VICTORIAN RAILWAYS

WORKING TIME-TABLE

Northern and Midland Districts

On and after 24th June, 1974

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to the Chief Traffic Manager (Room 708, Phone 1092)

Spencer St., Melbourne.
1st June, 1974

J. C. CRUTE,
Chief Traffic Manager.

2274—74 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 brakevans correctly and prepare consignments en route for prompt discharge at roadside stations.
- Avoid delays by efficient team work in loading and unloading brakevans. 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. 22/74; Passenger amendments to W.T.T. 27/74 and Goods amendments to W.T.T. 1009/74).

Replacing Working Time-table Book effective from 4th September. 1972.

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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 notice of the Time-tables Co-Ordinator (Room 70A) 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.

EXPRESS NEWS-GOODS TRAINS.—Passengers must not be allowed to travel by the Express News Goods trains, as set out hereunder, unless authorised by the Board 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, 15A), Northern ; 12.20 a.m. (No. 35, 35A), 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.

Down

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)	
MELBOURNE			a.m.		a.m.		p.m.	p.m.	
(Spencer Street) ..	*dep.*	..	8 0	..	8 45	..	12 20	1 40	..
North Melbourne	..	..	8 3*	..	8 48*	..	12 23*	1 43*	..
South Kensington ○	..	..	*	..	*	..	*	*	..
Footscray ..	..	..	8 9	..	8 53*	..	12 29	1 48*	..
Middle Footscray ○	..	..	*	..	*	..	*	*	..
West Footscray ..	..	..	*	..	*	..	*	*	..
Tottenham ○ ..	..	..	*	..	*	..	*	*	..
Sunshine ..	..	..	8 18	..	9 1	..	12 38	1 56	..
Albion ○ ..	..	..	*	..	*	..	*	*	..
St. Albans ..	*arr.*	..	8 24	..	..	..	..	..	..
" ..	*dep.*	..	8 26	..	9 5*	..	12 43	2 0*	..
Sydenham ○ ..	..	..	8 33	..	9 10*	..	12 49	2 5*	..
Diggers Rest ○ ..	..	..	8 43	..	9 17*	..	12 58	2 12*	..
Sunbury ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	8 51	..	9 21*	..	1 5	2 18	..
Rupertswood Pl. NC	..	..	8 53S 101	..	*	..	*	*	..
Clarkefield ..	..	..	9 6 101	..	9 30*–101	..	1 17	2 29*	..
Riddell ○ ..	..	..	9 13	..	9 35*	..	1 25	2 34*	..
Gisborne ..	..	..	9 22 115	..	9 41*	..	1 33	2 41*	..
Macedon ..	..	..	9 29 115	..	9 45*–115	..	1 40	2 46*	..
WOODEND	*arr.*	..	9 40	..	9 53H	..	..	..	..
			—63		—53				
" ..	*dep.*	..	10 5	..	9 56	..	1 51	2 55	..
Carlsruhe ○ ..	..	..	10 10§	..	10 0*	..	1 57§	2 59*	..
Kyneton ..	*arr.*	..		..	..	..	2 5	..	..
" ..	*dep.*	..		..	10 7	..		3 5	..
Malmsbury ..	..	..		..	10 15–111	..	..	3 12◆	..
Taradale NC	..	..		..	10 20	..	..	3 17*	..
Elphinstone ○ ..	..	..		..	10 25	..	..	3 21◆	..
Chewton NC	..	..		..	10 29*	..	..	3 25*	..
CASTLEMAINE	*arr.*	..		..	10 35	..	..	3 29	..
" ..	*dep.*	..		..	10 38	..	..	3 32 139	..
Harcourt ○ ..	..	..		..	10 46	..	..	3 40	..
Ravenswood NC ..	..	..		..	10 54*	..	..	3 48*	..
Kangaroo Flat ○	..	..		..	11 4	..	..	3 58	..
Golden Square ..	..	..		..	11 7	..	..	4 1	..
BENDIGO ..	*arr.*	..		..	11 15BC	..	..	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

STATIONS		103 PASS. MON. to FRI. (See Note)	105 280 H.P. Diesel Rail Car MON. to FRI. (See Note)	107 PASS. MON. to FRI. (See Note)		109 Express MON., TUE., WED., THUR.	109A 280 H.P. Diesel Rail Car FRI.	113 280 H.P. Diesel Rail Car MON., TUE., WED., THUR.	119 PASS. MON to FRI. (See Note)
		p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.
MELBOURNE									
(Spencer Street)	*dep.*	1 40	3 53	4 27	..	5 4	5 4	..	5 14
North Melbourne	..	1 43*	3 57	4 31	..	5 7*	5 7*	..	5 18
South Kensington ○	..	*	*	*	..	*	*	..	*
Footscray	..	1 48*	4 3	4 38	..	5 13*	5 13*	..	5 24
Middle Footscray ○	..	*	*	*	..	*	*	..	*
West Footscray	..	*	*	*	..	*	*	..	*
Tottenham ○	..	*	*	*	..	*	*	..	*
Sunshine	..	1 56	4 12	4 47	..	5 21	5 21	..	5 32
Albion ○	..	*	*	..	..	*	*	..	*
St. Albans	*arr.*	..	4 18	..	..	..	..	..	..
"	*dep.*	2 0*	4 21	4 53	..	5 27*	5 27*	..	5 39
Sydenham ○	..	2 6	4 28	5 0	..	5 32*	5 31*	..	5 46
Diggers Rest ○	..	2 15	4 38	5 10	..	5 39*	5 39*	..	5 56
Sunbury	*dep.*	2 22	4 45	5 18	..	5 44*	5 43*	..	6 4
Rupertswood Plat. NC	..	*	4 48P	*	..	*	*	..	*
Clarkefield	..	2 33	5 0	5 30	..	5 55*	5 54*	..	6 17
Riddell ○	..	2 40	5 7	5 38	..	6 0*	5 59*	..	6 24
Gisborne	..	2 49	5 16	5 48	..	6 8*	6 6*	..	6 34
Macedon	..	2 56	5 23	5 55	..	6 15	6 11	..	6 41
WOODEND	*arr.*	..	..	6 4H	..	6 24H	6 20	..	6 50
"	*dep.*	3 8	5 33	6 6	..	6 26	6 22	6 35	6 51
Carlsruhe ○	..	3 12*	5 38§	6 11*	..	6 30*	6 27§	6 40§	6 56*
Kyneton	*arr.*	..	5 45	6 18	..	6 36	..	..	7 5
"	*dep.*	3 19	..	..	..	6 38	To Daylesford (See page 18)	To Daylesford (See page 18)	
Malmsbury	..	3 27‡	Forms	..	..	6 47			..
Taradale NC	..	3 32*	No. 86	..	..	6 52‡			..
Elphinstone ○	..	3 37‡	Wood-	..	..	6 57			..
Chewton NC	..	3 41*	end	..	..	7 2‡			..
CASTLEMAINE	*arr.*	3 45	..	..	..	7 7			..
"	*dep.*	3 49	..	..	..	7 10			..
Harcourt ○	..	3 57	..	..	..	7 19			..
Ravenswood NC	..	4 5*	..	..	..	7 28*			..
Kangaroo Flat ○	..	4 15	..	..	..	7 39			..
Golden Square	..	4 18	..	..	..	7 43			..
BENDIGO	*arr.*	4 25BC	..	..	..	7 50			..
"	*dep.*	4 40	..	..	..				..
		To Swan Hill Tue., Thur. (page 28)							

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)

MELBOURNE-BENDIGO.

PASSENGER SERVICE.

Down

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)	
		p.m.		p.m.		p.m.		p.m.	
MELBOURNE									
(Spencer Street) ..	*dep.*	5 35	..	5 40	..	5 45	..	6 5	..
North Melbourne ..	..	5 38*	..	5 43*	..	5 48*	..	6 8*	..
South Kensington ○ ..	..	*	..	*	..	*	..	*	..
Footscray	..	5 43*	..	5 48*	..	5 54	..	6 12*	..
Middle Footscray ○ ..	..	*	..	*	..	*	..	*	..
West Footscray ..	..	*	..	*	..	*	..	*	..
Tottenham ○ ..	..	*	..	*	..	*	..	*	..
Sunshine	..	5 50	..	5 56*	..	6 3	..	6 20	..
Albion ○	..	*	..	*	..	*	..	*	..
St. Albans	..	5 55*	..	6 1*	..	6 9	..	6 25*	..
Sydenham ○	..	6 1	..	6 6*	..	6 16	..	6 30*	..
Diggers Rest ○ ..	..	6 10	..	6 15*	..	6 26	..	6 39*	..
Sunbury	*arr.*	..	..	..	..	..	..	..	..
„ ..	*dep.*	6 16	..	6 21*	..	6 34	..	6 46	..
Rupertswood Plt. NC	..	*	..	*	..	*	..	*	..
Clarkefield	..	6 28	..	6 33*	..	6 47	..	6 58*	..
Riddell ○	..	6 36	..	6 40*	..	6 54	..	7 4*	..
Gisborne	..	6 47	..	6 50*	..	7 3	..	7 12*	..
Macedon	..	6 52*	..	6 56*	..	7 9	..	7 17	..
WOODEND ..	*arr.*	7 2	..	..	..	..	..	7 27**H**	..
		–131						**–121**	
„ ..	*dep.*	7 35	..	7 5	..	7 20	..	7 28	..
Carlsruhe ○ ..	..	7 40§	..	7 9*	..	7 26§	..	7 32*	..
Kyneton ..	*arr.*	..	..	7 14	..	7 35	..	..	..
„ ..	*dep.*		..	7 16	..		..	7 39	..
Malmsbury	..		..	7 25	..	..	..	7 48	..
Taradale NC ..	..		..	7 30❖	..	..	..	7 53❖	..
Elphinstone ○ ..	..		..	7 35	..	..	..	7 58	..
Chewton NC ..	..		..	7 40❖	..	..	..	8 3❖	..
CASTLEMAINE ..	*arr.*		..	7 46	..	..	..	8 8	..
„ ..	*dep.*		..	7 49	..	..	..	8 11	..
Harcourt ○	..		..	7 59	..	..	..	8 20	..
Ravenswood NC ..	..		..	8 9*	..	..	..	8 29*	..
Kangaroo Flat ○ ..	..		..	8 20	..	..	..	8 40	..
Golden Square ..	..		..	8 24	..	..	..	8 44	..
BENDIGO ..	*arr.*		..	8 30	..	..	..	8 50	..
„ ..	*dep.*		..		..	..	..		..

To Daylesford (See page 18)

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.

Up

STATIONS		30 280 H.P. D.R.C. MON. to FRI. (See Note)	32 PASS. MON. to FRI. 280 H.P. D.R.C. SAT. (See Note)	36 280 H.P. D.R.C MON to FRI.	38 PASS. MON. to FRI. (See Note)	38A 280 H. P. D.R.C. SAT. (See Note)	40 PASS. MON. to SAT. (See Note)		44 280 H.P. D.R.C MON to FRI. (See Note)	50 PASS. MON. to SAT. (See Note)
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.
										From Swan Hill
BENDIGO	*arr.*	..	..	..	..	..	..		..	11 40
„ ..	*dep.*	..	..	..	..	..	7 0		..	**Noon** 12 0**BS**
Golden Square ..		..	..	..	..	..	7 3		..	p.m. 12 3*
Kangaroo Flat ○		..	..	..	..	..	7 7		..	12 5*
Ravenswood NC		..	..	..	..	..	7 16*		..	12 16*
Harcourt ○		..	..	..	..	..	7 27		..	12 27
CASTLE-	*arr.*	..	..	..	..	..	7 33		..	12 33
MAINE	*dep.*	..	..	..	..	..	7 35		..	12 35
Chewton NC		..	..	..	..	..	7 40‡		..	12 42*
							SAT.	**MON. to FRI.**		
Elphinstone ○		..	..	..	..	..	7 49	7 50	..	12 52*
Taradale NC		..	..	..	..	..	7 52‡	7 53‡	..	12 55*
Malmsbury		..	..	..	..	..	7 58	8 0	..	1 0*
Kyneton	*arr.*	..	..	..	..	..	..	..	..	..
„ ..	*dep.*	5 43	6 45	..	7 12	..	8 8	8 11	..	1 9
Carlsruhe ○		5 48*	6 51*	7 7§	7 17*	7 19§	8 13*	8 17*	..	1 15*
WOODEND	*arr.*	5 54	6 57	7 14**C**	..	..	..	..	..	..
„ ..	*dep.*	5 55	6 58	———	7 24	7 26	8 19	8 22	9 58	1 22
Macedon ..		6 2	7 6	(Forms	7 31	7 33	8 28	8 31	10 5	1 30
Gisborne ..		6 7	7 12	No.	7 36	7 37*	8 33	8 36	10 10	1 34*
Riddell ○		6 13	7 18	44)	7 42	7 43	8 40	8 43	10 17	1 38*
Clarkefield	*arr.*	..	..	..	..	..	..	..	..	–20
„ ..	*dep.*	6 20	7 24	..	7 48	7 48*	8 46	8 49	10 23	1 42*
Rup'wood Plat. NC ..		*	*	..	*	*	*	8 57**S**	*	*
Sunbury ..	*dep.*	6 30	7 34	..	7 58	7 58	8 57	9 0	10 34	1 50
Diggers Rest ○		6 35	7 40	..	8 4	8 2*	9 2	9 5	10 39	1 54*
Sydenham ○		6 43	7 48	..	8 11	8 8*	9 9	9 12	10 46	1 59*
St. Albans	*dep.*	6 49††	7 55	..	8 18	8 15	9 14*	9 17*	10 53	2 3*
Albion ○ ..		*	*	..	*	*	*	*	*	*
Sunshine ..		6 55	8 1	..	8 24	8 21	9 20	9 24	10 59	2 8*
Tottenham ○		*	*	..	*	*	*	*	*	*
West Footscray		*	*	..	*	*	*	*	*	*
Middle Footscray ○ ..		*	*	..	*	*	*	*	*	*
Footscray ..		7 4	8 10	..	8 32	8 29	9 29	9 32	11 8	2 15*
South Kensington ○		*	*	..	*	*	*	*	*	*
North Melbourne ..		7 11	8 16	..	8 38*	8 35*	9 34*	9 37*	11 13	2 21*
MELBOURNE (Spencer Street)	*arr.*	7 15	8 20	..	8 45	8 42	9 40	9 40	11 18	2 25

From Daylesford (see page 18)

C—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.

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**	

BENDIGO–MELBOURNE.
PASSENGER SERVICE.

Up

STATIONS		64 280 H.P. D.R.C. MON. to FRI. (See Note)	76 280 H.P. Diesel Rail Car SAT. (See Note)	86 280 H.P. Diesel Rail Car (Empty) MON. to FRI.	94 PASS. MON. to FRI. (See Note)		96 280 H.P. Diesel Rail Car FRI. (See Note)	78 PASS. SAT. (See Note)
						p.m.		
BENDIGO	*dep.*	p.m.	p.m.	p.m.		5 25**BS**	p.m.	p.m.
Golden Square	..	..	..	..		5 29	..	5 45
Kangaroo Flat ○	..	..	..	..		5 33	..	5 48
Ravenswood NC	..	..	..	..		5 42*	..	5 51
Harcourt ○	..	..	..	..		5 52	..	6 1*
CASTLEMAINE	*arr.*	..	..	..		5 58	..	6 12
"	*dep.*	..	..	..		6 5	..	6 18
Chewton NC	..	..	..	..		6 11*	..	6 21
Elphinstone ○	..	..	..	..		6 19	..	6 27*
Taradale NC	..	..	..	..		6 23	..	6 37
Malmsbury	..	..	..	..		6 30	..	6 41‡
Kyneton	*dep.*	..	..	5 50		6 41	..	6 48
Carlsruhe ○	..	3 15§ From Daylesford (see page 18)	4 2§ From Daylesford (see page 18)	*		6 46*	..	6 59
WOODEND	*arr.*	.. —62	..	6 3		6 51—98	..	7 5*
					Fri.	Mon. to Thur.		..
"	*dep.*	3 23	4 9	(Forms	6 53	6 53	7 6	7 11
Macedon	..	3 30	4 15*	No. 113	7 0*	7 2	7 14	7 20
Gisborne	..	3 33*	4 18*	D'ford	7 4*	7 8	7 19	7 26
Riddell ○	..	3 38*	4 23*	Mon. to	7 8*	7 15	7 26	7 31
Clarkefield	..	3 44	4 28*	Thur.)	7 12*	7 21	7 32	7 37
Rupertswood Plat. NC		3 54**P**	*	..	*	*	*	*
Sunbury	..	3 57	4 38	..	7 19*	7 31	7 43	7 47
Diggers Rest ○	..	4 2	4 42*	..	7 23*	7 37	7 48	7 53
Sydenham ○	..	4 8–**20**	4 48*	..	7 28*	7 44	7 55	8 0
St. Albans	*arr.*	4 13	..	..	..	..	..	..
"	*dep.*	4 16	4 52*	..	7 32*	7 49††	8 1	8 6††
Albion ○	..	*	*	..	*	*	*	*
Sunshine	..	4 22	4 57*	..	7 37	7 56	8 7	8 12
Tottenham ○	..	*	*	..	*	*	*	*
West Footscray	..	*	*	..	*	*	*	*
Middle Footscray ○	..	*	*	..	*	*	*	*
Footscray	..	4 31	5 5*	..	7 45*	8 5	8 16	8 20
South Kensington ○	..	*	*	..	*	*	*	*
North Melbourne	..	4 36*	5 11*	..	7 51*	8 11*	8 21*	8 26*
MELBOURNE (Spencer Street)	*arr.*	4 40	5 15	..	7 55	8 15	8 25	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

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	..
North Melbourne	..	..	9 33*	..	..	7 13*	..
South Kensington ○	..	..	*	..	..	..	..
Footscray	..	..	9 39	..	..	7 19	..
Middle Footscray ○	..	..	*	..	..	*	..
West Footscray	..	..	*	..	..	*	..
Tottenham ○	..	..	*	..	..	*	..
Sunshine	..	..	9 48	..	..	7 28	..
Albion ○	..	..	*	..	..	*	..
St. Albans	..	..	9 52*	..	..	7 32*	..
Sydenham ○	..	..	9 57*	..	..	7 37*	..
Diggers Rest ○	..	..	10 7	..	..	7 46	..
Sunbury	..	..	10 14	..	..	7 52	..
Rupertswood Plat. NC		..	*	..	..	*	..
Clarkefield	..	..	10 25*	Formed by	Off	8 2*	..
Riddell ○	..	..	10 30*	**No. 118**	**No. 122**	8 7*	..
Gisborne	..	*arr.*	10 40–**120**	ex	ex	..	..
"	..	*dep.*	10 44 ●	Kyneton	Daylesford	8 16	..
Macedon	..	*arr.*	..	..	..	8 22–**124**	..
"	..	*dep.*	10 51	..	..	8 28 ●	..
WOODEND	..	*arr.*	11 0 **H**	–**133**	..	..	..
"	..	*dep.*	11 2	11 10	8 2	8 38	..
Carlsruhe ○	..	..	11 6*	11 15*	8 7*	8 42*	..
Kyneton	..	*arr.*	..	..	8 13	..	..
"	..	*dep.*	11 12	..	..	8 48	..
Malmsbury	..	..	11 20	..	..	8 56	..
Taradale NC	..	..	11 25*	..	..	9 1*	..
Elphinstone ○	..	..	11 28*	..	..	9 4*	..
Chewton NC	..	..	11 32*	..	..	9 8*	..
CASTLEMAINE	..	*arr.*	11 36	..	..	..	..
"	..	*dep.*	11 37	..	..	9 13	..
Harcourt ○	..	..	11 44*	..	..	9 20*	..
Ravenswood NC	..	..	11 52*	..	..	9 28*	..
			p.m.				
Kangaroo Flat ○	..	..	12 2	..	..	9 38	..
Golden Square	..	..	12 5*	..	..	9 40*	..
BENDIGO	..	*arr.*	12 10	..	..	9 45	..

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

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	..
Golden Square ..	..	9 13*	..	..	6 48*	..
Kangaroo Flat ○ ..	..	9 16	..	..	6 52	..
Ravenswood NC ..	..	9 26*	..	..	7 2*	..
Harcourt ○	..	9 35*	..	..	7 13	..
CASTLEMAINE ..	*arr.*	..	..	From Daylesford (See page 18).	..	..
„ ..	*dep.*	9 42	..	..	7 20	..
Chewton NC	..	9 48*	..	..	7 26*	..
Elphinstone ○	..	9 55*	..	..	7 36	..
Taradale NC	..	9 58*	..	..	7 41	..
Malmsbury	..	10 5	..	..	7 48	..
Kyneton	..	10 15	10 38	..	7 59	..
Carlsruhe ○	..	10 20*	10 44*	7 49*	8 5*	..
WOODEND ..	*arr.*	..	10 50—133	7 57C	..	..
„	*dep.*	10 26	..	..	8 12	..
Macedon	*arr.*	..	..	..	8 22–137	..
„	*dep.*	10 35	Forms	Forms	8 26 ●	..
Gisborne	*arr.*	10 40–133	**No. 135**	**No. 141**	..	..
„	*dep.*	10 44 ●	Daylesford	Kyneton	8 32	..
Riddell ○	..	10 49*	..	..	8 37*	..
Clarkefield	..	10 53*	..	..	8 41*	..
Rupertswood Plat. NC	..	*	..	..	*	..
Sunbury	..	11 1	..	..	8 50	..
Diggers Rest ○ ..	..	11 7	..	..	8 56	..
Sydenham ○	..	11 13*	..	..	9 2*	..
St. Albans	..	11 17*	..	..	9 6*	..
Albion ○	..	*	..	..	*	..
Sunshine	..	11 23	..	..	9 12	..
Tottenham ○ ..	..	*	..	..	*	..
West Footscray ..	..	*	..	..	*	..
Middle Footscray ○ ..	..	*	..	..	*	..
Footscray	..	11 31	..	..	9 20	..
South Kensington ○ ..	..	*	..	..	*	..
North Melbourne ..	..	11 36*	..	..	9 26*	..
MELBOURNE (Spencer Street) ..	*arr.*	11 39	..	..	9 30	..

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.

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 ..	..	..	..	..	..	..	..	..	..
South Kensington ○ ..	1 37	1 37	..	2 12	2 42	3 15	..	..	..
Tottenham Goods Yd. arr.	..	..	..	..	..	..	..	..	..
„ .. dep.	..	..	..	..	..	..	..	..	..
Footscray	1 39	1 39	..	2 18	2 48	3 23	..	..	..
Middle Footscray ○ ..	..	..	..	..	..	..	..	..	..
West Footscray ..	..	..	..	..	..	..	..	..	..
Tottenham	..	..	..	..	..	..	..	..	..
Sunshine	1 47	1 47	..	2 30	3 0	3 35	..	..	..
Albion ○	..	..	..	2 33	3 3	3 38	..	..	..
Albion Siding NC ..	..	..	..	..	..	..	..	..	..
St. Albans	1 52	1 52	..	2 38	3 10	3 43	..	..	..
Sydenham ○ .. arr.	..	..	..	..	3 25–99	..–115	..	..	..
„ .. dep.	1 57	1 57	..	2 49	4 22	3 53	..	..	..
Diggers Rest .. arr.	..	..	..	..	4 45	..	..	..	..
„ .. dep.	2 4	2 5	..	3 10	5 0	4 20	..	..	..
Sunbury .. arr.	..	..	..	..	5 10	..	..	..	..
„ .. dep.	2 8	2 11	..	3 20	6 0	4 28	..	..	..
Clarkefield .. arr.	..	..	..	..	6 25	..	..	..	..
„ .. dep.	2 18	2 22	..	3 45	7 10	4 51	..	..	..
Riddell ○ .. arr.	..	..	..	..	7 25	..	..	..	..
„ .. dep.	2 23	2 30	..	3 59	7 40	5 4	..	..	..
Gisborne .. arr.	..	..	..	..	8 0	..	..	..	..
„ .. dep.	2 31	2 40	..	4 18	8 45	5 22	..	..	..
Macedon .. arr.	..	..	..	..	9 2	..	..	..	..
„ .. dep.	2 36	2 47	..	4 30	9 58	5 33	..	..	..
				Tue. to Fri. / Sat.					
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	..	..
Carlsruhe ○ .. arr.	..	..	..	.. / ..	..	..	7 40	..	..
„ .. dep.	..	..	5 7	5 18 / 5 3	..	5 59	7 43	..	..
Kyneton .. arr.	2 52	3 10	5 15	5 25 –6 / 5 13	..	6 7	..	..	..
			Run No. 32						
„ .. dep.	2 55	3 13		.. / 5 28	..	6 27		..	..
Malmsbury	3 5	3 23		.. / 5 39	..	6 39		..	..
Taradale NC	3 11	3 29		.. / ..	..	..		..	..
Elphinstone ○ .. arr.	..	..		.. / ..	..	..		..	..
„ .. dep.	3 16	3 32		.. / 5 53	..	6 51		..	..
Chewton NC ..	3 24	3 40		.. / ..	..	7 0		..	..
CASTLEMAINE arr.	3 29	3 45		.. / 6 8	..	7 5		..	..
„ .. dep.	3 32	3 52		.. / 6 28	..	7 25		..	..
Harcourt ○	3 40	4 0		.. / 6 42	..	7 37		..	..
Ravenswood NC ..	..	..		.. / 7 0	..	7 55		..	..
Kangaroo Flat	4 1	4 21		.. / 7 18	..	8 13		..	..
Golden Square ○ arr.	..	..		.. / ..	..	..		..	..
„ .. dep.	4 5	4 25		.. / 7 22	..	8 17		9 5	..
BENDIGO .. arr.	4 10	4 30		.. / 7 30	..	8 25		9 10	..

Maximum Permissible speed 60 M.P.H.

Maximum permissible speed 60 M.P.H.

53, 63

See page 140 for stopping conditions.

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 255 tonnes, conveyed in bogie vehicles suitable for 60 M.P.H. operation and hauled by "B" class locomotive each day.

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	..
Sth. Kensington ○	arr.	..		9 18	10 15	11 15		..	..
"	*dep.*	..		9 38	10 24	11 24		1 15	..
Tottenham	*arr.*	..		..	..	..		1 25	..
Goods Yard			7.0 a.m. ex Newport (Ex North Geelong)					**Thro. Goods Sat.** (Mon. to Fri. ‡)	
" ..	*dep.*	..	..	..	..	..		2 10A	..
Footscray ..	..	..	..	9 42	10 28	11 28		..	..
Middle Footscray ○	..	..	..	..	..	..		..	..
West Footscray	..	..	..	..	..	..		..	..
Tottenham ..	..	..	..	..	..	..		..	..
Sunshine ..	*dep.*	..	7 34	9 52	10 38	11 40		2 20	..
Albion ○ ..	..	..	..	9 55	10 41	11 43		2 23	..
Albion Siding NC	..	..	..	..	..	..		..	..
St. Albans ..	..	..	7 43	10 0	10 46	11 48		2 28	..
Sydenham ○	..	..	7 53	10 10	10 56	11 55		2 38	..
						p.m.			
Diggers Rest ○	..	..	8 13	10 30	11 15	12 8		2 59	..
Sunbury ..	..	..	8 21 53, 63	10 38	11 23	12 15		3 7	..
Clarkefield ..	*arr.*	..	8 44	..	..	..		..	..
" ..	*dep.*	..	9 36	11 3	11 46	12 32		3 30	..
Riddell ○ ..	..	..	9 49	11 16	11 59	12 40		3 43	..
Gisborne ..	*arr.*	..	..	..	p.m.	..		..	..
" ..	*dep.*	..	10 9	11 35	12 17	12 56		4 1	..
Macedon ..	..	..	10 19	11 45	12 27	1 4		4 11	..
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	..
Carlsruhe ○	*arr.*	8 22	..	..	..	..	..	..	..
" ..	*dep.*	8 30	10 48	12 15	12 53	1 48	2 8	4 37	..
Kyneton	*arr.*	8 42	..	12 23	..	1 56	..	..	..
" ..	*dep.*	9 30	10 57	12 43	1 0	2 16	2 16	4 44	..
Malmsbury ..	*arr.*	9 50	..	..	..	..	..	..	..
		-63							
" ..	*dep.*	10 40	11 13	12 54	1 12	2 27	2 27	4 55	..
Taradale NC	*arr.*	10 52	..	..	..	..	..	..	..
" ..	*dep.*	11 2	11 19	1 2	1 20	2 34	2 34	5 3	..
Elphinstone ○	*arr.*	11 12-101	..	..	..	..	..	..	..
" ..	*dep.*	11 39	11 23 111	1 6	1 24	2 38	2 38	5 7	..
Chewton NC	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	11 49	11 31	1 15	1 33	..	..	5 16	..
CASTLEMAINE	*arr.*	11 58	11 37	..	1 40	2 50	2 50	5 25	..
		-54		-111	-130		-93		
		Tue. p.m.	Thur. p.m.	p.m.					
" ..	*dep.*	12 30	2 23 129, 125	12 10	1 20	2 10	3 10	4 10	5 45	..
Harcourt ○ ..	*arr.*	12 45	2 38	..	..	..	..	..	..	..
" ..	*dep.*	12 55	2 48	12 22	1 32	2 22	3 20	4 20	5 58	..
Ravenswood NC	*arr.*	1 16	3 9	..	..	..	..	..	..	..
" ..	*dep.*	1 25	3 17	12 40	1 50	2 40	3 37	4 37	6 16	..
Kangaroo Flat ○	*arr.*	1 45	3 35	..	..	..	..	..	..	..
" ..	*dep.*	1 50	3 40	1 0	2 8	2 58	3 51	4 55	6 34	..
Golden Square	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	1 55	3 45	1 4	2 13	3 2	3 55	5 0	6 39	..
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 2.20 p.m. thence as tabled.

MELBOURNE–BENDIGO.
GOODS SERVICE—continued.

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. Mon. toFri.‡
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
MELBOURNE YD. *dep.*	..	..	6 10	7 20	8 5	..	..
West Tower	..	..	..	..	..	..	..
South Dynon Loco. ..	..	4 30	..	..	..	7 50	..
South Kensington ○ *arr.*	..	..	6 25	..	..	..	..
„ *dep.*	..	4 45	6 34	7 35	8 24	8 5	..
Tottenham Goods Yd. *arr.*	..	4 55	..	..	..	8 15	..
		Thro. Gds.				**Thro. Gds.**	Ex Nth. Geelong
„ .. *dep.*	..	5 35	..	..	..	9 0	..
Footscray	..	..	..	7 40	8 28	..	..
Middle Footscray ○ ..	..	..	..	..	..	..	..
West Footscray ..	..	..	..	..	..	..	..
Tottenham	..	..	..	..	..	..	..
Sunshine .. *arr.*	..	5 46	..	..	..	..	..
„ .. *dep.*	..	6 11	6 49	7 51	8 38	9 12	10 18
Albion ○	..	6 14	6 52	7 54	8 41	9 15	10 21
Albion Siding NC ..	..	..	..	..	..	..	..
St. Albans	..	6 19	6 58	7 59	8 46	9 20	10 25
Sydenham ○	..	6 29	7 8	8 7	8 56	9 30	10 35
Diggers Rest ○ ..	..	6 47	7 26	8 22	9 15	9 50	10 55
Sunbury .. *arr.*	..	..	..	..	..	..	..
„ .. *dep.*	..	6 54	7 34	8 29	9 23	9 58	11 3
Clarkefield .. *arr.*	..	..	..	..	..	..	..
„ .. *dep.*	..	7 15	7 55	8 49	9 46	10 21	11 26
Riddell .. *arr.*	..	..	8 9	..	..	..	..
			–98				
„ .. *dep.*	..	7 28	8 23	8 58	9 58	10 34	11 39
Gisborne .. *arr.*	..	..	..	..	..	..	..
„ .. *dep.*	..	7 46	8 42	9 15	10 16	10 52	11 57
							Tu. to Sat. ‡ a.m.
Macedon .. *arr.*	..	..	..	..	..	..	..
„ .. *dep.*	..	7 56	8 52	9 23	10 26	11 2	12 7
WOODEND .. *arr.*	..	..	..	..	..	11 22	12 26
„ .. *dep.*	..	8 14	9 10	9 42	10 44	11 50	12 46
Carlsruhe ○	..	8 22	9 18	9 49	10 52	11 57	12 54
						Tu. to Sat. a.m.	
Kyneton .. *arr.*	..	..	..	..	..	12 5	1 2
						—114	
„ .. *dep.*	7 40	8 29	9 25	9 56	10 59	12 38	1 22
Malmsbury .. *arr.*	..	8 40	..	..	..	..	..
		—104					
„ .. *dep.*	7 50	8 50	9 36	10 6	11 10	12 51	1 34
Taradale NC ..	7 56	..	..	..	..	..	..
Elphinstone ○ .. *arr.*	..	..	..	10 20	11 22	..	..
				—116	—114		
„ .. *dep.*	8 1	9 4	9 48	10 50	11 30	1 5	1 46
Chewton NC ..	8 8	9 13	9 57	..	..	1 14	1 55
CASTLEMAINE *arr.*	8 15	9 20	10 5	..	11 45	1 20	2 2
					Tue. to Fri. a.m.		
„ .. *dep.*	Run	9 40	10 30	11 5	12 15	1 50	2 45
Harcourt ○ ..	No. 128	9 53	10 43	11 16	12 29	2 0	2 57
Ravenswood NC ..	..	10 11	11 1	11 33	12 47	2 17	3 15
Kangaroo Flat ○ ..	..	10 29	11 19	11 47	1 5	2 31	3 33
Golden Square ..	..	10 33	11 23	11 51	1 9	2 35	3 37
				Tue. to Sat. a.m.			
BENDIGO .. *arr.*	..	10 40	11 30	12 5	1 20	2 40	3 45

BENDIGO–MELBOURNE.

