(73)

VICTORIAN RAILWAYS

WORKING TIME TABLE

WESTERN and SOUTH WESTERN DISTRICTS

ON AND AFTER 2nd NOVEMBER, 1964.

(NOT TO BE ISSUED TO THE PUBLIC)

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

Spencer Street, Melbourne.
30th October, 1964

J. R. REWELL
Chief Traffic Manager.

Victorian Railways Print. 1912-64

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 this course will obviate delay, discharge consignments on to the platform instead of sorting the articles on to trollies.
- During periods of heavy traffic advise stations in advance where accommodation is available on trains. This is an important service to the public apart from minimising delays.
- When the length of the train is such that double stops might be incurred, direct roadside passengers to carriages toward the rear of the train ; trainmen to be appropriately instructed.
- Always provide the most suitable carriage stock available, cleaned and fully serviced.

GOOD IMPRESSIONS CREATE GOODWILL

VICTORIAN RAILWAYS.

WESTERN and SOUTH-WESTERN DISTRICTS

WORKING TIME TABLE

(With Weekly Notice amendments to W.N 42/64)

INDEX

Line	Pages
Ballarat Cattle Yards	54
Balmoral	72
Bolangum	71
Carpolac	76–77
Casterton	70
Coleraine	70
Eureka	54
Geelong (Sunday Service)	92, 93
Geelong–Ararat (via Cressy)	126–130
Geelong–Ballarat	114–124
Goroke	76, 77
Hamilton (via Warrnambool)	133
Hopetoun	73, 75
Linton	55
Marnoo	71
Mortlake	132
Mount Gambier	71
North Geelong Loop Line	125
Murtoa–Nhill Wheat Service	136
Murtoa–Patchewollock Wheat Service	134, 135
Patchewollock	73, 75
Perth Passenger Service	53
Perth Fast Goods Service	137, 138
Portland	56–69
Port Fairy	79–112
Queenscliff	131
Rainbow	78
Redan	54
Serviceton	14–52
Skipton	55
Timboon	132
Warracknabeal	73,–75
Waubra	54
Yaapeet	78
Yanac	78

INDEX TO GENERAL INSTRUCTIONS

		Pages
Block Notes,	Melbourne–Serviceton	12–13
	Melbourne–Port Fairy	113
	Ararat–Hamilton	56
	Geelong–Ballarat	125
	Geelong–Ararat	125
Carriages Class of, not to be attached to Goods Trains		176
Coal Stages, Elevated Roads on		177
Engine Axle Loads and overall lengths		218
Engine Running Schedules		175, 176
Engines assisting in Front of Trains		233
Engines assisting in Rear of Trains		234–237
Engines, Classes allowed to run on various lines		216–228
Engines running Tender first		233
Express and passenger train loads	Melbourne–Serviceton	152
	Melbourne–Port Fairy	156
	Ballarat–Geelong–Queenscliff	156
Foggy Weather		6
Freight, Vehicles on Passenger Trains		151
Gauge, Maximum Loading		177
Goods, despatch of, to lines with limited Train Services		7
Goods Trains, Authorised Working		238–240
Goods Trains, Tonnage loads		178–215
Grades, Momentum		176
Lighting of Country Trains		240–242
Load Schedules, General Reference to Footnotes		177
Loads, Passenger and Express Trains maximum		151
Loads, Tonnage of Goods Trains, Computation of		169, 170
Miniature Staff Automatic Exchanging Apparatus		165–167
Numbering of Train Time-tables, etc.		5
Overland Express, Special Boards for stoppage at Sunshine		13
Overland reserved seat booking conditions—Intrastate passengers		139
Overloading of Passenger Trains		151
Overloading of Mixed Trains		164
Parcels and Motor Coaches, Loads of		175
Passenger Trains, make up of		243, 244
Passengers travelling in Brake vans of Goods Trains		6
Passes and Privilege Tickets Limitation of availability		143
Passes and Privilege Limitation of Availability		143
Platforms, Trains departing and arriving Melbourne		8–11
Postal Motor Services		13
Reserved Seat Sleeping Berth Bookings		139–142
Running Statements, Guards'		168
Schedule Loads (percentage increase of certain engines)		175
Schedule stopping arrangements for Country Passenger Services		4
Speed, Engines, Trains and Rail Motors		216–233
Speed, Authorised, not to be exceeded		216, 217
Steam Cranes, &c., weights to be allowed		173
Suburban Passengers not to travel by Country Trains		4
Symbols, Station Reference		6
Symbols, Train Reference		5
T.R.N. Reports		4
Truck Sheets, Guards'		168
Truck Sheet, Guards working Nos. 139, 159, 140, Express Goods, 38A Fast Goods Trains		169
Vehicle Limitations, Goods Trains		176
Vehicle Limitations, Mixed Trains		164
Vehicles, Goods weights to be allowed	Victorian Stock and overall length	170–172
	South Australian Stock and overall length	173–174
	New South Wales Stock and overall length	174
Vehicles, Passenger, Description, Tonnage Rating, etc. (Victorian Stock)		144–150
Vehicles, Passenger, Schedule Tonnage Rating (South Australian Stock)		150
Working Time Table Amending Circulars		245

INDEX TO ENGINE, RAIL MOTOR RUNNING SCHEDULES AND LOADS.

Section.	Passenger	Rail Motor	Goods
	Pages	Pages	Pages
Ararat to Geelong (via Cressy)	—	—	211
Ararat to Hamilton and Portland	155	161	188
Austral Meat Siding to Newport South	—	—	207
Ballarat to Eureka	—	—	185
Ballarat to Cattle Yards and Redan	—	—	185
Ballarat to Geelong	159	164	208
Ballarat to Linton and Skipton	—	161	187
Ballarat to Serviceton	152, 153	162, 163	180, 181, 184
Ballarat to Spencer-st. (via Bacchus Marsh)	152, 154	160	183, 184
Ballarat to Waubra	—	—	186
Bolangum to Lubeck	—	—	193
Branxholme to Casterton	—	—	191
Camperdown to Timboon	—	—	214
Carpolac and Goroke to Horsham	—	162	198
Casterton to Branxholme	—	—	191
Coleraine to Hamilton	—	—	190
Dimboola to Rainbow and Yaapeet	—	—	200
Eureka to Ballarat	—	—	185
Geelong to Ararat (via Cressy)	—	—	210
Geelong to Ballarat	159	164	209
Geelong to Queenscliff	159	—	212
Geelong to Spencer-street	156, 158	163	207
Geelong to Warrnambool and Port Fairy	156, 157	—	203, 204
Geelong Pier to Geelong	—	—	207
Hamilton to Coleraine	—	—	190
Hamilton to East Natimuk and Horsham	—	—	197
Hamilton to Koroit and Warrnambool	—	—	215
Heywood to Mount Gambier	—	—	192
Horsham to East Natimuk and Hamilton	—	—	196
Horsham to Goroke and Carpolac	—	162	198
Jeparit to Yanac	—	—	201
Lubeck to Bolangum	—	—	193
Melbourne to Sunshine (via Passenger Lines)	—	—	178, 179
Mount Gambier to Heywood	—	—	192
Murtoa to Hopetoun and Patchewollock	—	162	194
North Geelong to Fyansford	—	—	213
Patchewollock and Hopetoun to Murtoa	—	162	194
Phosphate Siding to North Geelong	—	—	202
Port Fairy and Warrnambool to Geelong	156, 158	—	205, 206
Portland and Hamilton to Ararat	155	161	189
Queenscliff to Geelong	159	—	212
Serviceton to Ballarat	152, 154	162, 163	182–184
Skipton and Linton to Ballarat	—	161	187
Spencer-street to Ballarat (via Bacchus Marsh)	152, 153	160	180, 184
Spencer-street to Geelong	156, 157	163	202
Sunshine to Newport (via Loop)	—	—	178, 179
Terang to Mortlake	—	—	214
Timboon to Camperdown	—	—	214
Warrnambool to Koroit and Hamilton	—	—	215
Waubra to Ballarat	—	—	186
Yaapeet and Rainbow to Dimboola	—	—	200
Yanac to Jeparit	—	—	201

GENERAL NOTES.

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

It is imperative that each Stationmaster carefully check this Time Table, regarding the timing of trains, crossing arrangements, &c., so far as his own station or the stations he supervises are concerned. He will be held responsible for promptly bringing under the notice of the Superintendent of Train Services (Room 73) and Metropolitan or District Superintendent any inaccuracies that may appear herein.

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.

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

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

The trains referred to are :—

1.30 a.m. (No. 15), Northern ; 1.40 a.m. (No. 9), North Western ; 12.15 a.m. (No. 35), 12.50 a.m. (No. 31), and 1.5 a.m. (No. 113), Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The instructions regarding action to be taken by trainmen concerning " if required " stops when necessary for passenger purposes etc., are shown on page 5.

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 applications to the time tables are as follows :—

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

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

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

(2) And/or when the train is conveying Passengers for the station. The Guard is responsible for informing the Driver that there are Passengers to be detrained. If no Conductor on 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 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, Mails and/or Vangoods to be entrained.

(2) And/or when the train is conveying Passengers Mails or Vangoods for the station. The Guard is responsible for informing the Driver that there are Passengers 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 or Mails. Necessary signal to be exhibited when trains are required to stop.

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

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

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

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

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

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

Footnote references are indicated by Capital Letters A, B. C, &c., shown after the figures in Train Schedules such as 12.14**F** shown for No. 25 at Trawalla (page 15).

METHOD OF NUMBERING TRAIN TIME TABLES, ETC.

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

The lines above the departure time and figures at the 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 page 19, appears the following :—

UP.		No. 24 Passenger
		A.M.
Glenorchy	*arr.*	...
		–42, 27
	dep.	9 30

The above examples indicates—

That number **24** (Up) precedes number **42** (UP) and meets number **27** (Down).

STATION REFERENCE SYMBOLS.

E.S. Electric Staff Stations.

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

G. Gassing Stations.

N.C. There is no one in charge at these stations.

W. Watering Stations.

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

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

PASSENGERS TRAVELLING IN BRAKEVANS OF GOODS TRAINS.

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

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

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

FOGGY WEATHER.

Speed of Trains.—In foggy weather, or when, from any cause, a good and distinct view of the Fixed Signals cannot be obtained, the maximum speed of any train when entering or passing a Station in the Suburban area must not exceed 15 miles per hour. This is subject to the observance of Regulations 167, 168 and 170.

GOODS TRAINS.

Down Goods trains applicable to the Lines affected by fog between the hours of 6 a.m. and 9.30 a.m., and between 4.30 p.m. and 8.0 p.m., are to be held back in the Melbourne Goods Yards if at all practicable. If difficulty is experienced in holding all of them, some of the number may be held on the Down Goods Lines between Dudley-street Box and North Melbourne Junction ; between Dudley-street and South Kensington Junction or Kensington, and between Dudley-street and Viaduct Junction. Up Goods trains during these hours must be held back at, or on the Down side of, Newport, Sunshine, Essendon, Box Hill, Oakleigh and Caulfield, and shunted clear of the Running Lines. Should the fog exist before or after the above-mentioned periods, Goods trains may be worked forward, provided Passenger trains are not detained thereby.

Except when specially authorized by the Chief Traffic Manager, a Ballast train must not be allowed to work on a Running Line during fog. See instructions under heading " Working Ballast Trains on Lines open for Traffic," in the General Appendix.

LIMITED TRAIN SERVICE FOR THE DESPATCH OF GOODS.

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

NORTHERN AND MIDLAND DISTRICT.

Line.	Days of Running	Line.	Days of Running
Echuca–Moulamein	Tue., Fri.	Ballarat–Waubra	Tues.
Moulamein–Balranald	Fri.	Merbein–Yelta	Wed.
Elmore–Cohuna	Tues., Thur.	Redcliffs–Meringur	Mon.
Woodend–Daylesford	Wed., Fri.	Kerang–Koondrook	Tues., Thur.
Ballarat–Newlyn	Thur. and Alt. Mon.	Wedderburn	Wed.
		Wycheproof–Sea Lake	Tues., Fri.
Castlemaine–Shelbourne ...	Mon.	Sea Lake–Kulwin	Fri.
Swan Hill–Piangil	Tues., Fri.	Ultima–Manangatang–Robinvale	Tues., Fri.
Piangil–Kooloonong	Fri.	Meringur–Morkalla	Service as required
Inglewood–Dunolly	Mon.		
Maryborough–Avoca	Wed.		

WESTERN AND SOUTH-WESTERN DISTRICT.

Ballarat–Eureka	Service as required	Horsham–Hamilton	Wed.
		Hamilton–Horsham	Thur.
Ballarat–Waubra	Tues.	Hamilton–Coleraine	Mon., Thur.
Ballarat–Skipton	Mon.	Rainbow–Yaapeet	Tues., Thur.
Lubeck–Marnoo	Tues.	Jeparit–Rainbow	Mon., Thur.
Marnoo–Bolangum	Tues. (as required)	Jeparit–Yanac	Tues.
		Terang–Mortlake	Tues.
Warracknabeal–Hopetoun ...	Tues., Sat.	Koroit–Hamilton	Tues.
Hopetoun–Patchewollock ...	Sat.	Hamilton–Koroit	Mon.
Natimuk–Goroke	Tues., Thur.	Warrnambool–Port Fairy ...	Tues., Fri.
Goroke–Carpolac	Tues.	Geelong–Queenscliff	Wed.

NORTH-EASTERN DISTRICT.

Myrtleford–Bright	Mon., Wed.	Rushworth–Colbinabbin ...	Wed.
Wallan–Heathcote	Wed.	Shepparton–Katamatite ...	Mon.
Cathkin–Alexandra	Mon., Wed.	Yarrawonga–Oaklands	Sat.
Rushworth–Girgarre	Mon., Thur.	Wangaratta–Peechelba East ...	Alternate Mon.
		Numurkah–Picola	Mon., Wed.

METROPOLITAN DISTRICT.

Heidelberg–Eltham	Tues.	Ringwood–Upper F.T. Gully ...	Mon., Thur.
Reservoir–Thomastown ...	Wed.	Glenhuntly–Frankston ...	Mon., Wed.
Lilydale–Healesville	Wed.	Frankston–Stony Point ...	Wed.
Lilydale–Warburton	Tues., Thur.	Baxter–Mornington	Fri.
		Melbourne–Hawthorn–Darling ...	Mon., Thur.

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

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

Trains LEAVE SPENCER STREET as under for :—BENDIGO, ETC.

Train	Line	Plat.	Days
5 36 a.m.	Sunbury ...	6	Mon. to Fri.
8 10	Bendigo and Swan Hill	3	Mon. to Fri.
8 20	Bendigo and Swan Hill	3	Saturday
9 20	Daylesford	6	Mon. to Sat.
12 20 p.m.	Woodend ...	8	Saturday
1 35	Bendigo ...	1	Mon. to Sat.
2 30	Clarkefield ...	6	Mon. to Fri.
4 55	Daylesford ...	6	Mon. to Fri.
5 4	Woodend ...	8	Mon. to Fri.
5 35	Daylesford ...	6	Saturday
5 40	Bendigo ...	4	Mon. to Fri.
6 5	Bendigo ...	4	Saturday
9 0 a.m.	Bendigo ...	5	Sunday
9 30	Daylesford ...	7	Sunday
7 5 p.m.	Bendigo ...	5	Sunday

BALLARAT–SERVICETON–ADELAIDE

Train	Line	Plat.	Days
7 4 a.m.	Ballarat (via Geelong)	7	Mon. to Sat.
7 50	Mildura "Mildura Sunlight" via Nth. Geelong Loop	5	Tues., Wed., Thur.
9 10	Dimboola ...	5	Mon. to Sat.
12 15 p.m.	Ballarat (via Geelong)	7	Saturday
12 25	Bacchus Marsh	6	Saturday
1 30	Horsham ...	2	Mon. to Fri.
1 30	Dimboola ...	2	Saturday
4 0	Ballarat (via Geelong)	5	Mon. to Fri.
4 23	Bacchus Marsh	4	Mon. to Fri.
5 25	Ballarat ...	7	Mon. to Fri.
6 15	Ballarat ...	8	Saturday
6 20	Bacchus Marsh	4	Mon. to Fri.
8 10	Ballarat and Mildura	4	Friday & Sunday
8 40	Adelaide "The Overland"	2	Daily, Sun. inc. (To W.A. Sun., Mon., Tue., Thur., Fri.)
9 5 a.m.	Ballarat ...	4	Sunday
7 10 p.m.	Ballarat ...	3	Sunday

Trains ARRIVE SPENCER STREET as under from :—BENDIGO, ETC.

Train	Line	Plat.	Days
7 15 a.m.	Sunbury ...	10	Mon., Tue., Fri.
		6	Wed., Thur.
8 20	Woodend ...	8	Mon. to Sat.
8 53	Daylesford ...	6	Mon to Sat.
9 35	Bendigo ...	3	Mon. to Sat.
2 25 p.m.	Swan Hill & Bendigo	1	Mon. to Sat.
4 42	Daylesford	6	Mon. to Fri.
5 20	Daylesford ...	6	Saturday
7 18	Bendigo ...	4	Saturday
8 8	Bendigo ...	3	Mon. to Fri.
11 5 a.m.	Bendigo ...	4	Sunday
8 52 p.m.	Daylesford ...	2	Sunday
9 20	Bendigo ...	2	Sunday

ADELAIDE–SERVICETON–BALLARAT.

Train	Line	Plat.	Days
7 5 a.m.	Mildura and Ballarat ...	5	Mon., Sat.
7 30	Bacchus Marsh	6	Mon., to Fri.
8 18	Bacchus Marsh	7	Mon. to Fri.
		6	Saturday
8 35	Adelaide "The Overland"	2	Daily. Sun. inc. (From W.A. Sun., Tues., Wed., Fri., Sat.)
9 24	Ballarat ...	7	Mon. to Sat.
10 50	Ballarat (via Geelong)	5	Mon. to Sat.
1 58 p.m.	Horsham ...	2	Tues., to Sat.
1 58	Dimboola ...	2	Monday
5 55	Mildura "Mildura Sunlight"	3	Tue., Wed., Thur.
6 10	Ballarat (via Geelong)	5	Mon. to Fri.
		2	Saturday
7 55	Dimboola ...	5	Mon. to Sat.
10 50 a.m.	Ballarat ...	3	Sunday
8 20 p.m.	Stawell and Ballarat ...	1	Sunday

Note—Peruse the Working Time-tables for particulars of branch line connecting services and stations at which the trains indicated above will stop. During holiday periods, train times and platform arrangements may be varied. Peruse the special time-tables and docking sheets issued for these occasions.

(Continued on next page).

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

Train	Line	Plat.	Days
SEYMOUR–TOCUMWAL–ALBURY–SYDNEY			
7 10 a.m.	Seymour ...	6	Mon. to Sat.
8 15	Albury and Tocumwal	2	Mon. to Sat.
8 40	**Sydney— " Inter-capital Daylight "**	**1**	**Mon. to Sat.**
12 50 p.m.	Seymour and Heathcote	5	Saturday
4 25	Mansfield ...	6	Mon. to Thur.
5 0	Albury ...	2	Mon. to Fri.
5 30	Numurkah ...	3	Mon. to Fri.
5 35	Seymour and Heathcote	5	Mon. to Fri.
5 50	Albury ...	2	Sat., Sun.
6 5	Mansfield ...	6	Saturday
6 30	Mansfield ...	6	Friday
6 30	Numurkah ...	5	Saturday
6 45	**Sydney— " Spirit of Progress "**	**1**	**Mon. to Sat.**
7 0	**Sydney— " Spirit of Progress "**	**1**	**Sunday**
8 0	**Sydney— " Southern Aurora "**	**1**	**Daily, Sun. Inc.**
9 0 a.m.	Albury and Shepparton	3	Sunday
9 35 a.m.	Mansfield ...	6	Sunday

Train	Line	Plat.	Days
SYDNEY–ALBURY–TOCUMWAL–SEYMOUR			
8 40 a.m.	Seymour and Heathcote	3	Mon. to Sat.
9 0	**Sydney— " Southern Aurora "**	**1**	**Daily, Sun. Inc.**
9 45	**Sydney— " Spirit of Progress "**	**1**	**Sunday**
9 55	**Sydney— " Spirit of Progress"**	**1**	**Mon. to Sat.**
10 30	Numurkah ...	2	Mon. to Sat.
11 23	Seymour ...	6	Mon. to Sat.
11 30	Albury ...	1	Sunday
11 40	Albury ...	1	Mon. to Sat.
12 5 p.m.	Mansfield ...	6	Mon. to Fri.
12 20	Mansfield ...	5	Saturday
7 15	Albury ...	3	Mon. to Sat.
8 10	Tocumwal ...	6	Mon. to Sat.
8 20	**Sydney— " Inter-capital Daylight "**	**1**	**Mon. to Sat.**
9 0	Shepparton ...	3	Sunday
9 15	Albury ...	1	Sunday
10 1	Mansfield **B** ...	11	Sunday

B. To Flinders Street.

Standard gauge trains shown in heavy black type

(Continued on next page.)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET

(See footnote Page 8).

Trains LEAVE SPENCER STREET as under for :— GEELONG-WARRNAMBOOL-PORT FAIRY.

Train	Line	Plat.	Days
6 8 a.m.	Werribee ...	6	Mon. to Fri.
6 31	Werribee	9	Mon to Fri..
7 4	Geelong and Ballarat	7	Mon. to Sat.
7 30	Werribee ...	9	Saturday
7 50	Mildura ... "Mildura Sunlight"	5	Tue., Wed., Thur.
7 57	Werribee ...	6	Mon. to Fri.
8 25	Port Fairy ...	4	Mon. to Sat.
9 30	Geelong ..	5	Mon. to Fri.
		3	Saturday
11 0	Geelong ...	6	Mon. to Fri.
12 15 p.m.	Geelong and Ballarat	7	Saturday
12 40	Geelong ...	7	Mon. to Fri.
2 20	Geelong ...	6	Mon. to Fri.
3 44	Werribee ..	6	Mon. to Fri.
4 0	Geelong and Ballarat	5	Mon. to Fri.
4 27	Werribee ...	9	Mon. to Fri.
5 10	Warrnambool ...	1	Mon. to Thur
5 10	Geelong ...	1	Friday
5 10	Werribee ...	6	Saturday
5 19	Werribee ...	9	Mon. to Fri.
5 52	Warrnambool ...	2	Friday
6 5	Geelong ...	7	Mon. to Fri.
6 10	Warrnambool ...	3	Saturday
6 20	Geelong ...	7	Saturday
9 25	Werribee ...	6	Mon. to Fri.
11 29	Geelong **A** ...	12	Mon. to Fri.
		10	Saturday
11 34	Werribee **A** ...	12	Mon. to Sat.
7 24 a.m.	Werribee **A** ...	14	Sunday
8 56	Geelong **A** ...	10	Sunday
10 43	Werribee § **A** ...	12	Sunday
2 25 p.m.	Geelong **A** ...	10	Sunday
5 10	Werribee ...	6	Sunday
7 37	Warrnambool **A**	10	Sunday
8 12	Werribee **A** ...	12	Sunday
11 29	Werribee **A** ...	12	Sunday

Trains ARRIVE SPENCER ST. as under from :— PORT FAIRY-WARRNAMBOOL-GEELONG.

Train	Line	Plat.	Days
7 3 a.m.	Werribee ...	9	Mon. to Fri.
7 14	Werribee § **B** ...	11	Saturday
7 40	Geelong ...	7	Mon. to Fri.
8 5	Werribee ...	6	Mon. to Fri.
8 25	Werribee ...	9	Mon. to Fri.
8 26	Werribee ...	6	Saturday
8 40	Geelong ...	4	Mon. to Sat.
9 17	Werribee **B** ...	11	Saturday
10 0	Werribee ...	6	Mon. to Fri.
10 50	G'long & B'rat	5	Mon. to Sat.
11 45	Warrnambool ...	3	Mon. to Sat.
1 15 p.m.	Geelong ...	6	Mon. to Fri.
1 40	Geelong ...	7	Saturday
3 10	Geelong ...	6	Mon. to Fri.
5 27	Werribee ...	6	Mon. to Fri.
5 58	Geelong ...	10	Mon. to Fri.
6 10	Geelong and Ballarat ...	5	Mon. to Fri.
		2	Saturday
6 58	Werribee ...	9	Mon. to Fri.
7 11	Werribee **B** ...	13	Saturday
7 20	Geelong ...	7	Mon. to Thur.
7 26	Geelong **B** ...	11	Saturday
7 31	Geelong ...	7	Friday
7 42	Geelong **B** ...	11	Friday
8 2	Werribee ...	9	Mon. to Fri.
8 17	Port Fairy **B** ...	10	Saturday
8 28	Port Fairy ...	4	Mon. to Thurs.
10 25	Port Fairy ...	2	Friday
11 2	Werribee **B** ...	11	Mon. to Fri.
9 37 a.m.	Werribee § **B** ...	11	Sunday
10 13	Geelong **B** ...	10	Sunday
12 52 p.m.	Werribee ...	6	Sunday
6 54	Werribee **B** ...	11	Sunday
7 58	Geelong **B** ...	10	Sunday
9 37	Warrnambool **B**	10	Sunday
9 56	Werribee **B** ...	11	Sunday

A. From Flinders Street.

B. To Flinders Street

§ Passengers change trains at Newport.

(Continued on next page.)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote Page 8).

Trains LEAVE FLINDERS STREET as under for :—

Train	Line	Plat.	Days
6 40 a.m.	Warragul* ...	6	Mon. to Fri.
7 25	Traralgon ...	1 Cent.	Mon. to Sat.
8 10	Leongatha & Wonthaggi	1 Cent.	Mon., Tue., Fri., Sat.
8 35	Bairnsdale ... "The Gippslander"	1 Cent.	Mon. to Sat.
12 40 p.m.	Traralgon ...	1 Cent.	Saturday
12 50	Leongatha ...	1 Cent.	Saturday
1 15	Warragul ...	1 Cent.	Mon. to Fri.
3 38	Warragul ...	1 Cent.	Mon. to Fri.
3 58	Leongatha ...	1 Cent.	Mon. to Fri.
4 53	Traralgon ...	1 Cent.	Mon. to Fri.
5 13	Warragul* ...	6	Mon. to Fri.
6 3	Sale ...	1 Cent.	Mon. to Thur.
6 3	Bairnsdale ...	1 Cent.	Fri., Sat.
6 12	Yarram ...	1 Cent.	Mon. to Sat.
6 35	Wonthaggi ...	1 Cent.	Mon. to Fri.
6 55	Wonthaggi ...	10East	Saturday
11 25	Geelong ...	1 Cent.	Mon. to Sat.
11 30	Werribee ...	1 Cent.	Mon. to Sat.
7 20 a.m.	Werribee ...	9	Sunday
8 52	Geelong ...	1 West	Sunday
9 5	Sale ...	1 Cent	Sunday
10 40	Werribee § ...	7	Sunday
2 20 p.m.	Geelong ...	1 Cent.	Sunday
7 5	Traralgon ...	1 Cent.	Sunday
7 10	Leongatha and Wonthaggi	1 Cent.	Sunday
7 32	Warrnambool ...	1 Cent.	Sunday
8 8	Werribee ...	2	Sunday
11 25	Werribee ...	1 Cent.	Sunday

Trains ARRIVE FLINDERS STREET as under:—

Train	Line	Plat.	Days
7 17 a.m.	Werribee § ...	6	Saturday
8 0	Warragul* ...	7	Mon. to Fri.
8 38	Traralgon ...	1 Cent.	Saturday
8 40	Warragul ...	11East	Mon. to Fri.
9 13	Leongatha* ...	7	Mon. to Fri.
9 15	Leongatha* ...	7	Saturday
9 19	Traralgon ...	1 Cent.	Mon. to Fri.
9 21	Werribee ...	1 Cent.	Saturday
10 23	Wonthaggi ...	1 Cent.	Wed., Thur.
10 32	Wonthaggi ...	1 Cent.	M., Tu., F., S.
11 15	Bairnsdale ...	1 Cent.	Mon.
11 15	Sale	1 Cent.	Tue., Wed., Thur., Fri.
11 40	Bairnsdale ...	1 Cent.	Saturday
11 52	Yarram ...	1 Cent.	Mon., to Sat.
12 Noon	Warragul ...	2	Mon. to Fri.
4 45 p.m.	Traralgon ...	1 Cent.	Saturday
6 10	Warragul* ...	7	Mon. to Fri.
6 50	Bairnsdale 'The G'pslander'	1 Cent.	Mon. to Sat.
7 15	Werribee ...	10East	Saturday
7 29	Geelong ...	2	Saturday
7 45	Geelong ...	1West.	Friday
7 48	Traralgon ...	1 Cent.	Mon. to Fri.
8 2 p.m.	Leongatha & Wonthaggi	1 Cent.	Saturday
8 28	Port Fairy ...	1 Cent.	Saturday
8 30	Leongatha & Wonthaggi	1 Cent.	Mon.,Tue.,Fri.
11 6	Werribee ...	2	Mon. to Fri.
9 40 a.m.	Werribee § ...	6	Sunday
10 17	Geelong ...	1 Cent.	Sunday
11 30	Traralgon ...	1 Cent.	Sunday
6 57 p.m.	Werribee ...	2	Sunday
8 3	Geelong ...	1 Cent.	Sunday
9 35	Leongatha & Wonthaggi	1 Cent.	Sunday
9 43	Warrnambool ...	1 Cent.	Sunday
9 55	Sale	1 Cent.	Sunday
10 0	Werribee ...	2	Sunday
10 5	Mansfield ...	3	Sunday

§.—Passengers change trains Newport.

*.—Passengers change trains Dandenong.

MELBOURNE–SERVICETON.

Except as shown hereunder, the Double Line Block Telegraph System is in force on the Up and Down journey on the following sections :—Warrenheip and Ballarat East ; Lydiard Street Box "B," Ballarat and North Ballarat " C " ; North Ballarat " C " and Linton Junction " D."

Three position signalling is in force on the Up and Down journey between No. 1 Box, Spencer-street, and Sunshine.

The Permissive Track Block System is in force on the Up and Down journey between Dudley-street and North Melbourne Junction and Weighbridge Junction—South Kensington. (Goods lines only).

Track Block System is in force on the Up and Down journey between Ballarat East and Ballarat.

Weighbridge Junction Signal Box is opened from 1.0 a.m. Mondays to 1.0 p.m. Saturdays ; and at other times as arranged by Metropolitan Superintendent.

Gerang Gerung, Miram and Lillimur may be opened as Intermediate Block Posts when required. See General Appendix for instructions.

Deer Park, Windermere, Trawalla, Middle Creek, Armstrong, Great Western, Deep Lead, Wal Wal, Jung, Dooen, Pimpinio, Kiata and Diapur are switched in as Electric Staff Stations as follows :—

Deer Park—

Mondays to Fridays : From 6.20 a.m. until **No. 34** clears.
Saturdays : From 6.20 a.m. until **No. 10** clears and 12.30 p.m. until **No. 24** clears.

Windermere—

Mondays to Fridays : From 5.40 a.m. until **No. 38** clears and from 2.0 p.m. until **No. 82** clears.
Saturdays : From 5.40 a.m. until **No. 38** clears.

Trawalla—

Mondays to Fridays : From 1.45 p.m. until **Nos. 34 and 77** clear.

Middle Creek—

Mondays to Fridays : From 9.0 a.m. until **No. 43** clears.
Saturdays : From 9.0 a.m. until **No. 34** clears.

Armstrong—

Mondays to Fridays : From 2.15 p.m. until **No. 36** clears.
Saturdays : From 2.15 p.m. until **No. 86** clears.

Great Western—

Mondays : From 6.10 a.m. until **No. 24** clears, and from 12.30 p.m. until **No. 77** clears.
Tuesdays to Thursdays : From 4.30 a.m. until **No. 24** clears and from 12.30 p.m. until **No. 77** clears.
Friday : From 12.50 a.m. until **No. 34** clears and from 12.30 p.m. until **No. 77** clears.
Saturdays : From 4.30 a.m. until **Nos. 145** and **92** clear.

Deep Lead—

Monday : From 8.20 a.m. until **No. 24** clears and from 12.0 Noon until **Nos. 25** and **66** clear.
Tuesday, and Thursday, : From 8.20 a.m. until **No. 24** clears and from 12.0 Noon until **Nos. 25** and **86** clear.
Wednesday and Friday : From 8.20 a.m. until **No. 24** clears and from 12.0 Noon until **No. 34** clears.
Saturday : From 8.20 a.m. until **No. 24** clears and from 1.5 p.m. until **Nos. 25** and **86** clear.

Wal Wal—

Mondays to Fridays : From 8.5 a.m. until **No. 34** clears.
Saturdays : From 8.5 a.m. until **No. 46** clears.

Jung—

Mondays : From 2.0 p.m. until **No. 36** clears.
Tuesdays to Fridays : From 2.10 a.m. until **Nos. 49** and **88** clear.
Saturday : From 2.10 a.m. until **Nos. 25** and **34** clear.

Dooen—

Mondays : From 2.0 p.m. until **No. 36** clears.
Tuesdays to Fridays : From 9.5 a.m. until **No. 9** clears and 2.0 p.m. until **No. 36** clears.
Should **No. 36** be running late Mondays to Fridays the signalman at Dooen may switch out prior to the passage of that train.

Pimpinio—

Mondays, Wednesdays, Fridays: From 11.30 a.m. until **No. 25** clears.
Tuesdays and Thursdays : From 6.0 a.m. until **Nos. 25** clears.

Kiata—

Monday : 7.20 a.m. until **No. 50** clears.
Tuesday to Friday, 7.20 a.m. until **Nos. 88** and **25** clear.
Saturday, 7.35 a.m. until **Nos. 79** and **138** clear.

Diapur—

Mondays : From 2.0 a.m. until **No. 34** clears.
Tuesdays to Fridays : From 11.30 p.m. (Mon.) until **No. 34** clears the following day.
Saturdays : From 11.30 p.m. (Fri.) until **No. 38** clears Saturdays.
Sundays : From 2.0 a.m. until **No. 10** clears.

The Train Controller, Spencer Street, may arrange for **Deer Park,** and the Train Controller, Ballarat may arrange for **Windermere, Trawalla and Middle Creek,** and the Train Controller, Ararat, may arrange for **Armstrong, Great Western, Deep Lead, Wal Wal, Jung, Dooen,** (when Jung is switched in) **Pimpinio, Kiata** and **Diapur** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect across the figure line in the Train Register Book.

Marmalake is an Unattended Electric Staff Post worked in accordance with instructions shown in the General Appendix.

SUNSHINE

Provision of Special Boards for the stoppage of the Up and Down "Overland" Expresses at Platform.

In connection with the provision at Sunshine of facilities for the transfer of passengers between "The Overland " and " Intercapital Daylight " Expresses and to ensure that the rear Brakevan is, in all cases, brought to the platform, Special Boards of a triangular shape, painted white with black lettering, have been provided as shown hereunder :—

Up Main Line—

One Board lettered 9, applicable to one locomotive hauling 9 carriages and including vans.
One Board lettered 11, applicable to two locomotives hauling 11 carriages and including vans.
One Board lettered 13, applicable to two locomotives hauling 13 carriages and including vans.
One Board lettered 15, applicable to two locomotives hauling 15 carriages and including vans.

Down via No. 3 Road (No. 3 Platform)—

One Board (Dwarf) lettered 9, applicable to one locomotive hauling 9 carriages and including vans.
One Board (Dwarf) lettered 11, applicable to two locomotives hauling 11 carriages and including vans.
One Board (Dwarf) lettered 13, applicable to two locomotives hauling 13 carriages and including vans.
One Board (Dwarf) lettered 15, applicable to two locomotives hauling 15 carriages including vans.
NOTE :—In the event of the locomotive power being other than as shown above, the Driver is to make due allowance for the altered length of the train when stopping.

POSTAL MOTOR TROLLEY SERVICES.

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

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

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

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

3. Should the quantity of mails and newspapers exceed the capacity of the motor vehicle the order of preference of forwarding shall be :—
Letter mails, parcels-post mails, daily newspapers, weekly papers.

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

5. Each Postal Motor Trip is paid for by the Postal Department, and Stationmasters concerned must promptly telegraph the Superintendent of Train Services (Cars) when—ever the Motor is replaced by a Special Train, or does not run owing to engine trouble, &c.

See the General Appendix for further instructions.

Miles	STATIONS	5 Light Engine Mon. to Fri.	23 153 h.p. D.R.C. and Trailer Mon. to Fri. 153 h.p. D.R.C. Sat.		7 "MILDURA SUNLIGHT" TUE., WED., THUR.	15 280 h.p. Diesel Rail Car Mon. to Sat.	
	MELBOURNE W G (Spencer-street) ... *dep.*	A.M. ...	A.M. ...		A.M. 7 50	A.M. ...	...
1	North Melbourne	5 0	...		7 53*	...	...
2¼	*South Kensington* ○ ...	*	...		*	...	...
3½	Footscray	5 8	...		7 58*	...	...
4	*Middle Footscray* ○ ...	*	...		...	...	...
4½	West Footscray	*	...		...	...	...
5¾	*Tottenham* ○	*	...		...	...	...
6	White City N C	*	...		...	...	...
7¾	Sunshine E S ...	5 16	...		...	...	...
11	*Deer Park* ○ E S (see note page 12)	*	...		...	...	...
17¼	Rail Mtr. Stop. Pl. No. 64 NC	...	...		...	...	...
18½	*Rockbank* ○ E S ... *arr.*	...	...		...	...	...
	dep.	5 31	...		...	...	...
21½	Rail Mtr. Stop. Pl. No. 65 NC	...	...		...	...	...
23¼	Melton E S ... ... *arr.*	...	...		...	...	...
	dep.	5 37	...		...	...	...
29¼	*Parwan* ○ E S ... *arr.*	... —88	...		...	...	...
	dep.	5 46	...		...	...	...
31¾	Bacchus Marsh ES W *arr.*	5 52—198	...		...	...	...
	dep.		...		...	...	...
40½	Bank Box Loop	...	...		...	...	...
49½	Ballan E S W ... *arr.*	...	...—10,192		...	...	...
	dep.	...	7 40		...	...	...
52	Rail Mtr. Stop. Pl. No. 77 NC	...	Z		...	...	...
56¾	*Gordon* ○ E S ... *arr.*	...	7 54–22		...	...	...
	dep.	...	8 2 ●		...	...	...
58½	*Millbrook*	...	8 6 ●		...	...	...
61½	*Wallace*	...	8 13 ●		...	...	...
64	Bungaree E S ... *arr.*	...	...	8 17—12	...	...	...
	dep.	...	8 18 ●	8 24 ●	...	...	...
67½	*Dunnstown*	...	8 24 ●	8 30 ●	...	...	...
69¾	Warrenheip E S	...	8 29 ●	8 35 ●—4	9 59*	10 36–8, 10	...
72¼	Rail Motor Stop. Pl. No. 73	...	††	††	...	*	...
73¼	*Ballarat East* ○	...	8 36 ●	8 42 ●	10 5*	10 42	...
73¾	**BALLARAT** W G ... *arr.*	...	8 40	8 45	10 7	10 45	...
	dep.	...			10 17		
74½	North Ballarat Junct. ...	...			10 19*	...	...
76	Wendouree N C	...			...	...	...
76½	Linton Junction E S ...	...			...	...	...
83½	*Windermere* ○ E S *arr.*	...			...	...	...
	(See note, page 12) *dep.*	...			...	...	...
86¾	*Burrumbeet* ○ E S... ...	...			...	...	...
97½	*Trawalla* ○ E S ... *arr.*	...			...	...	...
	(See note, page 12) *dep.*	...			...	...	...
102⅔	Beaufort E S W	...			...	...	...
112½	*Middle Creek* ○ E S *arr.*	...			...	...	...
	(See note, page 12) *dep.*	...			...	...	...
116½	*Buangor* ○ E S	...			...	...	...
131	**ARARAT** E S W ... *arr.*	...			...	...	...
	Continued on						
		5	23	23	7	15	

Alternate schedule when 12 does not run — 14, 4, 196

Alternate schedule when 12 runs

Via North Geelong Loop

To Mildura

From Geelong

● **No. 23** may depart Gordon 7.55 a.m., Millbrook 7.59 a.m., Wallace 8.6 a.m., Bungaree 8.11 a.m., Dunnstown 8.17 a.m., Warrenheip 8.22 a.m., Ballarat East 8.29 a.m.

Down **MELBOURNE–ARARAT—Passenger Service—continued**

STATIONS		25 PASS. MON. TO SAT.	109 153 h.p. Diesel Rail Car and Trailer Saturday	49 PASS. SAT.	49 PASS. MON. TO FRI.	11 153 h.p. Diesel Rail Car and Trailer Mon. to Fri.	53 PASS MON. TO FRI.	
							Mon., Frid.	Tue., Wed., Thur.
MELBOURNE W G		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
(Spencer-street)	*dep.*	9 10	12 25	1 30	1 30	...	4 23	
North Melbourne	...	9 13*	12 28*	1 33*	1 33*	...	4 26	
South Kensington ○	...	*	*	*	*	...	*	
Footscray	... ...	9 19	12 35	1 38*	1 38*	...	4 31	
Middle Footscray ○	...	*	*	*	*	...	*	
West Footscray	...	*	*	*	*	...	*	
Tottenham ○	... ...	*	*	*	*	...	*	
White City N C	...	*	*	*	*	...	*	
Sunshine E S	... ...	9 28	12 45	1 45*	1 45*	...	4 41	
Deer Park ○ E S (see note, page 12)		9 34	12 52	1 50*	1 50*	...	4 48	
Rail Mtr. Stop. Pl. No. 64 N C,		...	Z	...	...	...	Z	
Rockbank ○ E S	*arr.*	...–14	...—38	...	...	...	...—94	
	dep.	9 45	1 7	2 1††	1 58*	...	5 3 ●	
Rail Mtr. Stop. Pl. No. 65		...	Z	...	...	...	Z	
Melton E S	*arr.*	...	1 15–24	...	...	...	...	5 13—16
	dep.	9 53	1 22 ●	2 9	2 5	...	5 14 ●	5 20 ●
Parwan ○ E S	*arr.*	...—196	...	...	...—38A	...	...	...
	dep.	10 1 ◆◆	1 33 ●	2 18††	2 13*	...	5 24 ●	5 30 ●
Bacchus Marsh E S W	*arr.*	... —8	1 39	...	... —94	...	5 30 —136	5 36
	dep.	10 8	...	2 25	2 19	...	...	
Bank Box Loop	...	10 28*	...	2 44*	2 38*	...	...	
Ballan E S W		10 45	...	3 2	2 56	...	...	
Rail Mtr. Stop. Pl. No. 77 N C		...	...	...	...	...	...	
Gordon ○ E S	... ...	10 55—4	...	3 12*	3 6*	...	...	
Millbrook	... ...	◆◆	...	*	*	...	...	
Wallace	... ...	11 3 ◆◆	...	*	*	...	...	
Bungaree E S	*arr.*	...	...	...	...—83	...	...	
	dep.	11 8	...	3 20*	3 14*	...	...	
Dunnstown	... ...	11 13	...	*	*	...	...	
Warrenheip E S	...	11 17*	...	3 27*–111	3 21*–19	...	...	
Rail Mtr. Stop. Pl. No. 73		...	...	...	...	...	...	
Ballarat East ○	...	11 23	...	3 33*	3 27*	...	...	
BALLARAT W G	*arr.*	11 32	...	3 35	3 30	...		
	dep.	11 47	...	3 50	3 45	4 30	...	
North Ballarat Junct.	...	11 49*	...	3 52*	3 47*	4 32*	...	
Wendouree N C	...	*	...	*	*	§	...	
Linton Junction E S	...	11 53*–24	...	3 56*–138	3 51*	4 39A	...	
Windermere ○ ES (See note, p. 12)	*arr.*	...	...	...	... —82	...	...	
	dep.	P.M. 12 0*	...	4 4	3 59		...	
Burrumbeet ○ E S	*arr.*	...	...	...	...		...	
	dep.	12 3*	...	4 9	4 4 43		...	
Trawalla ○ E S (See note, p. 12)	*arr.*	...–176	...	...	...— 200,	To Linton	...	
	dep.	12 14F 82	...	4 22	4 17		...	
Beaufort E S W	...	12 20—	...	4 30	4 25		...	
Middle Creek ○ ES (See note, p. 12)	*arr.*	...	...	4 43	4 38	...	...	
	dep.	12 33*—82	...	4 54 ●–34	4 49 ●–34	...	...	
Buangor ○ E S	...	12 38§—3	...	5 1 ●	4 56 ●	...	...	
ARARAT E S W	*arr.*	1 0—136	...	5 20	5 15	...	...	
	dep	1 20—200	...	5 25	5 30	...	...	
Continued on...	...	Page 18		Page 18	Page 18			
		25	109	49	49	11	53	

● **No. 109** may depart Melton 1.16 p.m., Parwan 1.27 p.m. **No. 49** Saturdays may depart Middle Creek 4.44 p.m., Buangor 4.51 p.m. **No. 49** Monday to Friday, may depart Middle Creek 4.39 p.m., Buangor 4.46 p.m. **No. 53** may depart Rockbank 5.1 p.m., Melton 5.10 p.m., Parwan 5.20 p.m.

A. May stop, if required, to pick up or set down passengers at Linton Junction Signal Box. **F.** Stops definitely on Friday only.

Miles	STATIONS	29 280 H.P. Diesel Rail Car SAT.	33 280 H.P. Diesel Rail Car MON. TO FRI.	57 PASS. MON. TO FRI.	63 PASS. SAT.	13 153 H.P. Diesel Rail Car MON. TO FRI.	73 PASS. FRI., SUN.
	MELBOURNE W G	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Spencer-street) ... ... *dep.*	...	...	5 25	6 15	6 20	8 10
1	North Melbourne	...	...	5 28*	6 18*	6 23*	8 13*
2½	*South Kensington* ○	...	...	*	*	*	*
3½	Footscray	...	...	5 34	6 24	6 29	8 18*
4	*Middle Footscray* ○	...	...	*	*	*	*
4½	West Footscray	From Geelong	From Geelong	*	*	*	*
5¾	*Tottenham* ○			*	*	*	*
6	White City N C			*	*	*	*
7¾	Sunshine E S			5 43	6 33	6 39	8 25* 136
11	*Deer Park* ○ E S ... ... (See note, page 12)			5 50	6 39	6 46–94	8 29*
17¼	Rail Mtr. Stop. Pl. No. 64 N C ...			...	... 138	... Z	...
18½	*Rockbank* ○ E S			6 1–94	6 49	7 0–28	8 40* 102
21½	Rail Mtr. Stop. Pl. No. 65 N C ...	...	...	...	...	Z	...
23¼	Melton E S ... ... *arr.*	...	...	...	...	7 8–34	...
	dep.	...	...	6 9	6 56	7 19 ●	8 45*
29¼	*Parwan* ○ E S ... ... *arr.*	...	...	...—28	...—34	...	...
	dep.	...	...	6 18–136	7 5	7 30 ● 102	8 53*
31¾	Bacchus Marsh E S W ... *arr.*	...	...	...–102	...	7 35	...
	dep.	...	...	6 25–136	7 11	136,	8 58*
40½	Bank Box Loop ... ... *arr.*	...	...	6 45*	...	...	...
	dep.	...	...	6 47—34	7 28*	...	9 19*
49½	Ballan E S W ... ... *arr.*	...	...	...	...	...	...
	dep.	...	...	7 6 ●	7 44	...	9 38*
52	Rail Mtr. Stop. Pl. No. 77 N C ...	...	...	...	...	...	...
56¾	*Gordon* ○ E S ... ... *arr.*	...	...	...	...	...	...
	dep.	...	...	7 17 ●	7 54	...	9 48*
58½	*Millbrook*	...	...	◆	◆	...	*
61½	*Wallace*	...	...	7 25◆ ●	8 3◆	...	*
64	Bungaree E S ... ... *arr.*	...	...	...	...	...	...
	dep.	...	...	7 30 ●	8 8	...	9 56*
67½	*Dunnstown*	...	...	◆	◆	...	*
69¾	Warrenheip E S	6 56	7 22–55	7 39*	8 17*	...	10 3*
72¼	Rail Mtr. Stop. Pl. No. 73 N C ...	*	*	...	...	...	...
73½	*Ballarat East* ○	7 2	7 28	7 46 ●	8 23	...	10 8*
73¾	**BALLARAT** W G ... ... *arr.*	7 5	7 30	7 50	8 30	...	10 10
	dep.	...	...	...	...	...	10 28
74½	Nth. Ballarat Junc.	...	...	...	...	...	10 30*
76	Wendouree N C	...	...	...	...	...	To
76½	Linton Junction E S	...	...	...	...	...	Mildura
83½	*Windermere* ○ E S ... *arr.*	...	...	...	...	...	...
	(See note, page 12) *dep.*	...	...	...	...	...	...
86¾	*Burrumbeet* ○ E S	...	...	...	...	...	...
97½	*Trawalla* ○ E S ... ... *arr.*	...	...	...	...	...	...
	(See note, page 12) *dep.*	...	...	...	...	...	...
102½	Beaufort E S W ... ... *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
112½	*Middle Creek* ○ E S ... ... (See note, page 12)	...	...	...	...	...	...
116½	*Buangor* ○ E S	...	...	...	...	...	...
131	**ARARAT** E S W ... ... *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
	Continued on						
		29	33	57	63	13	73

● **No. 57** may depart Ballan 7.2 p.m., Gordon 7.13 p.m., Wallace 7.21 p.m., Bungaree 7.26 p.m., Ballarat East 7.42 p.m. **No. 13** may depart Melton 7.9 p.m., Parwan 7.20 p.m.

Down

STATIONS		69 "THE OVER-LAND" DAILY SUN. INCL.	71 EX-PRESS DAILY SUN. INCL. ‡		105 PASS. SUN.	117 PASS. SUN. (WHEN AUTH-ORIS-ED)	115 PASS. SUN.
MELBOURNE W G		P.M.	P.M.		A.M.	P.M.	P.M.
(Spencer-street)	*dep.*	8 40	9 30	...	9 5	...	7 10
North Melbourne	...	8 43*	9 33*	...	9 8*	...	7 13*
South Kensington ○	...	*	*	...	*	...	*
Footscray	...	8 48*	9 38*	...	9 14	...	7 18
Middle Footscray ○	...	*	*	...	*	...	*
West Footscray	...	*	*	...	*	...	*
Tottenham ○	...	*	*	...	*	...	*
White City N C	...	*	*	...	*		*
Sunshine E S	*arr.*	...	...	...	...—12		...
	dep.	8 55*	9 45*	...	9 23		7 26
Deer Park ○ E S	...	*	* Pre 75	...	*		*
(See note, page 12)							
Rail Mtr. Stop. Pl. No. 64 N C ...		...	...	...	...		...
Rockbank ○ E S	*arr.*	...	...	...	...		7 40*
		—102	—102				—110
	dep.	9 8*	9 58*	...	9 35*		7 42
Rail Mtr. Stop. Pl. No. 65 N C ...		...	...	...	...		...
Melton E S	*arr.*	...	...	...	...—14	...	...
	dep.	9 13*	10 3*	...	9 41	...	7 48
Parwan ○ E S	*arr.*	...	...	...	...	...	...
	dep.	9 20*	10 10*	...	9 48*	...	7 55*
Bacchus Marsh E S W ...	*arr.*	...—159	... 159 wt.	...	9 53	...	...
					—100		
	dep.	9 25*	10 15*	...	9 55	...	8 0
Bank Box Loop	...	9 44*	10 34*	...	10 13*	...	8 18*
Ballan E S W	...	10 0*	10 50*	...	10 29	...	8 34
Rail Mtr. Stop. Pl. No. 77 N C ...		...	...	...	...	...	...
Gordon ○ E S	*arr.*	...	...	...	...	...	...
	dep.	10 9*	10 59* 32 wt.	...	10 38*	...	8 43*
Millbrook	...	*	*	...	*	...	*
Wallace	...	*	* 96 wt.	...	*	...	*
Bungaree E S	...	10 17*	11 7*	...	10 47	...	8 52
Dunnstown	...	*	*	...	*	...	*
Warrenheip E S	...	10 24*–32	11 15*	...	10 54*	8 10‡	8 59*
Rail Mtr. Stop. Pl. No. 73 N C ...		...	...	...	...	...	...
Ballarat East ○	...	10 31*	11 21*	...	11 2*	8 17*	9 6*
BALLARAT W G	*arr.*	10 35A	11 25A	...	11 5	8 20	9 10
							153 H.P. D.R.C. & Trlr.
	dep.	10 50	11 40	...	...	...	9 20
Nth. Ballarat Junc.	...	10 52*	11 42* 36, 159, 197 wt.	...	...	...	9 22*
Wendouree N C	...	*	*	...	...	...	*
Linton Junction E S	...	10 56*	11 46*	...	...	...	9 27*
Windermere ○ E S	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	11 3*	11 53*	...	...	...	9 37‡
Burrumbeet ○ E S	...	11 6*	11 56*	...	...	...	9 43‡
			A.M.				
Trawalla ○ E S	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	11 17* 36	12 7*	...	...	...	9 58‡
Beaufort E S W	...	11 22*	12 12*	...	...	...	10 7‡
Middle Creek ○ E S	...	11 34*	12 24*	...	...	...	10 23‡
(See note, page 12)							
Buangor ○ E S	...	11 38*	12 28* 88 wt.	...	...	...	10 30‡
ARARAT E S W	*arr.*	11 58—88	12 50	...	...	...	10 55
		Midnight					
	dep.	12 0	12 52	...	...	...	...
Continued on		Page 18	Page 18				
		69	71	—	105	117	115

A—Stops for refreshment purposes and to entrain, also to set down passengers ex **"Intercapital Daylight"** the same day. See page 139 in respect to seat booking conditions for Ballarat passengers ex Melbourne.

Down **ARARAT–SERVICETON Passenger Service.**

Miles	STATION		25 PASS. MON. TO SAT.		49 PASS. SAT.	49 PASS. MON. TO FRI.	69 "The OVER-LAND" DAILY SUN. INC.	71 EXPRESS DAILY, SUN. INCL. ‡	81 Diesel Rail Car 153H.P & Trlr.(Ety) Sunday
			P.M.		P.M.	P.M.	P.M.	A.M.	P.M.
131	**ARARAT** E S W ...	*arr.*	1 0—**42,107**		5 20–**86**	5 15	11 58	12 50	...
							Midnight		
		dep.	1 20–**138**		5 25	5 30	12 0	12 52	3 0
136½	*Armstrong* ○ E S	*arr.*	...—**76**		...	–**196,130,86**	A.M.	...	...
	(See note, page 12)	*dep.*	1 28		5 31*	5 36*	12 6*	12 59*	3 8*
141¾	*Great Western* ○ ES	*arr.*	...—**76**		...	**142,106,130**	...	...	...
	(See note, page 12)	*dep.*	1 36		5 37❖	5 43❖	12 11*	1 4*	3 15*
		arr.	1 46		...	5 53	12 21	1 14	3 30
150	**STAWELL** E S W		—**46**		—**60**	–**36, 142**			
		dep.	1 49		5 48	5 55—**60**	12 22	1 15	...
154¾	*Deep Lead* ○ ES		1 56—		*	*	*	*	...
	(See note, page 12)								
162½	Glenorchy E S		2 6—		6 2❖	6 10❖	12 35*	1 28*	...
169	*Wal Wal* ○ ES ...	*arr.*	—**142**		...	...	...	...	...
	(See note, page 12)	*dep.*	2 15		6 9*	6 17*	12 41*	1 34*	...
175	Lubeck E S		2 23		6 16❖	6 24❖	12 46*	1 39*	...
		arr.	2 34—**105**		6 27	6 35	12 56	1 49	...
185¼	**MURTOA** E S W ...		**Sat.**	**Mon. to Fri.** —**34**					
		dep.	2 40	2 50 ●	6 29	6 40 ●	12 57	1 50	...
192	Jung E S	*arr.*	...–**34**	...	...	...—**88**	...	...	...
	(See note, page 12)	*dep.*	2 50	3 0 ●	6 37*	6 48*	1 5*	1 58*	...
198¼	*Dooen* ○ E S ...	*arr.*	...	...	...	...	...	...	...
	(See note, page 12)	*dep.*	2 59	3 9 ●	6 43*	6 54*	1 11*	2 4*	...
203¼	**HORSHAM** E S W	*arr.*	3 5	3 15—**36**	6 50	7 5	1 17–**168**	2 10	...
		dep.	3 15	3 25	6 52		1 20	2 13	...
213½	*Pimpinio* ○ E S ...	*arr.*	...	...	...	...	...	...	...
	(See note, page 12)	*dep.*	3 27	3 39	7 3*	...	1 31*	2 24*	...
219¼	*Wail*		§	§	*	...	*	*	...
		arr.	3 45	4 0—**164**	7 20	...	1 46	2 36	...
			—**92**	**153 H.P. D.R.C. and Trailer Tues to Fri.**					
224¾	**DIMBOOLA** ES W		**153 H.P. D.R.C. Sat.**	**153 H.P. D.R.C. Mon.**			–**140,176**		
		dep.	4 0	4 15	...	...	1 48	2 38	...
235¼	*Gerang Gerung*		4 15	4 31	...	...	*	*	...
	(See note, page 12)								
240	*Kiata* ○ E S ...	*arr.*	...	...—**88**	...	...	...	2 56*	...
	(See note, page 13)	*dep.*	4 25	4 41	...	...	2 5*	3 6—**10**	...
242½	Salisbury N C		*	*	...	...	*	*	...
248¼	Nhill E S	*arr.*	4 38	4 55	...	...	2 15	3 18	...
		dep.	4 48 ●	5 5 ●	...	...	2 16	3 19 ●	...
255½	Tarranginnie N C ...		*	*	...	...	*	*	...
259¼	*Diapur* ○ ES W ...	*arr.*		...	...	...	2 31*	...	...
	(See note, page 13)	*dep.*	5 6 ●	5 23 ●	...	...	2 41–**10**	3 33*	...
266½	*Miram* (See note, page 12)		5 19 ●	5 37 ●	...	...	*	*	...
272½	Kaniva E S ...	*arr.*	5 28	5 47	...	...	3 0	3 50—**14**	...
		dep.	5 31 ●	5 50 ●	...	...	3 1 ●	4 5 ●**B**	...
278¾	*Lillimur* (See note, page 12)		5 42 ●	6 1 ●	...	...	*	*	...
287	**SERVICETON** ES W	*arr.*	6 0—	6 15–**112**	...	...	3 20—**14**	4 25**B**	...
	(Vic. Time)		**112**				–**12, 77,38**	**12,38 wt. 77**	
	(S.A. Time) ...	*arr.*	5 30	5 45	...	...	2 50	3 55	...
		dep.			...	...	3 0	4 5	...
482¾	**ADELAIDE** ...	*arr.*	...	...	...	...	9 0	10 23**F**	...
			25	**25**	**49**	**49**	**69**	**71**	**81**

● **No. 49** Mon. to Fri. may depart Murtoa 6.37 p.m. **No. 25** Sats. may depart Nhill 4.43 p.m., Diapur 5.1 p.m., Miram 5.14 p.m., Kaniva 5.25 p.m., Lillimur 5.36 p.m. **No. 25** Mon. to Fri. may depart Murtoa 2.40 p.m., Jung 2.50 p.m., Dooen 2.59 p.m., Nhill 5.0 p.m., Diapur 5.18 p.m., Miram 5.32 p.m., Kaniva 5.43 p.m., Lillimur 5.54 p.m. **No. 71** may depart Nhill 3.6 a.m., Kaniva 3.38 a.m. **No. 69** may depart Kaniva 2.48 a.m. **B**—**No. 71,** when **No. 14** does not run, to depart Kaniva 3.51 a.m., arrive Serviceton 4.15 a.m. **F**—On Sundays arrive Adelaide 10.10 a.m.; on Saturdays arrive Adelaide 10.24 a.m.

STATIONS		10 "THE OVER-LAND" DAILY, SUN. INCL.	12 EXPRESS DAILY, SUN. INC. ‡	14 EXP-RESS DAILY SUN. INC. ‡	24 PASS. MON.	34 153 H.P. Diesel Rail Car Mon. 153 H.P. D.R.C. and Trailer Tue. to Fri.	34 153 H.P. Diesel Rail Car Sats.	110 153 H.P. Diesel Rail Car and Trlr. Sunday
		P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
ADELAIDE (S.A. Time) ...	*dep.*	7 10	8 0	8 0	...	...	...	...
		A.M.	A.M.	A.M.				
SERVICETON (S.A. Time)	*arr.*	1 20	2 36	2 36	...	...	...	...
,, (Vic. Time)	*arr.*	1 50	3 6	3 6	...	...	—101	...
SERVICETON E S W	*dep.*	2 3●	3 25●	3 45	...	11 45	12 5	...
Lillimur (See note, page 12)	...	*	*	*	...	12 0	§	...
Kaniva E S	*arr.*	2 20	3 42	4 2	...	P.M. –137	...	...
	dep.	2 21●	3 43	4 3–71	...	12 11—101	12 29	...
Miram (See note, page 12)	...	*	*	*	...	12 22	12 39	...
Diapur ○ E S W	*arr.*	...	...	...	...	...—81	...	...
(See note, page 13)	*dep.*	2 38*–69	3 59*	4 19*	...	12 36	12 52§	...
Tarranginnie N C ...	...	*	*	*	...	*	*	...
Nhill E S	*arr.*	2 50	4 12	4 32	...	...	...	...
	dep.	2 52	4 13	4 34	...	12 54	1 11	...
Salisbury N C	...	*	*	*	...	*	*	...
Kiata ○ E S	*arr.*	...–71	...	...	...	...	...	...
(See note, page 13)	*dep.*	3 3*	4 24*	4 45*	...	1 11	1 27§	...
Gerang Gerung (See note, page 12)...		*	*	*	...	1 20	1 35	...
	arr.	3 27	4 40	5 1	...	1 35	1 50	...
		—159		–159 wt.		PASS.	PASS.	
DIMBOOLA E S W		—115	—159 wt.			MON. TO	SAT.	
						FRI.		
	dep.	3 29	4 42	5 3	8 0	1 50	2 0	...
Wail	...	*	*	*	*	§	§	...
Pimpinio ○ E S	*arr.*	...	—59wt.	—59 wt.	...—3	...	...	...
(See note, page 12)	*dep.*	3 42*	4 55*	5 16*	8 13*	2 5—87	2 15	...
	arr.	3 53	5 6	5 27	8 24	2 16	2 26	...
HORSHAM E S W		–59, 159		—143 wt.	Mon. to Sat —86, 101			
	dep.	3 55	5 8	5 29	8 27	2 23	2 30	...
Dooen ○ E S	*arr.*	...	...	...	...	...	...	...
(See note, page 12)	*dep.*	4 1*	5 14*	5 35*	8 35	2 30‡	2 37‡	...
Jung E S	*arr.*	–59, 143	...	...	...	...	2 45–25	...
(See note, page 12)	*dep.*	4 7*	5 20*	5 41*	8 44	2 39	2 52●	...
	arr.	4 15	5 28	5 49	8 53	2 48	3 1	...
MURTOA E S W		–130	—3 wt.	—3	—103	–25, 105, 60	—105	
	dep.	4 16	5 29	5 50	9 0	2 56	3 7	...
	arr.	...	...—130	—13 wt.	...	...	...–107	...
Lubeck E S	*dep.*	4 26*	5 39*	6 0*	9 12	3 8§	3 19§	...
Wal Wal ○ E S	*arr.*	...	...	...	...	...	...	...
(See note, page 12)	*dep.*	4 31*	5 44*	6 5*	9 21	3 15*	3 26*	...
Glenorchy E S...	*arr.*	...—3	...–13 wt.	...	—27, 42	–107, 142	...	...
	dep.	4 37*	5 50*	6 11*	9 30	3 23‡–130	3 34‡	...
Deep Lead ○ E S	*arr.*	...	...	...	...	...	...–142	...
(See note, page 12)	*dep.*	4 44*	5 57*	6 18*	§—61	3 32*	3 43*	...
	arr.	4 50	6 3	6 24	9 47	3 39	3 50	...
STAWELL E S W		—13			—9,	—196, 86		
	dep.	4 51	6 4	6 25	9 49	3 41—130	3 52	3 50
Great Western ○ E S ...	*arr.*	...	–101 wt.	—	...	...	...	...
(See note, page 12)	*dep.*	5 1*	6 13*	6 34*	10 0	3 52‡	4 3‡	4 5‡
Armstrong ○ E S	*arr.*	...	...	...	...	–86, 52, 66	—86	...
(See note, page 12)	*dep.*	5 7*	6 19*	6 40*	10 8	3 58*	4 9*	4 14‡
	arr.	5 17	6 29	6 50	10 16	4 5	4 16	...
ARARAT E S W		—101				—109	—109	
	dep.	5 20	6 32	6 53	10 31	4 20	4 25	4 25
Continued on		Page 20	Page 21	Page 21	Page 21	Page 22	Page 23	Page 23
		10	12	14	24	34	34	110

● **No. 12** may depart Serviceton 3.15 a.m. ● **No. 10** may depart Serviceton 1.58 a.m., Kaniva 2.16 a.m.
No. 34 (Sats.) may depart Jung 2.46 p.m.

Up

STATIONS	80 EXPRESS MON., SAT.	108 153 h.p. Diesel Rail Car and Trailer Mon. 153 h.p. D.R.C. Tue. to Fri.	18 PASS. MON. TO FRI. 153 h.p. Diesel Rail Car Sat.	10 "THE OVER-LAND" DAILY SUN. INCL.		2 280 h.p. D.R.C. Mon. to Sat.
	A.M.	A.M.	A.M.	A.M.		A.M.
ARARAT E S W ... arr.	...	...	...	5 17–**101**		...
dep.	...	...	...	5 20		...
Buangor ○ E S ... ... arr.	...	...	...	5 37*		...
Middle Creek ○ E S dep.	...	...	...	...		...
(See note, page 12) arr.	...	...	...	5 41*		...
Beaufort E S W ... dep.	...	...	...	...—**181**		...
Trawalla ○ E S	...	...	...	5 54*		...
(See note, page 12)				6 0*		...
Burrumbeet ○ E S	...	...	...	6 11*		...
Windermere ○ E S ... ... arr.	...	...	...	...—**9**		...
(See note page 12) dep.	...	...	...	6 14*		...
Linton Junction E S	...	...	...	6 21*		...
Wendouree N C	...	...	...	*		...
North Ballarat Junction	5 12*	...	...	6 27*		...
BALLARAT W G ... ... arr.	5 15	...	...	6 30		...
dep.	5 20	...	...	6 50**E**		7 5
Ballarat East ○	5 22*	...	...	6 52*		7 8
Warrenheip E S	5 29*	...	...	7 0*		7 17
Dunnstown	*	...	...	*		...
Bungaree E S ... ... arr.	...	...	...	...		...
dep.	5 36*	...	...	7 7*		...
Wallace	*	...	...	*		...
Millbrook	*	...	...	*		...
Gordon ○ E S ... ... arr.	...	...	...	...		...
dep.	5 45*	...	...	7 15*		...
Rail Motor Stop. Place, No. 77 N C ...	...	...	...	...		...
Ballan E S W ... ... arr.	...	...	...	...		...
dep.	5 53††	...	...	7 21*		...
Bank Box Loop	6 2*	...	...	7 30*–**192**		...
Bacchus Marsh E S W ... arr.	...—**5**	...	...	...		...
dep.	6 14††	6 23	7 14	7 40*		To Geelong
Parwan ○ E S ... ... arr.	...—**198**	...—**198**	...	...		
dep.	6 19*	6 32	7 22	7 45*		
Melton E S ... ... arr.	...	...	...	...		
dep.	6 27*	6 43	7 32	7 52*		
Rail Motor Stop. Place, No. 65 N C	...	Z	Z	...		...
Rockbank ○ E S ... ... arr.	...	...	...	...		...
	—**88**	—**88**	—**198**	—**198**		...
dep.	6 33*	6 51	7 40	7 57*		...
Rail Motor Stop. Place, No. 64 N C	...	Z	Z	...		...
Deer Park ○ E S ... ... arr.	...	...	...—**15**	...—**15**		...
(See note, page 12) dep.	6 40*	7 2	7 51	8 7*		...
				Mon. to Sat.	**Sunday**	
Sunshine E S ... ... arr.	...	...	...	8 13**F**	...	...
dep.	6 45*	7 11	7 58	8 17	8 13*	...
White City N C	*	*	*	*	*	...
Tottenham ○	*	*	*	*	*	...
West Footscray	*	*	*	*	*	...
Middle Footscray ○	*	*	*	*	*	...
Footscray	6 55*	7 20	8 6	8 25*	8 25*	...
South Kensington ○	*	*	*	*	*	...
North Melbourne	7 2*	7 27	8 12	8 31*	8 31*	...
MELBOURNE W G (Spencer St.) arr.	7 5	7 30	8 18	8 35	8 35	...
	80	**108**	**18**	**10**	**10**	**2**

From Mildura

See page 13, re stopping at Sunshine

F. Stops to set down passengers holding reservations on the "**Intercapital Daylight**" the same day.

E. Passengers are not permitted to join **No. 10** Express at Ballarat, except those holding reservations on the "**Intercapital Daylight**" the same day.

Up

STATIONS		22 PASS. MON. TO SAT.	12 EXPRESS DAILY SUN. INC. ‡	14 EXPRESS DAILY SUN. INC. ‡	32 153 h.p. D.R.C. and Trailer Mon. to Fri.	24 PASS. MON. TO SAT.
		A.M.	A.M.	A.M.	A.M.	A.M.
ARARAT E S W	*arr.*	...	6 29	6 50	...	10 16
			–27, 61, 91 wt.	—27, 61wt.		
	dep.	...	6 32	6 53	...	10 31
Buangor ○ E S		...	6 49*	7 10*–181 wt.	...	10 51–171
Middle Creek ○ E S	*arr.*	...	———	...—174 wt.		...
(See note, page 12)	*dep.*	...	6 53*	7 14*		10 58
Beaufort E S W	*arr.*	...	...–9	—9, 196 wt.		...
	dep.	...	7 6*	7 27*		11 14
Trawalla ○ E S		...	7 11*	7 32*		11 22
(See note, page 12)						
Burrumbeet ○ E S		...	7 23*	7 43*		11 35
Windermere ○ E S	*arr.*	...	...	...	...	...
(See note, page 12)	*dep.*	...	7 27*	7 47*	...	11 40
Linton Junction E S		...	7 35*	7 55*	8 30B	11 50*–25
Wendouree N C		...	*	*	§	*
North Ballarat Junction		...	7 40*	8 0*	8 36*	11 57*
						P.M.
BALLARAT W G	*arr.*	...	7 45	8 5	8 40	12 0
			–106 wt.	—4 wt.		
	dep.	7 25	8 5A	8 25A	...	12 15
Ballarat East ○		7 27	8 7*	8 27*	...	12 17*
Warrenheip E S		7 35*	8 15*	8 35*—23	...	12 24*
Dunnstown			*	*	...	*
Bungaree E S	*arr.*	...	...—23	...	...	...
	dep.	7 46	8 22*	8 42*	...	12 31*
Wallace		7 51	*	*	...	*
Millbrook			*	*	...	*
Gordon ○ E S	*arr.*	...	...	...	...	...
	dep.	8 0—23	8 30*	8 50*	...	12 39*
Rail Motor Stop. Place, No. 77 N C		...	...	...	...	...
Ballan E S W	*arr.*	...	...	...	...	...
	dep.	8 9	8 36*	8 56*	...	12 47
Bank Box Loop		8 18*	8 44*	9 4*	...	12 56*
Bacchus Marsh E S W	*arr.*	...—194	...	...	...	...
	dep.	8 28	8 52*	9 15*	...	1 6
Parwan ○ E S	*arr.*	...	...—194	—195wt.	...	...
	dep.	8 34	8 57*	9 21*	...	1 12*—72
				Mon. to Sat. ‡ | Sun. ‡		
Melton E S	*arr.*	...	...	...–15wt. | 9 29*	...	...
	dep.	8 43	9 4*	9 28* | 9 43	...	1 20–109
Rail Motor Stop. Place, No. 65 N C		...	...	... | ... 105	...	...
Rockbank ○ E S	*arr.*	...	...	9 35* | ...	...	...
		—15	—15 wt.	—25		
	dep.	8 51	9 9*	9 48 | 9 50*	...	1 27*
Rail Motor Stop. Place, No. 64 N C		...	...	...	...	...
Deer Park ○ E S	*arr.*	...	...	...	...	...
(See note, page 12)	*dep.*	9 0	9 16*	9 56*	...	1 34*
Sunshine E S	*arr.*	...	...	...—35wt.	...	...
	dep.	9 6	9 21*–105	10 1*	...	1 39*
White City N C		*	*	*	...	*
Tottenham ○		*	*	*	...	*
West Footscray		*	*	*	...	*
Middle Footscray ○		*	*	*	...	*
Footscray		9 15	9 30*	10 10*	...	1 48*
South Kensington ○		*	*	*	...	*
North Melbourne		9 20*	9 36*	10 16*	...	1 54*
MELBOURNE W G (Spencer St.)	*arr.*	9 24	9 40	10 20	...	1 58
		22	12	14	32	24

A. Passengers are not permitted to join **Nos. 12** or **14** Expresses at Ballarat.

B. May stop, if required, to pick up or set down passengers at Linton Junction Signal Box.

Up

STATIONS	20 153 h.p. Diesel Rail Car Sat.	30 280 h.p. Diesel Rail Car Mon. to Sat.	16 "MILDURA SUNLIGHT" TUES., WED., THUR.	40 153 h.p. Diesel Rail Car and Trailer Mon. to Fri.	28 LIGHT ENGINE MON. TO FRID.	34 PASS. MON. TO FRI.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ARARAT E S W ... arr.	...	...	...	...	...	4 5–**109**
dep.	...	...	...	...	...	4 20
Buangor ○ E S	...	...	...	...	...	4 40
Middle Creek ○ E S ... arr.	...	...	...	...	...	...—**49**
(See note, page 12) dep.	...	...	...	...	...	4 47‡
Beaufort E S W ... arr.	...	...	...	...	...	...—**43**
dep.	...	...		...	...	5 3
Trawalla ○ E S	...	...		...	...	5 10F
(See note, page 12)			From Mildura			**77, 200**
Burrumbeet ○ E S	...	...		...	...	5 21*
Windermere ○ E S ... ... arr.	...	...		...	...	...
(See note, page 12) dep.	...	...		...	...	5 24*
Linton Junction E S	...	...		...	...	5 31*
Wendouree N C	...	...		...	...	*
North Ballarat Junction	...	...	3 57*	...	...	5 37*
BALLARAT W G ... ... arr.	...	...	4 0	...	...	5 40
dep.	12 25	3 20	4 15	4 30	...	5 55
Ballarat East ○	12 28	3 23	4 17*	4 33	...	5 57*
Warrenheip E S	12 38	3 32–**111, 19**	4 24*	4 45	...	6 4*
Dunnstown	12 43	...	*	4 50	...	*
Bungaree E S ... ... arr.	...	...	...	...	...	...
dep.	12 50		4 31*	4 58	...	6 13
Wallace	12 55		*	5 3	...	*
Millbrook	1 1		*	5 9	...	*
Gordon ○ E S ... ... arr.	...	To Geelong	...	...	...	6 23—**59**
dep.	1 6		4 39*	5 15	...	6 28 ●
Rail Motor Stop. Place, No. 77 N C	*		...	Z **59, 136**	...	...
Ballan E S W arr.	1 16		...	5 27	...	...
			—**136**			
dep.	...	...	4 45*	...	...	6 38 ●
Bank Box Loop ... ... arr.	...	...	—**59**	...	...	...—**57**
dep.	...	...	4 55*	...	...	6 47*
Bacchus Marsh E S W ... arr.	...	...	...	...	...	6 56–**139**
dep.	...	...	5 5*	...	6 0	7 3 ●
Parwan ○ E S ... ... arr.	...	...	...	...	6 7–**136**	...—— **136, 102**
dep.	...	...	5 10*	...	6 20–**57**	7 9*
Melton E S ... ... arr.	...	...	—**53**	...	...	—**13**
dep.	...	...	5 18*	...	6 29 **139, 34**	7 17§ ●
Rail Motor Stop. Place, No. 65 N C	...	...	...	...	...	...
Rockbank ○ E S ... ... arr.	...	...	...	...	6 36–	...
			—**94**			—**103, 28**
dep.	...	...	5 23*	...	7 50	7 24*
Rail Motor Stop. Place, No. 64 N C	...	...	...	...	... **13, 103**	...
Deer Park ○ E S	...	...	5 29*	...	8 0	7 33*
(See note, page 12)						
Sunshine E S	...	...	5 33*	...	8 9	7 38
White City N C	...	...	*	...	...	*
Tottenham ○	...	...	*	...	...	*
West Footscray	...	...	*	...	...	*
Middle Footscray ○	...	...	*	...	...	*
Footscray	...	...	5 44*	...	8 24	7 47
South Kensington ○	...	...	*	...	...	*
North Melbourne	...	...	5 51*	...	8 35	7 51*
MELBOURNE W G (Spencer St.) arr.	...	...	5 55	...	...	7 55
	20	30	16	40	28	34

● **No. 34** (Mon. to Fri.) may depart Gordon 6.24 p.m., Ballan 6.34 p.m. Bacchus Marsh 6.53 p.m., Melton 7.7 p.m.

F. Stops definitely, Friday only.

Up

STATIONS		34 PASS. SAT.	100 PASS. SUN.		102 PASS. SUN. (When Authorised)		110 153 h.p. D.R.C. and Trailer SUN. (From Stawell)
		P.M.	A.M.		A.M.		P.M.
ARARAT E S W	*arr.*	4 16	...	...	...	...	...
	dep.	4 25—**175**	...	...	...	...	4 25
Buangor ○ E S		4 45	...	...	...	...	4 50
Middle Creek ○ E S ...	*arr.*	...—**49**	...	...	...	...	...
(See note, page 12)	*dep.*	4 52◆	...	...	...	...	4 56*
Beaufort E S W	*arr.*	5 7—**145**	...	...	...	...	5 13–**77**
	dep.	5 12 ●	...	...	...	...	5 18 ●
Trawalla ○ E S		5 19*	...	...	...	...	5 25*
(See note, page 12)							
Burrumbeet ○ E S		5 30*	...	...	...	...	5 41 ●
Windermere ○ E S	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	5 33*	...	...	...	...	5 46*
Linton Junction E S		5 40*	...	...	...	...	5 57*
Wendouree N C		*—**77**	...	...	...	...	*
North Ballarat Junction		5 44*	...	...	...	...	6 3*
BALLARAT W G	*arr.*	5 46	...	...	...	...	6 5
	dep.	6 0	8 55	...	9 5	...	**PASS.** 6 15
Ballarat East ○		6 2*	8 57*	...	9 7*	...	6 17*
Warrenheip E S		6 9*	9 3*	...	9 18	...	6 24*
Dunnstown		*	*	...	...	...	*
Bungaree E S	*arr.*	...	...	...	...	...	...
	dep.	6 17	9 12	...		...	6 33
Wallace		*	*	...		...	*
Millbrook		*	*	...		...	*
Gordon ○ E S	*arr.*	...	...	...		...	...
	dep.	6 27	9 20*	...		...	6 43*
Rail Motor Stop. Place, No. 77 N C		...	...	...		...	...
Ballan E S W	*arr.*	...	...	...		...	...
	dep.	6 37	9 29	...		...	6 52
Bank Box Loop	*arr.*	...	...	...		...	...
	dep.	6 46*	9 38*	...	...	...	7 1*–**139**
Bacchus Marsh E S W ...	*arr.*	...	9 47–**105**	...	...	...	...
	dep.	6 56	9 57 ●	...	...	...	7 11
Parwan ○ E S	*arr.*	7 2*	...	...	...	...	...
	dep.	7 8–**63**	10 3*	...	...	...	7 17*
Melton E S	*arr.*	...	...	...	...	...	...
	dep.	7 17§ ●	10 11	...	...	...	7 27
Rail Motor Stop. Place, No. 65 N C		...	...	...	...	...	...
Rockbank ○ E S	*arr.*	...	...	...	...	...	7 35*
	dep.	7 24*	10 16*	...	...	...	—**115** 7 45
Rail Motor Stop. Place, No. 64 N C		...	...	...	...	...	...
Deer Park ○ E S		*	*	...	...	...	*
(See note, page 12)							
Sunshine E S		7 38	10 29	...	...	...	8 0
White City N C		*	*	...	...	...	*
Tottenham ○		*	*	...	...	...	*
West Footscray		*	*	...	...	...	*
Middle Footscray ○		*	*	...	...	...	*
Footscray		7 47	10 38	...	...	...	8 9
South Kensington ○		*	*	...	...	...	*
North Melbourne		7 51*	10 45*	...	...	...	8 16*
MELBOURNE W G (Spencer St.)	*arr.*	7 55	10 50	...	...	...	8 20
		34	**100**		**102**		**110**

● **No. 34** (Sat.) may depart Beaufort 5.8 p.m., Melton 7.10 p.m., **No. 100** may depart Bacchus Marsh 9.48 a.m. **No. 110** may depart Beaufort 5.14 p.m. Burrumbeet 5.37 p.m.

Miles	STATIONS	181 Thro. Goods Monday ‡	9 Fast Goods (News) Mon. to Sat.	101 Light Engine Tue. to Fri. ‡	15 Goods Tue. to Sat.	171 Thro Goods Mon. to Sat. ‡	31 Pilot Mon., Thur., Fri.	105 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	**MELBOURNE YARD** *dep.*	...	1 40	...	4 0	...	...	...
—	**DYNON**	...	...	...	...	...	...	...
1	North Melbourne ... *dep.*	...	...	2 0	...	...	...	...
2¼	*South Kensington* ○ ...	...	1 50	...	...	...	...	...
2¾	Maribyrnong River Junct.	...	...	...	Via	...		...
3½	Footscray	...	1 54	...	Goods	...	...	...
4	*Middle Footscray* ○ ...	...	...	...	Lines	...	...	...
4½	West Footscray	...	...	...	...	...	...	...
5¼	*Tottenham* ○	...	...	...	...	...	...	...
5¾	Tottenham Goods ... *arr.*	...	...	2 20 Goods 36, 134	...	...	...	...
	Yard W *dep.*	...	...	3 0	...	...	...	...
7¾	Sunshine E S ... *arr.*	...	...	3 10	...	...	...	...
	dep.	...	2 2	3 40	4 45	...	...	...
10	Ardeer Siding N C	...	...	...	...	...	...	...
11	*Deer Park* ○ E S ... *arr.*	...	...	...	...	...	...	...
	(See note, page 12) *dep.*	...	...	...	...	...	...	...
18½	*Rockbank* ○ E S ... *arr.*	...	...	...	...	...	...	...
	dep.	...	2 23	4 9	5 8	...	...	...
23¼	Melton E S ... ... *arr.*	...	...–36	...	...	...	...	...
	dep.	...	2 34	4 20	5 17	...	...	...
29¼	*Parwan* ○ E S ... *arr.*	...	...	...	...	...	...	...
	dep.	...	2 46	4 34	5 29–88	...	...	From North Geelong
31¾	Bacchus Marsh ... *arr.*	...	2 53	4 40	5 35	...	...	...
	E S W *dep.*	...	2 55–134			...		...
40¼	Bank Box Loop	...	...	...	...	...	...	...
49½	Ballan E S W ... *arr.*	...	3 45	1	...	...	...	...
	dep.	...	3 48	Thro.	...	...	...	...
56¾	*Gordon* ○ E S	...	4 6–88	Goods	...	...	...	...
58½	*Millbrook*	...	...	Tue. to	...	...	...	...
61½	*Wallace*	...	...	Sat. ‡	...	...	...	...
64	Bungaree E S	...	4 22	A.M.	29	...	...	...
67½	*Dunnstown*	...	...	...	Pilot	...	...	...
69¾	Warrenheip E S ... *arr.*	...	...–198	...	Tues.,	...	...	...
	dep.	...	4 35	5 30	Wed.	...	...	8 7
73¼	*Ballarat East* ○	...	4 44	5 38	...	...	...	8 15
73¾	**BALLARAT** W G ... *arr.*	...	4 55	5 41	...	...	...	8 18
	dep.	...	Fst. Gds		A.M.	...		
		4 0	5 45	...	6 15	8 0	8 0E	...
74¼	Shell Oil Sdg. N C... ...	...	...	...	...	...	...	...
74½	Nth. Ballarat Junct. ...	4 3	5 48	...	6 18	8 3	8 3	...
75½	White's Siding N C ...	...	...	...	...	...	...	...
76	Wendouree N C	...	...	...	...	...	...	...
76½	Linton Junct. E S † *arr.*	...	...	...	...	...	...	...
	dep.	4 13	5 53	...	6 25	8 13	8 10	...
83½	*Windermere* ○ E S ... *arr.*	...	6 3	...	...	...–174	...	...
	(See note, page 12) *dep.*	4 26	6 19–10	...	...	8 26	...	...
86¾	*Burrumbeet* ○ E S... *arr.*	4 34	...	...	...	...	...	...
	dep.	4 54–140	6 27	...	...	8 34	...	...
97½	*Trawalla* ○ E S .... *arr.*	...	...	...		...		...
	(See note, page 12) *dep.*	5 20	6 45	...	To Redan	8 57	To Redan	...
102½	Beaufort E S W ... *arr.*	5 31	6 54–196, wt14	...		...		...
	dep.	5 59–10	7 20	...		9 8		...
112½	*Middle Creek* ○ E S *arr.*	6 30	...	...		9 37–38		...
	(See note, page 12) *dep.*	6 45	7 42	...	...	10 7A–176	...	...
116½	*Buangor* ○ E S ... *arr.*	... 174	...	...	...	10 17	...	...
	dep.	6 56	7 49 176 12, 174 38, 38A	...	...	11 43B 24, 82	...	...
						P.M.		
131	**ARARAT** E S W ... *arr.*	7 33	8 15	...	...	12 23	...	...
	dep.		9 0	...	...		...	...
	Continued on		Page 35					
		181	9	1	29	171	31	105

Not to run when 12 or 14 run

A. No. 171 When **No. 160** runs to depart Middle Creek 9.50 a.m. arrive Buangor 10.0 a.m., thence as tabled

B. No. 171 Saturday to depart Buangor 11.33 a.m., arrive Ararat 12.13 p.m.

E. No. 31 when **171** runs to depart Ballarat 8.10 a.m., and run correspondingly later en route.

STATIONS		195 Eng. & Van Tues. to Sat.	3 Thro. Goods Tues. to Sat. ‡	15 Goods Mon.	37 Pilot Tue.	39 Pilot Mon., Wed., Thur., Fri.	35 Goods Mon. to Fri.	11 Thro. Goods Tue., Wed., Fri. Sat. ‡
MELBOURNE YARD	*dep.*	A.M. ...	A.M. ...	A.M. 6 45	A.M. ...	A.M. ...	A.M. 9 35	P.M. ...
DYNON	...	...	...	...	...	...	...	...
South Kensington ○ ...	...	...	...	...	...	...	...	...
Maribyrnong River Junct.	...	...	...	Via	...	...	Via	...
Footscray	...	...	...	Goods	...	...	Goods	...
Middle Footscray ○ ...	...	...	...	Lines	...	...	Lines	...
West Footscray ...	...	...	...	...	...	...	...	...
Tottenham ○	...	...	...	...	...	...	... wt 14	...
Tottenham Goods Yard W	...	...	...	...	...	...	...	...
Sunshine E S	...	...	...	7 35	...	...	10 0	From North Geelong
Ardeer Siding N C ...	...	...	...	...	...	...	...	
Deer Park ○ E S ...	*arr.*	...	...	7 42—**18**	...	...	10 7	
(See note page 12)	*dep.*	...	...	8 12—**10**	...	...	10 17	
Rockbank ○ E S ...	*arr.*	...	...	8 31	...	...	10 34—**8, 196**	
	dep.	...	...	8 55 wt 12 **22**	...	...	11 10	
Melton E S	*arr.*	...	...	... wt 14	...	...	11 21	
	dep.	...	...	9 6	...	...	11 33	
Parwan ○ E S ...	*arr.*	...	...	...	...	...	11 48	...
	dep.	9 10—**wt 14**	...	9 18	...	...	11 58	...
Bacchus Marsh E S W	*arr.*	9 16	...	9 24	...	...	P.M. 12 4—**160**	...
	dep.	...	...	...	...	...	...	...
Bank Box Loop ...	...	**11**	...	...	...	...	...	...
Ballan E S W ...	...	Thro.	...	...	...	...	...	...
Gordon ○ E S ...	...	Goods	...	...	...	...	...	...
Millbrook	...	Mon. ‡	...	...	...	...	...	...
Wallace	...	A.M.	...	...	...	...	...	...
Bungaree E S	...	From	...	**7**	...	...	**173**	...
Dunnstown	...	Nth. G'long	...	**Goods Mon.**	...	...	Thro. Goods	... 130A
Warrenheip E S ...	*arr.*	...—**106**	...	(Thur. ‡)	...	...	Mon. to	...
	dep.	8 48	...		...	...	Sat. ‡	12 8
Ballarat East ○ ...		8 54	...	...	...	...		12 16
BALLARAT W G ...	*arr.*	8 57	...	A.M.	...	...	P.M.	12 19
	dep.		9 45	9 45	10 55	11 55	12 5	
Shell Oil Sdg. N C ...	...	...	...	...	...	...	...	...
Nth. Ballarat Junct.	...	...	9 48	9 48	10 58	11 58	12 8	...
White's Siding N C ...	...	...	...	...	...	...	...	...
Wendouree NC ...	...	...	...		...	...	...	...
Linton Junct. E S † ...	*arr.*	...	...	...	...	P.M.	...	...
	dep.	...	9 58	9 57	11 5	12 5	12 18	...
Windermere ○ E S ...	*arr.*	...	...	...	...	...	...	...
(See note, page 12) ...	*dep.*	...	10 11	...	...	...	12 31	...
Burrumbeet ○ E S ...	*arr.*	...	10 19	...	...	...	12 39	...
	dep.	...	10 37—**38**	...	...	...	12 53—**176**	...
Trawalla ○ E S ...	*arr.*	...	11 3—**176**	...	...	...	...—**82**	...
(See note, page 12)	*dep.*	...	11 27—**24**	...	...	...	1 19	...
Beaufort E S W ...	*arr.*	...	...	...	...	...	...	...
	dep.	...	11 40	...	...	...	1 30—**82**	...
Middle Creek ○ E S	*arr.*	...	P.M. 12 9	...	...	...	...	...
(See note, page 12)	*dep.*	...	12 12—**82**	...	...	...	1 59—**200**	...
							Mon. to Fri. ‡ | Sat. ‡	
Buangor ○ E S ...	*arr.*	...	12 23	...	...	...	2 7	...
	dep.	...	1 5—**25**	...	...	...	2 44—**138** | 2 7	...
ARARAT E S W ...	*arr.*	...	1 45	...	...	...	3 24	...
	dep.	...		...	...	...		...
		11	**3**	**7**	**37**	**39**	**173**	**11**

To Skipton — On Thur. runs 15 minutes later when 3 runs

To Redan

To Redan

Not to run when 136 runs.

Not to run when 160, 38A, 82, (Sats.) 136 or 200 run

Miles	STATIONS	41 Pilot Mon. to Fri.	45 Pilot Tues.	175 Thro. Goods Mon. to Sat. ‡	17 Thro. Goods Fri., Sat.	43 Goods Mon. to Fri.	17 Thro. Goods Tue., Wed.	111 Thro. Goods Tue., Wed., Fri. ‡	111 Thro. Goods Sat. ‡
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YARD** *dep.*	...	...	...	...	...	...	...	...
—	**DYNON**	...	...	...	...	...	...	...	...
2¼	*South Kensington* ○	...	...	...	...	...	...	...	...
2¾	Maribyrnong River Junct. ...	...	...	...	...	...	...	...	...
3½	Footscray	...	...	...	...	...	...	...	...
4	*Middle Footscray* ○	...	...	...	...	...	...	...	...
4½	West Footscray	...	...	...	...	...	...	...	...
5¼	*Tottenham* ○	...	...	...	...	...	...	...	...
5¾	Tottenham Goods Yard W ...	11 30	...	...	From North Geelong	...	From North Geelong	From North Geelong	From North Geelong
7¾	Sunshine E S	11 40	...	...		...			
10	Ardeer Siding N C	**P.M.**	...	...		...			
11	*Deer Park* ○ E S (see note, page 12) ...	12 25 **–160**	...	...		...			
18½	*Rockbank* ○ E S		...	...		...			
23¼	Melton E S	**11**	...	...		...			
29¾	*Parwan* ○ E S	Thro.	...	...		...			
31¾	Bacchus Marsh E S W ...	Goods	...	...		...			
40¼	Bank Box Loop	Thur.‡	...	...		...			
49½	Ballan E S W	**P.M.**	...	...		...			
56¾	*Gordon* ○ E S	From North Geelong	...	...		...			
58½	*Millbrook*		...	...		...			
61½	*Wallace*		...	...		...			
64	Bungaree E S ... *arr.*		...	...		...			
	dep.		...	...		...			
67½	*Dunnstown* ... ... *arr.*		...	...		...			
	dep.		...	...		...			
69¾	Warrenheip E S ... *arr.*		...	...		...	...	...	3 13
	dep.	1 11	...	...	1 35	...	2 2 **–22**	2 59	3 35 **–49,30**
73¼	*Ballarat East* ○	1 19	...	...	1 43	...	2 10	3 7	3 46
73¾	**BALLARAT** W G ... *arr.*	1 22	...	...	1 46	...	2 13	3 10	3 49
	dep.		1 35	1 45		2 0			
74¼	Shell Oil Sdg. N C	...	...	...	...	...	...	...	...
74½	North Ballarat Junct. ...	...	1 38	1 48	...	2 3	...	...	...
75½	White's Siding N C	...	...	...	...	...	...	...	...
76	Wendouree N C	...	...	...	...	...	...	...	...
76½	Linton Junct. E S † *arr.*	...	...	...	...	...	...	...	...
	dep.	...	1 45	1 53	...	2 12	...	...	...
83½	*Windermere* ○ E S ... *arr.*	...	...	...	...	2 25	...	...	...
	(See note, page 12) *dep.*	...	...	2 5	...	2 45 **136**	...	...	...
86¾	*Burrumbeet* ○ E S ... *arr.*	...	...	...–82	...	2 55	...	...	...
	dep.	...	...	2 11	...	3 20–82	...	...	...
			To Ballarat Cattle Siding	Not to run when 136 runs.		**200,49**			
				Mon. to Fri. ‡ / Sat. ‡					
97½	*Trawalla* ○ E S ... *arr.*	...		...–82 / ...–82	...	3 46	...	...	...
	(See note, page 12) *dep.*	...		2 31 / 2 31	...	4 30	...	...	...
102½	Beaufort E S W ... *arr.*	...		2 40 / 2 40–**200**	...	4 43	...	...	...
	dep.	...		2 47 **200** / 3 12	...	5 57	...	...	...
112½	*Middle Creek* ○ E S... *arr.*	...		... / ... **138**	...	6 28	...	...	...
	(See note, page 12) *dep.*	...		3 12 / 3 37	...	6 38 **34,77**	...	...	...
116½	*Buangor* ○ E S ... *arr.*	...		... / ...	...	6 49	...	...	...
	dep.	...		3 19 / 3 44	...	6 59	...	...	...
131	**ARARAT** E S W ... *arr.*	...		3 49 / 4 14–**34**	...	7 39	...	...	...
	dep.	...			...		...	...	...
	Continued on								
		11	**45**	**175**	**17**	**43**	**17**	**111**	**111**

STATIONS	19 R'side Goods Mon., Thur.	65 Eng. & Van Mon. to Fri.	83 R'side Goods Thur.	77 Fast Goods Mon. to Fri.	77 Fast Goods Sun.	145 Express Goods Sat.	67 Pilot Tues.	111 Thro. Goods Mon., Thur.‡	77 Fast Goods Sat.
	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M
MELBOURNE YARD— dep.	...	...	...	11 25	12 25	...	...	...	2 15
DYNON	...	...	...	...	...	1 40	...	...	...
South Kensington ○	...	...	...	11 45	12 45	...	...	...	Via
Maribyrnong River Junction ...	...	...	...	...	...	...	...	...	Goods
Footscray	...	...	...	11 50	12 50	...	...	...	Line
Middle Footscray ○		...	...		...	...	...		...
West Footscray		...	...		...	...	...		...
Tottenham ○		...	...		...	...	...		...
Tottenham Goods Yard W ...		...	...		...	...	...		...
Sunshine E S		...	...		1 0	2 5	...		2 55
Ardeer Siding N C		...	...		...	...	...		...
Deer Park ○ E S		...	...		...	2 11	...		...
(See note, page 12)									
Rockbank ○ E S ... arr.		...	...		...–38	...	...		...
Rockbank ○ E S ... dep.		...	...		1 20	2 24	...		3 15
Melton E S		...	...		1 28	2 31	...		3 23
Parwan ○ E S		1 25	...		1 39	2 41	...		3 34
Bacchus Marsh E S W arr.		1 31	...		...	...	...		...
Bacchus Marsh E S W dep.			...		1 45	2 47	...		3 40
Bank Box Loop		...	...		2 18–138	...	...		4 13
Ballan E S W		**157**	1 25–38A		2 46	3 44	...		4 41
Gordon ○ E S ... ... arr.		**Pilot**	1 41		...	...	...		...
Gordon ○ E S ... ... dep.		**Wed., Fri.**	2 1		3 2	3 56	...		4 57
Millbrook ... ... arr.			2 6		...	...	...		...
Millbrook ... ... dep.		P.M.	2 11		...	...	...		...
Wallace ... ... arr.		...	2 18		...	...	...		...
Wallace ... ... dep.		...	2 43		...	...	...		...
Bungaree E S ... ... arr.		...	2 51–49		...	...	...		...
				P.M.					–138
Bungaree E S ... ... dep.		...	3 26A		3 16	4 6	...		5 11
Dunnstown ... ... arr.		...	3 34		...	...	...		...
Dunnstown ... ... dep.		...	3 55		...	...	...		...
Warrenheip E S ... arr.	3 21	...	4 1–26	...–26	...–90	...	...		...
Warrenheip E S ... dep.	3 30–49,30	...	4 18–77	4 7–83	3 27	4 13	...	5 6	5 22
Ballarat East ○ ...	3 41	...	4 26	4 15	3 36	4 18	...	5 14	5 29
BALLARAT W G ... arr.	3 44	...	4 29	4 18	3 39	4 20	...	5 17	5 32
BALLARAT W G ... dep.		4 0		4 20	3 41	4 22	4 45		5 34
Shell Oil Sdg. N C	...	...	...	...	...	...	...	...	...
North Ballarat Junction ...	...	4 3	...	4 23	3 44	4 24	4 48	...	5 36
White's Siding N C	...	...	...	...	...	...	...	...	...
Wendouree N C	...	...	...	...	...	...	...	...	...
Linton Junction E S † arr.	...	...	...	...	...	...	...	...	5 42
Linton Junction E S † dep.	...	4 10	...	4 28	3 51	4 30	4 55	...	6 2
Windermere ○ E S arr.	...	...	...	...–82	...	...	...	...	...
(See note, page 12) ... dep.	...	...	...	4 38	4 1	4 37	...	...	6 14
Burrumbeet ○ E S ...	...	...	...	4 44	4 7	4 41	...	...	6 20
Trawalla ○ E S ... arr.	...	...	...	5 1–34	...	...	...	...	...
(See note, page 12) ... dep.	...	...	...	5 15	4 24–110	4 53	...	...	6 37
Beaufort E S W ... arr.	...	...	...	...–43	4 33–110	5 0	...	...	...
Beaufort E S W ... dep.	...	...	...	5 25	5 16	5 10–34	...	...	6 45
Middle Creek ○ E S ... arr.	...	...	...	...	...	...	...	...	...
(See note, page 12) dep.	...	...	...	5 45	5 38	5 26	...	...	7 5
Buangor ○ E S ... arr.	...	...	...	...	...	...	...	...	...
Buangor ○ E S ... dep.	...	...	...	5 52	5 45	5 30	...	...	7 12
ARARAT E S W ... arr.	...	...	...	6 18	6 12	5 50	...	...	7 38
						Fast Goods			**—60**
ARARAT E S W ... dep.	...	...	...	6 55	7 10	7 10–60	...	...	8 15
Continued on...				Page 37	Page 37	Page 37			Pge 37
	19	**157**	**83**	**77**	**77**	**145**	**67**	**111**	**77**

A. No. 83, when **136** runs to depart Bungaree 5.3 p.m. Dunnstown arrive 5.11 p.m. depart 5.31 p.m. Warrenheip 5.37 p.m., Ballarat East 5.45 p.m., Ballarat arrive 5.48 p.m.

Miles	STATIONS	81 Thro. Goods Sat. ‡	59 Fast Goods Mon. to Fri.	55 Thro. Goods Mon. to Fri. ‡	139 Express Goods Sun.	139 Express Goods Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.	P.M.
—	**MELBOURNE YARD** ... *dep.*	...	2 45	...	...	...
—	**DYNON**	...	...	...	5 0	5 50
2¼	*South Kensington* ○ ...	...	Via	...	...	...
2¾	Maribyrnong River Junct.	...	Goods Lines	...	...	...
3½	Footscray	...	...	...	...	...
4	*Middle Footscray* ○ ...	...	...	...	...	...
4½	West Footscray	...	...	...	...	...
5¾	*Tottenham* ○	...	...	...	...	...
5¾	Tottenham Goods *arr.*	From North Geelong	...	From North Geelong	...	...
	Yard W *dep.*		...		...	...
7¾	Sunshine E S		3 16		5 31	6 20
10	Ardeer Siding N C ...		...		...	...
11	*Deer Park* ○ E S ...		3 22		...	6 27–**94**
	(See note, page 12)					
18½	*Rockbank* ○ E S *arr.*		...		...—**90**	...—**28**
	dep.		3 36		5 50	6 39
23¼	Melton E S		3 44		5 56	6 46
29¼	*Parwan* ○ E S		3 55—**94**		6 6	6 55—**136,102**
31¾	Bacchus Marsh ES W ...		4 1	...	6 12	7 1—**34**
			Mon., Fri. / **Tue., Wed., Thur.**			
40¼	Bank Box Loop ... *arr.*	...	... / 4 34	...	6 42	...
	dep.	...	... / 4 57–**16**	...	7 1—**110**	...
	arr.	...	4 59 / 5 28	...	...	...
49½	Ballan E S W ...		—**40, 136**			
	dep.	...	5 32	...	7 31	7 57–**94**
56¾	*Gordon* ○ E S ... *arr.*	...	5 51	...	...	...
	dep.	...	6 26—**34**	...	7 43 See Note	8 9 See Note
58½	*Millbrook*	...	...	...	...	...
61½	*Wallace*	...	...	...	...	...
64	Bungaree E S	...	6 45	...	7 53	8 19
67½	*Dunnstown*	...	...	...	...	...
69¾	Warrenheip E S ... *arr.*	...	...	6 53	...	...
	dep.	6 31	6 57—**55**	7 50–**59, 33, 57**	8 0	8 26
73¼	*Ballarat East* ○	6 39	7 6	8 1	8 5	8 31
73¾	**BALLARAT** W G ... *arr.*	6 42	7 9	8 4	8 7	8 33
	dep.		7 15		8 9	8 35
74¼	Shell Oil Siding N C ...	...	...	...	...	...
74½	North Ballarat Junct. ...	...	7 18	...	8 11	8 37
75½	White's Siding N C ...	...	...	...	...	...
76	Wendouree N C	...	...	...	...	...
76½	Linton Junct. † E S ...	...	7 23	...	8 16	8 42
83½	*Windermere* ○ E S... *arr.*	...	...	...	...	...
	(See note, page 12) *dep.*	...	7 33	...	8 23	8 49
86¾	*Burrumbeet* ○ E S... ...	...	7 39	...	8 27	8 53
97½	*Trawalla* ○ E S ... *arr.*	...	...	...	...	...
	(See note, page 12) *dep.*	...	7 56	...	8 39	9 5
102½	Beaufort E S W ... *arr.*	...	...	...	...	...
	dep.	...	8 4	...	8 45	9 11
112½	*Middle Creek* ○ E S *arr.*	...	...	...	...	...
	(See note, page 12) *dep.*	...	8 24	...	8 59	9 25
116½	*Buangor* ○ E S ... *arr.*	...	...	...	...	...
	dep.	...	8 31	...	9 3	9 29
131	**ARARAT** E S W ... *arr.*	...	8 57	...	9 23	9 49—**36**
	dep.				9 25	9 51
	Continued on				Page 37	Page 37
		81	**59**	**55**	**139**	**139**

NOTE :—Express Goods trains are to consist solely of the following vehicles :—**VICTORIAN STOCK.**—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". **SOUTH AUSTRALIAN STOCK.**—South Australian bogie Goods Vehicles having a large letter "S" or "X" prominently displayed on diagonally opposite corners of the body. **NEW SOUTH WALES STOCK.**—New South Wales bogie goods vehicles as listed on page 174.

