

(73)



VICTORIAN RAILWAYS

WORKING TIME TABLE

WESTERN and SOUTH WESTERN DISTRICTS

ON AND AFTER 4th NOVEMBER, 1968.

(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.
24th October, 1968

T. A. JAMES
Chief Traffic Manager.

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WESTERN and SOUTH-WESTERN DISTRICTS WORKING TIME TABLE

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GENERAL NOTES.

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

It is imperative that each Stationmaster carefully check this Time Table, regarding the timing of trains, crossing arrangements, &c., in 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.

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

PASSENGER, RAIL MOTOR, AND MIXED TRAIN RUNNING.—Depot stations must obtain full particulars from Guards of the late running of Passenger, Rail Motor, and Mixed trains. In the case of a Rail Motor run without a Guard, the necessary particulars shall be obtained from the Driver. In the event of any time being lost by the 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; 12.15 a.m. (No. 35), and 1.5 a.m. (No. 113), Eastern.

SCHEDULED STOPPING ARRANGEMENTS FOR COUNTRY PASSENGER SERVICES.—The instructions regarding action to be taken by trainmen concerning "if required" stops when necessary for passenger purposes 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, Mails and/or Vangoods to be discharged. If no Conductor on train, the Guard must make the necessary inquiries among the Passengers at the previous stopping station. If no Guard be employed on a Rail Motor, the Driver must make the necessary inquiries.

¶ Indicates that the train will only stop if required to pick up Passengers, Mails and/or Vangoods. 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. 34 Passenger
Murtoa	...	...	P.M. 2 48
			—25, 105, 106
			dep. 2 56

The above examples indicates—

That number **34** (Up) meets numbers **25 and 105** (Down), and precedes number **106**

STATION REFERENCE SYMBOLS.

- E.S. Electric Staff Stations.
- † Staff Stations, at which the Staff, a Staff Ticket, or a Line Clear Report must be received before starting, and delivered up on arrival.
- N.C. 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 distant 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.

Line.	Days of Running	Line.	Days of Running
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NORTHERN AND MIDLAND DISTRICT.

Echuca-Moulamein ...	Tues., Fri.	Inglewood-Dunolly ...	Mon.
Moulamein-Balranald ...	Fri.	Maryborough-Avoca ...	Wed.
Elmore-Cohuna ...	Mon., Thur.	Ouyen-Pinnaroo ...	Mon., Fri.
Woodend-Daylesford ...	Wed., Fri.	Merbein-Yelta ...	Wed.
Ballarat-Newlyn ...	Tue. and Alt. Fri.	Redcliffs-Meringur ...	Tues.
Castlemaine-Shelbourne ...	Wed.	Kerang-Koondrook ...	Fri.
Swan Hill-Nyahwest ...	Tues., Fri.	Wedderburn ...	Wed.
Nyahwest-Piangil ...	Fri.	Wycheproof-Sea Lake ...	Tues., Fri.
Piangil-Kooloonong ...	Alt. Fri.	Sea Lake-Kulwin ...	Tues.
		Ultima-Manangatang-Robinvale	Tues., Fri.

WESTERN AND SOUTH-WESTERN DISTRICT.

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

NORTH-EASTERN DISTRICT.

Wangaratta-Bright ...	Mon., Wed.	Rushworth-Colbinabbin ...	Wed.
Cathkin-Alexandra ...	Mon., Wed.	Shepparton-Katamatite ...	Mon.
Rushworth-Girgarre ...	Mon., Thur.	Yarrawonga-Oaklands ...	Sun.
Wangaratta-Beechworth ...	Tues., Thur.	Wangaratta-Peechelba East ...	Alternate Mon.
		Numurkah-Picola ...	Mon., Wed.

EASTERN DISTRICT

Morwell-Mirboo North ...	Tues., Thur.
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METROPOLITAN DISTRICT.

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

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)

Train	Line	Plat.	Days	Train	Line	Plat	Days
Trains LEAVE SPENCER STREET as under for :—				Trains ARRIVE SPENCER STREET as under			
BENDIGO, ETC.				from :—BENDIGO, ETC.			
8 10	Bendigo and } Swan Hill	5	{ Mon. Tue., Wed., Fri.	7 15 a.m.	Sunbury ...	9	Mon. to Fri.
8 10	Bendigo	5	Thursday	8 20	Kyneton ...	8	Mon. to Fri.
8 20	Bendigo and } Swan Hill	5	Saturday	8 20	Woodend ...	8	Saturday
9 30	Daylesford ...	6	Mon. to Sat.	8 53	Daylesford ...	6	Mon. to Sat.
12 20 p.m.	Woodend ...	8	Saturday	9 40	Bendigo ...	3	Mon. to Sat.
1 35	Bendigo ...	1	{ Mon. Tue., Wed., Fri., Sat.	2 25 p.m.	Swan Hill & Bendigo	1	Mon. to Sat.
1 35 p.m.	Bendigo and } Swan Hill	1	Thursday	4 40	Daylesford ...	6	Mon. to Fri.
4 27	Sunbury ...	6	Mon. to Fri.	5 20	Daylesford ...	6	Saturday
4 55	Daylesford ...	6	Mon. to Fri.	8 15	Bendigo ...	6	Mon. to Fri.
5 14	Kyneton ...	8	Mon. to Thur.	8 31	Bendigo ...	5	Saturday
5 14	Woodend ...	8	Friday	11 39 a.m.	Bendigo ...	3	Sunday
5 35	Woodend, } Daylesford	6	Saturday	8 45 p.m.	Daylesford ...	3	Sunday
5 45	Bendigo ...	5	Mon. to Fri.	9 25	Bendigo ...	2	Sunday
6 5	Bendigo (Con. Daylesford)	4	Saturday	ADELAIDE—SERVICETON—BALLARAT.			
9 30 a.m.	Bendigo & Daylesford	3	Sunday	7 30 a.m.	Bacchus Marsh	5	Mon. to Fri.
7 5 p.m.	Bendigo ...	3	Sunday	7 58	Mildura & Ballarat (via Nth. Geelong Loop)	3	Saturday
BALLARAT—SERVICETON—ADELAIDE				8 5	Mildura & Ballarat (via Nth. Geelong Loop)	3	Mon. to Fri.
7 4 a.m.	Ballarat ...	7	Mon. to Sat.	8 18	Ballarat ...	9	Monday
9 10	(via Geelong)	5	Mon. to Sat.	8 18	Bacchus Marsh	6	Tue. to Fri.
9 10	Dimboola ...	5	Mon. to Sat.	8 45	Adelaide "The Overland"	2	Saturday
12 25 p.m.	Bacchus Marsh ...	6	Saturday	9 2	Bacchus Marsh	7	Daily, Sun. inc. (From W.A. Sun., Tues., Wed., Fri., Sat.)
1 30	Horsham ...	2	Mon. to Fri.	9 24	Ballarat ...	7	Monday
1 30	Dimboola ...	2	Saturday	9 50	Ballarat (via Geelong)	4	Tue. to Sat.
2 5	Ballarat ...	6	Saturday	10 35	Ballarat (via Geelong)	9	Mon. to Fri.
4 0	(via Geelong)	4	Mon. to Fri.	2 0 p.m.	Horsham ...	2	Saturday
4 23	Ballarat	4	Mon. to Fri.	2 0	Dimboola ...	2	Tues. to Sat.
4 23	Bacchus Marsh	5	Mon. to Fri.	6 10	Ballarat (via Geelong) B	13	Monday
5 25	Ballarat ...	7	Mon. to Fri.	8 0	Dimboola ...	5	Mon. to Sat.
5 25	Ballarat ...	7	Mon. to Fri.	10 55 a.m.	Ballarat ...	4	Mon. to Fri.
6 20	Ballarat ...	8	Saturday	8 20 p.m.	Horsham ...	1	Saturday
6 20	Bacchus Marsh	4	Mon. to Fri.				Sunday
8 40	Adelaide "The Overland"	2	{ Daily, Sun. inc. (To W.A. Sun., Mon., Tue., Thur., Fri.)				
9 5	Ballarat & Mildura	5	Mon. to Thur.				
9 20	Ballarat & Mildura	5	Sun. & Fri.				
9 35 a.m.	Horsham ...	4	Sunday				
7 10 p.m.	Ballarat ...	4	Sunday				

B. To Flinders Street.

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

(Continued on next page).

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT SPENCER STREET
(See footnote Page 3).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER STREET as under for :— GEELONG-WARRNAMBOOL-PORT FAIRY.				Trains ARRIVE SPENCER ST. as under from :— PORT FAIRY-WARRNAMBOOL-GEELONG.			
6 8	Werribee ...	9	Mon. to Fri.	7 3 a.m.	Werribee ...	6	Mon. to Fri.
6 31	Werribee ...	8	Mon. to Fri.	7 12	Werribee NB ...	11	Saturday
7 4	Geelong and } Ballarat	7	Mon. to Sat.	7 40	Geelong ...	8	Mon. to Fri.
7 30	Werribee ...	6	Saturday	7 54	Werribee ...	6	Mon. to Fri.
7 33	Werribee ...	6	Mon. to Fri.	7 58	Mildura and } Ballarat	3	Saturday
7 57	Werribee ...	9	Mon. to Fri.	8 5	Mildura and } Ballarat	3	Mon. to Fri.
8 25	Port Fairy ...	4	Mon. to Sat.	8 12	Geelong ...	7	Mon. to Fri.
9 18	Werribee NA ...	12	Mon. to Fri.	8 25	Werribee ...	7	Mon. to Fri.
9 36	Geelong ...	10	Mon. to Fri.	8 26	Werribee ...	6	Saturday
11 0	Geelong ...	6	Mon. to Fri.	8 37	South Geelong ...	4	Mon. to Fri.
12 15 p.m.	Geelong ...	7	Saturday	8 40	Geelong ...	4	Saturday
12 22	Geelong ...	4	Saturday	9 11	Werribee B ...	11	Saturday
12 27	Werribee NA ...	12	Mon. to Fri.	9 26	Werribee NB ...	11	Mon. to Fri.
12 50	Geelong ...	7	Mon. to Fri.	9 50	Geelong and } Ballarat	4	Mon. to Fri.
2 5	Geelong and } Ballarat	6	Saturday	10 8	Werribee ...	6	Mon. to Fri.
2 20	Geelong ...	5	Mon. to Fri.	10 35	Geelong and } Ballarat	9	Saturday
3 0	Werribee ...	6	Mon. to Fri.	11 24	Werribee NB ...	11	Mon. to Fri.,
3 44	Werribee ...	3	Mon. to Fri.	11 45	Warrnambool ...	3	Mon. to Sat.
4 0	Geelong and } Ballarat	4	Mon. to Fri.	1 7 p.m.	Geelong ...	6	Mon. to Fri.
4 25	Werribee ...	9	Mon. to Fri.	1 40	Geelong ...	7	Saturday
5 10	South Geelong ...	1	Mon. to Fri.	2 16	Werribee ...	6	Mon. to Fri.
5 19	Werribee ...	9	Mon. to Fri.	3 10	Geelong ...	6	Mon. to Fri.
5 20	Werribee ...	9	Saturday	4 40	Geelong ...	1	Saturday
5 52	Warrnambool ...	2	Mon. to Fri.	4 46	Werribee ...	6	Mon. to Fri.
6 5	Geelong ...	7	Mon. to Fri.	5 27	Werribee ...	3	Mon. to Fri.
6 10	Warrnambool ...	3	Saturday	5 53	Geelong B ...	11	Mon. to Fri.
6 15	Geelong ...	7	Saturday	6 10	Geelong and } Ballarat B	13	Mon. to Sat.
8 5	Werribee ...	6	Mon. to Fri.	6 45	Werribee ...	8	Mon. to Fri.
9 25	Geelong A ...	12	Mon. to Fri.	7 16	Werribee B ...	13	Saturday
11 19	Geelong A ...	12	Mon. to Sat.	7 26	Geelong B ...	11	Saturday
9 26 a.m.	Geelong A ...	10	Sunday	7 30	Geelong ...	7	Mon. to Fri.
10 48	Werribee NA ...	14	Sunday	7 42	Geelong B ...	11	Friday
2 5 p.m.	Geelong A ...	10	Sunday	7 45	Port Fairy ...	4	Mon. to Thurs.
5 10	Werribee ...	6	Sunday	8 2	Werribee ...	8	Mon. to Fri.
7 37	Warrnambool A ...	10	Sunday	8 5	Port Fairy B ...	10	Saturday
8 12	Werribee A ...	14	Sunday	10 5	Port Fairy ...	2	Friday
11 29	Werribee A ...	14	Sunday	11 3	Werribee ...	6	Mon. to Fri.
				9 44 a.m.	Werribee NB ...	13	Sunday
				10 26	Geelong B ...	10	Sunday
				12 51 p.m.	Werribee B ...	13	Sunday
				6 54	Werribee B ...	13	Sunday
				7 58	Geelong B ...	10	Sunday
				9 37	Warrnambool B ...	10	Sunday
				9 56	Werribee B ...	13	Sunday

A. From Flinders Street.

B. To Flinders Street

N. Passengers change trains at Newport.

(Continued on next page.)

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT

SPENCER STREET (See Footnote, Page 8).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE SPENCER STREET as under for :— SEYMOUR—TOCUMWAL—ALBURY—SYDNEY				Trains ARRIVE SPENCER STREET as under from : SYDNEY—ALBURY—TOCUMWAL—SEYMOUR			
7 10 a.m.	Seymour ...	5	Mon. to Sat.	8 40 a.m.	Seymour ...	3	Mon. to Sat.
8 30	Albury & ...	2	Mon. to Sat.	9 0	Sydney— "Southern Aurora"	1	Daily, Sun. Inc.
8 40	Sydney— "Inter-capital Daylight"	1	Mon. to Sat.	9 45	Sydney— "Spirit of Progress"	1	Sunday
12 50 p.m.	Seymour ...	5	Saturday	9 55	Sydney— "Spirit of Progress"	1	Mon. to Sat.
4 13	Mansfield ...	6	Mon. to Thur.	10 10	Mansfield ...	6	Friday
4 45	Albury ...	2	Mon. to Fri.	10 35	Numurkah ...	2	Mon. to Sat.
5 18	Numurkah ...	3	Mon. to Fri.	11 25	Albury ...	1	Sunday
5 30	Seymour ...	4	Mon. to Fri.	11 30	Seymour ...	6	Mon. to Sat.
5 50	Albury ...	2	Sat., Sun.	11 45	Albury ...	1	Mon. to Sat.
6 7	Mansfield ...	6	Fri., Sat.	12 5 p.m.	Mansfield ...	6	{ Mon. to Thur, Sat.
6 30	Numurkah ...	5	Saturday	7 40	Tocumwal ...	3	Mon. to Sat.
6 45	Sydney— "Spirit of Progress"	1	Mon. to Sat.	8 10	Albury ...	4	Mon. to Fri.
7 0	Sydney— "Spirit of Progress"	1	Sunday	8 20	Albury ...	6	Saturday
8 0	Sydney— "Southern Aurora"	1	Daily, Sun. Inc.	8 20	Sydney— "Inter-capital Daylight"	1	Mon. to Sat.
8 50 a.m.	Mansfield ...	6	Sunday	9 0	Numurkah ...	2	Sunday
9 30	Albury & Numurkah }	5	Sunday	9 15	Albury ...	1	Sunday
				10 1	Mansfield B ...	13	Sunday

B. To Flinders Street.

Standard gauge trains shown in heavy black type.

COUNTRY TRAINS DEPARTING FROM AND ARRIVING AT FLINDERS STREET

(See footnote, Page 8).

Train	Line	Plat.	Days	Train	Line	Plat.	Days
Trains LEAVE FLINDERS STREET as under for :—				Trains ARRIVE FLINDERS STREET as under from :—			
6 39 a.m.	Warragul D ...	6	Mon. to Fri.	7 15 a.m.	Werribee N ...	6	Saturday
7 25	Traralgon ...	1 Cent.	Mon. to Sat.	8 1	Warragul D ...	7	Mon. to Fri.
8 35	Bairnsdale ...	1 Cent.	Mon. to Sat.	8 38	Traralgon ...	1 Cent.	Saturday
	"The Gippslander"			8 40	Warragul ...	11 East	Mon. to Fri.
9 15	Werribee N ...	7	Mon. to Fri.	9 5	Leongatha ...	1 East	Mon. to Sat.
9 15	Leongatha & Wonthaggi {	1 Cent.	Mon., Tue., Fri., Sat.	9 14	Werribee ...	1 Cent.	Saturday
12 24	Werribee N ...	7	Mon. to Fri.	9 19	Traralgon ...	1 Cent.	Mon. to Fri.
12 40 p.m.	Traralgon ...	1 Cent.	Saturday	9 30	Werribee N ...	6	Mon. to Fri.
12 50	Leongatha ...	1 Cent.	Saturday	10 23	Wonthaggi ...	1 Cent.	Mon. to Sat.
1 15	Warragul ...	1 Cent.	Mon. to Fri.	11 15	Bairnsdale ...	1 Cent.	Monday
3 38	Warragul ...	1 Cent.	Mon. to Fri.	11 15	Sale ...	1 Cent.	Tue., Wed., Thur., Fri.
3 58	Leongatha ...	1 Cent.	Mon. to Fri.	11 27	Werribee N ...	7	Mon. to Fri.
4 53	Traralgon ...	1 Cent.	Mon. to Fri.	11 40	Bairnsdale ...	1 Cent.	Saturday
5 13	Warragul D ...	6	Mon. to Fri.	11 55	Yarram ...	1 Cent.	Mon. to Sat.
6 3	Sale ...	1 Cent.	Mon. to Thur.	12 Noon	Warragul ...	1 East	Mon. to Fri.
6 3	Bairnsdale ...	1 Cent.	Fri., Sat.	4 50 p.m.	Traralgon ...	1 Cent.	Saturday
6 12	Yarram ...	1 Cent.	Mon. to Sat.	5 57	Geelong ...	1 East	Mon. to Fri.
6 35	Wonthaggi ...	1 Cent.	Mon. to Fri.	6 10	Warragul D ...	7	Mon. to Fri.
6 55	Wonthaggi ...	1 East	Saturday	6 17	Geelong {	1 Cent.	Saturday
9 20	Geelong ...	1 Cent.	Mon. to Fri.	6 50	Bairnsdale {	10 East	Mon. to Fri.
11 15	Geelong ...	1 Cent.	Mon. to Sat.		1 Cent.	Mon. to Sat.	
9 22 a.m.	Geelong ...	1 West	Sunday	7 15	"The Gippslander"		
9 35	Sale ...	1 Cent.	Sunday		Leongatha & Wonthaggi {	1 Cent.	Mon., Tue., Fri.
10 45	Werribee N ...	7	Sunday	7 19	Werribee N ...	6	Saturday
2 0 p.m.	Geelong ...	1 Cent.	Sunday	7 29	Geelong ...	1 East	Saturday
6 45	Leongatha & Wonthaggi {	1 Cent.	Sunday	7 45	Geelong ...	1 East	Friday
	Traralgon ...	1 Cent.	Sunday	7 48	Traralgon ...	1 Cent.	Mon. to Fri.
7 5	Traralgon ...	1 Cent.	Sunday	8 5	Leongatha & Wonthaggi {	1 Cent.	Saturday
7 32	Warrnambool ...	1 Cent.	Sunday		1 Cent.	Saturday	
8 8	Werribee ...	2	Sunday	8 14	Port Fairy ...	1 Cent.	Saturday
11 25	Werribee ...	1 Cent.	Sunday	9 47 a.m.	Werribee N ...	7	Sunday
				10 30	Geelong ...	1 Cent.	Sunday
				11 20	Traralgon ...	1 Cent.	Sunday
				12 55 p.m.	Werribee ...	1 Cent.	Sunday
				6 57	Werribee ...	2	Sunday
				8 3	Geelong ...	1 Cent.	Sunday
				9 35	Leongatha & Wonthaggi {	1 Cent.	Sunday
					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

N—Passengers change trains Newport.

D—Passengers change trains Dandenong.

BLOCK NOTES.

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.

The section between Bacchus Marsh and Ballan is worked under the rules for Automatic and Track Control System of Train Signalling on Single Lines of Railway, contained in General Appendix.

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, Wai Wai, Jung, Dooen, Pimpinio, Kiata and Diapur are switched in as Electric Staff Stations as follows :—

Deer Park—

Mondays : From 6.20 a.m. until **No. 34** clears.

Tuesdays to Fridays : From 6.20 a.m. until **No. 159** clears.

Saturdays : From 7.0 a.m. until **No. 10** clears and 12.30 p.m. until **No. 145** clears.

Windermere—

Mondays : From 5.45 a.m. until **No. 9** clears and from 11.0 a.m. until **No. 82** clears.

Tuesdays to Fridays : From 5.45 a.m. until **No. 9** clears and from 1.25 p.m. until **No. 9** clears.

Saturdays : From 5.45 a.m. until **No. 9** clears.

Trawalla—

Mondays : From 9.40 a.m. until **No. 24** clears.

Tuesdays to Fridays : From 6.25 a.m. until **Nos. 9 and 192** clear, also 11.35 a.m. until **No. 82** clears.

Saturdays : From 6.25 a.m. until **Nos. 9 and 192** clear.

Middle Creek—

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

Saturdays : From 9.0 a.m. until **No. 145** clears.

Armstrong—

Mondays to Fridays : From 9.20 a.m. until **Nos. 36 and 133** clear.

Saturdays : From 9.20 a.m. until **No. 86** clears.

Great Western—

Mondays to Fridays : From 2.15 a.m. until **No. 133** clears.

Saturdays : From 2.15 a.m. until **No. 49** clears.

Deep Lead—

Mondays to Fridays from 8.0 a.m. until **No. 34** clears.

Saturday : From 8.0 a.m. until **Nos. 25 and 86** clear.

Wai Wai—

Mondays, Tues., Thurs., Fri. : From 8.25 a.m. until **No. 34** clears.

Wednesdays : From 8.25 a.m. until **No. 106** clears.

Saturdays : From 8.25 a.m. until **No. 25** clears.

Jung—

Mondays : From 2.10 a.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 to Fridays : From 8.5 a.m. until **No. 36** clears.

Should **No. 36** be running late Mondays to Fridays the Signaller at Dooen may switch out prior to the passage of that train.

Saturdays : From 8.5 a.m. until **No. 9** clears.

Pimpinio—

Mondays : From 12 Noon until **No. 25** clears.

Tuesdays to Fridays : From 10.15 a.m. until **No. 25** clears.

BLOCK NOTES—continued.

Kiata—

Monday : 7.20 a.m. until **No. 34** clears.

Tuesday to Friday : 7.50 a.m. until **Nos. 88** and **25** clear.

Diapur—

Mondays: From 11.30 p.m. (Sun.) until **No. 34** clears the following day.

Tuesdays to Saturdays : From 11.30 p.m. (Mon.) until **No. 34** and **No. 147** clear the following day.

Sundays : From 2.0 a.m. until **Nos. 10** and **69** clear.

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 **Deep Lead, Wal Wal, Dooen** (when Jung is switched in) **Pimpinio** and **Kiata** 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 Signaller 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.

■ **Ardeer Siding and Marmalake** are Unattended Electric Staff Posts 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 and 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) whenever the Motor is replaced by a Special Train, or does not run owing to engine trouble, &c.

See the General Appendix for further instructions.

Down

MELBOURNE-ARARAT—Passenger Service

Miles	STATIONS	5 Light Engine Tue., to Fri.	5 Light Engine Mon.	23 153 h.p. Diesel Rail Car & Trailer Mon.	23 153 h.p. Diesel Rail Car and Trailer Tue. to Fri. 153 h.p. Diesel Rail Car Sat.	15 280 h.p. Diesel Rail Car Mon. to Sat.
	MELBOURNE W	A.M.	A.M.	A.M.	A.M.	A.M.
	(Spencer-Street) ... dep.	...	...	...	...	...
1	North Melbourne ...	5 0	5 20	...	...	...
2½	South Kensington ○ ...	5 10	5 30	...	...	...
3½	Footscray ...	5 15	5 35	...	...	...
4	Middle Footscray ○ ...	...	...	...	...	...
4½	West Footscray ...	...	...	...	...	...
5½	Tottenham ○ ...	...	...	...	...	...
6	White City NC ...	...	...	...	...	...
7½	Sunshine ES ...	5 23	5 47	...	...	...
10	Ardeer Sdg. Nobel (Aust) Ltd NC ES (see page 13)	...	...	...	...	...
11	Deer Park ○ ES (see note page 12)	...	...	...	...	...
13	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...
17½	Rail Mtr. Stop. Pl. No. 64 NC	...	...	...	...	...
18½	Rockbank ○ ES ... { arr. ...—138 dep. 5 38	...	5 58	...	...	...
21½	Rail Mtr. Stop. Pl. No. 65 NC	...	...	...	...	...
23½	Melton ES ... { arr. 5 45 dep. 5 57—16	...	6 4	...	...	...
29½	Parwan ○ ES ... { arr. ... dep. 6 7	...	6 13	...	...	...
31½	Bacchus Marsh ES W { arr. 6 13—108 dep. 6 19	...	6 19—108	...	...	...
40½	Bank Box Loop ...	...	...	...	...	...
49½	Ballan ES W ... { arr. ... dep. ...	...	...	...—10 7 40	7 40—10	...
52	Rail Mtr. Stop. Pl. No. 77 NC	...	...	Z	Z	...
56½	Gordon ○ ES ... { arr. ... dep. ...	...	...	7 55	7 54—22	...
58½	Millbrook NC (R.M. Stop Pl.)	...	...	Z	8 2 ●	...
61½	Wallace ...	...	...	8 6	8 13 ●	...
64	Bungaree ○ ES ... { arr. ... dep. ...	...	...	...	...	...
67½	Dunns town ...	...	...	8 11	8 18 ●	...
69½	Warrenheip ES ...	...	...	8 17	8 24 ●	...
72½	Rail Mtr. Stop. Pl. No. 73 NC	...	...	8 22—14	8 29 ●—14	10 36—8, 10
73½	Ballarat East ○ ...	...	...	↑↑ 8 29	↑↑ 8 36 ●	* 10 42
73½	BALLARAT W ... { arr. ... dep. ...	...	...	8 33	8 40	10 45
74½	North Ballarat Junct. ...	...	...	...	...	...
76	Wendouree NC ...	...	...	...	...	...
76½	Linton Jct. ES † (RMSP) ...	...	...	...	...	...
83½	Windermere ○ ES ... { arr. ... dep. ...	...	...	...	...	...
86½	Burrumbet ○ ES ...	...	...	...	...	...
97½	Trawalla ○ ES ... { arr. ... dep. ...	...	...	...	...	...
102½	Beaufort ES W ...	...	...	...	...	...
112½	Middle Creek ○ ES ... { arr. ... dep. ...	...	...	...	...	...
116½	Buangor ○ ES ...	...	...	...	...	...
131	ARARAT ES W ... arr.	...	...	...	...	...
	Continued on ...	...	...	...	...	...
		5	5	23		15

● No. 23 may depart Gordon 7.55 a.m., Wallace 8.6 a.m., Bungaree 8.11 a.m., Dunns town 8.17 a.m., Warrenheip 8.22 a.m., Ballarat East 8.29 a.m.

Down

MELBOURNE-ARARAT—Passenger Service—continued

Miles	STATIONS	25 PASS. MON. TO SAT.	109 280 H.P. Diesel Rail Car Saturday	49 PASS. SAT.	49 PASS. MON. TO FRI.	11 153 H.P. D.R.C. and Trailer Mon. to Fri.	53 PASS. MON. TO FRI.
	MELBOURNE W	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Spencer-Street) <i>dep.</i>	9 10	12 25	1 30	1 30	...	4 23
1	North Melbourne ...	9 13*	12 28*	1 33*	1 33*	...	4 26
2½	South Kensington ○ ...	*	*	*	*	...	*
3½	Footscray ...	9 19	12 35	1 38*	1 38*	...	4 31
4	Middle Footscray ○ ...	*	*	*	*	...	*
4½	West Footscray ...	*	*	*	*	...	*
5½	Tottenham ○ ...	*	*	*	*	...	*
6	White City NC ...	*	*	*	*	...	*
7½	Sunshine ES ...	9 28	12 45	1 47	1 47	...	4 41
10	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 13)	...	...	...	...	...	...
11	Deer Park ○ ES (see note, page 12)	9 34	12 52-P4	1 52*	1 52*	...	4 48
13	Albion Reid Pty. Ltd. Siding NC ES	...	...	...	...	...	...
17½	Rail Mtr. Stop. Pl. No. 64 N C	...	...	...	...	...	...
18½	Rockbank ○ ES <i>dep.</i>	9 45-14	1 7	2 2††	2 0*	...	5 1
21½	R.M. Stop. Pl. No. 65 NC	...	...	...	...	...	...
23½	Melton ES ... { <i>arr.</i> <i>dep.</i>	9 53 10 1‡	1 15-24 1 22●	2 10 2 19††	2 7 2 15* } -154	...	5 10-94 5 20 5 26
29½	Parwan ○ ES ...	...	1 33●	2 19††	2 15*	...	...
31½	Bacchus Marsh ES W { <i>arr.</i> <i>dep.</i>	10 8 10 27*-150	1 39-154	2 26 2 45*	2 22 2 41*	...	...
40½	Bank Box Loop ...	10 45-192	...	3 3	2 59	...	...
49½	Ballan ES W ...	...	...	...	...	...	...
52	R. M. Stop. Pl. No. 77 NC	...	...	...	...	...	...
56½	Gordon ○ ES ...	10 56	...	3 13*	3 9*	...	...
58½	Millbrook NC (R.M.St.Pl.)	*	...	*	*	...	...
61½	Wallace ...	11 4‡	...	*	*	...	...
64	Bungaree ○ ES... ..	11 9	...	3 21*	3 17*	...	...
67½	Dunnstown ...	11 15	...	*	*	...	...
69½	Warrenheip ES ...	11 19* } -38	...	3 27*	3 24* } -19	...	...
72½	R. M. Stop. Pl. No. 73 NC	...	...	...	...	...	...
73½	Ballarat East ○ ...	11 25 11 28	...	3 33* 3 35	3 29* 3 31	...	...
73½	BALLARAT W { <i>arr.</i> <i>dep.</i>	11 47 11 49*	...	3 50 3 52*	3 45 3 47*	4 30 4 32*	...
74½	North Ballarat Junct. ...	*	...	*	*	...	...
76	Wendouree NC ...	...	...	...	...	...	...
76½	Linton Junction ES † ... (R. M. Stop Pl.)	11 53*-24	...	3 56*	3 51*	4 39Z	...
83½	Windermere ○ ES ... (See note, p. 12)	Noon P.M.	...	4 4	3 59	...	...
86½	Burrumbeet ○ ES ...	12 3*	...	4 9	4 4	...	...
97½	Trawalla ○ ES { <i>arr.</i> <i>dep.</i>	...-154 12 14F } -83	...	...	...	...	...
102½	Beaufort ES W ...	12 20	...	4 22 4 30 } -34	4 17 4 25 } -34	...	...
112½	Middle Creek ○ ES { <i>arr.</i> <i>dep.</i>	12 33* 12 38§	...	4 43 4 54● } -43	4 38 4 49● } -43	...	...
116½	Buangor ○ ES ...	...	...	5 1●	4 56●	...	...
131	ARARAT ES W { <i>arr.</i> <i>dep.</i> Continued on...	1 0 1 20 Page 18	...	5 20 5 25 Page 18	5 15 5 30 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.

F. Stops 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.	13 280 H.P. Diesel Rail Car MON. TO FRI.	73 PASS. MON., TUE., WED., THUR.	73 PASS. SUN., FRI.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	MELBOURNE W							
	(Spencer Street) ... dep.	...	...	5 25	6 20	6 20	9 5	9 20
1	North Melbourne ...	...	...	5 28*	6 23*	6 23*	9 8*	9 23*
2½	South Kensington ○ ...	...	...	*	*	*	*	*
3½	Footscray ...	...	...	5 34	6 29	6 29	9 14*	9 28*
4	Middle Footscray ○ ...	...	...	*	*	*	*	*
4½	West Footscray ...	...	...	*	*	*	*	*
5¼	Tottenham ○ ...	...	...	*	*	*	*	*
6	White City NC ...	...	...	*	*	*	*	*
7½	Sunshine ES ...	...	...	5 43	6 38	6 39	9 22*	9 35*
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see page 13)	From Geelong	From Geelong	...	...	...	...	...
11	Deer Park ○ ES (See n'te, p. 12)	...	...	5 50	6 44	6 47-94	9 27*	9 39*
13	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...	...	...
17½	Rail Mtr. Stop. Pl., No. 64 NC ...	...	...	...	...	...	...	...
18½	Rockbank ○ ES ...	...	...	6 1-94	6 54	7 2-28	9 39* ¹⁰²	9 50*
21½	Rail Mtr. Stop. Pl., No. 65 NC ...	...	...	...	...	...	...	...
23½	Melton ES ...	arr.	...	6 9	7 1	7 10-34	9 47*	9 55*
29½	Parwan ○ ES ...	dep.	...	...-28	...-34	7 19●	9 57*	10 3*
31½	Bacchus Marsh ES W ...	arr.	...	6 18	7 9	7 30●	10 2*	10 8*
40½	Bank Box Loop ...	arr.	...	6 25	7 15	7 37	10 27*	10 29*
49½	Ballan ES W ...	arr.	...	6 45*	7 32*	...	10 50*	10 48*
52	Rail Mtr. Stop. Pl., No. 77 NC ...	arr.	...	6 47-34	7 32*	...	...	...
56½	Gordon ○ ES ...	arr.	...	7 6●	7 48	...	11 2*	10 58*
58½	Millbrook NC (R.M. Stop. Place)	arr.	...	...	...	...	...	...
61½	Wallace ...	arr.	...	7 17●	7 58	...	...	...
64	Bungaree ○ ES ...	arr.	...	*	*	...	...	...
67½	Dunnstown ...	arr.	...	7 25♦	8 6♦	...	...	...
69½	Warrenheip ES ...	arr.	...	7 30●	8 11	...	...	...
72½	Rail Mtr. Stop. Pl., No. 73 NC ...	arr.	...	7 35♦	8 16♦	...	...	...
73½	Ballarat East ○ ...	arr.	...	7 39*	8 20*	...	...	...
73½	BALLARAT W ...	arr.	...	7 46●	8 26	...	...	...
74½	Nth. Ballarat Junction ...	arr.	...	7 50	8 30	...	...	...
76	Wendouree NC ...	arr.	...	...	...	...	...	...
76½	Linton Junct. ES † (R.M. St. Pl.)	arr.	...	...	...	...	...	...
83½	Windermere ○ ES ...	arr.	...	...	...	...	...	...
86½	Burrumbeet ○ ES ...	arr.	...	...	...	...	...	...
97½	Travalla ○ ES ...	arr.	...	...	...	...	...	...
102½	Beaufort ES W ...	arr.	...	...	...	...	...	...
112½	Middle Creek ○ ES ...	arr.	...	...	...	...	...	...
116½	Buangor ○ ES ...	arr.	...	...	...	...	...	...
131	ARARAT ES W ...	arr.	...	...	...	...	...	...
	Continued on ...	arr.	...	...	...	...	...	...
		29	33	57	63	13	73	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., Dunnstown 7.31 p.m., Ballarat East 7.42 p.m. No. 13 may depart Melton 7.11 p.m., Parwan 7.22 p.m.

Down

MELBOURNE-ARARAT—Passenger Service—continued.

Miles	STATIONS	69 "THE OVER- LAND" DAILY SUN. INCL.	71 EX- PRESS DAILY SUN. INCL. ‡	105 PASS. SUN.	117 PASS. SUN. ‡	115 PASS. SUN.
	MELBOURNE W	P.M.	P.M.	A.M.	P.M.	P.M.
	(Spencer Street) ... dep.	8 40	9 50	9 35	...	7 10
1	North Melbourne ...	8 43*	9 53*	9 38*	...	7 13*
2½	South Kensington ○ ...	*	*	*	...	*
3½	Footscray ...	8 48*	9 58*	9 44	...	7 18
4	Middle Footscray ○ ...	*	*	*	...	*
4½	West Footscray ...	*	*	*	...	*
5½	Tottenham ○ ...	*	*	*	...	*
6	White City NC ...	*	*	*	...	*
7½	Sunshine ES ... dep.	8 55*	10 5*	9 54—14	...	7 26
10	Ardeer Siding Nobel (Aust.) Ltd. ...	...	...	...	...	...
	NC ES (see page 13)	*	*	*	...	*
11	Deer Park ○ ES (See n'te, p 12)	...	...	...	...	...
13	Albion Reid Pty. Ltd. Sdg. NC ES...	...	...	...	...	...
17½	Rail Motor Stop. Place, No. 64 NC ...	...	...	...	...	7 40*
18½	Rockbank ○ ES ... { arr. ...	...	...	—150	...	—110
	dep.	9 10*	10 20*	10 6*	...	7 42
21½	Rail Motor Stop. Place, No. 65 NC ...	...	...	10 12	...	...
23½	Melton ES ... { arr. ...	9 15*	10 25*	10 14—100	...	7 48
	dep.	9 15*	10 25*	10 14—100	...	7 48
29½	Parwan ○ ES ... { arr. ...	9 24*	10 34*	10 21*	...	7 55*
	dep.	9 24*	10 34*	10 21*	...	7 55*
31½	Bacchus Marsh ES W ... { arr. ...	9 29*	10 39*	10 27	...	8 0
	dep.	9 29*	10 39*	10 27	...	8 0
40½	Bank Box Loop ...	9 50*—159	11 0*	10 45*	...	8 18*
49½	Ballan ES W ...	10 9*	11 19*	11 1	...	8 34
52	Rail Motor Stop. Place, No. 77 NC ...	...	...	...	...	...
56½	Gordon ○ ES ... { arr. ...	10 19*	11 29*	11 10*	...	8 43*
	dep.	10 19*	11 29*	11 10*	...	8 43*
58½	Millbrook NC (R.M. Stop. Place) ...	*	*	*	...	*
61½	Wallace ...	*	*	*	...	*
64	Bungaree ○ ES ...	10 28*	11 38*	11 19	...	8 52
67½	Dunnstown ...	*	*	*	...	*
69½	Warrenheip ES ...	10 36*	11 46*	11 26*	8 10‡	8 59*
72½	Rail Motor Stop. Place, No. 73 NC ...	...	...	...	...	...
73½	Ballarat East ○ ...	10 41*	11 51*	11 33*	8 17*	9 6*
	arr.	10 43	11 53	11 36	8 20	9 10
73½	BALLARAT W ...	...	A.M.	...	...	...
	dep.	10 58	12 8	11 39	...	...
74½	Nth. Ballarat Junction ...	11 0*	12 10*	11 42*	...	...
76	Wendouree NC ...	*	*	*	...	...
76½	Linton Junction ES † (R.M. St. Pl.) ...	11 5*	12 15* wt.	11 45*	...	...
83½	Windermere ○ ES ... { arr. ...	...	...	...	...	...
	dep.	11 11*	12 22*	11 51*	...	...
86½	Burrumbeet ○ ES ...	11 14*	12 25*	11 56	...	...
	arr.	11 14*	12 25*	11 56	...	...
97½	Trawalla ○ ES ... { arr. ...	...	...	...	...	...
	dep.	11 25*	12 35*	12 7*	...	...
102½	Beaufort ES W ...	11 31*—36	12 41*	12 14	...	...
112½	Middle Creek ○ ES ... { arr. ...	11 43*	12 53*	12 25*	...	...
	dep.	11 43*	12 53*	12 25*	...	...
116½	Buangor ○ ES ...	11 47*	12 57*	12 31	...	...
	arr.	11 47*	12 57*	12 31	...	...
	A.M.	12 5	1 15	...	...	...
131	ARARAT ES W ... { arr. ...	12 7—198	1 17	—90	...	...
	dep.	12 7—198	1 17	12 48	...	...
	Continued on...	Page 18	Page 18	Page 18	...	...
		69	71	105	117	115

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. INCL.	71 EX- PRESS DAILY, SUN. INCL. †	105 PASS. SUN.
		P.M.	P.M.	P.M.	A.M.	A.M.	P.M.
131	ARARAT ES W { arr. 1 0—107	5 20	5 15—86	12 5	1 15	Pre 59	—90
136½	Armstrong O ES { dep. 1 20—76	5 25	5 30	12 7	1 17	12 48	12 48
	(See note, p. 12) { arr. ...	—144	—66	...	...	...	...
141½	Great Western O ES { dep. 1 28	5 31*	5 36*	12 14*	1 24*	12 55*	12 55*
	(See note, p. 12) { arr. ...—46	...	—142, 106	...	...	...	...
	{ dep. 1 36	5 37*	5 43*	12 19*	1 29*	1 2*	1 2*
	{ arr. 1 46	...	5 53	12 29	1 39	...	...
150	STAWELL ES W { dep. 1 49	—130	—36, 130, 109	12 30	1 40	1 13	1 13
	{ dep. 1 56—86	5 48	5 55	12 36*	1 46*	1 19*	1 19*
154½	Deep Lead O ES { ...	*	*	...	...	...	...
	(See note, page 12) { ...	...	...	...	...	...	...
162½	Glenorchy ES { ...	2 6	6 2*	6 10—52	12 44*	1 54*	1 26*
169	Wal Wal O ES { ...	2 15	6 9*	6 17*	12 50*	2 0*	1 33*
	(See note, p. 12) { dep. 2 23—142	6 16*	6 24—164	12 55*	2 5*	1 40*	1 40*
175	Lubeck ES { ...	2 34—105, 106	6 27	6 35	1 6	2 16	...
185½	MURTOA ES W { Sat. 2 40	Mon. to Fri. 2 50	6 29	6 40	1 7	2 17	1 52
	{ dep. ...	...	...	...	...	...	...
192	Jung ES { arr. ...—34	...	...	Mon. 6 50*	Tue. to Fri. 6 49*	Sun. 2 27*	...
	(See note, p. 12) { dep. 2 50	3 0	6 39*	6 50*	6 54*	2 26*	2 0*
198½	Dooen O ES { arr. ...	...	...	...	...	...	...
	(See note, p. 12) { dep. 2 59	3 9	6 47*	6 58*	7 2*	2 32*	2 6*
203½	HORSHAM ES W { arr. 3 5	3 15	6 53—88	7 5	7 10	2 38	2 15
	{ dep. 3 15	3 25	6 55	...	...	2 40	...
213½	Pimpinio O ES { arr. ...	...	...	...	...	...	...
	(See note, p. 12) { dep. 3 27	3 40	7 6*	...	...	2 51*	...
219½	Wail ... { ...	...	*	...	...	...	...
	{ arr. 3 45	4 7—164	7 20	...	...	3 3	...
	{ ...	—164	...	...	...	...	...
224½	DIMBOOLA ES W { 153 H.P. D.R.C. and Trailer Tues to Fri. 153 H.P. D.R.C.	Sat. 4 0	Mon. 4 20	...	...	...	...
	{ dep. ...	...	...	...	...	...	...
235½	Gerang Gerung (See note, page 12) { ...	4 15	4 36	...	...	...	...
240	Kiata O ES { arr. ...	...	4 45—88	...	...	...	...
	(See note, p. 13) { dep. 4 25	4 46	4 50	...	...	...	...
242½	Salisbury NC { ...	...	*	...	...	...	...
248½	Nhill ES { arr. 4 38—88	5 0	5 4	...	...	...	...
	{ dep. 4 48	5 10	5 14	...	...	...	...
255½	Tarranginnie NC { ...	...	...	...	...	...	...
259½	Diapur O ES W { arr. ...	...	...	...	...	...	...
	(See note, p. 13) { dep. 5 6	5 28	5 32	...	...	...	...
266½	Miram (See note, p. 12) { arr. 5 19	5 42	5 47	...	...	...	...
272½	Kaniva ES { arr. 5 28	5 52	5 57	...	...	...	...
	{ dep. 5 31	5 55	6 0	...	...	...	...
278½	Lillimur (See note, p. 12) { arr. 5 42	6 6	6 11	...	...	...	...
287	SERVICETON ES W (E.S. Time) { arr. 6 0	6 20	6 25	...	...	...	...
	(C.S. Time) { ...	...	...	...	...	...	...
482½	ADELAIDE { arr. ...	...	...	...	...	...	...
		25	25	25	49	49	49
		25	25	25	69	71	105

● No. 49 Mon. to Fri. may depart Murtoa 6.37 p.m. Jung 6.47 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., Kiata 4.46 p.m., Nhill 5.5 p.m., Diapur 5.23 p.m., Miram 5.37 p.m., Kaniva 5.48 p.m., Lillimur 5.59 p.m. No. 71 may depart Horsham 2.40 a.m. Dimboola 3.5 a.m. Nhill 3.35 a.m. Kaniva 4.34 a.m. B—No. 71, when No. 14 does not run, to pass Diapur 4.15 a.m. arrive Kaniva 4.33 a.m. depart 4.34 a.m. arrive Serviceton 4.51 a.m. E. Arrive Adelaide 10.37 a.m. Saturday.

Miles	STATIONS	10 "THE OVER- LAND" DAILY, SUN. INCL.	14 EXP- RESS DAILY SUN. INC. †	24 PASS. MON.	34 153 H.P. D.R.C. Mon. 153 H.P. D.R.G. and Trailer Tue. to Fri.	34 153 H.P. Diesel Rail Car Sats.	110 PASS. SUN.
—	ADELAIDE (C.S. Time) dep.	P.M. 7 0 A.M. 11 38, 139	P.M. 8 0 A.M. 11 38, 77	A.M. ...	A.M. ...	P.M. ...	P.M. ...
196½	SERVICETON (C.S. Time) arr.	1 15	2 36	...	...	...	...
—	(E.S. Time) arr.	1 45	3 6	...	...	...	...
—	SERVICETON ES W dep.	1 58	3 45	...	11 45—101 Noon 12 0 P.M.	12 5—101	...
8½	Lillimur (See note, page 12)	*	*	...	12 11 12 22	12 29 12 39	...
14½	Kaniva ES ...	arr. 2 15 dep. 2 16	4 2 4 3	...	12 11 12 22	12 29 12 39	...
25½	Miram (See note, page 12)	*	*	...	12 36—81, 147	12 52§	...
27½	Diapur O ES W ...	arr. 2 34* dep. 2 43—69	4 21* 4 21wt.	...	*	*	...
31½	Tarranginnie NC ...	...	...	...	12 54	1 11	...
38½	Nhill ES ...	arr. 2 57 dep. 2 59	4 33 4 35	...	...	*	...
44½	Salisbury NC ...	...	*	...	1 11	1 27§	...
47	Kiata O ES ...	arr. ... dep. 3 10*	4 46* 4 46A	...	1 20	1 35	...
51½	Gerang Gerung (See note p. 12)	arr. 3 26	5 2	...	1 35	1 50	...
62½	DIMBOOLA ES W	—159 —115 —71 dep. 3 28	5 4	—3 8 0	PASS. MON. TO FRI. 1 50 1 57§	PASS. SAT. 2 0 2 7§	...
67½	Wail ...	...	*	*	...	...	...
73½	Pimpinio O ES ...	arr. ... dep. 3 42* arr. 3 53	5 18* 5 29	8 13* 8 24 Mon. to Sat. —86, 101, 13	2 5—87 2 16	2 15 2 26	...
83½	HORSHAM ES W	dep. 3 55	5 31	8 27	2 23	2 30	3 10
88½	Dooen O ES ...	arr. ... dep. 4 1*	5 37* 5 37*	8 35	2 30‡ 2 39	2 37‡ 2 45—25	3 16*
95	Jung ES ...	arr. —59 dep. 4 7*	5 43* 5 51	8 44 8 53	2 48	2 52●	3 23‡
101½	MURTOA ES W ...	—130, 59 dep. 4 16	—3 5 52	—103 9 0	—25, 105, 106 2 56	—105 3 7	3 32
112	Lubeck ES ...	arr. ... dep. 4 27*	—13 6 3*	9 12	—130 3 8§	...	...
118	Wal Wal O ES ...	arr. ... dep. 4 32*	6 8* 6 8*	9 21	3 15*	3 26*	3 48*
124½	Glenorchy ES ...	arr. ... dep. 4 38*	—3 6 14*	—61 9 30	—107, 142 3 23‡	—142 3 34‡	...
132½	Deep Lead O ES ...	arr. ... dep. 4 46*	6 22* 6 28	9 40§ 9 47	3 32* 3 39	3 43* 3 50	4 3*
137	STAWELL ES W ...	arr. ... dep. 4 52	103, 91, 27 6 29	—42 9 49	—86 3 41	—142 3 52	4 10
145½	Great Western O ES	arr. —101 dep. 5 4*	6 39* 6 39*	—9 10 0	—52, 66 3 52‡	—131 4 3‡	...
150½	Armstrong O ES ...	arr. ... dep. 5 12*	6 45* 6 54	10 8 10 16	—86 3 58*	—86 4 9*	4 33‡
156	ARARAT ES W ...	arr. 5 23 dep. 5 26	—82wt. 6 57—147	10 31 Page 21	—109, 131 4 20 Page 22	—109 4 25 Page 23	4 41 Page 23
	Continued on ...	Page 20	Page 21	Page 21	Page 22	Page 23	Page 23
		10	14	24	34	34	110

● No. 10 may depart Serviceton 1.53 a.m., Kaniva 2.11 a.m. Nhill 2.42 a.m. No. 34. Saturdays may depart Jung 2.46 p.m.

ARARAT-MELBOURNE—Passenger Service.

Up

Miles from Serv- iceton	STATIONS	108 280 H.P. D.R.C. Mon. to Fri.	80 EXPRESS MON. to SAT.	18 PASS. MON.	2 280 H.P. D.R.C. Mon. to Sat.	10 "THE OVERLAND" DAILY SUN. INCL.	6 PASS. Mon.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
156	ARARAT ES W ...	... { arr. ...	...	...	...	5 23	...
170½	Buangor O ES ...	... { dep. ...	...	...	...	5 26	...
174½	Middle Creek O ES ...	... { arr. ...	...	...	...	5 45*	...
	(See note, page 12)	... { dep. ...	...	...	...	...	...
181½	Beaufort ES W ...	...	...	...	...	5 49*	...
189½	Trawalla O ES ...	...	...	...	...	6 4*	...
	(See note, page 12)	...	...	...	...	6 10*	...
200½	Burrumbeet O ES ...	...	...	...	...	6 21*	...
203½	Windermere O ES ...	... { arr. ...	...	...	...	...	...
	(See note, page 12)	... { dep. ...	...	...	...	6 24*	...
210½	Linton Junct. ES † (R.M.S.P.)...	...	...	...	...	6 32*	...
211	Wendouree NC ...	...	...	...	...	*	...
212½	North Ballarat Junction ...	...	5 25*	...	...	6 36*	...
213¼	BALLARAT W ...	... { arr. ...	5 28	...	...	6 38-2	...
		... { dep. ...	5 40	6 10	6 45	6 58E	...
213¾	Ballarat East O ...	...	5 42*	6 13½	6 48	7 0*	...
217¼	Warrenheip ES ...	...	5 51*-1	6 21*	6 57	7 9*	...
219½	Dunmstown ...	...	...	6 26½	...	*	...
223	Bungaree O ES ...	...	...	6 33	...	7 17*	...
225½	Wallace ...	...	...	6 38½	...	*	...
228½	Millbrook NC (R.M. Stop. Pl.) ...	...	...	*	...	*	...
230¼	Gordon O ES ...	... { arr. ...	...	...	...	...	...
		... { dep. ...	...	6 46	...	7 26*	...
233¼	Rail Motor Stop. Pl. No. 77 NC...	...	...	...	...	...	...
237½	Ballan ES W ...	...	...	6 55	...	7 33*-23	...
246¼	Bank Box Loop ...	... { arr. ...	...	7 4*	...	7 42*	...
		...	...	7 13	...	...	...
255¼	Bacchus Marsh ES W ...	... { dep. ...	...	PASS.MON. TO FRI. 280 H.P. D.R.C. Sat.	To Geelong	...	...
257¼	Parwan O ES ...	6 23	...	7 14	...	7 50*	8 0
263¼	Melton ES ...	6 32½	...	7 22	...	7 56*-15	8 8½
265½	Rail Motor Stop. Pl. No. 65 NC	6 43	...	7 32-15	...	8 3*	8 18
268½	Rockbank O ES ...	6 51	...	...	...	...	...
269¼	Rail Motor Stop. Pl. No. 64 NC	...	...	7 40	...	8 8*	8 26
274	Albion Reid Pty. Ltd. Siding ...	...	...	...	...	...	...
	NC ES	...	...	...	...	...	...
276	Deer Park O ES ...	... { arr. ...	...	...	...	...	...
	(See note, page 12)	... { dep. ...	7 2	7 51	...	8 16*	8 37
279¼	Sunshine ES ...	... { arr. ...	...	...	...	Mon. to Sat. 8 21F	...
281	White City NC ...	7 11	...	7 58	...	8 25	8 21*
281¼	Tottenham O ...	*	...	*	...	*	*
		*	SAT.	MON. to FRI.	...	*	*
282½	West Footscray ...	7 17	...	*	...	*	*
283	Middle Footscray O ...	*	...	*	...	*	*
283½	Footscray ...	7 20	7 50*	7 54*	8 6	8 34*	8 32*
284¼	South Kensington O ...	*	*	*	...	*	*
286	North Melbourne... ..	7 27	7 55*	8 0*	8 12	8 40*	8 38*
287	MELBOURNE W (Spen. St.) arr.	7 30	7 58	8 5	8 18	8 45	8 45
		108	80	80	18	2	10
						10	6

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.

ARARAT-MELBOURNE—Passenger Service—continued

Up

Miles from Serviceton	STATIONS	22 PASS. TUE. TO SAT.	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.	
156	ARARAT ES W ... { arr. ...	...	6 54 —82wt. —147	...	10 16
170½	Buangor O ES ... { dep. ...	...	6 57	...	10 31
174½	Middle Creek O ES ... { arr. ...	...	7 16*	...	10 51
	(See note, page 12) { dep. ...	...	7 20*	...	10 58
181½	Beaufort ES W ... { arr. ...	...	—9wt. 7 35*	...	—82 11 14
189½	Trawalla O ES ... { dep. ...	...	7 41*	...	11 22
	(See note, page 12) ...	...	...	From Linton	...
200½	Burrumbeet O ES ... { arr. ...	...	7 52*	...	11 35-82
203½	Windermere O ES ... { dep. ...	...	7 55*	...	11 40
	(See note, page 12) ...	...	8 3*	8 30Z	11 50*-25
210½	Linton Junction ES † (R.M.S.P.) ...	...	*	§	*
211	Wendouree NC ...	...	8 7*	8 36*	11 57*
212½	North Ballarat Junction ...	...	8 9	8 40	Noon 12 0
213½	BALLARAT W ... { arr. ...	...	8 29A	...	p.m. 12 15
213¾	Ballarat East O ... { dep. 7 25	7 27½	8 31*-23	...	12 17*	
217½	Warrenheip ES ... { arr. ...	7 35*	8 40*	...	12 24*-11	
219½	Dunnstown ... { dep. ...	7 40½	*	...	*	
223	Bungaree O ES ... { arr. ...	7 46	8 48*	...	12 31*	
225½	Wallace ... { dep. ...	7 51½	*	...	*	
228½	Millbrook NC (R.M. Stop Pl) ...	*	*	...	*	
230½	Gordon O ES ... { arr. ...	8 0-23	8 57*	...	12 39*	
233½	Rail Motor Stop. Place, No. 77 NC ...	...	...	...	...
237½	Ballan ES W ... { arr. ...	8 9	9 4*	...	12 47	
246½	Bank Box Loop ... { dep. ...	8 18*	9 13*	...	12 56*	
255½	Bacchus Marsh ES W ... { arr. ...	8 28	9 21*	...	—35 1 6	
257½	Parwan O ES ... { dep. ...	8 34½	—195wt. 9 27*	...	1 12*	
263½	Melton ES ... { arr. ...	8 43	9 34*	...	1 20-109	
265½	Rail Motor Stop. Place, No. 65 NC ...	...	...	...	...
			Sun. † Mon. to Sat. ‡			
268½	Rockbank O ES ... { arr. ...	...	9 40*	...	...
	{ dep. 8 51	9 39*	—25 9 48	...	1 25*	
269½	Rail Motor Stop. Place, No. 64 NC ...	...	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...
276	Deer Park O ES ... { arr. ...	9 0	9 47*	9 56*	1 32*-P6	
	(See note, page 12) { dep. ...	9 6	9 52*	10 1*-P4	1 40	
279½	Sunshine ES ...	*	*	*	*	
281	White City NC ...	*	*	*	*	
281½	Tottenham O ...	*	*	*	*	
282½	West Footscray ...	*	*	*	*	
283	Middle Footscray O ...	*	*	*	*	
283½	Footscray ...	9 15	9 59*	10 10*	1 48*	
284½	South Kensington O ...	*	*	*	*	
286	North Melbourne ...	9 20*	10 4*	10 16*	1 54*	
287	MELBOURNE W (Spencer St.) arr. 9 24	10 8	10 20	...	2 0	
		22	14	14	32	24

A. Passengers are not permitted to join No. 14 Express at Ballarat.

ARARAT-MELBOURNE—Passenger Service—continued.

Up

Miles from Servic- eton	STATIONS	20 153 h.p. Diesel Rail Car	30 280 h.p. Diesel Rail Car		40 153 h.p. Diesel Rail Car and Trailer	28 Light Engine	34 PASS.
		Sat.	Mon to Sat.		Mon. to Fri.	MON. TO FRI.	MON. TO FRI.
		P.M.	P.M.		P.M.	P.M.	P.M.
156	ARARAT ES W ...	arr. ...	...	...	...	...	4 5
170½	Buangor O ES ...	dep. ...	...	...	...	...	4 20
174½	Middle Creek O ES ...	arr. ...	...	...	...	...	4 40-43
	(See note, page 12)	dep. ...	...	...	...	...	499, 131
181½	Beaufort ES W ...	arr. ...	...	...	...	...	4 47½
189½	Trawalla O ES ...	dep. ...	...	...	...	...	5 3
	(See note, page 12)	...	...	...	...	...	5 10F
200½	Burrumbeet O ES ...	...	...	...	...	...	5 21*
203½	Windermere O ES ...	arr. ...	...	...	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	5 24*
210½	Linton Junction ES † (R.M.S.P.)	...	...	...	...	...	5 31*-133
211	Wendouree NC ...	...	...	...	...	...	*
212½	North Ballarat Junction	...	...	...	...	...	5 37*
213½	BALLARAT W ...	arr. ...	...	...	...	...	5 40
		dep. 12 25	3 20	...	4 30	...	5 55
213½	Ballarat East O ...	...	3 23	...	4 33	...	5 57*
217½	Warrenheip ES ...	...	3 32-19	...	4 45-133	...	6 4*
219½	Dunnstown ...	...	...	...	4 50	...	*
223	Bungaree O ES ...	...	...	...	4 58	...	6 13
225½	Wallace ...	...	...	...	5 4	...	*
228½	Millbrook NC (R.M. Stop. Pl.)	Z	To Geelong	...	Z	...	*
230½	Gordon O ES ...	arr. ...	...	...	...	...	6 23-59
		dep. 1 6	...	...	5 13	...	6 28 ●
233½	Rail Motor Stop. Place, No. 77 NC	*	...	...	Z	...	...
		arr. 1 16	...	...	5 25-59	...	...
237½	Ballan ES W ...	dep. ...	...	...	...	...	6 38 ●
246½	Bank Box Loop ...	arr. ...	...	...	...	...	...-57
		dep. ...	...	...	...	...	6 47*-102
255½	Bacchus Marsh ...	arr. ...	...	...	...	...	6 56-139
		dep. ...	...	...	...	6 0	7 3 ●
257½	Parwan O ES ...	arr. ...	...	...	...	6 7	...
		dep. ...	...	...	...	6 20-57	7 9*
263½	Melton ES ...	arr. ...	...	...	...	...	-13
		dep. ...	...	...	...	6 29	7 17 ●
265½	Rail Motor Stop. Place, No. 65 NC	...	...	...	...	6 29, 34	...
268½	Rockbank O ES ...	arr. ...	...	...	...	6 36	139, 34
		dep. ...	...	...	...	7 45	-7, 28
269½	Rail Motor Stop. Place, No. 64 NC	...	...	...	...	...	7 22*
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...	...	...
276	Deer Park O ES ...	...	...	...	...	7 55	7 31*
	(See note, page 12)	...	...	...	...	...	...
279½	Sunshine ES ...	...	...	...	...	8 1	7 38
281	White City NC ...	...	...	...	...	...	*
281½	Tottenham O ...	...	...	...	...	...	*
282½	West Footscray ...	...	...	...	...	...	*
283	Middle Footscray O ...	...	...	...	...	...	*
283½	Footscray ...	...	...	...	...	8 8	7 49
284½	South Kensington O ...	...	...	...	...	...	*
286	North Melbourne ...	...	...	...	...	8 15	7 54*
287	MELBOURNE W (Spencer St. arr.)	...	...	...	...	...	8 0
		20	30		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.

ARARAT-MELBOURNE—Passenger Service—continued

Up

Miles from Servic- eaton	STATIONS	34 PASS. SAT.	100 PASS. SUN.		102 PASS. SUN. †	110 PASS. SUN. (From Horsham)
		P.M.	A.M.		A.M.	P.M.
156	ARARAT ES W ... { arr. 4 16—109	...	...	...	...	...
	dep. 4 25	...	...	...	...	4 41
170½	<i>Buangor</i> ○ ES ... { dep. 4 45	...	...	...	...	5 0
174½	<i>Middle Creek</i> ○ ES ... { arr. ...—49	...	...	...	...	...
	(See note, page 12) { dep. 4 52½	...	...	...	...	5 4*
181½	Beaufort ES W ... { arr. 5 7—145	...	...	...	...	5 18—77
	dep. 5 12 ●	...	...	...	...	5 23 ●
189½	<i>Trawalla</i> ○ ES ... { dep. 5 19*	...	...	...	...	5 30*
	(See note, page 12)	...	...	...	...	...
200½	<i>Burrumbeet</i> ○ ES ... { arr. 5 30*	...	...	...	...	5 43 ●
203½	<i>Windermere</i> ○ ES ... { dep. 5 33*	...	...	...	...	5 47*
	(See note, page 12)	...	...	...	...	5 54*
210½	Linton Junction ES † (R. M. S. P.) 5 40*	...	...	...	...	*
211	<i>Wendouree NC</i> ... *	...	...	...	...	5 57*
212½	North Ballarat Junction ... { arr. 5 44*	...	...	...	...	6 0
	dep. 5 46	...	...	...	...	...
213½	BALLARAT W ... { dep. 6 0	...	8 55	...	9 5	6 15
213½	<i>Ballarat East</i> ○ ... { dep. 6 2*	...	8 57*	...	9 7*	6 17*
217½	<i>Warrenheip ES</i> ... { dep. 6 9*	...	9 3*	...	9 18	6 24*
219½	<i>Dunnstown</i> ... *	...	*	...	...	*
223	<i>Bungaree</i> ○ ES ... { dep. 6 18	...	9 14	...	...	6 33
225½	<i>Wallace</i> ... *	...	*	...	...	*
228½	<i>Millbrook NC</i> (R.M. Stop. Pl.) ... *	...	*	...	...	*
230½	<i>Gordon</i> ○ ES ... { arr. ...	...	...	...	...	...
	dep. 6 28	...	9 22*	...	...	6 43*
233½	Rail Motor Stop. Place, No. 77 NC ...	...	...	...	...	...
237½	Ballan ES W ... { arr. ...	...	...	...	...	6 52
	dep. 6 38	...	9 31	...	...	...
246½	Bank Box Loop ... { arr. ...—139	...	...	...	...	7 1*—139
	dep. 6 47*	...	9 40*	...	...	...
255½	Bacchus Marsh ES W ... { arr. ...	...	...	...	...	7 11
	dep. 6 57	...	9 50	...	...	...
257½	<i>Parwan</i> ○ ES ... { arr. 7 4*	...	...	...	...	7 17*
	dep. 7 11 ●—63	...	9 55*	...	...	...
263½	Melton ES ... { arr. ...	...	10 3—105	...	...	7 27
	dep. 7 20 ●	...	10 16 ●	...	...	...
265½	Rail Motor Stop. Place, No. 65 NC ...	...	...	...	...	7 35*
	arr. ...	...	...	...	...	—115
268½	<i>Rockbank</i> ○ ES ... { dep. 7 25*	...	10 23*	...	...	7 45
	arr. ...	...	...	...	...	...
269½	Rail Motor Stop. Place, No. 64 NC ...	...	...	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...	...
276	<i>Deer Park</i> ○ ES ... *	...	*	...	...	*
	(See note, page 12)	...	...	...	...	...
279½	Sunshine ES ... { arr. 7 38	...	10 35	...	...	8 0
281	<i>White City NC</i> ... *	...	*	...	...	*
281½	<i>Tottenham</i> ○ ... *	...	*	...	...	*
282½	<i>West Footscray</i> ... *	...	*	...	...	*
283	<i>Middle Footscray</i> ○ ... *	...	*	...	...	*
283½	<i>Footscray</i> ... { arr. 7 49	...	10 44	...	...	8 9
284½	<i>South Kensington</i> ○ ... *	...	*	...	...	*
286	North Melbourne ... { arr. 7 54*	...	10 51*	...	...	8 16*
287	MELBOURNE W (Spencer St.) arr. 8 0	...	10 55	...	...	8 20
		34	100		102	110

● **No. 34** (Sat.) may depart Beaufort 5.8 p.m., Parwan 7.4 p.m. Melton 7.13 p.m., **No. 100** may depart Melton 10.4 a.m. **No. 110** may depart Beaufort 5.19 p.m. Burrumbeet 5.39 p.m.

Down

MELBOURNE-ARARAT—Goods Service

Miles	STATIONS		9 Fast Goods		101 Light En.	93 Thro. Goods	1 Thro. Goods	15 Light Eng.
			Tue. to Sat.	Mon.	Tue., to Fri. ‡	Tue. to Sat. ‡	Tue. to Sat. ‡	Tue. to Sat. ‡
—	MELBOURNE YARD	dep.	A.M. 1 0	A.M. 1 15	A.M. 2 0	A.M. ...	A.M. ...	A.M. 2 50
—	DYNON ...	dep.	...	...	...	...	...	...
1	North Melbourne	dep.	...	...	...	...	...	...
2½	South Kensington ○	...	1 12	1 27	2 10	...	...	3 0
2½	Maribyrnong River Junct.	...	...	...	Via	...	...	Via
3½	Footscray ...	...	1 18	1 33	Goods	...	...	Goods
4	Middle Footscray ○	...	...	...	Lines	...	...	Lines
4½	West Footscray	...	...	...	...	...	...	...
5½	Tottenham ○	...	...	...	...	...	...	...
5½	Tottenham Goods	arr.	...	...	2 20	...	...	3 10
	Yard W ...	dep.	...	...	3 0	...	...	4 0
7½	Sunshine ES	arr.	...	...	...	...	...	4 11-36
		dep.	1 30	1 45	3 10	...	...	4 24
10	Ardeer Sdg. Nobel (Aust.)	...	...	...	...	...	...	...
	Ltd. NC ES (see page 13)	...	...	...	...	...	...	...
11	Deer Park (See note, p. 12)	dep.	...	...	3 17	...	...	4 32
13	Albion Reid Pty Ltd Sdg. NC ES	...	...	...	...	...	...	...
18½	Rockbank ○ ES	arr.	...	...	...	...	...	4 51
		dep.	1 50-32	2 5	3 33	...	...	5 10
23½	Melton ES ...	arr.	...-96	...	3 44	...	...	5 21
		dep.	1 58	2 13	3 58-36	...	...	5 28
29½	Parwan ○ ES	arr.	2 11	...	...	...	...	5 10
		dep.	2 31	2 24	4 13	...	...	5 21
31½	Bacchus Marsh	arr.	2 40	2 31	4 19	...	...	5 43
	ES W	dep.	2 42	2 33	...	...	...	6 37
40½	Bank Box Loop	...	3 17-36	3 8	...	...	...	6 43
49½	Ballan ES W	arr.	3 47	3 38	...	...	...	...
		dep.	3 49	3 40	...	...	...	...
56½	Gordon ○ ES	...	4 8	3 59	...	...	...	...
61½	Wallace ...	...	...	...	...	...	...	...
64	Bungaree ○ ES	arr.	4 24	...	...	...	...	...
		dep.	4 29	4 13	...	...	...	...
67½	Dunnstown ...	...	...	...	...	...	...	...
69½	Warrenheip ES	arr.	...-16	...	...	...	...	...
		dep.	4 44-93	4 24	...	...	...	...
73½	Ballarat East ○	arr.	4 53	4 33	...	...	...	...
		dep.	4 56	4 36	...	...	...	...
		arr.	5 1	4 41	...	...	...	...
73½	BALLARAT W	dep.	...	...	...	...	...	...
74½	Shell Oil Sdg. NC	...	5 50	...	...	...	...	...
74½	Nth. Ballarat Junct.	...	5 53	...	...	...	...	...
75½	White's Siding NC	...	...	...	...	...	...	...
76	Wendouree NC	...	...	...	...	...	...	...
76½	Linton Jct. ES †	...	5 58	...	...	...	...	...
83½	Windermere ○ ES	arr.	6 10	...	...	...	...	...
	(See note, page 12)	dep.	6 29-10	...	...	...	...	...
86½	Burrunbeet ○ ES	...	6 38	...	...	...	...	...
97½	Trawalla ○ ES	arr.	Mon. ...	Tue. to Sat. ...	...	...	...	...
	(See note, page 12)	dep.	6 55	7 10-192	...	...	...	...
102½	Beaufort ES W	arr.	7 4	7 21	...	...	...	...
		dep.	7 19-14	7 36-14	...	...	...	...
112½	Middle Creek ○ ES	arr.	...	...	...	...	...	...
	(See note, page 12)	dep.	7 42	7 59	...	...	...	...
116½	Buangor ○ ES	arr.	...-82	8 7	...	...	...	...
		dep.	7 49	8 13	...	...	...	...
		arr.	8 15	8 43	...	...	...	...
131	ARARAT ES W	dep.	9 30	...	...	...	...	...
	Continued on	...	Page 35	...	...	...	...	...
			9	101	93	1	29	31

MELBOURNE-ARARAT—Goods Service—continued.

Down

Miles	STATIONS	15 Goods Mon. ‡	195 Eng. & Van Tues. to Sat. ‡	7 Goods Mon. (Thur. ‡)	P4 Pilot Sat. ‡	83 153 H.P. Diesel Rail Car & Trlr. (For Vangoods) Thur.
—	MELBOURNE YARD dep.	A.M. 5 45	A.M. ...	A.M. ...	A.M. ...	A.M. ...
—	DYNON ... ..	...	...	...	...	...
2½	South Kensington ○ ... ..	...	...	...	...	...
2½	Maribyrnong River Junct. ... ..	...	...	...	...	...
3½	Footscray ... ..	...	...	...	...	...
4	Middle Footscray ○ ... ..	...	...	...	...	...
4½	West Footscray ... ..	...	...	...	...	...
5½	Tottenham ○ ... ..	...	...	...	...	...
5½	Tottenham Goods Yard W ... ..	...	...	...	10 0	...
7½	Sunshine ES	arr. ... dep. 6 22	...	...	—14 10 10	...
10	Ardeer Siding Nobel (Aus.) Ltd. (See p. 13) NC ES	arr. ... dep. ...	...	...	...	...
11	Deer Park ○ ES (See note, page 12)	arr. ... dep. 6 29	...	...	10 21	...
13	Albion Reid Pty. Ltd. Sdg. NC ES ... ..	...	...	...	10 35	...
18½	Rockbank ○ ES	arr. 6 45 dep. 7 18	...	...	...	...
23½	Melton ES	arr. 7 29 dep. 7 37	...	...	...	...
29½	Parwan ○ ES	arr. 7 51 dep. 8 13	...	...	...	...
31½	Bacchus Marsh ES W	arr. 8 19 dep. ...	6, 10, 108, 140 9 10 9 16-14	...	...	...
40½	Bank Box Loop ... ..	...	...	...	...	...
49½	Ballan ES W ... ..	...	...	...	...	...
56½	Gordon ○ ES	dep. ...	...	...	...	11 12-25
61½	Wallace	arr. ... dep. ...	...	...	...	11 22
64	Bungaree ○ ES	arr. ... dep. ...	...	...	...	11 27
67½	Dunnstown ○ ES	arr. ... dep. ...	...	...	...	11 31
69½	Warrenheip	arr. ... dep. ...	...	...	...	11 33
73½	Ballarat East ○	arr. ... dep. ...	...	...	...	11 38
73½	BALLARAT W	arr. ... dep. ...	...	9 45	...	11 40
74½	Shell Oil Sdg. NC ... ..	...	...	...	...	11 44
74½	Nth. Ballarat Junct. ... ..	...	...	9 48	...	11 46
75½	White's Siding NC ... ..	...	...	...	...	11 52
76	Wendcuree NC ... ..	...	...	...	...	11 54
76½	Linton Junct. ES (R.M.S.P.) ... ..	...	...	9 57	...	...
83½	Windermere ○ ES (See note, page 12)	arr. ... dep. ...	...	...	...	...
86½	Burrumbeet ○ ES	arr. ... dep. ...	...	...	...	...
97½	Trawalla ○ ES (See note, page 12)	arr. ... dep. ...	...	...	...	...
102½	Beaufort	arr. ... dep. ...	...	...	...	...
112½	Middle Creek ○ ES (See note, page 12)	arr. ... dep. ...	...	...	...	...
116½	Buangor ○ ES	arr. ... dep. ...	...	...	...	...
131	ARARAT ES W	dep. ...	...	...	...	...
		15	195	7	P4	83

MELBOURNE-ARARAT—Goods Service—continued.

Down.

