
4	4	5	20	22	5	8	4	4	101 Bendigo (q)	2000	2000	1600	1200
							180	164					

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

Notes

(d) See General Appendix for special instructions re Down trains shunting at Clarkefield.

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

Locomotive Running Time														
Roadside Sectional Loads			Through Trains			SECTION		LOAD						
			"B" Loco. 700 tons		"T" Loco. 500 tons									
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	Full Load		Mileage	UP		S or X	B	T or H			Y
							Bendigo to—							
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	**Tottenham Yard**	..	..	..	..	..	..	1200
14	15	16	..	..	..	99	**South Kensington**	..	..	..	..	..	..	..
12	12	12	30	30	30	101	**Melb. Yard** (q)	..	2100	2100	1600	..	..	1200
Via Tottenham 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	90	1600	..	..	600	..
Clarkefield	1600	800	1400	..	..	550	..
Diggers Rest ..	1600	800	1400	..	..	550	..
Sydenham	1400	800	1200	..	..	550	..

WOODEND AND DAYLESFORD.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads: Full Load	SECTION: Mileage	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 MALDON.

Locomotive Running Time					SECTION	LOAD				
Roadside Sectional Loads			Thro. Ruling Grade Loads							
3/5ths Load	4/5ths Load	Full Load	Full Load	Mile-age	DOWN	T			Y	
					Castlemaine to—					
4	4	4	4	1	Maldon Junction	..	..	..	..	..
22	24	26	25	6	Muckleford	..	..	..	..	..
23	25	27	26	11	Maldon	380	..	..	300	..
					UP					
					Maldon to—					
17	17	18	17	5	Muckleford	..	..	..	..	..
21	22	24	23	10	Maldon Junction	..	..	..	..	..
5	5	5	5	11	Castlemaine	380	..	..	300	..

ELMORE AND COHUNA.

					DOWN					
					Elmore to—					
17	19	21	19	7	Hunter	..	..	..	..	..
12	13	14	11	12	Diggora West	..	..	..	..	..
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	Diggora West	..	..	..	..	..
12	13	14	11	50	Hunter	..	..	..	..	..
19	21	23	20	57	Elmore	1800	..	..	1200	..

Locomotive 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 exc.)	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	15	5	**Epsom**	..	..	..	..	..	..
16	18	19	8	11	14	11	**Bagshot**	..	..	..	..	..	..
17	17	17	10	11	14	17	**Goornong**	..	..	..	..	..	..
28	29	30	16	19	24	28	**Elmore**	..	..	..	..	..	..
27	28	29	15	20	22	38	**Rochester** ..	..	..	..	..	..	..
20	21	22	12	14	16	46	**Strathallan**	..	..	..	..	..	..
21	22	24	15	18	22	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	22	54	**Strathallan**	..	..	..	..	..	..
23	25	27	12	15	16	62	**Rochester**	..	..	..	..	..	..
28	31	34	15	21	22	72	**Elmore**	..	..	..	..	..	..
29	34	41	16	22	24	83	**Goornong**	2000	2000	2000	..	..	1250
16	18	20	12	13	14	89	**Bagshot**	..	..	..	..	..	..
22	24	26	16	17	19	95	**Epsom**	..	..	..	..	..	..
13	15	17	10	..	..	99	**Nth. Bendigo Jun.** ..	..	..	..	..	..	..
5	7	8	5	15	19	100	**Bendigo**	1800	1500	1000	..	..	725

NOTES.

(c) The load which may be hauled by a single locomotive 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.

Locomotive Running Time					SECTION	LOAD
Roadside Sectional Loads			Thro. Ruling Grade Loads			
3/5ths Load	4/5ths Load	Full Load	Full Load	Mileage	DOWN	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 110.

Locomotive Running Time							LOAD					
Roadside Sectional Loads			Through Ruling Grade Loads		SECTION							
3/5ths Load	4/5ths Load	Full Load	Full Load	500 tons T or Y class	Mileage	DOWN	S or X	B		T or H	Y	
						Bendigo to—						
..	..	..	..	..	1	North Bendigo Jctn. ..	..	..	..	..	..	..
..	..	..	..	..	2	Gas Co.'s Siding ..	..	..	..	..	..	..
9	10	11	10	10	4	California Gully ..	..	..	..	..	..	..
4	5	6	5	5	5	Eaglehawk ..	1400	1000	..	750	600	..
20	21	22	20	18	15	Sebastian ..	..	..	..	..	..	..
8	9	10	7	6	19	Raywood	1600	1400	..	1000	800	..
14	15	15	14	12	26	Tandarra	..	..	..	..	..	..
10	11	11	9	7	31	Dingee	..	..	..	..	..	..
11	12	12	11	9	36	Prairie	..	..	..	..	..	..
14	14	16	15	12	42	Mitiamo	..	..	..	..	..	..
11	12	13	12	9	46	Mologa	..	..	..	..	..	..
16	19	20	16	13	54	Pyramid	..	..	..	..	..	..
9	10	11	10	8	59	Mincha	..	..	..	..	..	..
14	14	15	13	10	65	Macorna	..	..	..	..	..	..
13	14	14	12	10	70	Tragowel	..	..	..	..	..	..
19	20	22	20	15	79	Kerang	1800	1800	..	1800	..	..
24	27	29	25	19	90	Lake Charm ..	..	..	..	..	..	..
17	18	19	18	15	96	Mystic Park ..	..	..	..	..	..	..
12	13	15	12	8	101	Tresco	..	..	..	..	..	..
9	10	11	9	7	104	Lake Boga ..	..	..	..	..	..	..
22	24	25	24	18	114	Swan Hill	1800	1800	..	1400	1250	..