STATIONS		103 Express Goods Mon. to Fri.	61 Thro. Goods Sat.‡	197 Thro. Goods Mon. to Fri. ‡	159 Express Goods Thursday (Mon. to Wed. ‡)	65 Thro. Goods Mon. to Fri. ‡	93 Thro. Goods Sat.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE YARD	*dep.*	6 30	...	...	...	...	...
DYNON		...	...	...	7 50	...	...
South Kensington ○ ...		6 48	...	...	...	...	...
Maryibyrnong River Junct.		...	...	...	...	...	...
Footscray		6 52	...	...	...	...	...
Middle Footscray ○ ...		...	...	...	...	...	...
West Footscray		...	...	...	...	...	...
Tottenham ○		...	...	...	...	...	...
Tottenham Goods ...	*arr.*	...	...	...	...	...	...
Yard W ...	*dep.*	...	...	...	...	...	...
Sunshine E S		7 0	...	...	8 24	...	...
Ardeer Siding N C		...	...	...	...	...	...
Deer Park ○ E S (See note, page 12)		7 6–**94, 28**	...	...	8 31—**136**	...	...
Rockbank ○ E S ...	*arr.*	7 15—**34**	...	...	...—**102**	...	...
	dep.	7 27	...	...	8 44	...	...
Melton E S		7 34	...	...	8 51	...	...
Parwan ○ E S		7 43	...	...	9 1	...	...
Bacchus Marsh E S W	*arr.*	...	...	...	9 7—**69**	...	...
	dep.	7 48 **102, 136**	...	...	9 35-**wt71**	...	...
Bank Box Loop ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Ballan E S W ...	*arr.*	...	...	...	...	...	...
	dep.	8 28	...	...	10 34	...	...
Gordon ○ E S ...	*arr.*	...	...	...	...	...	...
	dep.	8 39	...	...	10 46	...	...
Millbrook		...	...	...	...	...	...
Wallace		...	...	...	...	...	...
Bungaree E S		8 49	...	...	10 56–**32, 65**	...	...
Dunnstown		...	...	...	...	...	...
Warrenheip E S ...	*arr.*	...	...	...	...	10 55	...
	dep.	8 56	9 46	...	11 3—**96**	11 10—**159**	11 10
Ballarat East ○		9 1	9 54	...	11 8	11 21	11 16
BALLARAT W G ...	*arr.*	9 3	9 57	...	11 10	11 24	...
	dep.	9 15		11 0	11 12		11 19
Shell Oil Siding N C		...	...	...	...	...	...
North Ballarat Junct. ...		9 17	...	11 3	11 14	...	11 21
White's Siding N C		...	...	...	...	...	...
Wendouree N C		To	...	...	...	...	...
Linton Junct. † E S	*arr.*	Mildura	...	...	...	...	...
	dep.	...	...	11 13	11 19	...	11 27
Windermere ○ E S ...	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	11 26	11 26	...	11 37
Burrumbeet ○ E S ...	*arr.*	...	...	11 34	11 31	...	...
	dep.	...	...	11 59–**36, wt. 71**	11 59—**36**	...	11 43
				Tue. to Sat. ‡	**Friday** (Tue. to Thur. ‡)		**Sun.**
				A.M.	A.M.		A.M.
Trawalla ○ E S ...	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	12 25	12 13	...	12 1
	arr.	...	...	12 36	...	...	...
Beaufort E S W ...				Tue. to Fri. ‡ | Sat. ‡			
	dep.	...	...	1 23—**88** | 1 35–**88, 159**	12 19	...	12 9
Middle Creek ○ E S	*arr.*	...	...	... | ...	...	...	...
(See note, page 12)	*dep.*	...	...	1 54 | 2 6	12 33	...	12 31
Buangor ○ E S ...	*arr.*	...	...	... | ...	...	...	...
	dep.	...	...	2 2 | 2 14	12 38—**88**	...	12 38
ARARAT E S W ...	*arr.*	...	...	2 39 | 2 51—**192**	12 58	...	1 6
	dep.	...	...		1 0	...	
Continued on					Page 31		
		103	**61**	**197** | **197**	**159**	**65**	**93**

Not to run when **198** runs or Mon. to Thur. when **159** runs

From North Geelong

From North Geelong

See Note, page 28

See Note, page 28

Miles	STATIONS		87 Thro. Goods Mon. to Fri.	75 Fast Goods Mon. to Fri. (Sun. ‡)	159 Express Goods Fri.	179 Thro. Goods Tue. to Sat. ‡	93 Thro. Goods Tue. to Sat. ‡	95 Fast Goods Mon. to Fri.	107 Thro. Goods Tue. to Sat. ‡
			P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.
—	**MELBOURNE YARD** ...	*dep.*	...	8 55	...	...	...	9 30	...
—	**DYNON**	...	...	...	9 35	...	...	...	...
2¼	*South Kensington* ○ ...	...	...	...	...	...	...	...	...
3½	Footscray	...	...	...	...	...	...	...	...
5¾	Tottenham Goods Yard W ...	*arr.*	...	...	...	...	...	10 0	...
		dep.	...	...	...	...	...	10 20	...
7¾	Sunshine E S	...	9 24	wt 71	10 5	...	...	10 30	...
11	*Deer Park* ○ E S ... (See note, page 12)	...	...	102	...	...	...	...	...
18½	*Rockbank* ○ E S ...	...	9 44	102	10 24	...	...	10 50—**102**	...
23¼	Melton E S ...	...	9 52		10 31	...	...	10 58	...
29¼	*Parwan* ○ E S ...	...	10 3		10 41	...	...	11 9	...
31¾	Bacchus Marsh ES W ...	...	10 9		10 47	...	...	11 15	...
								Tue. to Sat.	
40¼	Bank Box Loop ...	...	...	...	...	...	...	A.M.	...
49½	Ballan E S W ...	*arr.*	...	...	...	...	...	12 16–**32**	...
		dep.	...	11 10	11 44	...	...	12 36–**96**	...
								Fri. / **Tue. to Thu., Sat**	
56¾	*Gordon* ○ E S	*arr.*	...	...	...	...	...	12 54 / 12 54	...
		dep.	...	11 26–**32**	11 56	...	...	1 18–**36** / 1 18–**36**	...
61½	*Wallace*	*arr.*	...	...	**Sat.**	...	...	... / 1 30	...
		dep.	...	...	A.M.	...	...	... / 1 50	...
64	Bungaree E S	*arr.*	...	...	...	...	...	1 36 / 1 57	...
		dep.	...	11 40–**96**	12 6	...	...	2 7–**134**	... 3 0 **204**
69¾	Warrenheip E S ...		11 31	11 51	12 13	...	1 14	2 20	3 0
73¼	*Ballarat East* ○ ...	*arr.*	...	...	12 20	...	...	...	...
		dep.	11 39	11 59	12 32	...	1 22	2 29	3 8
				Tue. to Sat. (Mon. ‡) A.M.	See note, page 28				
73¾	**BALLARAT** W G ...	*arr.*	11 42	12 2	...	...	1 25	2 32	3 11
		dep.		12 30	12 36	1 0			
74¼	Shell Oil Coy Sdg NC ...	...	...	...	...	...	...	...	...
74½	North Ballarat Junct.	...	...	12 33	12 38	1 3	...	...	...
75½	White's Siding N C ...	...	...	...	...	...	...	...	...
76	Wendouree N C ...	...	...	To Donald	...	...	...	...	...
76½	Linton Junct. † E S ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	12 43	1 13	...	...	...
83½	*Windermere* ○ E S ... (See note, page 12)	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	12 50	1 26	...	...	...
86¾	*Burrumbeet* ○ E S ...	*arr.*	...	...	...	1 34	...	...	...
		dep.	...	...	12 54	1 49–**88**	...	...	...
97½	*Trawalla* ○ E S ... (See note, page 12)	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	1 6	2 15	...	...	...
102½	Beaufort E S W ...	*arr.*	...	...	...–**197**	2 26	...	...	...
		dep.	...	...	1 12–**88**	2 31	...	...	...
112½	*Middle Creek* ○ E S ... (See note, page 12)	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	1 26	3 3	...	...	...
116½	*Buangor* ○ E S ...	*arr.*	...	...	...	3 11–**140**	...	...	...
		dep.	...	...	1 30 **198**	4 16	...	...	...
131	**ARARAT** E S W ...	*arr.*	...	...	1 50	4 56 **192,**	...	...	...
		dep.	...	...	1 52				
	Continued on...				Page 32				
			87	75	159	179	93	95	107

Not to run when 198 runs.

From North Geelong

From North Geelong

Down

Miles.	STATIONS		141 Thro. Goods Tue. to Sat. ‡	159 Express Goods Friday (Tu. to Thur. ‡)		115 Thro. Goods Mon. to Thur., Sat. ‡		115 Thro. Goods Fri. ‡	143 Thro. Goods Mon. to Sat. ‡
			A.M.	A.M.		A.M.		A.M.	A.M.
131	**ARARAT** E S W ...	*arr.*	...	12 58		...		...	...
		dep.	12 35 **wt 71**	1 0		...		...	1 0
136½	*Armstrong* ○ ES (See note, p. 12)		12 46	1 9		...		...	1 13
141¼	Seppelt's Siding N C		...	...		...		...	...
141¾	*Great Western* ○ E S ... ... (See note, page 12)		12 56	1 15		...		...	1 24
150	**STAWELL** E S W		1 15	1 26		...		...	1 45
154¾	*Deep Lead* ○ ES (See note, p. 12)		1 26	...		...		...	1 58
162½	Glenorchy ES		1 41	1 40		...		...	2 15
169	*Wal Wal* ○ ES (See note, p. 12)		1 54	1 47		...		...	2 30
175	Lubeck ES	*arr.*	...	...		...		...	2 44
		dep.	2 6 **140**	1 53		...		...	2 55 **140**
184¾	Marmalake NC ES (See note p. 13)		...	...		...		...	...
185¼	**MURTOA** ES W ...	*arr.*	2 29	...		...		...	3 25
		dep.		2 4		...		...	3 35
192	Jung ES	*arr.*	...	2 13 **—140**		...		...	3 55
	(See note, page 12)	*dep.*	...	2 37		...		...	4 12–**10**
198¼	*Dooen* ○ ES (See note, page 12)		...	2 45		...		...	4 30
203¼	**HORSHAM** ES W ...	*arr.*	...	...		...		...	4 43
		dep.	...	2 50		...		...	5 3–
209	Dahlen Siding NC		...	...		...		...	...
213½	*Pimpinio* ○ ES (See note, p. 12)		...	3 1		...		...	5 24 **wt 12, 14**
219¼	*Wail*		...	...		...		...	...
224¾	**DIMBOOLA** ES W ...	*arr.*	...	3 14		...—**10**		...	5 46–**38**
		dep.	...	3 34–**10**		3 40		4 0	...
235¼	*Gerang Gerung* (See note, p. 12) ...		...	...		...		...	...
240	*Kiata* ○ ES (See note, p. 13) ...		...	3 55		4 20		4 40	...
242½	Salisbury NC		...	...		...		...	...
248¼	Nhill ES	*arr.*	...	...		4 42—**38**		5 2	...
				—wt 12, 14		Mn., We., Fri. ‡		Tu., Thu., Sat. ‡	
		dep.	...	4 5		5 17**E**		5 37—	...
255½	Tarranginnie NC ...	*arr.*	...	...		...		...	...
		dep.	...	...		...		...	...
				Tue. Thur. ‡	Fri. (Wed.‡)			**159, 38A**	
259¼	*Diapur* ○ ES W ... (See note, page 13)	*arr.*	...	...	4 20	5 45		6 5	...
					—38			Sat. ‡ **—62**	Tue., Thu. ‡
		dep.	...	4 20	4 58	5 51		6 40	6 50 **160** ...
						Mon. ‡	Wed., Fri. ‡		
266½	*Miram* (See note, page 12) ...		...	...	...	...	...	...	...
272½	Kaniva ES	*arr.*	...	4 36	...	...	6 25	7 14	7 24 ...
				—38A		**—50**			
		dep.	...	4 50	5 16	6 25	7 30		7 30–**138** ...
278¾	*Lillimur* (See note, page 12) ...		...	...	...	...	...	...	...
287	**SERVICETON** ES W ... (Vic. Time)	*arr.*	...	5 10	5 33	6 56	8 22 **62, 138**	8 2	...
					—62				
	(S.A. Time)	*arr.*	...	4 40	5 3				...
				P.M.					
		dep.	...	1 10		...	...	...	...
				Wed. to Sat.					
				A.M.					
482¾	**ADELAIDE** (Mile End) ...	*arr.*	...	4 10		...	...	...	...
			141	159	159	115	115	115	143

Not to run when 159 runs Tue. to Fri.

See note page 28

Run as tabled for Wed., Fri., between Diapur and Serviceton when **38A** does not run.

Not to run when 12 and 14 run. Run as tabled for Wed., Fri., between Nhill and Kaniva when **38A** does not run.

Alternative schedule for **No. 59** Fast Goods when operated by Steam locomotive.

Not to run when 159 runs.

Down

Miles	STATIONS		59 Fast Goods Mon. to Sat.		159 Express Goods Sat.	117 Goods Mon. to Sat. ‡	135 Thro. Goods Monday	81 R'side Goods Tue. to Fri.
			A.M.		A.M.	A.M.	A.M.	A.M.
131	**ARARAT** E S W	*arr.*	...		1 50	...	...	...
		dep.	1 20		1 52	...	...	...
136½	*Armstrong* ○ ES (See note, p. 12) ...		1 30		2 1	...	...	...
141¼	Seppelt's Siding N C		...		...	...	...	...
141¾	*Great Western* ○ ES (See nte, p. 12) ...		1 38		2 7	...	...	...
150	**STAWELL** E S W		1 51		2 18	...	...	...
154¾	*Deep Lead* ○ ES (See note, p. 12) ...		...		...	...	...	...
			Mon. to Fri.	Sat. 140				
162½	Glenorchy E S	*arr.*	...	2 10	—59	...	...	...
		dep.	2 10	3 8	2 32	...	...	...
169	*Wal Wal* ○ ES (See note, p. 12) ...		2 20	3 20 159	2 39 140	...	...	...
175	Lubeck E S	*arr.*	2 30	...	2 46	...	...	...
		dep.	2 55	3 29	2 55	...	...	...
184¾	Marmalake NC ES (See note, p. 13) ...		... 140	...	...	...	...	...
183¼	**MURTOA** E S W		3 13	3 45	3 8	...	...	...
192	Jung E S ... ... (See note, page 12)	*arr.*	...	3 57 —10	...	...	...	...
		dep.	3 24	4 12 wt 12	3 16	...	...	...
198¼	*Dooen* ○ E S (See note, p. 12) ...		3 34	4 24	3 22	...	...	...
203¼	**HORSHAM** E S W	*arr.*	3 42	4 32	3 28	...	...	...
		dep.	4 7–10	4 47 wt14	4 0 10	...	...	...
209	Dahlen Siding N C		...	...	...	...	...	...
213½	*Pimpinio* ○ E S (See note, p. 12) ...		4 25	5 5	4 13	...	...	...
219¼	*Wail*		... wt12	...	...	...	...	... 160
224¾	**DIMBOOLA** E S W	*arr.*	4 44	5 24	4 26	... 38A	...	...
		dep.			4 28	6 15	7 30	7 30
235¼	*Gerang Gerung* (See note, p. 12) ...	*arr.*	...	...	... wt 12, 14	...	...	7 58
		dep.	...	...	...	...	...	8 3
240	*Kiata* ○ E S ... (See note, page 13)	*arr.*	...	...	...	6 55 —160	...	8 19 —138
		dep.	...	...	4 49	7 13	8 10	8 34
242½	Salisbury N C		...	...	...	...	...	...
248¼	Nhill E S	*arr.*	...	...	4 59	7 32 —62	... —50	9 0 118, 62
		dep.	...	...	5 17		8 32	9 55
255½	Tarranginnie N C	*arr.*	...	...	... 115, 38	...	...	10 14
		dep.	...	...	...	...	...	10 24
259¼	*Diapur* ○ E S W ... ... (See note, page 13)	*arr.*	...	...	...	...	8 59	10 34
								P.M.
		dep.	...	...	5 33	...	9 17 116	12 41 116, 101, 34
266½	*Miram* ... ... (See note, page 12)	*arr.*	...	...	...	...	...	1 1
		dep.	...	...	...	...	...	1 16
272½	Kaniva E S	*arr.*	...	...	... —62	...	...	1 31
		dep.	...	...	5 49	...	9 51	2 10
278¾	*Lillimur* ... ... (See note, page 12)	*arr.*	...	...	...	...	...	2 24
		dep.	...	...	...	...	...	2 39
287	**SERVICETON** E S W (Vic. Time)	*arr.*	...	...	6 6	...	10 22	2 59–88
	(S.A. Time)	*arr.*	...	...	5 36	...		
		dep.	...	...	6 40	...	...	...
					P.M.			
482¾	**ADELAIDE** (Mile End) ...	*arr.*	...	...	1 10	...	...	...
			59	59	159	117	135	81

See note page 28

STATIONS		79 Goods Saturday	3 Thro. Goods Mon. to Sat.		137 R'side Goods Mon.	13 Thro. Goods Mon to Sat. ‡
		A.M.	A.M.		A.M.	A.M.
ARARAT E S W ...	*dep.*	...	2 20–**192**		...	3 55–**140**
Armstrong ○ E S...	*arr.*	...	...		...	...
(See note, page 12)	*dep.*	...	2 33		...	4 8
Seppelt's Siding. N C ...	...	...	...		...	
Great Western ○ E S ...	*arr.*	...	...		...	...
(See note, page 12)	*dep.*	...	2 44		...	4 19
	arr.	...	3 5–**140**		...	4 40
STAWELL E S W ...	*dep.*	...	3 24		...	4 56—**10**
	arr.	...	...		...	...
Deep Lead ○ E S ...	*dep.*	...	3 38		...	5 10
(See note, page 12)	*arr.*	...	3 55		...	...
Glenorchy E S	*dep.*	...	4 42–**10**		...	5 27—
	arr.	...	...		...	...
Wal Wal ...○ E S ...	*dep.*	...	4 59		...	5 42
(See note, page 12)	*arr.*	...	...–**130**		...	...
Lubeck E S	*dep.*	...	5 13–**wt12**		...	5 56
Marmalake N C E S		...	...		...	...
(See note, page 13)						
	arr.	...	5 40–**14**		...	6 12—**38**
MURTOA E S W ...			Mon. to Sat. ‡			Tue., Thu. ‡ | Wed., Fri., Sat. ‡
	dep.	...	6 0		...	6 40 | 6 59
Jung E S	*arr.*	...	...		...	6 55–**38A** | ...
(See note, page 12)	*dep.*	...	6 15		...	7 9 | 7 14
			Tue., Thu. ‡	Mon., Wed., Fri. Sat. ‡		
Dooen ○ E S	*arr.*	...	...	6 27–**38**	...	... | ...
(See note, page 12)	*dep.*	...	6 27	6 40	...	7 23 | 7 26
	arr.	...	6 37–**38A**	6 52	...	7 33 | 7 36
HORSHAM E S W ...			—**86**		...	
	dep.	...	7 17		...	7 46–**86**
Dahlem Siding N C		...	...		...	...
			Tue.toSat.‡	Mon. ‡		
Pimpinio ○ E S	*arr.*	...	...	7 38	...	...
(See note, page 12)	*dep.*	...	7 38	8 18–**24**	...	8 7
Wail		...	...	...	...	...
	arr.	...	8 0	8 42–**137**	...	8 29—**136,142**
DIMBOOLA E S W ...					—**3**	—**101,138** Sat. ‡
	dep.	7 45	...	...	8 45	9 15
Gerang Gerung	*arr.*	...	...	...	9 14	...
(See note, page 12)	*dep.*	...	...	...	9 24	... **62, 118**
Kiata ○ E S	*arr.*	8 18	...	...	9 40	...
(See note, page 13)	*dep.*	8 30–**138**	...	...	9 50–**50, 118**	9 48
Salisbury N C ...		...	...	...	...	...
Nhill E S	*arr.*	8 49–**62, 118**	...	...	10 14–**116**	...
	dep.	9 4	...	...	10 35	10 6
Tarranginnie N C	*arr.*	...	...	...	10 54	...
	dep.	...	...	...	10 59	...
Diapur ○ E S W ...	*arr.*	9 27	...	...	11 9	...
(See note, page 13)	*dep.*	9 33	...	...	11 15	10 28
Miram	*arr.*	...	...	...	11 36	...
(See note, page 12)	*dep.*	...	...	...	11 50	...
					P.M.	
Kaniva E S	*arr.*	10 1–**116**	...	...	12 5	...
	dep.	10 16	...	...	12 53–**34, 164**	10 55
Lillimur	*arr.*	...	...	...	1 5	...
(See note, page 12)	*dep.*	...	...	...	1 15	...
SERVICETON E S W ...	*arr.*	10 44	...		1 33	11 22
(Vic. Time)						
ADELAIDE (Mile End)	*arr.*					
		79	3	3	137	13

Run as tabled for Mon., Wed., Fri., Sat., between Dooen and Horsham, when 38A does not run.

Not to run beyond Murtoa when 160 runs.

Run as tabled for Wed., Fri., Sat., between Murtoa and Horsham, when 38A does not run.

Not to run beyond Murtoa when 160 runs.

Not to run beyond Dimboola when 116 runs.

Miles	STATIONS		101 Fast Goods Tue. to Sat.	103 Thro. Goods Mon. to Sat. ‡	91 Goods Mon. to Sat. ‡	27 Thro. Goods Tues.	61 Roadside Gds. Mon., Wed. to Sat.	61 Roadside Goods Tues.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
131	**ARARAT** ES W ...	arr.	3 22	...	...	—14	-wt,12,14	...
		dep.	5 25 140, 10	5 50	5 50— wt 12	6 30	6 20	7 10
136½	*Armstrong* ○ ES ...	arr.	...	...	...	...	...	...
	(See note, p. 12)	dep.	5 35	6 3	6 3	6 43 wt 12,14	6 34	7 24
141¼	Seppelt's Siding NC	arr.	...	...	...	...	6 44	7 34
		dep.	...	...	...	...	6 54	7 49
141¾	*Great Western* ○ ES	arr.	...	—wt 14	-wt 14	...	6 59	7 54F
	(See note, p. 12)	dep.	5 44	6 14	6 14	6 52	7 19	8 33—38A
		arr.	...	...	6 35 38,61,27,38A wt 12	7 13 91	7 43 91,38,160,38A	8 57—160
150	**STAWELL** ES W		—wt 12, 14		Eng & Van	-38A		
		dep.	6 1	6 35	8 15	8 30 38		9 15
154¾	*Deep Lead* ○ ES ...	arr.	...	...	...	8 42		9 29
	(See note, p. 12)	dep.	6 11	6 48	8 25	9 3 160		9 44—24
			Run as tabled for Wed., Fri., Sat. between Lubeck and Horsham when 38A does not run	Run as tabled for Mon., Wed., Fri. Sat. between Glenorchy and Lubeck when 38A does not run	Not to run when 103 runs			
				Tue., Thur. ‡ | Mon., Wed. Fri., Sat. ‡				
162½	Glenorchy ES ...	arr.	...	... | 7 5	8 39	9 24 42		10 3—136,42,9
		dep.	6 25	7 5 | 7 33		9 35		10 50
		arr.	...	7 20 | ... 38	87	... 24		11 7
169	*Wal Wal* ○ ES ...			-38A	R'side Gds.			P.M.
	(See note, p. 12)	dep.	6 37	7 43 | 7 50	Tues. Fri. (Mon. Wed. Thur. ‡)	9 51		12 20—46,86
			Tue., Thurs. | Wed., Fri. Sat.					52,138
175	Lubeck ES ...	arr.	... | 6 48	7 59 | 8 4		10 7—9		12 33—130
		dep.	6 48 | 7 14 38	8 20—42	...	11 30		12 46
184¾	M'lake NC ES (See n.p. 13)		... | ...	...	...	...		...
		arr.	7 9 | ...—42	8 50—24	A.M.	To Marnoo		1 10—142, 60
185¼	**MURTOA** ES W ...		-38A		136	136,46,138		
		dep.	7 19 | 7 38	9 17—146	10 10	...		...
		arr.	... | ...	...	10 30—142,138	...		...
192	Jung ES ...				P.M.			
	(See note, p. 12)	dep.	7 34 | 7 52 160	9 37	12 6—86,9	...		...
198¼	*Dooen* ○ ES ...	arr.	... 160 | ...	...—86	12 24—60	...		...
	(See note, p. 12)	dep.	7 46 | 8 4	9 53	12 39	...		...
		arr.	7 56 24,86 | ...	10 6— 142,138	12 54	...		...
203¼	**HORSHAM** ES W							
		dep.	8 12 | 8 14 24,86	11 13—142A,60	1 30	...		...
209	Dahlen Siding NC ...			...	...	...		...
213½	*Pimpinio* ○ ES ...	arr.	...	...	1 53—36	...		...
	(See note, p. 12)	dep.	8 34	11 41	2 40—34	...		...
219¼	*Wail* ...	arr.	...	...	2 51	...		...
		dep.	... 142,136	P.M.	3 1	...		...
224¾	**DIMBOOLA** ES W	arr.	8 56	12 11—62	3 14—164	...		...
		dep.	9 50— 138,13			...		...
235¼	*Gerang Gerung* ...	arr.	...	...	...	...		...
	(See note, p. 12)	dep.	...	...	...	...		...
240	*Kiata* ○ (See nte, p. 13) ...		10 23—118	...	...	...		...
242½	Salisbury NC		... 62,	...	...	...		...
248¼	Nhill E S		10 41—62	...	...	...		...
255½	Tarranginnie N C ...		...	...	...	...		...
259¼	*Diapur* ○ ES W ...	arr.	...— 116,81	...	...	...		...
	(See note, p. 13)	dep.	11 3	...	...	...		...
266½	*Miram* (See note, p. 12) ...		Sat. | Tue. to Fri.	...	...	...		...
272½	Kaniva E S ...	arr.	... | 11 30	...	...	...		...
		dep.	11 30 34 | P.M. 12 16 34	...	...	...		...
278¾	*Lillimur* (See nte, p. 12) ...		... 34 | ...	...	...	...		...
287	**SERVICETON** ES W	arr.	11 57 | 12 43	...	...	...		...
	(Vic. Time)							
	(S.A. Time) ...	arr.	11 27 | 12 13	...	...	...		...
			P.M.					...
		dep.	1 10	...	...	...		...
			Wed. to Sun.	Not to run when 91,160 or 136 runs				...
482¾	**ADELAIDE** (Mile End)	arr.	4 10 A.M.	...	...	...		...
			101	103	87	27	61	

F. When **38A** does not run depart Great Western 8.20 a.m., arrive Stawell 8.44 a.m.

STATIONS		85 Light Engine Sat.	9 Fast Goods Mon. to Sat.	111 Thro. Goods Mon. to Fri. ‡	111 Thro. Goods Sat. ‡	105 Thro. Goods Mon. to Sat. ‡	
		A.M.	A.M.	P.M.	P.M.	A.M.	
ARARAT E S W ...	*arr.*	...	8 15—**176**	...	...	...	
	dep.	7 30	9 0	...	...	11 30	
Armstrong ○ E S ...	*arr.*	...	...	...	...	...	
(See note, page 12)	*dep.*	7 39	9 10 **38,38A**	...	...	11 40**A**	
Seppelt's Siding N C	*arr.*	...	...	...	...	...	
	dep.	...	...	...	...	...	
	arr.	7 47	...	...	...	11 49	
Great Western ○ E S						P.M.	
(See note, page 12)	*dep.*	8 13—**38**	9 19—**160**	...	...	12 4—**42**	
	arr.	8 25	9 34	...	...	...—**76, 138**	
STAWELL E S W ...			—**24**				
	dep.	...	9 54	...	...	12 17	
Deep Lead ○ E S ...	*arr.*	...	...	...	...	12 27	
(See note, page 12)	*dep.*	...	10 5	...	...	12 51—**46**	
						Tue., Wed., Thu., Sat. ‡	Mon., Fri. ‡
Glenorchy E S ...	*arr.*	...	...—**42, 61**	...	...	...—**52, 86**	1 6—**86, 66**
	dep.	...	10 19	...	...	1 6	1 10
Wal Wal ○ E S ...	*arr.*	...	...—**136**	...	...	...—**196, 130**	...
(See note, page 12)	*dep.*	...	10 30	...	...	1 18	1 24—**130**
	arr.	...	...—**27**	...	...	1 29	1 35
Lubeck E S	*dep.*	...	10 41–**52, 46**	...	...	1 53—**142**	
Marmalake N C E S ...		...	...	...	...	...	
(See note, page 13)							
MURTOA E S W ...	*arr.*	...	10 59—**138**	...	...	2 17—**106, 60**	
	dep.	...	11 9—**86**	...	...	3 5—**25, 34**	
Jung E S	*arr.*	...	... —**87**	...	...	...	
(See note, page 12)	*dep.*	...	11 23	...	...	3 20	
Dooen ○ E S ...	*arr.*	...	...	...	...	...	
(See note, page 12)	*dep.*	...	11 34—**142**	...	...	3 32	
HORSHAM E S W ...	*arr.*	...	11 43	...	...	...	
	dep.	...	11 58—**60**	...	...	3 42–**36**	
						Sat. ‡	Mon. to Fri. ‡
Dahlen Siding N C		...	...	...	...	...	4 2
Pimpinio ○ E S ...	*arr.*	...	P.M.	...	...	4 2	4 36—**164**
(See note, page 12)	*dep.*	...	12 17	...	...	...	...
Wail	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	4 24—**92**	5 0—**88**
DIMBOOLA E S W	*arr.*	...	12 38	...—**34**	...—**34**		
	dep.	...		1 45	1 55	...	...
Gerang Gerung (See note, page 12)		...	...	...	... **164**	...	...
Kiata ○ E S... ...	*arr.*	...	...	...—**164**	2 35	...	...
(See note, page 13)	*dep.*	...	...	2 25	2 42	...	...
Salisbury		...	...	...	...	...	...
Nhill	*arr.*	...	...	...	3 6	...	...
	dep.	...	...	2 47	3 21 **92**	...	...
Tarranginnie N C		...	...	...	...	...	...
Diapur ○ E S W ...	*arr.*	...	...	3 14	3 49	...	...
(See note, page 13)	*dep.*	...	...	4 2—**88**	3 55	...	...
Miram (See note, page 12) ...		...	...	...	...	...	...
Kaniva E S	*arr.*	...	...	...	...	...	...
	dep.	...	...	4 36	4 29	...	...
Lillimur (See note, page 12)		...	...	...	...	...	...
SERVICETON E S W ...		...	...	5 7	5 0	...	...
(Vic. Time)							
(S.A. Time) ...	*dep.*	...	...	...	...	...	...
ADELAIDE (Mile End)	*arr.*	...	...	...	...	...	...
		85	**9**	**111**	**111**	**105**	**105**

A. No. 105, when **136** runs, to depart Armstrong 12.3 p.m., arrive Great Western 12.13 p.m., cross 42, depart 12.23 p.m., Stawell 12.42 p.m., Deep Lead 12.52 p.m., thence as tabled.

Miles	STATIONS		113 Thro Goods Mon. to Fri. ‡	107 Thro. Goods Mon. to Sat. ‡		109 Thro. Goods Mon. to Fri. ‡	109 Thro. Goods Sat. ‡
			P.M.	P.M.		P.M.	P.M.
131	**ARARAT** E S W ...	arr.	...	...		...	...
		dep.	...	1 30		4 10—**34**	4 20—**34**
136½	*Armstrong* ○ E S ...	arr.	...	...—**76**		...—**52, 66**	...
	(See note, page 12)	dep.	...	1 40		4 20—**86**	4 30—**86**
141½	Seppelt's Siding N C ...		...	...		...	...
141½	*Great Western* ○ E S ...	arr.	...	...—**76**		...—**196, 130**	...
	(See note, page 12)	dep.	...	1 49		4 29—**86**	4 39
150	**STAWELL** E S W ...	arr.	...	2 6—**46, 52**		...—**106,130**	4 56—**142**
		dep.	...	2 25—**66, 86**		4 46—**142**	5 1
				Sat. ‡	Mon. to Fri. ‡		
154¾	*Deep Lead* ○ E S ...	arr.	...	...	2 36—**196, 86**	4 56—**60,142**	...—**60**
	(See note, page 12)	dep.	...	2 36	2 51—**130**	5 25—**36**	5 12
162½	Glenorchy E S... ...	arr.	...	...—**142**	3 6—**142,34,130**	...	...
		dep.	...	2 50	3 28	5 40	5 26
					Mon., Tue., Thur., Fri. ‡ / Wed. ‡		
169	*Wal Wal* ○ E S ...	arr.	...	...	3 42 / 3 42	...	...
	(See note, page 12)	dep.	...	3 2	4 10—**60** / 3 51—**106**	5 52	5 38
175	Lubeck E S	arr.	...	3 13	4 24 / 4 5	6 3—**164**	5 49—**92**
		dep.	...	3 24—**34**	4 54—**36**	6 40—**49**	6 32—**49**
184¾	Marmalake N C E S ...		...	...	...	...	...
	(See note, page 13)						
185¼	**MURTOA** E S W ...	arr.	...	3 48	5 24	7 4	6 56
		dep.	...	4 5	5 41—**164**	7 25—**88**	7 6
192	Jung E S	arr.	...	...	...	...	...
	(See note, page 12)	dep.	...	4 20	5 56	7 40	7 21
198¼	*Dooen* ○ E S	arr.	...	...	...	...	...
	(See note, page 12)	dep.	...	4 32	6 8	7 52	7 33
203¼	**HORSHAM** E S W ...	arr.	...	4 42	—**88**	...	...
		dep.	...	5 11—**92**	6 18	8 2	7 43
209	Dahlen Siding N C ...		...	...	...	...	...
213½	*Pimpinio* ○ E S ...	arr.	...	...	...	...	...
	(See note, page 12) ...	dep.	...	5 32	6 38	8 22	8 3
219¼	*Wail*	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
224¼	**DIMBOOLA** E S W ...	arr.	...	5 54	7 0	8 44	8 25
			—**88**				
		dep.	5 20	...	...	...	...
235¼	*Gerang Gerung*		...	...	...	...	...
	(See note, page 12)						
240	*Kiata* ○ E S ...	arr.	...	...	...	...	...
	(See note, page 13) ...	dep.	5 54	...	...	...	...
242½	Salisbury N C		...	...	...	...	...
248½	Nhill E S		6 12	...	...	...	...
255½	Tarranginnie N C		...	...	...	...	...
259½	*Diapur* ○ E S W ...	arr.	...	...	...	...	...
	(See note, page 13)	dep.	6 34	...	...	...	...
266½	*Miram* (See note, p. 12)		...	...	...	...	...
272½	Kaniva E S	arr.	...—**112**	...	...	...	...
		dep.	7 1	...	...	...	...
278¾	*Lillimur* (See note, p. 12)		...	...	...	...	...
287	**SERVICETON** E S W	arr.	7 28	...	...	...	...
	(Vic. Time)						
	(S.A. Time)	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
482¾	**ADELAIDE** (Mile End)	arr.	...	...	...	...	...
			113	107	107	109	109

Not to run on Saturdays when 60 runs.

Not to run beyond Murtoa when 100 runs.

Down

STATIONS		175 Thro. Goods Sat., Sun. ‡	77 Fast Goods Mon. to Fri.	77 Fast Goods Sunday / 145 Fast. Gds. Sat.	77 Fast Goods Sat.	139 Express Goods Sun.	139 Express Goods Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ARARAT E S W ...	arr.	...	6 18	6 12**A**	7 38	9 23	9 49
	dep.	...	6 55	7 10	8 15	9 25	9 51
Armstrong ○ E S ...	arr.	...	7 5–**360**	...	...	...	...
(See note, page 12)	dep.	...	7 8	7 20	8 25	9 34	10 0
Seppelt's Siding N C		...	...	...	...	...	...
Great Western ○ E S		...	7 19	7 28—**92**	8 33	9 40	10 6—**166**
(See note, page 12)							
STAWELL E S W		...	7 32–**164**	7 40	8 45	9 51	10 17
Deep Lead ○ E S ...	arr.	...	...	...	...	...	...
(See note, page 12)	dep.	...	...	7 49	8 54	...	...
Glenorchy E S	arr.	...	7 52–**88**	...	...	..	...
	dep.	...	7 57	7 59	9 4	10 5	10 31
Wal Wal ○ E S ...	arr.	...		...	...	...	...
(See note, page 12)	dep.	...		8 9	9 14	10 12	10 38
Lubeck E S	arr.	...		...	...	...	...
	dep.	...		8 18—**166**	9 23	10 18	10 44
Marmalake N C E S		...		...	...	...	...
(See note, page 13)							
MURTOA E S W ...	arr.	...		...	—**100**	...	...
	dep.	...		8 34	9 39	10 29	10 55
Jung E S	arr.	...		...	...	...	...
(See note, page 12)	dep.	...		8 45	9 50	10 37	11 3
Dooen ○ E S	arr.	...		...	...	...	...
(See note, page 12)	dep.	...		8 54	9 59	10 43	11 9
HORSHAM E S W ...	arr.	...		—**100**	...	...	...
	dep.	...		9 2	10 7	10 48	11 14
Dahlen Siding N C		...		...	...	...	...
Pimpinio ○ E S ...	arr.	...		...	...	...	...
(See note, page 12)	dep.	...		9 18	10 23	10 59	11 25
Wail		...		...	...	...	...
DIMBOOLA E S W ...	arr.	...		9 35	10 40	11 12	11 38
	dep.	8 50		9 37	10 42	11 14	11 40
Gerang Gerung		...		...	...	...	...
(See note, page 12)							**Tue. to Sat.**
Kiata ○ E S	arr.	...		...	...	...	A.M.
(See note, page 13)	dep.	9 13		10 0	11 5	11 35	12 1
Salisbury N C		...		...	...	...	...
Nhill E S		9 26		10 13—**114**	11 18	11 45	12 11
						Mon. A.M.	
Tarranginnie N C		...		...	...	...	...
Diapur ○ E S W ...	arr.	...		...	...	...	12 26
(See note, page 13)	dep.	9 43		10 30	11 35	12 37—**140**	
Miram (See note, page 12)		...		...	...	...	
Kaniva E S	arr.	...		...	...	...	
	dep.	10 4		10 51	11 56	12 55	
					Sun., A.M.		
Lillimur (See note, page 12)		...		...	...	...	
SERVICETON E S W ...	arr.	10 26		11 15	12 20	1 12–**10, 77**	
(Vic. Time)					P.M.	—**38**	
	arr.	...		10 45	11 50	12 42	
			Express Goods Sun.	**Fast Goods Mon. to Sat.**	**Sun.**		
(S.A. Time)			A.M.	A.M.	A.M.		
	dep.	...	1 25	3 30	3 30	1 25	
				P.M.	P.M.		
ADELAIDE (Mile End) ...	arr	...	9 0	1 25	1 25	8 5	
		175	**77/145**		**77**	**139**	

142,60 — **360** — **92** — **166** — **100** — **140, 38, 139, 10, 176** — **69, 71, 12, 14** — **176** — **71, 12, 14** — **38, 10, 69,**

See note page 28

A. On Saturday arrive Ararat 5.50 p.m. as **No 145** Express Goods.

STATIONS		168 Light Engine Wed.	140 Express Goods Mon. to Fri. Sunday (A)	130 Goods Mon.Thu Fri. ‡	38 Fast Gds Sun., Tue., Thur., Fri., Sat. (Mon. Wd.‡)	38A Fast Gds Mon., Wed.
		A.M.	P.M.	A.M.	P.M.	P.M.
ADELAIDE (Mile End) (S.A. Time)	*dep.*	...	5 5	...	3 30**B** **Mon.,Wed., Fri., Sat., Sun.,** (Tu. Thur.‡)	3 30 **Tue., Thur.**
					A.M.	A.M.
(S.A. Time)	*arr.*	...	11 10	...	12 40	3 30
(Vic. Time)	*arr.*	...	11 40	...	1 10	4 0
SERVICETON E S W ...			**—77** ...		**–139, 10 —69, 77 —12, 14**	**—77**
(Vic. Time)	*dep.*	...	11 55	...	4 0	4 20
			Mon. to Sat. A.M.		wt. 71	
Lillimur (See note, page 12) ...		...	...	...	...	...
Kaniva E S		...	12 13	...	4 25	4 45–**159**
Miram (See note, page 12) ...		...	...	...	...	...
Diapur ○ E S W ...	*arr.*	...	12 32—**139**	...	—**159**	...
(See note, page 13) ...	*dep.*	...	12 42	...	4 53	5 13
Tarranginnie N C		...	...	...	...	...
Nhill E S		...	12 56	...	5 12	5 32–**115**
Salisbury N C		...	...	...	...	...
Kiata ○ E S...	*arr.*	...	...	...	...	...
(See note, page 13) ...	*dep.*	...	1 8	...	5 26	5 46
Gerang Gerung	*arr.*	...	...	...	...	...
(See note, page 12) ...	*dep.*	...	...	...	...	...
DIMBOOLA E S W ...	*arr.*	...	1 26—**69**	...	5 49	6 9–**117**
	dep.	12 30	1 55	...	5 51–**143**	6 11
Wail		...	...	...	...	...
Pimpinio ○ E S ...	*arr.*	...	...	...	...	...
(See note, page 12) ...	*dep.*	12 50	2 9	...	6 12	6 32
Dahlen Siding N C		...	...	...	...	...
HORSHAM E S W ...	*arr.*	1 5–**69**	...	...	...	...
			—71			**—3**
	dep.	...	2 20	...	6 27	6 47
Dooen ○ E S	*arr.*	...	...	...	...–**3**	...
(See note, page 12) ...	*dep.*	...	2 26	...	6 35	6 55
Jung E S	*arr.*	...	...–**159**	...	...	...—**13**
(See note, page 12) ...	*dep.*	...	2 32	...	6 44	7 4
MURTOA E S W ...	*arr.*	...	...—**141**	...—**10**	...—**13**	...–**101**
	dep.	...	2 39	4 35	6 54	7 14
Marmalake N C E S ... ... (See note, page 13)		...	...	...	...	...
Lubeck E S	*arr.*	...	...	4 58	...	...
			—**143,159,59**	—**3,12**	—**101**	
	dep.	...	2 50	5 50 To Marnoo	7 9	7 29
Wal Wal ○ E S ...	*arr.*	...	...		...	...—**103**
(See note, page 12)	*dep.*	...	2 56		7 18	7 38
Glenorchy E S		...	3 3–**59**	...	7 28 **103, 61, 27, 91**	7 48
Deep Lead ○ E S ...	*arr.*	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	...	7 41	8 1
STAWELL E S W ...	*arr.*	...	...—**3**	...	...	...–**61,27**
	dep.	...	3 19	...	7 51	8 11
Great Western ○ E S ...	*arr.*	...	...	...	...–**61, 85**	...
(See note, page 12)	*dep.*	...	3 31	...	8 8	8 28–**61**
Seppelt's Siding N C		...	...	...	...	...
Armstrong ○ E S ...	*arr.*	...	...	...	...	...
(See note, page 12)	*dep.*	...	3 38	...	8 19	8 39
	arr.	...	3 49	...	8 32	8 52—**9**
ARARAT E S W ...			—**13**		–**9**	Form No. 38
	dep.	...	3 51	...	9 10	at 9.10 a.m.
Continued on			Page 46		Page 48	Page 48
		168	140	130	38	38A

B. Depart Mile End 3.0 p.m. Sunday.
A. No. 140 Express Goods on Sundays originates Tailem Bend at 8.15 p.m.

STATIONS	42 Thro. Goods Mon. to Sat.	50 Roadside Goods Mon.	62 Goods Sat. ‡	118 Goods Mon. to Sat. ‡		62 Roadside Goods Tue. to Fri.
	A.M.	A.M.	A.M.	A.M.		A.M.
ADELAIDE (Mile End) ... dep.	...	...	...	...		...
(S.A. Time) ... ... arr.	...	...	...	...		...
(Vic. Time) ... ... arr.	...	...	...	...		...
SERVICETON E S W ...	...	...	...	...		—**159**
(Vic. Time) ... ... dep.	...	4 40	5 10	...		5 50**A**
Lillimur (See note, page 12) ... arr.	...	4 59	...	...		6 9
dep.	...	5 17	...	...		6 28
Kaniva E S ... ... arr.	...	5 31–**115**	5 40	...		6 45–**115**
dep.	...	6 30	5 55–**159**	...		7 56–**138**
Miram (See note, page 12) ... arr.	...	6 43	...	...		8 11
dep.	...	7 8	...	...		8 26
Diapur ○ E S W ... ... arr.	...	7 25	6 29	...		8 46
(See note, page 13) dep.	...	7 31	6 35 **115, 79, 117**	...		8 52
Tarranginnie N C	...	7 41	...	...		... **81, 101**
Nhill E S ... ... arr.	...	7 56—**135**	7 1	...—**81, 79**		9 18
dep.	...	9 10**F**	8 54–**138**	9 5		10 46
Salisbury N C	...	...	...	...		...
arr.	...	9 37–**137**	9 21–**13**	9 32		11 16
Kiata ○ E S				Mon. ‡	Tu. to Sat.‡	
(See note, page 13)						
dep.	...	9 59	10 28–**101**	9 59–**137**	10 28–**101**	11 26
Gerang Gerung ... ... arr.	...	10 14	...	10 14	10 43	11 41
(See note, page 12) dep.	...	10 29	...	10 29	10 53	11 56
						P.M.
DIMBOOLA E S W ... arr.	...	10 55	11 3	10 55	11 19	12 22
dep.	...					
Wail	...	...	...	...	...	...
Pimpinio ○ E S ... ... arr.	...	...	...	...	...	...
(See note, page 12) dep.	...	...	...	...	...	...
Dahlen Siding N C	...	...	...	...	...	...
HORSHAM E S W...	...	...	...	...	...	...
Dooen ○ E S (See n'te, page 12) ...	...	...	...	...	...	...
Jung E S ... ... arr.	...	...		...	...	...
(See note, page 12) dep.	...	...	...	...	...	...
MURTOA E S W ... ... dep.	7 45-**101**	...	...	...	...	...
Marmalake N C E S	...	...	...	...	...	...
(See note, page 13)						
Lubeck E S ... ... arr.	...—**103**	...	...	...	...	...
dep.	8 15	...	...	...	...	...
Wal Wal ○ E S ... ... arr.	8 32 **160**	...	...	...	...	...
(See note, page 12) dep.	8 53	...	...	...	...	...
Glenorchy E S ... ... arr.	9 15—	...	...	...	...	...
dep.	10 24	...	...	...	...	...
Deep Lead ○ E S ... ... arr.	...	...	...	...	...	...
(See note, page 12) dep.	11 0	...	...	...	...	...
arr.	11 15	...	...	...	...	...
STAWELL E S W ... ... dep.	11 30**E**	...	...	...	...	...
Great Western ○ E S ... arr.	...-**105** **24,9,27,61**	...	...	...	...	...
(See note, page 12) dep.	11 59	...	...	...	...	...
Seppelt's Siding N C	P.M.	...	...	...	...	...
Armstrong ... ... arr.	...	...	...	...	...	...
(See note, page 12) dep.	12 27	...	...	...	...	...
ARARAT E S W ... ... arr.	12 55—**25**	...	...	...	...	...
dep.		...	...	...	...	...
Continued on						
	42	**50**	**62**	**118**	**118**	**62**

Not to run Saturdays when 62 runs or Mondays when 116 runs.

Not to run when 118 runs.

A. No. 62, Tues. to Fri., when **160** runs, to depart Serviceton 6.30 a.m., Lillimur arrive 6.49 a.m. depart 7.4 a.m. Kaniva arrive 7.21 a.m., thence as tabled.

E. No. 42 when **No. 136** runs to depart Stawell 11.50 a.m. Great Western 12.19 p.m., Armstrong 12.47 p.m. arrive Ararat 1.15 p.m.

F. No. 50, when **118** runs, to depart Nhill 10.19 a.m. Kiata arrive 10.46 a.m. depart 11.0 a.m. Dimboola arrive 11.35 a.m.

STATIONS		76 Goods Mon. to Sat. ‡	146 Light Engine Mon to Sat. ‡	46 Roadside Goods Mon. to Sat.	52 Thro. Goods Wed.	86 Thro. Gds. Tue. to Sat. (Mon. ‡)
		A.M.	A.M.	A.M.	A.M.	A.M.
ADELAIDE ...	*dep.*	...	...	...	...	...
(Mile End) (S.A. Time)						
(S.A. Time) ...	*arr.*	...	...	...	...	...
(Vic. Time) ...	*arr.*	...	...	...	...	...
SERVICETON (Vic. Time) ESW	*dep.*	...	...	...	...	...
Lillimur		...	...	...	...	...
(See note. page 12) ...		...	...	...	...	...
Kaniva E S		...	...	...	...	...
Miram (See note, p. 12)...						...
Diapur ○ E S W ...		...	...	...	...	...
(See note, page 13)						
Tarranginnie N C ...		...	...	...	...	...
Nhill E S		...	...	...	...	...
Salisbury N C		...	...	...	...	...
Kiata ○ E S		...	...	...	...	...
(See note, page 13)						
Gerang Gerung		...	...	...	...	...
(See note, page 12)						
DIMBOOLA E S W ...		...	...	...	...	6 35
Wail		...	...	...	...	...
Pimpinio ○ E S ...		...	...	...	...	6 56
(See note, page 12)						
Dahlen Siding N C ...		...	...	...	...	...
HORSHAM ... E S W	*arr.*	...	...	...	...	7 12
	dep.	...	8 45	...	...	9 35 **B**
Dooen ○ E S ...	*arr.*	...	...	...	...	9 49
(See note, p. 12)	*dep.*	...	8 53	...	...	10 4—**103**
Jung E S ...	*arr.*	...	...	...	...	10 22
(See note. p. 12)	*dep.*	...	9 2	...	...	10 35—**87**
MURTOA E S W	*arr.*	...	9 12—**103**	...	...	10 50—**9**
	dep.	...	...	9 30	...	**Thro. Gds.** 11 25—**138**
Marmalake N C E S ...		...	...	...	...	...
(See note, p. 13)						
Lubeck E S ...	*arr.*	...	...	9 59	10 19	...
				27,52,9,136		
	dep.	...	...	10 46	11 33	11 58
						P.M.
Wal Wal ○ E S	*arr.*	...	...	11 1	...–**61**	...—**61**
(See note, p. 12)	*dep.*	...	...	11 11—**61**	11 51	12 15
					P.M.	
	arr.	...	...	11 28	12 11–**86**	12 35—**105**
Glenorchy E S ...						**Tue., Thu., Sat.**
		—**61**		P.M.–**138**	–**105**	
	dep.	11 5**A**	...	12 10	1 11	1 11
Deep Lead ○ ES	*arr.*	...	...	12 46–**105**	1 45	1 45—**25**
(See note, p. 12)	*dep.*	11 42	...	12 58	2 1–**25**	2 1
	arr.	11 56—**105**	...	1 14—**25**	2 20	2 20—**107**
STAWELL E S W		Mon. to Thur. ‡ P.M.	Fri., Sat. ‡ P.M.	—**107**	–**107**	
	dep.	12 22**E**	12 55—**138**	2 11	2 50	2 50
Great Western ○ ES	*arr.*	...	1 24–**25, 107**	...	...	...
(See note, p. 12)	*dep.*	12 51	1 54	2 40	3 19	3 19 **34, 109**
Seppelt's Siding N C ...		...	...	...	...	...
Armstrong ○ E S	*arr.*	1 19 **107, 25**	...	...	3 47	3 47
(See note, p. 12)					–**34, 109**	Tue., Thr. / Sat
	dep.	1 45	2 25	3 8	4 25	4 25 / 4 35
ARARAT E S W	*arr.*	2 15	2 53	3 38	4 55	4 55 / 5 5
	dep.					
Continued on... ...						
		76	76	146	46	52	86	86

	86
	Thro. Gds. Tue. to Sat. (Mon. ‡)
	A.M.
	...
	...
	...

STATIONS	138 Fast Goods Sat.‡	160 Express Goods Tue. to Fri. ‡	136 Fast Goods Mon. to Fri.‡	138 Fast Gds. Fri., Sat. (Tue. to Thur. ‡)	130 Goods Thur.‡	130 Goods Mon.‡	196 Thro. Goods Tue., Thu.‡	66 Fast Goods Mon., Fri.
	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
ADELAIDE ... *dep.* (Mile End)	6 45 Sun.‡	...	...	...	...	...	...	...
(S.A. Time) ... *arr.*	A.M. 3 52	...	...	...	...	...	...	...
(Vic. Time) ... *arr.*	4 22 77	...	...	...	...	...	...	...
SERVICETON E S W (Vic. Time) ... *dep.*	5 40	6 10	...	7 0	...	...	...	...
Lillimur ... *arr.*	...	...	...	...	...	...	...	...
(See note, p. 12) *dep.*	...	...	...	...	...	...	...	...
Kaniva E S ... *arr.*	...	...	...	...—115	...	...	...	...
dep.	6 5	6 28—115	...	7 25—62	...	...	...	...
Miram ... *arr.*	...	...	...	...		...	...	...
(See note, p. 12) *dep.*	...	...	...	...		...	...	...
Diapur ○ E S W *arr.*	...	...	...	...		...	...	...
(See note, p. 13) *dep.*	6 33	6 45	...	7 52		...	...	...
Tarranginnie N C ...	...	...	...	...		...	...	...
Nhill E S ... *arr.*	...	...	...	...		...	...	...
dep.	6 52	6 57	...	8 11—62		...	...	...
Salisbury N C ...	...	...	...	...		...	...	...
Kiata ○ E S ... *arr.*	...	...	...	—81, 79		...	...	...
(See note, p. 13) *dep.*	7 6	7 9—117	...	8 25		...	...	...
Gerang Gerung ... *arr.*	...	...	...	...		...	...	...
(See note, p. 12) *dep.*	...	...	...	...		...	...	...
DIMBOOLA E S W *arr.*	7 29	7 27	–101	8 48—101, 13		...	...	...
				Fri., Sat. (Mon to Thur‡)				
dep.	7 31	7 30–81	9 0	10 0—142	...	...	...	...
Wail	...	...	...	...	...	...	...	...
Pimpinio ○ E S *arr.*	...	...	...	...	...	...	...	...
(See note, p. 12) *dep.*	7 52	7 44	9 21	10 21	...	...	...	...
Dahlen Siding N C ...	...		...	...	...	...	...	...
		Wed., Fri. ‡ | Tue., Thur.‡						
HORSHAM ... *arr.*	...	... | 7 55	...	–142, 103	...	...	...	...
E S W *dep.*	8 7	7 55 | 8 1–86	9 36	10 36	...	...	...	...
Dooen ○ E S ... *arr.*	...	8 1 101 | ...	...–86	...	...	...	...	...
(See note, p. 12) *dep.*	8 15	8 9 | 8 9 86, 101	9 43	10 44	...	...	...	...
Jung E S (See note, p. 12)	8 24	8 17	9 52	10 54–87	...	...	...	...
MURTOA E S W *arr.*	...	...	...	...	...	...	...	...
			—87	—86, 9				—142
dep.	8 34	8 24	10 2 46	11 4	...	...	12 5	12 20
Marmalake N C E S ... (See note, p. 13)	...	...	...	...	...	...	...	...
Lubeck E S ... *arr.*	...	...	... 27, 46	... 27, 52	12 15 61	12 15–61	...	–61, 130
dep.	8 49	8 35	10 17	11 19	12 38	12 56–66	12 38 105–61	12 41
Wal Wal ○ E S *arr.*	...	...—42	10 26 9	11 28	12 56	1 14	12 55	...
(See note, p. 12) *dep.*	8 58	8 41	10 35	11 33–61	1 23	1 29 105	1 23	12 51 105, 86
arr.	...	...—91	10 47	...—46	1 45 105	1 51	1 45	1 5
Glenorchy E S ... *dep.*	9 8	8 48	–61, 76 11 5	11 45		2 11—25		1 11
Deep Lead ○ E S *arr.*	...	...—27	...	...		—107		1 35
(See note, p. 12) *dep.*	...	8 58	11 20	11 59 105, 76		2 46		2 1–25
STAWELL E S W *arr.*	...	... 61	... 42	P.M. 12 9		3 1 34		2 13
dep.	9 31	9 4	11 30	12 30		3 55		2 50
Great Western ... *arr.*	...	9 16—9	...	...		4 24—109		... 107
(See note, p. 12) *dep.*	9 49	9 22	11 47	12 50		4 34		3 11
Seppelts Siding N C ...	...	...	...	...		...		...
Armstrong ○ E S *arr.*	...	...	–105	...		5 5		3 27–109
(See note, p. 12) *dep.*	10 1	9 32	11 58	1 2		5 41—49		4 25 34
ARARAT E S W *arr.*	10 15	9 43	P.M. 12 11	1 15–25, 3		6 11		4 45
			—171 25	Sat.‡		—82		...
dep.	10 45	9 45	1 5	2 10—107				
continued on	Page 49	Page 48	Page 50	Page 51				
	138	160	136	138		196–130		66

Not to run when 103 runs or when 3–13 run beyond Horsham.

Not to run when 142, 138, 103 run.

Not to run when 196 runs. From Marnoo

Not to run when 86 runs. From Marnoo

Not to run when 130 runs Thursday.

Not to run when 136, 142A or 160 run.

See note page 28

STATION		130 Goods Fri. ‡	142 Thro. Goods Mon. to Sat. ‡	142A Thro. Goods Mon. to Sat. ‡	106 Fast Goods Wed.	60 Goods Mon. to Fri. ‡	60 Goods Sat. ‡
		P.M.	A.M.	A.M.	P.M.	A.M.	P.M.
ADELAIDE Mile End(S.A.Time)	*dep.*	...	...	...	...	...	...
(S.A Time)	*arr.*	...	...	...	...	...	...
(Vic Time)	*arr.*	...	...	...	...	...	...
SERVICETON ES W(Vic Tme)	*dep.*	...	...	...	...	...	...
Lillimur	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	...	...	...	...
Kaniva E S		...	...	...	...	...	...
Miram...	*arr.*	...	...	...	...	...	...
(See note, page 12) ...	*dep.*	...	...	...	...	...	...
Diapur ○ ESW	*arr.*	...	...	...	...	...	...
(See note, page 13)... ...	*dep.*	...	...	...	...	...	...
Tarranginnie N C		...	...	...	...	...	...
Nhill E S		...	...	...	...	...	...
Salisbury N C		...	...	...	...	...	...
Kiata ○E S	*arr.*	...	...	...	...	...	...
(See note, page 13)... ...	*dep.*	...	...	...	...	...	...
Gerang Gerung	*arr.*	...	...	...	...	...	...
(See note, page 12)... ...	*dep.*	...	...	...	...	...	...
DIMBOOLA	*arr.*	...	...	...	...	...	...
E S W	*dep.*	...	9 0**A**	9 45–**101**	...	10 0–**101**	...
Wail		...	...	...	...	...	...
Pimpinio ○ E S	*arr.*	...	...	...	...	...	...
(See note, page 12)... ...	*dep.*	...	9 40	10 25	...	10 40	...
Dahlen Siding N C		...	...	...	...	...	...
HORSHAM E S W	*arr.*	...	10 8	10 53–**103**	...	11 8–**103**	...
	dep.	...	10 50	11 3	...	11 48–**9**	...
						P.M.	
	arr.	...	11 8	11 21	...	12 6	...
Dooen ○ E S							
(See note. page 12)	*dep.*	...		11 39—**9**	...	12 29–**87**	...
				P.M.			
Jung E S	*arr.*	...		...	...	...	...
(See note, page 12)... ...	*dep.*	...		12 1—**87**	...	12 51	...
	arr.	...		12 18—**66, 61, 60**	...	1 8—	...
MURTOA E S W						Mon., Tue., Thur., Fri.‡	
	dep.	...		1 15	3 15	3 15–**25, 34**	3 25
Mar'lake NC ES (See n.p.13)...		...		...	...	...	...
	arr.	12 15–**61**		...	...	...	...
Lubeck E S	*dep.*	12 56–**66**		1 48–**105**	3 36	3 48	3 56
Wal Wal ○ E S	*arr.*	1 14–**105**		2 4	–**107**	...–**107**	...
(See note. page 12)	*dep.*	1 29		2 20—**25**	3 46	4 5	4 10
	arr.	1 51–**86**		2 42—**107**	...	...	...
Glenorchy E S ...		Sat. ‡	Mon., Tu., Th., Fri. ‡	Wed.‡			
	dep.	2 54	3 35–**34**	4 25–	4 0	4 25	4 27
Deep Lead ○ E S	*arr.*	3 30	...	5 1—	...	5 1–**109, 36**	4 57
(See note. page 12)... ...	*dep.*	3 53–**34**	4 11	5 35	4 22	5 35	5 17
	arr.	4 10	4 26	5 51	4 32	5 51	5 31
STAWELL E S W		–**109**	–**109**	–**49,36**	–**109**		—**49**
	dep.	5 1	4 51	6 30	4 51	6 30–**49, 36**	5 53
Great Western ○ E S ...	*arr.*	5 30	5 20–**49**	6 54–**77**	5 13–**49**	6 54–**77**	...
(See note, page 12)	*dep.*	5 42–**49**	5 48	7 24	5 48	7 24	6 18
Seppelt's Siding N C...		...	...	...	...	...	...
Armstrong ○ E S	*arr.*	...	...	...	6 6	...	...
(See note, page 12)	*dep.*	6 13	6 19	7 54	6 14	7 54	6 41
	arr.	6 41–**145**	6 47–**77**	8 22	6 35–**77**	8 22	7 5
ARARAT E S W							Sat.
	dep.						7 45
continued on							Pg. 52
		142	142 | 130	142	106	60	60

Not to run when 142 runs. From Marnoo

Not to run when 136 runs. **101, 138, 13**

Not to run when 138 runs. Alternate schedule during wheat season when **202** runs.

Not to run when 138/142A runs.

Not to run when 107 runs.

Not to run when 130 runs Friday.

A. No. 142 when **136** runs, to depart Dimboola 9.25 a.m., Pimpinio 10.5 a.m., arrive Horsham 10.33 a.m., thence as tabled.

STATIONS		116 Goods Mon. ‡	116 Goods Tue. to Sat. ‡	36 Fast Goods Mon. to Fri.	164 Thro. Goods Monday	164 Thro. Goods Sat.	92 Fast Goods Fri.
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
ADELAIDE (Mile End) ...	*dep.*	...	...	...	...	...	7 25
(S.A. Time)							**Sat.**
							A.M.
S.A. Time)	*arr.*	...	...	...	...	...	10 15
(Vic Time)	*arr.*	...	...	...	...	...	10 45
SERVICETON E S W—							P.M.
(Vic Time)	*dep.*	8 0	9 10	...	12 15	12 35	2 5
Lillimur (See note, page 12		...	...	...	...	...	...
Kaniva E S	*arr.*	...	9 43	...	...—**137**	...	...
	dep.	8 33	10 6	...	12 48	1 7	2 30
Miram (See note, page 12) ...		...	...	...	...	...	...
Diapur ○ ESW ...	*arr.*	9 6	10 40	...	1 21	1 40	...
(See note, page 13)	*dep.*	9 12–**135**	11 8	...	1 27	1 46	2 58
Tarranginnie NC		...	...	...	...	...	...
Nhill E S	*arr.*	9 38	11 34	...	...	...	...–**111**
	dep.	10 19–**137**	11 54	...	1 53	2 12	3 16
Salisbury NC		...	P.M.	...	...	...	...
Kiata ○ ES	*arr.*	10 46	12 20	...	2 17	...–**111**	...
(See note, page 13)	*dep.*	11 0	12 30	...	2 30—**111**	2 36	3 30
Gerang Gerung	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	...	...	...	...
	arr.	11 35	1 5	...	3 1	3 8	3 53–**25,105**
DIMBOOLA ES W					**Monday** (Tue. to Fri. ‡) —**25**		
	dep.			2 10	4 10		4 30
Wail		...	...	...	...	...	...
Pimpinio ○ ES	*arr.*	...	...	—**87**	...—**105**	...	...
(See note, page 12)	*dep.*	...	...	2 35	4 31	...	4 51
Dahlen Siding NC		...	...	...	...	...	...
HORSHAM ES W	*arr.*	...	...	2 54	4 46	...	...
	dep.	...	...	3 47	5 6	...	5 6—**107**
Dooen ○ ES	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	3 57	5 16	...	5 14
Jung ES (See note, page 12)		...	...	4 7	5 26	...	5 24
MURTOA ES W	*arr.*	...	...	4 17	5 36	...	5 34
	dep.	...	...	4 32	5 56—**107**	...	5 46
Marmalake NC ES (See note, page 13)		...	...	...	...	...	...
Lubeck ES	*arr.*	...	...	...	6 13—**49**	...	6 3—
	dep.	...	...	4 49–**107**	6 29—**109**	...	6 22
Wal Wal ○ ES	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	...	...	4 58	6 40	...	6 32
Glenorchy ES		...	...	5 8	6 50	...	6 42
Deep Lead ○ ES	*arr.*	...	...	...–**109**	...	...	...
(See note, page 12)	*dep.*	...	...	5 20	7 3	...	6 55
	arr.	...	...	5 30	7 13	...	...
STAWELL ES W				–**60,49,142**		...	
	dep.	...	...	6 5	7 55—**77**	...	7 5
Great Western ○ ES	*arr.*	...	...	...	...	...	7 23
(See note, page 12)	*dep.*	...	...	6 25	8 15	...	7 33—**145**
Seppelt's Siding NC		...	...	...	...	...	...
Armstrong ○ ES	*arr.*	...	...	6 37–**77**	...	...	...
(See note, page 12)	*dep.*	...	...	7 13	8 26	...	7 47
	arr.	...	...	7 28	8 40	...	8 0—**77**
ARARAT ES W				–**139**			
	dep.	...	...	10 0	...	...	...
Continued on				Page 52			
		116	**116**	**36**	**164**	**164**	**92**

Not to run when 118 runs.

Not to run when 13 runs beyond Dimboola

79

81,101

25,105

142,60

49, 109

SERVICETON–ARARAT—Goods Service—continued.

STATIONS		88 Fast Goods Mon. to Thur.	166 Thro. Goods Mon. to Sat. ‡		100 Thro. Goods Sat. ‡	112 Thro. Goods Sat. ‡	112 Thro. Goods Mon.to Fri. ‡	114 Thro. Goods Mon to Fri. ‡	176 Thro. Goods Sat., ‡
		P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.
ADELAIDE (Mile End)	*dep.*	7 25	...		...	...	...	...	...
(S.A Time)		**Tue.to Frid.**	...		...	...	...	...	...
		A.M.							
(S.A. Time) ...	*arr.*	10 25	...		...	...	...	...	...
(Vic. Time) ...	„	10 55	...		...	...	...	...	...
SERVICETON E S W		**Tue.to Frid.**							
(Vic Time)		(Mon. ‡)							
		P.M.	...		...	...	—25	...	...
	dep.	3 5–**81**	...		...	6 5–**25**	6 20	8 40	11 20–**145**
Lillimur (See note, page 12)		...	...		...	...	...	...	...
	arr.	...	...		...	...	6 53	...	11 45–**77**
Kaniva E S							—**113**		Sun.,‡
									A.M.
	dep.	3 30	...		...	6 38	7 6	9 8	12 1
Miram (See note, page 12) ...		...	...		...	...	...	...	...
Diapur ○ E S W ...	*arr.*	...—**111**	...		...	7 11	7 40	...	...
(See note, page 13)	*dep.*	3 57	...		...	7 17	7 46	9 36	12 31
Tarranginnie N C		...	...		...	...	...	...	...
	arr.	...	...		...	...	...	9 55–	...
Nhill E S	*dep.*	4 16	...		...	7 43	8 12	10 18	12 50
Salisbury N C		...	...		...	...	...	...	...
Kiata ○ E S... ...	*arr.*	4 30	...		...	...	...	...	...
(See note. page 13)	*dep.*	4 46–**25**	...		...	8 7	8 36	10 41	1 4
Gerang Gerung (See nte. p. 12)		...	...		...	...	...	...	...
	arr.	5 11–**113**	...		...	8 39	9 8	11 9	1 27
DIMBOOLA E S W			...		...	—**175**			—**69**
	dep.	5 35–**105**	...		8 15		...	...	
Wail		...	...		...	...	...	...	...
Pimpinio ○ E S ...	*arr.*	...	...		...	...	...	...	...
(See note, page 12)...	*dep.*	5 56	...		8 36	...	...	...	...
Dahlen Siding N C		...	...		...	...	...	...	...
	arr.	6 11	...		8 51–	...	...	...	...
HORSHAM E S W ...	*dep.*	6 23–**107**	...		9 7	...	...	...	...
Dooen ○ E S ...	*arr.*	...	...		...	...	...	...	...
(See note, page 12)...	*dep.*	6 32	...		9 16	...	...	...	...
Jung E S	*arr.*	6 41	...		...	...	...	...	...
(See note, page 12)	*dep.*	6 53–**49**	...		9 25	...	...	...	...
	arr.	7 5	...		9 35–	...	...	...	...
MURTOA E S W ...	*dep.*	7 15–**109**	7 40		9 44	...	...	...	...
Marmalake N C E S ...		...	...		...	...	...	...	...
(See note, page 13)									
	arr.	...	8 9		...	...	...	...	...
Lubeck E S	*dep.*	7 32	8 23–		10 1	...	...	...	...
Wal Wal ○ E S ...	*arr.*	...	...		...	...	...	...	...
(See note, page 12)...	*dep.*	7 41	8 38		10 10	...	...	...	...
			Mon to Fri. ‡	Sat. ‡					
	arr.	7 51	...	8 53	...	...	...	...	...
Glenorchy E S ...	*dep.*	8 4–**77**	8 53	9 9–**77**	10 20	...	...	...	...
Deep Lead ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
(See note, page 12)	*dep.*	8 18	9 20	9 38	...	...	...	...	...
	arr.	...	...	...	...	...	...	...	...
STAWELL E S W ...	*dep.*	8 28	9 31	9 49	10 42	...	...	...	...
Great Western ○ E S	*arr.*	...	9 52	...	...	...	...	...	...
(See note, page 12)	*dep.*	8 45	10 11–**139**	10 10	10 59	...	...	...	...
Seppelt's Siding N C		...	...	...	...	...	...	...	...
Armstrong ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
(See note, page 12)	*dep.*	8 57	10 33	10 30	11 10	...	...	...	...
	arr.	9 9	10 54	10 51	11 23	...	...	...	...
ARARAT E S W ...		**Tue. to Sat.**							
		A.M.							
	dep.	12 5	...	...	...	...	...	...	...
Continued on		Page 45							
		88	**166**	**166**	**100**	**112**	**112**	**114**	**176**

STATIONS	134 Express Goods Tue. to Sat.	204 Thro. Goods Tue. to Sat. ‡	88 Fast Goods Tue. to Sat.	172 Thro. Goods Mon. to Sat. ‡		
	A.M.	A.M.	A.M.	A.M.		
ARARAT E S W ... *dep.*	...	...	12 5–**69,wt 71**	...	...	...
			Sat. | **Tue. to Fri.**			
Buangor ○ E S ... *arr.*	From Mildura See note page 28.	...	... | 12 34–**159**	...	...	...
dep.		...	12 34 | 12 43	...	...	...
Middle Creek ○ E S *arr.*		...	... | ...	...	...	...
(See note, page 12) ... *dep.*		...	12 40 | 12 51	...	...	...
Beaufort E S W *arr.*		...	1 2–**197** | 1 12–**197**	...	...	...
dep.		...	1 17–**159** | 1 17	...	...	...
Trawalla ○ E S ... *arr.*		...	...	...	...	...
(See note page 12) *dep.*		...	1 27	...	...	...
Burrumbeet ○ E S ...	...	...	1 44–**179**	...	...	...
Windermere ○ E S *arr.*	...	...	...	...	...	...
(See note, page 12) *dep.*	...	...	1 50	...	...	...
Linton Junct E S †	...	...	2 3	...	...	...
Wendouree N C	...	...	...	...	...	...
White's Siding N C	...	...	...	...	...	...
North Ballarat Junction ...	1 25	...	2 10	3 15	...	...
Shell Oil Sdg. N C	...	...	...	...	...	...
BALLARAT W G *arr.*	1 30	...	2 13	3 20	...	...
dep.	1 45	2 20	2 50	3 30	...	...
Ballarat East ○	1 47	2 25	2 53	3 35	...	...
Warrenheip E S *arr.*	...	2 46	...	3 56	...	...
... *dep.*	1 55	3 5–**107**	3 9	4 6	...	...
Dunnstown	...	...	...	...	...	...
Bungaree E S	2 2–**95**	...	3 22	...	...	...
Wallace ... *arr.*	...	...	3 28	...	...	...
dep.	...	...	3 48	...	...	...
Millbrook	...	...	...	...	...	...
Gordon ○ E S ... *arr.*	...	...	3 58	...	...	...
... *dep.*	2 11	...	4 11–**9**	...	...	...
Ballan E S W	2 19	...	4 25	...	...	...
Bank Box Loop	...	To North Geelong	...	To North Geelong	...	...
Bacchus Marsh E S W *arr.*	2 41		...		...	...
dep.	3 0–**9**		4 57		...	...
Parwan ○ E S ... *arr.*	...		5 4		...	...
... *dep.*	3 8		5 51–**15, 5**		...	...
Melton E S	3 16		6 4		...	...
Rockbank ○ E S ... *arr.*	...		6 12–**140, 80**		...	...
... *dep.*	3 22		7 7–**108**		...	...
Deer Park ○ ES (See nte., p. 12)	...		7 21		...	...
Ardeer Siding N C	...	...	...	...	...	...
Sunshine E S ... ... *arr.*	...–**101**	...	7 29	...	...	...
dep.	3 35	...	7 33	...	...	...
Tottenham Goods Yd. W *arr.*	...	...	7 45	...	...	...
dep.	...	...	8 15	...	...	...
Tottenham ○	...	...	...	...	...	...
West Footscray...	...	...	...	...	...	...
Middle Footscray ○	...	...	...	...	...	...
Footscray	3 41	...	...	...	...	...
Maribyrnong River Junct. ...	...	...	...	...	...	...
South Kensington ○	3 45	...	...	...	...	...
DYNON ... ... *arr.*	...	...	...	...	...	...
Weighbridge Junction... *arr.*	...	...	8 45	...	...	...
dep.	...	...	9 5	...	...	...
MELBOURNE YARD ... *arr.*	4 0	...	9 25	...	...	...
	134	**204**	**88**	**172**		

STATIONS	198 Fast Goods Tue. to Sat. ‡	192 Fst. Gds. Tue. to Sat.	140 Express Goods Mon. to Sat.			106 Thro. Gd Mon. to Sat. ‡	4 R'side Goods Thur.	196 Fast Goods Tues. ‡
	A.M.	A.M.	A.M.			A.M.	A.M.	A.M.
ARARAT ES W arr.	...	2 0–197	3 49			...	...	
dep.	2 10—**159**	3 5	3 51—**13**			...	...	5 50
Buangor ○ ES ...	2 39	3 34–**179**	4 11—**179**			...	...	6 19
Middle Creek ○ ES (See note p. 12) arr.	...	...	...			...	...	...
dep.	2 45	3 40	4 15			...	...	6 25
Beaufort E S W arr.	...	4 2	...			...	...	6 47
dep.	3 7	4 54–**140**	4 31—**192**			...	...	6 59–**9**
Trawalla ○ ES ... (See note, page 12)	3 15	5 4	4 37			...	...	7 9
Burrumbeet ○ E S ...	3 32	5 21	4 49—**181**			...	...	7 26
Windermere ○ ES (See note p. 12) arr.	...	...	...			...	...	...
dep.	3 38	5 27	4 53			...	...	7 32
			Tue. to Fri.	**Mon., Sat.**				
Linton Junct. ES † dep.	3 51	5 40	5 3	5 3		...	...	7 45
Wendouree N C ...	...	...	...	...		...	...	...
Whites Siding NC ...	...	...	...	...		...	...	...
North Ballarat Junct. arr.	...	...	...	5 9—		...	...	...
dep.	3 58	5 48	5 8	5 21	Fol. **80**	6 52	...	7 52
Shell Oil Siding NC ...	...	...	...	...		...	...	...
BALLARAT W G arr.	4 1	5 50	5 10	5 25		7 0	...	7 55
dep.	4 20	5 55	5 12	5 27		7 40	8 10	8 15
Ballarat East ○ ...	4 23	5 58	5 14	5 29		7 45	8 14	8 18
Warrenheip ES arr.	...	...	...	...		8 6	8 34–**23**	...—**23**
dep.	4 39—**9**	6 14	5 26	5 41		8 31**A**	8 44	8 34
Dunnstown ... arr.	...	...	...	...		To	8 52	...
dep.	...	...	...	...		North	9 12	...
Bungaree E S arr.	...	...	...	...		Geelong	9 24	...
dep.	4 52	6 27	5 35	5 50			9 44	8 47
Wallace ... arr.	...	...	...	...		...	9 54	...
dep.	...	...	...	...		...	10 9	...
Millbrook ... arr.	...	...	...	...		...	10 16	...
dep.	...	...	...	...			10 26	...
Gordon ○ E S arr.	...	...	...	...		**194**	10 33	...
dep.	5 3	6 43	5 45	6 0		**Goods**	11 0–**25**	9 3
Ballan ES W arr.	...	...	...	...		**Tue. to**	11 13	...
dep.	5 15	6 55	5 53	6 8		**Sat.**		9 15
Bank Box Loop arr.	...	7 11	...	...		...	...	...
dep.	...	7 40–**10**	...	...		...	...	...
				Sat.	**Mon.**			
Bacchus Marsh E S W arr.	5 47	...	...	...	6 29	A.M.		
dep.	5 57–**5**	8 7	6 13	6 28	6 35—	...	...	...
Parwan ○ E S arr.	6 5	...	...–**198**	...	...	8 40–**22**	...	9 47
	–**140,80,108**			—**198**	Fol. **108**	8 50	...	9 53
dep.	6 50	8 13	6 19	6 34	6 46			—**25**
Melton E S	7 3	8 24	6 27	6 42	6 56	...	...	10 6
Rockbank ○ ES arr.	7 11–**18**	...	...	...	...	...	...	10 19
dep.	8 12–**10**	8 31	6 32–**88**	6 47–**88**	7 5	...	...	10 26
Deer Park ○ E S (See note, page 12)	8 26	8 44	6 39	6 54	7 14	...	...	10 39–**35**
Ardeer Siding NC ...	...	...	...	...	...	...	...	10 53
Sunshine E S arr.	8 33	8 50**B**	...	...	...	...	...	...
dep.	8 41	8 55	6 44	6 59	7 22	...	...	...
Tottenham arr.	8 50	9 10	...	...	...	...	...	11 0
Goods Yard W dep.	9 5	9 30	...	...	...	...	...	11 10
DYNON ... arr.	...	...	7 30	7 45	8 0	...	...	11 30
dep.	...	...	8 0	8 15	8 30	...	...	...
Weighbridge Junction arr.	...	9 50	...	...	...	...	...	...
dep.	...	10 10	...	...	...	...	...	...
MELBOURNE YARD arr.	9 45	10 30	8 30	8 45	9 0	...	...	P.M. 12 10
	198	**192**	**140**	**140**	**140**	**194**	**4**	**196**

Not to run when 197 or 179 run. From Portland North

From Maryborough

See note, page 28

Not to run when 174 runs.

A. Depart 8.53 a.m. Monday. **B.** On Saturdays departs Sunshine 8.50 a.m.

Up

STATIONS		174 Thro. Goods Mon. to Sat. ‡	8 Thro. Goods Mn. to Sat.	8 Thro. Goods Tu., Wed. Fri., Sat. 10 Goods Mon., Thu.	42 Pilot Tues. Wed.	70 Pilot Mon. to Fri.	176 Thro. Goods Mon. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
ARARAT E S W ...	*arr.*	...	...	...	...	...	...—**9**
	dep.	5 50	...	...	...	...	8 25
Buangor ○ E S ...	*arr.*	...	...	...	...	...	9 5
	dep.	6 30—**wt. 14, 12**	...	...	...	...	9 50–**38**
Middle Creek ○ E S	*arr.*	...–**181**	...	...	...	...	10 2
(See note, page 12) ...	*dep.*	6 40	...	...	...	...	10 12–**171**
Beaufort E S W		7 15–**9**	...	...	...	...	10 50
Trawalla ○ E S ...	*arr.*	...	...	...	...	...	11 2–**3,25**
(See note, page 12)							P.M.
	dep.	7 25	...	...	...	...	12 19–**24,25**
Burrumbeet ○ E S		7 50	...	...	...	...	12 48–**173**
Windermere ○ E S ...	*arr.*	7 58	...	...	...	...	...
(See note, page 12) ...	*dep.*	8 31–**171**	...	...	...	...	12 56
Linton Junction E S †		8 56	...	...	10 0	...	1 17
Wendouree N C		...	...	...	...	...	...
White's Siding N C		...	...	...	...	...	...
North Ballarat Junction		9 3	...	...	10 7	...	1 24
Shell Oil Siding N C		...	...	...	...	...	...
BALLARAT W G ...	*arr.*	9 6	...	...	10 10	...	1 27
	dep.		...	10 0			
Ballarat East ○		...	...	10 5	...	...	...
Warrenheip E S ...	*arr.*	...	...	10 28—**15**	...	...	...
	dep.	...	...	11 10	...	...	...
Dunnstown		...	...	...	...	...	...
Bungaree E S		...	...	...	...	...	...
Wallace		...	...	...	...	...	...
Millbrook		...	...	...	...	...	...
Gordon ○ E S ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Ballan E S W		...	...	...	...	...	...
Bank Box Loop		...	...	...	...	...	...
Bacchus Marsh E S W		...	10 15—**25**	...	...	...	...
Parwan ○ E S ...	*arr.*	...	10 25	...	...	...	...
	dep.	...	10 45	...	...	...	...
Melton E S		...	10 57	...	...	...	...
Rockbank ○ E S		...	11 5—**35**	...	...	...	...
Deer Park ○ ES (See note, page 12) ...		...	11 18	...	...	12 45	...
Ardeer Siding N C		...	...	...	...	...	...
Sunshine E S		...	11 24	...	...	1 5	...
Tottenham Goods Yard W		...	...	...	...	1 10	...
Tottenham ○		...	Via.	...	...		...
West Footscray		...	Goods	...	...	...	...
Middle Footscray ○		...	Lines.	...	...	...	...
Footscray		...	...	...	...	...	...
Maribyrnong River Junction ...		...	P.M.	...	...	...	...
South Kensington ○		...	...	...	...	...	...
DYNON	*arr.*	...	...	...	...	...	...
MELBOURNE YARD ...	*arr.*	...	12 30	...	...	...	...
		174	**8**	**8–10**	**42**	**70**	**176**

Not to run when **12** or **196** runs.

To North Geelong

From Redan

Not to run when 160/38A run.

STATIONS		38 Fast Goods Daily Sun. Incl.	160 Express Goods Tue. to Fri. ‡	130A Thro. Goods Tue., Wed., Thur.	72 Goods Mon. to Fri.	38A Fast Goods Tue. to Fri. ‡	54 Pilot Mon., Wed., Thur., Fri.
		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.
ARARAT E S W	*arr.*	8 32**A**—**85,9**	9 43	...	...	...	...
	dep.	9 10	9 45	...	...	9 10	...
Buangor ○ E S	*arr.*	—**176**	...—**171**	...	...	...	...
	dep.	9 39	10 5	...	...	9 39	...
Middle Creek ○ E S ...	*arr.*	...—**171**	...	...	...	...—**171**	...
(See note, page 12)	*dep.*	9 45	10 10	...	...	9 45	...
Beaufort E S W		10 7	10 26	...	...	10 7	...
Trawalla ○ E S	*arr.*	...	...—**38A**	...	...	10 16	...
(See note, page 12)	*dep.*	10 15	10 32	...	...	10 49—**160**	...
Burrumbeet ○ E S		10 32—**3**	10 44	...	...	11 8	...
Windermere ○ E S	*arr.*	...	...	...	...	...	...
(See note, page 12)	*dep.*	10 38	10 48	...	...	11 14	...
Linton Junction E S †		10 51	10 58	...	...	11 27	11 40
Wendouree N C		...	...	...	...	...	...
White's Siding N C		...	...	...	...	...	...
North Ballarat Junction		10 58	11 2	11 10	...	11 32	11 47
Shell Oil Siding N C		...	...	...	...	...	...
BALLARAT W G	*arr.*	11 1	11 4	11 15	...	11 35	11 50
	dep.	11 3	11 6	11 25	...	11 37	
Ballarat East ○		11 6	11 8	11 30	...	11 40	...
Warrenheip E S	*arr.*	... —**25**	... —**25**	11 55 **P.M.** Tu. Wd. Thu. ‡	...	11 54 **P.M.**	...
	dep.	11 22	11 21	12 13—**11**	...	12 35—**24**	...
Dunnstown		...	...	...	...	...	...
Bungaree E S		11 35	11 30	...	...	12 50	...
Wallace		...	...	...	...	...	...
Millbrook		...	...	...	...	...	...
Gordon ○ E S		11 51 **P.M.**	11 40	...	...	1 6	
Ballan E S W	*arr.*	...	...	...	...	...—**83**	...
	dep.	12 3	11 48	...	...	1 18	...
Bank Box Loop		...	...	...	...	...	...
Bacchus Marsh E S W ...	*arr.*	... —**72**	...—**35** **P.M.**	...	...	...	...
	dep.	12 35	12 9	...	12 45–**38**	1 50	...
Parwan ○ E S	*arr.*	...	...	...	12 55	1 56–**49**	...
	dep.	12 41	12 15	...		2 18	...
Melton E S		12 52	12 23	...	...	2 31	...

		Mon. to Fri.	Sat.	Sun.					
Rockbank ○ E S	*arr.*	...	12 59 —**109**	12 59 —**77**	...	...	...	...	...
	dep.	12 59	1 9	1 25	12 28	...	...	2 38	...
Deer Park ○ ES (See note, page 12) ...		1 12	1 23	...	12 36–**70**	...	...	2 51	...
Ardeer Siding N C		...	...	...	...	...	...	...	...
Sunshine E S		1 18	1 29	1 46	12 40	...	...	2 57	...
Tottenham Goods Yard W ...	*arr.*	1 25	...	...	...	...	...	3 5	...
	dep.	1 45	...	...	...	...	...	3 25	...
Tottenham ○		...	...	...	...	...	...	...	...
West Footscray		...	...	...	...	...	...	...	...
Middle Footscray ○		...	...	...	...	...	...	...	...
Footscray		...	...	2 0	...	...	...	...	...
Maribyrnong River Junction ...		...	...	...	...	...	...	...	...
South Kensington ○		...	...	2 5	...	...	...	...	...
DYNON	*arr.*	...	...	...	1 10	...	...	...	...
Weighbridge Junction	*arr.*	2 5	2 5	...		...	...	3 45	...
	dep.	2 25	2 25	...	...	...	...	4 5	...
MELBOURNE YARD ...	*arr.*	2 40	2 40	3 0	...	...	...	4 20	...
		38	**38**	**38**	**160**	**130A**	**72**	**38A**	**54**

Not to run when 160 runs. See note page 28 From Donald

Not to run when 38, 176, or 93 run. To North Geelong

Not to run beyond Ballarat when 38A runs.

Alternate schedule for No 38 when No 160 runs. From Redan

A.—On Tues., Thur. arrive Ararat 8.52 a.m. as **No. 38A.**

Up

STATIONS		138 Fast Goods Sun. ‡	22 Thro. Goods Mon. to Sat. ‡	56 Pilot Tue.	60 Pilot Mon., Wed., Th., Fri.	94 Goods Mon. to Fri.		162 Pilot Tue.
		A.M.	P.M.	P.M.	P.M.	P.M.		P.M.
ARARAT E S W ...	arr.	10 15	...	...	...	...		...
	dep.	10 45	...	...	...	...		...
Buangor ○ E S		11 14	...	...	...	...		...
Middle Creek ○ E S ...	arr.	...	...	...	...	...		...
(See note, page 12)	dep.	11 20	...	...	...	...		...
Beaufort E S W ...	arr.	...	...	...	...	...		...
	dep.	11 42	...	...	...	...		...
Trawalla ○ E S	arr.	...	...	...	...	...		...
(See note, page 12)	dep.	11 50	...	... From Redan	... From Redan	...		...
Burrumbeet ○ E S ...	arr.	P.M.	...	...	...	...		...
	dep.	12 7	...	...	...	...		...
Windermere ○ E S	arr.	...	...	...	...	...		...
(See note, page 12)	dep.	12 13	...	...	...	...		...
Linton Junction E S †		12 26	...	1 40	2 30	...		3 20
Wendouree N C		...	...	...	...	...		...
White's Siding N C		...	...	...	...	...		...
North Ballarat Junction		12 33	...	1 47	2 37	...		3 27
Shell Oil Siding N C		...	...	...	...	...		...
BALLARAT W G ...	arr.	12 36	...	1 50	2 40	...		3 30
	dep.	12 38	1 30			...		
Ballarat East ○		12 41	1 35	...	...	...		...
Warrenheip E S ...	arr.	...	1 56–**17**	...	...	...		...
	dep.	12 57	2 6	...	...	...		...
Dunnstown		...	...	...	...	...		...
Bungaree E S ...	arr.	...	...	...	...	...		...
	dep.	1 10	...	...	...	...		...
Wallace		...	...	...	...	...		...
Millbrook		...	...	...	...	...		...
Gordon ○ E S	arr.	...	...	...	...	...		...
	dep.	1 26	...	...	...	...		...
Ballan E S W ...	arr.	...	...	...	...	...		...
	dep.	1 38	...	...	...	...		...
Bank Box Loop	arr.	1 57	...	...	...	...		...
	dep.	2 20–**77**	...	...	...	...		...
Bacchus Marsh E S W ...	arr.	...	...	...	...	...		...
	dep.	2 37	...	...	...	3 0		...
Parwan ○ E S	arr.	...	...	...	...	3 11		...
	dep.	2 43	...	...	...	4 0–**59**		...
Melton E S	arr.	...	...	...	...	4 15		...
	dep.	2 54	...	...	...	4 35		...
	arr.	...	...		...	4 50		...
Rockbank ○ E S						**Mon., Fri.**	**Tue., Wed., Thur.**	
	dep.	3 1	...	...	...	5 8–**53**	6 6–**53**	...
Deer Park ○ E S	arr.	...	...	...	...	...	6 23	...
(See note, page 12)	dep.	...	...	...	...	5 25	7 11	...
Ardeer Siding N C		...	...	...	...	...	...	...
Sunshine E S	arr.	...	...	...	...	...	...	...
	dep.	3 25	...	...	...	5 33	7 21	...
Tottenham Goods Yard W	arr.	...	...	...	...	5 40	7 30	...
	dep.	...	...	...	...	6 10	8 0	...
Tottenham ○		...	...	...	...	...	...	...
West Footscray		...	...	...	...	Via	...	...
Middle Footscray ○		...	...	...	...	Goods	...	...
Footscray		3 35	...	...	...	Lines	...	...
Maribyrnong River Junction ...		...	...	...	...	...	...	...
South Kensington ○		3 40	...	...	...	...	...	...
North Melbourne		...	...	...	...	...	...	...
DYNON	arr.	...	...	...	...	...	...	...
MELBOURNE YARD ...	arr.	4 10	...	...	...	7 0	8 40	...
		138	**22**	**56**	**60**	**94**	**94**	**162**

Cattle Siding

From Ballarat

To North Geelong

139, 13, 103 16, 57

STATIONS	82 Thro. Goods Sat. ‡	26 Thro. Goods Mon. to Sat. ‡	82 Roadside Goods Mon. to Fri.	90 Fast Goods Sun.	136 Fast Goods Mon. to Fri. ‡	200 Thro. Goods Mon. to Sat. ‡	
							Sat. ‡ / Mon. to Fri. ‡
ARARAT E S W ... dep.	A.M. 10 55	P.M. ...	A.M. 10 55	P.M. 12 50	P.M. 1 5—**25**	P.M. 1 5—**25**	
Buangor ○ E S ... arr.	...—**171**	...	11 38 **171**	...	...	...	
dep.	11 28	...	11 58	1 19	1 34	1 45	
Middle Creek ○ E S ... arr.	...	...	P.M. 12 7–**3**	...	...	1 55	
(See note, page 12) dep.	11 36	...	12 38–**25**	1 25	1 40	2 4—**173**	
	P.M.		**136, 173**			Sat. ‡	Mon. to Fri. ‡
Beaufort E S W ... arr.	12 3	...	1 16–	...	...—**82**	...–**175**	2 42
dep.	12 25–**25**	...	2 15	1 47	2 2	2 42	3 0–**175**
Trawalla ○ E S ... arr.	12 35	...	2 25	...	...	...	3 12
(See note, page 12) dep.	1 24–**173**	...	2 40–**175**	1 55	2 10	2 52	5 26
Burrumbeet ○ E S ... arr.	1 47	...	3 9–**43**	...	...	...	...
dep.	2 16	...	3 35	2 12	2 27	3 17	5 55
Windermere ○ E S ... arr.	... **175**	...	3 46–**49**	...	...–**43**	...	...
(See note, page 12) dep.	2 25	...	4 43–**77**	2 18	2 33	3 25	6 3
Linton Junction E S † ...	2 40	...	5 8	2 31	2 46	3 46	6 24
Wendouree	...	...	...	...	...	...	...
White's Siding N C	...	...	...	...	...	...	...
North Ballarat Junction ...	2 47	...	5 15	2 38	2 52	3 53	6 31
Shell Oil Siding N C	...	...	...	...	...	...	...
BALLARAT W G ... arr.	2 50	...	5 18	2 41	2 56	3 56	6 34
dep.		3 30**A**		2 43	3 30		
Ballarat East ○	...	3 35	...	2 46	3 33	...	...
Warrenheip E S ... arr.	...	3 56–**77**	...	3 2	...	...	...
dep.	...	4 12**B**	...	3 32–**77**	3 49	...	...
Dunnstown	...	...	...	...	...	...	...
Bungaree E S	...	...	...	3 47	4 2–**83**	...	...
Wallace	...	...	...	...	...	...	...
Millbrook	...	...	...	...	...	...	...
Gordon ○ E S	...	...	...	4 3	4 18	...	...
Ballan ○ E S W ... arr.	...	...	...	...	4 31–**59**	...	...
					Mon., Fri. ‡ / Tu. Wed. Thur. ‡		
dep.	...	...	...	4 15	5 3 / 5 37	...	...
Bank Box Loop ... arr.	...	...	...	...	... **53** / ...	...	...
dep.	...	...	...	...	... / ...	...	...
Bacchus Marsh E S W arr.	...	...	...	...	5 37 / 6 11 **40, 16**	...	...
dep.	...	...	...	4 47	5 42 / 6 30–**57**	...	...
Parwan ○ E S ... arr.	...	...	...	...	5 50– **57, 28** / 6 38	...	...
dep.	...	...	...	4 53	7 48	...	...
Melton E S	...	...	...	5 4	8 0	...	...
Rockbank ○ E S ... arr.	...	...	...	5 12 **139**	...	...	...
dep.	...	...	...	5 55	8 7	...	...
Deer Park ○ E S ... arr.	...	...	...	...	8 21–**159, 103, 34, 13**	...	...
(See note, page 12) dep.	...	...	...	...	8 36–**73**	...	...
Ardeer Siding N C	...	...	...	...	...	...	...
Sunshine E S	...	...	...	6 16	8 44 **139**	...	...
Tottenham Goods Yd. W arr.	...	...	...	...	8 55	...	...
dep.	...	...	...	...	9 25	...	...
Tottenham ○	...	...	...	...	...	...	...
West Footscray	...	...	...	...	...	...	...
Middle Footscray ○	...	...	...	...	...	...	...
Footscray	...	...	...	6 26	...	...	...
Maribyrnong River Junction ...	...	...	...	...	...	...	...
South Kensington ○	...	...	...	6 30	...	...	...
DYNON ... ... arr.	...	...	...	...	...	...	...
Weighbridge Jctn. ... arr.	...	...	...	...	9 45	...	...
dep.	...	...	...	...	10 5	...	...
MELBOURNE YARD ... „	...	...	...	7 0	10 20	...	...
	82	26	82	90	136	200	200

Not to run when 3 runs

To North Geelong

Not to run when 173, 175, 3 or 200 runs

Not to run when 138 runs

Not to run when 136 or 3 runs

A. No. 26, when **136** runs to depart Ballarat 3.45 p.m., Ballarat East 3.50 p.m., Warrenheip arrive 4.11 p.m. thence as tabled. **B.** Depart Warrenheip 4.6 p.m. Saturday.

STATIONS		138 Fast Goods Sat. ‡	98 Pilot Wed. Fri.	104 Pilot Tues.	108 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	114 Goods Mon. (Thur. ‡)
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ARARAT E S W ...	*arr.*	1 15–**25**	From Ballarat Cattle Siding	From Ballarat Cattle Siding	...	...	...
	dep.	2 10–**107**			...	...	
Buangor ○ E S ...	*arr.*	...—**173**			...	...	From Skipton
	dep.	2 39			...	...	
Middle Creek ○ E S ...	*arr.*	...			...	...	
(See note, page 12)	*dep.*	2 45			...	...	
Beaufort E S W ...	*arr.*	...–**175**			...	...	
	dep.	3 7			...	...	
Trawalla ○ E S ...	*arr.*	...			...	...	
(See note, page 12)	*dep.*	3 15			...	...	
Burrumbeet ○ E S ...	*arr.*	...			...	...	
	dep.	3 32			...	...	
Windermere ○ E S ...	*arr.*	...			...	...	
(See note, page 12)	*dep.*	3 38			...	...	
Linton Junction E S †		3 51–**49**	6 5	6 35	...	...	8 25
Wendouree N C		...	...	...	...	...	...
White's Siding N C		...	...	...	...	...	...
North Ballarat Junction		3 58	6 12	6 42	...	...	8 32
Shell Oil Sdg. N C		...	...	...	...	...	...
BALLARAT W G ...	*arr.*	4 1	6 15	6 45	...	...	8 35
	dep.	4 20			7 40	8 15	...
Ballarat East ○		4 23			7 45	8 20	...
Warrenheip E S ...	*arr.*	...			8 6	8 40	...
	dep.	4 39	**102** Goods Tue., to Fri. ‡		8 11	8 45	...
Dunnstown		...	P.M.		...	...	...
Bungaree E S	*arr.*	4 52	...		To North Geelong	Via North Geelong Loop	...
	dep.	5 16–**77**	...				...
Wallace		...	...				...
Millbrook		...	...				...
Gordon ○ E S ...	*arr.*	...	...				...
	dep.	5 34	...				...
Ballan E S W	*arr.*	...	...				...
	dep.	5 46	...				...
Bank Box Loop		...	...				...
Bacchus Marsh E S W ...	*arr.*	...	...				...
	dep.	6 18	6 30—**57**				...
Parwan ○ E S ...	*arr.*	...	6 41–**139,13**				...
	dep.	6 24	7 48–**34,103**				...
Melton E S	*arr.*	...	...				...
	dep.	6 35	8 3				...
	arr.	6 42	8 13–**159,69,75**				...
Rockbank ○ E S ...			Tue. to Thur. ‡	Fri. ‡		**Tue. to Sat.** A.M.	
	dep.	6 54–**63**	9 49	10 55–			
Deer Park ○ E S (see note, page 12)		...	...	... **73,95**	...	...	...
Ardeer Siding N C		...	...	...	...	...	...
Sunshine E S	*arr.*	...	10 13	...	...	...	...
	dep.	7 15	10 18	11 19	...	...	...
Tottenham Goods Yard W ...		...	...	...	...	...	...
Tottenham ○		...	...	...	...	...	...
West Footscray		...	...	...	...	...	...
Middle Footscray ○		...	...	Sat. ‡	...	...	...
Footscray		...	...	A.M.	...	1 36	...
Maribyrnong River Junction ...		...	...	...	...	...	...
South Kensington ○		...	...	...	...	1 41	...
DYNON	*arr.*	...	...	...	...	...	...
Weighbridge Jetn.	*arr.*	...	...	...	...	1 55	...
	dep.	...	...	...	...	2 20	...
MELBOURNE YARD ...	*arr.*	8 0	11 0	12 10	...	2 40	...
		138	**102**	**102**	**108**	**152**	**114**

Not to run when 200 rnns

Not to run when **136** runs

STATIONS		158 Thro. Goods Mon. to Fri.	60 Thro. Goods Saturday	32 Fast Goods Mon.	96 Fast Goods Tue. (Thur ‡)	162 Thro. Goods Mon. to Fri. ‡	36 Fast Goods Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
ARARAT E S W	arr.	...	7 5	...	...	...	7 28
			—145				—59, 139
	dep.	...	7 45–77	From Ouyen	...	...	10 0
Buangor ○ E S	arr.	...	...		...	...	...
	dep.	...	8 14		...	...	10 29
Middle Creek ○ E S (See note, page 12)	arr.	...	...		...	...	...
	dep.	...	8 20		...	...	10 35
Beaufort E S W	arr.	...	...		...	...	10 57—69
	dep.	...	8 42	...	...	...	11 27
Trawalla ○ E S (See note, page 12)	arr.	...	...	...	...	...	...
	dep.	...	8 50	...	...	...	11 37
Burrumbeet ○ E S	arr.	...	...	...	...	...	...—159,197
	dep.	...	9 7	...	...	...	11 54–wt. 71
Windermere ○ E S (See note, page 12)	arr.	...	...	...	...	...	...
	dep.	...	9 13	...	... From Ballarat Cattle Siding.	...	12 0
							Tue. to Sat.
							A.M.
Linton Junction E S †		...	9 26	...	10 0	...	12 13
Wendouree N C		...	...	...	...	...	...
White's Siding N C		...	...	...	...	...	...
North Ballarat Junction		...	9 33	8 36	10 7	...	12 20
Shell Oil Sdg. N C		...	...	...	...	...	...
BALLARAT W G	arr.	...	...	8 40	10 10	...	12 23
	dep.	9 20	9 36	9 55	10 20	11 40	12 25
Ballarat East ○		9 25	9 39	9 58	10 23	11 45	12 28
					65, wt. 71	Tue. to Sat. ‡	
						A.M.	
Warrenheip E S	arr.	9 46	...	10 14—69	10 39	12 6	...
	dep.	9 56	9 56	10 29	11 8—159	12 16	12 44
Dunnstown		...	...	...	...	...	...
Bungaree E S	arr.	...	...	10 45—159	11 23–75	...	...
	dep.	...	...	11 1	11 45	...	12 57
Wallace		...		...	Wed. (Fri. ‡)		...
Millbrook		...		... wt.71	A.M.		...
Gordon ○ E S	arr.			11 19–75	...		...—95
	dep.			11 31	12 3		1 13
Ballan E S W	arr.			11 45	12 15		...
				—95			
				Tue., Wed. (Fri. ‡)			
				A.M.			
	dep.	To North Geelong	To North Geelong	12 18		To North Geelong	1 25
Bank Box Loop		...	...	...	...	...	...
Bacchus Marsh E S W		...	...	12 52		...	1 57
Parwan ○ E S	arr.	...	...	...		...	...
	dep.	...	...	12 58		...	2 3
Melton E S	arr.	...	...	...		...	2 14–9
	dep.	...	...	1 9		...	2 39
Rockbank ○ E S		...	...	1 16		...	2 48
Deer Park ○ E S (See note, page 12)		...	...	...		...	...
Ardeer Siding N C		...	...	...		...	...
Sunshine E S	arr.	...	...	1 35		...	...—101
	dep.	...	...	1 55		...	3 7
Tottenham Goods Yard W	arr.	...	...	...		...	3 15
	dep.	...	...	...		...	3 35
Tottenham ○		...	...	...		...	...
West Footscray		...	...	...		...	...
Middle Footscray ○		...	...	...		...	...
Footscray		...	...	...		...	...
Maribyrnong River Junction		...	...	...		...	...
South Kensington ○		...	...	...		...	...
DYNON	arr.	...	...	...		...	...
Weighbridge Jnct.	arr.	...	...	2 25		...	3 55
	dep.	...	...	2 45		...	4 15
MELBOURNE YARD	arr.	...	...	3 0		...	4 35
		158	**60**	**32–96**		**162**	**36**

MELBOURNE—PERTH.