Miles	STATIONS	35 Light Eng. Mon. to Fri.	P10 Pilot Mon. †	P10 Pilot Tue. to Fri. †	11 Thro. Goods Mon., Tue., Wed., Fri., Sat. †	11 Thro. Goods Thur. †	17 Goods Sat.
—	MELBOURNE YARD ... dep.	A.M. 9 40	A.M.	A.M.	A.M.	A.M.	P.M.
—	DYNON ...	...	...	...	...	...	...
2½	South Kensington ○ ...	...	...	...	...	...	...
2¾	Maribyrnong River Junct. ...	...	...	...	...	...	...
3½	Footscray ...	...	...	...	...	...	...
4	Middle Footscray ○ ...	...	...	...	...	...	...
4½	West Footscray ...	...	...	...	...	...	...
5½	Tottenham ○ ...	arr.	...	...	...	...	...
5¾	Tottenham Goods Yard W {	arr. 10 20	...	...	...	...	...
	dep. Roadside Goods	10 50	11 10	11 10	...	...	...
		Mon. Tu. to F.					
7¾	Sunshine ES ... {	arr. ...	...	11 21	...	...	...
	dep. 11 0	11 18	11 21	11 30	...	...	...
10	Ardeer Siding Nobel (Aus.)	arr. ...	...	...	...	...	...
	Ltd. (See p. 13) NC ES	dep. ...	...	...	...	...	...
11	Deer Park ○ ES ...	arr. ...	...	11 45	...	...	...
	(See note, page 12)	dep. 11 7	11 25	12 2	...	...	...
13	Albion Reid Pty. Ltd.	arr. ...	11 45	12 15	...	...	...
	Sdg. NC ES	...	...	...	...	...	...
18½	Rockbank ○ ES ... {	arr. 11 23	11 41	...	...	...	...
	dep. 11 33	11 51	...	...	...	...	...
23½	Melton ES ... {	arr. 11 44	12 2	...	...	...	...
		P.M. 192					
29½	Parwan ○ ES ... {	dep. 12 22-8	...	...	...	...	...
	arr. 12 37	...	...	...	...	...	...
	dep. 12 47-38	...	...	...	...	...	...
31½	Bacchus Marsh ES W {	arr. 12 53	...	...	...	...	...
	dep. ...	...	...	...	...	...	...
40½	Bank Box Loop ...	...	...	...	...	...	...
49½	Ballan ES W ...	...	...	...	...	...	...
56½	Gordon ○ ES ...	...	...	...	...	...	...
61½	Wallace ...	...	...	...	...	...	...
64	Bungaree ○ ES ...	...	...	...	...	...	...
67½	Dunnstown ...	...	...	...	...	...	...
69½	Warrenheip ES ... {	arr. ...	...	...	...	11 46	...
	dep. ...	...	...	...	11 46	11 54	1 15
73½	Ballarat East ○ ...	...	...	...	11 54	P.M.	...
73½	BALLARAT W ... {	arr. ...	...	...	11 57	12 5	1 23
	dep. ...	...	...	...	...	12 8	1 26
74½	Shell Oil Sdg. NC ...	...	...	...	...	...	...
74½	North Ballarat Junct. ...	...	...	...	...	...	...
75½	White's Siding NC ...	...	...	...	...	...	...
76	Wendouree NC ...	...	...	...	...	...	...
76½	Linton Junctn. ES † (R.M.S.P.) ...	...	...	...	...	...	...
83½	Windermere ○ ES ... {	arr. ...	...	...	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	...
86½	Burrumbeet ○ ES ...	...	...	...	...	...	...
97½	Trawalla ○ ES ... {	arr. ...	...	...	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	...
102½	Beaufort ES W ... {	arr. ...	...	...	...	...	...
	dep. ...	...	...	...	...	...	...
112½	Middle Creek ○ ES ... {	arr. ...	...	...	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	...
116½	Buangor ○ ES ... {	arr. ...	...	...	...	...	...
	dep. ...	...	...	...	...	...	...
131	ARARAT ES W ... arr.	...	...	...	...	...	...
		35	P10	P10	11	11	17

MELBOURNE-ARARAT—Goods Service—continued.

Down										
Miles	STATIONS	43	45	17	129	129	67	P6	P6	
		R'side Goods Mon. to Fri.	Pilot Mon. to Fri.	Thro. Goods Tue., Wed., Fri.	Exp. Goods Sat. †	Exp. Goods Mon. to Fri. †	Pilot Tues. †	Pilot Mon.	Pilot Tue. to Fri.	
—	MELBOURNE YARD <i>dep.</i>	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	
—	DYNON ...	...	...	...	10 45	10 45	...	...	...
2½	<i>South Kensington</i> ○ ...	...	...	...	...	...	...	...	...
2¾	<i>Maribyrnong River Junct.</i> ...	...	...	...	...	...	...	...	...
3½	<i>Footscray</i> ...	...	...	...	...	...	...	...	...
4	<i>Middle Footscray</i> ○ ...	...	...	...	...	...	...	...	...
4½	<i>West Footscray</i> ...	...	...	...	...	...	...	...	...
5½	<i>Tottenham</i> ○ ...	...	...	...	...	...	...	...	...
5¾	<i>Tottenham Goods Yard W</i> ...	...	...	...	11 10	11 10	...	11 30	11 30	
7¾	<i>Sunshine ES</i> ...	arr.	...	From North Geelong	...	...	...	11 41	12 8	192
10	<i>Ardeer Sdg. Nobel</i> ...	dep.	...	...	...	...	...	...	...
	<i>(Aust.) Ltd. NC ES</i> ...	arr.	...	...	...	...	...	...	...
	<i>(See page 13)</i> ...	dep.	...	...	...	...	...	...	...
11	<i>Deer Park</i> ○ ES ...	arr.	...	From North Geelong	...	...	...	11 50	12 20	
	<i>(See note, page 12)</i> ...	dep.	...	...	...	...	...	...	...
13	<i>Albion Reid Pty. Ltd.</i> ...	...	...	From North Geelong	Via Brooklyn and	Via Brooklyn and	...	...	...
	<i>Sdg. NC ES</i> ...	...	...	...	North Geelong Loops	North Geelong Loops	...	...	...
18½	<i>Rockbank</i> ○ ES ...	...	...	...	...	...	...	...	...
23½	<i>Melton ES</i> ...	...	...	...	...	...	...	...	...
29½	<i>Parwan</i> ○ ES ...	...	...	...	Via Brooklyn and	Via Brooklyn and	...	...	...
31½	<i>Bacchus Marsh ES W</i> ...	...	...	...	North Geelong Loops	North Geelong Loops	...	...	...
40½	<i>Bank Box Loop</i> ...	arr.	...	...	...	...	...	...	...
	... <i>dep.</i>	...	...	...	...	...	...	...	...
49½	<i>Ballan ES W</i> ...	...	...	...	...	...	...	...	...
56½	<i>Gordon</i> ○ ES ...	...	...	...	...	...	...	...	...
61½	<i>Wallace</i> ...	...	...	...	...	...	...	...	...
64	<i>Bungaree</i> ○ ES ...	arr.	...	...	...	...	...	...	...
	... <i>dep.</i>	...	...	...	...	...	...	...	...
67½	<i>Dunnstown</i> ...	...	...	...	...	...	...	...	...
69¾	<i>Warrenheip ES</i> ...	arr.	...	...	P.M.	P.M.	...	...	...
	... <i>dep.</i>	...	...	1 42	1 51	2 16	...	...	...
73½	<i>Ballarat East</i> ○ ...	...	...	1 50	1 57	2 22	...	...	...
	... <i>arr.</i>	...	...	1 53	1 59	2 25	...	...	...
73¾	BALLARAT W ...	dep.	1 20	1 30	2 2	2 30	3 0	...	...
74½	<i>Shell Oil Sdg. NC</i> ...	...	...	...	...	...	...	...	...
74½	<i>North Ballarat Junct.</i> ...	1 23	1 33	...	2 4	2 33	3 3	...	...
75½	<i>White's Siding NC</i> ...	...	1 40	...	...	...	...	...	...
76	<i>Wendouree NC</i> ...	...	...	...	...	...	...	...	...
76½	<i>Linton Junct. ES</i> ...	1 33	...	...	2 9	2 38	3 10	...	...
83½	<i>Windermere</i> ○ ES ...	arr.	1 47	...	...	...	...	...	...
	<i>(See note, page 12)</i> ...	dep.	2 0	...	2 16	2 45	...	...	...
	... <i>arr.</i>	...	2 10	...	...	...	...	...	...
86½	<i>Burrumbeet</i> ○ ES ...	dep.	2 20	...	2 20	2 49	...	...	...
	... <i>arr.</i>	...	2 46	...	...	43	...	...	...
97½	<i>Trawalla</i> ○ ES ...	dep.	3 12	...	2 32	3 1	...	...	...
	<i>(See note, page 12)</i> ...	arr.	3 25	...	...	...	...	...	...
102½	<i>Beaufort ES W</i> ...	dep.	3 40	...	2 38	3 7	...	...	...
112½	<i>Middle Creek</i> ○ ES ...	arr.	4 11	...	...	...	...	...	...
	<i>(See note, page 12)</i> ...	dep.	4 21	...	2 52	3 21	...	...	...
	... <i>arr.</i>	...	4 33	...	...	...	...	...	...
116½	<i>Buangor</i> ○ ES ...	dep.	5 20	...	2 56	3 25	...	...	...
	... <i>arr.</i>	...	6 0	...	3 16	3 45	...	...	...
131	ARARAT ES W ...	dep.	...	...	3 20	4 10	To Ballarat Cattle Siding	...	...
	<i>Continued on</i> ...	...	...	...	Page 36	Page 36	...	...	...
		43	45	17	129	129	67	P6	P6	

Miles	STATIONS	19 R'side Goods Mon., Thur.	77 Fast Goods Sun.	65 Eng. Van Mon. to Fri.	145 Express Goods Sat.	133 Express Goods Mon. to Fri.	81 Thro Goods Mon. to Sat. †	59 Fast Goods Mon. to Fri.
—	MELBOURNE YARD dep. ...	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	DYNON ...	...	12 25	...	...	...	...	2 45
2½	<i>South Kensington</i> ○ ...	...	...	...	1 40	2 0	...	...
2½	<i>Maribyrnong River</i> Junct. ...	...	12 35	...	...	...	...	3 2
3½	<i>Footscray</i> ...	...	...	...	...	...	...	...
4	<i>Middle Footscray</i> ○ ...	...	12 40	...	...	...	...	3 7
4½	<i>West Footscray</i> ...	...	...	...	...	...	...	...
5½	<i>Tottenham</i> ○ ...	...	...	...	...	...	...	...
5½	<i>Tottenham Goods Yard W</i> ...	...	...	...	...	...	...	...
7½	<i>Sunshine ES</i> ... { arr. ... dep. ...	...	12 52	...	...	...	...	...
10	<i>Ardeer Sdg., Nobel (Aust.)</i> ...	...	1 0	...	2 6	2 30	...	3 20
11	<i>Ltd. NC ES (see page 13)</i> ...	...	...	...	...	...	...	...
11	<i>Deer Park</i> ○ ...	...	...	...	2 12	2 37—P10	...	3 26
	(See note, page 12)	...	...	...	...	...	...	...
13	<i>Albion Reid Pty. Ltd.</i> ...	Geelong	...	...	...	...	...	...
	<i>Sdg. NC ES</i> ...	...	...	...	...	...	...	...
18½	<i>Rockbank</i> ○ ES ... { arr. ... dep. ...	From North	...—38	...	...	...—154	...	...
23½	<i>Melton ES</i> ...	...	1 20	...	2 24	2 49	...	3 40
29½	<i>Parvan</i> ○ ES ...	...	1 28	...	2 31	2 56	...	3 48
31½	<i>Bacchus Marsh</i> ... { arr. ... ES W ... { dep. ...	...	1 39	1 45	2 41	3 6	...	3 59—94
40½	<i>Bank Box Loop</i> ...	...	1 45	1 51	2 47	3 12	...	4 5
49½	<i>Ballan ES W</i> ... { arr. ... dep. ...	...	2 18	...	3 17	3 42	...	4 38
	...	...	2 46	157 Pilot Mon., Tue. Wed. P.M.	3 44	4 9	From North Geelong	5 8—40
56½	<i>Gordon</i> ○ ES ... { arr. ... dep. ...	...	...	...	...	...	...	5 50
61½	<i>Wallace</i> ... { arr. ... dep. ...	...	3 2	...	3 56	4 21	...	6 26—34
64	<i>Bungaree</i> ○ ES ... { arr. ... dep. ...	...	...	...	...	...	...	...
67½	<i>Dunnstown</i> ... { arr. ... dep. ...	...	3 16	...	4 6	4 32	...	6 45
69½	<i>Warrenheip ES</i> ... { arr. ... dep. ...	...	...	...	...	...	...	...
73½	<i>Ballarat East</i> ○ ...	3 30	3 27	...	4 13	4 39—40	5 57	6 57
73½	BALLARAT W ... { arr. ... dep. ...	3 41 3 44	3 36 3 39	...	4 18 4 20	4 45 4 48	6 5 6 8	7 6 7 9
74½	<i>Shell Oil Sdg. NC</i> ...	...	3 41	4 0	4 22	4 50	...	7 15
74½	<i>North Ballarat Junct.</i> ...	...	3 44	4 3	4 24	4 52	...	7 18
75½	<i>White's Siding NC</i> ...	...	...	...	...	...	...	...
76	<i>Wendouree NC</i> ...	...	...	...	...	...	...	...
76½	<i>Linton Junction</i> ... { arr. ... ES † (R.M.S.P.) ... { dep. ...	...	...	...	...	5 0—104	...	7 23
83½	<i>Windermere</i> ○ ES ... { arr. ... (See note, page 12) ... { dep. ...	...	3 51	4 10	4 30	5 36—34	...	...
86½	<i>Burrumbet</i> ○ ES ...	...	4 1	...	4 37	5 46	...	7 33
97½	<i>Trawalla</i> ○ ES ... { arr. ... (See note, page 12) ... { dep. ...	...	4 7	...	4 41	5 50	...	7 39
102½	<i>Beaufort ES W</i> ... { arr. ... dep. ...	...	4 24	...	4 53	6 2	...	7 56
112½	<i>Middle Creek</i> ○ ES ... { arr. ... (See note, page 12) ... { dep. ...	...	4 33 5 21	...	5 0 5 10—34	...	...	8 4
116½	<i>Buangor</i> ○ ES ... { arr. ... dep. ...	...	5 43	...	5 26	6 22	...	8 24
131	ARARAT ES W ... { arr. ... dep. ...	...	5 50 6 17	To Ballarat Cattle Sdg.	5 30 5 50	6 26 6 46	...	8 31 8 57
	<i>Continued on</i> ...	...	7 10 Page 38	...	6 5—142 Page 37	6 55 Page 38	...	...
		19	77	157	145	133	81	59

Down MELBOURNE-ARARAT—Goods Service—continued.

Miles	STATIONS	139 Express Goods Sat.	139 Express Goods Sun.	139 Express Goods Mon. to Fri.	103 Express Goods Mon. to Fri.	7 Express Goods Mon. to Fri.	61 Thro. Goods Sat. ‡
—	MELBOURNE YARD ... dep.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	DYON ...	5 0	5 0	5 50	5 45	6 20	...
2½	<i>South Kensington</i> ○ ...	...	...	...	6 0	6 41	...
2¾	Maribyrnong River Junction ...	...	...	...	...	...	...
3½	Footscray ...	...	...	...	6 4	6 45	...
4	<i>Middle Footscray</i> ○ ...	...	...	...	...	...	...
4½	West Footscray ...	...	...	...	...	...	...
5½	Tottenham ○ ...	...	...	...	...	...	...
5¾	Tottenham Goods Yard W ... { arr. dep.	...	...	...	...	...	...
7¾	Sunshine ES ...	5 25	5 31	6 20	Via	6 55	...
10	Ardeer Siding Nobel (Aust.) Ltd. NC ES (see note page 13)	...	...	...	North Geelong Loop	...	...
11	Deer Park ○ ES (See note, page 12) { arr. dep.	...	...	6 27-94	7 2 7 5-94	See note	...
13	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...	...
18½	<i>Rockbank</i> ○ ES ... { arr. dep.	5 44	5 50	6 39	...	7 18-28	...
23¼	Melton ES ...	5 50	5 56	6 46	...	7 27-34	...
29¼	<i>Parwan</i> ○ ES ...	6 0	6 6	6 55	...	7 47-102	...
31¾	Bacchus Marsh ES W ... { arr. dep.	6 6	6 12	7 1	...	7 53	...
40¼	Bank Box Loop ... { arr. dep.	6 36 6 49	6 42 7 1	...	...	8 23	...
49½	Ballan ES W ... { arr. dep.	7 19	7 31	7 57	...	8 50	...
56¾	<i>Gordon</i> ○ ES ... { arr. dep.	7 31	7 43	8 9	...	9 2	...
61½	<i>Wallace</i> ...	...	...	...	...	...	...
64	<i>Bungaree</i> ○ ES ...	7 41	7 53	8 19	...	9 12	...
67½	<i>Dunnstown</i> ...	...	...	...	...	...	...
69¾	Warrenheip ES ... { arr. dep.	7 48	8 0	8 26	8 36	9 19	9 35
73¼	<i>Ballarat East</i> ○ ... { arr. dep.	7 53 7 55 7 57	8 5 8 7 8 9	8 31 8 33 8 35	8 40 8 43 9 5	9 24 9 27 9 30	9 43 9 46
73¾	BALLARAT W ...	...	...	...	...	...	...
74¼	Shell Oil Siding NC ...	...	...	...	...	...	...
74¾	North Ballarat Junct. ...	7 59	8 11	8 37	9 8	9 32	...
75½	White's Siding NC ...	...	...	...	To	...	...
76	Wendouree NC ...	...	...	...	Mildura	...	...
76½	Linton Junction ES † (R.M.S.P.) { arr. dep.	8 4	8 16	8 42	...	9 37	...
83½	<i>Windermere</i> ○ ES (See note, page 12) { arr. dep.	8 11	8 23	8 49	...	9 44	...
86¾	<i>Burrumbeet</i> ○ ES ... { arr. dep.	8 15	8 27	8 53	...	9 48	...
97½	<i>Trawalla</i> ○ ES (See note, page 12) { arr. dep.	8 27	8 39	9 5	...	10 0	...
102½	Beaufort ES W ... { arr. dep.	8 33	8 45	9 11	...	10 6	...
112½	<i>Middle Creek</i> ○ ES (See note, page 12) { arr. dep.	8 47	8 59	9 25	...	10 20	...
116½	<i>Buangor</i> ○ ES ... { arr. dep.	8 51 9 11 9 13	9 3 9 23 9 25	9 29 9 49-36 9 51-88	...	10 40-36 11 2 11 45	...
131	ARARAT ES W ... { arr. dep.	9 13	9 25	9 51-88	...	11 45	...
	Continued on ...	Page 38	Page 38	Page 38	...	Page 65	...
		139	139	139	103	7	61

NOTE :—Express Goods trains are to consist solely of the following vehicles :—**VICTORIAN STOCK**.—Victorian Bogie Goods Vehicles as stated on page 236. **SOUTH AUSTRALIAN STOCK**.—South Australian Bogie Goods Vehicles as stated on page 194. **NEW SOUTH WALES STOCK**.—New South Wales Bogie Goods Vehicles as stated on page 194. **COMMONWEALTH STOCK**.—Commonwealth Bogie Goods Vehicles as stated on page 193. **WESTERN AUSTRALIAN STOCK**.—Western Australian Bogie Goods Vehicles as stated on page 193.

MELBOURNE-ARARAT—Goods Service—continued.

Down

Miles	STATIONS	159 Express Goods Tue. to Sat. (Mon. †)	75 Fast Goods Mon. to Fri.	87 Thro. Goods Tue. to Sat.	95 Fast Goods Mon. to Fri.
—	MELBOURNE YARD ... dep.	P.M. 7 45	P.M. 8 35	A.M. ...	P.M. 10 0
—	DYNON ...	...	...	...	...
2½	South Kensington O ...	...	...	...	...
2½	Maribyrnong River Junction ...	...	...	...	...
3½	Footscray ...	...	...	...	...
4	Middle Footscray O ...	...	...	...	...
4½	West Footscray ...	...	...	...	...
5½	Tottenham O ...	...	...	...	...
5½	Tottenham Goods Yard W ... { arr. ...	...	9 5	...	10 28
7½	Sunshine ES ... { dep. ...	8 10	9 45	...	11 0
10	Ardeer Sdg. Nobel (Aust.) Ltd. ...	...	9 55	...	11 10
11	NC ES (see page 13) ...	...	...	...	...
11	Deer Park O ES ... { arr. ...	...	...	...	...
	(See note, page 12) ... { dep. 8 15	...	...	...	...
13	Albion Reid Pty. Ltd. NC ES ...	...	...	...	...
18½	Rockbank O ES ... { arr. ...	...	...—102	...	...
23½	Melton ES ... { dep. 8 29	...	10 15	...	11 30
29½	Parwan O ES ...	8 36	10 23	...	11 38
31½	Bacchus Marsh ES W ...	8 46—102	10 34	...	11 49
		8 52	10 40	...	11 55
40½	Bank Box Loop ... { arr. 9 25	fol. 69	...	...	...
	... { dep. 10 0	...	11 13	...	...
49½	Ballan ES W ... { arr. ...	...	...	...	...
	... { dep. 10 30	...	11 41	...	2 4—134
56½	Gordon O ES ... { arr. ...	...	...	...	2 24—36
	... { dep. 10 42	...	11 57—32	...	2 42
61½	Wallace ... { arr. ...	...	Tue. to Sat. ...	...	2 52
	... { dep. ...	...	A.M. ...	...	3 7
64	Bungaree O ES ...	10 52	12 11—96	...	3 13
67½	Dunstons ...	...	...—162	...	...
69½	Warrenheip ES ...	10 59	12 22	12 59—162	3 24
73½	Ballarat East ...	11 4	12 31	1 7	3 33
73½	BALLARAT W ... { arr. 11 7	...	12 34	1 10	3 36
	... { dep. 11 10	...	1 15	...	...
74½	Shell Oil Siding NC... ...	...	...	...	...
74½	North Ballarat Junction ...	11 12	1 18—134	...	...
75½	White's Siding NC ...	...	To ...	...	...
76	Wendouree NC ...	...	Mildura	...	...
76½	Linton Junction ES † (R.M.S.P.) ...	11 18	...	...	...
83½	Windermere O ES ... { arr. ...	...	...	...	...
	(See note, page 12) ... { dep. 11 25	...	...	...	...
86½	Burrumbet O ES ... { arr. 11 30	...	...	...	...
	... { dep. 11 34	...	...	...	...
97½	Trawalla O ES ... { arr. ...	...	...	...	...
	(See note, page 12) ... { dep. 11 48	...	...	...	...
102½	Beaufort ES W ... { arr. ...—36	...	...	...	...
	... { dep. 11 54	...	...	...	...
		Wed. to Sun (Tue. †)	...	...	...
112½	Middle Creek O ES ... { arr. A.M. 12 8	...	...	...	...
	(See note, page 12) ... { dep. 12 8	...	...	...	...
116½	Buangor O ES ...	12 12	...	...	...
131	ARARAT ES W ... { arr. 12 32	...	...	...	...
	Continued on ... { dep. 12 35—198	...	...	...	...
		Page 31	...	...	...
		159	75	87	95

ARARAT-SERVICETON—Goods Service.

Down

Miles from Melb.	STATIONS	159 Express Goods Wed. to Sun. (Tue. ‡)	141 Thro. Goods Tue. to Sat. ‡	115 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.
131	ARARAT ES W ... { arr. ...	12 32	...	...
	... { dep. ...	12 35—198	12 55	...
136½	<i>Armstrong</i> O ES (See note, page 12) ...	12 44	1 5	...
141¼	<i>Seppelt's Siding</i> NC ...	...	...	...
141¾	<i>Great Western</i> O ES ...	12 50	1 14	...
	(See note, page 12)			
150	STAWELL ES W ... { arr. ...	...	1 33—71	...
	... { dep. ...	1 1	1 47—138	...
154¾	<i>Deep Lead</i> O ES (See note, page 12) ...	...	1 58	...
		Sun. Wed. to Sat (Tue. ‡)		
162½	<i>Glenorchy</i> ES ... { arr. ...	...	...	...
	... { dep. ...	1 15	1 28	2 12
169	<i>Wal Wal</i> O ES (See note, page 12) ...	1 22	1 38	2 24
175	<i>Lubeck</i> ES ... { arr. ...	...	...	2 37
	... { dep. ...	1 28	1 44	3 1—140
184¾	<i>Marmalake</i> NC ES (See note, page 13)	...	...	...
185¼	MURTOA ES W ... { arr. ...	...	3 25	...
	... { dep. ...	1 39	1 55	...
192	<i>Jung</i> ES (See note, page 12) ...	...	...	...
	... { arr. ...	1 47	2 3	...
198¼	<i>Doon</i> O ES (See note, page 12) ...	1 53	2 9	...
	... { dep. ...	2 0	2 16	...
203¼	HORSHAM ES W ... { arr. ...	...	...	...
	... { dep. ...	2 31—140	...	...
209	<i>Dahlen Siding</i> NC ...	...	...	...
213½	<i>Pimpinio</i> O ES (See note, page 12) ...	2 45	...	...
219¼	<i>Wail</i> ...	...	...	...
224¾	DIMBOOLA ES W ... { arr. ...	2 58	...	4 0
	... { dep. ...	3 33—10	...	...
235¼	<i>Gerang Gerung</i> (See note, page 12) ...	...	...	...
240	<i>Kiata</i> O ES (See note, page 13) ...	...	...	4 40—14
	... { arr. ...	3 56	...	4 59—150
242½	<i>Salisbury</i> NC ...	...	...	...
248½	<i>Nhill</i> ES ... { arr. ...	...	...	...
	... { dep. ...	4 6	...	5 23
255½	<i>Tarranginnie</i> NC ... { arr. ...	...	...	...
	... { dep. ...	...	...	...
259¼	<i>Diapur</i> O ES W ... { arr. ...	4 22	...	5 51
	(See note, page 13) ... { dep. ...	—150	...	...
	... { dep. ...	4 35B	...	6 5—18
266½	<i>Miram</i> (See note, page 12) ...	...	...	...
				Sat. ‡ Tue. to Fri. ‡
272½	<i>Kaniva</i> ES { arr. ...	...	...	...
	... { dep. ...	4 54	...	6 39
278¾	<i>Lillimur</i> (See note, page 12) ...	...	...	7 38—154
287	SERVICETON ES W (E. S. Time) arr. ...	5 11	...	8 10
	(C. S. Time) ... { arr. ...	4 41	...	...
	... { dep. ...	6 0	...	...
482¾	ADELAIDE (Mile End) ... arr. ...	P.M. 12 33	...	...
		159	141	115

B—No. 159, when **No. 38** runs Sundays, to depart Diapur 4.48 a.m., Kaniva 5.7 a.m. arrive Serviceton 5.24 a.m.

ARARAT-SERVICETON—Goods Service—continued.

Down

Miles from Melb.	STATIONS	117 Goods Tue. to Sat. ‡	117 Goods Mon. ‡	59 Fast Goods Mon.	59A Fast Goods Tue. to Sat. ‡	59 Fast Goods Tue. to Sat.	135 Thro. Goods Mon.	79 Goods Sat.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
131	ARARAT ES W ...	arr. ...	...	...	...	...	...	...
	dep. ...	...	...	1 20	1 20	1 40	...	...
136½	Armstrong O ES (See note, page 12)	...	...	1 30	1 30	1 50	...	...
141¼	Seppelt's Siding NC	...	...	...	...	...	...	...
	arr. ...	...	...	...	1 40	...	...	...
141¾	Great Western O ES	...	...	...	1 50	...	...	...
	(See note, page 12)	dep. ...	...	1 38	1 5	1 58	...	...
150	STAWELL ES W ...	...	...	1 51	2 15	2 11	...	...
154¾	Deep Lead O ES (See note, page 12)	...	...	...	2 34	2 32	...	...
	arr. ...	...	...	...	...	...	...	...
162½	Glenorechy ES	dep. ...	...	2 10	3 14	140	...	...
169	Wal Wal O ES (See note, page 12)	...	...	2 20	3 27	...	...	...
175	Lubeck ES	arr. ...	...	2 30	...	...	...	...
	dep. ...	...	...	3 1	3 36	...	...	...
184¾	Marmalake NC ES (See note, page 13)	...	...	...	...	...	...	...
185¼	MURTOA ES W ...	arr. ...	...	3 20	3 54	...	...	...
	dep. ...	...	...	3 33-10	4 21-10	...	...	...
192	Jung ES ...	arr. ...	...	4 12	4 35	...	...	...
	(See note, page 12)	dep. ...	...	4 25	4 45	...	...	...
198¼	Dooen O ES (See note, page 12)	...	...	4 35	4 55-14	...	...	...
203¼	HORSHAM ES W ...	arr. ...	...	4 55	5 55-150	...	...	...
	dep. ...	...	...	...	...	...	...	...
209	Dahlen Siding NC	...	...	...	...	...	...	...
213½	Pimpinio O ES	arr. ...	...	5 14	6 14	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	...	...
219¼	Wail ...	...	...	...	...	...	...	...
224¾	DIMBOOLA ES W ...	arr. ...	...	5 33	6 33-18	...	...	...
	dep. 5 20	5 55	...	...	...	7 30	7 30	...
235¼	Gerang Gerung (See note, page 12)	arr. 5 48	6 28	...	...	...	...	...
	dep. 5 58	6 38	...	...	...	...	...	...
	arr. 6 16	6 56	...	...	...	...	...	8 3
240	Kiata O ES	...	...	...	...	...	...	...
	(See note, page 13)	dep. 6 29	7 6	...	...	8 10	8 19	...
242½	Salisbury NC	arr. 6 37	7 14	...	...	...	...	...
	dep. 6 47	7 24	...	...	...	...	...	...
	arr. 7 5	7 42	...	...	...	8 34	8 38	...
248¼	Nhill ES ...	...	...	...	...	-50	-62,118	...
	dep. ...	...	...	...	...	8 39	9 5	...
255¼	Tarranginnie NC	arr. ...	...	...	...	...	...	...
	dep. ...	...	...	...	...	...	...	...
259¼	Diapur O ES W ...	arr. ...	...	...	...	...	...	...
	(See note, page 13)	dep. ...	...	...	...	9 7	9 28	-116
266½	Miram (See note, page 12)	arr. ...	...	...	...	...	...	...
	ep. ...	...	...	...	...	...	9 56	...
272½	Kaniva ES	arr. ...	...	...	...	...	...	...
	dep. ...	...	...	...	...	9 40	10 11	...
278¾	Lillimur ...	arr. ...	...	...	...	...	...	...
	(See note, page 12)	dep. ...	...	...	...	...	...	...
287	SERVICETON ES W (E. S. Time)	arr. ...	...	...	...	10 11	10 39	...
	(C. S. Time)	arr. ...	...	...	...	...	...	...
482¾	ADELAIDE (Mile End)	arr. ...	...	...	...	...	...	...
	
		117	117	59	59/59A	135	79	

Down

ARARAT-SERVICETON—Goods Service—continued.

Miles from Melb.	STATIONS	3 Thro. Goods Mon. to Sat.	81 Roadside Goods Mon. to Fri.	13 Thro. Goods Mon. to Sat. ‡	27 Goods Tues.	101 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.
131	ARARAT ES W ...	dep. 2 25	...	3 0	4 0	4 30
136½	Armstrong O ES	arr. ...	...	...	...	...
	(See note, page 12)	dep. 2 38	...	3 10	4 13	4 40
141½	Seppelt's Siding NC	...	...	...	...	...
141½	Great Western O ES	arr. ...	...	3 20-140	4 25	4 50-27
	(See note, page 12)	dep. 2 49	...	3 42	5 31	5 9-10
150	STAWELL ES W	arr. 3 10	...	4 1	5 55	...
154½	Deep Lead O ES	dep. 3 30	...	4 58-10	6 50	5 26
	(See note, page 12)	arr. ...	...	...	...	...
162½	Glenorchy ES	dep. 3 44	...	5 9	7 4	5 34
169	Wal Wal O ES	arr. 4 1	...	...	...	5 47
	(See note, page 12)	dep. 4 43-10	...	5 23wt. 14	7 21	6 34
		arr. ...	...	...	7 37	...
		dep. 5 0	...	5 35	7 45-42	6 47
				Mon. ‡	Tue. to Sat. ‡	
175	Lubeck ES	arr. -130	...	...	5 48	6 56-42
		dep. 5 14	...	5 46	6 21	7 34
184½	Marmalake NC ES	...	...	...	...	...
	(See note, page 13)	arr. 5 41-14	...	6 7	6 45	...
185½	MURTOA ES W	Mon. ‡	-150		-42	
		dep. 5 45	Tue. to Sat. ‡	...	7 10	7 53
192	Jung ES	arr. ...	...	...	...	...
	(See note, page 12)	dep. 6 0	6 25	...	7 25	8 4
198½	Dooen O ES	arr. ...	...	...	...	...
	(See note, page 12)	dep. 6 12	6 37	...	7 37	8 14
		arr. 6 24	...	...	...	...
203½	HORSHAM ES W	dep. -38	6 47	...	-86	-24, 86
209	Dahlen Siding NC	...	...	...	7 47	8 22
213½	Pimpinio O ES	arr. 6 59	7 9	...	...	8 40
	(See note, page 12)	dep. 7 21-86	...	...	8 7	8 54
219½	Wail	arr. 7 45	-154	...	8 29	9 16
224½	DIMBOOLA ES W	dep. ...	8 40	...	...	9 40
235½	Gerang Gerang	arr. ...	9 7	...	...	...
	(See note, page 12)	dep. ...	9 18	...	...	...
		arr. ...	9 34-118	...	...	-118, 81, 62
240	Kiata O ES	...	Mon.	Tue. to Fri.		
	(See note, page 13)	dep. ...	9 49	10 20	...	10 3
242½	Sailsbury NC	arr. ...	9 57	10 28	...	...
		dep. ...	10 7	10 38	...	...
248½	Nhill ES	arr. ...	10 25-50	10 56-62	...	-62, 116
		dep. ...	10 45	11 21	...	10 15
255½	Tarranginnie NC	arr. ...	11 4	11 40	...	...
		dep. ...	11 9	11 50	...	...
259½	Diapur O ES W	arr. ...	11 19	P.M. 12 0	...	-116
	(See note, page 13)	dep. ...	11 24	1 10-34	...	10 32
266½	Miram	arr. ...	11 44	1 30	...	...
	(See note, page 12)	dep. ...	11 52	1 45	...	...
272½	Kaniva ES	arr. ...	12 7	2 0	...	...
		dep. ...	12 48	2 20	...	10 53
278½	Lillimur	arr. ...	1 2	2 32	...	...
	(See note, page 12)	dep. ...	1 12	2 47	...	...
287	SERVICETON ES W	arr. ...	1 32	3 5-88	...	11 15
	(E. S. Time)	...	...	...	...	...
482½	ADELAIDE (Mile End)	arr. ...	...	...	...	...
		3	81	81	13	13
					27	101

Down

ARARAT-SERVICETON—Goods Service—continued.

Miles from Melb.	STATIONS	103 Thro. Goods Wed. to Sat. ‡	91 Thro. Goods Mon. to Sat. ‡	61 R'side Goods Mon. to Sat.	147 Fast Goods Tues. to Sat.	85 Light Engine Tue. to Sat. ‡	85 Light Engine Mon. ‡
131	ARARAT ES W ...	arr. ... dep. 5 30-10	A.M. ... 5 30	A.M. -wt. 14 6 0	A.M. 5 54 7 50-150	A.M. ... 8 10	A.M. —38 8 40
136½	Armstrong O ES ... (See note, page 12)	arr. ... dep. 5 43	... 5 43	... 6 13	... 8 0	... 8 20	... 8 50
141½	Seppelt's Siding NC	arr. ... dep. ...	... ...	6 22 6 34	......	......	......
141½	Great Western O ES (See note, page 12)	arr. 5 54 dep. 6 18-14 arr. -150	... 5 54 6 18 -150, 14 En. & Van	6 39 7 15 7 39 -147	... 8 8 ... -61	... 8 28 8 41	... 8 58 9 11
150	STAWELL ES W ...	dep. 6 50	Tu. to St. ‡ 7 25	8 40	8 21	...	...
154½	Deep Lead O ES ... (See note, page 12)	arr. ... dep. 7 4 arr. ...	... 7 36 7 50	Mon. ‡ 7 55 38 8 6 8 20 -42	8 54-42 9 4 9 23	8 31 8 44-42...	.........
162½	Glenorchy ES	dep. 7 21	...	10 4-24	8 59	...	...
169	Wal Wal O ES ... (See note, page 12)	arr. 7 37 dep. 7 45-42 arr. ...	... ... ...	10 21 10 46-46 11 2	9 11 9 26-24...	.........	.........
175	Lubeck ES	dep. 8 1-42	87 Goods Mn. to Fr. ‡	P.M. 12 14 9, 86	-154 9 38	...	...
184½	Marmalake NC ES (See note, page 13)	arr. 8 28	...	12 38	-46	...	...
185½	MURTOA ES W ...	dep. 9 24 arr. ... dep. 9 39 arr. ... dep. 9 51 arr. 10 3 -142, 147	A.M. 10 10 10 30-86 10 45 11 3 11 23-142 11 38	Tu. Fri. -66, 142 1 25 1 40 2 0 2 14 2 35-34 2 47	9 54 10 7 10 19-86 ... 10 32...	...	...
203½	HORSHAM ES W ...	dep. 11 1	P.M. -9 12 55	-36, 25 3 45	-142, 103 10 40	...	...
209	Dahlen Siding NC	arr. ... dep. ...	...	3 57 4 12	...	...	...
213½	Pimpinio O ES ... (See note, page 12)	arr. ... dep. 11 22	1 23-36 2 36-34	4 23 4 41	10 56	...	...
219½	Wail ...	arr. ... dep. ...	...	4 54 5 9	...	...	...
224½	DIMBOOLA ES W ...	arr. 11 44 dep. ...	3 9-164	5 21-88	11 15 11 30-116	...	...
235½	Gerang Gerung ... (See note, page 12)	arr. ... dep. ...	...	...	11 53-62	...	...
240	Kiata O (See note, page 13)	...	...	...	P.M. 12 5-116	...	...
242½	Salisbury NC	...	...	...	...	...	...
248½	Nhill ES	...	...	...	...	...	...
255½	Tarraginnie NC	...	...	...	12 24-34, 81	...	...
259½	Diapur O ES W ... (See note, page 13)	arr. ... dep. ...	...	...	Tu. to Fr. 12 41 12 57 164	...	...
266½	Miram (See note, page 12) ...	...	...	...	1 5-164	...	...
272½	Kaniva ES	...	...	...	1 21-164	...	...
278½	Lillimur (See note, page 12)	...	...	...	...	...	...
287	SERVICETON ES W (E. S. Time)	arr. ... arr. ... dep. ...	...	...	1 27 12 57 2 0 Wed. to Sun. A.M. 4 10	...	...
482½	ADELAIDE (Mile End)	arr. ...	...	...	...	...	...
		103	87	61	147	85	85

A—On Tuesdays arrive Great Western 5.55 a.m., depart 6.0 a.m. arrive Stawell 6.23 a.m.

(W)

ARARAT-SERVICETON—Goods Service—continued.

Down

Miles from Melb.	STATIONS	9 Fast Goods Mon. to Sat	111 Thro. Goods Mon. to Fri. ‡	111 Thro. Goods Sat. ‡	105 Thro. Goods Mon. to Sat. ‡	113 Thro. Goods Mon. to Fri. ‡
		A.M.	P.M.	P.M.	A.M.	P.M.
131	ARARAT ES W ...	arr. 8 43A-82	...	...	... -154	...
	dep. 9 30	...	...	...	11 5	...
136½	Armstrong O ES	arr. ...	...	...	11 16	...
	(See note, page 12)	dep. 9 40	...	...	11 32-42	...
141¼	Seppelt's Siding NC	arr. ...	...	...	...	...
141¼	Great Western O ES	arr. 9 49-24	...	...	...	...
	(See note, page 12)	dep. 10 5	...	...	11 42	...
	arr. 10 20	...	...	...	11 59-76	...
150	STAWELL ES W	—42,154	...	...	P.M.	...
	dep. 10 35	...	...	...	12 31-48	...
154½	Deep Lead O ES	arr. ...	...	...	...	...
	(See note, page 12)	dep. 10 44	...	...	12 42	...
	arr. -76	...	...	...	12 57-86	...
162½	Glenorchy ES ...	dep. 10 57	...	...	1 7	...
					Sat. ‡	Mon. to Fri. ‡
169	Wal Wal O ES ...	arr. -46	...	...	1 21	1 21
	(See note, page 12)	dep. 11 7	...	...	1 40-142	1 30
175	Lubeck ES	arr. -61	...	...	...	1 43
	dep. 11 16	...	...	...	1 53	1 54
184½	Marmalake NC ES	...	...	...	...	142
	(See note, page 13)	...	...	...	...	52, 60
185½	MURTOA ES W ...	arr. 11 34	...	...	2 14-25	2 18-106
	dep. 11 44-86	...	...	...	3 10-34	3 5
192	Jung ES	arr. ...	...	...	...	25, 34
	(See note, page 12)	dep. 11 57-142	...	...	3 25	3 20
		P.M.	...	...	...	...
198½	Doon O ES	arr. ...	...	...	...	3 34
	(See note, page 12)	dep. 12 7	...	...	3 37	3 59-36
	arr. 12 16	...	...	...	...	4 11
203½	HORSHAM ES W	dep. 12 31-87	...	...	...	-164
209	Dahlen Siding NC	...	...	...	3 47	4 56
213½	Pimpinio O ES ...	arr. ...	...	...	4 9-164	5 19
	(See note, page 12)	dep. 12 49	...	...	4 21	6 11-88
219½	Wail ...	arr. 1 8	...-34	...-34	4 45	6 35
224½	DIMBOOLA ES W	dep. ...	1 45	1 55	-88	-120
235½	Gerang Gerung ...	...	...	...	...	5 20
	(See note, page 12)	...	...	...	...	...
240	Kiata O ES	arr. ...	-164, 116	2 34	...	-120
	(See note, page 13)	dep. ...	2 25	2 45-164	...	6 0
242½	Salisbury NC	arr. ...	...	...	...	...
248½	Nhill ES	arr. ...	2 47	...	...	...
	dep. ...	...	2 58-164	3 9	...	6 22
255½	Tarranginnie NC	arr. ...	...	...	...	...
259½	Diapur O ES W	arr. ...	3 27	3 36	...	...
	(See note, page 13)	dep. ...	...	...	...	...
266½	Miram (See note, page 12)	...	4 7-88	...	...	6 49
272½	Kaniva ES	arr. ...	...	...	...	-112
	dep. ...	...	4 41	...	...	7 22
278	Lillimur (See note, page 12)	arr. ...	...	...	...	...
287½	SERVICETON ES W	arr. ...	5 7	...	...	7 53
	(E. S. Time)	...	...	...	...	...
	(C. S. Time)	dep. ...	...	...	...	...
482½	ADELAIDE (Mile End)	arr. ...	...	...	...	...
		9	111		105	105
						113

A—Arrive Ararat 8.15 a.m. Monday.

ARARAT—SERVICETON—Goods Service—continued.

Down

Miles from Melb.	STATIONS	107 Through Goods Mon. to Sat. ‡	129 Express Goods Sat. ‡	129 Express Goods Mon. to Fri. ‡	177 Through Goods Sun. ‡
		P.M.			
131	ARARAT ES W ...	... arr.	P.M. 3 16	P.M. 3 45	P.M.
136½	<i>Armstrong</i> O ES	1 30 dep.	3 20	4 10-34	...
141½	(See note, page 12)	-76 arr.	-86	-86	...
141½	Seppelt's Siding NC	1 40 dep.	3 29	4 19	...
141½	<i>Great Western</i> O ES	... arr.	3 37	-66	...
	(See note, page 12)	-46 dep.	4 8-34	4 25	...
150	STAWELL ES W	2 8 arr. 2 18-86 dep.	...-142 4 22	... 4 36-142	...
		Wed. ‡	Mon., Tue. Thur., Fri. ‡	Sat. ‡	
154½	<i>Deep Lead</i> O ES	arr. 2 29-66	2 29-52	...	...
	(See note, page 12)	dep. 2 45	2 45-66	2 29	4 28
162½	Glenorchy ES ...	arr. 3 0-34	3 0-34	...	4 43
		dep. 3 28-142	3 28-142	2 43-142	4 52
169	<i>Wal Wal</i> O ES ...	arr. 3 42	-130	...	-130
	(See note, page 12)	dep. 4 0-106	3 42	2 55	-36
175	Lubeck ES ...	arr. 4 13	...	3 8	5 9
		dep. -36	-34	...	...
184½	Marmalake NC ES	arr. 4 50	3 53	3 24	5 19
	(See note, page 13)	...	...	...	5 25
185½	MURTOA ES W ...	arr. 5 14	4 14	5 2	...
192	Jung ES	dep. 5 49	4 40-36	3 48	-164
	(See note, page 12)	arr. ...	4 55	...	5 36-107
198½	<i>Dooen</i> O ES	dep. 6 4	5 12-164	4 2	...
	(See note, page 12)	arr. 6 18	...	5 17	5 44
203½	HORSHAM ES W	dep. -88	5 26	4 14	...
		arr. ...	5 38	4 26	5 50
209	Dahlen Siding NC	dep. 6 45	6 45-88, 129	4 36-164	5 57-107
213½	<i>Pimpinio</i> O ES ...	...	...	5 28	6 26-88
219½	<i>Wail</i> ...	arr. ...	...	...	...
224½	DIMBOOLA ES W	arr. 7 6	4 57	5 39	6 40
		dep. 7 28	5 19	5 52	6 53
235½	<i>Gerang Gerung</i> ...	...	...	-88	...
	(See note, page 12)	...	...	5 55	6 58
240	<i>Kiata</i> O ES	...	...	...	7 30
	(See note, page 13)	arr. ...	...	...	...
242½	Salisbury NC	dep. ...	...	6 16	7 19
248½	Nhill ES	...	...	6 26	7 29
255½	Tarranginnie NC	...	...	...	8 5
259½	<i>Diapur</i> O ES W	arr. ...	...	...	...
	(See note, page 13)	dep. ...	...	6 40	7 43
266½	<i>Miram</i> (See note, page 12)	...	...	...	8 22
272½	Kaniva ES	...	...	6 56-112	7 59-112
278½	<i>Lillimur</i> (See note, page 12)	...	...	...	8 43
287	SERVICETON ES W	arr. ...	...	7 13	9 5
	(C. S. Time)	...	...	...	...
482½	ADELAIDE (Mile End)	arr. ...	...	...	...
		107	107	129	129
					177

A—Operates as Express Goods from Dynon to Ararat and Serviceton to Mile End.

ARARAT-SERVICETON—Goods Service—continued.

Down

Miles from Melb.	STATIONS	131 Light Engine Mon. to Fri. ‡	109 Thro. Goods Sat. ‡	109 Thro. Goods Mon. to Fri. ‡	145 Express Goods Sat.	199 Thro. Goods Sat. ‡	
		P.M.	P.M.	P.M.	P.M.	P.M.	
131	ARARAT ES W ... { arr. ...	...	...	...	5 50	...	...
	dep. ...	...	4 20-34	4 25-34	6 5-142	6 25	...
136½	<i>Armstrong</i> O ES { arr. ...	...	...	...	...	6 35	...
	(See note, page 12) dep. ...	...	4 30	4 35-86	6 14	6 52-130	...
141½	<i>Seppelt's Siding</i> NC ...	...	...	...	...	...	...
141¾	<i>Great Western</i> O ES { arr. ...	...	4 40-142	-66	...	7 2	...
	(See note, page 12) dep. ...	...	4 54	4 44-52	6 20-130	7 13-164	...
150	STAWELL ES W { arr. ...	...	...	5 3	6 33-164	...	...
	dep. ...	...	5 13	5 31-142	6 38	7 32	...
154¾	<i>Deep Lead</i> O ES { arr. ...	...	-130	5 42	...	...	...
	(See note, page 12) dep. ...	...	5 23	6 15	...	7 42	...
	arr. ...	...	5 38	...	...	7 57	...
62½	<i>Glenorechy ES</i> ... { arr. ...	...	-49	-52	...	-88	...
	dep. ...	...	-164	49, 130	...	...	...
	arr. ...	...	6 21	6 30	6 55	8 36	...
169	<i>Wal Wal</i> O ES { arr. ...	...	...	...	...	...	...
	(See note, page 12) dep. ...	...	6 35	6 42	7 2	8 50	...
	arr. ...	...	6 48	-164	...	...	...
175	<i>Lubeck</i> ... { arr. ...	...	-145	-109	-166	...	...
	dep. ...	...	7 26	6 53	7 8	9 1	...
184¾	<i>Marmalake NC ES</i> ...	...	...	...	...	...	...
	(See note, page 13) { arr. ...	...	7 50-88	7 14	7 21	...	...
185½	MURTOA ES W ... { dep. ...	...	8 5	7 25-88	7 33-88	9 22	...
192	<i>Jung ES</i> { arr. ...	...	...	...	...	...	...
	(See note, page 12) dep. ...	...	8 20	7 40	7 44	9 36	...
198½	<i>Dooen</i> O ES { arr. ...	...	...	...	...	...	...
	(See note, page 12) dep. ...	...	8 32	7 52	7 50	9 48	...
203½	HORSHAM ES W { arr. ...	...	...	8 4-133	...	10 0	...
	dep. 7 30	...	8 42	9 0	7 55	11 5-139	...
209	<i>Dahlen Siding</i> NC ...	...	...	...	...	...	...
213½	<i>Pimpinio</i> O ES { arr. ...	...	...	...	...	...	...
	(See note, page 12) dep. 7 43	...	9 2	9 21	8 6	11 26	...
219½	<i>Wail</i> ... { arr. ...	...	...	...	...	...	...
	arr. 7 56	...	9 24-112	9 43	8 19	11 48	...
224¾	DIMBOOLA ES W { dep. ...	...	...	...	8 22	...	...
235½	<i>Gerang Gerung</i> ... { arr. ...	...	...	...	...	...	...
	(See note, page 12) dep. ...	...	...	...	...	...	...
240	<i>Kiata</i> O ES { arr. ...	...	...	...	8 43	...	...
	(See note, page 13) dep. 8 19	...	...	...	...	...	...
242½	<i>Salisbury NC</i> ... { arr. ...	...	...	...	...	...	...
248½	<i>Nhill ES</i> ... { dep. ...	...	...	...	8 53-112	...	...
255½	<i>Tarranginnie NC</i> ...	...	...	...	...	...	...
259½	<i>Diapur</i> O ES W { arr. ...	...	...	...	...	...	...
	(See note, page 13) dep. 8 43	...	...	...	9 7	...	...
266½	<i>Miram</i> (See note, page 12) { arr. ...	...	...	...	...	...	...
272½	<i>Kaniva ES</i> ... { dep. ...	...	...	...	9 23	...	...
278½	<i>Lillimur</i> (See note, page 12) { arr. ...	...	...	...	...	...	...
	SERVICETON ES W { dep. ...	...	...	...	9 40	...	...
	arr. 9 16	...	...	...	9 10	...	...
287	(C. S. Time) { arr. ...	...	...	...	10 45	...	...
	dep. ...	...	...	...	Sun. A.M. 5 23	...	...
482¾	ADELAIDE (Mile End) arr. ...	...	...	...	...	...	...
		131	109	109	145	199	

Down.

Down.

(W)

Up

SERVICETON-ARARAT—Goods Service.

Miles	STATIONS	168 Light Engine Wed.	140 Express Goods Sunday	140 Express Goods Mon. to Fri.	140 Express Goods Sat.	130 Goods Mon.,Thur. Fri., Sat. †	12 Light Engine Mon.† Engine & Van Sun. †
—	Dry Creek ... dep.	A.M. ...	P.M. ...	P.M. ...	P.M. ...	A.M. ...	A.M. ...
—	ADELAIDE (Mile End) " ...	...	...	5 5	4 15	...	...
—	(C. S. Time) ...	...	...	...	...	...	...
—	Tailm Bend ... " ...	...	8 25	...	...	...	...
—	(C. S. Time) ... arr.	...	11 10	11 10	10 35	...	...
—	(E. S. Time) ...	...	11 40	11 40	11 5	...	...
190½	SERVICETON ES W {	During wheat season run attached to No. 202.	—77	...	...	...	...
	(E. S. Time) ... dep.		Sun. to Fri. 11 55	A.M. 12 5	...	3 35	...
			Mon. to Sat. A.M.	...	...	...	...
8½	Lillimur (See note, page 12) ...		...	...	...	...	...
14½	Kaniva ES ...		12 13	12 23-139	...	3 52	Wt. 14
25½	Miram (See note, page 12) ...		...	...	...	...	...
			Mon.	Tue. to Sat.	...	...	...
27½	Diapur O ES W {		...-139	12 32-139	...	...	...
	(See note, page 13) dep.		12 30	12 42	12 40	...	4 10
31½	Tarranginnie NC ...		...	...	...	...	...
38½	Nhill ES ...		12 42	12 56	12 52	...	4 22
44½	Salisbury NC ...		...	...	...	...	...
47	Kiata O ES {		...	...	...	...	...
	(See note, page 13) dep.		12 54	1 8	1 4	...	4 34
51½	Gerang Gerung ...		...	...	...	...	...
	(See note, page 12) dep.		...	...	...	...	...
	arr.		1 12	1 26	1 22	...	4 52
62½	DIMBOOLA ES W {		...	...	...	...	Sun †
	dep.	12 30	...	2 1-69	...	...	4 55
67½	Wail ...	...	...	...	...	...	...
73½	Pimpinio O ES {	...	...	...	...	...	...
	(See note, page 12) dep.	12 50	...	2 15	...	...	5 9
78	Dahlen Siding NC ...	...	...	...	...	...	...
83½	HORSHAM ES W {	1 5-69	...	...-159	...	...	...
	dep.	...	...	2 26	...	...	5 20
88½	Doon O ES ...	...	...	...	...	...	...
	(See note, page 12) dep.	...	...	2 32	...	...	5 26
95	Jung ES ...	...	...	...-71	...	...	...
	(See note, page 12) dep.	...	...	2 38	...	...	5 32
101½	MURTOA ES W {	...	...	...	...	—10	...
	dep.	...	...	2 45	...	4 35	5 39
102½	Marmalake NC ES ...	...	...	...	...	...	...
	(See note, page 13) arr.	...	...	...	...	4 58	...
112	Lubeck ES ...	...	...	—59, 141	...	—3	...
	dep.	...	...	2 56	...	5 35	5 50
118	Wal Wal O ES {	...	...	...	...	To	...
	(See note, page 12) arr.	...	...	3 2	...	Marnoo	5 56
124½	Glenorchy ES ...	...	...	3 9-59	...	as	6 3
132½	Deep Lead O ES {	...	...	...	...	No. 131	...
	(See note, page 12) dep.	...	...	...	...	...	6 11
	arr.	...	...	...-3	...	...	...
137	STAWELL ES W {	...	...	3 25	...	...	6 17
	dep.	...	...	...-13	...	...	...
145½	Great Western O ES {	...	...	3 37	...	...	6 27
	(See note, page 12) dep.	...	...	...	...	...	...
146	Seppelt's Siding NC ...	...	...	...	...	...	...
150½	Armstrong O ES {	...	...	3 44	...	...	6 33
	(See note, page 12) dep.	...	...	3 55-27	...	...	6 42
156	ARARAT ES W {	...	...	4 0	...	...	...
	arr.	...	...	...	...	...	...
	Continued on ...	...	...	Page 48	...	...	...
		168	140	130	112		

Not to run when 150/38 run.

Miles	STATIONS	150 Express Goods Mon. to Fri.	38 Fast Goods Sun.	118 Goods Tue. to Fri. ‡	118 Goods Mon. ‡	118 Goods Sat. ‡
—	Dry Creek ... dep.	P.M. 7 0	P.M. 7 0	A.M.	A.M.	A.M.
—	ADELAIDE (Mile End) " ...	...	...	...	...	...
—	(C. S. Time)	Tue. to Sat.	...	...	...	...
—	Tailem Bend " ...	...	10 40 Mon.	...	...	...
	(C. S. Time) ... { arr.	A.M. 2 28	A.M. 2 45	...	...	...
	(E. S. Time) ... { arr.	2 58	3 15	...	...	...
196½	SERVICETON ES W { dep.	Tue. to Sat. (Sun. ‡) A.M.—69	-139, 10, -69, 77, 14 Mn. (Sun. ‡)	...	...	...
	(E. S. Time) ... { dep.	3 55	4 0	...	...	...
8½	Lillimur (See note, page 12) ...	...	...	...	...	...
14½	Kaniva ES ...	4 13— wt. 71	4 25	...	...	...
25½	Miram ... { arr.	...	...	...	...	...
	(See note, page 12) { dep.	...	...	...	...	...
27½	Diapur O ES W { arr.	...— 159	...	...	...	...
	(See note, page 13) { dep.	4 30	4 52	...	...	...
31½	Tarranginnie NC ...	...	...	...	...	...
38½	Nhill ES ... { arr.	...	...	...	...	...
	{ dep.	4 42	5 11	8 20	8 45— 135	8 45
44½	Salisbury NC ... { arr.	...	...	8 41	9 5	9 5
	{ dep.	...	...	8 56	9 20	9 20
47	Kiata O ES ... { arr.	...	...	9 5— 81	9 29	9 29
	(See note, page 13) { dep.	4 54	5 25	10 8— 101	9 53— 81	10 8
51½	Gerang Gerung ... { arr.	...	...	10 23	10 8	10 23
	(See note, page 12) { dep.	...	...	10 33	10 18	10 38
	{ arr.	5 12	5 48	10 59	10 44	11 4
62½	DIMBOOLA ES W { dep.	...— 117	...— 117	...	...	...
	{ dep.	5 14	5 55	...	...	...
67½	Wail ...	...	...	...	...	...
73½	Pimpinio O ES { arr.	...	...	...	...	...
	(See note, page 12) { dep.	5 29	6 16	...	...	...
78	Dahlen Siding NC ...	...	...	...	...	...
		Sun ‡	Tue. to Sat.			
83½	HORSHAM ES W { arr.	...	5 40— 59	...	...	...
	{ dep.	5 38	5 45	6 31	...	...
88½	Doon O ES { arr.	...	...	...	...	...
	(See note, page 12) { dep.	5 44	5 53	6 38	...	...
95	Jung ES ...	5 50	5 59	6 47	...	...
101½	MURTOA ES W ...	5 57	6 5— 3	6 57	...	...
102½	Marmalake NC ES ...	...	...	...	...	...
	(See note, page 13)	...	...	...	...	...
112	Lubeck ES ...	6 8	6 16— 13	7 12	...	...
118	Wal Wal O ES { arr.	...	...	...	...	...
	(See note, page 12) { dep.	6 14	6 22	7 21	...	...
	{ arr.	...	...	...	...	...
124½	Glenorchy ES { dep.	6 21	6 29— 101	7 31	...	...
132½	Deep Lead O ES { arr.	...	...	...	...	...
	(See note, page 12) { dep.	...	6 38	7 44	...	...
137	STAWELL ES W { arr.	...	...	...	...	...
	{ dep.	6 38	6 45	7 53	...	...
145½	Great Western O ES { arr.	...	...—61	...	...	...
	(See note, page 12) { dep.	6 50	6 57	8 10	...	...
146	Seppelt's Siding NC ...	...	...	...	...	...
150½	Armstrong O ES { arr.	6 57	7 4	8 21	...	...
	{ dep.	7 8	7 15— 147	8 34	...	...
156	ARARAT ES W... { arr.	...	...	...	...	...
	{ dep.	7 11	7 20	8 59	...	...
	Continued on ...	Page 49	Page 50	Page 51	...	...
		150	150	38	118	118

SERVICETON-ARARAT—Goods Service—continued.

Up

Miles	STATIONS		42 Thro. Goods Tue. to Sat.	42 Thro. Goods Mon.	50 R'side Goods Mon.	18 Light Engine (Tue. to Sun. ‡)	62 Goods Sat. ‡	62 R'side Goods Tue. to Fri.
—	ADELAIDE ...	dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	(Mile End)		...	...	...	...	...	...
	(C. S. Time)	arr.	...	...	...	...	...	...
	(E. S. Time)	arr.	...	...	...	...	...	...
196½	SERVICETON ...							
	ES W							
—	(E. S. Time)	dep.	...	...	4 40	5 25	5 50	5 50
8½	<i>Lillimur</i> ...	arr.	...	...	4 59	...	...	6 9
	(See note, page 12)	dep.	...	...	5 14	...	...	6 24
		arr.	...	...	5 31	...	6 23-115	6 41-115
14½	Kaniva ES	dep.	...	...	6 30	5 43	6 44	7 55
25½	<i>Miram</i> ...	arr.	...	...	6 45	...	...	8 10
	(See note, page 12)	dep.	...	...	7 5	...	...	8 25
27½	<i>Diapur</i> O ES W	arr.	...	...	7 25	-115	7 18	8 45
	(See note, page 13)	dep.	...	...	7 45	6 0	8 7-154	9 0
31½	Tarranginnie NC	arr.	...	...	7 57	...	...	9 12
		dep.	...	...	8 17	...	...	9 27
38½	Nhill ES	arr.	...	...	8 32-135	...	8 33-79	9 44
		dep.	...	...	10 50-137	6 12	9 25	11 6
44½	Salisbury NC	arr.	...	...	11 11	...	...	11 27
		dep.	...	...	11 21	...	...	11 37
		arr.	...	...	11 30	...	9 50	11 46
47	<i>Kiata</i> O ES					-117		-147
	(See note, page 13)	dep.	...	...	11 55	6 24	10 8	P.M. 12 1
		arr.	...	...	P.M. 12 10	...	...	12 16
51½	<i>Gerang Gerung</i> ...	dep.	...	...	12 25	...	...	12 26
	(See note, page 12)	arr.	...	...	12 51	6 42	10 39	12 52
62½	DIMBOOLA ...	dep.	...	...		
	ES W							
67½	<i>Wail</i> ...		...	...	...	...	...	...
73½	<i>Pimpinio</i> O ES ...	arr.	...	...	...	...	...	...
	(See note, page 12)	dep.	...	...	...	...	...	...
78	Dahlen Siding NC		...	...	...	...	...	...
83½	HORSHAM ES W		...	...	...	...	...	...
88½	<i>Dooen</i> O ES ...		...	...	...	...	...	...
	(See note, page 12)							
95	Jung ES	arr.	...	...	...	...	...	...
	(See note, page 12)	dep.	...	...	...	...	...	...
101½	MURTOA ES W ...	dep.	7 0-13	7 15	...	...	...	...
102½	Marmalake NC ES		...	...	...	...	...	...
	(See note, page 13)							
112	Lubeck ES	arr.	-101	...	...	...	...	...
		dep.	7 29	7 44	...	...	...	...
118	<i>Wal Wal</i> O ES ...	arr.	-27	...	...	...	...	...
	(See note, page 12)	dep.	7 40-103	7 55	...	...	...	...
124½	Glenorchy ES	arr.	7 58-91	8 13-91	...	...	...	...
		dep.	8 10	8 25	...	...	...	...
		arr.	8 39-147	8 54	...	...	...	...
132½	<i>Deep Lead</i> O ES							
	(See note, page 12)	dep.	9 9-61	...	...	...	...	...
137	STAWELL ES W	arr.	9 21-24, 9	...	...	...	...	...
		dep.	10 45-154	...	...	...	...	...
145½	<i>Great Western</i> O ES	arr.	...	...	...	...	...	...
	(See note, page 12)	dep.	11 7	...	...	...	...	...
146	Seppelt's Siding NC		...	...	...	...	...	...
150½	<i>Armstrong</i> O ES	arr.	-105	...	...	...	...	...
	(See note, page 12)	dep.	11 27	...	...	...	...	...
156	ARARAT ES W ...	arr.	11 48	...	...	...	...	...
	Continued on							
			42		50	18	62	62

Not to run when 118 runs.

SERVICETON-ARARAT—Goods Service—continued.

Up

Miles	STATIONS	76 Goods Mon. to Sat. ‡	146 Light Eng. Mon. to Sat. ‡	46 Goods Mon. to Sat. ‡	86 Thro. Goods Tue. to Sat. (Mon. ‡)	154 Express Goods Sat.	154 Express Goods Tue. to Fri. (Mon. ‡)
—	ADELAIDE ... dep. (Mile End) (C. S. Time)	A.M. ...	A.M. ...	A.M. ...	A.M. ...	P.M. 9 35	P.M. 9 35
196½	(C. S. Time) ... } arr. ... SERVICETON ES W ... } (E. S. Time) ... } arr. ... (E. S. Time) ... } dep. ...	... ... ...	... ... ...	... ... ...	... ... ...	Sun. 5 33 A.M.	Wed. to Sat. (Tue. ‡) A.M. 5 33
8½	Lillimur ... (See note, page 12)	... ...	... ...	... ...	... ...	6 3 6 30	6 3 7 15
14½	Kaniva ES ...	...	...	...	...	6 48	7 33
25½	Miram (See note, page 12)	...	...	...	...	...	...
27½	Diapur O ES W ... (See note, page 13)	... ...	... ...	... ...	... ...	7 5	7 50-62
31½	Tarranginnie NC ...	...	...	...	...	...	...
38½	Nhill ES ...	...	...	...	...	7 17	8 2-118
44½	Salisbury NC ...	...	...	...	...	...	...
47	Kiata O ES ... (See note, page 13)	... ...	... ...	... ...	... ...	7 29	8 14-79
51½	Gerang Gerung ... (See note, page 12)	... ...	... ...	... ...	... ...	...	...
62½	DIMBOOLA ES W ... } arr. } dep. ...	... ...	... ...	... ...	... 6 55	7 47 7 50	8 32 8 35-13
67½	Wail ...	...	...	...	...	...	...
73½	Pimpinio O ES ... (See note, page 12)	... ...	... ...	... ...	7 16-3	8 4	8 49-101
78	Dahlen Siding NC ...	...	...	...	...	...	...
83½	HORSHAM ES W ... } arr. ...	... ...	... ...	... ...	7 31	...	...
88½	Dooen O ES ... } dep. ... (See note, page 12) } arr. } dep. ...	... ... ...	8 40-86 8 48	... ...	Roadside Goods 9 25 9 39-103	8 15 8 21	—86 9 0
95	Jung ES ... } arr. ... (See note, page 12) } dep. ...	... ...	... 8 57	... -147	10 14 10 42	8 27	9 6 9 12
101½	MURTOA ES W ... } arr. ...	... ...	9 7-103	10 0	10 57 11 40-9	8 34	-103 9 19
102½	Marmalake NC ES ... (See note, page 13)	... ...	... ...	... ...	87, 147 P.M. 12 9	...	...
112	Lubeck ES ... } arr. ...	... ...	... ...	... 10 29	-61 12 19	...	9 32 -147
118	Wal Wal O ES ... } dep. ... (See note, page 12) } arr. } dep. ...	... ... ...	... ... ...	10 41 11 12 11 30	12 34 12 44 1 2	8 45 8 51	9 43 ... 9 52
124½	Glenorchy ES ... } arr. } dep. 11 5	... ...	... ...	11 45	1 2 -105 1 17	...	... -61 9 59
132½	Deep Lead O ES ... } arr. ... (See note, page 12) } dep. 11 41 ... } arr. 11 56	... ... ...	... ... ...	P.M. 12 14 12 26	1 46 2 1-25 2 13	...	... 10 9 10 17
137	STAWELL ES W ... } arr. ...	... ...	... ...	... -105	Tu. to Fri (Mon. ‡) -107 2 34 2 56 3 11	Sat. -107 2 30 ... 2 52	... 10 25 ... 10 40
145½	Great Western O ES ... } dep. 12 11 (See note, page 12) } arr. } dep. 12 40	... ... ...	... ... ...	12 45 1 7 1 54	34, 109, 129 3 33	9 14 9 26	... ... 10 40
146	Seppelt's Siding NC ...	...	...	2 16	3 14	...	...
150½	Armstrong O ES ... } arr. 1 11 (See note, page 12) } dep. -25, 107 ... } arr. 1 45 ... } dep. 2 15	... ... ...	... ... ...	2 20 2 43	4 40 5 3	9 33 9 44 9 50	10 47- 10 58-105 11 5
156	ARARAT ES W ... } arr. ... Continued on ...	... ...	... ...	... ...	... ...	Page 51	Page 51
		76	146	46	86	86	154
						154	154

Miles	STATIONS	52 Goods Alt. Tue.	66 Thro. Goods Mon., Fri. (Wed., Thu. Alt. Tue. ‡)	142 Goods Mon. to Sat. ‡	130 Goods Mon., Thur., Fri. ‡	106 Fast Goods Wed.
		P.M.	P.M.	A.M.	P.M.	P.M.
—	ADELAIDE ... dep. ...	...	...	...	...	...
	(Mile End) ...	...	...	...	...	...
	(C. S. Time) ...	...	...	...	...	...
	(E. S. Time) ...	...	...	...	...	...
196½	SERVICETON ES W { dep. ...	...	...	...	...	...
—	(E. S. Time) ...	...	...	...	...	...
8¼	Lillimur (See note, p. 12) ...	...	...	...	...	...
14½	Kaniva ES ...	...	...	...	...	...
25½	Miram (See note, page 12) ...	...	...	...	...	...
27¾	Diapur O ES W { arr. ...	...	...	...	...	...
	(See note, p. 13) ...	...	...	...	...	...
31½	Tarranginnie NC { dep. ...	...	...	...	...	...
38¾	Nhill ES ...	...	...	...	...	...
44½	Salisbury NC ...	...	...	...	...	...
47	Kiata O ES ...	...	...	...	...	...
	(See note, p. 13) ...	...	...	...	...	...
51½	Gerang Gerung ...	...	...	...	...	...
	(See note, p. 12) ...	...	...	...	...	...
62½	DIMBOOLA ES W dep. ...	...	...	9 20-101	...	...
67½	Wail ...	...	...	...	...	...
73½	Pimpinio O ES { arr. ...	...	...	9 48	...	...
	(See note, p. 12) ...	...	...	10 3	...	...
78	Dahlen Siding NC ...	...	...	...	...	...
83½	HORSHAM ... { arr. ...	...	...	10 30-147	...	...
	ES W { dep. ...	...	...	11 0-103	...	...
88¾	Dooen O ES ... { arr. ...	...	...	11 14-87	...	...
	(See note, p. 12) ...	...	...	11 34	...	...
95	Jung ES ... { arr. ...	...	...	11 52-9	...	...
	(See note, p. 12) ...	...	...	P.M.	...	...
	dep. ...	...	...	12 12	...	...
	arr. ...	...	...	12 27-61	...	...
101½	MURTOA ES W { dep. ...	...	142 -61	Sat. ‡ 12 55	Mon. to Fri. ‡ 1 20-66	25,34 -105
102½	Marmalake NC ES ...	...	12 45	...	...	3 15
	(See note, page 13) ...	...	...	...	...	...
112	Lubeck ES ... { arr. ...	12 55-86	...	1 49	3 5-34	...
	dep. ...	1 10	1 14	2 28-105,25	3 20	3 44
118	Wal Wal O ES { arr. ...	...	...	...	3 35	-107
	(See note, p. 12) ...	...	...	...	-107	...
	dep. ...	1 25-105	1 35	2 46	3 47	3 55
	arr. ...	1 43	1 50-25	3 8-34,107	4 5	...
124½	Glenorchy ES ... { dep. ...	25	-107	...	-129,36	...
	dep. ...	2 11	2 48	3 37	5 22	4 10
132½	Deep Lead O ES { arr. ...	...	...	...	5 51	4 38
	(See note, p. 12) ...	...	...	...	4 48	129
	dep. ...	2 40-107	3 17	4 6	6 6	...
				Mon., Tue., Thu., Fri. ‡	Wed. ‡	
137	STAWELL ES W { arr. ...	2 51	3 29	4 18	4 18	5 0
	dep. ...	3 1	-34,129	-109,129	-49,36,106	-109
145½	Great Western O ES { arr. ...	3 23-34	4 27	5 8	6 34	5 8
	(See note, p. 12) ...	4 49	...	5 30	6 56	5 30-49
146	Seppelt's Siding NC ...	...	4 49-109	5 48-49	7 21-133	5 48
150½	Armstrong O ES { arr. ...	5 11-49	5 11	...	...	...
	(See note, p. 12) ...	...	...	...	...	...
	dep. ...	5 41	5 36-49	6 10	7 43	6 10
156	ARARAT ES W { arr. ...	6 4	5 59-145	6 31-133	8 4	6 31
	dep. ...	...	...	...	...	...
	Continued on ...	...	...	...	...	...
		52-66	142	142	142	130
						106

SERVICETON-ARARAT—Goods Service—continued.

Up

Miles	STATIONS	116 Goods Sat. ‡	116 Goods Tue. to Fri. ‡	36 Fast Goods Mon. to Fri.	52 Goods Alt. Tues.
—	ADELAIDE (Mile End) <i>dep.</i> ...	A.M.	A.M.	P.M.	P.M.
	(C. S. Time) <i>arr.</i> ...	...	...	...	...
	(E. S. Time) <i>arr.</i> ...	...	...	...	...
196½	SERVICETON ES W ... <i>dep.</i> 8 10	8 10	9 15	...	...
8½	<i>Lillimur</i> (See note, page 12) ... <i>arr.</i> ...	...	...	...	...
14½	Kaniva ES ... <i>dep.</i> 8 43	8 43	9 48	...	...
25½	<i>Miram</i> (See note, page 12) ... <i>arr.</i> 9 17	9 17	10 21	...	...
27½	<i>Diapur</i> O ES W ... <i>arr.</i> —79	—79	10 37—101	...	...
	(See note, page 13) ... <i>dep.</i> 9 34	9 34	10 37—101	...	...
31½	Tarranginnie NC ... <i>arr.</i> 10 3	10 3	11 3	...	...
38½	Nhill ES ... <i>arr.</i> —101	—101	—81	...	...
	... <i>dep.</i> 10 20	10 20	P.M. 12 10—147	...	...
44½	Salisbury NC ... <i>arr.</i> 10 49	10 49	12 37—34	...	...
47	<i>Kiata</i> O ES ... <i>dep.</i> 11 58—147	11 58—147	2 30—111	...	...
51½	<i>Gerang Gerung</i> ... <i>arr.</i> ...	...	...	...	...
	(See note, page 12) ... <i>dep.</i> P.M.	P.M.	...	...	...
	... <i>arr.</i> 12 33	12 33	3 1	...	...
62½	DIMBOOLA ES W ... <i>dep.</i> ...	...	...	2 10	...
67½	<i>Wail</i> ... <i>arr.</i> ...	...	...	...	...
73½	<i>Pimpinio</i> O ES ... <i>dep.</i> ...	...	...	—87	...
	(See note, page 12) ... <i>dep.</i> 130	130	...	2 31	...
78	Dahlen Siding NC ... <i>arr.</i> ...	...	...	...	...
83½	HORSHAM ES W ... <i>dep.</i> P.M.	P.M.	...	2 48—61	...
88½	<i>Dooen</i> O ES ... <i>arr.</i> ...	...	...	3 45—25	...
	(See note, page 12) ... <i>dep.</i> ...	...	...	—105	...
95	Jung ES ... <i>arr.</i> ...	...	...	3 54	...
	(See note, page 12) ... <i>dep.</i> ...	...	...	4 3	...
101½	MURTOA ES W ... <i>arr.</i> ...	...	...	4 13—107	...
102½	<i>Marmalake</i> NC ES ... <i>dep.</i> ...	...	...	4 28	...
	(See note, page 13) ... <i>arr.</i> ...	...	...	...	...
112	Lubeck ES ... <i>arr.</i> 3 5—49	3 5—49	...	...	4 47
	... <i>dep.</i> 3 31—107	3 31—107	...	4 45—107	5 30—129
118	Wal Wal O ES ... <i>arr.</i> ...	...	...	...	...
	(See note, page 12) ... <i>dep.</i> 3 46	3 46	...	4 54	5 45
124½	Glenorchy ES ... <i>arr.</i> 4 4	4 4	...	...	6 3
	... <i>dep.</i> 4 41—131	4 41—131	...	5 4	6 35—49, 109
132½	Deep Lead O ES ... <i>arr.</i> 5 10	5 10	...	...	...
	(See note, page 12) ... <i>dep.</i> 5 28—109	5 28—109	...	5 17	7 4
137	STAWELL ES W ... <i>arr.</i> 5 40	5 40	...	5 26	7 16
	... <i>dep.</i> 5 53—49	5 53—49	...	6 10	7 32—133
145½	<i>Great Western</i> O ES ... <i>arr.</i> 6 15	6 15	...	...	...
	(See note, page 12) ... <i>dep.</i> 6 25—145	6 25—145	...	6 29	7 54
146	Seppelt's Siding NC ... <i>arr.</i> ...	...	...	...	...
150½	<i>Armstrong</i> O ES ... <i>arr.</i> —199	—199	...	6 42—133	...
	(See note, page 12) ... <i>dep.</i> 6 47	6 47	...	7 12	8 14
156	ARARAT ES W ... <i>arr.</i> 7 8	7 8	...	7 27	8 35
	Continued on ... <i>dep.</i>	10 0	...
		130	116	36	52

From Marnoo (Commencing Tuesday)
12/11/68

59, 139, 88
142, 49, 109
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Up

SERVICETON-ARARAT—Goods Service—continued.