Locomotive Running Time						SECTION	LOAD					
Roadside Sectional Loads			Through Ruling Grade Loads									
3/5ths Load	4/5ths Load	Full Load	Full Load	500 tons T or Y class	Mile-age	UP	S or X	B			T or H	Y
			Through Load to Ray-wood			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	..	..	..	..	..	..
24	27	29	25	19	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 Jctn. ..	..	..	..	..	..	..
14	15	15	14	14	114	Bendigo	1400	1200	..	..	850	600

Locomotive Running Time					SECTION	LOAD			
Roadside Sectional Loads			Thro. Ruling Grade Loads						
3/5ths Load	4/5ths Load	Full Load	Full Load	Mileage	DOWN	T		Y	
					Swan Hill to—				
..	..	..	..	..	**Cattle Siding**	..	..	..	..
22	23	24	20	7	**Woorinen**	1600	..	1250	
17	19	20	19	13	**Pira**	1000	..	800	
11	12	13	12	18	**Nyahwest**	..	..	..	
16	17	18	14	23	**Miralie**	..	..	..	
12	12	13	10	27	**Piangil**	..	..	..	
26	26	28	26	36	**Natya**	..	..	..	
20	21	23	22	43	**Kooloonong**	1200	..	800	
					UP				
					Kooloonong to—				
22	24	25	24	7	**Natya**	..	..	..	
27	29	30	29	16	**Piangil**	..	..	..	
11	12	13	12	20	**Miralie**	..	..	..	
15	16	17	15	25	**Nyahwest**	..	..	..	
15	16	17	13	30	**Pira**	..	..	..	
16	17	18	17	36	**Woorinen**	1400	..	900	
..	..	..	..	..	**Cattle Siding**	..	..	..	
22	23	24	20	43	**Swan Hill**	1600	..	1250	

FREEZING COMPANY'S SIDING AND BENDIGO

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

WEDDERBURN JUNCTION AND WEDDERBURN

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

KERANG–KOONDROOK

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

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

Locomotive Running Time							SECTION		LOAD					
Roadside Sectional Loads			Through Ruling Grade Loads											
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	4/5ths Load	Full Load	500 tons T or Y class	Mile-age	UP	S or X	B			T	Y
								Kulwin to—						
27	28	31	..	..	..	..	8	Mittyack ..	..	..	..	..	900	800
22	24	26	..	..	..	..	15	Pier Millan ..	..	..	..	..	1200	1000
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	Wycheproof ..	——	——	..	..	..	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	Korong Vale ..	1200	1000	..	..	800	600
14	15	17	..	..	16	16	130	Wedderburn Junction ..	..	..	..	..	..	..
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	Eaglehawk ..	1200	1000	..	..	..	600
..	..	..	..	..	..	..	171	California Gully ..	..	..	..	..	..	..
..	..	..	..	..	..	..	173	Gas Co.'s Siding ..	..	..	..	..	..	..
..	..	..	..	..	..	..	174	Nth Bendigo Junction ..	..	..	..	..	..	..
13	14	15	..	..	15	14	175	Bendigo ..	1400	1200	..	..	850	600

Locomotive Running Time: Roadside Sectional Loads			Locomotive Running Time: Through Ruling Grade Loads		SECTION		LOAD				
3/5ths Load	4/5ths Load	Full Load	Full Load	500 tons T or Y class	Mileage	DOWN	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

Locomotive Running Time: Roadside Sectional Loads: 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads: Full Load	Mileage	SECTION	LOAD: S or X	B			T	Y
					DOWN						
					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

Locomotive Running Time		SECTION		LOAD				
	Thro. Ruling Grade Loads							
	Full Load Diesel Electric	Mileage	DOWN	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

CASTLEMAINE AND MARYBOROUGH.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Through Ruling Grade Loads: Full Load		"B" Class 700 tons	Mileage	SECTION	LOAD: S or X	B	T		Y
							DOWN					
							Castlemaine to—					
17	18	20	19	..	17	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**	..	..	..	..	..
18	20	22	21	..	19	34	**Castlemaine**	1000	800	550	..	380

BALLARAT AND MARYBOROUGH.