GOODS SERVICE.

UP

STATIONS		2 Thro. Goods Tue. to Sat. Load 510 Tonnes	4 Goods 'B' Loco Tue. to Sat.	6 Fast Gds Alt. Tues. Comm. 11/6/74 Alt. Fri. Comm. 7/6/74 / Others days ‡	10 Light Loco. Mon. to Fri. ‡	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.	a.m.	
BENDIGO	*dep.*	12 15	1 20	3 0A	5 0	7 20	7 30	8 0	..
Golden Square	*arr.*	..	..	..	..	..	..	8 8	..
" ..	*dep.*	12 19	1 24	3 4	5 3	7 24	7 35		..
Kangaroo Flat ○	*arr.*	..	..	..	..	..	7 45	..	..
" ..	*dep.*	12 24	1 28	3 9	5 6	7 29	8 30	..	..
Ravenswood NC	*arr.*	..	..	..	..	..	8 55	..	..
" ..	*dep.*	12 47	1 46	3 32	5 15	7 52	9 20	..	..
Harcourt ○ ..	*arr.*	..	..	..	..	..	9 45	..	..
" ..	*dep.*	1 7	2 5	3 52	5 25	8 12	10 30	..	..
CASTLEMAINE	*arr.*	1 15	2 15	4 0	..	..	10 45	..	..
							—50		
							p.m.		
" ..	*dep.*	1 35	3 0	4 38	5 30	8 20	12 52	..	..
Chewton NC ..	*arr.*	..	..	..	..	..	1 6	..	..
" ..	*dep.*	..	..	..	5 35	8 32	1 16	..	..
Elphinstone ○ ..	*arr.*	..	..	..	..	..	1 46	..	..
" ..	*dep.*	2 7	3 30	5 10	5 43	8 52	2 30	..	..
Taradale NC ..	*arr.*	..	..	..	..	..	2 42	..	..
" ..	*dep.*	..	..	..	5 46	..	2 47	..	..
Malmsbury ..	*arr.*	..	..	..	..	..	3 10	..	..
" ..	*dep.*	2 22	3 45	5 25 30	5 51	9 7	3 25 130	..	..
Kyneton ..	*arr.*	..	..	5 39	6 0	..	3 51	..	..
" ..	*dep.*	2 36	4 1	5 59		9 21	4 35	..	..
Carlsruhe ○ ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	2 44	4 11	6 8	..	9 30	4 47	..	..
WOODEND	*arr.*	2 55	4 20	..	..	9 40	5 0	..	..
			—17			—44			
" ..	*dep.*	3 15	5 23	6 17	..	10 7	..	..	..
Macedon ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	3 27	5 34	6 30	..	10 19	..	..	..
Gisborne ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	3 33	5 40	6 36	..	10 25	..	..	..
Riddell ○ ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	3 41	5 48	6 44	..	10 33	..	..	..
Clarkefield ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	3 48	5 55	6 52	..	10 40	..	..	..
Sunbury ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	4 0	6 7	7 4	..	10 52	..	..	..
Diggers Rest ○	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	4 6	6 12	7 10	..	10 58	..	..	..
Sydenham ○ ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	4 14	6 20	7 18	..	11 6	..	..	..
St. Albans ..	..	4 20	6 27	7 24	..	11 12	..	..	..
Albion Siding NC	..	..	..	..	..	..	..	..	..
Albion ○ ..	..	4 24	6 30	7 29	..	11 16	..	..	..
Sunshine ..	..	4 27	6 33	7 32	..	11 19	..	..	..
Tottenham Goods Yard ..	*arr.*	4 40	6 45	7 45	..	11 30	..	..	..
	dep.	5 10	7 10	8 10	..	11 50	..	..	..
Footscray ..	..	..	..	..	..	p.m.	..	..	..
South Kensington ○	..	5 26	7 26	8 26	..	12 6	..	..	..
North Melbourne	..	..	..	..	..	..	..	..	..
MELBOURNE YARD ..	*arr.*	5 40	7 45	8 45	..	12 20	..	..	..

A—On alternate Tuesdays commencing 11/6/74 and alternate Fridays commencing 7/6/74 load of No. 6 limited to 510 tonnes.

BENDIGO–MELBOURNE.

GOODS SERVICE.

Up

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			..	..
Golden Square	..	9 4	..	..	..	12 49			..	..
Kangaroo Flat ○	*arr.*	..	..	..	from Daylesford (page 18)	..		from Mildura	..	..
" ..	*dep.*	9 9	..	..		12 54			..	..
Ravenswood NC	*arr.*	..	..	..		..			..	..
" ..	*dep.*	9 32	..	..		1 17			..	..
Harcourt ○ ..	*arr.*	..	..	..		..			..	..
" ..	*dep.*	9 52	..	..		1 37			..	..
CASTLEMAINE	*arr.*	..	..	..		..		1 35	..	..
"	*dep.*	10 0	..	..		1 45		3 10	..	..
Chewton NC..	*arr.*	..	..	..	..	..		..	..	..
" ..	*dep.*	..	..	..	..	..		..	..	..
Elphinstone ○	*arr.*	..	..	..	..	..		..	..	..
" ..	*dep.*	10 32	..	..	..	2 17		3 45	..	..
Taradale NC ..	..	..	..	..	..	..		..	..	..
Malmsbury ..	*arr.*	..	..	..	..	..		..	..	..
" ..	*dep.*	10 46	..	..	..	2 32		4 0	..	..
Kyneton ..	*arr.*	..	..	..	..	..		..	..	..
" ..	*dep.*	11 1	..	..	..	2 46		4 15–54	..	..
Carlsruhe ○ ..	*arr.*	..	..	..	2 25	..		..	..	..
" ..	*dep.*	11 10	..	..	2 30	2 55		4 24	..	..
WOODEND	*arr.*	11 20	..	..	2 45	3 5		..	..	..
						Sat.	Mon. ‡ –64			
		p.m.								
" ..	*dep.*	12 5	..	11 10	..	3 35	4 0	4 32	..	..
Macedon ..	*arr.*	..	..	11 25	..	..	..	..	..	..
				p.m.						
" ..	*dep.*	12 16	..	12 5	..	3 47	4 12	4 43	..	..
Gisborne ..	*arr.*	..	..	12 14	..	..	..	..	..	..
" ..	*dep.*	12 22	..	12 40	..	3 53	4 18	4 49	..	..
Riddell ○ ..	*arr.*	..	..	12 52	..	..	..	..	..	..
" ..	*dep.*	12 30	..	1 7	..	4 1	4 26	4 57	..	..
Clarkefield ..	*arr.*	..	..	1 17–50	..	..	..	..	..	..
" ..	*dep.*	12 37	..	2 10	..	4 8	4 33	5 4	..	..
Sunbury ..	*arr.*	..	..	2 25	..	4 20 –76	..	..	..	..
" ..	*dep.*	12 49	..	3 5	..	4 45	4 45	5 16	..	..
Diggers Rest ○	*arr.*	..	..	3 15	..	..	..	..	..	..
" ..	*dep.*	12 55	..	3 45	..	4 51	4 51	5 22	..	..
Sydenham ○ ..	*arr.*	..	..	4 0–64	..	..	..	5 30	..	..
" ..	*dep.*	1 3	..	4 40	..	4 59	4 59	6 0	..	..
St. Albans ..	..	1 10	..	4 48	..	5 10	5 10	6 13	..	..
Albion Siding NC	..	..	..	..	..	..	..	..	..	..
Albion ○ ..	..	1 14	..	4 52	..	5 14	5 14	6 17	..	..
Sunshine ..	..	1 17	..	4 55	..	5 17	5 17	6 20	..	..
Tottenham Goods Yard ..	*arr.*	1 30	..	5 5	..	..	5 30	6 35	..	..
	dep.	1 50	..	5 30	..	..	6 5	7 10	..	..
Footscray	..	..	..	..	..	..	..	..	..	..
South Kensington ○ ..		2 6	..	5 46	..	5 43	6 21	7 26	..	..
North Melbourne	..	..	..	..	..	..	..	..	..	..
MELBOURNE YARD	*arr.*	2 20	..	6 0	..	6 0	6 35	7 45	..	..

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GOODS SERVICE—continued.

Up

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	..	..
Golden Square ..	..	3 4	6 34		8 19	10 4	11 19	..	..
Kangaroo Flat ○ ..	*arr.*	..	..		..	..	..	..	..
" ..	*dep.*	3 9	6 38		8 24	10 9	11 24	..	..
Ravenswood NC ..	..	3 32	6 56		8 47	10 26	11 47	..	..
							Tue. to Sat. ‡ a.m.		
Harcourt	*arr.*	..	..		..	..	..	..	..
" ..	*dep.*	3 52	7 15		9 7	10 45	12 7	..	..
CASTLEMAINE	*arr.*	4 0	7 25	7 0	9 15	..	..	..	..
			–128	–104					
" ..	*dep.*	4 35	7 55	9 10	9 50	10 54	12 15	..	..
Chewton NC ..	..	..	..	..	..	..	..	..	..
Elphinstone ○ ..	*arr.*	..	..	..	10 25	11 20	..	..	..
" ..	*dep.*	5 7	8 20	9 42	10 53	11 45	12 47	..	..
Taradale NC ..	..	..	..	..	..	..	..	..	..
Malmsbury ..	*arr.*	..	8 35	..	..	..	..	..	..
" ..	*dep.*	5 22	9 10	9 57	11 10	11 59	1 2	..	..
						Tue. to Sat. a.m.			
Kyneton ..	*arr.*	5 35	..	..	..	12 15	..	..	..
						–163			
" ..	*dep.*	5 57	9 27	10 11	11 24	12 38	1 16	..	..
Carlsruhe ○ ..	..	6 6	9 36	10 20	11 33	12 47	1 25	..	..
WOODEND ..	*arr.*	6 15	9 45	10 30	..	..	1 35	..	..
		–94							
" ..	*dep.*	7 20	10 15	11 0	11 41	12 57	1 55	..	..
Macedon	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	7 32	10 26	11 12	11 52	1 8	2 6	..	..
Gisborne	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	7 38	10 32	11 18	11 58	1 14	2 12	..	..
					Tue. to Sat.				
Riddell ○	*arr.*	7 48	..	..	a.m.	..	..	..	..
"	*dep.*	8 15	10 40	11 27	12 7	1 22	2 20	..	..
Clarkefield	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	8 24	10 47	11 33	12 13	1 29	2 27	..	..
Sunbury	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	8 35	10 59	11 45	12 25	1 41	2 39	..	..
Diggers Rest ○ ..	..	8 41	11 5	11 51	12 31	1 47	2 45	..	..
Sydenham ○ ..	..	8 49	11 13	11 59	12 39	1 55	2 53	..	..
				Tue. to Sat. a.m.					
St. Albans	..	8 59	11 22	12 5	12 45	2 1	2 59	..	..
Albion Siding NC ..	..	..	..	..	..	..	..	..	..
Albion ○	..	9 3	11 27	12 9	12 49	2 5	3 3	..	..
Sunshine	..	9 6	11 30	12 12	12 52	2 8	3 6	..	..
Tottenham Goods Yard ..	*arr.*	9 20	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	..	..
Footscray	..	..	..	..	..	..	..	..	..
South Kensington ○ ..	..	10 16	12 25	1 30	1 51	3 21	4 6	..	..
North Melbourne ..	..	..	..	..	..	..	..	..	..
MELBOURNE YARD	*arr.*	10 30	12 40	1 45	2 10	3 40	4 25	..	..

From Maryborough (See page 45)

151 153 157 165

WOODEND–DAYLESFORD.

Down

STATIONS		53 280 H.P. D.R.C. Mon. to Sat.	63 Exp. Mon. to Sat.	107 PASS. Mon., Tue., Wed., Thur.	109 Exp. Mon., Tue., Wed., Thur.	107 PASS. Fri.	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.	p.m.	a.m.	a.m.
MELBOURNE	*dep.*	8 0	8 45	4 27	5 4	4 27	5 4	5 35	6 5	9 30	..
WOODEND	*arr.*	9 40	9 53c	6 4c	6 24c	6 4c	6 20	7 2	7 27c	11 0c	..
		53 280 H.P. D.R.C.		**113 280 H.P. D.R.C.**		**109A 280 H.P. D.R.C.**		**121 280 H.P. D.R.C.**	**131**	**135 280 H.P. D.R.C**	
„	*dep.*	10 5–63		6 35–109		6 22		7 35–		11 10	7 30
Carlsruhe † ○	*arr.*	..		..		..		..		..	7 40
„ ..	*dep.*	10 10§		6 40§		6 27§		7 40§		11 15*	7 43
Tylden NC	*arr.*	..		..		..		..		..	7 53
„ ..	*dep.*	10 16§		6 46§		6 33§		7 46§		11 21*	7 58
Fern Hill ..	*arr.*	..		..		..		..		..	8 14
(see footnote)	*dep.*	10 23§		6 53§		6 40§		7 53§		11 28§	8 35
Trentham	*arr.*	..		..		..		..		..	8 50
(see footnote)	*dep.*	10 32		7 2		6 49		8 2		11 37	9 20
Lyonville ..	*arr.*	..		..		..		..		..	9 35
„ ..	*dep.*	10 38§		7 8§		6 55§		8 8§		11 43§	9 45
Bullarto NC	*arr.*	..		..		..		..		..	9 53
(see footnote)	*dep.*	10 42§		7 12§		6 59§		8 12§		11 47§	9 58
Musk NC ..	*arr.*	..		..		..		..		..	..
„ ..	*dep.*	10 47§		7 17§		7 4§		8 17§		11 52*	10 5
										p.m.	
DAYLESFORD †	*arr.*	11 0–117		7 30		7 17		8 30		12 5	10 15

UP		36 280 H.P. D.R.C. Mon. to Fri.	38A 280 H.P. D.R.C. 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.	a.m.	..	p.m.	..	p.m.	..	p.m.	a.m.
										—53
DAYLESFORD †	*dep.*	6 25	6 37	..	2 25	..	3 15	..	7 0	11 55
Musk NC	*arr.*	..	..	..	..	..	..	..	..	p.m.
„	*dep.*	6 31§	6 43§	..	2 33§	..	3 23§	..	7 8*	12 11
Bullarto NC ..	*arr.*	..	..	..	..	..	..	..	..	12 28
(see footnote) ..	*dep.*	6 37§	6 49§	..	2 41§	..	3 30§	..	7 15§	12 40
Lyonville	*arr.*	..	..	..	..	..	..	..	..	12 46
„	*dep.*	6 41§	6 53§	..	2 46§	..	3 35§	..	7 20§	12 55
Trentham ..	*arr.*	..	..	..	..	..	..	..	..	1 3
(see footnote) ..	*dep.*	6 50	7 2	..	2 55	..	3 44	..	7 29	1 35
Fern Hill	*arr.*	..	..	..	..	..	..	..	..	1 47
(see footnote) ..	*dep.*	6 56§	7 8§	..	3 2§	..	3 51§	..	7 36§	2 5
Tylden NC ..	*arr.*	..	..	..	..	..	..	..	..	..
„	*dep.*	7 1§	7 13§	..	3 8§	..	3 56§	..	7 42*	2 15
Carlsruhe † ○ ..	*arr.*	..	..	..	..	..	..	..	..	2 25
„	*dep.*	7 7§	7 19§	..	3 15§	..	4 2§	..	7 49*	2 30
WOODEND ..	*arr.*	7 14c	..	..	..–62	..	..	..	7 57c	2 45
		38 PASS.							**124 PASS.**	
„	*dep.*	7 24	7 26	..	3 23	..	4 9	..	8 12	..
MELBOURNE ..	*arr.*	8 45	8 42	..	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. **36** 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.

DOWN		1 Goods Thur.		UP		2 Goods Thur.		
		a.m.				p.m.		
CASTLEMAINE ES	*dep.*	11 20	..	**MALDON** NC †	*dep.*	1 15	..	..
Maldon Junct. NC ES †	*arr.*	11 24	..	Muckleford NC (See note) ..		1 30	..	..
(See note) ..	*dep.*	11 35	..	Maldon Junct. NC † ES	*arr.*	1 48	..	..
		p.m.	..	(See note) ..	*dep.*	2 0	..	..
Muckleford NC (See note) ..		12 3						
MALDON NC †	*arr.*	12 25	..	**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.

DOWN		9 Goods Tue. and Alt. Fri.		UP		42 Goods Tue. and Alt. Fri.		
		a.m.				p.m.		
BALLARAT	*dep.*	9 0	..	**NEWLYN** NC †	*dep.*	1 10	..	..
Nth. Ballarat Junction	*arr.*	–106	..	Kingston NC ..		..	..	..
ES NC ..	*dep.*	9 5	..	*Allendale*		..	..	..
Waubra Junction NC		..	..	Nth Creswick † ES NC	*arr.*	..	..	..
			..	(See note) ..	*dep.*	3 10	..	..
Creswick ES ..	*arr.*	..	..	Creswick ES ..	*arr.*	3 15	..	..
" ..	*dep.*	9 40	..	" ..	*dep.*	3 55	..	..
Nth. Creswick ES † NC	*arr.*	..	..	Waubra Junction NC	..	..	..	..
(See note) ..	*dep.*	9 50	..				..	..
Allendale		..	..	Nth. Ballarat Jctn. ES NC	..	4 25	..	..
Kingston NC ..		..	..	**BALLARAT** ..	*arr.*	4 30	..	..
NEWLYN NC † ..	*arr.*	11 20	..			..	..	..

Commencing Friday 14/6/74 — 17

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.

ELMORE–COHUNA.

Down

Passenger Service. **Goods Service.**

STATIONS			77 PASS. MON., TUE., WED., THUR.	107 PASS. FRI.	57 Goods Mon., Thur.					
			a.m.	p.m.	a.m.					
MELBOURNE	..	*dep.*	8 45	1 40	..	..	..	..	..	..
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	..	..	..	..	..
ELMORE †	..	*arr.*	..	..	7 0	..	..	..	..	..
				–144	**—52, 49**					
"	.. ..	*dep.*	12 54	5 54	7 35	..	..	..	..	..
Hunter NC (see note, page 21)	..		1 6§	6 6§	..	..	..	..	..	..
Diggora West NC	..		..	..	..	..	..	..	..	..
McColl NC (R.M. Stop. Place)	..		Z	Z	..	..	..	..	..	..
Lockington †	.. ..	*arr.*	..	..	8 30	..	..	..	..	..
					—42					
"	.. ..	*dep.*	1 30	6 31	9 50	..	..	..	..	..
Kotta NC	.. ..		1 38§	6 38§	10 10	..	..	..	..	..
Roslynmead NC (see note, p. 21)			..	..	..	..	..	..	..	..
Patho NC (see note, page 21)	..		..	..	..	..	..	..	..	..
Gunbower (see note, page 21)		*arr.*	..	..	11 0	..	..	..	..	..
"		*dep.*	2 14	7 14	11 30	..	..	..	..	..
Leitchville ○ (see note, page 21)		*arr.*	..	..	11 45	..	..	..	..	..
					p.m.					
"	.. ..	*dep.*	2 26	7 26	12 20	..	..	..	..	..
Keely NC (R.M. Stop Place)	..		Z	Z	..	..	..	..	..	..
COHUNA †	..	*arr.*	2 50	7 50	12 45	..	..	..	..	..
			—88							

COHUNA-ELMORE.

Up

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

DOWN **PASSENGER SERVICE.**

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 40	1 40	..
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.**	**Diesel Electric Rail Mtr. & Trailer Mon., Tue., Fri.**	**153 H.P. Diesel Rail Car Fri.**	
			p.m.			
" .. *dep.*	11 50	..	12 10	4 45	5 10	..
Nth. Bendigo Junct. ES ..	11 53*	..	12 15*	4 48*	5 13*	..
White Hills Siding NC ..	..	..	..	..	..	..
Bendigo Racecourse NC .. (See note, page 82)	..	..	..	..	..	..
Epsom NC	..	..	..	..	..	..
Epsom Pottery Siding NC	..	..	..	..	..	..
	p.m.					
Bagshot NC .. .. (See footnote)	12 6*	..	12 29§	5 0*	5 29§	..
Goornong ES ○	12 14	..	12 38	5 8	5 38§	..
Elmore ES .. *arr.*	..	..	..	..–144	..–144	..
" .. *dep.*	12 33	..	12 54	5 25	5 54	..
Rochester ES .. *arr.*	..	..	..	..	..	..
			To –114	–114	To	
" .. *dep.*	12 50	..	Cohuna Page 20	5 40	Cohuna Page 20	..
Strathallan NC .. .. (See footnote)	..	..	..	..	..	..
ECHUCA ES *arr.*	1 19–67	..	..	6 8	..	..
	Wed., Thur., Sat.					
" .. *dep.*	1 27–114	1 40–65	..	6 14	..	..
Moama ES	1 33	1 46*	..	6 20	..	..
Barnes ES †	1 43*	1 57*	..	6 30*	..	..
Moira NC (see footnote) ..	1 57§	..	..	6 44§	..	..
Mathoura †	2 15	To	..	6 59	..	..
Rail Motor Stop. Pl. No. 31	*	Balranald	..	Z	..	..
Gulpa Siding NC .. (See footnote)	2 27*	Thursday.	..	7 11*	..	..
Deniliquin Sale Yards Sdg. NC	..	To Moulamein	..	..	..	..
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

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.		
	a.m.	a.m.	a.m.	p.m.		
DENILIQUIN † .. *dep.*	..	From	8 35	..	..	..
Deniliquin Sale Yards Sdg. NC ..	..	Balranald	..	..	..	..
Gulpa Siding NC (see note, page 22) ..	From	Page 27	8 54*	..	..	..
Rail Motor Stop. Place No. 31 ..	Cohuna	..	*P	..	..	..
Mathoura †	Page 21	..	9 7–43	..	..	..
Moira NC (see note, page 22) ..	..	..	9 22§	..	..	..
Barnes † ES	..	9 23*	9 34*	..	..	..
Moama ES	..	9 33*	9 47–45	..	..	..
ECHUCA ES .. .. *arr*	..	9 45	9 55	..	..	..
		–46, 49	–49, 2	–114 –144, 83		
" .. .. .. *dep.*	..	..	10 0E	3 0	..	..
Strathallan NC (see note, page 22) ..	..	..	..	..	..	..
Rochester ES	..	..	10 26	3 23	..	..
Elmore ES	10 15	..	10 43	3 38	..	..
Goornong ES ○	10 30	..	11 1	3 55	..	..
Bagshot NC (see note, page 22) ..	10 41§	..	11 8§	4 5*	..	..
Epsom Pottery Siding NC ..	..	..	..	..	..	..
Epsom NC	..	..	..	..	..	..
Bendigo Racecourse NC .. .. (see note, page 82)	..	..	..	..	..	..
White Hills Siding NC	..	..	..	..	..	..
North Bendigo Junction ES	11 0*N	..	11 26*N	4 22*	..	..
BENDIGO .. .. *arr.*	11 5	..	11 30	4 30	..	..
	PASS. Noon		PASS. Noon	PASS. p.m.		
" .. .. *dep.*	12 0	..	12 0	5 25	..	..
MELBOURNE ..	p.m.		p.m.			
(Spencer Street) .. .. *arr.*	2 25	..	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.

GOODS SERVICE

Down

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. 10/6/74 ‡	89 Thro. Goods Mon. to Fri.‡	
	a.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.	
BENDIGO *dep.*	2 30	3 40	..	3 40	3 40		5 0	5 45	..	..	8 30	..
Nth. Bendigo Jct. ES	2 36	3 48	..	3 48	3 48		5 6	5 51	..	..	8 35	..
White Hills Sdg NC	..	..	..	..	..		..	..	..	..	..	..
Bendigo R'course (See note page 82)	..	..	..	..	..		..	..	..	..	..	..
Epsom NC ..	..	..	..	..	..		..	..	..	..	..	..
Epsom Pottery Sdg. NC	..	..	..	..	..		..	..	..	..	..	..
Bagshot NC *arr.*	..	..	..	..	..		5 25	..	..	..	..	..
(See note p. 22) *dep.*	..	4 5	..	4 5	4 5		5 35	..	..	..	..	..
Goornong ES ○ *arr.*	..	..	..	..	..		5 49	..	..	..	–88	..
„ *dep.*	3 15	4 20	..	4 20	4 20		6 10	6 30	..	..	9 2	..
					Fri.	Wed.						
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	..
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	..
Strathallan NC *arr.*	..	..	..	..	..	..	8 40	..	..	..	..	..
(See note p. 22) *dep.*	..	5 25	..	6 35	5 50	6 35	8 55	..	..	..	10 15	..
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	..		..		2 30	2 50	..	..
Moama ES *arr.*	..	7 23	..	9 23	..		..		..	..	..	..
				—46								
„ .. *dep.*	4 39	7 38	8 52	9 55	..		..		2 38	2 58	..	..
Barnes ES † *arr.*	..	..	9 5	..	..		..		2 53	..	..	..
„ .. *dep.*	4 53	7 52	9 15	10 10	..		..		3 3	3 20	..	..
Moira NC *arr.*	..	..	..	..	..		..		..	..	..	..
(See note p. 22) *dep.*	..	8 10	..	10 28	..		..		..	3 41	..	..
Mathoura † *arr.*	..	8 35	..	10 50	..		..		..	4 5	..	..
		—46										
„ *dep.*		9 15		11 30	..		..		..	4 35	..	..
Gulpa Sdg. NC *arr.*		..		..	..		..		..	..	..	..
(See note p. 22) *dep.*		..		..	..		..		..	..	..	..
Deniliquin Sale Yards Sdg. NC		..		..	..		..		..	..	..	..
				p.m.								
DENILIQUIN † *arr.*	..	10 45	..	12 40	..		..	..	..	5 50	..	..

To Burraboi (Page 26) | To Moulamein (Page 26) | To Cohuna (Page 20) | To Balranald (Page 26)

DENILIQUIN-ECHUCA-BENDIGO.

GOODS SERVICE.

Up

STATIONS		52 Gds. Sun.	12 Gds. Mon.	28 Gds. Thur.	144 Gds. Mon. to Fri. ‡	114 Goods Wed. and Alt. Fri. Comm. 14/6/74	112 Gds. Wed.	140 Goods Sat. ‡	88 Goods Mon.. Thur.	156 Fast Gds. Alt. Mon. Comm. 10/6/74 Alt. Thur. Comm. 6/6/74
DENILIQUIN †	*dep.*	p.m. 11 30	a.m. ..	a.m. ..	p.m. ..	a.m. 9 20	p.m.	p.m. ..	p.m. ..	p.m. 8 30**A**—105
Deniliquin Sale Yards Siding N C	..	..	..	..	..	..	From Moulamein (Page 27)	..	..	..
Gulpa Siding N C (See page 22)	..	a.m. **Mon.**	6 p.m. (Sun.) From B'anald (Page 27)	From Burraboi (Page 27)	..	..		From Balranald (Page 27)	..	..
Mathoura †	*arr.*	12 20			..	..				..
" ..	*dep.*	12 50			..	11 40				9 40
Moira N C .. (See page 22)	..	..	..		..	..			From Cohuna (Page 21)	..
Barnes † ES	*arr.*	1 30	2 15		..	p.m. ..	1 45	6 15		..
"	*dep.*	1 35	2 30	10 55	..	12 45	2 0	6 25		10 30
Moama ES ..	*arr.*	..	..	..	..	..	..	..		..
"	*dep.*	1 55	2 48	11 10	..	1 10	2 15	6 40		10 50
ECHUCA ES ..	*arr.*	2 5	3 0	11 20	..	1 20	2 25	6 50		11 0
		12, 25 52 Fast Gds. Mon.	—52 Con'ct No. 52		—114 —112 —90	—65 **114 Fast Goods Mon. to Fri.**	—144 Con'ct No. 114			—89
		a.m.				p.m.				
"	*dep.*	6 10	..	..	3 45	4 35	..	..	..	11 30
Strathallan N C (See page 22)	..	..	..	..	..	..	..	..	..	..
Rochester ES ..	*arr.*	..	..	..	4 29	5 25 —105	..	..	..	a.m. **Alt. Tue. Alt. Fri.**
" ..	*dep.*	6 45	..	..	4 44	6 0	..	..	..	12 5
Elmore ES ..	*arr.*	.. —57	..	..	5 12 —105 —107	6 45	..	..	7 20	..
"	*dep.*	7 10	..	..	5 57	7 0	..	..	8 20	12 25
Goornong ES ○	*arr.*	..	..	..	..	..	..	..	8 50–89	..
"	*dep.*	7 35	..	..	6 26	7 42	..	..	9 5	12 50
Bagshot N C .. (See page 22)	..	..	..	..	..	..	..	..	..	..
Epsom Pottery Sdg. N C		..	..	..	..	..	..	..	..	..
Epsom N C		..	..	..	..	..	..	..	..	..
Bendigo Racecourse N C (See page 82)		..	..	..	..	..	..	..	..	..
White Hills Siding N C		..	..	..	..	..	..	..	..	..
Nth. Bendigo Junct. E S		8 15	..	..	7 17	8 32	..	..	9 40	1 30
BENDIGO ..	*arr.*	8 20	..	..	7 30	8 40	..	..	9 45	1 40
" ..	*dep.*	9 0	..	..	..	**'B' Loco.** 10 0	..	..	..	Form No. 6 page 15
		p.m.				a.m. **Tue. to Sat.**				
MELBOURNE YARD	*arr.*	2 20	..	..	..	3 40	..	..	..	..

A—Load of **No. 156** limited to 510 tonnes, through to Melbourne.

ECHUCA-MOULAMEIN-BALRANALD (N.S.W.).

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

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	..	..	..	..	..
BENDIGO ..	*arr.*	11 15C	..	..	..	..	..
		Diesel Elec. Rail Motor and Trailer					
		a.m.					
" ..	*dep.*	11 50	..	..	..	..	..
		p.m.					
ECHUCA ES ..	*arr.*	1 19C	..	..	..	..	..
		Diesel Elec. Rail Motor			–43	–114	
" ..	*dep.*	1 40–65	..	4 30	8 45	2 30	..
Moama ES ..	*arr.*	..	..	..	..	..	..
"	*dep.*	1 46*	..	4 39	8 52	2 38	..
Barnes ES † ..	*arr.*	..	..	..	9 5	2 53	..
" ..	*dep.*	1 57*	..	4 53	9 15	3 3	..
Womboota NC ..	..	..	..	..	..	..	..
Thyra NC ..	..	..	..	..	..	..	..
Bunnaloo NC ..	*arr.*	..	..	..	10 25	4 15	..
(See note, page 27)	*dep.*	2 37§	..	5 45	10 45	4 30	..
Tantonan NC ..	..	..	..	..	..	..	..
Caldwell NC (See	*arr.*	..	..	6 15	11 20	5 5	..
note, page 27) ..	*dep.*	3 0§	..	6 30	11 30	5 15	..
Yallakool NC ..	..	3 15§	..	..	p.m.	..	..
Wakool † ..	*arr.*	..	..	..	12 5	5 55	..
"	*dep.*	3 31	..	7 0	12 55	6 50	..
Burraboi NC (See	*arr.*	..	..	7 20	1 15	7 10	..
note, page 27) ..	*dep.*	3 45§	..		1 35	7 30	..
Jimaringle NC ..	..	3 59§	..	..	..	..	..
Niemur NC (See note, page 27)	..	4 7§	..	..	2 10	8 15	..
Dhuragoon NC ..	..	4 17§	..	..	..	..	..
MOULAMEIN †	*arr.*	4 35	..	..	3 0	9 0	..
		THUR.					
" ..	*dep.*	4 39	3 40–29	..		10 5	..
Perekerten NC (See	*arr.*	..	4 20	..	..	10 45	..
note, page 27) ..	*dep.*	5 12§	4 30	..	..	11 5	..
						Sat.	
						a.m.	
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 mass of the vehicles not exceeding 61 tonnes.

BALRANALD (N.S.W.)–MOULAMEIN–ECHUCA.