Miles	STATIONS	164 Thro. Goods Mon. (Wed. to Fri. ‡)	164 Thro. Gds. Fri.	88 Fast Goods Mon. to Thur.	88 Goods Sat.
—	ADELAIDE (Mile End) <i>dep.</i> (C. S. Time)	P.M. ...	P.M. 7 35	P.M. 7 35	P.M. ...
	(C. S. Time) <i>arr.</i>	...	Sat. 10 25	Tue. to Fri. 10 25	...
	(E. S. Time) <i>arr.</i>	...	A.M. 10 55	A.M. 10 55	...
196½	SERVICETON ES W		Sat. P.M. 12 35	Tue. to Sat. (Mon. ‡) P.M. 3 10—81	...
8½	(E. S. Time) <i>dep.</i> <i>Lillimur</i> (See note, page 12)	12 15	...	...	3 10—81
14½	<i>Kaniva</i> ES	Mon. 12 43	Wed. to Fri. ‡ 12 43—147	1 3—147	...
25½	<i>Miram</i> (See note, page 12) ...	...	2 5—81	1 26	3 35
27½	<i>Diapur</i> O ES W	...—81	...	...	...
	(See note, page 13) <i>dep.</i>	1 11	2 34	1 55	4 2
31½	<i>Tarranginnie</i> NC	...	...	...	...
38½	<i>Nhill</i> ES	...—111	...	...	4 22
44½	<i>Salisbury</i> NC	...	...	...	4 43—25
47	<i>Kiata</i> O ES	1 50—111	2 34—111	4 37	...
	(See note, page 13) <i>dep.</i>	2 30	3 13	2 40	4 59
51½	<i>Gerang Gerung</i>	...	...	...	...
	(See note, page 12) <i>dep.</i>	3 1	3 41	3 11	5 22
	<i>arr.</i>	...	—25	5 13	Sat. ‡ —107, 129
62½	DIMBOOLA ES W	—87	—25	—113, 61	6 0
	<i>dep.</i>	4 15—25	3 55	5 45	...
67½	<i>Wail</i> ...	...	...	...	...
73½	<i>Pimpinio</i> O ES	...—61	...—105	...—105	...
	(See note, page 12) <i>dep.</i>	4 36	4 16	6 6	6 21
78	<i>Dahlen Siding</i> NC	...	...	...—107, 129	6 38
83½	HORSHAM ES W	...—105	...—107	...	7 0—49
	<i>dep.</i>	4 51	4 31	6 21	...
88½	<i>Dooen</i> O ES	...	...	...—107	7 9
	(See note, page 12) <i>dep.</i>	4 58	4 38	6 28	...
95	<i>Jung</i> ES	...—107	...	6 39	...
	(See note, page 12) <i>dep.</i>	5 7	4 47	6 52—49	7 18
101½	MURTOA ES W	5 17—129	4 59—129	7 5	7 28—109, 145
	<i>dep.</i>	5 41—107	5 11	7 20—109	7 55
102½	<i>Marmalake</i> NC ES	...	...	...	...
	(See note, page 13) <i>arr.</i>	5 59—49	...	7 38	...
112	<i>Lubeck</i> ES	6 58—109	5 29	8 3—133	8 12
118	<i>Wal Wal</i> O ES	...	...	...	...
	(See note, page 12) <i>dep.</i>	7 10	5 38	8 14	8 21
	<i>arr.</i>	7 22	5 50	...	...
124½	<i>Glenorchy</i> ES	...—133	...—109, 49	...	...—199
	<i>dep.</i>	7 46	6 7	8 24	8 31
132½	<i>Deep Lead</i> O ES	...	...	...	...
	(See note, page 12) <i>arr.</i>	...	6 32	...	...
137	STAWELL ES W	...	...—145	...	...
	<i>dep.</i>	8 11	6 43	8 46	8 53
145½	<i>Great Western</i> O ES	...	7 3	...	9 12
	(See note, page 12) <i>dep.</i>	8 28	7 8—199	9 3	9 33—139
146	<i>Seppelt's Siding</i> NC	...	...	...	...
150½	<i>Armstrong</i> O ES	...	...	...	...
	(See note, page 12) <i>arr.</i>	8 39	7 22	9 14	9 47
	<i>dep.</i>	8 52	7 35	9 27—139	10 0
156	ARARAT ES W	...	...	10 20	...
	Continued on ...	...	...	Page 70, 151	...
		164	164	88	88

Up

SERVICETON-ARARAT—Goods Service—continued.

Miles	STATIONS	120 Goods Mon. to Fri. †	166 Thro. Goods Mon. to Fri. †	166 Thro. Goods Sat. †	112 Thro. Goods Sat. †	112 Thro. Goods Mon. to Fri. †	122 Eng. & Van Sat. †	138 Express Goods Mon. to Fri. †	178 Eng. & Van Sun. †	114 Thro. Goods Mon. to Fri. †
	ADELAIDE—	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Mile End) ...	dep.	...	...	...	...	...	...	...	...
	(C. S. Time) ...	arr.	...	...	...	...	...	...	...	...
	(E. S. Time) ...	arr.	...	...	...	...	...	...	...	...
196½	SERVICETON ...				-25	-25				-133
	ES W									
	(E. S. Time) ...	dep.	...	...	6 5	6 30	7 40	9 30	9 30	10 20
8½	Lillimur (See note, p. 12)	arr.	...	...	6 38	7 3	...	9 50	...	...
14½	Kaniva ES ...				-129	-113,	-133			
					129					
		dep.	...	...	7 1	8 4	7 58	10 3	9 55	10 48
25½	Miram (See note, p. 12)	arr.	...	...	...	8 38	...	...	10 32	...
27½	Diapur O ES W					-131				
	(See note, p. 13)	dep.	...	...	7 35	8 46	8 15	10 23	10 48-77	11 16
31½	Tarranginnie NC	arr.	...	...	...	...	...	...	...	...
38½	Nhill ES ...	-25	...	...	8 1	9 9	8 29	...	11 7	...
		dep.	5 20	...	-145	-133	-145	...	-139	...
44½	Salisbury NC ...	arr.	5 47	...	8 58	9 33	8 58	10 35	11 50	11 35
					...	...	...	...	...	11 57
47	Kiata O ES ...								Mon. †	Tue. to
	(See note, p. 13)								A.M.	Sat. †
		dep.	-113	...	9 25	10 0	9 13	10 47	12 4	-139
51½	Gerang Gerung	...	...	...	...	...	...	...	...	12 6
	(See note, p. 12)	arr.	6 40	...	9 57	10 32	9 31	11 5	12 27	12 37
62½	DIMBOOLA ES W	dep.	...	...	...	...	...	-139	...	...
67½	Wail ...	arr.	...	...	...	...	...	11 45	...	...
73½	Pimpinio O ES	arr.	...	...	...	...	...	...	...	...
	(See note, p. 12)	dep.	...	...	...	...	...	11 59	...	...
78	Dahlen Siding NC	arr.	...	...	...	...	...	...	...	...
83½	HORSHAM ES W							Tue. to		
		dep.	...	...	...	...	...	Sat. †		
88½	Dooen O ES ...	arr.	...	...	...	...	...	A.M.		
	(See note, p. 12)	dep.	...	...	...	...	...	12 10	...	...
95	Jung ES ...	arr.	...	...	...	...	...	12 16	...	...
	(See note, p. 12)	dep.	...	...	...	...	...	12 22	...	...
101½	MURTOA ES W	arr.	-133	-109	...	...	...	12 29	...	...
		dep.	8 20	8 20	...	...	...	...	...	...
102½	Marmalake NC ES	...	...	...	...	...	...	...	...	...
	(See note, p. 13)				...	...	...	...	...	...
112	Lubeck ES ...	arr.	...	8 49	...	...	...	12 42	...	...
118	Wal Wal O ES	dep.	8 49	9 6	...	...	...	1 0	...	...
	(See note, p. 12)	arr.	...	...	...	...	...	...	...	...
		dep.	9 0	9 21	...	...	...	1 9	...	...
124½	Glenorchy ES ...	arr.	9 18	9 39	...	...	...	1 18	...	...
132½	Deep Lead O ES	dep.	9 28	9 58	...	...	...	1 23	...	...
	(See note, p. 12)	arr.	...	...	...	...	...	...	...	...
		dep.	9 57	10 28	...	...	...	...	...	...
137	STAWELL ES W	arr.	10 9	...	...	...	...	-141	...	...
		dep.	10 22	10 38	...	...	...	1 42	...	...
145½	Great Western O ES	arr.	...	...	...	...	...	-59	...	...
	(See note, p. 12)	dep.	10 44	10 59	...	...	...	1 54	...	...
146	Seppelt's Siding NC	...	...	...	...	...	...	...	...	...
150½	Armstrong O ES	arr.	...	...	...	...	...	2 1	...	...
	(See note, p. 12)	dep.	11 4	11 19	...	...	...	2 11	...	...
156	ARARAT ES W	arr.	11 25	11 40-69	...	...	...	2 15-3	...	...
	Continued on	...	...	...	...	...	...	Page 48	...	...
		120	166	166	112	112	122	138	178	114

(W)

ARARAT-MELBOURNE—Goods Service—continued.

Up

Miles from Serv.	STATIONS	134 Express Goods Tue. to Sat.	198 Fast Goods Tue. to Sat. ‡	172 Thro. Goods Mon.	128 Express Goods Tue. to Sat. ‡	172 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.
156	ARARAT ES W ...	{ arr. ...	...	...	1 25	...
		{ dep. ...	12 40-159	...	1 45	...
170½	Buangor O ES ...	...	1 9	...	2 5	...
174½	Middle Creek O ES ...	{ arr. ...	...	...	...	...
	(See note, page 12)	{ dep. ...	1 15	...	2 9	...
181½	Beaufort ES W ...	...	1 37	...	2 25	...
189½	Trawalla O ES ...	{ arr. ...	...	...	2 31	...
	(See note, page 12)	{ dep. ...	1 45	...	2 43	...
200½	Burrumbeet O ES ...	{ arr. ...	2 2	...	2 47	...
203½	Windermere O ES ...	{ arr. ...	...	...	...	...
	(See note, page 12)	{ dep. ...	2 8	...	...	...
210½	Linton Junct. ES †	{ dep. ...	2 21	...	2 57	...
211	Wendouree NC ...	...	...	...	...	...
211½	Whites Siding NC ...	...	...	...	...	...
212½	North Ballarat Junction ...	{ arr. ...	...	...	...	...
		{ dep. 1 9A	2 28	3 10	3 3	3 5
212¾	Shell Oil Siding NC ...	{ arr. 1 12A	2 31	3 15	3 5	3 10
213¼	BALLARAT W ...	{ dep. 1 25	2 50	3 30	3 8	3 50
213¾	Ballarat East O ...	{ arr. ...	...	...	...	...
		{ dep. 1 27	2 53	3 35	3 11½	3 55
217½	Warrenheip ES ...	{ arr. ...	3 7-95	3 56	3 22	4 16
		{ dep. 1 35	3 29	4 6-93	3 29	4 26
219½	Dunnstown ...	...	...	...	...	...
223	Bungaree O ES ...	{ arr. ...	...	...	...	...
		{ dep. 1 42	3 45	...	3 41	...
225½	Wallace ...	...	...	...	...	...
230¼	Gordon O ES ...	{ arr. ...	4 3-9	...	3 53	...
		{ dep. 1 51	4 13	...	4 13-9	...
237½	Ballan ES W ...	...	1 59-95	4 28	4 24	...
246¾	Bank Box Loop ...	...	2 10	4 44	4 36	...
255¼	Bacchus Marsh ES W ...	{ arr. ...	5 0-138	...	...	...
		{ dep. 2 20	5 51-15,16	...	4 46	...
			Sat. ‡	Tue. to Fri. ‡		
257¾	Parwan O ES ...	{ arr. ...	...	6 0	...	...
		{ dep. 2 26	6 0	6 12-5	4 52	...
263¾	Melton ES ...	{ arr. ...	6 11	6 26	5 0	...
		{ dep. 2 34	6 18	6 35	—15	...
268½	Rockbank O ES ...	{ arr. ...	...	7 25	5 5	...
		{ dep. 2 40	...	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...	...
276	Deer Park O ES (See note, page 12) ...	...	...	7 38	5 12	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See note, page 13)	...	...	...	...	...
279¼	Sunshine ES... ...	2 53	6 37	7 44	5 17	...
—	Tottenham Goods Yard W ...	{ arr. 3 3	6 50	7 55	5 30	...
		{ dep. 3 20	7 40	8 15	5 40	...
281¼	Tottenham O ...	...	...	...	...	...
282½	West Footscray ...	...	...	...	...	...
283	Middle Footscray O ...	...	...	...	...	...
283½	Footscray ...	...	...	...	...	...
—	Maribyrnong River Junct. ...	...	...	...	...	...
284¼	South Kensington O ...	...	...	...	...	...
—	DYNON ...	arr. ...	...	...	...	...
287	MELBOURNE YARD ...	arr. 3 45	8 10	8 45	6 0	...
		134	198	198	172	128
		134	198	198	172	128

A—On Saturdays North Ballarat Junction 1.5 a.m.; Ballarat arrive 1.8 a.m.

Up

ARARAT-MELBOURNE—Goods Service—continued.

Miles from Serv.	STATIONS			138	16	140	
				Express Goods Tue. to Sat. ‡	Express Goods Tue. to Sat.	Express Goods Daily, Sun. Inc.	
				A.M.	A.M.	A.M.	
156	ARARAT ES W	...	{ arr.	2 11	2 30	3 55	...
170½	Buangor O ES	...	{ dep.	2 15	3 10	4 0-101	...
174½	Middle Creek O ES	...	...	2 35	3 30	4 20	...
	(See note, page 12)		{ arr.	...	...	...	...
181½	Beaufort ES W	...	{ dep.	2 39	3 34	4 24	...
189½	Travalla O ES	...	...	2 55	3 50	4 40	...
	(See note, page 12)		{ arr.	...	...	...	...
200½	Burrumbeet O ES	...	{ dep.	3 1	3 56	4 46	...
203½	Windermere O ES	...	{ arr.	...	...	...	...
	(See note, page 12)		{ dep.	3 13	4 8	4 58	...
			{ arr.	...	...	...	...
			{ dep.	3 17	4 12	5 2	...
				From Serviceton			
						From Adelaide	See note, page 29
						Sun.	Mon. to Sat.
210½	Linton Junct. ES †	...	{ arr.	...	...	...	5 14
211	Wendouree NC	...	{ dep.	3 27	4 22	5 12	5 34
211½	Whites Siding NC	...	...	...	...	...	...
212½	North Ballarat Junction	...	{ arr.	...	...	...	...
212¾	Shell Oil Sdg. NC	...	{ dep.	3 32	4 28	5 17	5 40
213¼	BALLARAT W	...	{ arr.	...	...	...	...
			{ dep.	3 34-172	4 30	5 20	5 44
213¾	Ballarat East O	...	{ arr.	3 37	4 33	5 23	5 47
			{ dep.	3 40	4 36	5 26	5 52
217¼	Warrenheip ES	...	{ arr.	...	...	...	...
219½	Dunnstown	...	{ dep.	3 53	4 49	5 39	6 5
223	Bungaree O ES	...	{ arr.	4 4	...	...	...
			{ dep.	4 27-9	4 58	5 48	6 14
225½	Wallace	...	...	...	...	...	...
230¼	Gordon O ES	...	{ arr.	...	...	...	...
			{ dep.	4 40	5 8	5 58	6 24
237½	Ballan ES W	...	...	4 48	5 18	6 6	6 32
246¾	Bank Box Loop	...	...	5 0	5 30	6 18	6 44
255¼	Bacchus Marsh ES W	...	{ arr.	-198	...	-198	...
			{ dep.	5 10	5 40	6 28	6 54
257¾	Parwan O ES	...	{ arr.	-15	...	-15	...
			{ dep.	5 16	5 46	6 34	7 0
263¾	Melton ES	...	{ arr.	...	5	...	...
			{ dep.	5 24	5 54	6 42	7 8
				Sat. ‡	Tue. to Fri. ‡		
268½	Rockbank O ES	...	{ arr.	...	5 31	...	-15
			{ dep.	5 29	5 41-5	5 59	7 13
274	Albion Reid Pty. Ltd. Sdg. NC ES	...	...	...	...	...	...
276	Deer Park O ES (See note, page 12)	...	...	5 36	5 50	6 6	7 20
277	Ardeer Sdg. Nobel (Aust.) Ltd.	...	...	...	...	...	...
	NC ES (See note, page 13)	...	...	...	...	...	...
279¼	Sunshine ES...	...	...	5 41	5 55	6 11	6 59
—	Tottenham Goods Yard W	...	{ arr.	...	...	6 20	...
			{ dep.	...	...	6 35	...
281¼	Tottenham O	...	...	...	...	...	...
282½	West Footscray	...	...	...	...	...	...
283	Middle Footscray O	...	...	...	...	...	...
283½	Footscray	...	...	...	...	...	...
—	Maribyrnong River Junct.	...	...	...	...	...	...
284¾	South Kensington O	...	...	...	...	...	...
—	DYNON	...	arr.	6 10	6 20	7 30	7 50
287	MELBOURNE YARD	...	arr.	...	...	7 0	...
				138	138	16	140
						140	

ARARAT-MELBOURNE—Goods Service—continued.

Up

Miles from Serv.	STATIONS	106 Thro. Goods Mon. to Sat. ‡	8 Goods Tue. to Sat. ‡	8 Goods Mon. ‡	192 Fast Goods Tue. to Sat.	82 R'side Goods Mon.	150 Express Goods Sun. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
156	ARARAT ES W ...	arr. ...	...	...	3 3	...	7 8
		dep. ...	...	...	5 50	7 0	7 11
170½	Buangor O ES ...	arr. ...	...	...	...	7 43	...
		dep. ...	...	...	6 19	8 13-9	7 31
174½	Middle Creek O ES ...	arr. ...	...	...	...	8 25	...
	(See note, page 12)	dep. ...	...	...	6 25	8 40	7 35
		arr. ...	...	...	...	9 18	...
181½	Beaufort ES W ...	dep. ...	...	...	6 47	9 50	7 51
189½	Trawalla O ES ...	arr. ...	...	...	6 57	10 23-33	...
	(See note, page 12)	dep. ...	...	...	7 15-9	10 37-7	7 57
		arr. ...	...	...	...	11 6-24	...
200½	Burrumbeet O ES ...	dep. ...	...	...	7 35	11 45-24	8 9
		arr. ...	...	...	...	11 56-24	...
203½	Windermere O ES ...	dep. ...	...	...	...	P.M. 23-24	...
	(See note, page 12)	...	...	...	7 41	12 15	8 13
210½	Linton Junction ES †	...	...	...	7 54	12 40	8 23
212½	North Ballarat Junction	...	...	...	8 1	12 50	8 28
212¾	Shell Oil Siding NC ...	...	...	...	...	...	...
213¼	BALLARAT W ...	arr. ...	...	...	8 4	12 52	...
		dep. 7 40	...	...	8 45	...	8 30
213¾	Ballarat East O ...	arr. ...	...	...	...	...	8 33
		dep. 7 45	...	...	8 48	...	8 36
		arr. 8 6	...	...	...	...	...
217¼	Warrenheip ES ...	dep. 8 16	...	...	9 2	...	8 48
					Thur. ...	Tu. Wed. ...	
219½	Dunnstown ...	...	To North	...	...	Fri. Sat. ...	...
223	Bungaree O ES ...	arr. ...	Geelong	...	9 15	9 17	...
		dep. ...	...	...	...	9 53	8 57
225½	Wallace ...	arr. ...	...	...	...	10 0	...
		dep. ...	...	...	...	10 10	...
230¼	Gordon O ES ...	arr. ...	194	...	9 33	...	...
		dep. Goods	...	...	10 1-150	10 19	9 7
		arr. Tue. to	...	...	10 17	10 33	...
237½	Ballan ES W ...	dep. ...	...	...	10 48-25	...	9 15
246¾	Bank Box Loop ...	...	...	...	11 6	...	9 27
255¼	Bacchus Marsh ES W ...	dep. 8 40-22	10 55	11 40	11 20	...	9 37
		arr. 8 50	11 6-192	...	...	...	...
257¾	Parwan O ES ...	...	Sat. ‡	Tu. to	...	...	...
		dep. ...	11 42	Fri. ‡	11 26	...	9 43
		arr. ...	...	P.M. 12 7	...	...	...
263¾	Melton ES ...	dep. ...	11 57	12 12-35	11 37	...	9 51
		arr. ...	P.M. 12 7	...	...	...	9 58
268½	Rockbank O ES ...	dep. ...	12 7	12 27	11 44	...	10 40
274	Albion Reid Pty.Ltd. Sdg. NC ES	...	...	...	...	...	...
276	Deer Park O ES (See note, p. 12)	...	12 21	12 41	11 57-P10	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd.	...	...	-P6	...	...	...
	NC ES (See note, page 13)	...	...	...	P.M. ...	...	...
279¼	Sunshine ES... ...	...	12 28	12 48	12 3-P6	...	10 55
	Tottenham Goods Yard W {	arr. ...	12 40	...	12 15	...	...
		dep. ...	1 0	...	12 30	...	...
283½	Footscray ...	...	...	1 1	...	...	...
284¾	South Kensington O ...	...	...	1 4	...	...	...
	DYNON ...	arr. ...	...	...	...	...	11 20
	North Melbourne ...	...	...	1 7	...	...	...
	Spencer Street ...	arr. ...	...	1 15	...	...	...
	(No. 5 Road) ...	dep. ...	...	1 28	...	...	...
287	MELBOURNE YARD	arr. ...	1 30	...	1 0	...	...
		194	8	8	192	82	150

Miles from Serv.	STATIONS		150 Express Goods Tue. to Sat.	4 153 H.P. D'sl Rail Car and Trailer (For Van- goods) Thur.	8 Thro. Gds Tu. Wed. Fri., Sat. 10 Roadside Gds. Mn., Thur.	42 Pilot Tues., Wed.	P4 Pilot Sat. ‡	82 Road- side Goods Tue. to Fri.
156	ARARAT ES W ...	arr. 7 15 dep. 7 20	A.M. 7 15 ... 7 20	A.M. ...	A.M. ...	A.M. ...	P.M. ...	A.M. ...-9 8 50
170½	Buangor O ES ...	arr. 7 42 dep. 8 10-9	... 7 42 ... 8 10-9	... ...	... ...	... ...	... ...	9 33 9 48
174½	Middle Creek O ES ... (See note, page 12)	arr. ... dep. 8 16	... ... ... 8 16	... ...	... ...	... ...	... ...	10 0 10 15 10 53-25
181½	Beaufort ES W ...	arr. ... dep. 8 32	... ... ... 8 32	... ...	... ...	... ...	... ...	P.M. 12 25 12 37
189½	Trawalla O ES ... (See note, page 12)	arr. ... dep. 8 38	... ... ... 8 38	... ...	... ...	... From Redan	... ...	12 52 1 21 24,154
200½	Burrumbeet O ES ...	arr. ... dep. 8 50	... ... ... 8 50	... ...	... ...	... From Redan	... ...	1 36 1 45
203½	Windermere O ES ... (See note, page 12)	arr. ... dep. 8 54	... ... ... 8 54	... ...	... ...	... From Redan	... ...	2 5-43
210½	Linton Junction ES † (R.M.S.P.)	arr. ... dep. 9 4	... ... ... 9 4	... ...	... ...	10 0	... ...	2 30 129
211	Wendouree NC ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
211½	White's Siding NC ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
212½	North Ballarat Junction	arr. ... dep. 9 9	... ... ... 9 9	... ...	... ...	10 7	... ...	2 37
212½	Shell Oil Siding NC ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	10 10	... ...	2 40
213½	BALLARAT W ...	arr. ... dep. 9 12	... ... ... 9 12	9 30	10 0	... ...	... ...	... ...
213½	Ballarat East O ...	arr. 9 15 dep. 9 18	... 9 15 ... 9 18	9 33	10 5	... ...	... ...	... ...
217½	Warrenheip ES ...	arr. ... dep. 9 29	... ... ... 9 29	9 43	10 26-15	... ...	... ...	... ...
219½	Dunnstown ...	arr. ... dep. ...	... ... ... ...	9 45	10 41	... ...	... ...	... ...
223	Bungaree O ES ...	arr. ... dep. 9 38	... ... ... 9 38	9 51	... ...	... ...	... ...	... ...
225½	Wallace ...	arr. ... dep. ...	... ... ... ...	9 58	... ...	... ...	... ...	... ...
230½	Gordon O ES ...	arr. ... dep. 9 48	... ... ... 9 48	10 8	... ...	... ...	... ...	... ...
237½	Ballan ES W ...	arr. ... dep. 9 56	... ... ... 9 56	10 13	... ...	... ...	... ...	... ...
246½	Bank Box Loop ...	arr. ... dep. 10 10	... ... ... 10 10	10 23	... ...	... ...	... ...	... ...
255½	Bacchus Marsh ES W ...	arr. ... dep. 10 29-25	... ... ... 10 29-25	10 33	... ...	... ...	... ...	... ...
257½	Parwan O ES ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
263½	Melton ES ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
268½	Rockbank O ES ...	arr. ... dep. 11 1	... ... ... 11 1	... ...	... ...	... ...	... ...	... ...
274	Albion Reid Pty. Ltd. Sdg. NC ES	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	12 25	... ...
276	Deer Park O ES (See note, page 12)	arr. ... dep. 11 8	... ... ... 11 8	... ...	... ...	... ...	12 40	... ...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 13)	arr. ... dep. ...	... ... ... ...	... ...	... ...	12 50	12 57 109	... ...
279½	Sunshine ES ...	arr. ... dep. 11 13-35	... ... ... 11 13-35	... ...	... ...	1 0	... ...	... ...
281½	Tottenham Goods Yard W ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	2 0	... ...	... ...
282½	Tottenham O ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	2 10	1 8	... ...
283	West Footscray ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	2 20	1 20	... ...
283½	Middle Footscray O ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
283½	Footscray ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
284½	Maribyrnong River Junction	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
284½	South Kensington O ...	arr. ... dep. ...	... ... ... ...	... ...	... ...	... ...	... ...	... ...
287	DYNON MELBOURNE YARD	arr. ... dep. 11 40	... ... ... 11 40	... ...	... ...	... ...	... ...	... ...
			150	4	8-10	P6	P4	82

Miles from Serv.	STATIONS	38 Fast Goods Mon. (Sun. ‡)	108 Thro. Goods Mon to Fri. ‡	154 Express Goods Sun.	54 Pilot Mon., Thur., Fri.	154 Express Goods Wed. to Sat. (Tue. ‡)	22 Thro. Goods Mon. to Sat. ‡
156	ARARAT ES W ...	arr. 8 34 dep. 9 10	A.M. 8 34 ... 9 39	A.M. 9 44 ... 10 10	A.M. ...	A.M. 10 58 ... 11 25	P.M. ...
170½	Buangor O ES ...	... 9 39	... 9 39	... 10 10	... 10 10	... 11 25	...
174½	Middle Creek O ES ...	... 9 39	... 9 39	... 10 10	... 10 10	... 11 25	...
181½	Beaufort ES W ...	arr. 9 45 dep. 10 7	... 10 7	... 10 30	... 10 30	... 11 45-82	...
189½	Trawalla O ES ...	arr. -82 dep. 10 15	... 10 15	... 10 36	... 10 36	... 12 17-25	...
200½	Burrumbeet O ES ...	... 10 32	... 10 32	... 10 48	... 10 48	... 12 31	...
203½	Windermere O ES ...	arr. ... dep. 10 38	... 10 38	... 10 52	... 10 52	... 12 35	...
210½	Linton Junction ES †	... 10 51	... 10 51	... 11 2	... 11 2	... 12 45	...
211	Wendouree NC ...	... 10 58	... 10 58	... 11 8	... 11 8	... 12 50	...
211½	White's Siding NC ...	... 10 58	... 10 58	... 11 8	... 11 8	... 12 50	...
212½	North Ballarat Junction	... 10 58	... 10 58	... 11 8	... 11 8	... 12 50	...
212½	Shell Oil Siding NC ...	... 10 58	... 10 58	... 11 8	... 11 8	... 12 50	...
213½	BALLARAT W ...	arr. 11 1 dep. 11 5	... 11 5	... 11 15	... 11 15	... 12 53	1 30
213½	Ballarat East O ...	... 11 8	... 11 8	... 11 17	... 11 17	... 12 58	1 35
217½	Warrenheip ES ...	arr. -25 dep. 11 22	Mon. 11 25 Sun. 11 30	... 11 43	... 11 43	... 1 8	1 56
219½	Dunnstown ...	... 11 37	... 11 37	... 11 51	... 11 51	... 1 17	2 16
233	Bungaree O ES ...	... 11 37	... 11 37	... 11 43	... 11 43	... 1 17	...
225½	Wallace ...	... 11 53	... 11 53	... 11 59	... 11 59	... 1 27	...
230½	Gordon O ES ...	arr. P.M. 12 5 dep. 12 11	... 12 11	... 12 0	... 12 0	... 1 35	...
237½	Ballan ES W ...	arr. ... dep. 12 21	... 12 21	... 12 12	... 12 12	... 1 47	...
246½	Bank Box Loop ...	arr. ... dep. 12 35	... 12 35	... 12 22	... 12 22	... 1 57	...
255½	Bacchus Marsh ES W ...	arr. ...	... 12 41	... 12 22	... 1 36	... 2 5-49	...
257½	Parwan O ES ...	arr. -35 dep. 12 41	Mon. 12 47 Sun. 12 58	... 12 28	... 12 28	... 2 46	...
263½	Melton ES ...	arr. ... dep. 12 59	... 1 5	... 12 36	... 12 36	... 2 57	...
268½	Rockbank O ES ...	arr. ... dep. 12 59	... 1 25	... 12 41	... 12 41	... 3 2	...
274	Albion Reid Pty. Ltd. Sdg. NCES	... 1 12	... 1 12	... 1 3	... 1 3	... 3 10	...
276	Deer Park O ES ...	arr. ... dep. 1 18	... 1 46	... 1 3	... 1 3	... 3 14	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See note, p13)	arr. 1 35 dep. 1 55	... 1 55	... 1 3	... 1 3	... 3 14	...
279½	Sunshine ES ...	arr. 1 35 dep. 1 55	... 1 55	... 1 3	... 1 3	... 3 14	...
—	Tottenham Goods Yd.	... 2 0	... 2 0	... 2 0	... 2 0	... 2 0	...
281½	Tottenham O ...	... 2 5	... 2 5	... 2 5	... 2 5	... 2 5	...
282½	West Footscray ...	... 2 5	... 2 5	... 2 5	... 2 5	... 2 5	...
283	Middle Footscray O ...	... 2 5	... 2 5	... 2 5	... 2 5	... 2 5	...
283½	Footscray ...	... 2 5	... 2 5	... 2 5	... 2 5	... 2 5	...
—	Maribyrnong River Junct.	... 2 5	... 2 5	... 2 5	... 2 5	... 2 5	...
284½	South Kensington O ...	arr. ...	... 2 5	... 2 5	... 2 5	... 2 5	...
—	DYNON ...	arr. ...	... 2 5	... 2 5	... 2 5	... 2 5	...
—	Weighbridge Junction	... 2 20	... 2 20	... 2 20	... 2 20	... 2 20	...
287	MELBOURNE YARD	arr. 2 20	3 0	... 1 30	... 1 30	... 3 35	...

Up

ARARAT-MELBOURNE-Goods Service—continued.

Miles from Serv.	STATIONS	P10 Pilot Mon. to Fri. ‡	60 Pilot Mon. to Fri.	94 Goods Mon. to Fri.	26 Thro. Goods Mon. to Sat. ‡	104 Pilot Tue. ‡	90 Fast Goods Sun.	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
156	ARARAT ES W ... dep.	...	...	...	...	...	12 55	...
170½	Buangor O ES ...	...	...	...	...	...	1 24	...
174½	Middle Creek O ES ...	arr.	...	...	...	...	...	...
	(See note, page 12) { dep.	...	...	...	...	...	1 30	...
181½	Beaufort ES W ...	arr.	...	...	...	...	...	...
189½	Trawalla O ES ...	arr.	...	...	...	...	1 52	...
	(See note, page 12) { dep.	...	...	...	...	...	2 0	...
200½	Burrumbeet O ES ...	arr.	...	...	...	...	...	...
203½	Windermere O ES ...	arr.	...	...	...	...	2 17	...
	(See note, page 12) { dep.	...	...	...	...	...	...	...
210½	Linton Jct. ES † ...	...	...	...	...	5 5-133	2 23	...
211½	Wendouree NC ...	...	...	...	...	...	2 36	...
211½	White's Siding NC ...	...	2 40	...	...	...	...	...
212½	North Ballarat Junct. { arr.	...	...	...	...	...	...	...
212½	Shell Oil Siding NC { dep.	...	2 47	...	...	5 12	2 42	...
213½	BALLARAT W ...	arr.	2 50	...	...	5 15	2 45	...
213½	Ballarat East O ...	dep.	...	...	3 30	...	2 47	...
217½	Warrenheip ES ...	arr.	...	...	3 35	...	2 50	...
219½	Dunnstown ...	dep.	...	...	3 56	...	3 5	...
223	Bungaree O ES ...	arr.	...	...	4 6	...	3 32-77	...
225½	Wallace ...	dep.	...	...	...	...	...	...
230½	Gordon O ES ...	arr.	...	...	...	...	3 47	...
237½	Ballan ES W ...	dep.	...	...	...	...	4 3	...
246½	Bank Box Loop ...	arr.	...	...	...	...	4 15	...
255½	Bacchus Marsh ES W ...	dep.	...	...	...	...	...	...
257½	Parwan O ES ...	arr.	...	...	...	...	...	...
263½	Melton ES ...	dep.	...	...	...	...	4 47	...
268½	Rockbank O ES ...	arr.	...	...	...	...	4 53	...
	dep.	...	...	...	...	...	5 4	...
		...	...	...	...	...	5 12	...
		...	...	...	...	...	5 55-139	...
274	Albion Reid Pty. Ltd. Sdg. NC ES	2 15	...	...	...	...	...	...
276	Deer Park O ES ...	arr.	...	6 23	...	...	...	...
	(See note, page 12) { dep.	2 42	...	7 10	...	...	...	...
277	Ardeer Siding Nobel (Aust) Ltd. NC ES (See note, page 13)	...	...	...	...	...	...	...
279½	Sunshine ES ...	2 52	...	7 20	...	...	6 16	...
—	Tottenham Gds. Yd. W { arr.	3 2	...	7 30	...	...	...	...
	dep.	...	...	7 50	...	...	...	...
281½	Tottenham O ...	...	...	...	...	...	...	...
282½	West Footscray ...	...	...	...	...	...	...	...
283	Middle Footscray O ...	...	...	...	...	...	...	...
283½	Footscray ...	...	...	...	...	...	6 26	...
—	Maribyrnong River Junction	...	...	...	...	...	...	...
284½	South Kensington O ...	...	...	...	...	...	6 30	...
—	North Melbourne ...	...	...	...	...	...	...	...
—	DYNON ...	arr.	...	...	...	...	...	...
287	MELBOURNE YARD	arr.	...	8 20	...	...	7 0	...
		P10	60	94	26	104	90	

ARARAT-MELBOURNE—Goods Service—continued

Up

Miles From Serv.	STATIONS	98 Pilot Mon., Tue., Wed.	102 Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	114 Goods Mon. (Thur. ‡)		
		P.M.	P.M.	P.M.	P.M.		
156	ARARAT ES W ...	arr. dep.	...	...	...	...	...
170½	Buangor O ES ...	arr. dep.	...	...	...	...	...
174½	Middle Creek O ES (See note, page 12)	arr. dep.	...	...	...	...	...
181½	Beaufort ES W ...	arr. dep.	...	...	...	...	...
189½	Trawalla O ES ... (See note, page 12)	arr. dep.	...	...	...	...	...
200½	Burrumbet O ES...	arr. dep.	...	...	...	...	...
203½	Windermere O ES (See note, page 12)	arr. dep.	...	...	...	...	...
210½	Linton Junction ES †	6 5	...	...	8 25	...	...
211	Wendouree NC ...	...	...	...	...	...	...
211½	White's Siding NC	...	...	...	...	...	...
212½	North Ballarat Junction	6 12	...	...	8 32	...	...
212½	Shell Oil Siding NC	...	...	...	...	...	...
213½	BALLARAT W ...	arr. dep.	...	8 15	...	...	...
213½	Ballarat East O ...	...	...	8 20	...	...	...
217½	Warrenheip ES ...	arr. dep.	...	8 41	...	...	...
219½	Dunnstown ...	...	...	8 51-103	...	...	...
223	Bungaree O ES ...	arr. dep.	...	...	...	...	...
225½	Wallace ...	...	...	...	...	...	...
230½	Gordon O ES ...	arr. dep.	...	...	...	...	...
237½	Ballan ES W ...	arr. dep.	...	...	...	...	...
246½	Bank Box Loop ...	...	...	...	...	...	...
255½	Bacchus Marsh ES W	arr. dep.	7 15	...	...	...	...
257½	Parwan O ES ...	arr. dep.	7 26-13, 7, 159	...	...	...	...
263½	Melton ES ...	arr. dep.	8 51	...	...	...	...
268½	Rockbank O ES ...	arr. dep.	9 6	...	...	...	...
		...	9 20	...	...	...	...
		...	9 35	...	...	...	...
		...	-71, 73, 75	...	...	...	...
		dep.	10 20	...	...	...	...
274	Albion Reid Pty. Ltd. Sdg. NC ES ...	...	...	...	...	...	...
276	Deer Park O ES (See note, page 12)	...	10 37	...	...	...	...
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 13)	...	...	...	...	...	...
279½	Sunshine ES ...	arr. dep.	...	...	...	...	...
-	Tottenham Goods Yard W ...	arr. dep.	10 44	...	...	...	...
281½	Tottenham O ...	...	10 54	2 35	...	...	...
282½	West Footscray ...	...	11 14	2 50	...	...	...
283	Middle Footscray O ...	...	...	...	...	...	...
283½	Footscray ...	...	...	...	...	...	...
-	Maribyrnong River Junction	...	...	...	...	...	...
284½	South Kensington O ...	...	...	3 5	...	...	...
-	DYNON ...	arr.	...	...	...	...	...
287	MELBOURNE YARD ...	arr.	11 45	3 25	...	...	...
		98	102	152	114		

Up

ARARAT-MELBOURNE—Goods Service—continued.

Miles From Serv.	STATIONS	158 Thr. Goods Mon. to Fri.	32 Fast Goods Mon.	96 Fast Goods Tue.	162 Thr. Goods Mn. to Fr. †	36 Fast Goods Mon. to Fri.
156	ARARAT ES W { arr. ... dep. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ... 7 27—139
170½	Buangor O ES ... { arr. ... dep. ...	... ..	... ..	... ..	... ..	10 0 10 30 59,139
174½	Middle Creek O ES (See note, page 12) ...	... ..	... ..	... ..	... ..	10 35-7 10 43
181½	Beaufort ES W { arr. ... dep. ...	... ..	... ..	... ..	... ..	Mon., (Tue. to Fri. †) (Mon., †) 11 7-69 11 36 11 59—69,159 Wd. to Sat. (Tue. †) A.M. 12 10
189½	Trawalla O ES (See note, page 12) ...	... ..	... ..	... ..	... ..	11 47 Tu., (Wed. to Sat. †) A.M. 12 27 12 4 12 33
200½	Burrumbeet O ES { arr. ... dep. ...	... ..	... ..	... ..	... ..	12 10 12 33
203½	Windermere O ES (See note, page 12) ...	... ..	... ..	... ..	... ..	12 23 12 46
210½	Linton Jct. ES † ...	... ..	... ..	10 25	... ..	12 30 12 53
211	Wendouree NC ...	... ..	... ..	... ..	... ..	12 33 12 56
211½	White's Siding NC ...	... ..	... ..	... ..	... ..	1 0
212½	North Ballarat Junct. ...	... ..	9 5	10 32	... ..	1 3
212½	Shell Oil Sdg. NC ...	... ..	... ..	... ..	... ..	12 33 12 56
213½	BALLARAT W ... { arr. ... dep. 9 20	9 20	9 55	11 0	11 45	12 40 1 0
213½	Ballarat East O ... { arr. ... dep. 9 25	9 25	9 58	11 3	11 50	12 45 1 3
217½	Warrenheip ES { arr. 9 46 dep. 10 6	10 14-69	10 41	11 18-73	12 11— 1 16	12 57-162 1 17-162
219½	Dunnstown ... { arr. ... dep. ...	... ..	... ..	... ..	... ..	1 12 1 32
223	Bungaree O ES { arr. ... dep. ...	... ..	11 19	11 43-75 Wed. A.M. 12 16	87, 75, 36, 1 16	1 56-134 2 3 2 18 2 27 —95
225½	Wallace ... { arr. ... dep. ...	... ..	11 39-75 Tue. A.M. 12 2	12 35	... ..	2 32
230½	Gordon O ES { arr. ... dep. ...	... ..	12 17	12 49	... ..	2 45
237½	Ballan ES W ... { arr. ... dep. ...	... ..	12 35-95	1 17	... ..	3 3
246½	Bank Box Loop { arr. ... dep. ...	... ..	12 49	1 31	... ..	3 19-9
255½	Bacchus Marsh ES W ...	... ..	12 55	1 37	... ..	3 36
257½	Parwan O ES ... { arr. ... dep. ...	... ..	1 6	2 3-9	... ..	3 42
263½	Melton ES ... { arr. ... dep. ...	... ..	1 15	... ..	... ..	3 53-101
268½	Rockbank O ES { arr. ... dep. ...	... ..	1 55-9	2 13	... ..	4 0
274	Albion Reid Pty. Ltd. Sdg. NC ES	... ..	... ..	... ..	... ..	... ..
276	Deer Park O ES (See note, P.12)	... ..	... ..	... ..	... ..	... ..
277	Ardeer Sdg. Nobel (Aust.) Ltd. NC ES (See page 13)	... ..	... ..	... ..	... ..	... ..
279½	Sunshine ES ...	... ..	2 17	2 32	... ..	4 10-15
—	Tottenham Goods { arr. ... dep. ...	... ..	2 25	2 45	... ..	4 29
281½	Yard W ... { arr. ... dep. ...	... ..	2 40	3 5	... ..	4 49
281½	Tottenham O ...	... ..	... ..	... ..	... ..	... ..
282½	West Footscray ...	... ..	... ..	... ..	... ..	... ..
283	Middle Footscray O ...	... ..	... ..	... ..	... ..	... ..
283½	Footscray ...	... ..	... ..	... ..	... ..	... ..
—	Maribyrnong River Junction	... ..	... ..	... ..	... ..	... ..
284½	South Kensington ...	... ..	... ..	... ..	... ..	... ..
—	DYNON ... arr. ...	... ..	... ..	... ..	... ..	... ..
287	MELBOURNE YARD arr. ...	... ..	3 10	3 35	... ..	5 20
		158	32	96	162	36

BALLARAT-BALLARAT RACECOURSE PLATFORM-WAUBRA.

Down				Up			
Miles from Melbourne	STATIONS			Miles	STATIONS		
73½	BALLARAT W ...	dep.	...	—	WAUBRA NC (See note) ...	dep.	...
74½	Nth. Ballarat Junction ES	...	...	6½	Learmonth NC (See note) ...	arr.	...
75½	State Electric Com. Siding NC ES	...	...	10½	Blowhard NC (See note) ...	dep.	...
79½	Waubra Junction NC ES †	arr.	...	13½	Ballarat Racecourse Platform NC	arr.	...
81½	(See footnote)	dep.	...	15½	Waubra Junction NC † ES	dep.	...
85	Ballarat Racecourse Platform NC	arr.	...	20	(See footnote)	arr.	...
88½	Blowhard NC (See note) ...	dep.	...	20½	State Electric Com. Siding NC ES	dep.	...
95½	Learmonth NC (See note) ...	arr.	...	21½	(See footnote)	arr.	...
	WAUBRA NC (See note) ...	arr.	...		North Ballarat Junction ES	...	...
					BALLARAT W ...	arr.	...

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.

Note:—That section of the Waubra Junction-Waubra Line, beyond the junction at Mileage 81M. 50C 15 Lks, closed to all traffic 31st January, 1968 (Secty's 65/2661)

MARYBOROUGH-AVOCA-ARARAT.

Down				Up				
Miles	STATIONS	1 Goods Wed.	31 Goods Mon. to Fri. †	Miles	STATIONS	2 Goods Wed.	4 Goods Wed. † (See note)	32 Goods Tue. to Sat. †
112	MARYBOROUGH dep. † W	A.M. 6 0	P.M. 11 30 Tue. to Sat. †	—	ARARAT † W. dep.	A.M. ...	A.M. ...	A.M. 4 0
119½	Bung Bong Ballast ... Siding NC	...	A.M. ...	21¾	Elmhurst NC ... { arr. ... dep. ...	...	...	...
127	Avoca † W ○ { arr. 7 0 Wed. † dep. 7 30	12 25 12 31	39½	Avoca † W ○ ... { arr. ... dep. 8 0	...	9 30	6 30	
144½	Elmhurst NC { arr. 8 20 dep. ...	...	47	Bung Bong Ballast Siding NC	...	...	...
166½	ARARAT † W arr. ...	3 35	54½	MARYBOROUGH † W arr.	9 0	11 0	7 45	

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

AVOCA-ARARAT Section of line closed 8th July, 1959 (Sec's 59/4995).

Re-opened 29th October, 1966 (Sec's 65/143).

MELBOURNE-PERTH.
TRANSCONTINENTAL PASSENGER TRAIN SERVICES.
WEST BOUND.

MELBOURNE— (Spencer Street) dep.			SUN., MON., TUE., THUR., FRI. (See note below)				
			P.M. 8 40				
			MON., TUE., WED., FRI., SAT.				
			A.M. 9 00				
ADELAIDE { arr.			P.M. 12 30				
(Central Standard Time)			3 44C				
PORT PIRIE { dep.			4 45				
(Central Standard Time)			TUE., WED., THUR., SAT., SUN.				
			P.M. 7 45C				
KALGOORLIE { arr.			9 0				
(Western Standard Time)			WED., THUR., FRI., SUN., MON.				
			A.M. 11 3				
PERTH arr.							
(Western Standard Time)							

EAST BOUND.

			SUN. TUE., WED., THUR. SAT. (See note below)				
			P.M. 6 20				
			MON., WED., THUR., FRI., SUN.				
			A.M. 7 45C				
			8 30				
			TUE. THUR. FRI., SAT., MON.				
			P.M. 12 55C				
			TUE., THUR., FRI. SAT. MON.				
			P.M. 1 55				
			5 17C				
			7 0				
			WED., FRI., SAT., SUN., TUE.				
			A.M. 8 45				
MELBOURNE— (Spencer Street) arr.							
(Eastern Standard Time)							

C—Change trains.

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

WESTBOUND

Commencing on Sunday, 8th December 1968, and until Friday, 31st January, 1969, both dates inclusive, "The Overland" ex Melbourne will connect to Perth, DAILY, SUNDAYS INCLUDED, due Perth third day after departure from Melbourne.

Commencing on Sunday, 2nd February, 1969, until further notice, the service will revert to the normal FIVE trains weekly.

EASTBOUND

Commencing on Tuesday, 10th December, 1968, and until Sunday, 2nd February, 1969, both dates inclusive, 6.20 p.m. Express ex Perth will connect to Melbourne DAILY, SUNDAYS INCLUDED, due Melbourne third day after departure from Perth.

Commencing on Tuesday, 4th February, 1969, until further notice, the service will revert to the normal FIVE trains weekly.

INTERSYSTEM FAST AND EXPRESS GOODS TRAIN SERVICE BETWEEN MELBOURNE AND ADELAIDE **MELBOURNE-ADELAIDE**

STATION		77 Fast Goods Sun.	145 Express Goods Sat.	133 Express Goods Mon. to Fri.	101 Fast Goods Mon. to Fri.	139 Express Goods Sat.	139 Express Goods Sun.	139 Express Goods Mon. to Fri.	159 Express Goods Tue. to Sat. (Mon. †)	147 Fast Goods Mon. to Fri.
MELBOURNE	dep.	P.M. 12 25	P.M. 1 40	P.M. 2 0	P.M. 2 25 Tue. to Sat. A.M. 3 32	P.M. 5 0	P.M. 5 0	P.M. 5 50	P.M. 7 45 Wed. to Sun. (Tue. †) A.M. ...	P.M. 8 50 Tue. to Sat. A.M. 5 54 7 50 P.M. 1 27A 12 57 312
Ararat ...	{ arr.	6 17	...	...	...	Sun.	Mon. to Sat.		...	...
Serviceton— (E.S. Time)	dep.	7 10	...	...	...	A.M. 12 50	A.M. 1 12B	A.M. 5 11	...	...
	arr.	11 28	9 40	10 15	...	12 20	12 42	4 41	...	...
(C.S. Time)	arr.	10 58	9 10	9 45	...	198	198	364	...	...
		324 Mon. A.M.	64	54	...	Sunday				
" ...	dep.	3 35	10 45	10 15	...	12 40	1 25	6 0	2 0	...
Tailem Bend	arr.	7 25	...	...	...	...	...	8 47	7 55	...
					Interstate Loading to go forward by No. 147				24 Wed. to Sun. A.M.	...
	dep.	9 35	Sunday A.M.	Tue. to Sat.	...	...	...	9 5	12 30	...
ADELAIDE (Mile End)	arr.	P.M. 1 25	5 23	A.M. 5 30	...	7 13	8 5	P.M. 12 33	4 10	...

A.—Arrive 1.43 p.m. Saturday. (1.12 p.m. Central Standard time.)
B.—Arrive 1.10 p.m. Monday. (12.40 a.m. Central Standard time.)

ADELAIDE-MELBOURNE.

STATION		697 Express Goods Saturday	669 Fast Goods Sunday	731 Express Goods Mon. to Fri.	847 Express Goods Mon. to Fri.	853 Fast Goods Sun.	851 Fast Goods Mon. to Fri.	929 Express Goods Tue. to Sat. (Mon. ‡)	
ADELAIDE (Mile End)	dep.	P.M. 4 15	P.M. 3 0	P.M. 5 5	P.M. 7 0D	P.M. 7 0D	P.M. 7 35	P.M. 9 35 Wed. to Sun. (Tue. ‡) A.M. 12 33	
Tailem Bend	{	arr.	7 25	6 20 731 Express Goods	8 0	10 20	10 20	11 15 87 Tue. to Sat. A.M. 3 0	
		dep.	7 50	8 25	8 25	10 45 Tu. to St. A.M. 2 28 2 58	10 40 Mon. A.M. 2 45 3 15	1 0	
Serviceton— (C.S. Time) (E.S. Time)	arr.	10 35	11 10	11 10	2 28	2 45	10 25	5 33	
		11 5	11 40	11 40	2 58	3 15	10 55	6 3	
		140 Sun.	140	150	38 Mon.	88 Tue. to Fri. P.M. 3 10 9 27	164 Sat. P.M. 12 35 7 35 90 Sunday P.M. 12 55	154 Sun. 6 30 ...	154 Wed. to Sat. (Tue. ‡) 7 15 ...
" ...	{	dep.	A.M. 12 5	11 55 Mon. to Sat.	3 55	4 0 8 34	3 10 9 27	12 35 7 35 90 Sunday P.M. 12 55	6 30 ...
Ararat ...		arr.	9 10	10 20 Wed. to Sat. A.M. 7 35	7 0	...
MELBOURNE	arr.	7 30	A.M. 7 50	11 40	P.M. 2 20	A.M. 7 35	P.M. 1 30	P.M. 3 35A	

D.—No. 847 Express Goods and 853 Fast Goods originate at Dry Creek.
A.—Arrive Melbourne 3.40 p.m. Saturdays.

MELBOURNE-PERTH
SCHEDULE FOR EXPRESS TYPE GOODS VEHICLES
WESTBOUND

			Monday			Tuesday			Wednesday			
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Melbourne	...	dep.	2 0	5 50	7 45	2 0	5 50	7 45	2 0	5 50	7 45	...
			Tuesday			Wednesday			Thursday			
			A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	
		arr.	5 30	8 5	12 33	5 30	8 5	12 33	5 30	8 5	12 33	...
Adelaide (Mile End)	...	dep.	10 15		7 0	10 15		7 0	10 15		7 0	...
					Wed.			Thur.			Fri.	
					A.M.			A.M.			A.M.	
		arr.	P.M.		12 20	P.M.		12 20	P.M.		12 20	...
			4 10			4 10			4 10			
Port Pirie	...	dep.	Wed.		P.M.	Thur.		P.M.	Fri.		P.M.	
			A.M.		6 30	A.M.		6 30	A.M.		6 30	...
			6 0			6 0			6 0			
			Thur.			Fri.		Sat.	Sat.		Sun.	
			P.M.			P.M.		A.M.	P.M.		A.M.	
		arr.	2 15		5 20	2 15		8 0	2 15		7 15	...
Kalgoorlie	...	dep.	5 0		10 0	5 0		10 0	5 0		10 0	...
			Fri.		Sat.	Sat.		Sun.	Sun.		Mon.	
			A.M.			A.M.			A.M.		A.M.	
		arr.	7 40		4 40	7 40		4 40	7 40		4 40	...
Perth (Kewdale)		arr.										
			Thursday			Friday			Saturday			Suns.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Melbourne	...	dep.	2 0	5 50	7 45	2 0	5 50	7 45	1 40	5 0	7 45	5 0
			Friday			Saturday			Sunday			Mon.
			A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.
		arr.	5 30	8 5	12 33	5 30	8 5	12 33	5 23	7 13	12 33	8 5
Adelaide (Mile End)	...	dep.	10 15		7 0	10 15		4 25	10 15		5 5	10 15
					Sat.			Sun.			Mon.	
					A.M.			A.M.			A.M.	
		arr.	P.M.		12 20	P.M.		1 30	P.M.		1 0	P.M.
			4 10			4 10			5 21			4 10
Port Pirie	...	dep.	Saturday		P.M.	Sunday		P.M.	Monday		P.M.	Tue.
			A.M.		6 30	A.M.		5 35	A.M.		6 30	A.M.
			6 0			6 0			6 0			6 0
			Sunday		Mon.	Monday		Tue.	Tuesday		Wed.	Wed.
			P.M.			P.M.		A.M.	P.M.		A.M.	P.M.
		arr.	2 15		8 0	2 15		5 20	2 15		5 20	2 15
Kalgoorlie	...	dep.	5 0		10 0	5 0		10 0	5 0		10 0	5 0
			Monday		Tue.	Tuesday		Wed.	Wednesday		Thu.	Thu.
			A.M.			A.M.			A.M.		A.M.	A.M.
		arr.	7 40		4 40	7 40		4 40	7 40		4 40	7 40
Perth (Kewdale)	...	arr.										

† Operates only as required Melbourne to Adelaide.

PERTH-MELBOURNE
SCHEDULE FOR EXPRESS TYPE GOODS VEHICLES
EASTBOUND

		Monday		Tuesday		Wednesday		Thursday	
Perth (Kewdale)	dep.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		8 0	10 0	8 0	10 0	8 0	10 0	8 0	10 0
Kalgoorlie	arr.	Tuesday		Wednesday		Thursday		Friday	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
	dep.	8 30	2 50	8 30	2 50	8 30	2 50	8 30	2 50
		Thursday		Friday		Saturday		Sunday	
Port Pirie	arr.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
		1 30	7 5	1 30	7 5	1 30	8 0	1 30	7 5
	dep.	11 45	5 45	11 45	5 45	11 45	5 45	11 45	5 45
		Friday		Saturday		Sunday		Monday	
Adelaide (Mile End)	arr.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.
		5 45	2 15	5 45	4 0	5 45	2 15		2 15
	dep.	9 35	5 5	9 35	4 15	9 35	3 0		5 5
		Fri.	Sat.	Sat.	Sun.	Sun.	Mon.	Tuesday	
Melbourne	arr.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	
		3 35	7 50	3 40	7 30	1 30	7 50		7 50

Perth (Kewdale)	dep.	Friday		Saturday		Sunday	
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kalgoorlie	arr.	8 0	10 0	8 0	10 0	8 0	10 0
		Saturday		Sunday		Monday	
	dep.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
		8 30	2 50	8 30	2 50	8 30	2 50
Port Pirie	arr.	Monday		Tuesday		Wednesday	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	dep.	1 30	7 5	1 30	8 0	1 30	8 0
		Tuesday		Wed.		Thur.	
Adelaide (Mile End)	arr.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
		6 10	11 0	11 0	11 0	11 0	11 0
	dep.	2 15	5 45	9 0	5 45	5 45	2 15
		Wednesday		Thur.		Fri.	
Melbourne	arr.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
		7 50	3 35	7 50	3 35	3 35	7 50

MELBOURNE-PERTH

SCHEDULE FOR NON-EXPRESS TYPE GOODS VEHICLES

WESTBOUND

		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	
Melbourne ...	dep.	P.M. 12 25	P.M. 8 50	P.M. 8 50	P.M. 8 50	P.M. 8 50	P.M. 8 50	...
		Monday	Wednesday	Thursday	Friday	Saturday	Sunday	
Adelaide (Mile End)	arr.	P.M. 1 25	A.M. 4 10	A.M. 4 10	A.M. 4 10	A.M. 4 10	A.M. 4 10	...
	dep.	7 30 Tuesday	P.M. 7 30 Thursday	P.M. 7 30 Friday	P.M. 7 30 Saturday	10 15	10 15	...
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
Port Pirie ...	arr.	7 0	7 0	7 0	7 0	4 10 Sunday	5 21 Monday	...
	dep.	P.M. 6 30 Thursday	P.M. 6 30 Saturday	P.M. 6 30 Sunday	P.M. 6 30 Monday	P.M. 5 35 Tuesday	P.M. 6 30 Wednesday	...
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
Kalgoorlie ...	arr.	8 0	8 0	7 15	8 0	5 20	5 20	...
	dep.	10 0 Friday	10 0 Sunday	10 0 Monday	10 0 Tuesday	10 0 Wednesday	10 0 Thursday	...
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
Perth (Kewdale)	arr.	4 40	4 40	4 40	4 40	4 40	4 40	...

EASTBOUND

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Perth (Kewdale)	dep.	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0	P.M. P.M. 8 0 10 0
		Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
Kalgoorlie ...	arr.	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50	A.M. P.M. 8 30 2 50
	dep.	11 45 5 45 Thursday	11 45 5 45 Friday	11 45 5 45 Saturday	11 45 5 45 Sunday	11 45 5 45 Monday	11 45 5 45 Tuesday	11 45 5 45 Wednesday
		A.M. A.M.	A.M. A.M.	A.M. A.M.	A.M. A.M.	A.M. A.M.	A.M. A.M.	A.M. A.M.
Port Pirie ...	arr.	1 30 7 5	1 30 7 5	1 30 8 0	1 30 7 5	1 30 7 5	1 30 8 0	1 30 8 0
	dep.	P.M. 11 0 Friday	P.M. 7 10 Saturday	P.M. 6 10 Sunday	P.M. 6 10 Monday	P.M. 11 0 Tuesday	P.M. 11 0 Wednesday	P.M. 11 0 Thursday
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Adelaide ... (Mile End)	arr.	9 0	4 0	2 15	2 15	9 0	9 0	9 0
	dep.	P.M. 7 35 Sunday	Sunday	Monday	Wednesday	Thursday	Friday	Saturday
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Melbourne ...	arr.	7 0	2 20		7 35	7 35	7 35	7 35

BALLARAT-EUREKA

Down

Up

Miles	STATIONS		Miles	STATIONS	
—	BALLARAT W ... ..	...	—	Eureka NC † ... ..	...
$\frac{1}{2}$	<i>Ballarat East</i> † ○ ... ..	...	$1\frac{1}{2}$	<i>Ballarat East</i> † ○ ... ..	...
$1\frac{1}{2}$	Eureka NC † ... ..	...	$1\frac{1}{2}$	BALLARAT W ... ..	...

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-REDAN-BALLARAT CATTLE SIDING.

Miles from Melb.	STATIONS	29 Pilot Tue., Wed.	31 Pilot Mon., Thur., Fri.			45 Pilot Mon. to Fri.	67 Pilot (Tue. †)	157 Pilot Mon. Tue. Wed.
		A.M.	A.M.			P.M.	P.M.	P.M.
73 $\frac{1}{2}$	BALLARAT W ... <i>dep.</i>	6 15	8 0	...	...	1 30	3 0	4 0
74 $\frac{1}{2}$	Shell Oil Siding NC ... ..	...	...	...	...	...	...	...
74 $\frac{1}{2}$	North Ballarat Junct.	6 18	8 3	...	...	1 33	3 3	4 3
75 $\frac{1}{2}$	White's Siding NC ... ..	...	...	...	...	1 40	...	...
76	Wendouree NC ... ..	...	...	...	...	...	...	...
76 $\frac{1}{2}$	Linton Junct. ES †	6 25	8 10	...	...	...	3 10	4 10
77	Martin Stoneware Siding NC ... ..	...	...	...	...	...	...	...
79	Redan NC <i>arr.</i>	8 0	9 10	...	...	...	...	...
79 $\frac{1}{2}$	B.P. & Ampol Siding NC ... ..	...	...	...	...	...	...	...
79 $\frac{1}{2}$	Ballarat Cattle Siding NC † <i>arr.</i>	...	...	...	...	...	3 30	4 30

Up

BALLARAT CATTLE SIDING-REDAN-BALLARAT.

Miles from Redan	STATIONS	42 Pilot Tues. Wed.	54 Pilot Mon. Thu., Fri.		60 Pilot Mon. to Fri.	104 Pilot (Tue †)	98 Pilot Mon. Tue. Wed.		98 Fast Goods Tues.
		A.M.	A.M.		P.M.	P.M.	P.M.		P.M.
—	Ballarat Cattle Sdg. NC † <i>dep.</i>	...	...	...	...	4 30	5 30	...	10 15
—	B.P. & Ampol Siding NC ... ..	...	...	...	...	...	...	...	...
—	Redan NC	9 40	10 35	...	...	...	...	...	...
2	Martin Stoneware Sdg. NC ... ..	...	...	...	...	...	...	...	...
2 $\frac{1}{2}$	Linton Junction ES †	10 0	11 40	...	...	5 5	6 5	...	10 25
3	Wendouree NC ... ..	...	...	...	...	...	...	...	...
3 $\frac{1}{2}$	White's Siding NC ... ..	...	...	...	2 40	...	...	...	...
4 $\frac{1}{2}$	North Ballarat Junction	10 7	11 47	...	2 47	5 12	6 12	...	10 32
4 $\frac{3}{4}$	Shell Oil Siding NC ... ..	...	...	...	...	...	...	...	...
5 $\frac{1}{4}$	BALLARAT W ... <i>arr.</i>	10 10	11 50	...	2 50	5 15	6 15	...	10 35

To Melb. Yard.

Down

BALLARAT-SKIPTON.

Miles	STATIONS	11 PASS MON. TO FRI.	7 Goods Mon. (Thur. ‡)	
—	MELBOURNE W ... dep.	P.M. 1 30	A.M. ...	...
73½	BALLARAT W ... arr.	3 31	...	...
		153 H.P. D.R.C. & Trl. Mon. to Fri.		
74½	Nth. Ballarat Junction ... dep.	4 30	9 45	...
76	Wendouree NC ...	4 32*	9 48	...
76½	Linton Junction † NC (R. M. Stop. Place)	\$	...	...
79½	Cardigan NC ...	4 39Z	9 57	...
80½	Rail Motor Stop. Place, No. 47 NC ...	\$	...	...
82	Kopke NC (Rail Motor Stop. Place.) ...	Z	...	...
84½	Haddon NC ... arr.	...	10 20	...
	dep.	\$	10 30	...
88½	Smythesdale NC ... arr.	...	10 43	...
	dep.	\$	10 53	...
89½	Rail Motor Stop. Place, No. 48 NC ...	Z	...	...
90	Rail Motor Stop. Place, No. 49 NC ...	Z	...	...
90½	Scarsdale NC ... arr.	...	11 2	...
	dep.	\$	11 12	...
92	Rail Motor Stop. Place, No. 50 NC ...	Z	...	...
92½	Rail Motor Stop. Place, No. 51 NC ...	Z	...	...
92½	Newtown NC W ... arr.	...	11 19	...
	dep.	5 22	11 34	...
97½	Happy Valley NC ...	\$	...	...
98½	Rail Motor Stop. Place, No. 53 NC ...	Z	...	...
98½	LINTON † ... arr.	5 40	11 58	...
	dep.	—114	P.M. 12 45	...
104½	Pittong NC ... arr.	...	1 15	...
	dep.	...	1 30	...
111½	SKIPTON NC † ... arr.	...	2 6	...

Up

SKIPTON-BALLARAT.

Miles	STATIONS	32 153 H.P. Diesel Rail Car & Trailer Mon. to Fri.	114 Goods Mon. (Thur. ‡)	
—	SKIPTON NC † ... dep.	A.M. ...	P.M. 3 45	...
7½	Pittong NC ... arr.	...	4 25	...
	dep.	...	4 40	...
12½	LINTON † ... arr.	...	5 12—11	...
	dep.	7 30	5 55	...
13	R.M. Stopping Place No. 53 NC ...	Z	...	...
14½	Happy Valley NC ...	\$	...	...
18½	Newtown NC W ... arr.	...	6 21	...
	dep.	7 45	6 36	...
19½	R.M. Stopping Place, No. 51 NC ...	Z	...	...
19½	R.M. Stopping Place, No. 50 NC ...	Z	...	...
20½	Scarsdale NC ... arr.	...	6 44	...
	dep.	\$	6 59	...
21½	R.M. Stopping Place, No. 49 NC ...	Z	...	...
22½	R.M. Stopping Place, No. 48 NC ...	Z	...	...
23	Smythesdale NC ... arr.	...	7 7	...
	dep.	\$	7 22	...
27½	Haddon NC ... arr.	...	7 38	...
	dep.	\$	7 53	...
29½	Kopke NC (Rail Motor Stop. Place)	Z	...	...
31	R.M. Stopping Place, No. 47 NC ...	Z	...	...
32½	Cardigan NC ...	\$	...	...
35	Linton Junction † NC (R.M. Stop. Place)	8 30Z	8 25	...
35½	Wendouree NC ...	\$	...	...
37	North Ballarat Junction ...	8 36*	8 32	...
	arr.	8 40	8 35	...
37½	BALLARAT W ...	MON. TO FRI. PASS.		...
	dep.	P.M. 12 15	...	...
111½	MELBOURNE W ... arr.	2 0	...	...

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."

ARARAT-HAMILTON-PORTLAND

Down

Passenger Service

Miles	STATIONS	23 102 H.P. Diesel Rail Car MON. TO SAT.	27 PASS. MON. TO SAT.	39 PASS. MON. TO FRI.	
—	MELBOURNE W ... dep.	A.M. ...	A.M. 9 10	P.M. 1 30	...
	... arr.	...	P.M. 1 0	5 15	...
131	ARARAT ES 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—163	1 20	5 40	...
136½	Langi Logan NC ES ...	... arr.	...	...—5G	...
	(See footnote) ... dep.	* ...	*	*	...
	... arr.	9 44—6, 48	...	...	...
144½	Maroona ES ...	... dep.	9 54 ●	1 43	6 2
150½	Calvert NC ...	... *	* ...	* ...	...
154½	Willaura ES W ...	... arr.	...—14	1 59	6 20
	... dep.	10 13	1 59	6 20	...
162	Stavelly NC ...	... arr.	...	...	...
	... dep.	10 27§	*	6 31§	...
167½	Glen Thompson ES ...	... arr.	...—4, 61	...—63	...
	... dep.	10 37	2 18	6 40—50	...
	... arr.	...	2 34	...	...
178½	Dunkeld ES ...	...—14, 41	...—22	...—98	...
	... dep.	10 56	2 47 ●	6 57	...
184½	Moutajup NC ...	... arr.	...	...	...
	(See footnote) ... dep.	...	*	*	...
189½	R.M. Stop. Pl. No. 75 NC ...	... Z	*	Z	...
192	Strathkellar NC ...	... arr.	...	...	...
	(See footnote) ... dep.	11 19§	3 6§ ●	7 20§	...
	... arr.	11 35	3 17—44	7 35—54	...
197½	HAMILTON ES W ...	...	280 H.P. Diesel Rail Car Mon. to Sat.	...	...
	... dep.	...	3 27	...	...
198½	Coleraine Junction ...	...	3 29*	...	...
213½	Bransholme ES † W ...	... arr.	...—2	...	...
	... dep.	...	3 50	...	...
221½	Condah ○ † W ...	... arr.	...—52	...	...
	... dep.	...	4 2	...	...
224½	Myamyn NC ...	...	4 8§	...	...
227½	Milltown NC (See footnote) ...	...	4 13§	...	...
235½	Heywood † W ...	... arr.	4 24—42	...	...
	... dep.	...	4 29 ●	...	...
241½	Heathmere NC (R.M. Stop. Pl.) ...	...	Z	...	...
246½	Gorae NC (See footnote) ...	... arr.	...	...	...
	... dep.	...	4 48§ ●	...	...
249½	Portland Freezing Coy's Sdg. NC ...	...	...	...	...
249½	Wool Growers' Co-op Siding NC ...	...	...	...	...
249½	Portland Harbour Exc. ...	... arr.	...	...	...
	and Sorting Siding ... dep.	...	...	...	...
250½	PORTLAND † W ... arr.	...	5 0—192	...	...
		23	27	39	

● No. 23 may depart Maroona 9.45 a.m. No. 27 may depart Dunkeld 2.35 p.m., Strathkellar 2.54 p.m., Heywood 4.25 p.m., Gorae 4.44 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 Mondays to Fridays from 1.50 p.m. until No. 147 clears the following day and from 1.50 p.m. until No. 3G clears Saturdays and as arranged by the Train Controller, Ararat. See General Appendix for instructions.

Up

PORTLAND-HAMILTON-ARARAT
Passenger Service

Miles	STATIONS	6 280 H.P. Diesel Rail Car Mon. to Sat.	22 153 H.P. Diesel Rail Car Mon. to Fri. 102 H.P. D.R.C. SAT.	34 102 H.P. Diesel Rail Car Mon. to Fri.	
—	PORTLAND † W dep.	A.M. 6 50	P.M. ...	P.M. ...	...
1	Portland Harbour Exo. { arr. and Sorting Siding { dep.	...	...	...	...
1	Wool Growers' Co-op. Sdg. NC ... ..	...	...	...	...
1	Portland Freezing Coy's. Siding { arr. NC { dep.	...	...	...	...
4	Gorae NC (See note, page 63) { arr. dep.	6 58§	...	...	...
9	Heathmere NC (R.M. Stop. Pl.)	Z	...	...	...
15	Heywood † W { arr. dep.	7 15	...	...	...
22	Milltown NC (See note, page 63) { arr. dep.	7 26§	...	...	...
26	Myamyn NC { arr. dep.	7 34§	...	...	...
29	Condah ○ † W { arr. dep.	—13 7 41	...	...	...
37	Branxholme † ES W { arr. dep.	7 53	...	...	...
52	Coleraine Junction { arr. dep.	8 13* 8 20	...	...	...
53	HAMILTON ES W { arr. dep.	—19 280 H.P. D.R.C. and Trailer Mon. to Fri. 280 H.P. D.R.C. Sat. 8 30—25	2 10 2 21 Z	4 25 4 36§ Z	...
58	Strathkellar NC (See note, page 63)	*	2 21	4 36§	...
61	R.M. Stop. Place, No. 75 NC	*	Z	Z	...
65	Moutajup NC (See note, page 63) { arr. dep.	*	*	*	...
72	Dunkeld ES { arr. dep.	8 59	—27 2 45	5 0	...
83	Glen Thompson ES { arr. dep.	9 17—4, 41	3 4	5 20	...
88	Stavely { arr. dep.	*	3 12§	5 26§	...
96	Willaura ES W { arr. dep.	—61 9 36	3 25	5 39—63	...
100	Calvert NC { arr. dep.	*	*	*	...
106	Maroona ES { arr. dep.	—23 9 52	—180G —3G, 63 3 44	5 56 —44,48G,39 6 5 ●	...
113	Langi Logan NC ES (See note, page 63) { arr. dep.	*	*	*	...
119	ARARAT ES W { arr. dep.	10 15—20G, 47	4 10—46G	6 30—9	...
250	MELBOURNE W arr.	PASS. MON. TO SAT. 10 31 P.M. 2 0	PASS. SAT. MON. TO FRI. 4 25 4 20	...	...
		6	22	34	

● No. 34 may depart Maroona 5.57 p.m.

ARARAT-HAMILTON-PORTLAND—Goods Service.

Down

Miles from Melb.	STATIONS	1 Thro. Goods Mon. to Sat. †	7 Express Goods Mon. to Thur. (Fri. †) (See note page 29)	103 Goods Tue. to Fri. (Mon. †)	37 Thro. Goods Fri.	164G Thro. Goods Tue. to Sat. †	17A Thro. Goods Tue. to Sat. †	17 Thro. Goods Tue. to Sat. †	
131	ARARAT ES W	dep. ...	P.M. 11 45-54	A.M. ...	P.M. 11 40	A.M. 12 15	A.M. 12 50	A.M. 1 0-92	...
136½	Langi Logan NC	arr. ...	...	...	...	12 32-92	1 6	1 17	...
	ES (See nte, p. 63)	dep. ...	11 57	...	11 54	12 44B	1 18	1 37	...
		arr. ...	—13	...	...	1 3	1 37	1 56	...
			Tue. to Fri.		Sat.				
144½	Maroona ES		(Sat. †) —92		—92 —57G	—57G, 192 101G, 17		—164G 16, 101G	
		dep. ...	A.M. 12 10	...	A.M. 12 8	1 55		2 35	...
150½	Calvert NC ...	...	...	...	...	...		...	...
154½	Willaura ES W	arr. ...	—192	...	—192	128		—194	...
		dep. ...	12 28	...	12 29	...		2 59	...
162	Stavelly NC ...	arr. ...	...	...	...	...		...	...
		dep. ...	...	...	...	...		...	...
		arr. ...	12 54	...	12 57	...		...	...
167½	Glen Thompson ES	dep. ...	1 20-16	...	1 20	...		3 29	...
		arr. ...	—194	...	—194	...		4 4	...
178½	Dunkeld ES	dep. ...	1 44	...	1 44	...		4 23	...
184½	Moutajup NC	arr. ...	...	...	...	...		...	...
	(See note, p. 63)	dep. ...	...	...	...	...		...	...
192	Strathkellar NC	arr. ...	...	...	...	...		...	...
	(See note, p. 63)	dep. ...	...	...	...	...		...	...
		arr. ...	2 16-1	...	2 17	29 Goods Mon., Wed., Fri. (Tue. Thur. Sat. †)		5 3-48	...
			Thro. Goods Mon. to Fri.		—196				
197½	HAMILTON ES W	—13 —7	A.M. —196						
		dep. 2 30	3 15	...	4 30	A.M. 4 30	...	...	...
198½	Coleraine Junct.	...	3 20	...	4 35	4 35	...	...	...
213½	Bransholme	arr. 3 10	3 55	...	5 10	5 10	...	...	...
	ES † W	dep. 3 15	4 0	...	5 30	6 0	...	...	...
221½	Condah O † W	arr. 3 34	4 19	...	5 49	...	...	...	...
		dep. 3 39	4 24	...	6 8	...	...	...	...
224½	Myamyn NC	arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
227½	Milltown NC	arr. ...	...	...	...	...	...	...	...
	(See note, p. 63)	dep. ...	...	...	...	...	...	...	...
		arr. 4 17	5 2	...	6 50	...	...	...	...
235½	Heywood † W	—104, 108	—108	...	—6	...	...	...	...
		dep. 4 50	5 52	6 10	7 20	...	...	...	...
241½	Heathmere NC	...	...	...	...	...	...	...	...
246½	Gorae NC ...	arr. ...	...	...	...	...	...	...	...
	(See note, p. 63)	dep. ...	...	...	...	...	...	...	...
249½	Portland Freezing Coy's	...	...	...	...	...	...	...	...
	Siding NC	...	...	...	...	...	...	...	...
249½	Wool Grower's Co-op.	...	...	...	...	...	...	...	...
	Siding NC	...	...	...	...	...	...	...	...
			To Mt. Gambier						
			To Melb. Yard						
249½	Portland Harb'r Exchange and Sorting Sidings	arr. 5 15	...	...	...	...	...	...	...
		dep. 6 15	...	...	...	...	...	...	...
250½	PORTLAND † W	arr. 6 30-6	...	6 42-6	7 58	...	...	...	...
			1	7	103	37	29	17A	17

B—No. 164G, when 128 runs to pass Langi Logan 12.31 a.m., arrive Maroona 12.50 a.m., thence as tabled.