							DOWN					
							Ballarat to—					
3	..	5	4	..	.. 400 tons.	1	**North Ballarat**	..	..	..	..	..
12	..	14	13	..	..	6	**Waubra Jun.**	..	..	..	..	..
3	..	4	3	..	..	7	**Sulky**	1500	1400	900	..	450
12	..	15	11	25	19 Exp. Gds.,	12	**Creswick**	800	750	480	..	320
3	..	4	3	..	..	13	**North Creswick**	..	..	..	..	..
19	..	22	20	18	15	23	**Clunes**	..	..	..	..	..
20	..	21	20	18	15	34	**Talbot**	1600	1600	800	..	460
22	..	26	24	20	16 No. 103	43	**Maryborough**	900	750	500	..	360
							UP.					
							Maryborough to—					
20	..	25	24	20	16	9	**Talbot**	..	..	..	..	..
21	..	30	28	25	18	20	**Clunes**	..	..	..	..	..
22	..	35	33	..	..	30	**North Creswick**	..	..	500	..	360
4	..	4	3	27	19	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	22 No. 134	43	**Ballarat**	1800	1800	1600	..	1000

"B" Class, 750 tons. Exp. Gds., 400 tons.

Locomotive Running Time							LOAD					
Roadside Trains			Through Trains		SECTION							
Sectional Loads			Ruling Grade Loads									
No. 103 Express Gds. "B" Class 400 tons	3/5ths Load	Full Load	Full Load	No. 75 Gds. "B" Class 750 tons to Donald 1400 tons to Mildura	Mileage	DOWN	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

Locomotive Running Time													
Roadside Sectional Loads			Through Trains		SECTION		LOAD						
			Ruling Grade Loads	No. 32 Fast Gds, "B" class Load 1400 tons to Donald 750 tons to Ballarat, 700 tons to Melbourne									
No. 134 Express Gds. "B" class 400 tons	3/5ths Load	Full Load	Full Load		Mileage	UP	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**	..	..	..	..	..	..	..
..	32	38	..	..	70	**Kiamal**	1800	1800	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

Locomotive Running Time — Roadside Sectional Loads			SECTION		LOAD			
3/5ths 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		

Locomotive Running Time — Roadside Sectional Loads				SECTION.	LOAD.			
3/5ths Load	4/5ths Load	Full Load	Mile-age	DOWN.		T.		Y.
				Redcliffs to—				
54	54	56	18	**Pirlta**	..	..	..	..
18	18	18	24	**Merrinee**	..	..	..	1050
19	19	20	30	**Karawinna**	..	..	..	..
19	19	20	36	**Werrimull**	..	..	..	..
18	18	19	41	**Bambill**	..	..	..	..
14	14	15	46	**Yarrara**	..	..	..	..
16	16	17	51	**Meringur**	..	1600	..	1400
				UP.				
				Meringur to—				
16	17	18	5	**Yarrara**	..	..	..	..
14	14	15	10	**Bambill**	..	..	..	..
18	18	19	15	**Werrimull**	..	..	..	..
19	19	20	21	**Karawinna**	..	..	..	..
19	19	20	27	**Merrinee**	..	..	..	..
17	18	18	33	**Pirlta**	..	..	..	1400
56	57	58	51	**Redcliffs**	..	1600	..	1000

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

SPEED OF LOCOMOTIVES OR TRAINS.

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

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

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

(i) the provisions of Regulations 59;
(ii) the special speeds shown on pages 134 to 137 inclusive;
(iii) such **temporary** speed reductions as are shown from time to time in the Weekly Notice or other Printed or Written Instructions; and
(iv) the special speeds laid down in clause 8 hereunder, and clause 9, page 127.

4. The running of locomotives **tender first** is subject to the instructions on page 138 relating to tender first running (see also sub-clause (c) Clause 1 page 138).

5. (i) Victorian bogie goods vehicles having "P" as the last letter of their classification may be attached to passenger trains and, except in the case of "ZP" 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 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 135.

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

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

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

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

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

Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour	Class	Miles per Hour
B (Diesel Electric)	70	GM (Diesel Electric)	70	R	60	X (Diesel Electric)	70
D3	50	H (Diesel Electric)	45	S (Diesel Electric) (See note 3)	70	Y (No. 175) (Diesel Electric)	60
E Electric 1102–1111	40	J	50	T (Diesel Electric)	60	Y (Diesel Electric)	40
F (Diesel Electric)	20	K	50				
		L (Electric)	70	W (Diesel Hydraulic)	20	Narrow Gauge NA	20

Note 1.—The maximum speeds laid down for locomotives in clause 8 hereof are subject to the maximum speeds laid down in respect of various Lines, or portions of Lines, and to the conditions imposed on pages 127 and 129 to 137 inclusive.

Note 2.—See pages 135 and 136 for speed of a locomotive or locomotives with a brake-van of the fixed-wheel base only attached, and for speed of light locomotives.