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

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

STATIONS		45 DRC (Ety) Mon.	49 DRC Mon. to Fri.	47 DRC (Empty) Mon. to Fri.	63 PASS. MON. WED. FRI. SAT.	55 D.R.C. Thur.	55 DRC Mon., Tue., Wed., Fri.	57 DRC Mon. to Fri.	103 PASS. TUE. THU.	
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
MELBOURNE	*dep.*	..	..	..	8 45	..	..	..	1 40	..
BENDIGO ..	*arr.*	..	..	..	11 15	..	..	..	4 25	..
"	*dep.*	..	..	..	11 35	..	..	..	4 40	..
Nth. Bendigo J'tion ES ..		..	..	..	11 38*–50	..	..	..	4 43*	..
Sandhurst ES NC (see footnote) ..		..	..	..	..	..	..	..	..	..
Eaglehawk ES ..		..	..	..	11 45	..	..	..	4 50	..
Sebastian NC ..		..	..	..	p.m.	..	..	..	..	..
Raywood ES ..		..	..	..	12 7	..	..	..	5 12	..
									–102	
Tandarra NC ..		..	..	..	..	..	..	..	..	..
Dingee ES ○ ..		..	..	..	12 23	..	..	..	5 28	..
Prairie (see footnote)		..	..	..	12 32	..	..	..	5 37	..
Mitiamo ES ..		..	..	..	12 42	..	..	..	5 47	..
Mologa NC (see f'note) ..		..	..	..	..	..	..	..	..	..
Pyramid ES ..	*arr.*	..	..	..	12 59	..	..	..	6 4	..
									–110	
	dep.	..	..	..	1 2	..	..	..	6 7	..
" Mincha NC ..		..	..	..	1 9	..	..	..	6 14	..
Macorna ES ○ ..		..	..	..	1 19	..	..	..	6 24	..
Tragowel NC (see f'note)		..	..	..	1 27	..	..	..	6 32	..
KERANG ES	*arr.*	..	..	..	1 39	..	..	..	6 44	..
					–102					
	dep.	..	..	..	1 45	..	..	..	6 50	..
" Lake Charm NC (s f'tnote)		..	..	..	2 0	..	..	..	7 5	..
Mystic Park (see footnote)		..	..	..	2 10	..	..	..	7 15	..
Tresco		..	..	..	2 18§	..	..	..	7 23§	..
Lake Boga ES		..	..	..	2 25	..	..	..	7 30	..
									–154	
R.M. Stop Place No. 26	*arr.*	..	..	..	..	..	..	..	..	..
	dep.	..	..	8 57	*	3 40	4 15	..	*	..
" **SWAN HILL** ES	*arr.*	..	..	9 0	2 40	..	..	..	7 45	..
			–27	–102	–126, 110			–154		
	dep.	6 0	8 5			3 45	4 20	5 45		
" R.M. Stop. Pl. No. 33 ..		*	*	..	..	Z	Z	*	..	..
Live Stock Siding ES .. NC (see footnote)		..	..	..	..	..	..	..	..	..
R.M. Stop Pl. No. 34 ..		*	*	..	..	Z	Z	Z	..	..
R.M. Stop Pl. No. 35 ..		*	*	..	..	Z	Z	Z	..	..
R. M. Stop Pl. No. 36 ..		*	*	..	..	Z	Z	Z	..	..
Woorinen ES † ○	*arr.*	..	8 18	..	..	4 5	4 40	..	..	..
	dep.	6 13*		..	..			5 58	..	..
" *Pira* ..	*arr.*	..	..	..	..	..	..	..	..	..
" ..	*dep.*	*	..	..	..	..	..	§	..	..
Nyahwest † ..		6 32*	..	..	..	..	..	6 17	..	..
Miralie NC		*	..	..	..	..	..	◆	..	..
PIANGIL † ..	*arr.*	6 55	..	..	..	..	..	6 40	..	..
" ..	*dep.*		..	..	..	..	..		..	..
Natya (see footnote) ..		..	..	..	..	..	..	..	..	..
KOOLOONONG †	*arr.*	..	..	..	..	..	..	..	..	..

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).

KOOLOONONG-PIANGIL-SWAN HILL-BENDIGO.

Up.

Passenger Service.

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 Thur.	56 Diesel Rail Car Mon. Tue. Wed. Fri.	
KOOLOONONG † dep.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
Natya (see note, page 28)	..	..	..	..	..	..	..
PIANGIL † .. arr.	..	..	..	..	..	..	..
" dep.	7 5	7 35	..	..	..	..	..
Miralie NC	❖	❖	..	..	..	..	..
Nyahwest †	7 23	7 53	..	..	..	..	..
Pira	§	§	..	..	..	..	..
Woorinen † ES ○ arr.	..	..	..	..	..	..	..
" dep.	7 42	8 12	8 21	..	4 10	4 45	..
Rail Motor Stop. Pl. No. 36	Z	Z	Z	..	Z	Z	..
Rail Motor Stop. Pl. No. 35	Z	Z	Z	..	Z	Z	..
Rail Motor Stop. Pl. No. 34	Z	Z	Z	..	Z	Z	..
Live Stock Siding ES NC .. (See note, page 28)	..	..	..	..	..	..	..
Rail Motor Stop. Pl. No. 33	*	*	Z	..	*	*	..
SWAN HILL ES arr.	8 0 –27	8 30–27	8 40	..	4 25	5 0	..
	PASS. MON. TO SAT.						
" dep.	a.m. 8 40		8 53	4 10–T	..	..	..
Rail Motor Stop. Pl. arr.	..		8 55	4 12	..	..	..
No. 26 dep.	*						
Lake Boga ES	8 52		..	..	..	..	..
Tresco	8 57§		..	..	..	..	..
Mystic Park (see note, p. 28)	9 5		..	..	..	..	..
Lake Charm NC (s.n., p. 28)	9 14		..	..	..	..	..
KERANG ES .. arr.	9 29		..	..	..	..	..
" dep.	9 35		..	..	..	..	..
Tragowel NC(see note, p.28)	9 47		..	..	..	..	..
Macorna ES ○	9 55		..	..	..	..	..
Mincha NC	10 4§		..	..	..	..	..
Pyramid ES .. arr.	..		..	..	..	..	..
" .. dep.	10 13		..	..	..	..	..
Mologa NC (see note, p. 28)	..		..	..	..	..	..
Mitiamo ES	10 31–91		..	..	..	..	..
Prairie (see note, page 28)	10 41		..	..	..	..	..
Dingee ES ○	10 49		..	..	..	..	..
Tandarra NC	..		..	..	..	..	..
Raywood ES	11 5		..	..	..	..	..
Sebastian NC	..		..	..	..	..	..
Eaglehawk ES	11 27		..	..	..	..	..
Sandhurst ES NC .. (see note, page 28)	..		..	..	..	..	..
North Bendigo Junc. ES ..	11 34*–63		..	..	..	..	..
BENDIGO .. arr.	11 40		..	..	..	..	..
	Noon						
" .. dep.	12 0		..	..	..	..	..
	p.m.						
MELBOURNE arr.	2 25		..	..	..	..	..

Cancelled during school holidays

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

T—Departs 3.35 p.m. Thursday only.

BENDIGO–SWAN HILL–KOOLOONONG.

Down

Goods Service.

STATIONS		27 Goods Tue. to Sat. (Mon. ‡)	91 Goods Tue., Thur.		97 Goods Tue. to Fri.	99 Goods Mon.	
		a.m.	a.m.		a.m.	p.m.	
MELBOURNE YARD	*dep.*	..	..	..	..	..	..
BENDIGO ..	*dep.*	2 0	7 30	..	..	..	..
North Bendigo Junct. ES ..		2 5	7 40	..	9 0	12 5	..
Gas Company's Siding NC ..		..	..	..	..	..	..
Sandhurst NC (see note p. 28)		..	..	..	..	..	..
California Gully Siding NC ..		..	..	..	..	..	..
Eaglehawk ES ..	*arr.*	..	..	..	9 20	12 45	..
" ..	*dep.*	2 17	7 50	..			..
Sebastian NC		..	..	..	..	..	..
Raywood ES ..	*arr.*	..	8 20	..	..	..	..
" ..	*dep.*	2 50	8 45	..	..	..	..
Tandarra NC		..	..	..	..	..	..
Dingee ES ○ ..	*arr.*	..	9 15	..	..	..	..
" ..	*dep.*	3 15	9 45	..	..	..	..
Prairie (see note, p. 28) ..		..	..	..	..	..	..
Mitiamo ES ..	*arr.*	..	10 10 –50	..	..	..	..
" ..	*dep.*	3 43	11 0	..	..	..	..
Mologa NC (see note, p. 28)		..	..	..	..	..	..
Pyramid ES ..	*arr.*	..	11 45 p.m.	..	..	..	..
" ..	*dep.*	4 20	12 35	..	..	..	..
Mincha NC		..	..	..	..	..	..
Macorna ES ○ ..	*arr.*	..	12 55	..	..	..	..
" ..	*dep.*	4 45	1 15	..	..	..	..
Tragowel NC (see note, p. 28)		..	..	..	..	..	..
KERANG ES ..	*arr.*	5 20–118	1 55 –102	..	..	..	..
" ..	*dep.*	5 55		..	..	..	..
Lake Charm NC (s note, p. 28)		..	..	..	..	..	..
Mystic Park (see note, p. 28)		..	..	..	..	..	..
Tresco		..	..	..	..	..	..
Lake Boga ES ..	*arr.*	..	..	..	..	..	..
" ..	*dep.*	7 15	..	..	..	..	..
SWAN HILL ES	*arr.*	7 40 49, 50, 102 Tue., Fri.	..	..	..	..	..
" ..	*dep.*	8 45	..	..	..	..	..
Swan Milling Co. Sdg. NC ..		..	..	..	..	..	..
Caltex Siding NC ..		..	..	..	..	..	..
B.P. Siding NC ..		..	..	..	..	..	..
Live Stock Sdg. ES NC (see note, page 28)		..	..	..	..	..	..
Woorinen ES † ○	*arr.*	9 10	..	..	..	..	..
" ..	*dep.*	9 25	..	..	..	..	..
Pira	*arr.*	..	..	..	..	..	..
"	*dep.*	9 55	..	..	..	..	..
Nyahwest † ..	*arr.*	10 10 Fri.	..	..	..	..	..
" ..	*dep.*	10 45	..	..	..	..	..
Miralie NC		11 10	..	..	..	..	..
Piangil † ..	*arr.*	11 25 Alt. Fri. Comm. 14/6/74 p.m.	..	..	..	..	..
"	*dep.*	12 5	..	..	..	..	..
Natya (see note, p. 28)	*arr.*	..	..	..	..	..	..
"	*dep.*	12 30	..	..	..	..	..
KOOLOONONG † ..	*arr.*	12 55	..	..	..	..	..

KOOLOONONG–YUNGERA.

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

KOOLOONONG-SWAN HILL-BENDIGO.

UP — **Goods Service.**

STATIONS		118 Goods Mon. ‡	36 Goods Tue. to Fri.		98 Goods Mon.	102 Goods Alt. Mon. Comm. 3/6/74 Wed., Thur.		120 Goods Fri.	
		a.m.	a.m.		p.m.	a.m.		p.m.	
KOOLOONONG † ..	*dep.*	..	..	..	..	..	..	..	..
Natya (see note, page 28) ..		..	..	..	..	..	..	..	..
Piangil †	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Miralie NC	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Nyahwest † ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Pira	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	..	..	..	..	..	..	..	..
Woorinen † ES ○ ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
Live Stock Sdg. ES NC .. (see note, page 28)		..	..	..	..	..	..	..	..
B.P. Siding NC		..	..	..	..	..	..	..	..
Caltex Siding NC		..	..	..	..	..	..	..	..
Swan Milling Co. Sdg. NC ..		..	..	..	..	..	..	..	..
SWAN HILL ES	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	2 30	..	..	..	10 0	..	..	..
Lake Boga ES		3 10	..	..	..	11 10	..	..	..
Tresco		..	..	..	..	..	..	..	..
						p.m.			
Mystic Park (see note, page 28)		..	..	..	..	..	..	..	..
Lake Charm NC (s note, page 28)		4 5	..	..	..	12 20	..	..	..
KERANG ES ..	*arr.*	4 40	..	..	..	12 45	..	..	..
" ..	*dep.*	6 0–27	..	..	..	2 0 63,91	..	2 30	..
Tragowel NC (see note, page 28)		..	..	..	..	..	..	..	..
Macorna ES ○		6 30	..	..	..	2 28	..	3 5	..
Mincha NC		..	..	..	..	..	..	..	..
Pyramid ES	*arr.*	..	..	..	..	..	..	3 30	..
" ..	*dep.*	7 10	..	..	..	3 10	..	4 10	..
Mologa NC (see note, page 28) ..		..	..	..	..	..	..	..	..
Mitiamo ES		7 50	..	..	..	3 45	..	4 45	..
Prairie (see note, page 28) ..		..	..	..	..	..	..	..	..
Dingee ES W ..	*arr.*	..	..	..	..	..	..	5 15	..
" ..	*dep.*	8 25	..	..	..	4 15	..	5 45	..
Tandarra NC		..	..	..	..	..	..	..	..
Raywood ES ..	*arr.*	..	..	..	..	4 40	..	6 10	..
						Alt. Mon. Wed.	Thu. —103		
" ..	*dep.*	9 0	..	..	..	4 55	5 25	6 40	..
Sebastian NC		..	..	..	..	..	..	..	..
Eaglehawk ES		9 55	10 15	..	1 55	5 50	6 5	7 20	..
California Gully Siding NC ...		..	..	..	..	..	..	..	..
Sandhurst ES NC .. (see note, page 28)		..	..	..	..	..	..	..	..
Gas Company's Siding NC ..		..	..	..	..	..	..	..	..
North Bendigo Junction ES ..		10 10	10 25	..	2 10	6 15	6 20	7 30	..
BENDIGO ..	*arr.*	10 15	10 30	..	2 15	6 20	6 25	7 35	..
		p.m.							
" ..	*dep.*	12 45	..	..	..	..	..	..	..
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 3/6/74, 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.**

STATIONS		110 Goods Tue.	126 Goods Alt. Fri. Comm. 7/6/74		152 Goods Wed.		154 Goods Alt. Fri. Comm. 14/6/74	
		a.m.	p.m.		p.m.		p.m.	
KOOLOONONG † ..	*dep.*	..	..	..	..	..	1 50	..
Natya (see note, page 28)	..	..	..	..	..	..	2 15	..
Piangil † W.. ..	*arr.*	..	..	..	..	..	..	..
"	*dep.*	..	12 15	..	..	..	3 5	..
Miralie NC	*arr.*	..	12 27	..	..	..	..	..
"	*dep.*	..	12 42	..	..	..	..	..
Nyahwest † ..	*arr.*	..	12 56	..	..	..	3 40	..
"	*dep.*	10 55	1 16	..	..	..	4 10	..
Pira	*arr.*	..	1 29	..	..	..	..	..
"	*dep.*	..	1 44	..	..	..	..	..
Woorinen † ES ○ ..	*arr.*	11 35	2 0	..	..	..	4 50	..
"	*dep.*	11 55	2 10	..	..	..	5 10	..
Live Stock Siding ES NC .. (see note, page 28)		..	..	..	..	..	..	..
B.P. Siding NC		..	..	..	..	..	..	..
Caltex Siding NC		..	..	..	..	..	..	..
Swan Milling Co. Sdg. NC ..		..	..	..	..	..	..	..
SWAN HILL ES	*arr.*	p.m. 12 20	2 30	..	..	..	5 35	..
							Fast Goods Alt. Mon. Comm. 10/6/74 **Alt. Fri.** Comm. 14/6/74	**Fast Goods Alt. Tues.** Comm. 11/6/74
		Alt. Tues. Comm. 4/6/74	**Alt. Fri.** Comm. 7/6/74					
" ..	*dep.*	1 50	3 15–63	..	..	..	6 30B	6 50B ..
Lake Boga ES ..	*arr.*	..	..	..	..	..	..	7 15 ..
" ..	*dep.*	2 25	3 50	..	..	..	6 55	7 42 ..
Tresco		..	..	..	..	..	..	.. 103 ..
Mystic Park (see note, page 28)		..	..	..	..	..	..	.. ..
Lake Charm NC (s note, page 28)		..	..	..	..	..	7 25	8 15 ..
KERANG ES ..	*arr.*	3 45	5 10	..	..	..	7 45	8 35 ..
" ..	*dep.*	4 30	5 50	..	6 30	..	8 5	8 55 ..
Tragowel NC (see note, page 28)		..	..	..	..	..	..	.. ..
Macorna ES ○ ..	*arr.*	..	..	..	..	..	..	.. ..
"	*dep.*	5 0	6 20	..	7 20	..	8 40	9 30 ..
Mincha NC		..	..	..	..	..	..	.. ..
Pyramid ES	*arr.*	5 25	..	..	..	..	..	.. ..
"	*dep.*	6 15—103	7 5	..	8 0	..	9 5	9 55 ..
Mologa NC (see note, page 28)..		..	..	..	..	..	..	.. ..
Mitiamo ES ..		6 42	7 32	..	8 50	..	9 40	10 30 ..
Prairie (see note, page 28) ..		..	..	..	..	..	..	.. ..
Dingee ES		7 5	7 56	..	9 40	..	10 10	11 0 ..
Tandarra NC		..	..	..	..	..	..	.. ..
Raywood ES ..	*arr.*	7 30	8 20	..	..	..	..	.. ..
" ..	*dep.*	7 55	8 45	..	10 25	..	10 40	11 30 ..
Sebastian NC		..	..	..	..	..	..	.. ..
								a.m. ..
Eaglehawk ES		8 33	9 23	..	11 5	..	11 20	12 10 ..
California Gully Siding NC ..		..	..	..	..	..	..	.. ..
Sandhurst ES NC .. (see note, page 28)		..	..	..	..	..	..	.. ..
Gas Company's Siding NC ..		..	..	..	..	..	..	.. ..
North Bendigo Junction ES ..		8 45	9 35	..	11 20	..	11 35	12 25 ..
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.*	..	..	..	..	..	..	.. ..
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 510 tonnes through to Melbourne.

KERANG–KOONDROOK.

Down — **Passenger Service** — **Goods Service**

STATIONS	7 PASS. MON., WED., FRI.	9 Goods Friday (Wed. ‡)			
MELBOURNE .. *dep.*	a.m. 8 45	a.m. ..	..	..	..
KERANG † .. .. *arr.*	p.m. 1 39	..	..	..	..
	102 H.P. Diesel Rail Car Mon. to Fri.				
" .. .. .. *dep.*	p.m. 4 20	8 50–2	..	..	..
Mobil and Shell Siding NC	..	..	..	..	..
B.P. and H.C. Sleigh Sdg. NC. ..	..	..	..	..	..
Pyramid Creek NC (R.M. Stop. Place) ..	Z	..	..	..	..
R.M. Stop. Place No. 21	Z	..	..	..	..
R.M. Stop. Place No. 22	Z	..	..	..	..
R.M. Stop. Place No. 22A	Z	..	..	..	..
R.M. Stop. Place No. 23	Z	..	..	..	..
Hinksons NC	4 48§	..	..	..	..
Teal Point NC	§	..	..	..	..
R.M. Stop. Place No. 24	Z	..	..	..	..
Gannawarra NC	5 0§	..	..	..	..
R.M. Stop. Place No. 25	Z	..	..	..	..
KOONDROOK † .. *arr.*	5 15	9 50	..	..	..

Up

STATIONS	2 102 H.P. Diesel Rail Car Mon. to Fri.		10 Goods Friday (Wed. ‡)			
KOONDROOK † .. *dep.*	a.m. 7 45	..	a.m. 11 20	..	..	..
R.M. Stop. Place No. 25	Z	..	..	..	..	..
Gannawarra NC	7 54§	..	..	..	..	..
R.M. Stop. Place No. 24	Z	..	..	..	..	..
Teal Point NC	§	..	..	..	..	..
Hinksons NC	8 6§	..	..	..	..	..
R.M. Stop. Place No. 23	Z	..	..	..	..	..
R.M. Stop. Place No. 22A	Z	..	..	..	..	..
R.M. Stop. Place No. 22	Z	..	..	..	..	..
R.M. Stop. Place No. 21	Z	..	..	..	..	..
Pyramid Creek NC (R.M. Stop. Place) ..	Z	..	..	..	..	..
B.P. and H.C. Sleigh Sdg. NC ..	..	..	..	..	..	..
Mobil and Shell Siding NC	..	..	p.m.	..	..	..
KERANG † .. .. *arr.*	8 40–9	..	12 50	..	..	..
	PASS.					
	a.m.					
" .. .. *dep.*	9 35	..	..	..	..	..
	p.m.					
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				
STATIONS			85 Gds. Tue., Wed., Thur., Fri.	85A Gds. Mon.		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	..
BENDIGO	..	*arr.*	..	..	..	Vic. Inland Meat Auth. Sdg.		..	..	..
"	..	*dep.*	6 15	8 0	..	Carr Fowler Constr. Sdg. NC		..	..	..
Nth. Bendigo Junct. ES		*arr.*	..	8 10	..	Nth Bendigo Junct.	*arr.*	6 54	10 30	..
"	..	*dep.*	6 21	9 30	..	"	.. *dep.*	..	..	..
Carr Fowler Constr. Sdg. NC		..	..	..	..	**BENDIGO**	.. *arr.*			
Vic. Inland Meat Auth. Sdg.		..	..	..	..			Run	Run	
FREEZING CO'S SDG. NC		*arr.*	6 30	9 45	..	"	.. *dep.*	No. 97	No. 9	..
						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					
STATIONS			1 Goods Wed.	STATIONS			2 Goods Wed.		
			a.m.				a.m.		
KORONG VALE ES		*dep.*	6 15	*WEDDERBURN* †	..	*dep.*	8 30	..	..
Wedderburn Junct. ES † ○		*arr.*	6 32	*Wedderburn Junct.* † ES ○		*arr.*	8 45	..	..
"	..	*dep.*	7 0	"	..	*dep.*	8 55	..	..
WEDDERBURN †	..	*arr.*	7 15	**KORONG VALE** ES		*arr.*	9 10	..	..

MARYBOROUGH–INGLEWOOD.

Down					Up					
STATIONS					STATIONS					
MARYBOROUGH ES		*dep.*	..	..	**INGLEWOOD** †	..	*dep.*	..	..	..
Bet Bet ES ○	..	*arr.*	..	..	Arnold NC ..	..	..	..	..	..
(See note, page 59)	..	*dep.*	..	..	Llanelly NC ..	..	..	..	..	..
DUNOLLY ES †	..	*arr.*	..	..	Tarnagulla NC	..	*arr.*	..	..	..
"	..	*dep.*	..	..	(See f'note)	..	*dep.*	..	..	..
Tarnagulla NC	..	*arr.*	..	..	**DUNOLLY** † ES	..	*arr.*	..	..	..
(See f'note)	..	*dep.*	..	..	"	..	*dep.*	..	..	..
Llanelly NC ..	..	..	..	..	*Bet Bet* ES ○	..	*arr.*	..	..	..
Arnold NC ..	..	..	..	..	(See note, page 59)		*dep.*	..	..	..
INGLEWOOD †	..	*arr.*	..	..	**MARYBOROUGH** ES		*arr.*	..	..	..

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

See General Appendix for instructions.

NOTE:—A regular road service operates each Thursday from Dunolly to Tarnagulla and Llanelly for perishable and small goods traffic. (Secty's. 73/778). Goods trains to be run only as arranged locally by Senior Train Controller, Ballarat.

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

Down — **Passenger Service**

STATIONS		73 PASS. TUE., WED., THURS., SAT.	109 PASS. MON., FRI.		
		a.m.	p.m.		
MELBOURNE	*dep.*	8 45	1 40	..	..
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.			
North Bendigo Junction ES ..		12 3*	4 58*	..	..
Sandhurst ES NC .. .. .. (see note, page 37)		..	..	..	..
Eaglehawk ES		12 11	5 6	..	..
Marong ES (see note, page 37) ..		12 21	5 16	..	..
Leichardt NC (see note, page 37) ..		..	..	..	..
Bridgewater ES	*arr.*	12 40	..	..	..
"	*dep.*	12 42–74	5 36–90	..	..
Inglewood ES	*arr.*	..	..	..	..
"	*dep.*	12 51	5 45	..	..
Kurting NC		..	..	..	..
Glenalbyn NC (see note, page 37) ..		..	..	..	..
Wedderburn Junction ES ○ ..	*arr.*	..	..	..	..
" "	*dep.*	1 16	6 10–136	..	..
KORONG VALE	*arr.*	1 27	6 22	..	..
ES	*dep.*	1 30	6 25	..	..
Wychitella NC (see note, page 37) ..		1 45§	6 40§	..	..
Buckrabanyule	*arr.*	..	..	..	..
(see note, page 37)	*dep.*	1 55	6 50	..	..
Barrakee NC		..	..	..	..
Charlton ES	*arr.*	2 9	7 5	..	..
"	*dep.*	2 12–136	7 7	..	..
Teddywaddy NC		2 21§	7 16§	..	..
Glenloth NC (see note, page 37) ..		2 28§	7 23§	..	..
WYCHEPROOF ES † ..	*arr.*	2 40	7 35	..	..
		–138	Diesel Electric Rail Motor		
"	*dep.*	2 44	7 39	..	..
Dumosa NC		..	..	..	..
Nullawil (see note, page 37) ..	*arr.*	3 8	8 3	..	..
"	*dep.*	3 10	8 5	..	..
Warne NC		..	..	..	..
Culgoa †	*arr.*	3 24	8 19	..	..
"	*dep.*	3 26–35	8 21	..	..
Berriwillock †	*arr.*	..	..	..	..
"	*dep.*	3 39	8 34	..	..
Boigbeat NC (see note, page 37) ..		..	..	..	..
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

STATIONS		58 Diesel Electric Rail Motor Mon. to Sat.			
		a.m.			
SEA LAKE †	*dep.*	7 20	..	..	..
Boigbeat NC (see footnote) ..	..	..	..	..	..
Berriwillock †	..	7 37	..	..	..
Culgoa †	*arr.*	7 49	..	..	..
"	*dep.*	7 51	..	..	..
Warne NC	..	..	..	..	..
Nullawil (see footnote) ..	..	8 6§	..	..	..
Dumosa NC	..	..	..	..	..
WYCHEPROOF † ES ..	*arr.*	8 30	..	..	..
"	*dep.*	8 32**A, T**	..	..	..
Glenloth NC (see footnote) ..	..	8 43§	..	..	..
Teddywaddy NC	..	8 50§	..	..	..
Charlton ES	*arr.*	8 58	..	..	..
"	*dep.*	9 0	..	..	..
Barrakee NC	..	..	..	..	..
Buckrabanyule	*arr.*	..	..	..	..
(see footnote)	*dep.*	9 15	..	..	..
Wychitella NC (see footnote) ..	..	9 24§	..	..	..
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**	..	..	..
Wedderburn Junction ES ..	*arr.*	..	..	..	..
"	*dep.*	10 1	..	..	..
Glenalbyn NC (see footnote) ..	..	..	..	..	..
Kurting NC	..	..	..	..	..
Inglewood ES	*arr.*	10 22	..	..	..
"	*dep.*	10 24–**93**	..	..	..
Bridgewater ES	*arr.*	..	..	..	..
"	*dep.*	10 32	..	..	..
Leichardt NC (see footnote) ..	..	..	..	..	..
Marong ES (see footnote) ..	..	10 55	..	..	..
Eaglehawk ES	*arr.*	11 8	..	..	..
"	*dep.*	11 10	..	..	..
Sandhurst NC ES (see footnote) ..	..	..	..	..	..
North Bendigo Junction ES ..	..	11 21*	..	..	..
BENDIGO	*arr.*	11 25	..	..	..
		PASS.			
"	*dep.*	12 0 Noon	..	..	..
		p.m.			
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

STATIONS		99 Thro. Gds. Sat. ‡	35 Thro. Goods Tue. Wed. Thur. Fri.	37 Goods Fri.	25 Goods Alt. Fri. Comm. 14/6/74	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.*	..	..	..	..	..	..	From Wedderburn (As No. 2 Page 35)	..	..
BENDIGO ..	*dep.*	12 30	3 30	..	..	..	4 0		8 0	..
North Bendigo Junct. ES ..		12 36	3 36	..	..	..	4 7		8 10	..
Gas Company Sdg. NC ..		..	..	..	..	..	..		..	..
Sandhurst ES NC (note, p. 37)		..	..	..	..	..	..		..	..
California Gully Siding NC ..		..	..	..	..	..	..		..	..
Eaglehawk ES		12 45	3 45	..	..	..	4 20		8 20	..
Marong ES ..	*arr.*	..	..	..	..	..	..		8 35	..
(see note, page 37)	*dep.*	1 0	4 0	..	..	..	4 35		8 50	..
Leichardt NC (note, p. 37) ..		..	..	..	..	..	..		9 0	..
Bridgewater ES ..	*arr.*	..	..	..	..	..	..		9 25–38	..
" ..	*dep.*	1 30	4 27	..	..	..	5 4		10 0	..
Inglewood ES ..	*arr.*	..	..	..	..	..	..		10 12	..
"	*dep.*	1 45	4 50	..	..	..	5 20		11 35	..
Kurting NC		..	..	..	..	..	..		p.m.	..
Glenalbyn NC (note, p. 37)		..	5 2	..	..	..	5 42		12 10 74, 58	..
Wedderburn Junction ES ○	*arr.*	..	..	..	..	..	6 0	8 45	12 29	..
"	*dep.*	2 25	5 36	..	..	..	6 35 38	8 55	12 39	..
KORONG VALE ES	*arr.*	2 35	5 50	..	..	..	6 50	9 10	12 55	..
		31 Gds. Mon.	**Mon., Tue., Wed., Thur.**							
		a.m.	a.m.	—58						
"	*dep.*	1 30	9 50–58	9 50	..	..	..	..	..	..
Wychitella NC(note, page 37)		..	..	..	..	..	..	..	..	..
Buckrabanyule	*arr.*	..	..	..	..	..	..	..	..	..
(see note, page 37)	*dep.*	2 2	11 0	11 15	..	..	..	..	..	..
Barrakee NC		..	..	..	..	..	..	..	..	..
Charlton ES ..	*arr.*	..	11 25	11 50	..	..	..	..	..	..
			p.m.	p.m.						
" ..	*dep.*	2 25	12 5	12 35	..	..	..	..	..	..
Charlton Cattle Siding NC ..		..	..	..	..	..	..	..	..	..
Teddywaddy NC		..	..	..	..	..	..	..	..	..
Glenloth NC (note, page 37)		2 45	12 30 136	1 20	..	..	..	..	..	..
WYCHEPROOF ES †	*arr.*	3 0	12 55	1 45	..	..	..	..	..	..
			Tue., Thur. p.m.							
" ..	*dep.*	..	1 30	..	..	..	..	..	..	..
Grain Elevators Bd. Sdg. NC		..	..	..	..	..	..	..	..	..
Dumosa NC		..	..	..	..	..	..	..	..	..
Nullawil (note, page 37) ..		..	2 25	..	..	..	..	..	..	..
Warne NC		..	..	..	..	..	..	..	..	..
Culgoa † ..	*arr.*	..	3 0–73	..	..	..	..	..	..	..
"	*dep.*	..	3 45	..	..	..	..	..	..	..
Berriwillock †		..	4 40	..	..	..	..	..	..	..
Boigbeat NC (note, page 37)		..	..	..	..	..	..	..	..	..
SEA LAKE †	*arr.*	..	5 15	..	..	..	..	..	..	..
"	*dep.*	..	..	..	3 0	4 0	..	..	..	..
Ninda NC		..	..	..	..	4 35	..	..	..	..
Nyarrin NC ..	*arr.*	..	..	..	..	4 55	..	..	..	..
"	*dep.*	..	..	..	3 45	5 10	..	..	..	..
Nandaly (see note, p. 37)	*arr.*	..	..	..	..	5 30	..	..	..	..
"	*dep.*	..	..	..	5 0		..	..	..	..
Pier Millan NC		..	..	..	..	..	..	..	..	..
Mittyack NC ..		..	..	..	6 30	..	..	..	..	..
KULWIN NC †	*arr.*	..	..	..	7 0	..	..	..	..	..

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

UP — **Goods Service.**

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.*	..	..	..	..	..	..
Mittyack NC	..	..	..	..	..	..
Pier Millan NC	..	..	..	..	..	..
Nandaly .. .. *arr.*	..	..	..	..	..	..
(see note, page 37) *dep.*	..	..	..	..	..	..
Nyarrin NC	..	..	..	..	..	..
Ninda NC	..	..	..	..	..	..
SEA LAKE † .. *arr.*	..	..	..	..	..	..
" .. *dep.*	..	..	..	..	..	..
Boigbeat NC (see note, p. 37)	..	..	..	..	..	..
Berriwillock †	..	..	..	..	..	..
Culgoa † .. .. *arr.*	..	..	..	..	..	..
" .. *dep.*	..	..	..	..	..	..
Warne NC	..	..	..	..	..	..
Nullawil (see note, page 37) ..	..	..	..	..	..	..
Dumosa NC	..	..	..	..	..	..
Grain Elevator Bd. Sdg. NC ..	..	..	..	..	..	..
WYCHEPROOF † ES *arr.*	..	..	..	..	..	..
" .. *dep.*	..	4 30	..	..	..	..
Glenloth NC (see note, p. 37)	..	4 55		..	..	..
Teddywaddy NC	..	..		..	..	..
Charlton Cattle Siding NC ..	..	..		..	..	..
Charlton ES .. *arr.*	..	5 25		..	..	..
" .. *dep.*	..	5 45		..	..	..
Barrakee NC	..	..	Ex Robinvale	..	..	..
Buckrabanyule .. *arr.*	..	..		..	..	..
(see note, page 37)						
" .. *dep.*	..	6 35	..	..	..	..
Wychitella NC (note, page 37)	..	..	..	..	..	..
KORONG VALE ES *arr.*	..	7 0	..	..	..	..
		–83				
		Mon.				
		(Tue.				
		to Fri. ‡)		**–58**		
" .. *dep.*	6 15	8 0	8 30	10 20	3 0	..
Wedderburn Junct. ES *arr.*	6 32	..	..	10 37	..	..
" .. *dep.*	7 0	8 19	8 47	10 47	3 17	..
Glenalbyn NC (note, page 37)	..	8 35	..	11 10	..	..
Kurting NC	..	..	..	..	..	..
Inglewood ES .. *arr.*	To Wedderburn (as No. 1, page 35)	..	..	11 30	..	..
				–93		
				p.m.		
" .. *dep.*		9 0	9 24	12 15	3 55	..
Bridgewater ES .. *arr.*		9 11	..	12 25	4 7	..
		–93		**–73**		
" .. *dep.*		9 30	9 33	1 30	5 21	..
Leichardt NC (see note, p. 37)		..	..	..	..	..
Marong ES .. .. *arr.*		..	..	2 20	..	..
(see note, page 37) *dep.*	..	10 10	10 10	2 35	5 58	..
Eaglehawk ES	..	10 30	10 29	2 55	6 22	..
California Gully Siding NC ..	..	..	..	..	..	..
Sandhurst NC ES (see n. p. 37)	..	..	..	..	..	..
Gas Company Siding NC ..	..	..	..	..	..	..
North Bendigo Junction ES ..	..	10 45	10 40	3 10	6 38	..
BENDIGO .. *arr.*	..	10 55	10 45	3 20	6 45	..
" .. *dep.*	..		Connect			
MELBOURNE YARD *arr.*	..	..	**No. 62**	..	..	