TRANSCONTINENTAL PASSENGER TRAIN SERVICES

WESTBOUND.

MELBOURNE— (Spencer Street) ... ... (Eastern Standard Time)	*dep.*	SUN., MON., TUE., THUR., FRI. P.M. 8 40
ADELAIDE ... ... (South Australian Time)	*arr.*	MON., TUE., WED., FRI., SAT. A.M. 9 0C
	dep.	P.M. 12 30
PORT PIRIE JUNCTION ... (South Australian Time)	*arr.*	3 45C
	dep.	4 45
KALGOORLIE ... ... (Western Standard Time)	*arr.*	TUE., WED., THUR., SAT., SUN. P.M. 7 40C
	dep.	9 40
PERTH ... ... (Western Standard Time)	*arr.*	WED., THUR., FRI., SUN., MON. A.M. 11 3 A.M. 11 30 A.M. 11 3

EASTBOUND.

PERTH ... ... (Western Standard Time)	*dep.*	SUN., P.M. 6 0 | TUE., WED., THUR., P.M. 6 20 | SAT. P.M. 6 20
KALGOORLIE ... ... (Western Standard Time)	*arr.*	MON., A.M. 7 35C | WED., THUR., FRI., A.M. 7 35C | SUN. A.M. 7 51C
	dep.	8 15
PORT PIRIE JUNCTION ... (South Australian Time)	*arr.*	TUE., P.M. 12 46C | THUR., P.M. 1 21C | FRI., SAT., MON. P.M. 12 46C
	dep.	TUE., THUR., FRI. P.M. 2 0 | SAT. P.M. 2 0 | MON. P.M. 2 0
ADELAIDE ... ... (South Australian Time)	*arr.*	P.M. 5 17C | P.M. 5 15C | P.M. 5 17C
	dep.	7 10
MELBOURNE— (Spencer Street) ... ... (Eastern Standard Time)	*arr.*	WED., FRI., SAT., SUN., TUE. A.M. 8 35

Increased frequency of service will apply between Melbourne and Perth as indicated hereunder :—

WESTBOUND

Commencing on Thursday, 10th December, 1964, and until Tuesday, 2nd February, 1965, both dates inclusive, " The Overland " ex Melbourne will connect to Perth, DAILY, SUNDAYS INCLUDED, due Perth third day after departure from Melbourne.

Commencing on Thursday, 4th February, 1965, until further notice the service will revert to normal FIVE trains weekly.

EASTBOUND

Commencing on Saturday, 12th December, 1964, and until Thursday, 4th February, 1965, both dates inclusive, 6.20 p.m. Express ex Perth (6.0 p.m. on Sundays) will connect to Melbourne DAILY, SUNDAYS INCLUDED, due Melbourne third day after departure from Perth.

Commencing on Saturday, 6th February, 1965, until further notice the service will revert to normal FIVE trains weekly.

Down. BALLARAT–EUREKA. Up.

Miles	STATIONS		STATIONS	
—	**BALLARAT** W G	...	Eureka N C †	...
½	*Ballarat East* † ○	...	*Ballarat East* † ○	...
1¾	Eureka N C †	...	**BALLARAT** W G	...

There is not a regular train service on the Ballarat East–Eureka Line. Goods trains are run when necessary. The running of trains on the portion of line Eureka–Buninyong was discontinued on and after 1st March, 1947.

Down. BALLARAT–WAUBRA. Up.

Miles from Melbourne	STATIONS	15 Goods Tue. (Fri. ‡) (Tender First)	STATIONS	44 Goods Tue. (Fri. ‡)
		A.M.		P.M.
73¾	**BALLARAT** W G ... ... *dep.*	9 30	**WAUBRA** N C † W ... ... *dep.*	1 0
74½	Nth. Ballarat Junct. E S	9 35	Learmonth N C ... ... *arr.*	...
75¼	State Electric Com. Siding N C E S (See footnote)	...	*dep.*	...
			Blowhard N C	...
79¾	Waubra Junction N C E S † (See footnote) *arr.*	9 49	Ballarat Race Platform N C ...	...
	dep.	9 52	Waubra Junction N C † E S (See footnote) *arr.*	3 0
81½	Ballarat Race Platform N C ...	...	*dep.*	3 10
85	Blowhard N C ... ... *arr.*	10 10	State Electric Com. Siding N C E S (See footnote)	...
	dep.	10 25		
88¾	Learmonth N C ... ... *arr.*	10 39	North Ballarat Junction E S ...	3 25
	dep.	11 9	**BALLARAT** W G ... ... *arr.*	3 30
95¼	**WAUBRA** N C † W ... ... *arr.*	11 33		

The Double Line Block Telegraph System is in force on Up and Down journeys between Lydiard-street Box "B," Ballarat, and North Ballarat "C." **S.E.C. Siding** and **Waubra Junction** are unattended Electric Staff Stations worked in accordance with the instructions shown in the General Appendix.

Down. BALLARAT–REDAN–BALLARAT CATTLE SIDING.

Miles	STATIONS	29 Pilot Tue., Wed.	31 Pilot Mon., Thur., Fri.	37 Pilot Tue.	39 Pilot Mon., Wed., Thur. Fri	45 Pilot Tues.	157 Pilot Wed., Fri.	67 Pilot Tues.
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
73¾	**BALLARAT** W G ... *dep.*	6 15	8 0**E**	10 55	11 55	1 35	4 0	4 45
74¼	Shell Oil Siding N C	...	...	...	...	...	...	...
74½	North Ballarat Junct.	6 18	8 3	10 58	11 58	1 38	4 3	4 48
75½	White's Siding N C	...	...	...	...	...	...	...
76	Wendouree N C	...	...	...	P.M.	...	...	...
76½	Linton Junct. E S † ... *dep.*	6 25	8 10	11 5	12 5	1 45	4 10	4 55
77	Martin Stoneware Siding N C	...	...	...	...	...	...	...
79	Redan N C ... ... *arr.*	8 0	9 10	11 50	12 40	...	...	...
79½	B.P. & Ampol Siding N C ...	...	...	...	...	...	...	...
79½	Ballarat Cattle Siding N C † *arr.*	...	...	...	...	2 5	4 30	5 15

E. No. 31, when **171** runs, to depart Ballarat 8.10 a.m. and run correspondingly later en route.

Up. BALLARAT CATTLE SIDING–REDAN–BALLARAT.

STATIONS	42 Pilot Tues. Wed.,	54 Pilot Mon., Thu., Fri.	56 Pilot Tues.	60 Pilot Mon., Wed., Thu., Fri.	162 Pilot Tues.	98 Pilot Wed., Fri.	104 Pilot Tues.	96 Fast Goods Tues. (Thur.‡)
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Ballarat Cattle Siding NC † *dep.*	...	...	...	...	3 0	5 30	6 0	9 50
B.P. & Ampol Siding N C ...	...	...	...	...	...	...	...	...
Redan N C	9 40	10 35	1 5	1 45	...	...	...	...
Martin Stoneware Siding N C ...	...	...	...	...	...	...	...	...
Linton Junction E S † ...	10 0	11 40	1 40	2 30	3 20	6 5	6 35	10 0
Wendouree N C	...	...	...	...	...	...	...	...
White's Siding N C	...	...	...	...	...	...	...	...
North Ballarat Junction ...	10 7	11 47	1 47	2 37	3 27	6 12	6 42	10 7
Shell Oil Siding N C	...	...	...	...	...	...	...	...
BALLARAT W G ... *arr.*	10 10	11 50	1 50	2 40	3 30	6 15	6 45	10 10

To Melb. Yard

Down. **BALLARAT–SKIPTON.**

Miles	STATIONS.	11 PASS MON. TO FRI.	7 Goods Mon. (Thur. ‡).	
		P.M.	A.M.	
—	**MELBOURNE** W G ... ... *dep.*	1 30	...	...
	... ... *arr.*	3 30	...	...
73¾	**BALLARAT** W G	153 H.P. D.R.C. & Trl. Mon. to Fri.		
	dep.	4 30	9 45	...
74½	Nth. Ballarat Junction	4 32*	9 48	...
76	Wendouree N C	§	...	...
76½	Linton Junction †	4 39A	9 57	...
79½	Cardigan N C	§	...	...
80½	Rail Motor Stop. Place, No. 47 N C ...	Z	...	...
82	Kopke N C	§	...	...
84¼	Haddon N C ... ... *arr.*	...	10 20	...
	dep.	§	10 30	...
88½	Smythesdale N C ... ... *arr.*	...	10 43	...
	dep.	§	10 53	...
89¼	Rail Motor Stop. Place, No. 48 N C ...	Z	...	...
90	Rail Motor Stop. Place, No. 49 N C ...	Z	...	...
90¾	Scarsdale N C ... ... *arr.*	...	11 2	...
	dep.	§	11 12	...
92	Rail Motor Stop. Place, No. 50 N C ...	Z	...	...
92¼	Rail Motor Stop. Place, No. 51 N C ...	Z	...	...
92¾	Newtown N C W ... ... *arr.*	...	11 19	...
	dep.	5 22	11 34	...
97¼	Happy Valley N C	§	...	...
98½	Rail Motor Stop. Place, No. 53 N C ...	Z	...	...
	arr.	5 40	11 58	...
98¾	**LINTON** †	—14	P.M.	...
	dep.		12 45	...
104¼	Pittong N C ... ... *arr.*	...	1 15	...
	dep.		1 30	...
111½	**SKIPTON** N C † ... ... *arr.*	...	2 6	...

On Thur. when 3 Ararat runs, operates 15 minutes later than tabled.

Up. **SKIPTON—BALLARAT.**

	STATIONS.	32 153 H.P. Diesel Rail Car & Trailer Mon. to Fri.	114 Goods Mon. (Thur. ‡)	
		A.M.	P.M.	
...	**SKIPTON** N C † ... ... *dep.*	...	3 45	
...	Pittong N C ... ... *arr.*	...	4 25	
	dep.	...	4 40	
...	**LINTON** † ... ... *arr.*	...	5 12—	11
	dep.	7 30	5 55	
...	R.M. Stopping Place No. 53 N C ...	Z	...	
...	Happy Valley N C	§	...	
...	Newtown N C W ... ... *arr.*	...	6 21	
	dep.	7 45	6 36	
...	R.M. Stopping Place, No. 51 N C ...	Z	...	
...	R.M. Stopping Place, No. 50 N C ...	Z	...	
...	Scarsdale N C ... ... *arr.*	...	6 44	
	dep.	§	6 59	
...	R.M. Stopping Place, No. 49 N C ...	Z	...	
...	R.M. Stopping Place, No. 48 N C ...	Z	...	
...	Smythesdale N C ... ... *arr.*	...	7 7	
	dep.	§	7 22	
...	Haddon N C ... ... *arr.*	...	7 38	
	dep.	§	7 53	
...	Kopke N C	§	...	
...	R.M. Stopping Place, No. 47 N C ...	Z	...	
...	Cardigan N C	§	...	
...	Linton Junction †	8 30A	8 25	
...	Wendouree N C	§	...	
...	North Ballarat Junction ...	8 36*	8 32	
	arr.	8 40	8 35	
...	**BALLARAT** W G	MON. TO FRI. PASS.		
	dep.	P.M. 12 15	...	
...	**MELBOURNE** W G ... ... *arr.*	1 58	...	

The Double Line Block Telegraph System is in force on the following sections :—Up and Down journey, between Lydiard-street Box "B," Ballarat, and North Ballarat "C"; North Ballarat "C" and Linton Junction "D." **A.** May stop, if required, to pick up or set down passengers at Linton Junction Signal Box.

ARARAT–HAMILTON–PORTLAND

Down — **Passenger Service**

Miles	STATIONS		23 153 H.P. Diesel Rail Car Monday 102 H.P. Tue. to Sat.	27 PASS. Mon. to Sat.	39 PASS. Mon. to Fri.	P 43 PASS. Sundays (when authorised)
—	**MELBOURNE** W G ...	*dep.*	A.M. ...	A.M. 9 10	P.M. 1 30	A.M. ...
		arr.	...	P.M. 1 0	5 15	...
131	**ARARAT** E S W ...			**280 H.P. Diesel Rail Car and Trailer Mon. to Fri.** **280 H.P. D. R. C. Sat.**	**153 H.P. Diesel Rail Car Mon. to Fri.**	
		dep.	9 25—**48**	1 20	5 40	8 0
136¾	Langi Logan N C E S ... (See footnote)	*arr.*	...	...	...—**5G**	...
		dep.	§	1 30*	5 50§	*
		arr.	9 45—**6**	...	...	...
144½	Maroona E S	*dep.*	9 54 ●	1 43	6 2	8 19
150¼	Calvert N C		*	* **132G**	* **34,48G,44**	*
154½	Willaura E S W ...	*arr.*	—**4, 61**	...—**14**	...	...
		dep.	10 13	1 59	6 20	8 36
162	Stavely N C	*arr.*	...	...	...	...
		dep.	§	*	§	*
167¼	Glen Thompson E S ...	*arr.*	...	...	—**63**	...
		dep.	10 37	2 18	6 40—**50**	8 55
178½	Dunkeld E S	*arr.*	... —**14,41**	2 34 —**22**	... —**98**	...
		dep.	10 56	2 47 ●	6 57	9 13
184¾	Moutajup N C ... ... (See footnote)	*arr.*	...	...	...	...
		dep.	§	§	§	*
189¼	R.M. Stop. Pl., No. 75 N C ...		Z	*	Z	...
192	Strathkellar N C ... (See footnote)	*arr.*	...	...	...	...
		dep.	§	§	§	*
		arr.	11 35	3 17—**44**	7 35—**54**	9 40
197½	**HAMILTON** E S W ...			**280 H.P. Diesel Rail Car Mon. to Sat.**		
		dep.	...	3 27	...	9 50
198¼	Coleraine Junction E S		...	3 29*	...	9 52*
213¼	Branxholme E S † W ...	*arr.*	...	...—**2**	...	...
		dep.	...	3 50	...	10 11
221¼	*Condah* ○ † W ...	*arr.*	...	...—**52**	...	...
		dep.	...	4 2	...	10 25
224½	Myamyn N C		...	§	...	§
227¾	Milltown N C (See footnote) ...		...	§	...	§
235¼	Heywood † W	*arr.*	...	4 24—**42**	...	...
		dep.	...	4 29 ●	...	10 52
241½	Heathmere N C (R.M. Stop. Pl.)		...	Z	...	*
246½	*Gorae* (See footnote) ...	*arr.*	...	...	...	...
		dep.	...	§	...	§
249¼	Portland Freezing Coy's. Siding N C		...	...	...	...
249¾	Wool Growers Coop Siding N C		...	...	...	
249¾	Harbour Trust Exc. Siding ...	*arr.*	...	...	...	...
		dep.	...	...	...	...
250½	*Portland North* † W ...	*arr.*	...	...—**192**	...	...
		dep.	...	§	...	*
251½	**PORTLAND** †	*arr.*	...	5 5	...	11 30
			23	**27**	**39**	**P 43**

● **No. 23** may depart Maroona 9.46 a.m., **No. 27** may depart Dunkeld 2.35 p.m., Heywood 4.25 p.m. **Langi Logan, Moutajup, Strathkellar, Milltown and Gorae** may be opened as Intermediate Block Posts as required. See General Appendix for instructions. **Langi Logan** will be switched in as an Electric Staff Station from 1.50 p.m. until **No. 156** clears Monday to Friday and from 1.50 p.m. until **Nos. 3G** and **46G** clear Saturdays and as arranged by the Train Controller, Ararat. See General Appendix for instructions.

PORTLAND–HAMILTON–ARARAT
Passenger Service

Up

STATIONS		6 280 H.P. Diesel Rail Car Mon. to Sat.	22 153 H.P. Diesel Rail Car Mon. to Sat.	34 102 H.P. Diesel Rail Car Mon. to Fri.	P 44 PASS. SUNS. When Authorised
		A.M.	P.M.	P.M.	P.M.
PORTLAND †	*dep.*	6 45	...	...	6 30
Portland North † W	*arr.*	...	...	.....	...
	dep.	§—**1**	...	...	*
Harbour Trust Exc. Siding ...	*arr.*	...	...	...	...
	dep.	...	...	...	...
Wool Growers Co-op. Sdg. N C		...	...	...	...
Portland Freezing Coy. Siding ...	*arr.*	...	...	...	...
N C	*dep.*	...	...	...	...
Gorae (See note, page 56) ...	*arr.*	...	...	...	...
	dep.	§	...	...	§
Heathmere N C (R.M. Stop. Place)	*arr.*	...	...	...	...
	dep.	Z	...	...	*
Heywood † W	*arr.*	...	...	...	...
	dep.	7 14	...	...	7 1
Milltown N C (See note, page 56)	*arr.*	...	...	...	...
	dep.	§	...	...	§
Myamyn N C	*arr.*	...	...	...	...
	dep.	§	...	...	§
Condah ○ † W	*arr.*	...	...	...	...
		—**13**			
	dep.	7 40	...	...	7 28
Branxholme † E S W	*arr.*	...—**3**	...	...	...
	dep.	7 52	...	...	7 40
Coleraine Junction E S		8 13*	...	...	7 59*
	arr.	8 20	...	...	8 3
		—**19**			
		280H .P. D.R.C. and Trailer Tue. to Sat. 280 H.P. D.R.C. Mon.			
HAMILTON E S W					
	dep.	8 30—**25**	2 10	4 25	8 10
Strathkellar N C (See note, page 56) ...		*	2 21	§	*
R.M. Stop. Place, No. 75 N C		*	Z	Z	*
Moutajup N C (See note, page 56)	*arr.*	...	...	...	...
	dep.	*	2 33	§	*
Dunkeld E S	*arr.*	...	...	...	...
			—**27**		
	dep.	8 59	2 45	5 0	8 38
Glen Thompson E S	*arr.*	...	...	...	...
	dep.	9 17—**41**	3 4	5 20	8 55
Stavely	*arr.*	...	...	...	...
	dep.	*	3 12§	§	*
Willaura E S W	*arr.*	...—**4, 61**	...	...	...
	dep.	9 36	3 25	5 39—**63**	9 14
Calvert N C		*	*	*	*
	arr.	...	...—**180G**	5 56	...
Maroona E S		—**23**	—**3G, 63**	—**44,48G,39**	
	dep.	9 52	3 44	6 5●	9 31
Langi Logan N C E S (See note, page 56)	*arr.*	...	...	...	...
	dep.	10 4*	3 56§	6 19§	*
	arr.	10 15—**20G**	4 10—**46G**	6 30—**9**	9 55
ARARAT E S W		**PASS. MON. TO SAT.**	**PASS. SAT.** / **MON. TO FRI.**		
	dep.	10 31	4 25 / 4 20	...	...
		P.M.			
MELBOURNE W G	*arr.*	1 58	7 55 / 7 55	...	...
		6	**22**	**34**	**P 44**

● **No. 34** may depart Maroona 5.57 p.m.

ARARAT–HAMILTON–PORTLAND—Goods Service.

Down.

	STATIONS		1 **Thro. Goods Mon. to Fri.** (Sat. ‡)	15 Thro. Goods Mon. to Sat. ‡	29 **Goods Mon., Wed., Thur.** (Tue. Fri. Sat. ‡)	13 **R'side Goods Wed., Thur., Fri.** (Mon. Tue., Sat. ‡)	104W **Goods Mon.,** (Tue. to Sat. ‡)	3 Goods Mon. to Sat. ‡	17 **Goods Mon., Thur.,** (Tue, Wed. Fri. Sat. ‡)	17 Thro. Goods Mon. to Sat. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
131	**ARARAT** E S W	*dep.*	...	12 35–**92**	...	...	...	...	...	2 5–**192**
136¾	Langi Logan NC ES (See nte, p 56)	*arr.*	...	12 51 **53G**	...	...	...	...	...	—**57G**
		dep.	...	12 56	...	...	...	...	...	2 21
		arr.	...	1 15	...	...	...	...	...	2 37
144½	Maroona E S ...			**–57G,192 101G, 164G**						**–101G –106**
		dep.	...	2 23–**106**	...	...	...	...	...	3 39
150¼	Calvert N C	...	...	...	...	...	...	...	...	... **194**
154½	Willaura ES W	*arr.*	...	2 47	...	...	...	...	...	4 3
		dep.	...	2 55 **194**	...	...	...	...	...	4 58
162	Stavely N C	*arr.*	...	...	...	...	...	...	...	... **196**
		dep.	...	...	...	...	...	...	...	...
167¼	Glen Thompson E S	*arr.*	...	...	...	...	...	...	...	5 30
		dep.	...	3 27	...	...	...	...	...	6 16–**48**
178½	Dunkeld E S ...	*arr.*	...	...–**196**	...	...	...	...	...	6 41
		dep.	...	3 51	...	...	...	...	...	7 8–**4**
184¾	Moutajup N C (See nte, pge 56)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	... **106,84W**
192	Strathkellar NC (See nte, pge 56)	*arr.*	...	...	...	...	...	...	...	7 36
		dep.	...	...	...	...	...	...	...	7 41
197½	**HAMILTON** E S W ...	*arr.*	...–**13**	4 29–**29**	...–**15**	...	...	...	...	7 55
		dep.	2 30		4 30	6 0 **106**	6 20	6 30 **106**	6 40	
198¼	Coleraine Junct. ES		2 35	...	4 35	6 5	6 25	6 35	6 45	...
213¼	Branxholme ES † W ...	*arr.*	3 6	...	5 7	6 37	...	7 7	...	...
		dep.	3 11	...	6 0	7 7		8 0–**6**	...	...
221¼	*Condah* ○ † W	*arr.*	3 30	...	To Casterton	7 26–**6**	To Warrnambool	To Casterton	To Coleraine	...
		dep.	3 45	...		8 4				...
224½	Myamyn N C	*arr.*	...	...		8 16				...
		dep.	...	...		8 26				...
227¾	Milltown N C ... (See note, page 56)	*arr.*	...	...		8 36				...
		dep.				8 46				
		arr.	4 20	...		9 1				...
235¼	Heywood † W ...		—**106**	...	...	**–30,87M**	...	...	...	...
		dep.	4 54	...	...	9 32	...	...	...	...
246½	*Gorae* ... ... (See nte, pge 56)	*arr.*	...	...	...	10 5	...	...	...	...
		dep.	...	...	...	10 15	...	...	...	...
249¼	Portland Freezing Coy's Siding N C		...	...	...	...	...	...	...	...
249¾	Wool Grower Co-op Siding		...	...	...	...	...	...	...	...
249¼	Harbour Trust Exc. Siding	*arr.*	5 29	...	...	10 21	...	...	...	...
		dep.	6 29	...	...	11 0	...	...	...	...
250½	*Portland North* † W	*arr.*	6 35–**6**	...	...	11 5	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
251½	**PORTLAND** † ...	*arr.*	...	...	...	...	...	...	...	...
			1	**15**	**29**	**13**	**104W**	**3**	**17**	**17**

Down.

STATIONS		84W Goods Mon. to Sat. ‡	25 Thro. Goods Mon. to Sat. ‡	90G Goods Mon. to Sat. ‡	19 Goods Mon. to Sat. ‡	141 Goods Mon. to Sat. ‡	41 R'side Goods Mon. to Sat.	41A R'side Goods Mon. to Sat. ‡	45 Goods Mon. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
ARARAT ES W ...	*dep.*	...	3 30–**101G**	4 15–**106**	...	...	4 40	5 25–**194**	...
Langi Logan NC ES	*arr.*	...	...–**106**	4 31	...	...	...–**194**	5 41–	...
(See note, page 56)	*dep.*	...	3 46	4 36 **194**	...	...	4 56	5 46 **157G**	...
Maroona E S	*arr.*	...	4 2	...	...		5 12	6 3	...
							–**157G, 25, 196**		
	dep.	...	5 44	4 55	...	...	6 30		
Calvert N C	*arr.*	...	...	... **157G, 25**	...	...	6 44		
	dep.	...	...	...	...	...	6 54		
Willaura E S W ...	*arr.*	...	6 8	...	...	...	7 6		
	dep.	...	6 44 **48**	...	...	...	7 45–**48**		
Stavely N C	*arr.*	...	... **90G, 157G, 194, 196, 41**	...	...	...	8 3		
	dep.	...	...	...	...	...	8 13		
Glen Thompson E S	*arr.*	...	...	...	...	...	8 29		
	dep.	...	7 16	...	...	...	9 22–**4, 6**		
Dunkeld E S	*arr.*	...	...	...		...	9 47		
			–**4**				–**14, 23**		
	dep.	...	7 40	...	...	...	11 16		
Moutajup N C ...	*arr.*	...	...	...	...	...	11 30		
(See note page 56)	*dep.*	...	...	...	...	...	11 35		
Strathkellar N C ...	*arr.*	...	8 6	...	...	...	11 51		
(See note, page 56)							P.M.		
	dep.	...	8 11	...	...	...	12 1		
HAMILTON E S W	*arr.*	...–**106**	8 25-**6,19**	...	...–**25**	...	12 15		
	dep.	8 0–**17**		...	8 30–**6**	11 0			12 55–**30**
Coleraine Junction E S ...		8 5	...	...	8 35	11 5	**88M**		1 0
Branxholme E S W †	*arr.*	...	...	...	...	11 37	**Goods**		...–**18**
						P.M.–**30**	**Sat.**		
	dep.	...	...	...	9 7	12 4	P.M.		1 32
Condah ○ † W ...	*arr.*	...	...	...	9 23	12 23	...		1 48
	dep.	...	...	...	9 33	12 33			1 58
Myamyn N C... ...	*arr.*	...	...	...	...	...	From Mt. Gambier		...
	dep.	...	...	...	...	...			...
Milltown N C...		...	...	...	...	... **89M**			...
(See note, page 56)									
Heywood † W ...	*arr.*	...	...	...	10 8	1 8	1 43		2 34
					—**30**				—**52**
	dep.	...	...	...	11 10	...	2 5	Not to run when 52 runs.	2 49
Heathmere N C		...	...	...	...	...	...		...
Gorae ...	*arr.*	...	...	...	...	...	...		...
(See note, page 56)	*dep.*	...	...	...	...	...	...		...
Portland Freezing Coy's Siding N C		...	...	...	...	...	...		...
Wool Growers Co-op Siding N C									
Harbour Trust Exc. Siding	*arr.*	...	...	...	...	...			3 24
	dep.	...	...	...	...	...	...		4 15
Portland North † W ...	*arr.*	...	...	...	11 48	...	2 43—**42**		4 20
					—**89M**				
	dep.	...	...	...		...	...		...
PORTLAND † ...	*arr.*	...	.....	...	...	...	...		...
		84W	**25**	**90G**	**19**	**141**	**88M**		**45**

To Warrnambool

To North Geelong

Not to run when 42 runs

Down.

Miles	STATIONS		16 G Roadside Goods Mon. to Sat.	61 Thro. Goods Mon. to Sat. ‡	18 G Thro. Goods Mon. to Sat. ‡	20 G Thro. Goods Mon. to Sat. ‡	47 Thro. Goods Mon. to Sat. ‡	132 G Thro. Goods Mon. to Sat. ‡	42 G Thro. Goods Mon. to Sat.
			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
131	**ARARAT** E S W ...	*dep.*	6 0	7 10	8 0–196	10 20–6	11 0	12 25—4	1 55
136¾	Langi Logan N C E S (See note, page 56)	*arr.*	–157G	...–196	—163G	...	...	...	...
		dep.	6 16	7 26	8 16	10 36	11 16	12 41	2 11
144½	Maroona E S	*arr.*	6 32	7 42	8 32	10 52	...	12 57	2 27
				–48,18G	–48, 61	–153G			
			–196	–163G		—4	—4	—27	–14, 3G, 63
		dep.	6 37	8 45	8 59	11 30	11 32	1 58	3 7
150¼	Calvert N C		...	...	...	...	...	...	...
154½	Willaura E S W ...	*arr.*	...	9 9	...	...	11 54	...	...
				–4,6,23			P.M.		
		dep.	...	10 42	...	...	12 0	...	...
162	Stavely N C	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
167½	Glen Thompson E S ...	*arr.*	...	11 14	...	...	...	...	...
							—14		
		dep.	...	11 36–14	...	...	12 32	...	...
			To North Geelong	P.M.	To North Geelong	To North Geelong		To North Geelong	To North Geelong
178½	Dunkeld E S	*arr.*	...	...	...	...	...	...	...
		dep.	...	12 1	...	...	12 56	...	...
184¾	Moutajup N C (See note, page 56)	*arr.*	...	12 15	...	...	...	...	...
		dep.	...	12 20	...	...	...	...	...
192	Strathkellar N C ... (See note, page 56)	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
197½	**HAMILTON** E S W ...	*arr.*	...	12 46 45,30	...	...	1 33	...	...
		dep.							
198¼	Coleraine Junction E S		...	...	...	...		...	...
213¼	Branxholme E S † W ...	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
221¼	*Condah* ○ † W	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
224½	Myamyn N C		...	...	...	...		...	...
227¾	Milltown N C (See note, page 56)		...	...	...	...		...	...
235¼	Heywood † W	*arr.*	...	...	...	...		...	...
		dep.	...	...	...	...		...	...
241½	Heathmere N C		...	...	...	...		...	...
246½	*Gorae* (See note, page 56) ...		...	...	...	...		...	...
249¼	Portland Freezing Coys' Siding N C		...	...	...	...		...	...
249¾	Wool Growers Co-op. Sdg. N C		...	...	...	...		...	...
							Not to run when 153G runs		
249¾	Harbour Trust Exc. Siding	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
250½	*Portland North* † W ...	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
251½	**PORTLAND** †	*arr.*	...	...	...	...	...	...	...
			16 G	**61**	**18 G**	**20 G**	**47**	**132 G**	**42 G**

Down.

STATIONS		116 W Goods Mon. to Sat.‡	75 Goods Mon. to Sat. ‡	90 M Goods Mon. to Fri. (Sat.‡)	63 Thro. Goods Mon. to Sat. ‡			180 G Thro. Goods Mon. to Sat.‡	46 G Thro. Goods Mon. to Sat.
		P.M.	P.M.	P.M.	Not to run when 54 and 92 both run same day.	P.M.		P.M.	P.M.
ARARAT E S W ...	*dep.*	...	...	...		2 15		2 35	4 15–**22**
Langi Logan N C E S ...	*arr.*	...	...	...		...		...	...–**3G**
(See note, page 56)	*dep.*	...	...	...		2 31		2 51	4 31
	arr.	...	...	...		2 47—**14**		3 7	...
Maroona E S						—**3G, 180G, 22,** —**42G**		–**3G,5G** –**14, 22**	—**5G**
	dep.	...	...	...		3 49		4 8–**63**	4 47
Calvert N C	...	...	...	...		...		...	...
	arr.	...	...	...		4 13		...	...
Willaura E S W ...						Sat.‡	Mon. to Fri. ‡		
	dep.	...	...	...		5 15–**44**	5 44–**44, 34**	...	...
	arr.	...	...	...		...	...	...	...
Stavely N C	*dep.*	...	...	...		...	...	...	...
	arr.	...	...	...		5 47 —**50**	6 16,–**39**	...	...
Glen Thompson E S ...									
	dep.	...	...	...		6 31	7 0–**50** 7 36–**98**	...	...
	arr.	...	...	...		...	7 25 ...	...	...
Dunkeld E S	*dep.*	...	...	...		6 56	7 40**B** 8 1**B**	...	...
Moutajup N C	*arr.*	...	...	...		...	... ...	...	...
(See note, page 56)	*dep.*	...	...	...		...	... ...	...	...
Strathkellar N C ...	*arr.*	...	...	...		...	... ...	...	...
(See note, page 56)	*dep.*	...	...	...		...	... ...	...	...
HAMILTON E S W ...	*arr.*	...	...	...		...	... ...	...	...
	dep.	3 35	4 40—**2**	...		7 33–**54**	8 19 8 38–**92**	...	...
Coleraine Junction E S ...		3 40	4 45	...		...	... ...	...	...
Branxholme E S † W	*arr.*	...	—**52**	...		...	... ...	...	...
	dep.	...	5 16	...		...	... ...	...	...
Condah ○ † W ...	*arr.*	...	5 32	...		...	... ...	...	...
	dep.	...	5 42–**42**	...		...	... ...	...	...
Myamyn N C		...	...	...		...	... ...	...	...
Milltown NC (See note, page 56)		...	...	...		...	... ...	...	...
Heywood † W	*arr.*	...	6 17 —**192** —**90M**	6 16 —**192, 75**		...	... ...	...	...
	dep.	...	6 22	7 3		...	... ...	...	...
Heathmere N C...		...	...	...		...	... ...	...	...
Gorae (See note, page 56)	*arr.*	...	6 53	7 34		...	... ...	...	...
	dep.	...	6 58	7 50		...	... ...	...	...
Portland Freezing Coy's. Siding N C		...	...	...		...	... ...	...	...
Wool Growers Co-op Sdg. N C		...	...	...		...	... ...	...	...
Harbour Trust Exc. Siding	*arr.*	...	7 5	...		...	... ...	...	...
	dep.	...	7 40	...		...	... ...	...	...
Portland North † W	*arr.*	...	7 45	7 58		...	... ...	...	...
	dep.	...	...	...		...	... ...	...	...
PORTLAND †	*arr.*	...	...	...		...	... ...	...	...
		116 W	**75**	**90 M**	**63**	**63**		**180**	**46 G**

To Warrnambool

From Mount Gambier

Alternate schedule when **50** runs

Alternate schedule when **98** runs

To North Geelong

To North Geelong

B. No. 63, when **No. 54** runs will depart Dunkeld 8.38 p.m., Hamilton arrive 9.17 p.m.

	STATIONS		**118W** Goods Tues. to Sat. ‡	**48G** Thro. Goods Mon. to Sat. ‡	**53** Goods Mon. to Sat. ‡	**9** **Thro. Goods Mon. to Fri.** (Sat. ‡)	**156G** **Thro. Goods Mon. to Fri.**	**166G** Thro. Goods Mon. to Fri. ‡
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
131	**ARARAT** E S W ...	*dep.*	...	5 0–**3G**	...	6 35–**34**	7 30	8 45
136¾	Langi Logan NC ES	*arr.*	...	5 16–**5G**	...	...—**44**	7 46–**21G**	...–**50,98**
	(See note, page 56)	*dep.*	...	5 21	...	6 51	8 8	9 1
		arr.	...	5 40	...	7 7	8 27	9 17
144½	Maroona E S ...		...	–**39, 34**	...	–**21G**	–**50–166G**	–**156G**
						– **35G**	–**35G**	–**35G**
							—**98**	–**27G**
				—**44**		—**50**	–**27G**	–**54**
							—**65**	
		dep.	...	6 13**B**	...	7 55**A**	9 35	10 10
150¼	Calvert N C ...		...	...	...	...	...	...
154½	Willaura E S W ...	*arr.*	...	...	...	8 19		...
		dep.	...		...	8 25		...
162	Stavely N C ...	*arr.*	...		...	...		
		dep.	...		...	...		
167¼	Glen Thompson E S	*arr.*	...		...	8 57–**54**		
		dep.	...		...	9 6		
178½	Dunkeld E S ...	*arr.*	...		...	9 31–**92**		
		dep.	...		...	9 43		
184¾	Moutajup N C ...	*arr.*	...		...	...		
	(See note, page 56)	*dep.*	...		...	...		
192	Strathkellar N C ...	*arr.*	...		...	...		
	(See note, page 56)	*dep.*	...		...	...		
		arr.	...	...	...–**192**	10 22—**192**	...	...
197½	**HAMILTON** E S W					Mon. to Sat. ‡		
		dep.	7 30	...	9 10	11 15	...	...
198¼	Coleraine Junct. ES ...		7 35	...	9 15	11 20	...	...
		arr.	...	...	...	11 51	...	...
213¼	Branxholme ES † W					Tue. to Sun. ‡ A.M. —**110**		
		dep.	...	...	9 46	12 28	...	
221¼	*Condah* ○ † W ...	*arr.*	...	...	10 2	12 47	...	
		dep.		...	10 12	12 57	...	
224½	Myamyn N C			...	...	...	...	
227¾	Milltown N C ...			...	...	...	...	
	(See note, page 56) ...							
235¼	Heywood † W ...	*arr.*		...	10 47—**110**	...	...	
		dep.		...	10 59	1 32	...	
241½	Heathmere N C			...	...	...	...	
246½	*Gorae* (See note, page 56) ...			...	...	...	...	
249½	Portland Freezing Coys. Siding N C		...	...	...	...	...	...
249¾	Wool Growers Co-op. Sdg. N C		...	...	...	...	...	...
249¾	Harbour Trust Exc. Siding	*arr.*	...	...	11 34 Tue. to Sun ‡ A.M.	...	...	...
		dep.	...	...	12 34	...	...	...
250½	*Portland North* † W	*arr.*	...	...	12 40	2 8–**106**	...	...
		dep.	...	...			...	...
251½	**PORTLAND** † ...	*arr.*	...	...	...	...	...	...
			118W	**48G**	**53**	**9**	**156G**	**166G**

To Warrnambool

To North Geelong

To Melbourne Yard

To North Geelong.

Not to run when 65 runs

A. No. 9 when **98** runs, departs Maroona 7.30 p.m., Willaura arrive 7.54 p.m. **cross 98** depart 8.10 p.m. Glen Thompson arrive 8.42 p.m., thence as tabled. **B.** Depart 6.46 p.m. Saturday.

Down. **ARARAT–HAMILTON–PORTLAND—Goods Service**—continued.

STATIONS		65 Thro Goods Mon. to Sat. ‡	160G Thro Goods Mon. to Fri. ‡	13 **Thro Goods Mon. to Fri., Sun.** (Sat. ‡)	164G Thro Goods Mon. to Fri. ‡		
		P.M.	P.M.	P.M.	P.M.		
ARARAT E S W	*dep.*	8 45–**35G**	9 35–**98, 50**	10 30	11 50–**54** Tue. to Sat. ‡ A.M.	...	...
Langi Logan N C E S ...	*arr.*	... **50, 98**	**–35G**	**–27G,53G**	...–**92**	...	...
(See note, page 56) ...	*dep.*	9 1	9 51	10 46	12 6	...	...
	arr.	9 17	10 7	11 2	12 22	...	...
		–27G, 35G		**–54, 53G**	**–53G**		
Maroona E S		**–53G, 54, 156**	**–27G, 54** —**53G**	**–92**	**–57G –15, 192 –101G**		
	dep.	10 8	10 59	11 48	2 0	...	...
Calvert N C		...	...	...	...	...	...
			To North Geelong	**Mon. to Sat.** (Sun. ‡) A.M.	To North Geelong		
Willaura E S W	*arr.*	10 32 —**92**		12 13 **–192**		...	...
	dep.	10 50		12 31		...	...
Stavely N C	*arr.*	...		...		...	...
	dep.	...		...		...	...
Glen Thompson E S ...	*arr.*	11 22		1 8		...	...
	dep.	11 56–**192** Tue. to Sun. ‡ A.M.	...	1 18–**106**	...	...	...
Dunkeld E S	*arr.*	12 21	...	1 43	...	...	...
	dep.	12 43–**106**	...	1 48–**194**	...	...	...
Moutajup N C	*arr.*	...	...	...	...	...	...
(See note, page 56) ...	*dep.*	...	...	...		...	...
Strathkellar N C	*arr.*	...	...	...	...	...	...
(See note, page 56) ...	*dep.*	...	...	...	...	...	...
HAMILTON E S W ...	*arr.*	1 22	...	2 27–**196**	...	...	...
	dep.		...		...	...	...
Coleraine Junction E S		...	...	...	...	...	...
Branxholme E S † W ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Condah ○ † W	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Myamyn N C...		...	...	...	...	...	...
Milltown NC (See note, page 56)		...	...	...	...	...	...
Heywood † W	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Heathmere N C		...	...	...	...	...	...
Gorae (See note, page 56)		...	...	...	...	...	...
Portland Freezing Coys. Siding N C		...	...	...	...	...	...
Wool Growers Co-op Sdg. N C ...		...	...	...	...	...	...
		Not to run when 194 or 166G runs.					
Harbour Trust Exc. Siding ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Portland North † W ...	*dep.*	...	...	...	...	...	...
PORTLAND †	*arr.*	...	...	...	...	...	...
		65	**160G**	**13**	**164G**		

Up.

STATIONS		194 Thro. Goods Tue. to Sat.‡	157 G Thro. Goods Tue. to Sat.‡	196 Thro. Goods Tue. to Sat.‡	163 G Thro. Goods Tue to Sat.‡	48 **Thro. Goods Mon.** (Tue. to Sat.‡)	153 G Thro. Goods Tue. to Sat.‡	4 **Roadside Goods Tue., Wed., Fri., Sat.** (Mon., Thr.‡)
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
PORTLAND † ...	*dep.*	...	...	...	...	...	...	...
Portland North † W	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Harbour Trust Exc. Siding	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Wool Growers Co-op Sdg. N C		...	...	...	...	...	...	...
Portland Freezing Coy. Siding N C	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Gorae (See note, page 56)	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Heathmere N C...	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Heywood † W ...	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Milltown N C (See note, p. 56)	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Myamyn N C ...	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Condah ○ † W	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Branxholme † E S W	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Coleraine Junct. E S ...		...	...	...	...	...	...	...
HAMILTON E S W	*arr.*	...	...	...	...	...	...	...
	dep.	12 45	...	2 35–**13, 1**	...	4 50	...	5 45
Strathkellar N C (See note, p. 56)	*arr.*	...	...	...	...	...	...	6 3
	dep.	...	...	...	...	...	...	6 13
Moutajup N C ... (See note, p. 56)	*arr.*	...	...	...	...	...	...	6 33
	dep.	...	...	...	...	...	...	6 43
Dunkeld E S	*arr.*	1 38	...	3 28	...	...	...	7 3—**17**
	dep.	1 53—**13**	...	3 56—**15**	...	5 43	...	7 45—**25**
Glen Thompson E S	*arr.*	...	...	...	...	...—**17**	...	8 14—**41**
	dep.	2 22	...	4 25	...	6 11	...	8 34
Stavely N C ...	*arr.*	...	...	...	...	... **41,25**	...	8 46
	dep.	...	...	...	...	...	...	8 54
Willaura E S W	*arr.*	2 50	...	4 53	...	6 39–	...	9 13—**61**
	dep.	3 6—**15**	...	5 10—**17**	...	7 11	...	10 18–**6, 23**
Calvert N C ...	*arr.*	...	...	...	...	...	...	10 30
	dep.	...	...	...	...	...	...	10 40
Maroona E S ...	*arr.*	3 34 —**157G** —**17, 25**	3 49 —**25,90G** —**41, 194**	5 38 —**25,41A** —**41,16G**	7 23 —**48, 61**	7 39 —**61,18G** —**163G**	10 22 —**20G**	10 57 —**47** —**20G**
	dep.	4 7	5 17	6 42	7 47	8 37	10 57	11 40
Langi Logan N C E S (See note, p 56)	*arr*	4 31 —**90G,41**	5 41 –**41A,16G**	7 6 —**61**	8 11 —**18G**	...	...	... P.M.
	dep.	5 1	6 21	7 31	8 21	9 1	11 21	12 4 **132G**
ARARAT E S W	*arr.*	5 19–**41A**	6 39	7 49–**18G**	8 39	9 17—**23**	11 37	12 20–
		194	**157 G**	**196**	**163 G**	**48**	**153 G**	**4**

Not to run when 65 runs

From North Geelong

From North Geelong

Not to run when 47 runs

Should live stock be offering at stations Strathkellar to Calvert inclusive, Control, Ararat to arrange for **No. 14** to run in lieu of **No. 4.**

1918—64

PORTLAND–HAMILTON–ARARAT—Goods Service—continued.

STATIONS		106 Thro. Goods Daily, Sunday included ‡		14 Roadside Goods Thur. (Mon., Tue. Wed., Fri., Sat.‡)	3 G Goods Mon. to Sat.	1 W Goods Tue. (Mon., Wed. to Sat. ‡)	26 Goods Mon., Thur. (Tue., Wed., Fri., Sat.‡)
				A.M.	P.M.	P.M.	P.M.
PORTLAND †	*dep.*	...		...	...	...	...
Portland North † W ...	*arr.*	...		...	...	...	...
	dep.	2 30–**9**		...	...	...	...
Harbour Trust Exc. Siding	*arr.*	2 35		...	...	...	...
	dep.	3 35		...	...	...	...
Wool Growers Co-op. Siding N C ...		...		...	...	...	...
Portland Freezing Coy. Siding N C	*arr.*	...		...	...	...	...
	dep.	...		...	...	...	...
Gorae (See note, page 56) ...	*arr.*	...		...	...	...	...
	dep.	...		...	...	...	...
		Sun. ‡	Mon. to Sat. ‡				
Heathmere N C	*arr.*	...	...	...	...	From Warrnambool	...
	dep.	...	...	...	...		...
Heywood † W	*arr.*	...	4 19	...	...		...
	dep.	4 19	4 59—**1**	...	...		...
Milltown (See note. page 56)	*arr.*	...	...	...	...		...
	dep.	...	...	...	...		...
Myamyn N C	*arr.*	...	...	...	...		...
	dep.	...	...	...	...		...
Condah ○ † W	*arr.*	5 3	5 49	...	...		From Coleraine
	dep.	5 11	5 57	...	...		...
Branxholme † E S W ...	*arr.*	...	6 18—**13**	...	...		...
	dep.	5 32	7 12—**3**	...	...		...
Coleraine Junct. E S		6 7	7 48	...	...	12 15	12 25
HAMILTON E S W ...	*arr.*	6 12	7 53—**17**	...	...	12 20—**41**	12 30—**41**
	dep.	...	...	9 10	...	...	...
Strathkellar N C	*arr.*	...	...	9 28	...	...	...
(See note, page 56)	*dep.*	...	...	9 38	...	...	...
Moutajup N C (See note page 56)	*arr.*	...	...	9 58	...	...	...
	dep.	...	...	10 8	...	...	...
Dunkeld E S	*arr.*	...	...	10 28 —**41**	From North Geelong	...	...
	dep.	...	...	11 2—**23**		...	...
Glen Thompson E S ...	*arr.*	...	...	11 31—**61** P.M.		...	...
	dep.	...	...	12 39—**47**		...	...
Stavely N C	*arr.*	...	...	12 49		...	...
	dep.	...	...	12 59		...	...
Willaura E S W	*arr.*	...	...	1 18	...	...	...
	dep.	...	...	2 4—**27**	...	...	...
Calvert N C	*arr.*	...	...	2 16	...	...	...
	dep.	...	...	2 26	...	...	...
Maroona E S	*arr.*	...	...	2 43 —**42G** —**3G, 63**	2 59 —**42G,63** —**22, 14**	...	...
	dep.	...	...	3 12	4 0	...	...
Langi Logan N C E S ... (See note, page 56)	*arr.*	...	...	...	4 24	...	...
	dep.	...	...	3 36 **180G**	4 36–**46G**	...	...
ARARAT E S W	*arr.*	...	...	3 52	4 54–**48G**	...	...
		106	**106**	**14**	**3 G**	**1 W**	**26**

Up.

STATIONS	30 Goods Sat. ‡	30 Roadside Goods Mon., Wed., Fri. (Tue., Thu,	87 M Goods Sat.	18 Goods Mon., Wed., Thur. (Tu., Fri. Sat. ‡)	89 M Goods Mon. to Fri. (Sat. ‡)	44 Thro. Goods Mon. to Wed. (Thur. to Sat. ‡)	21 G Thro. Goods Sat. ‡	2 Goods Mon. to Sat. ‡
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PORTLAND † ... *dep.*	...	...	...	...	...	...	...	...
Portland North † W *dep.*	7 20	7 20	8 40	...	12 0	...	...	...
Harbour Trust Exc. Siding *arr.*	7 25	7 25	...	...	...	...	...	...
Harbour Trust Exc. Siding *dep.*	7 50	8 5	...	...	...	...	...	...
Wool Growers Co-op. Siding N C ...	...	...	...	...	...	...	...	...
Portland Freezing Coy's Siding NC *arr.*	...	8 10	...	From Casterton	...	...	...	From Casterton ...
Portland Freezing Coy's Siding NC *dep.*	...	8 30	...		...	...	...	
Gorae (See note, page 56) *arr.*	...	8 39	...		...	...	...	
Gorae (See note, page 56) *dep.*	...	8 44	...		...	...	...	
Heathmere N C... *arr.*	...	...	...		...	...	...	
Heathmere N C... *dep.*	...	...	...		...	...	...	
arr.	8 34—**87 M**	9 17	9 24		12 44	...	...	
Heywood † W ...		—**13, 19**	—**13,30**		—**141**			
dep.		10 15	10 0	...	2 20	...	...	...
Milltown N C ... *arr.*		10 47	...	...	...	...	...	...
Milltown N C ... *dep.*		10 52	...	...	...	...	...	...
(See note, p. 56) Myamyn N C ... *arr.*		11 2	...	...	...	...	...	...
Myamyn N C ... *dep.*		11 7	...	...	...	...	...	...
Condah ○ W † *arr.*		11 18	...	...	...	...	...	...
Condah ○ W † *dep.*		11 38	...	...	...	...	...	...
Branxholme † E S W *arr.*		11 59	...	12 30	To Mount Gambier	...	...	3 25
		P.M.		—**45**				—**27**
Branxholme † E S W *dep.*		12 9—**141**	...	1 37		...		3 55
Coleraine Junction E S		12 45	...	2 13		...		4 31
HAMILTON E S W *arr.*		12 50—**45**	...	2 18		...—**27**		4 36—**75**
HAMILTON E S W *dep.*			...			3 25		
	5 G Goods Mon. to Sat. ‡ P.M.							
Strathkellar N C ... (See note, page 56)	...		...	...	...	...	...	...
Moutajup N C ... *arr.*			...	...	...	...	...	...
(See note, p. 56) Moutajup N C ... *dep.*				...	...	...	...	...
Dunkeld E S				...	...	4 12	...	...
Glen Thompson E S *arr.*				...	...	...	...	...
Glen Thompson E S *dep.*				...	...	4 36	...	...
Stavely N C				...	...	...	...	...
Willaura E S W *arr.*				...	...	5 2	...	...
Willaura E S W *dep.*				...	...	5 10—**63**	...	...
Calvert N C				...	...	...	...	...
arr.		4 3	...	...	...	5 34	6 41	...
		— **63**				—**39, 34**	—**9**	
Maroona E S ...		—**46G,**						
		—**180G**				—**48G**	—**48G**	
dep.		4 52	...	...	...	6 23	7 20	...
arr.		5 16—**48G**	...	...	...	6 47	...	...
Langi Logan N C E S (See note, p. 56)	Sat. ‡	Mon. to Fri. ‡				—**9**		
dep.	5 26	5 55–**39**	...	...	...	6 56	7 44	...
ARARAT E S W *arr.*	5 44	6 13	...	...	...	7 14	8 0	...
	5 G	**5 G**	**87 M**	**18**	**89 M**	**44**	**21 G**	**2**

From North Geelong

To Mt. Gambier

Limited to a 3/5ths Ruling Grade load.

PORTLAND–HAMILTON–ARARAT—Goods Service—continued.

Up.

STATIONS		21 G Thro. Goods Mon. to Fri. ‡	35 G Thro. Goods Sat.	50 Thro. Goods Mon., to Fri. (Sat. ‡)	98 Thro. Goods Mon., to Fri. ‡	27 G Thro. Goods Sat. ‡	35 G Thro. Goods Mon. to Fri.	52 Goods Mon. to Sat. ‡	27 G Thro. Goods Mon. to Fri. ‡
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PORTLAND † ...	*dep.*	...	...	...	...	...	...	...	...
Portland North † W ...	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	1 0	...
Harbour Trust Exc.	*arr.*	...	...	...	...	...	...	1 5	...
Exc.	*dep.*	...	...	...	...	...	...	2 0	...
Wool Growers Co-op Sdg. N C		...	...	...	...	...	...	...	...
Portland Freezing Coy's.	*arr.*	...	...	...	...	...	...	...	...
Siding N C	*dep.*	...	...	...	...	...	...	...	...
Gorae (See note, page 56)	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Heathmere N C... ...	...	...	...	...	...	...	...	...	...
Heywood † W	*arr.*	...	...	...	...	...	...	2 44	...
	dep.	...	...	...	...	...	...	2 54–45	...
Milltown N C	*arr.*	...	...	...	...	...	...	...	...
(See note, page 56)	*dep.*	...	...	...	...	...	...	...	...
Myamyn N C	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Condah ○ † W ...	*arr.*	...	...	...	...	...	...	3 44	...
	dep.	...	...	...	...	...	...	—27	...
Branxholme † E S W	*arr.*	...	...	...	...	...	...	4 7	...
	dep.	...	...	...	...	...	...	4 28–75	...
Coleraine Junct. E S ...	...	...	...	...	...	...	...	5 21	...
HAMILTON E S W ...	*arr.*	...	...	...	...	...	...	5 57	...
	dep.	...	...	5 5	5 50	...	...	6 2	...
Strathkellar N C		...	...	...	...	...	...	...	...
(See note, page 56)									
Mountajup N C ...	*arr.*	...	...	...	...	...	...	...	...
(See note, page 56)	*dep.*	...	...	...	...	...	...	...	...
Dunkeld E S	*arr.*	...	...	...	6 43	...	...	...	...
	dep.	...	...	5 58	7 2–39	...	...	...	...
Glen Thompson E S ...	*arr.*	...	...	6 26–63	...	...	...	...	...
	dep.	...	...	6 45–39	7 31–63	...	...	...	...
Stavely N C		...	...	...	...	...	...	...	...
Willaura E S W ...	*arr.*	...	...	7 14	7 59–9	...	...	...	...
	dep.	...	...	7 22	8 6	...	...	...	...
Calvert N C		...	...	...	...	...	...	...	...
Maroona E S	*arr.*	6 59 –9	7 30 —9	7 50 35G, 9 156G, —27G	... –35G –156G	8 30 —50 —65	8 5 –50, 98, –156G –65,166G 27G	...	9 9 –156G, 54, 160G 65, 165G. –35G
	dep.	7 39	8 0	8 32	8 33	9 22	9 22	...	10 12
Langi Logan N C E S	*arr.*	–156G	...	8 56	8 55	...	9 46	...	10 36
(See note, page 56)				–166G	–65,166G		–160G		
	dep.	8 3	8 24	9 6–65	9 6	9 46	9 56	...	10 51–13
ARARAT E S W ...	*arr.*	8 19	8 40 —65	9 24 –160G	9 24 –160G	10 2	10 14	...	11 9
		21 G	35 G	50	98	27 G	35 G	52	27 G

Not to run when 88M runs.

Not to run when 98 runs

Not to run when 50 runs

From North Geelong

From North Geelong

From North Geelong

From North Geelong

From North Geelong

Up.

STATIONS		53G Thro. Goods Sat.	115W Goods Mon. to Sat. ‡	42 Goods Mon. to Sat. ‡	54 Thro. Goods Mon. to Sat. ‡	92 Thro. Thro. Goods Mon. to Sat. ‡	117W Goods Tue. to Sat. ‡
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PORTLAND † ...	*dep.*	...	...	...	...	...	...
Portland North † W	*dep.*	...	...	2 50–**88M**	...	...	...
Harbour Trust Exc. Siding	*arr.*	...	...	2 55	...	...	...
	dep.	...	...	3 30	...	...	...
Wool Growers' Co-op. Siding N C ...		...	...	...	...	...	...
Portland Freezing Coy's Siding N C	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Gorae (See note, page 56)	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Heathmere N C ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Heywood † W ...	*arr.*	...	...	4 14	...	...	...
	dep.	...	...	4 34–**27**	...	...	...
Milltown N C (See note, page 56)	*arr.*	.....	...	...	...	...	...
	dep.	...	...	...	...	...	...
Myamyn N C ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Condah ○ † W	*arr.*	...	...	5 24 –**75**	...	...	...
	dep.	...	...	5 47	...	...	...
Branxholme † ES W	*arr.*	...	...	...	...	...	...
	dep.	...	...	6 8	...	...	...
Coleraine Junct. E S		...	6 5	6 43	...	...	9 55
HAMILTON E S W	*arr.*	...	6 10	6 48	...	...	10 0
	dep.	...	...	...	7 40– **39,63**	8 45 –**63**	...
Strathkellar NC (See note, page 56) ...		...	...	...	...	...	...
Moutajup N C (See note, page 56)	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Dunkeld E S ...	*arr.*	...	...	...	... –**63**	...	...
	dep.	...	...	...	8 33	9 38—**9,63**	...
Glen Thompson ES	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	9 1—**9**	10 6	...
Stavely N C ...	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Willaura ES W ...	*arr.*	...	...	...	9 29	10 34 –**65**	...
	dep.	...	...	...	9 35	10 40	...
Calvert N C ...		...	...	...	...	...	...
Maroona E S ...	*arr.*	9 50 –**54**	...	...	10 3 **27G,13,53G**	11 8 **–13, 53G**	...
	dep.	10 12	...	...	11 6– **160G**	11 35	...
Langi Logan NC ES (See note, page 56)	*arr.*	10 36–**13**	...	...	...	Sat. ‡ ... / Mon. to Fri. ‡ 11 59	...
	dep.	10 51	...	...	11 30 –**164G**	Tue. to Sat. ‡ A.M. 12 11–**164G** / Sun. ‡ A.M. 11 59	...
ARARAT E S W	*arr.*	11 9	...	...	11 46—	12 15 / 12 29–**15**	...
		53G	**115W**	**42**	**54**	**92**	**117W**

From North Geelong

From Warrnambool

Not to run when 45 runs.

Not to run when 92 and 63 both run.

Not to run when 54 and 63 both run.

From Warrnambool

PORTLAND–HAMILTON–ARARAT—Goods Service—continued.

STATIONS		53G Thro. Goods. Mon. to Fri.	192 Thro. Goods Mon. to Fri.	192 Thro. Goods Sat. ‡	57G Thro. Goods Tue. to Sat. ‡	101G Thro. Goods Tue. to Sat.	106 Thro. Goods Mon. to Sat. ‡		110 Thro. Goods Mon. to Sat. ‡
		P.M.	P.M.	P.M.	A.M.	A.M.	P.M.		P.M.
PORTLAND †	*dep.*	...	...	...	...	...	...		...
Portland North † W	*dep.*	...	5 5–**27**	5 5–**27**	...	...	...		9 5
Harbour Trust Exc. Siding	*arr.*	...	...	5 10	...	...	...		9 10
	dep.	...	...	5 40	...	...	...		10 10
Wool Grower's Coop. Siding N C ...	*arr.*	...	5 20	...	...	...	...		...
	dep.	...	5 30	...	...	...	...		...
Portland Freezing Coy's Siding NC	*arr.*	...	...	...	...	...	...		...
	dep.	...	...	...	...	...	...		...
Gorae (See note, Page 56)	*arr.*	...	...	...	...	...	...		...
	dep.	...	...	...	...	...	...		...
Heathmere N C ...	*arr.*	...	...	...	...	...	...		...
	dep.	...	...	...	...	...	...		...
Heywood † W	*arr.*	...	6 7	6 17	...	...	...		10 54
			—90M, 75		From North Geelong				**—53**
	dep.	...	7 7		...	...	...		11 4
Milltown N C (See note, page 56)	*arr.*	...	...		...	...	...		...
	dep.	...	...		...	...	...		...
Myamyn N C ...	*arr.*	...	...		...	...	...		...
	dep.	...	...		...	...	...		...
Condah ○ † W ...	*arr.*	...	7 55		...	...	...		11 54 Tue. to Sun. ‡ A.M.
	dep.	...	8 3		...	...	...		12 2
Branxholme † ES W	*arr.*	...	...		...		...		...
	dep.	...	8 24		...		...		12 23–**9**
Coleraine Junct. ES	...	...	8 59		...		...		12 58
HAMILTON ES W	*arr.*	...	9 4–**53**		...		...		1 3
	dep.	...	10 30–**9**		...		11 45		
Strathkellar NC (See note, page 56)		...	...		...		...		...
Moutajup N C (See note, page 56)	*arr.*	...	...		...		...		...
	dep.	...	...		...		...		...
	arr.	...	...		...		...—**65** Tue. to Sun. ‡ A.M.		...
Dunkeld ES ...							12 38		
	dep.	...	11 23		...		1 6		...
Glen Thompson ES	*arr.*	...	...—**65**		...		1 13–**13**		...
	dep.	...	11 51		...				...
Stavely	*arr.*	...	...		...	...	...		...
	dep.	...	...		...	...	...		...
Willaura ES W ...	*arr.*	...	12 19		...	...	1 42		...
	dep.	...	12 27–**13**		...	...	1 50		...
Calvert N C ...		...	...		...	...	...		...
Maroona E S ...	*arr.*	10 54	12 55		12 20	1 24	2 18–**15,17**		...
		Tue. to Sat. 92,13,54 —164G –160G,57	**—57G —164G —15**		**–15,192 –164G –53G**	**–15,17 –57G,106 –164G**	**—101G**		
							Tue. to Sat. ‡	Sun. ‡	
	dep.	A.M. 12 27	1 20		1 49– **101G**	2 42	3 11	2 48	...
Langi Logan NC ES (See note, page 56)	*arr.*	12 51	...		2 13	...	3 35–**25**	...	...
	dep.	1 1–**15**	1 44		2 26–**17**	3 6	3 51	3 12	...
ARARAT ES W ...	*arr.*	1 19	2 0–**17**		2 44	3 22–**25**	4 9–**90G**	3 28	...
		53G	**192**		**57G**	**101G**	**106**	**106**	**110**

On Tues. to Sat. depart Ararat 3.5 a.m., arrive Melbourne Yard 10.30 a.m.

From Melbourne Yard to Adelaide

HAMILTON–COLERAINE.

Miles from Melb.	STATIONS		17 Goods Mon. Thurs. (Tue. Wed. Fri. Sat. ‡)	STATIONS		26 Goods Mon., Thurs. (Tue. Wed. Fri. Sat. ‡)
	Down.		A.M.	**Up.**		A.M.
197½	**HAMILTON** ES W	*dep.*	6 40	**COLERAINE** † W	*dep.*	10 30
198¼	Coleraine Junction E S †		6 45	Parkwood N C	*arr.*	10 54
199½	Hamilton Live Stock Sdg. NC ...		...		*dep.*	11 4
205	Bochara N C	*arr.*	7 1	Wannon N C (See note) ...	*arr.*	11 17
		dep.	7 11		*dep.*	11 42
210½	Wannon N C (See note)	*arr.*	7 25	Bochara N C	*arr.*	11 57
		dep.	7 45			P.M.
215¾	Parkwood N C	*arr.*	8 4		*dep.*	12 7
		dep.	8 14	Hamilton Livestock Sdg. N C ...		...
221¼	**COLERAINE** † W	*arr.*	8 29	Coleraine Junction E S †		12 25
				HAMILTON ES W ...	*arr.*	12 30

Note.—Wannon is open as an Intermediate Block Post as required. See the General Appendix for instructions.

BRANXHOLME–CASTERTON.

Miles from Melb.	STATIONS		29 Goods Mon., Wed., Thurs. (Tue Fri. Sat. ‡)	3 Goods Mon. to Sat. ‡	STATIONS		18 Goods Mon., Wed., Thurs., (Tue. Fri. Sat. ‡)	2 Goods Mon. to Sat. ‡
	Down.		A.M.	A.M.	**Up.**		A.M.	P.M.
197½	**HAMILTON** ES W ...	*dep.*	4 30	6 30	**CASTERTON** † W	*dep.*	9 45	12 40
213¾	**BRANXHOLME** ES †W	*arr.*	5 7	7 7-106	*Sandford* (See note)	*arr.*	9 53	12 48
		dep.	6 0	8 0–6		*dep.*	10 8	1 3
223¾	*Grassdale* (See note) ...	*arr.*	6 30	8 30	Henty N C (See note)	*arr.*	10 26	1 21
		dep.	6 40	8 40		*dep.*	10 31	1 26
231¼	*Merino* ○ †	*arr.*	7 5	9 5	*Merino* ○ † ...	*arr.*	10 48	1 43
		dep.	7 40	10 53–18		*dep.*	11 13–3	2 8
236¼	Henty NC (See note)	*arr.*	7 55	11 8		*arr.*	11 46	2 41
		dep.	8 0	11 13	*Grassdale* (See note)		P.M.	
242½	*Sandford* (See note)	*arr.*	8 17	11 30		*dep.*	12 1	2 56
		dep.	8 37	11 50		*arr.*	12 30	3 25
245¼	**CASTERTON** † W ...	*arr.*	8 45	11 59	**BRANXHOLME** †		—45	—27
					ES W	*dep.*	1 35	3 55
					HAMILTON ES W	*arr.*	2 18	4 36–75

Note.—Grassdale and Henty OR Sandford are opened as Intermediate Block Posts as required. See the General Appendix for instructions.

Down. HEYWOOD–MOUNT GAMBIER.

Miles. from Melb.	STATIONS		87 Goods Sat.	89 Goods Mon. to Fri. (Sat. ‡)
			A.M.	P.M.
—	**PORTLAND NORTH** † W	*dep.*	8 40	12 0
235¼	**HEYWOOD** † W ...	*arr.*	9 24	12 44
		dep.	10 0	2 0 — 141
241	Sinclair Siding N C ...	*arr.*	... — 13, 30	2 17
		dep.	...	2 27
248	Lyons N C	*arr.*	...	2 47
		dep.	...	2 57
254	Greenwald N C ...	*arr.*	...	3 18
		dep.	...	3 28
258	Winnap N C	*arr.*	...	3 40
		dep.	...	3 50
		arr.	11 16	4 1
261¼	*Dartmoor* ○ † W ...		P.M.–88	—90
	(See note)	*dep.*	12 30	4 51
267	Marp N C	..	...	5 8
274	Puralka N C	*arr.*	...	5 29
		dep.	...	5 34
279½	Rennick N C	*arr.*	...	5 50
		dep.	...	6 0
284	Kromelite N C ...	...	...	6 15
287¾	Murrawa N C	*arr.*	...	6 28
		dep.	...	6 32
291¾	**MT. GAMBIER** † W		...	
	(Vic. time)	*arr.*	2 11	6 45
	(S.A. time)	*arr.*	1 41	6 15

Not to run when 88 runs

Up MOUNT GAMBIER–HEYWOOD.

STATIONS		88 Goods Sat.	90 Goods Mon.to Fri. (Sat. ‡)
		A.M.	P.M.
MT. GAMBIER † W ...	*dep.*	10 30	1 30
(Vic. Time)			
Murrawa N C	*arr.*	...	1 44
	dep.	...	1 46
Kromelite N C ...		...	...
Rennick N C	*arr.*	...	2 19
	dep.	...	2 29
Puralka N C	*arr.*	...	2 46
	dep.	...	2 56
Marp N C	*arr.*	P.M.	3 18
	dep.	...	3 28
	arr.	12 4	3 46
Dartmoor ○ † W ...		–87	–89
(See note)	*dep.*	12 24	4 30
Winnap N C	*arr.*	...	4 40
	dep.	...	4 55
Greenwald N C ...		...	...
Lyons N C		...	...
Sinclair Siding N C ...	*arr.*	...	5 50
	dep.	...	6 0
	arr.	1 43	6 16
HEYWOOD † W ...			192, 75
	dep.	2 5	7 3
PORTLAND NORTH † W	*arr.*	2 43	7 58
		—42	

Not to run when 87 runs.

For Special Instructions in connection with the working of **Dartmoor** as a Staff Station, see the General Appendix.

Down. LUBECK–BOLANGUM.

Miles from Melb.	STATIONS		131 Goods Mon. Thur. Fri. ‡	27 Goods Tues.
			A.M.	A.M.
131	**ARARAT** E S W	*dep.*	...	6 30
		arr.	From	7 13
150	**STAWELL** ESW		Murtoa as **No. 130**	Tender First
		dep.	...	8 30
175	**LUBECK** E S †	*arr.*	4 58	10 7
		dep.	5 50	11 30
		arr.	...	11 51
180¼	Jackson N C ...			P.M.
		dep.	...	12 1
184¾	*Rupanyup* ○ † W	*arr.*	6 13	12 19
		dep.	7 8	1 29
190½	Burrum N C ...	*arr.*	...	1 55
		dep.	...	2 10
194½	Banyena N C ...	*arr.*	...	2 30
		dep.	...	2 55
		arr.	8 20	3 23
200	*Marnoo* W ...			Tues ‡
		dep.	...	4 0
206½	**BOLANGUM** † N C	*arr.*	...	4 32

Up. BOLANGUM–LUBECK.

STATIONS		52 Goods Wed.	20 Goods Tues. ‡	130 Goods Mon. Thur. Fri. ‡
		A.M.	P.M.	A.M.
BOLANGUM † N C	*dep.*	...	5 0	...
Marnoo W ...	*arr.*	...	5 31	...
	dep.	6 0	...	9 20
Banyena N C ...	*arr.*	6 27	...	...
	dep.	6 52	...	...
Burrum N C ...	*arr.*	7 12	...	...
	dep.	7 22	...	...
	arr.	7 49	...	10 27
Rupanyup ○ † W				
	dep.	9 30	...	11 27
Jackson N C ...	*arr.*	9 46	...	...
	dep.	10 1	...	...
LUBECK E S † ...	*arr.*	10 19	...	12 15
	dep.	11 33	...	12 56**A**
		P.M.		
ARARAT E S W	*arr.*	4 55	...	6 11**A**

A. Depart Lubeck, 12.38 p.m. Thursday, ; arrive Ararat 6.47 p.m. Friday.

HORSHAM–BALMORAL–HAMILTON

Miles from Melb.	STATIONS		5 Goods Wed.	9 Goods Tue., Thur. to Sat. ‡	7 Goods Tue., Fri., Sat. ‡	27 Goods Mon. ‡	3 Goods Wed. ‡	1 Goods Mon., Fri. ‡
	Down		A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
203¼	**HORSHAM** W †	*dep.*	4 10	...	...	8 45	...	...
217	E. Natimuk † N C	*arr.*	4 59	...	...	9 22	...	...
		dep.	5 19	...	...	9 32	...	...
223½	Noradjuha N C	*arr.*	5 36	...	...	...	...	...
		dep.	5 56	...	...	...	...	...
230½	Jullumba N C	*arr.*	6 16	...	...	...	...	...
		dep.	6 26	...	...	...	...	...
234¾	Toolondo N C	*arr.*	6 39	...	...	...	...	...
		dep.	6 54	...	...	...	...	...
240½	Jeffries N C	*arr.*	7 14	...	...	...	...	...
		dep.	7 24	...	...	...	...	...
245¼	Kanagulk N C	*arr.*	7 42	...	...	...	...	...
		dep.	7 52	...	...	P.M.	...	...
253½	**BALMORAL** † W	*arr.*	8 17	...	...	12 45	...	...
		dep.	9 40	...	12 30		...	5 0
259	Englefield N C	*arr.*	9 57	...	...	...	...	...
		dep.	10 7	...	...	...	...	...
264	Vasey N C	*arr.*	10 23	...	...	...	...	...
		dep.	10 33	...	...	...	...	...
268¼	Gatum N C	*arr.*	10 46	...	...	...	...	...
		dep.	10 56	...	...	...	...	...
278¾	*Cavendish*	*arr.*	11 28	...	2 15	...	...	...
			P.M.					
		dep.	12 15	11 45	2 30	...	4 45	...
283	Kyup N C	*arr.*	12 29	...	...	...	...	...
		dep.	12 39	...	...	...	...	...
289	Kanawalla N C	*arr.*	12 58	P.M.	...	...	...	...
		dep.	1 8	...	...	...	...	...
294½	**HAMILTON** † W	*arr.*	1 23	1 10—**2**	3 30	...	6 10	7 30

Not to run when 2 runs.

HORSHAM—BALMORAL—HAMILTON

Miles from Melb.	STATIONS		10 Goods Tue., Fri., Sat. ‡	12 Goods Thur.	28 Goods Mon. ‡	8 Goods Tue., Thur. to Sat. ‡	2 Goods Mon., Fri. ‡	6 Goods Wed. ‡
	Up		A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
197½	**HAMILTON** † W	*dep.*	7 30	8 0	...	9 30	1 30–**9**	2 30
203	Kanawalla N C	*arr.*	...	8 21	...	...	...	...
		dep.	...	8 26	...	...	...	...
209	Kyup N C	*arr.*	...	8 44	...	...	...	...
		dep.	...	8 49	...	...	...	...
213¼	*Cavendish*	*arr.*	8 42	9 2	...	10 45	...	3 45
		dep.	9 2	9 37	...		...	
223¾	Gatum N C	*arr.*	...	10 12	...	...	...	...
		dep.	...	10 17	...	...	...	...
228	Vasey N C	*arr.*	...	10 31	...	...	...	...
		dep.	...	10 36	...	...	...	...
233	Englefield N C	*arr.*	...	10 51	...	...	...	...
		dep.	...	11 6	...	...	...	...
238½	**BALMORAL** † W	*arr.*	10 30	11 22	...	...	4 0	...
				P.M.				
		dep.	...	12 22	2 30	...	...	...
246¾	Kanagulk N C	*arr.*	...	12 46	...	...	...	...
		dep.	...	1 6	...	...	...	...
251½	Jeffries N C	*arr.*	...	1 24	...	...	...	...
		dep.	...	1 29	...	...	...	...
257¼	Toolondo N C	*arr.*	...	1 49	...	...	...	...
		dep.	...	2 4	...	...	...	...
261½	Jullumba N C	*arr.*	...	2 16	...	...	...	...
		dep.	...	2 31	...	...	...	...
268½	Noradjuha N C	*arr.*	...	2 48	...	...	...	...
		dep.	...	3 3	...	...	...	...
275	E. Natimuk † N C	*arr.*	...	3 19	5 5	...	...	...
		dep.	...	4 35–**13**	5 20	...	...	...
288¾	**HORSHAM** W †	*arr.*	...	5 11	6 0	...	...	...

Not to run when 7 runs.

For full service between Horsham and East Natimuk, see pages 76 and 77.

MURTOA–HOPETOUN–PATCHEWOLLOCK
Passenger Service

Down.

Miles	STATIONS		11 PASS. MON., WED., FRI., SAT.	15 PASS. TUES., THUR.
			A.M.	P.M.
—	**MELBOURNE** W G	*dep.*	9 10	1 30
		P.M.		
		arr.	2 34	6 35
			Diesel Elec. Rail Motor & "C" Brakevan Mon., Wed., Fri., Sat.	Diesel Elec. Rail Motor & "C" Brakevan Tues., Thur.
185¼	**MURTOA** ES W			
		dep.	3 5	6 50
190¾	Coromby N C	*arr.*	...	...
	(See footnote)	*dep.*	3 14	6 59
		arr.	...	...
198¼	Minyip E S ...			
		dep.	3 27	7 12
202½	Nullan N C ...	*arr.*	...	...
		dep.	3 35	7 20
		arr.	...	...
206½	*Sheephills* ○ ES...			
		dep.	3 43	7 28
		arr.	3 58	7 43
216½	**WARRACKNA-BEAL** E S W		Diesel Elec. Rail Motor	Diesel Elec. Rail Motor
		dep.	4 3	7 48
217	B.P., H. C. Sleigh and			
—	Mobil Oil Coy's Sdg. NC		...	...
217½	Warrackside N C ...		...	...
221¼	Batchica Siding N C	*arr.*	...	...
		dep.	...	...
		arr.	...	...
225¼	Lah N C ...			
		dep.	4 18	8 3
229	Brim E S † ...	*arr.*	...	...
		dep.	4 26	8 11
234¾	*Galaquil*	*arr.*	...	...
		dep.	4 37	8 22
238¾	Beulah † ...	*arr.*	...	...
		dep.	4 46	8 31
239	Thomas's Siding N C ...		...	...
246	*Rosebery*	*arr.*	...	...
	(See footnote)	*dep.*	4 59	8 44
249	Goyura N C	*arr.*	...	...
		dep.	...	...
		arr.	5 15	9 0
			—5	
254½	**HOPETOUN** † W			
		dep.	...	...
271¾	Yarto N C	*arr.*	...	...
		dep.	...	...
281½	*PATCHEWOLLOCK*† W	*arr.*	...	...

Up.

		6 Diesel Elec. Rail Motor Tues., Thurs., Sat.	8 Diesel Elec. Rail Motor Mon., Wed., Fri.
		A.M.	P.M.
PATCHEWOLLOCK †W	*dep.*	...	...
Yarto N C	*arr.*	...	...
	dep.	...	...
HOPETOUN † W	*arr.*	...	...
	dep.	6 35	12 25
Goyura N C	*arr.*	...	...
	dep.	...	...
Rosebery	*arr.*	...	...
(See footnote) ...	*dep.*	6 50§	12 40
Thomas's Siding N C ..		...	...
Beulah †	*arr.*	...	...
	dep.	7 3	12 53
Galaquil	*arr.*	...	...
	dep.	§	1 1
Brim † E S ...	*arr.*	...	...
	dep	7 22	1 12
Lah N C	*arr.*	...	...
	dep.	§	1 19
Batchica Siding N C		...	...
Warrackside N C ...		...	...
B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC		...	...
	arr.	7 45—3	1 35
WARRACKNA-BEAL E S W		Diesel Elec. Rail Motor & "C" Brakevan	Diesel Elec. Rail Motor & "C" Brakevan
	dep.	7 50—10	1 40
Sheephills ○ E S ...	*arr.*	...	...
			—9
	dep.	8 6	1 56
Nullan N C	*arr.*	...	...
	dep.	§	§
Minyip E S ...	*arr.*	...	...
		—5	
	dep.	8 21	2 11
Coromby N C	*arr.*	...	...
(See footnote) ...	*dep.*	§	2 23
	arr.	8 45—1	2 35
MURTOA E S W		PASS. TUES., THURS. SAT.	PASS. MON., WED., FRI.
	dep.	9 0	2 56
		P.M.	
MELBOURNE W G	*arr.*	1 58	7 55

Note—Coromby and **Rosebery** may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

MURTOA–PATCHEWOLLOCK
Goods Service.

Down.

Miles	STATIONS			5 Goods Tues. (Mon. Wed. to Sat. ‡)		7 Goods Wed. Fri. (Mon. ‡) (See note)	1 Goods Mon., Thur., Sat. ‡	5 Goods Mon. (Tue., Wed. ‡)
				A.M.		A.M.	A.M.	A.M.
185¼	**MURTOA** E S W ...	*dep.*	...	7 15	...	8 0	9 0	11 10–**10**
190¾	Coromby N C ...	*arr.*	...	7 32	...	8 17	...	...
	(See note, page 73)	*dep.*	...	7 42	...	8 27	...	...
		arr.	...	8 5—**6,2**	...	8 50	9 40	11 40–**4,14**
198½	Minyip E S					—**2**	–**2,10**	P.M.
		dep.	...	8 40	...	9 30	10 40	12 26
202½	Nullan N C	*arr.*	...	8 55	...	9 45	...	...
		dep.	...	9 5	...	9 55	...	...
		arr.	...	9 18	...	10 8	11 8	12 50
206½	*Sheephills* ○ E S ...			—**10**		—**4**	—**14**	—**8**
		dep.	...	9 40	...	11 0**A**	11 39	2 1
							P.M.	
		arr.	...	10 13–**4**	...	11 33	12 12	2 34
216½	**WARRACKNABEAL** E S W ...			**Tues. Sat.**				
		dep.	...	11 30	...	...	...	...
217	B.P., H. C. Sleigh and		...	...	...	...	...	...
—	Mobil Oil Coy.'s Sdg. NC ...		...	...	...	...	...	...
217½	Warrackside N C		...	...	...	...	...	...
221¼	Batchica Siding N C ...		...	...	...	...	...	...
225¼	Lah N C	*arr.*	...	11 57	...	...	...	...
		dep.		12 12	...	...	...	...
				P.M.				
229	Brim E S † ...	*arr.*	...	12 25	...	...	...	...
		dep.	...	1 10–**16**	...	...	...	...
234¾	*Galaquil*	*arr.*	...	1 38	...	...	...	...
		dep.	...	1 48	...	...	...	...
238¾	Beulah †	*arr.*	...	2 1	...	...	...	...
		dep.	...	2 50	...	...	...	...
239	Thomas's Siding N C		...	...	...	..	...	...
246	*Rosebery*	*arr.*	...	3 12	...	...	...	...
	(See note, page 73)	*dep.*	...	3 32	...	...	...	...
249	Goyura N C ...	*arr.*	...	3 42	...	...	...	...
		dep.	...	3 52	...	..	...	...
		arr.	...	4 25	...	...	...	...
254½	**HOPETOUN** † W ...			**Sat.** —**11**				
		dep.	...	6 30	...	...	...	...
271¾	Yarto N C	*arr.*	...	7 29	...	...	...	...
		dep.	...	7 39	...	...	...	...
281½	*PATCHEWOLLOCK* † W	*arr.*	...	8 15	...	...	...	...

Not to run when 1 runs

Not to run when 7 runs

A. Departs Sheephills 11.39 a.m. arrive Warracknabeal 12.12 p.m. when **14** runs.

For running of additional goods services between Murtoa and Patchewollock during the Wheat season, see Pages 134, 135.

PATCHEWOLLOCK–MURTOA

Goods Service.

Up.

STATIONS		2 Goods Sun.	10 Goods Tues. (Thur. Sat. ‡)	4 Goods Wed.			
		P.M.	A.M.	A.M.			
PATCHEWOLLOCK † W ...	*dep.*	9 45	...	...	...	...	...
Yarto N C	*arr.*	10 17	...	...	...	...	...
	dep.	10 27	...	...	...	...	...
	arr.	11 20	...	...	...	...	...
HOPETOUN † W		**Mon.** A.M.					
	dep.	12 50	...	6 0	...	...	...
Goyura N C	*arr.*	1 7	...	...	...	...	...
	dep.	1 22	...	...	...	...	...
Rosebery	*arr.*	1 32	...	...	...	...	...
(See note, page 73) ...	*dep.*	2 2	...	...	...	...	...
Thomas's Siding N C		...	...	...	...	...	...
Beulah †	*arr.*	2 24	...	6 39	...	...	...
	dep.	2 59	...	7 0	...	...	...
Galaquil	*arr.*	3 12	...	...	...	...	...
	dep.	3 22	...	...	...	...	...
Brim † E S	*arr.*	3 40	...	7 25	...	...	...
	dep.	4 10	...	8 15	...	...	...
Lah N C	*arr.*	4 23	...	8 26	...	...	...
	dep.	4 38	...	8 41	...	...	...
Batchica Siding N C		...	...	...	...	...	...
Warrackside N C		...	...	...	...	...	...
B.P., H. C. Sleigh and Mobil Oil Coy's. Sdg. N C		...	...	...	...	...	...
	arr.	5 5	...	9 5–5	...	...	...
WARRACKNABEAL E S W		**Mon., Fri.** (Wed. ‡)					
	dep.	7 0	8 15	10 20	...	...	...
	arr.	7 34	8 49	10 50	...	...	...
Sheephills ○ E S			—5	—7			
	dep.	7 54	9 25	11 10	...	...	...
Nullan N C	*arr.*	8 4	...	...	...	...	...
	dep.	8 14	...	...	...	...	...
	arr.	8 32	9 53	11 39	...	...	...
Minyip E S		—7	—1	P.M.—9			
	dep.	9 0A	10 15	12 15	...	...	...
Coromby N C	*arr.*	9 33	...	...	...	...	...
(See note, page 73)	*dep.*	9 43	...	...	...	...	...
MURTOA E S W	*arr.*	10 10—9	11 5—9	1 6	...	...	...

Authorized load of No. **4**, 3–5ths R.G. load—limited to three shunts between Hopetoun and Warracknabeal and two shunts between Warracknabeal and Murtoa.

A. No. 2 when **No. 1** runs departs Minyip 9.45 a.m., arrive Murtoa 10.55 a.m.

For running of addional goods services between Murtoa and Patchewollock during the Wheat season, see pages 134, 135.

Miles	STATIONS		Passenger Service: 13 PASS. MON. TO FRI.	Goods Service: 21 Goods Mon. ‡	5 Goods Wed.	23 Goods Mon., Sat. ‡	27 Goods Mon. ‡		9 Goods Tues. Thur. (Mon., Wed., Fri. ‡)	15 Goods Mon. to Fri. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.		A.M.	P.M.
—	**MELBOURNE** W G	*dep.*	9 10	...	...	...	...	...	...	...
			P.M.							
		arr.	3 15	...	...	...	...	...	...	...
			102 H.P. Diesel Rail Car							
203¼	**HORSHAM** ES W †									10,6A
		dep.	4 0F	2 0	4 10	6 0	8 45	...	9 30	1 10
		arr.	... 24	...	...	...	...	...	9 45	...
208	Remlaw Siding N C	*dep.*	§	...	...	...	...	...	9 55	...
211¼	Vectis N C	*arr.*	...	...	...	...	...	...	10 5	...
	(See note)	*dep.*	...	...	...	...	...	...	10 15	...
214	Quantong N C ...	*arr.*	...	...	4 39	...	...	...	10 25	...
	(See note)	*dep.*	4 23§	...	4 49	...	...	...	10 40	...
		arr.	...	2 45	4 59	...	9 22	...	10 50	1 55
217	East Natimuk ...		—12						—6A	
	† N C	*dep.*	4 30	2 50	5 19	6 45	9 32	...	11 10–22	2 10
		arr.	...	2 58	...	6 53	...	...	11 18–10	2 18
218¾	Natimuk † W ...								—8	—24
								...	P.M.	
		dep.	4 36	3 13		7 43–2		...	12 33	2 58
223¾	Arapiles N C ...	*arr.*	...	...		...		...	12 48	...
		dep.	§	...		...		...	12 58	...
227¾	*Mitre* (See note) ...	*arr.*	...	...		...		...	1 11	...
		dep.	4 56	...		...		...	1 26	...
232¾	Duffholme N C ...	*arr.*	...	...		...		...	1 48	...
		dep.	§	...		...		...	1 58	...
238¾	*Gymbowen* (See note)	*arr.*	...	...		...		...	2 16	...
		dep.	5 20	...		...		...	2 31	...
242½	Rail Motor Stopping Place No. 70 N C		Z	...		...		...	...	...
		arr.	5 35–18	5 0		10 30		...	2 53	4 30
245½	**GOROKE** †								Tues. (Mon., Wed. to Fri. ‡)	
		dep.	...	6 0		...		...	4 0	...
251¼	*Mortat*	*arr.*	...	...		...		...	4 27	...
		dep.	...	...		...		...	4 42	...
254½	**CARPOLAC** N C † ...	*arr.*	...	6 40		...		...	4 57	...

Not to run when 22 or 6A runs

To Hamilton

To Balmoral

F. May stop at Pedestrian Crossing at 204¼ miles on Fridays only, if required, to pick up students.
Vectis or Quantong, Mitre or Gymbowen may be opened as an Intermediate Block Post as required. See General Appendix for instructions.

CARPOLAC–GOROKE–HORSHAM

Up — **Passenger Service** — **Goods Service**

STATIONS		2 102 H.P. Diesel Rail Car Mon.	8 102 H.P. Diesel Rail Car Tues.	10 102 H.P. D.R.C. Wed, Thur. Fri.	6 Goods Wed., Fri.	6A Goods Tues. to Sat. ‡			
		A.M.	A.M.	A.M.	A.M.	A.M.			
CARPOLAC NC † ...	*dep.*	...	...	...	...	...			
Mortat	*arr.*	...	...	...	...	...			
	dep.	...	...	...	...	...			
GOROKE † ...	*arr.*	...	...	...	...	...			
	dep.	6 40—**21**	10 30	11 30	6 30	6 30			
R.M. Stop. Pl., No. 70 NC ...		Z	Z	Z	...	...			
Gymbowen (See	*arr.*	...	...	...	6 52	6 52			
note, p. 76)	*dep.*	6 54	10 44	11 44	7 17	7 22			
Duffholme N C ...	*arr.*	...	...	...	7 37	7 42			
	dep.	§	§	§	7 47	7 57			
Mitre (See note,	*arr.*	...	...	P.M.	8 2	8 12			
page 76)	*dep.*	7 18	11 8	12 8	8 12	8 27			
Arapiles N C ...	*arr.*	...	...	...	8 25	8 40			
	dep.	§	§	§	8 35	8 55			
Natimuk † W ...	*arr.*	...	...	...	8 50	9 10			
	dep.	7 38—**23**	11 28—**9**	12 28—**9**	9 30	10 0			
						Sat. ‡	Wed. to Fri. ‡	Tues. ‡	
East Natimuk NC †	*arr.*	...	...—**6A**	...	9 40	10 10	10 10	10 10	
	dep.	7 44	11 34	12 34	9 50	10 20	10 55	11 46	
Quantong N C (See	*arr.*	...	...	...	10 0	10 30	11 5	11 56	**9.8**
note, page 76)								P.M.	
	dep.	7 51§	11 41§	12 41§	10 10	10 40	11 15	12 6	
Vectis NC (See note,	*arr.*	...	...	...	10 20	10 50	11 25	12 16	
page 76)	*dep.*	...	...	...	10 30	11 5	11 40	12 31	
	arr.	...	P.M.	...	10 40	11 15	11 50	12 41	
Remlaw Siding N C	*dep.*	§	§	§	10 50	11 25	12 0	12 51	**15**
							P.M.		
HORSHAM ES W ...	*arr.*	8 15—**27**	12 5	1 5–**15**	11 6	11 41	12 16	1 7	
		PASS.	**PASS.**	**PASS.**					
	dep.	8 27	2 23	2 23	...	...	...	...	
		P.M.							
MELBOURNE WG ...	*arr.*	1 58	7 55	7 55	...	...	...	...	

Alternate schedule for No. 6 during superphosphate season.

CARPOLAC–GOROKE–HORSHAM

Up — **Goods Service**

STATIONS		22 Goods Mon. ‡	24 Goods Mon., Sat. ‡	12 Goods Thur.	20 Goods Tues. (Mon., Wed to Fri. ‡)	28 Goods Mon. ‡	18 Goods Mon. to Fri. ‡
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
CARPOLAC NC † ...	*dep.*	7 10	...	...	5 30	...	...
Mortat	*arr.*	7 21	...	...	5 43	...	...
	dep.	7 31	...	...	5 58	...	...
GOROKE † ...	*arr.*	7 48	...	...	6 19	...	...
	dep.	8 30	12 0	...			5 40—**13**
Gymbowen (See note, p. 76) ...		...	...		...		...
Duffholme N C		...	...		...		...
Mitre (See note, page 76) ...		...	...		...		...
Arapiles N C		...	...		...		...
Natimuk † W ...	*arr.*	10 30	2 0		...		7 15
	dep.	10 50	2 35–**15**		...		7 40
East Natimuk NC †	*arr.*	11 0	...	3 19—**13**	...	5 5	7 50
	dep.	11 15–**9**	2 45	4 35	...	5 20	7 53
Quantong N C (See note, page 76)		...	...	...	...	...	...
		P.M.					
Vectis NC (See note, p. 76)		...	...	...	...	...	...
Remlaw Siding N C ...		...	...	...	...	...	...
HORSHAM ES W ...	*arr.*	12 15	3 45—**13**	5 11	...	6 0	8 40

Not to run when 23 runs

Not to run when 9 runs

From Hamilton

From Balmoral

Down. **DIMBOOLA–YAAPEET**

Miles from Melb.	STATIONS		1 **Goods Mon.**	5 **Goods Tues** (Wed., Sat. ‡)	3 **Goods Thur.**	11 Goods Mon., Wed., Fri.‡	13 Goods Thur. ‡ (Tender First)	7 **Goods Tues.** (Tender First)	9 Goods Mon. to Sat. ‡ (See note)
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
224¾	**DIMBOOLA** † W ...	*dep.*	12 30	4 0	5 0	6 30	7 0	8 30	4 0–**14**
231¼	Arkona N C	*arr.*	...	...	5 22	...	...	8 55	4 22
		dep.	12 52	...	5 37	...	...	9 5	4 32
235¾	*Antwerp*	*arr.*	1 8	...	5 53	...	...	9 22	4 48
		dep.	1 13	...	6 3	...	...	9 32	4 58
242	*Tarranyurk*	*arr.*	1 34	...	6 24	...	...	9 56	5 19
		dep.	1 39	...	6 38	...	...	10 6	5 29
247¾	**JEPARIT** † W	*arr.*	1 58	5 11	6 58	7 41	8 28	10 28	5 48
		dep.	2 45	5 46	7 58	8 12–**6**	9 18	11 28	
255	Ellam N C	*arr.*	3 19	...	8 32	...	To	To	...
		dep.	3 34	...	8 47	...	Yanac	Yanac	...
259	Pullut N C	*arr.*	3 48	...	9 1	...	...	...	...
		dep.	4 3	...	9 11	...	...	...	...
		arr.	4 30	6 47	9 36	9 13	...	...	...
266¼	**RAINBOW** †			Tender First	Tender First	Mon., Fri., ‡ Tender First			
		dep.	...	7 32	11 0	9 58	...	...	...
272¼	Albacutya N C	*arr.*	...	7 56	11 23	10 12	...	...	...
		dep.	...	8 11	11 33	10 27	...	...	...
276¾	*YAAPEET* †	*arr.*	...	8 30	11 50	10 46	...	...	...

STATIONS		6 **Goods Mon., Fri.**	4 **Goods Wed.**	2 **Goods Tues.** (Wed., Sat. ‡)	14 Goods Thur. ‡	12 Goods Mon., Fri. ‡	10 **Goods Thurs.**	8 Goods Mon. to Sat. ‡ (See note)
Up		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
YAAPEET † ...	*dep.*	...	From	10 30	...	12 30	12 50	...
Albacutya N C ...	*arr.*	...	Yanac	...	...	...	1 8	...
	dep.	...	...	...	...	...	1 18	...
RAINBOW † ...	*arr.*	...	...	11 16	...	1 16	1 46	...
	dep.	6 30	...	11 50	...	1 46		...
				P.M.	From			
Pullut N C ...	*arr.*	6 58	...	...	Yanac	...	...	...
	dep.	7 13	...	...	...	...	...	...
Ellam N C ...	*arr.*	7 28	...	...	...	...	...	...
	dep.	7 38	...	...	...	...	...	...
JEPARIT † W ...	*arr.*	8 2	8 54	1 20	2 14	3 8	...	...
	dep.	8 45—**11**	9 45	1 45	2 49	3 33	...	7 0
Tarranyurk ...	*arr.*	9 6	10 6	...	...	...	...	7 21
	dep.	9 16	10 11	...	...	...	...	7 31
Antwerp ...	*arr.*	9 37	10 32	...	...	...	...	7 52
	dep.	9 47	10 37	...	...	...	...	8 2
Arkona N C ...	*arr.*	10 2	10 52	...	...	...	...	8 17
	dep.	10 12	10 57	...	...	...	...	8 27
DIMBOOLA † W ...	*arr.*	10 40	11 25	3 0	3 51–**9**	4 55—**9**	...	8 52

Nos. 9 and **8,** when **No. 12** runs will operate 60 minutes later throughout.

JEPARIT–YANAC.

Miles from Melb.	STATIONS		13 Goods Thur. ‡ (Tender First)	7 **Goods Tues.** (Tender First)	STATIONS		4 **Goods Wed.**	14 Goods Thur.‡
	Down		A.M.	A.M.	**Up**		A.M.	P.M.
224¾	**DIMBOOLA** † W ...	*dep.*	7 0	8 30	*YANAC* † W ...	*dep.*	5 0	12 30
247¾	**JEPARIT** † W ...	*arr.*	8 28	10 28	*Netherby*	*arr.*	5 39	...
		dep.	9 18	11 28		*dep.*	6 24	...
				P.M.	*Lorquon*	*arr.*	6 43	...
255½	Detpa N C	*arr.*	...	12 1		*dep.*	7 33	...
		dep.	...	12 21	Detpa N C	*arr.*	7 53	...
261½	*Lorquon*	*arr.*	...	12 52		*dep.*	8 28	...
		dep.	...	1 40		*arr.*	8 54	2 14
267½	*Netherby*	*arr.*	...	2 5	**JEPARIT** † W ...			
		dep.	...	3 5		*dep.*	9 45	2 49
279¾	*YANAC* † W ...	*arr.*	11 32	3 50	**DIMBOOLA** † W ...	*arr.*	11 25	3 51—**9**

MELBOURNE–WERRIBEE–GEELONG—Passenger Service

Monday to Saturday

Down

STATIONS		17 280 HP D.R.C. & Trailer Mon. to Fri.	29 Diesel Electric Rail Motor & Trailer (Empty) Sat.	27 PASS. MON. TO FRI.	2 B 280 HP Diesel Rail Car Mon. to Sat.	31 PASS. MON. TO SAT.	41 280 HP Diesel Rail Car and Trailer SAT.
MELBOURNE—		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
(Flinders St.) W G	*dep.*	...	...	...	...	...	...
(Spencer St.) W G	*dep.*	6 8	...	6 31	...	7 4	7 30
North Melbourne		6 11*	...	6 34*	...	7 8	7 33*
South Kensington ○ ...		*	...	*	...	*	*
Footscray		6 17	...	6 41	...	7 14	7 39
Seddon		*	...	*	...	*	*
Yarraville		*	...	*	...	*	*
Spotswood		*	...	*	...	*	*
Newport	*arr.*	...	...	...	...	...	...
	dep.	6 23	6 48**F**	6 48	...	7 21	7 47
Newport South Junc.	*arr.*	...	...	...	...	...	...
	dep.	6 25*	6 58*	6 50*	...	7 23*	7 49*
Paisley N C		*	*	6 54	...	7 27	*
						Sat. / Mon. to Fri.	
Rock (Crossing Loop)	*arr.*	6 30*–**4**	...	...	...	... / 7 30*	7 54*
	dep.	6 33	...–**166**	...	...	... / 7 32–**20**	7 58–**22**
Galvin N C		*	*	6 59	...	7 32 / 7 34 ●	*
Laverton ○	*arr.*	...	...	7 2–**18**	...	... / ...	...
	dep.	6 38 ●	7 8*	7 7 ●	...	7 36 / 7 38 ●	8 3 ●
Aircraft N C	*arr.*	...	...	...	...	... / ...	...
	dep.	6 41§ ●	*	*		7 39 / 7 41 ●	8 6 ●
Drome (Crossing Loop)	*arr.*	...	...	7 12*–**20**	From Ballarat	–**22** / ...	...—**28**
	dep.	...	...	7 19		7 43* / 7 45*–**22**	8 10*
WERRIBEE W ...	*arr.*	6 50	7 18	7 26–**166**		7 50 / 7 52	8 16
	dep.	...	...	...		8 0 ●	
Werribee Racecourse N C ...		...	...	...		...	...
Manor ○	*arr.*	...	...	...		...	...
	dep.	...	...	...		8 7*	...
Little River ○ ...	*arr.*	...	...	...	...	—**24**	...
	dep.	...	...	...	...	8 15–**15**	...
Lara	*arr.*	...	...	...	...	...—**2**	...
	dep.	...	...	...	...	8 24	...
Corio	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	8 31	...
North Shore		...	...	...	...	8 37	...
North Geelong " A " Box		...	...	...	...	...	...
North Geelong		...	...	...	8 33	8 42	...
GEELONG E S W G	*arr.*	...	...	...	8 37	8 46	...
	dep.	...	...	...	...	...	...
Continued on							
		17	**29**	**27**	**2 B**	**31**	**41**

28, 166

15, 18

● **No. 17** may depart Laverton 6.34 a.m., Aircraft 6.37 a.m. **No. 31** may depart Galvin 7.32 a.m., Laverton 7.36 a.m., Aircraft 7.39 a.m., Werribee 7.51 a.m. **No. 27** may depart Laverton 7.3 a.m.
No. 41 may depart Laverton 8.0 a.m. Aircraft 8.3 a.m.

F. Rail Motor and Trailer reverse in " E " Siding, Newport.

Monday to Saturday.