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

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

Rail Motor Trains.	Maximum Speeds. †
	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)
Diesel Rail Car, Air-conditioned, 600 H.P., No. 40, 41	70

† See clauses 3 and 5, page 126.

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. However, the 600 H.P. Diesel Rail Cars may be hauled at 70 m.p.h.

(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 126 to 135 inclusive. Where any goods vehicle is attached, the speed laid down on pages 135 and 136 for the type of vehicle concerned must not be exceeded.

CLASSES OF LOCOMOTIVES ALLOWED TO RUN ON VARIOUS LINES.

Except where otherwise provided, the following are the particulars of the classes of locomotives that are allowed to run over the various broad-gauge lines. The words "**and lighter**", in respect of some lines or portions of lines mean locomotives of a lighter axle load than the class specified. (See instruction, page 66 of Working Time-table Addenda for locomotive axle loads.)

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

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

3. (a) On the branch lines specified hereunder, locomotives of a heavier axle load than those ordinarily authorised in pages 129 to 135 to run over such branch line, may, when necessary for shunting purposes, and subject to Block Working Rules, be placed on the branch line at the station named; in every such case the speed specified herein for the local movement on the branch line must not be exceeded. See also clause (b).

Station.	Branch Line.	Class of Locomotive that may be used for Shunting on Branch Lines.	Speed. Miles per Hour
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 locomotive must not proceed farther than is necessary to clear the junction, and unless the return movement be governed by a fixed signal, the locomotive or train must not be allowed to foul the junction until the Driver or Guard has been verbally instructed to do so by the Signalman.

4. **Bridgewater.**—All locomotives between Bridgewater Station Yard and Mill Coy's Sidings–maximum speed 5 m.p.h.

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

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

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

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

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

Suburban District Line or Portion of Line Between—	Maximum Speed † Passenger Trains Elect., Diesel, or Steam Loco. Funnel First	Maximum Speed † Passenger Trains Steam Loco. Tender First	Maximum Speed † Goods, Express Goods, or Mixed Trains Elect., Diesel, or Steam Loco. Funnel First	Maximum Speed † Goods, Express Goods, or Mixed Trains Steam Loco. Tender First	Classes of Locomotives Allowed to Run
	Miles per Hour.	Miles per Hour.	Miles per Hour.	Miles per Hour.	
Flinders Street and Spencer Street ..	20	20	15	15	All classes
Spencer Street and North Melbourne Junction	40	30	15	15	All classes
When diverging from a straight track on other lines at Franklin Street Junction	20	20	15	15	
North Melbourne Junct. and Newport	40	30	30	30	All classes
Entering Newport Goods Yard ..	..	..	5	5	
Maribyrnong River Line—					
In clear daylight	..	..	10	10	"S" and lighter
During darkness or foggy weather ..	..	..	5	5	
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—					
Clear weather	10	10	10	10	"S" and lighter
Foggy weather	5	5	5	5	
Newport and Sunshine (Loop Line)— ..	30	25	30	25	All classes
Footscray and Sunshine ..	..	See page 131	..	..	See page 131
Sunshine and Albion					
South Kensington and South Dynon Jun.* —via Goods Line	..	..	25	25	All classes
South Dynon Junct. and West Footscray Junction* 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 5, page 126.

* Passenger trains are not permitted to run on Victorian Gauge Goods Lines, 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 locomotive, on any siding, or when being shunted to or from any siding and a running line at Flinders Street, must not exceed a rate of 15 miles per hour. This is subject to the special rates of speed specified hereunder :—	
Over Western Carriage and Parcels Dock Sidings.	5
Between Signal Box "A" on the west side and Signal Boxes "B" and "C" on the east side. Subject to the further restrictions (see hereunder) in regard to Nos. 2 and 7 tracks.	15
Between the west end of No. 2 west track and Swanston Street Bridge.	5
Movements in an easterly direction from the west end of No. 7 track to Swanston Street Bridge.	5
"C" Box, Flinders Street.	
Arriving trains from Camberwell Line between the East end of "C" Signal Box and Nos. 6 and 7 tracks, and No. 5 track via "U".	15
"D" Box, Flinders Street.	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto. Signal 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 tracks at Flinders Street Station.	15
Jolimont Goods Yard.	
Entering from the East or West end.	10