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

UP **Goods Service**

STATIONS		90 Goods Fri. ‡	136 Goods Wed.		34 Goods Alt. Fri. Comm. 14/6/74	138 Goods Thur.	
		p.m.	a.m.		a.m.	p.m.	
KULWIN NC † ..	*dep.*	..	..		7 40	..	..
Mittyack NC		..	..		..	..	..
Pier Millan NC		..	..		..	..	..
Nandaly	*arr.*	..	..		..	..	..
(note, page 37) ..	*dep.*	..	6 30		9 30	..	..
Nyarrin NC		..	7 0		..	..	..
Ninda NC		..	7 35		..	..	..
SEA LAKE †	*arr.*	..	8 0		10 20	..	..
					Fri.		
" ..	*dep.*	..	8 45		11 0	..	..
Boigbeat NC (note, page 37)		..	9 5		..	..	..
Berriwillock †		..	9 50		11 50	..	..
Culgoa † ..	*arr.*	..	10 20		..	..	
					p.m.		
"	*dep.*	..	10 50		12 40	..	..
Warne NC		..	..		..	..	..
Nullawil (note, page 37) ..		..	11 40		1 10	..	..
			p.m.				
Dumosa NC		..	12 5		1 30	..	..
Grain Elevator Bd. Sdg. NC		..	..		..	..	..
WYCHEPROOF †	*arr.*	..	12 45–35		2 15	..	..
ES			**Mon., Tue., Wed.**			**–73**	..
			p.m.				
" ..	*dep.*	..	1 20		2 50	3 0	..
Glenloth NC (note, page 37)		..	1 35		3 5	3 30	..
Teddywaddy NC		..	..		..	..	..
Charlton Cattle Siding NC		..	..		..	..	..
Charlton ES ..	*arr.*	..	2 0		3 30	4 5	..
			–73				
" ..	*dep.*	..	3 10		4 0	4 40	..
Barrakee NC		..	..		..	..	..
Buckrabanyule ..	*arr.*	..	..		..	..	..
(see note, page 37)	*dep.*	..	4 0		4 25	5 25	..
Wychitella NC (note, p. 37)		..	..		..	..	..
KORONG VALE ES	*arr.*	..	4 45		5 0	6 10	..
					Connect **No. 136**		
			Tue., Wed., Thur.	**Mon., Fri.**			
			p.m.	p.m.			
" ..	*dep.*	4 15	5 30	5 30	..	..	..
Wedderburn Junct. ES	*arr.*	..	5 46	5 46	..	..	..
				–109			
" ..	*dep.*	4 32	6 0	6 27	..	..	..
Glenalbyn NC (note, page 37)		..	6 18	6 45	..	..	..
Kurting NC		..	..	..	..	..	..
Inglewood ES ..	*arr.*	..	..	..	..	..	..
" ..	*dep.*	5 10	6 40	7 7	..	..	..
Bridgewater ES ..	*arr.*	5 22	..	..	..	..	..
		–109					
" ..	*dep.*	5 43	6 51	7 18	..	..	..
Leichardt NC (see note, p. 37)		..	..	..	..	..	..
Marong ES ..	*arr.*	..	..	..	..	..	..
(see note, page 37)	*dep.*	6 28	7 30	7 55	..	..	..
Eaglehawk ES ..		6 48	7 50	8 15	..	..	..
California Gully Siding NC		..	..	..	..	..	..
Sandhurst NC ES(note, p. 37)		..	..	..	..	..	..
Gas Company Siding NC ..		..	..	..	..	..	..
North Bendigo Junction ES		7 0	8 5	8 30	..	..	..
BENDIGO ..	*arr.*	7 5	8 10	8 35	..	..	..
" ..	*dep.*				..	..	..
MELBOURNE YARD	*arr.*	..	..	..	..	..	..

MARYBOROUGH–AVOCA–ARARAT.

DOWN					UP					
STATIONS		1 Gds. Mon.	31 Goods Mon. to Fri. ‡		STATIONS		2 Gds. Mon.	4 Goods Mon. ‡ (See note)	32 Goods Tue. to Sat. ‡	
		a.m.	p.m.				a.m.	a.m.	a.m.	
MARYBOROUGH †	dep.	6 0	11 30	..	**ARARAT** †	dep.	..	..	4 0	..
"					Elmhurst NC	arr.	..	..	..	..
Bung Bong						dep.	..	8 40	..	..
Ballast Sdg. NC	..	..	..	..	*Avoca* † ○	arr.	..	9 30	6 5	..
			Tue to Sat. ‡ a.m.							
Avoca † ○	arr.	7 0 ‡	12 20	..	"	dep.	8 0	10 0	6 10	..
"	dep.	7 30	12 25	..	Bung Bong Ballast Sdg. NC	..	..	..	..	..
Elmhurst NC	arr.	8 20	..	..	**MARYBOROUGH** †	arr.	9 0	11 0	7 0	..
"	dep.		..	..						
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.

KORONG VALE-ULTIMA-ROBINVALE.

DOWN

STATIONS		Passenger Service		Goods Service			
		15 PASS. TUE., WED., THUR., SAT.	19 PASS. MON., FRI.	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 40	..	..	..	..
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.					
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 ..
Borung NC ..	..	1 49§	6 44§	..	..	..	.. ..
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 ..
G.E.B. Siding NC ..	..	..	..	..	..	..	.. ..
BOORT ES (See note B, page 43)	*arr.*	..	..	3 25	..	9 55 —30	.. ..
		—24					
" ..	*dep.*	2 14	7 9	4 0	5 50	10 35	11 50 .. p.m.
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 ..
Gredgwin NC ..	..	2 38§	7 33§	..	..	..	.. ..
Oakvale NC ..	..	..	..	..	..	..	.. ..
Quambatook ES (See note B, page 43)	*arr.*	..	..	..	7 5 —10	11 50 —24 p.m.	2 20 .. —15
		—17					
" ..	*dep.*	2 57	7 52	5 25		12 30	3 30 ..
Cannie NC (See note p. 43)		3 12§	8 7§	..	..	..	.. ..
Lalbert ES ..	*arr.*	..	..	..	..	..	.. ..
"	*dep.*	3 24	8 19	6 15	..	1 45	4 30 ..
Meatian NC (See note, page 43) ..		3 36§	8 31§	..	..	..	.. ..
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 ..
Gowanford NC ..	..	..	..	..	..	..	.. ..
Waitchie NC (See note, page 43) ..		4 17§	9 12§	..	..	..	.. ..
Chillingollah NC	*arr.*	..	..	..	..	7 20	.. ..
(See note, page 43)	*dep.*	4 31	9 26	..	..	7 45	9 30 ..
Chinkapook (See note, page 43) ..		4 47	9 41	..	..	8 20	.. ..
Cocamba NC ..	..	..	..	..	..	..	.. ..
MANANGATANG †	*arr.*	..	.. —28	..	..	8 50	10 50 ..
" ..	*dep.*	5 4	9 58	..	..	9 45	11 50 ..
Bolton NC ..	..	5 16§	10 10§	..	..	10 20	Wed.
Koimbo NC ..	..	..	..	..	..	..	a.m.
Annuello (See note, page 43) ..		5 34§	10 27§	..	..	11 5	1 10 ..
						Fri.	
Bannerton ..	..	5 57§	10 50§	..	..	a.m.	.. ..
ROBINVALE †	*arr.*	6 20—24	11 15	..	..	12 15	3 0 ..

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

ROBINVALE–ULTIMA–KORONG VALE.

UP

STATIONS			Passenger Service		Goods Service			
			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	..	..
Bannerton	..	..	5 23§	..	..	..	7 40	..	..
Annuello (See footnote)	..	*arr.*	..	..	..	..	..	..	..
"	..	*dep.*	5 45§	..	..	8 50	8 20	..	..
Koimbo NC	..	..	..	..	..	..	..	..	..
Bolton NC	..	..	6 2§	..	..	..	9 20	..	..
MANANGATANG †		*arr.*	..	..	..	..	9 35–19	..	..
"	..	*dep.*	6 15	..	..	10 20	10 35	..	..
Cocamba NC	..	..	..	..	..	..	..	..	..
Chinkapook (See footnote)		..	6 31	..	..	..	11 40	..	..
						Thurs.	Sat.		
						a.m.	a.m.		
Chillingollah NC	..	*arr.*	..	..	..	..	12 5	..	..
(See footnote)	..	*dep.*	6 46	..	..	12 20	12 25	..	..
Waitchie NC (See footnote)		..	6 59§	..	..	..	..	..	..
Gowanford NC	..	..	..	..	..	..	..	..	..
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	..	..
Meatian NC (See footnote)		*arr.*	..	..	..	..	..	..	..
"	..	*dep.*	7 36§	..	..	..	..	..	..
Lalbert ES	..	*arr.*	..	..	..	..	..	..	..
"	..	*dep.*	7 48	2 15	..	10 0	4 20	..	..
Cannie NC (See footnote)		..	8 1§	..	..	..	..	..	..
Quambatook ES	..	*arr.*	—29, 30	..	..	..	..	..	..
(See note B)						—13		—10	
"	..	*dep.*	8 14	3 45	..	11 59	5 7	8 50	..
Oakvale NC	..	..	..	..	..	..	..	..	..
Gredgwin NC	..	..	8 34§	..	..	p.m.	..	..	..
Barraport NC ES	..	*arr.*	..	4 30	..	12 30	..	..	..
(See note B)				—11					
"	..	*dep.*	8 43	5 30	..	1 20	5 50	9 35	..
BOORT ES	..	*arr.*	..	..	..	1 45	..	..	..
(See note B)						—15		—13	
"	..	*dep.*	8 58	7 0	..	2 25	6 10	10 0	..
G.E.B. Siding NC	..	..	..	..	..	..	..	..	..
Mysia ES (See note B)	..	*arr.*	..	..	..	..	..	..	..
			—13					—17	
"	..	*dep.*	9 14	7 45	..	2 50	6 30	10 20	..
Borung NC	..	..	9 23§	..	..	..	..	..	..
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	..	..
BENDIGO	..	*arr.*	11 25	..	..	..	10 45	..	..
							Connect No. 62		
			PASS.				p.m.		
"	..	*dep.*	12 0 noon	..	..	..	12 45	..	..
			p.m.						
MELBOURNE	..	*arr.*	2 25	..	..	..	6 0	..	..

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

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

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**

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	..	..	..
CASTLEMAINE ES	*arr.*	10 35	..	7 7	7 46	8 8	..	..	..
		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 45–4, 6	..	7 20–128	8 0	8 20	..	..	..
Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..	..
Guildford (See footnote)	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	11 0	..	7 36	8 16	8 31	..	..	..
R.M. Stp. Pl. No. 27 NC	..	Z	..	Z	Z	Z	..	..	..
Newstead ES ..	*arr.*	..	..	..	..	..	..	..	..
"	*dep.*	11 15	..	7 51	8 31	8 51	..	..	..
Moolort NC ..	*arr.*	..	..	..	..	..	..	..	..
(see footnote) ..	*dep.*	11 31	..	8 8	8 47	9 7	..	..	..
Carisbrook ○ ES..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	11 45	..	8 22	9 1	9 21	..	..	..
MARYBOROUGH ES	*arr.*	11 57–130	..	8 35	9 15	9 35	..	..	..

MARYBOROUGH–CASTLEMAINE

Up — **Passenger Service**

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	..	..	..
Carisbrook ○ ES..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	6 22	..	4 42	..	5 7	..	..	..
Moolort NC ..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	6 35	..	4 55	..	5 20	..	..	..
Newstead ES ..	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	6 51	..	5 11	..	5 36	..	..	..
R.M. Stop. Place No. 27 ..		Z	..	Z	..	Z	..	..	..
Guildford ..	*arr.*	..	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	7 7	..	5 27	..	5 52	..	..	..
Maldon Junct. NC ES (See footnote)	..	..	..	..	..	..	..	..	..
CASTLEMAINE ES	*arr.*	7 30–61 PASS.	..	5 50 PASS.	..	6 15 PASS.	..	..	..
" ..	*dep.*	7 35	..	6 5	..	6 21	..	..	..
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.**

STATIONS		61 Goods Mon.	11 Goods Tue., Thur. Fri. (Sat. ‡)	19 Goods Tue, Wed, Thur., Fri. & Alt. Mon. Comm. 10/6/74		27 Goods Alt. Mon. Comm. 3/6/74			
		a.m.	a.m.	p.m.		p.m.			
MELBOURNE YD.	*dep.*	..	..	..	..	..	..	..	..
CASTLEMAINE ES	*arr.*	..	..	..	..	..	..	..	..
		–2							
" ..	*dep.*	7 35	11 30	9 0	..	10 30	..	..	..
Maldon Junct. NC ES (See note, page 44) ..		7 39	11 40	9 4	..	10 34	..	..	..
Guildford (See note, page 44)	*arr.*	..	11 51	..	..	..	..	..	..
			p.m.						
" ..	*dep.*	7 54	12 6	9 19	..	10 49	..	..	..
Newstead ES ..	*arr.*	..	12 26	9 38	..	11 8	..	..	..
			—130						
" ..	*dep.*	8 13	1 0	9 53	..	11 23	..	..	..
Moolort NC .. (See note, page 44)	*arr.*	..	1 25	10 16	..	11 46	..	..	..
"	*dep.*	8 36	1 40	10 21	..	11 51	..	..	..
Carisbrook ○ ES .. (See note, page 44)	*arr.*	..	1 56	..	..	Alt. Tue	..	..	..
						a.m.			
" ..	*dep.*	8 51	2 1	10 36	..	12 6	..	..	..
MARYBOROUGH ES ..	*arr.*	9 10	2 30	10 55	..	12 25	..	..	..

MARYBOROUGH–CASTLEMAINE.

Up — **Goods Service.**

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	..	..	..
Carisbrook ○ ES ..	*arr.*	4 25	6 40	7 55	..	..	..	..	..
(See note, page 44)	*dep.*	4 40	7 15	8 15	12 23	5 39	..	..	..
Moolort NC ..	*arr.*	5 0	7 35	8 35	..	..	..	..	..
(See note, page 44)	*dep.*	5 10	7 55	8 45	12 38	5 55	..	..	..
Newstead ES ..	*arr.*	5 40	8 24	9 15	..	..	..	..	..
					—11				
" ..	*dep.*	5 55	9 0	9 35	12 55	6 20	..	..	..
Guildford ..	*arr.*	..	9 22	9 57	..	..	..	..	..
(See note, page 44)	*dep.*	6 16	9 42	10 6	1 11	6 38	..	..	..
Maldon Junct. NC ES .. (See note, page 44)		6 40	10 5	10 20	1 25	6 50	..	..	..
CASTLEMAINE ES	*arr.*	6 45	10 20—9	10 30—9	1 35	7 0	..	..	..
					p.m.				
" ..	*dep.*	..	..	..	3 10	9 10	..	..	..
						Tue. to Sat.			
						a.m.			
MELBOURNE YD	*arr.*	..	..	..	7 45	1 45	..	..	..

A—Comes from Mildura.

BALLARAT–MARYBOROUGH.

Passenger Service.

Down

STATIONS		3 153 H.P. Diesel Rail Car (& Trlr. ‡) MON. to FRI.	11 PASS. SAT.		17 PASS. MON. to FRI.		73 "The Vine-lander" SUN. to FRI.	
		a.m.	a.m.		p.m.		p.m.	
MELBOURNE	*dep.*	..	8 30	..	12 55	..	9 20	..
BALLARAT	*arr.*	..	10 35	..	3 5	..	11 27	..
			280 H.P. Diesel Rail Car		**280 H.P. Diesel Rail Car**		—134	
			a.m.		p.m.			
„ ..	*dep.*	7 8	11 5	..	3 30—38	..	11 39	..
Nth. Ballarat Junct. ES NC		7 10*	11 7*	..	3 32*	..	11 41*	..
S.E.C. Siding ES NC (See footnote)		..	..	..	..	..	..	..
Waubra Jct. NC		..	..	..	..	..	**MON to SAT.**	..
			36, 24A				a.m.	
R.M. Stopping Place No. 7		Z	Z	..	Z	..	..	..
Creswick ES ..	*arr.*	..	11 24	..	..—42	..	..	..
„ ..	*dep.*	7 28	11 34 ●	..	3 51	..	12 1	..
Nth. Creswick NC	*arr.*	..	..	..	..	..	..	..
(See footnote)	*dep.*	7 31§	11 38§ ●	..	3 54§	..	*	..
Clunes ES ..	*arr.*	7 47–106	..	..	..	..	–134A	..
		153 H.P. Diesel Rail Car & Two Trlrs						
„ ..	*dep.*	7 59	11 54	..	4 11	..	12 21	..
Talbot ES ○ ..	*arr.*	..	..	..	4 28–18	..	..	..
			p.m.					
„ ..	*dep.*	8 17	12 11	..	4 37 ●	..	12 37	..
MARYBOROUGH ES	*arr.*	8 40–108	12 26	..	4 53 —44, 24	..	12 58 —172, 134	..
„ ..	*dep.*	..	12 29 To Donald (Page 50)	..	4 57 To Donald (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

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	..	..	..
Talbot ES ○ ..	*arr.*	..	..—13	..	..–17	..	..	..
"	*dep.*	4 19	10 52	..	4 35	..	..	..
Clunes ES ..	*arr.*	..	..	..	4 56	..	..	..
					153 H.P. Diesel Rl. Car (& One Trlr. ‡)			
" ..	*dep.*	4 40	11 10	..	5 7	..	..	..
North Creswick	*arr.*	..	..	..	..	..	..	..
(See note, page 46)	*dep.*	*	11 27§	..	5 24§	..	..	..
Creswick ES	*arr.*	..	—36, 11	..	—39	..	..	..
" ..	*dep.*	5 4	11 32	..	5 30			
R.M. Stopping Place, No. 7		..	Z	..	Z	..	..	..
Waubra Jct. NC ..	..	..	..	..	..	..	..	..
S.E.C. Siding ES NC	..	..	..	..	..	..	..	..
(See note, page 46)								
Nth. Ballarat Jct. ES NC ..		5 25*	11 52*	..	5 51*–41	..	..	..
BALLARAT ..	*arr.*	5 28—1	11 55	..	5 55 PASS.	..	..	..
			p.m.		p.m.			
" ..	*dep.*	5 40	12 5	..	6 5			
MELBOURNE	*arr.*	7 45	2 5	..	8 10	..	..	..

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

BALLARAT–MARYBOROUGH.

Goods Service.

Down

STATIONS		1 Goods Mon. to Fri. ‡	5 Goods Sat.	13 Goods Tu., Thu. (Mon., Wed., Fri. ‡)	9 Goods Tue. and Alt. Fri. (Comm. 14/6/74)	37 Goods Mon.	37 Goods Tues to Fri.	
MELBOURNE YARD	*dep.*	a.m. ..	a.m. ..	a.m. ..	a.m. ..	p.m. ..	p.m. ..	..
BALLARAT ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	5 55–**80**	6 50	7 50	9 0–**106**	12 30	12 45	..
Nth. Ballarat Jct. ES NC	..	5 59	6 53	7 55	9 5	12 35	12 50	..
S.E.C. Siding ES NC (See note, page 46)	..	..	..	..	..	..	..	..
Waubra Jct. NC	..	..	..	..	..	..	..	..
Creswick ES ..	*arr.*	..	7 20	8 21	..	..	..	..
"	*dep.*	6 26	7 25	8 45–**106**	9 40	12 56	1 15	..
Nth. Creswick NC	*arr.*	..	..	8 49	..	..	..	..
(See note, page 46)	*dep.*	..	..	8 59	9 50	..	..	..
Clunes ES ..	*arr.*	..	7 48	9 20–**108**	..	1 16–**38**	1 33–**38**	..
"	*dep.*	6 49	7 53–**106**	9 50	..	1 28	1 45	..
Talbot ES ○ ..	*arr.*	.. —**106**	8 13	10 11 —**24A**	To Newlyn (page 19)	..	..	..
"	*dep.*	7 10	8 18	11 5	..	1 48	2 3	..
MARYBOROUGH ES	*arr.*	7 35	8 40–**36**	11 30–**130**	..	2 10	2 25	..
" ..	*dep.*				..	3 40M	6 15A	..

Down

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 Tue. to Sat. a.m.	p.m. ..	..
BALLARAT ..	*arr.*	..	..	9 5–**32**		12 40	..	..
" ..	*dep.*	4 45	5 45	9 27		1 15–**134A**	10 15	..
North Ballarat Jct. ES NC	..	4 49	5 53–**18**	9 30		1 18	10 20	..
S.E.C. Siding ES NC (See note, page 46)	..	..	..	..		..	..	..
Waubra Jct. NC	..	..	..	..		..	..	..
Creswick ES ..	*arr.*	5 20 —**18**	..	..		..	..	..
" ..	*dep.*	5 35	6 19	9 47		1 40	10 40	..
North Creswick NC	*arr.*	..	..	..		..	..	..
(See note, page 46)	*dep.*	5 38	6 22	..		..	..	..
Clunes ES ..	*arr.*	..	.. —**28**	..		..	..	..
" ..	*dep.*	6 0	6 41	10 2		2 1	11 0	..
				Mon. to Thur.	**Fri. (Wed. ‡)**			
Talbot ES ○ ..	*arr.*	..	..	10 20–134	..	..	..	..
" ..	*dep.*	6 25	7 0	10 31	10 20	2 22	11 20	..
MARYBOROUGH ES	*arr.*	6 50	7 25	10 50	10 37	2 40–**80**	11 45	..
" ..	*dep.*			10 53M	10 40M	4 10M		

Not to run when No. 28 runs.

172, 134

A.—To Donald **M.**—To Mildura.

MARYBOROUGH–BALLARAT.
Goods Service.

Up

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 Mon. ‡	38 Goods Tu. Thu. (Wed. Fri. ‡)	42 Goods Tue. and Alt. Fri. Comm. 14/6/74
		a.m.	a.m.	a.m.	a.m.	a.m.	p.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	12 25	
Talbot ES ..	*arr.*	..	..	6 55–1	..	9 24	12 45	12 50	
„ ..	*dep.*	1 25	1 35	7 15	9 10	9 40	1 0	1 5	From Newlyn (page 19)
Clunes ES ..	*arr.*	1 52	..	7 42	..	10 10	1 22	1 35	
		—75		—5, 3	—13	..	—37	—37	
„ ..	*dep.*	2 6	2 0	7 56	9 38	10 25	1 45	1 55	
Nth. Creswick NC	*arr.*	..	..	..	..	..	..	..	
(See note, page 46)	*dep.*	..	..	8 30	10 11	..	..	..	3 10
Creswick ES	*arr.*	..	..	..—13	..	11 0	2 25	2 35	3 15–17
„ ..	*dep.*	2 35	2 27	8 33	10 15	11 55	2 45	2 55	3 55
Waubra Jct. NC ..		..	..	..	..	..	..	..	..
S.E.C. Siding ES NC ..		..	..	..	..	..	..	..	..
(See note, page 46)						p.m.			
Nth. Ballarat Jct. ES NC ..		3 5	2 55	9 0–9	10 41	12 25	3 16	3 26	4 25
BALLARAT ..	*arr.*	3 10	3 0 Mon. ‡	9 5	10 45	12 30	3 20	3 30–17	4 30
							—17		
„ ..	*dep.*	3 50	3 50		11 15				
MELBOURNE YD.	*arr.*	..	..	..	..	..	..	..	..
		to Nth. Geelong	to Nth. Geelong	..	to Nth. Geelong	..	..	..	..

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 50M	2 20B	..	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
Talbot ES ..	*arr.*	..	..	..	..	10 23—103	..	..
„ ..	*dep.*	2 35	5 20	6 5	7 50	10 28	11 52	1 27
							Thur.	
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
North Creswick NC	*arr.*	..	..	..	..	..	..	..
(See note, page 46)	*dep.*	..	..	7 20	..	..	..	..
Creswick ES	*arr.*	..	..	..	..	..	..	..
„ ..	*dep.*	3 27	6 10	7 23	8 42	11 5	12 49	2 27
Waubra Jct. NC ..		..	..	..	..	..	..	..
S.E.C. Siding ES NC ..		..	..	..	..	..	..	..
(See note, page 46)								
North Ballarat Jct. ES NC ..		3 55	6 37	7 55	9 5	11 25	1 9	2 47
BALLARAT ..	*arr.*	3 58	6 40	8 0	9 10	11 30	1 12	2 50
					—103	—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.		
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

STATIONS		11 PASS. SAT.		17 PASS. MON. to FRI.		73 "The Vinelander" SUN. to FRI.	
		a.m.		p.m.		p.m.	
MELBOURNE	*dep.*	8 30	..	12 55	..	9 20	..
BALLARAT ..	*arr.*	10 35	..	3 5	..	11 27	..
		280 H.P. Diesel Rail Car		**280 H.P. Diesel Rail Car**			
		a.m.		p.m.			
„ ..	*dep.*	11 5	..	3 30	..	11 39	..
						MON. to SAT.	
		p.m.				a.m.	
MARYBOROUGH	*arr.*	12 26	..	4 53–44	..	12 58–172, 134	..
ES	*dep.*	12 29	..	4 57	..	1 4	..
Bet Bet (See note, page 59)		12 43	..	5 11–28	..	*	..
DUNOLLY ES.. ..		12 52	..	5 21–32	..	1 25	..
Goldsborough NC ..		1 0§	..	5 28§	..	*	..
Bealiba ES ○ ..	*arr.*	..	..	..	..	..	..
„ ..	*dep.*	1 15	..	5 42	..	1 47	..
Emu ES ○ (See note, p. 59)		1 27	..	5 54	..	*	..
ST. ARNAUD ES	*arr.*	1 48	..	..	..	2 17–80	..
„ ..	*dep.*	1 49	..	6 18–40	..	2 52 ●	..
Sutherland NC ES (See note, page 59)	*arr.*	..	..	..	..	..	..
„ ..	*dep.*	..	..	..	..	..	..
Swanwater NC .. (See note, page 59)		..	..	..	..	..	..
Cope Cope ES ○	*arr.*	..	..	..	..	..	..
„ ..	*dep.*	2 13	..	6 42	..	3 15‡	..
DONALD ES ..	*arr.*	2 25	..	6 55	..	3 26	..
						—26	
„ ..	*dep.*	..	..	..	..	3 29	..
Litchfield NC ES ..	*arr.*	..	..	..	..	..	..
(See note, page 59)	*dep.*	..	..	..	..	3 43*	..
Massey NC		..	..	..	..	..	..
Watchem ES ..	*arr.*	..	..	..	..	..	..
„ ..	*dep.*	..	..	..	..	4 2	..
Morton Plains NC ..		..	..	..	..	..	..
BIRCHIP ES ..	*arr.*	..	..	..	..	4 20–130	..
„ ..	*dep.*	..	..	..	..	4 25	..
Kinnabulla NC		..	..	..	..	4 38‡	..
Curyo ES ○ (See note, p. 59)		..	..	..	..	4 43‡	..
Watchupga NC		..	..	..	..	4 54‡	..
WOOMELANG ES	*arr.*	..	..	..	..	5 3–44	..
..	*dep.*	..	..	..	..	5 6	..
Lascelles ES ..		..	..	..	..	5 18	..
Gama NC		..	..	..	..	..	..
Turriff NC		..	..	..	..	5 38	..
Speed ES ○		..	..	..	..	5 46	..
Tempy		..	..	..	..	5 54	..
Nunga NC		..	..	..	..	..	..
OUYEN ES ..	*arr.*	..	..	..	..	6 22–32, 20	..
„ ..	*dep.*	..	..	..	..	6 32	..
Kiamal NC (See note, p. 59)		..	..	..	..	..	..
Hattah ES ○		..	..	..	..	7 4	..
Nowingi NC (See note, p. 59)		..	..	..	..	7 22§	..
Carwarp ES ○		..	..	..	..	7 37	..
Redcliffs ES ..	*arr.*	..	..	..	..	7 53	..
„ ..	*dep.*	..	..	..	..	7 58	..
Irymple ES		..	..	..	..	8 8	..
MILDURA ES ..	*arr.*	..	..	..	..	8 20	..

● No. 73 may depart St. Arnaud 2.21 a.m.

MILDURA-MARYBOROUGH—Passenger Service.

Up

STATIONS		80 "The Vinelander" SUN. TO FRI.	24A 280 H.P. Diesel Rail Car Mon. to Sat.		
		p.m.	a.m.		
MILDURA ES	*dep.*	9 20	..	..	..
Irymple ES	*arr.*	9 27	..	..	..
"	*dep.*	9 30 ●	..	..	..
Redcliffs ES	*arr.*	9 38	..	..	..
"	*dep.*	9 45 ●	..	..	..
Carwarp ES ○	*arr.*	..	..	..	..
"	*dep.*	10 2 ●	..	..	..
Nowingi NC (See note, page 59)	..	10 18‡ ●	..	..	..
Hattah ES ○	..	10 36 ●	..	..	..
Kiamal NC (See note, page 59)	..	..	..	..	..
OUYEN ES	*arr.*	11 7–130	..	..	..
"	*dep.*	11 12	..	..	..
Nunga NC	..	..	..	..	..
Tempy	..	11 41	..	..	..
Speed ES ○	..	11 49	..	..	..
Turriff NC	..	11 57	..	..	..
		Mon. to Sat. a.m.			
Gama NC	..	..	..	..	..
Lascelles ES	..	12 17–37	..	..	..
WOOMELANG ES	*arr.*	12 28	..	..	..
"	*dep.*	12 30	..	..	..
Watchupga NC	..	12 39‡	..	..	..
Curyo ES ○ (See note, page 59)	..	12 50‡	..	..	..
Kinnabulla NC	..	12 55‡	..	..	..
BIRCHIP ES	*arr.*	1 8	..	..	..
"	*dep.*	1 10	..	..	..
Morton Plains NC	..	..	..	..	..
Watchem ES	*arr.*	..	..	..	..
"	*dep.*	1 29–103	..	..	..
Massey NC	..	..	..	..	..
Litchfield NC ES (See note, page 59)	*arr.*	..	..	..	..
	dep.	1 46*	..	..	..
DONALD ES	*arr.*	2 1	..	..	..
"	*dep.*	2 3	8 35–75, 130	..	..
Cope Cope ES ○	*arr.*	..	..	..	..
"	*dep.*	2 15‡	8 46	..	..
Swanwater NC (See note, page 59)	..	..	..	..	..
Sutherland NC ES (See note, page 59)	*arr.*	..	..	..	..
"	*dep.*	..	..	..	..
ST. ARNAUD ES	*arr.*	2 43–73	..	..	..
"	*dep.*	2 47	9 16	..	..
Emu ES ○ (See note, page 59)	..	*	9 37	..	..
Bealiba ES ○	*arr.*	..	..	..	..
"	*dep.*	3 17	9 49	..	..
Goldsborough NC	..	*	10 3§	..	..
DUNOLLY ES	*arr.*	..	..–21	..	..
"	*dep.*	3 38	10 10	..	..
Bet Bet ES ○ (See note, page 59)	..	*	10 18	..	..
MARYBOROUGH ES	*arr.*	3 57–75	10 31	..	..
"	*dep.*	4 2	10 34	..	..
BALLARAT	*arr.*	5 28	11 55	..	..
			p.m.		
"	*dep.*	5 40	12 5	..	..
MELBOURNE	*arr.*	7 45	2 5	..	..

●—**No. 80** 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.

MARYBOROUGH–DONALD—Goods Service.