Down

Miles	STATIONS	7 "MILDURA SUNLIGHT" TUES., WED., THUR.	33 Diesel Elec. Rail Mtr. & Two Trailers Mon. to Fri.	35 "THE FLIER" MON. TO SAT.	39 280 H.P. D.R.C. & Trailer Mon. to Fri.	37 PASS. SAT.
—	**MELBOURNE**—	A.M.	A.M.	A.M.	A.M.	A.M.
	(Flinders St.) W G ... *dep.*	...	...	...	...	...
	(Spencer St.) W G ... *dep.*	7 50	7 57	8 25	9 30	9 30
1	North Melbourne	7 53*	8 0*	8 28*	9 33*	9 33*
2¼	*South Kensington* ○	*	*	*	*	*
3½	Footscray	7 58*	8 6	8 33*	9 38*	9 38*
4	Seddon	*	*	*	*	*
4¾	Yarraville	*	*	*	*	*
5¾	Spotswood	*	*	*	*	*
6½	Newport ... ... *arr.*	...	...	...	...	...
	dep.	8 3*	8 14	8 38*	9 45	9 47
7¼	Newport South Junc. ... *arr.*	...—22	—28	...	...	...
	dep.	8 5*	8 16*	8 40*	9 47*	9 49*
8¾	Paisley N C	*	8 20	*	*	*
10½	Rock (Crossing Loop) ... *arr.*	8 9*	...	...	...	...
	dep.	8 12–28	...	...	...	...
11¼	Galvin N C	*	8 26	*	*	*
13	*Laverton* ○ ... ... *arr.*	...	...	...	...	...
	dep.	8 16*	8 31–166	8 46*—14, 166	9 59	9 58–89
13¾	Aircraft N C ... ... *arr.*	...	...	...	...–89, 24	...
	dep.	*	8 35	*	10 2	10 1
15¾	Drome *arr.*	...	...	...	10 6*	10 5*–32
	(Crossing Loop) ... ... *dep.*	...–166	...–166	...–166	10 8–32	10 8
19¾	**WERRIBEE** W ... ... *arr.*	...	8 45–35	...	—157	...
	dep.	8 22*		8 52*–33	10 15–24, 2	10 15 2, 24, 157
21	Werribee Racecourse N C ...	...	...	...	...	...
24¾	*Manor* ○ ... ... *arr.*	...	...	...	...	...
				—24		
	dep.	8 26*	...	8 57*	10 23*–164	10 22*–164
29½	*Little River* ○ ... ... *arr.*	...	...	...	...	...
		—15, 24		—24		
	dep.	8 31*	...	9 1*	10 30*	10 27*
35¾	Lara ... ... *arr.*	...	...	...	...	...
		—2		—15, 2	—36	—36
	dep.	8 36*	...	9 7*	10 39 ●	10 35
39¾	Corio ... ... *arr.*	...	...	...	...	...
	dep.	8 42R	...	9 10*	10 45*	10 42
41¼	*North Shore*	*	...	*	*	*
—	North Geelong "A" Box ...	8 47*	...	...	...	...
43½	North Geelong	...	...	9 15*	10 51*	10 50*
		To Mildura (Via North Geelong Loop)				
45	**GEELONG** E S W G ... *arr.*		...	9 20	10 55	10 54
	dep.		...	PASS. 9 35	...	...
	Continued on	Page 114		Page 84		...
		7	33	35	39	37

R. Stops if required to pick up passengers only.

● **No. 39** may depart Lara 10.35 a.m.

MELBOURNE–WERRIBEE–GEELONG–Passenger Service—continued.

Monday to Saturday

Down

STATIONS		43 Diesel Elec. Rail Motor & Trailer Mon. to Fri.	45 PASS. SAT.	47 PASS. MON. to FRI.	57 280 H.P. D.R.C. & 102 H.P. D. R.C. Mon.to Thur. 2-280 H.P. D.R.Cs. Friday	61 PASS. MON. to FRI.	30B 280 H.P. Diesel Rail Car Mon. to Sat.
MELBOURNE—		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
(Flinders Street) W G	*dep.*	...	...	...	...	...	...
(Spencer Street) W G	*dep.*	11 0	12 15	12 40	2 20	3 44	...
North Melbourne		11 3*	12 18*	12 43*	2 23*	3 47*	...
South Kensington ○		*	*	*	*	*	...
Footscray		11 8*	12 23*	12 48*	2 29	3 53	...
Seddon		*	*	*	*	*	...
Yarraville		*	*	*	*	*	...
Spotswood		*	*	*	*	*	...
Newport	*arr.*	...	...	...	...	...	...
	dep.	11 15	12 30	12 55	2 36	4 1	...
Newport South Junction	*arr.*	...	...	—42	...	...	...
	dep.	11 17*	12 32*	12 57*	2 38*	4 3*	...
Paisley N C		*	12 36	1 1	2 42	4 7	...
Rock (Crossing Loop)	*arr.*	11 23*	...	...	2 45*	...	...
		—38			—50		
	dep.	11 25	...	...	2 49	...	...
Galvin N C		*	12 42	1 6	2 52 ●	4 12	...
Laverton ○	*arr.*	...—164	—40	—36			
	dep.	11 31 ●	12 46	1 10	2 56 ●—169	4 16	...
Aircraft N C	*arr.*	...	...	...	...	...	...
	dep.	*	12 49	1 13	2 59 ●	4 19	...
Drome (Crossing Loop)	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
	arr.	...	1 0 —44, 46	...	3 9	4 28	...
WERRIBEE W		—171, 24			280 H.P. Diesel Rail Car	—63	
	dep.	11 45	1 3	1 23	3 10		...
Werribee Racecourse N C		...	...	...	...	...	...
Manor ○	*arr.*	...	...	...	...	...	...
		—36					
	dep.	11 53*	1 11*	1 31*—40	3 18	...	...
		P.M.					
Little River ○	*arr.*	...	...	...	...	...	...
		—40, 89		—46			
	dep.	12 0*	1 20	1 40	3 25—49	...	...
Lara	*arr.*	...	...	...	...	...	...
		—42, 157	—86				
	dep.	12 8*	1 30	1 50	3 34	...	...
Corio	*arr.*	...—46	...	...	...	...	...
	dep.	12 14*	1 37	1 57	3 40	...	...
North Shore		*	1 43	2 3	3 44	...	...
North Geelong "A" Box		...	...	...	...	...	...
North Geelong		12 20*	1 48	2 8	3 49	...	4 48
GEELONG E S W G	*arr.*	12 25	1 52	2 12	3 54	...	4 52
	dep.	...	...	...	...	...	...
Continued on							
		43	45	47	57	61	30B

● **No. 43** may depart Laverton 11.29 a.m. **No. 57** may depart Galvin 2.47 p.m., Laverton 2.51 p.m., Aircraft 2.54 p.m.

MELBOURNE–WERRIBEE–GEELONG–Passenger Service

Monday to Saturday.

Down

Miles	STATIONS		63 PASS. MON. to FRI.	65 PASS. MON. to FRI.	69 EXPRESS MON. to FRI.	67 Diesel Elec. Rail Motor & Two Trailers Sat.	71 PASS. MON. TO FRI.	73 EXPRESS FRIDAY
—	**MELBOURNE**—		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders Street) W G	*dep.*	...	...	...	...	...	...
	(Spencer Street) W G	*dep.*	4 0	4 27	5 10	5 10	5 19	5 52
1	North Melbourne		4 3*	4 31	5 13*	5 13*	5 22*	5 55*
2½	*South Kensington* ○		*	*	*	*	*	*
3½	Footscray		4 9*	4 38	5 18*	5 19	5 29	6 1*
4	Seddon		*	*	*	*	*	*
4¾	Yarraville		*	*	*	*	*	*
5¾	Spotswood		*	*	*	*	*	*
6½	Newport	*arr.*	...	...	...	...	...	...
		dep.	4 17	4 47	5 25*	5 27	5 38	6 6*
7¼	Newport S'th Junction	*arr.*	...	...	...	...	...—**74**	...
		dep.	4 19*	4 49*	5 27*	5 29*	5 40*	6 8*
8¾	Paisley N C		*	4 55	*	5 33	5 46	*
10½	Rock (Crossing Loop)	*arr.*	...	4 59*	...	...	5 49*	...
				—**54**	—**74**		—**56**	
		dep.	...	5 1	5 31*	...	5 52	...
11¼	Galvin N C		*	5 4 ●	*	5 39	5 56 ●	*
13	*Laverton* ○	*arr.*	...	...	...	5 43	...	...
						—**56**		
		dep.	4 26*	5 9 ●	5 34*	5 49 ●	6 1 ●	6 15*
13¾	Aircraft N C ...	*arr.*	...	...	...	...	...	...
		dep.	*	5 12 ●	*	5 52 ●	6 4 ●	*
15½	Drome (Crossing Loop)	*arr.*	...	...—**74**	...	...	...	...
							—**62**	—**62**
		dep.	...	5 16*	...	...	6 8*	6 18*
19¾	**WERRIBEE** W ...	*arr.*	...	5 23	...	6 3	6 15	...
			—**61**		—**56**			
		dep.	4 37		5 41*			6 22*
21	Werribee Racecourse N C ...		...	...	...	...	...	...
24¾	*Manor* ○	*arr.*	...	...	...	...	...	...
		dep.	4 45*	...	5 46*	...	...	6 27*
29½	*Little River* ○ ...	*arr.*	...	...	...	...	...	...
			—**74**					—**66**
		dep.	4 51*	...	5 50*	...	...	6 32*
35¾	Lara	*arr.*	...	...	...	...	...	6 40*
								—**70, 182**
		dep.	4 57*	...	5 56*	...	...	6 43
39¾	Corio	*arr.*	...	...	—**66**	...	...	...
		dep.	5 1*	...	5 59*	...	...	6 48*
41¾	*North Shore*		5 6	...	*	...	...	*
—	North Geelong "A" Box ...		...	...	...	...	...	...
43½	North Geelong		5 11	...	6 6	...	...	6 53*
		arr.	5 15	...	6 10	...	...	6 57
45	**GEELONG** E S W G ...				**PASS. MON. TO THUR.**			**PASS.**
		dep.	...	...	6 22	...	...	7 10
	Continued on				Page 84			Page 84
			63	**65**	**69**	**67**	**71**	**73**

See footnote re stopping at North Geelong.

● **No. 67** may depart Laverton 5.44 p.m., Aircraft 5.47 p.m. **No. 65** may depart Galvin 5.2 p.m., Laverton 5.7 p.m., Aircraft 5.10 p.m. **No. 71** may depart Galvin 5.53 p.m. Laverton 5.58 p.m. Aircraft 6.1 p.m.

Note: Subject to the fixed signal being at the proceed position, the Driver of No. **69** may stop at North Geelong with sufficient carriages beyond the platform to permit of the brakevan being stopped at the platform.

Down — **Monday to Saturday**

STATIONS	79 PASS. MON. TO FRI.	73 EXPRESS SAT.	83 PASS. SAT.	99 Diesel Elect Rail Motor & Two Trailers Mon. to Fri.	107 PASS. MON. TO SAT.	109 Diesel Elect Rail Motor Mon. to Fri. Diesel Elect R'l Motor & Trailer Sat.
MELBOURNE—	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
(Flinders St.) W G ... ... *dep.*	...	...	...	...	11 25	11 30
(Spencer St.) W G ... ... *dep.*	6 5	6 10	6 20	9 25	11 29	11 34
North Melbourne	6 8*	6 13*	6 23*	9 28	11 33	11 37*
South Kensington ○	*	*	*	*	*	*
Footscray	6 14	6 18*	6 29	9 34	11 38*	11 43
Seddon	*	*	*	*	*	*
Yarraville	*	*	*	*	*	*
Spotswood	*	*	*	*	*	*
Newport ... ... *arr.*	...	...	...	...	...	...
dep.	6 22	6 23*	6 36	9 42	11 43*	11 49
Newport South Junct. ... *arr.*	...	...	...	...	...—**111**	...—**111**
dep.	6 24*	6 25*	6 38*	9 44*	11 45*	11 51*
Paisley N C	6 29	*	6 42	9 47	*	11 55
						Tue. to Sun.
						A.M.
Rock (Crossing Loop) ... *arr.*	...—**62**	...	6 45*	...—**76**	...	...
dep.	6 32*	...	6 47—**64**	...	...	...
Galvin N C	6 35	*	6 50 ●	9 53	*	12 0
Laverton ○ ... ... *arr.*	...	...	6 53—**84**	...—**90**	...—**100**	...—**100**
dep.	6 39	6 31*	7 0 ●	9 58	11 52*	12 4
Aircraft N C ... ... *arr.*	...	...	...	...	...	...
dep.	6 42	*	7 3 ●	10 2	*	12 6
					Tue. to Sun.	
					A.M.	
Drome (Crossing Loop) ... *arr.*	...—**66**	...—**64**	...	...	...	...
dep.	6 46*	6 34*	...	...	...	...
WERRIBEE ... ... *arr.*	...	...	...	10 12 —**78, 91**	... —**132** —**123**	12 15–**132**
	—**66**		—**168**			
dep.	6 53	6 38*–**168**	7 13	...	12 1P	...
Werribee Racecourse N C ...	...	...	...	...	...	...
Manor ○ ... ... *arr.*	...–**182**	...	...	...	...	...
dep.	7 2§	6 43*–**84**	7 20§	...	12 8*	...
Little River ○ ... ... *arr.*	...	...	...—**90**	...	...	...
dep.	7 11—**182**	6 47*	7 28	...	12 13*	...
Lara ... ... *arr.*	...—**68**	...	...—**68**	...	...—**184**	...
dep.	7 21	6 53*	7 37	...	12 20§ ●	...
Corio ... ... *arr.*	...	...—**68**	...	...	...	...
dep.	7 28—**90**	6 57*	7 44	...	12 26§ ●	...
North Shore	7 34	*	7 50	...	12 31§ ●	...
North Geelong "A" Box	...	...	...	...	...	...
North Geelong	7 39	7 2*	7 55	...	12 35§ ●	...
GEELONG E S W G ... *arr.*	7 43	7 8	7 59	...	12 40	...
dep.	...	**PASS.** 7 20	...	...	...	...
Continued on		Page 84				
	79	**73**	**83**	**99**	**107**	**109**

● **No. 83** may depart Galvin 6.47 p.m., Laverton 6.51 p.m., Aircraft 6.54 p.m.

No. 107 may depart Lara 12.17 a.m., Corio 12.23 a.m., North Shore 12.28 a.m., North Geelong 12.32 a.m.

P. May stop, if required, to entrain only.

GEELONG–WARRNAMBOOL–PORT FAIRY—Passenger Service

Down.

Miles	STATIONS.	35 PASS. MON. TO SAT.	69 PASS. MON. TO THUR.	73 PASS. FRIDAY	73 PASS. SAT.	103 PASS. SUN. (WHEN AUTH-ORISED)	145 PASS. SUNDAY
		A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
—	**MELBOURNE** (Flin. St.) *dep.*					...	7 32
	(Spencer St.) *dep.*	8 25	5 10	5 52	6 10	...	7 37
45	**GEELONG** E S W G *arr.*	9 20	6 10	6 57	7 8	10 32	8 50
	dep.	9 35	6 22	7 10	7 20	10 35	9 0
46¼	South Geelong E S ... *arr.*	...	...	...	...	...	...
	dep.	9 39	6 26*	7 14*	7 24*	10 40◆	9 4*
47¾	Geelong Racecourse Plat. N C	...	...–100	...–100	...–100	...	...
54½	Waurn Ponds ... ... (Victorian Portland Cement Coy Sdg) NC ES (See note page 113)	...	...	...	...	...	...
	arr.	9 58	...	...	...	...	...
60	*Moriac* ○ E S ...	—38	—90				
	dep.	10 8 ●	6 45◆	7 35◆	7 43◆		9 23◆
70¾	*Winchelsea* E S W ○ *arr.*	...	...	...—80	...—74		...
	(See note, page 113) *dep.*	10 23	7 0	7 51	7 58		9 37
	arr.	...	...	...	...		...
83½	Birregurra E S ...		—80	—90	—82		
	dep.	10 40	7 17	8 10	8 15		9 54
	arr.	10 56	7 33	8 27	8 31		...
95¼	**COLAC** E S W ...	—72	—94	—94	—42		
	dep.	11 1	7 38	8 33	8 33		10 11
104½	*Pirron Yallock* ○ E S ... (See note, page 113)	11 13§	7 50◆	8 46◆–42	8 45◆		10 23◆
113¾	*Pomborneit* ○ E S ... ... (See note, page 113)	11 25§	8 1§—42	8 59§	8 56◆		10 34◆
117¾	Weerite (See note, page 113) NC	*	*	*	*	...	*
123¾	**CAMPERDOWN** E S W *arr.*	11 38	8 14—96	9 12—96	9 9	...	...
	dep.	11 48	8 22	9 22	9 11	...	10 48
127¼	Timboon Junction N C E S (See note, page 113)	...	...	...	...	...	...
131¼	*Boorcan*	11 59§	*	*	*	...	10 58◆
		P.M.					
	arr.	12 7	8 40	9 40	...	...	...
137¼	Terang E S ...	—70, 75, 80					
	dep.	12 10	8 43	9 45	9 29	...	11 8
138¼	Mortlake Junct. N C E S ... (See note page 113)	...	...	...	...	...	...
144½	*Garvoc* (See page 113)	12 21§	*	*	*	...	11 18◆
150¾	*Panmure* ○ E S (See page 113)	12 30§	9 2◆	10 4◆	9 48◆	...	11 27◆
159	Allansford E S (See page 113)	12 43–7	9 14◆	10 17◆	10 0◆	...	11 39◆
	arr.	12 55	9 30	10 30	10 15	...	11 55
166	**WARRNAMBOOL** ... E S W *dep.*	1 5A			...	...	...
169	Dennington N C	*	...	...	...	...	...
172	*Illowa* ○ E S (See page 113) ...	1 15§	...	...	...	...	...
	arr.	...	...	...	...	...	...
175½	Koroit E S W ...						
	dep.	1 22	...	...	...	...	...
186½	**PORT FAIRY** E S W *arr.*	1 45-108	...	...	...	...	...
		35	69	73	73	103	145

● **No. 35** may depart Moriac 9.59 a.m.

A. Maximum of six wagons or vans of livestock, perishable and/or urgent loading may be attached at Warrnambool to 1.5 p.m. (**No. 35**) on Wednesdays for Port Fairy only. When the quantity of livestock listed to be cleared from Port Fairy by **No. 23 Goods,** Tuesday, exceeds six (6) vans, a maximum of six (6) empty live stock vans may be despatched from Warrnambool to Port Fairy by 1.5 p.m. (**No. 35**) Passenger on Saturday only.

STATIONS.		38 PASS. MON. TO SAT.	90 PASS. SAT.	90 PASS. MON. TO THUR.	90 PASS. FRID.	104 PASS. (SUNDAYS WHEN AUTH-ORISED)	238 PASS. SUN.
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PORT FAIRY E S W	*dep.*	...	3 10	3 10**A**	5 5	...	...
Koroit E S W ...	*arr.*	...	...	...—**108**	...	...	...
	dep.	...	3 28	3 28	5 23	...	...
Illowa ○ E S (See page 113) ...		...	3 34◆	3 35§	5 30§	...	...
Dennington N C		...	*	*	*	...	...
WARRNAMBOOL E S W	*arr.*	...	3 43	3 45	5 40–**117**	...	...
	dep.	7 35	3 48	3 55	5 50–**96**	...	5 30
Allansford E S (See page 113)		7 47◆–**5**	3 59	4 6	6 1	...	5 41*
Panmure ○ E S (See page 113)		7 58◆	4 10◆	4 18§	6 13§	...	5 52*
Garvoc (See page 113) ...		*	4 19◆	4 27§	6 22§	...	*
Mortlake Junction N C E S (See page 113)		...	...	...	...	...	...
Terang E S ...	*arr.*	— **15**	...	...	...	...	...
	dep.	8 16	4 30	4 38	6 33	...	6 12
Boorcan		*	4 38◆	4 47§	6 42§	...	*
Timboon Junction N C E S (See page 113)		...	...	...	...	...	...
CAMPERDOWN E S W	*arr.*	8 34 —**7A,7,77**	4 48 –**82**	4 57	6 52–**42**	...	...
	dep.	8 39	4 58	5 7	7 2	...	6 31
Weerite (See page 113) N C...		*	*	*	*	...	*
Pomborneit ○ E S ... ... (See page 113)		8 51	5 11	5 20	7 15	...	6 42*
Pirron Yallock ○ E S ... (See page 113)		9 2◆-**21**	5 23	5 32§	7 27§–**94**	...	6 53
COLAC E S W ...	*arr.*	9 14–**87**	5 35—**74**	5 44—**80**	7 39	...	...
	dep.	9 17	5 38	5 49	7 44	...	7 6
Birregurra E S ...	*arr.*	...	...	...	8 0 —**73**	...	...
	dep.	9 34	5 55	6 6	8 12●	...	7 23
Winchelsea ○ E S W (See page 113)	*arr.*	...	...	...	... —**80**	...	...
	dep.	9 51	6 12	6 23	8 29	...	7 40
Moriac ○ E S ...	*arr.*	... —**35**	...	6 37**D** —**69**	...	...	...
	dep.	10 5◆	6 27	6 47	8 44	...	7 55
Waurn Ponds (Vic. Portland Cement Coy Sdg NC ES (See note page 113)		...	...—**100**	...–**100**	...	...	...
Geelong Racecourse Plat. N C		...	...	...	...	...	...
South Geelong E S ...	*arr.*	...	...	...	...	...	...
	dep.	10 22*	6 45	7 5●	9 2	6 25◆	8 13
	arr.	10 30	6 50	7 10	9 6	6 30	8 20
GEELONG E S W G ...							
	dep.	10 45	7 5	7 25	9 16	6 33	8 35
MELBOURNE ...	*arr.*	11 45	8 17	8 28	10 25	...	9 37
(Spencer St.)	*dep.*	...	8 24	...	...	...	9 39
(Flinders St.) ...	*arr.*	...	8 28	...	...	...	9 43
		38	**90**	**90**	**90**	**104**	**238**

From Queenscliff to Ballarat

●**No. 90** Mon. to Thur. may depart South Geelong 6.57 p.m. On Friday may depart Birregurra 8.1 p.m. **D.** Stops for departmental purposes only. **A.** A maximum of six vans of livestock may be attached to 3.10 p.m. (**No. 90**) on Mondays only, from Port Fairy to Warrnambool. When the number of vans of livestock offering is less than six, perishable and/or urgent loading may also be so conveyed, subject to the total maximum of six vans or wagons of livestock and goods loading combined.

Up — **Monday to Saturday**

ATIONS		4 Diesel Elect. Rail Motor & Two Trailers Mon. to Fri.	4 Diesel Elect. Rail Motor & Trailer Sat.	18 PASS. MON. TO FRI.	20 280 H.P. Diesel Rail Car and Trailer Mon. to Fri.	22 Diesel Elect. Rail Motor & Two Trls Sat.	22 PASS. MON. TO FRI.	28 PASS. MON. TO FRI.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
GEELONG E S W G	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	6 15	...	...	...	7 26
North Geelong		...	...	6 20	...	...	...	7 31
North Geelong "A" Box		...	...	...	...	...	...	...
North Shore		...	...	6 24	...	...	...	*
Corio	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	6 29	...	...	...	7 37*
Lara	*arr.*	...	...	...	...	...	...	...
								—24
	dep.	...	...	6 35	...	...	...	7 41*
Little River ○ ...	*arr.*	...	...	...	...	...	...	...
				—75				-15,24
	dep.	...	...	6 43	...	...	...	7 47*
Manor ○ ...	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	6 49*	...	...	...	7 52*
Werribee Racecourse N C...		...	...	*	...	...	...	*
WERRIBEE W ...	*arr.*	...	...	... 17, 166	...	...	...	—166
		—15	—15	-15,				—31
	dep.	6 10	6 18	6 56	7 13—166	7 36	7 38—166	8 0
Drome (Crossing Loop)	*arr.*	...	...	...	...	...	...	...
					—27	—31	—31	
	dep.	...	...	...	7 19*	7 43*	7 45*	...
Aircraft N C ...	*arr.*	...	...	...	...	...	...	...
	dep.	6 21	6 28	7 4	7 23	7 47	7 49	*
Laverton ○ ...	*arr.*	...	...	—27	...	...	...	...
	dep.	6 25	6 31	7 7	7 26	7 51	7 52	8 8*
Galvin N C		6 30	6 35	7 11	7 30	7 56	*	*
Rock (Crossing Loop)	*arr.*	...—17	...	...	...—31	...—41	...	...-7
	dep.	6 33*	...	...	7 32*	7 58*	...	8 12*
Paisley N C ...		6 36	6 40	7 16	7 35	8 2	7 59	*
Newport South Jctn.	*arr.*	...	...	...	...	...	...	...—33
	dep.	6 39*	6 44*	7 19*	7 39*	8 5*	8 3*—7	8 15*
Newport	*arr.*	...	6 46CF Electric	...	...	...	...	...
	dep.	6 42	6 57	7 22	7 43	8 8	8 7	8 21
Spotswood		*	6 59	*	*	*	*	*
Yarraville		*	7 1	*	*	*	*	*
Seddon		*	7 3	*	*	*	*	*
Footscray		6 53	7 5	7 29	7 55	8 16	8 15	8 30*
South Kensington ○ ...		*	7 8	*	*	*	*	*
North Melbourne		6 59	7 11	7 36	8 1	8 22	8 21	8 37*
MELBOURNE ... (Spencer Street) WG	*arr.*	7 3	...	7 40	8 5	8 26	8 25	8 40
	dep.		7 14					
(Flinders Street) WG	*arr.*	...	7 17	...	...	...	...	...
		4	**4**	**18**	**20**	**22**	**22**	**28**

See footnote re stopping at North Geelong.

C. Passengers change trains. **F.** Rail Motor and Trailers reverse in "E" Sidings, Newport.

NOTE :—Subject to the fixed signal being at the proceed position, the Driver of **No. 28** may stop at North Geelong with sufficient carriages beyond the platform to permit the brakevan being stopped at the platform.

Up — **Monday to Saturday**

STATIONS		28 PASS. SAT.	14 280 H.P. Diesel Rail Car & Trailer Sat.	30 Diesel Elec. Rail Motor & Two Trailers Mon. to Fri.	15 B 280 H.P. Diesel Rail Car Mon. to Sat.		32 PASS. MON. TO SAT.
		A.M.	A.M.	A.M.	A.M.		A.M.
GEELONG E S W G	*arr.*	...	...	...	...	...	...
	dep.	7 26	...	...	9 0	...	9 15
North Geelong		7 31	...	...	9 5	...	9 20
North Geelong "A" Box		...	...	...	...	...	...
North Shore		*	...	...	...	...	9 25
Corio	*arr.*	...	...	...	...	...	...
	dep.	7 38	...	...	...	...	9 31
Lara	*arr.*	...	...	...	...	...	...
	dep.	7 43* —24	...	...	...	...	—15 9 38
Little River ○	*arr.*	...	...	...	...	...	...
	dep.	7 49* —15	...	...	...	...	9 47
Manor ○	*arr.*	...	...	...	...	...	...
	dep.	7 53*	...	...	...	...	9 55§
Werribee Racecourse N C			...	...	...	...	*
WERRIBEE W	*arr.*	... —31	...	...	...	...	...—157 —24, 2
	dep.	8 0	8 28	9 10	...	...	10 3
Drome (Crossing Loop) ...	*arr.*	8 5* —41	...	... —157	...	...	... —39, 37
	dep.	8 10	...	...	...	...	10 8*
Aircraft N C	*arr.*	...	...	...	...	...	...
	dep.	*	8 38	9 21	...	...	10 12
Laverton ○	*arr.*	...	8 40 —35	...	...	...	...—89
	dep.	8 15*	8 46 ●	9 25	...	...	10 15
Galvin N C		*	8 50 ●	9 30	...	...	10 19
Rock (Crossing Loop) ...	*arr.*	...	...	...—89	...	...	...—171
	dep.	...	...	...	...	...	...
Paisley N C		*	8 55 ●	9 36	...	...	10 24
Newport South Junction ...	*arr.*	...	—157	...—39	...	...	...—173
	dep.	8 21*	8 59*	9 39*	...	...	10 27*
Newport	*arr.*	...	...	...	...	...	...
	dep.	8 24	9 2	9 42	...	...	10 31
Spotswood		*	*	*	...	...	*
Yarraville		*	*	*	...	...	*
Seddon		*	*	*	...	...	*
Footscray		8 30*	9 8	9 50	...	...	10 41
South Kensington ○		*	*	*	...	...	*
North Melbourne		8 37*	9 13*	9 56*	...	...	10 46*
MELBOURNE	*arr.*	8 40	...	10 0	...	...	10 50
(Spencer Street) W G ...	*dep.*		9 17		...	...	
(Flinders Street) W G ...	*arr.*	...	9 21	...	...	...	...
		28	**14**	**30**	**15 B**		**32**

See footnote, page 86, re stopping North Geelong

To Ballarat

● **No. 14** may depart Laverton 8.41 a.m., Galvin 8.45 a.m., Paisley 8.50 a.m.

Up — **Monday to Saturday**

STATIONS				38 PASS. MON. TO SAT.		42 280 H.P. Diesel Rail Car & Trailer Mon. to Fri.	44 PASS. SAT.	50 Diesel Elect Rail Motor & Trailer Mon. to Fri.
				A.M.		A.M.	P.M.	P.M.
GEELONG E S W G ...	arr.	...	...	10 30	...	...	...	...
	dep.	...	...	10 45	...	11 40	12 15	1 50
North Geelong		...	...	10 49*	...	11 45	12 20	1 55
North Geelong "A" Box ...		...	...	...	...	...	...	...
North Shore		...	...	*	...	11 50§	12 25§	*
Corio	arr.	...	...	...	...	...	...	...
	dep.	...	...	10 53*	...	11 55	12 31	2 3F
						P.M.		
Lara	arr.	...	...	...	...	12 2 —43, 157	...	...
	dep.	...	...	10 57*—36	...	12 8 ●	12 38	2 9*
Little River ○	arr.	...	...	... —157 36,	...	... —89, 40	... —171	... —159
	dep.	...	...	11 3*	...	12 19 ●	12 47	2 18*
Manor ○	arr.	...	...	...	...	... ...—171	...	...
	dep.	...	...	11 7*	...	12 26*	12 55*	2 25*
Werribee Racecourse N C ...		...	...	*	...	*	*	*
WERRIBEE W	arr.	...	...	... —24, 89	...	... -77, 36,	... —45,46	...
	dep.	...	...	11 14	...	12 34	1 3	2 33
Drome (Crossing Loop) ...	arr.	...	...	...—171	...	...	...	...—49
	dep.	...	...	...	...	...	...	2 39*
Aircraft N C	arr.	...	...	...	...	...	...	...
	dep.	...	...	*	...	*	*	*
Laverton ○	arr.	...	...	... —164	...	...	...	... —169
	dep.	...	...	11 22*	...	12 44	1 13	2 45
Galvin N C		...	...	*	...	*	*	*
Rock (Crossing Loop) ...	arr.	...	...	... —43	...	...	...	... —57
	dep.	...	...	11 25*	...	...	...	2 49*
Paisley N C		...	...	*	...	*	*	*
Newport South Junction ...		...	...	11 29*	...	12 54*	1 21*	2 54*
Newport	arr.	...	...	...	...	...—47	...	...
	dep.	...	...	11 31*	...	12 58	1 24	2 56
Spotswood		...	...	*	...	*	*	*
Yarraville		...	...	*	...	*	*	*
Seddon		...	...	*	...	*	*	*
Footscray		...	...	11 37*	...	1 6*	1 31*	3 2*
South Kensington ○		...	...	*	...	*	*	*
North Melbourne		...	...	11 42*	...	1 11*	1 36*	3 6*
MELBOURNE	arr.	...	...	11 45	...	1 15	1 40	3 10
(Spencer St.) W G	dep.	...	...	...	...	...	...	
(Flinders St.) W G	arr.	...	...	...	...	...	...	
				38		**42**	**44**	**50**

● **No. 42** may depart Lara 12.3 p.m. Little River 12.14 p.m. **F.** May stop Wednesday, only if required, to pick up students.

GEELONG–WERRIBEE–MELBOURNE–Passenger Service—continued

Up — **Monday to Saturday**

STATIONS		52 102 H.P. Diesel Rail Car (Empty) Mon. to Thur. 280 H.P. Diesel Rail Car (Empty) Fri.	54 PASS. MON. TO FRI.	74 280 H.P. Diesel Rail Car Mon. to Fri.	56 "THE FLIER" MON. TO SAT.	62 PASS. MON. TO THUR.	62 PASS. FRI.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
GEELONG E S W G	*arr.*	...	...	...	...	...	...
	dep.	...	...	4 17	5 12	...	...
North Geelong		...	...	4 22	5 16*	...	...
North Geelong "A" Box		...	...	...	...	...	...
North Shore		...	...	4 27	*	...	...
Corio	*arr.*	...	...	...	...	...	...
	dep.	...	...	4 31	5 20*	...	...
Lara	*arr.*	...	...	...	...	...	...
				—101			
	dep.	...	...	4 37	5 24*	...	...
Little River ○	*arr.*	...	...	4 45	...	...	...
				—63			
	dep.	...	...	4 51 ●	5 30*	...	...
Manor ○	*arr.*	...	...	...	...	...	...
	dep.	...	...	4 58 ●	5 34*	...	...
Werribee Racecourse N C		...	...	*	*	...	...
WERRIBEE W	*arr.*	...	...	...	...	...	...
					—69		
	dep.	3 15	4 43–**63**	5 6	5 41*	5 59	5 59
Drome (Crossing Loop) ...	*arr.*	...	...	5 12*	...	6 6*	6 6*
				—65		**—71**	**—71,73**
	dep.	...—**169**	...	5 16	...	6 8	6 18
Aircraft N C	*arr.*	...	...	...	...	...	...
	dep.	*	4 52	5 20 ●	*	6 13 ●	6 23 ●
Laverton ○	*arr.*	3 25*	...	...	...	...	...
		—101			**—67**		
	dep.	3 32	4 55	5 23 ●	5 49*	6 16 ●	6 26 ●
Galvin N C		*	4 59	5 26 ●	*	*	...
Rock (Crossing Loop) ...	*arr.*	...	...	5 28*	...	6 22*	...
			—65	**—69**	**—71**		
	dep.	...	5 1*	5 31	5 52*		6 32*–**79**
Paisley N C		*	5 4	5 34 ●	*		*
Newport South Junction ...		3 42*	5 7*	5 37*–**71**	5 55*		6 38*
Newport	*arr.*	...	...	...	...		...
	dep.	3 44*	5 10	5 40	5 57*		6 41
Spotswood		*	*	*	*		*
Yarraville		*	*	*	*		*
Seddon		*	*	*	*		*
Footscray		3 50*	5 17	5 48	6 2*		6 49*
South Kensington ○		*	*	*	*		*
North Melbourne		3 55*	5 23	5 54*	6 6*		6 55*
MELBOURNE	*arr.*	3 58	5 27	5 58	6 10		6 58
(Spencer St.) W G	*dep.*	...	...	...	...		...
(Flinders St.) W G	*arr.*	...	...	...	...		...
		52	**54**	**74**	**56**	**62**	

(Detached off No. 57 at Werribee).

● **No. 62** may depart Aircraft 6.10 p.m. Laverton 6.13 p.m. **No. 74** may depart Little River 4.46 p.m., Manor 4.52 p.m., Aircraft 5.16 p.m., Laverton 5.19 p.m., Galvin 5.23 p.m., Paisley 5.28 p.m.

Up — **Monday to Saturday**

STATIONS		29 B 280 H.P. Diesel Rail Car Sat.	64 Diesel Elec. Rail Motor & Trailer Sat.	33 B 280 H.P. Diesel Rail Car Mon. to Fri.	66 PASS. MON., TO FRI.		84 PASS. SAT.
		P.M.	P.M.	P.M.	P.M.		P.M.
GEELONG E S W G	arr.	...	...	...	...		...
	dep.	5 20	...	5 45	5 52		6 0
North Geelong		5 25	...	5 50	5 57		6 4*
North Geelong "A" Box ...			...		...		...
North Shore		To Ballarat	...	To Ballarat	6 2		6 9
Corio	arr.		...		...		...
	dep.		...		6 8		6 15
Lara	arr.		...		...		...
	dep.		...		6 15		6 22
					MON. TO THUR.	**FRI.**	
Little River ○	arr.	...	...	...	...	6 23—**73**	...
	dep.	...	...	...	6 24	6 32 ●	6 31
Manor ○	arr.	...	...	...	...	...	6 38*
							—**73**
	dep.	...	...	...	6 32	6 40 ●	6 43
Werribee Racecourse N C		...	...	...	...	...	*
WERRIBEE W	arr.	...	...	...	...	6 47	...
						—**79**	—**168**
	dep.	...	6 25—**168**	...	6 40	6 53 ●	6 51 ●
Drome (Crossing Loop) ...	arr.	...	6 31*	...	...	...	
			—**73**		—**79**		...
	dep.	...	6 34	...	6 46*	...	...
Aircraft N C	arr.	...	...	...	...	...	...
	dep.	...	6 38 ●	...	*	*	*
Laverton ○	arr.	...	...	...	...	...	...
							—**83**
	dep.	...	6 41 ●	...	6 52	7 3 ●	7 0*
Galvin N C		...	6 45 ●	...	6 56	7 7 ●	*
Rock (Crossing Loop) ...	arr.	...	...—**83**	...	...	...	...
	dep.	...	6 47*	...	...—**161**	...—**161**	...
Paisley N C		...	6 51 ●	...	*	*	*
Newport South Junction ...	arr.	...	...	...	...	...	...
	dep.	...	6 55*	...	7 3*	7 14*	7 8*
Newport	arr.	...	...	...	...	...	...
	dep.	...	6 58	...	7 6	7 17	7 11
Spotswood		...	*	...	*	*	*
Yarraville		...	*	...	*	*	*
Seddon		...	*	...	*	*	*
Footscray		...	7 3*	...	7 12*	7 23*	7 17*
South Kensington ○		...	*	...	*	*	*
North Melbourne		...	7 8*	...	7 16*	7 27*	7 22
MELBOURNE	arr.	...	...	...	7 20	7 31	...
(Spencer Street) WG ...	dep.	...	7 11	...			7 26
(Flinders Street) WG ...	arr.	...	7 15	...	...	...	7 29
		29 B	**64**	**33 B**	**66**	**66**	**84**

● **No. 64** may depart Aircraft 6.35 p.m., Laverton 6.38 p.m., Galvin 6.42 p.m., Paisley 6.47 p.m. **No. 66** Friday may depart Little River 6.24 p.m., Manor 6.32 p.m. Werribee 6.40 p.m., Laverton 6.52 p.m., Galvin 6.56 p.m. **No. 84** may depart Werribee 6.45 p.m.

GEELONG–WERRIBEE–MELBOURNE—Passenger Service—continued

Up — **Monday to Saturday.**

STATIONS		70 Diesel Elect. Rail Motor Fri.	72 PASS. MON. TO FRI.	90 PASS. SAT.	90 PASS. MON. TO THUR.	90 PASS. FRI.	94 Diesel Elect. Rail Motor Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
GEELONG E S W G ...	*arr.*	...	...	6 50	7 10	9 6	...
	dep.	6 25	...	7 5	7 25	9 16	...
North Geelong		6 29*	...	7 9*	7 29*	9 20*	...
North Geelong " A " Box ...		...	...	...	...	...	...
North Shore		6 34	...	S	S	S	...
Corio	*arr.*	...	...	...	...	...	...
	dep.	6 38*	...	7 13S	7 33S	9 24S	...
Lara	*arr.*	...—73	...	...—68	...—68	...	...
	dep.	6 43*	...	7 17S	7 37S	9 28S–87	...
Little River ○	*arr.*	...	...	7 24S—83	...	...	...
	dep.	6 50*	...	7 28	7 43S	9 34S	...
Manor ○	*arr.*	6 56*	...	...	...	...	...
		—79					
	dep.	7 2	...	7 35*	7 47*	9 38*	...
Werribee Racecourse N C		*	...	*	*	*	...
WERRIBEE W	*arr.*	...	...	...	...	...	...
		—72	—70		–161,182	78,81	—100
	dep.	7 9*	7 12	7 42 ●	7 54	9 45–55	10 25
Drome (Crossing Loop) ...	*arr.*	...	...	...	...	...	...—91
	dep.	...	...	...	...	...—91	...
Aircraft N C	*arr.*	...	...	...	...	...	...
	dep.	*	7 23	*	*	*	*
Laverton ○	*arr.*	...	...	...	...	9 54S	...
			—161		—182	—99	
	dep.	7 17*–161	7 26	7 50S–161	8 2S	9 58	10 36§–78
Galvin N C		*	*	*	*	*	*
Rock (Crossing Loop) ...	*arr.*	...	...	...	...	...	...
			—161		—87	—76	
	dep.	...	...	...	...	...	...
Paisley N C		*	7 36	*	*	*	*
Newport South Junction ...	*arr.*	...	...	...	...	...	...—163
	dep.	7 24*	7 41*	7 56*	8 8*	10 6*	10 45*
Newport	*arr.*	...	...	...	...	...	...
	dep.	7 26*	7 44	7 58*	8 10*	10 8*	10 48
Spotswood		*	*	*	*	*	*
Yarraville		*	*	*	*	*	*
Seddon		*	*	*	*	*	*
Footscray		7 33*	7 53	8 7	8 17	10 16	10 53*
South Kensington ○		*	*	*	*	*	*
North Melbourne		7 39	7 58*	8 14*	8 25*	10 21*	10 58*
MELBOURNE	*arr.*	...	8 2	8 17	8 28	10 25	...
(Spencer Street) WG ...	*dep.*	7 42		8 24			11 2
(Flinders Street) WG ...	*arr.*	7 45	...	8 28	...	...	11 6
		70	72	90	90	90	94

S. No. 90 may stop North Shore, Corio, Lara, Little River and /or Laverton, if required, to set down passengers from beyond Geelong.

● **No 90** Saturdays may depart Werribee 7.34 p.m.

MELBOURNE–WERRIBEE–GEELONG

Down — **Sunday Passenger Service**

STATIONS	115 Diesel Elect. Rail Motor & Trailer Sunday	121 PASS. SUN.	102 B PASS. (Sundays when Authorised)	125 Electric Sundays	131 PASS. SUN.	141 Diesel Elect. Rail Motor & Trailer Sunday	145 PASS. SUN.	151 Diesel Elect. Rail Motor & Trailer Sunday	157 Diesel Elect. Rail Motor Sunday
MELBOURNE—	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
(Flinders St.) W G *dep.*	7 20	8 52	...	10 40	2 20	...	7 32	8 8	11 25
(Spencer St.) W G *dep.*	7 24	8 56	...	10 43	2 25	5 10	7 37	8 12	11 29
North Melbourne	7 28	8 59*	...	10 46	2 28*	5 13*	7 40*	8 15*	11 32*
South Kensington ○ ...	7 31	*	...	10 49	*	*	*	*	*
Footscray	7 36	9 5	...	10 52	2 34	5 18*	7 46	8 20*	11 37
Seddon	7 38	*	...	10 54	*	*	*	*	*
Yarraville	7 40	*	...	10 56	*	*	*	*	*
Spotswood	7 42	*	...	10 58	*	*	*	*	*
Newport ... ... *arr.*	...	...	...	11 0C	...	...	...	...	...
Newport ... ... *dep.*	7 45	9 12	...	11 10	2 40	5 24	7 54	8 26	11 44
		–182		Diesel Elect. Rail Motor & Trailer					
Newport South Junction ...	7 47*	9 15*	...	11 12*	2 42*	5 26*	7 56*	8 28*	11 46*
Paisley N C	7 51	*	...	11 16	*	5 30	*	8 32	11 50
Rock (Crossing Loop) ...	...	...	...	...	...	...	...	...	...
Galvin N C	7 55	*	...	11 21	*	5 35	*	8 37	11 55
Laverton ○ ... ... *arr.*	...	...	...	...	...	...	...	...	...
Laverton ○ ... ... *dep.*	7 59	9 24		11 25	2 51	5 39	8 5	8 41	11 59
Aircraft N C *arr.*	...	...	From Ballarat to Queenscliff	...	...	...	...	...	...
							To Warrnambool		Mon. A.M.
Aircraft N C *dep.*	8 1	*		11 27	*	5 41	*	8 43‡	12 1
Drome (Crossing Loop) ...	...	...		...	...	...	...	...	...
Werribee W ... *arr.*	8 11	9 34		11 37	...	5 51	...	8 53	12 11
		—190							
Werribee W ... *dep.*	...	9 36	...	...	3 1	...	8 15	...	...
Manor ○	...	9 41*	...	...	3 6*	...	8 20*	...	...
Little River ○	...	9 47	...	...	3 12‡	...	8 26	...	...
Lara	...	9 54	...	...	3 19‡	...	8 33	...	...
Corio ... ... *arr.*	...	...	...	...	...	...	...	...	...
Corio ... ... *dep.*	...	9 59	...	...	3 24‡	...	8 38	...	...
North Shore	...	10 3	...	...	3 27‡	...	8 42	...	...
North Geelong	...	10 7	10 28	...	3 31‡	...	8 46	...	...
GEELONG E S W G *arr.*	...	10 15	10 32	...	3 35	...	8 50	...	...
GEELONG E S W G *dep.*	...	——	10 35	...	——	...	9 0	...	...
	115	**121**	**102 B**	**125**	**131**	**141**	**145**	**151**	**157**

C Passengers change trains

GEELONG–WERRIBEE–MELBOURNE

Up — **Sunday Passenger Service**

STATIONS	6 Diesel Elect. Rail Motor & Trailer Empty Sun.	182 Diesel Elect. Rail Motor & Trailer Sun.	190 PASS. SUN.	200 Diesel Elect. Rail Motor & Trailer Sun.	230 Diesel Elect. Rail Motor & Trailer Sun.	117 B PASS. (Sundays when Authorised)	232 PASS. SUN.	238 EXPRESS SUN. From Warrnambool	240 Diesel Elect. Rail Motor Sun.
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
GEELONG E S W G *dep.*	...	...	8 50	...	...	6 33	6 40	8 35	...
North Geelong ... ... *dep.*	...	...	8 54	...	...	6 37‡	6 45	8 39*	...
North Shore ... ... *dep.*	...	...	8 58	...	...	...	6 49	*	...
Corio ... ... *dep.*	...	...	9 2	...	...	...	6 54	8 44*	...
Lara ... ... *dep.*	...	...	9 8	...	...	...	7 0	8 48*	...
Little River ○ ... ... *dep.*	...	...	9 16	...	...	...	7 8	8 54*	...
Manor ○ ... ... *dep.*	...	...	9 22*	...	...	...	7 15*	8 58*	...
Werribee W ... *arr.*	...	...	9 27	...	...	...	...	...	...
			—121					—240	—238
Werribee W ... *dep.*	12 30	8 47	9 38●	12 10	6 10	...	7 22	9 5	9 15
Drome (Crossing Loop) ...	...	...	...	...	...	...	...	...	...
Aircraft NC ... ... *dep.*	*	8 57	*	12 20	6 20	...	*	*	9 24‡
Laverton ○ ... ... *arr.*	...	...	...	...	...	...	...	...	...
Laverton ○ ... ... *dep.*	12 40*	9 0	9 46●	12 23	6 23	...	7 30	9 13*	9 27
Galvin N C ... ... *dep.*	*	9 3	*	12 26	6 26	...	*	*	9 30
Rock (Crossing Loop) ...	...	...	...	...	...	...	...	...	...
Paisley N C ... ... *dep.*	*	9 8 —121	*	12 31	6 31	...	*	*	9 35
Newport South Junction ...	12 49*	9 12*	9 54*	12 35*	6 35*	...	7 38*	9 20*	9 39*
Newport ... ... *arr.*	...	9 14C Electric	...	...	...	...	...	...	...
Newport ... ... *dep.*	12 51*	9 20	9 56	12 38	6 38	...	7 41	9 23	9 42
Spotswood ... ... *dep.*	*	9 22	*	*	*	...	*	*	*
Yarraville ... ... *dep.*	*	9 24	*	*	*		*	*	*
Seddon ... ... *dep.*	*	9 26	*	*	*		*	*	*
Footscray ... ... *dep.*	12 57*	9 28	10 4	12 43*	6 44*		7 48	9 29*	9 47*
South Kensington ○ ... *dep.*	*	9 31	*	*	*		*	*	*
North Melbourne ... ... *dep.*	1 2*	9 34	10 9*	12 48*	6 50*		7 54*	9 34*	9 52*
MELBOURNE— ... *arr.*	...	...	...	12 52	...		...	9 37	...
(Spencer St.) W G *dep.*	1 5*	9 37	10 13	———	6 54		7 58	9 39	9 56
(Flinders St.) W G *arr.*	1 10	9 40	10 17	...	6 57		8 3	9 43	10 0
	6	**182**	**190**	**200**	**230**	**117 B**	**232**	**238**	**240**

May take passengers offering

From Queenscliff to Ballarat

C Passengers change trains

● **No. 190** may depart Werribee 9.28 a.m., Laverton 9.36 a.m.

MELBOURNE–GEELONG—Goods Service

Miles	STATIONS	151 Thro. Goods Tue. to Sat. ‡	153 Thro. Goods Tue. to Sat. ‡	185 Thro. Goods Tue. to Sat. ‡	187 Thro. Goods Tue. to Sat. ‡	155 Thro. Goods Mon. ‡	155 Thro. Goods Tues. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	**MELB. YARD** W G *dep.*	...	1 0	...	2 0	...	...
1	North Melbourne	...	...	...	...	...	...
2¼	*South Kensington* ○ ...	...	1 17	...	2 15	...	...
2¾	Maribyrnong River Junct.	...	...	...	...	...	...
3½	Footscray	...	1 21	...	2 20	...	...
4	Seddon	...	...	...	...	...	...
4¾	Yarraville	...	...	...	...	...	...
5¾	Spotswood	...	...	...	...	...	...
6½	Newport ... ... *arr.*	...	...	...	...	...	...
	dep.	1 0	1 31	2 0	2 30	3 30	4 0
7¼	Newport South Junc. *arr.*	...	...	2 3	—96	...	
	dep.	1 3	1 33	2 6–184	2 32	3 33	4 3
7½	Austral Meat Siding N C ...	...	...	...	...	...	...
8½	Mobil Oil Co's. Sdg. N C ...	...	...	...	...	...	...
8¾	Paisley N C	...	...	...	...	...	...
8¾	Petroleum Ref'ries Sdg. NC	...	...	...	...	...	...
9	S.E.C. Siding N C	...	...	...	...	...	...
9½	B.P. Oil Siding N C ...	...	...	...	...	...	...
10½	Rock (Crossing Loop) *arr.*	...	...	2 14	...	...	...
	dep.	1 10–152	...	2 22–96	...	...	4 10–162
11¼	Galvin N C	...	...	...	...	...	...
13	*Laverton* ○ ... ... *arr.*	...	1 46	...	...	...	...
			—184				—15
	dep.	1 16	1 54	2 30	2 45	3 46	4 16
13¾	Aircraft N C *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
14¼	Aircraft Siding N C ...	...	...	...	...	...	...
15¾	Drome (Crossing Loop) ... *arr.*	...	2 2	...	2 52	3 54	...
			—96		—80, 180	—180	
	dep.	...	2 11	...	3 11	4 5	...
19¾	**WERRIBEE** W ... *arr.*	...	...	2 47	3 24	...	4 33
		—184		—80, 180	—162		—156, 160
	dep.	1 33	2 24	3 5	3 42	4 18	5 0
21	Werribee R'course N C ...	...	...	...	...	...	...
24¾	*Manor* ○ ... ... *arr.*	1 45	2 36	3 18	3 55	...	...
		—96	—180, 80	—162	—160		
	dep.	1 54	2 54	3 31	4 8	4 30	5 13
29½	*Little River* ○ ... *arr.*	2 7	3 7	3 44	4 21	...	...
		—80, 180	—162	—160	—156		
	dep.	2 43	3 20	3 57	4 38	4 41	5 24
35¾	Lara ... ... *arr.*	...	...	4 11	...	...	5 36
		—162	—160	—156			—166
	dep.	2 57	3 34	4 23	4 52	4 53	5 53
39¾	Corio ... ... *arr.*	—160	...	...	...	...	...
	dep.	3 6	3 43	4 33	5 1	5 2	6 3
40	Shell Co's. Siding N C ...	...	...	...	...	...	...
40½	Distillers' Siding N C ...	...	...	...	...	...	...
41¾	*North Shore*	...	...	...	...	...	...
41¾	Ford's Siding N C	...	...	...	...	...	...
41¾	I.H.C. Siding N C	...	...	...	...	...	...
—	North Geelong "A" Box	...	...	...	...	...	...
—	North Geelong Yard W *arr.*	3 14	3 51	4 41	5 9	5 10	6 11
43½	North Geelong ... *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
45	**GEELONG** E S W G *arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
		151	153	185	187	155	155

Geelong Pier is three quarters of a mile from Geelong Station ; the line junctions at Geelong "A" Box with the Melbourne–Geelong line. Fyansford is 3¼ miles from North Geelong Station ; the line junctions at North Geelong with the Geelong–Ballarat line. See General Appendix for instructions.

STATIONS	15 Roadside Goods Tu.,Wed. Thur.	15 Roadside Goods Fri., Sat.	15 Roadside Goods Monday	75 Thro Goods Mon. to Sat. ‡	157 Thro. Goods Mon. to Fri. ‡	157 Thro. Goods Sat. ‡
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
MELBOURNE YARD W G dep.	2 45**A**	3 45**A**	4 10**A**	...	...	...
North Melbourne	...	...	...	...	...	...
South Kensington ○	3 5	4 5	4 40	...	...	...
Maribyrnong River Junction ...	...	...	...	...	...	...
Footscray	3 10	4 10	4 45	...	...	...
Seddon	...	...	...	...	...	...
Yarraville	...	...	...	...	...	...
Spotswood	...	...	...	...	...	...
Newport ... ... dep.	3 21 **180**	4 21	4 56	5 30	8 40	9 0
Newport South Junction arr.	3 24	...–**162**	...	...	...	...–**14**
Newport South Junction dep.	3 29	4 23	4 58	5 33	8 43	9 3
Austral Meat Siding N C ...	...	...	...	...	...	...
Mobil Oil Co's. Sdg. N C ...	...	...	...	...	...	...
Paisley N C	...	...	...	...	...	...
Petroleum Refineries Sdg. NC	...	...	...	...	...	...
S.E.C. Siding N C	...	...	...	...	...	...
B.P. Oil Siding N C	...	...	...	...	...	...
Rock (Crossing Loop) ... arr.	...	...	...	–**156**		...
Rock (Crossing Loop) ... dep.	...	...	...	5 40	Fri. ‡ | Mon. to Thur. ‡	...
Galvin N C	...	...	...	...	... | ...	...
Laverton ○ ... ... arr.	3 48 **162**	4 41	5 17	...	... | 8 56	...
Laverton ○	–**155**	–**156,160**			–**166** | –**166**	
Laverton ○ ... ... dep.	4 25	5 14	5 32	5 46	8 56 | 9 1	9 16
Aircraft N C ... ... arr.	...	...	...	...	... | ...	...
Aircraft N C ... ... dep.	...	...	...	...	... | ...	...
Aircraft Siding N C	... **156**	...	...	...	... | ...	...
Drome (Crossing Loop) arr.	4 34	...	...	...	9 3 | 9 9	...
Drome (Crossing Loop) dep.	5 6 **160**	...	...	...	9 18–**30**	...
WERRIBEE W ... arr.	5 21	5 38	5 56	...	9 31	9 33
WERRIBEE W ...	–**4, 17, 18, 75, 166**		–**75** –**4,17,18**	–**15**	–**24, 2, 32** –**39**	–**24, 2** –**32, 37**
WERRIBEE W ... dep.	6 59		6 59	6 3	10 20	10 20
Werribee Racecourse N C ..	...		...	...	...	...
Manor ○ ... ... arr.	7 15		7 15	6 15 –**166**	... –**164**	... –**164**
Manor ○ ... ... dep.	7 25		7 25	6 20	10 33	10 33
				Sat. ‡ | Mon. to Fri.‡		
Little River ○ ... ... arr.	7 42		7 42	... | 6 33	10 44	10 44
Little River ○	–**28, 31, 7, 24**		–**24,31, 28**	–**18**	–**38, 36, 40**	**36, 38**
	Sat. | **Mon. to Fri.**					
Little River ○ ... ... dep.	8 20 | 8 37		8 20	6 33 | 6 46	11 38	11 6
Little River ○ ... ... arr.	8 37 | 8 56		8 39	... | ...	11 52 –**43, 42**	11 20
Lara	–**35, 32, 2, 164**		–**2**	–**24**	P.M.	–**40**
Lara ... ... dep.	9 53		8 49	6 45 | 7 0	12 13	11 23
Corio ... ... arr.	...		...	... –**24**	...–**46**	...
Corio ... ... dep.	10 6–**36**		9 2	6 54 | 7 9	12 23	11 33
Shell Co's. Siding N C ..	...		...	... | ...	...	...
Distillers' Siding N C	...		...	... | ...	...	...
North Shore	...		...	... | ...	...	...
Ford's Siding N C	...		...	... | ...	...	...
I.H.C. Siding N C	...		...	... | ...	...	...
North Geelong "A" Box ...	...		...	... | ...	...	...
North Geelong Yard W arr.	10 18		9 13	7 2 | 7 17	12 31	11 41
North Geelong ... ... dep.						
GEELONG E S W G ... dep.	...		...	... | ...	...	...
	15		**15**	**75** | **75**	**157**	**157**

A. No. 15 Goods will stop at Newport, if required, to set down Railway Employees returning home after completion of shift. This train must be limited to 65 vehicles, plus Laverton loading.

Down

STATIONS	89 Thro. Goods		171 Thro. Goods		77 Fast Gds. Mon. to Fri.	159 Thro. Goods		49 Thro. Goods Mon. to Fri.
	Tue. to Fri. ‡	Sat. ‡	Sat. ‡	Mon. to Fri. ‡		Sat. ‡	Mon. to Fri. ‡	
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
MELBOURNE YARD WG *dep.*	8 40	8 40	...	...	11 25	...	...	12 45
North Melbourne	...	...	...	...	...	...	...	...
South Kensington ○	8 59	8 59	...	...	11 45	...	...	1 13
Maribyrnong River Junction ...	...	...	...	...	...	...	...	...
Footscray	9 4	9 4	...	...	11 50	...	...	1 18
Seddon	...	...	...	...	...	...	...	...
Yarraville	...	...	...	...	...	...	...	...
Spotswood	...	...	...	...	...	...	...	...
Newport ... ... *arr.*	...	...	...	...	...	...	...	...
dep.	9 14	9 14	9 50	9 50	P.M. 12 0	12 45	1 0	1 29
Newport South Junction *arr.*	...	...	...	...	...	...	...	...
dep.	9 16	9 16	9 53	9 52	12 3	12 48	1 3	1 31
Austral Meat Siding N C ...	...	...	...	...	...	...	...	...
Mobil Oil Co's. Siding N C ...	...	...	...	...	...	...	...	...
Paisley N C	...	...	...	...	...	...	...	...
Petroleum Refienries Sdg. NC	...	...	...	...	...	...	...	...
S.E.C. Siding N C	...	...	...	...	...	...	...	...
B.P. Oil Siding N C	...	...	...	...	...	...	...	...
Rock (Crossing Loop) ... ... *arr.*	9 23	...	10 1	9 59	...	12 55–40	...	...
			—32	—32				—36
dep.	9 33–30	...	10 22	10 22	...	12 59	...	1 38
Galvin N C	...	...	...	...	...	...	...	...
Laverton ○ ... ... *arr.*	9 41	9 29	10 30	10 30	...	1 7	...	1 44
	—39	–37, 32	—2	—2	—24	—44	—36	–40, 46
dep.	10 18–32	10 18	10 41	10 41	12 14	1 16	1 16	2 24
Aircraft N C	...	...	... 164, 38, 24	... 164, 38	...	...	...	...
Aircraft Siding N C	...	...	...	...	...	...	...	...
Drome (Crossing Loop) *arr.*	10 26–2	10 26–2	10 49	10 49	...	...—46	...	2 32
dep.	10 33	10 33	11 32	11 19	...	1 24	...	2 40–50
WERRIBEE W ... *arr.*	10 46–24	10 46	11 45	11 32–43	12 26–36	...	1 33–40	...
	—38	–164 –24	—36				–46, 50	
dep.	11 17	11 17	11 49	11 51–24	12 37–42	1 35	2 34	2 53
Werribee Racecourse N C ...	... 164	...	...	...	...	...	...	...
				P.M.				
Manor ○ ... ... *arr.*	11 30	...	...	12 4	...	...	...	...
	—36		P.M.	—36				
dep.	11 35	11 30–36	12 2–40	12 29–42	12 47	1 47	2 49	3 5
Little River ○ ... ... *arr.*	11 48–43	11 41	12 13–46	...	...	...	...	3 16
	P.M.–40,			—40	—40	—86		—57
dep.	12 22–42	11 46–40	12 50–44	12 42	12 54	1 58	3 0	3 30
		P.M.						
Lara ... ... *arr.*	12 36–46	...	...	...	...—46	2 10	...	...
			—86	—46		—88		
dep.	12 40	12 0–46	1 4	12 54	1 4	2 23	3 12	3 44
Corio ... ... *arr.*	...	...	...	...	...	...	...	...
dep.	12 50	12 9	1 13	1 3	1 11	2 33	3 21	3 53
Shell Co's. Siding N C ...	...	...	...	...	...	...	...	...
Distiller's Siding N C	...	...	...	...	...	...	...	...
North Shore	...	...	...	...	...	...	...	...
Ford's Siding N C	...	...	...	...	...	...	...	...
I.H.C. Siding N C	...	...	...	...	...	...	...	...
North Geelong "A" Box ...	...	...	...	...	1 17	...	...	...
	...	...			To			
North Geelong Yard W *arr.*	12 58	12 17	1 21	1 11	Adelaide	2 41	3 29	4 1
North Geelong ... ... *dep.*	...	...			via			
GEELONG ES WG ... *arr.*	...	...	...	...	Meredith ...	...	...	...
dep.	...	...	...	...	...	...	...	...
	89	**89**	**171**	**171**	**77**	**159**	**159**	**49**

Down

STATIONS		49 Thro. Goods Sat. ‡	51 Thro. Goods Sat.	169 Thro. Goods Mon. to Sat. ‡		101 Thro. Goods Mon. to Fri.	161 Thro. Goods		161 Thro. Goods Sat. ‡
							Fri. ‡	Mon. to Thur. ‡	
		P.M.	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.
MELBOURNE YARD WG ...		12 45	1 10	...		2 25	...	...	...
North Melbourne		...	...	...		...	...	...	...
South Kensington ○		1 10	1 29	...		2 55	...	...	...
Maribyrnong River Junct. ...		...	...	...		...	...	...	...
Footscray		1 15	1 33	...		3 0	...	...	...
Seddon		...	...	...		...	...	...	...
Yarraville		...	...	...		...	...	...	...
Spotswood		...	...	...		...	...	...	...
Newport	*arr.*	...	...	...		...	...	...	...
	dep.	1 25	1 45	2 0		3 15	6 40	6 40	7 10
Newport South Junct. ...	*arr.*	...	...–**46**	...		...	...	...	...
	dep.	1 27	1 48	2 3–**40**		3 18	6 43	6 43	7 15
Austral Meat Siding N C ...		...	...	...		...	...	...	...
Mobil Oil Coy's. Siding N C ...		...	...	...		...	...	...	...
Paisley N C		...	...	...		...	...	...	...
Petroleum Refineries Siding NC		...	...			...	...	...	...
S.E.C. Siding N C		...	...	Sat. ‡	Mon. to Fri. ‡	...	...	...	...
B.P. Oil Siding N C		...	...	...	...	...	...	...	...
Rock (Crossing Loop)	*arr.*	1 35–**46**	...	...	2 9	...	6 50	6 50	...
	dep.	1 39	...	...	2 27–**40**	...	7 33	6 59–**66**	...
Galvin N C		...	...	...	... **46, 40**	...	... **70, 72, 66**	...	...
Laverton ○	*arr.*	...	2 1	...	2 35	...	...	7 7	7 28
			–**169**	–**51**	–**50, 57**	–**52**		–**72**	–**168, 90**
	dep.	1 47	2 26	2 16	3 2	3 31	7 41	7 29	7 53
Aircraft N C		...	...	...	...	...	...	...	...
Aircraft Siding N C		...	...	...	...	...	...	...	...
Drome (Crossing Loop)	*arr.*	...	...	...	3 10	...	...	...–**182**	...
	dep.	...	...	...	3 21–**52**	...	...	7 37	...
WERRIBEE W ...	*arr.*	...	...	...	...	...	...	7 48	8 12
			–**86**				–**182**	–**90**	–**68**
	dep.	2 4	2 45	2 33	3 34	3 48	7 58	7 57	8 22
Werribee Racecourse N C ...		...	...	...	...	...	...	...	...
Manor ○	*arr.*	...–**86**	2 57–**88**	...	...	...	8 10	8 10	...
	dep.	2 16	3 15	2 45	3 46	4 0	8 45–**68, 76**		8 35
Little River ○ ...	*arr.*	2 27	3 28	–**88**	...	...	...–**78**		...–**170**
	dep.	2 38–**88**	3 38–**26**	2 56	3 57	4 11	8 58		8 46
Lara	*arr.*	...	...	3 8	...	4 23	...		...–**100**
	dep.	2 52	3 52	3 23–**26**	4 9	4 40–**74**	9 10		8 58
Corio	*arr.*	...	...	...	...	...	...–**90**		...
	dep.	3 1	4 1	3 33	4 18	4 50	9 19		9 7
Shell Co's. Siding N C ...		...	...	...	...	...	...		...
Distiller's Siding N C		...	...	...	...	...	...		...
North Shore		...	...	...	...	...	...		...
Ford's Siding N C		...	...	...	...	...	...		...
I.H.C. Siding N C		...	...	...	...	...	...		...
North Geelong "A" Box ...		...	...	...	...	4 58	...		...
North Geelong Yard W	*arr.*	3 9	4 9	3 41	4 26	To Adelaide via Cressy	9 27		9 15
	dep.								
North Geelong		...	...	...	...		...		...
GEELONG ES WG ...	*arr.*	...	...	...	...		...		...
	dep.	...	...	...	...	...	...		...
		49	**51**	**169**	**169**	**101**	**161**		**161**

Down

STATIONS	127 Thro. Goods Sat. ‡	87 **Thro. Goods Mon. to Fri.**		81 Thro. Goods Mon. to Fri. ‡	81 Thro. Goods Sat. ‡	55 **Thro. Goods Mon. to Fri.** (See note)
	P.M.	P.M.		P.M.	P.M.	P.M.
ARDEN STREET SDGS. *dep.*	...	...		...	...	7 30
MELB. YARD WG ... *arr.*	...	...		...	...	8 0
dep.	7 0	7 10		...	...	8 10
North Melbourne	...	...		...	...	...
South Kensington ○	7 45	7 27		...	...	8 22
Maribyrnong River Junction ...	...	...		...	...	...
Footscray	7 50	7 32		...	...	8 27
Seddon	...	...		...	...	...
Yarraville	...	...		...	...	...
Spotswood	...	...		...	...	...
Newport	8 0	7 45		8 15	8 10	8 37
Newport South Junct. ...	8 2	7 48		8 18	8 13	8 40
Austral Meat Siding N C ...	...	...		...	...	...
Mobil Oil Co's. Siding N C ...	...	...		...	...	...
Paisley N C	...	...		...	...	...
Petroleum Refineries Siding NC	...			...	...	...
S.E.C. Siding N C	...	**Fri.**	**Mon. to Thur.**	...	...	...
B.P. Oil Siding N C	...	...	7 55	...	...	...
Rock (Crossing Loop) *arr.*	...	...	**–182**	**–182**	...	...
dep.	...	7 55	8 6–**90**	8 25	...	...
Galvin N C	...	... **182**	...	...	...	...
Laverton ○ ... ... *arr.*	...	... **182**	...	...	8 26 **68**	8 53
dep.	8 15	8 1	8 14	8 31	8 36	9 0 **68**
Aircraft N C	...	...	...	...	...	...
Aircraft Siding N C	...	...	...	...	...	...
Drome (Crsosing Loop) *arr.*	8 22 **68**	8 7 **182**	...	8 37 **68**	...	9 8 **76**
dep.	8 28	8 11	...	8 49	...	9 25
arr.	...	8 24	8 31	9 2–**76**	8 55	9 38–**78**
	–68				**–170**	
WERRIBEE W ...						**Mon. to Thur.** / **Fri. –90**
dep.	8 41	8 40–**68**		9 16	9 16	9 48 / 10 1
				Mon. to Thur. ‡ / **Fri. ‡**		
Werribee Racecourse NC ...	...	...		... / ...	...	... / ...
arr.	8 53 **170**	...		... / 9 29 **78, 90**	9 29 **100**	10 1 / 10 14
Manor ○		**–76**				
dep.	9 5	8 53		9 29 **78** / 9 41	9 42	10 25–**92**
arr.	9 18	...		9 40 / 9 54	...	10 38
Little River ○	**100**	**78**				**100**
dep.	9 23	9 4		10 14–**92**	9 55	10 51
		Mon. to Thur. / **Fri.**				
arr.	...	... / 9 16 **90**		... **100**	...	... **132**
Lara ... ... *dep.*	9 37	9 16 / 9 31		10 28	10 7	11 5
Corio	9 46	9 25 / 9 41–**92**		10 37–**132**	10 16	11 14
Shell Co's. Siding N C ...	...	... / ...		...	...	...
Distillers' Siding N C	...	... / ...		...	...	...
North Shore	...	... / ...		...	...	...
Ford's Siding N C	...	... / ...		...	...	...
I.H.C. Siding N C	...	... / ...		...	...	...
North Geelong "A" Box ...	...	... / ...		...	...	...
North Geelong Yard W *arr.*	9 54	... / ...		10 45	10 24	11 22
dep.		... / ...			...	11 50
North Geelong	...	9 33 / 9 49		...	...	11 55
GEELONG E S WG ... *arr.*	...	9 38 / 9 54		...	...	12 0
dep.	...			...	...	
	127	**87** / **87**		**81**	**81**	**55**

NOTE :—No. 55 is to be made up in Arden Street Sidings with the train engine on the Macaulay end. The Arden Street pilot is to be placed on the Melbourne end for working the train through the Junction at North Melbourne. AUTHORITY IS GRANTED FOR THE PULL-PUSH MOVEMENT FROM ARDEN STREET SIDINGS TO MELBOURNE YARD. Superintendent of Melbourne Yards to arrange to have a suitable road available on the West Bank for the train to arrive. The Signalman at North Melbourne Junction and Arden Street are to confer and arrange that the train will be expedited through the Junction.

STATIONS	91 Light Engine Mon. to Fri.	105 Thro. Goods Sat.	123 Thro. Goods Sat. ‡	163 Thro. Goods Mon. to Fri. ‡	163 Thro. Goods Sat. ‡	123 Thro. Goods Mon. to Fri.	111 Thro. Goods Mn. to Fri. ‡	111 Goods Thro. Mn. to Fri. ‡
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELB. YARD W G ... *dep.*	...	8 15	10 0	...	...	10 5	...	10 45
North Melbourne	7 30	...	...	...	...	...	...	...
FOOTSCRAY GOODS ... *dep.*	...	...	...	...	...	...	10 0	...
Weighbridge Junction ... *arr.*	...	...	...	...	...	...	10 40	...
dep.	...	...	...	...	...	...	11 0	...
South Kensington ○	7 40	8 32	10 15	...	...	10 45	11 5	
Maribyrnong River Junction	...	...	...	...	...	...	...	
Footscray	7 44	8 37	10 20	...	...	10 50	11 10	
Seddon	...	...	...	...	...	...	...	
Yarraville	...	...	...	...	...	...	...	
Spotswood	...	...	...	...	...	...	...	
Newport ... ... *arr.*	7 54	...	...	...	...	...	11 20	
	Thro. Goods							
dep.	8 55	8 48	10 30	10 45	10 45	11 0	11 52	
Newport South Junction *arr.*	...	...	...	...	...	...	...	
dep.	8 58	8 50	10 32	10 48	10 48	11 3	11 56	
Austral Meat Siding N C ...	...	...	...	...	...	...	...	
Mobil Oil Co's. Siding N C ...	...	...	...	...	...	...	...	
Paisley N C	...	...	...	...	...	...	...	
Petroleum Refineries Siding NC	...	...	...	...	...	...	Tue to Sat.‡	
S.E.C. Siding N C	...	...	...	...	...	...	...	
B.P. Oil Siding N C	...	...	...	...	...	...	...	
Rock (Crossing Loop) *arr.*	9 5	...	...	...—78	...	...	A.M.	
dep.	9 9—68	...	...	10 55	...	11 12–78	...	
Galvin N C	...	...	...	...	...	...	...	
Laverton ○ ... ... *arr.*	9 17	...	...	...—92	...	...—92	...	
dep.	9 36—76	9 2	10 45	11 1	11 1	11 21	12 15–100	
	Mn. to Thur. | **Fri.**							
Aircraft N C	...	...	...	...	...	...	...	
Aircraft Siding N C	...	...	...	...	...	...	...	
Drome (Crossing Loop) *arr.*	... | 9 44 —90	9 9 –170	...	...	...	11 29 –100	12 24 –132	
dep.	... | 9 51	9 22	...	...	...	11 34 –132	12 28	
arr.	9 55 | 10 4	9 35	...	...	...	11 49	12 43	
	–99, 78 –94, 92	–100		–100		Tue. to Sat. A.M.		
WERRIBEE W ... *dep.*	10 36	9 53	11 2	11 18	11 18	12 6	12 53–152	
Werribee Racecourse N C ...	...	...	...	...	...	... 107	...	
Manor ○ ... ... *arr.*	10 49 –100	...	...	11 30 –132	...	12 23 –152	... –184	
dep.	11 2	10 6	11 14	11 39	11 30	12 32	1 10	
arr.	11 15	...	...	11 52	...	12 49	1 25–96	
Little River ○	–132			Tue. to Sat. ‡ A.M.		184		
dep.	11 28	10 17	11 25	12 21	11 41	12 58	1 43	
arr.	...	...	...	... 152, 107	...	1 15	...	
Lara	–152			–184		—96	—80	
dep.	11 42	10 29	11 37	12 35	11 53	1 20	2 0	
arr.	–184	...	...	...	Sun. ‡	...	...–180	
Corio					A.M.			
dep.	11 51	10 38	11 46	12 44	12 2	1 33	2 11	
Shell Co's. Siding N C ...	...	...	...	...	...	...	...	
Distiller's Siding N C	...	...	...	...	...	...	...	
North Shore	...	...	...	...	...	...	...	
Ford's Siding N C	...	...	...	...	...	...	...	
I.H.C. Siding N C	...	...	...	...	...	...	...	
North Geelong "A" Box ...	...	...	...	...	...	...	...	
North Geelong Yard W *arr.*	11 59	10 46	11 54	12 52	12 10	1 45	2 23	
dep.								
North Geelong	...	...	...	...	...	...	...	
GEELONG E S W G ... *arr.*	...	...	...	...	...	...	...	
dep.	...	...	...	...	...	...	...	
	91	**105**	**123**	**163**	**163**	**123**	**111**	

Up.

STATIONS		96 Fast Goods Tue. to Sat.	80 Thro. Goods Tue. to Sat.	180 Engine & Brake Van Tue. to Sat.	180 Engine & Brake Van Mon. ‡	162 Thro. Goods Tue. to Sat. ‡	160 Thro. Goods Tue. to Sat. ‡	156 Thro. Goods Tue. to Sat.	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
GEELONG E S W G ...	*arr.*	12 20**B**	...	...	...	...	...	...	...
	dep.	12 50	1 30	...	...	...	...	...	...
North Geelong		12 56	1 36	...	...	...	...	...	...
North Geelong Yard W ...		...	...	1 20	2 0	2 30	3 0	...	...
North Geelong "A" Box ...		...	...	...	...	...	...	4 0	...
I.H.C. Siding N C		...	...	...	...	...	...	...	...
Ford's Siding N C ...	*arr.*	...	...	1 30	2 10	...	...	...	...
	dep.	...	...	Thro. Goods 2 0	Thro. Goods 3 0	...	...	...	...
North Shore		...	...	...	...	...	...	...	...
Distiller's Siding N C ...	*dep.*	...	...	...	...	...	...	...	...
Shell Co's. Siding N C ...		...	...	...	...	...	...	...	...
Corio	*arr.*	...	...	2 7 —111	...	...	...	...	...
	dep.	1 6 —123	1 46	2 14	3 10	2 41	3 11	4 11	...
Lara	*arr.*	1 15—	1 55 —111	...	...	2 50 —151	3 20 —153	... —185	...
	dep.	1 23	2 3	2 25	3 19	3 0	3 37	4 20	...
Little River ○	*arr.*	... —111	... —151	... —151	...	... —153	... —185	... —187	...
	dep.	1 40	2 20	2 40	3 34	3 17	3 54	4 35	...
Manor ○	*arr.*	... —151	2 31 —153	... —153	...	... —185	... —187	...	...
	dep.	1 51	2 39	2 51	3 45	3 28	4 5	4 46	...
Werribee Racecourse N C ...		...	...	...	...	...	...	...	...
WERRIBEE W ...	*arr.*	...	... —185	... —185	...	... —187	4 16 —155	... —155	...
	dep.	2 2	2 52	3 2	3 56	3 39	4 36	4 57	...
Drome (Crossing Loop)	*arr.*	... —153	... —187	... —187	... —155	...	... —15	... —15	...
	dep.	2 10	3 0	3 10	4 4	...	4 45	5 5	...
Aircraft Siding N C		...	...	...	...	...	...	...	...
Aircraft N C		...	...	...	...	...	...	...	...
Laverton ○	*arr.*	...	...	...	...	... —15	... —15	5 11 —15	...
	dep.	2 16	3 6	3 16	4 10	3 53	4 51	5 31	
Galvin N C		...	...	...	...	...	...	...	...
Rock (Crossing Loop)	*arr.*	... —185	...	...	...	3 58 —155	...	5 37 —75	...
	dep.	2 21	...	...	...	4 11	...	5 41	...
B.P. Oil Siding N C		...	...	...	...	...	...	...	...
S.E.C. Siding N C		...	...	...	...	...	...	...	...
Petroleum Refineries Siding N C		...	...	...	...	...	...	...	...
Paisley N C		...	...	...	...	...	...	...	...
Mobil Oil Co's. Siding N C ...		...	...	...	...	...	...	...	...
Austral Meat Siding N C ...		...	...	...	...	...	...	...	...
Newport South Junction	*arr.*	...	...	...—15	...	...	...	...	...
	dep.	2 28	3 18	3 28	4 22	4 20	5 3	5 50	...
Newport	*arr.*	2 31	3 21	3 31	4 25	...	...	5 53	...
	dep.	2 50	3 46	4 0	4 40	4 23	5 6	6 16	...
Spotswood		...	...	To	To	...	...	...	...
Yarraville		...	...	Upfield	Upfield	...	...	...	...
Seddon		...	...	via	via	...	...	...	...
Footscray		3 3	3 59	Albion	Albion	4 36	5 19	6 29	...
Maribyrnong River Junction ...		...	...	and	and	...	...	...	...
South Kensington ○		3 8	4 4	Somerton	Somerton	4 41	5 24	6 34	...
Weighbridge Junction	*arr.*	3 20	4 15	...	...	...	...	6 45	...
	dep.	3 45	4 40	...	...	...	...	7 10	...
North Melbourne		...	...	...	...	...	...	...	...
MELBOURNE YARD WG	*arr.*	4 5	5 0	...	...	5 25	6 0	7 30	...
		96	**80**	**180**	**180**	**162**	**160**	**156**	

From Warrnambool

From Ararat via Cressy

B. Arrive Geelong 12.35 a.m. Saturday.

STATIONS	166 Thro. Goods Tue. to Sat. ‡	24 Goods Mon.	24 Roadside Goods Tue. to Sat.	2 Thro. Goods Mon. to Sat. ‡	
	A.M.	A.M.	A.M.	A.M.	
GEELONG ES WG ... arr.	...	...	...	...	...
dep.	...	...	...	...	...
North Geelong	...	...	...	...	...
North Geelong Yard W ...	5 30	6 25	6 25	7 40	...
North Geelong "A" Box ...	...	...	...	...	...
I.H.C. Siding N C	...	...	...	...	...
Ford's Siding N C ... arr.	...	...	...	...	...
dep.	...	...	...	...	...
North Shore	...	...	...	...	...
Distiller's Siding N C ... arr.	...	...	6 35	...	...
dep.	...	...	7 5	...	...
Shell Co's. Siding N C ...	...	...	...	...	...
Corio ... ... arr.	...	...	—75	...	...
dep.	5 41	6 38	7 15	7 51	...
Lara ... ... arr.	...	6 50	7 27	8 0	...
	—155	—75	—28	–15, 31,	
dep.	5 50	7 5	7 48	9 10	...
Little River ○ ... ... arr.	...	7 27	8 10	... 7, 35	...
		–31,15,28	—31, 15, 7, 35		
dep.	6 5	8 18	9 4	9 27	...
Manor ○ ... ... arr.	6 16	8 34	9 21	...	...
	—75	—35			
dep.	6 23	9 0	9 26	9 38	...
Werribee Racecourse NC ...		...	...	...	...
	Sat. ‡ / Tue. to Fri.‡				
WERRIBEE W ... arr.	... / 6 36	9 17	9 43	9 49	...
	—15 / –27, 22, 31, 28 –15, 17, 18, 20	–157	—89, 43 32,38,164,2,39,157 –171, 37	–37, 89 –24, 157 –32, 39	
	Fri. ‡ / Tue. to Thur. ‡		Sat. / Tue. to Fri.		
dep.	6 46 / 8 5 / 8 5	9 34	11 19 / 11 48	10 23	...
Drome (Crossing Loop)... arr.	... / ... / 8 14	...	... / ...	...	...
	/ / -7,33,35		–171	—89	
dep.	... / 8 14 / 8 50	...	11 31 / ...	10 32	...
Aircraft Siding N C	... / ... / ...	...	... / ...	...	...
Aircraft N C	... / ... / ...	...	... / P.M.	...	...
Laverton ○ ... ... arr.	... / 8 20 / ...	9 55	11 40 / 12 9	...	...
	/ / –157	—39	P.M.–36 / —77	–171	
dep.	6 50 / 8 59 / 8 58	10 2	12 5 / 12 29	10 38	...
Galvin N C	... / ... / ...	...	... / ...	...	...
Rock (Crossing Loop) ... arr.	6 55–29 / ... / ...	...	... / ...	...	...
dep.	7 4 / ... / ...	...	... / ...	...	...
B.P. Oil Siding N C	... / ... / ...	...	... / ...	...	...
S.E.C. Siding N C	... / ... / ...	...	... / ...	...	...
Petroleum Refineries Siding NC	... / ... / ...	...	... / ...	...	...
Paisley N C	... / ... / ...	...	... / ...	...	...
Mobil Oil Co's. Siding NC ...	... / ... / ...	...	... / ...	...	...
Austral Meat Siding N C ...	... / ... / ...	...	... / ...	...	...
Newport South Junction arr.	... / ... / ...	...	... / ...	...	...
dep.	7 13 / 9 12 / 9 10	10 20	12 23 / 12 47	10 50	...
Newport ... ... arr.	7 16 / 9 15 / 9 13	10 23	12 26 / 12 50	...	...
dep.	8 42 / 10 10	10 35	1 0 / 1 10	10 53	...
Spotswood	... / ...	...	... / ...	...	...
Yarraville	... / ...	...	... / ...	...	...
Seddon	... / ...	...	... / ...	...	...
Footscray	8 55 / 10 25	10 48	1 13 / 1 27	11 6	...
Maribrynong River Junction ...	... / ...	...	... / ...	...	...
South Kensington ○	9 0 / 10 30	10 53	1 18 / 1 32	11 11	...
North Melbourne	... / ...	...	... / ...	...	...
Weighbridge Junction... arr.	9 10 / 10 40	11 0	1 30 / 1 40	...	...
dep.	9 35 / 11 5	11 25	1 55 / 2 5	...	...
MELBOURNE YARD WG arr.	9 55 / 11 30	11 50	2 15 / 2 30	11 35	...
	166 / 166	24	24 / 24	2	

Up

STATIONS	164 Thro. Goods Mon. to Sat. ‡	36 Thro. Goods Sat. ‡	36 Thro. Goods Mon. to Fri. ‡	40 Thro. Goods Sat.	40 Thro. Goods Mon. to Fri.	46 Thro. Goods Sat. ‡	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
GEELONG E S W G ... arr.	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...
North Geelong	...	...	...	...	...	...	...
North Geelong Yard W ...	9 30	10 0	10 0	11 0	11 0	11 30	...
North Geelong "A" Box ...	...	...	...	...	...	...	...
I.H.C. Siding N C	...	...	...	...	...	...	...
Ford's Siding N C	...	...	...	...	...	...	...
North Shore	...	...	...	...	...	...	...
Distiller's Siding N C ... arr.	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...
Shell Co's. Siding N C ...	...	...	...	...	...	...	...
Corio ... ... arr.	...	...—15	...—15	...	...	...	...
dep.	9 41	10 11	10 11	11 11	11 11	11 41	...
Lara ... ... arr.	... —15	10 20 —37	10 20 –39, 38	11 20 –157	...	11 50–89 P.M.	...
dep.	9 50	10 38	11 2	11 26	11 20	12 3	...
Little River ○ ... ... arr.	...	10 55 –157, 38	...–157	...—89	11 35-89 –77 –157, 171 P.M.	... –171	...
dep.	10 5	11 8	11 19	11 43	12 57	12 20	...
Manor ○ ... ... arr.	10 16 –157, 39	11 21–89	11 30–89 –43, 171 P.M.	11 54 –171 P.M.	1 10 –47 43, 42	...	...
dep.	10 36	11 33	12 7	12 5	1 34	12 31	...
Werribee Racecourse N C ...	...	...	...	...	...	...	...
WERRIBEE W ... arr.	...	...–171	12 20–77	...	...	12 42–45	...
dep.	10 49–89,24	11 46	12 39–42	12 18	1 47	1 8–44	...
Drome (Crossing Loop)... arr.	...–171	...	...	...	... 159	1 17	...
dep.	10 58	...	...	...	...	1 25	...
Aircraft Siding N C	...	...	...	...	...	... 159	...
Aircraft N C	Sat. ‡ | Mon. to Fri. ‡	...	...	...	...	...	...
Laverton ○ ... ... arr.	... 11 4 –38, 43	... —24	12 54–47 –159	12 32 —45	... —49	... —49	...
dep.	11 4 | 11 34	12 0	1 19	12 49	2 1	1 33	...
Galvin N C	... | ...	...	...	...	...	...	...
Rock (Crossing Loop) ... arr.	... | ...	... P.M.	1 25 —49	12 55 –159	2 6 –169	... —49	...
dep.	... | ...	...	1 39	12 58	2 10	1 38	...
B.P. Oil Siding N C	... | ...	...	...	...	...	...	...
S.E.C. Siding N C	... | ...	...	...	...	...	...	...
Petroleum Refineries Siding NC	... | ...	...	...	...	...	...	...
Paisley N C	... | ...	...	...	...	...	...	...
Mobil Oil Co's. Siding N C ...	... | ...	...	...	...	...	...	...
Aultral Meat Siding N C ...	... | ...	...	...	...	...	...—51	...
Newport South Junction arr.	... | ...	...	...	...	...	...	...
dep.	11 15 | 11 47	12 12	1 48	1 7	2 19	1 45	...
Newport ... ... arr.	11 18 | ...	12 15	...	1 10	2 22	1 48	...
dep.	11 36 | 11 50	12 28	1 51	1 46	2 40	2 2	...
Spotswood	... | ...	...	...	...	...	...	...
Yarraville	... | ...	...	...	...	...	...	...
Seddon	... | P.M.	...	...	...	...	...	...
Footscray	11 49 | 12 7	12 41	2 8	1 59	2 53	2 18	...
Maribyrnong River Junction ...	... | ...	...	...	...	...	...	...
South Kensington ○	11 54 | 12 12	12 46	2 13	2 4	2 58	2 23	...
Weighbridge Junction arr.	... | ...	...	...	2 15	3 10	...	...
dep.	... | ...	...	...	2 40	3 35	...	...
North Melbourne	P.M. | ...	...	...	...	...	...	...
MELBOURNE YARD WG arr.	12 30 | 12 45	1 10	2 50	3 0	4 0	3 15	...
	164 | 164	36	36	40	40	46	

Up.

STATIONS	46 Thro. Goods Mon. to Fri. ‡	86 Thro. Goods Sat. ‡	88 Thro. Goods Sat. ‡	26 Thro. Goods Sat.	168 Thro. Goods Sat. ‡	182 Thro. Goods Mon. to Fri. ‡	
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
GEELONG E S W G ... *arr.*	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...
North Geelong	...	...	...	...	...	...	...
North Geelong Yard W ...	11 50	12 30	2 0	3 0	5 20	6 5	...
North Geelong "A" Box ...	...	...	...	...	...	...	...
I.H.C. Siding N C	...	...	...	...	...	...	...
Ford's Siding N C	...	...	...	...	...	...	...
North Shore	...	...	...	...	...	...	...
Distiller's Siding N C ... *arr.*	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...
Shell Co's. Siding NC ...	...	...	...	...	...	...	...
	P.M.						
Corio ... ... *arr.*	12 1	...	...	...	...	...	...
	–157						
dep.	12 26–**43**	12 41	2 11	3 11	5 31	6 16	...
						Mon. to Thur. ‡ / Fri. ‡	
arr.	12 37–**89**	12 50	...	...	...	... / 6 25	...
Lara	**–171**	**–171, 45**	**–159**	**–169**			**–73, 70**
dep.	1 7–**77**	1 33	2 20	3 20	5 40	6 25 / 6 48	...
arr.	1 24	1 50	2 35	...	...	... / 7 5	...
Little River ○	**—47**	**–159**	**–169, 49**	**—51**			**—79**
dep.	1 43	2 1	2 49	3 35	5 55	6 40 / 7 14	...
arr.	...	2 14	...	...	...	6 51 / ...	...
Manor ○		**—49**	**—51**			**—79**	
dep.	1 56	2 19	3 12	3 46	6 6	7 5 / 7 27	...
Werribee Racecourse N C ...	...	...	...	...	...	... / ...	...
arr.	...	2 32	...	...	6 17	... / 7 38	...
WERRIBEE W ...	**–159**	**–51, 169**			**–64, 73** **–83, 84**		**–161, 90**
dep.	2 7	2 48	3 23	3 57	7 16	7 18 / 8 1	...
arr.	...	...	...	...	...	7 26 / ...	...
Drome (Crossing Loop)...						**–161** / **—87**	
dep.	...	...	...	...	...	7 38 / 8 10	...
Aircraft Siding N C	...	...	...	...	...	... / ...	...
Aircraft N C	...	...	...	...	...	... / ...	...
arr.	...	...	...	...	...	7 46 / ...	...
Laverton ○	**—49**				**–161**	**–90, 87**	
dep.	2 21	3 3	3 37	4 11	7 31	8 17 / 8 16	...
Galvin N C	...	...	...	...	...	... / ...	...
arr.	...	...	...	...	...	8 23 / 8 21	...
Rock (Crossing Loop)	**–169**						
dep.	2 26	...	...	...	...	8 26–**81**	...
B.P. Oil Siding N C	...	...	...	...	...	...	...
S.E.C. Siding N C	...	...	...	...	...	...	...
Petroleum Refineries Siding NC	...	...	...	...	...	...	...
Paisley N C	...	...	...	...	...	...	...
Mobil Oil Co's. Siding N C ...	...	...	...	...	...	...	...
Austral Meat Siding N C ...	...	...	...	...	...	...	...
arr.	...	...	...	...	...	...	...
Newport South Junction *dep.*	2 33	3 15	3 53	4 23	7 43	8 35	...
arr.	2 36	...	3 56	4 26	7 46	...	...
Newport ... ... *dep.*	3 14	3 18	4 0	4 38	8 1	8 38	...
Spotswood	...	...	...	...	...	...	...
Yarraville	...	...	...	...	...	...	...
Seddon	...	...	...	...	...	...	...
Footscray	3 27	3 31	4 13	4 52	8 14	8 55	...
Maribyrnong River Junction ...	...	...	...	...	...	...	...
South Kensington ○	3 32	3 36	4 18	4 57	8 19	9 0	...
North Melbourne	...	...	...	...	...	...	...
MELBOURNE YARD WG *arr.*	4 15	4 10	4 45	5 30	8 45	9 45	...
	46	**86**	**88**	**26**	**168**	**182**	

Up.

STATIONS	68 Thro. Goods Mon. to Fri.	68 Thro. Goods Sat.	76 Thro. Goods Mon. to Fri.	170 Through Goods Sat. ‡	78 Thro. Goods Mon. to Fri. ‡	100 Through Goods Sat. ‡
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
GEELONG E S W G ... arr.	...	...	...	...	...	...
dep.	...	...	...	...	...	8 30
North Geelong	...	...	...	...	...	8 36
North Geelong Yard W arr.	...	...	...	...	...	From Waurn Ponds
dep.	6 40	6 40	7 40	8 0	8 5	
North Geelong "A" Box ...	...	...	...	...	...	
I.H.C. Siding N C	...	...	...	...	...	
Ford's Siding N C	...	...	...	...	...	
North Shore	...	...	...	...	...	
Distiller's Siding N C	...	...	...	...	...	
Shell Co's. Siding N C ...	...	...	...	...	...	
Corio ... ... arr.	...–73	6 51	...	...	...	
dep.	6 54	7 18 73, 90	7 54	8 11	8 16	8 46
Lara ... ... arr.	7 6 –79, 90	7 19 —83 73, 90	...	...	... 161, 87	8 55 –161
dep.	7 46	7 40	8 6	8 20	8 25 161, 87	9 1
Little River ○ ... ... arr.	...	...	...	8 35 161	8 40	9 18
dep.	8 8	7 57	8 26	8 49	9 7	9 26 127
Manor ○ ... ... arr.	–161		–161, 87	–127	9 20—81	... —81
dep.	8 24	8 8	8 56	9 2	Mon. to Thur. ‡ 9 32 / Fri. ‡ —90 9 45	9 39
Werribee Racecourse N C ...	...	...	...	...	... ...	...
WERRIBEE W ... arr.	...—87	...–161	...	...—81	9 45 9 58	...–105
dep.	8 37	8 19	9 13—81	9 13	10 15	9 50
Drome (Crossing Loop)... arr.	... —81	... –127	... —55	... –105	... 55, 91, 99	...
dep.	8 48	8 27	9 24	9 21	10 24	...
Aircraft Siding N C	...	...	...	...	...	...
Aircraft N C	...	...	...	...	...	...
Laverton ○ ... ... arr.	... —55	... —81	... —91	...	10 30 —94	...
dep.	8 57	8 33	9 33	9 27	10 41	10 4
Galvin N C	...	...	...	...	...	...
			Mon. to Thur. / Fri.			
Rock (Crossing Loop) ... arr.	9 4–91	...	9 41 / 9 41–99	...	10 47–163	...
dep.	9 8	...	9 52 / 10 6–90	...	11 13–123	...
B.P. Oil Siding N C	...	...	... / ...	...	...	...
S.E.C. Siding N C	...	...	... / ...	...	...	...
Petroleum Refineries Siding NC	...	...	... / ...	...	...	...
Paisley	...	...	... / ...	...	...	...
Mobil Oil Co's. Siding N C ...	...	...	... / ...	...	...	...
Austral Meat Siding N C ...	...	...	... / ...	...	...	...
Newport South Junction arr.	...	...	... / ...	...	...	...
dep.	9 20	8 45	10 5 / 10 18	9 39	11 22	10 16
Newport ... ... arr.	9 23	...	10 8 / ...	...	...	...
dep.	9 35	8 48	10 15 / 10 21	9 42	11 25	10 21
Spotswood	...	...	... / ...	...	...	...
Yarraville	...	...	... / ...	...	...	...
Seddon	...	...	... / ...	...	...	...
Footscray	9 48	9 1	10 30 / 10 34	9 55	11 38	10 34
Maribyrnong River Junction ...	...	...	... / ...	...	...	...
South Kensington ○	9 53	9 6	10 35 / 10 39	10 0	11 43	10 39
North Melbourne	...	...	... / ...	...	...	...
					Tue. to Sat. ‡ A.M.	
MELBOURNE YARD WG arr.	10 30	9 40	11 0 / 11 0	10 30	12 30	11 10
	68	68	76 / 76	170	78	100

STATIONS		92 Thro. Goods Mon. to Fri.	100 Thro. Goods Mon. to Thur.	100 Thro. Goods Fri.	132 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	184 Thro. Goods Mon. to Fri. ‡		
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
GEELONG E S W G ...	*arr.*	...	7 45	8 10	...	...	...	...	...
	dep.	9 30	8 25	8 50	...	From	...	...	...
North Geelong		9 36	8 31	8 56	...	Ballarat	...	...	...
North Geelong Yard W	*arr.*	...	8 35	9 0	...	...	...	...	...
	dep.	...	9 50		10 10	...	11 30	...	...
North Geelong " A " Box ...		...	...		...	11 10	...	...	...
I.H.C. Siding N C		...	...		...	...	...	...	...
Fords Siding N C		...	...		...	...	...	...	...
North Shore		...	...		...	...	...	...	...
Distiller's Siding N C		...	...		...	...	...	...	...
Shell Co's. Siding N C ...		...	...		...	...	...	...	...
Corio	*arr.*	...—87	...		10 21 (81)	...	11 41 (91)	...	...
	dep.	9 47	10 1		10 40	11 21	11 54	...	...
							Tue. to Sat. ‡ A.M.		
Lara	*arr.*	...	10 10 (81)		10 51 (55)	11 30 (91)	12 5	...	...
	dep.	9 56	10 31		11 8	11 45	12 38 (107, 163)	...	...
						Tue. to A.M. Sat.			
Little River ○	*arr.*	...	...		...	12 2	...	...	...
		—81	—55		—91	–163, 107	–123		
	dep.	10 11	10 48		11 25	12 16	12 55	...	...
Manor ○	*arr.*	...—55	...—91		...–163	...–123	1 6 (111)	...	...
	dep.	10 22	10 59		11 36	12 29	1 13	...	...
Werribee Racecourse N C ...		...	...		... (123)	...	... (111)	...	...
	arr.	...	11 10		11 47 (123)	12 40	1 26	...	...
WERRIBEE W ...		—91	—163	From Waurn Ponds	–107, 109 Tue. to Sat. ‡ A.M.	–111	–151		
	dep.	10 33	11 21		12 18	12 46	1 36	...	...
Drome (Crossing Loop)	*arr.*	...	11 30		... (111)	...	...	...	...
	dep.	...	11 33–123 (107, 109)		12 27	...	...	...	...
Aircraft Siding N C		...	...		...	...	...	...	...
Aircraft N C		... (163)	...		...	...	... (153)	...	...
Laverton ○	*arr.*	10 47 (163)	11 41 (107, 109)		...	...	... (153)	...	...
		–123	Tue. to Sat. A.M.						
	dep.	11 24	12 18–111		12 33	1 1	1 51	...	...
Galvin N C		...	...		...	...	...	...	...
Rock (Crossing Loop)	*arr.*	...	...		...	1 6 (151)	...	...	...
	dep.	...	...		...	1 11	...	...	...
B.P. Oil Siding N C		...	...		...	...	...	...	...
S.E.C. Siding N C		...	...		...	...	...	...	...
Petroleum Refineries Siding NC		...	...		...	...	...	...	...
Paisley N C		...	...		...	...	...	...	...
Mobil Oil Co's. Siding N C ...		...	...		...	...	...	...	...
Austral Meat Siding N C ...		...	...		...	...	... (185)	...	...
Newport South Junction ...		11 37	12 31		12 45	1 20	2 3	...	...
Newport	*arr.*	...	...		12 48	...	...	...	...
	dep.	11 40	12 34		1 8	1 23	2 6	...	...
Spotswood		...	...		...	...	...	...	...
Yarraville		...	...		...	...	...	...	...
Seddon		...	...		...	...	...	...	...
Footscray		11 53	12 47		1 21	1 36	2 19	...	...
Maribyrnong River Junction		...	...		...	...	...	...	...
South Kensington ○		11 58	12 52		1 26	1 41	2 24	...	...
		Tue. to A.M. Sat.							
Weighbridge Junction	*arr.*	12 10	...		...	1 55	...	...	...
	dep.	12 35	...		...	2 20	...	...	...
North Melbourne		...	...		...	...	...	...	...
MELBOURNE YARD WG	*arr.*	1 0	1 30		2 10	2 40	3 0	...	...
		92	100		132	152	184		

Down

Miles	STATIONS	1 Goods Tues. (Mon., Wed. to Sat.‡)	11 Goods Mon. to Fri.	5 Fast Goods Mon. to Sat.	23 Goods Tue., Fri. (Wed. ‡)	15 Goods Sat. ‡	77 Goods Mon., Wed., Fri. (Thur. ‡)	113 Goods Wed. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
45	**GEELONG** E S W G ... ... *arr.*	...	...	...	...	...	...	
	dep.	...	...	1 0	...	...	...	...
46¼	South Geelong E S	...	...	1 6	...	...	...	...
47¾	Geelong Racecourse Plat. N C ...	...	...	...	...	...	...	...
54½	Waurn Ponds (Victoria Portland) Cement Coy.Sdg. N C E S (See note page 113) ...	...	...	...	...	...	...	...
60	*Moriac* ○ E S ... ... *dep.*	...	...	1 53	...	...	...	...
70¾	*Winchelsea* ○ E S W ... ... *arr.*	...	...	...	...	...	...	...
	(See page 113) *dep.*	...	...	2 22	...	...	...	...
83½	Birregurra E S ... ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	3 0	...	...	...	...
93½	Irrewarra Ballast Siding N C	...	...	...	...	...	...	...
93¾	Shell Co's. Siding N C	...	...	...	...	...	...	...
95	Esso Mobil and BP. Co's. Siding N C ...	...	...	...	...	...	...	...
95½	**COLAC** E S W ... ... *arr.*	...	...	3 33	...	...	...	...
	dep.	...	...	3 43	...	...	...	...
104½	*Pirron Yallock* ○ E S ... ... *arr.*	...	...	...	...	...	...	...
	(See page 113) *dep.*	...	...	4 8	...	...	...	...
113¾	*Pomborneit* ○ E S ... ... *arr.*	...	...	...	...	...	...	...
	(See page 113) *dep.*	...	...	4 30	...	...	...	...
117¾	Weerite (See page 113) N C ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
	arr.	...	...	4 52	...	...	...	...
123¼	**CAMPERDOWN** E S W... ...						–7,7A, 38,72	
	dep.	...	...	5 30	...	6 30	8 45	...
123½	Camperdown Oil Siding N C	...	...	...	...	...	...	...
123¾	Cattle Siding N C...	...	...	...	...	...	...	...
127¼	Timboon Junction N C E S ... *arr.*	...	...	...	...	...	8 55	...
	(See page 113) *dep.*	...	...	...	...	...	9 0	...
131½	*Boorcan* ... *arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
	arr.	...	...	6 2	...	7 2	...	...
137¼	Terang E S					—38		
	de .	...	...	6 27	...	8 21	...	...
138½	Mortlake Junction N C E S ... *arr.*	...	...	...	...	8 26	...	...
	(See page 113) *dep.*	...	...	...	...	8 31	To Timboon	...
144½	*Garvoc* (See page 113) ... ... *arr.*	...	...	...	...	...		...
	dep.	...	...	...	...	...		...
150¾	*Panmure* ○ E S... ... ... *arr.*	...	...	...	...	To		...
	(See page 113) *dep.*	...	...	7 7	...	Mort-		...
159	Allansford E S (See page 113) *arr.*	...	...	7 26	...	lake		...
	dep.	...	...	7 52–38	...	...	...	...
164½	Caltex Siding N C	...	...	...	...	...	...	...
166	**WARRNAMBOOL** E S W ... *arr.*	...	...	8 11–44	—32	...	...	...
	dep.	5 20	6 15		10 0	...	...	11 0
167	Cattle Siding N C	...	...	...	...	...	...	...
168¾	Shell Coy's Siding N C	...	...	...	...	...	...	...
169	Dennington N C...	...	6 25	...	...	...	...	...
172	*Illowa* ○ E S (See page 113) *arr.*	...		...	10 18	...	...	...
	dep.	5 38	...	...	10 33	...	...	11 18
	arr.	5 58	...	...	10 53	...	...	11 38
175½	Koroit E S W							P.M-
	dep.	6 30	...	...	11 33	...	...	12 8
					P.M.			
185¾	Glaxo Siding N C ... ... *arr.*	To	...	...	12 0	...	...	To
	dep.	Hamilton	...	...	12 20	...	...	Penshurst
186½	**PORT FAIRY** E S W ... ... *arr.*	...	...	...	12 25	...	...	...
		1	11	5	23	15	77	113

Down.