† See clauses 3 and 5, page 126

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

Line or Portion of Line Between—	Maximum Speed † Passenger Trains	Express Goods Trains	Goods or Mixed Trains		Classes of Locomotives allowed to run
	Miles per hour	Miles per hour	Miles per hour		
Footscray and Sunshine	50	40	30	..	All classes (see note 5, page 128)
Sunshine and Albion	50	40	40	..	All classes (see note 5, page 128)
Albion and Sydenham—("R" class locomotives excepted) (See note **H**)	60	Down 60 Up 40	40	..	All classes
"R" class locomotives	50	Down 50 Up 40	40	..	
Sydenham and Woodend (See note **H**)	70	Down 60 Up 40	Down 40 Up 40 (See note1)	..	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 note1)	..	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	20	20	20	..	
Down Goods trains entering Bendigo Goods Yard at Bendigo "A" Signalbox	..	15	15	..	
Over Bridge at 77 miles 57 chains 90 Links on up side of Castlemaine "R" class locomotives	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 Moama—(See note **E**)	30	..	20	..	"Y" and lighter
Rail Motor Trains	40	..	..	..	
Over Murray River Bridge, all trains	10	..	10	..	
Moama and Barnes (See note **E**)	60	..	40	..	"Y" and lighter
Barnes and Mathoura (See note **E**)	30	..	30	..	"Y" and lighter
Rail Motor Trains	40	..	..	..	
Mathoura and Deniliquin (See note **E**)	30	..	30	..	"Y" and lighter
Rail Motor Trains	45	..	..	..	
Over Facing Points at Mathoura and Deniliquin, all trains	20	..	20	..	
Barnes and Balranald (See note **J**) ..	..	..	..	..	"Y" and lighter
"Y" Class locomotives	25	..	25	..	
Rail Motor Trains	35	..	..	..	

† See clauses 3 and 5, page 126.

‡ "T" class locomotives 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 loccmotives must not, however, be permitted to proceed on to the Bridge.

Note 1:—The maximum speed between Sydenham and Woodend, for any DOWN Goods train, Express Goods trains excepted, and between Carlsruhe and Taradale Viaduct at 67 miles, for any Goods train (UP or DOWN), Express Goods trains excepted, consisting of all automatically coupled vehicles (including engine and brakevan) will be 45 m.p.h. It will be the duty 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 GJF and/or GJX bogie hopper wheat wagons loaded to the maximum capacity of 57 tons, may be operated at a speed not exceeding 50 m.p.h.

Note B:—Goods trains comprising GJF and/or GJX bogie hopper wheat wagons loaded to the maximum capacity of 57 tons may be operated at maximum speed as indicated.

Note E:—Goods trains comprising GJF and/or 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 H:—Goods trains wholly comprising GJF and/or GJX bogie hopper wheat wagons loaded to the maximum capacity of 57 tons, may be operated at a speed not exceeding—Down 50 m.p.h., Up 40 m.p.h.

Note J :—Goods trains comprising GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 40 tons may be operated at maximum speed as indicated.

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

Line or Portion of Line Between—	Maximum Speed †				Classes of Locomotives allowed to run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains		
	Miles per Hour	Miles per Hour	Miles per Hour		
Carlsruhe and Daylesford	..	..	..	..	"T" & lighter
Rail Motor Trains	40	..	..	..	
"T" and "Y" Class locomotives	30	..	30	..	
North Creswick and Newlyn	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	25	..	25	..	
Castlemaine and Newstead (See Note **B**, page 131)	50	..	40	..	All classes except "H"
Newstead and 103 miles (See Note **B**, p. 131)	..	..	..	..	All classes
"X" and "S" Class locomotives excepted	40	..	30	..	except "H"
"X" and "S" Class locomotives	35	..	30	..	
103 miles and Maryborough (See Note **B**, page 131)	..	..	..	..	All classes
"X" and "S" Class locomotives excepted	50	..	40	..	except "H"
"X" and "S" Class locomotives	40	..	40	..	
Dunolly and Inglewood (See Note **B**, p. 131)	..	40	40	..	All classes except "H"
Maryborough and Elmhurst (See Note **C**)	20	..	20	..	"T" & lighter
Elmhurst and Ararat (See Note **C**)	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	30	..	30	..	
Rail Motors	40	..	..	..	
Maldon Junction and Maldon (See Note **C**)	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	20	..	20	..	
North Ballarat and Maryborough (See Note **A**, page 131)	50	50	40	..	All classes except "H"
Maryborough and Donald (See Note **A**, page 131)	50	50	40	..	
Donald and Watchem (See Note **A**, p. 131)	60	50	40	..	
Watchem and Lascelles (See Note **A**, p.131)	50	50	40	..	
Lascelles and Speed (See Note **A**, page 131)	60	50	40	..	
Speed and Mildura (See Note **A**, page 131)	50	50	40	..	
Mildura and Yelta	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	15	..	15	..	‡‡
Ouyen and Galah (See Note **C**)	35	..	30	..	"B" & lighter
Galah and Tutye (See Note **C**)	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	20	..	20	..	
Rail Motors	30	..	..	..	
Tutye and Murrayville (See Note **C**)	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	25	..	20	..	
Rail Motors	35	..	..	..	
Murrayville and Pinnaroo (See Note **C**)	..	..	..	..	"T" & lighter
Rail Motors	40‡	..	..	..	
"T" and "Y" Class locomotives	25	..	25	..	
Double-headed trains	25	..	25	..	
Redcliffs and Meringur (See Note **C**)	..	..	..	..	"T" & lighter
"T" and "Y" Class locomotives	20	..	20	..	