Down

STATIONS					21 Roadside Goods Tue. to Fri.	21 Roadside Goods Mon.	43 Light Loco. Mon. to Fri. ‡		
					a.m.	a.m.	p.m.		
MELBOURNE YD.	*dep.*	..	..	..	..	..	..	..	..
BALLARAT	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..
MARYBOROUGH ES	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	8 25	10 40–24A	12 40	..	..
Bet Bet ES ○ ..	*arr.*	..	..	..	8 43	..	..	..	..
(See note, page 59)									
" ..	*dep.*	..	..	..	9 3	10 57	..	..	..
DUNOLLY ES..	*arr.*	..	..	..	9 16	11 10	1 0	..	..
					–24A	–130			
" ..	*dep.*	..	..	..	10 15	11 35	..	..	..
Goldsborough NC	*arr.*	..	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	p.m.	..	..	..
Bealiba ES ○ ..	*arr.*	..	..	..	10 50	12 8	..	..	..
					–130				
" ..	*dep.*	..	..	..	11 20	12 35	..	..	..
Emu ES ○ ..	*arr.*	..	..	..	11 37	12 50	..	..	..
(See note, page 59)					p.m.	–44			
" ..	*dep.*	..	..	..	12 1	1 2	..	..	..
ST. ARNAUD .. ES	*arr.*	..	..	..	12 40	1 32	..	..	..
					–24	–24 wt.			
" ..	*dep.*	..	..	..	1 25	2 5	..	..	..
Sutherland NC ES	*arr.*	..	..	..	..	..	..	..	..
(See note, page 59)	*dep.*	..	..	..	1 45	2 20	..	..	..
Swanwater NC ..	..	..	..	..	..	..	..	..	..
Cope Cope ES ○	*arr.*	..	..	..	2 5	..	..	..	..
" ..	*dep.*	..	..	..	2 30	2 38	..	..	..
Donald Freezing Works Siding NC	..	..	..	..	..	..	..	..	..
BP and Mobil Siding NC	..	..	..	..	..	..	..	..	..
DONALD ES	*arr.*	..	..	..	3 0	3 0–32	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..	..

MARYBOROUGH–DONALD—Goods Service.

Down

STATIONS		37 Fast Goods Mon	37 Fast Goods Tue. 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. ..		p.m. 6 20		p.m. 8 35	..
							Tu. to Sat. a.m.	
BALLARAT	*arr.*	..	..		9 5		12 40	..
..	*dep.*	12 30	12 45		9 27		1 15	..
				Mon. to Thur.	**Fri.**	**Wed. (as req.)**		
MARYBOROUGH ES	*arr.*	2 10	2 25	10 50	10 37	10 37	2 40	..
							—80	
..	*dep.*	3 40	6 15	10 53	10 40	10 40	4 10	..
Bet Bet ES ○ .. (See note, page 59)	*arr.*	.. **—24**	..	..	..	..	..	..
,, ..	*dep*	3 55	6 30	..	..	..	4 25	..
DUNOLLY ES..	*arr*	.. **—28**	..	..	..	10 58 **—134A**	..	..
,, ..	*dep.*	4 5	6 40	11 11	10 58	11 18	4 34	..
Goldsborough NC	*arr.*	..	..	..	..	..	..	..
..	*dep.*	..	..	..	11 18 **—134**	..	..	..
Bealiba ES ○ ..	*arr.*	4 30 **—32**	..	..		..	..	..
,, ..	*dep.*	4 33	7 4	11 29	11 25	11 38	4 58	..
Emu ES ○ .. (See note, page 59)	*arr.*	..	..	..	..	..	..	..
,, ..	*dep.*	4 45	7 16	..	..	.. **Thur.** (As req.)	5 10	..
ST. ARNAUD .. ES	*arr.*	.. **—40**	.. **—40**	..	..	a.m. 5 40 **—26**	5 40	..
,, ..	*dep.*	5 15	7 46	11 59 **Tu. to Fri.** a.m.	11 55 **Sat.** a.m.	12 8	6 5	..
Sutherland NC ES (See note, page 59)	*arr.*	..	..	..	..	..	..	..
	dep.	5 27	7 58	12 9	12 5	12 18	6 17	..
			Fri. (Wed ‡)	**Tue. Wed. Thur.**				
Swanwater NC ..	..	..	..	..	..	..	..	..
Cope Cope ES ○	*arr.*	..	..	8 15 **—134** ..	..	..	..	..
,, ..	*dep.*	5 44	8 15	8 43	12 20	12 16	12 29	6 33 ..
Donald Freezing Works Siding NC		..	..	..	..	..	..	..
BP and Mobil Siding NC		..	..	..	..	..	..	..
DONALD ES	*arr.*	6 5 **—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.

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.	
DONALD ES	*arr.*	a.m. 12 31	a.m. 12 27	a.m. 12 40	a.m. .. —130	a.m. 6 50	a.m. 6 50	..
„ ..	*dep.*	12 33	12 30	12 42	7 0	9 0	9 0	..
Litchfield NC ES	*arr.*	..	..	..	7 25	..	..	..
(See note, page 59)	*dep.*	..	..	..	7 40	..	..	..
Massey NC ..	*arr.*	..	..	..	7 55	..	..	..
„ ..	*dep.*	..	..	..	8 5	..	..	..
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	..
Morton Plains NC	*arr.*	..			9 0	..	..	..
„ ..	*dep.*	..			9 10	..	..	..
BIRCHIP ES	*arr.*	..			9 30–75	..–101	10 20	..
„ ..	*dep.*	1 54			10 30	9 56	10 50	..
Kinnabulla NC	*arr.*	..			10 55	..	..	..
„ ..	*dep.*	..			11 5	..	..	..
Curyo ES ○ ..	*arr.*	..			11 15–32	..	11 15	..
(See note, page 59)	*dep.*	2 10			11 35	10 19	11 30	..
Watchupga NC	*arr.*	..			11 51	..	..	..
					p.m.			
„ ..	*dep.*	..			12 1	..	..	..
WOOMELANG ES	*arr.*	2 27–130			12 17	10 45	11 55	..
							p.m.	
„ ..	*dep.*	2 32			1 5	11 20	12 30	..
Lascelles ES ..	*arr.*	..			1 25–20	..	12 45–20	..
„ ..	*dep.*	2 42			1 50	11 35	1 5	..
Gama NC ..	*arr.*	..			2 5	..	..	..
„ ..	*dep.*	..			2 20	..	..	..
Turriff NC ..	*arr.*	..			2 38	p.m.	..	..
„	*dep.*	..			2 53	..	..	..
Speed ES ○ ..	*arr.*	..			3 5	12 5–20	1 40	..
„ ..	*dep.*	3 5			3 35	12 20	1 55	..
Tempy ..	*arr.*	..			3 48	..	..	..
„ ..	*dep.*	..			4 3	..	..	..
Nunga NC ..	*arr.*	..			4 41	..	..	..
„ ..	*dep.*	..			4 51	..	..	..
OUYEN ES	*arr.*	3 40			5 5	1 5	2 40	..
„ ..	*dep.*	3 55				2 40	3 55	..
Kiamal ..	*arr.*	..			..	..	..	..
(See note, page 59)	*dep.*	..			..	..	..	..
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	..
Nowingi NC ..	*arr.*	..			..	..	.. / .. / ..	..
(See note, page 59)	*dep.*	..			..	..	.. / .. / ..	..
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	..
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	..
Irymple ES ..	*arr.*	5 57			..	..	.. / .. / ..	..
„ ..	*dep.*	6 5			..	5 45	6 35 / 6 49 / 6 35	..
Mildura Live Stock Sdg. NC		..			..	..	.. / .. / ..	..
Sarnia Packing Co. Sdg. NC		..			..	..	Runs when / Runs when / ..	..
Caltex Oil Co. Sdg. NC ..		..			..	..	.. / .. / ..	..
Mildura Co-op Fruit Co. Siding NC		..			..	..	No. 134A departs 4.30 p.m. / No. 134 departs 3.20 p.m / ..	..
MILDURA ES	*arr.*	6 15			..	5 55 —130	6 45 / 7 0 / 6 45	..

Down

STATIONS		75 Goods Sat.	37 Thro. Goods Mon.	15 Goods Wed., Fri.	17 Goods Tue., Thur.	19 Goods Alt. Thur. Comm. 13/6/74		
		a.m.	p.m.	p.m.	p.m.	p.m.		
DONALD ES	*arr.*	6 50–130	6 5	..	..	..	..	..
" ..	*dep.*	10 45	8 45–134	..	..	..	..	..
Litchfield NC ES	*arr.*	..	..	..	..	..	..	..
(See note, page 59)	*dep.*	..	9 5	..	..	..	..	..
Massey NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Watchem ES ..	*arr.*	11 20	..	..	..	..	..	..
" ..	*dep.*	11 40	9 28	..	..	..	..	..
Morton Plains NC	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	p.m.	..	..	..	..	..	..
BIRCHIP ES ..	*arr.*	12 5	..	..	..	..	..	..
" ..	*dep.*	12 35	9 50	..	..	..	..	..
Kinnabulla NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Curyo ES O ..	*arr.*	12 59	..	..	..	..	..	..
(See note, page 59)	*dep.*	1 9	10 14	..	..	..	..	..
Watchupga NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
WOOMELANG ES	*arr.*	1 35	10 40	..	..	..	..	..
" ..	*dep.*	2 15	11 0	..	..	..	..	..
Lascelles ES ..	*arr.*	2 30	11 15–80 Tue. a.m.	..	..	..	..	..
" ..	*dep.*	2 40	12 21	..	..	..	..	..
Gama NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Turriff NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Speed ES O ..	*arr.*	3 12	12 51–130	..	..	..	..	..
" ..	*dep.*	3 27	1 4	..	..	..	..	..
Tempy	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
Nunga NC ..	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
OUYEN ES ..	*arr.*	4 10	1 40	..	..	..	..	..
" ..	*dep.*	5 30	2 40	..	..	..	..	..
Kiamal	*arr.*	..	..	..	..	..	..	..
(See note, page 59)	*dep.*	..	..	..	..	..	..	..
Hattah ES O ..	*arr.*	6 10	3 20	..	..	..	..	..
" ..	*dep.*	6 15	3 30	..	..	..	..	..
Nowingi NC ..	*arr.*	..	..	..	..	..	..	..
(See note, page 59)	*dep.*	..	..	..	..	..	..	..
Carwarp ES O ..	*arr.*	6 55	4 10	..	..	..	..	..
" ..	*dep.*	7 5	4 20	..	..	..	..	..
Redcliffs ES ..	*arr.*	7 25	4 40	..	..	..	..	..
" ..	*dep.*	7 45	5 0	2 20	..	3 55–134	..	..
Irymple ES ..	*arr.*	7 56	..	..	..	..	..	..
" ..	*dep.*	8 6	5 10	2 50	1 50	4 8	..	..
Mildura Live Stock Sdg. NC		..	..	..	..	..	..	..
Sarnia Packing Co. Sdg. N.C.		..	..	..	..	..	..	..
Caltex Oil Co. Siding NC ..		..	..	..	..	..	..	..
Mildura Co-op. Fruit Co. .. Siding NC ..		..	..	..	..	..	..	..
MILDURA ES	*arr.*	8 20	5 20	3 5–134	2 5	4 20	..	..

.. From Meringur (Page 60)

Up

STATIONS			46 Goods Alt. Thur Comm. 13/6/74	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	..
Mildura Co-op Fruit Co. Sdg. NC			..	..	..	..	..	..	..
Caltex Oil Co. Sdg. NC	..		..	..	..	..	..	..	..
Sarnia Packing Co. Sdg. NC	..		..	..	..	..	..	..	..
Mildura Live Stock Sdg. NC			..	..	..	..	..	..	..
Irymple ES	..	*arr.*	..	..	..	..	..	12 35	..
"	..	*dep.*	5 30	..	..	..	11 55	..	..
Redcliffs ES	..	*arr.*	5 40–**103**	..	..	..	p.m. 12 10	..	..
"	..	*dep.*		..	..	..		..	..
Carwarp ES ○	..	*arr.*	..	..	..	..	..	..	..
"	..	*dep.*	..	..	..	..	..	..	..
Nowingi NC	..	*arr.*	..	..	..	..	..	..	..
(See note, page 59)		*dep.*	..	..	..	..	..	..	..
Hattah ES ○	..	*arr.*	..	..	..	..	..	..	..
"	..	*dep.*	..	..	..	..	..	..	..
Kiamal NC	..	*arr.*	..	..	..	..	..	..	..
(See note, page 59)		*dep.*	..	..	..	..	..	..	..
OUYEN ES	..	*arr.*	..	..	..	..	..	..	..
					–73				
"	..	*dep.*	..	12 10	7 0	10 0	..	..	..
Nunga NC	..	*arr.*	..	..	..	10 14	..	..	..
"	..	*dep.*	..	..	.	10 20	..	..	..
Tempy ..	..	*arr.*	..	1 0	7 40	11 0	..	..	..
"	..	*dep.*	..	1 20	8 0	11 25	..	..	..
Speed ES ○	..	*arr.*	..	1 32	8 15	11 38	..	..	..
						p.m. –75			
"	..	*dep.*	..	1 55	8 35	12 10	..	..	..
Turriff NC	..	*arr.*	..	2 5	..	12 20	..	..	..
"	..	*dep.*	..	2 25	..	12 25	..	..	..
Gama NC	..	*arr.*	..	2 40	8 55	12 40	..	..	..
"	..	*dep.*	..	2 50	9 15	12 45	..	..	..
Lascelles ES	..	*arr.*	..	3 5	9 27	1 0–**75, 101**	..	..	..
"	..	*dep.*	..	3 35	9 47	1 40	..	..	..
WOOMELANG ES		*arr.*	..	4 0	10 0	2 5	..	..	..
				–73					
"	..	*dep.*	..	5 30	10 40	2 35	..	..	..
Watchupga NC	..	*arr.*	..	5 45	..	2 50	..	..	..
"	..	*dep.*	..	5 55	..	3 0	..	..	..
Curyo ES ○	..	*arr.*	..	6 10	11 5–**101**	3 15	..	..	..
(See note, page 59)		*dep.*	..	6 25	11 25	3 30	..	..	..
Kinnabulla NC	..	*arr.*	..	6 35	..	3 40	..	..	..
"	..	*dep.*	..	6 40	..	3 45	..	..	..
BIRCHIP ES	..	*arr.*	..	7 5	11 50	4 10	..	..	..
					p.m.				
"	..	*dep.*	..	7 45	12 20	4 30	..	..	..
Morton Plains NC		*arr.*	..	8 3	..	4 48	..	..	..
"	..	*dep.*	..	8 13 **101**	..	4 55	..	..	..
Watchem ES	..	*arr.*	..	8 30	12 45	5 10	..	..	..
"	..	*dep.*	..	8 50	1 0	5 30	..	..	..
Massey NC	..	..	..	..	..	..	..	..	..
Litchfield NC ES	..	*arr*	..	9 15	1 20	6 0	..	..	..
(See note, page 59)		*dep*	..	9 35	1 40	6 10	..	..	..
DONALD ES		*arr*	..	10 0	2 0	6 35	..	..	..
					–21				
"	..	*dep.*	..	11 45	3 5	..	..	..	..
				To Nth. Geelong Page 58	To Melb. page 59				

Runs Meringur Service (see page 60)

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

STATIONS			134 Express Goods (See note, page 59) Mon. to Thur.	134A 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**	..	..
Mildura Co-op Fruit Co. Sdg. NC			..	..	..	..	..	..
Caltex Oil Co. Sdg. NC ..			..	..	..	..	..	..
Sarnia Packing Co. Sdg. NC			..	..	..	..	..	..
Mildura Live Stock Sdg. NC			..	..	..	..	..	..
Irymple ES ..		*arr.*	3 28	4 37	5 22	..	..	..
„ ..		*dep.*	3 43	4 52	5 37	6 12	..	..
Redcliffs ES ..		*arr.*	3 50—**19**	4 59	5 44—**75**	6 22—**75**	..	..
„ ..		*dep.*	4 10	5 20	6 5	7 2	..	..
Carwarp ES ○ ..		*arr.*	—**75**	5 36—**75**	6 21	7 20	..	..
„ ..		*dep.*	4 26	5 46	6 31	7 50	..	..
Nowingi NC ..		*arr.*	..	..	..	8 10	..	..
(See note, page 59)		*dep.*	..	..	..	8 40	..	..
Hattah ES ○ ..		*arr.*	4 55—**75**	6 15	7 0	9 0	..	..
„ ..		*dep.*	5 0	6 20	7 5	9 20	..	..
Kiamal NC ..		*arr.*	..	..	..	9 50	..	..
(See note, page 59)		*dep.*	..	..	..	10 5	..	..
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	..	..
Nunga NC ..		*dep.*	..	..	..	..	..	..
Tempy		*arr.*	..	..	..	..	..	..
„ ..		*dep.*	..	..	..	..	..	..
Speed ES ○ ..		*arr.*	..	..	..	12 55—**37**	..	..
„ ..		*dep.*	6 26	7 46	8 14	1 0	..	..
Turriff NC ..		*arr.*	..	..	..	..	..	..
„ ..		*dep.*	..	..	..	..	..	..
Gama NC ..		*arr.*	..	..	..	..	..	..
„ ..		*dep.*	..	..	..	..	..	..
Lascelles ES ..		*arr.*	..	..	..	..	..	..
„ ..		*dep.*	6 49	8 9	8 37	1 30	..	..
WOOMELANG ES		*arr.*	..	..	..	1 40	..	..
						1 55	..	..
						—**103**		
„ ..		*dep.*	6 59	8 19	8 47	2 40	..	..
Watchupga NC ..		*dep.*	..	..	..	..	..	..
Curyo ES ○ ..		*arr.*	..	..	..	3 5	..	..
(See note, page 59)								
„ ..		*dep.*	7 15	8 35	9 3	3 20	..	..
Kinnabulla NC ..		*arr.*	..	..	..	..	..	..
„ ..		*dep.*	..	..	..	..	..	..
BIRCHIP ES ..		*arr.*	..	..	..	3 45	..	..
						—**73**		
„ ..		*dep.*	7 31	8 51	9 19	4 30	..	..
Morton Plains NC		*dep.*	..	..	..	..	..	..
Watchem ES ..		*arr.*	..	..	..	4 55	..	..
„ ..		*dep.*	7 49	9 9	9 37	5 5	..	..
Massey NC ..		..	..	..	..	..	..	..
Litchfield ES NC ..		*arr.*	..	..	..	..	..	..
(See note, page 59)		*dep.*	..	..	..	5 25	..	..
DONALD ES ..		*arr.*	8 20	9 40	10 7	5 45	..	..
			—**37**		..	—**101, 75, 24A**	..	..
„ ..		*dep.*	8 28	9 48	10 15	9 0	..	..
			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** will depart Mildura 4.30 p.m. (**No. 134A**) — See next column.

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

DONALD–MARYBOROUGH.

Goods Service.

Up

STATIONS		26 Goods Tue. to Sat ‡	130 Fast Goods Tue. to Sat.	24 Roadside Goods Mon. to Fri. ‡	44 Goods Mon.		
		a.m.	a.m.	a.m.	a.m.		
DONALD ES ..	*arr.*	..	5 45	..	10 0	..	..
			–75, 101,				
" ..	*dep.*	3 45–73	9 0 24A	9 40–75	11 45	..	..
BP and Mobil Siding NC ..		..	..	..	..	..	..
Donald Freezing Works Siding NC ..		..	..	..	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..	10 0	..	..	..
" ..	*dep.*	3 59	9 20	10 15	11 58	..	..
Swanwater NC ..	*arr.*	..	..	10 29	..	..	..
(See note, page 59)	*dep.*	..	..	10 39	..	..	..
Sutherland NC ES ..	*arr.*	..	..	10 56	..	..	..
(See note, page 59)	*dep.*	4 20	9 40	11 6	..	..	..
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	..	..
Emu ES " ○ ..	*arr.*	..	..	1 35	–21	..	..
(See note, page 59)	*dep.*	6 20	10 21	1 43	12 58	..	..
Bealiba ES ○ ..	*arr.*	..	10 35–21	2 2	..	..	..
" ..	*dep.*	6 35	10 55	2 30	1 11	..	..
Goldsborough NC ..	*arr.*	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..
DUNOLLY ES ..	*arr.*	..	..	3 5	..	..	..
			–21		..		
" ..	*dep.*	7 7	11 20	3 30	1 40	..	..
Bet Bet ES ○ ..	*arr.*	..	..	3 45–37	..	..	..
(See note, page 59)	*dep.*	7 18	11 31	4 5	1 52	..	..
MARYBOROUGH ES	*arr.*	7 40—1	11 50	4 40–17	2 20 –37, 17	..	..
			Tue. to Fri.	Sat.			
			p.m.	p.m.			
" ..	*dep.*	———	12 15–9 Via Castlemaine	2 15	———	5 0	..	..
BALLARAT ..	*arr.*	..	..	3 58	..	6 40	..	..
" ..	*dep.*	..	..	4 30	..	7 0	..	..
MELBOURNE YARD	*arr.*	..	7 45	8 50	..	.. To Nth. Geelong	..	..

UP

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.		
DONALD ES ..	*arr.*	2 0	..	8 20	9 40	10 7	..	..
" ..	*dep.*	3 5–21	4 0	8 28	9 48	10 15	..	..
B.P. & Mobil Siding NC ..		..	..	..	..	..	..	..
Donald Freezing Works Siding NC ..		..	..	..	..	..	..	..
Cope Cope ES ○ ..	*arr.*	..	..	—37	..	..	..	..
" ..	*dep.*	3 18	4 14	8 38	9 58	10 26	..	..
Swanwater NC ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	..	..	..	..	..	..	..
Sutherland NC ES ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	3 36	4 35	8 50	10 10	10 38	..	..
ST. ARNAUD ES	*arr.*	..	5 0	..	..	..	..	..
			—37, 17					
" ..	*dep.*	3 53	7 50	9 3	10 23	10 50	..	..
Emu ES ○ ..	*arr.*	..	..	..	..	..	..	..
(See footnote) ..	*dep.*	4 15	8 20	..	..	..	..	..
Bealiba ES ○ ..	*arr.*	4 26–37	..	..	..	11 20—103	..	..
" ..	*dep.*	4 40	8 35	9 30	10 50	11 28	..	..
Goldsborough NC	*arr.*	..	..	..	..	..	..	..
" ..	*dep.*	..	..	..	..	..	..	..
DUNOLLY ES ..	*arr.*	5 5–17	..	..	11 9–103	..	..	..
" ..	*dep.*	5 30	9 5	9 49	11 13	11 46	..	..
Bet Bet ES ○ ..	*arr.*	..	..	..	..	Sat.	..	..
(See footnote) ..	*dep.*	5 41	9 16	..	..	a.m.	..	..
MARYBOROUGH ES	*arr.*	6 5	9 40	..	..	12 5	..	..
"	*dep.*	7 30	..	10 6	11 35	—73 1 10	..	..
					Thur. (as req.) a.m.			
BALLARAT ..	*arr.*	9 10	..	11 30	1 12	2 50	..	..
"	*dep.*	9 55	..	11 55	1 25	3 15	..	..
		Tue. a.m.		Tue. to Fri. a.m.				
MELBOURNE YARD	*arr.*	4 0	..	2 20	4 0	6 0	..	..

On first and third Wednesday of each month No. 134 will depart Mildura 4.30 p.m. (No. 134A)—See next column

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				
STATIONS			1 Goods Alt. Thur. Comm. 13/6/74 (See Note A)	STATIONS			2 Goods Alt. Thur. Comm. 13/6/74 (See Note A)		
			a.m.				a.m.		
REDCLIFFS †	..	*dep.*	6 15	**MERINGUR** NC †		*dep.*	11 30	..	..
Pirlta NC ..	..	*arr.*	7 18	Yarrara NC	..	*arr*	11 47	..	..
"	..	*dep.*	7 23	"	..	*dep.*	11 55	..	..
Merrinee NC (See footnote)		*arr.*	7 41				p.m.		
"	..	*dep.*	7 50	Bambill NC	..	*arr.*	12 10	..	..
Karawinna NC	..	*arr.*	8 10	"	..	*dep.*	12 15	..	..
"	..	*dep.*	8 20	Werrimull NC (See f'note)		*arr.*	12 33	..	..
Werrimull NC (See f'note)		*arr*	8 40	"	..	*dep.*	12 55	..	..
"	..	*dep*	9 20	Karawinna NC	..	*arr.*	1 14	..	..
Bambill NC ..	..	*arr*	9 38	"	..	*dep.*	1 25	..	..
"	..	*dep.*	9 43	Merrinee NC (See f'note)		*arr.*	1 45	..	..
Yarrara NC ..	..	*arr.*	9 58	"	..	*dep.*	2 5	..	..
"	..	*dep.*	10 10	Pirlta NC ..	..	*arr.*	2 23	..	..
MERINGUR NC † ..		*arr.*	10 30	"	..	*dep.*	2 28	..	..
				REDCLIFFS †	..	*prr*	3 35	..	..

-134

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

A—Commencing Thursday 6/6/74, 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					
STATIONS			3 Goods Wed.	5 Goods Mon. Fri.	STATIONS			4 Goods Wed.		
			a.m.	a.m.				p.m.		
MILDURA †	..	*dep.*	9 20	11 35	**YELTA** NC†	..	*dep*	12 15	..	..
Mildura Oil Siding NC (Shell, Esso, Mobil)			..	..	Merbein †	.. ..	*arr.*	12 40	..	..
				p.m.				Mon., Wed., Fri.		
Merbein †	.. ..	*arr.*	9 55	12 10						
					"	..	*dep.*	2 5	..	..
"	..	*dep.*	10 35	..	Mildura Oil Siding NC (Shell, Esso, Mobil)	..		..	..	..
YFLTA NC †	..	*arr.*	11 5	..	**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

STATIONS		7 Gds. Sun.	9 Gds. Wed. ‡	11 Gds. Fri.
		p.m.	a.m.	a.m.
OUYEN † ..	*dep.*	11 30	1 0	5 0
Galah NC ..	*arr.*	11 52	1 25	..
(See footnote)		**Mon.**		
		a.m.		
"	*dep.*	12 1	1 35	5 25
Walpeup † ○ ..	*arr.*	12 30	2 7	5 57
" ..	*dep.*	12 50	2 27	6 17
Torrita (See footnote)	*arr.*	1 8	2 42	6 32
" ..	*dep.*	1 15	2 52	6 42
Underbool † ..	*arr.*	1 38	3 13	7 3
" ..	*dep.*	2 5	3 53	7 33
Linga ..	*arr.*	2 25	4 12	7 52
" ..	*dep.*	2 30	4 17	8 2
Boinka NC ..	*arr.*	2 50	4 35	..
(See footnote) ..	*dep.*	2 55	4 40	8 20
Tutye ..	*arr.*	3 18	5 5	8 45
" ..	*dep.*	3 30	5 10	8 50
Cowangie ..	*arr.*	3 50	5 25	9 5
(See footnote) ..	*dep.*	4 0	6 0	9 30
Danyo NC ..	*arr.*	4 20	6 19	9 49
(See footnote) ..	*dep.*	4 25	6 29	9 54
MURRAYVILLE †	*arr.*	4 45	6 47	10 12
" ..	*dep.*	5 30	7 7	10 37
Carina NC ..	*arr.*	5 43	7 24	10 54
" ..	*dep.*	5 46	7 29	10 59
Panitya (See footnote)	*arr.*	6 3	7 47	11 17
" ..	*dep.*	6 13	7 57	11 27
PINNAROO †				
(E.S. Time)	*arr.*	6 30	8 15	11 45
" (C.S. Time)	*arr.*	6 0	7 45	11 15

Up

STATIONS		8 Gds. Mon.	10 Gds. Wed. ‡	12 Gds. Fri.	
		a.m.	a.m.	p.m.	
PINNAROO					
(C.S. Time)	*dep.*	7 15	9 30	12 30	..
" (E.S. Time)	*dep.*	7 45	10 0	1 0	..
Panitya (See footnote)	*arr.*	7 59	10 14	1 14	..
" ..	*dep.*	8 15	10 24	1 24	..
Carina NC ..	*arr.*	8 32	10 41	1 41	..
" ..	*dep.*	8 36	10 51	1 51	..
MURRAYVILLE †	*arr.*	8 50	11 5	2 5	..
" ..	*dep.*	9 30	11 35	2 35	..
Danyo NC (See f'note)	*arr.*	9 50	11 51	..	..
			p.m.		
" ..	*dep.*	9 55	12 1	2 50	..
Cowangie ..	*arr.*	10 15	12 17	3 6	..
(See footnote)					
" ..	*dep.*	10 30	12 27	3 26	..
Tutye ..	*arr.*	10 50	12 44	..	..
" ..	*dep.*	11 15	12 49	3 43	..
Boinka NC ..	*arr.*	11 40	1 10	..	..
(See footnote) ..	*dep.*	11 45	1 15	4 4	..
		p.m.			
Linga ..	*arr.*	12 5	1 35	..	..
" ..	*dep.*	12 10	1 40	4 24	..
Underbool † ..	*arr.*	12 30	1 58	4 42	..
" ..	*dep.*	1 5	2 38	5 10	..
Torrita (See footnote)	*arr.*	1 30	3 2	..	..
" ..	*dep.*	1 35	3 12	5 34	..
Walpeup † ○ ..	*arr.*	1 56	3 33	5 55	..
" ..	*dep.*	2 30	4 3	6 10	..
Galah NC ..	*arr.*	3 5	4 30	..	..
(See footnote) ..	*dep.*	3 20	4 40	6 37	..
OUYEN † ..	*arr.*	3 50	5 5	7 5	..

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

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. 78 clears on Saturdays.

Clarkefield.—Mondays to Fridays from 5.50 a.m. until Nos. 163 and 104 clear; Saturdays from 6.55 a.m. until No. 50 clears, and from 5.55 p.m. until No. 78 clears.

Riddell.—Mondays to Fridays from 5.50 a.m. until Nos. 163 and 104 clear.

Macedon.—Mondays to Fridays inclusive from 6.35 a.m. until No. 157 clears; Saturdays from 6.40 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 6.35 a.m. until No. 137 clears on Sundays.

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 7.0 a.m. until No. 53 clears and from 2.0 p.m. until No. 107 clears; Fridays from 7.0 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.

Elphinstone.—Mondays from 12 Noon until No. 109 clears and from 9.0 p.m. until No. 15 clears Tuesdays; Tuesdays, Wednesdays and Thursdays from 7.15 a.m. until No. 109 clears and from 9.0 p.m. until No. 15 clears Wednesdays, Thursdays and Fridays; Fridays from 7.15 a.m. until No. 123 clears and from 9.0 p.m. until No. 15 clears Saturdays; Saturdays from 7.15 a.m. until No. 93 clears.

Castlemaine "A" Box.—From 7.0 a.m. Mondays until No. 131 clears on Saturdays.

Harcourt.—Tuesdays and Thursdays from 8.15 a.m. until No. 54 clears.

Ravenswood.—Mondays from 2.45 p.m. until No. 15 clears next day; Tuesdays to Fridays from 11.30 a.m. until No. 15 clears next day.

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
" "	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	Grey Street T	214	00	FL
" "	McCallum Street T	214	62	FL
" "	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.
Level Crossings in above list indicated by the letter T are equipped with telephone communication.

(N&M)

(Instructions pages 178–179, General Appendix).

Name and Mileage of Nearest Station	Level Crossing	Mileage Mls.	Mileage Chs.	Type
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
Bet Bet 121–7	Eddington Road T	118	7	FL
St. Arnaud 158–49	Sunraysia Highway T	158	18	FL
" "	Wimmera Highway T	158	73	FL
" "	Alma Street T	159	11	FL
" "	Sunraysia Highway T	159	43	FL
Donald 182–39	Sunraysia Highway T	181	49	FL
" "	Hammill Street	182	56	FL
"	Sunraysia Highway T	187	0	FL
Lascelles 248–26	Henty Highway T	248	12	FL
Ouyen 288–68	Ouyen Highway T	288	56	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	FL

Abbreviations : Flashing Lights—FL. Boom Barriers—BB.
Level Crossings in above list indicated by the letter T are equipped with telephone communication.