STATIONS	7 A Roadside Goods Mon. (Tue. to Sat. ‡)	7 Through Goods Tue. to Sat. (Mon. ‡)	21 Roadside Goods Tue. to Fri. (Mon., Sat. ‡)	75 Goods Tue. (Fri. ‡)	103 Goods Mon. to Sat. ‡	115 Goods Mon. to Sat. ‡
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
GEELONG E S W G ... arr.	...	...	...	...	...	...
dep.	2 0	2 30	3 45	...	5 30	...
South Geelong E S	2 6	2 36	3 51	...	5 36	...
Geelong Racecourse Plat. N C ...	...	...	...	...	...	...
Waurn Ponds (Victorian Portland Cement Coy. Siding) N C E S (See note page 113) arr.	2 38	...	4 23	...	6 8	...
dep.	2 58	...	4 43	...		...
Moriac ○ E S ... ... arr.	3 10	...	4 55	...	...	...
dep.	3 25	3 23	5 10	...	...	...
Winchelsea ○ E S W ... arr.	3 56	...	5 41	...	...	...
(See page 113) dep.	4 16	3 52	6 6	...	...	...
Birregurra E S ... ... arr.	4 56	...	6 46	...	...	...
dep.	5 16	4 30	7 6	...	...	...
Irrewarra Ballast Siding N C ...	...	...	...	...	...	...
Shell Co's. Siding N C	...	...	...	...	...	...
Esso Mobil and BP. Co's. Siding N C	...	...	...	...	...	...
COLAC E S W ... ... arr.	5 52	5 3	7 42	...		...
dep.	6 30	5 50	8 30	...		...
Pirron Yallock ○ E S ... arr.	6 52	...	8 55	...		...
(See page 113) dep.	7 7	6 15	9 7—**38**	...		...
Pomborneit ○ E S ... ... arr.	7 29	...	9 31	...		...
(See page 113) dep.	7 39	6 37	9 44—**72**	...		...
Weerite (See page 113) N C arr.	7 49	...	9 54	...		...
dep.	7 59	...	10 4	...		...
arr.	8 15	6 59	10 20 —**44, 75**	...		...
CAMPERDOWN E S W ...	**Roadside Goods Mon. to Fri.** (Sat. ‡) —**38, 77, 72**			—**21, 44**		
dep.	9 5		...	10 50	...	...
Camperdown Oil Siding N C ...	...		...	...	...	...
Cattle Siding N C	...		...	...	...	...
Timboon Junction N C E S arr.	...		...	...	...	...
(See page 113) dep.	...		...	...	...	...
Boorcan ... arr.	9 24		...	...	...	...
dep.	9 44		...	...	...	...
arr.	10 3		...	11 25 —**35, 80**	...	...
Terang E S				P.M.		
dep.	11 0—**44, 80**		...	12 40	...	...
Mortlake Junction N C E S arr.	...		...	12 45	...	...
(See page 113) dep.	...		...	12 50	...	...
Garvoc (See page 113) ... arr.	11 13		...	To	...	...
dep.	11 23		...	Mortlake	...	...
arr.	11 38		...	...	...	...
Panmure ○ E S ... ... (See page 113)						
dep.	11 58		...	...	...	...
	P.M.					
Allansford E S (See page 113) arr.	12 20		...	...	...	...
dep.	1 0—**35**		...	...	...	...
Caltex Siding N C	...		...	...	...	...
WARRNAMBOOL E S W ... arr.	1 21—**82, 115**		...	...	...	—**82, 7**
dep.			...	...	...	1 30
Cattle Siding N C	...		...	...	...	...
Shell Coy's Siding N C	...		...	...	...	...
Dennington N C	...		...	...	...	...
Illowa ○ E S (See page 113) ...	...		...	...	...	1 48
Koroit E S W ... ... arr.	...		...	...	...	2 8 — **108, 84, 104**
dep.	...		...	...	...	3 0
Glaxo Siding N C	...		...	...	...	To
PORT FAIRY E S W ... arr.	...		...	...	...	Hamilton
	7 A/7		**21**	**75**	**103**	**115**

Not to run when 7 runs

Not to run when 7A runs

Not to run when 87 runs

Mile	STATIONS		87 Goods Mon. to Sat.‡	25 Goods Wed. (Mon.‡)	79 Goods Mon. to Fri.	83 Thro. Goods Mon. to Fri.‡	89 Pilot Mon. to Fri.	97 Goods Mon. to Fri.	97 Goods Sat.‡	117 Goods Tue. to Sat.‡
			A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
45	**GEELONG** E S W G ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	5 30	7 0	...	11 30	2 5	4 45	5 10	...
		arr.	...	7 6	...	...	2 11	...–84	...	...
46¼	South Geelong E S ...						—72 Mon., Wed., Fri.			
		dep.	5 36	7 56	...	11 36	3 30	4 51	5 16	...
47¾	Geelong Racecourse Platform N C		...	...	...	...	...	... 58	... 80	...
54½	Waurn Ponds (Victoria Portland Cement Coy.Sdg.) NCES (See note page 113)	*arr.*	...	...	...	...	...	5 20	5 45	...
		dep.	...	...	...	P.M.	...	...	...	...
60	*Moriac* ○ E S	*arr.*	...	...	...	...	...	...	...	...
		dep.	6 23	...	...	12 23	...	...	...	...
70¾	*Winchelsea* ○ E S W ...	*arr.*	6 52	To	...	12 52	...	...	...	...
	(See page 113)	*dep.*	7 12	Q'cliff	...	1 12 72	...	...	...	...
		arr.	7 52	...	...	...–44	...	...	...	...
83½	Birregurra E S	*dep.*	8 12	...	...	1 52	...	...	...	...
93½	Irrewarra Ballast Siding N C ...		...	...	...	...	...	...	...	...
93¾	Shell Co.'s Siding N C		...	...	...	...	...	...	...	...
95	Mobil, Esso and B.P. Co's. Siding N C		...	...	...	...	...	...	...	...
		arr.	8 48 38	...	...	2 25 58	...	...	...	...
95¼	**COLAC** E S W	*dep.*	9 30 72	...	...	2 40	...	...	...	...
104½	*Pirron Yallock* ○ E S ...	*arr.*	9 55	...	...	3 5 80	...	...	...	...
	(See page 113)	*dep.*	10 7	...	...	3 40	...	...	...	...
113¾	*Pomborneit* ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
	(See page 113)	*dep.*	10 33	...	...	4 4	...	...	...	...
117¾	Weerite (See page 113) N C ...		...	...	...	...	...	...	...	...
		arr.	10 55	...	...	4 26	...	...	...	...
123¼	**CAMPERDOWN** E S W ...		Mon. to Fri. ‡ –44, 35 –58, 80 P.M.							
		dep.	1 25	...	...	...	...	...	...	...
123¼	Camperdown Oil Siding N C ...		...	...	...	...	...	...	...	...
123¾	Cattle Siding N C...		...	...	...	...	...	...	...	...
127¼	Timboon Junct. N C E S (See page 113)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
131¼	*Boorcan*	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
137¼	Terang E S	*arr.*	1 57	...	...	...	...	...	...	...
		dep.	2 17	...	...	...	...	...	...	...
138¼	Mortlake Junct. N C E S (See page 113)	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
144½	*Garvoc* (See page 113)		...	...	...	...	...	...	...	...
150¾	*Panmure* ○ E S	*arr.*	...	...	...	...	...	...	...	...
	(See page 113)	*dep.*	2 47	...	...	...	...	...	...	...
159	Allansford E S	*arr.*	...	...	...	...	...	...	...	...
	(See page 113)	*dep.*	3 6	...	...	...	...	...	...	... 96, 90
164½	Caltex Siding N C		... 90	...	... 108	...	...	...	...	...
166	**WARRNAMBOOL** E S W	*arr.*	3 25	...	...	...	...	...	...	...
		dep.		...	4 20	...	...	...	...	5 45
167	Cattle Siding N C...		...	...	...	...	...	...	...	...
168¾	Shell Coy's Siding N C		...	...	...	...	...	...	...	...
169	Dennington N C		...	...	4 30	...	...	...	...	...
172	*Illowa* ○ E S	*arr.*	...	...		...	...	...	...	... 116, 114
	(See page 113)	*dep.*	...	...	...	...	...	...	...	6 3
175½	Koroit E S W	*arr.*	...	...	...	...	...	...	...	6 23
		dep.	...	...	...	...	...	...	...	6 45
185¾	Glaxo Siding N C		...	...	...	...	...	...	...	To
186½	**PORT FAIRY** E S W ...	*arr.*	...	...	...	...	...	...	...	Hamilton
			87	25	79	83	89	97	97	117

To Cheetham Siding

UP

STATIONS		106 Goods Mon. to Sat. ‡	52 Goods Mon to Fri.	74 Goods Wed. (Mon.‡)	72 Goods Mon. to Sat. ‡	44 Thro. Goods Mon. to Fri. ‡	84 Pilot Mon., Wed., Fri.
		A.M.	A.M.	P.M.	A.M.	A.M.	P.M.
PORT FAIRY E S W	*dep.*	...	...	...	...	...	...
Glaxo Siding N C	...	...	...	...	...	...	...
Koroit E S W	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Illowa ○ E S (See page 113)		...	...	...	...	...	...
Dennington N C		...	7 45	...	...	...	...
Shell Co.'s Siding N C		...	...	...	...	...	...
Cattle Siding N C		...	...	...	...	...	...
WARRNAMBOOL E S W ...	*arr.*	...	7 55	...	...	...	...
	dep.	...	...	...	...	—5 8 15	...
Caltex Siding N C		...	...	...	...	...	...
Allansford E S	*arr.*	...	...	...	...	...	...
(See page 113)	*dep.*	...	...	...	...	8 35	...
Panmure ○ E S...	*arr.*	...	...	...	...	...	...
(See page 113)	*dep.*	...	...	...	...	8 58	...
Garvoc (See page 113)	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Mortlake Junction N C E S ...	*arr.*	...	...	...	...	...	...
(See page 113)	*dep.*	...	...	...	...	...	...
Terang E S	*arr.*	...	...	...	...	9 34	...
	dep.	...	...	...	...	10 8—7	...
Boorcan	*arr.*	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
Timboon Junction N C E S ...	*arr.*	...	...	From Queenscliff	... —77,7A,7,38	...	...
(See page 113)	*dep.*	...	...		...	...	...
Cattle Siding N C		...	...		...	...	...
Camperdown Oil Siding N C		...	...		...	...	...
CAMPERDOWN E S W	*arr.*	...	...		...	10 45	...
						—87,21,35,75	
	dep.	...	...		9 0	11 45	...
Weerite (See page 113) N C ...	*arr.*	...	...		...	P.M.	...
	dep.	...	...		...	...	...
Pomborneit ○ E S	*arr.*	...	...	...	9 30	...	...
(See page 113)	*dep.*	...	...	...	9 39—21	12 15	...
Pirron Yallock ○ E S	*arr.*	...	...	...	...—87	...	...
(See page 113)	*dep.*	...	...	...	10 2	12 37	...
COLAC E S W	*arr.*	...	...	...	10 25 —35	1 0	...
	dep.	...	...	...	11 15	1 10	...
Esso, Mobil and B.P. Oil Co.'s Siding NC		...	...	...	...	...	...
Shell Co.'s Siding N C		...	...	...	...	...	...
Irrewarra Ballast Siding N C		...	...	...	...	...	...
Birregurra E S	*arr.*	...	...	...	...	1 45—83	...
	dep.	...	...	...	11 50	1 57	...
Winchelsea ○ E S W	*arr.*	...	...	...	P.M. 12 21—83	...	...
(See page 113)	*dep.*	...	...	...	12 57	2 29	...
Moriac ○ E S	*arr.*		...	...	...	...	...
	dep.	...	...	...	1 35	3 3	...
Waurn Ponds (Victoria Portland Cement Coy. Sdg.) NS ES (See note page 113)	*arr.*	...	...	...	...	...	...
	dep.	8 30	...	...	...	...	...
Geelong Racecourse Platform N C ...		...	...	...	...	...	...
South Geelong E S	*arr.*	...	...	12 38	2 4—89	...	4 10 Mon. to Fri.
	dep.	8 46	...	12 48	2 16A	3 32	4 56–97
GEELONG E S W G	*arr.*	8 52	...	12 54	2 22	3 37	5 2
	dep.	...	...	...	...	...	...
		106	52	74	72	44	84

From Cheetham's Siding

A On Saturday, **No. 72** depart South Geelong 2.5 p.m. arrive Geelong 2.10 p.m.

STATIONS	58 R'side Goods Tue. to Fri. (Mon. ‡)	100 Thro. Goods Mon. to Thur.	100 Thro. Goods Fri.	100 Thro. Goods Sat. ‡	80 Roadside Goods Mon. to Fri.	80 Goods Sat.	82 Goods Mon. to Sat. ‡
	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.
PORT FAIRY E S W ... *dep.*	...	...	...	...	...	...	From Hk'dale
Glaxo Siding N C	...	...	...	...	...	...	9 19
Koroit E S W ... ... *arr.*	...	...	...	...	...	...	9 29
Koroit E S W ... ... *dep.*	...	...	...	...	...	...	9 40
Illowa ○ E S (See page 113) ...	...	...	...	...	...	...	...
Dennington N C	...	...	...	...	...	...	...
Shell Co's. Siding N C ...	...	...	...	...	...	...	...
Cattle Siding N C	...	...	...	...	...	...	9 55–**23**
WARRNAMBOOL ... *arr.*	...	...	...	...	...	...	
E S W *dep.*	...	...	...	...	8 45	9 30	...
Caltex Siding N C	...	...	...	...	...	...	...
Allansford E S ... ... *arr.*	...	...	...	...	9 6	...	...
(See page 113) *dep.*	...	...	...	...	9 26	9 50	...
Panmure ○ E S ... *arr.*	...	...	...	...	9 47	...	...
(See page 113) *dep.*	...	...	...	...	10 3	10 13	...
Garvoc (See page 113) ... *arr.*	...	...	...	...	10 22	...	...
Garvoc (See page 113) ... *dep.*	...	...	...	...	10 32	...	...
Mortlake Junct. N C E S *arr.*	...	...	...	...	...	...	...
(See page 113) *dep.*	...	...	...	...	...	...	...
arr.	...	...	...	...	10 55–**7, 75** P.M.—**35**	10 49–**7** P.M.–**35**	...
Terang E S ... ... *dep.*	...	...	...	...	12 15	12 15	...
arr.	...	...	...	...	12 32	...	...
Boorcan ... ... *dep.*	...	...	...	...	12 57	...	...
Timboon Junct. N C E S *arr.*	...	...	...	...	...	...	...
(See page 113) *dep.*	...	...	...	...	...	...	...
Cattle Siding N C	...	...	...	...	...	...	...
Camperdown Oil Siding N C ...	...	...	...	...	...	...	...
arr.	...	...	...	...	1 20	12 52	...
CAMPERDOWN E S W	—**87**				—**87**		
dep.	12 20	...	...	...	2 15	2 0	...
Weerite (See page 113) *arr.*	12 35	...	...	...	2 30	...	...
N C *dep.*	12 45	...	...	...	2 40	...	...
Pomborneit ○ E S ... *arr.*	1 2	...	...	...	2 57	...	...
(See page 113) *dep.*	1 17	...	...	...	3 12	2 30	...
Pirron Yallock ○ E S *arr.*	1 40	...	...	...	3 35—**83**	...	...
(See page 113) *dep.*	1 55	...	...	...	3 50	2 52	...
arr.	2 20–**83**	...	...	...	4 15	3 15	...
					Fri. | **Mon., to Thurs.**		
COLAC E S W ... ... *dep.*	3 0	...	...	...	6 0 | 6 15–**90**	3 50	...
Esso, Mobil and B.P. Oil Co's. Siding N C							
Shell Co.'s Siding N C ...	...	...	...	...	... | ...	...	...
Irrewarra Ballast Siding N C	...	...	...	...	... | ...	...	...
Birregurra E S ... ... *arr.*	3 35	...	...	...	6 35 | 6 50–**69**	...	...
Birregurra E S ... ... *dep.*	3 55	...	...	...	7 5 | 7 22	4 25	...
Winchelsea ○ E S W ... *arr.*	4 27	...	...	...	7 37–**73** | 7 54	...	...
(See page 113) *dep.*	4 42	...	...	...	8 49–**90** | 8 9	4 56	...
arr.	5 20	...	...	...	9 27 | 8 47	5 30	...
Moriac ○ E S ... *dep.*	5 30	...	...	...	9 42 | 9 2	5 50	...
Waurn Ponds N C E S *arr.*	—**97**	...	...	...	9 53 | 9 13	—**97**	...
(See note, page 113) *dep.*	...	7 15	7 40	8 0	10 13 | 9 33	...	...
Victoria Portland Cement Coy. Siding)							
Geelong R'course Plat. N C ...	...	...	...	...	... | ...	...	...
South Geelong E S ... *arr.*	...	...	...	...	... | ...	...	...
South Geelong E S ... *dep.*	6 2	7 40	8 5	8 25	10 29 | 9 49	6 17	...
arr.	6 7–**69**	7 45	8 10	...	10 34 | 9 54	6 23	...
GEELONG E S W G ... *dep.*	...	8 25	8 50	8 30	...	...	...
continued on		Page 105	Page 105	Page 105			
	58	100	100	100	80	80	82

To Melbourne Yard arrive 1.30 a.m. Tuesday to Friday.

To Melbourne Yard arrive 1.30 a.m. Saturday.

To Melbourne Yard arrive 11.10 p.m.

Not to run when 70 runs.

STATIONS		70 Goods Sat.‡	74 Goods Sat. ‡	82 Goods Sat. ‡	104 Goods Mon. / 84 Goods Mon. to Sat. ‡	116 Goods Mon., Wed., Fri. (Thur. ‡)	112 Goods Tue. (Fri. ‡)		94 Thro. Goods Mon to Fri. ‡
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.
PORT FAIRY ES W	*dep.*	...	...	...	From Ham'ton	...	...	...	...
Glaxo Siding N C ...	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Koroit E S W ...	*arr.*	...	...	...	2 20	...	...	...	...
	dep.	...	...	...	2 50	...	...	...	...
Illowa ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
(See page 113)	*dep.*	...	...	...	3 1	...	...	...	...
Dennington N C		...	...	...	...	...	...	...	...
Shell Co's. Siding N C ...		...	...	...	...	...	...	...	...
Cattle Siding N C		...	...	...	...	...	...	...	...
WARRNAMBOOL ...	*arr.*	...	...	...	3 16	...	...	...	...
E S W	*dep.*	...	...	1 30		...	...	...	...
Caltex Siding N C		...	...	...	...	...	...	...	...
Allansford E S ...	*arr.*	...	...	...	...	...	...	...	...
(See page 113) ...	*dep.*	...	...	1 50	...	...	...	...	...
Panmure ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
(See page 113) ...	*dep.*	...	...	2 13	...	...	...	...	...
Garvoc (See page 113)	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Mortlake Jct. NC ES	*arr.*	11 50	...	...	...	...	4 40	...	...
(See page 113)	*dep.*	11 55	...	...	...	...	4 45	...	...
		P.M.							
Terang E S	*arr.*	12 0	...	2 49	...	...	4 50	...	...
	dep.	12 30	...	3 30	...	...	5 0	...	...
Boorcan ...	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
Timboon Jct. N C E S	*arr.*	...	...	...	...	5 11	...	...	...
(See page 113) ...	*dep.*	...	...	...	...	5 16A	...	...	...
Cattle Siding N C		...	...	...	...	...	...	...	...
Camperdown Oil Siding NC...		...	...	...	...	...	...	...	...
CAMPERDOWN ES W	*arr.*	1 5	...	4 5	...	5 27	5 35	...	...
	dep.	...	3 30	5 40	...			...	6 15
Weerite (See page 113 N C)		...	...	...	...	...	...	...	...
Pomborneit ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
(See page 113) ...	*dep.*	...	4 0	6 10	...	...	...	...	6 45
									Mon. to Thur. ‡ / Fri. ‡
Pirron Yallock ○ ES	*arr.*	...	...	...	...	...	...	...	... / 7 7
(See page 113) ...	*dep.*	...	4 22	6 32	...	...	...	...	7 7 / 7 44
	arr.	...	4 45	6 55	...	...	...	...	7 30 / 8 9
COLAC ES W ...	*dep.*	...	6 0	7 25	...	...	...	...	8 35
Esso, Mobil and B.P. Oil Co's. Siding N C		...	...	...	...	...	...	...	...
Shell Co's. Siding N C ...		...	...	...	...	...	...	...	...
Irrewarra Ballast Siding NC		...	...	...	...	...	...	...	...
Birregurra E S ...	*arr.*	...	...	8 0	...	...	...	...	...
	dep.	...	6 35	8 20	...	...	...	...	9 10
Winchelsea ○ ES W ...	*arr.*	...	7 6	...	...	...	...	...	9 41
(See page 113) ...	*dep.*	...	8 3	8 52	...	...	...	...	9 51
Moriac ○ E S ...	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	8 41	9 26	...	...	...	...	10 29
Waurn Ponds (Victoria Portland Cement Coy. Sdg.) NC ES (See note, page 113)	*arr.*	...	...	9 37	...	...	...	...	...
	dep.	...	...	9 57	...	...	...	...	...
Geelong R'course Plat. NC ...		...	...	...	...	...	...	...	...
South Geelong ES		...	9 10	10 3	...	...	...	...	10 58
GEELONG ES WG ...	*arr.*	...	9 15	10 8	...	...	...	...	11 3
	dep.	...			...	...	...	...	
		70	74	82	104	116	112		94

A. No. 116, when **No. 112** runs on Fridays to depart Timboon Junc. 5.37 p.m., arrive Camperdown 5.47 p.m.

Up.

STATIONS		42 Thro. Goods Mon. to Sat. ‡			108 Goods Tue., Fri. (Wed. ‡)	124 Goods Mon. to Fri.	96 Fast Goods Mon. to Thur.	96 Fast Goods Fri.	116/114 Goods Mon. to Sat.‡	118 Goods Tue. to Sat.‡
		P.M.			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
PORT FAIRY E S W	*dep.*	...			1 50–**35**	...	...	...	From	From
Glaxo Siding N C ...	*arr.*	...			1 55 **115**	...	...	...	Hamil-	Hamil-
	dep.	...			2 15	...	...	...	ton	ton
Koroit E S W ...	*arr.*	...			2 50—	...	...	...	6 40	10 35
	dep.	...			3 39–**90**	...	...	...	6 50	10 45
Illowa ○ E S ...	*arr.*	...			3 50	...	...	...	...	...
(See page 113)	*dep.*	...			4 0	...	...	...	7 1	10 56
Dennington N C		...			...	4 50	...	...	...	...
Shell Co's. Siding N C ...		...			...	...	...	...	...	...
Cattle Siding N C		...			...	...	...	...	...	...
WARRNAMBOOL ... E S W	*arr.*	...			4 16	5 0	...	...—**90**	7 18	11 13
	dep.	4 15			–**97**		5 40	6 5		
Caltex Siding N C		...				...	...	...	...	...
Allansford E S ...	*arr.*	...			...	...	...	6 23	...	...
(See page 113)	*dep.*	4 35			...	...	5 57	6 43	...	...
Panmure ○ E S ...	*arr.*	...			...	...	...	...	...	...
(See page 113)	*dep.*	4 58			...	...	6 17	7 7	...	...
Garvoc (See page 113) ...		...			...	...	...	...	...	...
Mortlake Junct. NC ES	*arr.*	...			...	...	...	...	...	...
(See page 113)	*dep.*	...			...	...	...	...	...	...
Terang E S ...	*arr.*	5 34			...	...	6 49	...	...	...
	dep.	5 49			...	...	7 9	7 39	...	...
Boorcan ...		...			...	...	...	...	...	...
Timboon Junct. N C	*arr.*	...			...	...	...	...	...	...
E S (See page 113)	*dep.*	...			...	...	...	...	...	...
Cattle Siding N C		...			...	...	...	...	...	...
Camperdown Oil Siding N C		...			...	...	...	...	...	...
	arr.	6 26			...	...	7 42–**69**	8 10-**73**	...	...
CAMPERDOWN ...		Sat. ‡	Fri. ‡ —**90**	Mon. to Thur. ‡						
E S W	*dep.*	7 10	7 20	7 20	...	...	9 20	9 35	...	...
Weerite (See page 113) N C		...	...	...	...	...	...	...	...	...
Pomborneit ○ E S ...	*arr.*	...	...	7 51	...	...	...	...	...	...
(See page 113)	*dep.*	7 41	7 51	8 6–**69**	...	...	9 45	10 0	...	...
Pirron Yallock ○ E S	*arr.*	...	8 13	...	...	...	...	...	...	...
(See page 113)	*dep.*	8 3	8 51–**73**	8 29	...	...	10 4	10 19	...	...
	arr.	8 24	9 16	8 51	...	...	...	...	...	...
COLAC E S W ...		—**73**								
	dep.	8 50	9 26	9 15	...	...	10 22	10 37	...	...
Esso, Mobil and B.P. Oil Co's. Siding N C		...	...	...	...	...	...	...	...	...
Shell Co's. Siding N C ...		...	...	...	...	...	...	...	...	...
Irrewarra Ballast Siding N C		...	...	...	...	...	...	...	...	...
Birregurra E S		9 25	10 1	9 50	...	...	10 52	11 7	...	...
Winchelsea ○ E S W	*arr.*	...	...	10 21	...	...	...	...	...	...
(See page 113)	*dep.*	9 56	10 34		...	...	11 20	11 35 **Sat.** A.M.	...	...
Moriac ○ E S ...	*arr.*	...	...		...	...	...	...	...	...
	dep.	10 30	11 12		...	...	11 49	12 4	...	...
Waurn Ponds (Victoria Portland Cement Coy. Siding) N C ES (See note page 113)		...	...		...	...	... **Tue. to Fri.** A.M.	...	...	...
Geelong Racecourse Plat. NC		...	...		...	...	...	...	...	...
South Geelong E S		10 59	11 41		...	...	12 15	12 30	...	...
GEELONG E S W G	*arr.*	11 4	11 46		...	...	12 20	12 35	...	...
	dep.	...	...		...	...	12 50	12 50	...	...
Continued on							Page 100	Page 100		
		42	42		108	124	96		116/114	118

Block Notes.

Three-position Signalling is in force on the Up and Down journeys between No. 1 Box Spencer Street and Newport South Junction.

The Permissive Track Block System is in force on the Up and Down journey between Dudley-street and North Melbourne Junction and Weighbridge Junction, South Kensington (Goods Lines).

Weighbridge Junction Signal-box is opened from 1.0 a.m. Mondays until 1.0 p.m. Saturdays, and at other times as arranged by Metropolitan Superintendent.

The Sections between Newport "B" Signal Box (Newport South Junction), and North Geelong "A" Box are worked under the rules for the Automatic and Track Control System of Train Signalling on Single Lines of Railway contained in General Appendix.

The Track Block System is in force on the Up and Down journeys between North Geelong "A" Box and Geelong "A" Box.

North Geelong "B" Box is switched out after the arrival at Geelong of the last Pilot early Sunday morning until 4.20 a.m. Monday.

Winchelsea is switched in as Electric Staff Station as arranged by Train Controller Geelong.

Pirron Yallock and **Pomborneit** are switched in as Electric Staff Stations as shown hereunder :—

Mondays: From 2.0 p.m. until **No. 90** clears,
Tuesdays to Fridays : From 8.20 a.m. until **No. 90** clears.

Panmure and **Allansford** are switched in as Electric Staff Stations as shown hereunder :—

Mondays	—	From 6.25 a.m. until **No. 7** clears.
Tuesdays	—	From 6.25 a.m. until **No. 112** clears.
Wednesdays Thursdays	}	From 6.25 a.m. until **No. 7** clears.
Fridays :	—	From 6.25 a.m. until **No. 7** clears and from 5.40 p.m. until **No. 96** clears.
Saturdays :	—	From 6.25 a.m. until **No. 38** clears.

Illowa is switched in as an Electric Staff Station as shown hereunder :—

Monday, Wednesday and Thursday from 1.0 p.m. until **No. 90** clears.
Tuesday from 5.10 a.m. until **No. 108** clears.
Friday : From 1.0 p.m. until **No. 108** clears.

NOTE.—The Train Controller, Geelong, may arrange for **Winchelsea, Pirron Yallock, Pomborneit, Panmure, Allansford and Illowa** to be switched in during other periods, but before doing so he must arrange for the Driver and Guard of each Down and Up train to be advised. The Signalman at the Staff Station where the crews are instructed must make an entry to that effect in the Train Register Book.

Winchelsea may be opened as an Intermediate Block Post in accordance with General Appendix instructions, when Through Electric Staff working is in operation between Moriac and Birregurra.

Pirron Yallock or Pomborneit may be opened as an Intermediate Block Post in accordance with General Appendix instructions, where Through Electric Staff Working is in operation between Colac and Camperdown.

Weerite and Garvoc may be opened as Intermediate Block Posts as required. See General Appendix for instructions.

Panmure and **Allansford** may be opened as Intermediate Block Posts in accordance with the instructions contained in the General Appendix when Through Electric Staff working is in operation between Terang and Warrnambool.

Waurn Ponds, Timboon Junction and **Mortlake Junction** are unattended Electric Staff Posts worked in accordance with instructions shown in the General Appendix.

NOTE.—Trains must not be crossed at Timboon Junction or Mortlake Junction.

DOWN

Miles	STATIONS		7 "Mildura Sunlight" Tue., Wed., Thur.	15 PASS. MON. TO SAT.	29 PASS. SAT.	33 PASS. MON. TO FRI.	117 PASS. SUN. (When Authorised)
			A.M.	A.M.	P.M.	P.M.	P.M.
—	**MELBOURNE** W G ...	*dep.*	7 50 (Via North Geelong Loop)	7 4	12 15	4 0	From Queenscliff
		arr.		8 46	1 52	5 15	6 30
45	**GEELONG** W G ...			**280 H.P. Diesel Rail Car**	**280 H.P. Diesel Rail Car**	**280 H.P. Diesel Rail Car**	
		dep.	...	9 0	5 20	5 45	6 33
—	North Geelong E S		...	9 5	5 25	5 50	6 37‡
—	North Geelong Yard ...		...	...	...	...	...
—	North Geelong "C" Box E S		8 50*	...	...	...	...
48¼	*Moorabool* ○ E S W	*arr.*	...	...	...	...—22	...
	(See note, page 125)	*dep.*	8 58*	9 14	5 34§	5 59§	6 46‡
		arr.	...	...—164	...—18	...—18	...
51¾	Gheringhap E S ...	*dep.*	9 5*	9 21	5 41	6 6	6 53‡
		arr.	...	...	...	...	...
55¾	*Bannockburn*	*dep.*	*	9 29	5 49	6 14	7 2‡
		arr.	...	...	...—26	...—26, 65	...
61¾	*Lethbridge* ○ E S W	*dep.*	9 18*	9 39	5 59	6 24	7 11‡
63¾	Rail Motor Stopping Pl. No. 13 N C		*	*	*	Z	...
66	Rail Motor Stopping Pl. No. 52 N C		*	*	*	Z	...
68¾	Rail Motor Stopping Pl. No. 12 N C		*	*	*	Z	...
		arr.	...—11,106	...—11,106	...	...	...
71	*Meredith* ○ E S W	*dep.*	9 31*	9 59	6 19	6 45	7 32‡
		arr.	...	...	...	...	...
76½	*Elaine* ○ E S ...	*dep.*	9 38*	10 8	6 28	6 54	7 41‡
	(See note, page 125)	*arr.*	...	...	...	...	...
83¾	*Lal Lal* ○ E S W ...	*dep.*	9 48*	10 21	6 41	7 7	7 55‡
		arr.	...	...	...	...	...
87¼	*Yendon*	*dep.*	*	10 27§	6 47‡	7 13‡	*
90	Rail Motor Stopping Pl. No. 11 N C		...	Z	Z	Z	...
		arr.	...	...—8, 10	...	...	...
92½	Warrenheip E S ...	*dep.*	9 59*	10 36	6 56	7 22–55	8 10‡
95	Rail Motor Stopping Pl. No. 73		...	*	*	*	...
96	*Ballarat East* ○		10 5*	10 42	7 2	7 28	8 17*
		arr.	10 7	10 45	7 5	7 30	8 20
96¼	**BALLARAT** W G ...	*dep.*	10 17	...	...	...	...
			7	**15**	**29**	**33**	**117**

To Mildura

For complete service between Warrenheip and Ballarat see pages 14–52.

BALLARAT–GEELONG—Passenger Service

UP

STATIONS		2 280 H.P. Diesel Rail Car Mon. to Sat.		30 280 H.P. Diesel Rail Car Mon. to Sat.		102 PASS. SUNS. (WHEN AUTH-ORISED)
		A.M.		P.M.		A.M.
BALLARAT W G	*arr.*	...	...	...	...	...
	dep.	7 5	...	3 20	...	9 5
Ballarat East ○		7 8	...	3 23	...	9 7*
Rail Motor Stopping Place No. 73		*	...	*	...	...
Warrenheip E S	*arr.*	...	...	...—**111, 19**	...	...
	dep.	7 17	...	3 32	...	9 18
Rail Motor Stopping Place No. 11 NC		Z	...	Z	...	...
Yendon		❖	...	3 40§	...	*
Lal Lal ○ E S W	*arr.*	...—**105**	...	...	...	...
	dep.	7 31	...	3 46—**77**	...	9 29
Elaine ○ E S ... ... (See note, page 125)	*arr.*	...	...	...—**111**	...	...
	dep.	7 42	...	3 57	...	9 40
Meredith ○ E S W	*arr.*	...	...	...—**81**	...	...
	dep.	7 50 —**11**	...	4 5	...	9 47
Rail Motor Stopping Place No. 12 N C		Z	...	*	...	*
Rail Motor Stopping Place No. 52 N C		Z	...	*	...	*
Rail Motor Stopping Place No. 13 N C		Z	...	*	...	*
Lethbridge ○ E S W ...	*arr.*	...—**11**	...	...—**22, 55**	...	...
	dep.	8 5	...	4 20	...	9 59
Bannockburn ○		8 13	...	4 28§	...	10 7
Gheringhap E S	*arr.*	...	...	...—**22, 10**	...	...
	dep.	8 19	...	4 34	...	10 14
Moorabool ○ E S W ... (See note, page 125)	*arr.*	...	...	...	...	...
	dep.	8 25§	...	4 40§	...	10 20
North Geelong "C" Box E S ...		...	...	...—**65, 57**	...	...
North Geelong Yard ...	*arr.*	...	...	...	...	...
	dep.	...	...	...	...	...
North Geelong E S	*arr.*	...	...	...	...	...
	dep.	8 33	...	4 48	...	10 28
GEELONG W G	*arr.*	8 37	...	4 52	...	10 32
		PASS.		**"THE FLIER"**		
	dep.	9 15	...	5 12	...	10 35
MELBOURNE W G	*arr.*	10 50	...	6 10	...	To Q'cliff
		2		**30**		**102**

For complete service between Ballarat and Warrenheip, see pages 14–52.

GEELONG–BALLARAT—Goods Service

Down

Miles	STATIONS		1 Thro. Goods Tue. to Sat. ‡	105 Thro. Goods Tue. to Sat. ‡	153 Thro. Goods Tue. to Sat. ‡	3 Goods Mon. to Sat.	11 Thro. Goods Mon. ‡	11 Thro. Goods Tues. to Sat. ‡		5 Thro. Goods Mon. to Sat. ‡
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		A.M.
—	**NTH. G'LONG YRD.**	*dep.*	1 25	4 0	4 45	5 20	6 0	6 0		7 15
—	Nth Geelong "C" Box E S		... 158	...	...	...	...	...		...
48½	*Moorabool* ○ E S W (See note, p. 125)	*arr.*	...	...	...	...	...	...	Not to run when 160 runs.	7 34
		dep.	1 44	4 19	5 4	5 39	6 12	6 19		7 39
		arr.	...	...	...	5 51	...	...		...
51¾	Gheringhap E S		—48	—166	—160	–172,204	—172	–172		—172
		dep.	1 56	4 31	5 16	5 56	6 22	6 31		7 54
55¾	*Bannockburn* ...	*arr.*	...	...	...	... 160	...	...		
		dep.	...	...	...	...	...	...		
		arr.	2 36	5 2	To	To	...	7 1		To
58¾	*Lethbridge* ○ E S W		—162	—204	Ararat	Ararat		—2		Ararat
		dep.	2 46	5 12	...	...	6 47	8 10		...
		arr.	3 51	...	...	...	7 25	9 14		...
71	*Meredith* ○ E S W		—204	—172			—2	—7,		
		dep.	4 4	6 17	...	...	7 55	10 14 15, 106		...
		arr.	...	...	...	...	...	...		...
76½	*Elaine* ○ E S ... (See note, p. 125)	*dep.*	4 28	6 38	...	...	8 10	10 37		...
		arr.	...	7 12	...	...	...	11 12		...
			—172	—2						
								Tu., Wed. Fri. Sat. ‡	Thur. ‡ P.M.	
83¾	*Lal Lal* ○ E S W									
		dep.	5 2	7 36	...	...	8 30	11 37–8	12 40–10, 130A	...
87½	*Yendon* ...	*arr.*	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	... 130A	...	...
		arr.	...	...	...	...	...–106	P.M.		...
92½	Warrenheip E S	*dep.*	5 30	8 7	...	...	8 48	12 8	1 11	...
										...
96	*Ballarat East* ○ ...		5 38	8 15	...	...	8 54	12 16	1 19	...
96½	**BALLARAT** WG	*arr.*	5 41	8 18	...	...	8 57	12 19	1 22	...
		dep.	...	...	...	...	...	...	...	...
			1	**105**	**153**	**3**	**11**	**11**	**11**	**5**

Not to run when 166 runs.

For complete service betweeen Warrenheip and Ballarat see pages 14–52.

Down

STATIONS		17 Thro. Goods Tue., Wed., Fri. Sat.		19 R'side Goods Mon., Thur.	111 Thro. Goods Tue., Wed., Fri. ‡	111 Thro. Goods Mon. Thur. ‡	21 Thro. Goods Mon. to Sat. ‡	111 Thro. Goods Sat. ‡
		A.M.		A.M.	A.M.	A.M.	A.M.	A.M.
NORTH GEELONG YARD	*dep.*	9 20		9 20	10 15	10 15	10 45	11 30
Nth. Geelong "C" Box ES...	...	...		...	...	...	...	...
	arr.	...		9 39	...	...	11 4	...
Moorabool ○ E S W ...		—164		—164				
(See note, page 125)	*dep.*	9 39		9 49	10 34 106	10 34	11 9 106, 111	11 49 106
	arr.	...		10 4	10 46	10 46–21	...	P.M.
Gheringhap E S								
	dep.	9 51		10 14	10 57	11 36	11 24	12 1
Bannockburn	*arr.*	...		10 31	...	... 106	To	...
	dep.	...		10 41	...	P.M.	Ararat	...
	arr.	10 22		11 1	11 31	12 10	...	12 32
Lethbridge ○ E S W ...		—106		—106	P.M.			—8
	dep.	10 35		11 21	12 31—8	12 31	...	12 45
				P.M.				
	arr.	11 40		12 26–10	...	1 36–10	...	...
Meredith ○ E S W ...		P.M.		–130A				
	dep.	12 9–8		1 12	1 36	1 46	...	1 50
		Fri. Sat.	Tue. Wed.					
	arr.	...	12 33	1 36	...	2 10	...	...
Elaine ○ E S			130A			–22,77,30		
(See note, page 125)	*dep.*	12 33	12 58	1 41	1 57	4 2	...	2 11
	arr.	...	...	2 22	...	...	...	...
Lal Lal ○ E S W ...				—22	—22	—26		—22
	dep.	1 7	1 34	2 38	2 31	4 38	...	2 45
Yendon	*arr.*	...	...	2 53	...	...	...	...
	dep.	...	...	3 3 30, 49	...	...	...	... 49, 30
Warrenheip E S	*arr.*	...	—22	3 21	...	...	...	3 13
	dep.	1 35	2 2	3 30	2 59	5 6	...	3 35
Ballarat East ○	...	1 43	2 10	3 41	3 7	5 14	...	3 46
	arr.	1 46	2 13	3 44	3 10	5 17	...	3 49
ALLARAT W G ...	*dep.*	...	...	...	...	...	...	...
		17	17	19	111	111	21	111

Not to run when 130A runs.

Not to run when 130A runs.

For complete service between Warrenheip and Ballarat, see pages 14–52.

Down.

STATIONS	35 Thro. Goods Mon. to Sat.	81 Thro. Goods Sat. ‡	77 Fast Goods Mon. to Fri.	27 Thro. Goods Mon. to Sat. ‡	55 Thro. Goods Mon. to Fri. ‡	53 Thro. Goods Mon. to Sat.	65 Thro. Goods Mon. to Fri. ‡	57 Thro. Goods Mon. to Fri. ‡	61 Thro. Goods Sat. ‡
	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELB. YD. WG *dep.*	...	...	11 25 Via Nth. Geelong Loop P.M.	...	...	...	...	...	...
N'TH. G'LONG YRD. *dep.*	12 30	1 40	...	2 15	2 20	3 10	4 50	4 50	5 45
North Geelong "C" Box E S	**—106**	...**–8**	2 0	...	...	...	...**–30**	...**–30**	...
Moorabool ○ ES W (See nte, p. 125) *arr.*	12 49	...	...	2 34	...	3 29	...	5 9	...
dep.	12 54	1 59	2 9	2 39	2 39	3 34	5 9	5 14	6 4
Gheringhap E S *arr.*	**—8**	...	**–130A**	...**—90**	...**—90**	3 49**–22**	...	5 29**–18**	6 16
dep.	1 9	2 11	2 17	2 54	2 51	4 11	5 21**–22**	5 33**–22**	6 34
Bannockburn	To	...	...	To	...	To	...	To	...
Lethbridge ○ ... E S W *arr.*	Ararat	2 42	... **—10**	Ararat	3 22 **–22,30,10**	Ararat	5 52 **–26,30**	Ararat	7 8
dep.	...	2 52	2 37	...	4 25	...	6 55	...	7 18
Meredith ○ ... E S W *arr.*	...	3 57 **–30,26**	...	...	... **–26**	...	...	...	...
dep.	...	5 5	3 2	...	5 30	...	8 0	...	8 23
Elaine ○ E S ... (See note, p. 125) *arr.*	...	...	... **–111,22**	...	...	...	8 21 **–108,152**	...	...
dep.	...	5 29	3 12	...	5 51	...	9 22	...	8 44
Lal Lal ○ ... E S W *arr.*	...	...	3 29 **—30**	...	...	...	9 58 **—158**	...	...
dep.	...	6 3	3 49	...	6 25	...	10 24	...	9 18
Yendon	...	...	...	...	...	...	...	...	...
Warrenheip E S *arr.*	...	...	... **–26,83**	...	6 53	...	10 55 **—159**	...	...
dep.	...	6 31	4 7	...	7 50	...	11 10	...	9 46
Ballarat East ○ ...	...	6 39	4 15	...	8 1	...	11 21	...	9 54
BALLARAT WG *arr.*	...	6 42	4 18	...	8 4	...	11 24	...	9 57
dep.	...	...	4 20 To Adelaide	...	...	...	...	...	...
	35	**81**	**77**	**27**	**55**	**53**	**65**	**57**	**61**

130A, 90 — Not to run when 22 runs.

130A, 90 — Not to run when 55 runs.

16,10 — Not to run when 27 runs.

59, 33, 57 — Not to run when 57 runs.

18, 20, 26 — Not to run when 65 runs.

For complete service between Warrenheip and Ballarat, see pages 14—52.

Down

STATIONS		101 Thro. Goods Mon. to Fri.	87 Thro. Goods Mon. to Fri.	93 Thro. Goods Sat.	93 Thro. Goods Mon. to Fri. ‡	157 Thro. Goods Mon. to Fri. ‡	107 Thro. Goods Mon. to Fri. ‡	163 Thro. Goods Mon. to Fri. ‡
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE YARD W G ...	*dep.*	2 25 Via Nth. Geelong Loop	...	...	...	...	...	...
NORTH GEELONG YARD ...	*dep.*	...	6 45—**22**	8 25	8 25–**132**	9 0	11 20—**46**	11 55 Tue. to Sat. ‡ A.M.
Nth. Geelong "C" Box ES ...	...	6 5	...	...	...	...	...	...
Moorabool ○ ES W ...	*arr.*	... —**22**	... —**18**	...	...	9 19	...	12 14
(See note, page 125)	*dep.*	6 24	7 4	8 39	8 44	9 24	11 39	12 19
Gheringhap ES	*arr.*	6 36 —**18,20**	... —**26,20**	...	...	... —**42**	...	... —**46**
	dep.	6 44	7 16	8 49	8 56	9 39	11 51	12 31
Bannockburn	*arr.*	To	...	...	...	To	...	...
	dep.	Adelaide via Cressy	...	...	...	Ararat	...	...
							Tue. to Sat· ‡ A.M.	
Lethbridge ○ ES W ...	*arr.*	...	7 47	...	9 27 –**152, 108**	...	12 22–**158**	...
	dep.	...	8 5	9 12	10 13	...	12 32	...
Meredith ○ ES W ...	*arr.*	...	9 10–**108** —**152**	...	11 18 —**158**	...	... —**162**	... To Ararat
	dep.	...	9 40	9 48	11 28	...	1 37	
Elaine ○ ES	*arr.*	...	...	...	...	...	...	
(See note, page 125)	*dep.*	...	10 4	10 1	11 52 Tue. to Sat. ‡ A.M.	...	1 58	...
Lal Lal ○ ES W ...	*arr.*	...	10 38 —**158**	10 20 –**60**	12 26–**162**	...	...	...
	dep.	...	11 0	10 50	12 43	...	2 32	...
Yendon	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...
Warrenheip ES	*arr.*	...	...	...	...	...	... —**204**	...
	dep.	...	11 31	11 10	1 14	...	3 0	...
Ballarat East ○		...	11 39	11 16	1 22	...	3 8	...
BALLARAT WG	*arr.*	...	11 42	...	1 25	...	3 11	...
	dep.	...	...	11 19 To Ararat	...	...	...	...
		101	**87**	**93**	**93**	**157**	**107**	**163**

For complete service between Warrenheip and Ballarat see pages 14—52.

BALLARAT–GEELONG—Goods Service

Up.

STATIONS		48 Thro. Goods Tue. to Sat. ‡	156 Thro. Goods Tue. to Sat.	162 Thro. Goods Mon. to Fri. ‡	166 Thro. Goods Tue. to Sat. ‡	160 Thro. Goods Tue. to Sat. ‡	204 Thro. Goods Tue. to Sat. ‡	172 Thro. Goods Mon. ‡
		A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.
BALLARAT W G ...	arr.	...	...	...	...	...	...	...
	dep.	...	...	11 40	...	...	2 20	3 30
Ballarat East ○ ...	...	...	...	11 45	...	...	2 25	3 35
				Tue. to Sat. ‡				
				A.M.				
Warrenheip E S ...	arr.	...	...	12 6	...		2 46	3 56
							—107	
	dep.	...	...	12 16	...		3 5	4 6
Yendon	arr.	...	...	...	...		...	...
	dep.	...	...	...	...		...	...
Lal Lal ○ E S W ...	arr.	...	...	...–93	...		...	...
	dep.	...	...	12 38	...		3 27	4 28
Elaine ○ E S ...	arr.	...	...	...	...		...	...
(See note, page 125)	dep.	...	...	12 58	...		3 47	4 48
Meredith ○ E S W ...	arr.	...	...	1 10	...		...	...
				—107			—1	
	dep.	...	...	1 42	...	...	3 59	5 0
Lethbridge ○ E S ...	arr.	...	...	2 8	...	...	4 25	...
		From	From	—1	From	From	—105	
	dep.	Ararat	Ararat	2 51	Ararat	Ararat	5 7	5 22
Bannockburn	arr.	...	...	...	...		...	...
	dep.	...	...	...	...	...	...	...
Gheringhap E S ...	arr.	1 43	...	...	4 7	5 2	5 33	5 44
		—1			–105			–3,11
	dep.	2 1	2 54	3 16	4 36	6 1	6 36	6 27
Moorabool ○ E S W ...	arr.	...	...	...	...	...	...	...
(See note, page 125)	dep.	2 12	3 3	3 26	4 48	6 13	6 48	6 39
Nth Geelong ("C" Box) E S	...	...	3 12	...	...	...	...	...
NTH. GEELONG YARD ...	arr.	2 21	...	3 35	4 57	6 22	6 57	6 48
MELBOURNE YARD ...	arr.	...	7 30	...	...	...	...	...
		48	**156**	**162**	**166**	**160**	**204**	**172**

Not to run when 153 runs.

Not to run when 11 runs.

3, 204, 153

3, 11, 160

For complete service between Ballarat and Warrenheip see pages 14—52.

BALLAT-GEELONG—Goods Service

Up.

STATIONS		172 Through Goods Tue. to Sat. ‡	164 Through Goods Tue. to Sat. ‡	106 Thro. Goods Mon. to Sat. ‡			8 Thro. Goods Tue., Wed., Fri., Sat.	
		A.M.	A.M.	A.M.			A.M.	
BALLARAT WG	*arr.*	3 20	...	7 0		From Maryborough	...	
	dep.	3 30	...	7 40			10 0	
Ballarat East ○		3 35	...	7 45			10 5	
	arr.	3 56	...	8 6			10 28	
Warrenheip E S							—15	
				Tue. to Sat. ‡	Mon. ‡			
	dep.	4 6	...	8 31	8 53–11		11 10	
	arr.	...	...	...	...		...	
Yendon	*dep.*	...	...	...	...		...	
	arr.	4 28	...	...	...		...—11	
Lal Lal ○ E S W ...	*dep.*	5 7—1	...	8 53	9 15		11 32	
Elaine ○ E S ...	*arr.*	...	...	...	...		...	
(See note, page 125)	*dep.*	5 29	...	9 13	9 35		11 52	
				11, 7			P.M.	
	arr.	5 41	...	9 25	9 47		...	
Meredith ○ E S W ...		–105					—17	
	dep.	6 22	...	10 4—15			12 4	
				Tue., Wed., Fri. Sat. ‡	Mon. Thur. ‡		Tue., Wed., Fri.	Sat.
	arr.	6 48	...	...	10 30		...	12 26
Lethbridge ○ E S		—11	From Ararat	—17	—19			–111
	dep.	7 6		10 30	11 6		12 26	12 36
	arr.	...	...	...	...		...	...
Bannockburn								
	dep.	...	...	...	...		...	...
	arr.	7 31	9 6	10 52-21,111	...		12 48	1 1
			—15		–111			
				Tu. Wed. Fri. ‡	Sat. ‡			
Gheringhap E S		—5						
					P.M.			
	dep.	7 59	9 25	11 29	12 6	11 31		1 14—35
	arr.	...	9 36	...	...	...		...
Moorabool ○ E S W ...			–17, 19					
(See note, page 125)	*dep.*	8 11	9 44	11 41	12 18	11 40		1 26
Nth. Geelong ("C" Box) E S ...		...	...	...	...	...		...
NORTH GEELONG YARD ...	*arr.*	8 20	9 55	11 50	12 27–35	11 49		1 35—81
W.G.								
		172	**164**	**106**	**106**	**106**		**8**

For complete service between Ballarat and Warrenheip see pages 14–52.

Up

STATIONS		90 Thro. Goods Mon. Fri. Sat. ‡	90 Thro. Goods Tu.,Wed. Thur. ‡	16 Goods Mon. to Sat.	10 Roadside Goods Mon., Thur.	130A Thro. Goods Tu.,Wed. Thur.	22 Thro. Goods Sat. ‡	22 Thro. Goods Mon. to Fri. ‡
		P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
BALLARAT WG	*arr.*	...	...	...	...	11 15	...	...
	dep.	...	...	...	10 0	11 25	1 30	1 30
Ballarat East ○	...	...	...	...	10 5	11 30	1 35	1 35
Warrenheip E S	*arr.*	...	...	...	10 28–**15**	11 55	1 56	1 56
						Tu.,Wed, Thur. ‡		
						P.M.		
	dep.	...	...	...	11 10	12 13–**11**	2 6	2 6
Yendon	*arr.*	...	...	...	11 24	...	...	...
	dep.	...	...	...	11 34	...	...	...
						From Donald		Mon. Thur. ‡ | Tu. Wed. Fri. ‡
Lal Lal ○ ES W	*arr.*	...	...	...	11 44	...	2 28	... | 2 28
						—**11**	–**111**	—**19** | –**111**
	dep.	...	...	...	11 59–**11**	12 35	2 50	2 28 | 2 36
					P.M.			
Elaine ○ E S ...	*arr.*	...	...	...	12 21	...	...	2 48–**111** | 2 58
(See note, page 125)						—**17**		
	dep.	...	...	...	12 36	12 55	3 12	3 17—**77**
Meredith ○ ES W	*arr.*	...	...	...	12 51	...	...	...
					–**19, 111**	–**10, 19**		
	dep.	...	...	...	1 41	1 7	3 24	3 32
					–**130A**			
Lethbridge ○ ES W	*arr.*	...	...	...	2 7	...	...	3 54
					–**77, 55**			—**30, 55**
	dep.	From	From	From	3 27	1 29	3 46	4 39
Bannockburn ○	*arr.*	Ararat	Ararat	Ararat	3 43	...	...	...
	dep.	...	...	...	3 58	...	...	...
Gheringhap E S	*arr.*	...	2 21	...	4 9	1 51	4 8	5 4
			–**27, 55**	—**53**	–**53, 30**	—**77**	–**53,30**	—**65,57,20**
	dep.	2 21	2 59	4 6	4 45	2 22	4 50	5 38
Moorabool ○ ES W	*arr.*	2 30	3 11	...	4 57	2 34	...	5 50
		–**27,55**			–**65,57**	–**27, 55**		**33,101**
(See note, page 125)	*dep.*	2 44	3 39–**53**	4 15	5 19	2 44	5 2	6 29
North Geelong "C" Box E S	...	...	...	...	...	...	...	...
NORTH GEELONG YD.	*arr.*	2 55	3 50	4 24	5 30	2 55	5 11	6 40—**87**
		90	**90**	**16**	**10**	**130A**	**22**	**22**

Not to run when 81 runs

Not to run when 111 runs

For complete service between Ballarat and Warrenheip, see pages 14–52.

Up.

STATIONS		18 Goods Sat. ‡	18 Goods Mon. to Fri. ‡	26 Thro. Goods Sat. ‡	20 Goods Sat. ‡	26 Thro. Goods Mon. to Fri. ‡	
		P.M.	P.M.	P.M.	P.M.	P.M.	
BALLARAT W G	arr.	...	...	...	...	...	
	dep.	...	...	3 30	...	3 30	
Ballarat East ○		...	...	3 35	...	3 35	
Warrenheip E S	arr.	...	...	3 56	...	3 56 —**77**	
	dep.	...	...	4 6	...	4 12	
Yendon	arr.	...	...	...	...	...	
	dep.	...	...	...	...	...	
						Tue., Wed., Fri. ‡	Mon., Thu. ‡
Lal Lal ○ E S W	arr.	...	...	...	...	...	4 34 —**111**
	dep.	...	...	4 28	...	4 34	4 43
Elaine ○ E S	arr.	...	...	...	...	...	...
(See note, page 125)	dep.	...	...	4 48	...	4 54	5 5
Meredith ○ E S W ...	arr.	...	...	... —**81**	...	5 6	5 17
	dep.	...	...	5 0	...	5 35—**55**	
Lethbridge ○ E S W ...	arr.	...	...	5 22 —**29**	...	6 1 —**33, 65**	
	dep.	...	...	6 4	...	6 29	
Bannockburn ○		...	...	...	...	...	
		From Ararat	From Ararat		From Ararat		
Gheringhap E S	arr.	5 28 —**29, 61**	5 28 —**20** —**33, 101** —**57, 22**	6 29 —**61, 20**	6 39 —**26**	6 54 —**87, 20**	
	dep.	6 21	6 41	6 45	7 10	7 21	
Moorabool ○ E S W ...	arr.	...	6 53 —**87**	...	...	...	
(See note, page 125)	dep.	6 33	7 9	6 57	7 19	7 33	
Nth. Geelong "C" Box E S ...		...	...	...	...	...	
NORTH GEELONG YARD	arr.	6 42	7 20	7 6	7 28	7 42	
		18	**18**	**26**	**20**	**26**	

STATIONS		20 Goods Mon. to Fri. ‡	132 Thro. Goods Sat. ‡	132 Thro. Goods Mon. to Fri. ‡	42 Thro. Goods Sat.		42 Thro. Goods Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.		P.M.
BALLARAT W G	dep.	...	...	...	...	...	...
Ballarat East ○		...	...	...	...	...	...
Warrenheip E S		...	...	...	...	...	...
Yendon		...	...	...	...	...	...
Lal Lal ○ E S W		...	...	...	...	...	...
Elaine ○ E S		...	...	...	...	...	...
(See note, page 125)							
Meredith ○ E S W		...	...	...	...	...	...
Lethbridge ○ E S W		...	...	...	...	...	...
Bannockburn ○		...	...	...	...	...	...
		From Ararat	From Ararat	From Ararat	From Ararat		From Ararat
Gheringhap E S	arr.	6 39 —**101,26**	...	...	...	...	9 25 —**157**
	dep.	7 38—**87**	7 52	8 4	9 25	...	9 44
Moorabool ○ E S W ...	arr.	...	...	...	...	...	...
(See note, page 125)	dep.	7 49	8 1	8 13	9 34	...	9 56
Nth. Geelong "C" Box E S ...		...	...	...	...	...	...
NORTH GEELONG YARD	arr.	7 58	8 10	8 22—**93**	9 43	...	10 5
		20	**132**	**132**	**42**		**42**

For complete service between Ballarat and Warrenheip, see pages 14–52.

Up.

STATIONS		108 Thro. Goods Mon. to Fri. ‡	180 Thro. Goods Sat. ‡	152 Thro. Goods Mon. to Fri.	180 Thro. Goods Mon. to Fri. ‡	46 Thro. Goods Sat.	46 Thro. Goods Tue. to Sat.	48 Thro. Goods Sun. ‡	158 Thro. Goods Mon. to Fri.	60 Thro. Goods Sat.
		P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
BALLARAT ...	*arr.*	...	...	...	...	...	...	...	...	...
W G	*dep.*	7 40	...	8 15	...	...	...	...	9 20	9 36
Ballarat East ○ ...		7 45	...	8 20	...	...	...	...	9 25	9 39
Warrenheip ...	*arr.*	8 6	...	8 40	...	...	...	...	9 46	...
F S	*dep.*	8 11	...	8 45	...	...	...	...	9 56	9 56
Yendon		...	...	...	...	...	...	...	...	...
Lal Lal ○ ...	*arr.*	...	...	...	...	...	...	...	10 19 **87, 65**	10 10–**93**
E S W	*dep.*	8 30	...	9 1	...	...	...	...	10 43	10 55
Elaine ○ E S	*arr.*	...—**65**	...	...—**65**	...	...	...	...	...	...
(See note page 125)	*dep.*	8 48	...	9 17	...	...	...	...	11 5	...
Meredith ○ E S W	*arr.*	8 59 —**87**	...	9 26 —**87**	...	...	...	...	11 17 —**93**	...
	dep.	9 15	... From Ararat	9 46	... From Ararat	... From Ararat	... From Ararat	... From Ararat	11 23	11 17 From Ararat
Lethbridge ○ E S W	*arr.*	... —**93**	...	... —**93**	...	...	...	...	11 49 **Tue. to Sat.** A.M. —**107**	...
	dep.	9 41	...	10 8	...	...	...	...	12 27	11 32
Bannockburn ○ ...		...	...	...	...	...	...	...	...	...
Gheringhap E S	*arr.*	10 3	...	10 26	...	...	12 19 —**163**	...	12 52	11 49
	dep.	10 10	10 14	10 36	10 57	11 34	12 36	12 28	1 0	11 55 **Sun.** A.M.
Moorabool ○ E S W (See note, page 125)	*arr.*	...	...	...	...	...	...	...	...	...
	dep.	10 22	10 23	10 46	11 6	11 43	12 47	12 37	1 11	12 4
Nth. Geelong "C" Box E S		...	...	10 55	... **107**	...	...	...	...	...
	arr.	10 31	10 32	...	11 15	11 52	12 56	12 46	1 20—1	12 14
North Geelong Yard				Via North Geelong Loop **Tue. to Sat.** A.M.						
MELBOURNE YARD W G	*arr.*	...	...	2 40	...	...	...	...	...	...
		108	**180**	**152**	**180**	**46**	**46**	**48**	**158**	**60**

For complete service between Ballarat and Warrenheip, see pages 14–52.

NORTH GEELONG LOOP LINE

MELBOURNE–ARARAT (via Cressy)–BALLARAT

Down

	7 "Mildura Sunlight" Tue., Wed., Thur.	77 Fast Goods Mon. to Fri.	101 Fast Goods Mon. to Fri.
	A.M.	A.M.	P.M.
MELBOURNE W G *dep.*	7 50	11 25	2 25
		P.M.	
North Geelong "A" Box (Melb.—Geelong Line)	8 47*	1 17	4 58
North Geelong "C" Box (Geelong—Ballarat Line) ... *dep.*	8 50*	2 0	6 5
	To Mildura	To Adelaide via Ballarat	To Adelaide via Cressy

Up

	152 Through Goods Mon. to Fri.	156 Through Goods Tue. to Sat.
	P.M.	A.M.
North Geelong "C" Box (Ballarat–Geelong Line) ... *arr.*	10 55	3 12
North Geelong "A" Box (Geelong–Melbourne Line) ... *dep.*	11 10	4 0
	Tues. to Sat.	
	A.M.	
MELBOURNE W G *arr.*	2 40	7 30
	Ex Ballarat	ex Ararat

Length of Loop Line is 746 yards.

For working arrangements see the General Appendix.

GEELONG–BALLARAT.

Block Notes, Etc.

The Double Line Block Telegraph System is in force on the Up and Down journey on the following sections :—Ballarat East and Warrenheip.

Track Block System is in Force on the Up and Down journey between Ballarat and Ballarat East and between North Geelong " A " Box and Geelong " A " Box.

Elaine is switched in as an Electric Staff Station as arranged by the Train Controller, Geelong.

Moorabool is switched in as an Electric Staff Station as under :—

Mondays to Fridays. From 2.30 p.m. until **No. 87** clears.

Note :—Before arranging for Elaine to be switched in, or, before arranging for Moorabool to be switched in during other periods the Train Controller, Geelong, must arrange for the Driver and Guard of each down and Up train to be advised. The Signalman at the Staff Station where crews are instructed must make an entry to that effect in the Train Register Book.

North Geelong " B " Box is switched out from the time the last pilot has arrived at Geelong on Sunday morning until 4.20 a.m. on Monday.

Fyansford is 3¼ miles from North Geelong Station. The Line Junctions at North Geelong " B " Box with the Geelong–Ballarat line. See General Appendix for instructions.

Tail rope is not to be used in shunting at Warrenheip.

GEELONG–ARARAT (via Cressy).

Block Notes, Etc.

Track Block System is in force on the Up and Down Journeys between North Geelong " A " box and Geelong " A " box.

North Geelong " B " Box is switched out after arrival at Geelong of the last pilot Sunday morning until 4.20 a.m. Monday.

Composite Electric Staffs are placed in the Instruments at all Staff Stations, Cressy to Maroona, inclusive. For special instructions governing the working of trains between Gheringhap and Maroona, under a time interval of not less than 15 minutes, see General Appendix.

Moorabool—See above note under Geelong–Ballarat.

Berrybank is switched in as an Electric Staff Station as arranged by the Train Controller, Geelong.

Note.—Before arranging for **Berrybank** to be switched in, 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 the effect in the Train Register Book.

Wingeel is an Unattended Crossing Station worked in accordance with the instructions in Circular A 394/64.

Langi Logan is switched in as an Electric Staff Station from 1.50 p.m. until **No. 156** clears Monday to Friday ; from 1.50 p.m. until **Nos. 3** and **46** clear Saturdays and as arranged by the Train Controller. See General Appendix for instructions.

Langi Logan may also be opened as an Intermediate Block Post. See General Appendix for instructions.

Miles	STATIONS		153 Thro. Goods Tue. to Sat. ‡	3 R'side Goods Mon. to Sat.	5 Goods Mon. to Sat. ‡	21 Thro. Goods Mon. to Sat. ‡	35 Thro. Goods Mon. to Sat.
			A.M.	A.M.	A.M.	A.M.	P.M.
—	**NORTH GEELONG YARD**	*dep.*	4 45	5 20	7 15	10 45	12 30
—	North Geelong ("C" Box) ES		...	...	...	...	...–106
48¼	*Moorabool* ○ E S W	*arr.*	...	...	7 34	11 4	12 49
	(See note, page 125)	*dep.*	5 4	5 39	7 39	11 9	12 54
		arr.	...	5 51–160	...	...	...
51¾	Gheringhap E S ...		–160	–172, 204	–172	–106, 111	—8
		dep.	5 16	5 56	7 54	11 24	1 9
		arr.	...	6 27	8 23	11 53	1 38
62½	*Inverleigh* ○ E S ...				–164		—90
		dep.	5 45	6 42	8 28	11 58	1 43
						P.M.	
		arr.	6 19	7 19	9 2	12 32	2 17
73½	Wingeel N C E S ...		–164	–164		—90	—16
	(See note, page 125)	*dep.*	6 29	7 29	9 12	12 42	2 27
		arr.	7 0	8 0	9 43	1 13—16	2 58–18
85½	**CRESSY** E S W ...						
		dep.	7 10	8 15	10 13	1 43	3 28
89¾	Duverney N C ...	*arr.*	...	...	...	...	...
		dep.	...	...	...	...	...
94½	*Berrybank* ○ E S ...	*arr.*	...	8 43	—90	...—18	...—20
	(See note, page 125)	*dep.*	7 38	8 53	10 41	2 11	3 56
99¼	Gnarkeet N C	*arr.*	...	9 6	...	...	...
		dep.	...	9 16	...	...	...
103¼	Lismore E S	*arr.*	...	9 30	11 3	...	4 18
				—90			–132
		dep.	8 0	9 57	11 17—16	2 33	4 33
109½	*Derrinallum* ○ ES W	*arr.*	8 16	10 15	11 35	2 49	4 51
			—90	—16	P.M. —18	–132, 20	—42
		dep.	8 26	10 40	12 17	3 51	5 6
115¼	Vite Vite N C ...	*arr.*	...	11 1	...	...	...
		dep.	...	11 11	...	...	...
121½	*Pura Pura* ○ E S ...	*arr.*	9 0	11 26	12 51	4 25	5 40
			—16	—18	—20	—42	–180
		dep.	9 8	11 51	1 17	4 36	5 50
				P.M.			
126¾	*Nerrin Nerrin* ...	*arr.*	...	12 7	...	...	...
		dep.	...	12 32	...	...	...
							Sat. / Mon. to Fri.
132½	Westmere E S ...	*arr.*	...	12 44	1 44–132	5 3	6 17–46 / 6 17
		dep.	9 35	1 14–20	3 1	5 44	6 26 / 7 9
133½	*Mininera*	*arr.*	...	1 36	...	...	... / ...
		dep.	...	2 6	...	...	... / ...
		arr.	...	2 23	3 38	6 21	7 2 / 7 45
			—18	–132	—42		
144¼	*Tatyoon* ○ ES W ...					Sat. ‡ / Mn. to Fri. ‡	
						—48	—48
		dep.	10 7	2 43	3 48	6 26 / 6 44	7 15 / 7 50
		arr.	10 22	2 59	4 3	6 41 / 6 59	7 30 / 8 5
152	**MAROONA** E S ...			–42, 22	—46	—9	—9 /
			—20	–63, 14	–63, 180	–48, 9	/
		dep.	10 57	4 0	4 52	7 20 / 7 39	8 0 / 9 22
					Sat. ‡ / Mon. to Fri. ‡		
		arr.	...	4 24–46	5 16 / 5 16	... / —156	... / 9 46–
159½	Langi Logan NC ES				–48G / –48, 39		
	(See note, page 125)	*dep.*	11 21	4 36	5 26 / 5 55	7 44 / 8 3	8 24 / 9 56
165¼	**ARARAT** ES W ...	*arr.*	11 37	4 54–48	5 44 / 6 13	8 0 / 8 19	8 40–65 / 10 14
			153	3	5 / 5	21 / 21	35 / 35

Not to run when 166 and 47 Hamilton run.

156, 65, 27

46, 48

46, 180

50, 98, 166

160

For full train service between Geelong and Gheringhap see pages 114–124 and between Maroona and Ararat see pages 56–69.

STATIONS		27 Thro. Goods Mon. to Sat. ‡		53 Thro. Goods Mon. to Sat.		57 Thro. Goods Mon. to Fri. ‡	101 Thro. Goods Mon. to Fri.	157 Thro. Goods Mon. to Fri. ‡	163 Thro. Goods Mon. to Fri. ‡
		P.M.		P.M.		P.M.	P.M.	P.M.	P.M.
MELBOURNE YARD W G	*dep.*	...		...		...	2 25 via N Glong. Loop	...	...
NORTH GEELONG YARD	*dep.*	2 15		3 10—**90**		4 50–**30**	9 0		11 55 Tue. to Sat. ‡
North Geelong ("C" Box) E S		...	**90, 130A**	...		...	6 5 **22**	...	A.M.
Moorabool ○ E S W	*arr.*	2 34		3 29—**90**		5 9	...	9 19	12 14
(See note, page 125)	*dep.*	2 39		3 34		5 14–**10**	6 24 **20**	9 24	12 19
Gheringhap E S ...	*arr.*	...		3 49—**16**		5 29–**22**	6 36–**18,**	...—**42**	...—**46**
	dep.	2 54–**90**		4 11–**22, 10**		5 33–**18**	6 44	9 39	12 31
Inverleigh ○ E S ...	*arr.*	3 23		4 42		6 4–**20**	7 25–**132**	10 8–**180**	1 0–**48**
	dep.	3 28—**16**		4 50—**18**		6 15	7 37	10 30	1 5
Wingeel N C E S ...	*arr.*	4 2—**18**		5 24—**20**		6 49	8 11–**42**	11 4–**46**	1 39 **156**
(See note, page 125)	*dep.*	4 12		5 34		6 59 **132**	8 30	11 14	1 49
	arr.	4 43		6 5		7 30	9 1	11 45–**48**	2 20
		—**132**		—**132**		—**42**	—**180**	Tue. to Sat. ‡ A.M.	–**160, 166**
CRESSY E S W ...		—**20**						—**156**	
	dep.	5 18		6 35		8 0	9 10	12 29	3 10
Duverney N C ...	*arr.*	...		...		...	...	...	...
	dep.	...		...		...	...	...	...
Berrybank ○ E S ...	*arr.*	...		...—**42**		...–**180**	...—**46**	...	...
(See note, page 125)	*dep.*	5 46		7 3		8 28	9 38	12 57	3 38
Gnarkeet N C ...	*arr.*	...		...		...	...	...	...
	dep.	...		...		...	...	... **166**	...
Lismore E S	*arr.*	...—**42**		...—**180**		...—**46**	10 0–**48**	1 19	...
	dep.	6 8		7 25		8 50	10 21	1 30	4 0
	arr.	6 24		7 41—**46**		9 6	10 39	1 48	4 16
		Sat. ‡	Mon. to Fri. ‡						
Derrinallum ○ E S ...						—**48**	—**156**	—**160**	—**164**
	dep.	6 39	7 19	7 59		9 16	11 20	1 58	4 35
Vite Vite N C ...	*arr.*	...	... **46, 180**	...		...	...	...	...
	dep.	...	...	...		...	...	...	...
	arr.	...	...	...		9 50	...	...	...
Pura Pura ○ E S ...		—**46**	—**48**	—**48**		–**156**	—**166**		
	dep.	7 13	7 52	8 33		10 51	11 54	2 32	5 9
							Tue. to Sat.		
Nerrin Nerrin ...	*arr.*	...	...	...		...	A.M.	...	...
	dep.	...	...	...		...	...	...	...
	arr.	...	...	...		...	12 19	...	5 34
Westmere E S ...		—**48**				–**166**	–**160**	—**164**	—**90**
	dep.	7 38	8 17	8 57		11 18	12 47	2 57	6 23
				Sat.	**M. to Fri.**				
Mininera	*arr.*	...	...	...	...	...	...	...	...
	dep.	...	...	...	... **166**	... **160**	...	...	...
	arr.	8 10	8 49	9 30	9 30	11 50	...	3 29	7 0
Tatyoon ○ E S W ...					–**156**	Tue. to Sat.‡ A.M.			
	dep.	8 15	8 54 **156**	9 35	10 39	12 5	1 9 **164**	3 34	7 8–**16**
	arr.	8 30	9 9	9 50–**54**	10 54–**54**	12 20	1 24	3 49	7 23
		–**50, 65**	—**160**		——— **160,92,54,57**	–**192,101,**	–**17, 15**	–**25, 41**	–**48, 61**
MAROONA E S ...			–**54, 65** —**166**		Tue. to Sat. A.M. —**164**	–**53** –**15,164**	–**106, 57**	–**90, 194**	
	dep.	9 22	10 12	10 12	12 27	1 49	2 42	5 17	7 47
Langi Logan NC ES ...	*arr.*	...	10 36–**13**	10 36–**13**	12 51	2 13–**17**	...	5 41–**41A,16**	8 11
(See note, page 125)	*dep.*	9 46	10 51	10 51	1 1—**15**	2 26	3 6	6 21	8 21–**18**
ARARAT E S W ...	*arr.*	10 2	11 9	11 9	1 19	2 44	3 22–**25**	6 39	8 39
		27	**27**	**53**	**53**	**57**	**101**	**157**	**163**

Not to run when **55** Ballarat runs

Not to run when 65 Ballarat runs.

To Adelaide

For full service between Geelong and Gheringhap see pages 114–124 and between Maroona and Ararat see pages 56–69.

STATIONS		164 Thro. Goods Mon. to Fri.‡	90 Goods Mon. to Sat.‡		16 Goods Mon. to Sat.	18 Thro. Goods Mon. to Sat.‡		20 Thro. Goods Mon. to Sat.‡	
ARARAT E S W ...	*dep.*	P.M. 11 50–54 Tue. to Sat.‡	A.M. 4 15—106		A.M. 6 0	A.M. 8 0—196		A.M. 10 20—6	
Langi Logan N C E S... (See note, page 125)	*arr.*	A.M. ...—92	4 31—194		...–157	...—163		...	
	dep.	12 6	4 36		6 16	8 16		10 36	
	arr.	12 22	...		6 32	8 32		10 52	
MAROONA E S		–53,57,15	—157, 25		—196	—48, 61		—153, 4	
	dep.	2 0	4 55		6 37	8 59		11 30	
Tatyoon ○ E S	*arr.*	...	5 19		7 3	9 25—153		...	
	dep.	2 24	5 34		7 14	10 12		11 54	
Mininera	*arr.*	...	5 50		7 30	...		...	
	dep.	...	6 5		7 40	...		P.M.	
Westmere E S	*arr.*	2 49	6 18		7 53	...		12 17	
	dep.	3 2	6 37		8 28	10 39		12 49—3	
Nerrin Nerrin	*arr.*	...	6 51		8 42	...		...	
	dep.	...	7 1		8 52	...		...	
Pura Pura ○ E S ...	*arr.*	...	7 11		9 3	11 0		...	
					—153	—3		—5	
	dep.	3 27	7 34		9 33	11 31		1 12	
Vite Vite N C	*arr.*	...	...		9 51	...		...	
	dep.	...	...		10 1	P.M.		...	
Derrinallum ○ E S W	*arr.*	3 54	8 5		10 16	12 12—5		1 41	
		—163	—153		—3			—21	
	dep.	4 21	8 35		10 56	12 32		2 54	
Lismore E S	*arr.*	...	8 51		11 12—5	...		...	
	dep.	4 39	9 35—3		11 37	12 48		3 10	
Gnarkeet N C	*arr.*	...	9 48		11 50	...		...	
					P.M.				
	dep.	...	9 53		12 5	...		...	
Berrybank ○ E S... ... (See note, page 125)	*arr.*	...	10 7		12 19	1 12—21		3 34	
	dep.	5 3	10 46—5		12 34	2 16		4 1—35	
Duverney N C	*arr.*	...	...		12 48	...		...	
	dep.	...	...		12 58	...		...	
CRESSY E S W	*arr.*	5 25	11 10		1 10	2 40		4 25	
					—21	—35		—27	
	dep.	5 35	11 40		1 40	3 3		4 48	
			P.M.						
Wingeel N C E S... ... (See note, page 125)	*arr.*	6 6	12 12—21		2 10	3 35		5 20	
		–3, 153			—35	—27		—53	
	dep.	7 34	12 48		2 32	4 17		5 39	
Inverleigh ○ E S	*arr.*	8 2	1 16—35		3 0–27	4 45—53		...—57	
	dep.	8 33—5	1 47		3 33	4 55		6 7	
			Mon. Fri. Sat. ‡	Tue. Wed Thur. ‡		Sat. ‡	Mon. to Fri. ‡	Sat. ‡	Mon. to Fri. ‡
Gheringhap E S	*arr.*	9 6	...	2 21	...	5 28	5 28	6 39	6 39
		—15		—27	—53	–29, 61	—20		–101, 26
				—55			–33, 101 –57, 22	—26	—87
	dep.	9 25	2 21	2 59	4 6	6 21	6 41	7 10	7 38
Moorabool ○ E S W ... (See note, page 125)	*arr.*	9 36	2 30–27	3 11	...	...	6 53	...	...
	dep.	9 44	2 44–55	3 39–53	4 15	6 33	7 9–87	7 19	7 49
Nth Geelong ("C" Box) ...		...	...	...	...	...	...	...	...
NTH GEELONG YARD	*arr.*	9 55	2 55	3 50	4 24	6 42	7 20	7 28	7 58
	dep.								
		164	90	90	16	18	18	20	20

For full train service between Ararat and Maroona see pages 56–69 and between Gheringhap and Geelong see pages 114–124.

ARARAT–GEELONG (via CRESSY)

Up.

STATIONS		132 Thro. Goods Mon. to Sat. ‡	42 Thro. Goods Mon. to Sat.	180 Thro. Goods Mon. to Sat. ‡
		P.M.	P.M.	P.M.
ARARAT E S W	*dep.*	12 25—**4**	1 55	2 35
Langi Logan N C E S ...	*arr.*	...	...	...
(See note, page 125)	*dep.*	12 41	2 11	2 51
	arr.	12 57	2 27	3 7
MAROONA E S		—**27**	—**14, 3, 63**	—**14, 22** —**5, 3, 63**
	dep.	1 58	3 7	4 8
Tatyoon ○ E S W	*arr.*	2 24	3 33	...
	dep.	2 29—**3**	3 43—**5**	4 32
Mininera	*arr.*	...	...	...
	dep.	...	...	...
Westmere E S	*arr.*	...—**5**	...	4 57—**21**
	dep.	2 56	4 10	5 8
Nerrin Nerrin	*arr.*	...	...	...
	dep.	...	...	...
Pura Pura ○ E S	*arr.*	...	...—**21**	5 31
	dep.	3 17	4 31	5 45—**35**
Vite Vite N C	*arr.*	...	...	...
	dep.	...	...	...
Derrinallum ○ E S W ...	*arr.*	3 46 —**21**	5 0—**35**	6 16
	dep.	4 11	5 35	7 5—**27**
Lismore E S	*arr.*	...—**35**	5 51—**27**	7 21
	dep.	4 27	6 13	7 30—**53**
Gnarkeet N C	*arr.*	...	...	...
	dep.	...	...	...

Not to run when 63 Hamilton runs.

				Sat. ‡	Mon. to Fri. ‡
Berrybank ○ E S	*arr.*	....	6 38—**53**	...	7 55 —**57**
(See note, page 125) ...	*dep.*	4 51	7 8	7 55	8 33
Duverney N C		...	...	...	...
CRESSY E S W	*arr.*	5 13 —**27, 53**	7 32	8 22	8 57
	dep.	6 10	7 47—**57**	8 32	9 15–**101**

		Sat. ‡	Mon. to Fri. ‡				
Wingeel N C E S	*arr.*	6 42	6 42	8 15–**101**	9 4	9 47	
(See note, page 125)	*dep.*	6 52	7 4—**57**	8 25	9 14	9 57	
Inverleigh ○ E S	*arr.*	...	... —**101**	...	...	... —**157**	
	dep.	7 20	7 32	8 53	9 42	10 25	
				Sat.	**Mon. to Fri.**		
Gheringhap E S	*arr.*	...	...	...	9 25 —**157**	...	...
	dep.	7 52	8 4	9 25	9 44	10 14	10 57
Moorabool ○ E S W ...	*arr.*	...	...	...	...	...	...
(See note, page 125)	*dep.*	8 1	8 13	9 34	9 56	10 23	11 6
North Geelong ("C" Box) ...		...	...—**93**	...	...	...	... **107**
NORTH GEELONG YARD ...	*arr.*	8 10	8 22	9 43	10 5	10 32	11 15
		132	**132**	**42**	**42**	**180**	**180**

For full train service between Ararat and Maroona see pages 56–69 and between Gheringhap and Geelong see pages 114–124.

1918—64

STATIONS		46 Thro. Goods Mon. to Sat.		48 Thro. Goods Mon. to Fri. ‡	48 Thro. Goods Sat. ‡	156 Thro. Goods Mon. to Fri.	166 Thro. Goods Mon. to Fri. ‡	160 Thro. Goods Mon. to Fri. ‡
		P.M.		P.M.	P.M.	P.M.	P.M.	P.M.
ARARAT E S W	*dep.*	4 15—**22**		5 0—**3**	5 0—**3**	7 30	8 45	9 35—**50,98**
Langi Logan N C E S ...	*arr.*	...—**3**		5 16—**5**	5 16—**5**	7 46—**21**	—**50, 98**	...
(See note, page 125)	*dep.*	4 31		5 21	5 21	8 8	9 1	9 51—**35**
	arr.	...		5 40	5 40	8 27	9 17	10 7
MAROONA E S		—**5**		—**39,34,** —**44**	—**44,21**	—**50,27,** —**166** —**65, 35**	—**27, 35** —**156, 54**	—**27, 54** —**53**
	dep.	4 47		6 13	6 46	9 35—**98**	10 10	10 59
Tatyoon ○ E S W	*arr.*	...		...	...—**35**	...	...—**53**	11 23
	dep.	5 14		6 39—**21**	7 10	10 1	10 34	11 55—**57**
Mininera	*arr.*	...		...	...	...	...	...
	dep.	...		...	...	...	...	Tue. to Sat. ‡
								A.M.
Westmere E S	*arr.*	5 39—**21**		...—**35**	7 35	...—**53**	10 59—**57**	12 22—**101**
	dep.	6 22—**35**		7 4	7 43—**27**	10 25	11 23	12 32
Nerrin Nerrin	*arr.*	...		...	...	...	...	...
	dep.			...	...	...	...	...
		Sat.	**Mon. to Fri.**					
Pura Pura ○ E S	*arr.*	6 45 ...—**27**	...	7 25 —**27, 53**	8 6	... —**57**	11 46 —**101**	...
	dep.	7 18	6 45	8 38	8 38—**53**	10 46	11 59	12 55
							Tue. to Sat. ‡	
Vite Vite N C	*arr.*	...	...	...	...	...	A.M.	...
	dep.	...	...	...	...	...		...
Derrinallum ○ E S W ...	*arr.*	7 49	7 14—**27**	9 9—**57**	9 9	11 15 —**101**	12 30	1 24
	dep.	8 40—**53**	7 46—**53**	10 0	9 34	11 25	12 55	2 3—**157**
Lismore E S	*arr.*	...	8 2	... —**101**	...	...	1 11 —**157**	...
	dep.	8 56	8 55—**57**	10 16	9 50	11 41	1 15	2 19
Gnarkeet N C	*arr.*	...	...	...	...	...	...	...
	dep.	...	...	...	...	**Tue. to Sat.**	...	...
						A.M.		
Berrybank ○ E S	*arr.*	...	9 20 —**101**	...	...		...	...
(See note, page 125)	*dep.*	9 20	9 43	10 40 —**157**	10 14	12 2 —**157**	1 50 —**163**	2 43
Duverney N C		...	...	...	...	...	...	...
CRESSY E S W	*arr.*	9 42	10 7	11 2	10 36	12 24	2 12	3 5
	dep.	9 52	10 20	11 50 Tue. to Sat. ‡	10 46	12 39	2 25	3 20—**163**
				A.M.				
Wingeel N C E S	*arr.*	10 24	10 52 —**157**	12 22	11 18	1 11 —**163**	2 57	3 52
(See note, page 125)	*dep.*	10 34	11 19—	12 32	11 28	1 54	3 7	4 2
Inverleigh ○ E S	*arr.*	...	...	1 0 —**163**	...	...	...	...
	dep.	11 2	11 47 **Tue. to Sat.**	1 10	11 56 Sun. ‡	2 22	3 35	4 30
			A.M.		A.M.			
Gheringhap E S	*arr.*	...	12 19 —**163**	1 43 —**1**	...	...	4 7 —**105**	5 2 —**153, 3, 204**
	dep.	11 34	12 36	2 1	12 28	2 54	4 36	6 1
Moorabool ○ E S W ...	*arr.*	...	...	...	...	...	...	...
(See note, page 125)	*dep.*	11 43	12 47	2 12	12 37	3 3	4 48	6 13
North Geelong ("C" Box) E S	...	...	...	...	...	3 12	...	...
NORTH GEELONG YARD	*arr.*	11 52	12 56	2 21	12 46	...	4 57	6 22
MELBOURNE YARD W G	*arr.*	...	...	...	...	7 30	...	...
		46	**46**	**48**	**48**	**156**	**166**	**160**

Not to run same day as 65 Hamilton

For full train service between Ararat and Maroona see pages 56–69 and between Gheringhap and Geelong see pages 114–124.

GEELONG–QUEENSCLIFF

Down

Miles	STATIONS		103 PASS. SUN. ‡	25 Goods Wed. (Mon. ‡)		89 Pilot Mon. to Fri.
			A.M.	A.M.		P.M.
—	**MELBOURNE**—		From			
	Flinders Street W G ...	*dep.*	Ballarat	...	...	...
	Spencer Street	...	...	...	...	...
45	**GEELONG** E S W G ...	*arr.*	10 32	...	...	...
		dep.	10 35**A**	7 0	...	2 5
46¼	South Geelong E S †	*arr.*	...	7 6	...	2 11
						Mon., Wed., Fri.
		dep.	10 40◆	7 56	...	3 30
48¼	Cheetham's Siding N C	*arr.*	...	...	...	3 40
		dep.	...	...	...	
57½	Drysdale N C	*arr.*	...	8 30	...	...
	(See note)	*dep.*	11 1◆	9 0	...	...
64½	Lakers Siding N C ...	*arr.*	...	9 18	...	...
		dep.	...	9 33	...	...
67½	*QUEENSCLIFF* † ...	*arr.*	11 20	9 45	...	...

Up

STATIONS		104 PASS. SUN. ‡	74 Goods Wed. (Mon. ‡)		84 Pilot Mon., Wed., Fri.
		P.M.	A.M.		P.M.
QUEENSCLIFF † ...	*dep.*	5 45	11 0	...	...
Lakers Siding N C ...	*arr.*	...	11 8	...	...
	dep.	...	11 38	...	...
			P.M.		
Drysdale N C	*arr.*	...	12 1	...	...
	dep.	6 5◆	12 11	...	...
Cheetham's Siding N C	*arr.*	...	...	...	...
	dep.	...	...	...	4 0
South Geelong † E S ...	*arr.*	...	12 38	...	4 10
					Mon. to Fri.
	dep.	6 25◆	12 48	...	4 56—**97**
GEELONG E S W G ...	*arr.*	6 30**B**	12 54	...	5 2
	dep.	6 33			
MELBOURNE—					
Spencer Street W G ...	*arr.*	To Ballarat	...	...	...
Flinders Street W G ...	*arr.*	...	...	...	...

A. Connects with 8.52 a.m. (**No. 121**) PASS. Flinders Street–Geelong.

B. Connects with 6.40 p.m. (**No. 232**) PASS. Geelong–Flinders Street.

NOTE.—**Drysdale** is opened as an Intermediate Block Post as required. See General Appendix for instructions.

MORIAC–WENSLEYDALE. (Closed for traffic as from 12.10.48)

BIRREGURRA–FORREST. (Closed for traffic)
Last Day of running, 4.3.57

COLAC–ALVIE. (Closed for traffic)
Last Day of running, 18.12.54

COLAC—BEECH FOREST—WEEAPROINAH (Narrow Gauge).
Closed for traffic as from 30/6/62. (Secty's 60/5214).

CAMPERDOWN—TIMBOON

Down				Up			
Miles from Melb.	STATIONS	77 Goods Mon., Wed., Fri (Thur. ‡)		STATIONS		116 Goods Mon., Wed., Fri (Thur. ‡)	
		A.M.				P.M.	
123¼	**CAMPERDOWN** ... *dep.* E S W	8 45	...	**TIMBOON** † ... ... *dep.*		2 30	...
127¼	Timboon Junc. NC *arr.*	8 55	...	Curdie N C ... ... *arr.*		2 38	...
	ES† (Note, p. 113) *dep.*	9 0	...		*dep.*	3 8	...
131¼	Naroghid N C ... *arr.*	9 15	...	Vict. Agric. Lime... ...		...	...
	dep.	9 25	...	Co's. Siding N C			
135¾	Cobden † W ... *arr.*	9 36	...	Glenfyne N C ... ... *arr.*		3 29	...
	dep.	10 46	...		*dep.*	3 34	...
140½	Elingamite N C ... *arr.*	10 57	...	Elingamite N C		...	...
	dep.	11 7	...				
142¼	Glenfyne N C ... *arr.*	11 12	...	Cobden † W ... ... *arr.*		3 53	...
	dep.	11 22	...		*dep.*	4 38	...
146¼	Vict. Agric. Lime *arr.*	11 35	...	Naroghid N C		...	...
	Co's. Siding NC *dep.*	11 55	...				
		P.M.					
146¾	Curdie N C ... *arr.*	12 0	...	Timboon Junc. NC *arr.*		5 11	...
	dep.	12 10	...	ES† (Note, p. 113) ... *dep.*		5 16A	...
149½	**TIMBOON** † ... *arr.*	12 20	...	**CAMPERDOWN** ... ... *arr.*		5 27	...
				E S W			

A. No. 116, when **No. 112** runs on Fridays, to depart Timboon Junction 5.37 p.m., arrive Camperdown 5.47 p.m.

TERANG–MORTLAKE

Down				Up			
Miles from Melb.	STATIONS	15 Goods Sat. ‡	75 Goods Tues. (Fri. ‡)	STATIONS		70 Goods Sat. ‡	112 Goods Tues. (Fri. ‡)
		A.M.	A.M.			A.M.	P.M.
123¼	**CAMPERDOWN** ESW *dep.*	6 30	10 50	**MORTLAKE** † ... ... *dep.*		11 5	4 0
	arr.	7 2	11 25	Mortlake Junct. NC *arr.*		11 50	4 40
137¼	**TERANG** E S ...	–38	P.M.	ES† (Note, p. 113) ... *dep.*		11 55	4 45
	dep.	8 21	12 40			Noon	
138¼	Mortlake Junct. NC *arr.*	8 26	12 45		*arr.*	12 0	4 50
	ES† (Note, p. 113) *dep.*	8 31	12 50	**TERANG** E S		P.M.	
					dep.	12 30–35	5 0
150¼	**MORTLAKE** † ... *arr.*	9 17	1 36	**CAMPERDOWN** ... ... *arr.*		1 5	5 35
				E S W			

WARRNAMBOOL–HAMILTON

Down

Miles from Melb.	STATIONS		1 Goods Tues. (Mon., Wed. to Sat. ‡)	113 Goods Wed. to Sat. ‡	115 Goods Mon. to Sat. ‡	117 Goods Tue. to Sat. ‡
			A.M.	A.M.	P.M.	P.M.
166	**WARRNAMBOOL** E S W	*dep.*	5 20	11 0	1 30–**82,7**	5 45–
167	Cattle Siding N C	...	...	...	...	... **96, 90**
169	Dennington N C	...	...	...	...	...
172	*Illowa* ○ E S (See note, page 113) ...	*arr.*	...	...	...	...
		dep.	5 38	11 18	1 48	6 3
		arr.	5 58	11 38	2 8	6 23
175½	**KOROIT** E S † W			P.M.		
		dep.	6 30	12 8	3 0–	6 45–
		arr.	7 4	...	... **104, 84, 108**	... **116, 114**
185	Woolsthorpe N C	*dep.*	7 19	...	...	...
		arr.	7 34	...	...	...
189½	*Hawkesdale* (See note)	*dep.*	8 19	...	...	...
		arr.	8 38	...	...	...
196¼	Minhamite N C	*dep.*	9 15	...	...	...
		arr.	9 37	...	...	...
201½	Purdeet N C	*dep.*	9 47	...	...	...
		arr.	10 6– **104, 84**	2 45	4 46–	8 41–**118**
208½	*Penshurst* ○ † W	*dep.*	11 15		5 10 **116**	9 6
		arr.	11 33	...	...	...
215	Tabor N C	*dep.*	11 43	...	...	...
220½	Yatchaw N C		11 58	...	...	...
			P.M.			
226¾	Coleraine Junction † E S		12 15	...	6 5	9 5[illegible]
227½	**HAMILTON** E S W	*arr.*	12 20	...	6 10	10 0

Not to run when **84** runs.

Not to run when **113** runs.

Not to run when **116** runs.

Not to run when **114** runs.

HAMILTON–WARRNAMBOOL

Up

STATIONS		82 Goods Mon. to Sat. ‡	104 Goods Mon. (Tue. to Sat. ‡) (See note)	84 Goods Mon. to Sat. ‡ (See note)	114 Goods Wed. to Sat. ‡	116 Goods Mon. to Sat. ‡	118 Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
HAMILTON E S W	*dep.*	...	6 20	8 0	...	3 35	7 30
Coleraine Junction E S †	...	...	6 25	8 5	...	3 40	7 35
Yatchaw N C	*arr.*	...	6 41	8 21	...	...	...
	dep.	...	6 51	8 31	...	...	...
Tabor N C	*arr.*	...	7 6	8 46	...	...	...
	dep.	...	7 16	8 56	...	...	...
	arr.	...	7 35	9 15	...	4 30	8 25
Penshurst ○ † W						–**115**	–**117**
	dep.	...	11 10—**1**		3 45	5 20	9 15
	arr.	...	11 27		...	...	...
Purdeet N C	*dep.*	...	11 37		...	...	...
	arr.	...	11 50		...	...	...
Minhamite N C			P.M.				
	dep.	...	12 25		...	...	...
	arr.	...	12 51		...	...	...
Hawkesdale (See note) ...	*dep.*	8 30	1 31		...	...	...
	arr.	8 42	1 43		...	...	...
Woolsthorpe N C	*dep.*	8 57	1 58		...	...	...
	arr.	9 19	2 20		6 40	6 40	10 35
KOROIT † E S W			–**115**		–**117**	–**117**	
	dep.	9 29	2 50		6 50	6 50	10 45
Illowa ○ ES (See note, p. 113)	*arr.*	...	...		...	...	...
	dep.	9 40	3 1		7 1	7 1	10 56
Dennington N C		...	...		...	...	...
Cattle Siding N C		...	...		...	...	...
WARRNAMBOOL E S W ...	*arr.*	9 55–**23**	3 16		7 18	7 18	11 13

Not to run when **114** runs.

Hawkesdale is opened as an Intermediate Block Post as required. See General Appendix for Instructions.

NOTE : Nos. 104 and **84** not to run same day.

MURTOA–PATCHEWOLLOCK

Goods Service for Wheat Traffic.

The following service will operate between Murtoa and Patchewollock during the wheat season and at other times for clearance of wheat as arranged by Control, Ararat.

Down.

Miles	STATIONS		13 Goods Mon. to Sat. ‡	25 Goods Mon. Tu. Thur. Fri., Sat. ‡	25 Goods Wed. ‡	17 Goods Mon., Wed., Thur., Fri. ‡	19 Goods Mon. to Sat. ‡	21 Goods Mon. to Sat. ‡	23 Goods Mon. to Sat. ‡
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
185¼	**MURTOA** E S W ...	*dep.*	...	...	...	...	...	3 30	10 30
190¾	Coromby N C	*arr.*	...	...	...	...	...	...	...
	(See note, page 73)	*dep.*	...	...	...	...	...	...	...
198½	Minyip E S	*arr.*	...	...	...	...	...	4 7	11 7
		dep.	...	...	...	...	...	4 27	11 17
202½	Nullan N C	*arr.*	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...
206½	*Sheephills* ○ E S ...	*arr.*	...	...	...	...	...	4 51	11 41
		dep.	...	...	...	...	...	5 11	11 51
						Not to run when 12 runs	Not to run when 18 runs		Tue. to Sun. ‡
									A.M.
216½	**WARRACKNABEAL** ...	*arr.*	...	...	...	...	...	5 44–**22**	12 23
	E S W		—**2**	—**10**			—**8**		
		dep.	5 30	8 30	9 10—**4**	11 45	1 45–**16**	...	...
217	B.P., H. C. Sleigh and Mobil Oil Coy.'s Sdg. N C		...	...	...	...	...	...	...
						P.M.			
217½	Warrackside N C		...	...	...	...	...	...	...
221¼	Batchica Siding N C		...	...	...	...	...	...	...
225¼	Lah N C	*arr.*	...	...	...	12 12	2 12	...	...
		dep.	...	...	...	12 27	2 27	...	...
229	Brim E S †	*arr.*	...	9 8	9 40	12 40–**16**	2 40	...	...
		dep.	...	9 38–**14**	10 0		2 55–**16**	...	...
234¾	*Galaquil*	*arr.*	6 8	9 56	...	...	3 13	...	...
		dep.	...	10 6	...	...	3 28	...	...
		arr.	6 35	10 29	10 45	...	3 41	...	...
238¾	Beulah †		–**4,6,14**		P.M. —**16**				
		dep.	7 59	12 4**B**		...	...	...	...
239	Thomas's Siding N C		...	...		...	...	...	...
246	*Rosebery*	*arr.*	8 21	12 26		...	...	...	...
	(See note, page 73)	*dep.*	8 36	12 31		...	...	...	...
249	Goyura N C	*arr.*	8 46	12 51		...	...	...	...
		dep.	9 1	1 6		...	...	...	...
		arr.	9 18	1 23		...	...	...	...
254½	**HOPETOUN** † W ...								
		dep.	...	2 40		...	...	...	...
271¾	Yarto N C	*arr.*	...	3 40		...	...	...	...
		dep.	...	3 45		...	...	...	...
281½	*PATCHEWOLLOCK* † W	*arr.*	...	4 30		...	...	...	...

B. On Mon., Wed., Fri., departs Beulah 12.56 p.m. and run 55 minutes later en route to Patchewollock.

PATCHEWOLLOCK–MURTOA
Goods Service for Wheat Traffic.

The following service will operate between Patchewollock and Murtoa during the wheat season and at other times for clearance of wheat as arranged by Control, Ararat.

Up.

STATIONS		4 Goods Wed. ‡	14 Goods Mon., Tue., Th., Fri., Sat. ‡	12 Goods Mon. to Sat. ‡	16 Goods Tue., Thur., Sat. ‡	18 Goods Mon., Wed., Thur., Fri. ‡	16 Goods Mon., Wed., Fri. ‡	22 Goods Mon. to Sat. ‡	20 Goods Mon. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
PATCHEWOLLOCK † W	*dep.*	4 0	4 0	...	...	...	...	...	...
Yarto N C	*arr.*	...	4 32	...	...	...	...	...	...
	dep.	...	4 52	...	...	...	...	...	...
HOPETOUN † W ...	*arr.*	5 25	5 45 —**6**	...	...	...	...	...	...
	dep.	6 0	7 10	...	10 30	...	10 30	...	...
Goyura N C	*arr.*	...	...	...	10 47	...	10 47	...	...
	dep.	Thence	...	...	11 7	...	11 7	...	...
Rosebery	*arr.*	as tabled	...	...	11 17	...	11 17	...	...
(See note, page 73)	*dep.*	on page	...	...	11 37	...	11 37	...	...
Thomas's Siding N C		75	...	...	...	...	...	...	...
	arr.	...	7 54	...	11 59–**25**	...	11 59 **25,8**	...	...
Beulah †					P.M.		P.M.		—**15**
	dep.	...	8 14–**13**	11 30	12 19	...	1 15	...	5 0
	arr.	...	...	...	12 32	...	1 28	...	5 13
Galaquil	*dep.*	...	...	...	12 47	...	1 43	...	5 33
	arr.	...	8 43	11 59	...	...	2 1	...	5 51
Brim † E S				P.M.	—**5, 17**				
	dep.	...	9 13–**25**	12 30—**5**	1 5	1 45	2 50–**19**	...	6 11
	arr.	...	...	...	...	1 58	...	...	6 24
Lah N C	*dep.*	...	...	...	...	2 18	...	...	6 44
Batchica Siding N C		...	...	...	...	...	...	...	...
Warrackside N C		...	...	...		...	...	...	...
B.P., H. C. Sleigh and Mobil Oil Coy's. Sdg. N C ...		...	...	...	...	...	...	...	...
	arr.	...	9 51	1 8	1 41–**19**	2 45	3 28	...	7 11
WARRACKNABEAL ... E S W			—**5**					—**21**	
	dep.	...	11 0	...	...	...	...	6 0	...
	arr.	...	11 34	...	...	...	...	...	...
Sheephills ○ E S ...			—**7, 1**						
	dep.	...	11 54	...	...	...	...	6 34	...
	arr.	...	...	...	...	...	...	...	...
Nullan N C	*dep.*	...	...	...	...	...	...	...	...
								Mon. Wed., Fri., Sat. ‡ / Tue., Thur. ‡	
	arr.	...	12 21	...	...	...	...	... / 6 58	...
Minyip E S			—**9**					—**15**	
	dep.	...	12 41	...	...	...	...	6 58 / 7 17	...
Coromby N C	*arr.*	...	...	...	...	...	...	... / ...	...
(See note, page 73)	*dep.*	...	...	...	...	...	...	... / ...	...
MURTOA E S W ...	*arr.*	...	1 30	...	...	...	...	7 37 / 8 3	...