†See clauses 3 and 5, page 126.

‡‡ "B" Class locomotives 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 GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 50 tons may be operated at a speed not exceeding 20 m.p.h.

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

Line or Portion of Line Between—	Maximum Speed †			Classes of Locomotives Allowed to run
	Passenger Trains	Goods or Mixed Trains		
	Miles per hour	Miles per hour		
Elmore and Patho—(See Note **C**, page 132)				"T" and lighter
Rail Motors	40	..	..	
Double-headed trains	25	25	..	
"T" and "Y" Class locomotives	30	25	..	
Patho and Gunbower (See note **D**)				"T" and lighter
Rail Motors	40	..	..	
Double-headed trains	25	25	..	
"T" and "Y" Class locomotives	30	25	..	
Gunbower and Cohuna (See note **C**, page 132)				"T" and lighter
Rail Motors	40	..	..	
Double-headed trains	25	25	..	
"T" and "Y" Class locomotives	30	25	..	
North Bendigo Junction and Eaglehawk .. (See Note **B**, page 131)	50	40	..	All classes
Eaglehawk and Prairie (See Note **B**, .. page 131)	50	40	..	All classes
Prairie and Tragowel (Prairie and Mincha, see Note **B**, page 131) (Mincha and Tragowel, See Note **L**)	50	40	..	All classes
Tragowel and 184 M. 40 C. (See Note **B**, .. page 131)	50	40	..	All classes
184 M. 40 C. and Swan Hill (See Note **B**, .. page 131)	60	40	..	All classes
Swan Hill and Swan Hill Wharf line ..	..	10	..	All classes except "H"
Swan Hill and Piangil—(See note **C**, page 132)				"T" and lighter
"T" and "Y" Class locomotives	25	25	..	
Diesel Walker Rail Cars 102 H.P. and 153 H.P.	40	..	..	
Piangil and Kooloonong—(See note **C**, p. 132)				"T" and lighter
"T" and "Y" Class locomotives	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 locomotives	20	20	..	
Eaglehawk and Inglewood (See note **B**, p. 131)	50	40	..	All classes except "H"
Inglewood and Wedderburn Junction .. (see Note **B**, page 131)	50	30	..	All classes except "H"
Wedderburn Junction and Korong Vale .. (See Note **B**, page 131)	50	40	..	All classes except "H"
Korong Vale and Charlton (See note **G.**) ..	40	30	..	All classes except "H"
Rail Motor Trains	50	..	..	
Charlton and Wycheproof (See note **L.**) ..	50	35	..	All classes except "H"
Wycheproof and Sea Lake (e) (See Note **K**)	50	40	..	All classes except "H"
Through Wycheproof Main St., all trains ..	15	15	..	
Sea Lake and Kulwin (See Note **C**, page 132)	20	20	..	"T" and lighter
Korong Vale and Boort (See Note **L.**) ..	50	40	..	All classes except "H"
Boort and Ultima—(See note **K**) ..	50	40	..	All classes except "H"
Ultima and Manangatang (See note **K.**) ..	50	35	..	"T" and lighter
Manangatang and Robinvale (See note **C**, page 132)	30	25	..	"T" and lighter
Rail Motor Trains	35	..	..	
Freezer's Siding and North Bendigo Junct. "T" and "Y" Class locomotives	20	20	..	"T" and lighter

† See clauses 3 and 5, page 126.

(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 GJF and/or GJX bogie hopper wheat wagons loaded to a maximum of 50 tons may be operated at maximum speed as indicated.

Note G—Goods trains wholly comprising GJF and/or 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.

Note K—Goods trains wholly comprising GJF and/or GJX bogie hopper wheat wagons loaded to the maximum capacity of 57 tons may be operated at a speed not exceeding 45 m.p.h.

Note L— Goods trains comprising GJF and/or 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

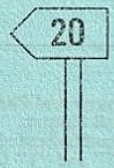
The Maximum Speeds laid down in clauses 1, 2, 3 and 4 hereof are subject to the maximum Speeds laid down in respect of the various Lines or Portion of Lines and to—

(i) the provision of Regulation 29;

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

(iii) the special Speeds laid down in clause 8, page 126, and clause 9, page 127.

1. CURVES—(a) Every curve, with the exception of those referred to in clause 2 hereof, that is of such a radius as to render necessary any modification of the foregoing speeds, is indicated by a **CURVE BOARD** (see diagram in margin) placed on the left-hand side of the line at the entrance to the curve. The number shown on the Curve Board, indicates, **IN MILES PER HOUR THE MAXIMUM SPEED** allowed when going round the curve. It is pointed at one end, and is so placed that the pointed end indicates the direction of the curve, right-hand or left-hand, as the case may be. The speed must be reduced before the locomotive or train enters on 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 Track	When Running on the Straight Track
(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 track is on a curve the speed passing over points is limited by the maximum speed indicated on the curve board, provided this does not exceed the maximum permissible speed over points.