WATERING FACILITIES

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	C	—
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

DISTANCE, IN KILOMETRES AND MILES FROM MELBOURNE (SPENCER STREET) TO:—

Melbourne-Bendigo

	km	Mls.
Nth. Melbourne	1.5	1
South Kensington	3.5	2¼
Footscray	5.5	3½
Middle Footscray	6.5	4
West Footscray	7	4½
Tottenham Gds.Yd.	9	5¾
Tottenham	9	5¾
Sunshine	12.5	7¾
Albion	13.5	8½
Albion Junction	14	9
Albion Siding	14	8¾
St. Albans	18	11¼
Sydenham	24	15
Diggers Rest	32.5	20¼
Sunbury	38	23¾
Rupertswood Plat.	39.5	24½
Clarkefield	50.5	31¼
Riddell	57	35¼
Gisborne	64	40
Macedon	70	43¼
Woodend	78	48½
Carlsruhe	85	53
Kyneton	92	57
Malmsbury	102	63½
Taradale	109	67¾
Elphinstone	113	70⅙
Chewton	120	74¾
Castlemaine	125	78
Harcourt	133	82¾
Ravenswood	145	90¼
Kangaroo Flat	157	97¾
Golden Square	160	99¼
Bendigo	162	100¾

Woodend–Daylesford

	km	Mls.
Woodend	78	48½
Carlsruhe	85	53
Tylden	91	56½
Fern Hill	96	59¾
Trentham	103	63⅔
Lyonville	109	67½
Bullarto	112	69¾
Musk	116	72⅓
Daylesford	121	75½

Castlemaine–Maldon

	km	Mls.
Castlemaine	125	78
Maldon Junction	126	79
Muckleford	135	84¼
Maldon	143	89

Ballarat-Newlyn

	km	Mls.
Ballarat	119	73¾
Nth. Ballarat Jnct.	120	74½
Waubra Junction	128	79½
Creswick	137	85½
North Creswick	139	86½
Allendale	145	90¼
Kingston	149	92¼
Newlyn	154	95½

Elmore–Cohuna

	km	Mls.
Elmore	207	128½
Hunter	218	135½
Diggora West	226	140¼
McColl	232	144½
Lockington	238	147¾
Kotta	245	152¼
Roslynmead	253	157¼
Patho	266	165¼
Gunbower	277	172
Leitchville	285	177
Keely	293	181¾
Cohuna	298	185½

Bendigo-Deniliquin

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Jct.	164	102
White Hills Sdg.	166	103½
Bendigo R'course	167	104¼
Epsom	170	105½
Epsom Pottery Sdg	170	105½
Bagshot	180	112
Goornong	190	118
Elmore	207	128½
Rochester	223	138¾
Strathallan	235	146¼

	Via Bendigo		Via Seymour	
	km	Mls.	km	Mls.
Echuca	250	155½	233	145
Moama	253	156¾	236	146½
Barnes	262	162¾	245	152½
Moira	275	170½	258	160¼
Mathoura	289	179½	272	169¼
R. M. Stop. Pl. No. 31	300	186	283	175¾
Gulpa Sdg.	302	187½	285	177¼
Deniliquin Sale Yds. Siding	320	198¾	303	188½
Deniliquin	323	200½	306	190¼

Echuca-Balranald

	Via Bendigo		Via Seymour	
	km	Mls.	km	Mls.
Echuca	250	155½	233	145
Moama	253	156¾	236	146½
Barnes	262	162¾	245	152½
Womboota	279	173½	262	163¼
Thyra	288	178½	271	168¼
Bunnaloo	296	183½	279	173¼
Tantonan	305	189¼	288	179
Caldwell	314	195	297	184¾
Yallakool	325	201½	308	191¼
Wakool	335	208	318	197⅜
Burraboi	346	215	329	204¾
Jimaringle	358	222½	341	212¼
Niemur	365	226½	348	216¼
Dhuragoon	373	231⅓	356	221¼
Moulamein	389	241¾	372	231½
Perekerten	415	258	398	247¾
Balranald	455	282½	438	272¼

Kerang–Koondrook

	km	Mls.
Kerang	289	179½
Mobil & Shell Siding	290	180
B.P. and H.C. Sleigh Siding	290	180¼
Pyramid Creek	293	182
Rail Motor Stopping Place No. 21	295	183¼
Rail Motor Stopping Place No. 22	296	184
Rail Motor Stopping Place No. 22A	299	185½
Rail Motor Stopping Place No. 23	301	187
Hinksons	302	187¾
Teal Point	304	188¾
Rail Motor Stopping Place No. 24	306	190
Gannawarra	307	191
Rail Motor Stoping Place No. 25	310	192
Koondrook	311	193½

Bendigo–Freezing Co. Sdg.

	km	Mls.
Bendigo	162	100¾
North Bendigo Junction	164	102
Carr Fowler Constr. Sdg.	166	103½
Vic. Inland Meat Auth. Sdg.	167	104
Freezing Co's Siding	168	104½

Bendigo–Swan Hill

Kooloonong

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Junction	164	102
Gas Company's Sdg.	165	102¾
Sandhurst	166	103¼
California Gully Siding	168	104½
Eaglehawk	170	105¾
Sebastian	187	116
Raywood	193	120
Tandarra	204	127
Dingee	211	131¼
Prairie	219	136¼
Mitiamo	229	142¼
Mologa	236	147
Pyramid	249	155
Mincha	256	159¼
Macorna	266	165¼
Tragowel	274	170½
Kerang	289	179½
Lake Charm	306	190¼
Mystic Park	317	196¾
Tresco	324	201½
Lake Boga	330	205
R. M. Stopping Place, No. 26	344	213½
Swan Hill	345	214½
Swan Milling Co. Sdg.	346	215
R. M. Stopping Place, No. 33	346	215
Caltex Siding	346	215
B.P. Siding	346	215½
Live Stock Siding	348	216
R. M. Stopping Place No. 34	350	217½
R. M. Stop. Pl. No. 35	352	218¾
R. M. Stop. Pl. No. 36	354	220
Woorinen	357	222
Pira	366	227¾
Nyahwest	374	232½
Miralie	383	238
Piangil	389	242
Natya	403	250¾
Kooloonong	415	257¾

Korong Vale–Wedderburn

	km	Mls.
Korong Vale	243	151
Wedderburn Junction	235	146
Wedderburn	243	151

Bendigo–Korong Vale–Sea Lake–Kulwin

	km	Mls.
Bendigo	162	100¾
Nth. Bendigo Junct.	164	102
Gas Company's Sdg.	165	102¾
Sandhurst	166	103
California Gully Sdg.	168	104½
Eaglehawk	170	105¾
Marong	181	112½
Leichardt	189	117¼
Bridgewater	203	126½
Inglewood	211	131
Kurting	217	135
Glenalbyn	224	139¼
Wedderburn Jnct.	235	146
Korong Vale	243	151
Wychitella	257	159¾
Buckrabanyule	265	165
Barrakee	271	168¼
Charlton	279	173¾
Charlton Cattle Sdg.	279	174¼
Teddywaddy	288	178¾
Glenloth	295	183
Wycheproof	306	190¼
Grain Elevator Board Siding	308	191½
Dumosa	322	200¼
Nullawil	333	207
Warne	343	213
Culgoa	349	217
Berriwillock	363	225¾
Boigbeat	374	232¼
Sea Lake	383	238
Ninda	393	244¼
Nyarrin	402	250
Nandaly	411	255¾
Pier Millan	418	260
Mittyack	429	266¾
Kulwin	443	275¼

Maryborough–Inglewood Via Castlemaine & Maryborough

	km	Mls.
Maryborough	180	112
Bet Bet	195	121
Dunolly	202	125¾
Tarnagulla	219	136¼
Llanelly	223	138½

	Via Mary-borough		Via Ben-digo	
	km	Mls.	km	Mls.
Arnold	229	142¼	224	139¼
Inglewood	242	150½	211	131

Maryborough–Ararat

	km	Mls.
Maryborough	180	112
Bung Bong Ballast Sdg.	192	119½
Avoca	205	127
Elmhurst	233	144¾

	Via Castlemaine & Maryborough		Via Ballarat	
	km	Mls.	km	Mls.
Ararat	268	166½	211	131

Korong Vale–Robinvale

	km	Mls.
Korong Vale	243	151
Borung	251	156
Mysia	258	160¼
G.E.B. Siding	270	167½
Boort	272	169
Barraport	285	177
Gredgwin	291	180¾
Oakvale	298	185¼
Quambatook	307	191
Cannie	320	198¾
Lalbert	331	205¾
Meatian	342	212¾
Ultima	356	221¼
Gowanford	365	226¾
Waitchie	376	233½
Chillingollah	388	241¼
Chinkapook	401	249½
Cocamba	411	255¼
Manangatang	418	259¾
Bolton	427	265½
Koimbo	434	269½
Annuello	441	274
Bannerton	459	285¼
Robinvale	472	293½

Castlemaine–Maryborough

	km	Mls.
Castlemaine	125	78
Maldon Junction	126	79
Guildford	136	84½
R. M. Stop. Place No. 27	142	88½
Newstead	148	92¼
Moolort	162	100¾
Carisbrook	173	107½
Maryborough	180	112

DISTANCE IN KILOMETRES AND MILES FROM MELBOURNE (SPENCER STREET) TO:—

Ballarat–Maryborough–Mildura

	km	Mls.
Ballarat	119	73¾
North Ballarat Junction	120	74½
S.E.C. Siding	122.5	75¼
Waubra Junction	128	79¾
R. M. Stopping Place No. 7	133	82½
Creswick	137	85½
North Creswick	139	86½
Clunes	156	96¾
Talbot	173	107½

	Via Ballarat		Via Castlemaine	
	km	Mls.	km	Mls.
Maryborough	187	116½	180	112
Bet Bet	202	125¼	195	121
Dunolly	209	130	202	125¾
Goldsborough	216	134	209	129¾
Bealiba	229	142	222	137¾
Emu	241	149½	234	145¼
St. Arnaud	262	162¾	255	158½
Sutherland	274	169¾	267	165½
Swanwater	281	174½	274	170¼
Cope Cope	289	179¼	282	175
Donald Freezing Works Siding	299	186	292	181¾
B.P. & Mobil Sdg.	301	186¼	294	182
Donald	301	186¾	294	182½
Litchfield	316	196¼	309	192
Massey	325	201½	318	197¼
Watchem	333	206¾	326	202½
Morton Plains	341	111¾	334	207½
Birchip	353	219	346	214¾
Kinnabulla	368	228¾	361	224½
Curyo	373	231¼	366	227½
Watchupga	385	239	378	234¾
Woomelang	395	245½	388	241¼
Lascelles	407	252½	400	248½
Gama	416	258	409	253¾
Turriff	426	264¾	419	260½
Speed	433	269	426	264¾
Tempy	440	273	433	268¾
Nunga	464	288¼	457	284
Ouyen	472	293	465	288¾
Kiamal	481	298¼	474	294
Hattah	506	314½	499	310¼
Nowingi	526	326½	519	322¼
Carwarp	541	336¼	534	332
Redcliffs	558	346¾	551	342½
Irymple	566	351½	559	347¼
Mildura Live Stock Sdg.	570	353¾	563	349¼
Sarnia Packing Co. Sdg.	571	354½	564	350¼
Caltex Oil Co. Sdg.	574	354¾	567	350½
Mildura Co.-op. Fruit Sdg.	571	354¾	564	350½
Mildura	573	355½	566	351¼

Mildura–Yelta

	Via Ballarat		Via Castlemaine	
	km	Mls.	km	Mls.
Mildura	573	355½	566	351¼
Mildura Oil Sdg.	574	356¼	567	352
Merbein	584	362½	577	358¼
Yelta	593	368¼	586	364

Redcliffs–Meringur

Redcliffs	558	346¾	551	342½
Pirlta	587	364¾	580	360½
Merrinee	596	370¼	589	366
Karawinna	606	376½	599	372¼
Werrimull	615	382¼	608	378
Bambill	624	387¾	617	383½
Yarrara	632	392¼	625	388
Meringur	640	397½	633	393¼

Ouyen–Pinnaroo

Ouyen	472	293	465	288¾
Galah	487	302¼	480	298
Walpeup	502	311¾	495	307½
Torrita	510	317	503	312¾
Underbool	522	324	515	319¼
Linga	532	330½	525	326¼
Boinka	541	336¼	534	332
Tutye	553	343¼	546	339
Cowangie	563	349½	556	345¼
Danyo	572	355	565	350¾
Murrayville	581	361	574	356¾
Carina	589	366	582	361¾
Panitya	599	372¼	592	368
Pinnaroo Border	601	373¼	594	369
Pinnaroo	607	377¼	600	373

EXPRESS AND PASSENGER TRAIN LOADS.

Train	Section		Loco.	Schedule Load
DOWN				Tonnes
8.45 a.m. (No. 63)	Melbourne–Bendigo	Mon. to Sat. ..	B	225
1.40 p.m. (No. 93)	„ „	Saturday ..	B	255
1.40 p.m. (No. 103)	„ „	Mon. to Fri. ..	B	255
4.27 p.m. (No. 107)	Melbourne–Kyneton	Mon. to Fri. ..	T	125
5.4 p.m. (No. 109)	Melbourne–Bendigo	Mon. to Thur. ..	B	305
5.40 p.m. (No. 123)	„ „	Friday	B	405
6.5 p.m. (No. 131)	„ „	Saturday ..	B	280
5.14 p.m. (No. 119)	Melbourne–Kyneton	Mon. to Fri. ..	T	125
9.30 a.m. (No. 133)	Melbourne–Bendigo	Sunday	B	255
7.10 p.m. (No. 137)	Melbourne–Bendigo	Sunday	B	255
11.35 a.m. (No. 63)	Bendigo–Swan Hill	Mon., Wed., Fri., Sat. ..	T	225
4.40 p.m. (No. 103)	Bendigo–Swan Hill	Tue., Thur. ..	T	225
11.39 p.m. (No. 73) (9.20 p.m. Ex Melb.)	Ballarat–Mildura	Mon. to Thurs. ..	T	275
11.39 p.m. (No. 73) (9.20 p.m. Ex. Melb.) ("The Vinelander")	„ „	Fri., Sun. ..	B	455
UP				
6.45 a.m. (No. 32)	Kyneton–Melbourne	Mon. to Fri. ..	T	225
7.12 a.m. (No. 38)	Kyneton–Melbourne	Mon. to Fri. ..	T	125
7.0 a.m. (No. 40)	Bendigo–Melbourne	Mon. to Sat. ..	B	255
12.0 noon (No. 50)	„ „	Mon. to Sat. ..	B	355
5.25 p.m. (No. 94)	„ „	Mon. to Fri. ..	B	225
5.45 p.m. (No. 78)	„ „	Saturday ..	B	255
9.10 a.m (No. 120)	„ „	Sunday	B	235
6.45 p.m. (No. 124)	„ „	Sunday	B	305
8.40 a.m. (No. 50)	Swan Hill–Bendigo	Mon. to Sat. ..	T	225
9.20 p.m. (No. 80)	Mildura–Ballarat,	Fri., Sun. ..	B	455
9.20 p.m. (No. 80) .. .. ("The Vinelander")	„ „	Mon. to Thur. ..	T	275

MAKE UP OF PASSENGER TRAINS.

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

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

Train	From	To	Basic Carriage Provision	Load (Tonnes)	Accommodation		
					1st	Econ	Total
8.45 a.m.	Melbourne	Bendigo	**Tue., Thur.,** CE, AZ, BZ	3/147	56	64	120
8.45 a.m. ("Great	Melbourne Northern Li	Swan Hill mited")	**Mon., Wed., Fri., Sat.,** CE, AZ, BZ, BW*	4/183	56	124	180
1.40 p.m.	Melbourne	Bendigo	**Mon., Wed.,** CE, AZ, BZ, BW ..	4/183	56	124	180
1.40 p.m.	Melbourne	Bendigo	**Fri.,** CE, AZ, BZ, BW, ABE ..	5/229	82	160	242
1.40 p.m.	Melbourne	Bendigo	**Sat.,** CE, AZ, BZ, BW, ABE	5/229	82	160	242
1.40 p.m.	Melbourne	Swan Hill	**Tue., Thur.,** CE, AZ, BZ, BW* ..	4/183	56	124	180
4.27 p.m.	Melbourne	Kyneton	**Mon. to Fri.** BCPL,AW, BPL, BCPL ..	4/127	40	234	274
5.4 p.m.	Melbourne	Bendigo	**Mon., to Thur.,** CE, BW, BW, Taggerty, AZ, BZ	6/279	74	184	258
5.14 p.m.	Melbourne	Kyneton	**Mon. to Fri.,** BCPL, AW, BPL, BPL ..	4/132	40	215	255
5.40 p.m.	Melbourne	Bendigo	**Fri.,** CE, BW, AW, BW, Taggerty, AZ, BZ.	7/315	114	184	298
6.5 p.m.	Melbourne	Bendigo	**Sat.,** CE, BW, BW, Taggerty, AZ, BZ ..	6/279	74	184	258
6.45 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL,BPL,BPL,AW,BCPL	5/162	40	291	331
7.0 a.m.	Bendigo	Melbourne	**Mon.,** CE, AZ, BZ, BW, AW, BW ..	6/254	96	184	280
7.0 a.m.	Bendigo	Melbourne	**Tue. to Fri.,** CE, AZ, BZ, BW, BW ..	5/218	56	184	240
7.0 a.m.	Bendigo	Melbourne	**Sat.,** CE, AZ, BZ, BW, ABE ..	5/229	82	160	242
7.12 a.m.	Kyneton	Melbourne	**Mon. to Fri.,** BCPL, BPL, AW	3/96	40	158	198
8.40 a.m.	Swan Hill	Bendigo	**Mon. to Sat.,** CE, AZ, BZ	3/147	56	64	120
12.0 noon	Bendigo	Melbourne	**Mon.,** CE, AZ, BZ, (ex Swan Hill) .. Taggerty, BW, BW	6/279	74	184	258
12.0 noon	Bendigo	Melbourne	**Tue. to Sat.,** CE, AZ, BZ, (ex Swan Hill), Taggerty, BW	5/244	74	124	198
5.25 p.m.	Bendigo	Melbourne	**Mon.** C, CE, AZ, BZ, BW	5/208	56	124	180
5.25 p.m.	Bendigo	Melbourne	**Tue., Thur.,** CE, AZ, BZ	3/147	56	64	120
5.25 p.m.	Bendigo	Melbourne	**Wed.,** CE, AZ, BZ, BW	4/183	56	124	180
5.45 p.m.	Bendigo	Melbourne	**Sat.,** C, CE, AZ, BZ, BW, ABE ..	6/254	82	160	242
9.20 p.m.	Melbourne	Mildura	**Mon. to Thur.,** Twinette, Roomette, AZ, BZ, CE, AX	6/285	96	64	160
9.20 p.m.	Melbourne	Mildura	**Fri.,** Twinette, Roomette, AZ, BZ, BS, CE, AX	7/336	96	128	224
9.20 p.m.	Melbourne	Mildura	**Sun.,** Twinette, Roomette, AZ, BZ, CE, AX	6/285	96	64	160
9.20 p.m.	Mildura	Melbourne	**Sun.,** AX, Roomette, Twinette, AZ, BZ, BS, CE, TP, VP§	9/402	96	128	224
9.20 p.m.	Mildura	Melbourne	**Mon. to Thur.,** AX, Roomette, Twinette, AZ, BZ, CE	6/285	96	64	160
9.20 p.m. ("The	Mildura Vinelander")	Melbourne	**Fri.,** AX, Roomette, Twinette, AZ, BZ, CE	6/285	96	64	160
			SUNDAY EXCURSION TRAINS				
9.30 a.m.	Melbourne	Bendigo	BCPL, AE, BE, AE, BE	5/213	96	220	316
7.10 p.m.	Melbourne	Bendigo	C, BW, BW, AW, BCPL	5/162	40	196	236
9.10 a.m.	Bendigo	Melbourne	BCPL, AW, BW, BW, C	5/162	40	196	236
6.45 p.m.	Bendigo	Melbourne	BCPL, BE, AE, BE, AE	5/213	96	220	316

* Detach at Bendigo. § Detach at Ballarat.

PASSENGER TRAIN LOCOMOTIVE SCHEDULES.

MELBOURNE–BENDIGO.

DOWN	"B" Class 455 tonnes	"B" Class 355 tonnes	"B" Class 355 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 280 tonnes	"B" Class 270 tonnes	"B" Class 255 tonnes	"B" Class 225 tonnes	"B" Class 225 tonnes	"T" Class 255 tonnes	"T" Class 225 tonnes	"T" Class 215 tonnes	"T" Class 125 tonnes
					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	4*	4*	4*	4*	4*	4*	5	4*	5	4*	4*	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	5	4*	4*	5	4*	4*	5	4*	5	4*	4*	6*	—	—	—
Castlemaine ..	4	4	4	4	4	4	4	4	4	4	4	5*	—	—	—
Harcourt	10	9	8*	8	8	8	8	7*	8	7	7	8*	—	—	—
Ravenswood ..	10*	10*	9*	10	9*	9*	9	8*	9	8*	8*	11*	—	—	—
Kangaroo Flat ..	11	10	9*	11	10	10	9	8*	9	8*	8*	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 ..	171	156	150	163	151	154	155	132	157	132	140	176	100	93	88

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

PASSENGER TRAIN LOCOMOTIVE SCHEDULES—continued.

BENDIGO–MELBOURNE.

UP.	"B" Class 355 tonnes	"B" Class 355 tonnes	"B" Class 305 tonnes	"B" Class 305 tonnes	"B" Class 255 tonnes	"B" Class 235 tonnes	"B" Class 225 tonnes	"T" Class 255 tonnes	"T" Class 225 tonnes	"T" Class 215 tonnes	"T" Class 125 tonnes	
				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	146	140	147	158	73	70	72	—

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

PASSENGER TRAIN LOCOMOTIVE SCHEDULES—continued.

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—255 tonnes

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—215 tonnes (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—255 tonnes

* 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 355 tonnes	T 305 tonnes	T 225 tonnes		T 225 tonnes	T 305 tonnes	T 355 tonnes

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	..
Total ..	148	Total ..	153	
	T 305 tonnes		T 305 tonnes	

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
Total ..	61	Total ..	60
	T 170 tonnes		T 170 tonnes

BALLARAT–MARYBOROUGH–MILDURA.

DOWN	Locomotive Running Time				UP	Locomotive Running Time			
	No. 73	"T" Loco. 305 tonnes	"B" Loco. 455 tonnes	"B" Loco. 225 tonnes		No. 80	"T" Loco. 305 tonnes	"B" Loco. 455 tonnes	"B" Loco. 225 tonnes
	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.
Ballarat to—					**Mildura to—**				
North Ballarat ..	*	*	*	*	Irymple	7	7	7	7
Creswick	20	23	20	16*	Redcliffs	8	8	8	7
North Creswick ..	*	*	*	*	Carwarp	16	15	16	15
Clunes	19	18	19	15*	Nowingi	15	13*	*	*
Talbot	16	16	16	14*	Hattah	17	16	29	29
Maryborough ..	20	16	20	15	Kiamal	22	*	*	*
Bet Bet	*	*	*	*	Ouyen	8	28	28	26
Dunolly	20	20	20	19	Tempy	28	27	*	*
Goldsborough ..	*	*	*	*	Speed	7	7	34	34
Bealiba	21	21	21	17	Turriff	7	7	*	*
Emu	*	*	*	*	Gama	10	*	*	*
St. Arnaud ..	30	33	30	26	Lascelles	8	16	23	22
Sutherland	*	*	*	*	Woomelang ..	11	11	11	10
Cope Cope ..	23	23*	23	21*	Watchupga ..	9	9*	*	*
Donald	11	11	11	11	Curyo	11	10*	*	*
Litchfield	14	11*	*	13*	Kinnabulla ..	5	4*	*	*
Watchem	17	15	30	14	Birchip	13	13	34	34
Birchip	18	18	18	18	Watchem	18	18	18	18
Kinnabulla	13	14*	*	*	Litchfield	17	15*	*	14
Curyo	5	5*	*	*	Donald	14	13	30	13
Watchupga	11	10*	*	*	Cope Cope ..	11	11*	11	11*
Woomelang ..	9	8	34	34	Sutherland ..	*	*	*	*
Lascelles	11	11	11	10	St. Arnaud ..	28	30	28	23
Gama	8	*	*	*	Emu	*	*	*	*
Turriff	10	15	*	*	Bealiba	29	31	29	27
Speed	7	7	23	22	Goldsborough ..	*	*	*	*
Tempy	7	8	*	*	Dunolly	20	23	20	17
Ouyen	28	28	34	34	Bet Bet	*	*	*	*
Kiamal	8	*	*	*	Maryborough ..	19	20	19	19
Hattah	22	28	28	28	Talbot	16	17	16	14*
Nowingi	17	17*	*	*	Clunes	20	21	20	15*
Carwarp	14	14	29	28	North Creswick ..	*	*	*	*
Redcliffs	16	15	16	15	Creswick	23	24	23	16*
Irymple	8	8	8	7	North Ballarat ..	*	*	*	*
Mildura	7	7	7	7	Ballarat	20	23	20	18
Total ..	430	420	418	384	Total ..	437	437	424	389

"T" Loco. 275 tonnes or "B" Loco 455 tonnes.

"T" Loco. 275 tonnes or "B" Loco 455 tonnes.

* Locomotive running schedule based on train being non-stop at 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

RAIL MOTOR SCHEDULES—continued.

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		32	Goornong ..	16		15
Leitchville ..	9		9	Bagshot	10		10
Keely	9	With or without Trailer.	9	North Bendigo Junct.	15	With or without Trailer.	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.R.M	D.E.R.M. and Trailer	D.E.R.M. & Trailer & 'C' Brakevan	UP	D.E.R.M	D.E.R.M. and Trailer	D.E.R.M. & 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 Rail Motor	Diesel Electric Rail Motor: With Trailer and 'C' Brakevan	Diesel Electric Rail Motor: And 'C' Brakevan	UP	Diesel Electric Rail Motor	Diesel Electric Rail Motor: With Trailer and 'C' Brakevan	Diesel Electric Rail Motor: And 'C' Brakevan
	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.
Korong Vale to—				**Robinvale to—**			
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	280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car & Trlr.
	Mins.	Mins.	Mins.	Mins.
Maryborough to–				
Bet Bet ..	*	13	13	13
Dunolly ..	19	8½	8½	10
Goldsborough	*	7	7	9
Bealiba ..	18	13½	13½	16
Emu ..	*	11	11	12
St. Arnaud	29	21	21	24
Sutherland	*	11	11	12
Cope Cope	*	13	13	14
Donald ..	32	10½	11	11
Litchfield ..	..	13	..	..
Watchem ..	..	19	..	..
Birchip ..	..	21	..	..
Kinnabulla ..	..	14½	..	..
Curyo ..	..	5	..	..
Watchupga..	..	10	..	..
Woomelang	..	10½	..	..
Total	98	201½	109	121

UP	280 H.P. Deisel Rail Car	280 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car	153 H.P. Diesel Rail Car & Trlr.
	Mins.	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	34	12	13	16
Emu ..	*	20	20	22
Bealiba ..	29	11	11	13
Goldsborough	*	13½	13½	16
Dunolly ..	18	6½	6	7
Bet Bet ..	*	8	8	9
Maryborough	20	13	14	15
Total	101	201½	111½	129

BALLARAT–MARYBOROUGH.

DOWN	102 H.P. Diesel Rail Car	280 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.	Mins.
Ballarat to—						
North Ballarat ..	*	*	*	*	*	*
Creswick	23	19	19	19	19	22
North Creswick ..	3½	2*	*	3	3	3½
Clunes	17	15*	16½	15½	15½	16½
Talbot	18	16*	16½	16½	16½	17
Maryborough ..	18	15	15	15	15	17
Total ..	79½	67	67	69	69	76

UP	102 H.P. Diesel Rail Car	280 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.	Mins.
Maryborough to— ..						
Talbot	17	14*	14	14	14	16
Clunes	19	16*	17	17	17	20
North Creswick ..	20	16½*	*	17	17	20½
Creswick	3½	3*	18	3½	3½	4
North Ballarat ..	*	*	*	*	*	*
Ballarat	22	20	21	21	21	22
Total ..	81½	69½	70	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	**WYCHEPROOF** ES †	*arr.*	..
		—136			—73
		Tue., Thur.			
"	*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) tonnes when, by so doing, an extra vehicle can be despatched by a train which would otherwise be under the schedule load.

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

The general conditions governing locomotives assisting in front of trains and the 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 load set out in clause (ii).

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

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

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

Diesel Fordson Tractors.—Maximum load hauling or propelling on level is 230 tonnes. The maximum load on grades at a speed of 5 miles per hour is as follows :—Grade 1 in 50, 30 tonnes; 1 in 75, 65 tonnes; 1 in 100, 85 tonnes; 1 in 110, 90 tonnes; 1 in 200, 150 tonnes. See page 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 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		
106	Castlemaine to Bendigo	121	Ballarat to Maryborough
107	Bendigo to Woodend	121	Maryborough to Castlemaine
107	Woodend to Melbourne	122, 123	Maryborough and Donald
110	Bendigo and Echuca	122, 123	Donald and Woomelang
112, 113	Bendigo and Raywood	122, 123	Woomelang and Ouyen
112, 113	Raywood—Kerang and Swan Hill	122, 123	Ouyen and Mildura
116, 117	Bendigo—Korong Vale and Wycheproof	120	Maryborough and Avoca

(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.

LOADS, VEHICLE LIMITS AND LOCOMOTIVE RUNNING TIMES

MELBOURNE AND SUNSHINE (VIA PASSENGER LINES)

Locomotive Running Time				SECTION		LOAD TONNES					
Roadside Sectional Loads		Through Ruling Grade Loads									
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	DOWN	S or X	B	T or H		Y	W
					Melbourne Yard to—						
12	15	12	15	3.5	**South Kensington**	...	...	...	...	...	...
7	9	7	9	7	**West Footscray**	...	...	...	...	730	730
14	16	14	16	12.5	**Sunshine**	1830	1625	1220	...	815	815
					UP						
					Sunshine to—						
12	13	10	13	5.5	**West Footscray** (uu) ...	1830	1625	1220	...	1015	1015
					" " ...	2135	2135	1625	...	1220	1220
8	11	8	11	9	**South Kensington**	...	...	...	...	...	...
12	12	12	12	12.5	**Melbourne Yard**	2135	2135	1625	...	1220	1220

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

Locomotive Running Time							LOAD TONNES				
Roadside Main Line Loads		Through Main Line Loads		SECTION							
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	DOWN	E—East line W—West line	S or X	B	T or H	W	Y
					Newport (d) to—						
3	4	3	3	1	Thomas' Mill Siding	W	..	..	..	..	..
..	..	..	..	1	Amalgamated Workshops Sdg.	E	..	..	..	..	..
..	..	..	..	1	Caltex Siding	W	..	..	..	..	..
..	..	..	..	1.5	McKenzie & Holland's Siding	W	..	..	..	..	..
..	..	..	..	2.5	Brookwood (See footnote)	W	..	..	..	..	..
..	..	..	..		Sulphates Chemical Co. Pty. Ltd. Siding	..	..	..	..	..	..
..	..	..	..		H. Beecham & Co. Ltd. Siding	..	..	..	..	..	..
..	..	..	..		R. J. Gilbertson Pty. Ltd. Siding	..	..	..	..	..	..
..	..	..	..	2.5	Aust. Barley Board Siding	W	..	..	..	..	..
..	..	..	..	3.5	Jas. Hardie & Co. Siding	W	..	..	..	..	..
..	..	..	..	3	H. A. Chalmers Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3.5	H. H. Chadwick Transport Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3.5	Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)	W	..	..	..	..	..
..	..	..	..	4	Rheem (Aust.) Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	4	Little Brooklyn Siding (a)	W	..	..	..	..	..
..	..	..	..	4	Malouf Industries Pty. Ltd. and	W	..	..	..	..	..
					Barrett Bros. & Burston & Co. Pty. Ltd. Siding	W	..	..	..	..	..
..	..	..	..	4.5	Ready Mixed Concrete Siding	E	..	..	..	..	..
..	..	..	..	4.5	Smorgan Consolidated Industries Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	4.5	Co-op Farmers & Graziers Sdg. (Prossor)	W	..	..	..	..	..
..	..	..	..	5	S.E.C. Siding	W	..	..	..	..	..
..	..	..	..	5	Sims Consolidated Ltd. Siding	W	..	..	..	..	..
7	8	7	7	5	Brooklyn	..	..	..	1420	1270	1270
..	..	..	..	5	Dalgety Aust. Ltd. Sdg.	E	..	..	..	..	..
..	..	..	..	5	Armbrook	E	..	..	..	..	..
..	..	..	..		N. M. Watkins Siding	..	..	..	..	..	..
					N. M. & P. Watkins Siding	..	..	..	..	..	..
..	..	..	..	5	Melbourne Machinery Co. Sdg.	W	..	..	1015	660	660
..	..	..	..	5	Highfield Quarries Siding	W	..	..	..	..	..
..	..	..	..	5	V.R. Rubbish Tip Siding	W	..	..	..	..	..
..	..	..	..		Stramit Ind. Ltd.	..	..	..	..	..	..
..	..	..	..	6.5	Monsanto Siding	W	..	..	..	..	..
..	..	..	..	6.5	Stanley Quarries Siding	W	..	..	..	..	..
..	..	..	..	6.5	Western Metropolitan Market Trust Siding (see footnote)	W	..	..	..	..	..
7	8	7	7	7.5	Sunshine (d)	..	1830	1830	1220	815	815
					Brooklyn to—						
..	..	..	..		Wash Dock Sdgs.	E	..	..	..	..	..
7	8	7	7	3	Tottenham Yard	..	1830	1830	1220	1015	1015

Notes.