Not to run when 19 runs

Not to run when 17 runs

MURTOA–DIMBOOLA

Goods service for Wheat Traffic

The following service will operate between Murtoa and Dimboola during the wheat Season as arranged by Control, Ararat.

Down

STATIONS		203 Goods Mon. to Sat.‡ (See note)	207 Goods Mon. to Sat. ‡ (See note)		209 Goods Mon. to Fri. ‡	209 Goods Sat. ‡
		A.M.	P.M.		P.M.	P.M.
Murtoa E S W	*dep.*	4 30—**10**	1 55		9 20	11 0
Jung E S (See note, page 12) ...		4 45	2 10		9 35	11 15
			Mon. to Fri. ‡	Sat. ‡		
Dooen ○ ES (See note page 12)	*arr.*	...	2 22	2 22	...	...
	dep.	4 57	2 35–**34**	2 42–**34**	9 47	11 27
Horsham E S W ...	*arr.*	...	2 47–**25**	2 54	...	...
	dep.	5 7	3 45–**36**	3 30–**25**	9 57	11 37
Dahlen Siding N C		...	...	...	...	...
			Tue. to Fri. ‡	Mon. ‡		
Pimpinio ○ E S	*arr.*	...	...	4 6–**164**	...	...
(See note, page 12) ...	*dep.*	5 27	4 6	4 36	3 51	10 17	11 57
Wail		...	...	...	...	...	...
							Sun. ‡
							A.M.
Dimboola E S W	*arr.*	5 49–**38**	4 28	5 0–**204**	4 13–**92**	10 39	12 19

Up

STATIONS		202 Goods Mon, to Sat. ‡ (Seenote)	204 Goods Tue. to Fri. ‡ (See note)	204 Goods Mon. ‡ (See note)	206 Goods Sat. ‡ (See note)	208 Goods Sun to Fri. ‡
		A.M.	P.M.	P.M.	P.M.	P.M.
Dimboola E S W	*dep.*	9 0	4 40–**207**	5 5–**207**	7 50	11 45–**139** Mon. to Sat. ‡
						A.M.
Wail		...	...	...	...	...
Pimpinio ○ E S ... ... (See note, page 12)		9 40	5 20	5 45	8 30	12 25
Dahlen Siding N C		...	...	...	...	...
Horsham E S W	*arr.*	...–**9**	5 48–**88**	6 13	8 58–**145**	12 53
	dep.	10 8 **138**	7 10–**49**		9 7	1 25–**69**
Dooen ○ E S	*arr.*	10 24	...		...	...
(See note, page 12)	*dep.*	10 57	7 28		9 25	1 43
						Mon. Sat. ‡ | Tue. to Fri. ‡
Jung ES (See note page 12)	*arr.*	11 19 **87,9**	...		9 45	... | 2 3–**159**
	dep.	11 28–	7 48		9 55–**77**	2 3 | 2 45–**140**
Murtoa E S W	*arr.*	11 46	8 5–**77**		10 13	2 20 | 3 3

NOTE :—Following trains not to run same day.
Nos. 207 and **105** **Nos. 207** and **164** Tue. to Frid. **Nos. 207** and **88** Mon. **Nos. 202** and **142/136.**
Nos. 206 and **109/100** Saturdays. **Nos. 203** and **143.** **Nos. 204** and **105/109.**

FAST GOODS TRAIN SERVICE MELBOURNE–PERTH

WESTBOUND

		Sunday	Monday	Tuesday	Wednesday
Melbourne	*dep.*	P.M. 12 25 | P.M. 5 0*	A.M. 11 25 | P.M. 5 50*	A.M. 11 25 | P.M. 5 50*	A.M. 11 25 | P.M. 5 50*
		Monday	Tuesday	Wednesday	Thursday
Adelaide	*arr.*	P.M. 1 25 | A.M. 8 5	P.M. 1 25 | A.M. 8 5	P.M. 1 25 | A.M. 8 5	P.M. 1 25 | A.M. 8 5
	dep.	P.M. 3 20 | P.M. 7 40 Tues.	P.M. 3 20 | P.M. 7 40 Wed.	P.M. 3 20 | P.M. 7 40 Thur.	P.M. 3 20 | P.M. 7 40 Frid.
	arr.	A.M. 10 0 | 8 0	A.M. 10 0 | 8 0	A.M. 10 0 | 8 0	A.M. 10 0 | 8 0
		Tuesday	Wednesday	Thursday	Friday
Port Pirie Junct. ...	*dep.*	P.M. 6 0	P.M. 6 0	P.M. 5 45 | P.M. 7 0	P.M. 6 0
		Thursday	Friday	Saturday	Sunday
Parkeston	*arr.*	A.M. 6 30	A.M. 6 0	A.M. 3 45 | A.M. 10 0	A.M. 6 0
	dep.	P.M. 3 0	P.M. 3 0	P.M. 6 30	P.M. 3 0
		Friday	Saturday	Monday	Monday
Perth	*arr.*	A.M. 6 45	A.M. 6 45	A.M. 4 25	A.M. 6 45

		Thursday	Thur. / Friday	Saturday	Mon. to Fri.
Melbourne	*dep.*	A.M. 11 25 | P.M. 5 50*	P.M. 7 50*** | A.M. 11 25 | P.M. 5 50* | P.M. 9 35*	P.M. 1 40** | P.M. 2 15	P.M. 2 25
		Friday	Saturday	Sunday	Wed. to Sun.
Adelaide	*arr.*	P.M. 1 25 | A.M. 8 5	A.M. 4 10 | P.M. 1 25 | A.M. 8 5 | P.M. 1 10	A.M. 9 0 | P.M. 1 25	A.M. 4 10
	dep.	P.M. 3 20 | P.M. 7 40 Sat.	P.M. 5 40 Sunday	P.M. 5 5 Monday	...
	arr.	A.M. 10 0 | 8 0	A.M. 4 0	A.M. 1 0	...
		Saturday			
Port Pirie Junct. ...	*dep.*	P.M. 6 0	P.M. 1 0 | P.M. 6 0	P.M. 6 0	...
		Monday	Tuesday	Wednesday	
Parkeston	*arr.*	A.M. 6 30	A.M. 1 15 | A.M. 6 0	A.M. 6 0	...
	dep.	P.M. 3 0	P.M. 3 0	P.M. 3 0	...
		Tuesday	Wednesday	Thursday	
Perth	*arr.*	A.M. 6 45	A.M. 6 45	A.M. 6 45	...

* Express Goods train Melbourne to Adelaide.

** Express Goods train Melbourne to Ararat and Serviceton to Adelaide.

*** Express Goods train Melbourne to Serviceton.

FAST GOODS TRAIN SERVICE MELBOURNE–PERTH

EASTBOUND

| | | |

BOOKING OF SLEEPING BERTHS AND RESERVED SEATS

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

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

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

(2) **Reservation of seats for Children under four years of age for whom a rail ticket is not held.**

Intrasystem (Local) and Intersystem Journeys—

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

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

(3) **Group Booking :—**

Applications for reservation for parties in excess of 6 persons (bona fide family travel excepted) are to be referred to Superintendent Train Services.

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

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

(5) **Advance Booking :—**

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

Between Melbourne — Benalla and Wangaratta.

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

Between Melbourne and Albury.

Booking of passengers making journeys between Melbourne and Albury only opens.

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

(ii) By "Spirit of Progress" and "Intercapital Daylight" in each direction between Melbourne and Albury—Seven days prior to date of travel (to extent of accommodation available).

Victorian Travel By "The Overland" Melbourne—Adelaide. Passengers for Victorian roadside stopping stations to Horsham inclusive are permitted to reserve seats only in the "Composite" carriage (set aside for the purpose) on the day of travel, except that Horsham residents may reserve seats up to two calendar months in advance in this carriage and residents of Ararat, Stawell and Murtoa may reserve seats as from 12 noon on the day prior to the day of travel, subject to accommodation being available. Passengers for Victorian stopping stations beyond Horsham may book seats in the "Composite" carriage up to two calendar months in advance.

On Mondays, Tuesdays, Wednesdays and Thursdays, Ballarat passengers may, subject to accommodation being available, reserve seats on the day of travel.

Passengers to Victorian stations may be allotted sleeping berths, if available, 30 minutes prior to train departure time on day of travel. See Table 80 of Passenger Fares Book.

Interstate Travel—

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

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

INTERSTATE
SLEEPING BERTHS AND RESERVED SEAT BOOKING

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
8.40 a.m. ... "Intercapital Daylight"	Mon. to Sat.	Melbourne	Sydney	Seat booking compulsory. Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, Sydney.
7.45 a.m. ... "Intercapital Daylight"	Mon. to Sat.	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. ... "Spirit of Progress"	Mon. to Sat.	Melbourne	Sydney	Sleeping berths and seat booking compulsory. Sleeping berths to Yass Junction, Goulburn, Moss Vale, Strathfield and Sydney. Seats to Benalla, Wangaratta, Albury, Culcairn, Henty, The Rock, Wagga-Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield, and Sydney. Sleeping berths and seats in through carriage to Canberra, Sun., Tues., Thur., Fri.
7.0 p.m. ... "Spirit of Progress"	Sunday	"	"	Sleeping berth and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn.
8.10 p.m. ... "Spirit of Progress"	Daily (Sun. incl.)	Sydney	Melbourne	Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn Albury, Wangaratta, and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon., Wed., Fri., Sat.
8.0 p.m. ... "Southern Aurora"	Daily (Sun. incl.)	Melbourne	Sydney	Sleeping berths only between Melbourne and Sydney and beyond. Booking compulsory.
8.0 p.m. ... "Southern Aurora"	Daily (Sun. incl.)	Sydney	Melbourne	
8.40 p.m. ... "The Overland"	Daily (Sun. incl.)	Melbourne	Adelaide	Sleeping berth and seat booking compulsory. Sleeping berths to S.A. stations, seats to Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhill, Kaniva, Serviceton and S.A. stations. (See page 139).
7.10 p.m. ... "The Overland"	Daily (Sun. incl.)	Adelaide	Melbourne	Sleeping berth and seat booking compulsory from Adelaide and S.A. stations.

RESERVED SEAT BOOKING.

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE).

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

NORTHERN LINES.

Train	Days of running	From	To	Stations from and to which seats and berths may be booked.
7.50 a.m. ...	Tues., Wed., Thur.	Melbourne	Mildura	Stopping stations Maryborough and beyond.
8.10 a.m. ...	Mon. to Fr.	Melbourne	Swan Hill	Castlemaine and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Castlemaine for Maryborough line, at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines, at Swan Hill for Piangil line, Kerang for Koondrook line and at Bendigo and Echuca for Balranald line.
8.20 a.m. ...	Saturday	Melbourne	Swan Hill	
1.35 p.m. ...	Mon. to Sat.	Melbourne	Bendigo	
5.40 p.m. ...	Mon. to Fri.	Melbourne	Bendigo	
6.5 p.m. ...	Saturday	Melbourne	Bendigo	
9.20 a.m. ...	Mon. to Sat.	Melbourne	Daylesford	Woodend and stations beyond.
4.55 p.m. ...	Mon. to Fri.	Melbourne	Daylesford	Woodend and stations beyond.
5.35 p.m. ...	Saturday	Melbourne	Daylesford	Woodend and stations beyond.
8.10 p.m. ...	Friday and Sunday	Melbourne	Mildura	Berths to Woomelang and stations beyond; seats, Maryborough and stopping stations beyond.
8.15 a.m. ...	Tues., Wed., Thur.	Mildura	Melbourne	Passengers from stations Mildura to Woomelang inclusive.
8.50 p.m. ...	Friday and Sunday	Mildura	Melbourne	Passengers from stations Mildura to Woomelang inclusive.

NORTH WESTERN LINES.

9.10 a.m. ...	Mon. to Sat.	Melbourne	Dimboola	Ballarat and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Ballarat for Linton, Donald or Woomelang lines—at Ararat for Hamilton and Portland line—at Murtoa for Hopetoun line—at Horsham for Goroke line—at Dimboola for Serviceton line.
1.30 p.m. ...	Mon. to Fri.	Melbourne	Horsham	
1.30 p.m. ...	Saturday	Melbourne	Dimboola	

(Continued)

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—continued

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
SOUTH WESTERN LINES				
8.25 a.m. ...	Mon. to Sat.	Melbourne	Port Fairy	Winchelsea and stations beyond.
5.10 p.m. ...	Mon. to Thu.	Melbourne	Warrnambool	
5.52 p.m. ...	Friday	Melbourne	Warrnambool	
6.10 p.m. ...	Saturday	Melbourne	Warrnambool	
7.32 p.m. ...	Sunday	Melbourne	Warrnambool	
NORTH EASTERN AND GOULBURN VALLEY LINES				
8.15 a.m.* ...	Mon. to Sat.	Melbourne	Albury ...	Avenel and stations beyond. Where connection made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
8.15 a.m.* ...	Mon. to Sat.	Melbourne	Tocumwal...	Seymour and stations beyond. Where connection made, passengers change to non seat booked Rail Motor trains ; at Toolamba for Echuca line ; and at Strathmerton for Cobram line.
9.35 a.m. ...	Sunday	Melbourne	Mansfield ...	Yea and stations beyond.
5.0 p.m.	Mon. to Fri.	Melbourne	Albury	On Mon. to Sat., Avenel and stopping stations beyond. On Suns., Seymour and stopping stations beyond. Where connections made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
5.50 p.m. ...	Sat., Sun.			
5.30 p.m. ...	Mon. to Fri.	Melbourne	Numurkah	Seymour and stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains ; at Toolamba for Echuca line, and at Numurkah for Cobram line.
6.30 p.m. ...	Saturday	Melbourne	Numurkah	
6.30 p.m. ...	Friday	Melbourne	Mansfield ...	Yea and stations beyond.
7.0 a.m. ...	Daily, Sun. included	Albury ...	Melbourne	Passengers from stopping stations Albury to Euroa.
EASTERN LINE				
7.25 a.m. ...	Mon. to Sat.	Melbourne	Traralgon	Warragul and stations beyond Passengers change to non seat booked Rail Motor trains at Morwell for Mirboo North line and at Traralgon for Maffra line.
8.35 a.m. ...	Mon. to Sat.	Melbourne	Bairnsdale	
6.3 p.m. ...	Fri., Sat. ...	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
6.3 p.m. ...	Mon., Tues., Wed., Thur.	Melbourne	Sale	
6.12 p.m. ...	Mon. to Sat.	Melbourne	Yarram ...	Korumburra and stations beyond.
2.10 p.m. ...	Mon. to Sat.	Bairnsdale	Melbourne	Passengers from stations Bairnsdale to Sale inclusive.

* Combined train to Seymour.

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

WITHIN VICTORIA

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

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

" The Overland " —for journeys within Victoria.

Road Motor Coach Services.

Guaranteed Special Trains

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

BOOKING CONDITIONS :

On trains by which passes are available :—

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

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

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

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

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

INTERSTATE SERVICES

" Southern Aurora "

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

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

MELBOURNE—ADELAIDE
ADELAIDE—MELBOURNE

" The Overland "

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

MELBOURNE—SYDNEY
SYDNEY—MELBOURNE

" Spirit of Progress "

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

" Intercapital Daylight "

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

ALBURY—SYDNEY
SYDNEY—ALBURY

" Riverina Express "

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

SYDNEY—BRISBANE
BRISBANE—SYDNEY

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

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

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

VICTORIAN PASSENGER ROLLING STOCK

TABLE GIVING THE VARIOUS CLASSES, NUMBER OF VEHICLES IN EACH CLASS, DESCRIPTION, CARRYING CAPACITY, TONNAGE RATING OF PASSENGER ROLLING STOCK, OVERALL LENGTH OF VEHICLE OVER BUFFERS, ETC.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 149)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		V. & S.A. Joint Stock (Bogie Carriages)							
Sleeping	8	Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	...	50	78	3	Auto.	F.
"	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni	20	...	50	78	3	Auto.	F.
		Kuldalai Air Conditioned (Twinettes)	...						
"	12	Coliban, Acheron, Inman, Baderloo, Pekina, Tambo, Dargo Loddon, Glenelg, Torrens, Onkaparinga, Barwon	20	...	45	74	1¼	Auto.	E.
AE ...	7	8 compartments	48	...	45	74	1¼	Auto.	E.
BE ...	8	9 compartments	...	72	45	74	1¼	Auto.	E.
AJ ...	3	2 compartments, Saloon type Air Conditioned	48	...	45	78	7¾	Auto.	F.
BJ ...	6	2 compartments, Saloon type, Air Conditioned	...	64	46	78	3	Auto.	F.
		Brakevan and Sundry Stock V. & S.A. Joint Stock (Bogie)							
Special	1	Dynamometer §	...	...	40	53	9¼	½ Auto., ½ Auto. and Screw	E.
CE ...	6	Fitted with fish compartment, Nos. 1, 2, 3, 4, 26 and 27 (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
D ...	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	...	...	45	63	3¼	Auto.	—
D ...	1	Steel bulk mail van, No. 1 (25 tons capacity)	...	...	55	63	5¾	Auto.	—
ZJF	3	Express Goods Brake Van (10 tons capacity) Not available for Passenger trains	...	...	35	37	0	Auto.	E.
ZJP	4	Brakevan (10 tons capacity)	...	...	35	37	0	Auto.	E.
		Victorian Stock All Steel							
AS ...	14	8 compartments (Air Conditioned), Nos. 1 to 11, 14, 15, 16	48	...	50*	75	0	Auto.	E.
BS ...	6	8 compartments (Air Conditioned), Nos. 1, 2, 3, 4, 7, 8 ...	...	64	50*	75	0	Auto.	E.†
ABS ...	2	8 compartments (Air conditioned) Nos. 1 to 2	24	32	50	75	0	Auto.	E.
AZ ...	8	Saloon type (Air Conditioned) Nos. 1 to 8	48	...	50	75	0	Auto.	F.
BZ ...	7	Saloon type (Air Conditioned) Nos. 1 to 7	...	64	50	75	0	Auto.	F.
Dining	1	Murray (Air Conditioned) ...	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ...	48	...	75	76	1¼	Auto.	E.
Buffet	1	Moorabool ... ... (Air Conditioned)	19 diners 12 sitting		60	75	0	Auto.	E.

Note :—" F " Fluorescent ; " E " Electric.

§ For instructions governing the operation of couplings on the Dynamometer Carriage, see General Appendix.

* The tonnage rating of " AS " carriages Nos. 1, 2, 3, 4, 5 and " BS " carriages Nos. 1, 2, 3, 4 is 48 tons.

† " BS " carriage No. 8 Fluorescent lighting.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 149)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Carey (8 Showers and Sanitary accommodation	...	...	30	48	2½	Auto.	E.
„	1	Norman (Air Conditioned) ...	24	...	54	75	0	Auto.	E.
„	1	State No. 4	26	...	50	74	9¼	Auto.	E.
„	1	State No. 5 (Air Conditioned)	16	...	60	75	7¼	Auto.	F.
„	1	Melville	...	...	40	50	2	Auto.	E.
„	1	Medical and Vision test ...	...	...	45	74	1¼	Auto.	E.
Parlor ...	1	Yarra	33	...	40	74	1¼	Auto.	E.
Breakdown	1	Campaspe	16 sleepers		50	74	9¼	Auto.	E.
Special Sleeper	1	Goulburn (3 showers & 10 sleeping berths)			50	74	1¼	Auto.	E.
Buffet Car	1	Taggerty, 3 compartments & buffet (Air Conditioned)	18 diners 18 sitting		60	74	1¼	Auto.	E.
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1¼	Auto.	E.
„	1	No. 5	20	...	45	74	1¼	Auto.	E.
AE ...	24	8 compartments (Except Nos. 1, 3, 12)	48	...	45	74	1¼	Auto.	E.
BE ...	4	9 compartments Nos. 4, 19, 31, and 34 (Air Conditioned)	...	72	55	74	1¼	Auto.	E.
BE ...	4	8 compartments ... ... Nos.49 to 52 (Air Conditioned)	...	64	55	74	1¼	Auto.	E.
BE ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1¼	Auto.	E.
BG ...	2	Saloon and Compartment type (Air Conditioned)	...	64	50	71	0	Auto.	E.
ABE ...	16	8 compartments, Nos. 1 to 16	26	36	45	74	1¼	Auto.	E.
BCE ...	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	...	42	50	74	1¼	Auto.	E.
AW ...	40	6 compartments, 58-ft. body ...	40	...	35	61	2¾	Auto.	E.
AW ...	9	7 compartments, 64-ft. body Nos. 60 to 68	60	...	35	67	2	Auto.	E.
BW ...	42	7 compartments, 58-ft. body (Nos. 1 to 9, 11 to 26, 28 to 44)	...	60	35	61	2¾	Auto.	E.
BW ...	11	8 compartments, 64-ft. body, Nos. 60 to 70	...	68	35	67	2	Auto.	E.
ABW ...	7	6 compartments (3—1st, 3—2nd), 58-ft. body	19	25	35	61	2¾	Auto. Nos. 23, ½ Auto. ½ Trans. Nos. 4, 10, 33, 34, 40, 42	E.
ABW ...	5	7 compartments (3—1st, 4—2nd), 64-ft. body, Nos. 60, 61, 62, 63, 65	26	34	35	67	2	Auto.	E.
ABU ...	44	6 compartments (3—1st, 3—2nd), 58 ft. body	20	26	35	61	2¾	Auto. Nos. 7, 15, 17, 21, 25, 26, 31, 36, 38, 48, 49, 50, 51, 52, ½ Auto., ½ Trans. Nos. 2, 3, 5, 6, 8, 9, 11, 12, 13, 14, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 35, 37, 39, 41, 43, 44, 45, 46, 47	E.

Note :—" F " Fluorescent ; " E " Electric.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd Class	Tonnage Rating	Overall Length of Vehicle over buffers on pulling lines feet	Overall Length of Vehicle over buffers on pulling lines in.	Coupling (For Notes see page 149)	Lighting facilities (See note)
		Victorian Stock (Bogie Carriages)—continued.							
APL ...	11	9 compartments	82	...	30	60	5½	Auto.	G.‡
APL ...	5	9 compartments	82	...	30	61	8	Auto.	G.‡
APL ...	36	9 compartments	82	...	30	60	4½	Auto.	G.‡
BPL ...	4	9 compartments	...	82	30	61	8	Auto.	G.‡
BPL ...	8	9 compartments	...	78	30	59	11½	Auto.	G.‡
BPL ...	71	9 compartments	...	82	30	61	7	Auto.	G.‡
BPL ...	1	9 compartments No. 52 ...	...	78	30	59	10½	Auto.	G.
ABL ...	26	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
ABL ...	6	7 compartments, 1st class saloon	18	28	30	53	4½	Screw	E.
BL ...	1	8 compartments, No. 13 ...	...	64	40	73	8	Screw	E.
AV ...	18	6 compartments	32	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 23 ...	34	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 32 ...	32	...	30	53	6½	Screw	E.
BV ...	25	7 compartments	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brake-van, Nos. 19, 23 (15 cwt. capacity)	...	80	30	59	3½	Screw	G.
BC ...	5	8 compartments with brake-van Nos. 1 to 4, 6 (15 cwt. capacity)	...	80	30	60	1¼	Screw, No. 4, ½ Auto, ½ Screw, Nos. 1, 2, 3, 6	G.
BC ...	4	7 compartments with brake-van (15 cwt. capacity)	...	70	30	60	1¼	Screw, No. 15, ½ Auto., ½ Screw Nos. 7, 11, 17	G.
BCPL ...	1	6 compartments with brake-van (4 tons capacity)	...	51	35	59	11½	Auto.	G.
G. ...	9	9 compartments (sliding) ...	One class	94	35	59	3	Screw	G.
		Brakevan and Sundry Stock (Bogie)							
CE ...	5	Nos. 15, 33, 34, 36 and 37, (20 tons capacity)	...	...	50	63	3¼	Auto.	E.
CE ...	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	...	...	45	63	3¼	Auto.	E.
CP (g)	39	Nos. 1 to 18, 20 to 40 (10 tons capacity)	...	...	35	39	0	Auto.	E.
CA	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	...	...	30	43	0¾	Auto.	E.
CW ...	5	Nos. 16 to 20 (12 tons capacity)	...	...	35	53	3¼	Auto.	E.
CW ...	15	10 tons capacity	...	...	35	53	3¼	Auto.	E.
CV ...	2	Brakevan, 10 tons capacity...	...	...	35	53	6½	Auto.	E.
CV ...	5	Brakevan, fish compartment ... (10 tons capacity)	...	...	35	53	6½	Auto	E.
C ...	21	Brakevan, 8 tons capacity ... (Sanitary accommodation)	...	...	25	43	2½	Auto	E.*
C ...	1	Carrying fish, 8 tons capacity, No. 44	...	...	25	43	3½	Auto.	E.
ZLP ...	13	Brakevan (10 ton capacity)...	...	...	35	37	0	Auto.	E.

Note :—" E " Electric ; " G " High Calorific Gas.

* No. 14 High Calorific Gas.

‡ APL's 2, 3, 4, 7, 10, 16, 18, 22, 23, 24, 25, 26, 27, 28, 31, 33, 36, 37, 38, 41, 43, 44, 47, 50, 51, 52 ELECTRIC.

‡ BPL's 2 to 8, 10, 11, 13, 14, 15, 17, 18, 19, 21, 25, 27, 30, 32, 35, 37, 38, 45, 48, 51, 54, 57, 58, 59, 61, 63 to 68, 71, 72, 73, 75, 76, 78, 79, 81, 82, 84, 85 ELECTRIC.

(g) " CP " Nos. 2, 14, 21, 30 and 36 are equipped to act as a brake van in South Australia and are for exclusive use on Express Goods trains in each direction between Dynon and Mile End.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd Class	Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines feet	Overall Length of Vehicle over buffers or pulling lines in.	Coupling (For Notes see page 149)	Lighting facilities (See Note)
		Brakevan and Sundry Stock (Bogie)—continued.							
FP ...	4	Horse Box, 12 horses, Nos. 7, 10, 12, 13	...	...	30	48	2½	Auto.	G.
WW ...	81	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K.
WW ...	52	Workmen's sleeper, Nos. over 100	...	...	20	Various		Auto.	K.
WK ...	1	Workmen's Kitchen Car ...	...	...	30	59	3½	Auto.	
BP ...	63	Bogie Vans	...	...	35	41	11½	Auto.	—
LP ...	10	Bogie Sheep Vans	...	...	21	38	10	Auto.	—
TP ...	3	Nos. 1, 2, 3, Refrigerated ...	...	...	21	28	5	Auto.	—
VP ...	50	Bogie Louvre Van	...	...	33	41	11½	Auto.	—
		Brakevan and Sundry Stock (Fixed Wheel Base).							
ZP ...	24	2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	...	...	15	27	4	Dual	K.
		Brakevan and Sundry Stock (not available for passenger trains).							
ZF (g) ...	38	10 tons capacity (8 wheel bogie)	...	...	35	37	0	Auto.	E.
Z ...	2	4 tons capacity (6 wheels) ... Nos. 84, 174	...	...	15	27	6	Auto.	K.
Z ...	140	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	118	2 tons capacity (4 wheels) ...	...	...	15	27	4½	Auto.	K.
ZL ...	241	5 tons capacity (6 wheels) ...	...	...	15	27	4½	Auto.	K.
WS ...	6	Workmen's Shower Car ...	...	...	...	...	...	Auto.	—
W ...	270	Workmen's sleeper	...	...	15	Various		Screw 5 No. Auto. 265 No.	—
WM ...	2	Workmen's Mess Car (6 wheel)...	...	...	15	...	...	Auto.	—
		Victorian Stock Narrow-Gauge (Bogie)							
NBC ...	1	One compartment with Brakevan (No. 2) 4 tons	...	7	10	27	3¾	Auto.	G.
NB ...	1	7 compartments (No. 24) ...	...	32	11	31	8	Auto.	G.
NBH ...	11	Excursion carriage (Nos. 2-4, 6-11, 13, 14)	...	32	7	27	3¾	Auto.	G.
NC ...	3	Brakevan, 4 tons capacity ... (Nos. 2, 3 and 5)	...	...	7½	27	3¾	Auto.	G.
		Electric Trains	One Class						
M ...	44	7 compartments (swing) ...	70		55	60 and	1¼	Screw	E.
M ...	21	8 compartments (swing) ...	80		55	61	8	Screw	E.
M ...	259	8 compartments (sliding) ...	84		55	61	8	Screw 211, Trans Hook 48	E.

Note:—"E" Electric; "G" High Calorific Gas; "K" Kerosene.
(g) ZF No. 2 is equipped to act as a brake van in South Australia.

Class	No. of Vehicles in Class	Description	Passenger Capacity — One Class	Tonnage Rating	Overall Length of Vehicle over buffers or pulling lines — feet	Overall Length of Vehicle over buffers or pulling lines — in.	Coupling (For Notes see page 149)	Lighting facilities (See Note)
		Victorian Stock (Electric Trains)—continued.						
M ...	90	3 compartments (sliding) ...	59	55	62	11¼	Auto.	F.
M ...	47	1 compartment (sliding) ...	65	55	62	11½	Auto	F.
ABM	1	7 compartments (swing) ...	70	55	61	8	Screw	E.
D ...	9	7 compartments (swing) ...	70	35	60 and 61	1¼ and 8	Screw	E.
D ...	10	8 compartments (swing) ...	80	35	61	8	Screw	E.
D.	25	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T ...	40	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T ...	224	9 compartments (sliding) ...	94	35	61 and 59	6 and 3½	Screw 184, Trans. Hook 40	E.
T ...	90	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
T ...	47	1 compartment (sliding) ...	80	40	62	11¼	Auto.	F.
BT ...	19	9 compartments (swing) ...	90	35	59	3½	Screw	E.
BT ...	1	3 compartments (sliding) ...	73	30	59	3½	Trans Hook	E.
BT ...	30	3 compartments (sliding) ...	72	40	62	11¼	Auto.	F.
BT ...	15	1 compartment (sliding) ...	80	40	62	11¼	Auto .	F.
G ...	93	9 compartments (sliding) ...	94	35	59	3	Screw 45, Trans. Hook 48	E.G.
CM ...	10	Parcels Coach (10 tons capacity)	...	55	61	8	Dual 1 to 5, 10 to 13 Screw No. 14	E.

Note :—" F " Fluorescent ; " E " Electric ; " G " High Calorific Gas.

Class	No. of Vehicles in Class	Description	Passenger Capacity 1st Class	Passenger Capacity 2nd Class	Tonnage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines) feet	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines) in.	Coupling (For Notes, see below)	Lighting facilities (see Note "B"
		Victorian Stock Rail Motor Vehicles (Bogie)			L'ded				
Diesel Rail Cars	12	Walker 280 H.P. Nos. 80 to 92, (includes spare power unit) 2 Brake vans (each 20 cwt. capacity) situated either side of the central power unit	38	56	55	121	8¼	Link and Pin (See Note "A")	F.
"	10	Walker 102 H.P. Nos. 1 to 7, 9 to 12, (includes spare power unit) large Brake van (40 cwt. capacity)	18	22	24	54	4⅛	Link and Pin	E.
"	2	Walker 102 H.P., Nos. 8, 13, small Brake van (25 cwt. capacity)	18	27	24	54	4⅛	Link and Pin	E.
"	14	Walker 153 H.P., Nos. 20 and 22 to 35 (includes spare power unit) large Brake van (40 cwt. capacity)	18	22	27	56	4⅜	Link and Pin	E.
"	1	Walker 153 H.P., No. 21, small brake van (25 cwt. capacity)	18	27	26	56	4⅜	Link and Pin	E.
Diesel Trailer	15	Walker type, Nos. 50 to 64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
"	1	With brakevan and lavatory, No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. Trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28, (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

Note A.—The 153 H.P. and 280 H.P. Diesel Rail Cars can only be attached to Walker type trailer vehicles Nos. 50 to 64 inclusive.

Note B.—" F " Fluorescent : " E " Electric.

EXPLANATORY NOTES :—

Screw Coupling ... ... Draw Bar Hook, both ends.
Auto. ... ... Automatic Couplers, both ends.
½ Auto ... ... Automatic Coupler, ONE end only.
½ Auto. and Screw Coupling ... ... Special Coupling, ONE end only.
Dual Coupling ... ... Automatic Coupling and Screw Coupling both ends.
½ Transition Hook ... ... Transition Hook, ONE end only.
Transition Hook ... ... Transition Hook, both ends.

VICTORIAN PASSENGER ROLLING STOCK—continued

TONNAGE RATING OF VEHICLES WHEN EMPTY

Class of Vehicle	Tonnage Rating	Class of Vehicle	Tonnage Rating
	Tons		Tons
CA Brakevans	23	TP Refrigerated Vans, Nos. 1, 2 and 3 ...	21
CE Brakevans	40	BP Vans	24
CP Brakevans	27	FP Horse Boxes (Nos. 7, 10, 12, 13) ...	25
CW and CV Brakevans	25	Bogie Horse-box (South Australian) ...	26
C Brakevans	20	LP (Bogie Sheep Van)	21
D Mail Vans (Nos. 3 and 4) ...	30	VP (Bogie Van)	25
D Mail Van Steel (No. 1)	40		

SOUTH AUSTRALIAN ROLLING STOCK

Class	Number of Vehicles in Class	Description	Passenger Capacity		Tonnage Rating	Overall Length of Vehicle over buffers	
			1st Class	2nd Class		feet	inches
Sleeping ...	2	" Angas " and " Finniss " ...	20	...	45	73	8¼
Special ...	1	Officers' inspection carriage " Murray " (sleeper and diner)	8	...	52	77	7½
"	1	Vice Regal Carriage	10	...	51	77	10⅜
500 class ...	4	All Steel (corridor)	42	...	45	71	4¾
600 class ...	8	All Steel (corridor)	...	64	45	71	4¾
700 class ...	4	All Steel (country)	56	...	39	62	4⅝
700 class ...	11	All Steel (country)	...	56	39	62	4⅝
750 class ...	4	All Steel (country)	22	24	39	62	4⅝
780 class ...	4	All Steel (country)	38	...	39	62	4⅝
GB ...	7	Brake Van Passenger and Freight 8 wheels, Capacity 6 tons	...	...	28	39	8
GB ...	11	Brake Van Passenger 12 wheels, Capacity 20 tons	...	...	50	62	10
8300 class (Nos. 8300–8313)	14	Brake Van (All Steel) Passenger and Freight, 8 wheels, Capacity 10 tons	...	4	35	40	2½
8300 class (Nos. 8314–8363)	50	Brake Van (All Steel) ... Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2½
4400 class	22	Brake Van, Passenger and Freight, 8 wheels, capacity 10 tons	...	10	24	42	1¾

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

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

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

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

LOADS FOR EXPRESS AND PASSENGER TRAINS.

SCHEDULE LOADS.—Express and Passenger Train loads are computed on the basis of the tonnage rating of vehicles as shown on pages 144—150.

MAXIMUM LOADS.—

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

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

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

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down on page 233, in respect of engines assisting in front of trains, the double-headed load of Passenger trains will be the combined loads of the engines concerned subject to the maximum load and vehicle limit shown.

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

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

FREIGHT VEHICLES ON PASSENGER TRAINS.

ALL V.R. BOGIE STOCK which have a letter " P " as the terminating letter of their classification and **S.A.R. BOGIE STOCK** of the " D P," " D W P," " RBP " " BH," "MBP," " MMP " and " WVP " class have been equipped with passenger type bogies and may be attached to passenger trains and run at passenger train speed. South Australian vehicles of the " DRP ", " MRP ", " OWP " and " RRP " class may be attached to passenger trains when specially authorised by the Chief Traffic Manager but the speed must not exceed that laid down for Express Goods Trains. They must be marshalled either next to the engine or directly attached to the train brake van.

Freight vehicles, except **VICTORIAN BOGIE STOCK** with " P " as the terminating letter of their classification and **SOUTH AUSTRALIAN STOCK** as indicated in the previous paragraph, must not be attached to Passenger trains unless specially authorised by the Chief Traffic Manager, and, in such cases, the maximum speed must not exceed that laid down for the class of vehicle concerned.

" ZP " Brake Vans are permitted to be part of passenger trains. See page 230 for maximum speed. " Z," " ZL," " ZJF " and " ZF " Brake Vans are not permitted on passenger trains.

ENGINE RUNNING SCHEDULES.

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

PASSENGER TRAINS—

The Engine Running Schedules for Passenger Trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time-tables.

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

EXPRESS AND PASSENGER TRAIN LOADS

MELBOURNE AND SERVICETON

Train	Section	Engine	Load
DOWN			Tons
7.50 a.m. (No. 7)	Melbourne–Ballarat (via Nth. Geelong Loop)	B	220
9.5 a.m. (No. 105)	Melbourne–Ballarat	B	235
9.10 a.m. (No. 25)	Melbourne–Ararat	B	300
	Ararat–Dimboola	B	250
	Ararat–Dimboola	R	180
1.30 p.m. (No. 49)	Melbourne–Ararat	B	300
	Ararat–Dimboola	B	250
	Ararat–Dimboola	R	180
4.23 p.m. (No. 53)	Melbourne–Bacchus Marsh	T	150
5.25 p.m. (No. 57)	Melbourne–Ballarat	B	300
6.15 p.m. (No. 63)	Melbourne–Ballarat	B	205
7.10 p.m. (No. 115)	Melbourne–Ballarat	B	235
8.10 p.m. (No. 73)	Melbourne–Ballarat	B	400
8.40 p.m. (No. 69), 9.30 p.m. (No. 71)	Melbourne–Serviceton	2 S	650
	Melbourne–Ballarat	S	450
	Ballarat–Serviceton	S	500
UP			
2.3 a.m. (No. 10), 3.25 a.m. (No .12)	Serviceton–Melbourne ...	2 S	650
3.45 a.m. (No. 14)		S	500
5.20 a.m. (No. 80)	Ballarat–Melbourne	B	335
7.14 a.m. (No. 18)	Bacchus Marsh–Melbourne	T	150
7.25 a.m. (No. 22)	Ballarat–Melbourne	B	265
8.55 a.m. (No. 100)	Ballarat–Melbourne	B	235
8.0 a.m., 8.27 a.m. (No. 24)	Dimboola–Ararat	B	250
	Horsham–Ararat	R	180
	Ararat–Melbourne	B	300
1.50 p.m., 2.0 p.m. (No. 34)	Dimboola–Ararat	B	250
	Ararat–Melbourne	B	300
	Dimboola–Ararat	R	180
4.15 p.m. (No. 16)	Ballarat–Melbourne	B	300
6.15 p.m. (No. 110)	Ballarat–Melbourne	B	350

EXPRESS AND PASSENGER TRAIN ENGINE SCHEDULES.

MELBOURNE–SERVICETON.

DOWN.	ENGINE RUNNING TIME.												
Spencer St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.
North Melb.	*	*	*	*	*	*	*	*	*	...	*	*	*
Footscray ...	8	8	*	*	*	8	8	8	*	...	*	*	*
Sunshine ...	8	8	15*	15*	15*	8	8	8	15*	...	15*	15*	15*
Deer Park ...	6	*	*	*	*	*	5	6	*	...	*	*	*
Rockbank ...	10	14*	13*	13*	15*	12*	9	10	13*	...	15	16*	13*
Melton ...	7	7	5*	5*	5*	5	6	7	6	...	7	6*	5*
Parwan ...	8	8*	7*	7*	8*	7*	7	8	8*	...	8	9*	7*
Bacc's Marsh	6	6	5*	5*	5*	5	5	6	5	...	6	5*	5*
Bank Box Lp.	19*	21*	19*	19*	21*	18*	17*	19*	19*	...	19*	26*	19*
Ballan ...	17	17	16*	16*	19*	15	15	16	17	...	17	24*	16*
Gordon ...	10	10*	9*	9*	10*	9*	9	10	10*	...	10*	13*	9*
Millbrook ...	3	*	*	*	*	*	3	3	*	...	*	*	*
Wallace ...	5	*	*	*	*	*	4	5	*	...	*	*	*
Bungaree ...	4	8*	8*	8*	8*	8	4	4	8*	...	8*	10*	8*
Dunnstown ...	5	*	*	*	*	*	4	5	*	...	*	*	*
Warrenheip ...	4*	7*	7*	7*	7*	7*	4	4	7*	...	7*	7*	7*
Ballarat East	5	*	*	*	*	*	5	5	*	...	*	*	*
Ballarat ...	3	7	7	7	7	7	3	3	7	...	7	7	7
N. Ballarat Jn.	*	...	*	*	. .	...	...	...	...				
Wendouree ...	*	...	*	*	...	...	...	...	...	Total	119	138	111
Linton Junct.	6*	...	6*	6*	...	...	...	...	...				
Windermere...	8	...	7*	7*	...	...	...	...	...	...	...	...	...
Burrumbeet	5	...	3*	3*	...	...	...	...	...	...	...	...	...
Trawalla ...	13	...	11*	11*	...	...	...	...	...	...	...	...	...
Beaufort ...	7	...	5*	5*	...	...	...	...	...	...	...	...	...
Middle Creek	13	...	11*	11*	...	...	...	...	...	...	...	...	...
Buangor ...	6	...	4*	4*	...	...	...	...	...	...	...	...	...
Ararat ...	18	...	16	16	...	...	...	...	...	Mins.	Mins.	Mins.	Mins.
Armstrong ...	7	...	6*	6*	...	...	...	...	...	9	8½*	8	7½*
Great Western	7	...	6	5*	...	...	...	...	...	7	6*	7	6*
Stawell ...	10	...	10	9	...	...	...	...	...	12	11*	11	10*
Deep Lead ...	7	...	6*	*	...	...	...	...	...	8	7*	7	6*
Glenorchy ...	9	...	8	13*	...	...	...	...	...	11	10*	10	9*
Wal Wal ...	8	...	7*	6*	...	...	...	...	...	9	8*	8	7*
Lubeck ...	7	...	7	5*	...	...	...	...	...	8½	7½*	8	7*
Murtoa ...	11	...	11	10	...	...	...	...	...	13	12*	12	11*
Jung ...	9	...	8*	8*	...	...	...	...	...	10	9*	9	8*
Dooen ...	8	...	6*	6*	...	...	...	...	...	9	8*	8	7*
Horsham ...	6	...	6	6	...	...	...	...	...	8	7*	7	6*
Pimpinio ...	12	...	...	11*	...	...	...	...	...	14	13*	13	12*
Wail ...	7	...	...	*	...	...	...	...	...	9	8*	8	7*
Dimboola ...	7	...	...	12	...	...	...	...	...	8½	8	7½	7
Kiata ...	...	...	...	17*	...	...	...	...	...	...	...	...	...
Nhill ...	...	...	...	10	...	...	...	...	...	...	...	...	...
Diapur ...	...	...	...	14*	...	...	...	...	...	...	...	...	...
Kaniva ...	...	...	...	17	...	...	...	...	...	...	...	...	...
Serviceton ...	...	...	...	17	...	...	...	...	...	...	...	...	...
Total ...	319	121	255	346	120	109	116	127	115	136	123	123½	110½

Spencer St. to—	Mins.	Mins.	Mins.										
North Melb.	...	*	*	...	...		...	...	...	...	...	...	...
Footscray	...	8	*	...	...	...	...	...	...	...	...	...	...
Sunshine ...	...	8	15*	...	...	...	...	...	...	...	...	...	...
Deer Park ...	...	6	*	...	...	...	...	...	...	...	...	...	...
Rockbank ...	...	12	15*	...	...	...	...	...	...	...	...	...	...
Melton ...	...	8	6*	...	...	...	...	...	...	...	...	...	...
Parwan ...	...	9	7*	...	...	...	...	...	...	...	...	...	...
Bacc's Marsh	...	6	6	...	...	...	...	...	...	...	...	...	...
Bank Box Lp.													
Ballan ...	Total	57	49	...	...	...	...	...	...	...	...	...	...
Gordon ...													

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

SERVICETON–MELBOURNE.

UP.	ENGINE RUNNING TIME.										
Serviceton to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.
Kaniva	17	...	...	...	...	...	...	...	...	...	...
Diapur	16*	...	...	...	...	...	...	...	...	...	...
Nhill	12	...	...	...	...	...	...	...	...	...	...
Kiata...	11*	...	...	...	...	...	...	...	...	...	...
Dimboola	16	...	...	...	...	...	...	...	...	...	...
Wail	*	...	...	...	8	...	...	8½	8*	7½	7*
Pimpinio	13*	...	...	...	7	...	...	9	8*	8	7*
Horsham	11	...	...	...	11	...	...	14	13*	13	12*
Dooen	6*	...	...	6*	7	...	...	8	7*	7	6*
Jung	6*	...	...	6*	8	...	...	9	8*	8	7*
Murtoa	8	...	...	8	9	...	...	10	9*	9	8*
Lubeck	10*	...	...	11	11	...	...	13	12*	12	11*
Wal Wal	5*	...	...	7*	8	...	...	8½	7½*	8	7*
Glenorchy	6*	...	...	7	8	...	...	9	8*	8	7*
Deep Lead	7*	...	...	9*	10	...	...	11½	10½*	10½	9½*
Stawell	6	...	...	7	7	...	...	8	7*	7	6*
Great Western ...	9*	...	...	10	10	...	...	13	12*	12	11*
Armstrong	6*	...	...	6*	7	...	...	8	7*	7½	6½*
Ararat	7	...	...	7	8	...	...	9	8½*	8	7½
Buangor	17*	...	...	18*	19	...					
Middle Creek	4*	...	...	4*	6	...	Total	138½	125½	125½	112½
Beaufort	13*	...	...	13*	15	...					
Trawalla	6*	...	...	6*	8	...	...	...	...	...	...
Burrumbeet	11*	...	...	11*	13	...	...	...	...	...	...
Windermere	3*	...	...	3*	5	...	...	...	...	...	...
Linton Junction ...	7*	...	...	7*	8*	...	...	...	...	...	...
Wendouree	*	...	...	*	*	...	...	...	...	...	...
North Ballarat Junction	*	...	...	*	*	...	...	...	...	...	...
Ballarat	6	...	...	6	6	...	Mins.	...	...	Mins.	Mins.
Ballarat East	*	*	2	*	2	2	*	...	...	*	*
Warrenheip	9*	9*	8*	9*	9	8	9*	...	...	9*	11*
Dunnstown	*	*	4	*	4	4	*	...	...	*	*
Bungaree	7*	7*	6	7*	6	5	8	...	...	8	9*
Wallace	*	*	4	*	4	4	*	...	...	*	*
Millbrook	*	*	5	*	5	4	*	...	...	*	*
Gordon	8*	8*	3	8*	4	3	10*	...	...	9	10*
Ballan	6*	7	8	6*	8	8	8	...	...	9	8
Bank Box Loop ...	8*	9*	9*	8*	9*	9*	9*	...	...	9*	9*
Bacchus Marsh ...	8*	9	9	8*	9	9	9	Mins.	Mins.	9	9
Parwan	5*	5*	6	5*	6	6	6*	7	6*	6*	6*
Melton	7*	7*	8	7*	8	7	9	9	7*	7	7*
Rockbank	5*	5*	7	5*	7	6	5*	7	6*	5*	5*
Deer Park	*	*	*	*	9	7*	*	10	*	*	*
Sunshine	11*	11*	12	11*	5	5	12	6	13*	12	11*
Footscray	*	*	8	*	8	8	8	8	*	8	*
North Melbourne ...	*	*	*	*	*	*	*	*	*	*	*
Spencer-street	15	15	8	15	8	8	8	8	15	8	15
Total	328	92	107	241	310	114	101	55	47	99	110

Two S 650 tons

B 335 tons.

B 265 tons.

B 300 tons.

B 300 tons.

B 250 tons.

B 250 tons.

R 300 tons.

R 300 tons.

R 190 tons.

R 190 tons.

B 210 tons.

B 350 tons.

T 150 tons.

T 150 tons.

B 300 tons.

B 450 tons

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

ARARAT–PORTLAND.

DOWN.	Engine Running Time		UP.	Engine Running Time	
Ararat to—	Minutes		**Portland to—**	Minutes	
Langi Logan	10	R 220tons	Portland North	4	J150 tons
Maroona	11		Gorae	9	
Willaura	15½		Heywood	17½	
Stavely	11		Milltown	15	
Glen Thompson	8½		Myamyn	6	
Dunkeld	17		Condah	6½	
Moutajup	10		Branxholme	12	
Strathkellar	11		Coleraine Junction	24*	
Hamilton	9		Hamilton	2	
Coleraine Junction	2*	J150 tons	Strathkellar	12	R220 tons
Branxholme	22		Moutajup	11	
Condah	11½		Dunkeld	10	
Myamyn	6½		Glen Thompson	17	
Milltown	6		Stavely	8	
Heywood	11		Willaura	12	
Gorae	18½		Maroona	16	
Portland North	6½		Langi Logan	13	
Portland	4		Ararat	11A	
Total	191		Total	206	

Engine Requirements.—Hamilton 8 minutes, Condah 5 minutes.

A 15 minutes to be allowed when running through No. 2 and back into No. 1 road.

EXPRESS AND PASSENGER TRAIN LOADS

SOUTH WESTERN DISTRICT

MELBOURNE–GEELONG–WARRNAMBOOL–PORT FAIRY

Train	Section	Engine	Load
DOWN—			
6.31 a.m. (No. 27)	Spencer St.–Werribee	T	210
7.4 a.m. (No. 31)	Spencer St.–Geelong	T	200
8.25 a.m. (No. 35)	Spencer St.–Geelong	B	400
	Geelong–Port Fairy	B	250
8.52 a.m. (No. 121)	Flinders St.–Geelong	B	335
9.30 a.m. (No. 37)	Spencer St.–Geelong	T	200
12.15 p.m. (No. 45)	Spencer St.–Geelong	T	300
12.40 p.m. (No. 47)	Spencer St.–Geelong	T	300
2.20 p.m. (No. 131)	Flinders St.–Geelong	B	335
3.44 p.m. (No. 61)	Spencer Street–Werribee	T	210
4.0 p.m. (No. 63)	Spencer St.–Geelong	T	300
4.27 p.m. (No. 65)	Spencer St.–Werribee	Y	200
5.10 p.m. (No. 69)	Spencer St. –Geelong	B	500
	Geelong–Warrnambool	B	250
5.19 p.m. (No. 71)	Spencer St.–Werribee	Y	200
5.52 p.m. (No. 73)	Spencer St.–Geelong	B	400
	Geelong–Warrnambool	B	350
6.5 p.m. (No. 79)	Spencer St.–Geelong	T	300
6.10 p.m. (No. 73)	Spencer St.–Geelong	B	400
	Geelong–Warrnambool	B	250
6.20 p.m. (No. 83)	Spencer St.–Geelong	T	200
7.32 p.m. (No. 145)	Flinders St.–Geelong	B	335
	Geelong—Warrnambool	B	250
11.25 p.m. (No. 107)	Flinders St.–Geelong	T	200
UP—			
6.15 a.m. (No. 18)	Geelong–Spencer St.	B	300
7.26 a.m. (No. 28)	Geelong–Spencer St.	B	460
7.38 a.m. (No. 22)	Werribee–Spencer St.	T	130
8.50 a.m. (No. 90)	Geelong–Flinders St.	B	300
9.15 a.m. (No. 32)	Geelong–Spencer St.	T	200
7.35 a.m. (No. 38)	Warrnambool–Geelong	B	250
	Geelong–Spencer St.	B	400
12.15 p.m. (No. 44)	Geelong–Spencer St.	T	200
4.43 p.m. (No. 54)	Werribee–Spencer Street	T	210
5.12 p.m. (No. 56)	Geelong–Spencer St.	B	400
5.52 p.m. (No. 66)	Geelong–Spencer St.	T	200
5.58 p.m. (No. 62)	Werribee–Spencer St.	Y	200
6.0 p.m. (No. 84)	Geelong–Flinders St.	T	200
6.40 p.m. (No. 232)	Geelong–Flinders St.	B	300
7.12 p.m. (No. 72)	Werribee–Spencer St.	Y	200
3.10 p.m. (No. 90)	Port Fairy–Geelong	B	250
5.5 p.m. (No. 90)	Geelong–Spencer St.	B	400
	Warrnambool–Geelong	B	350
5.30 p.m. (No. 238)	Geelong–Flinders St.	B	400

GEELONG–BALLARAT

DOWN—			
6.33 p.m. (No. 117)	Geelong–Ballarat	T	235
UP—			
9.5 a.m. (No. 102)	Ballarat–Geelong	T	235

GEELONG–QUEENSCLIFF

DOWN—			
10.35 a.m. (No. 103)	Geelong–Queenscliff	T	235
UP—			
5.45 p.m. (No. 104)	Queenscliff–Geelong	T	235

DOWN.	ENGINE RUNNING TIME.												
Melbourne to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
(Flind.-street)													
(Spen.-street)	...	...	...	...	...	3	...	...	...	...	...	4	*
North Melb.	*	...	*	*	*	4	...	*	*	*	...	6	8*
Footscray ...	8*	...	8*	8*	8	4*	...	8*	8	*	8	8	5*
Newport ...	5*	...	5*	5*	6	5*	...	5	5	14	6		
Newport Sth. Junction	2*	...	2*	2*	2*	2*	...	2*	2*	2*	2*	2*	2*
Paisley ...	*	...	*	*	*	*	...	3	*	*	3	5 6	* *
Galvin ...	*	...	*	*	*	*	...	4	*	*	4	4	7*
Laverton ...	6*	...	6*	6*	7	6*	...	3	7	7*	3	2	*
Aircraft ...	*	...	*	*	*	*	...	2	*	*	2	11	8*
Werribee ...	6*	...	7*	6*	8	6*	...	8	8	9	9	...	5*
Manor ...	5*	...	5*	5*	6	5*	...	5*	5*	6*	...	...	5*
Little River	4*	...	4*	4*	5	4*	...	5	5	5*	...	...	6*
Lara ...	6*	...	6*	5*	7	6	...	6	6	6*	...	...	4*
Corio ...	3*	...	3*	3*	5	5	...	4	4	4*	...	...	3*
North Shore	*	...	*	*	*	3	...	3	3	3	...	...	...
Nth. Geelong "A"	...	...	...	5*	...	...	...	...	...	...	...	...	...
Nth. Geelong	5*	...	6	...	6	3	...	3	3	4	...	...	3*
Geelong ...	4	...	4	...	4	4	...	4	4	4	...	...	4
Sth. Geelong	4	4	...	...	...	...	3*	...	...	...	...	...	...
Moriac ...	20	18½	...	...	...	...	19*	...	...	...	...	...	...
Winchelsea ...	14	14	...	...	...	...	12*	...	...	...	...	...	...
Birregurra ...	18	16	...	...	...	...	15*	...	...	...	...	...	...
Colac ...	16	16	...	...	...	...	14	...	...	...	...	...	...
Pirron Yallock	12	12	...	...	...	...	11*	...	...	...	...	...	...
Pomborneit ...	11	11	...	...	...	...	10*	...	...	...	...	...	...
Camperdown	12	12	...	...	...	...	11	...	...	...	...	...	...
Timboon Junc.	...	...	...	...	...	...	...	...	...	...	...	...	...
Boorcan ...	10	10	...	...	...	...	*	...	...	...	...	...	...
Terang ...	8	8	...	...	...	...	17	...	...	...	...	...	...
Garvoc ...	10	10	...	...	...	...	*	...	...	...	...	...	...
Panmure ...	9	9	...	...	...	...	17*	...	...	...	...	...	...
Allansford ...	11	11	...	...	...	...	9*	...	...	...	...	...	...
Warrnambool	11	11	...	...	...	...	10	...	...	...	...	...	...
Illowa ...	9	9	...	...	...	...	...	...	...	...	...	...	...
Koroit ...	6	7	...	...	...	...	...	...	...	...	...	...	...
Port Fairy ...	18	18	...	...	...	...	...	...	...	...	...	...	...
Total ...	253	196½	56	49	64	60	148	65	60	63	37	48	60

B 150 Tons — B 350 tons — B 250 tons — B 350 tons — B 400 tons — B 500 tons — B 220 tons — B 200 tons — B 200 tons — B 335 tons — B 235 tons — T 200 tons — T 210 tons — Y 200 tons — T 200 tons

DOWN	ENGINE RUNNING TIME.												
Melbourne to —	Mins.	Mins.	Mins.										
(Flind. street)										...	...	...	...
Spen. street)	...	...	...	...	...	...	...	...	...	...	...	...	...
North Melb.	*	*	*	...	...	...	...	...	...	...	...	...	...
Footscray ...	8*	8*	8*	...	...	...	...	...	...	...	...	...	...
Newport ...	6	5*	6	...	...	...	...	...	...	...	...	...	...
Newport Sth. Junction	2*	2*	2*	...	...	...	...	...	...	...	...	...	...
Paisley ...	*	*	*	...	...	...	...	...	...	...	...	...	...
Galvin ...	*	*	*	...	...	...	...	...	...	...	...	...	...
Laverton ...	8	7*	8	...	...	...	...	...	...	...	...	...	...
Aircraft ...	*	*	*	...	...	...	...	...	...	...	...	...	...
Werribee ...	10	9*	11	...	...	...	...	...	...	...	...	...	...
Manor ...	7	5*	8	...	...	...	...	...	...	...	...	...	...
Little River	7	6*	8	...	...	...	...	...	...	...	...	...	...
Lara ...	8	6*	9	...	...	...	...	...	...	...	...	...	...
Corio ...	6	4*	6	...	...	...	...	...	...	...	...	...	...
North Shore	5	3*	5	...	...	...	...	...	...	...	...	...	...
Nth Geelong "A"	...	...	...	...	...	...	...	...	...	...	...	...	...
Nth. Geelong	4	3*	4	...	...	...	...	...	...	...	...	...	...
Geelong ...	4	4	4	...	...	...	...	...	...	...	...	...	...
	75	62	80	...	...	...	...	...	...	...	...	...	...

T 200 tons — T 300 tons — T 300 tons

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

PASSENGER TRAIN ENGINE SCHEDULES—continued.

PORT FAIRY–WARRNAMBOOL–GEELONG–MELBOURNE.

UP.

ENGINE RUNNING TIME.

	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Port Fairy to—											...
Koroit	...	18	18	...	...	...	...	...	...	...	...
Illowa	...	6	6	...	...	...	...	...	...	...	...
Warrnambool	...	9	9	...	...	...	...	...	...	...	...
Allansford	11*	10½ (B 150 tons)	11 (B 250 tons)	...	...	...	...	...	...	...	...
Panmure	11*	10½	12	...	...	...	...	...	...	...	...
Garvoc	*	8½	8½	...	...	...	...	...	...	...	...
Terang	19	10	10	...	...	...	...	...	...	...	...
Boorcan	*	8	8	...	...	...	...	...	...	...	...
Timboon Junction ...	*	...	...	...	...	...	...	...	...	...	...
Camperdown	18	10	10	...	...	...	...	...	...	...	...
Pomborneit	11*	12	13	...	...	...	...	...	...	...	...
Pirron Yallock	10*	11	11 (B 350 tons)	...	...	...	...	...	...	...	...
Colac	11	11½ (B 250 tons)	12	...	...	...	...	...	...	...	...
Birregurra	14*	16	16	...	...	...	...	...	...	...	...
Winchelsea	15*	16	16	...	...	...	...	...	...	...	...
Moriac	12*	14	14	...	...	...	...	...	...	...	...
South Geelong	15*	17	17	...	...	...	...	...	...	...	...
Geelong	3 (B 350 tons)	4	4	...	...	...	...	...	...	...	...
North Geelong	...	4*	4*	4	4	4	4	...	...	...	4*
North Shore	...	*	*	3	3	*	4	...	...	...	3*
Corio	...	4*	4*	4	4	6*	5	...	...	...	3*
Lara	...	4*	4*	5	5	4*	6	...	...	...	4*
Little River	...	6*	6*	7	7	6*	8	...	...	...	6*
Manor	...	4*	4*	6	5	5*	7	...	...	...	5*
Werribee	...	5*	5*	6	6	6	7	...	...	...	5*
Aircraft	...	*	*	7	7	*	9*	8	8	10	*
Laverton	...	6*	6*	2	2	8*	*	2	2	2	7*
Galvin	...	*	*	3	3	*	*	*	3	4	*
Paisley	...	*	*	4	3	*	*	6	4	6	*
Newport South Junction ...	...	6*	6*	3*	3*	7*	8*	4*	3*	5*	7*
Newport	...	1½*	1½*	2	2	2	2	2	2	2	2*
Footscray	...	5*	5*	6	6	6*	6*	6	6	8	5*
North Melbourne ...	...	*	*	*	*	*	*	5	*	6	*
Melbourne (Spen.-st.) ...	...	8	8	8	8	8	8	4	8	4	8
(Flin.-st.) ...	...	...	...	...	...	...	...	...	...	...	...
Total	150	246	250	70	68	61	74	37	36	47	59

	Mins.	Mins.									
Geelong to— ...	...	...	...	...	...	...	...	...	...	...	....
North Geelong	4*	4	...	...	...	...	...	...	...	...	...
North Shore	3*	4	...	...	...	...	...	...	...	...	...
Corio	3*	5	...	...	...	...	...	...	...	...	...
Lara	4*	7	...	...	...	...	...	...	...	...	...
Little River	6*	9	...	...	...	...	...	...	...	...	...
Manor	6*	8 (T 300 tons)	...	...	...	...	...	...	...	...	...
Werribee	5*	8	...	...	...	...	...	...	...	...	...
Aircraft	*	*	...	...	...	...	...	...	...	...	...
Laverton	7*	10	...	...	...	...	...	...	...	...	...
Galvin	*	*	...	...	...	...	...	...	...	...	...
Paisley	*	*	...	...	...	...	...	...	...	...	...
Newport South Junction ...	7*	8*	...	...	...	...	...	...	...	...	...
Newport	2*	2	...	...	...	...	...	...	...	...	...
Footscray	5*	6*	...	...	...	...	...	...	...	...	...
North Melbourne ...	*	*	...	...	...	...	...	...	...	...	...
Melbourne (Spen-st.) ...	8	8	...	...	...	...	...	...	...	...	...
(Flin.-st.) ...											
Total	60	79	...	...	...	...	...	...	...	...	...

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

PASSENGER TRAIN ENGINE SCHEDULES—continued

GEELONG-BALLARAT

Section	Engine Running Time	Engine Running Time	Engine Running Time	Express trains from Melbourne (via N. Geelong Loop)	Express trains from Melbourne (via N. Geelong Loop)	"Mildura Sunlight" (via N. Geelong Loop)
				Engine Running Time	Engine Running Time	Engine Running Time
DOWN						
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins
North Geelong	4	4	4*	...	...	...
Moorabool ...	8	8	7*	8*	8*	8*
Gheringhap	7	6	7	6*	6*	6*
Bannockburn	8	7	7*	7*	6*	6*
Lethbridge ...	9	9	9*	9*	8*	8*
Meredith ...	20	18	17*	19*	17*	13*
Elaine ...	9	8	8*	8*	8*	7*
Lal Lal ...	13	11	11*	11*	11*	10*
Yendon ...	*	6	*	*	*	*
Warrenheip ...	14	9	13*	12*	12*	11*
Ballarat East	*	5	5	*	*	*
Ballarat ...	7	3	3	7	8	7
Total ...	99	94	91	87	84	76

T 235 tons; R 150 tons; B 430 tons; R 280 tons; 2S's 650 tons; B 220 tons

Section	Engine Running Time	Engine Running Time	Engine Running Time	Engine Running Time	Express trains from Ballarat (via N. Geelong Loop)	Express trains from Ballarat (via N. Geelong Loop)
					Engine Running Time	Engine Running Time
UP						
Ballarat to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat East	*	3	3	3	...	...
Warrenheip ...	12	9	9*	10	12*	9*
Yendon ...	*	$8\frac{1}{2}$	*	$8\frac{1}{2}$	*	*
Lal Lal ...	11	5	11*	5	11*	11*
Elaine ...	10	10	9*	10	9*	9*
Meredith ...	7	7	7*	7	$6\frac{1}{2}$*	7*
Lethbridge ...	11	12	12	12	11*	11*
Bannockburn	8	8	8*	8	$7\frac{1}{2}$*	8*
Gheringhap ...	6	$5\frac{1}{2}$	5*	$5\frac{1}{2}$	5*	5*
Moorabool ...	6	$5\frac{1}{2}$	5*	$5\frac{1}{2}$	$4\frac{1}{2}$*	5*
North Geelong	7	7	6*	7	...	...
North Geelong "C"	...	...	...	...	6*	6*
North Geelong "A"	...	...	...	...	2*	2*
Geelong	4	4	4	4	...	...
Total ...	82	$84\frac{1}{2}$	79	$85\frac{1}{2}$	$74\frac{1}{2}$	73

T 235 tons; R 150 tons; B 430 tons; R 200 tons; R 300 tons; 2 "S" 650 tons

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

GEELONG-QUEENSCLIFF

Section	Engine Running Time	Section	Engine Running Time
DOWN		UP	
Geelong to—	Mins.	**Queenscliff to—**	Mins.
South Geelong	4	Drysdale	20
Drysdale	20	South Geelong	19
Queenscliff	17	Geelong	4
Total	41		43

"T" 235 tons

RAIL MOTOR RUNNING SCHEDULES.

MELBOURNE–BACCHUS MARSH–BALLAN–BALLARAT.

DOWN.	Diesel Electric Rail Motor.		Diesel Rail Car (153 H.P.)		Diesel Rail Car, (280 H.P.)		Diesel Rail Car (153 HP)	Diesel Rail Car (153 HP)	Diesel Rail Car (102 HP)
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.			Without Trailer	With Trailer	Without Trailer
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Spencer Street to—									
Nth. Melbourne ...	3	3	...	...	*	*	3	*	3
Footscray ...	5	5	...	...	*	*	5	9	5
Sunshine ...	9	9	...	...	16	16*	9	9	9
Deer Park ...	7	8	...	...	5	4*	6	6	7
Rockbank ...	14	15	...	...	10	10*	13	14	14
Melton	8	9	...	...	7	7*	8	8	8
Parwan	10	11	...	...	9	9*	10	10	11
Bacchus Marsh ...	5	6	...	...	4½	4½*	5	6	5
Bank Box Loop ...	...	...	...	...	22*	22*	...	...	...
Ballan	...	...	...	...	19	18½*	...	...	...
Gordon	...	...	12	14	12	11*	...	...	...
Millbrook ...	...	...	4	4	3	3*	...	...	...
Wallace	...	...	5	6	5	4*	...	...	...
Bungaree ...	...	...	4	4	4	3*	...	...	...
Dunnstown ...	...	...	5	5	5	4*	...	...	...
Warrenheip ...	...	...	4	4	4	4*	...	...	...
Ballarat East ...	...	...	6	6	5	4*	...	...	...
Ballarat	...	...	2	2	2	2	...	...	...
Total ...	61	66	42	45	132½	126	59	62	62

BALLARAT–BALLAN–BACCHUS MARSH–MELBOURNE.

P	Diesel Electric Rail Motor.		Diesel Rail Car (153 H.P.)		Diesel Rail Car, (280 H.P.)		Diesel Rail Car (153 HP)	Diesel Rail Car (153 HP)	Diesel Rail Car (102 HP)
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.			Without Trailer	With Trailer	Without Trailer
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat to—									
Ballarat East	...	...	2	2	2	2*	...	...	...
Warrenheip ...	...	...	9	11	8	8*	...	...	...
Dunnstown ...	...	...	4	4	4	3*	...	...	...
Bungaree ...	...	...	6	7	6	5*	...	...	...
Wallace	...	...	5	5	5	4*	...	...	...
Millbrook ...	...	...	5	5	5	4*	...	...	...
Gordon	...	...	4	5	3	3*	...	...	...
Ballan	...	...	10	11	9	8*	...	...	...
Bank Box Loop ...	...	...	...	...	12*	12*	...	...	...
Bacchus Marsh ...	...	...	...	...	11*	11*	...	...	...
Parwan	8	9	...	...	7	7*	7	8	8
Melton	9	10	...	...	8	8*	9	9	10
Rockbank ...	7	8	...	...	7	7*	7	7	8
Deer Park ...	10	11	...	...	9	9*	11	11	12
Sunshine ...	6	6	...	...	5	5*	6	6	6
Footscray ...	8	8	...	...	*	*	7	7	8
North Melbourne	5	5	...	...	*	*	5	*	5
Spencer Street ...	4	4	...	...	16	16	4	9	4
Total ...	57	61	45	50	117	112	56	57	61

* Running Schedules based upon train being non-stop at these stations.

RAIL MOTOR RUNNING SCHEDULES—continued

ARARAT–HAMILTON–PORTLAND

DOWN	102 H.P.	153 H.P.		280 H.P.		
Ararat to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Langi Logan	9	9	9	10	9*	10*
Maroona	11	10	10½	12	11*	12
Willaura	18	16	18	15	15*	15
Stavely	13	12	13	11½	10*	11*
Glen Thompson	9	9	10	8	7*	7
Dunkeld	18	17	18	16	16*	16
Moutajup	10	9	10	9	8*	9*
Strathkellar	11	11	11	10	9*	9*
Hamilton	11	10	10½	9	8	8
Coleraine Junction	...	3*	3*	2*	...	...
Branxholme	...	22	23	20	...	...
Condah	...	12	13	11	...	...
Myamyn	...	6	7	6	...	...
Milltown	...	6	6	5½	...	...
Heywood	...	11	11	11	...	...
Gorae	...	19	20	18	...	...
Portland North	...	7	7	6	...	...
Portland	...	4	4	4	...	...
Total	110	193	204	184	93	97

Without Trailer / With Trailer

UP	102 H.P.	153 H.P.		280 H.P.		
Portland to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Portland North	...	4	5	4	...	...
Gorae	...	8	9	8	...	...
Heywood	...	20	23	17	...	...
Milltown	...	16	18	12	...	...
Myamyn	...	6	7	5½*	...	...
Condah	...	6	7	6	...	...
Branxholme	...	12	13	11	...	...
Coleraine Junction	...	23*	25*	21*	...	...
Hamilton	...	3	3	2	...	...
Strathkellar	12	11	12	8½	8*	9*
Moutajup	12	12	13	11	10*	10*
Dunkeld	12	11	12	9	9*	9
Glen Thompson	19	18	20	15	15*	17
Stavely	8	8	8	8	7*	7*
Willaura	13	12	13	11	11*	11
Maroona	19	18	20	15	14*	15
Langi Logan	13	12	13	12	11*	12*
Ararat	10	9	10	9	9	10
Total	118	209	231	185	94	100

Without Trailer / With Trailer

* Running Schedules based upon train being non-stop at these stations

BALLARAT–LINTON.

DOWN.	Diesel Rail Car (153 H.P.) & Trlr.	UP.	Diesel Rail Car (153 H.P.) & Trlr.
Ballarat to—	Mins.	**Linton to—**	Mins.
Linton Junction	8	Happy Valley	5
Cardigan	5	Newtown	11
Kopke	6	Scarsdale	7
Haddon	5	Smythesdale	6
Smythesdale	9	Haddon	10
Scarsdale	5	Kopke	5
Newtown	6	Cardigan	8
Happy Valley	11	Linton Junction	5
Linton	5	Ballarat	8
Total	60	Total	65

1918—64

BALLARAT–STAWELL–HORSHAM

DOWN	280 H.P.	153 H.P.	UP	280 H.P.	153 H.P.
Ballarat to—	Mins.	Mins.	**Horsham to—**	Mins.	Mins.
North Ballarat	*	2	Dooen	6*	...
Wendouree	*	4	Jung	7*	...
Linton Junction	7*	2	Murtoa	7*	...
Windermere	7*	9	Lubeck	11*	...
Burrumbeet	4*	5	Wal Wal	6*	...
Trawalla	12*	15	Glenorchy	7*	...
Beaufort	6*	8	Deep Lead	10*	...
Middle Creek	12*	16	Stawell	6*	...
Buangor	4*	6	Great Western ...	10*	14
Ararat	18*	24	Armstrong	7*	9
Armstrong	7*	8	Ararat	8*	10
Great Western	5*	7	Buangor	19*	24
Stawell	10*	13	Middle Creek	4*	6
Deep Lead	6*	...	Beaufort	13*	17
Glenorchy	8*	...	Trawalla	5*	7
Wal Wal...	7*	...	Burrumbeet	12*	15
Lubeck	6*	...	Windermere	4*	5
Murtoa	11*	...	Linton Junction ...	8*	11
Jung	8*	...	Wendouree	*	2
Dooen	7*	...	North Ballarat ...	*	3
Horsham...	6	...	Ballarat	6	1
Total	151	119	Total	156	124

Without Trailer / With Trailer

MURTOA–HOPETOUN.

DOWN.	Diesel Electric Rail Motor and Trailer	UP.	Diesel Electric Rail Motor and Trailer
Murtoa to—	Mins.	**Hopetoun to—**	Mins.
Coromby	8	Rosebery	14
Minyip	11	Beulah	12
Nullan	7	Galaquil	7
Sheephills	6	Brim	10
Warracknabeal	15	Lah	6
Lah	14	Warracknabeal	14
Brim	6	Sheephills	15
Galaquil	10	Nullan	6
Beulah	7	Minyip	7
Rosebery	12	Coromby	11
Hopetoun	14	**Murtoa**	8
Total	110	Total	110

HORSHAM–GOROKE.

DOWN.	Diesel Rail Car (102 H.P.)	UP.	Diesel Rail Car (102 H.P.)
Horsham to—	Mins.	**Goroke to—**	Mins.
Remlaw	9½	Gymbowen	13½
Quantong	12	Duffholme	12
East Natimuk	6	Mitre	10
Natimuk	4½	Arapiles	8
Arapiles	10	Natimuk	10
Mitre	8	East Natimuk	5½
Duffholme	10	Quantong	6
Gymbowen	12	Remlaw	12
Goroke	13½	**Horsham**	9½
Total	85½	Total	86½

RAIL MOTOR RUNNING SCHEDULES—continued.

DIMBOOOA–SERVICETON.

DOWN.	Diesel Rail Car (153 H.P.)		UP.	Diesel Rail Car (153 H.P.)	
	Without Trailer	With Trailer		Without Trailer	With Trailer
Dimboola to—	Mins.	Mins.	**Serviceton to—**	Mins.	Mins.
Gerang Gerung	14	15	Lillimur	12	14
Kiata	8	9	Kaniva	9	10
Nhill	13	14	Miram	9	10
Diapur	16	17	Diapur	12	13
Miram	12	14	Nhill	16	16
Kaniva	9	10	Kiata	14	15
Lillimur	10	10	Gerang Gerung	8	8
Serviceton	13	14	**Dimboola**	14	14
Total	95	103	Total	94	100

MELBOURNE–GEELONG.

DOWN	Diesel Electric Rail Motor			Diesel Rail Car (280 H.P.)			
	With Trailer		With two Trailer Vehicles	Without Trailer		With Trailer	
Spencer St. to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Melbourne	3	*	3	3	3*	3*	3*
Footscray	5	*	5	4½	4½*	5	5*
Newport	6	13*	7	5½	5½*	5	5*
Newport South Junction	2*	2*	2*	2*	2*	2*	2*
Paisley	*	*	3	3	*	4	*
Galvin	*	*	5	4	*	4	*
Laverton	11	8*	4	3	7½*	3	8*
Aircraft	*	*	3	2	*	2	*
Werribee	13	10*	10	8	8*	9	9*
Manor	8	7*	...	7½	6*	8	7*
Little River	8	7*	...	6½	5½*	7	6*
Lara	9	8*	...	8	7*	9	8*
Corio	6	6*	...	5½	4½*	6	5*
North Shore	4	*	...	3½	2½*	4	3*
North Geelong	3	6*	...	4	3*	4	3*
Geelong	4	4	...	5	4	5	4
Total	82	71	42	75	63	80	68

UP	Diesel Electric Rail Motor				Diesel Rail Car (280 H.P.)			
	With Trailer		With two Trailer Vehicles	Without Trailer	Without Trailer		With Trailer	
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Geelong	4	3*	...	4	5	4*	5	4*
North Shore	4	*	...	4	4	3*	4	3*
Corio	4	7*	...	4	3½	2½*	4	3*
Lara	7	6*	...	5½	5½	4½*	6	5*
Little River	10	9*	...	9	8	7*	9	8*
Manor	7	7*	...	7	6½	5½*	7	6*
Werribee	7	7*	...	6½	7½	6*	8	7*
Aircraft	*	*	10	*	8	*	9	*
Laverton	11	9*	3	10	2	8*	2	9*
Galvin	*	*	4	*	3	*	3	*
Paisley	*	*	5	*	4	*	4	*
Newport South Junction ...	9*	8*	3*	9*	3	7½*	4*	8*
Newport	2	2*	2	2	2	2*	2	2*
Footscray	5	*	7	5	5½	5½*	5	5*
North Melbourne	5	*	5	5	4½	4½*	5*	5*
Spencer Street	4	13	4	4	3	3	3	3
Total	79	71	43	75	75	63	80	68

* Rail Motor Running Schedule based upon train being non-stop at these stations.

RAIL MOTOR RUNNING SCHEDULES.

GEELONG–BALLARAT.

DOWN.	Diesel Electric Rail Motor.		Diesel Rail Car. (153 H.P.).		Diesel Rail Car. (280 H.P.).	
	Without Trailer.	With Trailer.	Without Trailer.	With Trailer.		
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Geelong	4	4	4	4	4	4*
Moorabool	8	11	8½	9	8½	8*
Gheringhap	7	8	7	7½	6	5½*
Bannockburn	7	10	7	8½	7	6½*
Lethbridge	10	12	9½	13	9½	8½*
Meredith	21	28	18	26	19½	16½*
Elaine	10	11	9	11	8½	7½*
Lal Lal	14	17	13	16	12½	12*
Yendon	6	7	6	7	5½	5*
Warrenheip	10	12	9	10	8	7*
Ballarat East	6	7	6	6	5	5*
Ballarat	2	2	2	2	2	2
Total	105	129	99	120	96	87½
UP.						
Ballarat to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ballarat East	2	2	2	2	2	2*
Warrenheip	11	13	8	11	8	8*
Yendon	10	10	10	10	8	6½*
Lal Lal	6	6	6	6	5	4½*
Elaine	11	11	11	11	10	10*
Meredith	8	8	8½	8½	7	6½*
Lethbridge	12	12	13½	13½	14	11*
Bannockburn	8	8	9	9	7½	7½*
Gheringhap	6	7	7	7	5½	5*
Moorabool	6	6	6	6	5	4½*
North Geelong	8	8	8	8	7	6½*
Geelong	4	4	4	4	4	4
Total	92	95	93	96	83	76

* Rail Motor Running Schedules based on train being non-stop at these stations.

LOADS AND ENGINE RUNNING SCHEDULES FOR MIXED TRAINS.

SCHEDULE LOADS.—The tonnage loads of Mixed trains are computed on the basis of tonnage rating shown on pages 144 to 148 for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 169 to 174.

VEHICULAR LIMITATIONS.—Unless otherwise specified the number of vehicles must not exceed equal to thirty (30) vehicles counting each four or six wheeled van or wagon and bogie TP, UB, UF van, (loaded or empty) or " CP," " CA," " ZJF " and " ZF " brake van (loaded or empty) as one, and each other bogie vehicle or carriage (loaded or empty) as two.

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

In all cases other than mentioned above, where it is desired to increase the authorised load of a Mixed train, the Depot station concerned must wire particulars of the nature and urgency of the excess loading to the Metropolitan or District Superintendent (Control) who, after consultation with the District Rolling Stock Superintendent, may grant permission when considered absolutely necessary.

ENGINE RUNNING SCHEDULES.—The following instructions are applicable to the Loads and Engine Running Schedules published in the Working Time Tables :—See also clause 5, page 216.

MIXED TRAINS :—

(i) The Engine Running Schedules for Mixed trains are based on the Tonnage Loads authorised for the various schedules as shown in the Working Time Tables.

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

MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN SUNSHINE AND WARRENHEIP AND LINTON JUNCTION AND SERVICETON

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

EXPRESS AND PASSENGER TRAINS

No. 7	Warrenheip
No. 25	Warrenheip, Linton Junction, Windermere, Burrumbeet, Trawalla (Fri. Exc.), Middle Creek.
No. 49 Sat.	Sunshine, Gordon, Bungaree, Warrenheip, Linton Junction.
No. 49 Mn. to Fr.	Sunshine, Deer Park, Rockbank, Parwan, Gordon, Bungaree, Warrenheip, Linton Junction, Armstrong (Wed.).
No. 57 No. 63	Warrenheip.
No. 69	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip, Linton Junction, Windermere, Burrumbeet, Beaufort, Buangor, Glenorchy, Lubeck.
No. 73	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip.
No. 105	Rockbank, Parwan, Gordon, Warrenheip.
No. 115	Parwan, Gordon, Warrenheip.
No. 80	Warrenheip, Bungaree, Gordon, Parwan, Melton, Rockbank, Sunshine.
No. 10	Diapur, Jung, Lubeck, Glenorchy, Great Western, Buangor, Beaufort, Burrumbeet, Windermere, Linton Junction, Warrenheip, Bungaree, Gordon, Ballan, Bacchus Marsh, Parwan, Melton, Rockbank, Deer Park, (Except Sunday) Sunshine. (Sunday only.)
No. 22	Warrenheip.
No. 24	Linton Junction, Warrenheip, Bungaree, Gordon, Parwan, Rockbank, Deer Park, Sunshine.
No. 16	Warrenheip, Bungaree, Gordon, Ballan, Bacchus Marsh, Parwan, Melton, Rockbank, Deer Park, Sunshine.
No. 34	Wal Wal, Armstrong, Trawalla, (Fri. exc.), Burrumbeet, Windermere, Linton Junction, Warrenheip, Parwan (Mon. to Fri.), Rockbank, Deer Park.
No. 100	Warrenheip, Gordon, Parwan, Rockbank.
No. 110	Warrenheip, Gordon, Parwan.

GOODS TRAINS

MELBOURNE – BALLARAT

DOWN	UP
Nos. 9, 77, 145, 59, 139, 103, 159, 75, 95.	Nos. 140, 192, 38, 36, 134, 90, 32, 96, 160, 38A, 138, 136.

BALLARAT – ARARAT

Nos. 9, 77, 145, 59, 139, 159.	Nos. 140, 38, 36, 90, 160, 38A, 138, 136, 192.

ARARAT – DIMBOOLA

Nos. 59, 9, 77, 139, 159.	Nos. 140, 38, 36, 66, 106, 100, 160, 138, 136, 38A.

DIMBOOLA – SERVICETON

Nos. 77, 139, 159.	Nos. 140, 38, 160, 138, 38A.

The position of the Exchanging Apparatus at the various Stations is as set out hereunder :—

STATION.	Position of Exchanging Apparatus.	Road or Line on which Exchange will be Effected.
DOWN.		
Sunshine	110 feet Down side of Signal-box	No. 2 Road
Sunshine	24 feet Down side of Signal-box	No. 3 Road
Deer Park	811 feet Up side of Signal-bay	No. 1 Road
Rockbank	457 feet Up side of Signal-box	No. 1 Road
Melton	430 feet Up side of Signal-box	No. 1 Road
Parwan	474 feet Up side of Signal-box	No. 1 Road
Bacchus Marsh	25 feet Down side of Signal-box	No. 2 Road
Ballan	85 feet Up side of Signal-box	No. 2 Road
Gordon	11 feet Up side of Signal-box	No. 2 Road
Bungaree	Opposite Signal-bay	No. 2 Road
Warrenheip	414 feet Up side of Signal-box	Bacchus M'sh Line
Linton Junction	176 feet Up side of Signal-box	Down Main Line
Windermere	10 feet Up side of Signal-box	No. 1 Road
Burrumbeet	448 feet Up side of Signal-box	No. 1 Road
Trawalla	335 feet Up side of Signal-box	No. 1 Road
Beaufort	550 feet Up side of Signal-box	No. 1 Road
Middle Creek	57 feet Down side of Signal-box	No. 1 Road
Buangor	20 feet Down side of Signal-box	No. 2 Road
Armstrong	378 feet Up side of Signal-box	No. 1 Road
Great Western	268 feet Up side of Signal-box	No. 1 Road
Deep Lead	273 feet Up side of Signal-box	No. 1 Road
Glenorchy	414 feet Up side of Signal-box	No. 1 Road
Wal Wal	6 feet Up side of Signal-box	No. 1 Road
Lubeck	422 feet Up side of Signal-box	No. 1 Road
Murtoa	600 feet Up side of Signal-box	No. 3 Road
Jung	458 feet Up side of Signal-box	No. 1 Road
Dooen	289 feet Up side of Signal-box	No. 1 Road
Pimpinio	352 feet Up side of Signal-box	No. 1 Road
Kiata	15 feet Down side of Signal-box	No. 1 Road
Nhill	328 feet Up side of Signal-box	No. 1 Road
Diapur	15 feet Up side of Signal-box	No. 1 Road
Kaniva	15 feet Up side of Signal-box	No. 1 Road
UP.		
Kaniva	716 feet Down side of Signal-box	No. 1 Road
Diapur	389 feet Down side of Signal-box	No. 1 Road
Nhill	531 feet Down side of Signal-box	No. 1 Road
Kiata	390 feet Down side of Signal-box	No. 1 Road
Pimpinio	25 feet Up side of Signal-box	No. 1 Road
Dooen	40 feet Down side of Signal-box	No. 1 Road
Jung	25 feet Up side of Signal-box	No. 1 Road
Murtoa	473 feet Down side of Signal-box	No. 3 Road
Lubeck	Opposite Signal-bay	No. 1 Road
Wal Wal	326 feet Down side of Signal-box	No. 1 Road
Glenorchy	13 feet Down side of Signal-box	No. 1 Road
Deep Lead	348 feet Down side of Signal-box	No. 1 Road
Great Western	388 feet Down side of Signal-box	No. 1 Road
Armstrong	15 feet Up side of Signal-box	No. 1 Road
Buangor	20 feet Down side of Signal-box	No. 2 Road
Middle Creek	294 feet Down side of Signal-box	No. 1 Road
Beaufort	54 feet Up side of Signal-box	No. 1 Road
Trawalla	15 feet Down side of Signal-box	No. 1 Road
Burrumbeet	12 feet Up side of Signal-box	No. 1 Road
Windermere	373 feet Down side of Signal-box	No. 1 Road
Linton Junction	42 feet Down side of Signal-box	Up Main Line
Warrenheip	15 feet Down side of Signal-box	Up Main Line
Bungaree	Opposite Signal-bay	No. 2 Road
Gordon	26 feet Up side of Signal-box	No. 2 Road
Bacchus Marsh	18 feet Up side of Signal-box	No. 2 Road
Parwan	10 feet Up side of Signal-box	No. 1 Road
Melton	15 feet Down side of Signal-box	No. 1 Road
Rockbank	12 feet Up side of Signal-box	No. 1 Road
Deer Park	Opposite Signal-bay	No. 1 Road
Sunshine	280 feet Down side of Signal-box	No. 1 Road
Sunshine	24 feet Down side of Signal-box	No. 3 Road

MINIATURE STAFF AUTOMATIC EXCHANGING APPARATUS AT STATIONS BETWEEN GEELONG AND COLAC.

The Miniature Staff Automatic Exchanging Apparatus is in use at Staff Stations between South Geelong and Winchelsea, as set out hereunder for the purpose of exchanging staffs carried by the following trains, or any other train that may be notified by circular, or arranged by the Train Controller, and must be worked in accordance with instructions shown in the General Appendix :—

PASSENGER TRAINS.

Nos. 69 and 73 South Geelong.

The position of the Ground Apparatus at the various Stations is as shown hereunder :—

STATION.	Position of Exchanging Apparatus.	Road on which Exchange will be Effected.
DOWN.		
South Geelong	20 feet Down end of Platform	Platform Road
Moriac	228 feet Up side of Platform	Platform Road
Winchelsea	258 feet Up side Platform	Platform Road
UP.		
Winchelsea	206 feet Down end of Platform	Platform Road

GOODS TRAINS.

Nos. 5 and 7 at South Geelong and Moriac.

GENERAL INSTRUCTIONS

COMPILATION OF GUARDS' RUNNING STATEMENT.

Running Statement.—Running Statements are printed in distinctive colours according to the class of train.

The whole of the information specified on the Statement is to be compiled by the Guard and must be accurate in every detail.

(*a*) The Guard of each train must inform the Driver of the equivalent number of vehicles and the tonnage of the train before commencing the journey, and again at each station *en route*, wherever the train is required to work or an alteration of the load is made. He must inform the Driver of the position of any Van, or Van Wagon on the train, and also of any vehicles which have to be detached at an intermediate station.

(*b*) **Guards must compile their Running Statements** *en route*, **enter thereon the time of passing, arriving and departing, for each station at the time, also all checks at Signals, and record particulars of all unusual incidents which occur on a journey.**

(*c*) A note must be made of any variation of wind or other weather conditions which may affect the running of the train, indicating clearly the location at which such variations occurred.

(*d*) **Particulars of the time occupied at stations, or the time lost or gained on each section, based on the schedule applicable to the full load or proportion of that load,** *e.g.*, **3/5, or 4/5 of the train concerned, must be shown under the respective headings.**

Every change in the total number of vehicles or tonnage of the train, as provided for on the Statement, is to be shown. Care must be used to record the correct sectional mileage as printed in the Load Schedule for the line concerned.

A note must be made on the Statement for Goods or Ballast train, of the period of time occupied in loading or unloading material or ballast wagons whilst the engine is attached to them.

The full schedule tonnage is the tonnage which is specified for Goods trains, and this or any specially reduced schedule tonnage is the authorised schedule tonnage.

The Ruling Grade for any train is the grade that limits the maximum load that the engine can haul between recognized terminal stations and the tonnage hauled over this grade is termed the Ruling Grade Load.

The equivalent number of vehicles on the train must be shown at foot of Statement, as well as the schedule and actual tonnage.

In every instance in which a Goods or Mixed train obtains the maximum vehicle limit, a brief note to that effect must be made on the Running Statement.

When trains, both regular or special, are run over sections which involve more than one Train Control District (for areas see General Appendix), separate Running Statements are to be compiled for each Control District through which the trains run.

When Guards change over without running through a section, Running Statements are to be handed over to each other for completion as to the whole section. The Guard must compile two of these forms by means of carbon paper. The original is to be handed to the Stationmaster at the terminal of each Control District, and the copy retained by the Guard and handed in at his home depot for transmission to the Timekeeper who is responsible for his time. When dealt with by the Timekeeper the copy is to be forwarded to the District Superintendent, or to the Asst. Chief Traffic Manager (Room 242) in the case of trains operating within the Central Train Control areas, which shall also be the procedure in regard to the original statement. Every change in the composition or tonnage of the train must be recorded and the total number of each class of vehicle shown. Full particulars of detentions and time lost or gained over each section must also be shown.

COMPILATION OF GUARDS' TRUCK SHEET.

Truck Sheet.—The whole of the information on the Truck Sheet is to be compiled by the Guard. Vehicles to be entered on the Truck Sheet in order, commencing from the rear or brake-van end of the train.

The stations the vehicle is waybilled from and to, also attached and detached at, must be inserted. Vehicles used as safety are to be included in loaded column, class of loading being shown "Safety." Water wagons containing water, whether attached by pipe to engine or not, are to be included as loaded, the weight of contents being computed as shown on the succeeding pages. Passenger carriages and brake-vans to be recorded and weight shown (see schedule tonnage rating on pages 144–150.)

When computing the tonnage of tare and contents of vehicles, under 5 cwt. is to be dropped, 5 to 14 cwt. to be reckoned as half a ton, and over 14 cwt. as 1 ton, *e.g.*, a vehicle weighing 5 tons 14 cwt., and containing 5 tons 17 cwt. of goods to be shown as 5½ tons and 6 tons, respectively. The weight of contents of "out of" van wagons to be considered the same as at starting point, and "pick up" van wagons the weight on arrival at destination.

Iced vans not containing goods to be shown as empty vans.

Vehicles sent for repairs—Guards to make special note "Repairs" opposite number of vehicles.

When a vehicle requiring to be weighed is placed on a train, the Guard must make a remark "To Weigh" opposite the corresponding entry on the Truck Sheet.

When loaded vehicles without waybills or waybill envelopes are on their trains, Guards must make a remark, "Without waybill or waybill envelope," opposite the corresponding entry on the Truck Sheet.

In entering the class of loading, the following symbols are to be used where they apply :—

B—Bricks	Fl—Flour	Me—Manure	S—Stone
Bb—Box Blocks	Fur—Furniture	Mn—Mutton and Beef	Sd—Sand
Bk—Bark	Fw—Firewood	Mr—Mallee Roots	St—Sawn Timber
C—Coal	G—Grain	Mt—Mining Timber	SW—Soft Wood Timber
Ch—Chaff	H—Hay and Straw	My—Machinery	V—Vegetables
DP—Dairy Produce	I—Iron	P—Poles	VG—Van Goods
F—Fruit	LS—Live Stock	Pt—Potatoes	W—Wool
Fh—Fish	M—Merchandise	R—Rabbits	

COMPILATION OF GUARDS' TRUCK SHEET—Continued.

The following special instructions will apply to the preparation of Victorian Guards Truck Sheets (T.R. 44) and South Australian Guards Journals (Form 196) for **Nos. 139, 159, 140** Express Goods and **No 38A** Fast Goods trains between Dynon and Mile End :—

The Victorian Guard working **Nos. 139, 159** ' Down ' Express Goods Dynon to Serviceton in addition to preparing the Victorian Guards Truck Sheet (T.R. 44) at the commencement of the journey, must prepare en route one copy of the South Australian Guards Journal (Form 196) particulars of the train load to be shown thereon under the headings, Station Attached, Class and Number, Actual Weight (contents–gross), and Destination Station. The South Australian Guards Journal with the particulars completed as above is to be handed over to the South Australian Guard taking over the trains at Serviceton.

Guards must obtain South Australian Guards Journal (Form 196) when signing on at their Depot station.

The Victorian Guard taking over **No. 140** Express Goods and **No. 38A** Fast Goods from the South Australian Guard at Serviceton is to obtain from him one copy of the Victorian Guards Truck Sheet (T.R.44) which will have been prepared by the South Australian Guard and this truck sheet which will contain the following information, *viz.* :—Vehicle class, Vehicle Number, Tonnage (Contents–gross), Station Attached At, Station To, Station Detached, will then be used by the Victorian Guard to prepare en route the usual number of truck sheets (T.R. 44) for the train. The above details will suffice and it will not be necessary for the Victorian Guard to ascertain further particulars of the train load for **No. 140** Express Goods or **No 38A** Fast Goods except to indicate any vehicles detached or attachad at Serviceton. Particulars of the Locomotive, Driver and Guard to be shown as usual.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS.)

The despatching station must record the actual weight of contents of each vehicle on the waybill envelope accompanying it, except that standard weights for certain commodities as indicated hereunder will apply and the Guard to obtain the correct weight must add the tare weight and the weight of the contents shown on the waybill envelope.

Standard weights will apply to commodities loaded as shown hereunder :—

	To count as—	
16½ tons " IA " (High sided) 16½ tons " I " (standard), 16½/22 tons " IY " wagon loaded with under 3 feet firewood to water level	13 tons	
16½ tons " IA " (high sided), 16½ tons " I " (standard), 16½/22 tons " IY " wagon loaded 2 feet 6 inches above water level with mallee roots ...	12 "	
16½ tons " IA " (high sided), 16½ tons " I " (standard), 16½/22 tons "IY" wagon loaded with 5 feet and 6 feet firewood (on end)	14 "	
16½/22 tons " GY ", " HY " or " HZ " wagon loaded with firewood less than 3 feet long to water level	16 "	Tare to be added in each case as directed
16½/22 ton " GY ", " HY " or " HZ " wagon loaded 2 feet 6 inches above water level with mallee roots	13 "	
16½/22 ton " GY ", " HY " or " HZ " wagon loaded with 5 feet and 6 feet firewood (on end)	14 "	
16½/22 tons " GY ", " HY " or " HZ " wagon loaded with props, palings and laths 3 feet 6 inches high	16 "	
16½/27 tons " IZ " wagon loaded with firewood less than 3 feet long to water level	15 "	
16½/27 ton " IZ " wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "	
16½/27 tons " IZ " wagon loaded with 5 feet and 6 feet firewood (on end) ...	14 "	
27/31 tons " QR " (Nos. 1/376 and 407) wagon loaded with firewood less than 3 feet long to water level	15 "	
27/31 tons " QR " (Nos. 1/376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots	14 "	
27/31 tons " QR " (Nos. 1/376 and 407) wagon loaded with 5 feet firewood (on end)	18 "	

COMPUTATION OF TRAIN LOAD TONNAGE—Continued.

	To Count as—	
27/31 tons " QR " (Nos. 1/376 and 407) wagon loaded with props, palings and laths	19 tons	Tare to be added in each case as directed.
31-ton " QR " wagon loaded with firewood less than 3 feet long to water level	17 "	
31-ton " QR " wagon loaded 2 feet 6 inches above water level with mallee roots	15 "	
31-ton " QR " wagon loaded with 5 feet firewood (on end)	21 "	
44-ton " E " wagon loaded with firewood less than 3 feet long to water level	29 "	
44-ton " E " wagon loaded 2 feet 6 inches above water level with mallee roots	23 "	
44-ton " E " wagon loaded with 5 feet firewood (on end)	24 "	
44-ton " E " wagon loaded with 6 feet firewood (on end)	29 "	
Water tank wagons (2,000 gallons capacity)	9 "	
" M " van of horses or cattle	5½ "	
" MM " van horses or cattle	11 "	
" L " van of sheep or calves (two tiers)	4½ "	
" L " van of sheep or calves (one tier)	2¼ "	
Wagons or " M " van loaded sheep or calves	2¼ "	
" L " van of pigs (two tiers)	6½ "	
Wagons or " M " van, or one tier of " L " van loaded pigs	3¼ "	
" LL " "LF" or " LP " van of sheep or calves (two tiers)	9 "	
" LL " "LF" or " LP " van of sheep or calves (one tier)	4½ "	
" LL " "LF" or " LP " van of pigs (two tiers)	13 "	
" LL " "LF" or " LP " van of pigs (one tier)	6½ "	

Vehicles partly loaded with Live Stock :—

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

The following will be the tonnage minima for bulk wheat loaded into the undermentioned classes of wagons :—

' GY " ... 21 tons.

Correct Computation.—If there be any doubt as to the correct computation of the tonnage of a train that has stalled, the Driver and Guard should together check the figures at a convenient station.

Ballast Trains.—When computing the weight of contents of a loaded vehicle on a Plant, Ballast, or other departmental work train, the following scale is to be observed :—

	Weight of Material
Gravel	1.3 tons per cubic yard..
Sand	1.08 " "
Metal, 1½ inches, 2½ inches, and screenings	1.1 " "
Earth	1.0 " "
Spalls	1.06 " "
Scoria	0.7 " "
Ashes	0.6 " "
Sleepers, 9 feet x 10 inches x 5 inches	10 to the ton.
Sleepers , 9 feet x 9 inches x 4½ inches	12 "
Fence Rails, 9 feet x 7 inches x ½ inch x 2½ inches	52 "
Fence Posts, 6 ft. 6 in. x 8 inches x 3½ inches	28 "
Bricks (machine pressed)	286 "

The Guard must ascertain from the Roadmaster or Ganger in charge of the work the quantity of material in each vehicle, so that correct particulars may be shown.

WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES.

On Goods and Mixed trains, except as specially provided in respect of trains with a schedule load of less than 120 tons on Broad-gauge Lines, the tare weight of each vehicle is to be taken as set out herein.

With a schedule load of less than 120 tons, the actual weight of each vehicle must be taken, whether loaded or empty.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS).
TARE WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES.

CLASS OF WAGON	DESCRIPTION OF VEHICLES	Max. Lgth. Over Pull Lines (Nearest foot)	TARE WEIGHT
			Tons
AF*, AX*	Bogie Car Transport Flat	59	20
ALF*, ALX*	Bogie Car Transport Flat	76	21
B	4 Wheel Box Van	26	11
BA	Bogie Box Van	39	19
BB	Bogie Box Van	43	20
BLF*, BLX*	Bogie Box Van	43	21
BMF*, BMX*	Bogie Box Van	42	20
BP	Bogie Box Van	42	24
CJ	Bogie Bulk Cement Hopper	37	19
DW	Domestic Water	26	10
ELF*, ELX*	Bogie Open Wagon	49	21
E	Bogie Open Wagon	46	19
EF	Bogie Open Wagon	46	19
ESX*	Bogie Steel Transport	49	21
FVF*	Bogie Single Flexi-van	43	18
FJ	4 Wheel Bulk Flour	25	11
G	4 Wheel Hopper Bulk Wheat Wagon ...	26	11
GY	4 Wheel Open Bulk Wheat	25	9
H	4 Wheel Box Wagon Departmental use only	21	9
HD	4 Wheel Box Wagon Departmental use only	27	9
HH Nos. 1 to 6	Bogie Casualty Van Departmental use only	51	30
HR	4 Wheel Flat Top Transport Wagon ...	26	8
HR	Bogie Flat Top Transport Wagon ...	27	18
FP Nos. 7, 10, 12, 13 ...	Bogie Horse Boxes	48	25
HW	6 Wheel Weedex Staff Cars	29	13
HY	4 Wheel Open	25	9
HZ	4 Wheel Open	25	9
I†	4 Wheel Open	26	8
IA†	4 Wheel Open	26	8
IC†	4 Wheel Tippler Wagon Open	26	8
IT	4 Wheel Timber	26	8
IY	4 Wheel Open	25	9
IZ	4 Wheel Open	25	9
J	4 Wheel Bulk Cement	25	11
JX*	Bogie Bulk Cement	46	25
KAB	4 Wheel Particle Board	29	10
KC, KMC	4 Wheel Flat Top LCL Container Traffic ...	25	7
KCC	4 Wheel Cement Container Traffic ...	26	8
KW	4 Wheel Open Car Body Traffic ...	26	8
KM	4 Wheel Open Masonite Traffic	26	9
KR	Bogie Flat Rails	27	16
K	4 Wheel Flat	22	7
KPC	4 Wheel Special Container Traffic ...	22	7
KR	4 Wheel Rails	26	7
KS	4 Wheel Open Scantlings	25	Tare Weight
KT	4 Wheel Open Timber	25	9
L	4 Wheel Sheep Van	24	9½
LF	Bogie Sheep Van	39	21
LL	Bogie Sheep Van	39	21
LP	Bogie Sheep Van	39	21
M	4 Wheel Cattle Van	24	9
MLX*	Bogie Car Transport	76	21
MM	Bogie Cattle Van	40	19
MS	4 Wheel Fertilizer (M converted) ...	24	9
N	4 Wheel Ballast Plough Wagon ...	19	7
NN	Bogie Hopper Ballast Wagon	30	14
O	4 Wheel 16 tons	23	9
OC	15½ tons Sand	23	9½
OH†	4 Wheel Overhead	48	Tare Weight
ON	4 Wheel Ballast	23	8
P	4 Wheel Powder Van	22	10
Q†	Bogie Flat Wagons	53	Tare Weight
QAB	Bogie Particle Board Transporter ...	53	19

* Victorian Bogie type Rolling Stock available for change of Bogie 5′ 3″—4′8½″.
† Maximum length quoted where different lengths exist.