ARARAT-HAMILTON-PORTLAND—Goods Service—continued.

Down.

Miles	STATIONS	13 R'side Goods Mon. to Fri. (Sat. †)	17 Goods Tues., Thurs. (Mon., Wed., Fri. Sat. †)	84W Goods Wed. (Mon., Tue., Thur., Fri., Sat. †)	25 Thro. Goods Mon. to Sat. †	19 Goods Mon. to Sat. †	41 R'side Goods Mon. to Sat.	41A R'side Goods Mon. to Sat. †
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
131	ARARAT ES W ...	dep. ...	...	...	3 40	...	4 35	5 20
136½	Langi Logan NC ES (See note, page 63)	arr. ...	...	...	—194	101	—157G	5 36
		dep. ...	...	...	3 56	...	4 51	5 45
		arr. ...	...	...	4 12	...	5 7	6 4
144½	Maroona ES	...	...	...	—157G	...	...	...
		dep. ...	...	...	—196	...	—196,	157 G
		arr. ...	...	...	5 46	...	147G, 25	...
150½	Calvert NC	dep. ...	...	...	41	...	6 30	...
		arr. ...	...	...	...	...	6 44	...
154½	Willaura ES W	dep. ...	...	...	...	...	6 54	...
		arr. ...	...	...	6 10	...	7 6	...
162	Stavelly NC	dep. ...	...	...	...	...	7 36—48	...
		arr. ...	...	...	...	...	7 52	...
167½	Glen Thompson ES	dep. ...	...	...	6 42	...	8 2	...
		arr. ...	...	...	7 0—48	...	8 18	...
178½	Dunkeld ES	dep. ...	...	...	7 25	...	9 22—6, 4	...
		arr. ...	...	...	—4	...	9 47	...
184½	Moutajup NC (See note, page 63)	dep. ...	...	...	7 43	...	—14, 23	...
		arr. ...	...	...	...	...	11 24	...
		dep. ...	...	...	...	...	11 38	...
192	Strathkellar NC (See note, page 63)	arr. ...	...	...	...	...	11 48	...
		dep. ...	...	...	...	...	P.M.	...
197½	HAMILTON ES W	arr. ...	...	...	8 22—6, 19	...	12 4	...
198½	Coleraine Junction	dep. 6 0	7 0	7 30	...	8 25	12 6	...
		arr. 6 5	7 5	7 35	...	8 30	12 20	...
213½	Bransholme ES W †	arr. 6 40	...	...	...	...	...	...
		dep. 7 10	...	...	...	9 4	...	...
221½	Condah O † W	arr. 7 29—6	...	...	...	...	...	...
		dep. 7 59	...	...	...	9 22	...	...
224½	Myamyn NC	arr. ...	...	...	...	...	...	...
227½	Milltown NC (See note, page 63)	dep. ...	...	...	...	...	...	...
		arr. 8 23	...	...	...	...	...	...
		dep. 8 38	...	...	...	...	...	...
		arr. 8 54	...	...	...	9 58—30	...	...
		—30	...	...	...	...	...	...
235½	Heywood † W	...	...	...	...	Mn. to Fri. †	Sat. †	...
		dep. 9 29	...	...	...	—89M	...	...
241½	Heathmere NC (R.M.S.P.)	...	...	...	...	11 10	10 25	...
246½	Gorae NC (See note, page 63)	arr. 10 0	...	...	...	...	...	...
		dep. 10 10	...	...	...	...	...	...
249½	Portland Freezing Coy's Siding NC	...	...	...	...	...	...	...
249½	Wool Growers' Co-op. Siding NC	...	...	...	...	...	...	...
249½	Portland Harbour Exchange and Sorting Siding	arr. ...	...	...	...	11 45 P.M.	11 0	...
		dep. ...	...	...	...	12 30	11 40	...
250½	PORTLAND † W	arr. 10 18	...	...	...	12 45	11 55	...
		89M	...	...	...	...	...	...
		13	17	84W	25	19	19	41/41A

ARARAT-HAMILTON-PORTLAND—Goods Service—continued.

Down.

Miles	STATIONS	116G R'side Goods	61 Thro. Goods	18G Goods	20G Thro. Goods	47 Thro. Goods	20AG Thro. Goods	132G Thro. Goods	42G Thro. Goods
		Mon. to Sat.	Mon. to Sat. ‡	Mon. to Sat. ‡	Mon. to Sat. ‡	Mon to Sat. ‡	Mon to Sat. ‡	Mon to Sat. ‡	Mon. to Sat.
131	ARARAT ES W ...	dep. 6 30	A.M. 7 25	A.M. 8 0	A.M. 10 20-6	A.M. 10 20	A.M. 11 0	P.M. 12 25	P.M. 1 55
136½	Langi Logan NC ES (See note, page 63)	arr. ...	... 196	... 196	... 10 20-6	... 10 20	... 11 0	... 12 42	... 2 11
		dep. 6 46	7 41	8 16	10 36	10 36	11 16	1 1	2 11
		arr. 7 6	7 59	8 32	10 52	...	11 32	1 20	2 27
144½	Maroona ES ...		48, 18G 163G	48, 61 6, 23 163G				27	14, 3G 63, 180G
		dep. 7 11	9 2	10 0	12 0	10 52	12 0	2 2	3 30
150½	Calvert NC ...	...	...	...	...	...	...	...	...
154½	Willaura ES W ...	arr. ...	9 26	...	...	11 14	...	...	...
		dep. ...	6	...	...	4	...	...	...
162	Stavely NC ...	arr. ...	9 39	...	...	11 28	...	...	...
		dep. ...	...	...	...	...	...	...	...
		arr. ...	10 11	...	...	14	...	...	...
167½	Glen Thompson ES	dep. ...	11 35-14	...	...	P.M. 12 0	...	...	...
178½	Dunkeld ES ...	arr. ...	12 0	...	...	12 25	...	...	...
184½	Moutajup NC (See note, page 63) ...	dep. ...	12 10	45 Goods Mon. to Sat. ‡	...	1 1	...	19 Goods Mn. Wed. Fri ‡	...
192	Strathkellar NC (See note page 63) ...	arr. ...	12 40	45, 30	...	...	...	...	...
		dep. ...	12 42	...	...	...	...	...	...
197½	HAMILTON ES W	arr. ...	12 56	P.M. 1 0-30	...	1 40	...	P.M. 1 30	...
198½	Coleraine Junction	dep. ...	...	1 5	...	...	...	1 35	...
213½	Branxholme ES † W	arr. ...	...	Mn. to Sat. ‡ Fri. ‡ 1 39 1 39	...	...	...	...	...
221½	Condah O † W	dep. ...	...	1 57 2 17	...	...	...	...	...
224½	Myamyn NC ...	arr. ...	...	...	...	...	...	...	...
227½	Milltown NC (See note p. 63)	dep. ...	...	...	...	...	...	...	...
235½	Heywood † W ...	arr. ...	...	2 33	...	...	...	...	...
		dep. ...	...	52 2 53	...	...	...	...	...
241½	Heathmere NC (R.M.S.P.)	...	...	...	...	...	...	...	...
246½	Gorae NC (See note page 63)	...	...	...	...	...	...	...	...
249½	Portland Freezing Coy's Siding NC	...	...	...	...	...	...	...	...
249½	Wool Growers Co-op Sdg. NC	...	...	...	...	...	...	...	...
249½	Portland Har. Exc. and Sorting Sidings	arr. ...	...	3 31-42 4 20	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
250½	PORTLAND † W	...	...	4 35	...	...	...	...	...
		116G	61	45	20G	47	20 AG	19	42G

ARARAT—HAMILTON—PORTLAND—Goods Service—continued.

Down.

Miles	STATIONS	116W Goods Mon. to Sat. †	75 Goods Mn. to Sat. †	73 Light Eng. Mon. to Fri.	63 Thro. Goods Mon. to Sat. †	180G Thro. Goods Mon. to Sat. †	181 Thro. Goods Sat. †
131	ARARAT ES W ...	dep. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
136½	Langi Logan NC ES (See note, page 63)	arr. ... dep. ... arr. ...	... ... ...	... ... ...	2 15 ... 2 31 2 47—14 —3G, 180G, 22, —42G 3 49	2 35 ... 2 51 3 7 —3G, 5G —14, 22 4 19—63	4 20—22 ...—3G 4 36 ... —5G 4 52
144½	Maroona ES ...	dep. ...	... 42 runs	...	Not to run when 54 and 92 both run same day.	...	...
150½	Calvert NC ...	... ... ...	... ... ...	... ... ...	Sat. † Mon. to Fri. † 4 13	.........	.........
154½	Willaura ES W ...	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	4 13 ... 4 43 —44 4 51 5 16—50 5 48	... ... 6 14—39 ... 7 0—50 7 25 7 40B 8 1B	5 14 —44 5 24 5 56 —50 6 16 6 41—98 6 48
162	Stavely NC ...	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...
167½	Glen Thompson ES	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	6 27 8 19 8 38—92	... ... ... ... ...	7 27 7 50 7 55 8 30 9 30 9 49 9 54
178½	Dunkeld ES ...	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...
184½	Moutajup NC (See note, page 63)	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...
192	Strathkellar NC (See note, page 63)	arr. ... dep. ... arr. ... dep. ... arr. ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...
197½	HAMILTON ES W	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
198½	Coleraine Junction	......	......	......	......	......	......
213½	Bransholme ES † W	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
221½	Condah O † W ...	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
224½	Myamyn NC ...	......	......	......	......	......	......
227½	Milltown NC (See note, page 63)	... ...	... ...	... ...	... ...	... ...	... ...
235½	Heywood † W ...	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
241½	Heathmere NC (R.M.S.P.)	... ...	... ...	... ...	... ...	... ...	... ...
246½	Gorae NC (See note, page 63)	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
249½	Portland Freezing Coy's. Siding NC	......	......	......	......	......	......
249½	Wool Growers' Co-op. Sdg. NC	......	......	......	......	......	......
249½	Portland Harbour Exc. and Sorting Sidings	arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...
250½	PORTLAND † W ...	arr. ...	... Sun. † A.M. 12 5	...	...	...	...
		90M	75	73	63	63	181

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

ARARAT-HAMILTON-PORTLAND—Goods Service—continued.

Down.

Miles	STATIONS		46G Thro. Goods Sat. ‡	46G Thro. Goods Mon. to Fri. ‡	118W Goods Tue. to Sat. ‡	105 Goods Mon. to Fri.	48G Thro. Goods Mon. to Fri.	48G Goods Sat. ‡	9 Thro. Goods Tue. to Fri. (Mon., Sat. ‡)
131	ARARAT ES W ...	dep.	P.M. 4 20-22	P.M. 4 25-22	P.M. ...	P.M. ...	P.M. 5 5-3G	P.M. 5 5	P.M. 6 35-34
136½	Langi Logan NC ES ...	arr.	—3G	—3G	...	...	5 21-5G	5 21	—44
	(See note, page 63) ...	dep.	4 36	4 41	...	...	5 31	5 26-5G	6 51
		arr.	...	...	...	...	5 50	5 45	7 7
							39, 34		-21G
144½	Maroona ES ...						—21G	—21G	-35G
							—44		-50, 98
		dep.	—5G 4 52	—5G 4 57	...	...	6 10	6 10	8 10
150½	Calvert NC ...	arr.	...	...	...	...	...	...	...
154½	Willaura ES W ...	dep.	...	...	...	...	...	...	—98
162	Stavely NC ...	arr.	...	...	...	...	...	...	8 34
167½	Glen Thompson ES	dep.	...	...	...	...	...	...	...
178½	Dunkeld ES...	arr.	...	...	...	...	...	...	—54
184½	Moutajup NC	dep.	...	...	...	...	...	...	9 4
	(See note, page 63) ...	arr.	...	...	...	...	...	...	9 28-92
192	Strathkellar NC	dep.	...	...	...	...	...	...	9 43
	(See note, page 63)	arr.	...	...	...	...	...	...	...
197½	HAMILTON ES W ...		...	...	...	...	...	...	...
		dep.	...	...	7 30	...	...	9 20	12 10-16
198½	Coleraine Junct.	arr.	...	...	7 35	...	...	9 25	12 15
213½	Bransholme ES † W ...	dep.	...	...	...	...	...	...	12 50
221½	Condah O † W ...	arr.	...	...	...	...	...	10 9	1 14
224½	Myamyn NC	dep.	...	...	...	...	...	10 27	1 33
227½	Milltown NC		...	...	...	...	...	11 5-16	1 38
	(See note, page 63)		...	...	...	...	...	...	...
235½	Heywood † W ...	arr.	...	...	...	...	...	11 43	...
241½	Heathmere NC (R.M.S.P.)	dep.	...	...	...	10 30	...	11 59	2 16
246½	Gorae NC (See note, p. 63)		...	...	...	...	...	...	...
249½	Portland Freezing Coy's		...	...	...	...	...	...	...
	Siding NC		...	...	...	...	...	...	...
249½	Wool Growers' Co-op.		...	...	...	...	...	...	...
	Siding NC		...	...	...	...	...	...	...
		
249½	Portland Harbour Exc.	arr.	...	...	...	...	...	12 37	2 52
	and Sorting Sidings	dep.	...	...	...	...	...	1 25	3 40
250½	PORTLAND † W ...	arr.	...	...	...	11 2	...	1 40	3 55
			46G	46G	118W	105	48G	53	9

ARARAT-HAMILTON-PORTLAND—Goods Service—continued.

Down.

Miles	STATIONS		156G Thro. Goods Mon. to Fri.	65 Thro. Goods Mon. to Fri. ‡	88G Fast. Goods Tue. to Fri. (Mon. ‡)	88G Fast Goods Mon.	13 Thro. Goods Sun.	13 Thro. Goods Mon. to Thur. (Fri. ‡)
131	ARARAT ES W	dep.	P.M. 7 30-44	P.M. 8 55-50	P.M. 10 20	P.M. Formed by	P.M. 10 30	P.M. 11 5-27G
136½	Langi Logan NC ES	arr.	... -21G	... -35G	... -27G 98	No 54 ex.	... 10 46	-53G, 54
	(See note, page 63)	dep.	7 46	9 11	10 34	Hamilton	10 46	11 21
		arr.	8 2	9 27	...	10 4	11 2	11 37
			-50,	-98,				-57G, 7, 92
			-35G	-35G				-192,
144½	Maroona ES ...		-98, 27G	-54, 27G	-54	-54		-164G,
							Mon.	Tue. to
							A.M.	Sat.
		dep.	9 20	10 20	10 48	10 45	12 5	A.M. 1 7
150½	Calvert NC ...	...	...	...	...	...	...	...
		arr.	...	...	...	...	12 29	1 31
154½	Willaura ES W ...	...	...	-92	...	...	...	-16
		dep.	...	10 44	...	...	12 32	1 47
162	Stavelly NC ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
167½	Glen Thompson ES	arr.	...	11 14-128	...	...	1 4	-194
		dep.	...	11 56-192	...	...	1 7	2 19
			...	Tue. to	...	...	...	...
			...	Sat. ‡	...	...	...	...
			...	A.M.	...	...	...	...
178½	Dunkeld ES ...	arr.	...	12 21	...	...	1 32	...
184½	Moutajup NC ...	dep.	...	12 52-16	...	...	1 35	2 43
	(See note, page 63)	arr.	...	...	...	...	...	...
192	Strathkellar NC ...	dep.	...	...	...	...	...	...
	(See note, page 63)	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
197½	HAMILTON ES W	arr.	...	1 31-110	...	...	2 14	3 20
		dep.	...	...	...	...	...	-196
198½	Coleraine Junct.	...	...	...	...	...	...	...
213½	Branxholme ES † W	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
221½	Condah O † W ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	...	...	...
224½	Myamyn NC ...	...	...	...	...	...	...	...
227½	Milltown NC ...	arr.	...	...	...	...	...	...
	(See note, page 63)	dep.	...	...	...	...	...	...
		arr.	...	...	...	...	...	...
235½	Heywood † W ...	dep.	...	...	...	...	...	...
241½	Heathmere NC (R.M.S.P.)	...	...	...	...	...	...	...
246½	Gorae (See note, page 63)	...	...	...	...	...	...	...
249½	Portland Freezing Coy's	...	...	...	...	...	...	...
	Siding NC	...	...	...	...	...	...	...
249½	Wool Growers' Co-op.	...	...	...	...	...	...	...
	Siding NC	...	...	...	...	...	...	...
249½	Portland Harbour	arr.	...	...	...	...	...	...
	Exchange and	...	...	...	...	...	...	...
	Sorting Sidings	dep.	...	...	...	...	...	...
250½	PORTLAND † W	arr.	...	...	...	...	...	...
			156G	65	88G	88G	13	13

PORTLAND-HAMILTON-ARARAT—Goods Service—continued.

Up

Miles	STATIONS	194 Thro. Goods	157G Thro. Goods	147 Fast Goods	196 Goods	196 Thro. Goods	163G Thro. Goods	48 Thro. Goods	4 Roadside Goods
		Tue. to Sat. ‡	Tue. to Sat. ‡	Tue. to Sat.	Mon.	Tue. to Sat. ‡	Tue. to Sat. ‡	Mon. to Sat. ‡	Tu. Wed. Fri., Sat. (Mon., Thur. ‡)
—	PORTLAND † W dep.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
¾	Portland Harbour Exchange and Sorting Sidings { arr. ... dep. ...	...	...	...	...	...	...	...	...
¾	Wool Growers' Co- op. Sdg. NC ...	...	...	...	...	...	...	...	...
1¼	Portland Freezing Coy's Siding NC { arr. ... dep. ...	...	...	...	...	...	...	...	...
4	Gorae NC (See note, page 63) { arr. ... dep. ...	...	...	...	...	...	...	...	...
9	Heathmere NC ...	...	...	...	...	...	...	...	...
15½	Heywood † W { arr. ... dep. ...	...	...	...	...	...	...	...	...
22½	Milltown NC !... (See note, p. 63) { arr. ... dep. ...	...	...	...	...	...	...	...	...
26	Myamyn NC ... { arr. ... dep. ...	...	...	...	...	...	...	...	...
29½	Condah O † W { arr. ... dep. ...	...	...	...	...	...	...	...	...
37½	Branxholme ... { arr. ... dep. ...	...	...	...	...	...	...	...	...
52½	Coleraine Junct. HAMILTON ... { arr. ... dep. 12 50	...	...	...	...	...	...	...	...
58½	Strathkellar NC (See note, p. 63) { arr. ... dep. ...	...	...	...	...	...	...	...	...
65½	Moutajup NC (See note, p. 63) { arr. ... dep. ...	...	...	...	...	...	...	...	...
72	Dunkeld ES ... { arr. 1 38 dep. 1 49	...	...	...	...	...	...	...	...
83½	Glen Thompson ES { arr. 2 14 dep. 2 24-13	...	...	...	...	...	...	...	...
88½	Stavelly NC ... { arr. ... dep. ...	...	...	...	...	...	...	...	...
96	Willaura ES W { arr. 2 52 dep. 3 4-17	...	...	...	...	...	...	...	...
100½	Calvert NC ... { arr. ... dep. ...	...	...	...	...	...	...	...	...
106½	Maroona ES ... { arr. ... dep. 3 28	...	...	...	...	...	...	...	...
113½	Langi Logan ... NC ES { arr. 3 50 dep. ...	...	...	...	...	...	...	...	...
119½	ARARAT ES W { arr. 4 1 dep. 4 17	...	...	...	...	...	...	...	...
		194	157G	147	196	196	163G	48	4

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**.

Up

(W)

PORTLAND-HAMILTON-ARARAT—Goods Service—continued.

Up									
Miles	STATIONS	30A Goods Mon. to Sat. †	30 Roadside Goods Mon. to Sat. †	18 Goods Mon., Wed., Fri. (Tues., Thurs. Sat. †)	89M Roadside Goods Mon. to Fri.	40 Goods Sat.	44 Thro. Goods Mon., Wed. (Tue., Thur., Fri. †)	44 Thro. Goods Sat. †	21G Thro. Goods Sat.
—	PORTLAND † W dep.	A.M. 6 15	A.M. 7 20	P.M. ...	A.M. 10 30	A.M. 11 5	P.M. ...	P.M. ...	P.M. ...
¾	Portland Harbour Exchange and Sorting Siding	arr. 6 30 dep. 8 45	... ... ... runs Sat.	... ...	... ...	... ... —19	......	......	......
¾	Wool Grower's Co-op. Siding NC	...	...	From Casterton :	...	...	...	...	...
1½	Portland Freezing Coy's Siding NC	arr. ... dep. ...	... ...		...	...	...	...	...
4	Gorae NC (See note, page 63)	arr. ... dep. ...	7 36 7 51		...	...	...	...	...
9	Heathmere NC (RMSP)	arr. ... dep. ... arr. 9 25	8 2 8 17 8 34		...	...	...	...	...
15½	Heywood † W	...	...		11 5 —19 P.M.	11 49	...	...	...
22½	Milltown NC (See note, page 63)	dep. 10 3 arr. 10 35 dep. 10 45	...	To Mount Gambier	12 5	12 30	...	...	...
26	Myamyn NC ...	arr. ... dep. ...	...		...	...	...	...	...
29½	Condah O W †	arr. 11 7 dep. 11 22 arr. 11 41	...		...	1 22 1 32 1 53	...	...	...
37½	Bransholme † ES W	dep. 12 7	...		1 44—45	2 30	...	...	...
52½	Coleraine Junction	...	12 45		2 22	...	...	...	...
53	HAMILTON ES W	arr. 12 50—45, 61 dep. ...	...	2 27	...	3 13 —27	3 25	—27 3 25	...
58½	Strathkellar NC (See note, page 63)	...	...	...	...	...	...	...	...
65½	Moutajup NC (See note, page 63)	arr. ... dep. ...	...	...	...	...	...	...	...
72	Dunkeld ES ...	...	...	...	...	...	4 12	4 18	...
83½	Glen Thompson ES	arr. ... dep. ...	...	...	...	...	4 36	—63 4 46	...
88½	Stavely NC ...	...	...	...	...	...	...	5 14	...
96	Willaura ES W	arr. ... dep. ...	...	...	...	...	5 2—63	5 19	...
100½	Calvert NC ...	arr.	4 14	...	...	...	5 24	5 47	6 5 —9, 44 —50
106½	Maroona ES ...	arr. ... dep. 4 57 arr. 5 21	Sat. † Mon. to Fri. † —46G, 181 —180G —180G 4 57 5 2 5 26	...	...	...	—39, 34 —48G 6 22 6 46 —9	6 10 6 34 —9	7 12 ...
113½	Langi Logan ... NC ES (See note, p. 63)	dep. 5 31 arr. 5 49	4 56 5 55 6 13	...	...	...	6 56 7 14	6 56 7 14	7 36 7 52
119½	ARARAT ES W	arr. ...	...	...	...	...	...	...	...
		5G	5G	18	89M	40	44	44	21G

Up

A. On Saturdays depart Branhholme 4.49 p.m., Coleraine Junct. 5.27 p.m. arrive Hamilton 5.32 p.m.

PORTLAND-HAMILTON-ARARAT—Goods Service—continued.

Up									
Miles	STATIONS	53G Thro. Goods Sat. †	115W Goods Mon. to Sat. †	32 Goods Mon. Wed., Fri. †	42 Goods Mon. to Sat. †	54 Thro. Goods Mon.	92 Thro. Goods Mon. to Sat. †		
—	PORTLAND † dep.	P.M. ...	P.M. ...	P.M. ...	P.M. 1 50	P.M. ...	P.M. ...		
¾	Portland Harbour Exchange and Sorting Sidings { arr. ... dep. ...	... ...	... ...	... ...	2 5 —45 3 40	... ...	... ...
¾	Wool Growers' Co-op. ... Siding NC	... ...	... ...	... ...	... ...	... ...	... ...
1½	Portland Freezing Coy's Sdg. NC { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
4	Gorae NC (See note, page 63) { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
9	Heathmere NC (RMSP) { arr. ... dep. ...	... ...	... ...	... ...	4 20 4 34—27	... ...	... ...
15½	Heywood † W { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
22½	Milltown NC (See note, page 63) { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
26	Myamyn NC ... { arr. ... dep. ...	... ...	... ...	... ...	5 26 —73 6 3A	... ...	... ...
29½	Condah O † W { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
37½	Bransholme † ES W { arr. ... dep. ...	... ...	... ...	... ...	6 24A 7 2A	... ...	... ...
52½	Coleraine Junct. { arr. ...	... ...	6 5 6 10	6 56 7 2	7 7A	7 30 7 35 Mon. (Tue. to Sat. †) 7 40—39	... ...	
53	HAMILTON ES W { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	8 45—63		
58½	Strathkellar NC (See note, page 63)	... ...	... ...	... ...	... ...	... ...	... ...
65½	Moutajup NC (See note, p. 63) { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
72	Dunkeld ES ... { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	9 38—9		
83½	Glen Thompson ES { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	10 6		
88½	Stavely NC ... { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	10 34		
96	Willaura ES W { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	10 49		
100½	Calvert NC ... { arr. ...	9 46	10 4	... ...	... ...	10 4	11 17		
106½	Maroona ES ... { arr. ... dep. ...	... ...	... ...	... ...	... ...	... ...	... ...
113½	Langi Logan NC ES (See note page 63) { arr. ... dep. ...	10 1 ... 10 25	10 53 11 17 —13 11 26B	... ...	... ...	10 30 ... 10 54	10 45 10 53 11 17 —13 11 26B	11 32 ... 11 56 Sun. † 12 2	12 15 ... 12 39 12 55—17
119½	ARARAT ES W arr.	10 41	11 42 —7	... ...	... ...	11 10	11 52 —7	12 2	12 55—17
		53G	53G	32	42	54	54	54	92

A. On Saturdays departs Condah 5.26 p.m., Bransholme 5.45 p.m., Coleraine Junct. 6.22 p.m., arrive Hamilton 6.27 p.m.
 B. Nos. 53G/54, when 13 does not run to depart Langi Logan 11.17 p.m. Ararat arrive 11.33 p.m.

PORTLAND-HAMILTON-ARARAT—Goods Service—continued.

Up

Miles	STATIONS		117W Goods Tue. to Sat. ‡	57G Thro. Goods Sat. ‡	57G Thro. Goods Mon. to Fri.	192 Thro. Goods Mon. to Fri.	192 Goods Sat. ‡
—	PORTLAND † W ...	<i>dep.</i>	P.M. ...	P.M. ...	P.M. ...	P.M. 5 10-27	P.M. 5 10-27
¾	Portland Harbour	<i>arr.</i>	...	...	...	...	5 25-75
	Exchange and	<i>dep.</i>	...	...	...	...	7 15
	Sorting Sidings						
¾	Wool Growers' Co-	<i>arr.</i>	...	...	...	...	...
	op. Siding NC	<i>dep.</i>	...	...	...	...	...
1½	Portland Freezing	<i>arr.</i>	...	...	...	...	...
	Coy's Siding NC	<i>dep.</i>	...	...	...	...	...
4	Gorae NC (See note,	<i>arr.</i>	...	...	...	...	...
	page 63)	<i>dep.</i>	...	...	...	...	...
9	Heathmere NC	<i>arr.</i>	...	...	...	...	...
15½	Heywood † W ...	<i>arr.</i>	...	...	...	5 54	...
		<i>dep.</i>	...	...	...	—90M,75	...
22¾	Milltown NC (See ...	<i>arr.</i>	...	...	...	7 0	7 59
	note, page 63)	<i>dep.</i>	...	...	...	...	...
26	Myamyn NC ...	<i>arr.</i>	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...
29¼	Condah O † W ...	<i>arr.</i>	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...
37¼	Bransholme † ES W	<i>arr.</i>	...	...	...	7 52	8 48
		<i>dep.</i>	...	...	...	...	9 7
52½	Coleraine Junct. ...	<i>arr.</i>	9 55	...	...	8 11	9 12-181
		<i>dep.</i>	10 0	...	...	8 52	9 50
53	HAMILTON ES W	<i>arr.</i>	...	...	...	8 57-63	9 55
		<i>dep.</i>	...	...	...	—53	...
58½	Strathkellar NC ...	<i>arr.</i>	...	...	...	10 30-9	...
	(See note, page 63)	<i>dep.</i>	...	...	...	...	...
65¾	Moutajup NC ...	<i>arr.</i>	...	...	...	...	...
	(See note, page 63)	<i>dep.</i>	...	...	...	...	...
72	Dunkeld ES ...	<i>arr.</i>	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...
83¼	Glen Thompson ES	<i>arr.</i>	...	...	...	11 23	...
		<i>dep.</i>	...	...	...	—65	...
			...	...	...	11 51	...
88½	Stavelly NC ...	<i>arr.</i>	...	...	...	Tue. to	...
		<i>dep.</i>	...	...	...	Sat.	...
96	Willaura ES W ...	<i>arr.</i>	...	...	...	A.M.	...
		<i>dep.</i>	...	...	...	...	...
100¼	Calvert NC ...	<i>arr.</i>	...	...	...	12 19-37	...
		<i>dep.</i>	...	...	...	12 34-7	...
106¼	Maroona ES ...	<i>arr.</i>	...	11 13	11 33-92,13	1 2	...
			...	—92	—192,37	—16	...
			...	Sun. ‡	—164G	—164G	...
			...	...	—7	—13	...
			...	...	Tue. to	—17,57G	...
			...	...	Sat.	...	...
			...	A.M.	A.M.	...	...
			...	12 7	1 8A	2 23	...
113¾	Langi Logan NC ...	<i>arr.</i>	...	...	...	...	...
	ES (See note, p. 63)	<i>dep.</i>	...	...	—17	...	...
119½	ARARAT ES W ...	<i>arr.</i>	...	12 31	1 32	2 47	...
			...	12 47	1 48	3 3	...
		
			117W	57G	57G	192	192

A—No. 57G, when 128 runs, to depart Maroona 1.18 a.m., Langi Logan 1.42 a.m. arrive Ararat 1.58 a.m.; when 128 and 17 both run to depart Maroona 2.23 a.m., Langi Logan 2.47 a.m. arrive Ararat 3.3 a.m.

PORTLAND-HAMILTON-ARARAT—Goods Service—continued.

Up						
Miles	STATIONS		128 Express Goods Mon. to Fri. †	106 Goods Mon. to Fri.	16 Express Goods Mon. to Fri. (See note page 29)	110 Thro. Goods Mon. to Sat. †
—	PORTLAND † W ...	dep.	P.M. 8 30	P.M. 8 30—75	P.M. ...	P.M. 9 0
3/4	Portland Harbour	{ arr.	...	...	...	9 15
	Exchange and	{ dep.	...	...	...	11 10
	Sorting Sidings					
3/4	Wool Growers' Co-op.	{ arr.	...	...	...	...
	Siding NC	{ dep.	...	...	...	...
1 1/4	Portland Freezing	{ arr.	...	...	...	...
	Coy's Siding NC	{ dep.	...	...	...	...
4	Gorae NC (See	{ arr.	...	...	...	...
	note, page 63)	{ dep.	...	...	...	...
9	Heathmere NC	{ arr.	...	...	...	...
		{ dep.	...	9 5	9 31	...
15 1/4	Heywood † W ...	{ arr.	...	...	10 15	11 54
		{ dep.	9 5	...	...	...
22 3/4	Milltown NC (See	{ arr.	...	...	...	...
	note, page 63)	{ dep.	...	...	...	...
26	Myamyn NC ...	{ arr.	...	...	...	...
		{ dep.	...	...	...	...
29 1/4	Condah O † W ...	{ arr.	...	...	10 55	12 43
		{ dep.	9 44	...	11 0—53	12 48
37 1/4	Bransholme † ...	{ arr.	...	...	...	...
	ES W	{ dep.	9 57	...	11 17	1 9
52 1/4	Coleraine Junct. ...	{ arr.	10 31	...	11 47	1 46
		{ dep.	...	...	11 51—9	1 51
53	HAMILTON ES W	{ arr.	—9	101G Thro. Goods Tue. to Sat. A.M.	Tue. to Sat. A.M.	...
		{ dep.	10 45	...	12 5	...
58 1/4	Strathkellar NC (See	{ arr.	...	...	...	...
	note, page 63)	{ dep.	...	...	...	...
65 1/4	Moutajup NC ...	{ arr.	...	...	...	...
	(See note, page 63)	{ dep.	...	...	...	...
72	Dunkeld ES ...	{ arr.	...	...	...	...
		{ dep.	11 27	...	12 47	...
83 1/4	Glen Thompson ES	{ arr.	...	...	1 10—37	...
		{ dep.	11 48	...	1 15—7	...
			Tue. to Sat. †	From Melbourne Yard	On Tues. to Sats. departs Ararat 3.10 a.m., arrive Melbourne Yard 7.0 a.m.	...
88 1/4	Stavelly NC ...	{ arr.	A.M.	...	...	...
		{ dep.	...	...	...	...
96	Willaura ES W ...	{ arr.	12 13	...	—13	...
		{ dep.	12 34—7,37	...	1 42	...
100 1/4	Calvert NC ...	{ arr.	...	...	...	...
		{ dep.	...	1 36	...	...
106 1/4	Maroona ES ...	{ arr.	...	—17 —164G —13,16 —192	—101G —17,192	...
		{ dep.	12 57	2 52	2 2	...
113 3/4	Langi Logan NC ...	{ arr.	...	...	...	...
	ES (See note, p. 63)	{ dep.	1 13	3 16	2 18	...
119 1/2	ARARAT ES W ...	{ arr.	1 25	3 32—25	2 30	...
			128	101G	16	110

HAMILTON-COLERAINE.

Down				Up					
Miles from Melb.	STATIONS		17 Goods Tue. Thurs. (Mon. Wed. Fri. Sat. †)	19 Goods Mon. Wed. Fri. †	Mls.	STATIONS	26 Goods Tue., Thurs. (Mon. Wed. Fri. Sat. †)	32 Goods Mon. Wed. Fri. †	54 Thro. Goods Mon.
197½	HAMILTON ES W	dep.	A.M. 7 0	P.M. 1 30	—	COLERAINE † W	A.M. 10 40	P.M. 5 0	...
198½	Coleraine Junction †	...	7 5	1 35	5½	Parkwood NC ... {	arr. 11 4	5 24	...
199½	Hamilton Live Stk. Sg. NC	...	...	...	10½	Wannon NC (See nte) {	dep. 11 14	5 34	...
205	Bochara NC ... {	arr. 7 21	1 51	10¾	Wannon NC (See nte) {	arr. 11 27	5 48	...	
		dep. 7 31	2 1			dep. 11 52	6 13	...	
210½	Wannon NC ... {	arr. 7 45	2 16	16¼	Bochara NC ... {	P.M. 12 7	6 28	...	
	(See note) ... {	dep. 8 5	2 36			arr. 12 7	6 28	...	
215¾	Parkwood NC ... {	arr. 8 24	...			dep. 12 17	6 38	...	
		dep. 8 29	...						
221¼	COLERAINE † W	arr.	8 44	3 11	21¾	Hamilton Livestock Sdg. NC	...	...	7 20
					23	Coleraine Junction †	... 12 35	6 56	7 30
					23¾	HAMILTON ES W	arr. 12 40	7 2	7 35

Note :—Wannon is opened as an Intermediate Block Post as required : see the General Appendix for instructions.

BRANXHOLME-CASTERTON.

Down			Up		
Miles from Melb.	STATIONS	29 Goods Mon., Wed., Fri. (Tue., Thur. Sat. ‡)	Mls.	STATIONS	18 Goods Mon., Wed., Fri. (Tue. Thur. Sat. ‡)
197½	HAMILTON ES W	A.M. dep. 4 30	—	CASTERTON † W	A.M. dep. 9 45
213½	BRANXHOLME ES	arr. 5 10	2½	Sandford	arr. 9 53
	† W	dep. 6 0			dep. 10 8
223½	Grassdale (See note)	arr. 6 30	9	Henty NC (See note)	arr. 10 26
		dep. 6 40			dep. 10 31
231½	Merino ○ † ...	arr. 7 5	14	Merino ○ † ...	arr. 10 48
		dep. 7 40			dep. 11 13
236½	Henty NC (See note)	arr. 7 55	22½	Grassdale (See note)	arr. 11 46
		dep. 8 0			P.M. dep. 12 1
242½	Sandford (See note)	arr. 8 17			arr. 12 30
245½	CASTERTON † W	dep. 8 37	32	BRANXHOLME †	—45
		arr. 8 45		ES W	dep. 1 44
			47½	HAMILTON ES W	arr. 2 27

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

HEYWOOD-MOUNT GAMBIER

Mls. from Mib.	HEYWOOD-MOUNT GAMBIER				Mls.	MOUNT GAMBIER-HEYWOOD			
	STATIONS	7 Thro' Goods Mon. to Fri.	89 R'side Goods Mon. to Fri.	73 Light Eng. Mon. to Fri.		STATIONS	90 R'side Goods Mon. to Fri.	16 Express Goods Mon. to Fri.	
—	Up PORTLAND dep.	A.M. From Hamltn.	A.M. 10 30	P.M. From Hamltn.	—	Up MT. GAMBIER dep.	P.M. 12 30	P.M. 6 25	
	† W					† W (E.S.T.)			
235½	HEYWOOD † W { arr.	5 2	11 5	6 24	4	Murrawa NC { dep.	12 44	...	
	Down { dep.	5 52	12 5	6 35	7½	Kromelite NC { ...	12 46	...	
241	Sinclair Siding NC { arr.	...	12 22	...	12½	Rennick NC... { arr.	1 19	...	
	{ dep.	...	12 27	...		{ dep.	1 29	...	
248	Lyons NC ... { arr.	...	12 47	...	17½	Puralka NC { arr.	1 46	...	
	{ dep.	...	12 57	...		{ dep.	1 56	...	
	Mileage 252 M54C dep.	...	...	...	24½	Marp NC ... { arr.	2 18	...	
254	Greenwald NC { arr.	...	1 18	...		{ dep.	2 28	...	
	{ dep.	...	1 28	...		{ arr.	2 46	8 0	
258	Winnap NC { arr.	...	1 40	...	30½	Dartmoor O... { dep.	—89	—73	
	{ dep.	...	1 50	...		† W { dep.	3 20	8 5	
261½	Dartmoor O { arr.	7 16	2 1	7 55-16	33½	Winnap NC { arr.	3 30	...	
	† W { dep.	7 21	3 0			{ dep.	3 40	...	
267	Marp NC ... { arr.	...	3 18		37½	Greenwald NC { arr.	4 0	...	
	{ dep.	...	3 23			{ dep.	4 5	...	
274	Puralka NC... { arr.	...	3 45		43½	Lyons NC ... { arr.	4 22	...	
	{ dep.	...	3 50		50½	{ dep.	4 27	...	
279½	Rennick NC... { arr.	...	4 7			Sinclair Sdg.... { arr.	4 47	...	
	{ dep.	...	4 12			NC { dep.	4 57	...	
284	Kromelite NC { arr.	...	4 28		56½	HEYWOOD { arr.	5 14	9 31	
	{ dep.	...	4 33			† W ... { dep.	—73	10 15	
287½	Murrawa NC { arr.	8 43	4 47		70½	Down PORTLAND arr.	6 31		
291½	MT. GAMBIER † W { arr.	9 0	5 3			† W			
	(E.S.T.) { arr.	8 30	4 33						
	(C.S.T.)								

See note page 29, also footnote 'A'.

To Melb. Yard arr. 7.0 a.m. Tue. to Sat.

No. 90 Goods may be assisted by an engine in the rear from Dartmoor to Mileage 252 Miles 54 Chains in accordance with Working Timetable instructions, pages 254 to 258.

A—No. 16 Express Goods may also convey from Mt. Gambier to Heywood non Express type Goods vehicles.

LUBECK-BOLANGUM.

Down

Miles from Melb.	STATIONS		131 Goods Mon., Thur., Fri., Sat. †	27 Goods Tues.			
131	ARARAT ES W	dep. ...	A.M. ...	A.M. 4 10	...	...	...
		arr. ...	From Murtoa	5 55	...	...	...
150	STAWELL ES W		as No. 130	—150, 14			
		dep. ...	...	6 50	...	...	...
175	LUBECK ES †	arr. 4 58	...	8 1	...	...	...
		dep. 5 35	...	8 40	...	...	...
		arr. ...	...	9 5	...	...	...
180½	Jackson NC		...	9 15	...	...	...
		dep. ...	...	9 35	...	...	...
184½	Rupanyup O † W		...	Alt. Tue. Comm. 12.11.68			
		dep. 6 50	...	10 35	...	...	...
190½	Burrum NC	arr. ...	...	11 1	...	...	...
		dep. ...	...	11 16	...	...	...
		arr. ...	...	11 34	...	...	...
194½	Banyena NC		...	P.M. 12 1	...	...	...
		dep. ...	...	12 25	...	...	...
200	Marnoo W	arr. 8 0	...		...	...	...
		dep. 8 30	...	...	...	...	...
206½	BOLANGUM NC †	arr. 9 35	...	...	...	...	...

Miles	Up		52 Goods Alt. Tues. (Comm. 5.11.68)	130 Goods Mon., Thur., Fri., Sat. †	52 Goods Alt. Tues. (Comm. 12.11.68)		
...	BOLANGUM NC †	dep. ...	A.M. ...	A.M. 10 35	P.M. ...	...	...
		arr. ...	...	11 40	...	...	...
6½	Marnoo W	dep. ...	...	P.M. 12 15	1 30	...	...
12	Banyena NC	arr. ...	...	...	1 57	...	...
		dep. ...	...	...	2 9	...	...
16	Burrum NC	arr. ...	...	...	2 37	...	...
		dep. ...	...	...	2 49	...	...
		arr. ...	...	1 35	3 15	...	...
21½	Rupanyup O † W	dep. 11 30	...	2 15	3 50	...	...
		arr. 11 50	...	...	4 10	...	...
26½	Jackson NC		P.M. ...	...	4 22	...	...
		dep. 12 30	...	3 5	4 47	...	...
		arr. 12 55	...			...	...
31½	LUBECK ES †	dep. 12 45	...	3 20A	5 30	...	...
		arr. 3 2	...	5 47	7 16	...	...
56½	STAWELL ES W	dep. 3 57	...	6 34	7 31—133	...	...
75½	ARARAT ES W	arr. 6 11	...	8 20A	8 35	...	...

A. Depart Lubeck 3.31 p.m. arrive Ararat 7.8 p.m. Saturday.

Down			HORSHAM-BALMORAL-HAMILTON							
Miles from Melb.	STATIONS		9	5	29	7	27	3	1	
			Goods	Goods Road- side Wed.	Goods	Goods	Goods	Goods	Goods	
			Tue., Thur. to Sat. ‡		Sat. ‡	Tue., Fri., Sat. ‡	Mon. ‡	Wed. ‡	Mon., Fri. ‡	
			A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	
203½	HORSHAM W †	... dep.	...	4 10	6 0	...	8 15	...	...
217	East Natimuk † NC	... arr.	...	4 59	6 37	...	8 52	...	...
		... dep.	...	5 19	6 47	...	9 2	...	...
223½	Noradjuha NC	... arr.	...	5 36	...	Not to run when 2 runs.	...	...	...
		... dep.	...	5 56	...		...	...	...
230½	Jallumba NC	... arr.	...	6 16	...		...	...	...
		... dep.	...	6 26	...		...	...	...
234½	Toolondo NC	... arr.	...	6 39	...		...	...	...
		... dep.	...	6 54	...		...	...	...
240½	Jeffries NC	... arr.	...	7 14	...		...	...	...
		... dep.	...	7 24	...		...	...	...
245½	Kanagulk NC	... arr.	...	7 42	...		P.M. 12 45
		... dep.	...	7 52
253½	BALMORAL † W	... arr.	...	8 17	...	...	...	...	...
		... dep.	...	9 40	10 0	12 30	...	...	5 0
259	Englefield NC	... arr.	...	9 57	...	...	...	...	...
		... dep.	...	10 7	...	...	...	...	...
264	Vasey NC	... arr.	...	10 23	...	...	...	...	...
		... dep.	...	10 33	...	...	...	...	...
268½	Gatum NC	... arr.	...	10 46	...	...	...	...	...
		... dep.	...	10 56	...	...	...	...	...
278½	Cavendish ...	... arr.	...	11 28	...	2 15	...	...	...
		... dep.	11 45	P.M. 12 15	...	...	...	...	...
283	Kyup NC ...	... arr.	...	12 29	...	2 30	...	4 45	...
		... dep.	...	12 39	...	...	...	...	...
289	Kanawalla NC	... arr.	P.M.	12 58	...	...	...	...	...
		... dep.	...	1 8	...	...	...	...	...
294½	HAMILTON † W	... arr.	1 10—2	1 23	...	3 30	...	6 10	7 30	

Up			HORSHAM—BALMORAL—HAMILTON						
Miles from Melb.	STATIONS		10	30	12	28	8	2	6
			Goods	Goods	Road-side Goods	Goods	Goods	Goods	Goods
			Tue., Fri., Sat. †	Sat. †	Thur.	Mon. †	Tue., Thur. to Sat. †	Mon., Fri. †	Wed. †
			A.M.	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 NC	... arr.	...	Not to run when 24 runs.	8 21	...	...	...	...
		... dep.	...		8 26	...	...	...	...
209	Kyup NC ...	... arr.	...		8 44	...	...	...	...
		... dep.	...		8 49	...	...	...	...
213½	Cavendish ...	... arr.	8 42		9 2	...	10 45	...	3 45
		... dep.	9 2		9 37	...	...	...	...
223½	Gatum NC	... arr.	...		10 12	...	...	...	...
		... dep.	...		10 17	...	...	...	...
228	Vasey NC	... arr.	...		10 31	...	...	...	...
		... dep.	...		10 36	...	...	...	...
233	Englefield NC	... arr.	...	10 51	...	...	...	...
		... dep.	...	11 6	...	...	...	...
		... arr.	10 30	...	11 22	...	...	4 0	...
238½	BALMORAL † W	... dep.	...	Not to run when 7 runs.	P.M.	2 30	...	...	...
		... arr.	...		12 22		...	...	...
246½	Kanagulk NC	... dep.	...		12 46		...	...	...
		... arr.	...		1 6		...	...	...
251½	Jeffries NC	... dep.	...		1 24		...	...	...
		... arr.	...		1 29		...	...	...
257½	Toolondo NC	... dep.	...		1 49		...	...	...
		... arr.	...		2 4		...	...	...
261½	Jallumba NC	... dep.	...		2 16		...	...	...
		... arr.	...		2 31		...	...	...
268½	Noradjuha NC	... dep.	...	2 48	...	...	...
		... arr.	...	P.M.	3 3	...	...	...
		... dep.	...	2 0	3 19	5 5	...	...
275	East Natimuk † NC	... arr.	...	2 15	3 34	5 20	...	...
		... dep.	...	3 10	4 15	6 0	...	...
288½	HORSHAM W †	... arr.	...	...	...	...	...	...

For full service between Horsham and East Natimuk, see pages 85 and 86.

MURTOA-HOPETOUN-PATCHEWOLLOCK

Passenger Service

Down			Up				
Miles	STATIONS	11 PASS. MON., WED., FRI., SAT.	15 PASS. TUES., THUR.	Miles	6 Dsl. Elec. Rail Mtr. Tues., Thurs., Sat.	8 Dsl. Elect. Rail Mr. Mon., Wed., Fri.	
—	MELBOURNE W dep.	A.M. 9 10	P.M. 1 30	—	A.M.	P.M.	
	arr.	P.M. 2 34	6 35	9½	PATCHEWOL- LOCK † W ... dep.	...	
		Diesel Elec. Rail Motor & "C"	Dsl. Elec. Rail Mtr. & "C"		Yarto NC } arr.	...	
		Brakevan Mon., Wed., Fri., Sat.	B'kevan Tues., Thur.		arr.	...	
185½	MURTOA ES W	3 5	6 50	27	HOPETOUN † W	...	
	dep.	3 14	6 59	32½	Goyura NC	dep. 6 35 12 25	
190¾	Coromby NC	...	...	35½	Rosebery	arr. ...
	(See footnote)	dep. 3 25	7 10	42½	(See footnote)	dep. 6 50§ 12 40	
198¼	Minyip ES	arr. 3 27	7 13	42¾	Thomas' Siding NC	...	
	dep.	...	...		Beulah †	arr. ...
202½	Nullan NC	arr. 3 35	7 21	46¾	Galaquil	dep. 7 3 12 53	
	arr.	3 41	7 27		arr.	...	
206½	Sheephills O ES...	dep. 3 43	7 30	52½	Brim † ES	dep. § 1 1	
	arr.	3 58	7 45	56½	Lah NC	arr. ...	
		Diesel Elec. Rail Motor	Dsl. Elec. Rail Mtr.	60¼	Batchica Siding NC	dep. 7 22 1 12	
216½	WARRACKNA- BEAL ES W	Mon., Wed., Fri.	Sat.	64	Warrackside NC	arr. § 1 19	
	dep.	4 3	4 8	64½	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC	...	
217	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC	...	...	65	WARRACKNA- BEAL ES W	arr. 7 45 1 35
217½	Warrackside NC	...	...		Dsl. Elec. Rail Mtr. & "C"	Dsl. Elec. Rail Mtr. & "C"
221¼	Batchica Siding NC	arr. ...	...		B'kevan B'kevan	7 50 1 40
	dep.	...	...	75	Sheephills O ES	arr. ... 10
225½	Lah NC	arr. ...	...		dep.	8 6 1 56
	dep.	4 18	4 23	79	Nullan NC	arr. ...	
229	Brim ES †	arr. 4 24	4 29	8 11	dep.	§	
	dep.	4 26	4 31	8 14	arr.	...	
234¾	Galaquil ...	arr. ...	...	83¼	Minyip ES	—5
	dep.	4 37	4 42	8 25	dep.	8 21 2 11	
238¾	Beulah †	arr. 4 44	4 49	8 32	90¾	Coromby NC	arr. ...
	dep.	4 46	4 51	8 35	(See footnote)	dep. § 2 23	
239	Thomas' Siding NC	...	...		arr.	8 45—1 2 35
246	Rosebery ...	arr. ...	...			
	(See footnote)	dep. 4 59	5 4	8 48		PASS. TUES., THURS., SAT.	
249	Goyura NC	arr. ...	...			PASS. MON., WED., FRI.
	dep.	5 15	5 20	9 5	96½	MURTOA ES W	dep. 9 0 2 56
254½	HOPETOUN † W	—5	...	281½	MELBOURNE W	arr. P.M. 2 0 8 0	
	dep.	...	...		
271¾	Yarto NC	arr. ...	...			
281½	PATCHEWOLLOCK † W	arr. ...	...			

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. ‡	9 Goods Mon. (Tue., Wed. ‡)
185½	MURTOA ES W ...	dep.	...	A.M. 7 15	...	A.M. 8 0	A.M. 9 0	A.M. 11 10-10
190½	Coromby NC ...	arr.	...	7 32	...	8 17	...	...
	(See note, page 82)	dep.	...	7 42	...	8 27	...	...
		arr.	...	8 5-6,2	...	8 50	9 40	11 40-4,14
198½	Minyip ES ...	...	...	...	...	-2,10	-2,10	P.M.
		dep.	...	8 40	...	9 58	10 40	12 26
		arr.	...	8 55	...	10 13	...	...
202½	Nullan NC ...	dep.	...	9 5	...	10 23	...	...
		arr.	...	9 18	...	10 36	11 8	12 50
206½	Sheephills O ES ...	...	...	-10	...	-4	-14	-8
		dep.	...	9 40	...	11 0A	11 39	2 1
		arr.	...	10 13-4	...	11 33	12 12	2 34
216½	WARRACKNABEAL ES W ...	...	...	Tues., Sat.	...	...	...	...
		dep.	...	11 30	...	...	...	...
217	B.P., H. C. Sleigh and Mobil Oil Coy.'s Sdg. NC	...	...	...	...	...	...	...
217½	Warrackside NC ...	...	...	...	...	...	...	...
221½	Batchica Siding NC	...	...	...	...	...	...	...
		arr.	...	11 57	...	...	...	...
225½	Lah NC ...	...	...	P.M. 12 12	...	...	...	...
		dep.	...	12 25	...	...	...	...
229	Brim ES †	...	...	1 10-16	...	...	...	...
		dep.	...	1 38	...	...	...	...
234½	Galaquil ...	...	...	1 48	...	...	...	...
		dep.	...	2 1	...	...	...	...
238½	Beulah †	...	...	...	...	...	...	...
		dep.	...	2 50	...	...	...	...
239	Thomas' Siding NC	...	...	...	...	...	...	...
246	Rosebery ...	arr.	...	3 12	...	...	...	...
	(See note, page 82)	dep.	...	3 32	...	...	...	...
		arr.	...	3 42	...	...	...	...
249	Goyura NC	...	...	3 52	...	...	...	...
		dep.	...	4 25	...	...	...	...
		arr.	...	Sat. -11	...	...	...	...
254½	HOPETOUN † W ...	...	...	6 30	...	...	...	...
		dep.	...	7 29	...	...	...	...
271½	Yarto NC ...	arr.	...	7 39	...	...	...	...
		dep.	...	8 15	...	...	...	...
281½	PATCHEWOLLOCK † W	arr.	...	...	...	...	...	...

A. Departs Sheephills 11.39 a.m., arrive Warracknabeal 12.12 p.m. when 14 runs. (See page 156)

For running of additional goods services between Murtoa and Patchewollock during the Wheat season, see pages 155 and 156.

PATCHEWOLLOCK-MURTOA

Goods Service.

Up

Miles	STATIONS		2 Goods Sun.	10 Goods Tues. (Thur. Fri. Sat. ‡)	4 Goods Wed.			
—	PATCHEWOLLOCK † W ...	dep. 9 45 arr. 10 17	P.M.	A.M.	A.M.			
9½	Yarto NC ...	dep. 10 27 arr. 11 20						
27	HOPETOUN † W ...	dep. 12 50 arr. 1 7	Mon.					
32½	Goyura NC ...	dep. 1 22 arr. 1 32	A.M.		6 0			
35½	Rosebery ...	dep. 2 2						
42½	(See note, page 82) Thomas' Siding NC ...	arr. 2 24 dep. 2 59						
42½	Beulah † ...	arr. 3 12 dep. 3 22			6 39 7 0			
46½	Galaquil ...	arr. 3 40						
52½	Brim † ES ...	dep. 4 10 arr. 4 23			7 25			
56½	Lah NC ...	dep. 4 38			8 15 8 26 8 41			
60½	Batchica Siding NC ...							
64	Warrackside NC ...							
64½	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC ...	arr. 5 5			9 5-5			
65	WARRACKNABEAL ES W ...	dep. 7 0 arr. 7 34	Mon., Fri. (Wed. ‡)	Not to run when 2 runs.				
75	Sheephills O ES ...	dep. 7 54 arr. 8 4		8 15 8 49 —5	10 20 10 50 —7			
79	Nullan NC ...	dep. 8 14		9 25	11 10			
83½	Minyip ES ...	arr. 8 32 —7, 5		9 53 —1, 7	11 39 P.M.—9			
90½	Coromby NC ...	dep. 9 0A arr. 9 33		10 15	12 15			
96½	(See note, page 82) MURTOA ES W ...	dep. 9 43 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 additional goods services between Murtoa and Patchewollock during the Wheat season, see pages 155 and 156.

HORSHAM-GOROKE-CARPOLAC

Down

Miles	STATIONS		21 Goods Mon. ‡	5 Road- side Goods Wed.	23 Goods Mon., Sat. ‡	29 Goods Sat. ‡	27 Goods Mon. ‡		9 Road- side Goods Tues., Thur. (Mon., Wed., Fri. ‡)	15 Goods Mon. to Fri. ‡
—	MELBOURNE W	dep.	A.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...	...	A.M. ...	P.M. ...
		arr.	...	...	...	...	...	...	...	...
203½	HORSHAM ES W †									
		dep.	2 0	4 10	6 0	6 0	8 15	...	9 0	1 10
208	Remlaw Siding NC	arr.	...	...	...	...	...	...	9 15	...
		dep.	...	...	...	...	...	...	9 25	...
211½	Vectis NC ...	arr.	...	...	...	...	...	...	9 35	...
	(See note)	dep.	...	...	...	...	...	...	9 45	...
214	Quantong NC	arr.	...	4 39	...	...	...	...	9 55	...
	(See note)	dep.	...	4 49	...	...	...	...	10 10	...
		arr.	2 45	4 59	6 37	6 37	8 52	...	10 20	1 55
217	East Natimuk † NC	dep.	2 50	5 19	6 45	6 47	9 2	...	10 40	2 10
		arr.	2 58	...	6 53	...	...	...	10 48	2 18
218½	Natimuk † W									
		dep.	3 13	...	7 30	...	...	...	12 3	2 58
223½	Arapiles NC	arr.	...	...	...	...	...	...	12 18	...
		dep.	...	...	...	...	...	...	12 28	...
227½	Mitre NC (See note)	arr.	...	...	...	...	...	...	12 41	...
		dep.	...	...	...	...	...	...	12 56	...
232½	Duffholme NC	arr.	...	...	...	...	...	...	1 18	...
		dep.	...	...	...	...	...	...	1 28	...
238½	Gymbowen (See note)	arr.	...	...	...	...	...	...	1 46	...
		dep.	...	...	...	...	...	...	2 1	...
		arr.	5 0	...	10 30	...	...	...	2 23	4 30
				To Hamilton		To Balmoral	To Balmoral			
[245½	GOROKE † ...									
		dep.	6 0	...	...	...	...	...	3 30	...
251½	Mortai ...	arr.	...	...	...	...	...	...	3 57	...
		dep.	...	...	...	...	...	...	4 12	...
254½	CARPOLAC NC † ...	arr.	6 40	...	...	...	...	...	4 27	...
			21	5	23	29	27		9	15

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		Goods Service							
Miles	STATIONS	6 Roadside Goods Wed., Fri. (Tue., Thur., Sat. †)	22 Goods Mon. †	30 Goods Sat. †	24 Goods Mon., Sat. †	12 Road- side Goods Thur.	20 Goods Tues. (Mon., Wed. to Fri. †)	28 Goods Mon. †	18 Goods Mon. to Fri. †
—	CARPOLAC NC †...	dep. ...	A.M. ...	P.M. ...	Noon ...	P.M. ...	P.M. ...	P.M. ...	P.M. ...
3½	<i>Mortat</i> ...	arr. ...	7 10	...	...	...	5 30	...	...
9	GOROKE †	dep. ...	7 21	...	...	...	5 43	...	...
15½	<i>Gymbowen</i> (See note, page 85)	arr. ...	7 31	...	...	...	5 58	...	...
21½	<i>Duffholme</i> NC	dep. ...	7 58	...	...	...	6 25	...	...
26½	<i>Mitre</i> (See note, page 85)	arr. ...	8 30	...	12 0	...	...	...	5 40
30½	<i>Arapiles</i> NC	dep. 7 0	8 30	...	...	...	...	...	...
35½	<i>Natimuk</i> † W	arr. 7 22	...	...	...	...	...	...	...
37½	<i>East Natimuk</i> NC †	dep. 7 47	...	...	...	...	...	...	...
40½	<i>Quantong</i> NC (See note, page 85)	arr. 8 7	...	...	...	...	...	...	...
43½	<i>Vectis</i> NC (See note, page 85)	dep. 8 17	...	...	...	...	...	...	...
46½	<i>Remlaw Siding</i> NC	arr. 8 32	...	...	...	...	...	...	...
51½	HORSHAM ES W...	dep. 8 42	...	...	...	...	...	...	...
254½	MELBOURNE W ...	arr. 8 55	...	...	...	...	...	...	...
		dep. 9 20	10 30	...	2 0	...	...	...	7 15
		arr. 10 0	10 50-9	...	2 35-15	...	...	...	7 40
		dep. 10 10-9	11 0	2 0	...	3 19	...	5 5	7 50
		arr. 10 25	11 15	2 15	2 45	3 34	...	5 20	7 53
		dep. 10 35	...	...	...	...	...	...	...
		arr. 10 45	P.M. ...	...	...	...	...	...	...
		dep. 10 55	...	...	...	...	...	...	...
		arr. 11 5	...	...	...	...	...	...	...
		dep. 11 15	...	...	...	...	...	...	...
		arr. 11 25	...	...	...	...	...	...	...
		dep. 11 41	12 15	3 10	3 45	4 15	...	6 0	8 40
		arr. ...	...	...	...	...	...	...	...
		dep. ...	...	...	...	...	...	...	...
		arr. ...	...	...	...	...	...	...	...
		6	22	30	24	12	20	28	18

HORSHAM-GOROKE

Goods service only—Line closed for passenger traffic on and after 19.4.65. (Secty's. 64/6874)

Down

DIMBOOLA-YAAPEET

Miles from Melb.	STATIONS	7 Goods Wed.	1 Goods Mon.	5 Goods Thur. (Tues., Fri., Sat. †)	11 Goods Wed., Fri. †	13 Goods Fri. †		
224½	DIMBOOLA † W ...	dep. 4 0	4 0	4 0	6 30	8 30	...	...
231½	Arkona NC ...	arr. ...	4 30	...	...	...	...	...
235½	<i>Antwerp</i> ...	dep. ...	4 47	...	...	...	...	...
242	<i>Tarranyurk</i> ...	arr. ...	...	...	...	...	...	...
247½	JEPARIT † W ...	dep. 5 28	5 33	5 28	7 41	9 58	...	...
255	Ellam NC ...	arr. 5 43	6 3	6 13	8 12-6	10 38	...	...
259	Pullut NC ...	arr. To Yanac	6 37	...	...	To Yanac	...	...
266½	RAINBOW † ...	arr. ...	6 56	...	...	...	...	...
272½	Albacutya NC ...	dep. ...	7 20	7 26	9 13	...	...	...
276½	YAAPEET † ...	arr. ...	...	8 55	10 46	...	...	...

Miles	STATIONS	6 Goods Mon.	4 Goods Wed.	2 Goods Thur. (Tue., Fri., Sat. †)	12 Goods Wed., Fri. †	14 Goods Fri. †		
—	Up YAAPEET † ...	dep. ...	A.M.	10 30	12 30	P.M.	...	...
4½	Albacutya NC ...	arr. ...	...	...	...	...	...	...
10½	RAINBOW † ...	arr. ...	From Yanac	11 16	1 16	...	...	...
17½	Pullut NC ...	dep. 9 28	...	11 50	1 46	From Yanac	...	...
21½	Ellam NC ...	arr. ...	...	P.M.	...	...	...	...
29	JEPARIT † W ...	dep. 9 43	11 0	12 57	3 8	5 14	...	...
34½	<i>Tarranyurk</i> ...	arr. 10 10	11 20	1 22	3 33	5 35	...	...
41½	<i>Antwerp</i> ...	dep. 10 35	11 41	...	...	...	...	...
45½	Arkona NC ...	arr. ...	P.M.	...	...	...	...	...
52	DIMBOOLA † W ...	dep. 10 56	12 19	2 45	4 55	7 0	...	...

Down

JEPARIT-YANAC. Up

Miles from Melb.	STATIONS	7 Goods Wed.	13 Goods Fri. †	Miles	STATIONS	4 Goods Wed.	14 Goods Fri. †
224½	DIMBOOLA † W ...	dep. 4 0	8 30	—	YANAC † W ...	dep. 9 0	2 45
247½	JEPARIT † W ...	arr. 5 28	9 58	12½	<i>Netherby</i> ...	arr. 9 39	3 24
255½	Detpa NC ...	dep. 5 43	10 38	18½	<i>Lorquon</i> ...	dep. 9 54	3 39
261½	<i>Lorquon</i> ...	arr. ...	11 11	24½	Detpa NC ...	arr. ...	3 58
267½	<i>Netherby</i> ...	dep. 6 16	11 26	32	JEPARIT † W ...	dep. 10 13	4 13
279½	YANAC † W ...	arr. 6 47	12 7	55	DIMBOOLA † W ...	arr. 10 33	4 48
		dep. 7 12	12 22			arr. 11 0	5 14
		arr. 7 27	12 47			dep. 11 20	5 35
		dep. 8 10	1 2			P.M.	7 0

MELBOURNE-WERRIBEE-GEELONG—Passenger Service

Monday to Saturday

Down

Miles	STATIONS		17 Diesel Electric Rail Motor & Trailer Mon. to Fri.	27 PASS. MON. TO FRI.	29 280 HP Diesel Rail Car (Empty) Sat.	2 B 280 HP Diesel Rail Car Mon. to Sat.	31 PASS. MON. TO SAT.	41 Diesel Electric Rail Motor & Trailer SAT.
—	MELBOURNE—		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	(Flinders St.) W dep.	...	...	...	...	...	...	...
	(Spencer St.) W dep.	...	6 8	6 31	...	...	7 4	7 30
1	North Melbourne ...	...	6 11*	6 34*	...	...	7 8	7 33*
2½	South Kensington ○	...	*	*	...	...	*	*
3½	Footscray ...	...	6 17	6 40	...	...	7 14	7 39
4	Seddon ○	...	*	*	...	...	*	*
4½	Yarraville ...	...	*	*	...	...	*	*
5½	Spotswood ...	...	*	*	...	...	*	*
6½	Newport ...	{ arr. ...	...	...	...	...	...	...
	dep.	...	6 24	6 48	6 48F	...	7 21	7 47
8½	Altona Junction	...	6 27*	6 51*	6 58*	...	7 24*	7 50*
8½	Paisley NC ...	...	*	6 55	*	...	7 27	*
11½	Galvin NC ...	...	*	7 0	*	...	7 32	7 56
13	Laverton ○	...	6 38	7 4	7 8*	...	7 36	8 0
13½	Aircraft NC ...	...	6 42	7 7	*	...	7 39	8 3
	arr.	...	6 52-15	7 17	7 18-80	...	7 50	8 15-14
19½	WERRIBEE W	{				From Ballarat		
	dep.	...	...	...	...		8 0 ●-28	...
21	Werribee Racecourse NC	...	...	...	...		...	...
24½	Manor ○	{ arr. ...	...	...	...		8 7♦	...
	dep.	...	...	...	...		...	...
29½	Little River ○	{ arr. ...	...	...	...		8 15-15	...
	dep.	...	...	...	...		...	...
35½	Lara	{ arr. ...	...	...	...		...-2, 24	...
	dep.	...	...	...	...		8 24	...
39½	Corio	{ arr. ...	...	...	...		...	...
	dep.	...	...	...	...		8 31	...
41½	North Shore ...	...	...	...	...	...	8 37	...
—	North Geelong "A" Box	...	...	...	...	...	...	...
43½	North Geelong	...	...	...	...	8 15	8 42	...
	arr.	...	...	...	...	8 20-32	8 46	...
45	GEELONG ES W	{						
	dep.	...	...	...	...	...	...	...
	Continued on	...	...	...	...	...	...	...
			17	27	29	2 B	31	41

● No. 31 may depart Werribee 7.51 a.m.

F.—When operated by Rail Motor and Trailer reverse in "E" Siding, Newport.

MELBOURNE—WERRIBEE—GEELONG—Passenger Service—continued.

Monday to Saturday.

Down

Miles	STATIONS	19 280 HP Diesel Rail Car Mon. to Fri.	33 Diesel Elec. Rail Mtr. & Trailer Mon. to Fri.	35 "THE FLIER" MON. TO SAT.	21 ELECTRIC MON. TO FRI.	39 Diesel Elec. Rail Mtr. & Trailer Mon. to Fri.	37 PASS. SAT.
—	MELBOURNE—	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	(Flinders St.) W <i>dep.</i>	...	...	...	9 15	...	...
	(Spencer St.) W <i>dep.</i>	7 33	7 57	8 25	9 18	9 36	9 36
1	North Melbourne... <i>...</i>	7 36*	8 0*	8 28*	9 21	9 39*	9 39*
2½	South Kensington ○ <i>...</i>	*	*	*	*	*	*
3½	Footscray ... <i>...</i>	7 42	8 6	8 33*	9 26	9 45*	9 45*
4	Seddon ○ <i>...</i>	*	*	*	9 28	*	*
4½	Yarraville ... <i>...</i>	*	*	*	9 30	*	*
5½	Spotswood ... <i>...</i>	*	*	*	9 32	*	*
	<i>arr.</i> ...	...	...	...	9 34 ^c	...	...
6½	Newport ... <i>...</i>	...	...	...	280 HP Diesel Rail Car	...	...
	<i>dep.</i> ...	7 49	8 14	8 38*	9 38	9 51	9 53
8½	Altona Junction ... <i>...</i>	7 52*	8 17*	8 41*	9 41*	9 54*	9 56*
8½	Paisley NC ... <i>...</i>	7 55	8 20	*	9 44	*	*
11½	Galvin NC ... <i>...</i>	8 1	8 26	*	9 50	*	*
13	Laverton ○ ... <i>...</i>	8 5	8 30	8 46*	9 54	10 1*	10 5
13½	Aircraft NC ... <i>...</i>	8 8	8 33	*	9 57	*	10 8
19½	WERRIBEE W ... <i>arr.</i>	8 18	8 43-35	...	10 7-39	...-21	-2,157
	<i>dep.</i> ...	...	...	8 52*-33	...	10 13	10 19
21	Werribee Racecourse NC ... <i>...</i>	...	...	...	...	...	...
24½	Manor ○ ... <i>arr.</i>	...	...	...	...	...-24	...-24
	<i>dep.</i> ...	...	...	8 57*	...	10 21*	10 25*
	<i>arr.</i> ...	...	...	...-15, 2	...	...	...
29½	Little River ○ ... <i>dep.</i>	...	...	-32	...	-164	-164
	<i>arr.</i> ...	...	...	9 1*	...	10 28*	10 30*
35½	Lara ... <i>...</i>	...	...	...	...	...	...
	<i>dep.</i> ...	...	...	-24	...	-36, 164	-36
	<i>arr.</i> ...	...	...	9 7*	...	10 37	10 38
39½	Corio ... <i>dep.</i>	...	...	9 10*	...	10 43*	10 45
41½	North Shore ... <i>...</i>	...	...	*	...	*	*
—	North Geelong "A" Box ... <i>...</i>	...	...	...	...	...	...
43½	North Geelong ... <i>...</i>	...	...	9 15*	...	10 49*	10 53*
	<i>arr.</i> ...	...	...	9 20	...	10 53	10 57
45	GEELONG ES W ... <i>dep.</i>	...	...	PASS.	...	...	...
	Continued on ... <i>...</i>	...	...	9 35 Page 94	...	...	...
		19	33	35	21	39	37

^c—Change trains.

MELBOURNE-WERRIBEE-GEELONG—Passenger Service—continued.

Monday to Saturday

Down

Miles	STATIONS	43 Diesel Elec. Rail Motor & Trailer Mon. to Fri.	45 PASS. SAT.	55 PASS. SAT.	85 ELECTRIC MON. TO FRI.	47 PASS. MON. TO FRI.
—	MELBOURNE—	A.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders Street) W ... dep.	...	...	...	12 24	...
	(Spencer Street) W ... dep.	11 0	12 15	12 22	12 27	12 50
1	North Melbourne ...	11 3*	12 18*	12 25*	12 30	12 53*
2½	South Kensington O ...	...	*	*	12 33	*
3½	Footscray ...	11 8*	12 23*	12 30*	12 36	12 58*
4	Seddon O ...	*	*	*	12 38	*
4½	Yarraville ...	*	*	*	12 40	*
5¼	Spotswood ...	*	*	*	12 42	*
	arr. ...	...	...	...	12 44c	...
6½	Newport ...				280 H.P. Diesel Rail Car	
	dep.	11 15	12 28*	12 37	12 49	1 5
8½	Altona Junction ...	11 18*	12 31*	12 40*	12 52*	1 8*
8½	Paisley NC ...	*	*	12 43	12 55	*
11½	Galvin NC ...	*	*	12 49	1 1	*
13	Laverton O ...	11 29	12 37*	12 53	1 5	1 13*
13½	Aircraft NC ...	*	*	12 56	1 8	*
	arr. ...	...	...	...	1 18-47	...-85
19½	WERRIBEE W ...					
	dep.	11 43	12 46*	1 7	...	1 23
21	Werribee Racecourse NC ...	...	...	...	...	...
	arr. ...	...	12 52*	...	...	...
24½	Manor O ...	—36	—44	...	...	...
	dep.	11 51*	12 55	1 14*	...	1 29*
	arr. ...	...	...	...	...	...
29½	Little River O ...	—46	...	—89	...	—86
	dep.	11 58*	1 3*	1 23	...	1 37
	arr. ...	P.M.	...	...	...	...
35½	Lara ...	—42	...	—86	...	—40
	dep.	12 6*	1 9*	1 33	...	1 46
39½	Corio ...	arr. ...	...	...	...	...
	dep.	12 12*	1 13*	1 40	...	1 53
41½	North Shore ...	*	1 16*	1 46	...	1 59
—	North Geelong "A" Box ...	...	...	...	...	...
43½	North Geelong ...	12 18*	1 21	1 51	...	2 4
	arr.	12 22	1 25	1 55	...	2 8
45	GEELONG ES W ...					
	dep.	...	...	...	...	...
	Continued on ...	...	...	...	...	...
		43	45	55	85	47

c—Change trains.

MELBOURNE-WERRIBEE-GEELONG—Passenger Service—continued.