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

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

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

Locomotive Running Time				SECTION			LOAD TONNES				
Road side Main Line Loads		Through Main Line Loads									
3/5ths Load	Full Load	3/5ths Load	Full Load	Kilometres	UP	E—East line W—West line	S or X	B	T or H	W	Y
..	..	..	..	3	Tottenham Yd. to— Wash Dock Sdgs.	E	..	..	..	..	..
7	8	7	7	3	Brooklyn	..	2135	2135	2135	1220	1220
..	..	..	..	1	Sunshine (d) to— Western Metropolitan Market Trust Sdg. (see footnote, p. 104)	W	..	..	..	..	..
..	..	..	..	1	Stanley Quarries Siding ..	W	..	..	..	..	..
..	..	..	..	1	Monsanto Siding	W	..	..	..	..	..
..	..	..	..	2.5	V.R. Rubbish Tip Siding	W	..	..	..	..	..
..	..	..	..		Stramit Ind. Ltd.	..	..	..	..	..	..
..	..	..	..	2.5	Highfield Quarries Siding ..	W	..	..	..	..	..
..	..	..	..	2.5	Melbourne Machinery Co. Siding	W	..	..	..	..	..
..	..	..	..	2.5	Armbrook	E	..	..	..	..	..
..	..	..	..		N. M. Watkins Siding	..	..	..	..	..	..
..	..	..	..		N. M. & P. Watkins Siding ..	..	..	..	..	..	..
..	..	..	..	2.5	Dalgety Aust. Ltd. Siding ..	E	..	..	..	..	..
7	8	7	7	2.5	Brooklyn	..	..	..	..	..	..
..	..	..	..	2.5	Sims Consolidated Ltd. Siding ..	W	..	..	..	..	..
..	..	..	..	2.5	S.E.C. Siding	W	..	..	..	..	..
..	..	..	..	3	Co-op Farmers & Graziers Sdg. (Prossor)	W	..	..	..	..	..
..	..	..	..	3	Smorgan Consolidated Industries Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	3	Ready Mixed Concrete Siding ..	E	..	..	..	..	..
..	..	..	..	3.5	Malouf Industries Pty. Ltd. and Barrett Bros. & Burston & Co. Pty. Ltd. Siding	W	..	..	..	..	..
..	..	..	..	3.5	Little Brooklyn Siding	W	..	..	..	..	..
..	..	..	..	3.5	Rheem (Aust.) Pty. Ltd. Siding ..	E	..	..	..	..	..
..	..	..	..	4	Sth. Brooklyn (Thos. Borthwick & Sons Pty. Ltd. Siding)	W	..	..	..	..	..
..	..	..	..	4	H. H. Chadwick Transport Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	4.5	H. A. Chalmers Pty. Ltd. Siding	E	..	..	..	..	..
..	..	..	..	4	Jas. Hardie & Coy's Siding ..	W	..	..	..	..	..
..	..	..	..	5	Aust. Barley Board Siding ..	W	..	..	..	..	..
..	..	..	..	5	Brookwood (see footnote, page 104)	W	..	..	..	..	..
..	..	..	..		Sulphates Chemical Co. Pty. Ltd. Siding	..	..	..	..	..	..
..	..	..	..		H. Beecham & Co. Ltd. Siding ..	..	..	..	..	..	..
..	..	..	..		R. J. Gilbertson Pty. Ltd. Siding ..	..	..	..	..	..	..
..	..	..	..	6	McKenzie & Holland's Siding ..	W	..	..	..	..	..
..	..	..	..	7	Caltex Siding	W	..	..	..	..	..
..	..	..	..	7	Amalgamated Workshops Sdg. ..	E	..	..	..	..	..
7	7	7	7	7	Thomas' Mill Siding	W	..	..	..	..	..
3	4	3	3	7.5	Newport (d)	..	2135	2135	2135	1220	1220

Note.

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

Locomotive Running Time									SECTION		LOAD TONNES			
Roadside Sectional Loads			Through Trains											
			"B" Loco. 710 tonnes		"B" Loco. 405 tonnes	"T" Loco. 510 tonnes	1.30 a.m. (No. 15/15A) Express Goods Maximum Permissible Speed Sixty (60) M.P.H. "B" Class loco. 255 tonnes							
3/5ths. Load	4/5ths. Load	Full Load	3/5ths. Load	Full Load					Kilo-metres	DOWN	S or X	B	T or H	Y
Via Tottenham Goods Line							(Via Pass. Lines)							
										Melb. Yard to—				
12	13	15	..	..	..	..	..	..	3.5	Sth. Ken.	..	..	..	..
11	12	13	..	..	..	..	..	..	9	T'ham Yd.	..	..	..	760
9	10	11	30	30	25	30	15*	15*	12.5	Sunshine ..	1830	1625	1220	865
3	4	4	..	..	..	..	..	..	13.5	Albion ..	..	..	..	..
7	8	10	7	8	7	8	4*	4*	18	St. Albans	..	..	..	..
11	13	15	7	8	7	10	6	5*	24	Sydenham	1625	1420	1015	590
21	23	27	10	14	10	20	8	7*	32.5	Diggers Rst.	1120	915	660	425
9	10	11	7	7	7	8	5	4*	38	Sunbury ..	1420	1220	965	660
20	22	26	14	18	15	23	10	10*	50.5	C'kefield (d)	865	760	510	365
14	15	17	7	8	9	13	7	5*	57	Riddell ..	1625	1420	1015	660
16	20	26	10	16	12	18	9	8*	64	Gisborne ..	965	815	560	405
14	15	16	6	8	8	10	6	5*	70	Macedon	1120	915	710	455
18	20	23	11	14	13	18	9	8	78	Woodend ..	965	760	510	365
10	11	12	..	..	..	8	*	*	85	Carlsruhe	..	..	1420	1015
10	11	12	14	14	14	7	10	10	92	Kyneton ..	..	..	..	..
16	18	20	10	10	12	11	8	8	102	Malmsbury	..	..	1625	1525
10	11	12	..	..	..	..	6	6	109	Taradale ..	..	..	..	..
7	8	10	11	11	14	12	4	4	113	Elphinstone	..	..	..	..
11	12	13	..	..	9	9	6	6	120	Chewton ..	..	..	..	..
8	9	9	12	12	6	6	5	5	125	Castlem'ne	1830	1625	1220	865
14	15	17	8	10	9	12	7	7	133	Harcourt ..	1625	1420	1015	760
21	23	25	14	17	15	18	10	10	145	Ravensw'd	..	..	..	..
18	20	24	..	..	15	18	10	10	157	K'garoo Fl't	865	760	510	365
4	4	5	..	..	4	..	3	3	160	Golden Sq.	..	..	..	..
4	4	5	20	22	5	8	4	4	162	Bendigo ..	2030	2030	1625	1220
							152	144						

* 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.

Locomotive Running Time						Kilometres	UP		LOAD TONNES					
Roadside Sectional Loads			Through Trains											
			"B" Loco. 710 tonnes		"T" Loco. 510 tonnes				S or X	B	T or H			Y
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	Full Load										
							Bendigo to—							
5	6	7	..	..	..	2	Golden Square		..	..	..	..	..	..
5	6	7	..	..	9	5	Kangaroo Flat		1625	1420	1015	..	..	760
20	23	28	22	26	23	17	Ravenswood		..	..	..	..	..	..
21	24	28	15	19	20	29	Harcourt		1015	815	560	..	..	425
10	10	11	9	9	8	37	Castlemaine		1830	1830	1830	..	..	1525
10	12	14	..	..	..	42	Chewton	(d)	1120	915	610	..	..	425
20	25	30	21	25	32	49	Elphinstone		915	760	510	..	..	365
6	6	7	..	..	..	53	Taradale		..	..	..	..	..	..
12	14	17	13	14	15	60	Malmsbury		1120	915	610	..	..	455
18	22	28	13	16	14	70	Kyneton		1220	1065	760	..	..	530
12	14	16	..	..	..	77	Carlsruhe		..	..	..	..	..	660
11	12	14	15	17	17	84	Woodend		1830	1625	1015	..	..	915
13	15	18	10	11	11	92	Macedon		2135	1830	1220	..	..	1120
9	9	9	6	6	6	98	Gisborne		..	..	..	..	..	..
11	12	12	8	8	8	105	Riddell	(u)	..	..	..	..	..	..
9	9	9	7	7	7	111.5	Clarkefield	(u)	..	..	..	..	..	..
15	16	17	12	12	12	124	Sunbury	(d)	..	..	..	..	..	..
8	9	10	6	6	6	129.5	Diggers Rest	(u)	..	..	..	..	..	..
11	12	13	8	8	8	138	Sydenham	(u)	..	..	..	..	..	..
8	9	10	6	6	6	144	St. Albans		..	..	..	..	..	..
4	4	5	..	..	..	148.5	Albion	..	..	..	..	..	..	..
3	4	4	7	7	7	149.5	Sunshine	..	2135	2135	1685	..	..	1625
8	9	11	..	..	..	153	Tottenham Yard	..	..	..	..	..	..	1220
14	15	16	..	..	..	158.5	South Kensington	..	..	..	..	..	..	..
12	12	12	30	30	30	162	Melbourne Yard	..	2135	2135	1625	..	..	1220
Via Tottenham Goods Line														

Notes.

Bendigo to Melbourne.

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

(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	1830	915	1625	..	..	610	..
Clarkefield	1625	815	1420	..	..	560	..
Diggers Rest	1625	815	1420	..	..	560	..
Sydenham	1420	815	1220	..	..	560	..

WOODEND AND DAYLESFORD.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads: Full Load	SECTION: Kilometres		LOAD TONNES: S or X	B	T			Y
					DOWN						
					Woodend to—						
10	11	12	8	7	**Carlsruhe**	1830	1625	1420	..	..	1015
10	11	13	11	13	**Tylden**	..	..	..	..	..	..
16	19	23	20	18	**Fern Hill**	..	..	..	..	..	..
14	16	19	17	25	**Trentham**	..	..	..	..	..	..
12	14	17	15	31	**Lyonville**	..	..	..	..	..	..
6	7	8	7	34	**Bullarto** .. (d)	..	..	510	..	..	395
7	8	9	7	38	**Musk** .. (d)	..	..	..	..	..	..
9	10	11	10	43	**Daylesford**	..	..	1015	..	..	610
					—UP						
					Daylesford to—						
14	16	19	18	5	**Musk** (d)	..	..	..	..	..	..
14	17	21	18	9	**Bullarto** .. (d)	..	..	510	..	..	365
6	6	7	6	12	**Lyonville**	..	..	..	..	..	..
8	9	9	8	18	**Trentham**	..	..	..	..	..	..
10	11	12	10	25	**Fern Hill**	..	..	815	..	..	490
7	8	9	8	30	**Tylden**	..	..	..	..	..	..
8	9	10	7	36	**Carlsruhe**	..	..	1015	..	..	815
11	12	14	11	43	**Woodend**	1830	1625	1015	..	..	660

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

BALLARAT–NEWLYN.

					DOWN						
					Ballarat to—						
3	4	5	..	1	**North Ballarat** ..	..	..	..	..	..	..
12	13	14	..	9	**Waubra Junction** ..	..	..	..	..	..	..
3	3	4	..	11	**Sulky**	1625	1420	815	..	..	455
12	13	15	..	18	**Creswick**	815	760	455	..	..	325
3	4	4	..	20	**North Creswick** ..	1220	1015	815	..	..	510
9	11	13	..	26	**Allendale**	..	..	..	..	..	..
9	11	13	..	30	**Kingston**	..	..	..	..	..	..
9	10	12		35	**Newlyn**	..	..	455	..	..	325
					—UP						
					Newlyn to—						
15	17	19	..	5	**Kingston**	..	..	..	..	..	..
5	6	6	..	9	**Allendale**	..	..	..	..	..	..
11	12	13	..	15	**North Creswick** ..			1220	..	..	915
4	4	4	..	17	**Creswick**	..	..	610	..	..	405
12	14	16	..	24	**Sulky**	915	760	560	..	..	355
3	3	4	..	26	**Waubra Junction** ..	..	..	..	..	..	..
11	12	13	..	34	**North Ballarat** ..	..	..	..	..	..	..
3	3	3	..	35	**Ballarat**	1830	1830	1625	..	..	1015

CASTLEMAINE AND MALDON.

Locomotive Running Time: Roadside Sectional Loads: 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads: Full Load	Kilometres	SECTION	LOAD TONNES: T			Y	
					DOWN					
					Castlemaine to—					
4	4	4	4	1	**Maldon Junction**	..	..	..	..	..
22	24	26	25	10	**Muckleford**	..	..	..	..	..
23	25	27	26	18	**Maldon**	385	..	..	305	..
					UP					
					Maldon to—					
17	17	18	17	8	**Muckleford**	..	..	..	..	..
21	22	24	23	17	**Maldon Junction** ..	..	..	..	..	..
5	5	5	5	18	**Castlemaine**	385	..	..	305	..

ELMORE AND COHUNA.

					DOWN					
					Elmore to—					
17	19	21	19	11	**Hunter**	..	..	..	..	..
12	13	14	11	19	**Diggora West**	..	..	..	..	..
11	12	13	11	25	**McColl**	..	..	..	..	..
8	9	10	8	31	**Lockington**	..	..	..	..	..
11	12	13	11	38	**Kotta**	..	..	..	..	..
12	13	15	11	46	**Roslynmead**	..	..	..	..	..
19	21	24	20	59	**Patho**	..	..	..	..	..
16	18	20	17	70	**Gunbower**	..	..	..	..	..
12	13	15	12	78	**Leitchville**	..	..	..	..	..
12	13	14	12	86	**Keely**	..	..	..	..	..
9	10	11	10	91	**Cohuna**	1830	..	..	1220	..
					UP					
					Cohuna to—					
9	10	11	10	5	**Keely**	..	..	..	..	..
12	13	14	12	13	**Leitchville**	..	..	..	..	..
12	13	15	12	21	**Gunbower**	..	..	..	..	..
16	18	20	17	32	**Patho**	..	..	..	..	..
19	21	24	20	45	**Roslynmead**	..	..	..	..	..
12	13	15	11	53	**Kotta**	..	..	..	..	..
12	13	15	11	60	**Lockington**	..	..	..	..	..
8	9	10	8	66	**McColl**	..	..	..	..	..
11	12	13	11	72	**Diggora West**	..	..	..	..	..
12	13	14	11	80	**Hunter**	..	..	..	..	..
19	21	23	20	91	**Elmore**	1830	..	..	1220	..

BENDIGO–ECHUCA–DENILIQUIN.

Locomotive Running Time						SECTION	LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads									
3/5ths Load	4/5ths Load	Full Load	510 tonnes T or Y class	Full Load (Y class exc.)	Full Load 'Y' class loco.	Kilometres	DOWN	S or X	B	T			Y
							Bendigo to—						
5	6	7	4	..	..	2	**Nth. Bendigo Jun.** ..	..	..	..	..	..	..
8	9	9	7	10	15	8	**Epsom**	..	..	..	..	..	..
16	18	19	8	11	14	18	**Bagshot**	..	..	..	..	..	..
17	17	17	10	11	14	28	**Goornong**	..	..	..	..	..	..
28	29	30	16	19	24	45	**Elmore**	..	..	..	..	..	..
27	28	29	15	20	22	61	**Rochester**	..	..	..	..	..	..
20	21	22	12	14	16	73	**Strathallan**	..	..	..	..	..	..
21	22	24	15	18	22	88	**Echuca**	1830	1830	1830	..	..	1270
8	8	8			7	91	**Moama** (c)				..	..	1270
							" (h)	..	..	..	..	..	1270
14	15	16	..	..	13	100	**Barnes**	..	..	..	..	..	..
20	21	22	..	..	19	113	**Moira**	..	..	..	..	..	..
22	23	24	..	..	21	127	**Mathoura**	..	..	..	..	..	..
19	20	21	..	..	18	140	**Gulpa Siding**	..	..	..	..	..	..
31	33	35	..	..	29	161	**Deniliquin**	..	..	..	..	..	1270
							UP						
							Deniliquin to—						
31	33	35	..	..	29	21	**Gulpa Siding**	..	..	..	..	..	..
19	20	21	..	..	18	34	**Mathoura**	..	..	..	..	..	..
22	23	24	..	..	21	48	**Moira**	..	..	..	..	..	..
20	21	22	..	..	19	61	**Barnes**	..	..	..	..	..	..
16	16	16	..	..	15	70	**Moama**	..	..	..	..	..	..
8	8	8		—	7	73	**Echuca**				..	..	1270
26	29	32	15	18	22	88	**Strathallan**	..	..	..	..	..	..
23	25	27	12	15	16	100	**Rochester**	..	..	..	..	..	..
28	31	34	15	21	22	116	**Elmore**	..	..	..	..	..	..
29	34	41	16	22	24	133	**Goornong**	2030	2030	2030	..	..	1270
16	18	20	12	13	14	143	**Bagshot**	..	..	..	..	..	..
22	24	26	16	17	19	153	**Epsom**	..	..	..	..	..	..
13	15	17	10	..	..	159	**Nth. Bendigo Jun.** ..	..	..	..	..	..	..
5	7	8	5	15	19	161	**Bendigo**	1830	1525	1015	..	..	735

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" 1270 tonnes, subject to a speed of 20 miles per hour being attained at mileage 155¾ (251 kilometres). 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: Roadside Sectional Loads			Thro. Ruling Grade Loads	SECTION	LOAD TONNES		
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilometres	DOWN		Y
					Echuca to—		
8	8	8	7	3	Moama (c)		1270
					,, (h)		1270
14	15	16	13	12	Barnes		1270
30	31	32	31	29	Womboota		..
15	16	17	16	38	Thyra		..
15	16	17	15	46	Bunnaloo		..
16	17	18	17	55	Tantonan		..
17	18	19	18	64	Caldwell		..
19	20	21	20	75	Yallakool		..
22	24	26	22	85	Wakool		..
21	22	23	21	96	Burraboi		..
22	23	24	23	108	Jimaringle		..
13	14	15	14	115	Niemur		..
15	16	17	16	123	Dhuragoon		..
30	31	32	31	139	Moulamein		..
41	43	46	41	165	Perekerten		..
55	58	63	60	205	Balranald		1270
					UP.		
					Balranald to—		
55	58	63	60	40	Perekerten		..
41	43	46	41	66	Moulamein		..
30	31	32	31	82	Dhuragoon		..
15	16	17	16	90	Niemur		..
13	14	15	14	97	Jimaringle		..
22	23	24	23	109	Burraboi		..
21	22	23	22	120	Wakool		..
22	24	26	20	130	Yallakool		..
19	20	21	19	141	Caldwell		..
17	18	19	17	150	Tantonan		..
16	17	18	16	159	Bunnaloo		..
15	16	17	16	167	Thyra		..
15	16	17	16	176	Womboota		..
30	31	32	31	193	Barnes		..
16	16	16	14	202	Moama		..
8	8	8	7	205	Echuca		1270

(c) and (h)—See page 110.

BENDIGO TO SWAN HILL.

Locomotive Running Time							LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads		SECTION							
3/5ths Load	4/5ths Load	Full Load	Full Load	510 tonnes T or Y class	Kilo-metres	DOWN	S or X	B		T or H	Y	
						Bendigo to—						
..	..	..	..	..	2	**North Bendigo Jctn.** ..	..	..	..	..	..	..
..	..	..	..	..	3	**Gas Co.'s Siding** ..	..	..	..	..	..	..
9	10	11	10	10	6	**California Gully** ..	..	..	..	..	..	..
4	5	6	5	5	8	**Eaglehawk** ..	1420	1015	..	760	610	..
20	21	22	20	18	25	**Sebastian** ..	..	..	..	..	..	..
8	9	10	7	6	31	**Raywood**	1625	1420	..	1015	815	..
14	15	15	14	12	42	**Tandarra**	..	..	..	..	..	..
10	11	11	9	7	49	**Dingee**	..	..	..	..	..	..
11	12	12	11	9	57	**Prairie**	..	..	..	..	..	..
14	14	16	15	12	67	**Mitiamo**	..	..	..	..	..	..
11	12	13	12	9	74	**Mologa**	..	..	..	..	..	..
16	19	20	16	13	87	**Pyramid**	..	..	..	..	..	..
9	10	11	10	8	94	**Mincha**	..	..	..	..	..	..
14	14	15	13	10	104	**Macorna**	..	..	..	..	..	..
13	14	14	12	10	112	**Tragowel**	..	..	..	..	..	..
19	20	22	20	15	127	**Kerang**	1830	1830	..	1830	..	..
24	27	29	25	19	144	**Lake Charm** ..	..	..	..	..	..	..
17	18	19	18	15	155	**Mystic Park** ..	..	..	..	..	..	..
12	13	15	12	8	162	**Tresco**	..	..	..	..	..	..
9	10	11	9	7	168	**Lake Boga**	..	..	..	..	..	..
22	24	25	24	18	183	**Swan Hill**	1830	1830	..	1420	1270	..

Locomotive Running Time					SECTION		LOAD TONNES					
Roadside Sectional Loads			Through Ruling Grade Loads									
3/5ths Load	4/5ths Load	Full Load	Full Load	510 tonnes T or Y class	Kilo-metres	UP	S or X	B			T or H	Y
			Through Load to Raywood			Swan Hill to—						
22	24	25	24	18	15	Lake Boga	..	..	..	..	..	..
9	10	11	9	7	21	Tresco	..	..	..	..	..	..
12	13	15	12	8	28	Mystic Park	..	..	..	..	..	..
17	18	19	18	15	39	Lake Charm	..	..	..	..	..	..
24	27	29	25	19	56	Kerang	..	..	..	..	1420	..
19	20	22	20	15	71	Tragowel	..	..	..	..	..	..
13	14	14	12	10	79	Macorna	..	..	..	..	..	..
14	14	15	13	10	89	Mincha	..	..	..	..	..	..
9	10	11	10	8	96	Pyramid	..	..	..	..	..	..
16	19	20	16	13	109	Mologa	..	..	..	..	..	..
11	12	13	11	9	116	Mitiamo	..	..	..	..	..	..
15	16	17	15	12	126	Prairie	..	..	..	..	..	..
11	12	12	11	9	134	Dingee	..	..	..	..	..	..
10	11	11	9	7	141	Tandarra	..	..	..	..	..	..
16	17	18	15	13	152	Raywood	2030	2030	..	..	1830	1270
10	11	12	..	12	158	Sebastian	..	..	..	..	..	..
24	26	28	38	24	175	Eaglehawk	1220	965	..	..	760	610
..	..	..	..	..	177	California Gully ..	..	..	..	..	..	..
..	..	..	..	..	179	Gas Co.'s Siding ..	..	..	..	..	..	..
..	..	..	..	..	181	Nth. Bendigo Jctn. ..	..	..	..	..	..	..
14	15	15	14	14	183	Bendigo	1420	1220	..	..	865	610

Locomotive Running Time					SECTION	LOAD TONNES			
Roadside Sectional Loads			Thro. Ruling Grade Loads						
3/5ths Load	4/5ths Load	Full Load	Full Load	Kilometres	DOWN	T		Y	
					Swan Hill to—				
..	..	..	..	..	**Cattle Siding**	..	..	..	..
22	23	24	20	12	**Woorinen**	1625	..	1270	
17	19	20	19	21	**Pira**	1015	..	815	
11	12	13	12	29	**Nyahwest**	..	..	..	
16	17	18	14	38	**Miralie**	..	..	..	
12	12	13	10	44	**Piangil**	..	..	..	
26	26	28	26	58	**Natya**	..	..	..	
20	21	23	22	70	**Kooloonong**	1220	..	815	
					UP				
					Kooloonong to—				
22	24	25	24	12	**Natya**	..	..	..	
27	29	30	29	26	**Piangil**	..	..	..	
11	12	13	12	32	**Miralie**	..	..	..	
15	16	17	15	41	**Nyahwest**	..	..	..	
15	16	17	13	49	**Pira**	..	..	..	
16	17	18	17	58	**Woorinen**	1420	..	915	
..	..	..	..	..	**Cattle Siding**	..	..	..	
22	23	24	20	70	**Swan Hill**	1625	..	1270	

FREEZING COMPANY'S SIDING AND BENDIGO.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Kilometres	SECTION	LOAD TONNES T	Y
				DOWN		
3	4	4	2	Bendigo to— North Bendigo Junction	.. ..	.. ..
7	8	9	6	Freezing Co.'s Siding	815 ..	490
				UP		
				Freezing Co.'s Sdg. to—		
7	8	9	4	North Bendigo Junction	.. ..	.. ..
3	4	5	6	Bendigo	710 ..	455

WEDDERBURN JUNCTION AND WEDDERBURN.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Rulling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES T	Y
					DOWN		
12	14	16	16	8	Wedderburn Junction to— Wedderburn	.. 510 ..	355
					UP		
12	13	15	15	8	Wedderburn to— Wedderburn Junction	.. 1220 ..	760

KERANG–KOONDROOK.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Thro. Rulling Grade Loads Full Load	Kilometres	SECTION	LOAD TONNES T	Y
					DOWN		
59	61	64	64	22	Kerang to— Koondrook	.. 1420 ..	1270
					UP		
59	61	64	64	22	Koondrook to— Kerang	.. 1420 ..	1270

(N&M)

BENDIGO TO KULWIN.

Locomotive Running Time												
Roadside Sectional Loads			Through Ruling Grade Loads			SECTION		LOAD TONNES				
3/5ths Load	4/5ths Load	Full Load	Full Load	Light Loco. and Loco. and Brake-van	T or Y loco. 510 tonnes	Kilo-metres	DOWN	S or X	B			T	Y
							Bendigo to—						
..	..	..	..	..	..	2	North Bendigo Junc.	..	..	..	..	..	..
..	..	..	..	..	..	3	Gas Co.'s Siding ..	..	..	..	..	..	..
9	10	11	10	..	10	6	California Gully ..	..	..	..	..	..	..
4	5	6	5	10	5	8	Eaglehawk ..	1420	1015	..	..	760	610
14	15	16	15	12	13	19	Marong	1120	915	..	..	710	510
9	10	11	9	8	8	27	Leichardt	..	..	..	..	..	..
9	9	10	8	8	7	33	Derby	..	..	..	..	..	..
11	12	11	11	11	9	41	Bridgewater ..	..	..	..	..	..	..
11	12	12	11	8	8	49	Inglewood	1830	1625	..	..	1420	1270
11	13	14	13	8	11	55	Kurting	1220	1015	..	..	710	560
9	10	11	9	8	9	62	Glenalbyn	1830	1625	..	..	1420	1220
14	16	19	17	12	16	73	Wedderburn Junc. ..	..	..	..	..	..	..
10	11	11	10	9	10	81	Korong Vale	1220	1015	..	..	710	560
20	23	26	25	..	22	95	Wychitella	1015	915	..	..	710	560
10	11	12	10	..	10	103	Buckrabanyule ..	..	..	..	..	..	..
8	8	8	7	..	7	109	Barrakee	..	..	..	..	..	..
13	14	15	12	..	12	117	Charlton	1625	1420	..	..	1015	815
..	..	..	..	..	..	..	Cattle Siding ..	..	..	..	..	..	..
12	13	14	12	..	12	126	Teddywaddy ..	1015	915	..	..	710	560
9	10	11	9	..	8	133	Glenloth	..	..	..	..	..	..
15	16	17	13	..	12	144	Wycheproof ..	1830	1830	..	..	1830	1270
26	27	28	..	..	..	160	Dumosa	—	..	..	..	..	..
17	18	18	..	..	..	171	Nullawil	..	..	..	..	..	..
16	17	18	..	..	..	181	Warne	..	..	..	..	..	..
12	13	13	..	..	..	187	Culgoa	..	..	..	..	..	..
23	25	27	..	..	..	201	Berriwillock ..	..	..	..	..	..	..
19	20	21	..	..	..	212	Boigbeat	..	..	..	..	..	..
17	18	20	..	..	..	221	Sea Lake	..	2100	..	..	1625	1270
19	21	23	..	..	..	231	Ninda	..	—	..	..	..	..
19	20	21	..	..	..	240	Nyarrin	..	..	..	..	1220	..
19	20	21	..	..	..	249	Nandaly	..	..	..	..	1220	815
14	15	17	..	..	..	256	Pier Millan ..	..	..	..	..	1015	815
22	22	23	..	..	..	267	Mittyack	..	..	..	..	..	..
27	28	31	..	..	..	281	Kulwin	..	..	..	..	1525	1270

Locomotive Running Time														
Roadside Sectional Loads			Through Ruling Grade Loads				SECTION		LOAD TONNES					
3/5ths Load	4/5ths Load	Full Load	3/5ths Load	4/5ths Load	Full Load	T or Y loco. 510 tonnes	Kilometres	UP	S or X	B			T	Y
								Kulwin to—						
27	28	31	..	..	..	..	14	Mittyack ..	..	..	..	..	915	815
22	24	26	..	..	..	..	24	Pier Millan ..	..	..	..	..	1220	1015
13	13	14	..	..	..	..	32	Nandaly ..	..	..	..	..	1625	1270
19	20	21	..	..	..	..	41	Nyarrin ..	..	..	..	..	1015	815
18	19	20	..	..	..	..	50	Ninda	..	..	..	..	..	..
19	19	20	..	..	..	..	60	Sea Lake ..	..	..	..	..	1625	1270
18	19	21	..	..	..	..	69	Boigbeat ..	..	1800	..	..	1420	..
19	20	21	..	..	..	..	80	Berriwillock ..	..	..	..	..	..	..
23	25	27	..	..	..	..	94	Culgoa ..	..	1900	..	..	..	..
12	13	14	..	..	..	..	100	Warne ..	..	..	..	..	..	..
16	17	19	..	..	..	..	110	Nullawil ..	..	..	..	..	1625	..
18	19	20	..	..	..	..	121	Dumosa ..	..	..	..	..	..	..
26	28	29	..	..	—	—	137	Wycheproof ..	—	2100	..	..	..	1270
17	18	19	..	..	15	13	148	Glenloth ..	..	..	..	..	..	..
11	12	13	..	..	9	8	155	Teddywaddy ..	2135	2135	..	..	2135	1270
..	..	..	..	..	..	..	..	Cattle Siding ..	1220	1015	..	..	815	610
13	14	15	..	..	13	12	164	Charlton ..	..	..	..	..	..	1270
14	15	16	..	..	12	12	172	Barrakee ..	2135	2135	..	..	1625	1270
10	12	13	..	..	10	9	178	Buckrabanyule ..	..	..	..	..	..	..
12	13	15	..	..	11	11	186	Wychitella ..	..	..	..	..	..	610
18	20	22	..	..	20	20	200	Korong Vale	1220	1015	..	..	815	610
14	15	17	..	..	16	16	208	Wedderburn Junction ..	..	..	..	..	..	..
14	16	17	..	..	16	15	219	Glenalbyn ..	..	..	..	..	..	..
9	10	11	..	..	10	9	226	Kurting ..	..	..	..	..	..	..
11	13	15	..	..	12	11	232	Inglewood ..	1830	1525	..	..	1015	710
10	11	12	..	..	9	8	240	Bridgewater ..	..	..	..	..	..	..
12	13	14	..	..	12	10	248	Derby	2135	2135	..	..	1830	1270
11	12	14	..	..	12	11	254	Leichardt ..	1420	1220	..	..	815	610
12	14	16	..	..	13	9	262	Marong ..	2135	2135	..	..	1830	1270
17	19	20	..	..	19	17	273	Eaglehawk ..	1220	1015	..	..	..	610
..	..	..	..	..	..	..	275	California Gully ..	..	..	..	..	..	..
..	..	..	..	..	..	..	277	Gas Co.'s Siding ..	..	..	..	..	..	..
..	..	..	..	..	..	..	279	Nth. Bendigo Junction ..	..	..	..	..	..	..
13	14	15	..	..	15	14	281	Bendigo ..	1420	1220	..	..	865	610

KORONG VALE TO ROBINVALE.