3. **At Various Places**—(a) All trains.

Description	Maximum Speed
	Miles per Hour
Terminal Stations—	
When locomotive is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 11, Appendix III, and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus ..	70
When exchanging miniature staff, by hand—	
(*a*) When cane carrier is used	20‡‡
(*b*) When staff automatic exchange carrier is used	15‡‡
When exchanging staff (ordinary type) or delivering ticket	15‡‡
Rail Motor Trains when driver is delivering or receiving a Staff or ticket (See also 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 L'motives, Steam or Diesel Cranes and Diesel Fordson Rail Tractors.**

Description	Maximum Speed
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	60
Goods Trains by which "Dead" locomotives are conveyed—See page 233, Gen. App.	..
Any Victorian bogie goods vehicle, "ZP" excepted, having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle, (except Tank Wagons), having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX", wagons when loaded	50
Tank Wagons classified as "TWF", or "TWX" when empty	60
"Z" or "ZL" brakevans and goods vehicles, except Victorian bogie goods vehicles with "X", "P" or "F" as the last letter of their classification	45
SUBURBAN "M" and "CM" Cars numbered below 500	50
SUBURBAN "M" Cars numbered over 500	70
"NN" Wagons when loaded .. .. (Permission must be obtained from Train Controller before loaded "NN" wagons are conveyed by any train)	30 See page 126 para. 5 (iii)

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

Description	Maximum Speed
Light locomotives—	Miles per Hour
"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", "T" or "X" class	60
"H"	45
"Y"	40
"Y" No. 175	60
"F", "W"	20
"D3", "R", "J" or "K"	50
Locomotive or Locomotives with Brakevan of Fixed Wheel Base only attached— (See page 126, par. 5 (ii))	45
Any Break-down Van Train or any Train to which a Break-down Van is attached	40
Locomotives 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
No. 3 (Rolling Stock Branch, 5 tons)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage 30 tons)	40 (see note)
Nos. 33 and 36, (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons)	15

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

(*a*) The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.
(*b*) The maximum 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 Maldon	Not allowed	20	20
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 Locomotives, Steam or Diesel Cranes and Diesel Fordson Rail Tractors.—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 lks., 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, whichever is the lower.

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

DIESEL FORDSON RAIL TRACTORS.

The maximum permissible speed is 20 m.p.h.

(Permissible loads—see page 101)

LOCOMOTIVES RUNNING TENDER FIRST

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

2. Subject to above a locomotive may run tender first on any line at any time.

LOCOMOTIVES ASSISTING IN FRONT OF TRAINS.
(Regulation 174)

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

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

(c) In the case of—

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

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

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

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

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

4. As far as possible in the case of a Goods train, an assisting locomotive should be employed with a through train only, but if it 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 locomotive should, as far as practicable, be employed in the shunting work.

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

6. 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.

7. 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. (See page 12).

LOCOMOTIVES ASSISTING IN REAR OF TRAINS.
(Regulation 173.)

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

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

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

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

(*b*) At certain places, the train is only assisted to a Stop Board, or other specified location in the section. In these circumstances the train must be stopped with the Bank locomotive near to the Stop Board or other specified location.

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

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

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

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.	
*Goods Train ..	Between Flinders Street and Spencer Street.	10
	Between Melbourne Yard and Maribyrnong Goods Siding.	40
	Between Newport and Williamstown, Newport South and Newport Workshops.	30
	Between Newport and Sunshine (Loop Line).	40
	†Between Tottenham Yard and Brooklyn.	40
	Between Kangaroo Flat and Bendigo.	20
	Between Bendigo and North Bendigo Junction.	30
	Between North Bendigo Junction and Bendigo Racecourse.	10
	Between North Bendigo Junction and Rangelea.	10
	Between Gas Co's Siding and North Bendigo Junction.	10
	Between Kerang and Oil Coy's Sidings on Koondrook Line.	8
	Between Swan Hill and Live Stock Siding at 216 miles.	30
	From Maryborough to Carisbrook.	40

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

† Also during the hours of darkness.

MELBOURNE–BENDIGO.

DOWN :

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

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

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

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

(x) Mail for Malmsbury (Sat. only) is addressed via Castlemaine for return per No. 40 Pass. and mail for Harcourt (Mon. to Sat. inclusive) is addressed "Rail Castlemaine" and must not be discharged from No. 15 at Malmsbury or Harcourt.

No. 17 To Kyneton Tuesday to Friday—shunt Woodend only.
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, 101, 129, 143, 151, Through. (Shunt Castlemaine if required to pick up "Pers".)

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

No. 153—Convey loading for Swan Hill and Cohuna lines. Shunt Castlemaine only. Also convey limited Bendigo loading marshalled in block on locomotive.