Monday to Saturday

Down						
Miles	STATIONS	201 PASS. SAT.	57 280 H.P. Diesel Rail Car Mon. to Fri.	93 280 H.P. Diesel Rail Car and 2 Trailers Mon. to Thur. 280 H.P. D.R.C. Fri.	61 PASS. MON. TO FRI.	30B 280 H.P. Diesel Rail Car Mon. to Sat.
—	MELBOURNE—	P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders Street) W ... dep.	...	...	...	...	...
	(Spencer Street) W ... dep.	2 5	2 20	3 0	3 44	...
1	North Melbourne ...	2 8*	2 23*	3 3*	3 47*	...
2½	South Kensington O ...	...	...	...	...	...
3½	Footscray ...	2 13*	2 29	3 9	3 53	...
4	Seddon O ...	...	...	...	...	...
4¾	Yarraville ...	...	...	...	...	...
5¾	Spotswood ...	...	...	...	...	...
6½	Newport ...	{ arr. ... dep. 2 19	...	...	...	...
8¼	Altona Junction ...	2 22*	2 36	3 16	4 1	...
8¾	Paisley NC ...	...	2 39*	3 19*	4 4*	...
11¼	Galvin NC ...	...	2 42	3 22	4 7	...
13	Laverton O ...	...	2 47	3 28	4 12	...
13¾	Aircraft NC ...	2 29	2 51	3 32	4 16	...
		...	2 54	3 35	4 19	...
		{ arr. ...	...	3 45	4 28—63	...
19¾	WERRIBEE W ...	—169 —51	...	...	...	...
		{ dep. 2 38	3 3	...	...	...
21	Werribee Racecourse NC ...	...	...	...	...	...
24¾	Manor O ...	{ arr. ...	...	...	...	...
		{ dep. 2 45*	3 11	...	...	...
		{ arr. ...—49	...	...	...	...
29½	Little River O ...	—188	...	...	...	...
		{ dep. 2 50*	3 18	...	...	...
35¾	Lara ...	{ arr. ...	...	...	...	...
		{ dep. 2 57*	3 27	...	...	...
39¾	Corio ...	{ arr. ...	...	...	...	...
		{ dep. 3 2*	3 33	...	...	...
41¾	North Shore ...	...	3 37	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...
43½	North Geelong ...	3 8	3 42	...	...	4 48
		{ arr. 3 15	3 47	...	...	4 52
45	GEELONG ES W ...	{ dep. ...	...	...	...	...
	Continued on ...	...	...	...	...	...
		201	57	93	61	30B

c—Change trains.

MELBOURNE-WERRIBEE-GEELONG—Passenger Service—continued.

Monday to Saturday.

Down

Miles	STATIONS	63 PASS. MON. TO FRI.	65 PASS. MON. TO FRI.	69 EXPRESS MON. TO FRI.	71 PASS. MON. TO FRI.	67 280 HP D.R.C. & Two Trailers Sat.	73 EX- PRESS MON. TO FRI.
—	MELBOURNE—	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders Street) W dep. ...	...	...	...	...	...	...
	(Spencer Street) W dep. 4 0	4 25	5 10	5 19	5 20	...	5 52
1	North Melbourne ... 4 3*	4 29	5 13*	5 22*	5 23*	...	5 55*
2½	South Kensington O ... *	*	*	*	*	...	*
3½	Footscray ... 4 9*	4 36	5 18*	5 29	5 29	...	6 1*
4	Seddon O ... *	*	*	*	*	...	*
4½	Yarraville ... *	*	*	*	*	...	*
5½	Spotswood ... *	*	*	*	*	...	*
6½	Newport ... { arr. ...	...	...	...	...	...	...
	dep. 4 17	4 45	5 25*	5 38	5 37	...	6 6*
8½	Altona Junction ... 4 20*	4 48*	5 28*	5 41*	5 40*	...	6 9*
8½	Paisley NC ... *	4 53	*	5 45	5 43	...	*
11½	Galvin NC ... *	5 0	*	5 50	5 49	...	*
13	Laverton O ... 4 26*	5 5	5 34*	5 54	5 54	...	6 15*
13½	Aircraft NC ... *	5 8	*	5 57	5 57	...	*
19½	WERRIBEE W ... { arr. ...	...	...	...	...	...	...
	dep. 4 36	5 19	5 41*	6 7	6 8	...	6 22*
21	Werribee Racecourse NC ...	...	...	...	...	...	...
24½	Manor O ... { arr. ...	...	...	...	...	...	...
	dep. 4 42*	...	5 46*	...	...	...	6 27*
29½	Little River O ... { arr. ...	...	...	...	...	...	...
	dep. 4 49	...	5 50*	...	...	...	6 32*
35½	Lara ... { arr. ...	...	...	...	...	...	...
	dep. 4 58	...	5 56*	...	...	...	6 38*
39½	Corio ... { arr. ...	...	...	...	...	...	...
	dep. 5 5	...	5 59*	...	...	...	6 41*
41½	North Shore ... 5 10	...	*	...	...	...	*
—	North Geelong "A" Box ...	...	...	...	...	...	...
43½	North Geelong ... 5 15	...	6 6	...	...	...	6 48
	arr. 5 19	...	6 10	...	...	...	6 55
45	GEELONG ES W ...	...	...	...	...	...	PASS.
46½	South Geelong ... { dep. ...	...	6 12	...	...	...	7 10
	arr. ...	...	6 16	...	...	...	...
	dep. ...	...	...	...	...	...	7 14*
	Continued on... ...	...	...	...	...	...	Page 94
		63	65	69	71	67	73

See footnote re stopping at North Geelong.

See footnote re stopping at North Geelong.

NOTE :—Subject to the fixed signal being at the proceed position, the Driver of Nos. 69 and 73 may stop at North Geelong with sufficient carriages beyond the platform to permit of the brakevan being stopped at the platform.

MELBOURNE-WERRIBEE-GEELONG—Passenger Service—continued.

Monday to Saturday.

Down

Miles	STATIONS	79 PASS. MON. TO FRI.	73 EXPRESS SAT.	83 PASS. SAT.	95 153 H.P. Diesel Rail Car Mon. to Fri.	99 280 H.P. Diesel Rail Car Mon. to Fri.	107 PASS. MON. TO SAT.
—	MELBOURNE—	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders St.) W dep.	...	...	...	...	9 20	11 15
	(Spencer St.) W dep.	6 5	6 10	6 15	8 5	9 25	11 19
1	North Melbourne...	6 8*	6 13*	6 18*	8 8*	9 28	11 23
2½	South Kensington O ...	*	*	*	*	*	*
3½	Footscray ...	6 14	6 18*	6 24	8 14	9 34	11 28
4	Seddon O ...	*	*	*	*	*	*
4½	Yarraville ...	*	*	*	*	*	*
5½	Spotswood ...	*	*	*	*	*	*
6½	Newport ...	arr. ...	...	...	...	...	...
	dep.	6 22	6 23*	6 31	8 21	9 41	11 35
8½	Altona Junction ...	6 25*	6 26*	6 34*	8 24*	9 44*	11 38*
8½	Paisley NC ...	6 28	*	6 37	8 28	9 47	11 40
11½	Galvin NC ...	6 33	*	6 42	8 33	9 53	11 44
13	Laverton O ...	6 37	6 31*	6 46	8 37	9 57	11 48
13½	Aircraft NC ...	6 40	*	6 49	8 40	10 0	11 51
	arr. ...	...	...	...	8 49-68	...	...
					—91	—163	...
19½	WERRIBEE W ...				—149	—149	Tue. to Sun.
						A.M.	—123
	dep.	6 50	6 38*	6 59	...	10 10	12 2
21	Werribee Racecourse NC ...	...	...	—182	...	...	...
24½	Manor O ...	arr. 6 57§-90	...	...	...	—92	—149
	dep.	7 3 ●	6 43*-84	7 7§	...	10 18*	12 9*
	arr. ...	...	...	7 14-90	...	—100, 55	...
29½	Little River O ...	dep. 7 11 ●-182	6 47*	7 23 ●	...	10 25*	12 15*-132
	arr. ...	...	—182	—182	...	—170, 81	—152, 91
35½	Lara ...	arr. 7 20 ●	6 53*	7 32 ●	...	10 33*	12 23§
	dep.	...	—68	—68	...	...	...
39½	Corio ...	arr. 7 27 ●	6 57*	7 39 ●	...	10 39*	12 30§
	dep.	7 33 ●	*	7 45 ●	...	10 45	12 36§
41½	North Shore ...	...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...	...
43½	North Geelong ...	7 38 ●	7 2*	7 50 ●	...	10 49	12 41§
	arr. 7 43	7 8	7 54	...	10 53	12 46	...
45	GEELONG ES W		PASS.				
	Continued on ...	...	7 20	...	...	...	...
	dep. ...	...	Page 91	...	...	...	...
		79	73	83	95	99	107

● No. 83 may depart Little River 7.15 p.m., Lara 7.24 p.m., Corio 7.31 p.m., North Shore 7.37 p.m., North Geelong 7.42 p.m. No. 79 may depart Manor 6.58 p.m., Little River 7.6 p.m., Lara 7.15 p.m., Corio 7.22 p.m., North Shore 7.28 p.m., North Geelong 7.33 p.m.

GEELONG-WARRNAMBOOL-PORT FAIRY—Passenger Service

Down

Miles	STATIONS	179 Empty Carriages MON. TO FRI.	35 PASS. MON. TO SAT.	69 PASS. MON. TO FRI.	73 PASS. MON. TO FRIDAY	73 PASS. SAT.	121 PASS. SUN. (WHEN AUTH- ORISED)	145 PASS. SUN.
—	MELBOURNE (Flin. St.) <i>dep.</i>	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...	A.M. ...	P.M. ...
	(Spencer St.) <i>dep.</i>	...	8 25	5 10	5 52	6 10	...	7 32
45	GEELONG ES W <i>arr.</i>	...	9 20	6 10	6 55	7 8	...	8 55
	<i>dep.</i>	7 0B	9 35	6 12	7 10	7 20	11 0	9 5
46½	South Geelong ES <i>arr.</i>	7 5	...	6 16	...	...	...	...
	<i>dep.</i>	...	9 40	...	7 14*	7 24*	11 5½	9 9*
47½	Geelong Racecourse Plat. N C	...	...	...	...	...	...	...
54½	Waurin Ponds ...	...	...	...	—100	—100	...	...
	(Victorian Portland Cement Coy Sdg) NC ES (See note page 132)	...	...	...	...	...	...	...
60	Moriac O ES <i>arr.</i>	...	9 57	...	...	...	...	...
	<i>dep.</i>	...	—38	...	...	...	...	...
70½	Winchelsea ES W O <i>arr.</i>	...	10 10 ●	...	7 32½	7 42½	To Queenscliff (See page 152)	9 27½
	(See note, page 132) <i>arr.</i>	...	...	...	—120	—74	...	...
	<i>dep.</i>	...	10 24	...	7 46	7 56	...	9 41
83½	Birregurra ES <i>arr.</i>	...	...	...	...	...	...	...
	<i>dep.</i>	...	—68	...	—90	—82	...	...
	<i>arr.</i>	...	10 40	...	8 2	8 12	...	9 57
95½	GOLAC ES W <i>arr.</i>	...	10 54	...	8 16	8 26	...	...
	<i>dep.</i>	...	—72	...	—94	—42	...	...
104½	Pirron Yallock O ES <i>arr.</i>	...	10 59	...	8 22	8 28	...	10 12
	(See note, page 132) <i>dep.</i>	...	11 12§	...	8 34½-42	8 41½	...	10 24½
113½	Pomborneit NC	...	11 24§	...	8 46§	8 54½	...	10 35½
117½	Weerite NC (See note, page 132)	...	...	...	...	...	...	...
123½	CAMPERDOWN ES W <i>arr.</i>	...	11 36	...	8 58	9 6	...	...
	<i>dep.</i>	...	11 46	...	9 7-96	9 9	...	10 49
127½	Timboon Junction NC ES (See note, page 132)	...	...	...	...	...	...	...
131½	Boorcan ...	...	11 57§	...	*	*	...	10 59*
	<i>arr.</i>	...	P.M. 12 5	...	9 25	...	...	...
137½	TERANG ES <i>dep.</i>	...	12 8	...	9 30	9 27	...	11 9
138½	Mortlake Junct. NC ES (See note, page 132)	...	...	...	...	...	...	...
150½	Panmure O ES (See page 132)	...	12 26§-120	...	9 48½	9 45½	...	11 28½
159	Allansford ES (See page 132)	...	12 38	...	9 59½	9 57½	...	11 40½
	<i>arr.</i>	...	12 49	...	10 10	10 10	...	11 55
166	WARRNAMBOOL ES W <i>dep.</i>	...	12 59A	...	...	...	...	...
169	Dennington ES NC (See page 132)	...	...	...	...	...	...	...
172	Illowa ...	...	1 8§	...	...	...	...	...
175½	Koroit ES W <i>arr.</i>	...	—108	...	...	...	...	...
	<i>dep.</i>	...	1 17	...	...	...	...	...
186½	PORT FAIRY ES W <i>arr.</i>	...	1 35	...	...	...	...	...
		179	35	69	73	73	121	145

● No. 35 may depart Moriac 9.58 a.m.

A. Maximum of six wagons or vans of livestock, perishable and/or urgent loading may be attached at Warrnambool to 12.59 p.m. (No. 35) on Mondays to Saturdays for Port Fairy. When such loading is attached, the due arrival time of No. 35 at Port Fairy will be five minutes later than that tabled.

B. No. 179 may run without a brakevan in the rear between Geelong and South Geelong.

Up.

PORT FAIRY-WARRNAMBOOL-GEELONG—Passenger Service.

Miles	STATIONS	26 PASS. MON. TO FRI.	38 PASS. MON. TO SAT.	90 PASS. MON. TO THUR.	90 PASS. SAT.	178 Empty Carri- ages MON. TO FRI.	90 PASS. FRI.	232 PASS. (SUN. WHEN AUTH- ORISED)	238 PASS. SUN.
—	PORT FAIRY ES W	A.M. ...	A.M. ...	P.M. 2 50A	P.M. 3 15A	P.M. ...	P.M. 5 0A	P.M. ...	P.M. ...
11	Koroit ES W	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
14½	Illowa ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
17½	Dennington NC ES (See p. 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
20½	WARRNAMBOOL ES W	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
27½	Allansford ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
35½	Pannure O ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
48½	Mortlake Junction NC ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
49½	TERANG ES	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
55½	Boorcan ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
59½	Timboon Junction NC ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
63½	CAMPERDOWN ES W	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
68½	Weerite NC (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
72½	Pomborneit NC	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
82	Pirron Yallock O ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
91½	COLAC ES W	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
103	Birregurra ES	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
115½	Winchelsea O ES W (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
126½	Moriac O ES	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
132	Wauru Ponds (Vic. Portland Cement Coy. Sdg.) NC ES (See page 132)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
138½	Geelong Racecourse Plat. NC	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
140½	South Geelong ES	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
141½	GEELONG ES W	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
186½	MELBOURNE (Spencer St.)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
187½	(Flinders St.)	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...	... { dep. ...
		26	38	90	90	178	90	232	238

● **No. 90** On Friday may depart Birregurra 7.53 p.m. **A.** A maximum of six wagons or vans of livestock, perishable and/or urgent loading may be attached to **No. 90** between Port Fairy and Warrnambool.

K. No. 38 is to stop at Footscray to set down, only on the days a Race Meeting is conducted at Flemington Racecourse. S.M.'s Geelong and Footscray to so arrange.

B. No. 178 may run without a brakevan in the rear between South Geelong and Geelong.

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		4 280 H.P. D.R.C. & Two Trailers Mon. to Fri.	4 280 H.P. Diesel Rail Car Sat.	18 PASS. MON. TO FRI.	20 Diesel Elec. Rail Motor & Trailer MON. TO FRI.	
			A.M.	A.M.	A.M.	A.M.	
141½	GEELONG ES W ...	{ arr. ...	...	...	...	...	...
		{ dep. ...	...	...	6 15	...	...
143	North Geelong ...	...	...	...	6 20	...	...
—	North Geelong "A" Box	...	...	...	...	...	...
144¾	North Shore ...	...	...	...	6 24	...	...
146¾	Corio ...	{ arr. ...	...	...	6 29	...	...
		{ dep. ...	...	...	6 29	...	...
		{ arr. ...	...	...	...	...	...
150¾	Lara ...	{ dep. ...	...	...	—15 6 35	...	...
		{ arr. ...	...	...	...	...	...
157	Little River ○ ...	{ dep. ...	...	...	—75 6 43	...	...
		{ arr. ...	...	...	...	...	...
161¾	Manor ○ ...	{ dep. ...	...	...	6 49*	...	...
165½	Werribee Racecourse NC	...	...	...	...	...	...
166¾	WERRIBEE W ...	{ arr. ...	...	...	...	...	...
		{ dep. 6 10	6 18	6 56	7 9	...	...
172¾	Aircraft NC ...	...	6 21	6 28	7 4	7 18	...
173½	Laverton ○ ...	...	6 25	6 31	7 7	7 21	...
175½	Galvin NC ...	...	6 30	6 35	7 11	7 25	...
177¾	Paisley NC ...	...	6 36	6 40	7 16	7 29	...
178¾	Altona Junction ...	...	6 38*	6 43*	7 18*	7 32*	...
		{ arr. ...	...	6 46C F Electric	...	...	...
180	Newport ...	{ dep. 6 42	6 55	7 22	7 36	...	...
180¾	Spotswood ...	...	6 45	6 57	*	*	...
181¾	Yarraville ...	...	*	6 59	*	*	...
182½	Seddon ○ ...	...	*	7 1	*	*	...
183	Footscray ...	...	6 53	7 3	7 29	7 44	...
184½	South Kensington ○ ...	...	*	7 6	*	*	...
185½	North Melbourne ...	...	6 59	7 9	7 36	7 50	...
186½	MELBOURNE ...	arr. 7 3	...	...	7 40	7 54	...
	(Spencer Street) W ...	dep. ...	...	7 12	...	...	...
	(Flinders Street) W ...	arr. ...	...	7 15	...	...	...
			4	4	18	20	

C.—Change trains.

F.—When operated by Rail Motor and Trailer, reverse in "E" Siding, Newport.

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS		80 PASS. MON. TO SAT.	12 PASS. MON. TO FRI.	22 H.P. Diesel Rail Car Sat.	22 PASS MON. TO FRI.
			A.M.	A.M.	A.M.	A.M.
141½	GEELONG ES W ...	{ arr. ...	...	...	...	...
		{ dep. ...	From Mildura	6 58	...	...
143	North Geelong ...	...	...	7 3	...	...
—	North Geelong "A" Box ...	...	6 55*	...	...	...
144½	North Shore ...	...	7 0††	7 7*	...	...
146½	Corio ...	{ arr. ...	...	—24	...	...
		{ dep. ...	7 5*	7 10*	...	...
		{ arr. ...	...	...	...	...
150½	Lara ...	{ dep. ...	—15, 75	—15, 75	...	...
		{ arr. ...	7 9*	7 14*	...	...
157	Little River ○ ...	{ dep. ...	...	...	...	...
		{ arr. ...	7 15*	7 20*	...	...
161½	Manor ○ ...	{ dep. ...	—15	—15	...	...
		{ arr. ...	7 21*	7 26*	...	...
165½	Werribee Racecourse NC ...	...	...	...	...	...
166½	WERRIBEE W ...	{ arr. ...	—27	...	...	...
		{ dep. ...	7 26*	7 34	7 36	7 38
172½	Aircraft NC ...	...	*	*	7 47	7 48
173½	Laverton ○ ...	...	7 33*	7 45	7 51	7 51
175½	Galvin NC ...	...	*	*	7 56	7 55
177½	Paisley NC ...	...	*	*	8 2	8 0
178½	Altona Junction ...	...	7 40*	7 52*	8 4*	8 3*
		{ arr. ...	SAT.	MON. TO FRI.	...	...
180	Newport ...	{ dep. ...	7 43††	7 43††	7 56	8 8
180½	Spotswood ...	...	*	*	*	*
181½	Yarraville ...	...	*	*	*	*
182½	Seddon ○ ...	...	*	*	*	*
183	Footscray ...	...	7 50*	7 54*	8 2*	8 16
184½	South Kensington ○ ...	...	*	*	*	*
185½	North Melbourne ...	...	7 55*	8 0*	8 8*	8 22
186½	MELBOURNE ...	{ arr. ...	7 58	8 5	8 12	8 25
	(Spencer Street) W ...	{ dep. ...	...	...	...	...
	(Flinders Street) W ...	{ arr. ...	...	...	...	...
			80	80	12	22

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS	28 PASS. MON. TO FRI.	28 PASS. SAT.	14 Diesel Elec. Rail Motor & Trailer Sat.	98 280 H.P. Diesel Rail Car Mon. to Fri.	32 PASS. MON. TO FRI.	15 B 280 H.P. Diesel Rail Car Mon. to Sat.	30 Diesel Elec. Rail Motor & Trailer Mon. to Fri.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
140½	South Geelong	arr. ...	...	...	...	...	...	...
		dep. 7 20	...	...	...	...	...	...
141½	GEELONG ES W	arr. 7 24	...	...	...	...	...	...
		dep. 7 26	7 26	...	...	8 25	9 0	...
143	North Geelong	...	7 31	...	...	8 30	9 5	...
—	North Geelong "A" Box	...	...	...	...	...	...	...
144½	North Shore ...	...	*	...	...	8 35	...	...
146½	Corio ...	arr. —24	—24	...	...	...	...	...
		dep. 7 37*	7 38	...	...	8 41	...	...
		arr. ...	...	...	...	...	...	...
150½	Lara ...	dep. 7 41*	7 43*	...	...	—15	...	...
		arr. ...	...	...	...	8 48	...	...
157	Little River ○	—15	—15	...	...	8 56	...	...
		dep. 7 47*	7 49*	...	...	—35,15,2	...	...
		arr. ...	...	...	...	9 1 ●	...	...
161½	Manor ○ ...	dep. 7 52*	7 53*	...	...	9 7*	...	...
165½	Werribee Racecourse NC	...	...	...	...	...	...	...
166½	WERRIBEE W	arr. ...	...	...	...	—157	...	...
		dep. —31	—31	...	...	—30	...	...
		arr. 8 0	8 0	8 28	8 35	9 16	...	9 20
		See footnote re stopping at North Geelong	See footnote re stopping at North Geelong	...	...	...	...	...
172½	Aircraft NC ...	...	*	8 38	8 45	*	...	9 30
173½	Laverton ○	...	8 8*	8 41	8 48	9 24*	...	9 33
175½	Galvin NC	...	*	8 45	8 52	*	...	9 38
177½	Paisley NC	...	*	8 50	8 57	*	...	9 43
178½	Altona Junction	...	8 15*	8 53*	9 2*	9 30*	...	9 46*
		arr. ...	...	...	9 6C	...	...	...
180	Newport	dep. 8 20	8 20	8 57	9 9	9 34	...	9 50
180½	Spotswood	...	*	*	9 11	*	...	*
181½	Yarraville	...	*	*	9 13	*	...	*
182½	Seddon ○	...	*	*	9 15	*	...	*
183	Footscray	...	8 28*	8 30*	9 3	9 17	9 41*	9 58
184½	South Kensington ○	...	*	*	9 20	*	...	*
185½	North Melbourne	...	8 33*	8 36*	9 8*	9 23	9 46*	10 4*
186½	MELBOURNE ...	arr. 8 37	8 40	...	...	9 50	...	10 8
	(Spencer St.) W	dep. ...	...	9 11	9 26	...	...	...
	(Flinders St.) W	arr. ...	...	9 14	9 30	...	...	...
		28	28	14	98	32	15 B	30

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.

C—Change trains.

●—**No. 32** may depart Little River 8.57 a.m.

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS	32 PASS. SAT.	110 280 H.P. Diesel Rail Car Mon. to Fri.	38 PASS. MON. TO SAT.	42 Diesel Elec. Rail Motor & Trailer Mon. to Fri.	44 PASS. SAT.	112 280 H.P. Diesel Rail Car Mon. to Fri.	50 Diesel Elec. Rail Motor & Trailer Mon. to Fri.
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
141½	GEELONG ES W {	arr. ...	...	10 29	...	...	...	...
	dep. 9 5	...	10 45	11 38	12 15	...	1 50	...
143	North Geelong ...	9 10	...	10 49*	11 43	12 20	...	1 55
144½	North Geelong "A" Box ...	...	...	*	11 48§	12 25§	...	*
146½	North Shore ...	9 15	...	...	...	...	...	...
146½	Corio ... {	arr. ...	...	10 53*	11 53	12 31	...	2 3
	dep. 9 21	...	...	...	11 59	...	...	...
	arr. ...	...	...	...	P.M.	...	...	...
150½	Lara ... {	...	...	—36	—43	...	...	...
	dep. 9 28	...	10 57*	12 6●	12 38	...	2 9*	...
	arr. ...	...	...	...	...	...	...	...
157	Little River ○ ... {	...	...	—46,129	...	...	...	...
	dep. 9 37	...	11 3*	12 16●	12 47-89	...	2 18*	...
	arr. ...	...	...	...	...	...	...	...
161½	Manor ○ ... {	...	—171	...	—173	...	—165	...
	dep. 9 43*	...	11 7*	12 23*	12 55*	...	2 25*	...
165½	Werribee Racecourse NC	...	...	...	...	...	...	...
	arr. ...	...	...	...	...	...	...	...
166½	WERRIBEE W {	...	—171	—24	—173,89	—45,46	—47	—49,169
	dep. 9 50	10 35	11 14	12 31	1 3	1 30	2 33	...
172½	Aircraft NC ...	9 59	10 45	*	*	*	1 40	*
173½	Laverton ○ ...	10 2	10 48	11 22*	12 41	1 13	1 43	2 45
175½	Galvin NC ...	10 6	10 52	*	*	*	1 47	*
177½	Paisley NC ...	10 11	10 57	*	*	*	1 52	*
178½	Altona Junction ...	10 13*	11 0*	11 28* Pre 164	12 50*	1 20*	1 55*	2 53* Pre 40
	arr. ...	11 3C	...	...	...	...	...	...
180	Newport ... {	...	Electric	...	...	...	...	...
	dep. 10 17	11 7	11 31*	12 54	1 24	1 59	2 56	...
180½	Spotswood ...	*	11 9	*	*	*	*	*
181½	Yarraville ...	*	11 11	*	*	*	*	*
182½	Seddon ○ ...	*	11 13	*	*	*	*	*
183	Footscray ...	10 25	11 15	11 37*K	12 59*	1 31*	2 8	3 2*
184½	South Kensington ○	*	11 18	*	*	*	*	*
185½	North Melbourne ...	10 31*	11 21	11 42*	1 4*	1 36*	2 12*	3 6*
	arr. 10 35	...	11 45	1 7	1 40	2 16	3 10	...
186½	MELBOURNE ... {	...	...	...	...	...	...	...
	(Spencer St.) W dep. ...	11 24	...	...	...	...	...	...
	(Flinders St.) W arr. ...	11 27	...	...	...	...	...	...
		32	110	38	42	44	112	50

● No. 42 may depart Lara 12.0 Noon; Little River 12.10 p.m.

K—No. 38 is to stop at Footscray to set down, only on days a Race Meeting is conducted at Flemington Racecourse. S.M.'s Geelong and Footscray to so arrange.

C—Change trains.

GEE LONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Mondays to Saturday

Up

Miles from Port Fairy	STATIONS	202 PASS. SAT.	114 H.P. Diesel Rail Car Mon. to Fri.	54 PASS. MON. TO FRI.	74 H.P. Diesel Rail Car Mon. to Fri.	56 "THE FLIER" MON. TO SAT.	62 PASS. MON. TO FRI.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
141½	GEE LONG ES W { arr. ...	...	...	...	...	...	...
	dep. 3 33	...	...	...	4 15	5 12	...
143	North Geelong ...	3 37	...	...	4 20	5 16*	...
—	North Geelong "A" Box ...	...	...	...	...	...	...
144¾	North Shore ...	*	...	...	4 25	*	...
146¾	Corio ... { arr. ...	...	...	...	...	...	...
	dep. 3 42*	...	...	...	4 29	5 20*	...
	arr. ...	...	...	...	...	...	...
150¾	Lara ... { dep. 3 47*	...	...	...	4 35	5 24*	...
	arr. ...	...	...	...	4 43	...	...
157	Little River O ... { dep. —51	...	...	...	—63	...	...
	arr. 3 54*	...	...	...	4 49 ●	5 30*	...
161¾	Manor O ... { dep. 3 59*	...	...	...	...	...	...
	arr. ...	...	...	...	4 57 ●	5 34*	...
165½	Werribee Racecourse NC ...	...	...	...	...	...	...
	arr. ...	...	...	...	...	...	...
166¾	WERRIBEE W ... { dep. —26,165	...	...	...	...	...	...
	arr. 4 6	4 2	4 45-63	5 6	5 39*	6 0	...
172¾	Aircraft NC ...	*	4 11	4 53	5 15	*	6 11
173½	Laverton O ...	4 15	4 14	4 56	5 18	5 47*	6 14
175¼	Galvin NC ...	*	4 18	5 0	5 22	*	*
177¾	Paisley NC ...	*	4 23	5 4	5 27	*	*
178¼	Altona Junction ...	4 23*	4 26*	5 7*	5 32*	5 54*	6 24*
180	Newport ... { arr. ...	...	...	...	...	...	...
	dep. 4 26*	4 30	5 10	5 36	5 57*	6 28	...
180¾	Spotswood ...	*	*	*	*	*	*
181¾	Yarraville ...	*	*	*	*	*	*
182½	Seddon O ...	*	*	*	*	*	*
183	Footscray ...	4 32*	4 37	5 17	5 44	6 2*	6 36*
184¼	South Kensington O ...	*	*	*	*	*	*
185½	North Melbourne... { arr. 4 37*	4 42*	5 23	5 49*	6 6*	6 41*	...
	arr. 4 40	4 46	5 27	...	6 10	6 45	...
186½	MELBOURNE ... { dep. ...	...	...	...	5 53	6 13	...
	(Spencer St.) W	...	...	...	5 57	6 17	...
	(Flinders St.) W	...	...	...	...	...	...
		202	114	54	74	56	62

● No. 74 may depart Little River 4.44 p.m., Manor 4.52 p.m.,

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued

Monday to Saturday

Up

Miles from Port Fairy	STATIONS	29 B 280 H.P. Diesel Rail Car Sat.	64 280 H.P. Diesel Rail Car 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.
141½	GEELONG ES W ... {	arr. ...	...	...	...	...
143	North Geelong ... {	dep. 5 20	...	5 45	5 55	6 0
—	North Geelong "A" Box ... {	5 25	...	5 50	6 0	6 4*
144½	North Shore ... {	...	...	...	...	...
146½	Corio ... {	arr. ...	...	...	6 5	6 9
150½	Lara ... {	dep. ...	...	...	6 11	6 15
157	Little River ○ ... {	arr. ...	...	...	...	...
161½	Manor ○ ... {	arr. ...	...	...	6 18	6 22
165½	Werribee Racecourse NC ... {	arr. ...	...	...	6 26-73	...
166½	WERRIBEE W ... {	arr. ...	...	...	6 33 ●	6 31
172½	Aircraft NC ... {	arr. ...	...	...	...	6 38*
173½	Laverton ○ ... {	arr. ...	...	...	—103	—73
175½	Galvin NC ... {	arr. ...	...	...	6 41 ●	6 43
177½	Paisley NC ... {	arr. ...	...	...	...	...
178½	Altona Junction ... {	arr. ...	...	...	—79	...
180	Newport ... {	arr. ...	6 25	...	6 49	6 51 ●
180½	Spotswood ... {	arr. ...	6 35	...	*	*
181½	Yarraville ... {	arr. ...	6 38	...	6 59	7 0*
182½	Seddon ○ ... {	arr. ...	6 42	...	7 3	*
183	Footscray ... {	arr. ...	6 47	...	*	*
184½	South Kensington ○ ... {	arr. ...	6 50*	...	7 9*	7 7*
185½	North Melbourne ... {	arr. ...	6 53 C	...	...	...
186½	MELBOURNE ... {	arr. ...	Electric	...	7 13	7 11
	(Spencer Street) W ... {	arr. ...	6 59	...	*	*
	(Flinders Street) W ... {	arr. ...	7 1	...	*	*
			7 3	...	*	*
			7 5	...	7 20*	7 17*
			7 7	...	*	*
			7 10	...	7 26*	7 22
			7 13	...	7 30	...
			7 16	...	...	7 26
			7 19	...	...	7 29
		29 B	64	33 B	66	84

● No. 66 may depart Little River 6.27 p.m., Manor 6.35 p.m. No. 84 may depart Werribee 6.45 p.m.
G. Passengers change trains.

GEELONG-WERRIBEE-MELBOURNE—Passenger Service—continued.

Monday to Saturday

Up

Miles from Port Fairy	STATIONS	70 Diesel Elec. Rail Motor Fri.	90 PASS. MON. TO THUR.	72 PASS. MON. TO FRI.	90 PASS. SAT.	90 PASS. FRI.	94 153 H.P. Diesel Rail Car Mon. to Fri.	120 280 H.P. Diesel Rail Car Mon. to Fri.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
141½	GEELONG ES W {	arr. ...	6 26	...	6 50	8 54	...	...
143	North Geelong {	dep. 6 25	6 41	...	7 5	9 5	...	11 10
—	North Geelong " A " Box ...	6 29*	6 45*	...	7 9*	9 9*	...	11 14½
144½	North Shore ...	6 34	\$	...	\$	\$	...	...
146½	Corio ... {	arr. 6 39*	...	...	...	...	...	11 19½
	dep. 6 41-73	6 49S	...	7 13S	9 13S	...	...	—154
150½	Lara ... {	arr. -182	-68	...	-68	-6	...	11 24½
	dep. 6 46*	6 53S	...	7 17S	9 17S	...	...	-132, 55
157	Little River ○ {	arr. -103	-98	...	-83	-59, 78	...	11 31½
	dep. 6 53*	6 59S	...	7 23S	9 23S	...	...	-91
161½	Manor ○ ... {	arr. 6 59D	...	...	-182	...	...	11 41½
	dep. -79	...	...	...	-76, 81	...	...	...
165½	Werribee Racecourse NC {	dep. 7 2	7 3*	...	7 27*	9 27*	...	11 48½
166½	WERRIBEE W {	arr. ...	...	...	...	...	...	...
	dep. -72	-161	-70, 161	...	...	...	...	11 55
172½	Aircraft NC ...	7 9*	7 10	7 12	7 34	9 34-55	10 25	...
173½	Laverton ○ ...	...	*	7 23	*	*	*	...
175½	Galvin NC ...	7 17*	7 17S	7 26	7 42S	9 42S	10 36S	...
177½	Paisley NC ...	...	*	*	*	*	10 39	...
178½	Altona Junction ...	7 23*	7 23*	7 40*	7 47*	9 47*	10 43††	...
180	Newport ... {	arr. ...	...	...	...	...	...	...
180½	Spotswood ...	dep. 7 26*	7 26* ^S	7 44	7 50* ^S	9 50* ^{oo}	10 49	...
181½	Yarraville ...	...	*	*	*	*	*	...
182½	Seddon ○ ...	...	*	*	*	*	*	...
183	Footscray ...	...	*	*	*	*	*	...
184½	South Kensington ○ ...	7 33*	7 33 See Note	7 53	7 57 See Note	9 56 See Note	10 54*	...
185½	North Melbourne ...	...	*	*	*	*	*	...
186½	MELBOURNE ... {	arr. ...	7 38*	7 58*	8 1*	10 2*	10 59	...
	(Spencer St.) W {	dep. 7 42	7 45	8 2	8 5	10 5	11 3	...
	(Flinders St.) W {	arr. 7 45	...	...	8 10	...	...	...
		70	90	72	90	90	94	120

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

D—Stops for Departmental purposes only.

MELBOURNE-WERRIBEE-GEELONG

Down

Sunday Passenger Service

Miles	STATIONS	115 280 H.P. Diesel Rail Car Sun.	121 PASS. SUN.	125 Electric Sundays	127 280 H.P. Diesel Rail Car (Ety.) Sun.	131 PASS. SUN.	141 280 H.P. Diesel Rail Car Sun.	145 PASS. SUN.	151 280 H.P. Diesel Rail Car Sun.	157 280 H.P. Diesel Rail Car Sunday
—	MELBOURNE—	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	(Flinders St.) W	dep. ...	9 22	10 45	1 10	2 0	...	7 32	8 8	11 25
	(Spencer St.) W	dep. ...	9 26	10 48	1 13	2 5	5 10	7 37	8 12	11 29
	(Spencer St. Yard)	{ arr. ...	...	...	1 30	...	...	...	...	...
1	North Melbourne ...	...	9 29*	10 51	...	2 8*	5 13*	7 40*	8 15*	11 32*
2½	South Kensington ○	...	...	10 54	...	*	*	*	*	*
3½	Footscray ...	...	9 35	10 57	...	2 14	5 18*	7 46	8 20*	11 37
4	Seddon ○ ...	...	*	10 59	...	*	*	*	*	*
4½	Yarraville ...	...	*	11 1	...	*	*	*	*	*
5½	Spotswood ...	...	*	11 3	...	*	*	*	*	*
		{ arr. ...	...	11 56	...	...	...	...	...	...
6½	Newport ...	...	...	280 H.P. Diesel Rail Car	...	...	...	...	...	...
		{ dep. 8 20	9 42	11 10	...	2 20	5 24	7 54	8 26	11 44
8½	Altona Junction ...	...	8 23*	9 46*	11 13*	2 23*	5 27*	7 57*	8 29*	11 47*
8½	Paisley NC ...	...	8 26	*	11 16	...	5 30	*	8 32	11 50
11½	Galvin NC ...	...	8 30	*	11 21	...	5 35	*	8 37	11 55
		{ arr. ...	9 54	...	...	...	...	...	...	...
13	Laverton ○ ...	...	—190	...	...	...	...	...	...	...
		{ dep. 8 34	9 58 ●	11 25	...	2 31	5 39	8 5	8 41	11 59
										Mon.
13½	Aircraft NC	8 36	*	11 27	...	*	5 41	*	8 43½	12 1
		{ arr. 8 44	...	11 37	...	...	5 51	...	8 53	12 11
19½	WERRIBEE W ...	...	10 8	...	...	2 41	...	8 15	...	...
24½	Manor ○ ...	...	10 13*	...	...	2 46*	...	8 20*	...	...
29½	Little River ○	...	10 20	...	...	2 52½	...	8 27	...	...
35½	Lara ...	...	10 28	...	...	2 59½	...	8 35	...	...
39½	Corio ...	{ arr. ...	...	...	...	...	...	...	...	...
		{ dep. ...	10 34	...	...	3 4½	...	8 40	...	...
41½	North Shore ...	...	10 39	...	...	3 7½	...	8 44	...	...
43½	North Geelong ...	...	10 44	...	...	3 11½	...	8 49	...	...
45	GEELONG ES W ...	{ arr. ...	10 50	...	...	3 15	...	8 55	...	...
		{ dep. ...	...	...	...	...	...	9 5	...	...
		115	121	125	127	131	141	145	151	157

● No. 121 may depart Laverton 9.55 a.m.

C—Passengers change trains

GEELONG-WERRIBEE-MELBOURNE

Up

Sunday Passenger Service

Miles from Port Fairy	STATIONS	182 280 H.P. Diesel Rail Car Sun.	190 PASS. SUN.	200 280 H.P. Diesel Rail Car Sun.	230 280 H.P. Diesel Rail Car Sun.		232 PASS. SUN.	238 EX- PRESS SUN.	240 280 H.P. Diesel Rail Car Sun.
		A.M.	A.M.	P.M.	P.M.		P.M.	P.M.	P.M.
141½	GEELONG ES W dep.	...	9 5	...	...	...	6 40	8 35	...
143	North Geelong ...	...	9 10	...	...	...	6 45	8 39*	...
144½	North Shore ...	...	9 14	...	...	...	6 49	*	...
146½	Corio ...	...	9 19	...	...	...	6 54	8 44*	...
150½	Lara ...	...	9 25	...	...	...	7 0	8 48*	...
157	Little River ○ ...	...	9 33	...	...	...	7 8	8 54*	...
161½	Manor ○ ...	...	9 39*	...	...	...	7 15*	8 58*	...
166½	WERRIBEE W ...	arr.	...	...	...	...	...	...	...
		dep.	8 55	9 46	12 10	6 10	7 22	9 5	9 15
172½	Aircraft NC ...	...	9 5	*	12 20	6 20	*	*	9 24½
173½	Laverton ○ ...	arr.	...	9 54	...	...	...	...	...
		dep.	9 8	9 58●	12 23	6 23	7 30	9 13*	9 27
175½	Galvin NC ...	...	9 11	*	12 26	6 26	*	*	9 30
177½	Paisley NC ...	...	9 16	*	12 31	6 31	*	*	9 35
178½	Altona Junction ...	...	9 19*	10 5*	12 34*	6 34*	7 37*	9 19*	9 38*
180	Newport ...	arr.	9 22●	...	...	...	...	...	...
		dep.	9 27	10 9	12 38	6 38	7 41	9 23	9 42
180½	Spotswood ...	...	9 29	*	*	*	*	*	*
181½	Yarraville ...	...	9 31	*	*	*	*	*	*
182½	Seddon ○ ...	...	9 33	*	*	*	*	*	*
183	Footscray ...	...	9 35	10 16	12 43*	6 44*	7 48	9 29*	9 47*
184½	South Kensington ○ ...	...	9 38	*	*	*	*	*	*
185½	North Melbourne ...	...	9 41	10 22*	12 48*	6 50*	7 54*	9 34*	9 52*
186½	MELBOURNE —	arr.	...	...	...	...	...	9 37	...
	(Spencer St.) W ...	dep.	9 44	10 26	12 51	6 54	7 58	9 39	9 56
	(Flinders St.) W ...	arr.	9 47	10 30	12 55	6 57	8 3	9 43	10 0
		182	190	200	230		232	238	240

C—Passengers change trains

● No. 190 may depart Laverton 9.55 a.m.

MELBOURNE-GEELONG—Goods Service.

Down						
Miles	STATIONS	151 Thro. Goods Tue. to Sat. ‡	185 Thro. Goods Tue. to Sat. ‡	187 Thro. Goods Tue. to Sat. ‡	155 Thro. Goods Mon. ‡	155 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.
—	MELB. YARD W <i>dep.</i>	...	...	2 0	...	...
1	North Melbourne	...	...	...	...	...
2 $\frac{1}{4}$	South Kensington ○	...	...	2 15	...	...
2 $\frac{3}{4}$	Maribyrnong River Junct.	...	...	...	...	...
3 $\frac{1}{2}$	Footscray	...	...	2 20	...	...
4	Seddon ○	...	...	...	...	...
4 $\frac{3}{4}$	Yarraville	...	...	...	...	...
5 $\frac{3}{4}$	Spotswood	...	...	...	...	...
6 $\frac{1}{2}$	Newport	1 0	2 0	2 30	3 30	4 0
7 $\frac{1}{2}$	Austral Meat Siding NC	...	...	...	...	...
8 $\frac{1}{4}$	Altona Junction	1 4	2 4	2 34	3 34	4 4
8 $\frac{1}{2}$	Mobil Oil Co's Sdg. NC	...	...	...	...	...
8 $\frac{3}{4}$	Paisley NC	...	...	...	...	...
8 $\frac{3}{4}$	Petroleum Ref'ries Sdg. NC	...	...	...	...	...
9	S.E.C. Siding NC	...	...	...	...	...
9 $\frac{1}{2}$	B.P. Oil Siding NC	...	...	...	...	...
9 $\frac{1}{2}$	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...
11 $\frac{1}{4}$	Galvin NC	...	...	...	...	...
13	Laverton ○	<i>arr.</i> ...	...	...	...	—15
13 $\frac{3}{4}$	Aircraft NC	...	...	...	...	4 16
14 $\frac{1}{4}$	Aircraft Siding NC	...	...	...	...	...
19 $\frac{3}{4}$	WERRIBEE W ...	<i>arr.</i> 1 35 —96	—Fol. 151	...	...	4 35
21	Werribee R'course NC	<i>dep.</i> 2 11	2 33	3 3	4 3	—156 5 0
						...
						Wed. to Sat. ‡
24 $\frac{3}{4}$	Manor ○	<i>arr.</i> ... —180	—162	—120	...	5 14
		<i>dep.</i> 2 26	2 45	3 15	4 15	—88 5 13
29 $\frac{1}{2}$	Little River ○	<i>arr.</i> ... —120	—120	—162	...	5 26
		<i>dep.</i> 2 39	2 56	3 31	4 26	—88 5 38
		<i>arr.</i> ... —162	—162	—160	...	5 52
35 $\frac{3}{4}$	Lara	<i>dep.</i> 2 51	3 8	3 45	4 38	—166 5 58
39 $\frac{3}{4}$	Corio	<i>arr.</i> ... —160	...	...	...	...
		<i>dep.</i> 3 0	3 17	3 54	4 46	6 8
40	Shell Co's Siding NC	...	...	...	...	...
40 $\frac{1}{2}$	Distillers' Siding NC	...	...	...	...	...
41 $\frac{3}{4}$	North Shore	...	...	...	...	...
41 $\frac{3}{4}$	Ford's Siding NC	...	...	...	...	...
41 $\frac{3}{4}$	I.H.C. Siding NC	...	...	...	...	...
42	Phosphate Siding NC	...	...	...	...	...
—	North Geelong "A" Box	...	...	...	...	...
—	North Geelong Yard W	<i>arr.</i> 3 10	3 27	4 4	4 57	6 18
43 $\frac{1}{2}$	North Geelong	<i>arr.</i> ...	...	...	...	...
44 $\frac{1}{4}$	Corio Quay South NC	<i>dep.</i> ...	...	...	...	...
45	GEELONG ES W <i>dep.</i>	...	...	...	...	...
		151	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 3 $\frac{1}{4}$ miles from North Geelong Station ; the line junctions at North Geelong with the Geelong-Ballarat line. See General Appendix for instructions.

Down

MELBOURNE-GEELONG—Goods Service—continued.

Miles	STATIONS	15 Thro. Goods Wed., Fri. (Sat. ‡)	15 Roadside Goods Tues., Thur.	15 Thro. Goods Mon.	75 Thro. Goods Mon. to Sat. ‡	157 Thro. Goods Mon. to Fri.	157 Thro. Goods Sat.
—	MELBOURNE YARD W <i>dep.</i>	A.M. 2 45A	A.M. 2 45A	A.M. 4 10A	A.M. ...	A.M. ...	A.M. ...
1	North Melbourne ...	...	...	...	...	...	...
2½	South Kensington O ...	3 0	3 0	4 25	...	...	...
2½	Maribyrnong River Junction ...	...	...	...	...	...	...
3½	Footscray ...	3 5	3 5	4 30	...	...	...
4	Seddon O ...	...	...	...	...	...	...
4½	Yarraville ...	...	...	...	...	...	...
5½	Spotswood ...	...	...	...	...	...	...
6½	Newport ...	3 15	3 15	4 40	5 30	8 40	8 40
7½	Austral Meat Siding NC ...	...	...	...	...	...	...
8½	Altona Junction ...	3 19	3 19	4 44	5 34	8 46	8 44
8½	Mobil Oil Co's Sdg. NC ...	...	...	...	...	...	...
8½	Paisley NC ...	...	...	...	...	...	...
8½	Petroleum Refineries Sdg. NC ...	...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...	...
11½	Galvin NC ...	...	...	...	...	...	...
13	Laverton O ...	<i>arr.</i> ... <i>dep.</i> 3 31	3 35 -120, 155	4 25 162	4 56	5 46	8 58 8 56
13½	Aircraft NC ...	...	...	...	...	...	...
14½	Aircraft Siding NC ...	<i>arr.</i> 3 50 -160, 155, -162, 156	4 44 -4, 17, 18, -156, 88, -75, 166	5 15 -88, 77, 4 -166, 17, -18	...	9 15 -32, 30	...
19½	WERRIBEE W ...	<i>dep.</i> 5 30	7 0	7 0	6 3	9 19	9 13
21	Werribee Racecourse NC ...	...	...	...	...	...	...
24½	Manor O ...	<i>arr.</i> 5 43 -88 <i>dep.</i> 5 49	7 13 -80, 12 7 29	7 13 -80, 12 7 29	6 16 -166 6 24	...	9 26 -2, 32 9 46
29½	Little River O ...	<i>arr.</i> 6 2 -166 <i>dep.</i> 6 13 <i>arr.</i> 6 27 -18, 87, 12, 80 -Fol. 75	7 42 -28, 31, -32, 35, -24, 2 9 30 9 44 -35, 157, -36, 39, -38, 164	7 42 -28 7 50 8 5 -2 -31, 32, -24	Sat. ‡ ... 6 36 ...	Mn. to Fri. ‡ 6 37 7 0 ...	9 59 -24, 164 10 12 ...
35½	Lara ...	<i>dep.</i> 7 12 7 22	7 22 7 32	11 0 11 10	8 51 9 1	6 49 7 17 7 27	9 55 10 4 10 26 10 35
39½	Corio ...	...	...	...	...	...	...
40	Shell Co's Siding NC...	...	...	...	...	...	...
40½	Distillers' Siding NC ...	...	...	...	...	...	...
41½	North Shore ...	...	...	...	...	...	...
41½	Ford's Siding NC ...	...	...	...	...	...	...
41½	I.H.C. Siding NC ...	...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...	...
—	North Geelong Yard W <i>arr.</i>	7 32	7 42	11 20	9 11	7 8	7 37
43½	North Geelong ... <i>dep.</i>	...	...	...	...	...	...
44½	Corio Quay South NC ...	...	...	...	...	...	...
45	GEELONG ES W ... <i>dep.</i>	...	...	...	...	...	...
		15	15	15	15	75	75
		157	157	157	157	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

MELBOURNE—GEELONG—Goods Service—continued.

Miles	STATIONS	171 Thro. Goods Mon. to Sat. ‡	129 Express Goods Mn. to Fr. ‡	129 Express Goods Sat. ‡	89 Thro. Goods Mon. to Fri. ‡
—	FLINDERS ST. W <i>dep.</i>	A.M.	A.M.	A.M.	A.M.
—	Viaduct Junction ...	...	...	...	...
—	MELBOURNE YD. W <i>dep.</i>	...	...	...	...
1	DYNON ... <i>dep.</i>	...	10 45	10 45	...
	North Melbourne ...	...	...	...	...
2½	South Kensington O ...	...	...	...	...
2¾	Maribyrnong River Junct. ...	...	...	...	...
3½	Footscray ...	...	...	...	...
4	Seddon O ...	...	...	...	...
4¾	Yarraville ...	...	...	...	...
5¾	Spotswood ...	...	...	...	...
—	Tottenham Yard <i>dep.</i>	...	11 10	11 10	...
—	Brooklyn ES ...	...	11 17	11 17	...
6½	Newport ...	9 55	11 26	11 25	11 30
7½	Austral Meat Sdg. NC ...	...	...	...	...
8¼	Altona Junction ...	10 2	11 30	11 29	11 34
8½	Mobil Oil Co's Siding NC ...	...	...	...	...
8¾	Paisley NC ...	...	...	...	...
8¾	Petrol Refineries Sdg. NC ...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...
9½	Aust. Carbon Black ...	...	...	...	...
	P/L Sdg. NC	...	...	...	...
11¼	Galvin NC ...	...	...	...	...
13	Laverton O ... { <i>arr.</i>	...	...	...	...
	<i>dep.</i>	10 14	11 35	11 34	11 46
13¾	Aircraft NC ...	...	...	...	...
14¼	Aircraft Siding NC ...	...	...	...	P.M.
	{ <i>arr.</i>	10 33	...	...	12 5
		—110, 164, 24	...	...	—36, 42
19¾	WERRIBEE W ... { <i>arr.</i>	Mn. to Fr. ‡	Sat. ‡	...	...
	<i>dep.</i>	10 40	11 17	11 48	11 42
21	Werribee Racecourse NC ...	...	...	...	12 34
24¾	Manor O ... { <i>arr.</i>	10 53	...	...	...
	<i>dep.</i>	11 10	11 30-36	11 56-36	11 47-36
		...	...	P.M.	12 47-46
		...	11 43	12 5	...
29½	Little River O ... { <i>arr.</i>	—36 35, 164	—138, 129	—46, 42	—46, 171
	<i>dep.</i>	11 23	12 21-40	12 16	11 52
	<i>arr.</i>	—46	12 35	12 25	11 58
35¾	Lara ... { <i>dep.</i>	11 35	12 55	12 25	11 58
		...	...	...	P.M.
		...	1 5	12 29	12 2
39¾	Corio ...	11 44	...	...	...
40	Shell Co's Siding NC ...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...
41¼	North Shore ...	...	...	...	...
41¾	Ford's Siding NC ...	...	...	...	...
41¾	I.H.C. Siding NC ...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...
—	Nth. Geelong Yard W <i>arr.</i>	11 54	1 15	12 35	12 7
43½	North Geelong <i>dep.</i>	...	...	To S'ton	To S'ton
44¼	Corio Quay South NC ...	...	...	Via	Via
45	GEELONG ES W { <i>arr.</i>	...	...	Meredith	Meredith
	<i>dep.</i>	...	...	(See	(See
		...	...	page 137)	page 137)
		171	171	129	129
					89

Down

MELBOURNE-GEELONG—Goods Service—continued.

Miles	STATIONS	89 Thro. Goods Sat. ‡	173 Thro. Goods Tu. to Fri. Mon. ‡	165 Thro. Goods		49 Thro. Goods Mon. to Fri. ‡	49 Thro. Goods Mon. to Fri. ‡
				Sat. ‡	Mon. to Fri. ‡		
—	FLINDERS ST. W <i>dep.</i>	A.M. ...	A.M. 11 15	P.M. ...	P.M. ...	A.M. ...	P.M. ...
—	Viaduct Junction ...	...	11 20	...	...	...	...
—	MELB. YARD W <i>dep.</i>	...	Via Pass	...	...	...	12 45
1	DYNON ...	...	Lines	...	...	...	...
	North Melbourne ...	...	11 24	...	...	...	...
3½	Footscray Goods... <i>dep.</i>	...	...	...	...	11 50 P.M.	...
—	Weighbridge Junct. { <i>arr.</i> ...	...	...	...	...	12 30	...
	{ <i>dep.</i> ...	...	...	...	...	12 55	...
2½	South Kensington ○ ...	...	11 28	...	...	...	1 3
2½	Maribyrnong River Junct. ...	...	...	...	...	...	...
3½	Footscray ...	...	11 33	...	...	...	1 7
4	Seddon ○ ...	...	...	...	...	...	...
4½	Yarraville ...	...	...	...	...	...	...
5½	Spotswood ...	...	...	...	...	...	...
6½	Newport ...	11 30	11 42	12 45	1 0	...	1 17
7½	Austral Meat Sdg. NC ...	...	...	...	...	...	...
8½	Altona Junction ...	11 34	11 46	12 49	1 4	...	1 21
8½	Mobil Oil Co's Siding NC ...	...	...	...	...	...	...
8½	Paisley NC ...	...	...	...	...	...	...
8½	Petrol Refineries Sdg. NC ...	...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...	...
9½	Aust. Carbon Black ...	...	...	...	...	...	...
	P/L Sdg. NC ...	...	...	...	...	...	...
11½	Galvin NC ...	...	...	...	...	...	...
13	Laverton ○ ... { <i>arr.</i> ...	...	...	...	...	1 36-169	...
	{ <i>dep.</i> 11 46	...	11 58	1 1	1 17	—112	1 56
13½	Aircraft NC ...	...	...	...	...	...	...
14½	Aircraft Siding NC ...	...	...	...	...	...	...
19½	WERRIBEE W ... { <i>arr.</i> ...	...	P.M. 12 17	...	...	2 15	...
	{ <i>dep.</i> 12 5	...	12 39	1 18	1 34	—40, 50	2 36
21	Werribee Racecourse NC ...	...	...	...	...	...	...
24½	Manor ○ ... { <i>arr.</i> 12 18	...	...	...	1 47	...	...
	{ <i>dep.</i> 12 32	46, 138	12 52	1 30	2 28	...	2 49
	{ <i>arr.</i> 12 45	...	...	1 43	...	...	...
29½	Little River ○ ... { <i>dep.</i> 1 28	44, 45, 55	1 3	2 5	2 41	3 0	...
	{ <i>arr.</i> ...	...	...	2 19	...	...	...
35½	Lara ... { <i>dep.</i> 1 42	—86	1 15	2 24	2 53	3 12	...
	{ <i>arr.</i> 1 51	...	1 24-40	2 34	3 2	3 21	...
39½	Corio ...	...	...	...	...	...	...
40	Shell Co's Siding NC ...	...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...	...
41½	North Shore ...	...	...	...	...	...	...
41½	Ford's Siding NC ...	...	...	...	...	...	...
41½	I.H.C. Siding NC ...	...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...	...
—	Nth. Geelong Yard W <i>arr.</i>	2 1	1 34	2 44	3 12	3 31	...
43½	North Geelong ... <i>dep.</i>	...	...	...	...	...	...
44½	Corio Quay South NC ...	...	...	...	...	...	...
45	GEELONG ES W { <i>arr.</i> ...	...	...	...	...	...	...
	{ <i>dep.</i> ...	...	...	...	...	...	...
		89	173	165	165	49	

(W)

MELBOURNE-GEELONG—Goods Service—continued.

Down

Miles	STATIONS	49 Thro. Goods Sat. ‡	51 Thro. Goods Sat.	169 Thro. Goods Mon. to Sat. ‡	173 Thro. Goods Sat. ‡	101 Thro. Goods Mon. to Fri.
—	FLINDERS STREET W dep.	P.M. ...	P.M. ...	P.M. ...	P.M. 2 14	P.M. ...
—	Viaduct Junction ...	...	...	...	2 18	...
—	MELBOURNE YARD W dep.	12 45	1 10	...	Via Pass. Lines	2 25
1	North Melbourne ...	...	...	...	2 22	...
2 $\frac{1}{4}$	South Kensington O ...	1 0	1 42	...	2 26	2 41
2 $\frac{3}{4}$	Maribyrnong River Junct. ...	...	...	...	...	...
3 $\frac{1}{2}$	Footscray ...	1 4	1 46	...	2 31	2 46
4	Seddon O ...	...	...	...	...	...
4 $\frac{3}{4}$	Yarraville ...	...	...	...	...	...
5 $\frac{3}{4}$	Spotswood ...	...	...	...	...	...
6 $\frac{1}{2}$	Newport ...	arr. ... dep. 1 14	... 1 56	... 2 0	... 2 45	... 2 55
7 $\frac{1}{2}$	Austral Meat Siding NC ...	...	...	...	...	...
8 $\frac{1}{4}$	Altona Junction ...	1 18	2 0	2 4	2 49	2 59
8 $\frac{1}{2}$	Mobil Oil Coy's Sdg. NC ...	...	...	...	...	...
8 $\frac{3}{4}$	Paisley NC ...	...	...	...	...	...
8 $\frac{3}{4}$	Petrol. Refineries Sdg. NC ...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	Mon. to Fri. ‡	Sat. ‡	...
9 $\frac{1}{2}$	B.P. Oil Siding NC ...	...	...	...	...	...
9 $\frac{1}{2}$	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...
11 $\frac{1}{4}$	Galvin NC ...	...	...	...	...	...
13	Laverton O ...	arr. ... dep. 1 30	... 2 12	... 2 16	... 2 17	... 3 2
13 $\frac{3}{4}$	Aircraft NC ...	...	...	...	...	...
14 $\frac{1}{4}$	Aircraft Siding NC ...	...	...	...	...	...
19 $\frac{3}{4}$	WERRIBEE W ...	arr. ... dep. 1 47	2 31 2 43	2 35 2 41	2 36 3 20	3 22 4 9
21	Werribee Racecourse NC ...	...	...	...	...	...
24 $\frac{3}{4}$	Manor O ...	arr. 1 58-86 dep. 2 16 arr. 2 29	2 56-188 3 9 3 22	... 2 54 ...	3 33 4 2 ...	... 4 22 ...
29 $\frac{1}{2}$	Little River O ...	arr. 2 55 dep. 3 9-26 arr. 3 23 dep. 3 33	202 3 58-26 4 12 4 21	3 5 3 17 3 26	4 15 4 27 4 36	4 33 4 45 4 54
35 $\frac{3}{4}$	Lara ...	...	...	...	...	...
39 $\frac{3}{4}$	Corio ...	...	...	...	...	...
40	Shell Co's Siding NC ...	...	...	...	...	...
40 $\frac{1}{2}$	Distiller's Siding NC ...	...	...	...	...	...
41 $\frac{3}{4}$	North Shore ...	...	...	...	...	...
41 $\frac{3}{4}$	Ford's Siding NC ...	...	...	...	...	...
41 $\frac{3}{4}$	I.H.C. Siding NC ...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	4 22
—	Nth. Geelong Yd. W ...	arr. 3 43 dep. ...	4 31	3 36	4 46	5 4
43 $\frac{1}{2}$	North Geelong ...	...	...	...	...	...
44 $\frac{1}{4}$	Corio Quay South NC ...	...	...	...	...	...
45	GEELONG ES W	arr. ... dep. ...	...	...	...	...
		49	51	169	169	173
						101

To
Ararat
Via
Cressy
(See page
148)

MELBOURNE-GEELONG—Goods Service—continued

Down

Miles	STATIONS	103 Express Goods Mon. to Fri.	161 Thro. Goods Mon. to Fri. ‡	105 Thro. Goods Sat.	161 Thro. Goods Sat. ‡	127 Thro. Goods Sat. ‡
—	MELBOURNE YARD W dep.	P.M. 5 45	P.M. ...	P.M. 6 0	P.M. ...	P.M. 7 0
1	North Melbourne ...	...	...	...	...	...
2½	South Kensington O ...	6 0	...	6 30	...	7 15
2½	Maribyrnong River Junct. ...	...	...	...	...	...
3½	Footscray ...	6 4	...	6 34	...	7 19
4	Seddon O ...	...	...	...	...	...
4½	Yarraville ...	...	...	...	...	...
5½	Spotswood ...	...	...	...	...	...
6½	Newport ... { arr. dep.	6 10	6 30	6 44	7 15	7 29
7½	Austral Meat Siding NC ...	...	...	...	...	...
8½	Altona Junction ...	6 14	6 34	6 50	7 19	7 33
8½	Mobil Oil Coy's. Sdg. NC ...	...	...	...	...	...
8½	Paisley NC ...	...	...	...	...	...
8½	Petrol. Refineries Sdg. NC ...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...
11½	Galvin NC ...	...	...	...	...	...
13	Laverton O ... { arr. dep.	6 20	6 47	7 2	7 31	7 45
13½	Aircraft NC ...	...	Mon. to Thur. ‡	...	...	...
14½	Aircraft Siding NC ...	...	Fri. ‡	...	...	...
19½	WERRIBEE W ... { arr. dep.	6 28	7 5-70 7 4	7 21-90 7 37	7 48	8 4
21	Werribee Racecourse NC ...	6 35	7 17-182	...	8 1	8 56
24½	Manor O ... { arr. dep.	6 41	8 15-68	7 24	8 32	9 7
29½	Little River O ... { arr. dep.	6 48	8 28	8 3	8 45-78	9 20
35½	Lara ... { arr. dep.	6 54	8 40	8 16	9 10	9 47
39½	Corio ... { arr. dep.	6 58	8 49	8 25	9 19	9 56
40	Shell Co's. Siding NC ...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...
41½	North Shore ...	...	...	...	...	...
41½	Ford's Siding NC ...	...	...	...	...	...
41½	I.H.C. Siding NC ...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	7 5	7 10	...	...	...
—	Nth. Geelong Yd. W { arr. dep.	To Mildura	To Mildura	8 59	8 35	8 52
43½	North Geelong ...	(see page 139)	(see page 139)	...	...	...
44½	Corio Quay South NC ...	...	...	...	...	...
45	GEELONG ES W { arr. dep.	...	...	...	...	...
		103	103	161	161	105
						161
						127

MELBOURNE—GEELONG—Goods Service—continued

Down

Miles	STATIONS	87 Thro. Goods Mon. to Fri.	159 Thro. Goods Mon. to Fri. ‡	81 Thro. Goods Mon. to Fri. ‡
		P.M.	P.M.	P.M.
—	MELB. YARD W { arr. ... dep. 7 10			
1	North Melbourne ...	...	From	...
2 1/4	South Kensington O ...	7 25	Upfield	...
2 3/4	Maribyrnong River Junct. ...	...	...	...
3 1/2	Footscray ...	7 30	...	...
4	Seddon O ...	...	...	...
4 3/4	Yarraville ...	...	...	...
5 1/4	Spotswood ...	...	...	...
6 1/2	Newport ...	7 40	7 55	8 25
7 1/2	Austral Meat Siding NC ...	...	...	...
8 1/4	Altona Junct. ...	7 45	7 59	8 29
8 1/2	Mobil Oil Co's. Sdg. NC ...	...	...	...
8 3/4	Paisley NC ...	...	...	...
8 3/4	Petroleum Ref. Sdg. NC ...	...	...	...
9	S.E.C. Siding NC ...	...	...	...
9 1/2	B.P. Oil Siding NC ...	...	...	...
9 1/2	Aust. Carbon Black P/L Sdg. NC	...	...	...
11 1/4	Galvin NC ...	...	...	...
13	Laverton O ... { arr. ... dep. 7 57		8 11	8 41
13 3/4	Aircraft NC ...	...	...	...
14 1/4	Aircraft Siding NC ...	...	...	...
19 1/4	WERRIBEE W ... { arr. ... dep. 8 15		8 28	8 58
21	Werribee Racecourse NC ...	...	...	Mon. to Thur. ‡
24 1/4	Manor O ... { arr. ... dep. 8 26 arr. ...	—68 8 26	—68 8 40 8 53	9 11—78, 76 —6, 92 9 51 10 4
29 1/2	Little River O ... { dep. 8 37 arr. ...		Fri. ‡ 10 3—100 —170 10 17 10 26	Mon. to Thur. ‡ 9 38—92 9 52 —100 9 58 10 8—170 76, 78, 90, 6, 92, 100 10 13 10 27 —170, 99, 132 10 55 11 5
35 1/4	Lara ... { dep. 8 49—76, 78 arr. ...			—100 —170 10 25 10 34
39 3/4	Corio ...	8 58—6	10 26	11 5
40	Shell Co's. Siding NC ...	...	...	...
40 1/2	Distiller's Siding NC ...	...	...	...
41 3/4	North Shore ...	...	...	...
41 3/4	Ford's Siding NC ...	...	...	...
41 3/4	I.H.C. Siding NC ...	...	...	...
42	Phosphate Siding NC ...	...	...	...
—	North Geelong "A" Box ...	...	...	...
—	North Geelong Yd. W { arr. ... dep. ...		10 36 10 18	11 15 10 44
43 1/2	North Geelong ...	9 8	...	...
44 1/4	Corio Quay South NC ...	...	...	...
45	GEELONG ES W ... arr. 9 13		...	...
		87	159	159
				81
				81

MELBOURNE—GEELONG—Goods Service—continued

Down

Miles	STATIONS	81 Thro. Goods Sat. ‡	55 Thro. Goods Mon. to Fri. (See note)	205 Thro. Goods Sat. ‡
—	ARDEN STREET SDG. <i>dep.</i> ...	P.M. ...	P.M. 7 30	P.M. ...
—	MELB. YARD W ... { <i>arr.</i> ...	...	8 0	...
1	North Melbourne ... { <i>dep.</i> ...	...	8 10	8 15
2½	South Kensington ○ ...	...	8 25	8 30
2¾	Maribyrnong River Junct. ...	...	...	...
3½	Footscray ...	...	8 29	8 34
4	Seddon ○ ...	...	...	...
4¾	Yarraville ...	...	...	...
5¾	Spotswood ...	...	...	...
6½	Newport ...	8 30	8 39	8 44
7½	Austral Meat Siding NC ...	...	...	...
8½	Altona Junct. ...	8 34	8 43	8 48
8½	Mobil Oil Co's. Sdg. NC ...	...	...	...
8¾	Paisley NC ...	...	...	...
8¾	Petroleum Ref. Sdg. NC ...	...	...	...
9	S.E.C. Siding NC ...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...
11½	Galvin NC ...	...	...	...
13	Laverton ○ ... { <i>arr.</i> ...	...	...	...
13½	Aircraft NC ... { <i>dep.</i> 8 46	...	8 55	9 0
14½	Aircraft Siding NC ...	...	...	...
19½	WERRIBEE W ... { <i>arr.</i> 9 5	...	9 14 —76, 78	9 19
	... { <i>dep.</i> —78	...	...	...
	... { <i>dep.</i> 9 18	...	Mon. to Thur. 9 52	Fri. —90, 6, 92, 99 10 15 —100
21	Werribee Racecourse NC ...	...	...	9 55
24½	Manor ○ ... { <i>arr.</i> 9 31	...	...	...
	... { <i>dep.</i> 9 44—100	...	—92 10 5	10 8
	... { <i>arr.</i> ...	...	10 18	...
29½	Little River ○ ...	...	...	...
	... { <i>dep.</i> 9 57	...	11 5—100, 99, 147, 170	10 19
35½	Lara ... { <i>arr.</i> 10 11—92	...	11 19—120, 132	...—92
39½	Corio ... { <i>dep.</i> 10 14	...	11 44—184	10 31
40	Shell Co's. Siding NC ...	10 24	11 54	10 40
40½	Distiller's Siding NC ...	...	...	...
41¾	North Shore ...	...	Tues to Sat.	...
41¾	Ford's Siding NC ...	...	A.M.	...
41¾	I.H.C. Siding NC ...	...	...	...
42	Phosphate Siding NC ...	...	...	...
—	North Geelong "A" Box ...	...	...	...
—	North Geelong Yd. W { <i>arr.</i> 10 34	...	12 4	10 50
	... { <i>dep.</i> ...	...	12 50	...
43½	North Geelong ...	...	12 55	...
44½	Corio Quay South NC ...	...	...	...
45	GEELONG ES W <i>arr.</i> ...	...	1 0	...
		81	55	205

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 Signalmen at North Melbourne Junction and Arden Street are to confer and arrange that the train will be expedited through the Junction.

Down

MELBOURNE-GEELONG—Goods Service—continued.

Miles	STATIONS	91 Light Engine Mon. to Fri.	3 Thro. Goods Sat. ‡	147 Fast Goods Mon. to Fri.	149 Thro. Goods Mon. to Fri. ‡	123 Thro. Goods Sat. ‡
—	FLINDERS ST. W <i>dep.</i>	P.M.	P.M.	P.M.	P.M.	P.M.
—	Viaduct Junction ...	...	...	...	9 5 9 9	...
—	MELBOURNE YARD W <i>dep.</i>	...	...	8 50	...	10 0
1	South Dynon Loco. <i>dep.</i>	7 0	...	...	...	...
2½	South Kensington O ...	7 15	...	...	9 18	10 15
2¾	Maribyrnong River Junct. ...	...	...	...	...	...
3½	Footscray ...	...	...	...	9 22	10 19
4	Seddon O ...	...	...	...	...	...
4¾	Yarraville ...	...	...	...	...	...
5½	Spotswood ...	...	...	...	...	...
—	Tottenham Yard { <i>arr.</i>	7 35	...	9 20	...	...
—	Brooklyn ES ... { <i>dep.</i>	Thro. Goods 8 40 8 50	...	10 0 10 7	...	...
6½	Newport ... <i>dep.</i>	9 0	9 15	10 15	9 32	10 29
7½	Austral Meat Siding NC ...	...	...	...	...	...
8½	Altona Junction ...	9 4	9 19	10 19	9 36	10 33
8½	Mobil Oil Co's Siding NC ...	...	...	...	...	...
8¾	Paisley NC ...	...	...	...	...	...
8¾	Petroleum Refiners Sdg. NC ...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...
11½	Galvin NC ...	...	...	...	...	...
13	Laverton O ... { <i>arr.</i>	...	...	...	...	...
13	... { <i>dep.</i>	9 17	9 31	10 30	9 48	10 45
13¾	Aircraft NC ...	Mon. to Thur.	Fri.	...	...	...
14½	Aircraft Siding NC ...	...	...	...	...	...
19¾	WERRIBEE W ... { <i>arr.</i>	9 36 78, 6 55, 99	9 36 99, 55 147, 94, 76, 78, 6,	9 50	10 6 99, 91, 94, 147, 92, 100	...
21	Werribee Racecourse NC ... { <i>dep.</i>	10 13	10 46 92½	10 0	11 30-170 11 43	11 4 ...-92
24¾	Manor O ... { <i>arr.</i>	10 26 92, 100	10 59 100, 170	...	Tue., to Sat. ‡ 120, 107	...
29½	Little River O ... { <i>dep.</i>	11 19	11 19	10 13	A.M. 12 12	11 14
29½	... { <i>arr.</i>	11 32	11 32	...	12 25-152 132, 184	...
35¾	Lara ... { <i>dep.</i>	12 4 12 18-152	10 24 92	11 0	1 7-186 96	11 25
35¾	... { <i>arr.</i>	12 52	10 36	11 10-132	1 21	11 37
39¾	Corio ... { <i>arr.</i>	...	...	11 18	96	...
39¾	... { <i>dep.</i>	1 2	10 45	...	1 30	11 46
40	Shell Co's Siding NC ...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...
41¾	North Shore ...	...	...	...	...	...
41¾	Ford's Siding NC ...	...	...	...	...	...
41¾	I.H.C. Siding NC ...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...
—	North Geelong Yard W { <i>arr.</i>	1 12	10 55	11 25	1 40	11 56
—	... { <i>dep.</i>	...	...	To Adelaide via Meredith (see page 135)	...	...
44½	Corio Quay South NC ...	...	...	...	...	...
45	GEELONG ES W ... <i>arr.</i>	...	...	...	...	...
		91	3	147	149	123

Down

MELBOURNE—GEELONG—Goods Service—continued.

Miles	STATIONS	123 Thro. Goods Mon. to Fri.	163 Thro. Goods Sat. ‡	163 Thro. Goods Mon. to Fri. ‡	111 Thro. Goods Mon. to Fri. (See note)	
—	MELB. YARD W <i>dep.</i>	P.M. 10 0	P.M. ...	P.M. ...	P.M. 10 45	...
1	North Melbourne ...	...	...	...	...	...
3½	Footscray goods ...	...	...	...	...	...
—	Weighbridge Junct. { <i>arr.</i> ...	...	...	...	...	...
2¼	South Kensington O { <i>dep.</i> ...	10 15	...	...	...	...
2½	Maribyrnong River Junct. ...	...	...	...	...	...
3½	Footscray ...	10 20	...	...	...	...
4	Seddon O ...	...	...	...	...	...
4½	Yarraville ...	...	...	...	...	...
5½	Spotswood ...	...	...	...	...	...
—	Tottenham Yard { <i>arr.</i> ...	...	...	...	11 15 Tue. to Sat. A.M.	...
—	Brooklyn ES ... { <i>dep.</i> ...	...	...	...	12 15 12 22	...
6½	Newport ... <i>dep.</i>	10 30	10 45	10 50	12 30	...
7½	Austral Meat Siding NC ...	...	...	...	...	...
8¼	Altona Junction <i>dep.</i>	10 34	10 49	10 54	12 34	...
8½	Mobil Oil Co's Siding NC ...	...	...	...	...	...
8¾	Paisley NC ...	...	...	...	...	...
8¾	Petroleum Refiners Sdg. NC ...	...	...	...	...	...
9	S.E.C. Siding NC ...	...	...	...	...	...
9½	B.P. Oil Siding NC ...	...	...	...	...	...
9½	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...
11¼	Galvin NC ...	...	...	...	...	...
13	Laverton O ...	10 46	11 1	11 6	12 46	...
13¾	Aircraft NC ...	...	...	...	...	...
14¼	Aircraft Siding NC ...	...	...	...	...	...
19¾	WERRIBEE W { <i>arr.</i> 11 5	11 20	11 25	1 5	...	...
		Tue. to Sat.	—92	—132, 152, 123, 170, 107, 186, 184	—184, 186, 152, 96, 163, 151	...
		A.M. 12 7	11 33	Tue. to Sat. ‡ A.M. 1 29	2 6	...
21	Werribee Racecourse NC ...	12 20	...	1 42	...	...
24¾	Manor O ... { <i>arr.</i> 1 18	11 46	2 16	2 21	...	...
29½	Little River O ... { <i>arr.</i> 1 31	—96, 180	...	—120	—120	...
		2 15	11 57 Sun. ‡ A.M.	2 29	2 34	...
35¾	Lara ... { <i>arr.</i> ...	2 29—162	12 9	2 41—162	2 46—162	...
39¾	Corio ... { <i>arr.</i> ...	2 38	12 18	2 50	2 55	...
40	Shell Co's Siding NC ...	...	...	...	...	...
40½	Distiller's Siding NC ...	...	...	...	...	...
41¾	North Shore ...	...	...	...	...	...
41¾	Ford's Siding NC ...	...	...	...	...	...
41¾	I.H.C. Siding NC ...	...	...	...	...	...
42	Phosphate Siding NC ...	...	...	...	...	...
—	North Geelong "A" Box ...	...	...	...	...	...
—	North Geelong Yd. W { <i>arr.</i> 2 48	12 28	3 0	3 5	...	...
44¼	Corio Quay South NC ...	...	...	...	...	...
45	GEELONG ES W <i>arr.</i>	...	...	...	...	...
		123	163	163	111	

Note :—No. 111 will originate Melbourne Yard or Tottenham Yard as directed.