Locomotive Running Time: Roadside Sectional Loads 3/5ths Load	4/5ths Load	Full Load	Through Ruling Grade Loads: Full Load	T or Y Loco. 510 tonnes	Kilometres	SECTION	LOAD TONNES: B	T			Y
						DOWN					
						Korong Vale to—					
10	10	10	8	8	8	**Borung**	..	..	..	..	..
8	9	9	8	8	15	**Mysia**	2135	1625	..	..	1270
..	..	..	..	..	..	**G. E. B. Siding**	1525	..	..	..	..
19	20	21	18	18	29	**Boort**	..	1015	..	..	815
14	15	16	13	13	42	**Barraport**	1800	1220	..	..	915
8	9	10	8	8	48	**Gredgwin**	1400	760	..	..	610
10	11	12	8	7	55	**Oakvale**	..	..	..	..	..
12	13	14	10	9	64	**Qambatook**	..	..	..	..	..
22	24	25	22	20	77	**Cannie**	..	..	..	..	..
20	21	22	19	18	88	**Lalbert**	..	..	..	..	..
19	21	22	20	18	99	**Meatian**	..	..	..	..	..
21	23	25	23	20	113	**Ultima**	1800	1420	..	..	1270
16	18	19	16	15	122	**Gowanford**	..	..	..	..	..
19	20	21	20	17	133	**Waitchie**	..	..	..	..	..
21	22	23	21	20	145	**Chillingollah**	..	1625	..	..	1270
21	22	23	..	21	158	**Chinkapook**	..	..	..	..	..
16	17	17	..	15	168	**Cocamba**	..	..	..	..	..
13	14	15	..	12	175	**Manangatang**	..	..	..	..	..
16	17	18	..	15	184	**Bolton**	..	..	..	..	..
11	12	13	..	10	191	**Koimbo**	..	..	..	..	..
13	14	15	..	12	198	**Annuello**	..	..	..	..	1270
28	29	30	..	27	216	**Bannerton**	..	..	..	..	..
23	25	27	..	21	229	**Robinvale**	..	1625	..	..	1065
						UP					
						Robinvale to—					
24	27	29	..	22	13	**Bannerton**	..	1220	..	..	815
28	29	30	..	27	31	**Annuello**	..	1625	..	..	1270
13	14	15	..	12	38	**Koimbo**	..	..	..	..	..
11	12	13	..	10	45	**Bolton**	..	..	..	..	..
16	17	18	..	15	54	**Manangatang**	..	..	..	..	..
13	14	15	..	12	61	**Cocamba**	..	1625	..	..	1270
17	19	20	..	16	71	**Chinkapook**	..	..	..	..	..
22	23	24	—	21	84	**Chillingollah**	..	1420	..	..	1065
22	24	26	25	20	96	**Waitchie**	..	..	..	..	..
20	22	23	21	18	107	**Gowanford**	..	..	..	..	..
18	20	22	20	17	116	**Ultima**	—	1220	..	..	915
26	27	27	26	21	130	**Meatian**	..	..	..	..	..
20	21	22	21	18	141	**Lalbert**	..	..	..	..	..
20	22	25	23	20	152	**Cannie**	1800	1220	..	..	915
21	23	24	21	19	165	**Quambatook**	2100	2030	..	..	1625
14	15	16	14	11	174	**Oakvale**	..	..	..	..	..
13	14	15	12	10	181	**Gredgwin**	1800	1420	..	..	1065
9	10	11	8	8	187	**Barraport**	..	..	..	..	..
14	15	16	13	13	200	**Boort**	2100	2030	..	..	1625
..	..	..	..	..	..	**G. E. B. Siding**	2030	1525	..	..	1065
20	21	22	19	19	214	**Mysia**	..	..	..	..	..
11	12	13	9	9	221	**Borung**	..	..	..	..	..
14	15	16	11	10	229	**Korong Vale**	2135	1830	..	..	1625

Locomotive Running Time: Roadside Sectional Loads: 3/5ths Load	4/5ths Load	Full Load	Thro. Ruling Grade Loads: Full Load	Kilometres	SECTION	LOAD TONNES: S or X	B			T	Y
					DOWN						
					Maryborough to—						
17	..	18	15	15	**Bet Bet**	2135	2135	..	..	2135	1270
11	..	13	11	22	**Dunolly**	915	760	..	..	610	405
26	28	30	26	39	**Tarnagulla**	..	..	..	..	..	435
7	7	7	5	43	**Llanelly**	..	..	..	..	..	..
9	9	9	7	49	**Arnold**	..	..	..	..	..	610
16	17	18	15	62	**Inglewood**	..	915	..	..	710	710
					UP						
					Inglewood to—						
18	19	20	16	13	**Arnold**	..	..	..	..	..	815
10	11	12	9	19	**Llanelly**	..	..	..	..	..	610
9	10	11	8	23	**Tarnagulla**	..	..	..	..	..	..
27	29	31	24	40	**Dunolly**		915	..	..	710	405
10	..	14	11	47	**Bet Bet**	1015	815	..	..	610	510
27	..	33	19	62	**Maryborough**	1830	1420	..	..	1015	815

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 (121 kilometres 114 metres) between Ballarat North and Waubra Junction are as shown hereunder:—

	S or X	B		T		Y	W
DOWN							
Ballarat to S.E.C. Siding	1625	1420	..	965	..	865	865
UP							
S.E.C. Siding to Ballarat	1830	1830	..	1625	..	1270	1270

MARYBOROUGH–AVOCA–ARARAT.

Locomotive Running Time		SECTION		LOAD TONNES				
	Thro. Ruling Grade Loads							
	Full Load Diesel Electric	Kilometres	DOWN	B	T			Y
			Maryborough to—					
..	..	12	**Bung Bong Ballast Sdg.**	..	..	..	..	..
..	50	25	**Avoca**	710	455	..	..	355
..	..	53	**Elmhurst**	..	..	..	..	..
..	135	88	**Ararat**	..	455	..	..	355
			UP					
			Ararat to—					
..	..	35	**Elmhurst**	..	610	..	..	405
..	125	63	**Avoca**	—	455	..	..	355
..	..	76	**Bung Bong Ballast Sdg.**	..	..	..	..	..
..	50	88	**Maryborough**	710	455	..	..	355

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 710 tonnes	Kilometres	SECTION	LOAD TONNES: S or X	B	T	
							DOWN				
							Castlemaine to—				
17	18	20	19	..	17	11	Guildford	..	..	..	..
17	18	19	19	..	15	23	Newstead	..	..	..	..
22	24	25	23	..	20	37	Moolort	1015	915	610	405
14	15	16	15	..	13	48	Carisbrook	1830	1625	1420	1220
13	15	18	17	..	13	55	Maryborough	1015	815	510	365
							UP				
							Maryborough to—				
8	9	11	10	..	8	7	Carisbrook	1830	1625	1625	1220
16	18	20	19	..	14	18	Moolort	..	..	..	..
26	28	29	29	..	17	32	Newstead	..	..	..	..
16	19	22	21	..	16	44	Guildford				
18	20	22	21	..	19	55	Castlemaine	1015	815	560	385

BALLARAT AND MARYBOROUGH.

							DOWN				
							Ballarat to—				
3	..	5	4	..	..	1	North Ballarat	..	..	..	..
12	..	14	13	..	..	9	Waubra Junction	..	..	..	..
3	..	4	3	..	..	11	Sulky	1525	1420	915	455
12	..	15	11	25	19	18	Creswick	815	760	490	325
3	..	4	3	..	..	20	North Creswick	..	..	..	..
19	..	22	20	18	15	37	Clunes	..	..	..	..
20	..	21	20	18	153	54	Talbot	1625	1625	815	465
22	..	26	24	20	16	68	Maryborough	915	760	510	365
							UP				
							Maryborough to—				
20	..	25	24	20	16	14	Talbot	..	..	..	..
21	..	30	28	25	18	31	Clunes	..	..	..	..
22	..	35	33	..	..	48	North Creswick	..	..	510	365
4	..	4	3	27	194	50	Creswick	..	..	610	405
10	..	14	13	..	..	57	Sulky	915	760	560	355
3	..	4	3	..	..	59	Waubra Junction	..	..	..	..
11	..	13	11	..	..	67	North Ballarat	..	..	..	..
3	..	3	3	29	22	68	Ballarat	1830	1830	1625	1015

"B" Class, 760 tonnes; No. 103 Exp. Gds., "B" Class 405 tonnes; No. 134 Exp. Gds.,

MARYBOROUGH–WOOMELANG–YELTA

Locomotive Running Time												
Roadside Trains		Through Trains				SECTION		LOAD TONNES				
Sectional Loads		Ruling Grade Loads										
3/5ths Load	Full Load	Full Load	No. 75 Gds. "B" Class 760 tonnes to Donald 1420 tonnes to Mildura	No. 103 Express Gds. "B" Class 405 tonnes		Kilometres	DOWN	S or X	B		T	Y
							Maryborough to—					
17	18	15	15	..	..	15	Bet Bet	2135	2135	..	2135	1270
11	13	11	9	18	..	22	Dunolly	915	760	..	610	405
10	12	..	..	..	..	29	Goldsborough	1015	915	..	610	405
23	25	33	24	18	..	42	Bealiba	915	760	..	510	355
14	17	13	12	..	..	54	Emu	..	..	..	..	..
29	39	36	30	28	..	75	St. Arnaud	915	760	..	510	355
15	18	16	12	10	..	87	Sutherland	965	815	..	610	405
8	9	..	..	..	..	94	Swanwater	..	..	..	..	..
10	11	17	16	11	..	102	Cope Cope	1830	1625	..	1220	815
16	18	15	13	11	..	114	Donald	2135	2135	..	2135	1270
20	24	19	..	..	..	129	Litchfield	..	..	..	..	..
12	15	..	..	..	..	138	Massey	..	..	..	..	..
12	15	21	34	30	..	146	Watchem	..	..	..	..	..
12	15	..	..	..	..	154	Morton Plains	..	..	..	..	..
15	18	23	20	18	..	166	Birchip	..	..	..	..	..
19	26	..	..	..	..	181	Kinnabulla	..	..	..	..	..
8	10	24	24	16	..	186	Curyo	..	..	..	..	..
13	16	..	..	..	..	198	Watchupga	..	..	..	..	..
13	16	25	24	16	..	208	Woomelang	1830	1830	..	1625	1270
17	21	15	14	10	..	220	Lascelles	..	..	..	..	..
12	15	..	..	..	..	229	Gama	1830	1830	..	1420	965
15	18	..	..	..	..	239	Turriff	..	..	..	..	..
10	12	32	30	23	..	246	Speed	..	..	..	..	..
11	13	..	..	..	..	253	Tempy	..	..	..	..	..
31	38	..	..	..	..	277	Nunga	..	..	..	..	..
12	14	42	45	32	..	285	Ouyen	..	..	..	1220	815
12	15	..	..	..	..	294	Kiamal	..	..	..	..	..
32	38	40	35	27	..	319	Hattah	..	..	..	..	..
23	28	..	..	..	..	339	Nowingi	..	..	..	..	..
20	24	40	35	29	..	354	Carwarp	..	..	..	..	..
23	28	21	18	16	..	371	Redcliffs	..	..	..	..	..
10	12	10	9	7	..	379	Irymple	..	..	..	..	..
..	..	..	..	..	..	383	Mildura Live Stock Siding	..	..	..	..	..
..	..	..	..	..	..	386	Co-op Fruit Co's Siding					
11	13	10	12	7	..	386	Mildura	1625	1420	..	1420	965
..	..	..	..	..	..	387	Shell Co's Siding ..	..	..	..	..	..
24	25	..	..	..	..	397	Merbein	..	..	..	..	610
19	21	..	..	..	..	406	Yelta	..	..	..	1015	1015

Locomotive Running Time								LOAD TONNES				
Roadside Sectional Loads		Through Trains				SECTION						
3/5ths Load	Full Load	Ruling Grade Loads	No. 32 Fast Gds, "B" class Load 1420 tonnes to Donald 760 tonnes to Ballarat, 710 tonnes to Melbourne	No. 134 Express Gds. "B" class 405 tonnes		Kilometres	UP	S or X	B	T		Y
							Yelta to—					
20	22	..	..	..	..	9	**Merbein**	..	..	..	..	610
..	..	..	..	..	..	19	**Shell Co's Siding**	..	..	..	..	..
24	25	—	—	—	..	20	**Mildura**	—	—	1015	..	815
..	..	..	..	..	..	20	**Co-op. Fruit Co's Siding** ..	..	..	..	..	..
..	..	..	..	..	..	23	**Mildura Live Stock Sdg.** ..	..	..	..	..	..
10	12	10	12	7	..	27	**Irymple**	..	..	..	..	..
11	13	11	9	7	..	35	**Redcliffs**	1625	1420	1015	..	660
22	26	21	18	16	..	52	**Carwarp**	..	..	..	..	..
20	24	..	..	..	..	67	**Nowingi**	..	..	..	..	..
23	28	40	35	29	..	87	**Hattah**	..	..	..	..	..
32	38	..	..	..	..	112	**Kiamal**	1830	1830	1420	..	915
12	15	40	35	27	..	121	**Ouyen**	2135	1830	1625	..	1065
12	14	..	..	..	..	129	**Nunga**	..	..	..	..	..
36	43	..	..	..	..	153	**Tempy**	..	..	..	..	..
12	14	42	45	32	..	160	**Speed**	..	..	..	..	..
10	12	..	..	..	..	167	**Turriff**	1830	1525	1220	..	815
15	18	..	..	..	..	177	**Gama**	1830	1830	1220	..	..
12	15	30	30	23	..	186	**Lascelles**	..	..	..	..	..
17	21	15	14	10	..	198	**Woomelang**	1830	1830	1420	..	915
13	16	..	..	..	..	208	**Watchupga**	..	1830	1420	..	915
13	16	25	24	16	..	220	**Curyo**	..	2135	1625	..	1065
8	10	..	..	..	..	225	**Kinnabulla**	..	..	..	..	..
19	26	24	24	16	..	240	**Birchip**	..	..	..	..	..
15	18	..	..	..	..	252	**Morton Plains** ..	..	..	..	..	..
12	15	23	20	18	..	260	**Watchem**	..	..	..	..	..
12	15	..	..	..	..	268	**Massey**	..	..	..	..	..
12	15	20	..	..	..	277	**Litchfield**	..	..	..	..	..
18	22	18	34	30	..	292	**Donald**	..	..	..	..	..
15	20	14	13	11	..	304	**Cope Cope**	2135	2135	1625	..	1270
11	14	..	..	..	..	312	**Swanwater**	915	815	560	..	365
15	17	21	19	12	..	319	**Sutherland**	1830	1525	1015	..	660
20	26	24	18	12	..	331	**St. Arnaud**	..	..	..	..	..
24	32	29	23	..	..	352	**Emu**	915	815	560	..	365
15	19	15	13	28	..	364	**Bealiba**	1420	1220	815	..	510
21	25	23	..	..	..	377	**Goldsborough**	915	815	510	..	355
9	11	9	25	18	..	384	**Dunolly**	2135	2135	2135	..	1015
10	14	11	11	..	..	391	**Bet Bet**	1015	815	610	..	510
27	33	19	19	18	..	406	**Maryborough**	1830	1420	1015	..	815

Locomotive Running Time — Roadside Sectional Loads			SECTION	LOAD TONNES		
3/5ths Load	4/5ths Load	Full Load	Kilometres	DOWN	T	Y
				Ouyen to:—		
19	22	25	15	**Galah**	1220	815
26	30	32	30	**Walpeup**	660	510
15	15	15	38	**Torrita**	1830	1065
18	20	21	50	**Underbool**	1220	815
17	18	19	60	**Linga**	1220	915
16	17	18	69	**Boinka**	..	..
18	22	25	81	**Tutye**	710	530
14	15	15	91	**Cowangie**	2030	1270
13	16	19	100	**Danyo**	..	..
14	16	18	109	**Murrayville**	..	..
13	15	17	117	**Carina**	..	..
15	17	18	127	**Panitya**	..	..
12	14	16	135	**Pinnaroo**	865	710
				UP		
				Pinnaroo to:—		
12	13	14	8	**Panitya**	..	..
14	16	17	18	**Carina**	965	865
12	13	14	26	**Murrayville**	2030	1120
14	15	16	35	**Danyo**	1120	865
13	15	16	44	**Cowangie**	865	710
14	16	17	54	**Tutye**	1220	865
18	20	21	66	**Boinka**	..	..
18	19	20	75	**Linga**	..	..
16	17	18	85	**Underbool**	..	..
18	21	24	97	**Torrita**	..	..
15	18	21	105	**Walpeup**	760	610
25	26	27	120	**Galah**	..	..
19	21	24	135	**Ouyen**	1420	1065

REDCLIFFS AND MERINGUR.

Locomotive Running Time — Roadside Sectional Loads				SECTION.	LOAD TONNES			
3/5ths Load	4/5ths Load	Full Load	Kilo-metres	DOWN.		T.		Y.
				Redcliffs to—				
54	54	56	29	**Pirlta**	..	..	..	..
18	18	18	38	**Merrinee**	..	..	..	1065
19	19	20	48	**Karawinna**	..	..	..	..
19	19	20	57	**Werrimull**	..	..	..	..
18	18	19	66	**Bambill**	..	..	..	..
14	14	15	74	**Yarrara**	..	..	..	..
16	16	17	82	**Meringur**	..	1625	..	1420
				UP.				
				Meringur to—				
16	17	18	8	**Yarrara**	..	..	..	..
14	14	15	16	**Bambill**	..	..	..	..
18	18	19	25	**Werrimull**	..	..	..	..
19	19	20	34	**Karawinna**	..	..	..	..
19	19	20	44	**Merrinee**	..	..	..	..
17	18	18	53	**Pirlta**	..	..	..	1420
56	57	58	82	**Redcliffs**	..	1625	..	1015

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
				S (Diesel Electric) (See note 3)	70		
D3	50						
		H (Diesel Electric)	45			Y (Diesel Electric)	40
E Electric 1102–1111	40	J	50	T (Diesel Electric)	60		
		K	50				
F (Diesel Electric)	20	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 67 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.

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

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 Junc. 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	
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 Junc. and West Footscray Junction*	..	..	40	30	All classes
Over the fixed points at **West Footscray Junction** until the whole of the train has cleared the points	..	..	10	10	All classes
West Footscray and Sunshine—into Tottenham Gravitation Yard ..	..	..	15	15	All classes

† See clauses 3 and 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.

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

Melbourne Goods Yards (including South Kensington, Kensington, North Melbourne Junction and Arden 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 †				Classes of Locomotives allowed to run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains		
	Miles per hour	Miles per hour	Miles per hour		
Footscray and Sunshine	50	40	30	..	All classes (see note 5, page 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 Bendigo—(See note **A**)	70	60	40 (See note1)	..	All classes
Over Passenger lines between Myrtle-street Bridge at 100 miles 32 chains, (161 Kilometres 540 metres) 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 (125 Kilometres 70 metres) 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 Motors	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**)	50	..	40	..	"Y" and lighter
Mathoura and Deniliquin (See note **E**)	35	..	25	..	"Y" and lighter
Over Facing Points at Mathoura and Deniliquin, all trains	20	..	20	..	
Barnes and Balranald (See note **J**) ..	..	..	..	..	
Barnes and Thyra	15	..	15	..	
Rail Motors	25	..	..	..	"Y" and lighter
Thyra and Bunnaloo	15	..	15	..	
Rail Motors	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 locomotives 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, (107 kilometres) 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 58 tonnes, 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 58 tonnes 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 41 tonnes 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 58 tonnes, 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 41 tonnes 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		
Bunnaloo and Balranald (See Note **J**, p.131)					
Bunnaloo and Tantonan	20	„	20		"Y" & lighter
Rail Motors	35	„			
Tantonan and Wakool	20		20		
Rail Motors	25				
Wakool and Burraboi	20		20		
Rail Motors	35				
Burraboi and Niemur	20		20		
Rail Motors	25				
Niemur and Dhuragoon	20		20		
Rail Motors	35				
Dhuragoon and Moulamein	20		20		
Rail Motors	25				
Moulamein and Balranald	25		25		
Rail Motors	35				
Carlsruhe and Daylesford	30		30		"T" & lighter
Rail Motors	40				
North Creswick and Newlyn	25		25		"T" & lighter
Castlemaine and Newstead (See Note **B**, page 131)	50		40		All classes except "H"
Newstead and 103 miles (166 Kilometres) (See Note **B**, page 131)					All classes
"X" and "S" Class locomotives excepted	40		30		except "H"
"X" and "S" Class locomotives	35		30		
103 miles (166 Kilometres) **and Maryborough** (See Note **B**, page 131)					All classes
"X" and "S" Class locomitives 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 Ararat (See Note **B** page 131)	30	30	30		"T" & lighter
Maldon Junction and Maldon (See Note **C**)	20		20		
North Ballarat and Maryborough (See Note **A**, page 131)	50	50	40		"T" & lighter
Maryborough and Donald (See Note **A**, page 131)	50	50	40		All classes except "H"
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" and "Y" Class locomotives	15		15		"T" & lighter
Ouyen and Galah (See Note **C**)	35		30		‡‡
Galah and Tutye (See Note **C**)	20		20		"B" & lighter
Rail Motors	30				"T" & lighter
Tutye and Murrayville (See Note **C**)	25		20		
Rail Motors	35				"T" & lighter
Murrayville and Pinnaroo (See Note **C**)	25		25		
Rail Motors	40‡				"T" & lighter
Double-headed trains	25		25		
Redcliffs and Meringur (See Note **C**)	20		20		"T" & lighter

†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 (467 Kilometres) at a maximum speed of fifteen (15) miles per hours.

‡ 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 51 tonnes 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 Roslynmead—(See Note **C**, page 132) ..	30	25	..	"T" and lighter
Rail Motors	40	..	..	
Double-headed trains	25	25	..	
Roslynmead and Gunbower (See Note **D**) ..	15	15	..	"T" and lighter
Rail Motors	25	..	..	
Double-headed trains	15	15	..	
Gunbower and Cohuna (See note **C**, page 132)	30	25	..	"T" and lighter
Rail Motors	40	..	..	
Double-headed trains	25	25	..	
North Bendigo Junction and Eaglehawk .. (See Note **A**, page 131)	50	40	..	All classes
Eaglehawk and Kerang (See Note **A**, page 131) ..	50	40	..	All classes
Kerang and 184 M. 40 C. (296.86 k) (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)	20	20	..	"T" and lighter
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 **M.**)	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 **M.**) ..	40	30	..	All classes except "H"
Rail Motors	50	..	..	
Charlton and Wycheproof (See note **M.**) .	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 **M.**) .	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 Motors	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 (307 kilometres) 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 51 tonnes 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 58 tonnes 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 58 tonnes 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 58 tonnes may be operated at a speed not exceeding 35 m.p.h.

Note M—Goods trains wholly comprising 'GJF' and/or 'GJX' bogie hopper wheat wagons loaded to maximum capacity may be operated at a speed not exceeding 40 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

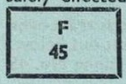
‡ Where the through running track is on a curve the speed passing over points is limited by the maximum speed indicated on the curve board, provided this does not exceed the maximum permissible speed over points.

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

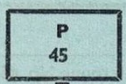
Description	Maximum Speed
Terminal Stations—	Miles per Hour
When locomotive is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 11, Appendix III, and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When 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.

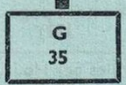
††† NOTE.—When an Engineman on an " S " Class Diesel Locomotive running Hostler's End leading is receiving a Staff from, or delivering a Staff to or exchanging a Staff with a Signalman either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be 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
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brakevan or brakevans	Miles per Hour 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	30
(Permission must be obtained from Train Controller before loaded "NN" wagons are conveyed by any train)	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
"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 tonnes)	30 (see note)
Steam Cranes—	
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 61 tonnes),	40 (see note)
No. 10 (Rolling Stock Branch, 10 tonnes)	15
No. 3 (Rolling Stock Branch, 5 tonnes)	20
Nos. 5 and 7 (Rolling Stock Branch, Wreckage 30 tonnes)	40 (see note)
Nos. 33 and 36, (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tonnes)	15

NOTE :—When the 30 tonne Wreckage Cranes (Nos. 5 and 7) and/or the 61 tonne Wreckage Cranes (Nos. 18 and 19) or 10 tonne 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 61 tonne and 30 tonne wreckage cranes and 10 tonne No. 45 Diesel Crane on the following lines or portions of lines are as follows —

Line or portion of line between	Maximum Speed		
	61 tonne Cranes Nos. 18 and 19	30 tonne Cranes No. 5 and 7	10 tonne 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.) (134K 683M)	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		
	61 tonne Cranes Nos. 18 and 19	30 tonne Cranes Nos. 5 and 7	10 tonne, 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., (179 Kilometres 547 metres) 123 mls., 77 chns., 39 lks., (199 Kilometres 463 metres) and 147 mls., 20 chns., 72 lks. (236 Kilometres 940 metres).	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. (244 Kilometres 911 metres)	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 5 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. When an assisting steam locomotive is employed, a water tank may be attached between the locomotives.

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

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.

6. 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.

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. The Bank locomotive must be immediately uncoupled from the train, which may then proceed and the Bank locomotive must return, without delay, to the Home Signal at the station in the rear.

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 River Goods Siding	40
	†Between Melbourne Yard and Newport via Passenger Lines	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. (348 K'metres)	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, 15A—Discharge newspapers (N) and/or mail (M) as under :—

Stations	No. 15A Mon.	No. 15 Tue.	Wed.	Thur.	Fri.	Sat.
Sydenham	N. (r)	*	*	*	*	*
Diggers Rest (x)	N. (r)	*	*	*	*	*
Sunbury	N.	*	*	*	*	*
Clarkefield	N.	*	*	*	*	*
Riddell	N.	*	*	*	*	*
Gisborne	N.	*	*	*	*	*
Macedon	N.	*	*	*	*	*
Woodend	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 Sat.

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

(x) Mails for Diggers Rest (Mondays) to be taken through to Woodend and returned on No. 30. 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 ,15A at Malmsbury or Harcourt.

No. 17—To Kyneton Tuesday to Friday—shunt Woodend only.

To Bendigo Saturday—Conveys loading for Castlemaine and Bendigo. Shunt Kyneton to detach 'Pers.' Procedure *en route* : Discharge newspapers and/or mails at Sydenham, Diggers Rest, Sunbury, (including Bulla and Oaklands Junction) Clarkefield, Riddell, Gisborne, Macedon and Woodend.

DESPATCH OF NEWSPAPERS BY NOS. 15/15A AND 17 GOODS TRAINS.

1. Each bundle of "Australians" and all magazines and periodicals are fully addressed to a newsagent at a particular station.

2. Bundles of "Suns" and "Ages" are despatched under a bulk loading system and only one bundle of each newspaper is addressed to each newsagent at a station.

3. Each addressed bundle of "Suns" and "Ages" despatched under this scheme is endorsed with a symbol e.g., 25 or $\frac{25}{5}$,

which indicates that, in the first example, the Newsagent receives that addressed bundle only which would contain 25 newspapers, and in the second example receives the addressed bundle of 25 newspapers and 5 unmarked bundles i.e. a total of 6 bundles of the newspaper concerned. Bundles of "Ages" may be endorsed thus : $\frac{25\text{–}1}{5}$ and in this case the figure 1 refers to the number of headline

posters enclosed in the bundle and has no meaning as far as Railway Staff are concerned.

4. The unmarked ("bulk") bundles all contain the same number of newspapers on any one day and therefore any bundle can be used to make up the required number for each newsagent.

5. The "Sun" and "Age" newspaper companies will each supply a waybill every day in the form of a "Run Sheet" for each train. The Run sheets will show a **total** number of addressed and a **total** number of bulk bundles to be discharged at each roadside station and an entry for **each** newsagent or contractor at Castlemaine and Bendigo. The bottom sections of the Run Sheets which are applicable to Castlemaine are to be detached by the Guard of No. 15/15A and handed to the Officer-in-Charge at Castlemaine each day. The remainder of the Sheets are to be similarly dealt with at Bendigo. The sheets for No. 17 are to be handed out at Woodend.

DOWN : (continued).

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. On Fridays only, will also convey roadside loading to Echuca.

Nos. 163, 173 Shunt Woodend and Castlemaine only.

No. 165—Convey loading for Castlemaine, Bendigo and roadsides to Echuca.

UP :

Nos. 20, 54 Roadsides. No. 98 Shunt 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 510 tonnes).
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.	Nos. 12, 112. Roadsides.
No. 27. Supply empty wagons for rice traffic at Caldwell and Burraboi only.	No. 28. Clear rice traffic from Burraboi and Caldwell and other clearances as arranged.

BENDIGO–KERANG.

No. 27. Through. Discharge newspapers and perishable van goods *en route*. Shunt Pyramid Thursday and Saturday to detach perishable loading.	No. 120, 152. Roadsides.
No. 91. Roadsides.	No. 154. Shunt for live stock only and in addition may shunt one station to Raywood inclusive.
	No. 102. Shunt for live stock and urgent loading only.
	No. 118. Pick up "Pers" and live stock only.
	Nos. 110, 126. 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.	Nos. 28, 38 Through.
No. 93 Roadside.	No. 74 Shunt Bridgewater and two additional shunts only.
No. 83 Shunt Wedderburn Junction only to detach Wedderburn loading	No. 136 Roadside live stock only.
	No. 132 Roadsides.
	No. 90 Maximum two shunts.

KORONG VALE–WYCHEPROOF.

No. 31 Through	Nos. 34, 38, 136, Shunt Charlton. Other stations for live stock only.
No. 35 (Shunt Charlton and one other station)	No. 138 Roadsides.
No. 37, Roadsides.	

KORONG VALE–ULTIMA.

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

DOWN	UP

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, 134A, 172 Through.

MARYBOROUGH–DONALD.

Nos 37, 103 Through. No. 75 Through (Shunt St. Arnaud only). Nos 21, 23 Roadsides.	Nos. 26*, 32, 40*, 44, 130, 134, 134A 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, 134A 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, 134A 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 arrangef or 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 143	See paragraph (*a*) Page 143
9.30 a.m. Melbourne–Bendigo, Sun. ..	See paragraph (*a*) Page 143	See paragraph (*a*) Page 143
1.40 p.m. Melbourne–Bendigo ..	See paragraph (*a*) Page 143	See paragraph (*a*) Page 143
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 143
6.5 p.m. Melbourne–Bendigo, Sat		
4.27 p.m. Melbourne–Kyneton Mon. to Fri.	Spencer Street to light. Terminal extinguish	During March only, Spencer Street to light. Terminal extinguish
5.14 p.m. Melbourne–Kyneton Mon. to Fri.		
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 143	See paragraph (*a*) Page 143
9.10 a.m. Bendigo–Melbourne, Sun.	See paragraph (*a*) Page 143	See paragraph (*a*) Page 143
12.0 noon Bendigo–Melbourne	See paragraph (*a*) Page 143	See paragraph (*a*) Page 143
5.25 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 143	See paragraph (*a*) Page 143
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	
7.12 a.m. Kyneton–Melbourne Mon. to Fri.		
	NORTH WESTERN DISTRICT	
9.20 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 .. .. ("The Vinelander")	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

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS

LINE	TRACK—LENGTH IN METRES						
	No. 1	No. 2	No. 3	No. 4	No. 5		
BENDIGO-DENILIQUIN							
GOORNONG	387	387	..	..	..		
ELMORE	415	710	671	..	..		
ROCHESTER	366	588	588	..	..		
ECHUCA	427	427	518	..	..		
MOAMA	549	549	..	..	..		
MATHOURA	488	488	..	..	..		
ECHUCA-BALRANALD							
BUNNALOO	287	287	..	..	..		
WAKOOL	351	351	..	..	..		
MOULAMEIN	378	378	326	..	..		
BENDIGO-KOOLOONONG							
RAYWOOD	381	381	213	..	..		
DINGEE	396	396	..	..	..		
MITIAMO	302	302	..	..	..		
PYRAMID	244	244	..	..	..		
MACORNA	305	305	..	..	..		
KERANG	308	308	259	..	..		
LAKE CHARM	264	264	..	..	..		
LAKE BOGA	287	287	..	..	..		
SWAN HILL	370	370	..	..	..		
WOORINEN	..	..	..	..	..		
NYAH WEST	280	280	..	..	..		
PIANGIL	194	194	..	..	..		
BENDIGO-KULWIN							
EAGLEHAWK	506	506	..	..	..		
MARONG	337	337	..	..	..		
BRIDGEWATER	427	427	..	..	..		
INGLEWOOD	332	332	..	..	..		
GLENALBYN	407	407	..	..	..		
WEDDERBURN JUNCTION ..	416	416	..	..	..		
KORONG VALE	..	472	373	379	439		
BUCKRABANYULE	346	346	..	..	..		
CHARLTON	335	264	..	..	..		
WYCHEPROOF	198	198	174	..	..		
CULGOA	..	..	..	..	..		
BERRIWILLOCK	233	119	..	..	..		
SEA LAKE	290	194	..	..	..		
KORONG VALE-ROBINVALE							
MYSIA	300	300	..	..	..		
BOORT	383	383	..	..	..		
BARRAPORT	398	578	..	..	..		
QUAMBATOOK	518	349	..	..	..		
LALBERT	165	165	..	..	..		
ULTIMA	337	259	..	..	..		
CHILLINGOLLAH	352	168	..	..	..		
MANANGATANG	264	107	..	..	..		

CLEAR LENGTH OF CROSSING TRACKS AND REFUGE SIDINGS

LINE	TRACK—LENGTH IN METRES						
	No. 1	No. 2	No. 3	No. 4	No. 5		
ELMORE-COHUNA							
LOCKINGTON	241	511	..	..	..		
GUNBOWER	352	439	..	..	..		
CASTLEMAINE-MARYBOROUGH							
NEWSTEAD	245	245	..	..	..		
CARISBROOK	229	229	..	..	..		
BALLARAT-MARYBOROUGH							
CRESWICK	327	367	..	..	..		
CLUNES	479	479	..	..	..		
TALBOT	226	226	..	..	..		
MARYBOROUGH-MILDURA							
BET BET	672	672	..	..	..		
DUNOLLY	200	309	..	..	..		
BEALIBA	280	280	..	..	..		
EMU	610	610	..	..	..		
ST. ARNAUD	315	361	265	..	..		
SUTHERLAND	262	262	..	..	..		
COPE COPE	306	306	..	..	..		
DONALD	483	483	463	..	..		
LITCHFIELD	479	479	..	..	..		
WATCHEM	369	369	..	..	..		
BIRCHIP	411	411	..	..	..		
CURYO	392	514	..	..	..		
WOOMELANG	495	495	..	..	..		
LASCELLES	581	581	..	..	..		
SPEED	349	349	..	..	..		
OUYEN	451	328	328	..	..		
HATTAH	293	361	..	..	..		
CARWARP	367	367	..	..	..		
REDCLIFFS	512	512	..	..	..		
IRYMPLE	229	229	..	..	..		
OUYEN-PINNAROO							
WALPEUP	276	276	..	..	..		
UNDERBOOL	267	267	..	..	..		
COWANGIE	268	268	..	..	..		
MURRAYVILLE	191	191	..	..	..		
REDCLIFFS-MERINGUR							
MERINGUR	194	194	..	..	..		
MILDURA-YELTA							
MERBEIN	216	216	..	..	..		

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.

O 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

1974

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
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						

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
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

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

October

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

November

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

December

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

1975

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

Good Friday 1975—March 28