TARE WEIGHTS TO BE ALLOWED FOR GOODS VEHICLES.—continued.

CLASS OF WAGON	DESCRIPTION OF VEHICLES	Max. Length over Pull Lines (nearest foot)	TARE WEIGHT
			Tons
QB Nos. 1 to 12	Bogie Well Wagon	55	19
QF*	Bogie Flat Wagon	53	19
QWF No. 1	Bogie Well Wagon	54	33
QH	Bogie Flat Wagon	40	33
QN	Bogie Hopper Ballast Wagon	36	15
QR†	Bogie Open Wagon	43	16
RY	4 Wheel Open Wagon	25	9
S	Bogie Flat Wagon	46	17
SBX*	Bogie Flat Wagon (with fixed bulkheads)	43	18
SF	Bogie Flat Wagon	46	17
SEF*	Bogie Flat Wagon	46	18
Sodium Sulphite Tank ...	4 Wheel Open Wagon	26	11
SC*	Bogie Flat Wagon Cable Drums ...	46	20
TP Nos. 1 to 3	Refrigerated Bogie Van	29	21
T (15 tons)	4 Wheel Refrigerated Van (Wooden) ...	29	13
T (15 tons)	4 Wheel Refrigerated Van (Steel) ...	29	12
T (12 tons)	4 Wheel Refrigerated Van	22	11
TW†	4 Wheel Petroleum Products	25	Tare Weight
TW†	Bogie Petroleum Products	48	Tare Weight
TWF†, TWX*	Bogie Petroleum Products	48	Tare Weight
QCF	Bogie L.C.L. Container Traffic	48	—
QW	Bogie Well Wagon	95	—
QS	Bogie Flat Wagon—Special Loads ...	Various	—
U (11 tons)	4 Wheel Louvre Van	22	9
U (16 tons)	4 Wheel Louvre Van	29	12
UB	Bogie Louvre Van	29	15
UF	Bogie Louvre Van	29	15
V	Bogie Louvre Van	39	19
VF*	Bogie Louvre Van	39	19
VHX*	Bogie Louvre Van	55	25
VLF*	Bogie Louvre Van	43	21
VP	Bogie Louvre Van	42	25
W (Nos. 419 to 498) ...	Fixed Wheel Workmens Sleepers ...	26	11½
W	Fixed Wheel Workmens Sleepers ...	29	9
WK	Bogie Workmens Kitchen Car	60	26
WS	4 Wheel Workmens Shower Car ...	26	13
WT	4 Wheel Water Wagon...	26	—
WZ	6 Wheel Weedex Spray Van	26	13
WA	Bogie Weedix Tankers	46	Tare Weight
WW (numbered 100 and under)	Bogie Workmens Sleeper	Various	30
WW (numbered above 100) ...	Bogie Workmens Sleeper	33	20
ZJF or ZJP	Bogie Brakevan	37	Tare Weight
ZF or ZLP	Bogie Brakevan	37	Tare Weight
ZP	6 Wheel Brakevan	27	13
Z (1 to 626)	6 Wheel Brakevan)	27	13
Z (627 to 746)	4 Wheel Brakevan	27	13
ZL	Brakevan	27	13
CP	Bogie Brakevan	42	26
CA Nos. 1 to 15	Bogie Brakevan	43	Tare Weight
Tanks	Tank Wagons Various	Various	Tare Weight
Water Tank Wagon ...	4 Wheel Tank	26	11

* Victorian Bogie type Rolling Stock available for change of Bogie 5′ 3″—4′ 8½″.
† Maximum length quoted where different lengths exist.

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES.

CLASS OF WAGON	TARE WEIGHT
Narrow Gauge Vehicles—	
NQ Wagons (except Nos. 74, 80)	5
NQ Wagons (Nos. 74, 80)	6
NU Van	7

WEIGHTS TO BE ALLOWED FOR DIESEL AND STEAM CRANES.

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

Steam Crane—	To count as—
No. 2 (without tender)	40 tons.
No. 3 (with tender)	60 »
No. 4 (without tender)	40 »
Nos. 8 and 9 (without tender)	45 »
No. 10 (without tender)	35 »
No. 11 (without tender)	50 »
No. 15 (without tender)	45 »
60-ton wreckage cranes (Nos. 18 and 19) with match wagon	105 »
30-ton wreckage cranes (Nos. 5 and 7) with match wagon	70 »
10-ton wreckage crane (No. 6) with match wagon	55 »
10-ton Diesel Crane (Way and Works Branch No. 45) with Special " Q " wagon	55 »
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon	30 »
Grab cranes (Nos. 33 and 36)	35 »

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES—See Note (A) next page.

Class of Wagon	Length Over Pull Lines (Nearest foot)	Tons Empty	Nominal Capacity Gallons
TC Petrol tank, bogie ...	39	20	4200
TC » » » ...	39	18	5300
TC » » » ...	41	21	9900
TC » » » ...	46	28	9900
TC » » » ...	43	26	7900
TC » » » ...	39	23	10000
TS » » » ...	43	22	4900
TS » » » ...	43	23	5000
TS » » » ...	39	20	5000
TS » » » ...	46	26	8500
TS » » » ...	43	22	9000
TS » » » ...	39	24	9000
TS » » » ...	40	23	10500
TS » » » ...	46	26	10500
TV » » » ...	43	20	5000
TV » » » ...	46	22	5000
TV » » » ...	46	25	8100
TV » » » ...	39	25	8500
TV » » » ...	39	24	8900
TV » » » ...	39	21	10000
TV » » » ...	43	24	10000
TV » » » ...	46	26	10000
TX » » » ...	39	20	5500
TS Kero, tank, bogie ...	43	22	5000
TC » » » ...	39	19	4700
TV Petrol or Kero, tank, bogie	46	23	5200
TV Petrol or Kero, tank bogie	46	28	8500
TX Petrol or Kero, tank, bogie	43	24	8700
TX Petrol or Kero, tank, bogie	39	22	10000
TS Fuel Oil Tank, bogie	43	22	4900
TS » » » » ...	39	24	8900
TS » » » » ...	46	26	10500
TV » » » » ...	46	22	5000
TV » » » » ...	39	24	9000
TV » » » » ...	39	21	10000
TV » » » » ...	43	24	10000
TX » » » » ...	39	20	5500
TX » » » » ...	39	22	10000
TC Fuel Oil Tank (4 wheel)	25	14	4200
TA Acid Tank Bogie ...	43	18 to 22	4500
YA Acid Tank (4 wheel)	23	12	1200
TG Ammonia Tank Bogie	43	21	5000
TCO Fuel Oil Tank Bogie	39	23	9000
TDF Fuel Oil Tank Bogie	41	24	9000
TDF Fuel Oil Tank (4 wheel)	21	12	2000
TOL Fuel Oil Tank Bogie	39	23	9000
TW Water Tank, Bogie	39	23	9000

 Continued on page **174**

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—See Note (A).

Class of Wagon	Length Over Pull Lines — Nearest foot	Tons Empty	Tons Carrying Capacity	Class of Wagon	Length Over Pull Lines — Nearest foot	Tons Empty	Tons Carrying Capacity
ALX	76	21	15	HCA Hopper, Bogie ...	44	23	45
DA Van, 4 wheel ...	23	11	12	CF Cattle, 4 Wheel ...	21	8	9 Beasts
DWF " " ...	23	10	14	C " Bogie ...	39	18	18 "
DW " Bogie ...	43	20	27	S Sheep Bogie ...	39	20	200 Sheep
DS " " ...	39	19	30	SF " " 4 Wheel	21	10	100 Sheep
DP " " ...	39	22	30	BH Horse Box, Bogie	52	26	12 Horses
DRP " " ...	39	19	30	FR Flat, 4 Wheel ...	21	7	10 Tons
DWP " " ...	43	23	30	F " " ...	21	7	10
MBP " " ...	39	23	30	FB " Bogie ...	46	18	50
MRP " " ...	39	19	30	FBT " " ...	46	19	50
WVP " " ...	43	21	26	FBF " " ...	46	18	40
M Box " ...	39	19	30	FBA " " ...	46	17	30
MMP " " ...	39	23	27	W Open " ...	43	17	30
EE Explosive Van ...	23	11	14*	OMS " " ...	73	21	32
FVS (FLEXIVAN) Bogie	43	18	20	OAX " " ...	73	20	32
K Refrig., 4 wheel ...	19	11	10	O " " ...	46	19	40
KR Refrig., 4 wheel ...	19	11	10	OB " " ...	46	19	40
KX Refrig., 4 wheel ...	19	11	10	OG " " ...	46	19	40
R Refrig., 4 wheel ...	23	12	14	OW " " ...	46	18	40
RB Refrig., Bogie ...	39	20	30	OX " " ...	46	19	40
RBP Refrig., Bogie ...	39	23	30	OWP " " ...	46	18	40
RRP Refrig., Bogie ...	39	22	30	OWS " " ...	46	18	40
RX Insulated Bogie ...	39	20	30	OF " 4 wheel ...	25	9	16
Z Hopper 4 wheel ...	25	10	15	Y " " ...	23	9	16
H Hopper Bogie ...	35	19	40	OBF " " ...	25	9	20
HS " " ...	35	20	50	OGF " " ...	25	9	16
HC " " ...	35	20	50				

Note :—Classes " DP ", " DWP ", " RBP ", " BH ", " MBP ", " MMP " and "WVP " are fitted with passenger bogies and may run at Passenger Train speed in Victoria. " DRP ", " MRP ", " OWP ", and " RRP ", are not to exceed the Speed laid down for Express Goods trains in Victoria.

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

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

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

WEIGHT TO BE ALLOWED FOR NEW SOUTH WALES GOODS VEHICLES (See note B)

Class of Wagon	Description of Vehicle	Length over Pull Lines — Nearest Foot	Tons Empty	Tons Carrying Capacity
BKX	Motor Car Bodies	76	21	15
BDL	Open Wagon	49	20	50
G	Open Wagon	43	20	40
HLV	Van	48	25	40
HME	Flat Wagon	48	20	53
LLV	Van	48	22	40
PMX	Flat Wagon	48	24	49
TLV	Van	48	22	40

Note B—These vehicles are suitable for transfer to 5′ 3″ gauge bogies and may run at Speeds laid down for Express Goods trains in Victoria.

LOADS OF GOODS TRAINS.

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

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

The general conditions governing engines assisting in front of trains and the lines on which double heading is permitted are shown on page 233.

Engines Running Tender First.—(i) Locomotives running tender first shall be given 10 per cent. less than the schedule load on grades of 1 in 100 and steeper. In the case of locomotives running tender first in the suburban area, a reduction of 10 per cent. in the schedule load must be allowed irrespective of the grade.

(ii) When a train is hauled by two engines, both tender first, the maximum combined load must be reduced by 10 per cent. When a train hauled by two engines and one of these engines is running tender first, the 10 per cent. reduction of load for tender first running will only apply in respect to the load for the engine which has to run tender first. In either case the maximum speed for tender first running must not be exceeded.

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

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

Ruling Grade.	Trailing Load.	Ruling Grade	Trailing Load.
Level	405 tons	1 in 50	125 tons
1 in 200	280 „	1 in 40	100 „
1 in 100	210 „	1 in 30	70 „

(*iii*) When Motor Coaches Nos. 113 " M " or 156 " M " are used for shunting purposes in Jolimont Yards a maximum trailing load of 550 tons may be hauled.

Diesel Fordson Tractors.— Maximum trailing load on level is 225 tons. The maximum load on grades at a speed of 5 miles per hour is as follows ; Grade 1 in 50, 30 tons : 1 in 75, 65 tons ; 1 in 100, 85 tons ; 1 in 110, 90 tons ; 1 in 200, 150 tons. (See page 233.)

ENGINE RUNNING SCHEDULES.

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

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

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

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

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

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

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

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

Page.	Sections and Terminal Stations	Page.	Section and Terminal Stations
179	Sunshine and Newport	196	Horsham and Balmoral
180	Melbourne and Ballarat	196	Balmoral and Hamilton
180	Ballarat and Ararat	202	Melbourne and Geelong
181	Ararat and Stawell	203	Geelong to Colac
181	Stawell to Dimboola	203	Colac to Pomborneit
181	Dimboola to Serviceton	203	Pomborneit to Camperdown
182	Serviceton to Nhill	203	Camperdown to Warrnambool
182	Nhill to Dimboola	205	Camperdown to Colac and Geelong
182	Dimboola to Glenorchy	208	Warrenheip to Geelong
182	Glenorchy to Stawell	209	Geelong to Ballarat
183	Ballarat to Warrenheip	210	Geelong to Maroona
188	Ararat and Hamilton	210	Maroona and Ararat
188	Hamilton and Portland North	211	Ararat to Geelong
194	Murtoa and Hopetoun		

ENGINE RUNNING SCHEDULES—continued.

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

Subject to the speeds shown on pages 216 to 233, or to any speed restrictions published from time to time, it will be the duty of the driver to maintain the speed of his train as near to the maximum permissable speed as the load and grade will allow.

Light Engines.—(i) The Running schedule for a " Light " Engine, two " Light " Engines attached or in either case with only a Brake Van attached, shall (subject to the instructions on pages 216 to 233), be equal to the schedule for the fastest stopping Passenger or Mixed train, as the case may be, for the section over which the engine runs, unless a special schedule is issued to the contrary.

See page 231 for speed of light engines.

(ii) In every case where a brake van is attached to the engine or engines, the train must be signalled as a " through " Goods Train ; but before sending the " Is Line Clear " Signal, each Signalman must inform the Signalman in advance, by telephone or telegraph, that the train consists of an Engine (or Engines) and brake van.

VEHICLE LIMITATIONS.

Without special authority from the Chief Traffic Manager or Assistant Chief Traffic Manager, trains (even when double headed) must not exceed the following lengths, viz :—

	Maximum lengths expressed in equivalent number of vehicles
(*a*) Goods trains (with or without carriage or carriages attached) In the case of a train **composed wholly of bogie vehicles** the maximum shall not exceed 40 such vehicles.	75
(*b*) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie "UB" "UF" or "TP" van or bogie CP, CA, ZF, ZJF, ZJP, ZLP brake-van or S.A.R. "GB" bogie brake-van (except those of 62 ft. 10 ins. overall length and weighing 50 tons) as one ; each other bogie wagon, van or carriage as two.

The loads which may be hauled behind auto coupled PL carriages are shown on page 151 and must not be exceeded whether the carriages are loaded or empty.

VEHICLES NOT TO BE ATTACHED TO GOODS TRAINS.

Special, Vice-regal, State, Inspection, Dining, Buffet, Sleeping, "AJ," " BJ," " AZ," " BZ," " AS," " BS " and " ABS " Carriages, and automatically coupled carriages and Passenger brake vans with vestibule buffers must not be attached to Goods trains, except when authorised by the Chief Traffic Manager.

MOMENTUM GRADES.

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

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

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

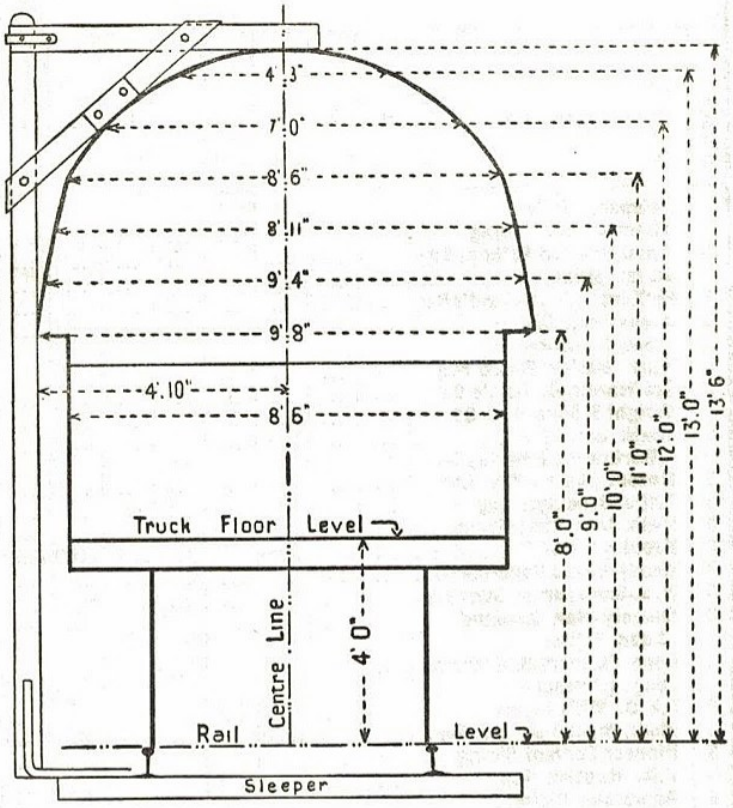
ELEVATED ROADS AT COAL STAGES.

Station where Situated.	Maximum Number of Four-wheeled Vehicles Allowed on Stage.	Load which can be Pushed up the Gears (tons)		
		J, K N, Y		
Seymour	3	72	...	...
Benalla	3	80	...	...
Bendigo	8	113	...	...
Maryborough	8	113	...	...
Ballarat	4	89	...	...

NOTE.—See General Appendix for special instructions *re* Working of Coal Gears and Elevated Roads.

MAXIMUM LOADING GAUGE.

The particulars of the maximum Load Gauge for Broad-gauge Lines and correct method of using the Load Gauge are shown in the following diagram :—



See General Appendix *re* gauge dimensions.

GENERAL REFERENCES TO FOOTNOTES OF GOODS LOAD SCHEDULES.

(Pages 178 to 215.)

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

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

Engine Running Time: Roadside Sectional Loads 3/5ths Load.	Engine Running Time: Roadside Sectional Loads Full Load.	Engine Running Time: Through Ruling Grade Loads 3/5ths Load.	Engine Running Time: Through Ruling Grade Loads Full Load.	Mileage.	SECTION DOWN	LOAD S.	B.	T.			R.	J.	K or N.		Y.	W.
12	15	12	15	2	**Melbourne Yard to— South Kensington** ...	...	...	...	...	...	...	...	...	...	...	...
7	9	7	9	5	**West Footscray** ...	...	...	...	...	...	...	...	...	...	...	...
14	16	14	16	8	**Sunshine**	1800	1600	1200	...	...	900	800	725	...	700	725

NEWPORT TO SUNSHINE.

Engine Running Time: Roadside Main Line Load 3/5ths Load.	Engine Running Time: Roadside Main Line Load Full Load.	Engine Running Time: Through Main Line Load 3/5ths Load.	Engine Running Time: Through Main Line Load Full Load.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.			R.	K. or N.	J.		Y.	W.
					Newport (*d*) **to—**											
2	3	2	2	1	**Thomas' Mill Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	**Amalgamated W'hops Sdg.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	**Caltex Siding**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	**McKenzie & Holland's Sdg**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	**Brookwood Siding** ... (See footnote)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	**Aust. Barley Board Sdg.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	**Jas Hardie & Coy.'s Sdg.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	**Wright & Sons P/L Sdg....**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	**South Brooklyn** ... ... **(Borthwick Freezing Co.)**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Rheem (Aust.) Pty. Ltd....**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Little Brooklyn Sdg.** (*c*)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Melb. Iron Steel Siding** ...	...	...	...	...	...	...	...	...	...	...	...
6	7	5	5	3	**Brooklyn "A"**	...	...	1400	...	...	1250	1160	1250	...	900	1150
...	...	...	...	3	**Ready Mixed Concrete Sdg.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**N. S. Smorgon & Sons Sdg.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Dalgety–New Zealand Loan Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Coop Farmers & Graziers Sdg. (Prossor)**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**S.E.C. Mills Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	**Melb. Machinery Co. Sdg.**	...	...	1000	...	...	570	510	530	...	450	550
...	...	...	...	3	**Pioneer Cement Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	**V.R. Rubbish Tip** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	**Armbrook Siding...** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	**Monsanto Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	**Stanley Quarries**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	4	**Western Metro. Market Trust Siding (Brooklyn)** (See footnote)	...	...	...	...	...	...	...	...	...	...	...
7	9	6	7	5	**Sunshine** (*d*)	1800	1800	1200	...	...	680	560	615	...	500	600

NOTES.

(*c*) 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 Siding and Western Metropolitan Market Trust Sidings are unattended Electric Staff Posts worked in accordance with the instruction in General Appendix.

SUNSHINE TO MELBOURNE (VIA PASSENGER LINES)—continued.

Engine Running Time					SECTION.	LOAD.												
Roadside Sectional Loads		Through Ruling Grade Loads																
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP.	S.	B.	T.			R.	J.	K. or N.		Y.		W.
					Sunshine to—													
12	13	10	13	3	**West Footscray** (*u*)	1800	1600	1200	...	...	900	800	725	...	700	...	725
					"	2100	2100	1600	...	...	1200	1100	965	...	900	...	1000
8	11	8	11	6	**South Kensington** ...	...	...	...	...	...	...	...	...	...	...	...	...
12	12	12	12	8	**Melbourne Yard** ...	2100	2100	1600	...	...	1200	1100	965	...	900	...	1000

SUNSHINE TO NEWPORT.

Engine Running Time					SECTION.	LOAD.												
Roadside Main Line Loads		Through Main Line Loads																
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP	S.	B.	T.			R.	J.	K. or N.		Y.		W.
					Sunshine (*d*) **to—**													
...	...	...	...	1	**Western Metro. Market Trust Sdg. (Brooklyn)** (See footnote)	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	1	**Stanley Quarries** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	1	**Monsanto Siding** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	1	**Armbrook Siding**... ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	1	**V.R. Rubbish Tip** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Pioneer Cement Siding** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Melbourne Machinery Co.**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**S.E.C. Mills Siding** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Coop Farmers & Graziers Sdg. (Prossor)**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Dalgety — New Zealand Loan Siding**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**N. S. Smorgon & Sons Sdg.**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Ready Mixed Concrete Sdg.**	...	...	...	...		...	...	...	...	...	...	...
7	8	6	7	2	**Brooklyn "A"**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Melb. Iron & Steel Siding**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Little Brooklyn Siding** ...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	2	**Rheem Aust. Pty. Ltd.**...	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	3	**South Brooklyn** ... ... **(Borthwick Freezing Co)**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	3	**Wright & Sons P/L Siding**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	3	**Jas. Hardie & Co.'s Siding**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	3	**Aust. Barley Board Sdg.**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	3	**Brookwood Siding** ... (See footnote)	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	4	**McKenzie & Holland's Sdg.**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	4	**Caltex Siding**	...	...	...	...		...	...	...	...	...	...	...
...	...	...	...	4	**Amalgamated W'shops Sdg.**	...	...	...	...		...	...	...	...	...	...	...
6	6	5	5	4	**Thomas' Mill Siding** ...	...	...	...	...		...	...	...	...	...	...	...
2	3	2	2	5	**Newport** (*d*)	2100	2100	2100	...		1250	1250	1160	...	1100	...	1200

NOTE

(*u*) Load for Up trains which have to be pushed back into Siding on Down side at West Footscray. If tender first a reduction of 5 per cent. to be made.

(*d*) See General Appendix for special instructions *re* Newport—Sunshine Line.
Brookwood Siding and Western Metropolitan Market Trust Siding are unattended Electric Staff Posts worked in accordance with the instructions in General Appendix.

MELBOURNE TO BALLARAT (VIA BACCHUS MARSH) AND ARARAT.

Engine Running Time: Roadside Sectional Loads 3/5ths Load.	Roadside Sectional Loads 4/5ths Load.	Roadside Sectional Loads Full Load.	Through Trains: Ruling Grade Loads 3/5ths Load.	Ruling Grade Loads 4/5ths Load.	Ruling Grade Loads Full Load †	Ruling Grade Loads Full Load 'R' Class	Full Sectional Loads. Tender First.	No. 103 Express G'ds 'B' 400 t'ns	Nos. 139, 159 Exp. Gds 2 'S' 1400 tns. 2 'B' 1300 tons, 'S' 700 tons, 'B' 650 tons.	§ "B" 500 tons.	Fast Goods "B" 650 tons. 2 "B" 1300 tons. 2 "S" 1560 tons.	Fast Goods "B" 750 tons.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.	J.	R.	K. or N.		Y.	W.
Via Tottenham Goods Line.											Via Pass. Lines											
12	13	15	12	13	15	...	...	...	...	...	...	...	2	Melbourne Yard to— Sth. Kensington	...	...	...	...	...	...	...	...	...
11	12	13	11	12	13	...	...	...	...	...	...	...	6	Tott'ham Yard (c) or West F'scray (c)	...	...	...	800	900	725	...	700	725
9	10	11	8	9	10	...	...	25*	25*	22	25	...	8	Sunshine	1800	1600	1200	950	1050	800	...	800	...
...	...	...	...	...	...	...	...	...	...	...	...	...	10	Ardeer Siding	...	...	...	...	...	...	...	...	...
8	9	11	7	8	9	...	...	...	...	...	...	...	11	Deer Park	1800	1800	1400	900	1000	800	...	800	900
19	21	24	16	17	18	...	...	15*	19	20	20	...	19	Rockbank (c)	...	...	...	...	...	...	...	...	
11	12	13	9	10	11	...	...	5*	7*	10	8	...	23	Melton	1500	1400	1000	720	745	665	...	520	...
15	16	19	12	13	14	...	...	9*	10	12	11	...	29	Parwan	...	...	...	...	...	...	...	...	...
6	6	7	6	6	6	...	...	5*	6*	7	6	...	32	Bacchus Marsh	1200	1000	800	630	645	580	...	450	...
27	33	39	25	30	36	30	...	21*	30*	26	33	...	40	Bank Box Loop	...	...	...	...	...	...	...	...	...
27	33	41	25	30	38	30	...	19*	27*	24	28	...	50	Ballan	780	650	400	370	365	345	...	300	...
16	19	22	15	18	21	...	...	11*	12*	17	16	...	57	Gordon	...	...	...	...	...	...	...	...	...
5	6	8	4	5	6	...	...	...	...	...	...	...	59	Millbrook	...	...	...	...	...	...	...	...	...
7	8	10	6	7	9	...	...	...	...	...	...	...	62	Wallace	850	700	450	405	400	390	...	350	...
6	6	7	5	5	6	...	...	10*	10*	15	14	...	64	Bungaree	...	...	...	...	...	...	...	...	...
8	9	11	7	8	9	...	...	...	...	...	...	...	68	Dunnstown	...	...	...	...	...	...	...	...	...
6	7	8	5	5	6	...	...	7*	7*	12	11	...	70	Warrenheip (c)	1600	1400	800	525	525	500	...	390	...
														" (c), (x)	1800	1600	900	630	645	580	...	450	...
...	...	...	...	...	...	...	...	...	...	8	...	...	73	Ballarat East	...	...	...	...	...	...	...	...	...
11	12	14	9	10	11	...	...	7	8*	5	12	11	74	Ballarat (d)	2100	2100	2100	1250	1250	1045	...	815	...
...	...	...	...	...	...	...	...	...	...	...	...	...	75	North Ballarat	...	...	...	...	...	...	...	...	...
10	11	12	8	10	13	...	14	...	7*	...	8	8	77	Linton Junction	1500	1400	900	500	500	480	...	450	...
														" " (h)	1800	1800	1400	820	820	800	...	900	...
12	13	14	12	12	13	...	17	...	7*	...	10	10	84	Windermere	...	...	...	...	...	...	...	...	...
7	8	10	6	7	8	...	10	...	4*	...	6	6	87	Burrumbeet	...	...	...	...	...	...	...	...	...
22	24	26	20	21	23	...	28	...	12*	...	17	18	98	Trawalla (c)	...	...	...	900	1000	800	...	620	...
11	12	13	9	10	11	...	13	...	6*	...	8	8	103	Beaufort (c)	1800	1800	1400	570	580	545	...	425	...
25	28	31	23	26	29	...	...	...	14*	...	20	22	113	Middle Creek	900	750	500	405	400	390	...	350	...
8	9	11	7	8	8	...	...	...	4*	...	7	7	117	Buangor	1800	1800	1600	1250	1250	800	...	620	...
33	36	40	30	33	37	...	...	...	20	...	26	28	131	Ararat	900	750	500	405	400	390	...	350	...

§1.50 a.m. News Goods (via Passenger Lines). *Schedule based on trains running non-stop at these stations.

† Except 'R' class between Bacchus Marsh and Ballan.

Engine Requirements.

	"R" Class.	Other Classes.
Down journey—		
Bacchus Marsh	8 minutes ...	9 minutes (Roadside trains only).
Beaufort	Nil	5 minutes " " "

(For Notes see pages 181 to 184).

ARARAT–DIMBOOLA–SERVICETON.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	L.E. or Eng. & Brake Van.	Fast Goods "J" 405 tons. "R" 400 tons.	No. 139 Exp. Gds. 2 "S" 1400 tons. No. 159 Exp. Gds. 2 "S" 1400 tons, 2 "B" 1300 tons. "S" 700 tons "B" 650 tons.	Fast Goods. 2 "B" 1500 tons. "B" 750 tons. 2 "S" 1800 tons.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.	R.	J.	K. or N.		Y.	
											Ararat to—									
11	12	14	10	11	13	...	13	9*	10	6	**Armstrong**	1400	1200	800	400	405	390	...	305	...
...	...	...	...	...	...	...	...	...	...		*(hh)* **"**	1800	1600	1200	645	630	580	...	450	...
10	11	12	9	10	11	...	9	6*	8	11	**Great Western**	1800	1800	1800	1250	1250	800	...	620	...
19	21	24	17	19	21	...	23	11*	13	19	**Stawell** *(c)*	1300	1100	800	645	630	580	...	450	...
11	12	14	10	11	13	...	10	...	...	24	**Deep Lead** *(c)*	1400	1400	900	900	800	725	...	565	...
15	17	19	14	15	17	...	14	14*	19	32	**Glenorchy**	...	...	...	...	...	...	...	...	...
14	15	17	12	13	15	...	12	7*	10	38	**Wal Wal**	...	...	...	...	...	...	...	...	...
13	14	16	11	12	14	...	11	6*	9	44	**Lubeck**	...	...	...	...	...	...	...	...	...
24	26	30	21	23	27	...	19	11*	16	54	**Murtoa**	...	1800	1800	1250	1250	1130	...	880	...
15	17	20	14	16	18	...	15	8*	11	61	**Jung** *(c)*	...	1600	900	900	800	725	...	565	...
14	16	18	12	14	16	...	12	6*	10	67	**Dooen**	...	...	...	...	...	...	...	...	...
12	13	15	10	11	13	...	12	5*	8	72	**Horsham** *(c)*	1800	1800	1600	1250	1250	1090	...	850	...
12	14	16	11	13	15	...	...	...	...	78	**Dahlen Siding**	...	...	...	...	...	...	...	...	...
11	12	14	9	10	12	...	20	11*	16	83	**Pimpinio** *(c)*	...	...	...	...	...	...	...	...	...
13	15	19	11	13	16	...	...	...	...	88	**Wail**	...	...	...	...	...	...	...	...	...
12	13	15	11	12	14	...	21	13	19	94	**Dimboola**	1800	1800	1600	1000	900	800	...	620	...
22	26	28	21	24	26	18	...	...	...	105	**Gerang Grg.** *(c)*	...	...	800	480	480	465	...	360	...
14	15	16	12	13	14	9	36	21*	23	109	**Kiata**	1450	1200	550	400	405	390	...	305	...
6	7	8	5	5	6	...	...	...	...	112	**Salisbury**	...	...	...	...	...	...	...	...	...
15	17	18	13	15	16	14	19	10*	12	118	**Nhill** *(c)*	...	...	...	...	...	...	...	...	...
16	17	19	15	16	18	...	...	...	...	125	**Tarranginnie**	...	...	...	...	...	...	...	...	...
8	9	10	7	8	9	19	24	14*	17	129	**Diapur**	1700	1400	900	480	480	465	...	360	...
17	18	20	16	17	19	...	...	...	...	136	**Miram**	950	850	500	400	405	390	...	305	...
12	13	15	11	12	14	23	29	16*	21	142	**Kaniva**	1700	1400	900	480	480	465	...	360	...
12	13	14	11	12	13	11	...	...	...	148	**Lillimur**	...	...	1600	900	800	725	...	565	...
18	19	20	16	17	18	14	33	17	22	156	**Serviceton** *(c)*	1700	1400	1000	580	570	545	...	425	...

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

STAWELL—LUBECK :—Engine Running Time for Engine Tender First.

Section.	Roadside Sectional Load. 3/5ths.	4/5ths.	Full.
Stawell to—			
Deep Lead	10	11	12
Glenorchy	19	20	21
Wal Wal	15	15	16
Lubeck	14	15	16

Engine Requirements.

Down Journey—

Murtoa ... ... 10 minutes.
Horsham ... ... 10 minutes.
Diapur ... ... 6 minutes.
Serviceton ... 25 minutes.

(c) Momentum grades, Down journey—

At Mileage.	Speed Necessary. (Miles per hour.)
2½ after passing South Kensington station	20
3¾ after passing under Bendigo line	20
14¼ after leaving Deer Park	20
25½ after leaving Melton ...	25
68 after passing Dunnstown	25 (Stopping trains)
68 after passing Dunnstown	30 (Trains not stopping at Dunnstown)
87¾ after leaving Burrumbeet	35
91¾ after leaving Burrumbeet ...	30
95½ approaching Trawalla ...	30
99¾ after leaving Trawalla ...	25
142¼ after leaving Great Western ...	20
143½ after leaving Great Western ...	30
147¾ approaching Stawell	30
153¾ approaching Deep Lead	35
191½ approaching Jung (train not to be checked if possible to avoid it) ...	35
199¼ after leaving Dooen	20
208¾ approaching Pimpinio	30
234½ approaching Gerang Gerung ...	25
242½ after leaving Salisbury	25
279 after leaving Lillimur	25

(Continued on page 182.)

SERVICETON–DIMBOOLA–ARARAT.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.		"K" or "N" 510 tons. "F" or "J" 530 tons.	R. 850 and J. 700 tons.	Nos. 140 and 160 Exp. Goods 2 "S" or "B" 1400 "S" or "P" 700 tons.	Fast Goods. 2 "B" 1500 tons. "B" 750 tons. 2 "S" 1800 tons.	Mileage.	SECTION. UP.	LOAD. S.	B.	T.		R.	J.	K or N.		Y.	
												Serviceton to—										
17	18	19	16	17	18	...	...	...	...	...	8	**Lillimur** ...	...	...	...	...	...	...	...	...	...	...
14	16	17	12	14	15	...	...	...	...	18* 25	14	**Kaniva** ...	1600	1400	700	...	...	...	...	...	...	...
13	14	15	12	13	14	...	...	...	...	...	20	**Miram** ...	...	...	...	...	...	...	...	...	...	...
17	18	20	16	17	19	...	...	...	...	17* 27	27	**Diapur** ...	900	750	450	...	400	405	390	...	305	...
10	11	12	7	8	9	...	...	...	...	...	31	**Tarranginnie**...	...	...	...	...	...	...	...	...	...	...
15	16	17	12	13	14	...	...	...	...	12* 19	38	**Nhill** (c), (g)...	1700	1400	1000	...	900	800	725	...	565	...
18	20	21	15	17	18	...	...	...	...	...	44	**Salisbury** (c) ...	1000	850	600	...	500	500	480	...	375	...
7	8	9	5	5	6	...	...	...	...	12* 14	47	**Kiata** (g) ...	...	...	...	...	...	...	...	...	...	...
												Gerang										
13	14	15	10	11	12	...	...	...	...	...	51	**Geru'g** (c)	...	...	...	...	1000	900	800	...	620	...
22	24	26	18	19	20	...	...	...	...	18 23	62	**Dimboola** (c)	1800	1800	1200	...	1100	1000	900	...	700	...
			Banked Loads																			
			1/2	2/3	4/5	Full																
16	18	19	16	18	20	22	...	...	...	...	...	68	**Wail** ...	1800	1600	950	...	1020	920	820	...	640	...
													,, (h) ...	2100	2100	1400	...	1250	1200	1090	...	850	...
15	17	20	12	14	16	18	...	...	...	14* 21	73	**Pimpinio** ...	...	...	...	...	...	...	...	...	...	...
13	14	16	9	11	12	14	...	...	...	...	...	78	**Dahlen siding**	...	...	...	...	1250	1200	1090	...	850	...
14	15	16	11	12	13	14	...	...	...	11* 15	84	**Horsham** ...	...	...	...	...	1250	1250	1130	...	880	...
14	16	18	12	12	14	16	...	...	...	6* 7	89	**Dooen** ...	...	...	...	...	...	...	...	...	...	...
18	20	22	14	16	18	20	...	†	†	6* 9	95	**Jung** (c) ...	...	...	...	...	1250	1200	1090	...	850	...
15	16	18	12	14	15	17	...	...	...	7* 10	102	**Murtoa** ...	...	...	...	...	1250	1250	1200	...	850	...
29	31	33	23	26	28	30	...	21	23	11* 15	112	**Lubeck** ...	...	...	...	...	...	...	...	...	...	...
15	17	18	11	14	16	17	...	...	...	6* 9	118	**Wal Wal** ...	...	...	...	...	...	...	...	...	...	...
18	20	22	15	17	19	20	...	24	27	7* 10	124	**Glenorchy** ...	2100	2100	1800	...	1250	1250	1200	...	850	...
			R.G. Loads																			
			3/5	4/5	Full																	
29	32	36	27	30	34	...	...	22	27	... ...	132	**Deep Lead** (c)	...	...	...	...	...	...	...	...	...	...
12	14	16	11	13	15	...	...	10	13	16* 22	137	**Stawell** ...	1800	1400	950	...	990	940	820	...	640	...
			Banked Ld																			
22	25	29	21	24	28	...	...	19	25	12* 17	145	**Great West'n**(c)	1100	950	600	...	530	530	510	...	400	...
												,, (hhh) (mm)	1500	1400	1000	...	900	840	820	...	640	...
22	26	31	20	23	28	...	...	16	26	7* 11	150	**Armstrong** (d)	...	...	...	...	...	...	...	...	...	...
23	26	30	21	24	28	...	...	18	26	11 13	156	**Ararat** (c) ...	1800	1400	950	...	900	840	820	...	640	...

† Auto. Staff exchanging apparatus.

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

Engine Requirements.

Up Journey—

Serviceton	...	25 minutes.
Diapur	...	6 minutes.
Dimboola	...	30 minutes (Engine returning).
Horsham	...	10 minutes.
Murtoa	...	15 minutes.
Stawell	...	10 mins. (Fast Goods).
Stawell	...	15 mins. (all other Up Goods trains).

(c) Momentum grades—

Up Journey— At Mileage.	Speed Necessary. (Miles per hour.)
254¼ after leaving Tarranginnie	35
248¼ after leaving Nhill	15
247¾ after leaving Nhill	20
246½ after leaving Nhill	25
239¾ after leaving Kiata	20
236¾ approaching Gerang Gerung	30
227 approaching Dimboola	30
192½ approaching Jung	25
158 approaching Deep Lead	30
146½ after leaving Stawell	35
140¾ after leaving Gt. Western	20

(Continued on page 183.)

ARARAT AND BALLARAT TO MELBOURNE (VIA BACCHUS MARSH).

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load. †	Full Load 'R' Class	Double Load.	No. 134 Exp. Gds. 'B' 400 tons.	Nos. 140 & 160 Ex. Gds. 2 'S' or 'B' 1400 tons. 'S' or 'B' 700 tons.	Fast Goods. 2 "S" 1700 tons. 2 'B' 1400 tons, 'B' 700 tons.	Mileage.	UP.	LOAD S.	B.	T.		R.	J.	K or N.		Y.	W.
												Ararat to—										
35	38	43	33	35	40	...	...	...	20*	29	14	**Buangor** ...	950	800	500	...	400	405	390	...	350	...
9	10	12	8	9	10	...	...	...	4*	6	18	**Middle Creek** ...	1800	1800	1200	...	1000	900	800	...	620	...
29	33	38	27	31	35	...	...	...	16*	22	28	**Beaufort** ...	850	750	450	...	400	405	390	...	350	...
10	11	12	9	9	10	...	...	...	6*	8	33	**Trawalla** ...	...	1800	1600	...	1000	900	800	...	620	...
23	26	29	20	22	25	...	...	...	12*	17	44	**Burrumbeet** ...	...	...	...	...	650	630	580	...	450	...
9	10	11	6	7	8	...	...	...	4*	6	47	**Windermere** ...	...	...	900	...	1000	900	800	...	620	...
17	20	25	15	17	21	...	...	...	10*	13	54	**Linton Jct.** (c)...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	56	**Nth. Ballarat** (c)	...	...	...	...	...	...	...	...	...	...
9	9	10	9	9	10	...	...	...	8	10	57	**Ballarat** ...	1800	1400	800	...	650	630	580	...	450	...
2	3	3	2	2	2	...	...	...	...	...	58	**Ballarat East**	...	...	...	...	...	...	...	...	...	...
16	20	25	15	19	24	...	...	10*	12*	17	61	**Warrenheip** ...	850	750	450	...	420	420	410	...	350	...
6	7	8	5	5	6	...	...	...	...	...	63	**Dunnstown** ...	...	...	...	...	...	...	...	...	...	...
9	10	12	7	8	9	...	...	7*	9*	13	67	**Bungaree** ...	...	...	...	...	...	...	...	...	...	...
7	8	10	6	7	8	...	...	...	...	...	69	**Wallace** ...	...	...	...	...	...	...	...	...	...	...
6	6	7	5	6	6	...	...	...	...	...	72	**Millbrook** ...	900	750	500	...	400	405	390	...	350	...
5	7	9	4	4	5	...	...	9*	10*	16	74	**Gordon** ...	1400	1100	750	...	540	535	510	...	395	...
13	15	17	13	15	17	...	...	8*	8*	12	81	**Ballan** (c) ...	...	1400	900	...	680	660	615	...	480	...
21	22	23	20	21	22	22	...	11*	12*	16	91	**Bank Box Loop**	...	...	...	...	...	...	...	...	...	...
16	18	19	15	17	18	18	...	10*	10*	14	99	**Bacchus Marsh**	1800	1800	1800	...	1000	920	800	...	620	...
7	9	11	6	8	10	...	10	6*	6*	6	102	**Parwan** ...	850	700	500	...	400	405	390	...	305	...
12	13	15	10	11	12	...	13	8*	8*	11	108	**Melton** (c) ...	...	...	...	...	...	...	...	...	...	...
11	13	15	8	9	10	...	12	6*	5*	7	112	**Rockbank** (c)	1600	1600	850	...	900	800	725	...	565	—
14	15	17	13	13	14	..	...	...	...	...	120	**Deer Park** ...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	121	**Ardeer Siding**	...	...	...	...	...	...	...	...	...	...
7	8	10	6	6	7	...	22	13*	12*	19	123	**Sunshine** ...	...	...	...	...	1250	1250	870	...	1200	1300
14	15	16	14	15	16	...	...	...	...	...	126	**W. Footscray or Tott'ham Yd.**(c)	...	...	...	...	...	...	...	...	...	...
8	9	11	8	9	11	...	...	...	...	...	129	**Sth. Kensington**	...	...	...	...	...	...	...	...	...	...
12	12	12	12	12	12	...	...	25	25	25	131	**Melb. Yard** (c)	2100	2100	1600	...	1200	1100	965	...	900	1000
(Via Tottenham Goods Line)																						

* Schedule based on trains being non-stop at these stations.

† Except 'R' class between Ballan and Bacchus Marsh

Engine Requirements.

	R Class	Other Classes
Beaufort ...	Nil ...	... 5 minutes (Roadside trains only).
Ballan	15 minutes	... 15 minutes (Engine returning to Ballarat).
Bacchus Marsh ...	8 „ ...	... 8 minutes (Roadside trains only).

(c) Momentum grades, Up journey—

At Mileage.		Speed Necessary. (Miles per hour).
87¼	approaching Burrumbeet	... 35
84¾	approaching Windermere	... 35
80½	after leaving Windermere	... 25
77¾	after leaving Linton Junction ...	... 20
50	approaching Ballan	... 25
25	approaching Melton	... 30
22¾	after leaving Melton	... 25
7	after leaving Sunshine	... 25 Subject to speed of 15 m.p.h. through Gravitation Yard.
2¼	approaching South Kensington Station	... 25

(Continued on next page.)

NOTES.

MELBOURNE–BALLARAT–ARARAT–SERVICETON

((*h*) For trains assisted in the rear from Ballarat to Linton Junction, see page 234.

(*hh*) For trains assisted in the rear from Ararat to Stop Board at 132 miles 40 chains, see page 234.

(*x*) For trains not required to stop at Dunnstown.

Authorised Loads—Express Goods Trains

No. 145 Melbourne–Ararat	2 "S" 1400 tons 2 "B" 1300 tons
Nos. 139 159 Melbourne–Serviceton	"S" 700 tons "B" 650 tons
No. 103 Melbourne–Ballarat	"B" 400 tons

Authorised Loads—Fast Goods Trains

No. 9 (News) Melbourne–Ballarat (via Bacchus Marsh)	"B" 500 tons
No. 9 Ballarat–Ararat–Horsham–Dimboola	"B" 500 tons
No. 59 Melbourne–Ararat	"B" 650 tons "S" 780 tons
No. 59 Ararat–Dimboola	"B" 900 tons
No. 75, 95 Melbourne–Ballarat (via Bacchus Marsh)	"B" 650 tons
No. 77 Melbourne–Ararat (via Bacchus Marsh)	2 "B" 1300 tons
No. 77 Melbourne–Ararat (via Meredith)	2 "B" 1500 tons
Nos. 77, 145 Ararat–Serviceton	2 "B" 1500 tons
No. 77 Melbourne–Ararat (via Bacchus Marsh)	2 "S" 1560 tons
No. 77 Melbourne–Ararat (via Meredith)	2 "S" 1800 tons
Nos. 77 145 Ararat–Serviceton	2 "S" 1800 tons
No. 101 Dimboola–Serviceton	"T" 500 tons "S" 900 tons "B" 750 tons

SERVICETON–ARARAT–BALLARAT–MELBOURNE

(*g*) Trains with loads above three-fourths of the full tonnage must start journey from the Down end of the Station Yards at Nhill and Kiata to obtain sufficient momentum to negotiate the grades at mileages 248 and 239¾ respectively.

(*h*) For trains assisted in the rear from Dimboola to the Stop Board at 220¾ miles, see page 234.

(*hhh*) For trains assisted in the rear, from Stawell to Stop Board, at 148 miles, 57 chains. These loads may also be taken when the Banking engine is running tender first. See page 234.

(*mm*) When necessary, a double headed "Up" Goods train may be assisted by an engine in rear of train from Stawell to Stop Board at 148 miles 57 chains. The load of the three engines will be the double headed load for the engines in front plus 190 tons for the assisting engine employed in the rear.

Authorised Loads—Express Goods Trains

No. 134 Ballarat–Melbourne (ex Mildura)	"B" 400 tons
Nos. 140, 160 Serviceton–Melbourne	2 "S" or "B" 1400 tons "S" or "B" 700 tons

Authorised Loads—Fast Goods Trains

Nos. 38, 38A, 138 Serviceton–Ararat	"S" 900 tons, 2 "S" 1800 tons
Nos. 38, 138, 38A Ararat–Melbourne	"S" 850 tons, 2 "S" 1700 tons
Nos. 38, 38A, 138 Serviceton–Ararat	"B" 750 tons, 2 "B" 1500 tons
Nos. 38, 138, 38A Ararat–Melbourne	"B" 700 tons, 2 "B" 1400 tons
Nos. 36, 88, 198, 90, 92, 192 136 Ararat–Melbourne	"T" 450 tons "B" 700 tons "S" 850 tons
Nos. 88, 92, Serviceton–Ararat	"B" 750 tons "S" 900 tons
No. 88 Serviceton–Dimboola	"T" 450 tons
No. 88 Dimboola–Ararat	"T" 600 tons
Nos. 66, 106 Murtoa–Ararat	"R" or "J" 530 tons "K" or "N" 510 tons
No. 32 Ballarat–Melbourne (Ex Mildura)	"B" 700 tons
No. 96 Ballarat–Melbourne	"B" 700 tons
No. 36 Dimboola–Horsham	"R" 850 tons "J" 700 tons "K" or "N" 600 tons
No. 36 Horsham–Ararat	"B" 750 tons "S" 900 tons

BALLARAT AND BALLARAT CATTLE YARDS.

Engine Running Time						SECTION.	LOAD.										
Roadside Sectional Loads			Through Ruling Grade Loads.														
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	DOWN.			T.	J.	K or N.			Y.			
							Ballarat to—											
10	11	12	...	...	...	1	**North Ballarat** ...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	3	**Linton Junction** ...	...	...	...	...	...	...	...	...			
12	12	12	...	...	...	3	**Flax Mill Siding** ...	...	...	...	...	...	...	...	...			
						6	**Ballarat Cattle Yards and Redan**	...	...	900	500	480	...	...	450			
							UP.											
							Ballarat Cattle Yards and Redan to—											
...	...	...	...	...	...	3	**Flax Mill Siding** ...	...	...	900	690	620	...	...	550			
12	13	14	...	...	...	3	**Linton Junction** ...	...	...	...	...	...	...	...	...			
...	...	...	...	...	...	5	**North Ballarat** ...	...	...	...	...	...	...	...	...			
9	9	10	...	...	...	6	**Ballarat** ...	...	...	1400	1250	1200	...	...	850			

BALLARAT AND EUREKA.

							DOWN.											
							Ballarat to—											
2	2	3	...	...	...	1	**Ballarat East** ...	...	...	...	...	...	...	...	...			
6	6	6	...	...	...	2	**Eureka** ...	...	...	...	405	390	...	...	400			
							UP.											
							Eureka to—											
6	6	6	...	...	...	1	**Ballarat East** ...	...	...	...	...	...	...	...	...			
2	2	3	...	...	...	2	**Ballarat** ...	...	...	...	500	480	...	...	500			

Engine Running Time. Road-side Sectional Loads 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. S.	B.	T.	J.	K or N.	Y.
							DOWN.						
							Ballarat to—						
						1	**North Ballarat** ...	...	...	...	...	...	...
3	4	5	...	...	...	6	**Waubra Junction** ...	1500	1400	900	470	455	450
12	13	14	...	...	...	8	**Ballarat Racecourse Platform**	—	—	—	...	...	...
17	17	18	...	...	...	11	**Blowhard** ...	...	...	...	...	...	...
12	13	14	...	...	...	15	**Learmonth** ...	...	...	...	...	...	...
19	21	24	...	...	...	22	**Waubra** (c) ...	...	...	...	550	520	500
							UP.						
							Waubra to—						
18	20	21	...	...	...	7	**Learmonth**	...	...	...	490	470	450
13	14	16	...	...	...	11	**Blowhard** (c)	...	...	...	630	580	550
17	19	22	...	...	...	14	**Ballarat Racourse Platform** ...	—	—	—	...	...	...
17	19	22	...	...	...	16	**Waubra Junction** (c),	...	...	...	...	...	...
						16	**Waubra Jun.** (c), (x)...	...	...	...	630	580	500
							" (c), (y)	...	...	...	800	725	700
11	12	13	...	...	...	21	**North Ballarat** ...	...	...	...	...	...	...
3	3	3	...	...	...	22	**Ballarat**	1800	1800	1600	1100	800	850

NOTES.

(c) Momentum grades—

At Mileage.	Speed Necessary (Miles per hour.)
Down journey—	
89¾ after leaving Learmonth	20
91 after leaving Learmonth	20
92¾ after leaving Learmonth	20
Up journey—	
87½ after leaving Learmonth	20
83½ after leaving Blowhard	20
82¼ approaching Waubra Junction	20
80¼ after leaving Waubra Junction	25

(y) Trains with loads greater than those shown opposite (x) are to stop at mileage 82¾ miles and the train is to be divided and taken in two portions to the Racecourse Siding, where both portions are to be put together and the complete train taken to Ballarat. See General Appendix for further instructions.

The momentum speeds prescribed for the grades at mileages 83½ and 80¼ are to also apply to the loads shown opposite (y).

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. T.	J.	K or N.			Y.					
							DOWN.											
							Ballarat to—											
...	...	...	...	...	...	1	**North Ballarat** ...	...	...	...	...	...	...	...				
10	11	12	...	...	...	3	**Linton Junction** ...	900	500	480	...	...	450	...				
...	...	...	...	...	...	...	**Linton Junction** (*h*)	1200	820	800	...	...	900	...				
22	22	23	...	...	...	11	**Haddon**	...	...	...	...	...	...	...				
12	12	13	...	...	...	15	**Smythesdale** ...	...	...	...	...	...	...	...				
7	8	9	...	...	...	17	**Scarsdale**	...	...	...	...	...	...	...				
6	6	7	...	...	...	19	**Newtown**	1200	900	800	...	...	900	...				
20	22	24	...	...	...	25	**Linton** (*c*)	400	345	335	...	...	300	...				
26	28	30	...	...	...	31	**Pittong**	—	270	260	...	...	250	...				
32	34	36	...	...	...	38	**Skipton** (*c*)	...	405	390	...	...	400	...				
							UP.											
							Skipton to—											
36	38	40	...	...	...	7	**Pittong**	...	...	...	...	...	...	...				
28	30	34	...	...	...	13	**Linton**	—	270	260	...	...	250	...				
20	23	26	...	...	...	19	**Newtown** (*c*) ...	400	345	295	...	...	270	...				
6	7	8	...	...	...	21	**Scarsdale** (*c*) ...	450	450	435	...	...	400	...				
7	7	8	...	...	...	23	**Smythesdale** ...	...	...	...	...	...	...	...				
11	13	16	...	...	...	27	**Haddon**	...	...	...	...	...	...	...				
19	24	32	...	...	...	35	**Linton Junction** ...	...	...	...	...	...	...	...				
...	...	...	...	...	...	37	**North Ballarat** ...	...	...	...	...	...	...	...				
9	9	10	...	...	...	38	**Ballarat**	600	600	580	...	...	500	...				

Engine Requirements.

Down and Up—

Newtown	8 minutes.
Skipton	10 minutes (to turn engine).

NOTES.

(*c*) Momentum grades—

At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—	
94¾ approaching Happy Valley	20
107¾ after leaving Pittong	20
Up journey—	
96½ after leaving Happy Valley	27
93¾ approaching Newtown	20
91½ approaching Scarsdale	25
87 after leaving Smythesdale	25
82 after leaving Kopke	25
80½ approaching Cardigan	25

(*h*) For trains assisted in the rear from Ballarat to Linton Junction, see page 234.

Engine Running Time: Road-side Sectional loads. 3-5ths Load.	4-5ths Load.	Full Load.	Through Ruling Grade Loads 3-5ths Load.	4-5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.			R.	J.	K. or N.		Y.	
							Ararat to—											
16	...	17	15	...	16	6	**Langi Logan** (*c*)	...	...	...	...	...	...	...	...	...	...	...
16	...	19	15	...	16	13	**Maroona** (*c*) ...	1800	1800	1600	...	...	1400	1200	1100	...	900	...
12	...	14	11	...	12	19	**Calvert** (*c*) ...	1400	1200	1000	...	...	900	800	750	...	...	...
10	...	12	9	...	10	24	**Willaura**	1800	1600	1200	...	...	1200	1000	900	...	...	...
16	...	18	15	...	16	31	**Stavely** (*c*)... ...	1200	1000	650	...	...	650	600	560	...	...	...
14	...	16	12	...	14	36	**Glen Thompson** ...	...	...	...	...	...	...	...	...	...	...	...
23	...	25	22	...	24	48	**Dunkeld** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
12	...	14	11	...	12	54	**Moutajup**	...	...	...	...	...	...	...	...	...	...	...
14	...	16	13	...	14	61	**Strathkellar** (*c*) ...	1400	1200	800	...	...	650	600	560	...	...	...
12	...	14	9	...	11	67	**Hamilton** (*c*) ...	1200	1000	650	...	...	650	600	560	...	385	...
32	...	37	31	...	36	83	**Branxholme** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
16	...	19	15	...	16	91	**Condah**	...	...	...	...	...	...	...	...	...	...	...
10	...	12	9	...	10	94	**Myamyn**	...		...	...	...	...	...	...	...	...	...
9	...	10	8	...	9	97	**Milltown**	...	...	...	...	...	...	...	...	...	...	...
14	...	15	13	...	14	105	**Heywood** (*c*) ...	1400	1200	900	...	...	...	800	700	...	450	...
12	...	15	12	...	13	111	**Heathmere** ...	1800	1800	1600	...	...	...	1600	1200	...	850	...
15	...	18	13	...	16	116	**Gorae** (*c*)	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	119*q*	**Portland Freez. Sdg.**...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	119*q*	**Wool Growers Sdg.**...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	120*q*	**Harbour Trust Exchange Siding** (*c*) (*x*)	...	...	...	...	...	...	800 ...	700 ...	...	...	...
7	...	8	7	...	7	120*q*	**Portland North** ...	1400	1100	800	...	...	...	650	600	...	340	...
							" " (*x*) ...	1400	1200	1000	...	...	...	800	700	...	450	...
5	...	5	5	...	5	121	**Portland**	1100	900	600	...	...	...	405	390	...	305	...

Engine Requirements.

Willaura	"R" Class	Nil
Willaura	Other Classes	6 minutes.
Hamilton	... ...	10 minutes.
Condah	... ...	10 minutes.
Trains terminating at Hamilton	... ...	20 minutes.

NOTES.

(*c*) Momentum grades,

Down journey— At Mileage	Speed Necessary (Miles per hour.)		At Mileage.	Speed Necessary. (Miles per hour.)
134 after leaving Ararat	30	192¾	after passing Strathkellar ...	35
139½ at Jackson's Creek	30	198	after leaving Hamilton ...	20(*gg*)
145 after leaving Maroona	25(*g*)	199¾	after leaving Hamilton ...	25
147 after leaving Maroona	35	201	at Muddy Creek ...	35
157¼ after leaving Willaura	35	203½	after leaving Hamilton ...	30
171½ after leaving Glen Thompson ...	30	222½	after leaving Condah ...	20
178 approaching Dunkeld	30	242¼	after leaving Heathmere ...	35
179½ after leaving Dunkeld	30			

(*g*) To attain this speed, trains with full loads hauled by steam locomotive must be despatched from a point well back in the Maroona Yard.

(*gg*) To attain this speed, trains with full loads hauled by steam locomotive must be despatched from a point well back in the Hamilton Yard.

q. The mileage of Goods trains from Gorae to Portland Freezing Siding is 3 miles ; from Gorae to Wool Growers Siding 3 miles ; from Gorae to Harbour Trust Exchange Siding 4 miles ; from Harbour Trust Exchange Siding to Portland North 2 miles.

(x) For trains not required to stop at Heathmere and attaining a momentum speed of 35 m.p.h. at mileage 242¼ after leaving Heathmere.

Engine Running Time: Road-side Sectional Loads. 3-5ths Load.	4-5ths Load.	Full Load.	Through Ruling Grade Loads. 3-5ths Load.	4-5ths Load.	Full Load.	Mileage.	SECTION. UP.	LOAD. S.	B.	T.			R.	J.	K or N.		Y.	
							Portland to—											
4	...	5	4	...	5	1	**Portland North** ...	750	600	400	...	...	...	300	275	...	215	...
...	...	...	...	...	...	...*q*	**Harbour Trust Exchange Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	2*q*	**Wool Growers Sdg.**...	...	...	...	...	...	...	...	...	...	...	...
5	...	7	...	...	...	2*q*	**Portland Freezing Siding** (*c*)	900	750	600	...	...	...	450	390	...	305	...
7	...	9	12	...	16	5*q*	**Gorae** (*c*)	1200	1000	750	...	...	...	500	470	...	365	...
...	...	...	...	...	...	...	**Gorae** (*d*)	...	...	...	...	...	...	530	500	...	...	...
11	...	13	10	...	11	10	**Heathmere** ...	1400	1200	900	...	...	...	...	510	...	395	...
15	...	20	13	...	17	16	**Heywood** (*c*) ...	1800	1800	1600	...	...	...	1200	1100	...	725	...
24	...	32	22	...	29	24	**Milltown**	950	700	450	...	...	...	405	390	...	305	...
9	...	10	8	...	9	27	**Myamyn**	...	...	...	...	...	...	...	...	...	...	...
9	...	11	7	...	9	30	**Condah**	...	...	...	...	...	...	...	...	...	...	...
19	...	21	17	...	19	38	**Branxholme**	...	...	...	...	...	...	...	...	...	...	...
38	...	41	37	...	40	54	**Hamilton** (*c*) ...	1200	1000	700	...		—	650	600	—	385	...
Banked Load			Banked Load			60	**Strathkellar**	900	750	500	...	...	400	405	390	...	305	...
18	...	18	17	...	17	...	" (*h*) ...	1300	1100	900	...	...	800	710	650	...	510	...
18	...	20	16	...	18	67	**Moutajup** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
15	...	20	14	...	18	73	**Dunkeld** (*c*)	...	...	...	...	...	...	...	...	...	...	...
25	...	29	24	...	28	85	**Glen Thompson** (*c*)	...	...	...	...	...	...	...	...	...	...	...
11	...	12	10	...	11	90	**Stavely**	...	...	...	...	...	...	...	...	...	...	...
17	...	19	16	...	17	97	**Willaura** (*c*) ...	1300	1200	900	...	...	800	710	650	...	510	...
11	...	12	9	...	10	102	**Calvert**	...	...	...	...	...	...	...	...	...	...	...
14	...	17	13	...	16	108	**Maroona** (*m*) (*c*) ...	1200	1000	700	...	...	750	650	600	...	385	...
22	...	24	20	...	22	115	**Langi Logan** (*c*) ...	1800	1600	1000	...	...	1000	900	800	...	565	...
16	...	18	15	...	16	121	**Ararat** (*c*) (*t*) ...	1500	1400	800	...	...	750	650	600	...	385	...

Engine Requirements.—Condah ... ... 8 minutes.
Hamilton ... ... 10 minutes.
Willaura ... ... "R" Class Nil.
" ... ... Other Classes 8 minutes.
Trains terminating at Hamilton ... ... 20 minutes.

NOTES.

(*c*) Momentum grades,

Up journey— At Mileage.	Speed Necessary. (Miles per hour.)	At Mileage.	Speed Necessary. (Miles per hour.)
250¼ after leaving Portland North	25	182½ after leaving Moutajup ...	30
247½ approaching Gorae ...	30	179½ approaching Dunkeld ...	35
244¼ after leaving Gorae ...	35	178½ after leaving Dunkeld ...	30
224½ at Myamyn ...	30	169¾ approaching Glen Thompson ...	30
220¼ after leaving Condah ...	30	156½ approaching Willaura ...	35
211¼ after leaving Branxholme ...	30	148¼ after leaving Calvert ...	35
209 after leaving Branxholme ...	30	140½ after leaving Maroona ...	30
201 at Muddy Creek ...	35	139½ at Jackson's Creek ...	30
189¼ approaching Moutajup ...	35	135¼ approaching Ararat ...	30
186¾ approaching Moutajup ...	35	131¾ approaching Ararat ...	30

(*d*) For trains from Harbour Trust Exchange Siding.

(*h*) Assisted in the rear from Hamilton to Stop-board near mileage 193½, see page 237.

(*m*) With these loads for "J," "K," "N," or "R" engines a speed of 35 miles per hour is necessary at 148¼ miles.

(*q*) The mileage of Goods trains from Portland North to Harbour Trust Exchange Siding is 2 miles; from Harbour Trust Exchange Siding to Gorae 4 miles; from Wool Growers Siding to Gorae 3 miles; from Portland Freezing Siding to Gorae 3 miles.

(*t*) Trains with these loads must be given a clear run into Ararat Yard.

AUTHORISE LOADS.

No 44 Fast Goods ... 3/5ths Ruling Grade Load.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. T.	J.	K or N.			Y.
							Hamilton to—						
...	...	...	...	...	...	2	**Hamilton Livestock Sdg.** (*m*)	...	...	...	...	...	...
17	19	21	...	...	...	8	**Bochara** (*c*)	...	570	545	...	...	425
12	13	14	...	...	...	13	**Wannon**	1000	770	710	...	...	555
15	17	19	...	...	...	18	**Parkwood**	400	310	295	...	...	230
							,, (*c*), (*x*) ...	400	360	295	...	...	305
13	14	15	...	...	...	24	**Coleraine**	1600	1100	965	...	...	750
							UP.						
							Coleraine to—						
17	20	24	...	...	...	6	**Parkwood**	400	310	295	...	...	230
11	12	13	...	...	...	11	**Wannon**	1600	800	730	...	...	570
12	13	15	...	...	...	16	**Bochara** (*c*)	...	...	...	...	...	...
...	...	...	...	...	...	22	**Hamilton Livestock Sdg.** (*m*)	...	...	...	...	...	...
17	20	23	...	...	...	24	**Hamilton** (*c*) ...	500	400	365	...	...	285

Engine Requirements.

Coleraine ... ... 20 minutes.

NOTES.

(*c*) Momentum grades,

	Speed Necessary. (Miles per hour.)	
Down journey—		
At Mileage.		
200¼ approaching Bochara	25	See Note Page 228
211 after leaving Wannon "J," "K" and "N" excepted ...	35	
"J," "K" and "N"	25	
Up journey—		
205¼ approaching Bochara	25	
204¼ after leaving Bochara	25	
200 approaching Hamilton	25	

(*x*) For Goods trains not stopping at Wannon.

(*m*) The loads of Goods trains between Hamilton and Stockyard Siding without a brakevan attached to the train are as shown hereunder.

Down and Up journey :—

Class of Engine	T	...	J	K or N	Y
Tonnage	600	...	405	390	350

BRANXHOLME AND CASTERTON.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. T.	J.	K or N.	Y.
							DOWN.				
							Branxholme to—				
27	29	30	...	...	...	9	**Grassdale**	...	...	...	...
22	23	25	...	...	...	18	**Merino** (*c*)	600	405	390	305
14	14	15	...	...	...	23	**Henty**	900	520	495	385
15	16	17	...	...	...	29	**Sandford**	500	350	335	230
8	8	9	...	...	...	32	**Casterton**	1200	975	945	735
							UP.				
							Casterton to—				
8	8	9	...	...	...	3	**Sandford** (*c*) ...	1200	700	680	530
16	17	18	...	...	...	9	**Henty**	500	350	335	230
15	16	17	...	...	...	14	**Merino** (*c*)	700	520	495	385
25	29	33	...	...	...	23	**Grassdale**	400	310	295	230
26	27	29	...	...	...	32	**Branxholme** (*c*) ...	600	450	435	340

Engine Requirements.

Down and Up—
Branxholme ... ... **15 minutes.**

NOTES.

(*c*) Momentum grades—

At Mileage.		Speed Necessary. (Miles per hour.)
Down journey—		
214½	after leaving Branxholme	25
216½	after leaving Branxholme	25
223¼	after leaving Grassdale	25
240½	after leaving Henty	25
Up journey—		
244¾	after leaving Casterton	20
234½	after leaving Henty	20
214	approaching Branxholme	25

HEYWOOD AND MOUNT GAMBIER.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.			SECTION. Mileage.	DOWN.	LOAD. J.	K or N.		Y						
									Heywood to—										
15	16	17	15	16	16			6	**Sinclair Siding** ...	...	...	...	...						
19	20	20	17	18	19			13	**Lyons** (*c*)	450	435	...	340						
20	21	21	17	18	20			19	**Greenwald**	420	390	...	305						
12	12	12	11	11	11			23	**Winnap**	1250	800	...	620						
10	11	11	9	10	10			26	**Dartmoor** (*c*)... ...	450	390	...	305						
17	18	18	...	...	...			32	**Marp** (*c*)	1250	725	...	565						
21	22	22	...	...	...			39	**Puralka**	1250	870	...	680						
16	17	17	...	...	...			44	**Rennick** (*c*)	1250	900	...	700						
15	15	16	...	...	...			49	**Kromelite**	1250	1045	...	815						
13	14	14	...	...	...			53	**Murrawa**	...	...	...	...						
13	14	14	...	...	...			57(*q*)	**Mount Gambier** ...	1250	900	...	700						
									UP.										
									Mount Gambier to—										
13	14	14	...	...	...			4	**Murrawa**	...	...	...	...						
13	14	15	...	...	...			8	**Kromelite**	...	...	...	...						
16	17	18	...	...	...			13	**Rennick** (*c*)	...	...	...	...						
16	17	17	...	...	...			18	**Puralka** (*c*)	1250	900	...	700						
21	22	22	...	...	...			25	**Marp**	...	...	...	...						
17	18	18	...	...	...			31	**Dartmoor**	1250	1045	...	815						
9	10	10	9	10	10			34	**Winnap**	...	...	...	...						
15	18	20	14	17	19			38	**Greenwald** (*k*) (*c*) ...	420	390	...	305						
16	17	17	15	16	16			44	**Lyons** (*c*) ...	490	435	...	340						
20	20	20	19	19	19			51	**Sinclair Siding** ...	...	...	...	...						
16	16	16	15	15	15			57	**Heywood** (*c*) ...	900	785	...	610						

Engine Requirements.

Down and Up—
Dartmoor ... ... 10 minutes.

NOTES.

(*c*) Momentum grades.

Down Journey.

At Mileage.			Speed Necessary. (Miles per hour.)
247	approaching	Lyons	15
260½	"	Dartmoor	25
265½	"	Marp	25
278½	"	Rennick	25

Up Journey.

281½	approaching	Rennick	20
279	leaving	"	15
260½	"	Dartmoor	25
253½	"	Greenwald	25
247¾	"	Lyons	15

(*k*) The load of Up Goods trains, when hauled by "K" or "N" class engines, may be increased to 420 tons between Dartmoor and Greenwald, providing rail and weather conditions are satisfactory and Driver considers it practicable.

(*q*) The mileage of all Live Stock trucks shown on Guard's vans sheet to and from Mount Gambier is to be increased by 1 mile, representing the extra distance vans are hauled to and from the Cattle Yards situated 1 mile on the South Australian side of Mount Gambier.

Engine Running Time — Roadside Sectional Loads — Engine First — 3/5ths Load.	4/5ths Load.	Full Load.	Tender First — 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. J.	K or N.	T.	Y.
							DOWN.				
							Lubeck to—				
15	16	18	18	19	21	5	**Jackson**	...	...	...	...
13	14	16	15	17	18	10	**Rupanyup**	...	...	...	...
25	26	27	25	26	27	16	**Burrum**	...	...	...	...
18	19	20	18	19	20	20	**Banyena**	1250	1090	...	850
25	26	27	25	26	28	25	**Marnoo** (*c*)	...	...	1600	...
29	30	31	29	30	32	32	**Bolangum** (*c*) ...	930	915	1200	715
							UP.				
							Bolangum to—				
29	30	31	...	...	...	7	**Marnoo** (*c*) ...	900	800	1200	620
25	26	27	...	...	...	12	**Banyena**	...	...	...	...
18	19	20	...	...	...	16	**Burrum** (*g*)	...	...	...	...
25	26	27	...	...	...	22	**Rupanyup**(*g*)... ...	950	870	...	680
							,, (*x*) ...	1150	1090	...	850
13	14	16	...	...	...	27	**Jackson** (*c*) ...	...	...	...	...
15	16	18	...	...	...	32	**Lubeck** (*d*)	1250	1150	1600	850

Engine Requirements.

Down and Up—

Rupanyup ... ... **10 minutes.**

NOTES.

(*c*) Momentum grades—

At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—	
196½ after leaving Banyena	15
201¾ after leaving Marnoo	15
Up journey—	
203 after leaving Bolangum	25
183½ after leaving Rupanyup	20

(*d*) See General Appendix for instructions *re* uncoupling Up Goods trains at Home Signal, Lubeck.

(*g*) Trains with a load above three-fourths of the full tonnage that stop at Burrum should recommence the journey at a point sufficiently far away to enable a speed of 25 m.p.h. being attained at the foot of the grade.

(*x*) For trains not stopping at Burrum.

MURTOA AND PATCHEWOLLOCK.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.	J.	K or N.		Y	
							Murtoa to—								
15	16	17	14	15	16	6	**Coromby** ...	...	...	...	...	...	...	...	...
19	21	23	17	19	21	13	**Minyip** ...	...	...	...	...	...	...	...	...
12	13	15	10	11	12	17	**Nullan** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	21	**Sheephills** ...	...	...	...	...	...	...	...	...
26	29	33	25	27	30	31	**Warracknabeal** (c) ...	2100	1800	...	1250	1090	...	850	...
...	...	...	...	...	...	36	**Batchica Siding** ...			...	...	...	...	...	...
23	25	27	21	23	25	40	**Lah** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	44	**Brim** ...	...	...	...	...	...	...	...	...
15	16	18	13	14	16	50	**Galaquil** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	54	**Beulah** ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	54	**Thomas's Siding** ...	...	...	...	...	...	...	...	...
18	20	22	16	18	20	61	**Rosebery** ...	...	...	...	...	...	...	...	...
8	9	10	7	7	8	64	**Goyura** ...	...	...	...	...	...	...	...	...
14	15	17	13	14	15	69	**Hopetoun** ...	...	...	1600	1250	1090	...	850	...
Tender First.								...							
53	56	59	...	...	...	86	**Yarto** (c) ...	...	...	...	1250	800	...	620	...
31	33	35	...	...	...	96	**Patchewollock** (c) ...	...	...	...	1250	665	...	520	...
							UP.								
Engine First.							**Patchewollock to—**								
25	28	32	...	...	...	10	**Yarto** (c) ...	...	...		...	...	...	...	...
41	47	53	...	...	...	27	**Hopetoun** ...	...	...	...	1000	900	...	700	...
14	15	17	13	14	16	32	**Goyura** (c) ...	...	...	...	1250	1090	...	850	...
8	9	10	7	7	8	35	**Rosebery** ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	42	**Thomas's Siding** ...	...	...	...	...	...	...	...	...
18	20	22	16	18	20	42	**Beulah** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	46	**Galaquil** ...	...	...	...	...	...	...	...	...
15	16	18	13	14	16	52	**Brim** ...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	56	**Lah** ...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	60	**Batchica Siding** ...			...	...	...	...	...	...
23	25	27	21	23	25	65	**Warracknabeal** ...	...	...	...	...	...	...	...	...
27	30	34	26	29	32	75	**Sheephills** (c) ...	...	...	...	...	...	...	...	...
12	13	14	10	11	12	79	**Nullan** (c) ...	...	...	1600	1250	1090	...	850	...
J.K.N.															
11	12	14	9	10	12	83	**Minyip** ...	...	...	...	...	...	...	...	...
25	27	29	18	20	22	90	**Coromby** ...	...	...	...	...	...	...	...	...
16	18	20	13	15	17	96	**Murtoa** ...	2100	1800	1800	1500	1500	...	1200	...

Engine Requirements.

Down—
- Warracknabeal ... 15 minutes.
- Warracknabeal ... 20 minutes (when turned).
- Beulah ... ... 5 minutes.
- Hopetoun ... ... 30 minutes.

Up—
- Beulah ... 5 minutes.
- Warracknabeal ... 15 minutes.
- Warracknabeal 35 minutes (when coaled).

(For notes see next page.)

(c) Momentum grades—

At Mileage.	Speed Necessary. (Miles per hour.)
Down journey—	
212¾ approaching Warracknabeal	20
250¾ after leaving Goyura	20
251½ after leaving Goyura	20
261½ after leaving Hopetoun	20
269 approaching Yarto	20
271¼ approaching Yarto	20
274½ after leaving Yarto	15
280 approaching Patchewollock	20
Up Journey—	
280½ after leaving Patchewollock	15
276 approaching Yarto	20
271 after leaving Yarto	15
270½ after leaving Yarto	20
270¼ after leaving Yarto	15
266¾ after leaving Yarto	15
264¾ after leaving Yarto	15
263¾ after leaving Yarto	20
252½ after leaving Hopetoun	20
213½ after leaving Warracknabeal	20
203½ approaching Nullan	25

Engine Running Time: Roadside Sectional Loads 3-5ths Load.	Engine Running Time: Roadside Sectional Loads 4-5ths Load.	Engine Running Time: Roadside Sectional Loads Full Load.	Engine Running Time: Through Ruling Grade Loads 3-5ths Load.	Engine Running Time: Through Ruling Grade Loads 4-5ths Load.	Engine Running Time: Through Ruling Grade Loads Full Load.			Mileage.	SECTION DOWN		LOAD T.	LOAD J.	LOAD K. or N.			LOAD Y.				
									Horsham to—											
13	14	15	13	13	13			5	**Remlaw Siding** ...		...	...	...	...	...	...				
9	9	10	8	8	8			8	**Vectis**		...	...	...	...	...	...				
9	9	10	8	8	8			11	**Quantong**		1600	1250	1090	...	...	850				
9	9	10	8	8	8			14	**East Natimuk** (*c*), (*g*)		1200	1000	785	...	...	610				
15	16	17	14	14	15			20	**Noradjuha** (*c*) ...		700	490	470	...	...	365				
									" (*c*), (*x*) ...		900	770	710	...	...	555				
16	18	20	15	15	16			27	**Jallumba** (*c*)... ...		...	...	...	...	...	...				
11	12	13	9	9	9			31	**Toolondo**		...	...	...	...	...	...				
19	19	20	18	18	18			37	**Jeffries**		...	...	...	...	...	...				
17	17	18	16	16	16			42	**Kanagulk**		1600	1250	1045	...	...	815				
23	24	25	22	23	24			50	**Balmoral**		...	...	...	...	...	...				
15	16	17	15	15	16			56	**Englefield**		500	405	390	...	...	305				
14	15	16	14	14	15			61	**Vasey** (*c*)		800	630	580	...	...	450				
12	12	13	11	11	12			65	**Gatum**		...	...	...	...	...	...				
28	30	32	27	29	31			76	**Cavendish**		800	405	390	...	...	305				
11	12	14	11	11	12			80	**Kyup**		...	...	...	...	...	...				
17	18	19	16	17	18			86	**Kanawalla**		800	470	415	...	...	320				
14	14	15	13	13	14			91	**Hamilton**		900	500	470	...	...	365				

The above schedules for Through trains are based on Ruling Grade Loads from Horsham to Kanagulk.

Engine Requirements

Down Journey—

Balmoral	15 minutes
Cavendish	10 minutes

NOTES

(*c*) Momentum Grades,

Down journey— At Mileage	Speed Necessary (Miles per hour)	
216¾ approaching East Natimuk	25	
216¾ approaching East Natimuk	30	(Through trains)
217¼ after leaving East Natimuk	17	
217¼ after leaving East Natimuk	25	(Through trains)
*268 after leaving Noradjuha	20	
*231¼ after leaving Englefield...	25	

(*g*) When the load of a Down Goods train leaving East Natimuk exceeds four-fifths of the full tonnage the train should recommence the journey from the Horsham end of the East Natimuk yard in order to attain the speed of 17 m.p.h. at mileage 217¼.

(*x*) For trains not required to stop at East Natimuk.

* These mileages are as indicated by mile posts on the Hamilton-East Natimuk section.

HAMILTON TO HORSHAM.

Engine Running Time.						SECTION.	LOAD.											
Roadside Sectional Loads			Through Ruling Grade Loads															
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	UP		T	J	K or N			Y				
							Hamilton to—											
16	18	21	15	17	20	5	**Kanawalla** ...	...	550	405	390	...	...	305				
16	17	18	15	16	17	11	**Kyup**	...	...	500	470	...	...	365				
11	12	13	11	11	12	15	**Cavendish** ...	...	900	...	...	...	...	...				
30	32	35	30	31	33	26	**Gatum**	...	...	...	...	...	...	...				
12	13	14	11	12	13	30	**Vasey**	...	600	405	390	...	...	305				
13	14	15	12	12	13	35	**Englefield** (*c*) ...	...	1200	1000	580	...	...	450				
15	15	16	14	14	15	41	**Balmoral** (*c*) ...	...	900	580	470	...	...	365				
22	23	24	22	22	23	49	**Kanagulk**	...	700	405	390	...	...	305				
17	17	18	16	16	16	54	**Jeffries**	...	...	...	...	...	...	...				
19	19	20	18	18	18	60	**Toolondo**	...	...	...	...	...	...	...				
10	11	12	9	9	10	64	**Jallumba**	...	...	...	...	...	...	...				
16	16	17	15	15	16	71	**Noradjuha**... ...	...	...	1250	1045	...	...	815				
15	15	16	14	14	15	77	**East Natimuk** (*c*) ...	...	1400	1000	870	...	...	680				
9	9	10	8	8	8	80	**Quantong**	...	...	...	...	...	...	...				
9	9	10	8	8	9	83	**Vectis** (*c*)	...	1200	1000	945	...	...	735				
9	9	10	8	8	8	86	**Remlaw Siding** ...	...	...	...	...	...	...	...				
14	15	16	14	14	14	91	**Horsham** (*t*) ...	...	1400	1250	1090	...	...	850				

The above schedules for Through trains are based on the Ruling Grade Load from Hamilton to Kanagulk.

Engine Requirements

Up journey—	
Cavendish	10 minutes
Balmoral	15 minutes

NOTES

(*c*) Momentum grades—

Up journey— At Mileage	Speed Necessary (Miles per hour)
*230 after leaving Vasey	20
*237¾ approaching Balmoral	25
212¾ between Quantong and Vectis ...	25
273¾ approaching East Natimuk	25

For Special Speed, see page 225.

(*t*) Trains with loads over 600 tons approaching Horsham must stop with engine on the Down side of the 204 miles post if Outer Home Signal is against train, and wait till signal is placed to Proceed, when all speed must be made to take the train over the grade into Horsham.

* These mileages are as indicated by mile posts on the Hamilton–East Natimuk Section.

Engine Running Time: Road-side Sectional Loads 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load.	Mileage	SECTION	LOAD T	J	K or N			Y
							DOWN						
							Horsham to—						
13	14	15	...	...	...	5	**Remlaw Siding** ...	...	...	...	...	...	...
9	9	10	...	...	...	8	**Vectis**	...	...	...	...	...	...
9	9	10	...	...	...	11	**Quantong**	1400	1250	1090	...	...	850
9	9	10	...	...	...	14	**East Natimuk** (*c*) ...	1200	1000	785	...	...	610
6	7	8	...	...	...	16	**Natimuk**	600	470	390	...	...	305
13	14	15	...	...	...	21	**Arapiles**	1200	600	480	...	...	375
11	12	13	...	...	...	25	**Mitre**	...	...	...	...	...	...
16	19	22	...	...	...	30	**Duffholme** ...	...	...	...	...	...	...
16	17	18	...	...	...	36	**Gymbowen** ...	...	...	...	...	...	...
18	20	22	...	...	...	42	**Goroke**	600	500	390	...	...	305
Tender First													
23	25	27				48	**Mortat**	—	...	...	...	...	...
14	14	15	...	...	...	51	**Carpolac**	...	580	470	...	...	365
							UP						
Engine First							**Carpolac to—**						
11	12	13	...	...	...	3	**Mortat**	...	540	435	...	...	340
17	19	21	...	...	...	9	**Goroke**	—	580	470	...	...	365
18	20	22	...	...	...	15	**Gymbowen** (*c*) ...	...	...	...	...	...	...
16	18	20	...	...	...	21	**Duffholme** (*c*), (*g*) ...	600	500	480	...	...	375
13	14	15	...	...	...	26	**Mitre** (*c*), (*g*) ...	1200	900	800	...	...	620
11	12	13	...	...	...	30	**Arapiles** (*c*) ...	800	630	580	...	...	450
14	14	15	...	...	...	35	**Natimuk** (*c*), (*g*) ...	1000	800	725	...	...	565
7	8	10	...	...	...	37	**East Natimuk** (*c*) ...	600	500	480	...	...	375
9	9	10	...	...	...	40	**Quantong**	...	...	...	...	...	...
9	9	10	...	...	...	43	**Vectis** (*c*)	1200	1000	945	...	...	735
9	9	10	...	...	...	46	**Remlaw Siding** ...	...	...	...	...	...	...
14	15	16	...	...	...	51	**Horsham** (*t*) ...	1400	1250	1090	...	...	850

Engine Requirements

Down and Up—
Goroke ... ... 15 minutes

For notes see next page

(*c*) Momentum grades, Up journey. With load specified above the speed shown at mileages hereunder must be attained to take load over grade—

At Mileage.	Speed Necessary. (Miles per hour.)	At Mileage.	Speed Necessary. (Miles per hour.)
245 after leaving Goroke	25	226½ after leaving Mitre	25
242¼ after leaving Goroke	25	221½ after leaving Arapiles	25
238¼ after leaving Gymbowen ...	25	218¼ after leaving Natimuk	25
232¾ after leaving Duffholme ...	15	212¾ after leaving Quantong	25

Down. Journey.

At Mileage.	Speed Necessary. (Miles per hour.)
216¾ approaching East Natimuk	25

(*g*) In order to attain the speed specified above, it will be necessary for the trains hauled by steam locomotives to be set back at stations shown hereunder :—

Duffholme.—Trains with over four-fifths of the full tonnage hauled by steam locomotives are to be set back and recommence journey with the engine near the 233-mile post.

Mitre.—Trains with over three-fourths of the full tonnage are to set back and recommence journey with engine at the level-crossing at Down end of Mitre station yard.

Natimuk.—Trains with load above 270 tons to set back and recommence journey with engine at the 219-mile post.

(*t*) Trains with load over 600 tons approaching Horsham must stop with engine on the Down side of the 204-mile post if Outer Home Signal is against train, and wait till signal is placed at Proceed, when all speed must be made to take the train over the grade into Horsham.

Engine Running Time— Roadside Sectional Loads "K" or "N" Class Engine 3/5ths Load.	4/5ths Load.	Full Load.	Roadside Sectional Loads All Classes (Tender) First) 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION DOWN	LOAD T.	J.	K. or N.			Y
							Dimboola to—						
20	21	22	23	24	25	7	**Arkona**	...	...	...	...	...	...
14	15	16	16	16	17	11	**Antwerp**	...	...	...	...	...	...
20	20	21	23	23	24	17	**Tarranyurk**	...	...	...	...	...	...
17	18	19	21	21	22	23	**Jeparit** (*c*)	1000	900	800	...	...	620
24	28	34	...	...	...	30	**Ellam**	750	610	580	...	...	450
13	13	14	...	...	...	34	**Pullut**	...	...	...	...	...	...
24	24	25	—	—	—	42	**Rainbow**	1600	1250	1045	...	...	815
...	...	...	24	24	25	48	**Albacutya**	—	720	665	...	...	520
...	...	...	18	18	19	52	**Yaapeet**	...	1250	840	...	...	655
							UP **Yaapeet to—**						
18	18	18	...	...	...	4	**Albacutya**	...	...	...	...	...	...
24	26	28	...	...	...	10	**Rainbow** (*c*), (*g*) ...	—	800	725	...	...	565
24	26	28	...	...	...	18	**Pullut** (*c*)	850	730	690	...	...	535
13	14	15	...	...	...	22	**Ellam**	...	...	...	...	...	...
22	23	24	...	...	...	29	**Jeparit**	1600	1250	1045	...	...	815
18	19	21	...	...	...	35	**Tarranyurk** (*c*) ...	...	...	...	...	...	...
19	20	21	...	...	...	41	**Antwerp**	...	...	...	...	...	...
14	15	15	...	...	...	45	**Arkona**	1200	1000	900	...	...	700
21	23	25	...	...	...	52	**Dimboola** (*c*) ...	1000	820	800	...	...	620

Engine Requirements

Down journey—
Jeparit ... ... 20 minutes.
Rainbow ... ... 25 minutes (including turning engine)

Up journey—
Rainbow ... ... 10 minutes
Jeparit ... ... 15 minutes

NOTES

(*c*) Momentum grades—

At Mileage	Speed Necessary (Miles per hour)
Down journey—	
245¼ approaching Jeparit	25
Up journey—	
271¼ after leaving Albacutya	15
268¼ approaching Rainbow	15
265¾ after leaving Rainbow	20
264½ after leaving Rainbow	25
246¼ after leaving Jeparit	25
229½ after leaving Arkona	20
227¼ approaching Dimboola	25

(*g*) Trains with loads above three-fourths of the full tonnage and hauled by steam locomotives must be set back at Rainbow and recommence the journey from the Down end of the Yard.

Engine Running Time: Roadside Sectional Loads 3/5ths Load.	4/5ths Load.	Full Load	Through Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load.			Mileage.	SECTION	LOAD: T.	J.	K or N.			Y.					
									DOWN											
Tender First									**Jeparit to—**											
27	30	33	...	...	...			8	**Depta**	1200	920	805	...	...	625					
23	26	31	...	...	...			14	**Lorquon**	750	680	680	...	...	530					
21	23	25	...	...	...			20	**Netherby**	1200	920	805	...	...	625					
41	43	45	...	...	...			32	**Yanac**	1000	630	580	...	...	450					
									UP											
Engine First									**Yanac to—**											
33	35	39	...	...	...			12	**Netherby** (c) ...	750	700	650	...	...	500					
17	18	19	...	...	...			18	**Lorquon**	...	...	...	...	...	...					
17	18	20	...	...	...			24	**Depta** (c)	...	860	750	...	...	580					
22	24	26	...	...	...			32	**Jeparit**	1400	1250	1090	...	...	850					

Engine Requirements

Down—	
Jeparit	10 minutes
Up—	
Yanac	15 minutes
Jeparit	15 minutes

NOTES

(c) Momentum grades,

Up journey—At Mileage	Speed Necessary (Miles per hour)
274 after leaving Yanac	15
260¾ after leaving Lorquon	20
260¼ after leaving Lorquon	20
257½ approaching Depta	20

MELBOURNE TO GEELONG.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Express Gds., 'B' 400 tons.	"B" 750 tons.	"B" 1800 tons	Mileage.	SECTION. DOWN.	LOAD. S.	B.		T.	R.	J.	K or N.		Y.	W.	L.
12	13	15	12	13	15	...	...	...	2	**Melb. Yard to—** **Sth. Kensington**	...	...	...	...	...	...	...	...	...	...	...
										Via passenger line from North Melb.	2100	1800	...	1400	1190	1045	945	...	800	900	1400
										Via West and South West Goods lines	2100	1800	...	1200	1190	1045	945	...	800	900	1400
16	17	18	14	15	16	18	...	20	22	7 **Newport** (*d*) (*c*) ...	2100	1800	...	1400	1190	1045	945	...	800	900	1400
3	4	5	2	3	3	2	...	2	2	8 **Newport South** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...		8 **Austral. Meat Sdg.** (*d*) ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...													
...	...	...	...	...	...	...	...	...		9 **Paisley**	...	...	...	...	...	...	...	...	...	...	1400
...	...	...	...	...	...	...	...	...		10 **BP. Oil Siding**	...	...	...	...	...	...	...	...	...	...	
8	9	10	7	8	9	...	...	...		11 **'Rock' Cross. Lp.**	...	...	...	...	...	...	...	...	...	...	...
8	9	11	6	7	9	7	...	11	10	13 **Laverton** ...	...	...	...	1400	...	...	...	...	...	1000	...
...	...	...	...	...	...	...	...	...		14 **Aircraft** ...	...	...	...	...	...	...	...	...	...	...	...
8	9	...	7	8	10	...	...	...		16 **'Drome' Cross. Lp.** ...	...	...	...	...	...	...	...	...	...	...	...
13	15	24	10	11	12	8	...	12	11½	20 **Werribee** (*c*) ...	...	...	...	1300	...	...	...	...	...	...	...
13	15	17	12	14	16	5	...	8	8½	25 **Manor** (*g*) ...	...	...	...	...	...	...	...	...	...	...	...
13	15	17	11	13	15	5	...	7	8	30 **Little River** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
14	15	17	12	13	15	6	...	10	10½	36 **Lara** ...	...	...	...	...	...	...	...	...	...	...	...
10	11	13	9	10	11	4	...	7	7	40 **Corio** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	41 **Distillery Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 **North Shore** (*c*) ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 **Ford's Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	42 **Phosphate Sdg.** (*m*)	...	...	...	...	...	...	...	...	...	...	...
10	12	14	8	10	12	5 *	...	6 *	7 *	43 **Nth. Geelong** (*c*)	2100	1800	...	1400	1190	1045	945	...	735	...	...
6	7	8	5	6	7	...	...	5	...	45 **Geelong** ...	2100	2100	...	1600	1250	1250	1130	...	1100	...	...

* Engine Running time North Geelong "A" Box to North Geelong "C" Box 2 minutes.

Down journey— **Engine Requirements—**

Werribee ... ... 10 minutes.

NOTES.

(*c*) Momentum grades,

Down journey—	At Mileage.	Speed Necessary. (Miles per hour.)
2¾ approaching	Footscray	20
3¾ "	Seddon	20
5¼ "	Spotswood	20
16½ approaching	Werribee	30
25 approaching	Little River	20
27½ approaching	Little River	20
37¼ after leaving	Lara	25
40½ after leaving	Corio	30
42¼ after leaving	North Shore	20

(*d*) See General Appendix *re* Down Goods stalling between South Kensington and Footscray.

(*d*) See General Appendix for special instructions *re* Austral Meat Siding.

(*g*) When a Down Goods train hauled by steam locomotives is standing in No. 2 Road at Manor, the Driver may, if he thinks he will have difficulty in ascending the grade, request the signalman to permit him to back the train into the Dead-end siding in order to secure a better start.

(*m*) Loads for Goods train between **PHOSPHATE SIDING AND NORTH GEELONG** :—

—	T.	J.	K or N.	R.		Y.		
Inwards (Up) ...	1000	740	665	800		650		
Outwards (Down) ...	1400	1045	945	1190		800		

MELBOURNE TO GEELONG.

Provision of Vehicle Boards for Phosphate Siding.

Special boards of a triangular shape, painted white with black lettering, are erected on the left hand (Down) side of the East line between Phosphate Siding and North Geelong to indicate to Drivers of Down trains which are to be shunted to Phosphate Siding, the point at which they must bring the engine to stand, so that the rear vehicle of the train will be standing on the 60 feet releasing rail at Phosphate Siding switch locked points. The Boards are lettered "75 vehicles," " 65 Vehicles " and " 55 vehicles ".

Authorised Loads—Fast Goods Trains.

No. 77 Melbourne—North Geelong Loop ... ... { 2 " S " 1800 tons / 2 " B " 1500 tons

Authorised Loads—Roadside Goods Trains

No. 15 Melbourne Yard–Laverton ... ... 65 vehicles, plus loading to be detached at Laverton

GEELONG TO PORT FAIRY.

Engine Running Time.																											
Roadside Sectional Loads.					Through Trains.																						
					Ruling Grade Loads.			Banked Loads.																				
3/5ths Load	4/5ths Load	Full Load	Full Load R	R 300 tons.	3/5ths Load	4/5ths Load	Full Load	3/5ths Load	4/5ths Load	Full Load	Fast Goods "B" 750 tons	Mileage.	SECTION. DOWN.	S.	B.	T.		J.	K or N.	R.		Y
													Geelong to—									
...	6	6	...	...	...	6	6	...	...	6	...	4	1 **Sth. Geelong**	... 900	750	500	...	325	315	325	...	320
...	...	...	...	...	...	...	...	...	...	...	...	...	" (*d*)	...1300	1200	800	...	...	...	...	...	390
...	...	...	...	...	...	...	...	...	...	...	...	...	" (*dd*)	...	...	...	...	325	315	325	...	320
22	26	32	...	...	...	...	...	...	...	...	...	...	10 **Waurn Ponds**	...	...	...	...	...	...	...	...	...
9	10	12	...	...	...	35	43	...	...	47	...	29	15 **Moriac** (*c*)	...1300	1200	800	...	610	600	620	...	390
25	28	31	...	...	...	...	...	23	26	29	...	20	26 **Winchelsea**	...1100	900	600	...	405	390	400	...	305
...	...	...	...	...	...	...	...	...	...	...	...	...	... " (*c*), (*xx*)	1300	1200	800	...	630	620	650	...	455
...	...	...	...	...	...	...	...	...	...	...	...	...	... " (*hh*)	...	...	...	...	680	665	675	...	510
31	35	40	...	...	...	...	...	29	33	38	...	20	39 **Birregurra** (*c*)	...	...	800	...	630	580	650	...	450
...	...	...	...	...	...	...	...	...	...	...	...	...	... " (*c*), (*xxx*)	...	...	...	...	710	665	730	...	510
27	31	36	...	...	...	...	...	24	28	33	...	23	50 **Colac** (*c*)	...1500	1400	1000	...	710	665	730	...	510
19	21	25	...	...	...	...	...	19	21	24	...	16	60 **Pirron Yallock** (*c*)	...	...	...	...	...	...	...	...	...
18	20	24	...	...	...	...	...	18	20	22	...	16	69 **Pomborneit** (*c*)	...	...	...	...	...	...	...	...	...
8	9	10	...	...	...	...	...	7	7	8	...	...	73 **Weerite**	...	...	...	...	...	...	...	...	...
12	14	16	...	...	...	...	...	10	12	14	...	15	78 **Camperdown** (*c*)	1500	1400	800	...	680	615	700	...	465
...	...	...	...	...	...	...	...	...	...	...	...	...	... " (*hhh*)	...	...	...	...	760	665	800	...	510
...	...	...	...	...	...	...	...	...	...	...	...	...	79 **Cattle Siding**	...	...	1200	...	1070	930	1170	...	750
15	17	19	17	...	14	16	18	...	...	...	...	13	86 **Boorcan**	...	...	...	...	...	...	...	...	...
13	14	16	13	...	11	12	14	...	...	...	...	11	92 **Terang** (*c*)	...	...	...	...	900	800	1000	...	620
14	15	17	15	...	13	14	15	...	...	...	...	...	100 **Garvoc**	...	...	...	...	1090	945	1190	...	735
13	14	15	14	...	11	12	13	...	...	...	...	23	106 **Panmure** (*c*)	...	...	...	...	...	...	...	...	...
18	20	22	19	...	15	17	19	...	...	...	...	13	114 **Allansford**	...	...	...	...	900	800	1000	...	620
...	...	...	...	...	...	...	...	...	...	...	...	...	119 **Caltex Siding**	...	...	...	...	...	...	...	...	...
17	19	21	19	...	15	17	19	...	...	...	...	13	121 **Warrnambool** (*c*)	1500	1400	1000	...	760	700	790	...	530
...	...	...	...	...	...	...	...	...	...	...	...	...	122 **W. Cattle Siding**	...	...	...	...	...	...	...	...	...
7	8	9	...	6½	...	...	...	...	...	...	...	...	124 **Dennington** (*m*)	...	...	...	...	...	...	...	...	...
7	8	9	...	8	...	...	...	...	...	...	...	...	127 **Illowa**	...1300	1000	800	...	710	655	740	...	510
14	17	20	...	12½	...	...	...	...	...	...	...	...	131 **Koroit**	... 900	750	450	...	450	435	450	...	340
...	...	...	...	...	...	...	...	...	...	...	...	...	141 **Glaxo Siding**	...	...	...	...	...	...	...	...	...
20	25	29	...	25½	...	...	...	...	...	...	...	...	142 **Port Fairy**	...1800	1800	1800	...	1250	945	1250	...	735

(*For notes see next page.*)

Down journey— **Engine Requirements.**

——	Roadside Trains.	Through Trains.	
Winchelsea	10 minutes	20 minutes	Or vice versa if running conditions warrant
Colac	20 minutes	5 minutes	
Camperdown	30 minutes	30 minutes	

NOTES.

(c) Momentum grades—

Down journey—At Mileage.	Speed necessary. (Miles per hour.)
50 after leaving South Geelong	30
53 approaching Waurn Ponds	25
59½ approaching Moriac	30
59½ approaching Moriac with banked loads, through trains ...	35
60¼ after leaving Moriac	18
70¾ after leaving Winchelsea	20
71¼ after leaving Winchelsea	20
75¾ after leaving Winchelsea	20
77¼ after leaving Winchelsea	20
88¾ after leaving Birregurra	20
92 approaching Colac	20
95 approaching Colac	25
95½ after leaving Colac	15
111½ approaching Pomborneit	25
119¼ after leaving Weerite	25
133 after leaving Boorcan	35
145 after leaving Garvoc	35
160½ after leaving Allansford	30
161½ after leaving Allansford	25
163¼ approaching Warrnambool	20

(*d*) For trains starting from Signal Post No. 12 Geelong " A " Box.

(*dd*) From Geelong to South Geelong the loads of " Down " Goods trains assisted in the rear by an engine running tender first are the combined loads of the engines employed.

See page 235, for special instructions *re* engines assisting Goods trains from Geelong to Mileage 56¼, and Geelong to Mileage 60¾ with loads determined in accordance with the above instruction.

Trains are not to be assisted by engine in front from Geelong to South Geelong.

A speed of 25 m.p.h. is to be attained approaching the tunnel.

The assisting engine to be coupled to the rear of the train and the air-brake connected throughout.

(*hh*) For trains assisted in the rear from Moriac to 60¾ miles. See page 235.

(*hhh*) Assisted in the rear out of Colac yard. See page 236.

(*m*) The loads of Goods trains between **WARRNAMBOOL AND DENNINGTON** without a brakevan attached to the train are as shown hereunder.

Down journey—

Class of Engine	S.	B.	T.	J.	K or N.	R.		Y.		
Tonnage ...	1300	1000	800	500	480	500		450		

When running tender first the usual 10 per cent. reduction is to be made on the above loads.

(*xx*) For trains not stopping at Moriac.

(*xxx*) For trains not stopping at Winchelsea.

PORT FAIRY TO GEELONG.