Up

GEELONG-MELBOURNE—Goods Service—continued.

Miles from Port Fairy	STATIONS	180 Engine & Brake Van Tue. to Sat.	184 Thro. Goods Tue. to Sat.	96 Fast Goods Tue. to Sat.	120 Thro. Goods Tue. to Sat.	180 Eng. & Brake Van Mon. ‡	162 Thro. Goods Tu. to Sat. ‡	160 Thro. Goods Tu. to Sat. ‡	156 Thro. Goods Tue. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
141½	GEELONG ES W { arr. ...	...	...	12 12B	...	...	...	...	...
	dep. ...	...	...	12 50	1 30	...	...	...	...
142½	Corio Quay South NC ...	...	...	...	...	...	...	...	...
143	North Geelong ...	...	...	12 55	1 35	...	...	...	...
—	North Geelong Yard W ...	12 1	12 20	...	...	2 0	2 0	3 0	...
—	North Geelong "A" Box ...	...	...	...	...	...	...	...	4 0
141½	Phosphate Siding NC ...	...	...	...	...	...	...	...	...
141¾	I.H.C. Siding NC ...	...	...	...	...	...	...	...	...
141½	Ford's Siding NC { arr. 12 11	...	...	...	...	2 10	...	...	...
	Thro. Goods	...	...	...	...	Thro. Gds. ‡	...	...	...
	dep. 1 25	...	...	...	...	3 0	...	...	...
144½	North Shore ...	...	...	...	...	...	...	...	...
146	Distiller's Siding NC ...	...	...	...	...	...	...	...	...
146½	Shell Co's Siding NC ...	...	...	...	...	...	...	...	...
146½	Corio ... { arr. ...	12 31	...	...	...	...	...	3 11	...
	—107	Fol. 186	...	...	...	...	...	—151	...
	dep. 1 35	12 38	1 6	1 46	3 10	2 11	2 22	3 20	4 11
	arr. ...	...	1 17	...	...	...	...	3 31	...
150½	Lara ... { dep. 1 45	12 49	1 24	1 55	3 19	3 11	3 48	4 20	...
	arr. ...	...	...	2 12	...	3 28	...	...	...
	—123	—149	—123	—111, 163, 185	—187	...	...	...	...
157	Little River O ... { dep. 2 0	1 4	1 41	2 59	3 34	3 34	4 9	4 35	...
	arr. 2 13	—123	—163	3 12	...	...	...	...	...
161½	Manor O ... { dep. 2 48	1 15	1 52	3 18	3 45	3 47	4 20	4 46	...
165½	Werribee Racecourse NC ...	...	—111	—151, 187	...	...	—15	—155	—155
166½	WERRIBEE W ...	3 1	1 26	2 3	3 31	3 56	3 58	4 31	4 57
172½	Aircraft Siding NC ...	...	...	...	...	...	...	...	...
172½	Aircraft NC ...	...	...	...	...	...	...	...	...
173½	Laverton O ...	3 15	1 40	2 17	3 45	4 10	4 12	4 45	5 11
175½	Galvin NC ...	...	...	...	...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...	...	...	...
177½	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...
177½	Petroleum Refin. Sdg. NC ...	...	...	...	...	...	...	...	...
177½	Paisley NC ...	...	...	...	...	...	...	...	...
178	Mobil Oil Co's Siding NC ...	...	...	...	...	...	...	...	...
178½	Altona Junction ...	3 26	1 51	2 28	3 56	4 22	4 23	4 56	5 22
179	Austral Meat Siding NC ...	...	...	...	...	...	...	...	...
180	Newport ...	3 30	1 55	2 32	4 0	4 26	4 27	5 0	5 26
—	Brooklyn ES ... { arr. ...	To Upfield via Albion	Via Pass. Lines	2 40	4 8	To U'field via Albion	...	...	5 35
—	dep. ...	...	...	2 55	4 25	4 35	...	...	5 40
—	Tottenham Yard { arr. ...	...	...	3 10	4 40	4 50	...	...	5 55
	dep. ...	...	...	3 35	5 10	...	...	...	6 15
183	Footscray ...	and Som'tn	2 8	...	...	and Som-erton	...	5 13	...
183½	Maribyrnong River Junction ...	...	...	...	...	...	...	...	...
184½	South Kensington O ...	2 13	...	...	...	...	...	5 18	...
—	Weighbridge Junct. { arr. ...	...	4 5	5 40	...	...	...	...	6 45
	dep. ...	...	4 30	6 0	...	...	...	...	7 10
185½	North Melbourne... { arr. ...	...	...	...	...	...	...	...	...
186½	MELBOURNE YD. W arr. ...	...	4 50	6 20	...	...	5 55	7 30	...
—	Viaduct Junction ...	2 25	...	...	...	...	...	...	...
—	FLINDERS STREET dep. ...	2 30	To D'nong	...	...	...	...	...	...
		180	184	96	120	180	162	160	156

B. Arrive Geelong 12.32 a.m. Saturday.

GEELONG-MELBOURNE—Goods Service—continued.

Up

Miles from Port Fairy	STATIONS	88 Fast Goods		166 Thro. Goods Tue. to Sat. ‡	24 Goods Sat. ‡	24 Roadside Goods Wed., Fri. (Mon. ‡)	2 Thro. Goods Mon. to Fri. ‡	2 Thro. Goods Sat. ‡
		Tues.	Wed. to Sat.					
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
141½	GEELONG ES W	dep. ...	...	...	...	...	...	...
142¼	Corio Quay South NC	...	...	...	...	...	...	...
143	North Geelong	...	...	...	...	...	...	...
—	North Geelong Yard W	...	...	5 35	6 25	6 25	7 40	7 40
—	North Geelong "A" Box	... 4 30	5 0	...	...	...	...	...
141½	Phosphate Siding NC	...	...	...	...	...	...	...
141¾	I.H.C. Siding NC	...	...	...	...	...	...	...
141¾	Ford's Siding NC	...	...	...	...	...	...	...
144¾	North Shore	...	...	...	...	...	...	...
146	Distiller's Siding NC	{ arr. ...	...	...	6 35	6 35	...	...
146½	Shell Co's. Siding NC	{ dep. ...	...	...	6 55	6 55	...	...
146¾	Corio ...	{ arr. ...	...	...	7 5	7 5	...	...
		{ dep. 4 41	5 11	5 46	-15	-75, 12, 28	7 51	7 51
		{ arr. ...	...	...	7 25	7 42	8 2	8 2
150¾	Lara ...	{ -15	...	-155	7 36	7 53	8 2	8 2
		{ dep. 4 50	5 20	5 55	-28, 2, 31	-2, 15, 32, 35, 31	-15, 31, 24	-31, 24
		{ arr. ...	...	...	9 10-35	9 10	8 27	8 27
157	Little River O ...	{ dep. 5 5	5 35	6 10	9 27	9 27	8 44	8 44
		{ arr. ...	...	-75	-32, 157	-157	-32, 15	-35
161¾	Manor O ...	{ dep. 5 16	5 46	6 21	10 2	9 46	9 6-35	9 4
		{ -155	-15	...	10 15	9 59	9 19	9 17
165½	Werribee Racecourse NC	{ dep. 5 16	5 46	6 21	-37	-39	-157	-157
		{ arr. ...	...	...	10 28	10 24	9 35	9 29
166¾	WERRIBEE W	{ -15	-15	-15	...	...	...	...
		{ dep. 5 27	5 57	6 32	10 41	10 37	...	...
					-164, 38, 171	-38, 164, 171, 11 20	9 48	9 42
					Mon. ‡	Wed., Fri.		
172¼	Aircraft Siding NC	...	...	...	...	...	...	...
172¾	Aircraft NC	...	...	...	...	...	...	...
173½	Laverton O ...	{ arr. ...	...	...	...	11 35	...	...
175¼	Galvin NC	{ dep. 5 41	6 11	6 46	11 34	11 34	11 49	10 2
177	Aust. Carbon Black P/L Sdg. NC	...	...	...	...	...	...	...
177	B.P. Oil Siding NC	...	...	...	...	...	...	...
177½	S.E.C. Siding NC	...	...	...	...	...	...	...
177¾	Petroleum Refin. Sdg. NC	...	...	...	...	...	...	...
177¾	Paisley NC	...	...	...	...	...	...	...
178	Mobil Oil Co's Siding NC	...	...	...	...	...	...	...
						P.M.		
178½	Altona Junction	5 52	6 22	6 55	11 49	11 46	12 3	10 13
179	Austral Meat Siding NC	...	...	...	...	...	...	10 7
180	Newport	{ arr. ...	...	...	...	...	...	10 11
		{ dep. 5 56	6 26	6 59	11 53	11 50	12 7	10 29
—	Brooklyn ES	{ arr. 6 5	...	...	P.M.	P.M.	...	...
—	Tottenham Yard	{ dep. 6 20	...	...	...	...	...	...
		{ arr. 6 35	6 45	7 22	12 16	12 13	12 30	...
		{ dep. 7 5	7 5	7 45	12 35	12 30	12 50	...
183	Footscray	...	...	...	...	...	10 30	10 45
183¾	Maribyrnong River Junct.	...	...	...	...	...	...	...
184¼	South Kensington O	...	...	...	...	...	10 35	10 50
185½	North Melbourne	...	...	...	...	...	...	...
—	Weighbridge Junct.	{ arr. 7 35	7 35	8 15	1 5	1 0	1 20	...
		{ dep. 8 0	8 0	8 45	1 35	1 30	1 50	...
186½	MELBOURNE YD. W	{ arr. 8 20	8 20	9 5	1 55	1 50	2 10	11 5
							11 5	11 20
		88	88	166	24	24	2	2

GEELONG-MELBOURNE—Goods Service—continued.

Up

Miles from Port Fairy	STATIONS	164 Thro. Goods Mon. to Sat. ‡	36 Thro. Goods Sat. ‡	36 Thro. Goods Mon. to Fri. ‡	46 Thro. Goods Mon. to Fri. ‡	46 Thro. Goods Sat. ‡	138 Thro. Goods Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
141½	GEELONG ES W ... dep.	...	...	...	...	...	...
142½	Corio Quay South NC ...	...	...	...	...	...	...
143	North Geelong ...	...	...	...	...	...	...
—	North Geelong Yard W dep.	9 30	10 0	10 0	11 0	11 0	11 30
—	North Geelong "A" Box ...	...	...	...	...	...	...
141½	Phosphate Siding NC ...	...	...	...	...	...	...
141½	I.H.C. Siding NC ...	...	...	...	...	...	...
141½	Ford's Siding NC ...	...	...	...	...	...	...
144½	North Shore ...	...	...	...	...	...	...
146	Distiller's Siding NC ...	...	...	...	...	...	...
146½	Shell Co's. Siding NC ...	...	...	...	...	...	...
146½	Corio ... { arr. dep.	9 41	10 11	10 11	11 13	11 11	11 41
		Sat. ‡	Mon. to Fri. ‡				
150½	Lara ... { arr. dep.	9 52 10 9	9 52 10 15	10 22 10 41	10 22 11 2	11 24 11 38	11 52 12 1
157	Little River ○ ... { arr. dep.	-37, 157 10 33	-39 10 31	10 58-38 11 8	11 19-171 11 26	11 55-173 12 21	12 1-129 12 18
161½	Manor ○ ... { arr. dep.	10 44 -171	10 44 -171	11 21 -171	11 39 -43, 129	12 34 -89	12 8 -89
165½	Werribee Racecourse NC ...	10 46	10 56	11 50	11 59	12 55	12 21
166½	WERRIBEE W ... { arr. dep.	-171, 24 10 57	-24 11 9	P.M. 12 3	-173, 89 12 12	1 8	12 34
172½	Aircraft Siding NC ...	...	...	...	...	...	...
172½	Aircraft NC ...	...	...	...	...	...	...
173½	Laverton ○ ... { arr. dep.	11 23 11 11	Fol. 38 11 26	...	...	...	...
175½	Galvin NC ...	...	...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...	...
177½	S.E.C. Siding NC ...	...	...	...	...	...	...
177½	Petroleum Refineries Siding NC ...	...	...	...	...	...	...
177½	Paisley NC ...	...	...	...	...	...	...
178	Mobil Oil Co's. Siding NC ...	...	...	...	...	...	...
178½	Altona Junction ...	11 22	11 40	12 28	12 37	1 33	12 59
179	Austral Meat Siding NC ...	...	...	...	...	...	...
180	Newport ... { arr. dep.	11 26 11 34	...	12 32	12 41	1 37 1 47	1 13
—	Brooklyn ES ... { arr. dep.	...	...	...	...	...	...
—	Tottenham Yard ... { arr. dep.	...	...	12 55	1 5	...	...
183	Footscray ...	11 46	11 59	...	...	2 0	1 26
183½	Maribyrnong River Junction ...	...	P.M.	...	...	...	...
184½	South Kensington ○ ...	11 51	12 4	...	...	2 5	1 30
—	Weighbridge Junction { arr. dep.	...	...	...	...	2 30 3 0	...
185½	North Melbourne ...	P.M.	...	...	...	...	...
186½	MELBOURNE YARD W arr.	12 30	12 45	1 40	1 50	3 30	2 15
		164	164	36	36	46	46
							138

GEELONG-MELBOURNE—Goods Service—continued

Up

Miles from Port Fairy	STATIONS	40 Thro. Goods Mon. to Fri.	86 Thro. Goods Mon. to Fri. ‡	86 Thro. Goods Sat. ‡	188 Thro. Goods Sat. ‡	26 Thro. Goods Sat.	26 Thro. Goods (Sun. ‡)	182 Thro. Goods Mon. to Fri. ‡	182 Thro. Goods Sat. ‡
		Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
141½	GEELONG ES W dep.	...	...	...	...	...	...	...	...
142¼	Corio Quay South NC ...	...	...	...	...	...	...	...	...
143	North Geelong ...	...	...	...	...	...	...	...	...
—	North Geelong Yard W dep.	12 0	12 30	12 30	2 0	3 0	3 15	6 5	6 10
—	North Geelong "A" Box ...	...	...	...	...	...	...	...	...
141½	Phosphate Siding NC ...	P.M.	...	...	...	...	...	...	...
141¼	L.H.C. Siding NC ...	...	...	...	...	...	...	...	...
141½	Ford's Siding NC { arr.	12 10	...	...	...	...	...	...	...
	dep.	1 10	...	...	...	...	...	...	...
144¼	North Shore ...	...	...	...	...	...	...	...	...
146	Distiller's Sdg. NC ...	...	...	...	...	...	...	...	...
146½	Shell Co's. Siding NC ...	...	...	...	...	...	...	...	...
146¼	Corio ... { arr.	1 20	...	...	...	...	...	...	...
	dep.	-89, 173	...	...	...	...	...	...	...
	arr.	1 27	12 41	12 41	2 11	3 11	3 27	6 16	6 21
		1 38	12 52	12 52	...	...	...	6 27	6 32
				-45, 55, 171, 89					-73, 83, 90
150¼	Lara ... { dep.	-47	-89, 173	...	-165	-49	...	...	...
	arr.	1 49	1 18	1 45	2 21	3 20	3 38	6 54	7 35
		...	1 35	...	2 38	...	...	7 10	7 52
157	Little River O ... { dep.	2 6	-47	-165	201, 49	-51	...	-79	-161
	arr.	2 6	1 40	2 2	2 53	3 35	3 53	7 12	8 6
161¼	Manor O ... { dep.	-165	-165	-49	-51	-169	...	-161	-161
	arr.	2 17	1 53	2 13	3 6	3 46	4 4	7 25	8 19
165½	Werribee Racecourse NC ...	...	...	...	...	...	...	...	...
166¼	WERRIBEE W ... { dep.	2 28	2 4	2 24	-169	-173	...	...	-127
	arr.	...	...	...	3 17	3 57	4 15	7 36	8 30
172¼	Aircraft Siding NC ...	...	...	...	...	...	...	...	...
172¼	Aircraft NC ...	...	...	...	...	...	...	...	...
173½	Laverton O ... { arr.	2 42	...	...	...	...	...	...	...
	dep.	-Fol. 50	2 18	2 38	3 31	4 11	4 29	7 50	8 44
175¼	Galvin NC ...	...	...	...	...	...	...	...	...
177	Aust. Carbon Black P/L ...	...	...	...	...	...	...	...	...
	Sdg. NC ...	...	...	...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...	...	...	...
177¼	S.E.C. Siding NC ...	...	...	...	...	...	...	...	...
177¼	Pet'uum Refineries Sdg. NC ...	...	...	...	...	...	...	...	...
177¼	Paisley NC ...	...	...	...	...	...	...	...	...
178	Mobil Oil Co's. Sdg. NC ...	...	...	...	...	...	...	...	...
178¼	Altona Junction { arr.	...	...	...	...	4 22	...	...	...
	dep.	3 2	2 29	2 49	3 42	4 26	4 41	8 2	8 55
179	Austral Meat Siding NC ...	...	...	...	...	...	...	...	...
180	Newport ... { arr.	...	...	...	...	...	...	8 6	...
	dep.	3 6	2 35	2 53	3 46	4 30	4 45	Fol 90 8 14	9 0
—	Brooklyn ES ... { arr.	...	...	...	...	...	...	...	...
	dep.	...	...	...	...	...	...	...	...
—	Tottenham Yard { arr.	...	...	...	...	4 55	...	...	...
	dep.	3 16	...	...	...	5 25	...	...	...
183	Footscray ...	To Up'ld	2 52	3 6	3 59	...	4 57	8 27	9 13
183¼	Maribyrnong River Junct.	via	...	...	...	...	...	8 50	...
184¼	South Kensington O ...	Albion	2 57	3 11	4 4	...	5 1	8 32	9 18
185½	North Melbourne ...	and	...	...	...	...	...	...	...
186½	MELB. YARD W arr.	Somer'n	3 35	3 50	4 35	6 0	5 30	9 10	9 45
		40	86	86	188	26	26	182	182

Up

GEELONG-MELBOURNE—Goods Service—continued.

Miles from Port Fairy	STATIONS		68 Thro. Goods Mon. to Fri.		68 Thro. Goods Sat.		76 Thro. Goods		78 Thro. Goods Mon. to Fri.	
			Mon. to Fri.		Mon. to Fri.		Mon. to Fri.		Mon. to Fri.	
			P.M.		P.M.		P.M.		P.M.	
141 $\frac{1}{2}$	GEELONG ES W	dep.	...		...		...		...
142 $\frac{1}{2}$	Corio Quay South NC	...	...		...		...		...
143	North Geelong ...	...	...		...		...		...
—	North Geelong Yd. W	dep.	6 40		6 40		7 40		7 40	8 5
—	North Geelong "A" Box	...	...		...		...		...
141 $\frac{1}{2}$	Phosphate Siding NC	...	...		...		...		...
141 $\frac{3}{4}$	I.H.C. Siding NC	...	...		...		...		...
141 $\frac{3}{4}$	Ford's Siding NC	...	...		...		...		...
									Mon. to Thur.	Fri.
144 $\frac{3}{4}$	North Shore ...	...	...		...		...		...	...
146	Distiller's Siding NC	...	...		...		...		...	...
146 $\frac{1}{2}$	Shell Co's Siding NC	...	...		...		...		...	8 16
		arr.	6 51-103		6 51		...		...	-161
146 $\frac{3}{4}$	Corio ...		Mon. to Thur.	Fri.	73,90,83					
		dep.	6 59	7 31-79	7 42		7 51	7 51	8 16	8 28
		arr.	7 10	...	...		8 2	...	8 27	8 39
150 $\frac{3}{4}$	Lara ...	dep.	-79, 90	7 42	7 53		-161, 87	8 0	-161, 87	-87
		arr.	...	...	...		...	...	...	...
157	Little River O ...	dep.	-161	7 59	8 11		9 9	8 16	9 15	9 28
		arr.	...	...	...		...	...	...	9 15
161 $\frac{3}{4}$	Manor O ...	dep.	8 12-161	...	...		...	...	...	9 15
165 $\frac{1}{2}$	Werribee Racecourse NC	...	...	...	...		...	...	...	9 15
		arr.	8 12-161	...	...		...	...	...	9 15
		dep.	8 43	...	...		...	...	...	9 15
166 $\frac{3}{4}$	WERRIBEE W ...	...	8 55	...	...		...	...	...	9 15
172 $\frac{1}{4}$	Aircraft Siding NC	...	...	...	...		...	...	...	9 15
172 $\frac{3}{4}$	Aircraft NC	...	...	...	...		...	...	...	9 15
173 $\frac{1}{2}$	Laverton O ...	...	9 10	...	...		...	...	...	9 15
175 $\frac{1}{4}$	Galvin NC	...	...	...	...		...	...	...	9 15
177	Aust. Carbon Black P/L	...	...	...	...		...	...	...	9 15
	Sdg. NC	...	...	...	...		...	...	...	9 15
177	B.P. Oil Siding NC	...	...	...	...		...	...	...	9 15
177 $\frac{1}{2}$	S.E.C. Siding NC	...	...	...	...		...	...	...	9 15
177 $\frac{3}{4}$	Petroleum Refin. Sdg. NC	...	...	...	...		...	...	...	9 15
177 $\frac{3}{4}$	Paisley NC	...	...	...	...		...	...	...	9 15
178	Mobil Oil Co's Sdg. NC	...	...	...	...		...	...	...	9 15
178 $\frac{1}{4}$	Altona Junction	...	9 21	...	...		...	...	...	9 15
179	Austral Meat Siding NC	...	...	...	...		...	...	...	9 15
180	Newport	...	9 25	...	...		...	...	...	9 15
—	Brooklyn ES ...	dep.	...	...	...		...	...	...	9 15
—	TOTTENHAM YD.	arr.	9 40	...	...		...	...	...	9 15
		dep.	10 10	...	...		...	...	...	9 15
180 $\frac{3}{4}$	Spotswood ...	...	...	...	...		...	...	...	9 15
181 $\frac{3}{4}$	Yarraville ...	...	...	...	...		...	...	...	9 15
182 $\frac{1}{2}$	Seddon O ...	...	...	...	...		...	...	...	9 15
183	Footscray ...	...	...	...	...		...	...	...	9 15
183 $\frac{3}{4}$	Maribyrnong River Junct.	...	...	...	...		...	...	...	9 15
184 $\frac{1}{4}$	South Kensington O	...	...	...	...		...	...	...	9 15
		arr.	10 40	...	...		...	...	...	9 15
—	Weighbridge Junct.	dep.	11 5	...	...		...	...	...	9 15
186 $\frac{1}{2}$	MELBOURNE YD.	arr.	11 25	...	...		...	...	...	9 15
			68		68		76	76	76	78

GEELONG-MELBOURNE—Goods Service—continued.

Up

Miles from Port Fairy	STATIONS	78 Thro. Goods (Sat. ‡)	100 Thro. Goods Sat. ‡	6 Thro. Goods Mon. to Fri. ‡		
		P.M.	P.M.	P.M.		
141½	GEELONG ES W { arr. ... dep. ...	...	...	...	...	...
142¼	Corio Quay South NC ...	...	8 30	...	...	...
143	North Geelong ...	...	...	...	...	...
—	North Geelong Yd. W dep.	8 5	8 36	...	...	...
—	North Geelong "A" Box ...	...	...	8 40	...	...
141½	Phosphate Siding NC ...	...	...	...	...	...
141¾	I.H.C. Siding NC ...	...	...	...	...	...
141¾	Ford's Siding NC ...	...	...	...	...	...
144¼	North Shore ...	...	...	...	...	...
146	Distiller's Siding NC ...	...	...	...	...	...
146½	Shell Co's Siding NC ...	...	...	...	...	...
146½	Corio ... { arr. ... dep. 8 16	...	...	8 51 —161, 87 9 1	...	...
			From Waurn Ponds			
				Mon. to Thurs. ‡	Fri. ‡	
150¾	Lara ... { arr. 8 27 —105 dep. 8 36	8 56 —161	9 13	9 12	9 12 —Fol. 90 9 22	...
157	Little River ... { arr. ... —161 dep. 8 53	—127	9 30	—159 9 27	—159 9 39	...
161¾	Manor O ... { arr. ... —127 dep. 9 4	—81	9 41	—81 9 38	—81 9 50	...
165½	Werribee Racecourse NC ...	...	...	...	...	...
166¾	WERRIBEE W ... { arr. ... —81 dep. 9 15	—205, 3	9 52	—55, 91 9 49	—91, 55 10 1	...
172¼	Aircraft Siding NC ...	...	...	...	...	...
172¾	Aircraft NC ...	...	...	...	...	...
173½	Laverton O ...	9 29	10 6	10 3	10 15	...
175¼	Galvin NC ...	...	...	...	...	...
177	Aust. Carbon Black P/L ...	...	...	...	...	...
177	Sdg. NC ...	...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...	...
177¼	S.E.C. Siding NC ...	...	...	...	...	...
177¼	Petroleum Refin. Sdg. NC ...	...	...	...	...	...
177¾	Paisley NC ...	...	...	...	...	...
178	Mobil Oil Co's Sdg. NC ...	...	...	...	...	...
178¼	Altona Junction ...	9 40	10 17	10 14	10 26	...
179	Austral Meat Siding NC ...	...	...	...	...	...
180	Newport ... { arr. ... dep. 9 44	...	10 21	10 18 10 23	...	...
—	Brooklyn ES ... { arr. ... dep. ...	...	...	...	...	...
—	TOTTENHAM YD. { arr. 10 5 dep. 10 30	10 45 11 10	...	...	...	...
180¾	Spotswood ...	...	...	...	...	...
181¼	Yarraville ...	...	...	...	...	...
182½	Seddon O ...	...	...	...	...	...
183	Footscray ...	...	...	10 36	10 43	...
183¾	Maribyrnong River Junct. ...	...	...	...	...	...
184¼	South Kensington O ...	...	...	10 41	10 48	...
—	Weighbridge Junct. dep.	...	...	...	...	...
186½	MELBOURNE YD. W arr. 11 40	11 59	11 5	11 30	...	...
		78	100	6	6	

GEELONG-MELBOURNE—Goods Service—continued.

Up

Miles from Port Fairy	STATIONS	92 Thro. Goods Sat. ‡	92 Thro Goods Mon. to Fri.	100 Thro Goods Fri.	100 Thro. Goods Mon. to Thur.
		P.M.	P.M.	P.M.	P.M.
141½	GEELONG ES W ... { arr. ...	...	...	7 45	8 10
	dep. ...	...	8 55	9 20	9 30
142¼	Corio Quay South NC ...	...	...	...	...
143	North Geelong ...	...	9 0	9 26	9 36
—	North Geelong Yard W ...	9 35	...	...	...
—	North Geelong "A" Box ...	...	...	...	...
141½	Phosphate Siding NC ...	...	...	...	...
141¾	I.H.C. Siding NC ...	...	...	...	...
141¾	Ford's Siding NC ...	...	...	...	...
146	Distiller's Siding NC { arr. ...	...	...	...	...
	dep. ...	...	...	...	...
146½	Shell Co's. Siding NC ...	...	...	...	...
			Fri.	Mon. to Thur.	
146¾	Corio ... { arr. 9 46	9 11	...	...	...
	dep. —127	Fri. 90	9 11	9 36	9 46
	arr. 9 59	9 18	9 11	9 36	9 46
150¾	Lara ... { arr. 10 10—81, 205	...	...	...	...
	dep. —3	9 29	—87	9 45	9 55
	arr. 10 39	9 29	9 20	10 0	10 10
157	Little River O ... { arr. ...	—159	—159	—159, 81, 99	—55, 99
	dep. 10 56	9 44	9 35	10 28	10 29
	arr. 11 9	...	9 48—81, 99	10 41	10 42
161¾	Manor O ... { arr. —123	—81	—55, 91	—55, 147, 91	—147
	dep. 11 17	9 55	10 29	11 2	10 54
165½	Werribee Racecourse NC ...	...	...	...	...
	arr. ...	...	...	...	...
166¾	WERRIBEE W ... { arr. —163	—91	—147	—123	...
	dep. 11 30	10 6	10 42	11 15	11 7
172¼	Aircraft Siding NC ...	...	...	...	...
173½	Laverton O ... { arr. ...	...	...	...	...
	dep. 11 44	10 20	10 56	11 29	11 21
175¼	Galvin NC ...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC ...	...	...	...	...
177	B.P. Oil Siding NC ...	...	...	...	...
177½	S.E.C. Siding NC ...	...	...	...	...
177¾	Petroleum Refineries Sdg. NC ...	...	...	...	...
177¾	Paisley NC ...	...	...	...	...
178	Mobil Oil Co's. Siding NC ...	...	...	...	...
179	Austral Meat Siding NC ...	...	...	...	...
178¼	Altona Junction ...	11 55	10 31	11 7	11 32
180	Newport ...	11 59	10 35	11 11	11 36
—	Brooklyn ES ... { arr. Sun. ‡	...	...	Sat.	Tue. to Fri.
	dep. A.M.	...	...	A.M.	A.M.
	arr. ...	10 58	11 35	12 5	12 1
—	TOTTENHAM YD. { arr. ...	...	Tue. to Fri.	...	...
	dep. ...	11 30	A.M. 12 10	12 35	12 35
183	Footscray ...	12 12	Sat.	...	...
184¼	South Kensington O ...	12 17	A.M.	...	...
—	Weighbridge Junct. { arr. ...	12 5	12 40	1 5	1 5
	dep. ...	12 35	1 10	1 30	1 30
186½	MELBOURNE YARD W arr. 1 0	1 5	1 30	1 50	1 50
		92	92	100	100

Up **GEELONG-MELBOURNE—Goods Service—continued.**

Miles from Port Fairy	STATIONS	170 Thro. Goods Mon. to Fri.	132 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	186 Thro. Goods Mon. to Fri. ‡
		P.M.	P.M.	P.M.	P.M.
141½	GEELONG ES W ... { arr. ...	...	...	...	...
142½	Corio Quay South NC ... { dep. ...	...	...	From ...	...
143	North Geelong ... { ...	...	...	Ballarat ...	...
—	North Geelong Yard W { arr. ...	...	...	...	...
—	North Geelong "A" Box { dep. 9 50	10 30	11 0	11 30	...
141½	Phosphate Siding NC ... { ...	...	...	...	...
141½	I.H.C. Siding NC ... { ...	...	...	...	...
141½	Ford's Siding NC ... { ...	...	...	...	...
146	Distiller's Siding NC { arr. ...	...	...	...	...
146½	Shell Co's. Siding NC { dep. ...	...	...	...	...
146½	Corio ... { arr. 10 1	...	11 11	11 41	...
		-159	-99	-107, 184	Tue. to Sat. ‡
				A.M.	12 33
146½	Corio ... { dep. 10 11	10 1	11 29	12 33	...
		10 12	10 52	11 41-91	...
				Tue. to Sat.	...
150½	Lara ... { arr. ...	-81, 99	120, 55, 147	A.M.	-91
				12 26-107	12 44
		10 36	11 36	Tues. to Sat. ‡	...
			A.M.	12 1-91, 107	...
157	Little River O ... { arr. 10 53	-147, 55	-149	-149	-149
		11 3	12 28	12 43	12 59
161½	Manor O ... { arr. ...	-91,	-123	-123	-123
		11 16	12 41	12 54	1 10
165½	Werribee Racecourse NC ... { dep. ...	...	...	...	...
166½	WERRIBEE W ... { arr. ...	-149	...	...	...
		-123, 163	-163	-163, 111	-163, 111
		11 27	12 52	1 5	1 21
172½	Aircraft Siding NC ... { ...	...	...	...	...
173½	Laverton O ... { ...	11 41	1 6	1 19	1 35
175½	Galvin NC ... { ...	...	...	...	...
177	Aust. Carbon Black P/L Sdg. NC ... { ...	...	...	...	...
177	B.P. Oil Siding NC ... { ...	...	...	...	...
177½	S.E.C. Siding NC ... { ...	...	...	...	...
177½	Petroleum Refineries Sdg. NC ... { ...	...	...	...	...
177½	Paisley NC ... { ...	...	...	...	...
178	Mobil Oil Co's. Siding NC ... { ...	...	...	...	...
179	Austral Meat Siding NC ... { ...	...	...	...	...
178½	Altona Junction ... { arr. 11 52	1 17	1 30	1 46	...
180	Newport ... { dep. 11 56	1 21	1 34	1 50	...
—	Brooklyn ES ... { arr. ...	...	1 42	...	...
—	TOTTENHAM YD. { dep. ...	...	1 55	...	...
—		...	2 10	...	...
—		...	2 30	...	...
		Tue. to Sat.			
		A.M.			
183	Footscray ... { ...	12 9	1 34	...	2 3
184½	South Kensington O ... { ...	12 14	1 39	...	2 8
—	Weighbridge Junction { arr. ...	...	...	3 0	...
		...	...	3 20	...
186½	MELBOURNE YARD W { dep. 12 40	2 10	3 50	2 40	...
—	Viaduct Junction ... { ...	...	...	...	...
—	FLINDERS STREET dep. ...	...	...	...	...
		170	132	152	186

GEELONG-PORT FAIRY—Goods Service.

Down

Miles	STATIONS	1 Goods Wed. (Mon., Tue., Th. to Sat. ‡)	11 Goods Wed.	11 Goods Mon., Tue., Thur., Fri.	5 Fast Goods Tue. to Sat. (Mon. ‡)	23 Goods Tue., Fri. (Wed. ‡)	15 Goods Sat. ‡	77 Goods Mon., Wed., Fri. (Thur. ‡)	75 Goods Tues.	75 Goods Fri. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
45	GEELONG ES WG ... { arr. ... } dep. ...	...	...	...	...	...	...	...	...	...
46½	South Geelong ES ...	...	...	...	1 0	...	...	...	...	...
47½	Geelong Racecourse Plat. NC...	...	...	...	1 4	...	...	...	...	...
54½	Wauru Ponds (Victoria Port- land Cement Coy. Sdg.)	...	...	...	...	...	...	...	...	...
60	NC ES (See note, page 132)	...	...	...	...	...	...	...	...	...
70½	Moriac O ES ... { arr. ... } Winchelsea O ES W ... { dep. ... } (See page 132)	...	...	...	1 33	...	...	...	...	...
83½	Birregurra ES ... { arr. ... } dep. ...	...	...	...	1 53	...	...	...	...	...
93½	Shell Co's. Siding NC ...	...	...	...	2 13	...	...	...	...	...
95	Esso Mobil & BP. Co's. Sdg. NC	...	...	...	2 18	...	...	...	...	...
95½	COLAC ES W ... { arr. ... } dep. ...	...	...	...	2 41	...	...	...	...	...
104½	Pirron Yallock O ES ... { arr. ... } dep. ... (See page 132)	...	...	...	2 56	...	...	...	...	...
113½	Pomborneit NC ... { arr. ... } dep. ...	...	...	...	3 15	...	...	...	...	...
117½	Weerite NC ... { arr. ... } dep. ... (See page 132)	...	...	...	3 31	...	...	...	...	...
123½	CAMPERDOWN ES W ... { arr. ... } dep. ...	...	...	...	3 46	...	...	...	...	...
123½	Camperdown Oil Siding NC ...	...	...	...	4 6	...	6 30	8 50	8 50	9 10
123½	Cattle Siding NC ...	...	...	...	...	...	...	...	...	...
127½	Timboon Junct. NC ES ... { arr. ... } dep. ... (See page 132)	...	...	...	...	...	9 0	9 5	...	...
131½	Boorcan... ... { arr. ... } dep. ...	...	...	...	...	...	...	...	...	...
137½	Terang ES ... { arr. ... } dep. ...	...	...	...	4 33	...	7 2	...	9 25	9 45
138½	Mortlake Junct. NC ES ... { arr. ... } dep. ... (See page 132)	...	...	...	5 17	...	8 23	...	10 30	10 35
150½	Panmure O ES ... { arr. ... } dep. ... (See page 132)	...	...	...	...	...	8 28	...	10 45	...
159	Allansford ES ... { arr. ... } dep. ... (See page 132)	...	...	...	5 43	...	...	To Mortlake	To Mortlake	...
166	WARRNAMBOOL ES ... { arr. ... } W ... { dep. 4 50 } Cattle Siding NC ...	...	5 35	6 15	6 12-38	38, 5	...	...	...	...
167	Shell Coy's Siding NC ...	...	...	...	...	...	...	...	...	...
168½	Dennington NC ES ...	...	5 45	6 25	...	...	...	...	...	...
169	(See page 132)	...	...	...	...	...	...	...	...	...
172	Illowa NC ... { arr. ... } dep. ... arr. 5 28	...	...	...	...	8 48	...	...	...	...
175½	Koroit ES W ... { arr. ... } dep. ... arr. 6 0	...	...	...	...	9 3	...	...	...	...
185½	Glaxo Siding NC ... { arr. ... } dep. ... arr. To Ham'n	...	...	...	...	9 23	...	...	...	...
186½	PORT FAIRY ES W ... { arr. ... } dep. ...	...	...	...	...	Tue., Wed., Fri. ‡ -32	...	...	...	...
		1	11	11	5	23	15	77	75	

GEELONG-PORT FAIRY—Goods Service—continued.

Down

Miles	STATIONS	113 Goods Tue., Thur., Fri. Sat. ‡	7 Thro. Goods Mon. to Sat.	21 Roadside Goods Mon. to Fri (Sat. ‡)	103 Goods Mon. to Sat.	115 Goods Mon. to Sat. ‡
		A.M.	A.M.	A.M.	A.M.	P.M.
45	GEELONG ES WG { arr. ...	...	...	...	...	...
	dep. ...	...	2 0	3 45	5 0	...
46½	South Geelong ES ...	...	2 6	3 51	5 6	...
47½	Geelong Racecourse Plat. NC ...	...	...	...	...	...
54½	Waurin Ponds (Vic. { arr. ...	...	...	4 23	5 38	...
	Portland Cement { dep. ...	...	...	4 43	...	...
	Coy. Siding) NC ES (See note, page 132)	...	...	...	...	...
60	Moriac O ES ... { arr. ...	...	...	4 55	...	...
	dep. ...	...	2 49	5 10	...	...
70½	Winchelsea O ES W { arr. ...	...	...	5 41	...	...
	(See page 132) { dep. ...	...	3 18	6 6	...	...
83½	Birregurra ES ... { arr. ...	...	...	6 46	...	...
	dep. ...	...	3 56	7 6	...	...
93½	Shell Co's. Siding NC ...	...	...	...	...	...
95	Esso Mobil & BP. Co's. Sdg. NC ...	...	...	...	...	...
95½	COLAC ES W ... { arr. ...	...	4 29	7 42	...	...
	dep. ...	...	5 9	8 30-72	...	...
104½	Pirron Yallock O ES { arr. ...	...	...	8 55	...	...
	(See page 132) { dep. ...	...	5 34	9 14-38	...	...
113½	Pomborneit NC ... { arr. ...	...	...	9 36	...	...
	dep. ...	...	5 56	9 46	...	...
117½	Weerite NC ... { arr. ...	...	...	...	...	...
	(See page 132) { dep. ...	...	...	...	...	...
	arr. ...	...	6 18	10 15	...	...
123½	CAMPERDOWN ES W { dep. ...	...	Roadside Goods	...	Not to run when 87 runs	Not to run when 108 or 114 runs
	dep. ...	...	Mon. to Fri.	...		
		...	(Sat. ‡)	...		
		...	7 5-15	...		
123½	Camperdown Oil Siding NC ...	...	...	...
123½	Cattle Siding NC ...	...	...	...
127½	Timboon Junction { arr. ...	...	...	...
	NC ES (See p. 132) { dep. ...	...	...	...
131½	Boorcan ... { arr. ...	...	7 23	...		
	dep. ...	...	7 43	...		
137½	Terang ES ... { arr. ...	...	8 0	...		
	dep. ...	...	-38	...		
138½	Mortlake Junction { dep. ...	...	9 0	...	Not to run when 87 runs	Not to run when 108 or 114 runs
	NC ES (See p. 132) { arr. ...	...	...	...
	dep. ...	...	...	...
	arr. ...	...	9 27	...		
150½	Panmure O ES ... { dep. ...	...	Mon. to Fri.	Sat. ‡		
	(See page 132) { arr. ...	...	9 58	10 18-120		
		...	10 21-120	10 37		
159	Allansford ES ... { dep. ...	...	11 25	11 1		
	(See page 132) { arr. ...	...	11 45	11 20		
166	WARRNAMBOOL ES W { dep. 11 0	...	...	...		...-82, 7
167	Cattle Siding NC ...	...	...	...		1 30
168½	Shell Coy's Siding NC ...	...	...	...		...
169	Dennington NC ES (See page 132)	...	...	...		...
172	Illova NC ...	...	...	...		...
175½	Koroit ES W ... { arr. 11 38	...	...	...		2 8-108
	dep. P.M. 12 8	...	...	...		2 30-84, 104
185½	Glaxo Siding NC ...	...	...	...	...	To
186½	PORT FAIRY ES W arr. Penshurst	...	...	...	...	Hamilton
		113	7	21	103	115

GEELONG—PORT FAIRY—Goods Service—Continued.

Down

Miles	STATIONS	87 Goods Mon. to Sat. †	25 Goods Wed. (Mon. †)	79 Goods Mon. to Fri.	83 Thro. Goods Mon. to Fri. †	83 Goods Sat. †
		A.M.	A.M.	P.M.	A.M.	A.M.
45	GEELONG ES W G ... { arr. ... dep. 5 30	...	6 25	...	11 30	11 30
46½	South Geelong ES ... { arr. ... dep. 5 36	...	6 31	...	...	...
47½	Geelong Racecourse Platform NC ... { arr. ... dep. 5 36	...	7 21	...	11 36	11 36
54½	Waurin Ponds (Victoria Portland Cement Coy. Sg.) NC ES (See note page 132) ... { arr. ... dep. ...	...	...	...	...	...
60	Moriac O ES ... { arr. ... dep. 6 23	...	...	...	P.M. ...-68 12 23	P.M. ...-68 12 23
70½	Winchelsea O ES W ... { arr. ... dep. 6 52 (See page 132)	...	To Q'eliff	...	12 52 1 12-72	12 52-72 1 12
83½	Birregurra ES ... { arr. ... dep. 7 52	...	...	...	...	...
93½	Shell Co.'s Siding NC ... { arr. ... dep. 8 12	...	...	...	1 52	1 52
95	Mobil, Esso and B.P. Co's. Siding NC	...	...	...	...	...
95½	COLAC ES W ... { arr. 8 48 dep. 9 50 arr' ...	...	...	...	2 25-58 2 40 3 5	2 25-58 3 35-120
104½	Pirron Yallock O ES (See page 132) ... { arr. ... dep. 10 17	...	...	...	Mon. to Thu. † 5 14	Fri. † 4 20-120 4 0-74
113½	Pomborneit NC ... { arr. ... dep. 10 42	...	...	...	5 38	4 44 4 24
117½	Weerite NC (See page 132) ... { arr. 11 5 Mon. to Fri. †	...	...	...	6 1	5 7-90 4 50-90
123½	CAMPERDOWN ES W ... { arr. ... dep. 12 10	...	...	...	...	...
123½	Camperdown Oil Siding NC ... { arr. ... dep. ...	...	...	...	...	...
123½	Cattle Siding NC ... { arr. ... dep. ...	...	...	...	...	...
127½	Timboon Junct. NC ES (See page 132) ... { arr. ... dep. ...	...	...	...	...	...
131½	Boorcan ... { arr. ... dep. ...	...	...	...	...	...
137½	Terang ES ... { arr. 12 42 dep. 1 20-120	...	...	...	...	...
138½	Mortlake Junct. NC ES (See page 132) ... { arr. ... dep. ...	...	...	...	...	...
150½	Pannure O ES (See page 132) ... { arr. ... dep. 1 50	...	...	...	...	...
159	Allansford ES (See page 132) ... { arr. ... dep. 2 9	...	...	...	...	...
166	WARRNAMBOOL ES W ... { arr. 2 30-108 dep. ...	...	...	4 20-108	...	...
167	Cattle Siding NC ... { arr. ... dep. ...	...	...	...	...	...
168½	Shell Coy's Siding NC ... { arr. ... dep. ...	...	...	...	...	...
169	Dennington NC ES (See p. 132) ... { arr. ... dep. ...	...	...	4 30	...	...
172	Illowa NC ... { arr. ... dep. ...	...	...	...	...	...
175½	Koroit ES W ... { arr. ... dep. ...	...	...	...	...	...
185½	Glaxo Siding NC ... { arr. ... dep. ...	...	...	...	...	...
186½	PORT FAIRY ES W ... { arr. ... dep. ...	...	...	...	...	...
		87	25	79	83	83

GEE LONG—PORT FAIRY—Goods Service—Continued.

Down

Miles	STATIONS	89 Pilot Mon. to Fri.	97 Goods Sat. ‡	97 Goods		117 Goods Tue. to Sat. ‡	99 Goods Mon. to Thur. ‡
				Fri.	Mon. to Thur.		
45	GEE LONG ES W G ... { arr. ... dep. ... arr. ...	P.M. 2 5 2 11 —72 Mon., Wed., Fri.	P.M. ... 5 10 ...	P.M. ... 4 45 ...	P.M. ... 5 30 ...	P.M.	P.M. —100 7 50 ...
46½	South Geelong ES ... { dep. ...	3 30	5 16	4 51	5 36	...	7 56
47½	Geelong Racecourse Platform NC ... { arr. ...	...	...	...	...	...	...
54½	Wauru Ponds (Victoria Portland Cement Coy. Sg.) NC ES (See note page 132) ... { dep. ...	...	5 45—120	5 20	6 5	...	...
60	Moriac O ES ... { arr. ... dep. ...	...	...	...	...	...	8 43 9 5—120
70½	Winchelsea O ES W ... { arr. ... dep. ... arr. ... dep. ...	...	...	...	...	...	9 36—94 9 47 10 37—96 10 57
83½	Birregurra ES ... { arr. ... dep. ...	...	...	...	...	...	...
93½	Shell Co.'s Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
95	Mobil, Esso and B.P. Co's Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
95½	COLAC ES W ... { arr. ... dep. ...	...	...	...	...	...	11 33 11 43 Tue. to Fri. ‡ A.M.
104½	Pirron Yallock O ES ... { arr. ... dep. ... arr. ... dep. ...	...	...	...	...	...	12 8
113½	Pomborneit NC ... { arr. ... dep. ...	...	...	...	...	...	12 30
117½	Weerite (See page 132) NC ... { arr. ... dep. ...	...	...	...	...	...	12 52
123½	CAMPERDOWN ES W ... { arr. ... dep. ...	...	...	...	...	...	1 40
123½	Camperdown Oil Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
123½	Cattle Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
127½	Timboon Junct. NC ES ... { arr. ... dep. ... arr. ... dep. ...	...	...	...	...	...	...
131½	Boorcan ... { arr. ... dep. ...	...	...	...	...	...	...
137½	Terang ES ... { arr. ... dep. ...	...	...	...	...	...	2 12 2 27
138½	Mortlake Junct. NC ES ... { arr. ... dep. ... arr. ... dep. ...	...	...	...	...	...	...
150½	Panmure O ES ... { arr. ... dep. ... arr. ... dep. ...	...	...	...	...	...	2 57
159	Allansford ES ... { arr. ... dep. ...	...	...	...	...	...	3 16 3 35
166	WARRNAMBOOL ES W ... { arr. ... dep. ...	...	...	...	...	—96,90 5 45	...
167	Cattle Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
168½	Shell Coy's Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
169	Dennington NC ES (See p. 132) ... { arr. ... dep. ...	...	...	...	...	...	...
172	Illowa NC ... { arr. ... dep. ...	...	...	...	...	...	...
175½	Koroit ES W ... { arr. ... dep. ...	...	...	...	...	6 23 6 45—116,114 To Hamilton	No. 42 not to run:
185½	Glaxo Siding NC ... { arr. ... dep. ...	...	...	...	...	...	...
186½	PORT FAIRY ES W ... { arr. ...	...	...	...	...	...	...
		89	97	97	117	99	

PORT-FAIRY-WARRNAMBOOL-GEEELONG-Goods Service

Up

Miles	STATIONS	106 Goods Mon. to Sat.	52 Goods Wed.	52 Goods Mon., Tue., Th., Fri.	74 Goods Wed. (Mon. ‡)	68 Goods Mon. to Sat. ‡	72 Goods Mon. to Sat. ‡	84 Pilot Mon. Wed., Fri.
		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.
—	PORT FAIRY ES W ... dep. ...	...	...	...	...	...	...	...
4	Glaxo Siding NC ... { arr. ...	...	...	...	...	...	...	...
11	Koroit ES W ... { dep. ...	...	...	...	...	...	...	...
14½	Illowa NC ... { dep. ...	...	...	...	...	...	...	...
17½	Dennington NC ES (See page 132) ... { dep. ...	...	6 55	7 45	...	...	...	...
17½	Shell Co.'s Siding NC ... { dep. ...	...	...	...	...	...	...	...
19½	Cattle Siding NC ... { dep. ...	...	...	...	...	...	...	...
20½	WARRNAMBOOL ES W ... { arr. ...	...	7 5	7 55	...	...	...	...
27½	Allansford ES ... { dep. ...	...	...	...	...	...	...	...
35½	Panmure O ES ... { dep. ...	...	...	...	...	...	...	...
48½	Mortlake Junction NC ES (See page 132) ... { dep. ...	...	...	...	...	...	...	...
49½	Terang ES ... { dep. ...	...	...	...	...	...	...	...
55½	Boorcan ... { dep. ...	...	...	...	...	...	...	...
59½	Timboon Junction NC ES (See page 132) ... { dep. ...	...	...	...	...	...	...	...
62½	Cattle Siding NC ... { dep. ...	...	...	...	...	...	...	...
63½	Camperdown Oil Siding NC ... { dep. ...	...	...	...	...	...	...	...
63½	CAMPERDOWN ES W ... { arr. ...	...	...	...	From Queenscliff	...	7 10-7	...
68½	Weerite (See page 132) NC ... { dep. ...	...	...	...	...	...	...	...
72½	Pomborneit NC ... { dep. ...	...	...	...	...	...	7 40	...
82	Pirron Yallock O ES (See page 132) ... { dep. ...	...	...	...	From Queenscliff	...	8 2	...
91½	COLAC ES W ... { dep. ...	...	...	...	...	-72, 87	8 25	...
91½	Eso, Mobil and B.P. Oil Co.'s Siding NC ... { dep. ...	...	...	...	...	9 45	11 15	...
92½	Shell Co.'s Siding NC ... { dep. ...	...	...	...	...	...	...	...
103	Birregurra ES ... { arr. ...	...	...	...	...	10 20	...	...
115½	Winchelsea O ES W (See page 132) ... { dep. ...	...	...	...	...	10 45-35	11 50	...
126½	Moriac O ES ... { arr. ...	...	...	...	...	11 17	12 21-83	...
132	Waurm Ponds (Victoria Port-land Cement Coy. Sdg.) NC ES (See note page 132) ... { dep. ...	8 30	...	...	...	11 32	12 57	...
138½	Geelong Racecourse Platform NC ... { arr. ...	...	...	...	...	P.M.	...	...
140½	South Geelong ES ... { dep. ...	8 46	...	...	...	12 11	1 35	...
141½	GEELONG ES W G ... { dep. ...	8 52	...	...	...	12 28-83	...	...
	
		106	52	52	74	68	72	84

A On Saturday, **No. 72** depart South Geelong 2.4 p.m. arrive Geelong 2.10 p.m.

Up

PORT FAIRY-WARRNAMBOOL-GEELONG—Goods Service—Continued.

Miles	STATIONS	58 Thro. Goods Mon. to Sat. †	100 Thro. Goods Mon. to Thur.	100 Thro. Goods Fri.	100 Thro. Goods Sat. †	120 Goods Sat.	120 Roadside Goods Mon. to Fri.
—	PORT FAIRY ES W ... dep.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
4	Glaxo Siding NC ...	...	...	...	...	...	...
11	Koroit ES W ...	...	...	...	...	...	...
14½	Illowa NC ...	...	...	...	...	...	...
17½	Dennington NC ES (See page 132) ...	...	...	...	...	...	...
17½	Shell Co.'s Siding NC ...	...	...	...	...	...	...
19½	Cattle Siding NC ...	...	...	...	...	...	...
20½	WARRNAMBOOL ES W ... dep.	...	...	...	...	8 45	11 0
27½	Allansford ES ... { arr.	...	...	...	...	9 6	11 20
	(See page 132) ... { dep.	...	...	...	...	9 26	11 40
							P.M.
35½	Panmure O ES ... { arr.	...	...	...	...	9 47	12 3
	(See page 132) ... { dep.	...	...	...	...	—7	—35
48½	Mortlake Junct. NC ES ... { arr.	...	...	...	...	10 13	12 31
	(See page 132) ... { dep.	...	...	...	...	...	...
		...	...	...	...	10 49	1 2
49½	Terang ES ... { dep.	...	...	...	...	P.M.	—87
		...	...	...	...	—35	—87
		...	...	...	...	12 15	1 42
55½	Boorcan ... { arr.	...	...	...	...	...	1 59
		...	...	...	...	...	2 19
59½	Timboon Junct. NC ES ... { arr.	...	...	...	...	...	...
	(See page 132) ... { dep.	...	...	...	...	...	...
62½	Cattle Siding NC ...	...	...	...	...	...	...
63½	Camperdown Oil Siding NC ... { arr.	...	...	...	...	12 52	2 42
64½	CAMPERDOWN ES W ... { dep.	—87	...	...	...	...	...
		—35	...	...	...	...	...
		12 0	...	...	...	2 0	3 12
68½	Weerite (See page 132) ... { arr.	...	...	...	...	...	...
	NC ... { dep.	12 15	...	...	...	...	3 25
72½	Pomborneit NC ... { arr.	...	...	...	...	...	3 42
		12 29	...	...	...	2 30	3 57
82	Pirron Yallock O ES ... { arr.	...	...	...	...	2 52	4 17-83
	(See page 132) ... { dep.	12 41	...	...	...	3 15	4 35
		1 12-83	...	...	...	...	5 0
91½	GOLAC ES W ... { dep.	2 34	...	...	...	—83	...
		...	...	...	...	3 50	6 0-90
91½	Esso, Mobil and B.P. Oil Co.'s ...	...	...	...	...	...	...
	Siding NC ...	...	...	...	...	...	...
92½	Shell Co.'s Siding NC ...	...	...	...	...	...	...
103	Birregurra ES ... { arr.	...	...	...	...	...	6 35
		3 6	...	...	...	4 25	7 5
		...	...	...	...	...	7 37-73
115½	Winchelsea O ES W ... { dep.	3 37	...	...	...	4 56	8 49-90
	(See page 132) ... { arr.	...	...	...	...	5 30	8 22
120½	Moriac O ES ... { dep.	4 11	...	...	...	5 50	9 27
		...	...	...	...	—97	9 42
132	Waurin Ponds (Victoria ... { arr.	...	...	...	...	9 53	9 15-99
	Portland Cement Coy. ... { dep.	...	7 15	7 40	8 0	10 13	9 26
	Siding) NC ES ...	...	...	...	...	...	9 46
	(See note, page 132) ...	...	...	...	...	...	...
138½	Geelong R'course Plat. NC ...	...	...	...	...	...	...
140½	South Geelong ES ... { arr.	—84	...	...	...	...	...
		4 38	7 40	8 5	8 25	6 17	10 29
141½	GEELONG ES W G ... { arr.	4 43-97	7 45	8 10	...	6 23	10 34
		...	9 30	9 20	8 30	...	10 8
	Continued on ...	...	Page 121	Page 121	Page 120	...	...
		58	100	100	100	120	120

Not to run when 70 runs.

Fri.

Mon., to
Thurs.

Up PORT FAIRY-WARRNAMBOOL-GEELONG—Goods Service—Continued.

Miles	STATIONS	82 Gds. Mon. to Sat. †	70 Gds. Sat. †	110 Goods Tue., Fri. (Wed. †)	108 Goods Tue., Wed. Fri. †	84 Goods Wed. (Mon., Tue., Thur., Fri. Sat. †)	74 Goods Sat. †
—	PORT FAIRY ES W	dep. From	A.M. ...	A.M. ...	A.M. 11 45	P.M. From	P.M. ...
‡	Glaxo Siding NC	arr. H's- dale	... ..	... ..	11 50	Hamilton	... ..
		dep. ...	... ..	... ..	P.M. 12 15	... ..	... ..
		arr. 8 49	... ..	... ..	12 50 (35, 115)	1 20 (115)	... ..
11	Koroit ES W	dep. 9 28	... ..	10 0	Tue., 2 13	Wed., 3 27	Th., 2 13
		arr. ...	... ..	10 11	2 24	2 24	2 24
14‡	Illowa NC	dep. ...	... ..	10 21	2 34	2 34	2 34
17‡	Dennington NC ES	... ..	... ..	... ..	... ..	... ..	... ..
	(See page 132)	... ..	... ..	... ..	... ..	... ..	... ..
17‡	Shell Co.'s Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
19‡	Cattle Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
20‡	WARRNAMBOOL	arr. 9 54	10 40	Not to run when 108 runs	2 50	3 55	2 50
	ES W	dep. ...	... ..	... ..	... ..	... ..	... ..
27‡	Allansford ES	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
35‡	Panmure O ES	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
48‡	Mortlake Jct. NC ES	arr. ...	11 50	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	11 55	... ..	... ..	... ..	... ..
		arr. ...	12 1	... ..	... ..	... ..	... ..
49‡	Terang ES	dep. ...	12 53	... ..	... ..	... ..	... ..
		arr. ...	... ..	... ..	... ..	... ..	... ..
55‡	Boorcan	dep. ...	... ..	... ..	... ..	... ..	... ..
59‡	Timboon Jct NC ES	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
62‡	Cattle Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
63‡	Camperdown Oil Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
63‡	CAMPERDOWN ES W	arr. ...	1 25	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..
68‡	Weerite NC	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
72‡	Pomborneit NC	arr. ...	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..
82	Pirron Yallock O ES	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
91‡	COLAC ES W	arr. ...	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..
91‡	Esso, Mobil and B.P. Oil Co.'s.	... ..	... ..	... ..	... ..	... ..	... ..
	Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
92‡	Shell Co.'s. Siding NC	... ..	... ..	... ..	... ..	... ..	... ..
103	Birregurra ES	arr. ...	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..
115‡	Winchelsea O ES W	arr. ...	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
126‡	Moriac O ES	arr. ...	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..
132	Waurin Ponds (Victoria	arr. ...	... ..	... ..	... ..	... ..	... ..
	Portland Cement Coy.	... ..	... ..	... ..	... ..	... ..	... ..
	Siding) NC ES	... ..	... ..	... ..	... ..	... ..	... ..
	(See note, page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..
138‡	Geelong R'course Plat. NC	... ..	... ..	... ..	... ..	... ..	... ..
140‡	South Geelong ES	... ..	... ..	... ..	... ..	... ..	9 10
		arr. ...	... ..	... ..	... ..	... ..	9 15
141‡	GEELONG ES WG	dep. ...	... ..	... ..	... ..	... ..	... ..
		arr. ...	... ..	... ..	... ..	... ..	... ..
		82	70	110	108	84	84
		84	84	84	84	84	74

PORT FAIRY-WARRNAMBOOL-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	94 Road- side Goods Fri. †	94 Road- side Goods Mon. to Thur.†	82 Goods Sat. †	112 Goods Tues. (Fri. †)	94 Thro. Goods Sat. †	116 Goods Mon., Wed., Fri. (Thur. †)	42 Thro. Goods Mon. to Sat. †
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	PORT FAIRY ES W	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..
‡	Glaxo Siding NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..	... ..
11	Koroit ES W	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
		dep. ...	... ..	... ..	... ..	... ..	... ..	... ..
14‡	Illowa NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
17‡	Dennington NC ES	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	(See page 132)	... ..	... ..	... ..	... ..	... ..	... ..	... ..
17‡	Shell Co.'s Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
19‡	Cattle Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
20‡	WARRNAMBOOL ...	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
	ES W	dep. ...	... ..	1 30-35	... ..	... ..	... ..	4 20
27‡	Allansford ES	arr. ...	... ..	... ..	From Mortlake	... ..	... ..	4 40
	(See page 132)	dep. ...	... ..	1 50	... ..	... ..	... ..	5 3
35‡	Panmure O ES	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. ...	... ..	2 13	... ..	... ..	... ..	... ..
48‡	Mortlake Jct. NC ES	arr. ...	... ..	... ..	2 40	... ..	... ..	5 29
	(See page 132)	dep. ...	... ..	... ..	2 50	... ..	... ..	5 49
49‡	Terang ES	arr. ...	... ..	2 49	3 0	... ..	... ..	... ..
		dep. ...	... ..	3 30	3 10	... ..	... ..	... ..
55‡	Boorcan ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..
59‡	Timboon Jct. NC ES	arr. ...	... ..	... ..	... ..	5 11	... ..	... ..
	(See page 132)	dep. ...	... ..	... ..	... ..	5 16	... ..	... ..
62‡	Cattle Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
63‡	Camperdown Oil Siding NC	arr. ...	... ..	4 5-90	3 45	... ..	5 27	6 26
63‡	CAMPERDOWN ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	ESW	—83	—83	... ..	... ..	... ..	... ..	... ..
		dep. 5 40	6 10	5 40	6 35	7 10	7 20	8 15-69
68‡	Weerite NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. 5 55	6 25	... ..	... ..	... ..	... ..	... ..
72‡	Pomborneit NC	arr. ...	... ..	... ..	... ..	... ..	... ..	... ..
		dep. 6 12	6 42	6 10	7 5	7 41	7 51	8 44
82	Pirron Yallock O ES	arr. 6 35	7 5	... ..	... ..	... ..	8 13	... ..
	(See page 132)	dep. 6 50	7 20	6 32	7 27	8 3	8 51-73	9 6
		arr. 7 15	7 45	6 55	7 50	8 24	9 16	... ..
91‡	GOLAC ES W	—73, 90	—73	... ..	... ..	—73	... ..	... ..
		dep. 8 35	8 35	7 25	8 50	8 50	9 26	9 30
91‡	Esso, Mobil and B.P. Oil Co's	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
92‡	Shell Co's. Siding NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
103	Birregurra ES	arr. 9 10	9 10	8 0-73	... ..	... ..	... ..	... ..
		dep. 9 25	9 25	8 20	9 25	9 25	10 1	10 5
115‡	Winchelsea O ES W	arr. 9 56	9 56	... ..	... ..	... ..	... ..	... ..
	(See page 132)	dep. 10 11	10 11	8 52	9 56	9 56	10 36	... ..
126‡	Moriac O ES	arr. 10 49	10 49	... ..	... ..	... ..	... ..	... ..
		dep. 11 4	11 4	9 26	10 30	10 30	11 12	... ..
132	WaurndPonds(Victoria	arr. ...	... ..	9 37	... ..	... ..	... ..	... ..
	Portland Cement	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	Coy. Siding) NC ES	... ..	... ..	9 57	... ..	... ..	... ..	... ..
	(See note, page 132)	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..
138‡	Geelong R'course Plat. NC	... ..	... ..	... ..	... ..	... ..	... ..	... ..
140‡	South Geelong ES	arr. 11 34	11 34	10 13	10 59	10 59	11 41	... ..
141‡	GEELONG ES WG	arr. 11 38	11 38	10 19	11 4	11 4	11 46	... ..
	Continued on	dep. ...	... ..	... ..	... ..	... ..	... ..	... ..
		94	94	82	112	94	116	42

PORT FAIRY-WARRNAMBOOL-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	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. ‡	
—	PORT FAIRY ES W ... dep. ...	P.M.	P.M.	P.M.	P.M.	P.M.	...
3	Glaxo Siding NC ... arr. ...	...	...	...	From Hamil- ton	From Hamil- ton	...
11	Koroit ES W ... dep. ...	...	...	...	6 40	10 35	...
14½	Illowa NC ... dep. ...	...	...	...	6 50	10 45	...
17½	Dennington NC ES (See page 132) ...	4 50	...	...	...	...	...
17½	Shell Co's. Siding NC ...	...	...	...	...	...	...
19½	Cattle Siding NC ...	...	...	...	...	...	...
20½	WARRNAMBOOL ...	5 0	...	—90	7 18	11 13	...
27½	ES W ... dep. ...	...	5 40	6 5	...	...	...
35½	Allansford ES ... arr. ...	...	5 57	6 23	...	...	...
48½	(See page 132) ... dep. ...	...	6 17	7 7	...	...	...
49½	Panmure O ES ... arr. ...	...	...	...	...	...	...
55½	(See page 132) ... dep. ...	...	6 49	7 39	...	...	...
59½	Mortlake Junct. NC ES ... arr. ...	...	7 9	...	...	...	...
62½	(See page 132) ... dep. ...	...	...	...	...	...	...
63½	Terang ES ... dep. ...	...	...	...	...	...	...
63½	Boorcan ...	...	...	...	...	...	...
68½	Timboon Junct. NC ... arr. ...	...	...	...	...	...	...
72½	ES (See page 132) ... dep. ...	...	...	...	...	...	...
82	Cattle Siding NC ...	...	...	...	...	...	...
91½	Camperdown Oil Siding NC ... arr. ...	...	7 42	8 10-73	...	...	...
91½	CAMPERDOWN ...	...	...	...	...	...	...
92½	ES W ... dep. ...	...	9 43	10 5	...	...	...
103	Weerite NC (See page 132) ...	...	...	...	...	...	...
115½	Pomborneit NC ... arr. ...	...	9 59	10 21	...	...	...
126½	Pirron Yallock O ES ... dep. ...	...	10 13	10 35	...	...	...
132	(See page 132) ... arr. ...	...	...	...	...	...	...
138½	COLAC ES W ... dep. ...	...	10 29	10 51	...	...	...
140½	Esso, Mobil and B.P. Oil Co's. Siding Co. ...	...	...	...	...	...	...
141½	Shell Co's. Siding NC ...	...	...	...	...	...	...
141½	Birregurra ES ... arr. ...	...	10 52-99	11 14	...	...	...
141½	(See page 132) ... dep. ...	...	10 58	11 20	...	...	...
141½	Winchelsea O ES W ... arr. ...	...	...	...	...	...	...
141½	(See page 132) ... dep. ...	...	11 21	11 43	...	...	...
141½	Moriac O ES ... arr. ...	...	...	Sat.	...	...	...
141½	Waurn Ponds (Victoria Port- land Cement Coy. Siding) NC ES (See note page 132)	...	11 41	12 3	...	...	...
141½	Geelong Racecourse Plat. NC ...	...	Tue. to Fri. A.M.	...	...	...	...
141½	South Geelong ES ...	...	12 3	12 25	...	...	...
141½	GEELONG ES WG ... arr. ...	...	12 12	12 32	...	...	...
141½	Continued on ... dep. ...	...	12 50	12 50	...	...	...
			Page 115	Page 115			
		124	96	116/114	118		

MELBOURNE-GEELONG-PORT FAIRY.

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.

There are two tracks between Altona Junction and Werribee and between Corio and North Geelong "A" Signal Box. The tracks are known as East and West Lines respectively and are signalled for two-way running under the Automatic and Track Control System of Train Signalling.

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 is switched in as Electric Staff Stations as shown hereunder :—

Mondays : From 2.0 p.m. until **No. 120** clears.

Tuesdays to Fridays : From 8.20 a.m. until **No. 120** clears.

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

Mondays	}	From 7.30 a.m. until No. 7 clears.
Wednesdays		
Thursdays		
Tuesdays			... From 7.30 a.m. until No. 112 clears.
Fridays	...	From 7.30 a.m. until No. 96 clears.

NOTE :—The Train Controller, Geelong, may arrange for **Winchelsea, Pirron Yallock, Panmure, and Allansford** 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 Signaller 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 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 Illowa 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.

Waurm Ponds, Timboon Junction, Mortlake Junction and Dennington 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.**

GEE LONG-BALLARAT—Passenger Service

Down

Miles	STATIONS		15 PASS. MON. TO SAT.	29 PASS. SAT.	29 PASS. SAT.	33 PASS. MON. TO FRI.	117 PASS. SUN. †
			A.M.	P.M.	P.M.	P.M.	P.M.
—	MELBOURNE W ... dep. ...		7 4	12 15	2 5	4 0	Connects From Queenscliff
		arr. ...	8 46	1 52	3 15	5 19	...
			280 H.P. Diesel Rail Car	280 H.P. Diesel Rail Car		280 H.P. Diesel Rail Car	
45	GEE LONG W ... dep. ...		9 0	5 20		5 45	6 33
—	North Geelong ES ...		9 5	5 25		5 50	6 37½
43½	North Geelong Yard W ...		...	...		...	...
—	North Geelong "C" Box ES ...		...	...		...	...
48½	Moorabool O ES W ...	arr. ...	...	...		—26	...
	(See note, page 145) dep. ...		9 14	5 34½		5 59½	6 46½
		arr. ...	...—164	...—22		...	...
51½	Gheringhap ES ... dep. ...		9 21	5 41		6 6	6 53½
		arr. ...	...	...		...	...
55½	Bannockburn ... dep. ...		9 29	5 49		6 14	7 2½
		arr. ...	...—106	...—26		—26	...
61½	Lethbridge O ES W ... dep. ...		9 39	5 59		6 24	7 11½
63½	Rail Motor Stopping Place No. 13 NC		*	*		Z	...
66	Rail Motor Stopping Place No. 52 NC		*	*		Z	...
68½	Rail Motor Stopping Place No. 12 NC		*	*		Z	...
71	Meredith O ES W ...	arr. ...	...	...		...	...
	dep. ...		9 59	6 19		6 45	7 32½
76½	Elaine O ES ...	arr. ...	...—11	...		...	...
	(See note, page 145) dep. ...		10 8	6 28		6 54	7 41½
83½	Lal Lal O ES W ...	arr. ...	...	...		...	...
	dep. ...		10 21	6 41		7 7	7 55½
87½	Yendon NC ...	arr. ...	...	...		...	...
	dep. ...		10 27½	6 47½		7 13½	*
90	Rail Motor Stopping Pl. No. 11 NC		Z	Z		Z	...
92½	Warrenheip ES ...	arr. ...	...—8, 10	...		...	...
	dep. ...		10 36	6 56		7 22	8 10½
95	Rail Motor Stopping Place No. 73 NC		*	*		*	...
96	Ballarat East O ...	...	10 42	7 2		7 28	8 17*
	arr. ...		10 45	7 5		7 30	8 20
96½	BALLARAT W ...	arr. ...	...	...		...	...
	dep. ...		...	...		...	...
			15	29		33	117

For complete service between Warrenheip and Ballarat, see pages 14–54.

BALLARAT-GEELONG—Passenger Service

Up

Miles	STATIONS	80 PASS. MON. TO SAT.	2 280 H.P. Diesel Rail Car Mon. to Sat.	30 280 H.P. Diesel Rail Car Mon. to Sat.	102 PASS. SUNS. ‡
		A.M.	A.M.	P.M.	A.M.
—	BALLARAT W ... { arr. ... } dep. 5 28	5 28	...	...	...
1½	<i>Ballarat East</i> ○ ... { dep. 5 40 ⁻¹ } 5 42*	5 40 ⁻¹ 5 42*	6 45-10 6 48	3 20 3 23	9 5 9 7*
1½	Rail Motor Stopping Place, No. 73 NC ... { ... } ...	...	*	*	...
4	Warrenheip ES ... { arr. ... } dep. 5 51*	...	...	...-19	...
6½	Rail Motor Stopping Place, No. 11 NC ... { dep. ... } ...	5 51*	6 57 Z	3 32 Z	9 18 ...
9¼	Yendon NC ... { ... } ...	*	7 5‡	3 40§	*
12¾	<i>Lal Lal</i> ○ ES W ... { arr. ... } dep. 6 2*	...	...	...	...
20	<i>Elaine</i> ○ ES ... { arr. ... } (See note, page 145) dep. 6 11*	6 2* 6 11*	7 11 7 22	3 46 3 57	9 29 9 40
25½	<i>Meredith</i> ○ ES W ... { arr. ... } dep. 6 18*	...	...	...-81, 22	...
27¾	Rail Motor Stopping Place, No. 12 NC ... { dep. ... } ...	6 18*	7 30 Z	4 5 *	9 47 ...
30¾	Rail Motor Stopping Place, No. 52 NC ... { ... } ...	...	Z	*	...
32¾	Rail Motor Stopping Place, No. 13 NC ... { ... } ...	...	Z	*	...
34¾	<i>Lethbridge</i> ○ ES W ... { arr. ... } dep. 6 29*	...	...-11 7 46	...	...
40¾	<i>Bannockburn</i> ... { ... } ...	6 29* 6 37*	7 54	4 20 4 28§	9 59 10 7
44¾	<i>Gheringhap</i> ES ... { arr. ... } dep. 6 42*	...	...	...	...
48¾	<i>Moorabool</i> ○ ES W ... { arr. ... } (See note, page 145) dep. 6 47*	6 42* 6 47*	8 1 8 7§	4 34 4 40§	10 14 10 20
—	North Geelong "C" Box ES ... { dep. ... } ...	6 53* 11, 12	...	...	...
—	North Geelong Yard W ... { arr. ... } dep. ...	...	...	...	...
53	North Geelong ES ... { arr. ... } dep. ...	...	8 15 (See 8 20 Note)	4 48-57 4 52	10 28 10 35
54½	GEELONG W ... { ... } ...	...	PASS. 9 5	"THE FLIER"	...
96½	MELBOURNE W (Spencer St.) { dep. ... } " " " (Flinders St.) { arr. ... } dep. ...	8 5A ...	10 35 ...	5 12 6 10 6 13 6 17	Connects to Q'cliff (Page 152)
		80	2	30	102

For complete service between Ballarat and Warrenheip, see pages 14-54.

A. On Saturdays arrives Spencer Street 7.58 a.m.

Note :—Passengers from stopping stations North Shore to Melbourne by 8.25 a.m. (**No. 32**) Pass. ex. Geelong, change trains at North Geelong, Mondays to Fridays.

GEELONG-BALLARAT—Goods Service.