No. 157 Through Monday to Friday, convey loading for Echuca and beyond on the Deniliquin and Balranald lines ; also Korong Vale and beyond on Sea Lake and Robinvale lines and Bendigo loading marshalled on the locomotive.

Nos. 163, 173 Shunt Woodend and Castlemaine only.

No. 165—Convey loading for Castlemaine, Bendigo and roadsides to Echuca. On Friday only, shunt Kyneton, detach "pers".

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
Nos. 25, 43. Convey loading for Echuca and beyond only.	No. 88. Roadsides.
No. 45. Shunt Elmore, Rochester only.	No. 52. Through.
No. 57 to Cohuna, shunt Goornong, if required for live stock only; roadsides Elmore to Cohuna.	No. 156 shunt for live stock only. (Load 'T' Loco 500 tons).
No. 49. Roadsides.	
No. 47. Wednesday; Shunt Elmore. Rochester only. Friday; Shunt Rochester only.	No. 114 may shunt *en route* at two stations only.

ECHUCA–DENILIQUIN.

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

ECHUCA–BALRANALD.

Nos. 29, 119. Roadsides. No. 27. Supply empty wagons for rice traffic at Caldwell and Burraboi only.	Nos. 12, 112. Roadsides. No. 28. Clear rice traffic from Burraboi and Caldwell and other clearances as arranged.

DOWN	UP

BENDIGO–KERANG.

No. 27. Through. Discharge newspapers and perishable van goods *en route*. Shunt Pyramid Thursday and Saturday to detach perishable loading. No. 91. Roadsides.	No. 120, 152. 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. Live stock 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.

BENDIGO–KORONG VALE.

No. 35, 99, Through. No. 93 Roadside. No. 83 Shunt Wedderburn Junction only to detach Wedderburn loading	Nos. 28, 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.	Nos. 34, 38, 136, Shunt Charlton. Other stations for live stock only. No. 138 Roadsides.

KORONG VALE–ULTIMA.

Nos. 11 and 17 Roadsides. No. 13 Through (Shunt Boort, Quambatook, Lalbert only).	Nos. 22 and 24 Roadsides. No. 28 Through.

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, Roadsides. 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 Thursdays) to pick up bogie vans or van goods only. Also load van goods Fridays at Ouyen. Nos. 130 Roadsides.

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 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	
8.45 a.m. Melbourne–Bendigo. ("Great Northern Limited")	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
9.30 a.m. Melbourne–Bendigo, Sun. ..	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
1.35 p.m. Melbourne–Bendigo ..	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
5.4 p.m. Melbourne–Bendigo .. Mon. to Thur.	Spencer Street to light. Terminal extinguish ..	Spencer Street to light. Terminal extinguish
5.40 p.m. Melbourne–Bendigo, Fri.		Note—During period Summer Time, 'Daylight Saving', (approx. November to February inclusive)—Conductor to light. Terminal extinguish. See paragraph (*a*) Page 142
6.5 p.m. Melbourne–Bendigo, Sat		
5.14 p.m. Melbourne–Kyneton Mon. to Fri.	Spencer Street to light. Terminal extinguish	During March only, Spencer Street to light. Terminal extinguish
7.10 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 142	See paragraph (*a*) Page 142
9.10 a.m. Bendigo–Melbourne, Sun. ..	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
12.0 noon Bendigo–Melbourne	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
5.20 p.m. Bendigo–Melbourne Mon. to Fri.	Bendigo to light. Terminal extinguish	During March only, Bendigo to light. Terminal extinguish
5.45 p.m. Bendigo–Melbourne (Sat)	See paragraph (*a*) Page 142	See paragraph (*a*) Page 142
6.45 p.m. Bendigo–Melbourne, Sun. ..	Bendigo to light. Terminal extinguish ..	Bendigo 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 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
9.0 p.m. ("The Vinelander")		

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS

LINE	TRACK—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 TRACKS AND REFUGE SIDINGS

LINE	TRACK—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	2000	2000	..	..	..		
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	..	..	..		

TRAIN TIME-TABLE REFERENCE SYMBOLS

Express, Passenger, Rail Motor and Mixed trains must stop at stations where so scheduled in the Time-tables. Where the times of arrival and departure of trains are not both stated, the times shown are those of departure from stations.
Where the time for the train is shown without the addition of one of the undermentioned symbols or other special reference, a definite stop must be made.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATION REFERENCE SYMBOLS

E.S. Electric Staff Stations.

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

NC No one in charge stations.

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

IMPORTANT

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

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

Number of Circular	Date Alteration Commenced	Line Involved

1972

January

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

February

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

March

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

April

S	M	T	W	T	F	S
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

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
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

August

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

September

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

October

S	M	T	W	T	F	S
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
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

1973

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

September

S	M	T	W	T	F	S
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

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
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

Good Friday April 20, 1973