Engine Running Time.													SECTION.		LOAD.									
Roadside Sectional Loads.					Through Trains. Ruling Grade Loads																			
3-5ths Load.	4-5ths Load.	Full Load.		R.J. 300 tons.	3-5ths Load.	4-5ths Load.	Full Load.	R.J. 685 tons.	Fast Goods R.J.‡	Fast Goods. †	R.J. 300 tons.	Fast Goods. "B" 750 tons.	Mileage.	UP.	S.	B.	T.	J.	R.	K or N.		Y.	
														Port Fairy to—										
...	...	...	...	...	...	...	...	...	...	...	...	...	1	**Glaxo Sdg.** ...	...	...	...	...	...	...	...	...	...
25	31	38	...	29	...	...	...	...	...	...	21½	...	11	**Koroit** (*c*) ...	1200	1000	800	690	720	640	...	495	...
8	9	11	...	9	...	...	...	...	...	...	8	...	15	**Illowa** ...	...	...	...	...	...	...	...	...	...
6	7	8	...	6½	...	...	...	...	...	...	5	...	18	**Dennington** (*c*), (*m*) ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	20	**Cattle Siding** (*c*) ...	...	...	...	...	...	...	...	...	...
7	8	9	...	6½	...	...	...	...	...	...	5½	...	21	**Warrnambool** (*c*) ...	1300	1200	900	900	1000	800	...	620	...
...	...	...	...	...	...	...	...	...	...	...	...	...	23	**Caltex Siding** ...	...	...	...	...	...	...	...	...	...
16	18	21	...	...	15	17	20	...	13	16	...	15	28	**Allansford** ...	...	...	...	...	...	...	...	...	...
21	24	27	...	...	17	20	23	...	16	19	...	17	36	**Panmure** (*c*) ...	900	750	500	470	490	410	...	305	...
15	17	19	...	...	13	14	16	...	11	13	...	...	42	**Garvoc** (*c*) ...	...	...	...	630	650	590	...	450	...
18	20	23	...	...	16	18	20	...	14	14	...	24	50	**Terang** ...	1500	1400	900	770	800	710	...	555	...
14	15	17	...	...	12	13	15	...	12	14	...	11	56	**Boorcan** (*c*) ...	1400	1200	800	570	590	535	...	504	...
...	...	...	...	...	...	...	...	...	...	...	...	...	60	**Timboon Junction** ...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	63	**Cattle Siding** ...	...	...	...	...	...	...	...	...	...
20	21	23	...	...	17	18	20	...	15	17	...	13	64	**Camperdown** ...	1800	1400	1000	900	1000	800	...	620	...
11	13	15	...	...	10	12	14	...	10	10	...	...	69	**Weerite** ...	...	...	1200	900	1000	800	...	620	...
13	15	17	...	...	11	13	15	21	9	9	...	16	73	**Pomborneit** (*c*) ...	...	...	...	...	...	...	...	...	...
17	20	23	...	...	16	19	22	19	16	16	...	14	82	**Pirron Yallock** (*c*) ...	...	...	...	760	790	700	...	530	...
20	22	25	...	...	18	20	23	20	18	18	...	16	92	**Colac** (*c*) ...	1800	1400	1000	900	1000	800	...	620	...
28	31	35	...	...	25	28	32	25	23	23	...	23	103	**Birregurra** ...	...	...	...	...	...	...	...	...	...
26	29	32	...	...	25	28	31	25	24	24	...	22	116	**Winchelsea** ...	...	...	...	...	...	...	...	...	...
28	33	38	...	...	24	29	34	27	21	21	...	20	127	**Moriac** ...	...	...	...	...	...	...	...	...	...
9	10	11	...	...	...	...	...	...	...	...	...	...	132	**Waurn Ponds** ...	1600	1400	950	800	900	700	...	530	...
16	16	16	...	...	22	25	27	27	25	25	...	22	141	**South Geelong** ...	...	...	...	1000	1000	900	...	...	...
5	6	6	...	...	4	4	5	5	4	4	...	4	142	**Geelong** (*c*) ...	1800	1800	1200	800	900	700	...	750	...

† Fast Goods "R" or "J" 430 tons, "K" or "N" 410 tons, Warrnambool to Terang, 500 tons Terang to Camperdown, 685 tons Camperdown to Geelong.

‡ 250 tons Warrnambool to Terang, 330 tons Terang to Camperdown, 500 tons Camperdown to Geelong.

Up journey— **Engine Requirements.**

—	Roadside Trains.	Through Trains.	Fast Goods.
Camperdown	30 minutes	30 minutes	15 minutes
Colac	15 minutes	10 minutes	12 minutes
Winchelsea	10 minutes	...	...

(For notes see next page).

(c) Momentum grades,

Up journey— At Mileage.	Speed Necessary. (Miles per hour.)
181¼ after leaving Port Fairy	20
176½ approaching Koroit	20
169¼ approaching Dennington	25
168¼ after leaving Dennington	25
167½ approaching Warrnambool	35
165½ after leaving Warrnambool	30
164½ after leaving Warrnambool	30
154¾ after leaving Allansford	35
149½ after leaving Panmure	25
132¾ approaching Boorcan	35
115 approaching Pomborneit	20
113¼ after leaving Pomborneit	20
103¾ after leaving Pirron Yallock...	20
79½ after leaving Birregurra	35
67½ approaching Moriac	35
58¼ after leaving Moriac	30
45¾ after leaving South Geelong	20

(m) The loads of Goods trains between **DENNINGTON AND WARRNAMBOOL** without a van attached to the train are as shown hereunder.

Up journey—

Class of Engine ...	S.	B.	T.	J.	K or N.	R.		Y.		
Tonnage	1300	1000	900	500	480	500		450		

When running tender first the usual 10 per cent. reduction is to be made on the above loads.

Authorised Loads—Fast Goods Trains.

No. 96	Warrnambool–Geelong	"B" 750 tons "T" 500 tons

GEELONG TO MELBOURNE.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains. Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Thro. Live Stock Spls. From N. G'long		Fast Goods. "B" 750 tons.	Mileage.	SECTION. UP.	LOAD. S.	B.	T.		J.	R.	K or N.		Y.	W.	L.
										Geelong to—											
7	8	10	6	7	9	...	...	5	2	**North Geelong** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	3	**Phosphate Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	3	**Ford's Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	3	**North Shore** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	4	**Distillery Siding** ...	...	...	...	...	...	...	...	...	...	...	...
11	12	14	10	11	13	9	...	6	5	**Corio**	...	...	...	...	...	...	...	...	...	...	...
11	12	15	9	10	12	10	...	7	9	**Lara**	...	...	...	...	...	...	...	...	...	...	...
17	19	22	15	17	20	17	...	10	15	**Little River** ...	...	...	...	...	...	...	...	...	...	...	...
13	14	16	11	12	14	12	...	7	20	**Manor**	...	...	...	...	...	...	...	...	...	...	...
13	15	17	11	12	14	12	...	8	25	**Werribee**	...	...	...	...	...	...	...	...	...	...	...
9	10	12	8	9	11	...	...	...	29	**"Drome" Crossing Lp.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	31	**Aircraft** ...	...	...	...	...	...	...	...	...	...	...	...
8	9	11	6	7	9	15	...	12	32	**Laverton**	...	...	...	...	...	...	...	...	...	...	...
6	7	8	5	6	7	...	...	...	34	**"Rock" Crossing Lp.**	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	35	**B.P. Oil Siding** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	36	**Paisley** ...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	37	**Austral Meat Sdg.** (*u*)	...	...	...	...	...	...	...	...	...	...	...
9	10	12	7	8	10	14	...	11	37	**Newport South** ...	...	...	...	...	...	...	...	...	...	...	...
4	5	6	3	4	4	4	...	2	38	**Newport** (*d*) ...	2100	1800	1400	...	1045	1190	945	...	800	1000	140
16	17	18	16	17	18	17	...	...	43	**South Kensington** ...	...	...	...	...	...	...	...	...	...	...	...
11	11	12	11	11	12	11	...	20	45	**Melb. Yard** (*d*). (*c*) ...	2100	1800	1300	...	1045	1190	945	...	800	1000	1400

Up journey—
Werribee

Engine Requirements.

Roadside Trains ... ... 10 minutes.
Through Trains ... ... Nil.

NOTE.—Whenever time is required at Werribee by an Up Goods train for Engine Requirements, the Driver must, when passing through Manor, give four sharp whistles (two pause two). The signalman at Manor must immediately inform the signalman at Werribee and the Train Controller that the train will require time at Werribee for engine requirements, and it will then be routed accordingly.

(*c*) Momentum grades. NOTES.
Up journey.
With these loads a momentum speed of 30 M.P.H. is necessary at mileage 5.

Authorised Loads—Fast Goods Trains.

No. 96, Geelong-Melbourne ... ... {"B" 750 tons / "T" 500 tons

(*u*) Loads for Up Goods trains, **AUSTRAL MEAT SIDING TO NEWPORT SOUTH,** are shown hereunder (Down trains to be dealt with as shown in special instructions, General Appendix).

Class of Engine	T.	K or N.		J or R.	Y.		W.
Tonnage	800	295		300	350		400

Authorized Loads for Goods trains from **GEELONG PIER TO GEELONG** :—

Class of Engine	T.	K or N.		J or R.	Y.		
Tonnage	500	390		400	350		

SHUNTING "UP" GOODS TRAINS TO NEWPORT YARD.

Special boards of triangular shape, with black lettering on white background, are erected on the left- hand side of the Up line between Newport and Spotswood to indicate to Drivers of Up Goods trains, which are to be shunted to the yard at Newport, the point at which they must bring the engine to a stand so that the rear of the train will be clear of the points at "A" Signal-box.

The boards are lettered '45 vehicles" and "60 vehicles" and are erected 1200 feet and 1575 feet respectively from the Down end of the Up platform at Newport.

BALLARAT TO GEELONG.

Engine Running Time.							SECTION.		LOAD.											
Roadside Sectional Loads.			Through Ruling Grade Loads.																	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Fast Goods "B" 750 tons.	Mileage.	UP.	S.	B.	T.		J.	K or N.	R.		Y.			
								Ballarat to—												
2	3	3	2	2	2		1	**Ballarat East**	...	...	...	...	...	...	...	...	...	...	...	...
16	20	25	15	19	24	18	4	**Warrenheip**	850	750	450	...	420	410	420	...	350	...	...	
11	12	14	10	11	13	...	10	**Yendon**	...	...	...	...	...	...	...	...	...	...	...	
8	9	10	6	7	8	14	13	**Lal Lal**	...	...	...	...	...	...	...	...	...	...	...	
18	20	22	16	18	20	...	20	**Elaine**	...	...	...	...	...	...	...	...	...	...	...	
12	13	15	10	11	12	20	26	**Meredith**	...	...	...	...	...	...	...	...	...	...	...	
22	24	26	18	20	22	15	35	**Lethbridge**	...	...	...	...	...	1045	...	...	...	...	...	
13	14	16	11	12	13	10	41	**Bannockburn**	...	...	...	...	...	...	...	...	...	...	...	
9	10	11	7	8	9	7	45	**Gheringhap**	...	...	...	...	...	1130	...	...	...	...	...	
10	11	12	8	9	10	7	49	**Moorabool**	...	...	...	...	...	...	...	...	...	...	...	
11	11	11	9	9	9	10	53	**North Geelong** ...	2100	2100	2000	...	1400	1305	1400	...	1400	...	...	
7	8	9	5	7	7		55	**Geelong**	2100	2100	1600	...	1250	1130	1170	...	1100	...	...	

NOTES.

When necessary, three locomotives may be employed on an Up goods train from Ballarat to Warrenheip, but in any such case two locomotives must be in the front and the other in the rear. (See page 234.)

The load for the three engines will be the double-headed load for the engines employed in front plus the schedule tonnage for the class of engine employed in the rear.

GEELONG TO BALLARAT.

Engine Running Time.									SECTION.	LOAD.										
Roadside Sectional Loads.			Through Ruling Grade Loads.																	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Express Goods, "B" 400 tons. Via Loop	Fast Goods. "B", 750 tons. Via Loop	Mileage.	DOWN.	S.	B.	T.			J.	K or N.	R.		Y.	
									Geelong to—											
7	8	10	7	7	9	...	...	2	**North Geelong**	...	...	...	...	...	...	...	...	...	...	...
14	16	19	12	14	17	10	9	6	**Moorabool**	...	...	...	...	...	...	...	...	...	...	...
10	12	15	10	10	12	6	8	10	**Gheringhap**	1600	1400	900	...	...	770	695	800	...	540	...
13	15	17	10	12	14	6	9	14	**Bannockburn**	...	...	...	...	...	...	...	...	...	...	...
16	18	20	13	15	17	8	11	20	**Lethbridge**	1300	1100	750	...	...	650	595	680	...	465	...
37	50	65	36	49	64	19	25	29	**Meredith**	1100	970	650	...	...	550	510	570	...	395	...
15	19	24	13	16	21	8	10	35	**Elaine**	...	...	...	...	...	...	...	...	...	...	...
21	28	36	19	26	34	12	17	42	**Lal Lal**	1150	1000	700	...	...	610	560	620	...	435	...
10	12	15	8	10	12	...	6	45	**Yendon**	...	...	...	...	...	...	...	...	...	...	...
12	15	18	10	13	16	12	10	51	**Warrenheip**	1600	1400	1000	...	...	880	770	930	...	600	...
...	...	...	...	...	...	...	...	54	**Ballarat East**	...	...	...	...	...	...	...	...	...	...	...
11	12	14	9	10	11	7	11	55	**Ballarat**	2100	2100	2100	...	...	1250	1045	1250	...	815	...

Engine Requirements.

Down journey—

	"R" Class	Other Classes
Lethbridge	10	10
Meredith	Nil	10 (When water is not available at Lethbridge.)
Lal Lal	Nil	5

NOTES.

Authorised Loads—Fast Goods Trains

No. 77 North Geelong Loop–Ballarat ... ... { 2 "B" 1500 tons. 2 "S" 1800 tons

GEELONG TO MAROONA AND ARARAT.

Engine Running Time.																				
Roadside Sectional Loads.		Through Trains. Ruling Grade Loads.				SECTION.	LOAD.													
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	'R' Class Full Load		Mileage.	DOWN.	S.	B.	T.			J.	K or N.	R.		Y.	
							Geelong to—													
7	10	7	9	9		2	**North Geelong** ...	...	...	...	...	...	...	...	...	...	...	...
14	19	14	17	17		6	**Moorabool** ...	...	...	...	...	...	...	...	...	...	...	...
10	15	10	12	10		10	**Gheringhap** ...	1600	1400	900	...	...	770	695	800	...	600	...
26	31	25	29	26		21	**Inverleigh** ...	...	...	...	...	...	...	...	...	...	...	...
30	37	30	34	32		32	**Wingeel** (*e*) ...	...	...	...	...	...	...	...	...	...	...	...
28	31	28	30	31		44	**Cressy** ...	...	...	...	...	...	800	725	900	...	650	...
11	13	10	12	10		48	**Duverney** ...	...	...	...	...	...	...	...	...	...	...	...
13	17	12	15	13		53	**Berrybank** ...	...	...	...	...	...	...	...	...	...	...	...
11	13	11	11	11		58	**Gnarkeet** ...	...	...	...	...	...	...	...	...	...	...	...
11	14	10	11	10		62	**Lismore** ...	...	...	...	...	...	...	...	...	...	...	...
17	18	15	16	15		68	**Derrinallum** ...	...	...	...	...	...	...	...	...	...	...	...
16	21	15	20	16		74	**Vite Vite** ...	...	...	...	...	...	...	...	...	...	...	...
13	15	12	13	12		80	**Pura Pura** ...	...	...	...	...	...	...	...	...	...	...	...
11	16	10	14	11		85	**Nerrin Nerrin** ...	...	...	...	...	...	...	...	...	...	...	...
11	12	10	11	11		91	**Westmere** ...	...	...	...	...	...	...	...	...	...	...	...
15	22	14	17	15		97	**Mininera** ...	...	...	...	...	...	...	...	...	...	...	...
12	17	11	15	12		102	**Tatyoon** ...	...	...	...	...	...	...	...	...	...	...	...
14	15	14	15	14		110	**Maroona** ...	1600	1600	950	...	...	900	835	1000	...	650	...
22	24	20	22	18		117	**Langi Logan** ...	1800	1800	1000	...	...	900	800	1000	...	700	...
16	18	15	16	15		123	**Ararat** (*c*) (*t*) ...	1500	1400	800	...	...	650	600	750	...	450	...

Engine Requirements.

	Coal fired Loco's			Oil fired Loco's	
	"R" Class	Other Classes		"R" Class	"N" or "J" Class
		One Engine	Two Engines		
Moorabool	...	5 mins.	5 mins.	...	5 mins.
Inverleigh	...	5 mins.	...	...	...
Cressy	25 mins.	30 mins.	40 mins.	...	10 mins.
Derrinallum	...	10 mins.	15 mins.	10 mins.	10 mins.
Tatyoon	...	5 mins.	10 mins.	...	...

NOTES.

(*c*) Momentum grades—

Down journey—At Mileage.	Speed Necessary. (Miles per hour.)
90½ after leaving Duverney	25
140½ after leaving Maroona	30
139½ at Jackson's Creek...	30
135¼ approaching Ararat	30
131¾ approaching Ararat	30

(*t*) Trains with these loads must be given a clear run into Ararat yard.

(*e*) The running times to Wingeel refer to "P" board.

ARARAT TO GHERINGHAP AND GEELONG.

Engine Running Time						SECTION.		LOAD.										
Roadside Sectional Loads.		Through Ruling Grade Loads.																
3/5ths Load.	Full Load.	3/5ths. Load.	Full Load.	"R" class Full Load		Mileage.	UP	S.	B.	T.			R.	J.	K or N.		Y.	
							Ararat to—											
16	17	15	16	15	...	6	**Langi Logan** (*c*)	...	...	...	...	...	...	...	...	...	...	...
16	19	15	16	15	...	13	**Maroona** (*c*) ...	1800	1800	1600	...	...	1400	1200	1100	...	900	...
19	24	18	23	21	...	21	**Tatyoon** (*g*) ...	...	...	...	...	...	...	...	...	...	...	...
12	16	11	14	12	...	26	**Mininera** ...	...	...	...	...	...	...	...	...	...	...	...
12	13	11	11	11	...	32	**Westmere** ...	...	...	...	...	...	...	...	...	...	...	...
12	14	11	12	10	...	38	**Nerrin Nerrin** ...	...	...	...	...	...	...	...	...	...	...	...
10	11	9	9	9	...	43	**Pura Pura** ...	...	...	...	...	...	...	...	...	...	...	...
16	18	14	16	15	...	49	**Vite Vite** ...	1800	1600	1100	...	...	1160	1040	915	...	680	...
14	15	13	13	13	...	55	**Derrinallum** ...	2100	2100	1800	...	...	1250	1250	1045	...	1000	...
15	16	14	15	15	...	61	**Lismore** ...	...	...	...	...	...	...	...	...	...	...	...
11	13	10	12	11	...	65	**Gnarkeet** ...	...	...	...	...	...	...	...	...	...	...	...
13	14	11	12	11	...	70	**Berrybank** ...	...	...	...	...	...	...	...	...	...	...	...
13	14	11	12	11	...	75	**Duverney** ...	1800	1600	1250	...	...	1160	1040	915	...	680	...
11	12	10	10	10	...	79	**Cressy** ...	2100	2100	1800	...	...	1250	1250	1045	...	1000	...
30	32	30	32	30	...	91	**Wingeel** (*e*) ...	...	...	...	...	...	...	...	...	...	...	...
26	28	26	28	28	...	102	**Inverleigh** ...	...	...	1400	...	...	1250	1250	1045	...	900	...
28	33	27	32	30	...	113	**Gheringhap** ...	1800	1600	1100	...	...	1160	1040	915	...	680	...
10	11	8	9	9	...	117	**Moorabool** ...	...	...	...	...	...	...	...	...	...	...	...
11	11	9	9	9	...	121	**North Geelong** ...	...	2100	2000	...	...	1250	1400	1305	...	1200	...
7	9	5	7	7	...	123	**Geelong** ...	2100	2100	1600	...	...	1250	1250	1130	...	1100	...

Engine Requirements.

	Coal fired Loco's		Oil fired Loco's	
	"R" Class	Other Classes — Each Engine	"R" Class	"N" or "J" Class
Derrinallum	25 mins.	10 mins.	...	10 mins.
Cressy	...	10 mins.	10 mins.	10 mins.

NOTES.

(*c*) Momentum grades—

Down journey—At Mileage.	Speed Necessary (Miles per Hour).
134 after leaving Ararat	30
139½ at Jackson's Creek	30

(*g*) Trains with loads above three-fourths of the full tonnage and hauled by steam locomotives are to be set back at Tatyoon, and recommence the journey from the Down end of the yard.

(*e*) The running times to Wingeel refer to the "P" Board.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD S.	B.	T.	J.	K or N.		Y					
							Geelong to—												
4	6	6	...	...	...	1	**South Geelong** (*dd*) ...	900	750	500	325	315	...	320	...				
...	...	...	...	...	...	3	**Cheetham's Siding** ...	...	...	...	...	...	...	...	...				
29	32	34	...	...	...	13	**Drysdale**	...	...	450	405	390	...	305	...				
...	...	...	...	...	...	20	**Lakers Siding** ...	...	...	...	...	...	...	...	...				
23	24	25	...	...	...	23	**Queenscliff**	...	...	800	570	545	...	450	...				
							UP.												
							Queenscliff to—												
7	7	8	...	...	...	3	**Lakers Siding** ...	...	...	...	...	...	...	...	...				
19	20	23	...	...	...	10	**Drysdale** (*c*)	...	...	500	470	450	...	360	...				
...	...	...	...	...	...	20	**Cheetham's Siding** ...	...	...	...	...	...	...	...	...				
26	26	27	...	...	...	22	**South Geelong** (*c*) ...	...	...	1000	940	900	...	720	...				
4	5	6	...	...	...	23	**Geelong**	1800	1800	1200	800	700	...	750	...				

Engine Requirements.

Queenscliff	20 minutes.

NOTES.

(*c*) Momentum grades—

At Mileage.	Speed Necessary. (Miles per Hour.)
Down journey—57¾ after leaving Drysdale	20
Up journey— 62 after leaving Lakers Siding	30
60 after leaving Lakers Siding	30
54½ after leaving Drysdale	30
48 after leaving Cheetham's Siding	25

(*dd*) From Geelong to South Geelong the loads of Down goods trains assisted in the rear by an engine running tender first are the combined loads of the engines employed.

NORTH GEELONG AND FYANSFORD.

Engine Running Time.								SECTION.	LOAD.											
Roadside Sectional Loads.			Through Ruling Grade Loads.																	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.			Mileage.	DOWN.	B.	T.	J.	K or N.			Y.				
...	...	...	...	...	...			3	**North Geelong** (*d*) **to Fyansford** (*c*) (*e*) ...	900	700	450	435	...		400				
									UP.											
...	...	...	...	...	...			3	**Fyansford** (*d*) **to North Geelong** — ...	1600	1600	1250	1250	...		1200				

NOTES.

(*c*) Momentum grades—

Down journey—At Mileage.	Speed Necessary. (Miles per hour.)
45½ (local mileage about 1½ mile post)	15

(*d*) See General Appendix, for special instructions in regard to Fyansford line.

(*e*) The loads of Goods trains assisted in the rear from North Geelong to Fyansford shall be the combined loads of the two engines employed.

TERANG AND MORTLAKE.

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION.	LOAD. T.	J.	K or N.			Y
							DOWN.						
42	44	46	...	...	...	13	**Terang to— Mortlake**	...	1250	1150	...	...	750
							UP.						
42	44	46	...	...	...	13	**Mortlake to— Terang**	...	1000	900	...	...	700

CAMPERDOWN AND TIMBOON.

							DOWN.						
8	9	10	...	...	...	4	**Camperdown to— Timboon Junction** ...	...	...	...	...	...	...
10	12	15	...	...	...	8	**Naroghid**	450	405	390	...	...	305
11	12	13	...	...	...	13	**Cobden**	...	...	...	...	...	...
11	12	13	...	...	...	17	**Elingamite**	...	...	...	...	...	...
5	5	6	...	...	...	19	**Glenfyne**	...	...	...	...	...	...
13	13	14	...	...	...	23	**Curdie**	1200	900	800	...	...	620
10	12	14	...	...	...	26	**Timboon**	550	405	350	...	...	270
							UP.						
8	9	10	...	...	...	3	**Timboon to— Curdie**	1600	900	800	...	...	620
17	19	21	...	...	...	7	**Glenfyne** ...	350	270	260	...	...	205
5	5	6	...	...	...	9	**Elingamite**	...	...	...	...	...	...
11	12	13	...	...	...	13	**Cobden**	1200	850	770	...	...	600
15	18	21	...	...	...	18	**Naroghid**	550	405	...	...	...	...
10	11	12	...	...	...	22	**Timboon Junction** ...	...	...	...	...	...	...
7	8	9	...	...	...	26	**Camperdown** (c) ...	600	480	390	...	...	305

Engine Requirements.

Cobden "down" journey only take water.	5 minutes.
Timboon	15 minutes.

(c) Momentum grades—

Up journey—At Mileage.	Speed Necessary (Miles per Hour).
130 after leaving Naroghid	25

Engine Running Time. Roadside Sectional Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Through Ruling Grade Loads. 3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	SECTION. DOWN.	LOAD. S.	B.	T.	J.	K or N.	R.		Y			
							Warrnambool to—											
...	...	...	...	...	...	1	**Cattle Siding** ...	...	...	...	...	...	...	...	...	...		
7	8	9	...	...	...	3	**Dennington** (*m*) ...	...	...	...	...	...	...	...	...	...		
7	8	9	...	...	...	6	**Illowa**	1300	1000	800	710	655	740	...	510	...		
14	17	20	...	...	...	10	**Koroit**	900	750	500	450	435	450	...	340	...		
26	30	34	...	...	...	19	**Woolsthorpe** (*c*) (*g*)...			600	...	...			...	...		
...	...	...	...	...	...	...	**Woolsthorpe** (*d*) ...	...	...	1200	970	900	...	...	...	...		
12	13	15	...	...	...	24	**Hawkesdale** (*c*) ...	...	...	700	600	550	...	...	450	...		
16	17	19	...	...	...	30	**Minhamite**	...	...	900	710	660	...	...	515	...		
15	17	19	...	...	...	36	**Purdeet**	...	...	...	...	...	...	...	...	...		
16	17	19	...	...	...	43	**Penshurst** (*c*) ...	...	...	800	630	580	...	...	450	...		
15	16	18		...	...	49	**Tabor**	...	...	...	...	...	...	...	...	...		
12	13	15	...	...	...	55	**Yatchaw**	...	...	...	...	...	...	...	...	...		
15	16	18	...	...	...	62	**Hamilton** (*c*) ...	...	...	1000	800	725	...	...	565	...		
							UP.											
							Hamilton to—											
18	19	21	...	...	...	7	**Yatchaw** (*c*) ...	...	...	1000	700	650	...	...	550	...		
							,, (*h*) ...	...	...	1400	830	800	...	...	620	...		
12	13	15	...	...	...	13	**Tabor**	...	...	...	...	...	...	...	...	...		
15	17	19	...	...	...	19	**Penshurst** (*c*) ...	...	...	1200	800	725	...	...	620	...		
15	16	17	...	...	...	26	**Purdeet** (*c*)...	...	...	...	...	...	...	...	...	...		
11	12	13	...	...	...	32	**Minhamite**	...	...	...	...	...	...	...	...	...		
14	15	16	...	...	...	38	**Hawkesdale**	...	...	...	...	...	...	...	...	...		
10	11	12	...	...	...	43	**Woolsthorpe** ...	...	...	...	...	...	...	...	...	...		
18	20	22	...	...	...	52	**Koroit**			1200	900	800			620	...		
8	9	11	...	...	...	56	**Illowa**	...	...	...	...	...	...	...	...	...		
6	7	8	...	...	...	59	**Dennington** (*c*). ...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	61	**Cattle Siding** ...	...	...	...	...	...	...	...	...	...		
7	8	9	...	...	...	62	**Warrnambool** (*c*) ...	1300	1200	900	900	800	1000	...	620	...		

Engine Requirements

Down and Up—
Koroit ... 10 minutes.
Penhurst ... ... 5 minutes.

NOTES

(*c*) Momentum grades—

At Mileage Down journey—	Speed Necessary (Miles per hour)	At Mileage Up journey—	Speed Necessary (Miles per hour)
180¼ approaching Woolsthorpe	25	226½ after leaving Coleraine Junc.	20
182½ approaching Woolsthorpe	25	223½ after leaving Coleraine Junc.	25
185¼ leaving Woolsthorpe	20	214¼ after leaving Tabor ...	25
202 after leaving Purdeet	25	211 approaching Penshurst ...	25
225¾ approaching Coleraine Junction ...	25	210½ approaching Penshurst ...	20
		207¼ after leaving Penshurst ...	20
		169¼ approaching Dennington ...	25
		168¼ after leaving Dennington	25
		167½ approaching Warrnambool	25

(*d*) For Goods trains only, subject to dividing train at board 182 miles 40 chains and the observance of the following instructions :—

(i) The Driver must be in possession of the train Staff for the Section Koroit—Penshurst.

(ii) The load is to be divided at 182 miles 40 chains, at which point a " White Diamond Board " is provided. The train must be brought to a stand with the engine opposite the Board, when the Guard must secure the rear portion, and uncouple the front portion and accompany it to Woolsthorpe. After sunset or in foggy weather, a Red Light must be placed on the front vehicle of the rear portion of the train left on the Main line. As soon as the front portion has been drawn forward sufficiently far, the Guard must place two detonators ten (10) yards apart upon the line about 200 yards from the front vehicle of the rear portion to notify the Driver, when returning, of the position of the remainder of the train.

(iii) On arrival at Woolsthorpe with the front portion, the Driver must retain possession of the Staff and may return for the rear portion, accompanied by the Guard.

(iv) Should the engine become disabled after leaving the rear portion, assistance is to be obtained in accordance with the Train Staff and Ticket Rules. The Guard must arrange to protect the obstruction in the opposite direction to that in which the Fireman has proceeded.

(*g*) Trains with full loads hauled by steam locomotives to be set back at Woolsthorpe.

(*h*) Assisted in the rear to Stop-board near 226¼ miles. See page 237

(*m*) Loads of Goods trains between Warrnambool and Dennington without a brakevan attached to the train are shown on page 204.

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

SPEED OF ENGINES OR TRAINS.

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

2. **Speed of Trains.**—It must be clearly understood by Enginemen, Electric Train Drivers, Rail Motor Drivers, and Guards, that the maximum permissible speed authorized 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 authorized for that particular section, or with any safe working or other instruction, the Time Table times are not to be adhered to, and the matter is to be promptly reported to the Superintendent of Train Services and Metropolitan or District Superintendent by Station-masters 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 a copy of his report direct to the Superintendent of Train Services.

3. The maximum speeds laid down in respect to the various Lines, or portions of Lines, are subject to :—
   (i) the provisions of Regulation 59 ;
   (ii) the special speeds shown on pages 228 to 233 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 217.

4. The running of engines **tender first** is subject to the instructions on page 233 relating to tender first running. See also Sub-clause (*c*), Clause 1, page 233.

5. (i) Victorian bogie goods vehicles having " P " as the last letter for their classification may be attached to passenger trains and, except in the case of " ZP " brakevans, run at the speeds laid down for passenger trains. Express Goods or Mixed trains consisting solely of bogie passenger vehicles (except suburban motors) and/or Victorian bogie goods vehicles having the letter " P ", " F " or " X " as the last letter of their classification, with the exception of loaded Tank Wagons classed " TWF " or " TWX " may run at speeds laid down for Express Goods trains. The maximum speed for " ZP " brakevans and Tank Wagons classed " TWF " or " TWX " is laid down in Special Rates of Speed, clause 4, page 230.
   (ii) When any goods vehicle, including " Z " and " ZL " brakevans, without " P " " F " or " X " as the last letter of classification is attached to any train, the goods train speed laid down for the various lines must not be exceeded without the special authority of the Chief Mechanical Engineer.
   (iii) It will be the duty of the Guard to inform the Driver at the commencing point of the train of the Maximum Speed allowed due to the classes of vehicles included in the train and the Driver or Guard, if relieved, must pass this information on to his relief.

6. Drivers, Firemen, and Guards must keep a good look-out for hand signals, which will be exhibited at the various localities where **temporary** speed reductions are in force in accordance with the Regulations. It must, however, be understood that repairs to 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 officer any case in which a train runs in excess of the speed laid down, and such report must be forwarded to the Head of the Branch without delay.**

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

Class.	Miles per Hour.	Class.	Miles per Hour.	Class.	Miles per Hour.
		F (Diesel Electric)	20	R	70
B (Diesel Electric)	70			S (See note 3) (Diesel Electric)	70
		J	50		
		K	50	T (Diesel Electric)	60
		L (Electric)	70		
D3	60			W (Diesel Hydraulic)	40
		N	50		
				Y (Diesel Electric)	40
E Electric 1102–1111	40			Narrow Gauge G	20
				NA	20

Note 1.—The maximum speeds laid down for engines in clause 8 hereof are subject to the maximum speeds laid down in respect to various Lines or portions of Lines, and to the conditions imposed above and also on page 176 and 217 to 232.

Note 2.—See page 230 for speed of an engine or engines with a brake-van of fixed-wheel base only attached, and for speed of light engines.

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

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

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 †
Diesel Electric Rail Motors	60
Diesel Rail Car (Walker type) 102 H.P.	45 See footnote
Diesel Rail Car (Walker type) 153 H.P.	50
Diesel Rail Car (Walker type) 280 H.P.	60 (without trailer) 50 (with trailer)

† See Clauses 3 and 5, page 216.

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

(*b*) **The maximum speeds shown above for Rail Motor Trains are subject to the Maximum Speeds laid down for Passenger Trains for the line or portion of the line over which the Rail Motor is running and to the conditions imposed hereunder and on pages 216 to 233 inclusive. Where any goods vehicle is attached, the speed laid down on page 230 for the type of vehicles concerned must not be exceeded.**

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

CLASSES OF ENGINES ALLOWED TO RUN ON VARIOUS LINES.

Except where otherwise provided, the following are the particulars of the classes of engines that are allowed to run over the various broad-gauge Lines. The words "**and lighter,**" in respect of some Lines or portion of Lines mean engines of a lighter axle load than the class specified. (See instruction, page 218, for engine axle loads.)

1. Except where instructions to the contrary are in force the classes of engine 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 authorize the running, for one return trip, of a heavier class of engine (excluding " B " and heavier classes) than specified for a particular Line.

3. (*a*) On the Branch Lines specified hereunder, engines of a heavier axle load than those ordinarily authorized on pages 219 to 228 to run over such Branch Line, may, when necessary for shunting purposes, and subject to Block Working Rules, be placed on the Branch Line at the station named ; in every such case the speed specified herein for the local movement on the Branch Line must not be exceeded. See also clause (*b*).

Station.	Branch Line.	Class of Engine that may be Used for Shunting on Branch Lines.	Speed. Miles per Hour.
Linton Junction	Skipton	All classes	10
Lubeck	Marnoo	"	10
Murtoa	Hopetoun	"	10
Horsham	Natimuk	"	10
Dimboola	Jeparit	"	10
Waubra Junction	Waubra	"	10
South Geelong	Queenscliff	"	10
Koroit	Hamilton	"	10
Hamilton	Balmoral	"	10

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

Engines of a greater axle load than " T " Class must not operate in Angliss' siding at Footscray.

5. **Geelong.**—" R " Class engines are not permitted to pass over Brougham Place subway, situated at the Up end of the station, on Nos. 2 and 3 carriage sidings.

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

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

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

7. **Pier and Wharf Lines.**—"R," "S," or "B," Class engines are not permitted to run on any pier or wharf Line, unless specially authorized.

8. **Linton Junction and Ballarat Cattle Yards Siding.**—Engines of a heavier axle load than the " J" class must not operate in the Freezing Works Siding or Redan Siding.

ENGINE AXLE LOADS.

The maximum axle loads of the various classes of engines are as under :—

Class.	Maximum Axle Load.	Length Overall
	T. C. Q.	Ft. Ins.
Broad-gauge—		
" R "	19 10 0	77 3¼
" S " (Diesel Electric)	19 0 0	60 11
" B " (Diesel Electric)	18 12 0	60 10
" T " (Diesel Electric) (320 to 346)	17 0 0	47 9
" T " (Diesel Electric) (347 onwards)	17 0 0	43 11
" F " (Diesel Electric)	16 14 0	30 1½
" L " (Electric)	16 4 0	59 0
" W " (Diesel Hydraulic)	16 0 0	30 1
" Y " (Diesel Electric)	16 0 0	40 0
" J "	14 10 0	60 0½
" E " (Electric) (1102 to 1111)	13 15 2	38 8½
" D3 "	13 14 0	58 3⅜
" K "	13 10 0	60 3⅜
" N "	13 10 0	67 5¼
Narrow-gauge—		
" NA "	9 9 2	

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

Suburban District Line or Portion of Line Between–	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains		Goods, Express Goods or Mixed Trains		
	Electric Diesel or Steam Loco. Funnel First	Steam Loco. Tender First	Electric Diesel or Steam Loco. Funnel First	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Flinders Street and Spencer Street ...	20	20	15	15	All classes
Spencer Street and North Melb. Jctn.	40	30	15	15	All classes
When diverging from Up East Suburban Line to Up West Suburban Line at Franklin Street Junction	10	10	10	10	
When diverging from a Straight Road on other Lines at Franklin Street Junction ...	20	20	15	15	
North Melbourne Junction and Newport	40	30	30	30	All classes, see Note 4, page 218
Entering Newport Goods Yard	...	...	5	5	
South Kensington and City Abattoirs	...	...	10	10	"S" and lighter,
Maribyrnong River Line—					
In clear daylight	...	...	10	10	"S" and lighter,
During darkness or foggy weather	...	...	5	5	
Spotswood and Powerhouse Yard ...	...	...	10	10	All classes
Newport and Williamstown ...	40	30	30	30	All classes
Williamstown Beach and North Williamstown (via Loop Siding)	...	...	5	5	
Williamstown and Williamstown Pier Station	20	20	20	20	All classes
Newport and Newport South Jctn. ...	50	30	30	30	All classes
Newport South ("B" Box) and Newport ("A" Box), via Loop Siding "A"	...	...	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, See note 4, page 218
Footscray and Sunshine **Sunshine and Albion** ...	See page 221				
South Kensington and West Footscray	See note 6, page 223				All classes
South Kensington and South Dynon Junction (Maribyrnong River)	...	...	25	25	All classes
South Dynon Junction and West Footscray Junction	...	...	40	30	All classes
Over the Fixed Points at West Footscray Junction until the whole of the train has cleared the points	...	...	10	10	All classes
West Footscray and Sunshine—					
Into Tottenham Gravitation Yard	...	...	15	15	All classes

† See clauses 3 and 5, page 216

Melbourne Goods Yards (including North Melbourne Junction and Arden-street), Flinders-street Yard.

Line or Portion of Line	Maximum Speed †
	Miles per Hour
Between Viaduct Junction, Dudley-street, and North Melbourne	
* Between Dudley-street Signal Box and Viaduct Junction, in clear weather	10
* Up and Down Coburg Goods Lines, between Dudley-street Box and North Melbourne Junction, in clear weather	10
Northern and Western Goods Lines	
* Between Dudley-street Signal Box and South Kensington Junction (Down and Up journeys), in clear weather, subject to the note hereunder	10
NOTE.—On the Up journey between South Kensington and Weighbridge Junction, trains must not approach Weighbridge Junction from the top of the bank at a greater speed than five (5) miles per hour, and when they arrive on Siding " D " or " H " must stop clear of Weighbridge Junction.	
North-Eastern Goods Lines	
* Between Dudley-street Signal Box and Kensington Junction (Down and Up journeys), in clear weather	10
* Between Dudley-street Box and North Melbourne Gravitation Sidings (Up and Down journeys)	10‡
Trains arriving in Melbourne Goods Yard when passing Dudley-street Signal-box	10‡
Trains departing from Melbourne Goods Yard when passing Dudley-street Signal-box	10
Light engines passing Dudley-street Signal-box to or from Engine Shed, and South Dynon Diesel Depot	15
Light engines passing Dudley-street Signal-box going to coal stage, South Side	10
Passing level Crossings between the Yard and Victoria and Appleton Docks. ... ... See Special Instructions in the General Appendix	5
On the Reversing Loop	4
Light engines passing Franklin Street Signal-box to or from engine shed, and South Dynon Diesel Depot via engine Flyover Road	15
Macaulay and North Melbourne	
Goods trains passing through Arden-street Sidings. See Special Instructions in the General Appendix	5
Flinders-street Station	
The speed of any train or engine, on any siding, or when being shunted to or from any siding and a running Line at Flinders-street, must not exceed 15 miles per hour. This is subject to the special speeds specified hereunder :—	
Over Viaduct Sidings	5
Flinders-street Station, between Box " A " on the west side and Boxes " B " and " C " on the east side, all roads. Subject to the further restriction (see hereunder) in regard to Nos. 2 and 7 Roads	15
From West End of Nos. 2 and 7 Roads to Swanston-street Bridge	5
" C " Box, Flinders-street	
Arriving trains from the Camberwell Line between the East end of " C " Signal-box and Nos. 6 and 7 Roads, and No. 5 Road via " U "	15
" D " Box Flinders-street	
Up trains from the Clifton Hill Line, between the overhead bridge near Auto Signal S 22 and the platform ; speed must not be increased after passing 3-position Home Signal No. 5 ...	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 Signals Nos. 33 and 34 and Swanston Street Bridge on Nos. 1 and 2 East Roads at Flinders Street Station. ...	15
Jolimont Goods Yard	
Entering from the East or West end	10

† See clauses 3 and 5, page 216

* **Foggy Weather.**—In foggy weather, or when from any other cause a distinct view cannot be obtained the speed must not exceed five (5) miles per hour on any Permissive Block or Permissive Track Block Section.

‡ If the Air Brake is not continuous throughout the train, the maximum speed must not exceed five (5) miles per hour.

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

Line or Portion of Line Between—	Maximum Speed †				Classes of Engines Allowed to Run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Footscray and Sunshine ...	50	40	30	30	All classes, See note 4, page 218
Sunshine and Albion	50	...	40	30	All classes, see note 4, page 218
Sunshine and Parwan—	70	60	40 (See note 4 page 223)	30	All classes
Parwan and Bacchus Marsh—	60	60	40	30	All classes
Passing over bridge at 30 miles 35 chains					
All classes	35	35	35	30	
Bacchus Marsh and Ballarat East—	70	60 (See note 5 page 223)	40 (See note 4 page 223)	30	All classes
Passing over bridge at 35 miles 52 chains—	55	55	40	30	
Passing over bridge at 42 miles 3 chains— ...	65	60	40	30	
Down Trains entering Ballarat Goods Yard, when passing over Humffray Street Level Crossing, Ballarat East	...	...	5	5	
Trains or Engines running to and from Ballarat East Loco. Yards	...	...	5	5	
Ballarat East and Ballarat North ("C" Box)	20	20	20	15	All classes
Ballarat North ("C" Box) and 125 miles 40 chains	70	60 (See note 5 page 223)	40 (See note 4 page 223)	30	All classes
Passing over bridge at 108 miles 8 chains—	60	60	40	30	
125 miles 40 chains and Ararat ...	60	60	40 (See note 4 page 223)	30	All classes

† See clauses 3 and 5, page 216

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

Line or Portion of Line between—	MAXIMUM SPEED †				Classes of Engines allowed to run
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	Steam Loco. Tender First	
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	
Ararat and Gerang Gerung	70	60 (See note 5 page 223)	40 (See note 4 page 223)	30	All classes
Passing over bridge at 233 miles 32 chains— ...	60	60	40	30	
Gerang Gerung and Lillimur	60	60	40 (See note 4 page 223)	30	All classes
Lillimur and Serviceton	70	60	40 (See note 4 page 223)	30	All classes
North Geelong and Warrenheip	60	60 (See note 5 page 223)	40	30	All classes
Newport South Junction and North Shore ...	70	60	40 (See note 4 page 223)	30	All classes
Newport South Junction, Up trains diverging from single Line to Double Line	30	30	30	30	
Werribee—Between the Up end of the Level (Gate) crossing at the Up end of Werribee and the Up end of the Werribee River Bridge on Down side of Werribee.	60	60	40	30	
Passing over Werribee River Bridge— "R" class engines excepted	60	60	40	30	
"R" class engines except when double headed	60	60	40	30	
Double-headed trains hauled by two "R" class engines or by one "R" class engine and one of any other class (See notes 1, 2 and 3 below re "R" class engines)	30	30	30	30	
North Shore and Geelong	70	45	40	30	All classes See note 5 page 218

† See clauses 3 and 5, page 216.

NOTES.—(1) The tender of "R" class engines must not contain more than 7000 gallons of water (about 1 ft. 6 ins. from top of tank) when passing over the Werribee River Bridge.

(2) No other vehicle, either moving or stationary, must be allowed on the parallel track on the Werribee River Bridge at the same time as an "R" class engine is passing over the Bridge.

(3) Central Control must advise the Officer-in-Charge, Werribee, of every case where a train is run by an "R" class engine, and the latter must see that the instruction in Note (2) hereof is strictly observed.

Notes—*continued.*

4. The maximum speed between Sunshine and Parwan, Bacchus Marsh and Ballarat East, Ballarat North " C " Box and 125 miles 40 chains, Ararat and Gerang Gerung, Lillimur and Serviceton and Newport South Junction and Geelong for any Goods train (Up or Down) **excepting Express Goods trains so shown in the Time Table** consisting of all automatically coupled vehicles (including engine and brakevan) and running funnel first will be forty-five (45) miles per hour. It will be the duty of the Guard of any such train to inform the Driver at the commencing point of the trains and also at any point where the composition of the train is altered, if the train is not completely automatically coupled and the Driver, if relieved must pass this information on to his relief.

5. At the undermentioned locations, Boards (see sub-clause (b) and (c) of clause 3, page 230) are provided indicating the **Maximum Speed for Express Goods Trains** (F) and **Passenger Trains** (P).

Melbourne—Serviceton		**Speed Indication** M.P.H.
Down Journey		
Mileage		
62½	Approaching Bungaree	F 50
71½	Approaching Ballarat East	F 50
101¼	Approaching Beaufort	F 55
135¼	Approaching Armstrong	F 55
223¼	Approaching Dimboola	F 55
Up Journey		
204¾	Approaching Horsham	F 50
133½	Approaching Ararat	F 50
118	Approaching Buangor	F 55
64¾	Approaching Bungaree	F 45 P 55
Geelong—Ballarat		
Up Journey		
85	Approaching Lal Lal	F 55
63¼	Approaching Lethbridge	F 40
49½	Approaching Moorabool	F 55
45¼	Approaching North Geelong	F 55

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

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

Line or Portion of Line Between—	Maximum Speed. †			Classes of Engines Allowed to Run
	Engine Funnel First.		Engine Tender First	
	Passenger Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour.	Miles per Hour.	Miles per Hour.	
Ballarat East and Eureka	15	15	15	"J" and lighter
Eureka Tile Company's Siding ...	...	5	5	
Linton Junction and Ballarat Cattle Siding ...	...	15	15	"T" & lighter (See note 8, page 218)
Ballarat and Waubra Junction—	50	40	25	All classes
Over S.E.C. Siding, Down side Ballarat Nth.	...	10	10	
Waubra Junction and Ballarat Racecourse Platform—				"T" & lighter
"T" and "W" class engines excepted	25	25	20	
"T" and "W" class engines ...	15	15	15	
Ballarat Racecourse Platform and Waubra ...	20	20	20	"J" & lighter
Linton Junction and Linton—				"J" and lighter,
'J," "K," "N," "T" and "W" class engines and double headed trains excepted ...	40	30	20	"T" and "W"
"J," "K" and "N" class engines and double-headed trains	25	25	20	
"T" and "W" class engines ...	20	20	...	
Between mileages 80½ and 81½ between Cardigan and Kopke and 93½ and 94½ and 96 and 97 between Newtown and Happy Valley. All Mixed and Goods trains	...	35	20	
Linton and Skipton	15	15	15	"J" and lighter
Lubeck and Rupanyup				
"T" class engines excepted	25	25	20	"J" & lighter & "T"
"T" class engines	20	20	...	
Rupanyup and Bolangum—	20	20	20	"J" & lighter & "T"
Between mileages 190 and 191½ and 202½ and 203½ "T" class engines excepted ...	25	25	25	
"T" class engines	20	20	...	
Murtoa and Warracknabeal	60	40	30	"S" & lighter,
Warracknabeal and Warrackside—				"B" & lighter,
"B," "T," "J," "K" "N" and "W" class engines excepted ...	40	35	20	
"J," "K" and "N" class engines ...	30	30	20	
* "T" and "W" class engines (see note)...	20	20	...	
and "B" class engines ...	...	10	10	
Warrackside and Hopetoun—				"J" and lighter, "T"
"J," "K," "N" "T," and "W" class engines excepted	40	35	20	and "W" (See note)
"J," "K" and "N" class engines ...	30	30	20	
* "T" and "W" class engines (See note)...	20	20	...	
Hopetoun and Patchewollock	20	20	20	"J" and lighter

† See clauses 3 and 5, page 216.

NOTE :—(1) On any line indicated by *, a "T" class Diesel Electric Locomotive must not be run unless each trip of such locomotive is authorised by the Chief Civil Engineer.

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

Line or Portion of Line Between—	Maximum Speed.†			Class of Engines Allowed to Run
	Engine Funnel First		Engine Tender First.	
	Passenger Trains.	Goods or Mixed Trains.	All Trains.	
	Miles per Hour	Miles per Hour	Miles per Hour	
Horsham and Goroke—				
Diesel Rail Cars, ...	35	...	...	"J" and lighter, "T" and "W" (See note 1, page 224)
"T" and "W" class engines excepted ...	30	25	25	
* "T" and "W" class engines... ...	20	20	...	
Goroke and Carpolac—	30	30	20	"J" and lighter
East Natimuk and Toolondo—				"J" and lighter & "T" and "W" (See note 1, page 224)
"J," "K," "N," "T" and "W" class engines and Double-headed trains excepted ...	40	35	25	
"J," "K" and "N" class engines ...	30	30	25	
Double-headed trains	25	25	25	
* "T" and "W" class engines ...	20	20	...	
Toolondo and Kanagulk	20	20	20	"J" and lighter "T" and "W" (See note 1, page 224)
Kanagulk and Hamilton—				"J" and lighter & "T" and "W" (See note 1, page 224)
Double-headed trains and "T" and "W" class engines excepted	30	25	20	
Double-headed trains	25	25	20	
* "T" and "W" class engines ...	20	20	...	
Dimboola and Rainbow—				"J" and lighter & "T" and "W" (See note 1, page 224)
"T" and "W" class engines excepted ...	30	25	20	
* "T" and "W" class engines ...	20	20	...	
Rainbow and Yaapeet	20	15	15	"J" and lighter
Jeparit and Yanac —				
"T" and "W" class engines excepted ...	30	25	20	"J" and lighter & "T" and "W" (See note 1, page 224)
* "T" and "W" class engines ...	20	20	...	

† See clauses 3 and 5 page 216.

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

Line or Portion of Line Between	Maximum Speed †			Classes of Engines Allowed to Run
	Engine Funnel First		Engine Tender First	
	Passenger Trains.	Goods or Mixed Trains.	All Trains	
	Miles per Hour	Miles per Hour	Miles per Hour	
Over Harbour Trust Low Level Sidings, North Geelong	...	5	5	All classes (See note 5, page 218)
Geelong "A" Box—Down end of Passenger Platforms on Nos. 1, 2, 3 and 4 Roads ...	25	25	15	All classes
North Geelong Loop Line between Box "A" and Box "C"	20	20	20	All classes
Entering Sidings "A"	...	5	5	
In Sidings "A" when proceeding towards "A", or "B", Box	...	5	5	
Geelong and Warrnambool—	60	40	30	All classes
Geelong Box "A" and Down end of Passenger Platforms	20	20	15	
Geelong and Geelong Pier	...	5	5	"B" and lighter.
Warrnambool and Warrnambool Pier—				
(*a*) Fenced portion	...	10	10	
(*b*) Unfenced portion	...	5	5	
Warrnambool and Port Fairy	60	40	30	All classes

† See clauses 3 and 5 page 216.

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

Line or Portion of Line Between—	Maximum Speed.† Engine Funnel First. Passenger Trains	Maximum Speed.† Engine Funnel First. Goods or Mixed Trains	Maximum Speed.† Engine Tender First. All Trains	Classes of Engines Allowed to Run.
	Miles per Hour.	Miles per Hour.	Miles per Hour.	
North Geelong and Fyansford	...	15	15‡	"B" and lighter
South Geelong and Queenscliff ...	40	30	20	"J" and lighter and "T" and "W"
Timboon Junction and Glenfyne—				
"J," "K," "N" "T" and "W" class engines excepted	30	30	25	"J" and lighter and "T" and "W" (See note 1, page 224)
"J," "K" and "N" class engines ...	25	25	20	
* "T" and "W" class engines ...	20	20	...	
Glenfyne and Timboon—				
"T" and "W" class engines excepted...	25	25	25	"J" and lighter, and "T" and "W" (See note 1, page 224)
* "T" class and "W" engines ...	20	20	...	
Terang and Mortlake	20	20	20	"J" and lighter and
Koroit and Penshurst—				
"J," "K," "N" "T" and "W" class engines and double-headed trains excepted	30	30	20	"J" and lighter, and "T" and "W" (See note 1, page 224)
"J," "K" and "N" class engines and double-headed trains	25	25	20	
* "T" and "W" class engines... ...	20	20	...	
Penshurst and Coleraine Junction—				
"T" and "W" class engines excepted ...	25	25	20	"J" and lighter, and "T" and "W" (See note 1, page 224)
* "T" and "W" class engines ...	20	20	...	
Penshurst and Ballast Pit Line	...	10	10	"J" and lighter
Gheringhap and Vite Vite	30	30	25	All classes
Vite Vite and Maroona	50	40	30	All classes
Ararat and Maroona—	40	30	25	All classes
Maroona and Coleraine Junction—	50	40	25	"S" and lighter, and "R"
"B," "S" "T" and "W" class engines when passing over Grange Burn Creek between Hamilton and Coleraine Junction	30	30	25	
"R" class engines when passing over Grange Burn Creek between Hamilton and Coleraine Junction	10	10	10	
Coleraine Junction and Portland	50	40	25	"J" and lighter "S," "B" and "T" and "W"
Portland and Portland Pier	...	5	5	

† See clauses 3 and 5, page 216. ‡ During darkness the tender first speed is 10 miles per hour.

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

Line or Portion of Line Between—	Maximum Speed.†			Classes of Engines Allowed to Run
	Engine Funnel First.		Engine Tender First.	
	Passenger Trains	Goods or Mixed Trains	All Trains.	
	Miles per Hour	Miles per Hour	Miles per Hour	
Coleraine Junction and Coleraine—				
"J," "K," "N" "T" and "W" class engines and double-headed trains excepted	30	30	20 (*a*)	"J" and lighter, and "T" and "W" (See note 1, page 224)
"J," "K" and "N" class engines and double-headed trains	25	25	20 (*a*)	
*"T" and "W" class engines	20	20	...	
Between mileages 210 and 212, "J," "K" and "N" class engines and double-headed trains excepted	...	35	20 (*a*)	
Branxholme and Casterton—				
"J," "K," "N" "T" and "W" class engines excepted	30	30	20	"J" and lighter, and "T" and "W" (See note 1, page 224)
"J," "K" and "N" class engines ...	25	25	20	
* "T" and "W" class engines ...	20	20	...	
Heywood and South Australian Border ...	25	25	20	"J" and lighter
South Australian Border and Mount Gambier ...	20	20	20	"J" and lighter
Over McDonnel Bay and Ferrars-street Level Crossing east end of Mount Gambier Station Yard, all trains	4	4	4	

† See clauses 3 and 5, page 216

SPECIAL SPEEDS

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

(i) *the provision of Regulation* 59 ;

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

(iii) *the Special Speeds laid down in clauses* 8 *and* 9, *pages* 216, 217.

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 engine or train enters on the curve, and the indicated speed must not be exceeded until the whole of the train is clear of the curve.



(*b*) The following tables give respectively the maximum speeds around curves of certain radii on Suburban Lines, and on all other Lines. These speeds are indicated on the Curve Boards.

Suburban Lines		All Other Lines	
Radius of Curve in Chains	Maximum Speed	Radius of Curve in Chains	Maximum Speed
	Miles per Hour		Miles per Hour
Less than 8	10	Less than 8	10
8 to 9	15	8 to 9	15
More than 9 » 11	20	More than 9 » 12	20
» 11 » 14	25	» 12 » 15	25
» 14 » 18	30	» 15 » 25	30
» 18 » 22	35	» 25 » 30	35
» 22 » 26	40	» 30 » 35	40
» 26 » 30	45	» 35 » 40	50
» 30 » 35	50	» 40	60
» 35 » 40	55	Special Speeds for curves between Sunshine and Serviceton.	
» 40	60	More than 15 to 25	35
		» 25 » 30	40
		» 30 » 35	45
		» 35 » 40	55
		» 40	60

2. **Passing Over Points.**—The following Speed Restrictions apply generally when passing over points at stations, junctions, and sidings :—

—	Maximum Speed	
	When Running to or from Lines Diverging from the Straight Road	When Running on the Straight Road
	Miles per Hour	Miles per Hour
(*a*) Except as shown in sub-clauses (*b*) and (*c*) hereof—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points ...	25	40‡
(ii) Over Facing Points held by hand	15	15
(*b*) On the following lines the Speed Restrictions specified hereunder will apply over Facing Points worked from a Locking Frame or otherwise securely fastened or over Trailing Points— ...		
Port Fairy Line—		
(i) Between Newport South Junction and Geelong ...	25	70‡
(ii) Between Geelong and Port Fairy	25	50‡
Serviceton Line—Between Sunshine and Gerang Gerung except at Melton, Parwan, Bacchus Marsh, Millbrook, Bungaree, Warrenheip, Linton Junction, Ararat, Stawell, Murtoa, Horsham and Dimboola.	25	70‡
At Melton, Parwan, Bacchus Marsh, Millbrook, Bungaree, Warrenheip, Linton Junction, Ararat, Stawell, Murtoa, Horsham and Dimboola.	25	60‡
(ii) Between Kiata and Serviceton	25	60‡
Geelong–Ballarat Line—Between Nth. Geelong and Warrenheip	25	50‡
Warracknabeal Line—Between Murtoa and Warracknabeal ...	25	50‡
Ballarat–Maryborough Line—Between North Ballarat and Maryborough	25	50‡
(*c*) Diesel Rail Cars (Walker type)—102 H.P. and 153 H.P.—		
(i) Over Facing Points worked from a Locking Frame or otherwise securely fastened, or over Trailing Points ...	10	40‡
(ii) Over Facing Points held by hand	10	10

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

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

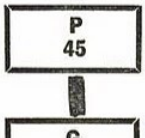
Description	Maximum Speed
	Miles per Hour
Terminal Stations—	
When engine is passing the near end of platform at which the train has to stop. See clause (*d*), Rule 12, Appendix III., and the General Appendix	15
Suburban Stations—	
Entering and passing through in foggy weather	15
On Single Lines—	
When entering a crossing station at which the train has to stop	15
Tablet or Staff Stations—	
When staffs are exchanged by means of Staff Automatic Exchange apparatus ...	
(*a*) Between Sunshine and Serviceton	70*
(*b*) Between South Geelong and Winchelsea	55
When exchanging tablet, or miniature staff, by hand—	
(*a*) When cane carrier is used	20‡‡
(*b*) When staff automatic exchange carrier is used	15‡‡
When exchanging staff (ordinary type) or delivering ticket	15‡‡
Rail Motor Trains when driver is delivering or receiving a staff or ticket ... (See also General Appendix ix)	6
"S" Class Diesel Electric Locomotives–Hostler's End Leading	See Note ‡‡‡
Crossing Stations—	
When pushing 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

* See sub-clause (b) of Clause 2, page 229

‡‡ NOTE.—When an Engineman is receiving a Tablet or Staff from or delivering a Tablet or 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 Tablet or Staff with a Signalman standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely. ‡‡‡ When an Engineman on an "S" Class Diesel Locomotive running Hostler's End Leading is receiving a Tablet or Staff from, or delivering a Tablet or Staff to or exchanging a Tablet or Staff with a Signalman either on platform level or ground level the locomotive must be brought to a stand in order that the operation may be safely effected.



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



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



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

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

Description	Maximum Speed
	Miles per Hour
Passenger train to which is attached anywhere on the train any 6-wheeled "ZP" brake-van or brake-vans	60
Goods trains by which "Dead" engines are conveyed—See page 233, General Appendix ...	...
Goods Trains on Running Lines without a Brake Van in the rear	15
Any Victorian bogie goods vehicle, "ZP" excepted, having "P" as the last letter of its classification	70
Any Victorian bogie goods vehicle, (except Tank Wagons,) having "F" or "X" as the last letter of its classification	60
Tank Wagons classified as "TWF" or "TWX" when loaded	50

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

Description	Maximum Speed
Light Engines—	Miles per Hour
Tank Wagons classified as " TWF " or "TWX" when empty	60
" Z " or " ZL " brake-vans and goods vehicles, except Victorian bogie goods vehicles with " P," " X " or " F " as the last letter of their classification	45
Suburban " M," " ABM " and " CM " Cars numbered below 500	50
Suburban " M " Cars numbered over 500	70
" S " Class Diesel Electric Locomotive No. 1 End Leading	60
" S " Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 216)	30
" B ", " L " or " T " class	60
" D3 ", " R ", " J ", " K " or " N "	50
" W ", " Y " class	40
" F " class	20
Engine or engines with brake-van of fixed-wheel base only attached	45
Engines when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Van Train or any Train to which a Break-down Brakevan is attached	40
Any Train by which any Steam or Diesel Crane is conveyed	The maximum speed for the Steam or Diesel Crane conveyed
Diesel Crane—	See Note
Diesel travelling Crane No. 45 (Way and Works Branch, 10 tons)	

NOTE :—The maximum permissible speed for the Way and Works Branch No. 45 Diesel Crane 10 tons will be as follows :—

Line or portion of Line	Maximum Speed	Line or portion of Line	Maximum Speed
	M.P.H.		M.P.H.
Sunshine and Serviceton	30	Dimboola and Rainbow	20
Ballarat East and Eureka	15	Rainbow and Yaapeet	20
Linton Junction—Ballarat Cattle Yards	15	Jeparit and Yanac	20
North Geelong and Warrenheip	30	Newport South and Port Fairy	30
Linton Junction and Linton	20	NOTE :—Passing over Werribee River Bridge subject to restrictions shown in Page 222.	
Linton and Skipton	15		
Lubeck and Rupanyup	20	North Geelong and Fyansford	15
Rupanyup and Bolangum	15	Gheringhap and Maroona	30
Murtoa and Warracknabeal	30	Ararat and Heywood	30
Warracknabeal and Hopetoun	20	Heywood and Portland	30
Hopetoun and Patchewollock	20	Timboon Junction and Timboon	20
Horsham and Goroke	20	Terang and Mortlake	20
Goroke and Mortat	20	Koroit and Coleraine Junction	20
Mortat and Carpolac	15	Coleraine Junction and Coleraine	20
East Natimuk and Kanagulk	20	Branxholme and Casterton	20
Kanagulk and Hamilton	20	Heywood and South Aust. Border	20

On Metropolitan and Suburban Lines the 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.

	Miles per Hour
Steam Cranes—	
No. 10 (Rolling Stock Branch, 10 tons)	15
Nos. 2, 3, 4, 8, 9 and 15 (Rolling Stock Branch, 5 tons)	20
No. 11 (Rolling Stock Branch, 7 tons)	30
Nos. 5 and 7 (Rolling Stock Branch, Wreckage, 30 tons)	40 (See note)
No. 6 (Rolling Stock Branch, Wreckage, 10 tons)	30
Nos. 33 and 36 (Stores Branch, Grab)	15
Nos. 41, 42, 43 and 44 (Way and Works Branch, 3 tons)	15
Nos. 18 and 19 (Rolling Stock Branch, Wreckage, 60 tons)	40 (See note)

NOTE :—When the 30 ton Wreckage Cranes (Nos. 5 and 7) and/or the 60 ton Wreckage Cranes (Nos. 18 and 19) 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 herein.

4. **Various Trains, Light engines, Steam, Diesel Cranes and Diesel Fordson Rail Tractors**—continued.

The maximum permissible speeds for 60 ton and 30 ton wreckage cranes on the following lines or portions of lines are as follows :—

Line or Portion of Line between	Maximum Speed	
	60 ton Cranes Nos. 18 and 19	30 ton Cranes Nos. 5 and 7
Western and South Western District—	Miles per Hour	Miles per Hour
Sunshine and Serviceton	40	40
Ballarat East and Eureka	Not allowed	15
North Geelong and Warrenheip	40	40
Linton Junction and Ballarat Cattle Yards	Not allowed	15
Linton Junction and Linton	"	25
Linton and Skipton	"	15
Lubeck and Rupanyup	"	25
Rupanyup and Bolangum	"	15
Murtoa and Warracknabeal	40	40
Warracknabeal and Hopetoun	Not allowed	30
Hopetoun and Patchewollock	"	20
Horsham and Goroke	"	30
Goroke and Mortat	"	25
Mortat and Carpolac	"	20
East Natimuk and Kanagulk	"	30
Kanagulk and Hamilton	"	30
Dimboola and Rainbow	"	30
Rainbow and Yaapeet	"	25
Jeparit and Yanac	"	30
Newport South Junction and South Geelong subject to restrictions shown in page 222 for Werribee River Bridge	40	40
NOTE :—**Geelong.** The 60 ton Crane may pass over Brougham Place Subway on Nos. 1, 2, 3 and 4 roads (passenger side) at a maximum speed of 20 m.p.h.		
South Geelong and Port Fairy	40	40
North Geelong and Fyansford	Not allowed	15
Gheringhap and Maroona	20	30
Ararat and Heywood	40	40
Over bridges at 183 mls. 0 chs. 63 lks.; 202 mls. 43 chs. 48 lks., and 235 mls. 4 chs. 71 lks.	15	40
Heywood and Portland	Not allowed	40
Timboon Junction and Timboon	"	25
Terang and Mortlake	"	20
Koroit and Coleraine Junction	"	25
Coleraine Junction and Coleraine	"	25
Branxholme and Casterton	"	25
Heywood and South Australian Border	"	25
South Australian Border and Mount Gambier	"	20

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

DIESEL FORDSON RAIL TRACTOR

Description	Maximum Trailing Load	Maximum Speed
Diesel Fordson Rail Tractor—	Tons	Miles per hour
On Level Track	225	20
On grades 1 in 50	30	
„ „ 1 in 75	65	
„ „ 1 in 100	85	
„ „ 1 in 110	90	
„ „ 1 in 200	150	

ENGINES RUNNING TENDER FIRST

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

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

ENGINES ASSISTING IN FRONT OF TRAIN
(Regulation 174)

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

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

(*c*) In the case of—

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

(ii) Mixed Trains.—Except when specially authorized, the load, vehicular or tonnage, of the train engine must not be exceeded. In no case must either engine be run tender first.

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

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

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

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

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

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

Melbourne and Serviceton, via Bacchus Marsh.
Newport and Sunshine Loop Line.
Geelong and Ballarat.
Ballarat and Skipton.
Ballarat and Maryborough.
Murtoa and Hopetoun.
Horsham and Goroke.
Hamilton and East Natimuk.
Dimboola, Yaapeet and Yanac.
Melbourne and Geelong.
South Geelong and Koroit.
Koroit to Geelong.
Koroit and Port Fairy.
Gheringhap and Maroona.
Ararat and Portland.
Camperdown and Timboon.
Koroit and Hamilton.
Hamilton and Coleraine.
Branxholme and Casterton.
Heywood and Mount Gambier.

ENGINES ASSISTING IN REAR OF TRAINS.

(Regulation 173.)

1. Engines are only to assist in the rear of trains over such sections of the Line as are shown in the following list, or in cases of emergency, in accordance with the Rules and Regulations. Any engine without buffers used as a bank engine must run coupled. Bank engine at rear of vehicles without buffers must run coupled.

2. The Bank engine must come to the rear of the train it is going to assist, while such train is stationary, and, after the enginemen have exchanged the proper Signals, the train must start from a state of rest.

3. On the arrival of the train at the appointed place, at the top of the incline, the train must stop for the Bank engine to be uncoupled. If, however, the Bank engine be authorized to run uncoupled, it will cease to push at the top of the incline, and the train may proceed on its journey without stopping.

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

5. (*a*) Except where otherwise specified, every engine assisting in the rear must **run coupled** to the train, in which case the Automatic Air Brake apparatus must be connected throughout.

(*b*) When circumstances permit, the assisting engine must be attached to the rear of the train before the Train Examiner commences the Brake Test.

(*c*) At certain locations where trains may be assisted in the rear from a station to an intermediate point in the section, the instructions in some cases provide that the engine assisting in the rear will run uncoupled. When a brake van not equipped with buffers is utilized as the rear vehicle on a Goods train which is to be assisted by an engine in the rear, the engine assisting in the rear must be coupled to the train by means of the Automatic Couplers and the Automatic Air Brake must be connected throughout. On arrival of the train at the Stop Board ; or location to which the engine assisting in the rear is allowed to run the train must be stopped and the engine assisting in the rear detached from the train for the return to the station in the rear.

6. When a Bank engine runs through the section, it must not be uncoupled at the Station to which it is appointed to run until the train with the Bank engine attached is well within the Home Signal.

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

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

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

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

Section.	Class of Train and Special Instructions to be Observed.
Bacchus Marsh to Parwan	Goods Trains.
Ballarat to Warrenheip ...	1. Passenger Trains. 2. Goods Trains (with one or two engines in front).
Ballarat to Ballarat "D" Box (Linton Junction)	Goods Trains.
Ballarat "C" Box (North Ballarat) to Ballarat.	Goods Trains.
Ararat to "Stop Board" at 132 miles 40 chains.	1. Mixed Trains. 2. Goods Trains. Bank Engine to run uncoupled.
Stawell to "Stop Board" at 148 miles 57 chains.	1. Passenger Trains. 2. Goods Trains. Bank Engine to run uncoupled.
Dimboola to "Stop Board" at 220¾ miles.	Goods Trains.

Section.	Class of Train and Special Instructions to be Observed.
Geelong Pier to North Geelong	Goods Trains composed of loaded wagons. Load not to exceed 80 per cent of the combined capacity of the two Engines.
North Geelong to Fyansford.	(*a*) Goods trains. (*b*) Pushing to be continued until the leading engine is close to the " Catch-Stop " Board. (*c*) The bank engine to stop steaming when the Driver of the leading engine so indicates by sounding a short whistle. (*d*) The trains to be pushed into the Fyansford Yard after the instructions shown on page 668, General Appendix, regarding the unlocking of the points, etc., have been complied with. The bank engine then to be uncoupled and returned to North Geelong in accordance with special instructions. See General Appendix.
Geelong to South Geelong	1. (*a*) Passenger Trains. (*b*) On arrival at South Geelong the Fireman of the rear Engine must uncouple the Engine from the Train.
Geelong to—	1. (*a*) Goods Trains.
(*b*) South Geelong	(*b*) Trains may start from the Outside Road in Siding " D " or from Nos. 1, 2, 3 or 4 (Station) Roads with the Assisting Engine inside Signal Post No. 7B or in a line with such Signal or from other Yard Roads with the Assisting Engine inside Signal Post No. 14 or in a line with such Signal.
(*c*) Summit of bank at Mileage 60¾ on Down side of Moriac in the case of trains requiring to stop at Moriac.	(*c*) When approaching the Up end of the Tunnel at Geelong a speed of 25 miles per hour is to be attained. A maximum speed of 25 miles per hour must not be exceeded at any point of the journey. (*d*) Except as shown in sub-clause (*c*) of clause 2 the uncoupling of the rear Engine must be attended to by the Fireman of that Engine. 2. (*a*) The Geelong Pilot Engine with wagons and brake-van or wagons without brake-van may be utilized to assist a Down Goods Train from Geelong to South Geelong subject to the following conditions being observed. (*b*) The South Geelong wagons and brake-van or wagons without brake-van must be next in front of the Pilot Engine. (*c*) At South Geelong the uncoupling of the Pilot must be performed by the Guard in charge of the Pilot Engine, who must ride in the Brake-van of the Goods Train. 3. (*a*) In the case of trains being assisted to mileage 60¾ the Bank Engine is to run uncoupled from Moriac, and just before the summit of the bank at mileage 60¾ is reached must gradually cease pushing and immediately return to the Home Signal.

Section.	Class of Train and Special Instructions to be Observed.
	(*b*) The Signalman at Moriac must verbally instruct the Driver of the Train Engine and the Guard that their train will be assisted in the rear to the summit of the Bank at mileage 60¾, and also give written instructions as set out hereunder to the Driver of the Assisting Engine :— MORIAC *Date*_____ *Time* _____ To the Driver of Engine No._____ You are to assist _____ train in the rear as far as the summit of the Bank at mileage 60¾ only, then stop, and return immediately to the Up Home Signal. *Signature* _____ *Signalman.* (*c*) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing across it the word " Cancelled " with time, date and signature of the Signalman, and forwarded with train register Book to the Block and Signal Inspector. (*d*) In the event of the Assisting Engine not having returned to within the protection of the Up Home Signal when the " Train Arrival " Signal is received from the Staff Station in advance for the train which has been assisted in the rear, the Signalman at Moriac must immediately exchange the 2–4 (Blocking Back) Signal with the Staff Station in advance.
Colac to Level Crossing about 150 yards outside Up Home Signal.	1. (*a*) Down Goods Trains. (*b*) Bank Engine to run uncoupled, and before the Level Crossing is reached must gradually cease pushing and immediately return to the Up Home Signal. (*c*) The Officer-in-Charge at Colac must inform the Signalman on each occasion when it is necessary for a train to be assisted in the rear and the Signalman must verbally instruct the Driver of the Train Engine, and the Guard, and give written instructions as set out hereunder to the Driver of the Assisting Engine :— COLAC. *Date*_____ *Time* _____ To the Driver of Engine No_____ You are to assist _____ train in the rear as far as the Level Crossing about 150 yards outside of the Up Home Signal at Colac only, then stop and return immediately to the Up Home Signal. *Signature* _____ *Signalman.* (*d*) The form must be collected by the Signalman on return of Assisting Engine, cancelled by writing the word " Cancelled," with time, date, and signature of Signalman and forwarded with Train Register Book to Block and Signal Inspector. (*e*) Should the Train Engine be travelling on the " A " or " B " portions of the Composite Staff, the Assisting Engine must carry the remaining portion or portions of the Composite Staff. (*f*) In the event of the Assisting Engine not having returned to within the protection of the Up Home Signal when the " Train Arrival Signal " is received from the Staff Station in advance, for the train which has been assisted in the rear, the Signalman at Colac must immediately exchange the 2–4 (Blocking Back) Signal with the Staff Station in advance.

Section.	Class of Train and Special Instructions to be Observed.
Hamilton to "Stop Board" at 193¼ miles. { Hamilton to Coleraine Junct. Coleraine Junction to mileage 226¼ on Koroit Line.	Goods Trains. 1. (*a*) Goods Trains. (*b*) Bank Engine to run uncoupled from Coleraine Junction, and just before the summit of the Bank at 226¼ miles is reached, must gradually cease pushing, and immediately return to the Up Home Signal (Post No. 8) at Coleraine Junction. (i) Between Coleraine Junction and mileage 226¼, the Assisting Engine must be dealt with as set out hereunder :— (ii) In the event of the Train Engine travelling on a Staff Ticket, the Assisting Engine must carry the Train Staff in accordance with Rule 15 of Appendix II., Book of Rules and Regulations. (iii) In the event of the Train Engine carrying the Staff, the Assisting Engine is to be worked in accordance with the Instructions contained in clause (*c*) hereof. (*c*) The Officer-in-Charge at Hamilton must inform the Signalman at Coleraine Junction on each occasion when it is necessary for a train to be assisted in accordance with clause (*a*) hereof, and if the Train Engine is carrying the Staff, the Signalmen at Coleraine Junction and Penshurst must comply with sub-clause (*d*) of clause 7, pages 438–440, General Appendix, prior to the train, with Assisting Engine, being permitted to depart. Immediately on return of the Assisting Engine, the "AWAK" message must be exchanged and the circumstances recorded in the Train Register Books. The Signalman, Coleraine Junction, must, when the Train Engine is carrying the Staff, verbally instruct the Driver of the Train Engine, and also the Guard, and give written instructions as set out hereunder to the Driver of the Assisting Engine :— COLERAINE JUNCTION. *Date*_____ *Time*_____ To Driver of Engine No._____ You are to assist_____train in the rear as far as the summit of the Bank at mileage 226¼, then stop and return immediately to the Up Home Signal (Post No. 8). *Signature* —_____ *Signalman.* (*d*) The form must be collected by the Signalman on return of the Assisting Engine, cancelled by writing the word "Cancelled," with time, date, and signature of Signalman across the face of form, and forwarded with Train Register Book to the Block and Signal Inspector. (*e*) In the event of the Assisting Engine becoming disabled before returning to the Home Signal (Post No. 8) at Coleraine Junction, the Driver must send to Coleraine Junction for a Relief Engine, and all concerned must act in accordance with Rule 16 of Appendix II., Book of Rules and Regulations.

AUTHORISED WORKING OF GOODS TRAINS
EXPRESS AND FAST GOODS
MELBOURNE–SERVICETON

DOWN

No. 9 Conveys loading for Ballarat, Beaufort, Ararat, Horsham and Dimboola. Discharge vangoods at Beaufort, Stawell and Murtoa. Discharge vangoods and newspapers at Melton, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip and Ballarat East. Newspapers for Rockbank, Parwan to be discharged whilst train is passing through these stations. Newspapers for Millbrook, Wallace and Dunnstown are to be discharged at Ballan and transferred to No. 23 Diesel Rail Car. (When No. 23 is cancelled papers to be taken through to Ballarat and returned by No. 22 Pass.)

No. 77 Monday to Friday. Conveys Interstate loading and loading for detatchment at Ararat. Shunt Ararat only. NOTE: MAY SHUNT NORTH GEELONG ONLY TO ATTACH INTERSTATE LOADING. LOADING FOR NORTH GEELONG MUST NOT BE FORWARDED BY THIS TRAIN UNDER ANY CIRCUMSTANCES.

No. 77 Saturday, Sunday. Conveys Interstate loading and loading for detachment at Ararat. Shunt Ararat only.

Nos. 59, Conveys loading for Murtoa and beyond, Hamilton and beyond (may build up to capacity with loading for Ararat and beyond).
NOTE : Interstate loading not to be forwarded by No. 59 unless room available after Victorian loading requirements have been met.
(Interstate loading to be forwarded by No. 77 or No. 101).

No. 101 Conveys overflow Interstate loading from No. 77 ; overflow Victorian loading off No. 59 and loading for Geelong area. Shunt North Geelong, Maroona, Ararat, Dimboola.

No. 145 Conveys Interstate loading to Ararat in vehicles permitted to operate on Express Goods trains. From Ararat operates as a Fast Goods train conveying Interstate loading. Shunt Ararat only.

Nos. 139, 159 Conveys Interstate loading for Adelaide and beyond, in vehicles permitted to operate on Express Goods trains.
Loading on 139 for beyond Adelaide, when this train exceeds 1,100 tons, to be marshalled next the locomotive.

UP

Nos. 140, 160 Conveys loading ex Adelaide in vehicles permitted to operate on Express Goods trains.

No. 38 Conveys loading ex South Australia for Ararat and Melbourne Yard. Shunt Ararat only. May shunt Tottenham Yard to detach livestock.

No. 138 Tuesday to Saturday. Conveys loading ex South Australia for Dimboola, Ararat and beyond only. Shunt Dimboola only.

No. 138 Sunday. Conveys loading ex South Australia for detachment at Ararat, and Melbourne Yard only. Shunt Ararat only.

No. 36 Shunt Horsham, Stawell (attach perishable wagon) Ararat only. Discharge Interstate vangoods Horsham, Murtoa, Stawell and Ararat. May also shunt Tottenham Yard to detach livestock vans.

No. 88 Shunt Dimboola, Ararat, Ballarat, Wallace to detach perishable van, Tottenham Yard. May shunt Murtoa if required to detach loading ex South Australia for Warracknabeal line.

Nos. 198, 196 Shunt Ballarat and Tottenham Yard.

No. 90 Through. Conveys loading off No. 92 Saturday.

No. 92 Conveys loading ex South Australia for detachment at Dimboola and Ararat. Shunt Dimboola only. May shunt Murtoa, if required to detach loading ex South Australia for Warracknabeal line.

No. 136 Conveys Interstate loading for Ararat, Tottenham Yard and Melboure Yard.

No. 192 Conveys from Ararat loading off Portland line.

AUTHORISED WORKING OF LOCAL GOODS TRAINS
MELBOURNE–BALLARAT

No. 75 Convey loading for Ballarat, Maryborough, St. Arnaud, Donald and beyond.

No. 103. Convey loading for Ouyen, Hattah, Carwarp, Redcliffs, Irymple and Mildura, in vehicles permitted to operate on Express Goods trains.

No. 15 Through. Shunt Tottenham Yard, attach empties if required.

No. 95 Through to Ballan then shunt as arranged by Chief Train Controller.

No's 35, 83 Roadside.

No. 101 Through.

No's. 4, 94 Roadsides.

No's. 32, 96 Through. Shunt Sunshine only to detach livestock vans.

No. 134 Through. Conveys loading ex Mildura line in vehicles permitted to operate on Express Goods trains.

No's. 8, 102 Through.

BALLARAT–ARARAT

No's. 171, 173, 175, 179, 197, 181, 93 Through.

No. 43. Roadsides.

No's. 174, 176, 200 Through.

No. 82. Roadsides.

No. 60. Convey loading for North Geelong Yard only.

ARARAT–DIMBOOLA

DOWN	UP
No. 3 Conveys from Ararat loading for Murtoa, Warracknabeal line (Also Horsham, and Dimboola, when extended to Dimboola). No. 141 Through. No. 27. Shunt Stawell, Lubeck. Convey Marnoo line loading. No's. 87, 61 Roadsides. No. 143. Shunt Horsham only. No. 91, Shunt Stawell only. No's. 105, 107, 109, Shunt Murtoa only. No. 13 Shunt Murtoa, Dimboola, only. No. 103 Shunt Murtoa, Horsham only.	No's. 42, 76, 66, 106, 166, 196, 100, Through. Nos'. 52, 130. Shunt Lubeck, Glenorchy only. No. 86. Through to Horsham. Roadsides Horsham to Murtoa, then shunt Glenorchy, Stawell. No. 46 Roadsides. No. 142, 142A, 60, 164, Shunt Horsham, Murtoa.

DIMBOOLA–SERVICETON

No's 111, 175, 113, 135, Through. No. 79, Shunt Nhill, Kaniva only. No's. 81, 137. Roadsides. No's. 115, 117. Shunt as required.	No's. 50, 62. Roadsides. No's. 176, 112, 164, 114. Through No's. 116, 118. Shunt as required.

ARARAT–HAMILTON

No's. 25, 9, 13, 15, 17, 61, 63, 65. Through. Shunt Maroona only. No's. 41, 41A. Roadsides. No. 47. Through.	No's. 4, 14. Roadsides. No's. 50, 44, 48, 54, 92, 106, 194, 196, 192. Through. Shunt Maroona only. No. 98. Through.

HAMILTON–PORTLAND

No. 1. Shunt Heywood and Harbour Trust Exc. Siding only. No. 13. Roadsides. No's. 29. 3. Conveys Casterton Line loading. No's. 141, 9. Through. No's. 53, 45, 95. Shunt Harbour Trust Exc. Siding only. No. 19, Shunt Heywood only.	No's. 18, 2. Casterton Line loading. No. 30 (Mon. to Fri.) Roadside. No. 30 (Saturday). Shunt Harbour Trust. Exc. Siding, Heywood, thence Roadsides. No. 192, (Mon. to Fri.) Shunt Wool Growers Coop Sdg. and Heywood only. No. 192 (Sats.) Shunt Harbour Trust Exchange Sdg. and Heywood only. No's. 106, 52, 42, 110. Shunt Harbour Trust Exchange Sdg. only.

PORTLAND–HEYWOOD–MT. GAMBIER

No. 89. Shunt Heywood, then Roadsides. No. 87. Shunt Heywood, Dartmoor	No. 90. Roadsides to Heywood then through. No. 88. Shunt Dartmoor, Heywood only.

MELBOURNE–GEELONG

No. 87. Conveys loading for Geelong and South Western line. No. 91 Conveys from Newport area loading for North Geelong Yard and beyond. No's. 159, 163, 111, 155, 157, 153, 49, 75, 51, 89, 187, 105, 185, 161, 127, 123, 171, 169, 81, 151, Through. No. 15 Roadsides. No. 55 Conveys from Arden Street bulk cement wagons and other loading for North Geelong yard and Geelong.	No's. 184, 76, 36, 26, 152, 2, 46, 168, 182, 162, 86, 88, 78, 92, 164, 170, 160, Through. No. 24 Roadsides. No. 68 Shunt Lara only. No's. 96, 40, 80, 132, 166, Through. Shunt Newport only. No. 156 Through. Shunt Laverton (live stock only), Newport. No. 180. Conveys loading from Ford's Siding to Upfield. No. 100 Conveys loading from Waurn Ponds and North Geelong yard to Melbourne yard.

GEELONG–WARRNAMBOOL

No. 87. Through. Shunt Colac, Camperdown only. No's 21, 7A, Roadsides. No. 5 Detach loading at Camperdown, Terang only. Discharge vangoods Colac, Allansford. No. 7. Detach perishable loading Colac. Shunt Camperdown, thence roadsides. No. 83. Through.	No's 72, 74, 94. Shunt Colac only. No. 44. Shunt Camperdown only. No. 42. Shunt Terang, Camperdown, only. No. 96. Conveys loading from Warrnambool. Allansford (Friday only), Terang (livestock only on Mon., to Thur.) and Camperdown for Geelong. Newport and Melbourne Yard. No's. 58, 80, (Mon., to Fri.). Roadsides. No. 100. Conveys cement from Waurn Ponds to Melbourne Yard. No's 80 (Sat.) 82, Shunt Terang, Camperdown, Colac only.

GEELONG–BALLARAT

No's. 1, 11, 17, 105, 61, 93, 87, 107, 111, 81, 55, 65. Through.
No. 19 Roadside.

No's. 22, 8, 26, 158, 106, 108, 152, 172, 162, 204, 130A. Through.
No. 10 Roadsides.

GEELONG–ARARAT (Via CRESSY)

No. 3 Roadside.
No. 5 Shunt as required.
No's. 153, 21, 35, 27, 53, 57, 101, 157, 163. Through shunt Maroona.

No's. 16, 90, Roadsides.
No. 18 Shunt as required.
No's. 42, 48, 156, 160, 180, 20, 132, 166. Shunt Maroona only.
No. 46, Through.
No. 164 Through. To connect with No. 192 ex Portland North at Maroona. Conveys wool ex Portland North to Geelong.

LIGHTING OF COUNTRY TRAINS.

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

The attention of the Staff concerned is directed to the necessity for economy in the use of high calorific gas. Carriages must not be lighted unduly early, and care must be taken that when no longer required, the gas is turned off at the main tap. When, owing to local conditions, the carriages have to be lighted some time before the light is actually required, and otherwise, when circumstances permit, the lights must be reduced by operating the by-pass lever provided at the end of the carriage. Economy must also be exercised in the use of electric lights in carriages, as serious damage, very costly to repair, occurs when the batteries become exhausted through the lights being allowed to burn unnecessarily at stations. A three-position switch is provided, viz.: "Off," "Half," and "Full Light."

See General Appendix, pages 419 and 420, for instructions regarding electrically-lighted carriages and brake vans, and pages 414 to 418, concerning gas-lighted carriages and brake-vans.

(*a*) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

On trains which have to pass through tunnels and on which a conductor is not employed, the carriages must also be illuminated, but as considerable delay would be involved in lighting and extinguishing the lights at stopping stations on either side of the tunnels, arrangements are to be made for them to run with lights reduced, i.e., on half-lights in respect of electrically lighted carriages and on the by-pass in the case of carriages lit by gas. This instruction will also apply in respect of gas-lighted carriages on trains where conductors are provided. The lights must be lit and extinguished as indicated hereunder:—

Section	Down		Up	
	Lighted at	Extinguished at	Lighted at	Extinguished at
Geelong–Sth. Geelong ...	Geelong	Colac	Camperdown	Geelong

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 PASSENGER TRAINS—(continued).

Train	April to October	November to March
	NORTH WESTERN DISTRICT.	
7.50 a.m. Melbourne–Mildura	Conductor to Light. Terminal extinguish	Conductor to Light. Terminal extinguish
1.30 p.m. Melb.–Horsham (Dimboola Sat.)	Ballarat to Light. Terminal extinguish	Ararat to Light. Terminal extinguish
4.23 p.m. Melbourne–Bacchus Marsh ...	Spencer Street to Light. Terminal extinguish	———
5.25 p.m. Melbourne–Ballarat 6.15 p.m., Sat. } ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.10 p.m. Melbourne–Ballarat, Sun. ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
8.10 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
8.40 p.m. Melbourne–Adelaide ... ... "*The Overland*"	Spencer Street to Light. When Victorian sitting carriages are used on "*The Overland*" the Conductor to arrange to reduce lights in these carriages to "**Half Light**" at midnight	See April to October
2.3 a.m. Serviceton–Melbourne ... ... "*The Overland*"	Conductor to extinguish	Conductor to extinguish
7.14 a.m. Bacchus Marsh–Melbourne ...	Bacchus Marsh to Light. Terminal extinguish	———
8.15 a.m. Mildura–Melbourne	Conductor to light. Terminal extinguish	Conductor to light. Terminal extinguish
1.50 p.m. Dimboola–Melbourne ... ... (2.0 p.m. Sats.)	Ararat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
6.15 p.m. Ballarat–Melbourne, Sun. ...	Ballarat to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
8.50 p.m. Mildura–Melbourne	Mildura to Light. Terminal extinguish. Conductor to reduce to "**Half Light**" at midnight	Mildura to Light. Terminal extinguish. Conductor to reduce to "**Half Light**" at midnight
	SOUTH WESTERN DISTRICT.	
6.31 a.m. Melbourne-Werribee	Spencer Street to Light and extinguish on return ...	———
7.4 a.m. Melbourne–Geelong	Spencer Street to Light. Terminal extinguish	———
8.25 a.m. Melbourne–Port Fairy	See Paragraph (a) Page 240	See Paragraph (a) Page 240
4.27 p.m. Melbourne–Werribee	Spencer Street to Light and extinguish on return ...	Werribee to Light prior to departing at 5.53 p.m. Termina to extinguish
5.10 p.m. Melbourne–Warrnambool ...	Spencer Street to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
5.10 p.m. Melbourne–Geelong (Frid.) ...	Spencer Street to Light. Terminal extinguish	———
5.19 p.m. Melbourne–Werribee	Spencer Street to Light and extinguish on return ...	Werribee to Light prior to departing at 7.10 p.m. Spencer Street to extinguish
5.52 p.m. Melbourne–Warrnambool ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.5 p.m. Melbourne–Geelong 6.20 p.m., Sat. } ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.10 p.m. Melbourne–Warrnambool ...	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
7.32 p.m. Melbourne–Warrnambool, Sun. ...	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
11.25 p.m. Melbourne–Geelong	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
6.15 a.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	———
7.26 a.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish ...	———
7.35 a.m. Warrnambool–Melbourne ...	Warrnambool to Light. Camperdown to reduce Half Light Geelong extinguish	See paragraph (a) Page 240

LIGHTING OF COUNTRY TRAINS—(continued).

Train	April to October	November to March
	SOUTH WESTERN DISTRICT.—cont.	
3.10 p.m. Port Fairy–Melbourne ...	Camperdown to Light. Terminal extinguish	Camperdown to Light. Terminal extinguish
5.5 p.m. Port Fairy–Melbourne ...	Port Fairy to Light. Terminal extinguish	Port Fairy to Light. Terminal extinguish
5.12 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	
5.52 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
6.0 p.m. Geelong–Melbourne	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
6.40 p.m. Geelong–Melbourne, Sun. ...	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
5.30 p.m. Warrnambool–Melbourne, ...	Warrnambool to Light. Terminal extinguish	Warrnambool to Light. Terminal extinguish

MAKE UP OF PASSENGER TRAINS

The following are the type of carriages to be used on the 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 adjustments of the loads as may be necessary in order to adequately provide for the traffic offering or alternatively to avoid unnecessary carriage haulage.

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st.	2nd.	Total
9 10 a.m.	Spen. St.	Dimboola	**Mon., Sat.,** CE, AS, BG, ABE*, BW§	225	74	158	232
			Tue., Wed., Thur., Fri., CE, AS, BG, ABE*	190	74	98	172
1 30 p.m.	„	Horsham	**Mon., Tue., Wed., Thur.,** CE, BE a/c, AS, BE, AE§	240	96	144	240
			Fri., CE, BE a/c, AS, BE, AE§, BW§	275	96	204	300
1 30 p.m.	„	Dimboola	**Sat.,** CE, BE a/c, AS, BE, AE§, BW§	270	96	204	300
4 23 p.m.	„	Bacchus Marsh	**Mon., to Fri.,** ZP, ABU, (dual) ABU (dual) BW, BPL.	150	40	192	232
5 25 p.m.	„	Ballarat	**Mon., Tue., Wed., Thur.,** CW, AW, BW, AW, BW, BPL	205	80	200	280
			Fri., CW, AW, BW, AW, BW, BPL, BPL.	235	80	280	360
6 15 p.m.	„	Ballarat	**Sat.,** CW, AW, BW, AW, BW, BPL.	205	80	200	280
7 14 a.m.	Bacchus Marsh	Spen. St.	**Mon., to Fri.,** ZP, BPL, BW, ABU, (dual) ABU (dual)	150	40	192	232
7 25 a.m.	Ballarat	„	**Mon., to Sat.,** CW, BPL, BW, AW, BW, AW	205	80	200	280
8 0 a.m.	Dimboola	„	**Mon.,** CE, AS, BE a/c, BE, AE††, BW††,	275	96	204	300
8 27 a.m.	Horsham	„	**Tue., Wed., Thur., Fri.,** CE, AS, BE a/c, BE, AE††	240	96	144	240
			Sat., CE, AS, BE a/c, BE, AE††, BW††	275	96	204	300
2 0 p.m.	Dimboola	„	**Sat.,** CE, BG, AS, ABE†	190	74	98	172
1 50 p.m.	Dimboola	„	**Mon., Fri.,** CE, BG, AS, ABE†, BW††	225	74	158	232
			Tue., Wed., Thur., CE, AS, BG, ABE†	190	74	98	172

* Detach Ararat. § Detach Ballarat. † Attach Ararat. †† Attach Ballarat.
a/c Air-conditioned Carriage.

6 31 a.m.	Spen. St.	Werribee	**Mon., to Fri,.** BC (dual), G, G, BC (dual)	130	...	338	338
7 4 a.m.	„	Geelong	**Mon., to Sat.,** CW, AW, BW, BW	140	40	120	160
8 25 a.m.	„	Pt. Fairy	**Mon.,** CE, AS, BS, ABE, BW*	225	74	160	234
			Tue., Wed., Thur., Fri., CE, AS, BS, ABE	190	74	96	170
			Sat., CE, AS, BS, ABE, BW*	225	74	156	230
9 30 a.m.	„	Geelong	**Sat.,** CW, AW, BW, ABU, BPL	170	60	166	226
12 15 p.m.	„	„	**Sat.,** BCE, AW, BW, AW, BW, BW, BPL, BPL	285	80	382	462
12 40 p.m.	„	„	**Mon., to Fri.,** BCE, AW, BW, ABU, BPL, BPL	215	60	288	348
3 44 p.m.	„	Werribee	**Mon., to Fri.,** ZP, BPL, BPL, BPL, ZP	120	...	240	240
4 0 p.m.	„	„	**Mon., to Thur.,** CW, BW, BW, AE, BPL,	180	48	216	264
4 0 p.m.	„	Geelong	**Fri.,** D.E. Rail Motor, CW, BW, BW, AE, BPL	230	67	251	318
4 27 p.m.	„	Werribee	**Mon., to Fri.,** BC (dual),G, G, BC (dual)	130	...	338	338
5 10 p.m.	„	Warrnambool	**Mon., Tue., Wed., Thur.,** CE, BE a/c, AS, ABE, BW*, AW*, BW*, AW*, BW*, BW*	435	154	408	562
5 10 p.m.	„	Geelong	**Fri.,** CW, AW, BW, AW, BW, AW, BW, BW, 2BPL	340	120	400	520
5 19 p.m.	„	Werribee	**Mon., to Fri.,** BC (dual) G, G, G, G, BC (dual)	200	...	536	536
5 52 p.m.	„	Warrnambool	**Fri.,** CE, BE, a/c, AS, AW, BW, BW, BW**	290	88	244	332
6 5 p.m.	„	Geelong	**Mon., to Fri.,** CW, AW, BW, BW, BPL, BPL, BPL	230	40	300	380
6 10 p.m.	„	Warrnambool	**Sat.,** CE, BE, a/c, AS, AW, BW, BW, BW*, BW*, ABE*	370	114	348	462

* Detach Geelong a/c Air-conditioned Carriage.
** Assist form 7.35 a.m. Warrnambool–Melbourne Mondays.

MAKE UP OF PASSENGER TRAINS—(continued)

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation 1st.	2nd.	Total
6 20 p.m.	Spen. St.	Geelong	**Sat.,** CW, AW, BW, AW, BPL, BPL	200	80	220	300
11 25 p.m.	Flin. St.	„	**Mon., to Fri.,** CP†, BCE, AW, BW, BW	190	40	160	200
11 25 p.m.	„	„	**Sat..** BCE, AW, BW, APL, BW	185	120	162	282
6 15 a.m.	Geelong	Spen. St.	**Mon.,** CW, AW, BW, BW, BPL, BPL, BPL, BPL	260	40	440	480
			Tue., to Fri., CW, AW, BW, BW, BPL, BPL, BPL	230	40	360	400
7 26 a.m.	„	„	**Mon.,**BCE, BW,AW,BW, BPL††, BPL††, BW, BW, AW, AW, BW, BW, BW	460	120	622	742
			Tue., Wed., Thur., Fri.. BCE, BW, AW, BW, BPL††, BPL††, BW, AW, ABU, BW, BW	390	100	528	628
			Sat., BCE, BW, AW, AW, BW, BW, BPL	255	80	302	382
7 38 a.m.	Werribee	„	**Mon., to Fri.,** BC (dual), G, G, BC (dual)	130	...	338	338
9 15 a.m.	Geelong	„	**Mon., to Fri.,** CW, BPL, AE, BW, BW	180	48	216	264
			Sat., CW, AW, BW, AW, BW, BPL	205	80	200	280
7 35 a.m.	Warrnambool	„	**Mon.,** CE, AS, BE, a/c, ABE, BW	230	74	160	234
			Tue., Wed., Thur., CE, AS, BE, a/c, ABE	190	74	108	182
			Fri., CE, AS, BE, a/c, ABE, BW§	225	74	168	242
			Sat., CE, AS, BE, a/c, ABE, BPL§, BPL§	255	74	268	342
12 15 p.m.	Geelong	„	**Sat.,** CW, AW, BW, AW, 2BPL	200	80	220	300
5 12 p.m.	„	„	**Mon., to Fri.,** BCE, AW, BW, AW, BW	190	80	162	242
			Sat., CW, AW, BW, ABU, BPL	170	60	166	226
5 52 p.m.	„	„	**Mon., to Fri.,** CW, AW, BW, BW	140	40	120	160
5 58 p.m.	Werribee	„	**Mon., to Fri.,** BC (dual), G, G, BC (dual)	130	...	338	338
6 0 p.m.	Geelong	Flin. St.	**Sat.,** BCE, AW, BW, AW, BW	190	80	162	242
7 12 p.m.	Werribee	Spen. St.	**Mon., to Fri.,** BC (dual), G, G, G, G, BC (dual)	280	...	536	536
3 10 p.m.	Pt. Fairy	„	**Mon.,** CE, BS, AS, ABE, BW§	225	74	160	234
			Tue., to Thur., CE, AS, BS, ABE	190	74	96	170
3 10 p.m.	„	Flin. St.	**Sat.,** CE, AS, BS, ABE	190	74	96	170
5 5 p.m.	„	Spen. St.	**Fri.,** CE, AS, BS, ABE	190	74	96	170

§ Attach Geelong †† Werribee passengers only.
a/c Air-conditioned Carriage † To Warrnmabool by No. 5 Goods ex Geelong

DOWN TRAIN :—
8.40 p.m. (No. 69) " The Overland " Spencer St.–Serviceton DAILY (Sun. Incl.)
9.30 p.m. (No. 71) Relief Express, Spencer St.–Serviceton DAILY (Sun. Incl.) when required.
UP TRAIN :—
2.3 a.m. (No. 10) " The Overland " Serviceton–Spencer St. DAILY (Sun. Incl.)

} **Loads as arranged by Sup't of Train Services**

SUNDAY EXCURSION TRAINS

Train	Basic Carriage Provision	Tonnage	Accommodation 1st.	2nd.	Total
Down	**Spencer St. Ballarat**				
9 5 a.m.	CW, AE, BE, APL, 2BPL	195	128	232	360
7 10 p.m.	CW, AW, 3BW, AW	210	80	180	260
UP					
8 55 a.m.	CW, AW, 3BW, AW	210	80	180	260
6 15 p.m.	CW, 2BPL, APL, BE, AE, BPL	225	128	312	440
Down	**Flinders St.–Geelong**				
8 52 a.m.	C, AW, BW, BW, AW, BW, 2BPL	270	80	340	420
2 20 p.m.	CW, AW, 2BW, APL	170	120	120	240
	Flinders St.–Warrnambool				
7 32 p.m.	CE, AS, BE a/c, ABE, BW*, AW*, 2BPL*	325	114	320	434
UP	**Geelong–Flinders St.**				
8 50 a.m.	CW, AW, 2BW, APL	170	120	120	240
6 40 p.m.	CW, AW, 2BW, APL, 3BPL	260	120	360	480
UP	**Warrnambool–Flinders St.**				
5 30 p.m.	CW, AS, BE a/c, AW, 2BW, BW§, AW§, ABE§	370	154	280	434
	Ballarat–Queenscliff (When authorised)				
9 5 a.m. **Ballarat–Queenscliff** } 5 45 p.m. **Queenscliff–Ballarat** }	CW, 2APL, 5BPL	235	160	400	560

§ Attach Geelong * Detach Geelong.

IMPORTANT.

Any amendment of this Timetable will be issued in the form of a W.T.T. Circular commencing with a number following on W.T.T. 55/64 (Passenger) 1048/64 (Goods). All alterations should be made neatly in ink as soon as possible after receipt of amending notices.

NUMBER OF W.T.T. CIRCULAR	DATE ALTERATION COMMENCED	LINE INVOLVED

Victorian Railways Print. 1918—64

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1964

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	29

March

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

April

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

May

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

June

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

July

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

August

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

September

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

October

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

November

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

December

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

1965

January

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

February

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

March

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

April

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

May

S	M	T	W	T	F	S
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

June

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

July

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

August

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

September

S	M	T	W	T	F	S
			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
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

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	