Down

Miles	STATIONS		147 Fast Goods Mon. to Fri.	163 Thro. Goods Tue. to Sat. ‡	1 Thro. Goods Tue. to Sat. ‡	
—	MELBOURNE YARD W	... dep.	P.M. 8 50 Tue. to Sat. A.M.	A.M. ...	A.M. ...	...
43½	NORTH GEELONG YARD W	... dep.	...	1 10	1 45	...
—	North Geelong "C" Box ES	...	12 15	...	—158	...
48½	Moorabool O ES W	... arr.	...	1 29	2 4	...
	(See note, page 145)	... dep.	12 29	1 41	...	...
51½	Gheringhap ES	... arr.	...	...	—48	...
		... dep.	12 39	1 48	2 16	...
55½	Bannockburn	... arr.	...	...	...	...
		... dep.	...	...	...	...
61½	Lethbridge O ES W	... arr.	To Adelaide via Cressy	To Ararat	2 50 —162	...
		... dep.	...	...	2 57	...
71	Meredith O ES W	... arr.	...	...	...	...
		... dep.	...	...	4 2	...
76½	Elaine O ES	... arr.	...	...	...	...
	(See note, page 145)	... dep.	...	...	4 26	...
		... arr.	...	...	...	...
83½	Lal Lal O ES W	... dep.	...	...	—172	...
		... arr.	...	...	5 0	...
87½	Yendon	... dep.	...	...	...	...
92½	Warrenheip ES	... arr.	...	...	...	...
		... dep.	...	...	5 28	...
96	Ballarat East O	... arr.	...	...	5 36	...
96½	BALLARAT W	... dep.	...	...	5 39—80	...
		
			147	163	1	

For complete service between Warrenheip and Ballarat see pages 14–54.

GEEELONG-BALLARAT—Goods Service—continued.

Down

Miles	STATIONS	3 Goods Mon to Sat.	11 Thro. Goods Mon. to Sat. ‡	5 Goods Mon. to Sat ‡	
—	MELBOURNE YARD W dep.	A.M.	A.M.	A.M.	
43½	NTH. G'LONG YD. W dep.	5 20	6 0	7 20	...
—	Nth. Geelong "C" Box ES ...	...	...	—172	...
48½	Moorabool O ES W { arr. ...	...	...	...	...
	(See note, page 145) { dep. 5 39	5 39	6 19	7 39	...
	{ arr. 5 51	5 51	6 34	...	...
51½	Gheringhap ES ... { dep. 5 56	5 56	—172, 80 6 47	7 51	...
55½	Bannockburn ... { arr. ...	...	...	...	...
	{ dep. ...	...	...	...	...
61½	Lethbridge O ES W { arr. ... To Ararat	To Ararat	7 24	To Ararat	...
	{ dep. ...	...	—2 7 51	...	...
	{ arr. ...	...	8 56	...	...
71	Meredith O ES W { dep. ...	...	—106 9 15	...	...
76½	Elaine O ES { arr. ...	...	9 39	...	...
	(See note, page 145) { dep. ...	...	10 26—15	...	...
83½	Lal Lal O ES W ... { arr. ...	...	11 3	...	...
	{ dep. ...	...	11 15—8	...	...
87½	Yendon ... { arr. ...	...	...	...	...
	{ dep. ...	...	...	...	...
			Mon., Tue., Wed., Fri., Sat. ‡	Thur. ‡ 63 Fol. 63	
92½	Warrenheip ES ... { arr. ...	...	...	11 46	...
	{ dep. ...	...	11 46—108	11 54	...
96	Ballarat East O ... { arr. ...	...	11 54	P.M. 12 5	...
96½	BALLARAT W ... { arr. ...	...	11 57	12 8	...
	{ dep. ...	...	...	...	...
		3	11	11	5

For complete service between Warrenheip and Ballarat see pages 14–54.

GEELONG-BALLARAT—Goods Service—continued.

Down

Miles	STATIONS		17 Thro. Goods Tue., Wed., Fri, Sat.	19 Roadside Goods Mon. Thur.	21 Thro. Goods Mn. to Sat.	129 Exp. Goods Sat. ‡	129 Exp. Goods Mn. to Fri. ‡	35 Thro. Goods Sat. ‡	35 Thro. Goods Mn. to Fri. ‡	81 Thro. Goods Mn. to Sat. ‡	
—	MELBOURNE YARD W	dep.	A.M.	A.M	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
—	DYNON ...	dep.	...	...	...	...	...	...	...	...
43½	NORTH GEELONG YD. W	dep.	9 30	9 30	10 45	P.M.	P.M.	12 35	1 0	1 40	
—	Nth. Geelong "C" Box ES	...	...	...	...	12 15	12 40	...	...	—8
48½	Moorabool ○ ES W ...	arr.	—164	—164	...	...	...	...	—8	...
	(See note, page 145)	dep.	9 49	9 49	11 4	12 26	12 51	12 54	1 19	1 59	
		arr.	10 1	10 1	...	...	...	...	...	—108
51½	Gheringhap ES	...	—106	—106	...	...	—8	...	...	...
		dep.	10 14	10 14	11 16	12 33	12 58	1 6	1 31	2 11	
55½	Bannockburn	arr.	...	10 31	To	...	...	To	To	...
		dep.	...	10 41	Ararat	...	...	Ararat	Ararat	...
		arr.	...	11 1	...	...	...	...	...	...
61½	Lethbridge ○ ES W ...	dep.	10 48	11 21	...	—8 12 49	—108 1 14	...	...	—10 2 42
		arr.	...	12 26—10	...	...	...	...	...	3 47
71	Meredith ○ ES W ...	dep.	11 52—8	—108 1 10	...	...	—10 1 39	...	...	—30,22 4 10
			Sat.	Tue., Wed., Fri.							
			P.M.	P.M.							
76½	Elaine ○ ES	arr.	...	12 16	1 34	...	...	...	...	4 34
	(See note, page 145)	dep.	12 16	12 38	2 7	...	1 23	1 48	...	—26 4 53	
		arr.	...	...	2 43	...	...	...	...	...
83½	Lal Lal ○ ES W	...	—22	...	...	...	...	...	...	...
		dep.	12 47	1 14	2 58	...	1 37	2 2	...	5 29	
87½	Yendon	arr.	...	...	...	...	...	...	...	...
		dep.	...	...	...	...	...	...	...	...
		arr.	...	...	...	...	—22	...	...	...
92½	Warrenheip ES	dep.	1 15	1 42	3 30—30	...	1 51	2 16	...	5 57	
96	Ballarat East ○	...	1 23	1 50	3 41	...	1 57	2 22	...	6 5	
		arr.	1 26	1 53	3 44	...	1 59	2 25	...	6 8	
96½	BALLARAT W	dep.	...	...	...	2 2	2 30	...	...	...
			17	17	19	21	129	129	35	35	81

For complete service between Warrenheip and Ballarat, see pages 14—54.

GEELONG-BALLARAT—Goods Service—continued.

Down

Miles	STATIONS		27 Thro. Goods Mon. to Sat. ‡	53 Thro. Goods Mon. to Sat. ‡	57 Thro. Goods Mon. to Fri. (Sat. ‡)	61 Thro. Goods Sat. ‡		
—	MELBOURNE YARD W ...	dep.	P.M. ...	P.M. ...	P.M. ...	P.M. ...	...	...
43½	NTH GEELONG YARD W ...	dep.	2 15	3 10	4 50	5 45	...	...
—	North Geelong "C" Box ES ...	...	...	...	...	...	...	...
48½	Moorabool O ES W ...	arr.	...	...	...	...	...	...
	(See note, page 145)	dep.	-108	-116	...	...	...	...
51½	Gheringhap ES ...	arr.	2 34	3 29	5 9	6 4	...	...
55½	Bannockburn ...	dep.	2 46	3 41-18	...	6 16-26	...	...
		dep.	3 1-116	4 14-10	5 21	6 34	...	...
61½	Leithbridge O ES W ...	arr.	To	To	To	...	...	...
		arr.	Ararat	Ararat	Ararat	...	...	...
		dep.	...	...	...	7 8	...	...
71	Meredith O ES W ...	arr.	...	...	...	...	...	...
		dep.	...	...	...	8 12	...	...
76½	Elaine O ES ...	arr.	...	...	...	...	...	...
	(See note, page 145)	dep.	...	...	...	8 33	...	...
83½	Lal Lal O ES W ...	arr.	...	...	...	...	...	...
87½	Yendon ...	dep.	...	...	...	9 7	...	...
92½	Warrenheip ES ...	arr.	...	...	...	...	...	...
96	Ballarat East O ...	dep.	...	...	...	9 35	...	...
		arr.	...	...	...	9 43	...	...
96½	BALLARAT W ...	arr.	...	...	...	9 46	...	...
		dep.	...	...	...	...	...	...
			27	53	57	61		

For complete service between Warrenheip and Ballarat, see pages 14-54.

GEE LONG-BALLARAT—Goods Service—Continued.

Down

Miles	STATIONS		101 Thro. Goods Mon. to Fri.	103 Express Goods Mon. to Fri.	87 Thro. Goods Mon. to Fri.	157 Thro. Goods Mon. to Fri. ‡	93 Thro. Goods Mon. to Fri. ‡
—	MELBOURNE YARD W	dep.	P.M. 2 25	P.M. 5 45	P.M. ...	P.M. ...	P.M. ...
43½	NTH. GEE LONG YARD W ...	dep.	...	...	8 10	9 15	11 35
—	North Geelong "C" Box ES ...	...	6 10	7 15	-132	-42	-46
48½	<i>Moorabool</i> ○ ES W ...	arr.	...	...	...	...	...
	(See note, page 145)	dep.	-26 6 29	7 25	8 29	9 34	11 54
							Tue. to Sat. ‡
							A.M.
51½	Gheringhap ES ...	arr.	-20	...	...	9 46	12 6
		dep.	6 41	7 31	8 41	-180 10 2	-158 12 29
55½	<i>Bannockburn</i> ...	arr.	To	...	...	To	...
		dep.	Ararat	...	...	Ararat	...
61½	<i>Lethbridge</i> ○ ES W ...	arr.	...	...	9 12	...	...
		dep.	...	7 45	-152 10 12	...	1 3
71	<i>Meredith</i> ○ ES W ...	arr.	...	...	11 17	...	2 7
		dep.	...	8 4	-158 11 33	...	-162 2 20
76½	<i>Elaine</i> ○ ES ...	arr.	...	...	...	...	...
	(See note, page 145)	dep.	...	8 12	11 57	...	2 44
					Tue. to Sat. A.M.		
83½	<i>Lal Lal</i> ○ ES W ...	arr.	...	...	...	...	...
		dep.	...	8 24	12 31	...	3 18
87½	<i>Yendon</i> ...	arr.	...	...	...	...	...
		dep.	...	...	...	...	...
		arr.	...	...	...	...	3 46-172
92½	Warrenheip ES ...	dep.	...	-152 8 36	-162 12 59	...	-fol. 9 4 56
96	<i>Ballarat East</i> ○ ...	arr.	...	8 40	1 7	...	5 7
96½	BALLARAT W ...	arr.	...	8 43	1 10	...	5 10
		dep.	...	9 5 To Mildura	...	...	...
			101	103	87	157	93

For complete service between Warrenheip and Ballarat see pages 14-54.

BALLARAT-GEELONG—Goods Service

Up

Miles	STATIONS	48 Thro. Goods Tue. to Sat.	156 Thro. Goods Tue. to Sat.	162 Thro. Goods Mon. to Fri. ‡	88 Fast Goods Tue. to Sat.	172 Thro. Goods Mon. ‡	172 Thro. Goods Tue. to Sat. ‡	164 Thro Goods Tue. to Sat. ‡
—	BALLARAT W ... { arr. ...	A.M. ...	A.M. ...	P.M. ...	A.M. ...	A.M. ...	A.M. ...	A.M. ...
½	Ballarat East ○ dep. ...	... ..	... ..	11 45	... ..	3 10	3 10	... ..
		... ..	... ..	11 50	... ..	3 30	3 50	... ..
				Tue. to Sat. ‡		3 35	3 55	... ..
				A.M.				
4	Warrenheip ES ... { arr. ...	... ..	... ..	12 11	... ..	3 56	4 16	... ..
9½	Yendon ... { dep. ...	... ..	... ..	1 16-87	... ..	4 6-93	4 26-93	... ..
	
	
12½	Lal Lal ○ ES W { arr. ...	... ..	... ..	... ..	... ..	4 30	4 50	... ..
	
	
20	Elaine ○ ES ... { dep. ...	... ..	... ..	1 38	... ..	5 5	5 5	... ..
	(See note, page 145) { arr. ...	... ..	... ..	... ..	... ..	5 27	5 27	... ..
		... ..	... ..	1 58	... ..	... ..	... ..	... ..
25½	Meredith ○ ES W { arr. ...	... ..	... ..	2 10	... ..	... ..	... ..	... ..
		... ..	... ..	—93	... ..	... ..	... ..	... ..
		... ..	... ..	2 28	... ..	5 39	5 39	... ..
34½	Lethbridge ○ ES W { dep. ...	... ..	... ..	—1	... ..	... ..	... ..	... ..
		From Ararat	From Ararat	2 53	From Ararat	6 1	From Maryborough	From Ararat
					Wed. to Sat. From Hamilton Mon.			
40½	Bannockburn ... { arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	
44½	Gheringhap ES ... { arr. 1 43	... ..	... ..	3 14	... ..	6 23	8 53	... ..
		—1,163	... ..	... ..	... ..	—80, 11	—15	... ..
		2 22	2 57	3 20	4 9	6 56	9 26	9 38
48½	Moorabool ○ ES W { dep. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..
	(See note, page 145) { arr. ...	... ..	... ..	... ..	... ..	... ..	... ..	... ..
—	Nth. Geelong ("C" Box) ES { dep. 2 34	3 6	3 31	4 16	7 8	—5	9 54	... ..
53	NTH. GEELONG YD. W arr. 2 43	... ..	3 40	4 25	7 17	10 5	... ..	... ..
96½	MELBOURNE YARD W arr. ...	6 45	... ..	7 35	... ..	... ..	... ..	... ..
		48	156	162	88	172	164	

For complete service between Ballarat and Warrenheip see pages 14-54

BALLARAT-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	106 Thro. Goods Mon. to Sat. ‡	8 Thro. Goods Tue., Wed., Fri., Sat.	116 Goods Mon. to Sat.	10 Roadside Goods Mon., Thur.	
		A.M.	A.M.	P.M.	A.M.	
—	BALLARAT W ...	{ arr. ...	...	...	...	...
½	<i>Ballarat East</i> ○	{ dep. 7 40	10 0	...	10 0	...
		{ ... 7 45	10 5	...	10 5	...
4	Warrenheip ES ...	{ arr. 8 6	10 26	...	10 26-15	...
		{ dep. 8 16	10 41	...	10 41	...
9½	<i>Yendon</i> ...	{ arr. ...	...	...	...	...
		{ dep. ...	...	...	...	...
12½	<i>Lal Lal</i> ○ ES W	{ arr. ...	11 3-11	...	11 3	...
		{ dep. 8 38	11 10	...	11 30-11	...
		{ arr. ...	...	...	11 52	...
20	<i>Elaine</i> ○ ES ...	{ dep. 8 58	11 32	...	12 50	...
	(See note, page 145)	{ arr. —11	11 46	...	1 5	...
25½	<i>Meredith</i> ○ ES W	{ dep. 9 10	—17	...	—19	...
			11 57	...	—129	...
					1 44	...
			Tue., Wed., Fri.	Sat. P.M.		
34½	<i>Lethbridge</i> ○ ES W	{ arr. 9 32	P.M. 12 24	...	2 10	...
		{ dep. —15	—129	...	—81	...
40½	<i>Bannockburn</i> ...	{ arr. 9 44	12 23	From	2 47	...
		{ dep. ...	...	Ararat	3 3	...
		{ arr. ...	...	...	3 18	...
44½	<i>Gheringhap</i> ES ...	{ dep. ...	12 39	...	3 29	...
		{ arr. —17, 19	—129	—27	—53	...
		{ dep. 10 9	1 3	2 56	3 46	...
		{ arr. ...	1 15	3 7	...	...
48½	<i>Moorabool</i> ○ ES W	{ dep. 10 18	—35	—53	...	...
	(See note, page 145)	{ arr. ...	1 24	3 34	3 57	...
—	Nth. Geelong ("C" Box) ES	{ dep. ...	...	...	...	...
53	NTH. GEELONG YD. W arr.	{ arr. 10 27	1 35-81	3 45	4 6	...
		106	8	8	116	10

For complete service between Ballarat and Warrenheip, see pages 14-54.

BALLARAT-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	108 Thro. Goods Mon. to Fri. †	18 Goods Mon. to Sat. †	22 Thro. Goods Mon. to Sat. †
—	BALLARAT W ... {	A.M. 10 45	P.M.	P.M.
½	<i>Ballarat East</i> ○ ... {	dep. 11 15	...	...
4	Warrenheip ES ... {	arr. 11 23	...	1 30
9½	Yendon NC ... {	arr. 11 43	...	1 35
		dep. —11	...	1 56
		arr. 11 51	...	—129
		dep. ...	...	2 16
		arr. ...	...	...
		P.M.	...	...
12¾	<i>Lal Lal</i> ○ ES W ... {	arr. ...	...	Tue., Wed., Fri., Sat. †
		dep. 12 13	...	Mon., Th. †
20	<i>Elaine</i> ○ ES ... {	arr. ...	...	...
	(See note, page 145)	dep. —17, 10	...	2 43
25½	<i>Meredith</i> ○ ES W ... {	arr. ...	...	2 43
		dep. 12 33	...	...
		arr. ...	...	3 3
		dep. —19	...	3 10
		arr. 12 45	...	3 15
		dep. 1 7	...	3 25
34¾	<i>Lethbridge</i> ○ ES W ... {	arr. —129	From Ararat	4 25—30, 81
		dep. 1 19	...	...
40¾	<i>Bannockburn</i> ... {	arr. ...	...	4 51
		dep. ...	...	...
		arr. ...	...	...
44¾	<i>Gheringhap</i> ES ... {	arr. 1 46	...	Mon. to Fri. †
		dep. —81	—53	5 12
		arr. 2 16	4 9	—57
		dep. 2 28	...	5 26
48¾	<i>Moorabool</i> ○ ES W ... {	arr. —27	...	...
	(See note, page 145)	dep. 2 39	4 18	5 37
—	North Geelong "C" Box ES ... {	arr. ...	...	—33
53	NORTH GEELONG YD. ... {	arr. 2 50	4 27	5 46
				Sat. †
				5 12
				—29, 61
				6 21
				...
				6 33
				...
				6 42
		108	18	22
				22

For complete service between Ballarat and Warrenheip, see pages 14-54.

BALLARAT-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	26 Thro. Goods Mon. to Sat. ‡		20 Goods Mon. to Sat. ‡	
		P.M.		P.M.	
—	BALLARAT W { arr. ...	...	...	...	...
1	<i>Ballarat East</i> ○ { dep. 3 30	...	...	...	...
4	Warrenheip ES { arr. 3 35	...	...	...	...
9½	Yendon { dep. 3 56	...	...	...	...
12¾	<i>Lal Lal</i> ○ ES W { arr. 4 6	...	...	...	...
20	<i>Elaine</i> ○ ES { dep. ...	...	...	...	...
	(See note, page 145) { arr. 4 28	...	...	...	...
25½	<i>Meredith</i> ○ ES W { dep. —81	...	...	...	...
	... .. { arr. 4 48	...	...	...	...
	... .. { dep. ...	...	...	...	...
	... .. { arr. 5 0	...	...	...	...
		Sat. ‡	Mon. to Fri. ‡		
34¾	<i>Lethbridge</i> ○ ES W { arr. 5 22	...	...	...	...
	... .. { dep. —29	...	...	...	...
40¾	<i>Bannockburn</i> { dep. 6 4	...	5 22	...	...
	... .. { arr. ...	...	...	...	...
	... .. { dep. ...	...	...	...	...
44¾	Gheringhap ES { arr. 6 29	...	...	...	...
	... .. { dep. —61, 20	...	...	...	...
48¾	<i>Moorabool</i> ○ ES W { arr. 7 13	...	5 44	...	...
	(See note, page 145) { arr. ...	...	5 54—33	...	...
	North Geelong "C" Box ES { dep. 7 25	...	6 34—101	...	...
53	NORTH GEELONG YARD W { dep. ...	...	...	...	...
	... .. { arr. 7 34	...	6 45	...	7 8
		26	26	20	

Miles	STATIONS	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.
—	BALLARAT W dep. ...	...	...	...	...
1	<i>Ballarat East</i> ○ ... ..	...	...	...	...
4	Warrenheip ES ... ..	...	...	...	...
9½	Yendon ... ..	...	...	...	...
12¾	<i>Lal Lal</i> ○ ES W ... ..	...	...	...	...
20	<i>Elaine</i> ○ ES ... ..	...	...	...	...
	(See note, page 145) ... ..	...	...	...	...
25½	<i>Meredith</i> ○ ES W ... ..	...	...	...	...
34¾	<i>Lethbridge</i> ○ ES W ... ..	...	...	...	...
40¾	<i>Bannockburn</i> ... ..	...	...	...	...
	... ..	From Ararat	From Ararat	From Ararat	From Ararat
44¾	Gheringhap ES { arr. ...	...	...	...	...
	... .. { dep. ...	...	...	...	...
48¾	<i>Moorabool</i> ○ ES W { arr. 7 39	...	7 48	8 42	8 51
	(See note, page 145) { dep. ...	...	...	...	...
	North Geelong "C" Box ES... .. { arr. 7 48	...	7 57	8 51	9 0
53	NORTH GEELONG YARD W { dep. ...	...	—87	...	...
	... .. { arr. 7 57	...	8 6	9 0	9 9
		132	132	42	42

For complete service between Ballarat and Warrenheip, see pages 14–54.

BALLARAT-GEELONG—Goods Service—continued.

Up

Miles	STATIONS	180 Thro. Goods Sat. ‡	180 Thro. Goods Mon. to Fri. ‡	152 Thro. Goods Mon. to Fri.	46 Thro. Goods Sat. ‡	46 Thro. Goods Mon. to Fri. ‡	48 Thro. Goods Sun. ‡	158 Thro. Goods Mon. to Fri.	
—	BALLARAT W { arr. ... P.M. ...	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	
1/2	<i>Ballarat East</i> ○ { dep. ... 8 15 ...	...	...	8 15	...	...	...	9 20	...
4	<i>Warrenheip ES</i> { arr. ... 8 20 ...	...	...	8 20	...	...	...	9 25	...
9 1/4	<i>Yendon</i> ... { dep. ... 8 41 ...	...	...	8 41	...	...	...	9 46	...
		...	...	8 51	...	...	...	10 6	...
12 3/4	<i>Lal Lal</i> ○ ... { arr. ...	...	...	...	...	...	...	...	...
	<i>ES W</i> { dep. ... 9 13 ...	...	...	9 13	...	...	...	10 28	...
20	<i>Elaine</i> ○ ES { arr. ...	...	...	...	...	...	...	...	...
	(See note, page 145) { dep. ... 9 33 ...	...	...	9 33	...	...	...	10 48	...
25 1/2	<i>Meredith</i> ○ ... { arr. ...	...	...	...	...	...	...	11 3	...
	<i>ES W</i> { dep. ... 9 45 ...	...	...	9 45	...	...	...	11 38-87	...
		From Ararat	From Ararat		From Ararat	From Ararat	From Ararat		
34 3/4	<i>Lethbridge</i> ○ { arr. ...	...	...	...	...	...	...	...	...
	<i>ES W</i> { dep. ... 10 7 ...	...	...	10 7	...	...	...	12 2	...
40 1/4	<i>Bannockburn</i> ... { arr. ...	...	...	...	...	...	...	12 24	...
44 3/4	<i>Gheringhap ES</i> { dep. ... 9 40 ...	9 40	9 57	10 29	10 48	11 11	12 18	12 44A	...
48 1/2	<i>Moorabool</i> ○ ES { arr. ...	...	...	...	...	...	...	...	...
	W (See note, page 145) { dep. ... 9 49 ...	9 49	10 6	10 39	10 57	11 20	12 27	12 56A	...
—	<i>North Geelong "C" Box ES</i> { arr. ...	...	...	10 48	...	—93	...	...	...
53	NORTH GEELONG YARD W arr. 9 58 10 15	9 58	10 15	...	11 6	11 29	12 36	1 5A	...
				Via North Geelong Loop Tue. to Sat. A.M. 3 25					
96 1/2	MELBOURNE YARD W arr. ...	...	...	3 25	...	...	...	...	...
		180	180	152	46	46	48	158	

For complete service between Ballarat and Warrenheip, see pages 14-54.

A. No. 158, when **163** runs, to depart Gheringhap 1.21 a.m., Moorabool 1.33 a.m. arrive North Geelong Yard 1.42 a.m.

NORTH GEELONG LOOP LINE
MELBOURNE-ARARAT (via Cressy)-BALLARAT.

Down

STATIONS	129 Express Goods Sat. †	129 Express Goods Mon. to Fri. †	101 Thro. Goods Mon. to Fri.	103 Express Goods Mon. to Fri.	147 Fast Goods Mon. to Fri.
MELBOURNE W ... dep.	A.M. 10 45 P.M. ... 12 8	A.M. 10 45 P.M. ... 12 34	P.M. 2 25 ... 4 54	P.M. 5 45 ... 7 11	P.M. 8 50 ... 11 25
Nth. Geelong "A" Box ... (Melbourne-Geelong Line) ES	To Serviceton	To Serviceton	To Ararat via Cressy	To Mildura	To Adelaide via Cressy
Nth. Geelong "C" Box (Geelong-Ballararat ES Line) dep.	12 15	12 40	6 10	7 15	Tue. to Sat. A.M. 12 15

Up

STATIONS	156 Thro. Goods Tue. to Sat.	88 Fast Goods Tue.	88 Fast Goods Wed. to Sat.	80 PASS. MON. TO SAT.	152 Thro. Goods Mon. to Fri.
North Geelong "C" Box (Ballarat-Geelong Line) ES arr.	A.M. 3 15 Tue. to Sat. † 4 0	A.M. 4 25 ... 4 30	A.M. 4 25 ... 5 0	A.M. 6 53* ... 6 55*	P.M. 10 48 ... 11 0
North Geelong "A" Box (Geelong-Melbourne Line) dep. ES	ex Ararat	From Hamilton	From Adelaide	From Mildura	Ex Ballarat
MELBOURNE W ... arr.	6 45	7 35	7 35	8 5A	A.M. 3 25

Length of Loop Line is 746 yards. A. Arrives 7.58 a.m. Saturdays
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 section:—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 and Moorabool are switched in as Electric Staff Stations as arranged by the Train Controller, Geelong.

Note:—Before arranging for Elaine, and/or Moorabool to be switched in, the Train Controller, Geelong, must arrange for the Driver and Guard of each Down and Up train to be advised. The Signaller 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 3½ miles from North Geelong Station. The Line junctions at North Geelong "B" Box with the Geelong-Ballararat line. See General Appendix for instructions.

WARRENHEIP—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.

Moorabool—See above note under Geelong-Ballararat.

Langi Logan is switched in as an Electric Staff Station Mondays to Fridays from 1.50 p.m. until No. 147 clears the following morning and on Saturdays from 1.50 p.m. until No. 3 clears and as arranged by the Train Controller, Ararat. See General Appendix for instructions.

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

The Automatic Electric Staff system is in force between Gheringhap and Maroona.

Inverleigh, Wingeel, Berrybank, Derrinalum, Pura Pura, Westmere and Tatyoon are Unattended Staff stations worked under Automatic Electric Staff. For instructions see page 675 of General Appendix, Weekly Notice 36/67.

GEELONG-ARARAT (via Cressy).

Down

Miles	STATIONS	147 Fast Goods Tu. to Sat.	163 Thro. Goods Tue. to Sat. ‡	3 Roadside Goods Mon. to Sat.	5 Goods Mon. to Sat. ‡
43½	NTH. GEELONG YD. W dep. ...	A.M. ...	A.M. 1 10	A.M. 5 20	A.M. 7 20
—	North Geelong ("C" Box) ES 12 15	... —172	...	...	...
48½	<i>Moorabool</i> O ES W } dep. 12 29	... —156	1 29	5 39	7 39
	(See note, page 145) } arr. ...	... —156	1 41	5 51	...
51½	Gheringhap ES ... } dep. 12 39	... —156	1 48	5 56	7 51
	... } arr. ...	... —156	...	6 27	...
62½	<i>Inverleigh</i> O ES ... } dep. 1 5	... —156	2 19	6 47	8 15
	... } arr. ...	... —156	2 52	7 23	8 51
73½	Wingeel NC ES ... } dep. 1 37	... —88	3 16	7 38	8 56
	(See note, page 145) } arr. 2 3	... —88	...	8 7	...
85½	<i>Cressy</i> ES W ... } dep. 2 13	... —88	3 45	8 22	9 25
94½	Berrybank NC ES } arr. 2 38	... —88	4 13	8 50	9 53
	(See note, page 145) } dep. 2 43	... —88	4 18	9 0	9 58
	... } arr. 3 2	... —88	4 39	9 21	10 19
103½	Lismore ES ... } dep. 3 7	... —164	5 12	10 6	11 9—116
	... } arr. 3 23	... —164	5 30	10 24	11 27
109½	<i>Derrinallum</i> O ES W } dep. 3 28	... —116	5 35	11 0	P.M. —18
	... } arr. ...	... —116	...	11 20	12 23
115½	Vite Vite NC ... } dep. ...	... —116	...	11 30	...
	... } arr. 3 58	... —116	6 10	11 45	12 58
121½	Pura Pura NC ES } dep. 4 3	... —164	6 15	12 10	—20
	(See note, page 145) } arr. ...	... —164	...	12 25	1 32
126½	<i>Nerrin Nerrin</i> ... } dep. ...	... —164	...	12 45	...
	... } arr. 4 26	... —164	6 43	12 58	2 0—132
132½	Westmere ES ... } dep. 4 31	... —164	6 48	1 18—20	2 55
138½	<i>Mininera</i> ... } arr. ...	... —164	...	1 38	...
	... } dep. ...	... —164	...	1 53	...
144½	<i>Tatyoona</i> O ES W } arr. 5 1	... —116	7 24	2 4	3 31
	(See note, page 145) } dep. 5 6	... —116	7 39	—132	—42
	... } arr. ...	... —116	7 57	2 29	3 58
	... } arr. ...	... —116	...	2 45—180	4 14
152	MAROONA ES ... } dep. 5 21	... —41	8 37	4 1	Sat. ‡ —46
	... } arr. ...	... —41	...	4 23—46	Mon. to Fri. ‡ —46, 180
159½	Langi Logan NC ES } dep. 5 40	... —41A	9 1	4 41	4 57
	(See note, page 145) } arr. 5 54	... —41A	9 17	4 45	5 31
165½	ARARAT ES W ... } dep. 5 54	... —116	9 17	4 57	5 49
	... } arr. ...	... —116	—23	—48	—48, 39
		147	163	3	3
				5	5

For full train service between Geelong and Gheringhap, see pages 133-145, and between Maroona and Ararat, see pages 63-77.

GEELONG-ARARAT—(via Cressy)—continued.

Down		21		35	35	27
Miles	STATIONS	Thro. Goods Mon. to Sat.		Through Goods Sat. ‡	Through Goods Mon. to Fri. ‡	Thro. Goods Mon. to Sat. ‡
		A.M.	P.M.	P.M.	P.M.	P.M.
—	MELBOURNE YD. W dep.	...	...	...	...	...
43½	NTH. GEELONG YD. W dep.	10 45	12 35	1 0	2 15	...
—	Nth. Geelong ("C" Box) ES	...	...	...	...	...
48½	<i>Moorabool</i> O ES W arr.	...	...	...—8	...	...
—	(See note, page 145) dep.	11 4	12 54	1 19	2 34—108	...
—	arr.	...	...	...	2 46	...
51½	Gheringhap ES ...	...	...	...	—116	...
—	dep.	11 16	1 6	1 31	3 1	...
—	arr.	...	1 36	2 1	...	...
62½	<i>Inverleigh</i> O ES ...	...	...	...	—18	...
—	dep.	11 45	2 13—116	...	3 32	...
—	arr.	12 18	...	...	...	...
73½	<i>Wingee</i> NC ES ...	...	...	...—18	...—20	...
—	(See note, page 145) dep.	12 23	2 49	4 5	...	...
—	arr.	—116	...	...	...	...
85½	<i>Cressy</i> ES W ...	...	...	...—20	...	...
—	dep.	12 52	3 16	4 32	...	...
94½	<i>Berrybank</i> NC ES	...	3 41	...	...	...
—	(See note, page 145) arr.	—18	3 46	4 57—132	...	...
—	dep.	1 17	4 7	5 18	...	...
—	arr.	1 36	—132	—42	...	...
103½	<i>Lismore</i> ES ...	...	4 27	5 50	...	...
—	dep.	2 40	4 45	6 8—180	...	...
—	arr.	2 58	—42	...	...	...
109½	<i>Derrinalum</i> O ES W	...	5 8	6 31	...	...
—	dep.	3 41	...	...	...	...
—	arr.	...	...	...	...	...
115½	<i>Vite Vite</i> NC ...	...	...	...—180	...	...
—	dep.	4 14	...	...	...—46	...
121½	<i>Pura Pura</i> NC ES	...	...	...	...	...
—	(See note, page 145) dep.	4 42	5 43	7 4	...	...
126½	<i>Nerrin Nerrin</i> ...	...	...	...	...	...
—	dep.	...	...	...	...	...
—	arr.	5 8	6 7	7 28	...	...
132½	<i>Westmere</i> ES ...	...	—46	—48	...	...
—	dep.	5 16	6 25	7 42	...	...
138½	<i>Mininera</i> ...	...	...	...	...	...
—	arr.	...	...	...	8 18	...
144½	<i>Tatyoan</i> O ES W	...	...	...	...	...
—	(See note, page 145) dep.	—46	—48	...	...	...
—	arr.	5 50	6 59	8 23	...	...
—	arr.	6 5	7 14—156, 9	8 39	...	...
—	arr.	—9, 44, 48	—50	...	...	...
—	arr.	—50, 34	...	...	...	...
152	MAROONA ES ...	...	...	...	...	...
—	dep.	7 12	Sat. ‡	Mon. to Fri. ‡	Sat. ‡	Mon. to Fri. ‡
—	arr.	...	8 20	8 36	—98	—65
—	arr.	...	...	...	...	—156
—	arr.	...	...	...	...	—54, 98
159½	<i>Langi Logan</i> NC ES	...	...	9 0	9 18	10 3
—	(See note, page 145) dep.	7 36	7 36—156	9 16—65	...	10 28
165½	ARARAT ES W ...	7 52	8 9	9 32	9 42	10 39—88
—	arr.	...	...	...	9 58	10 57—13
		21	21	35	35	27
		21	27			27

For full train service between Geelong and Gheringhap, see pages 133–145, and between Maroona and Ararat, see pages 63–77.

Down

GEELONG-ARARAT—(via CRESSY)—continued.

Miles	STATIONS	53		57		101	157
		Thro. Goods Mon. to Sat. ‡		Thro. Goods Mon. to Fri. (Sat. ‡)		Thro. Goods Mon. to Fri.	Thro. Goods Mon. to Fri. ‡
—	MELBOURNE YD. W dep.	P.M.	...	P.M.	...	P.M.	P.M.
43½	NTH. GEELONG YD. W dep.	3 10	...	4 50—30	...	2 25	...
—	North Geelong ('C' Box) ES	...	...	...	...	via	...
48½	Moorabool O ES W ...	—116	...	...	...	N. G'long	9 15
	(See note, page 145)	...	...	...	...	Loop	—42
	arr.	3 29	...	5 9	...	6 10	...
	dep.	3 41	...	—22	...	—26	9 34
51½	Gheringhap ES ...	—18,10	...	5 21	...	6 29	9 46
	arr.	4 14	...	—20	...	—20	—180
	dep.	...	...	...	...	6 41	10 2
62½	Inverleigh O ES ...	4 45—20	...	5 50	...	—132	—46
	arr.	5 18	...	6 23	...	7 10	10 33
73½	Wingee NC ES ...	5 23	...	—132	...	—42	11 6
	(See note, page 145)	...	...	6 31	...	7 43	11 11
	arr.	—132	...	—42	...	8 10	...
85½	Cressy ES W ...	5 52	...	7 0	...	—180	—48
	dep.	...	...	...	...	8 15	11 40
94½	Berrybank NC ES	—42	...	7 28—180	...	8 43	Tue. to
	(See note, page 145)	6 17	...	7 49	...	8 57—46	Sat. ‡
103½	Lismore ES ...	6 38—180	...	8 10	...	9 18	A.M.
	arr.	7 15	...	—46	...	—48	12 5—156
	dep.	...	...	8 40	...	10 0	12 15
	arr.	...	...	...	...	...	12 36
	dep.	...	...	...	...	...	—88
	arr.	...	...	...	...	...	12 52
109½	Derrinallum O ES	7 33—46	...	Mon. to Fri.	Sat. ‡	10 18	1 10
	arr.	7 47	...	—48	8 58	—156	...
115½	Vite Vite NC ...	...	...	8 58	9 3	11 13	1 15
	arr.	...	...	...	...	...	...
	dep.	...	...	...	...	...	...
	arr.	...	...	9 29	9 38	11 47	1 50
121½	Pura Pura NC ES	—48	...	...	...	Tue. to Sat.	...
	(See note, page 145)	...	...	...	...	A.M.	...
	arr.	...	...	...	...	12 6—88	1 55
126½	Nerrin Nerrin ...	8 20	...	9 34	9 43	...	...
	arr.	...	...	...	...	...	...
132½	Westmere ES ...	8 44	...	10 2	10 11	12 34	2 23
	dep.	8 49	...	10 12—156	10 16	12 39	2 54—164
	arr.	...	...	...	...	...	...
138½	Mininera ...	Sat. ‡	Mon. to Fri. ‡	...	...	...	...
144½	Tatyoan O ES W	...	...	...	...	...	...
	(See note, page 145)	...	...	...	...	...	...
	arr.	9 25	9 25	10 48	10 52	1 15	3 30
	dep.	9 30	9 48—156	11 17—88	10 57	1 20	3 35
	arr.	9 46	10 4	11 33	11 13	1 36	3 51
	dep.	...	...	—13, 7, 192	—92	—17, 13	—25
152	MAROONA ES ...	—88	...	—92, 164	Sun. ‡	—16, 164	...
	arr.	—65	...	Tue. to Sat.	...	—192	...
	dep.	...	...	A.M.	A.M.	...	...
159½	Langi Logan NC ES	10 1	10 53	1 8A	12 7	2 52	4 17
	(See note, page 145)	...	11 17B	—17	...	...	4 41—41
165½	ARARAT ES W ...	10 25	11 26—13	1 32	12 31	3 16	4 56
	arr.	10 41	11 42—7	1 48	12 47	3 32—25	5 14

A.—No. 57, when 128 runs from Portland, to depart Maroona 1.18, a.m. Langi Logan 1.42 a.m. arrive Ararat 1.58 a.m.; when 128 and 17 both run to depart Maroona 2.23 a.m., Langi Logan 2.47 a.m. arrive Ararat 3.3 a.m.

B.—No. 53, when 13 does not run to depart Langi Logan 11.17 p.m. arrive Ararat 11.33 p.m.

For full service between Geelong and Gheringhap, see pages 133-145, and between Maroona and Ararat, see pages 63-77.

(W)

ARARAT-GEELONG—(Via CRESSY)

Up

Miles	STATIONS	164 Thro. Goods Tue. to Sat. ‡	116 Roadside Goods Mon. to Sat.	18 Goods Mon. to Sat. ‡	20 Thro. Goods Mon. to Sat. ‡	20A Thro. Goods Mon. to Sat. ‡
—	ARARAT ES W... dep.	A.M. 12 15	A.M. 6 30	A.M. 8 0	A.M. 10 20—6	A.M. 11 0
5½	Langi Logan NC ES (See note, page 145) {	arr. 12 32 —92 dep. 12 44B arr. 1 3	... —196 6 46 7 6	... 8 16 8 32—23,6 —48, 61, 163	... 10 36 10 52	... 11 16 11 32
13½	MAROONA ES ... {	—192,57 101,17,16 dep. 1 55 arr. 2 18	7 11 7 34	10 0 10 23	Not to run when 47 Ham. runs.	Not to run when 47 Ham. runs.
21	Tatyoan O ES ... (See note, page 145) {	dep. 2 23 arr. ...	7 54 8 9	10 28 ...	12 28	...
26½	Mininera ... {	arr. ... dep. ...	8 19 8 32	......	...	...
32½	Westmere ES ... {	—157 dep. 2 49 arr. ...	8 42 9 5	10 54 ...	12 54 1 3—3	...
38½	Nerrin Nerrin ... {	dep. ... arr. 3 9	9 15 9 26	... 11 16	...	...
43½	Pura Pura NC ES (See note, page 145) {	—147 dep. 4 8 arr. ...	9 44 10 1	—3 11 50	—5 1 27	...
50	Vite Vite NC ... {	dep. ... arr. 4 36	10 11 10 34	P.M. —5	...	...
55½	Derrinallum O ES W {	dep. 4 41 arr. 4 57	10 48 11 4—5	12 18 ...	1 53 2 7	...
62	Lismore ES ... {	dep. 5 35 arr. 5 59	11 29 11 53	12 32 12 54—21	2 17—21 2 41	...
70½	Berrybank NC ES (See note, page 145) {	dep. 6 4 arr. 6 25	P.M. 12 8 12 29	1 22 ...	2 46 3 7	...
79½	Cressy ES W ... {	dep. 6 30 arr. 6 59	—21 12 59 1 28	1 43 2 12 —35	3 21 3 50 —27	...
91	Wingeel NC ES ... (See note, page 145) {	dep. 7 28 arr. 7 53	1 43 2 8—35	2 54 3 19—27	4 10 4 35—57, 53	...
102½	Inverleigh O ES ... {	dep. 8 20—5 arr. 8 53	2 23 ...	3 37 ...	5 55 6 29	...
113½	Gheringhap ES ... {	—15 dep. 9 26 arr. 9 38	—27 2 56 3 7	—53 4 9 ...	—26, 101 6 47...	...
117	Moorabool O ES W (See note, page 145) {	dep. 9 54 arr. ...	—53 3 34	4 18 4 27	6 59 7 8	...
—	North Geelong ("C" Box)	...	...	...	...	...
121½	NTH. GEELONG YARD W {	arr. 10 5 dep. ...	3 45	4 27	...	...
		164	116	18	20-20A	

B—When No. 128 Express Goods runs from Portland No. 164 to pass Langi Logan 12.31 a.m. arrive Maroona 12.50 a.m., thence as tabled.

For all train service between Ararat and Maroona see pages 63-77 and between Gheringhap and Geelong see pages 133-145.

ARARAT-GEELONG—(via GRESSY)—continued.

Up

Miles	STATIONS		132 Thro. Goods		42 Thro. Goods		180 Thro. Goods	
			Mon. to Sat. ‡		Mon. to Sat.		Mon. to Sat. ‡	
—	ARARAT ES W...	dep.	P.M.		P.M.		P.M.	
5½	Langi Logan NC ES	arr.	12 25		1 55		2 35	
	(See note, page 145)	dep.	12 42		...		...
		dep.	1 1—4		2 11		2 51	
		arr.	1 20		2 27		3 7	
13½	MAROONA ES ...		—27		—14,3,63,180		—14,22	
							—5, 3, 63	
		dep.	2 2		3 30		4 19	
21	Tatyoan O ES W	arr.	...		...		4 42	
	(See note, page 145)	dep.	2 24—3		3 53—5		4 47	
26½	Mininera ...	arr.	...		...		...
		dep.	...		...		...
32½	Westmere ES ...	arr.	—5		...		—21	
		dep.	2 50		4 17		5 11	
38½	Nerrin Nerrin ...	arr.	...		...		...
		dep.	...		...		...
43½	Pura Pura NC ES	arr.	...		—21		5 31—35	
	(See note, page 145)	dep.	3 10		4 37		5 48	
50	Vite Vite NC ...	arr.	...		...		...
		dep.	...		...		...
		arr.	...		...		6 16	
55½	Derrinallum O ES W		—21		—35		...	
		dep.	3 36		5 3		6 24—27	
62	Lismore ES ...	arr.	3 52		5 17—27		6 40	
		dep.	4 22—35		5 45		7 20—53	
70½	Berrybank NC ES	arr.	4 36		6 9		...	
	(See note, page 145)	dep.	—27		—53		—57	
			5 3		6 22		7 44	
							Sat. ‡	Mon. to Fri. ‡
79½	Cressy ES W ...	arr.	5 24		6 43		...	8 3
		dep.	—53		...		...	8 3
			5 57		7 5—57		8 3	8 20
91	Wingeel NC ES ...	arr.	6 26		Sat.	Mon. to Fri.	8 32	8 49
	(See note, page 145)	dep.	6 36—57		7 34	7 34—101	8 37	8 54
					7 39	7 48		
			Sat. ‡	Mon. to Fri. ‡				
102½	Inverleigh O ES ...	arr.	7 1	7 1—101	8 4	8 13	9 2	9 19
		dep.	7 6	7 15	8 9	8 18	9 7	9 24
113½	Gheringhap ES ...	arr.	...	...	...	...	...	...
		dep.	7 39	7 48	8 42	8 51	9 40	—157
117	Moorabool O ES W	arr.	...	...	...	...	...	9 57
	(See note, page 145)	dep.	7 48	7 57	8 51	9 0	9 49	10 6
—	North Geelong ("C" Box) ES	...	...	—87	...	...	...	...
121½	NTH. GEELONG YD. W	arr.	7 57	8 6	9 0	9 9	9 58	10 15
			132	132	42	42	180	180

For full train service between Ararat and Maroona see pages 63–77 and between Gheringhap and Geelong, see pages 133–145.

ARARAT-GEELONG—(via CRESSY)—continued.

Up

Miles	STATIONS		46 Thro. Goods		48 Thro. Goods	48 Goods	156 Thro. Goods	88 Fast Goods	88 Fast Goods
			Sat. ‡	Mon. to Fri. ‡	Mon. to Fri.	Sat. ‡	Mon. to Fri.	Tue. to Fri. (Mon. ‡)	Mon.
—	ARARAT ES W...	<i>dep.</i>	P.M. 4 20—22	P.M. 4 25—22	P.M. 5 5—3	P.M. 5 5—3	P.M. 7 30—44	P.M. 10 20—98	P.M. Formed
5½	Langi Logan NC ES (See note, page 145)	<i>arr.</i>	... —3	... —3	5 21—5	5 21	—21	—27	by No. 54
		<i>dep.</i>	4 36	4 41	5 31	5 26	7 46	10 34	Goods ex
		<i>arr.</i>	...	...	5 50	5 45	8 2	...	Hamilton
13½	MAROONA ES...	<i>arr.</i>	...	...	—39, —34, 44, 21	—21, 44	—50, 98	—54	From Adelaide
		<i>dep.</i>	—5 4 52	—5 4 57	6 10	—35	—27	—54	—54
		<i>arr.</i>	...	...	...	...	9 20	10 48	10 45
21	Tatyoan O ES W (See note, page 145)	<i>arr.</i>	5 15	5 20	6 33	—53	...	11 7	...
		<i>dep.</i>	...	5 55—21	7 4—35	9 43	11 12—57	...	...
26½	Mininera ...	<i>arr.</i>	...	...	7 32—27	—57	11 35	...	...
32½	Westmore ES ...	<i>dep.</i>	6 21—35	...	7 37	10 7	11 40	...	...
38½	Nerrin Nerrin ...	<i>arr.</i>	...	...	7 59	10 27	Tue. to Sat.	...	...
43½	Pura Pura NC ES (See note, page 145)	<i>arr.</i>	6 41	—27	8 25	10 32	A.M. —101	12 1	...
		<i>dep.</i>	7 9	...	...	...	...	...	...
50	Vite Vite NC ...	<i>arr.</i>	...	...	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
55½	Derrinallum O ES W	<i>arr.</i>	7 37	—53	8 53	8 53	11 2	12 27	...
		<i>dep.</i>	7 42	...	9 3	9 30	11 30	12 32	...
62	Lismore ES ...	<i>arr.</i>	7 58	—57	9 19	...	...	...	...
		<i>dep.</i>	8 28	...	—101	9 46	11 46	—157	12 47
		<i>arr.</i>	...	...	10 5	...	Tue. to Sat.	...	...
70½	Berrybank NC ES (See note, page 145)	<i>arr.</i>	...	—101	10 29	10 10	A.M. 12 8	1 9	...
		<i>dep.</i>	8 52	...	10 34	10 15	—157	1 14	...
79½	Cressy ES W ...	<i>arr.</i>	...	...	10 55	10 36	...	1 34	...
		<i>dep.</i>	9 11	...	11 45	10 41	1 1	2 40—147	...
		<i>arr.</i>	...	...	Tue. to Sat.	...	...	...	...
91	Wingeel NC ES ... (See note, page 145)	<i>arr.</i>	9 40	...	12 14	11 10	1 30	3 6	...
		<i>dep.</i>	9 45	...	12 19	11 15	—147	—163	3 11
		<i>arr.</i>	Sat. ‡	Mon. to Fri. ‡	...	...	...	...	...
102½	Inverleigh O ES ...	<i>arr.</i>	10 10	10 10	12 44	11 40	2 7	3 36	...
		<i>dep.</i>	10 15	—157	—147	1 10	—163	3 41	...
		<i>arr.</i>	...	10 38	1 43	11 45	2 24	...	...
113½	Gheringhap ES ...	<i>arr.</i>	...	...	—163	Sun. ‡	...	...	...
		<i>dep.</i>	10 48	11 11	—1	...	...	...	...
117	Moorabool O ES W (See note, page 145)	<i>arr.</i>	...	...	2 22	12 18	2 57	4 9	...
		<i>dep.</i>	10 57	11 20	2 34	12 27	3 6	4 16	...
—	North Geelong ("C" Box) ES	<i>arr.</i>	...	—93	...	...	3 15	4 25	...
121½	NTH. GEELONG YD. W	<i>arr.</i>	11 6	11 29	2 43	12 36	...	...	...
165½	MELBOURNE YD. W	<i>arr.</i>	...	...	...	...	6 45	7 35	...
		<i>arr.</i>	...	...	...	...	...	...	...
		<i>arr.</i>	46	46	48	48	156	88	...

For full train service between Ararat and Maroona see pages 63–77 and between Gheringhap and Geelong, see pages 133–145.

GEELONG-QUEENSCLIFF

Down

Miles	STATIONS	121 PASS. SUN.	25 Goods Wed. (Mon. †)	89 Pilot Mon. to Fri.
—	MELBOURNE— (Flinders Street) W G ... dep. (Spencer Street) W G ...	A.M. 9 22 9 26	A.M.	P.M.
45	GEELONG ES W G ...	10 50 PASS. SUN. †	...	...
46½	South Geelong ES †	11 0A arr.	6 25 6 31	2 5 2 11 Mon., Wed., Fri.
48½	Cheetham's Siding NC	11 5♦ dep.	7 21	3 30 3 40
57½	Drysdale NC ... (See note)	... arr. 11 26♦ dep.	7 55 8 25	...
64½	Laker's Siding NC	... arr.	8 43	...
67½	QUEENSCLIFF † ...	11 45 arr.	9 10	...

Miles	STATIONS Up	232 PASS. SUN. †	74 Goods Wed. (Mon. †)	84 Pilot Mon., Wed., Fri.
—	QUEENSCLIFF † ...	P.M. 5 35 arr.	A.M. 10 30 10 38	P.M.
2½	Laker's Siding NC	... dep.	11 8 11 31	...
10	Drysdale NC ...	5 56♦ arr.	11 41	...
19½	Cheetham's Siding NC	... arr. dep.	...	4 0
21½	South Geelong ES †	... arr.	P.M. 12 8	4 10 Mon. to Fri.
22½	GEELONG ES W G ...	6 16♦ 6 22B arr.	12 18 12 24	4 56—97 5 2
67½	MELBOURNE— (Spencer Street) W G ...	PASS. SUN. 6 40 dep.	...	...
68½	(Flinders Street) W G ...	7 58 8 3 arr.	...	...

A. Connects with 9.5 a.m. (No. 102) PASS. Ballarat-Geelong.

B. Connects with 6.33 p.m. (No. 117) PASS. Geelong-Ballarad.

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. ‡)		Miles	STATIONS	116 Goods Mon., Wed., Fri (Thur. ‡)	
123½	CAMPERDOWN ... dep.	A.M. 8 50	...	...	TIMBOON † ... dep.	P.M. 2 30	...
	ES W						
127½	Timboon Junc. NC { arr. 9 0	...	...	2½	Curdie NC ... { arr. 2 38	...	...
	ES† (Note, p. 132) { dep. 9 5	...	...		... { dep. 3 8	...	...
131½	Naroghid NC ... { arr. 9 20	...	...	3½	Vict. Agric. Lime Co's. Siding NC ...	...	...
	... { dep. 9 30	...	...		
135½	Cobden † W ... { arr. 9 41	...	...	7½	Glenfyne NC ... { arr. 3 29	...	...
	... { dep. 10 51	...	...		... { dep. 3 34	...	...
140½	Elingamite NC ... { arr. 11 2	...	...	9	Elingamite NC ...	...	...
	... { dep. 11 12	...	...		
142½	Glenfyne NC ... { arr. 11 17	...	...	13½	Cobden † W ... { arr. 3 53	...	...
	... { dep. 11 27	...	...		... { dep. 4 38	...	...
146½	Vict. Agric. Lime Co's. Siding NC { arr. 11 40	...	...	18½	Naroghid NC ...	...	...
	... { dep. Noon	...	...		
		P.M. 12 0	...				
146½	Curdie NC ... { arr. 12 5	...	22½	Timboon Junc. NC { arr. 5 11	...	...	...
	... { dep. 12 15	...		ES† (Note, p. 132) { dep. 5 16	...	...	...
149½	TIMBOON † ... arr. 12 25	...	26½	CAMPERDOWN ... arr. 5 27	...	...	...
				ES W			

TERANG-MORTLAKE.

Down					Up				
Miles from Melb.	STATIONS	15 Goods Sat. ‡	75 Goods Tue.	75 Goods Fri. ‡	Miles	STATIONS	70 Goods Sat. ‡	112 Goods Tue. (Fri. ‡)	
123½	CAMPERDOWN dep.	A.M. 6 30	A.M. 8 50	A.M. 9 10	—	MORTLAKE † dep.	A.M. 11 5	P.M. 2 0	...
	ES W								
137½	TERANG ES ... { arr. 7 2	—38	9 25	9 45	12	Mortlake Junc. NC ES † { arr. 11 50	2 40	...	...
	... { dep. 8 23	10 30				(Note, p. 132) { dep. 11 55	2 50	...	...
138½	Mortlake Junc. NC ES † { arr. 8 28	10 35			13	TERANG ES ... { arr. 12 1	3 0	...	...
	(Note, p. 132) { dep. 8 33	10 45				... { dep. 12 53	3 10	...	...
150½	MORTLAKE † arr.	9 20	11 30		27	CAMPERDOWN arr.	—35 1 25	3 45	...
						ES W			

Down

WARRNAMBOOL-HAMILTON

Miles from Melb.	STATIONS	1 Goods Wed. (Mon., Tue. Thur., Fri., Sat. †)	113 Goods Tue., Thu., Fri. Sat. †	115 Goods Mon. to Sat. †	117 Goods Tue. to Sat. †
166	WARRNAMBOOL ES W dep.	A.M. 4 50	A.M. 11 0	P.M. 1 30-82,7	P.M. 5 45
167	Cattle Siding NC ... ..	...	...	...	...
169	Dennington NC ES (See page 132) ... ..	...	...	...	...
172	Illowa	arr. ...	...	...	...
		dep. ...	...	...	...
175½	KOROIT ES † W	arr. 5 28	11 38	2 8	6 23
		dep. 6 0	P.M. 12 8	2 30	6 45
185	Woolsthorpe NC	arr. 6 34	...	...	...
		dep. 6 49	...	...	...
189½	Hawkesdale (See note)	arr. 7 4	...	...	...
		dep. 7 59	...	...	...
196½	Minhamite NC	arr. 8 8	...	...	...
		dep. 8 45	...	...	...
201½	Purdeet NC	arr. 9 7	...	...	...
		dep. 9 17	...	...	...
208½	Penshurst O † W	arr. 9 36	2 45	4 16	8 41-118
		dep. 11 0	...	5 10	9 6
215	Tabor NC	arr. 11 18	...	...	...
		dep. 11 28	...	...	...
220½	Yatchaw NC	arr. 11 43	...	...	...
226½	Coleraine Junction †	P.M. 12 0	...	6 5	9 55
227½	HAMILTON ES W	arr. 12 5	...	6 10	10 0

Up

HAMILTON-WARRNAMBOOL

Miles	STATIONS	82 Goods Mon. to Sat. †	84 Goods Wed. (Mon., Tue., Thur., Fri., Sat. †)	114 Goods Tue., Thur., Fri. Sat. †	116 Goods Mon. to Sat. †	118 Goods Tue. to Sat. †
—	HAMILTON ES W dep.	A.M. ...	A.M. 7 30	P.M. ...	P.M. 3 35	P.M. 7 30
½	Coleraine Junction † ... ..	...	7 35	...	3 40	7 35
7	Yatchaw NC	arr. ...	7 51	...	...	...
		dep. ...	8 1	...	...	...
12½	Tabor NC	arr. ...	8 16	...	...	...
		dep. ...	8 26	...	...	...
		arr. ...	8 45	...	...	...
19	Penshurst O † W ... ..	...	10 10-1	3 45	4 30	8 25
		dep. ...	10 27	...	5 20	9 15
26	Purdeet NC	arr. ...	10 37	...	...	...
		dep. ...	10 50	...	...	...
31½	Minhamite NC	arr. ...	11 25	...	...	...
		dep. ...	11 51	...	...	...
38	Hawkesdale (See note) ... ..	...	P.M. 12 31	...	...	...
		dep. 8 0	12 43	...	...	...
42½	Woolsthorpe NC	arr. 8 12	12 58	...	...	...
		dep. 8 27	1 20	6 40	6 40	10 35
		arr. 8 49	-115	-117	-117	...
52	KOROIT † ES W ... ..	...	Wed. (Mon., Thu., Fri., Sat. †)	...	...	...
		dep. 9 28	2 13	2 55	3 27	6 50
55½	Illowa	arr. ...	2 24	...	...	...
		dep. ...	2 34	...	...	...
58½	Dennington NC ES (See p. 132) ... ..	...	...	...	...	...
60½	Cattle Siding NC ... ..	...	...	...	...	...
61½	WARRNAMBOOL ES W	arr. 9 54	2 50	3 23	3 55	7 18

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

(W)

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., Tue., 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.	
185½	MURTOA ES W ... dep.	...	...	...	...	...	3 30	10 30	
190½	Coromby NC ... arr.	...	...	...	...	...	...	...
	(See note, page 82) ... dep.	...	...	...	...	...	...	...
198½	Minyip ES ... dep.	...	...	...	...	...	4 7	11 7	
202½	Nullan NC ... dep.	...	...	...	...	...	4 27	11 17	
206½	Sheephills O ES ... dep.	...	...	...	...	...	...	...
		...	...	...	...	...	4 51	11 41	
		...	...	...	...	...	5 11	11 51	
		...	...	...	...	...	...	Tue. to	
		...	...	...	...	...	...	Sun. ‡	
		...	...	...	...	...	...	A.M.	
		...	...	...	...	...	5 44-22	12 23	
216½	WARRACKNABEAL ... arr.	...	...	...	...	...	...	...
	ES W ... 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. NC	...	...	...	P.M.	...	...	...
217½	Warrackside NC ...	...	...	...	...	...	...	...
221½	Batchica Siding NC ...	...	...	...	...	...	...	...
225½	Lah NC ... dep.	...	...	...	12 12	2 12	...	...
	... arr.	...	...	...	...	...	...	...
229	Brim ES † ... dep.	6 8	9 8	9 40	12 27	2 27	...	...
	... arr.	...	9 38-14	10 0	12 40-16	2 40	...	...
234½	Galaquil ... dep.	...	9 56	...	...	3 13	...	...
	... arr.	...	10 6	...	...	3 23	...	...
	... dep.	6 35	10 29	10 45	...	3 41	...	...
		
238½	Beulah † ...	-4,6,14	P.M.		...	...	...	...
		...	Tue., Thur., Sat. ‡	Mon., Wed., Fri. ‡	...	...	...	...
	... dep.	7 59	12 4	12 59-8	...	...	...	...
239	Thomas' Siding NC ...	...	...	...	...	...	...	...
246	Rosebery ... arr.	8 21	12 26	1 21	...	...	...	...
	(See note, page 82) ... dep.	8 36	12 31	1 26	...	...	...	...
	... arr.	8 46	12 51	1 46	...	...	...	...
249	Goyura NC ... dep.	9 1	1 6	2 1	...	...	...	...
	... arr.	9 18	1 23	2 18	...	...	...	...
254½	HOPETOUN † W ... dep.	...	2 40	3 35	...	...	...	...
	... arr.	...	3 40	4 35	...	...	...	...
271½	Yarto NC ... dep.	...	3 45	4 40	...	...	...	...
281½	PATCHEWOLLOCK † W arr.	...	4 30	5 25	...	...	...	...

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

Miles	STATIONS	4 Gds. Wd. †	14 Goods Mon., Tue., Th. Fr. Sat. †	12 Goods Mon. to Sat. †	16 Goods Tue., Thur., Sat. †	18 Gds. Mon., Wed., Thur. Fri. †	16 Goods Mon., Wed., Fri. †	24 Gds. Mon. to Sat. †	22 Goods Mon. to Sat. †	20 Gds. Mon. to Sat. †
—	PATCHEWOLLOCK † W	A.M. 4 0	A.M. 4 0	A.M. ...	A.M. ...	P.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...
9½	Yarto NC ...	dep. ...	4 32	...	...	...	...	...	...	...
		arr. ...	4 52	...	...	...	...	...	...	...
27	HOPETOUN † W	dep. 5 25	5 45	...	...	...	...	...	...	...
		arr. ...	—6	...	...	...	...	...	...	...
32½	Goyura NC ...	dep. 6 0	7 10	...	10 30	...	10 30	...	...	...
		arr. ...	...	...	10 47	...	10 47	...	...	...
35½	Rosebery ...	dep. Thence	...	...	11 7	...	11 7	...	...	...
	(See note, page 82)	arr. as	...	...	11 17	...	11 17	...	...	...
42½	Thomas' Siding NC ...	dep. tabled	...	...	11 37	...	11 37	...	...	...
		arr. on	...	...	...	...	...	...	...	...
		page	...	...	...	...	...	...	...	...
		84	...	...	...	...	...	...	...	...
42½	Beulah † ...	arr. ...	7 54	...	11 59	...	11 59	...	...	—11
		dep. ...	—13	...	P.M. 12 19	...	P.M. 1 15	...	...	5 0
46½	Galaquil ...	arr. ...	8 14	11 30	12 32	...	1 28	...	...	5 13
		dep. ...	...	...	12 47	...	1 43	...	...	5 33
		arr. ...	8 43	11 59	...	...	2 1	...	...	5 51
52½	Brim † ES ...	dep. ...	—25	P.M. 12 30	—5, 17	...	—19	...	...	...
		arr. ...	9 13	12 30	1 5	1 45	2 50	...	...	6 11
56½	Lah NC ...	dep. ...	...	...	...	1 58	...	...	...	6 24
60½	Batchica Siding NC ...	arr. ...	...	...	...	2 18	...	...	...	6 44
64	Warrackside NC ...	dep. ...	...	...	...	...	...	...	...	...
64½	B.P., H. C. Sleigh and Mobil Oil Coy's Sdg. NC	arr. ...	...	...	...	...	...	...	...	...
65	WARRACKNABEAL ES W	arr. ...	9 51	1 8	1 41	2 45	3 28	...	...	7 11
		dep. ...	—5	...	—19	...	...	—11	—21	...
75	Sheephills ○ ES ...	arr. ...	11 0	...	...	...	...	4 5	6 0	...
		dep. ...	11 34	...	...	...	...	4 39	...	...
79	Nullan NC ...	arr. ...	—1	...	...	...	...	—21	...	...
		dep. ...	11 54	...	...	...	...	4 56	6 34	...
		arr. ...	...	...	...	...	...	...	...	...
83½	Minyip ES ...	arr. ...	P.M. 12 21	...	...	...	...	...	Mon., Wed., Fri., Sat. †	7 0
		dep. ...	—9	...	...	...	...	...	Tue., Thur. †	—15
90½	Coromby NC ...	arr. ...	12 41	...	...	...	...	5 22	6 58	7 17
	(See note, page 82)	dep. ...	...	...	...	...	...	...	...	...
96½	MURTOA ES W	arr. ...	1 30	...	...	...	...	6 1	7 37	8 3

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 Sat. ‡	203 Goods Sun. ‡	203 Goods Mon to Fri. ‡	207 Goods Sat. ‡	207 Goods Mon. to Fri. ‡	209 Goods Mon. to Fri. ‡	209 Goods Sat., Sun. ‡
MURTOA ES W ...	A.M. 3 40	A.M. 4 20-10	A.M. 4 55	P.M. 1 0	P.M. 3 5	P.M. 10 10	P.M. 10 55
Jung ES (See note, p. 12)	dep. 3 54-10	...	...	...	...	...	...
Dooen O ES ...	arr. 4 12	4 35	5 10	1 15	3 20	10 25	11 10
(See note, page 12) ...	dep. 4 24	4 47	5 22	1 27	3 34-36	10 37	11 22
			Tue. to Fri. ‡				
HORSHAM ES W ...	arr. ...	...	5 34	...	4 11-164	10 49-139	...
Dahlen Siding NC	dep. 4 34	4 57A	5 47	1 37	4 56	11 40	11 32
			150			Tue. to Sat. ‡	
Pimpinio O ES ...	arr. 4 56	...	5 54-38	1 59-34	5 19-88	...	...
(See note, page 12)	dep. 5 34	5 17A	6 8	2 20	6 11	12 1	11 52
Wail ...	...	...	...	...	...	...	...
							Sun., Mon. ‡
DIMBOOLA ES W ...	arr. 5 59	5 40A	6 31	2 45	6 35	12 24-202	12 15-202

A.—When No. 150 runs No. 203 depart Horsham 5.47 p.m., Pimpinio 6.8 p.m., arrive Dimboola 6.31 p.m.
Up

STATIONS	202 Goods Sun., Mon. ‡	202 Goods Tue. to Sat. ‡	204 Goods Sat. ‡	204 Goods Mon. to Fri. ‡	206 Goods Mon. to Fri. ‡	206 Goods Sun. ‡	206 Goods Sat. ‡
DIMBOOLA ES W ...	A.M. 12 20	A.M. 12 30	A.M. 9 30-101	A.M. 10 10	P.M. 7 0	P.M. 8 5	P.M. 8 30-145
Wail ...	arr. ...	...	...	...	...	...	...
Pimpinio O ES ...	dep. ...	...	...	10 41-147	...	...	...
(See note, page 12)	arr. 12 48	12 58	9 58	11 1	7 28	8 33	8 58
Dahlen Siding NC	arr. 1 11	1 21	10 21-147	11 32-87	7 51-133	8 56-77	...
HORSHAM ES W ...	dep. 1 34-69	...	10 45-103	11 43	8 36	9 7	9 18
Dooen O ES ...	arr. ...	...	...	11 59-9	...	...	...
(See note, page 12)	dep. 1 46	...	10 59	P.M. 12 12-142	8 50	9 21	9 30
Jung ES ...	arr. 2 0-159	...	...	...	...	...	...
(See note, page 12)	dep. 2 8B	...	11 13	12 32-61, 142	9 14	9 35	9 44
MURTOA ES W ...	arr. 2 23	...	11 28-9	12 50	9 29	9 50	9 59

B.—On Sundays when No. 202 runs, No. 159 arrive Jung 1.49 a.m. meet No. 202 dep. 2.5 a.m., Dooen 2.13 a.m. arrive Horsham 2.20 a.m.

Following trains not to run same day between Murtoa and Dimboola :

Nos. 207 and 105.

Nos. 204, 103 and 142.

Nos. 206, 107, 131, 109 and 199.

Nos. 202 and 168.

Nos. 203 and 12.

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

WITHIN VICTORIA

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

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

"The Overland" —for journeys within Victoria.

Road Motor Coach Services.

Guaranteed Special Trains

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

BOOKING CONDITIONS

On trains by which passes are available :—

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

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

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

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

Melbourne—Benalla—Wangaratta—Albury:—Holders of paper leave passes 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—Albury.

INTERSTATE SERVICES

"Southern Aurora"

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

PASSES AND PRIVILEGE TICKETS LIMITATION OF AVAILABILITY AND CONDITION OF BOOKING OF SLEEPING BERTHS AND RESERVED SEATS—continued

TRANS-AUSTRALIAN RAILWAY—PORT PIRIE—KALGOORLIE

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

1st to 31st January, both dates inclusive.

The week preceding and including Easter Monday.

8th to 31st December, both dates inclusive.

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

25th August to 7th October, both dates inclusive.

1st to 7th December, both dates inclusive.

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

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

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

Between Melbourne and Albury.

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

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

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

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

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

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

Interstate Travel—

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

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

Queensland stations—Bookings to Queensland stations (Brisbane excepted) may be made three (3) calendar months in advance of the date of travel.

**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 passengers change trains at Goulburn), Strathfield, Sydney.
7.45 a.m. "Intercapital Daylight"	... Mon. to Sat.	Sydney	Melbourne	Seat booking compulsory. Strathfield, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, Albury.
6.45 p.m. "Spirit of Progress"	... 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. Sleeping berth and seat booking compulsory. Sleeping berths from Sydney, Moss Vale and Goulburn. Seats from Sydney, Moss Vale, Goulburn, Yass Junction, Harden, Cootamundra, Junee, Wagga Wagga, The Rock, Henty, Culcairn, Albury, Wangaratta and Benalla. Sleeping berths and seats in through carriage from Canberra, Mon., Wed., Fri., Sat.
7.0 p.m. "Spirit of Progress"	... Sunday	"	"	
8.10 p.m. "Spirit of Progress"	... Daily (Sun. incl.)	Sydney	Melbourne	Sleeping berths only between Melbourne and Sydney. Booking compulsory.
8.0 p.m. "Southern Aurora"	... Daily (Sun. incl.)	Melbourne	Sydney	
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 159).
7.0 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.
8.10 a.m.	... Mon., Tue., Wed., Fri.	Melbourne	Swan Hill	Castlemaine and stopping stations beyond. Where connections made passengers change to non seat booked Rail Motor trains—at Castlemaine for Maryborough line, at Bendigo for Deniliquin, Cohuna, Sea Lake and Robinvale lines, at Swan Hill for Piangil line, at Kerang for Koondrook line and at Bendigo and Echuca for Balranald line.
8.10 a.m.	Thursday	Melbourne	Bendigo	
8.20 a.m.	... Saturday	Melbourne	Swan Hill	
1.35 p.m.	... Mon., Tue., Wed., Fri., Sat.	Melbourne	Bendigo	
1.35 p.m.	... Thursday	Melbourne	Swan Hill	
5.45 p.m.	... Mon. to Fri.	Melbourne	Bendigo	6.5 p.m. Bendigo Sat. connects at Woodend for Daylesford line.
6.5 p.m.	... Saturday	Melbourne	Bendigo	
9.30 a.m.	... Mon. to Sat.	Melbourne	Daylesford	
4.55 p.m.	... Mon. to Fri.	Melbourne	Daylesford	Woodend and stations beyond.
5.35 p.m.	... Saturday	Melbourne	Daylesford	
9.5 p.m.	... Mon. to Thurs.	Melbourne	Mildura	Berths to Donald and stations beyond; seats, Maryborough and stopping stations beyond.
9.20 p.m.	... Friday and Sunday			
9.0 p.m.	... Sunday	Mildura	Melbourne	Passengers from stations Mildura to Donald inclusive.
9.20 p.m.	... Monday to Friday	Mildura	Melbourne	

NORTH WESTERN LINES.

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

(Continued)

RESERVED SEAT BOOKING

OPTIONAL RESERVED SEAT BOOKING (INTRASTATE)—continued

Train	Days of running	From	To	Stations from and to which seats or sleeping berths may be booked
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SOUTH WESTERN LINES

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

NORTH EASTERN AND GOULBURN VALLEY LINES

8.30 a.m.*	... Mon. to Sat.	Melbourne	Albury	... Avenel and stopping stations beyond. Where connection made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
8.30 a.m.*	... Mon. to Sat.	Melbourne	Tocumwal...	Seymour and stopping stations beyond. Where connection made, passengers change to non seat booked Rail Motor trains; at Toolamba for Echuca line; and at Strathmerton for Cobram line.
4.45 p.m.	Mon. to Fri.	} Melbourne	} Albury	} Seymour and stopping stations beyond. Where connections made, passengers change to non seat booked Rail Motor train at Benalla for Yarrawonga line.
5.50 p.m.	... Sat., Sun.			
5.18 p.m.	... Mon. to Fri.	Melbourne	Numurkah	Seymour and stopping stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains; at Toolamba for Echuca line, and at Numurkah for Cobram line.
6.7 p.m.	... Friday	Melbourne	Mansfield	... Yea and stations beyond.
6.30 p.m.	... Saturday	Melbourne	Numurkah	Seymour and stopping stations beyond. Where connections made, passengers change into non seat booked Rail Motor trains; at Toolamba for Echuca line, and at Numurkah for Cobram line.
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 stopping stations beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
8.35 a.m.	... Mon. to Sat.	Melbourne	Bairnsdale	
12.40 p.m.	... Saturday	Melbourne	Traralgon	Warragul and stations beyond.
4.53 p.m.	... Mon. to Fri.	Melbourne	Traralgon	Warragul and stations beyond.
6.3 p.m.	... Fri., Sat. ...	Melbourne	Bairnsdale	Warragul and stopping stations beyond. Passengers change to non seat booked Rail Motor train at Traralgon for Maffra line.
6.3 p.m.	... Mon., Tues., Wed., Thur.	Melbourne	Sale	} Korumburra and stations beyond. Second class only. Passengers from stations Bairnsdale to Sale inclusive.
6.12 p.m.	... Mon. to Sat.	Melbourne	Yarram	
2.10 p.m.	... Mon. to Sat.	Bairnsdale	Melbourne	

* Combined train to Seymour.

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		Ton-nage Rating	Overall Length of Vehicle over buffers or pulling Lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
Sleeping	8	V. & S.A. Joint Stock (Bogie Carriages) Allambi, Tantini, Mururi, Chalaki, Nankuri, Purpawi, Juki, Tarkinji, Air conditioned (Roomettes)	20	...	50	78	3	Auto.	F.
	8	Weroni, Dorai, Nomuldi, Mokai, Malkari, Paiti, Yanni, Kuldalai, Air Conditioned (Twinettes)	20	...	50	78	3	Auto.	F.
	2	Tawarri, Yankai, Air Conditioned (Twinettes)	20	...	53	78	3	Auto.	F.
	8	Coliban, Acheron, Inman, Pekina, Tambo, Dargo, Loddon, Onkaparinga	20	...	45	74	1½	Auto.	E.
AE	7	8 compartments ...	48	...	45	74	1½	Auto.	E.
BE	5	9 compartments ...	...	72	45	74	1½	Auto.	E.
AJ	3	2 compartments, Saloon type, Air Conditioned	48	...	45	78	7¾	Auto.	F.
BJ	10	2 compartments, Saloon type, Air Conditioned	...	64	46	78	3	Auto.	F.
Brakevan and Sundry Stock									
V. & S.A. Joint Stock (Bogie)									
Special	1	Dynamometer § ...	...	...	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	3½	Auto.	E.
D	2	Bulk mail van, Nos. 3 and 4 (20 tons capacity)	...	...	45	63	3½	Auto.	—
D	1	Steel bulk mail van, No. 1 (25 tons capacity)	...	...	55	63	5¾	Auto.	—
JCP	9	† Express Goods Brakevan Nos. 1 to 9 (10 tons capacity)	...	...	35	39	0	Auto.	E.
Victorian Stock All Steel (Bogie)									
AS	13	8 compartments (Air Conditioned), Nos. 1 to 8, 10, 11, 14, 15, 16	48	...	50*	75	0	Auto.	E.
BS	4	8 compartments (Air Conditioned), Nos. 1, 4, 7, 8	...	64	50*	75	0	Auto.	E.†
ABS	2	8 compartments (Air Conditioned) Nos. 1 and 2	24	32	50	75	0	Auto.	E.
AZ¶	6	Saloon type (Air Conditioned) Nos. 2 to 7	48	...	50	75	0	Auto.	F.
AZ	2	Saloon type (Air Conditioned) Nos. 1 and 8	56	...	50	75	0	Auto.	F.
BZ¶	6	Saloon type (Air Conditioned) Nos. 1 to 6	...	64	50	75	0	Auto.	F.
BZ	1	Saloon type (Air Conditioned) No. 7	...	68	50	75	0	Auto.	F.
MBS	3	Mini-Buffer, Five compartments and Mini-Buffer (Air Conditioned) Nos. 1, 2 and 3	12 diners 40 sitting	...	48	75	0	Auto.	E.
Dining	1	Murray (Air Conditioned) ...	48	...	60	75	0	Auto.	E.
Dining	1	Avoca (Air Conditioned) ...	48	...	75	76	1½	Auto.	E.
Buffer	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 and 4 is 48 tons.

† "BS" carriage No. 8 Fluorescent lighting.

‡ JCP Brakevans are for exclusive use on Express and Fast Goods trains in each direction between Melbourne and Adelaide.

¶ AZ No 3 and BZ No 3 are available for bogie exchange.

VICTORIAN PASSENGER ROLLING STOCK—continued

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 168)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
		Victorian Stock (Bogie Carriages)							
Special	1	Norman (Air Conditioned) ...	24	...	54	75	0	Auto.	E.
"	1	State No. 4 ...	26	...	50	74	9½	Auto.	E.
"	1	State No. 5 (Air Conditioned)	16	...	60	75	7½	Auto.	F.
"	1	Melville ...	...	...	40	50	2	Auto.	E.
"	1	Medical and Vision test ...	...	...	45	74	1½	Auto.	E.
"	1	Carey (8 Showers and Sanitary accommodation)	...	...	30	48	2½	Auto.	E.
	1	Goulburn (3 showers & 10 sleeping berths) }	10 sleepers		50	74	1½	Auto.	E.
Parlor	1	Yarra ...	33	...	40	74	1½	Auto.	E.
Break-down	1	Campaspe ...	16 sleepers		50	74	9½	Auto.	E.
Car	1	Taggerty, 3 compartments & buffet (Air Conditioned) }	18 diners 18 sitting		60	74	1½	Auto.	E.
Sleeping	4	Nos. 1, 2, 3, 4 (Air Conditioned)	20	...	55	74	1½	Auto.	E.
"	1	No. 5 ...	20	...	45	74	1½	Auto.	E.
AE ...	24	8 compartments (Except Nos. 1, 3, 12)	48	...	45	74	1½	Auto.	E.
BE ...	4	9 compartments Nos. 4, 19, 31, and 34 (Air Conditioned)	...	72	55	74	1½	Auto.	E.
BE ...	4	8 compartments Nos. 49 to 52 (Air Conditioned)	...	64	55	74	1½	Auto.	E.
BE ...	33	9 compartments (Except Nos. 4, 19, 31, 34)	...	72	45	74	1½	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	1½	Auto.	E.
BCE ...	5	5 compartments & Brakevan, 9 tons capacity, Nos. 1 to 5	...	42	50	74	1½	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 ...	4	6 compartments (3-1st, 3-2nd), 58-ft. body	19	25	35	61	2¾	½ Auto. ½ Trans. Nos. 4, 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 ...	47	6 compartments (3-1st, 3-2nd), 58-ft. body	20	26	35	61	2¾	Auto. Nos. 7, 14, 15, 17, 21, 23, 25, 26, 31, 36, 38, 48, 49, 50, 51, 52, ½ Auto ½ Trans. Nos. 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 16, 18, 19, 20, 22, 24, 27, 28, 29, 30, 32, 33, 35, 37, 39, 41, 43, 44, 45, 46, 47	E.

Note :—“ F ” Fluorescent; “ E ” Electric.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers or pullinglines		Coupling (For Notes see page 168)	Light ing facilities (See note)
			1st Class	2nd Class		feet	in.		
		Victorian Stock (Bogie Carriages)—continued.							
BPL ...	28	9 compartments, Nos. 88 to 91, 93, 94, 100, 102 to 111, 113, 114, 116 to 122, 125, 126	...	82	30	60	5½	Auto.	E.
BPL ...	27	9 compartments, Nos. 42 to 46, 48, 50 to 55, 61, 78, 79, 81, 83, 85, 86, 95 to 99, 101, 123, 124	...	82	30	59	11¼	Auto.	E.
BPL ...	65	9 compartments, Nos. 1 to 27, 29 to 41, 56 to 60, 62 to 77, 80, 82, 84, 87	...	82	30	61	8	Auto.	E.
ABL ...	3	7 compartments, 2nd class saloon	16	32	30	53	4½	Screw	E.
BL ...	1	9 compartments, No. 13 "Pioneer"	...	72	40	73	8	Screw	E.
Special	1	8 compartments, "Enterprise"	...	64	40	73	8	Screw	E.
AV ...	4	6 compartments ...	32	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 23	30	...	30	53	6½	Screw	E.
AV ...	1	2 compartments, No. 32	28	...	30	53	6½	Screw	E.
BV ...	18	7 compartments ...	...	50	30	53	6½	Screw	E.
BC ...	2	8 compartments with brakevan, (15 cwt. capacity) Nos. 19, 23	...	80	30	59	3½	Screw	—
BC ...	5	8 compartments with brakevan (15 cwt. capacity) Nos. 1 to 4, 6	...	80	30	60	1¼	½ Auto, ½ Screw, Nos. 1, 2, 3, 6	—
BC ...	3	7 compartments with brakevan (15 cwt. capacity) Nos. 7, 11, 15	...	70	30	60	1¼	Screw, No. 4 ½ Auto., ½ Screw Nos. 7, 11,	—
BC † ...	1	7 compartments with brakevan (15 cwt. capacity) No. 17	...	70	30	60	1¼	Auto.	E.
BCPL ...	1	6 compartments with brakevan (4 tons capacity) No. 1	...	51	35	59	11¼	Auto.	E.
BCPL ...	7	8 compartments Nos. 2 to 8	...	76	30	61	8	Auto.	E.
BCPL ...	9	8 compartments, Nos. 9 to 17	...	76	30	60	5½	Auto.	E.
		Brakevan and Sundry Stock (Bogie)							
CE ...	5	Nos. 15, 33, 34, 36 and 37, (20 tons capacity)	...	...	50	63	3½	Auto.	E.
CE ...	25	Nos. 5 to 14, 16 to 25, and 28 to 32 (12 tons capacity)	...	...	45	63	3½	Auto.	E.
CP ...	30	Nos. 1, 3, 6-11, 13, 15-18, 20, 22-29, 31-35, 37, 39, 40. (10 tons capacity)	...	...	35	42	0	Auto.	E.
CA ...	15	Nos. 1 to 15 (10 tons capacity) (Sanitary accommodation)	...	...	30	43	0¼	Auto.	E.
CW ...	5	Nos. 16 to 20 (12 tons capacity)	...	...	35	53	3½	Auto.	E.
CW ...	15	10 tons capacity ...	...	...	35	53	3½	Auto.	E.
CV ...	2	Brakevan, 10 tons capacity ...	...	...	35	53	6½	Auto.	E.
CV ...	5	Brakevan, fish compartment ... (10 tons capacity)	...	...	35	53	6½	Auto.	E.
C ...	21	Brakevan, 8 tons capacity ... (Sanitary accommodation)	...	...	25	43	2½	Auto.	E.
C ...	1	Brakevan, fish compartment 8 tons capacity. No. 44	...	...	25	43	3½	Auto.	E.
ZLP ...	80	Brakevan (10 ton capacity) ...	...	...	35	37	0	Auto.	E.

Note :—"E" Electric

† The maximum load which can be hauled behind carriage BC 17 is shown in part (c) of Maximum Loads of Express and Passenger Trains, page 170.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)
			1st Class	2nd Class		feet	in.		
FP ...	1	Brakevan and Sundry Stock (Bogie)—continued. Horse Box, 12 horses, No. 7,	...	...	30	48	2½	Auto.	—
WW ...	77	Workmen's sleeper, Nos. 100 and under	...	...	30	Various		Screw	K.
WW ...	51	Workmen's sleeper, Nos. over 100	...	...	20	Various		Auto.	K.
WK† ...	1	Workmen's Kitchen Car	...	...	30	59	3½	Auto.	—
BP ...	13	Bogie Van	...	...	35	41	11½	Auto.	—
LP ...	10	Bogie Sheep Van	...	...	26	38	10	Auto.	—
TP ...	5	Nos. 1 to 5, Refrigerated	...	...	30	28	5	Auto.	—
VP ...	50	Bogie Louvre Van	...	...	35	41	11½	Auto.	—
Display Car	6	Saloon Interior for Special Charter	...	...	30	53	6½	Screw Nos. 2, 3, 5, 6, ½ auto., ½ Screw Nos. 1, 4	—
ZP ...	24	Brakevan and Sundry Stock (Fixed Wheel Base). 2 tons capacity (6 wheels) Nos. 19, 31, 153, 181, 211, 224, 227, 237, 239, 260, 468, 469, 470, 471, 494, 498, 500, 585, 599, 600, 603, 604, 611, 619	...	...	18	27	4	Dual	K.
Z ...	1	Brakevan and Sundry Stock (not available for passenger trains). 4 tons capacity (6 wheels) No. 174	...	...	15	27	6	Auto.	K.
Z ...	12	5 tons capacity (6 wheels)	...	...	15	27	4½	Auto.	K.
ZL ...	118	2 tons capacity (4 wheels)	...	...	15	27	4½	Auto.	K.
ZL ...	364	5 tons capacity (6 wheels)	...	...	15	27	4½	Auto.	K.
WS ...	6	Workmen's Shower Car (4 Wheels)	...	...	...	...	...	Auto.	—
W ...	265	Workmen's sleeper	...	...	15	Various		Screw 5 No Auto. 260 No.	—
WM ...	2	Workmen's Mess Car (6 wheel)	...	...	15	"	"	Auto.	—
NBC ...	1	Victorian Stock Narrow-Gauge (Bogie) One compartment with Brakevan (No. 2) 4 tons	...	7	10	27	3¾	Auto.	—
NB ...	1	7 compartments (No. 24)	...	32	11	31	8	Auto.	—
NBH ...	11	Excursion carriage (Nos. 2 to 4, 6 to 11, 13, 14)	...	32	7	27	3¾	Auto.	—
NBL ...	4	Excursion Carriage	...	36	11	31	0	Auto.	—
NC ...	3	Brakevan, 4 tons capacity (Nos. 2, 3 and 5)	...	...	7½	27	3¾	Auto.	—
			One Class						
			Electric Trains						
M ...	35	7 compartments (swing)	...	70	55	60 and 61	1½	Screw	E.
M ...		8 compartments (swing)	...	80	55	61	8	Screw	E.
M ...		8 compartments (sliding)	...	84	55	61	8	Screw 211, Trans Hook 47	E.

† The maximum load which can be hauled behind WK carriage is shown in part (c) of Maximum Loads of Express and Passenger Trains—page 170.

Note :—"E" Electric ; "K" Kerosene.

VICTORIAN PASSENGER ROLLING STOCK—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity	Ton-nage Rating	Overall Length of Vehicle over buffers or pulling lines		Coupling (For Notes see page 168)	Lighting facilities (See Note)	
			One Class		feet	in.			
Victorian Stock (Electric Trains)—continued.									
M	...	90	3 compartments (sliding) ...	59	55	62	11½	Auto.	F.
M	...	81	1 compartment (sliding) ...	65	55	62	11½	Auto.	F.
M	...	14	1 compartment (sliding) Walk Through	71	55	62	11½	Auto.	F.
D	...	4	7 compartments (swing) ...	70	35	60 and 61	1½	Screw	E.
D	...	10	8 compartments (swing) ...	80	35		8	Screw	E.
D	...	53	8 compartments (sliding) ...	84	35	61	6	Screw	E.
T	...	14	9 compartments (swing) ...	90	35	59	3½	Screw	E.
T	...	195	9 compartments (sliding) ...	94	35	61 and 59	6 3½	Screw 153, Trans. Hook 42	E.
T	...	90	3 compartments (sliding) ...	72	40		62			11½	Auto.	F.
T.	...	75	1 compartment (sliding) ...	80	40	62	11½	Auto.	F.
T	...	15	1 compartment (sliding) Walk Through	82	40	62	11½	Auto.	F.
BT	...	17	9 compartments (swing) ...	90	35	59	3½	Screw	E.
BT	...	1	3 compartments (sliding) ...	73	30	59	3½	Trans Hook	E.
BT	...	30	3 compartments (sliding) ...	72	40	62	11½	Auto.	F.
BT	...	25	1 compartment (sliding) ...	80	40	62	11½	Auto.	F.
BT	...	5	1 compartment (sliding) Walk Through	82	40	62	11½	Auto.	F.
G	...	100	9 compartments (sliding) ...	94	35	59	3	Screw 53, Trans. Hook 47	E.
CM	...	11	Parcels Coach (10 tons capacity)	...	55	61	8	Dual Nos. 1 to 5, 10 to 13 Screw No. 14, 15	E.

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

VICTORIAN PASSENGER ROLLING STOCK.—continued.

Class	No. of Vehicles in Class	Description	Passenger Capacity		Ton- nage Rating	Overall Length of Vehicle (Coupler tip to coupler tip or over pulling lines)		Coupling (For Notes, see below)	Light- ing facili- ties (see Note "B")
			1st Class	2nd Class					
		Victorian Stock Rail Motor Vehicles (Bogie)							
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	Loaded 55	feet 121	in. 8½	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	4½	Link and Pin	E.
"	2	Walker 102 H.P., Nos. 8, 13, small Brake van (25 cwt. capacity)	18	27	24	54	4½	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	4¾	Link and Pin	E.
"	1	Walker 153 H.P., No. 21, small brake van (25 cwt. capacity)	18	27	26	56	4¾	Link and Pin	E.
Diesel Trailer	14	Walker type, Nos. 50 to 54, 56 to 64 (40 cwt. capacity)	16	22	17	44	1¾	Link and Pin	E.
"	1	Walker type, No. 55 (40 cwt. capacity)	...	38	17	44	1¾	Link and Pin	E.
Diesel Electric R.M.	9	With brakevan and lavatory, Nos. 56 to 64 (30 cwt. capacity)	19	35	50	60	2	Auto.	E.
"	1	With brakevan and lavatory, No. 55 (30 cwt. capacity)	24	30	45	60	2	Auto.	E.
D.E. Trailer	2	With small brakevan and lavatory Nos. 29, 30 (20 cwt. capacity)	27	50	25	60	0½	Auto.	E.
"	3	With large brakevan and lavatory, Nos. 26, 27, 28, (4 tons capacity)	22	40	30	60	0½	Auto.	E.
Brill Trailer	1	With brakevan and lavatory, No. 200 (3 tons capacity)	26	39	25	56	11¾	Auto.	E.

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

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

EXPLANATORY NOTES :—

Screw Coupling	...	...	...	Draw Bar Hook, both ends.
Auto.	...	...	...	Automatic Couplers, both ends.
$\frac{1}{2}$ Auto.	...	...	...	Automatic Coupler, ONE end only.
$\frac{1}{2}$ Auto. and Screw Coupling	...	...	...	Special Coupling, ONE end only.
Dual Coupling	...	...	...	Automatic Coupling and Screw Coupling both ends.
$\frac{1}{2}$ 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	D Mail Vans (Nos. 3 and 4)	...	...	...	30
CE Brakevans	...	...	...	40	D Mail Van Steel (No. 1)	...	...	...	40
CP Brakevans	...	...	...	27	TP Refrigerated Vans, (Nos. 1 to 5)	...	...	...	21
CV Brakevans	...	...	...	27	BP Vans	...	...	...	24
CW Brakevans	...	...	...	32	FP Horse Box (No. 7)	...	...	...	25
C Brakevans	...	...	...	20	Bogie Horse-box (South Australian)	...	...	...	26
ZLP Brakevans	...	...	...	23	LP (Bogie Sheep Van)	...	...	...	26
JCP Brakevans	...	...	...	27	VP (Bogie Van)	...	...	...	25

SOUTH AUSTRALIAN ROLLING STOCK

Class	Number of Vehicles in Class	Description	Passenger Capacity		Ton-nage Rating	Overall Length of Vehicle over buffers	
			1st Class	2nd Class		feet	inches
Sleeping	2	"Angas" and "Finniss"	20	...	45	73	8 $\frac{1}{4}$
Special	1	Officers' inspection carriage	8	...	52	77	7 $\frac{1}{2}$
		"Murray" (sleeper and diner)					
"	1	Vice Regal Carriage	10	...	51	77	10 $\frac{1}{8}$
AD class	2	All Steel (air-conditioned)	70	...	51	78	3
BD class	4	All Steel (air-conditioned)	...	70	51	78	3
ABD class	3	All Steel (air-conditioned)	32	36	51	78	3
500 class	4	All Steel (corridor)	42	...	45	71	4 $\frac{1}{2}$
600 class	8	All Steel (corridor)	...	64	45	71	4 $\frac{1}{2}$
700 class	4	All Steel (country)	56	...	39	62	4 $\frac{1}{8}$
700 class	11	All Steel (country)	...	56	39	62	4 $\frac{1}{8}$
750 class	4	All Steel (country)	22	24	39	62	4 $\frac{1}{8}$
780 class	4	All Steel (country)	38	...	39	62	4 $\frac{1}{8}$
CD class	11	Brake Van, Passenger, 8 wheels, capacity 25 tons	...	...	64 (39 when empty)	72	3
GB	7	Brake Van (Passenger and Freight) 8 wheels, Capacity 6 tons	...	...	28	39	8
GB	4	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	2 $\frac{1}{2}$
8300 class (Nos. 8314-8363)	50	Brake Van (All Steel) Passenger and Freight, 8 wheels, capacity 10 tons	...	8	34	40	2 $\frac{1}{2}$
4400 class	22	Brake Van, Passenger and Freight, 8 wheels, capacity 10 tons	...	10	24	42	1 $\frac{1}{2}$

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

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

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

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

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 163-169.

MAXIMUM LOADS.—

- (a) The maximum load of any passenger train consisting of all automatically coupled vehicles (other than "P.L." type carriages and BC No. 17) 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 P.L., B.C. No. 17 or W.K. carriage is 360 tons.

DOUBLE-HEADED LOADS.—Unless otherwise shown, and subject to the conditions laid down on page 253, 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, **S.A.R. HORSE BOXES** of the "BH" class and **S.A.R. GOODS VEHICLES** which have been equipped with passenger type bogies and have a large letter "P" prominently displayed on diagonally opposite corners, may be attached to passenger trains and run at passenger train speed.

However, **S.A.R.** vehicles of the "DRP", "MRP", "OWP", "RBP" and "RRP" which do not have a large letter "P" prominently displayed on diagonally opposite corners, may only be attached to passenger trains when specially authorised by the Chief Traffic Manager, but the speed must not exceed that laid down for Express Goods Trains. They must be marshalled either next to the engine or directly attached to the train brakevan.

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

"ZLP" and "ZP" Brake Vans are permitted to be part of passenger trains. See page 250 for maximum speed. "Z" and "ZL" 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 Tons
DOWN			
9.35 a.m. (No. 105) ...	Melbourne-Ballarat ...	B	235
	Ballarat-Horsham ...	B	160
	Melbourne-Ararat ...	B	300
9.10 a.m. (No. 25) ...	Melbourne-Ararat ...	S or X	350
	Ararat-Horsham ...	B	250
	Horsham-Dimboola ...	Y	250
1.30 p.m. (No. 49) ...	Melbourne-Ararat ...	B	300
	Ararat-Dimboola ...	B	250
4.23 p.m. (No. 53) ...	Melbourne-Bacchus Marsh ...	T	150
5.25 p.m. (No. 57) ...	Melbourne-Ballarat ...	B	300
6.20 p.m. (No. 63) ...	Melbourne-Ballarat ...	B	205
7.10 p.m. (No. 115) ...	Melbourne-Ballarat ...	B	235
9.05 p.m. (No. 73) ...	Melbourne-Ballarat ...	B	450
		or	
9.20 p.m. (No. 73) ...	Melbourne-Ballarat ...	T	270
	Melbourne-Serviceton ...	2 S or 2 X	800
8.40 p.m. (No. 69), 9.50 p.m. (No. 71)	Melbourne-Ballarat ...	S or X	450
	Ballarat-Serviceton ...	S or X	500
UP			
1.58 a.m. (No. 10), 3.45 a.m. (No. 14) ...	Serviceton-Melbourne ...	2 S or 2 X	800
		S or X	500
		B	450
5.40 a.m. (No. 80) ...	Ballarat-Melbourne (via Nth. G'long Loop)	or	
		T	270
6.10 a.m. (No. 18) ...	Ballarat-Melbourne ...	B	265
7.14 a.m. (No. 18) ...	Bacchus Marsh-Melbourne ...	T	150
7.25 a.m. (No. 22) ...	Ballarat-Melbourne ...	B	265
8.0 a.m. (No. 6) ...	Bacchus Marsh-Melbourne ...	T	150
8.55 a.m. (No. 100) ...	Ballarat-Melbourne ...	B	235
8.0 a.m., 8.27 a.m. (No. 24)	Dimboola-Ararat ...	B	250
	Ararat-Melbourne ...	B	300
	Dimboola-Ararat ...	B	250
1.50 p.m., 2.0 p.m. (No. 34)	Ararat-Melbourne ...	B	300
	Ararat-Melbourne ...	S or X	350
3.10 p.m. (No. 110) ...	Horsham-Ballarat ...	B	160
	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.	Mins.	Mins.
North Melb. ...	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Footscray ...	8	8	*	*	*	8	8	8	*	*	*	*	*	*
Sunshine ...	8	8	15*	15*	15*	8	8	8	15*	17*	15*	15*	15*	15*
Deer Park ...	6	*	*	*	*	*	5	6	*	*	*	*	*	*
Rockbank ...	10	14*	13*	13*	15*	12*	9	10	13*	17*	15	16*	13*	15*
Melton ...	7	7	5*	5*	5*	5	7	7	6	8*	7	6*	5*	5*
Parwan ...	8	8	7*	7*	8*	7*	8	8	8*	10*	8	9*	7*	9*
Bacc's Marsh ...	6	6	5*	5*	5*	5	6	6	5	5*	6	5*	5*	5*
Bank Box Lp. ...	19*	21*	19*	19*	21*	18*	17*	19*	19*	25*	19*	26*	19*	21*
Ballan ...	17	17	16*	16*	19*	15	15	16	17	23*	17	24*	16*	19*
Gordon ...	10	10*	9*	9*	10*	9*	9	10	10*	12*	10*	13*	9*	10*
Wallace ...	6	*	*	*	*	*	6	6	*	*	*	*	*	*
Bungaree ...	4	8*	8*	8*	8*	8	4	4	8*	12*	8*	10*	8*	9*
Dunnstown ...	5	*	*	*	*	*	4	4	*	*	*	*	*	*
Warrenheip ...	4*	7*	7*	7*	7*	7*	4	4	7*	8*	7*	7*	7*	8*
Ballarat East ...	5	*	*	*	*	*	5	5	*	*	*	*	*	*
Ballarat ...	3	7	7	7	7	7	3	3	*	*	7	7	7	7
N.BallaratJn. ...	*	B 300 tons.	*	*	*	*	3	3	7	7	7	7	7	*
Wendouree ...	*	...	*	*	...	...	...	...	...	...	...	...	...	*
Linton Junct. ...	6*	...	6*	6*	...	...	...	...	...	...	...	...	...	7*
Windermere ...	8	...	7*	7*	...	...	...	...	...	...	...	...	...	6*
Burrumbeet ...	5	...	3*	3*	...	...	...	...	...	...	...	...	...	3*
Trawalla ...	13	...	11*	11*	...	...	...	...	...	...	...	...	...	11*
Beaufort ...	7	...	5*	5*	...	...	...	...	...	...	...	...	...	6*
Middle Creek ...	13	...	11*	11*	...	...	...	...	...	...	...	...	...	12*
Buangor ...	6	...	4*	4*	...	...	...	...	...	...	...	...	...	4*
Ararat ...	18	...	16	16	...	...	...	...	...	...	...	...	...	18
Armstrong ...	7	...	6*	6*	...	...	...	...	...	...	...	...	...	7*
Gt. Western ...	7	...	6	5*	...	...	...	...	...	...	...	...	...	5*
Stawell ...	10	...	10	9	...	...	...	...	...	...	...	...	...	10
Deep Lead ...	7	...	6*	*	...	...	...	...	...	...	...	...	...	6*
Glenorchy ...	9	...	8	13*	...	...	...	...	...	...	...	...	...	8*
Wal Wal ...	8	...	7*	6*	...	...	...	...	...	...	...	...	...	6*
Lubeck ...	7	...	7	5*	...	...	...	...	...	...	...	...	...	5*
Murtoa ...	11	...	11	10	...	...	...	...	...	...	...	...	...	11
Jung ...	9	...	8*	8*	...	...	...	...	...	...	...	...	...	9*
Dooen ...	8	...	6*	6*	...	...	...	...	...	...	...	...	...	6*
Horsham ...	6	...	6	6	...	...	...	...	...	...	...	...	...	6
Pimpinio ...	12	...	...	11*	...	...	...	...	...	...	...	...	...	11*
Wail ...	7	...	...	*	...	...	...	...	...	...	...	...	...	*
Dimboola ...	7	...	...	12	...	...	...	...	...	...	...	...	...	12
Kiata ...	...	...	...	17*	...	...	...	...	...	...	...	...	...	19*
Nhill ...	...	...	...	10	...	...	...	...	...	...	...	...	...	10
Diapur ...	...	...	...	14*	...	...	...	...	...	...	...	...	...	15
Kaniva ...	...	...	...	17	...	...	...	...	...	...	...	...	...	18
Serviceton ...	...	...	...	17	...	...	...	...	...	...	...	...	...	17
Total ...	317	121	255	346	120	109	115	125	115	144	119	138	111	371

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.

EXPRESS AND PASSENGER TRAIN SCHEDULES—continued.

SERVICETON-MELBOURNE.

UP	ENGINE RUNNING TIME.												
Serviceton to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Kaniva ...	17	...	...	...	...	...	...	...	...	...	...	...	17
Diapur ...	16*	...	...	...	...	...	...	...	...	...	...	...	17*
Nhill ...	12	...	...	...	...	...	...	...	...	...	...	...	12
Kiata ...	11*	...	...	...	...	...	...	...	...	...	...	...	11*
Dimboola ...	16	...	...	...	...	...	...	...	...	...	...	...	16
Wail ...	*	...	...	...	...	8	...	...	...	...	...	...	*
Pimpinio ...	13*	...	...	...	...	7	...	...	...	...	...	...	14*
Horsham ...	11	...	...	...	11	7	...	...	...	...	...	...	11
Dooen ...	6*	...	...	6*	6*	7	...	...	...	...	...	...	6*
Jung ...	6*	...	...	6*	8	8	...	...	...	...	...	...	6*
Murtoa ...	8	...	...	8	9	9	...	...	...	...	...	...	8
Lubeck ...	10*	...	...	11	11	10	...	...	...	...	...	...	11*
Wal Wal ...	5*	...	...	7*	8	8	...	...	...	...	...	...	5*
Glenorchy ...	6*	...	...	7	10	10	...	...	...	...	...	...	6*
Deep Lead ...	7*	...	...	9*	10	10	...	...	...	...	...	...	8*
Stawell ...	6	...	...	7	7	7	...	...	...	...	...	...	6
Great Western ...	9*	...	...	10	10	10	...	...	...	...	...	...	10*
Armstrong ...	6*	...	...	6*	7	7	...	...	...	...	...	...	6*
Ararat ...	7	...	...	7	8	8	...	...	...	...	...	...	9
Buangor ...	17*	...	...	18*	19	19	...	...	...	...	...	...	19*
Middle Creek ...	4*	...	...	4*	6	6	...	...	...	...	...	...	4*
Beaufort ...	13*	...	...	13*	15	15	...	...	...	...	...	...	15*
Trawalla ...	6*	...	...	6*	8	8	...	...	...	...	...	...	6*
Burrumbeet ...	11*	...	...	11*	13	13	...	...	...	...	...	...	11*
Windermere ...	3*	...	...	3*	5	5	...	...	...	...	...	...	3*
Linton Junction ...	7*	...	...	7*	8*	8*	...	...	...	...	...	...	8*
Wendouree ...	*	...	...	*	*	*	...	...	...	...	...	...	*
North Ballarat Jct. ...	*	...	...	*	*	*	...	...	...	...	...	...	*
Ballarat ...	6	...	...	6	6	6	...	...	...	...	...	...	6
Ballarat East ...	*	...	2	*	2	2	...	...	...	...	...	...	*
Warrenheip ...	9*	9*	8*	9*	9	8	9*	...	...	9*	11*	11*	9*
Dunnstown ...	*	*	4	*	4	4	*	...	...	...	...	...	*
Bungaree ...	7*	*	4	*	4	4	8	...	...	8	9*	9*	8*
Wallace ...	*	*	4	*	4	4	*	...	...	...	...	...	*
Gordon ...	8*	8*	6	8*	6	6	10*	...	...	...	10*	10*	8*
Ballan ...	6*	7	8	6*	8	8	8	...	...	9	9	9	7*
Bank Box Loop ...	8*	9*	9*	8*	9*	9*	9*	...	...	9*	9*	9*	8*
Bacchus Marsh ...	8*	9	6	8*	9	9	9	...	...	...	...	...	8*
Parwan ...	5*	5*	6	5*	6	6	6*	...	...	6*	6*	6*	5*
Melton ...	7*	7*	8	7*	8	7	9	...	...	7*	7*	7*	5*
Rockbank ...	5*	5*	7	5*	9	6	5*	...	...	...	...	...	*
Deer Park ...	*	*	*	*	9	7*	*	...	...	10	*	*	*
Sunshine ...	11*	11*	12	11*	5	5	12	...	...	6	13*	11*	13
Footscray ...	*	*	8	*	8	8	8	...	...	8	*	*	*
North Melbourne... ..	*	*	*	*	*	*	*	...	...	*	*	*	*
Spencer-street ...	15	15	8	15	8	8	8	...	...	15	8	15	15
Total ...	328	92	105	241	307	102	101	55	47	99	100	349	

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

PASSENGER TRAIN ENGINE SCHEDULES—continued.

ARARAT—PORTLAND.

DOWN	Engine Running Time T 200 Tons	UP	Engine Running Time T 200 Tons
Ararat to—	Minutes	Portland to—	Minutes
Langi Logan	10	Gorae	9
Maroona	11	Heywood	17
Willaura	15	Milltown	19
Stavely	11	Myamyn	6
Glen Thompson	8	Condah	6
Dunkeld	17	Branxholme	15
Moutajup	10	Coleraine Junction	27*
Strathkellar	11	Hamilton	2
Hamilton	9	Strathkellar	12
Coleraine Junction	2*	Moutajup	11
Branxholme	26	Dunkeld	10
Condah	15	Glen Thompson	17
Myamyn	6	Stavely	8
Milltown	6	Willaura	12
Heywood	14	Maroona	16
Gorae	18	Langi Logan	13
Portland	6	Ararat	11A
Total	195	Total	211

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
9.22 a.m. (No. 121)	Flinders St.—Geelong	B	335
9.36 a.m. (No. 37)	Spencer St.—Geelong	T	200
12.15 p.m. (No. 45)	Spencer St.—Geelong	T	300
12.22 p.m. (No. 55)	Spencer St.—Geelong	T	300
12.50 p.m. (No. 47)	Spencer St.—Geelong	T	200
2.5 p.m. (No. 201)	Spencer St.—Geelong	T	200
2.0 p.m. (No. 131)	Flinders St.—Geelong	B	335
3.44 p.m. (No. 61)	Spencer St.—Werribee	T	210
4.0 p.m. (No. 63)	Spencer St.—Geelong	T	300
4.25 p.m. (No. 65)	Spencer St.—Werribee	Y	200
	Spencer St.—Geelong	B	500
5.10 p.m. (No. 69)	Geelong—South Geelong	B	250
	Spencer St.—Werribee	Y	200
5.19 p.m. (No. 71)	Spencer St.—Geelong	B	400
	Geelong—Camperdown	B	350
5.52 p.m. (No. 73)	Camperdown—Warrnambool	T	350
	Spencer St.—Geelong	T	200
6.5 p.m. (No. 79)	Spencer St.—Geelong	B	400
6.10 p.m. (No. 73)	Geelong—Warrnambool	B	350
	Spencer St.—Geelong	T	200
6.15 p.m. (No. 83)	Flinders St.—Geelong	B	335
7.32 p.m. (No. 145)	Geelong—Warrnambool	B	300
	Flinders St.—Geelong	T	200
11.15 p.m. (No. 107)			
UP—			
6.15 a.m. (No. 18)	Geelong—Spencer St.	B	300
6.58 a.m. (No. 12)	Geelong—Spencer St.	T	300
7.26 a.m. (No. 28)	Geelong—Spencer St.	B	460
7.38 a.m. (No. 22)	Werribee—Spencer St.	T	210
8.25 a.m. (No. 32) (Mons. to Fris.)	Geelong—Spencer St.	T	200
9.5 a.m. (No. 190)	Geelong—Flinders St.	B	300
9.5 a.m. (No. 32) (Sats.)	Geelong—Spencer St.	T	200
	Warrnambool—Geelong	B	350
7.40 a.m. (No. 38)	Geelong—Spencer St.	B	400
	Geelong—Spencer St.	T	200
12.15 p.m. (No. 44)	Geelong—Spencer St.	T	200
3.33 p.m. (No. 202)	Geelong—Spencer St.	T	210
4.45 p.m. (No. 54)	Werribee—Spencer St.	T	210
5.12 p.m. (No. 56)	Geelong—Flinders St.	B	400
5.55 p.m. (No. 66)	Geelong—Spencer St.	T	200
6.0 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
3.15 p.m. (No. 90)	Port Fairy—Geelong	B	250
5.0 p.m. (No. 90)	Geelong—Spencer St.	B	400
	Warrnambool—Geelong	B	300
5.45 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—			
11.0 a.m. (No. 121)	Geelong—Queenscliff	T	235
UP—			
5.35 p.m. (No. 232)	Queenscliff—Geelong	T	235

PASSENGER TRAIN ENGINE SCHEDULES—continued.
MELBOURNE—GEELONG—WARRNAMBOOL—PORT FAIRY.

DOWN	ENGINE RUNNING TIME.													
Melbourne to— (Flinders St.) (Spencer St.) North Melb. Footscray ... Newport ... Altona ... Junction Paisley ... Galvin ... Laverton ... Aircraft ... Werribee ... Manor ... Little River ... Lara ... Corio ... North Shore ... Nth. Geelong "A" Nth. Geelong Geelong ... Sth. Geelong ... Moriac ... Winchelsea ... Birregurra ... Colac ... Pirron Y'lock ... Pomborneit ... Camperdown ... Timboon Jct. Boorcan ... Terang ... Panmure ... Allansford ... Warrnambool ... Illowa ... Koroit ... Port Fairy ...	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
	...	...	...	...	...	3	...	...	...	...	...	...	...	...
	8*	...	8*	8*	8	4	...	8*	...	...	...	...	...	...
	5*	...	5*	5*	6	5*	...	5	...	...	14	...	...	...
	3*	...	3*	3*	3*	3*	...	3*	...	...	3	...	...	...
	B 400 tons													
	...	...	...	...	...	...	...	2	...	...	...	...	...	...
	...	...	...	...	...	...	...	4	...	...	...	...	...	...
	5*	...	5*	5*	6	...	...	3	...	...	...	...	...	...
	...	...	...	...	...	...	...	2	...	...	...	...	...	...
	6*	...	7*	6*	8	...	...	8	...	...	...	...	...	...
	5*	...	5*	5*	6	...	...	5*	...	...	...	...	...	...
	4*	...	4*	4*	5	...	...	5	...	...	...	...	...	...
	6*	...	6*	5*	7	...	...	6	...	...	...	...	...	...
	3*	...	3*	3*	5	...	...	4	...	...	...	...	...	...
	...	...	...	...	...	...	...	3	...	...	...	...	...	...
	5*	...	6	...	6	...	...	3	...	...	...	...	...	...
	4	...	4	...	4	...	...	4	...	...	...	...	...	...
	4*	...	...	...	...	...	...	...	...	...	...	...	...	...
	17	...	...	...	...	...	...	16*	...	...	...	...	...	...
	13	...	...	...	...	...	...	12*	...	...	...	...	...	...
	15	...	...	...	...	...	...	14*	...	...	...	...	...	...
	14	...	...	...	...	...	...	14	...	...	...	...	...	...
	12	...	...	...	...	...	...	11*	...	...	...	...	...	...
	12	...	...	...	...	...	...	10*	...	...	...	...	...	...
	12	...	...	...	...	...	...	11	...	...	...	...	...	...

	10	...	...	...	...	...	...	...	...	...	...	...	...	...
	8	...	...	...	...	...	...	17	...	...	...	...	...	10*
	17	...	...	...	...	...	...	16*	...	...	...	...	...	18
	11	...	...	...	...	...	...	9*	...	...	...	...	...	11
	11	...	...	...	...	...	...	10	...	...	...	...	...	...
	9	...	...	...	...	...	...	...	...	...	...	...	...	...
	6	...	...	...	...	...	...	...	...	...	...	...	...	...
	18	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	243	189	56	49	64	60	144	65	60	64	37	48	60	58

DOWN	ENGINE RUNNING TIME.													
Melbourne to— (Flinders St.) (Spencer St.) North Melb. Footscray ... Newport ... Altona ... Junction Paisley ... Galvin ... Laverton ... Aircraft ... Werribee ... Manor ... Little River ... Lara ... Corio ... North Shore ... Nth. Geelong "A" Nth. Geelong Geelong ...	Mins.	Mins.	Mins.	Mins.										
	...	...	...	3	...	...	...	...	...	...	...	...	...	...
	8*	8*	8*	5	...	...	...	...	...	...	...	...	...	...
	6	5*	6	6	...	...	...	...	...	...	...	...	...	...
	3*	3*	3*	3*	...	...	...	...	...	...	...	...	...	...
	...	...	...	2	...	...	...	...	...	...	...	...	...	...
	...	...	...	4	...	...	...	...	...	...	...	...	...	...
	7	6*	7	3	...	...	...	...	...	...	...	...	...	...
	...	...	...	2	...	...	...	...	...	...	...	...	...	...
	10	9*	11	9	...	...	...	...	...	...	...	...	...	...
	7	5*	8	7	...	...	...	...	...	...	...	...	...	...
	7	6*	8	7	...	...	...	...	...	...	...	...	...	...
	8	6*	9	8	...	...	...	...	...	...	...	...	...	...
	6	4*	6	6	...	...	...	...	...	...	...	...	...	...
	5	3*	5	5	...	...	...	...	...	...	...	...	...	...

	4	3*	4	4	...	...	...	...	...	...	...	...	...	...
	4	4	4	4	...	...	...	...	...	...	...	...	...	...
Total ...	75	62	79	82	...	...	...	...	...	...	...	...	...	...

* 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 ...	12*	10 ¹ / ₂	11	...	...	...	...	...	...	...	...
Panmure ...	12*	10 ¹ / ₂	12	...	...	...	...	...	...	...	...
Terang ...	16	17	17	...	...	...	...	...	...	...	...
Boorcan ...	*	8	8	...	...	...	...	...	...	...	...
Timboon Junction ...	*	...	...	...	...	...	...	...	...	...	...
Camperdown ...	17	10	10	...	...	...	...	...	...	...	...
Pomborneit ...	11*	12	12	...	...	...	...	...	...	...	...
Pirron Yallock ...	10*	11	11	...	...	...	...	...	...	...	...
Colac ...	11	11 ¹ / ₂	12	...	...	...	...	...	...	...	...
Birregurra ...	13*	14	15	...	...	...	...	...	...	...	...
Winchelsea ...	13*	14	15	...	...	...	...	...	...	...	...
Moriac ...	11*	12	12	...	...	...	...	...	...	...	...
South Geelong... ..	14*	15*	15*	...	...	...	...	...	...	...	...
Geelong ...	3	3	3	...	...	...	...	...	...	...	...
North Geelong ...	4*	4*	4*	4	4	4	4	...	...	...	4*
North Shore ...	...	*	*	3	3	*	4	...	...	...	3*
Corio ...	4*	4*	4*	4	4	6*	5	...	...	...	3*
Lara ...	4*	4*	4*	5	5	4*	6	...	...	...	4*
Little River ...	6*	6*	6*	7	7	6*	8	...	...	...	6*
Manor ...	4*	4*	4*	6	5	5*	7	...	...	...	5*
Werribee ...	5*	5*	5*	6	6	6	7	...	...	...	5*
Aircraft ...	*	*	*	7	7	*	*	8	10	...	*
Laverton ...	6*	6*	6*	2	2	*	*	2	2	...	7*
Galvin ...	*	*	*	3	3	*	*	2	2	...	*
Paisley ...	*	*	*	4	3	*	*	3	4	...	6*
Altona Junction ...	5*	5*	5*	2*	2*	6*	3	3	3	...	3*
Newport ...	2 ¹ / ₂ *	2 ¹ / ₂ *	3	3	3	3	3	3	3	...	3*
Footscray ...	5*	5*	6	6	6	6*	6*	6	6	...	5*
North Melbourne ...	*	*	*	*	*	*	*	5	6	...	*
Melbourne (Spencer St.) ...	8	8	8	8	8	8	8	4	8	...	8
Melbourne (Flinders St.) ...	...	...	...	...	...	...	...	...	...	...	...
Total ...	143	235	239¹/₂	70	68	62	74	37	36	47	59
Geelong to—											
North Geelong ...	4*	4	4	...	...	...	...	...	...	...	...
North Shore ...	3*	4	4	...	...	...	...	...	...	...	...
Corio ...	3*	5	5	...	...	...	...	...	...	...	...
Lara ...	4*	7	6	...	...	...	...	...	...	...	...
Little River ...	6*	9	8	...	...	...	...	...	...	...	...
Manor ...	6*	8	7	...	...	...	...	...	...	...	...
Werribee ...	5*	8	7	...	...	...	...	...	...	...	...
Aircraft ...	*	*	8	...	...	...	...	...	...	...	...
Laverton ...	7*	10	2	...	...	...	...	...	...	...	...
Galvin ...	*	*	3	...	...	...	...	...	...	...	...
Paisley ...	*	*	4	...	...	...	...	...	...	...	...
Altona Junction ...	6*	7*	2*	...	...	...	...	...	...	...	...
Newport ...	3*	3	3	...	...	...	...	...	...	...	...
Footscray ...	5*	6*	6	...	...	...	...	...	...	...	...
North Melbourne ...	*	*	5	...	...	...	...	...	...	...	...
Melbourne (Spencer St.) ...	8	8	4	...	...	...	...	...	...	...	...
Melbourne (Flinders St.) ...	...	...	3	...	...	...	...	...	...	...	...
Total ...	60	79	81	...	...	...	...	...	...	...	...

* 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		Express trains from Melbourne (via N. Geelong Loop)	Express trains from Melbourne (via N. Geelong Loop)
					Engine Running Time	Engine Running Time
DOWN						
Geelong to—	Mins.		Mins.		Mins.	Mins.
North Geelong	4	...	4*	...	...	...
Moorabool ...	8	...	7*	...	8*	8*
Gheringhap	7	...	7	...	6*	6*
Bannockburn	8	...	7*	...	6*	6*
Lethbridge ...	9	...	9*	...	8*	8*
Meredith ...	20	...	17*	...	17*	13*
Elaine ...	9	...	8*	...	8*	7*
Lal Lal ...	13	...	11*	...	11*	10*
Yendon ...	*	...	*	...	*	*
Warrenheip ...	14	...	13*	...	12*	11*
Ballarat East	*	...	5	...	*	*
Ballarat	7	...	3	...	8	7
					2 "S" or 2 "X" 650 tons	B 220 tons
Total ...	99	...	91	...	84	76

Section	Engine Running Time		Engine Running Time			Express trains from Ballarat (via N. Geelong Loop)
						Engine Running Time
UP						
Ballarat to—	Mins.		Mins.			Mins.
Ballarat East	*	...	3	...	...	...
Warrenheip ...	12	...	9*	...	...	9*
Yendon ...	*	...	*	...	...	*
Lal Lal ...	11	...	11*	...	...	11*
Elaine ...	10	...	9*	...	...	9*
Meredith ...	7	...	7*	...	...	7*
Lethbridge ...	11	...	12	...	...	11*
Bannockburn	8	...	8*	...	...	8*
Gheringhap ...	6	...	5*	...	...	5*
Moorabool ...	6	...	5*	...	...	5*
North Geelong	7	...	6*	...	...	6*
North Geelong "C"	...	...	...	...	...	...
North Geelong "A"	...	...	...	...	...	2*
Geelong	4	...	4	...	...	...
						Two "S" or Two "X" 650 tons
Total ...	82	...	79	...	...	73

* 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
			"T" 235 tons				"T" 235 tons
Total ...	...	...	41				43

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.

UP	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.		
				Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ararat to—									
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	...	...	...	...	7	7	6	...	...
Total	...	...	...	110	189	200	180	93	97

UP				102 H.P.	153 H.P.		280 H.P.		
				Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Portland to—									
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	205	226	181	94	100

* 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.
				Mins.					Mins.
Ballarat to—					Linton to—				
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

RAIL MOTOR RUNNING SCHEDULES—continued.

BALLARAT-STAWELL-HORSHAM

DOWN			280 H.P.	153 H.P.	UP			280 H.P.	153 H.P.
			Mins.	Mins.				Mins.	Mins.
Ballarat to—					Horsham to—				
North Ballarat	...	...	*	2	Dooen	...	...	6*	...
Wendouree	...	...	*	4	Jung	...	...	7*	...
Linton Junction	...	...	7*	2	Murtoa	...	...	7*	...
Windermere	...	...	7*	9	Lubeck	...	...	11*	...
Burrumbet	...	...	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*	...	Burrumbet	...	...	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

MURTOA-HOPETOUN.

DOWN.				Diesel Electric Rail Motor and Trailer	UP.				Diesel Electric Rail Motor and Trailer
				Mins.					Mins.
Murtoa to—					Hopetoun to—				
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

RAIL MOTOR RUNNING SCHEDULES—continued.

DIMBOOLA—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	5	5*	5½	5½*
Altona Junction ...	3*	3*	3*	3*	3*	3*	3*
Paisley ...	*	*	2	2	*	3	*
Galvin ...	*	*	5	4	*	4	*
Laverton ...	10	7*	4	3	6½*	3	7*
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	74½	62½	80½	68½

UP	Diesel Electric Rail Motor			Diesel Rail Car (280 H.P.)			
	With Trailer		With two Trailer Vehicles	Without Trailer		With Trailer	
Geelong to—	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
North Geelong ...	4	3*	...	4	5	4*	4*
North Shore ...	4	*	...	4	4	3*	3*
Corio ...	4	7*	...	4	3½	2½*	3*
Lara ...	7	6*	...	5½	5½	4½*	5*
Little River ...	10	9*	...	9	8	7*	8*
Manor ...	7	7*	...	7	6½	5½*	6*
Werribee ...	7	7*	...	6½	7½	6*	7*
Aircraft ...	*	*	10	*	8	*	*
Laverton ...	11	9*	3	10	2	8*	9*
Galvin ...	*	*	4	*	3	*	*
Paisley ...	*	*	5	*	4	*	*
Altona Junction ...	8*	7*	2*	8*	2*	6½*	7*
Newport ...	3	3*	3	3	3	3*	3*
Footscray ...	5	*	7	5	5½	5½*	5*
North Melbourne ...	5	*	5	5	4½	4½*	5*
Spencer Street ...	4	13	4	4	3	3	3
Total ...	79	71	43	75	75	63	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 163 to 165 for the vehicles concerned plus the weight of goods vehicles and contents as shown on pages 188 to 194.

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," "JCP" and "ZLP" 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 236.

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. 25	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.
No. 63	Warrenheip.
No. 69	Sunshine, Rockbank, Melton, Parwan, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip, Linton Junction, Windermere, Burrumbeet, Beaufort, Buangor, Glenorchy, Lubeck, Diapur.
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	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

Nos. 9, 77, 145, 133, 59, 139, 7, 159, 75, 95.

UP

Nos. 16, 140, 192, 36, 134, 90, 32, 96, 150.

BALLARAT - ARARAT

Nos. 9, 77, 145, 133, 59, 139, 7, 159.

Nos. 16, 140, 36, 90, 150, 192, 88.

ARARAT - DIMBOOLA

Nos. 59, 9, 133, 145, 77, 139, 159, 147

Nos. 140, 150, 36, 66, 106, 88.

DIMBOOLA - SERVICETON

Nos. 133, 145, 77, 139, 159, 147.

Nos. 140, 150, 88.

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
Ballan ...	325 feet Down 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.

No. 5 at South Geelong and No. 5 and 7 at 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 waggons 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 163-168.)

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	Fu—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	

GENERAL INSTRUCTIONS—Continued.

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. 133, 139, 145, 159, 140, 150 and 154** Express Goods trains between Dynon and Mile End :—

The Victorian Guard working **Nos. 133, 139, 159, 145** '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 to Ballarat 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 **Nos. 140, 150, 154** Express 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 **Nos. 140, 150, 154** Express Goods except to indicate any vehicles detached or attached 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 ton " I " or " IA ", 16½/22 tons " IY " wagon loaded with under 3 feet firewood to water level	13 tons	} Tare to be added in each case as directed
16½ ton " I " or " IA ", 16½/22 tons " IY " wagon loaded 2 feet 6 inches above water level with mallee roots	12 "	
16½ ton " I " or " IA ", 16½/22 tons " IY " wagon loaded with 5 feet and 6 feet firewood (on end)	14 "	
16½/22 ton " GY " or " HY " wagon loaded with firewood less than 3 feet long to water level	16 "	
16½/22 ton " GY " or " HY " wagon loaded 2 feet 6 inches above water level with mallee roots	13 "	
16½/22 ton " GY " or " HY " wagon loaded with 5 feet and 6 feet firewood (on end)	14 "	
16½/22 ton " GY " or " HY " wagon loaded with props, palings and laths 3 feet 6 inches high	16 "	
16½/27 ton " IZ " or 16½/22 tons " RY " wagon loaded with firewood less than 3 feet long to water level	15 "	
16½/27 ton " IZ " or 16½/22 tons " RY " wagon loaded 2 feet 6 inches above water level with mallee roots	12½ "	
16½/27 ton " IZ " or 16½/22 tons " RY " wagon loaded with 5 feet and 6 feet firewood (on end)	14 "	
31 ton " QR " (Nos. 1/376 and 407) wagon loaded with firewood less than 3 feet long to water level	15 "	
31 ton " QR " (Nos. 1/376 and 407) wagon loaded 2 feet 6 inches above water level with mallee roots	14 "	
31 ton " QR " (Nos. 1/376 and 407) wagon loaded with 5 feet firewood (on end)	18 "	

GENERAL INSTRUCTIONS—Continued.
COMPUTATION OF TRAIN LOAD TONNAGE—Continued.

To Count as—

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", "MF" van horses or cattle	11 "	
"L" van of sheep or calves (two tiers)	4½ "	
"L" van of sheep or calves (one tier)	2½ "	
Wagons or "M" van loaded sheep or calves	2½ "	
"L" van of pigs (two tiers)	6½ "	
Wagons or "M" van, or one tier of "L" van loaded pigs	3½ "	
"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	½ "
Pigs	1 "

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

"GY"	22 tons.
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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	
		1.3 tons per cubic yard..	
Gravel ... ..	...	1.08 "	"
Sand ... ..	...	1.1 "	"
Metal, 1½ inches, 2½ inches, and screenings ... ..	...	1.0 "	"
Earth ... ..	...	1.06 "	"
Spalls ... ..	...	0.7 "	"
Scoria ... ..	...	0.6 "	"
Ashes ... ..	...	10 to the ton.	"
Sleepers, 9 feet x 10 inches x 5 inches ... ..	...	12 "	"
Sleepers, 8 feet x 6 inches x 10 inches ... ..	...	52 "	"
Fence Rails, 9 feet x 7 inches x 2½ inches ... ..	...	28 "	"
Fence Posts, 6 ft. 6 in. x 8 inches x 3½ inches ... ..	...	286 "	"
Bricks (machine pressed) ... ..	...	

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.

TARE WEIGHT TO BE ALLOWED FOR NARROW GAUGE GOODS VEHICLES.

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

GENERAL INSTRUCTIONS—continued.

COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued.

TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.

Class of Vehicle	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
	FIXED WHEEL BASE			
B	Box Van	25	11	14
DW	Domestic Water	26	10	7
FJ	Bulk Flour	25	12	20
G	Bulk Wheat Hopper	26	11	25
GY	Open Bulk Wheat	25	9	22
H	Box Wagon (Dept. use only)	21	9	10
HD	Box Wagon (Dept. use only)	27	9	11
HR	Flat Top Transport Wagon	26	8	16
HW	6 Wheel Weedex Staff Car	29	13	...
HY	Open	25	9	22
I†	Open	26	8	16½
IA†	Open	26	8	16½
IC†	Open	26	8	16½
IK	Open Tippler	26	8	16½
IT	Safety Wagon Pipe Transport (4 wheel)	26	7	16½
IY	Timber	26	8	16½
IZ	Open	25	9	22
J	Open	25	9	27
KAB	Bulk Cement Hopper	25	11	20
KC, KMC	Particle Board	29	10	16
KCC	Flat Top LCL Container Traffic	25	8	22
K	Cement Container Traffic	26	8	16½
KPC	Flat (No. 372, 373-20 tons)	22	7	16
KPW	Special Container Traffic	22	7	16
KR	Wood pulp (4 wheel)	26	8	16½
KS	Rails	28	8	16
KT	Scantlings	25	9	22
KW	Open Timber	25	10	22
L	Chipwood (4 wheel)	26	9	15
M	Sheep Van	23	10	10
N	Cattle Van	23	10	10
O	Ballast Plough Wagon	19	7	...
OC	Open Hopper	23	9	16½
OH†	Sand Hopper	23	9	15½
ON	Overhead (Dept. use only)	48	Tare	...
P	Open Hopper	23	8	16½
RY	Powder Van	22	10	6
T	Open Wagon	25	9	22
T	Refrigerated Van (Wooden)	29	13	15½
T	Refrigerated Van (Steel)	29	12	15½
Tanks	Refrigerated Van	22	11	12½
TW†	Various	Various	Tare	...
U	Petroleum Products	25	Tare	40
U	Louvre Van	22	10	11½
W	Louvre Van	29	12	16
W	Workmen's Sleepers (Nos. 419 to 498)	26	11½	...
WS	Workmen's Sleepers	29	9	...
WT	Workmen's Shower Car	26	13	...
WTT	Water Wagon	26	11	9
	Weighbridge Test Truck ... ..	...	21	16
	(Dept. use only)		15½	9
WZ	Weedex Spray Van (6 wheel)	26	13	...
BRAKEVANS				
Z	6 wheel (Nos. 1 to 626)	27	13	4
Z	4 wheel (Nos. 627 to 746)	27	13	4
ZL	6 wheel	27	13	2 or 5
ZP	6 wheel	27	16	2

† Maximum length quoted where different lengths exist.

GENERAL INSTRUCTIONS—continued.
COMPUTATION OF TRAIN LOAD TONNAGE (GOODS)—continued.
TARE WEIGHTS TO BE ALLOWED FOR VICTORIAN GOODS VEHICLES.—continued.

Class of Vehicle	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
	BOGIE VEHICLES NOT available for change of bogie 5' 3"—4' 8½"			
BB	Box Van	42	20	35
BLF	Box Van	43	21	44
BP	Box Van	42	24	35
CJ	Bulk Cement Hopper	37	19	43
CJF	Bulk Cement Hopper	37	19	50
E	Open Wagon	46	19	44
FP	Horse Box No. 7	48	25	12 horses
HH	Casualty Van (Dept. use only) Nos. 1 to 6	51	30	...
HR	Flat Top Transport Wagon	27	18	26
KR	Flat Rails	26	16	25
LF	Sheep Van	39	21	30
LL	Sheep Van	39	21	30
LP	Sheep Van	39	25	30
MF	Cattle Van	39	19	30
MM	Cattle Van	39	19	30
NN	Hopper Ballast Wagon Nos. 2 to 45	30	14	31
NN	Hopper Ballast Wagon Nos. 46 onwards	30	14	35
Q†	Flat Wagon	48	Tare	31
QAB	Particle Board	53	20	30
QB	Well Wagon Nos. 1 to 12	55	19	31
QD	Crawler Crane, Rail Transport ... ..	...	15½	10
QH	Flat Wagon	40	31	90
QN	Hopper Ballast Wagon	37	14	26
QR†	Open Wagon Nos. 377 to 406 inclusive (4 Door)	43	16	31
QS	Flat Wagon—Special Loads	Various	Tare	171
QW	Well Wagon	95	92	150
QWF	Well Wagon No. 1	54	33	60
S	Flat Wagon	46	17	44
TP	Refrigerated Van Nos. 1 to 5	28	21	15½
TW†	Petroleum Products	48	Tare	40
TWF†	Petroleum Products	48	Tare	40
UB	Louvre Van	29	15	16
UF	Louvre Van	29	15	16
V	Louvre Van	39	19	35
WA	Weedex Tankers	46	Tare	30
WK (m)	Workmen's Kitchen Car	60	26	...
WW	Workmen's Sleeper No. 100 and under	Various	30	...
WW	Workmen's Sleeper No. 101 onwards	33	20	...
Tanks	Various	Various	Tare	...
BRAKEVANS				
CA	Nos. 1 to 15	43	23	10
CP ... ..	... ..	42	26	10
JCP ... ..	... ..	42	26	10
ZLP ... ..	... ..	37	23	10

(m) The maximum load which may be hauled behind this car is 360 tons.

† maximum length quoted where different lengths exist.

WATER TANK UNITS—EX LOCOMOTIVE TENDER TANKS

Class of Wagon	Tank Numbers	Length over Pull Lines	Tons Empty	Tons Loaded	Nominal Capacity Gallons
		Nearest Foot			
ACN	597-598	51	44-0-0	86-0-0	9,400
ACN	599-600	"	"	"	"
ACN	601-602	"	"	"	"
ACN	603-604	"	"	89-10-0	10,200
ACN	605-606	"	"	86-0-0	9,400
ACN	607-608	"	"	"	"
ACN	609-610	"	"	"	"
ACN	611-612	"	"	"	"
ACN	613-614	"	"	"	"
NSG	615-616	"	39-0-0	81-0-0	"
J	617-618	49	40-2-0	77-12-0	8,400
J	619-620	"	"	"	"
J	621-622	"	"	"	"
J	623-624	"	"	"	"

GENERAL INSTRUCTIONS—continued.

COMPUTATION OF TRAIN TONNAGE (GOODS)—continued.

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

Class of Vehicle	Description of Vehicles	Maximum Length over Pull Lines	Tare Weight Tons	Carrying Capacity Tons
		Nearest Foot		
BOGIE VEHICLES available for change of bogie 5' 3" — 4' 8½"				
AX	Car Transport	59	20	10
ALX	Car Transport	76	21	15
BLX	Box Van	43	21	40
BMF	Box Van	42	20	35
BMX	Box Van	42	20	35
CSX	Coil Steel	35	21	50
CSX	Coil Steel	40	22	50
EF	Open Wagon	46	19	44
ELX	Open Wagon	49	21	50
ESX	Steel Transport	49	21	50
EX	Open Wagon	46	19	44
FVF	Single Flexi-van	43	18	24
FX	Bulk Flour	54	29	44
GJX	Bulk Wheat Hopper	49	16	57
HRX	Flat Top Transport Wagon	27	18	26
JX	Bulk Cement	46	25	50
QCX	L.C.L. Container (Traffic)	48	17	44
QF	Flat Wagon	53	19	31
SBX	Flat Wagon with Fixed Bulkheads	43	18	44
SCX	Flat Wagon, Cable Drums	46	20	44
SFX	Flat Wagon	68	26	49
SKX	Flat Wagon	78	25	50
SLX	Coil Steel	49	22	50
TVX	Flat Wagon, Twin Flexi-vans	76	27	46
TWX	Petroleum Products	48	Tare	40
VF	Louvre Van	39	20	35
VHX	Louvre Van	55	25	50
VLX	Louvre Van	43	21	40
*VP	Louvre Van	42	25	35

* These vehicles are available for change of bogies when specially arranged.

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 "
No. 8 (without tender) ... ..	... 45 "
No. 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 Diesel crane (Way and Works Branch No. 45) with Special "Q" wagon ... ..	... 55 "
10-ton wreckage crane (No. 6) with match wagon ... ..	... 55 "
3-ton steam cranes (Way and Works Branch Nos. 41, 42, 43, 44) with match wagon ... ..	... 30 "
Grab cranes (Nos. 33 and 36) ... ..	... 35 "

WEIGHT TO BE ALLOWED FOR COMMONWEALTH RAILWAYS GOODS VEHICLES
(Available for change of Bogie 4' 8½"-5' 3")

Class of Vehicle	Description of Vehicle	Maximum speed m.p.h.	Length over Pull Lines	Tons Empty	Tons Carrying Capacity
			Nearest Foot		
GBX	Open Wagon ...	60	47	20	50
GDX	Open Wagon ...	60	47	21	45
GMX	Open Wagon ...	60	75	30	45
GNX	Motor Car Carrier Wagon ...	60	78	22	12
LBX	Louvre Van ...	60	48	21	40
LCX	Louvre Van ...	60	48	22	40
LDX	Louvre Van ...	60	48	23	40
LEX	Louvre Van ...	60	78	31	43
RGX	Flat Wagon ...	60	50	20	55
RLX	Flat Wagon ...	60	59	22	53
RMX	Flat Wagon Containers ...	60	66	21	54
VCX	Box Van ...	60	48	21	40
VDX	Box Van ...	60	48	18	40
VEX	Box Van ...	60	78	31	43

WEIGHT TO BE ALLOWED FOR WESTERN AUSTRALIAN GOODS VEHICLES
(Available for change of Bogie 4' 8½"-5' 3")

Class of Vehicle	Description of Vehicle	Maximum speed m.p.h.	Length over Pull Lines	Tons Empty	Tons Carrying Capacity
			Nearest Foot		
WGX	Open Wagon ...	60	59	26	49
WMX	Motor Car Carrier Wagon ...	60	78	22	12
WVX	Covered Wagon ...	60	59	25	50

WEIGHT TO BE ALLOWED FOR SOUTH AUSTRALIAN GOODS VEHICLES.—See Note (A) Page. 194

Class of Vehicle	Length Over Pull Lines	Tons Empty	Nominal Capacity Gallons	Class of Vehicle	Length Over Pull Lines	Tons Empty	Nominal Capacity Gallons
	Nearest foot				Nearest foot		
TC Petrol tank, bogie ...	39	20	4800	TV Bitumen Tank, Bogie ...	41	31	10000
TC " " " ...	39	18	5300	TV Petrol or Kero, tank, ...	46	28	8500
TC " " " ...	41	25	10000	bogie ...			
TC " " " ...	46	28	9900	TX Petrol or Kero, tank, ...	39	24	8700
TC " " " ...	43	26	7900	bogie ...			
TC " " " ...	39	23	10000	TX Petrol or Kero, tank, ...	39	22	10000
TS " " " ...	43	22	4900	bogie ...			
TS " " " ...	34	17	5300	TS Fuel Oil Tank, bogie ...	39	22	8900
TS " " " ...	39	24	9000	TX " " " " ...	39	22	10000
TS " " " ...	40	23	10500	TC Fuel Oil Tank (4 wheel)	25	14	4500
TS " " " ...	46	26	10500	TA Acid Tank, Bogie ...	39, 43, 46	18 to 22	4500
TV " " " ...	43	20	5000				
TV " " " ...	46	22	5000	TG Ammonia Tank, Bogie ...	43	21	5000
TV " " " ...	39	25	8500	TCO Fuel Oil Tank, Bogie ...	39	23	9000
TV " " " ...	39	24	8900	TDF Fuel Oil Tank, Bogie ...	39	24	9000
TV " " " ...	39	21	10000	TDF Fuel Oil Tank	21	12	2000
TV " " " ...	46	26	10000	(4 wheel) ...			
TX " " " ...	39	20	5500	TOL Fuel Oil Tank, Bogie ...	39	23	9000
TV Petrol or Kero, tank, bogie ...	46	23	5200	TW Water Tank, Bogie ...	39	23	9000
				YA Acid Tank (4 wheel) ...	23	12	1200

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

Class of Vehicle	Length Over Pull Lines	Tons Empty	Tons Carrying Capacity	Class of Vehicle	Length Over Pull Lines	Tons Empty	Tons Carrying Capacity
	Nearest foot				Nearest foot		
ALX	76	21	15	KR Refrig., 4 wheel	19	11	11
BH Horse Box, Bogie ...	52	26	12 Horses	LX Louvre Van (Bogie)	43	20	40
C, CS Cattle, Bogie ...	39	18	18 Beasts	M Box Bogie ...	39	19	33
CF Cattle, 4 Wheel ...	21	8	9	MBR Van Bogie ...	39	23	33
DA Van 4 wheel ...	23	11	13	MRP Box " ...	39	19	33
DP " Bogie ...	39	22	33	O, OR Open " ...	46	19	44
DRP " " ...	39	19	33	OAX " " ...	73	20	35
DS Van Bogie ...	39	19	33	OB " " ...	46	19	44
DFS " " ...	39	19	33	OC " " ...	46	18	50
DW " " ...	43	20	29	OBF, " 4 wheel ...	25	9	22
DWF " " 4 Wheel ...	23	10	15	OF " " ...	25	9	17
DWP " " Bogie ...	39/43	23	33	OMB Open Bogie ...	46	19	44
DWR Louvre Van Bogie	43	20	29	OMX Open Bogie ...	73	21	35
EE Explosive Van ...	23	11	15*	OS " " ...	46	19	44
ELX Open Bogie ...	49	22	50	OW " " ...	46	18	44
F Flat, 4 Wheel ...	21	7	11	OWP " " ...	46	18	44
FB " Bogie ...	46	18	55	OWS " " ...	46	18	44
FBA " " ...	46	17	33	OX " " ...	46	19	44
FBF " " ...	46	18	44	R. Refrig., 4 wheel	23	12	15
FBT " " ...	46	19	55	RB Refrig., Bogie ...	39	20	33
FBR Flat Wagon ...	46	18	44	RBP " " ...	39	23	33
FBX " " ...	48	18	54	RRP " " ...	39	22	33
FC, FCC " " ...	39	14	35	RX Insulated Bogie	39	20	33
FWC " " (C'tainers)	46	15	44	S, SS, SBS Sheep Bogie	39	20	200 Sheep
FR 4 wheel " ...	21	7	11	SF 4 wheel " ...	21	10	100 "
FVS, (FLEXIVAN) Bogie	43	18	22	SGX Open Bogie ...	49	22	50
H Hopper Bogie ...	35	19	44	W Open Bogie ...	43	17	33
HC " " ...	35	20	50	WVR " " ...	43	20	28
HCA " " ...	44	23	30-49	Y Open 4 wheel ...	23	9	17
HS " " ...	35	20	55	Z Hopper, 4 wheel ...	25	10	16
K Refrig., 4 wheel ...	19	11	11				

Note :—See page 164 for South Australian vehicles which may be attached to Passenger Trains.

South Australian bogie vehicles having the letter "P", "S" or "X" prominently displayed on diagonally opposite corners of the body may run at speeds laid down for Express Goods trains in Victoria.

Some South Australian bogie goods vehicles have the letter "P" as the terminating letter of their classification but do not have a large letter "P" prominently displayed on the diagonally opposite corners of the body. These vehicles are permitted to be attached to passenger trains under certain conditions (see page 170) but must not be attached to express goods trains.

* "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 Vehicle	Description of Vehicle	Maximum Speed	Length over Pull Lines	Tons Empty	Tons Carrying Capacity
		m.p.h.	Nearest Foot		
BBX	Flat wagon, Steel Plate ...	60	76	29	47
BCX	Flat wagon, Container ...	60	76	27	45
BDX	Open Wagon ...	60	49	21	52
BKX	Motor Car Bodies ...	60	76	20	51 (12 Mtr. cars)
CBX	Flat Wagon, Container ...	60	76	28	45
CPX	Flat wagon ...	60	61	24	49
CCX	Open wagon, coiled Steel ...	60	49	21	50
GX	Open Wagon ...	60	43	20	40
GOX	" " ...	60	43	20	40
GLX	Louvre Van ...	60	48	24	47
HGX	Open Wagon ...	60	43	20	50
HLX	Louvre Van ...	60	48	24	47
HMX	Flat Wagon ...	60	48	20	53
PMX	Flat Wagon Steel Plate ...	60	48	24	40
SMX	Flat Wagon ...	60	48	20	53
STX	Flat Wagon, Semi Trailer ...	60	76	28	47
TLX	Louvre Van Tin Plate ...	60	48	24	45
TMX	Flat Wagon, Pipes ...	60	48	20	53
TVX	Flat Wagon, Twin Flexi-Van ...	60	76	24	46
Tanks	Esso Bitumen Tanks Nos. 139 to 143 incl. ...	60	52	28	11,300/11,950 Gals

Note B—New South Wales vehicles having "X" as the last letter of classification are suitable for transfer to 5' 3" gauge bogies.

GENERAL INSTRUCTIONS—continued.

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 253.

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 load hauling or propelling on level is 225 tons. The maximum load on grades at a speed of 5 miles per hour is as follows; Grade 1 in 50, 30 tons : 1 in 75, 65 tons; 1 in 100, 85 tons; 1 in 110, 90 tons; 1 in 200, 150 tons. (See page 253).

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 Power is changed.

Stations where Engine Requirements are taken. 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	Section and Terminal Stations	Page	Section and Terminal Stations
198,199	Sunshine and Newport	217	Horsham and Balmoral
200	Melbourne and Ballarat	217	Balmoral and Hamilton
200	Ballarat and Ararat	223	Melbourne and Geelong
201	Ararat and Stawell	224	Geelong to Colac
201	Stawell to Dimboola	224	Colac to Pomorneit
201	Dimboola to Serviceton	224	Pomorneit to Camperdown
202	Serviceton to Nhll	224	Camperdown to Warrnambool
202	Nhll to Dimboola	226	Camperdown to Colac and Geelong
202	Dimboola to Glenorchy	229	Warrenheip to Geelong
202	Glenorchy to Stawell	230	Geelong to Ballarat
203	Ballarat to Warrenheip	231	Geelong to Maroona
208	Ararat and Hamilton	231	Maroona and Ararat
208	Hamilton and Portland	232	Ararat to Geelong
215	Murtoa and Hopetoun		

GENERAL INSTRUCTIONS—continued.

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 236 to 253, or to any speed restrictions published from time to time, it will be the duty of the driver to maintain the speed of his train as near to the maximum permissible speed as the load and grade will allow.

Light Engines.—(i) The running schedule for a “Light” Engine, two “Light” Engines attached or in either case with only a Brakevan attached, shall (subject to the instructions on pages 236 to 253), 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 251 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 Signaller must inform the Signaller 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 length expressed in equivalent number of vehicles
(a) Goods trains with or without carriage or carriages attached. ... (In the case of a train composed wholly of bogie vehicles the maximum shall not exceed 45 such vehicles.)	75
(b) Trains of empty passenger carriages	30

Counting each four or six-wheeled wagon, bogie “UB”, “UF” or “TP” van or bogie “CP”, “JCP”, “CA”, “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 170 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” “MBS” 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.

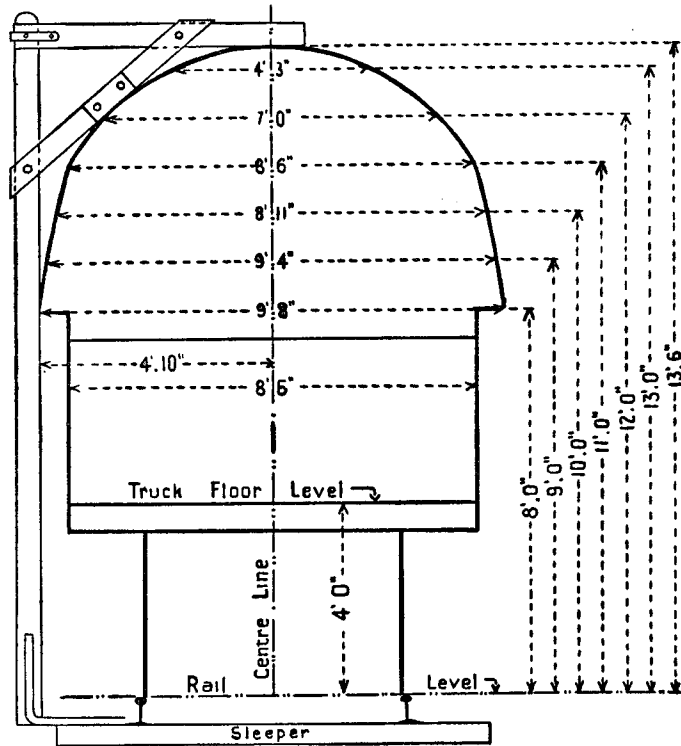
It must be remembered that the speeds specified as being necessary to ascend certain grades are subject to any special speed restrictions for the time being in force, and if the prescribed speed cannot be attained because of some restriction of the kind, the load must not exceed that which the locomotive 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.

GENERAL INSTRUCTIONS—continued.

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 198 to 235.)

- (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				SECTION																LOAD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Roadside Sectional Loads				Through Ruling Grade Loads																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
3/5ths Load.		Full Load.		3/5ths Load.		Full Load.																		Mileage.		DOWN																S. or X.		B.		T.																		Y.		W.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
12		15	12	15		2		Melbourne Yard to—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

NEWPORT TO SUNSHINE.

Engine Running Time				SECTION.		LOAD.											
Roadside Main Line Load		Through Main Line Load															
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	DOWN.	S. or X.	B.	T.								Y.	W.
3	4	3	3	1	Newport (d) to—												
				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 ...	...	...	...	...	...	...	...	...	...	...	...	...
7	8	7	7	3	Brooklyn	...	...	1400	...	...	...	...	...	...	...	1250	1250
				3	Ready Mixed Concrete Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
				3	N. S. Smorgon & Sons Sdg.	...	...	...	...	...	...	...	...	...	...	...	...
				3	Dalgety-New Zealand	...	...	...	...	...	...	...	...	...	...	...	...
					Loan Siding												
				3	Co-op Farmers & Graziers Sdg. (Prossor)	...	...	...	...	...	...	...	...	...	...	...	...
				3	S.E.C. Mills Siding	...	...	...	...	...	...	...	...	...	...	...	...
				3	Melb. Machinery Co. Sdg.	...	...	1000	...	...	...	...	...	...	...	650	650
				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	8	7	7	5	Sunshine (d) ...	1800	1800	1200	...	...	...	...	...	...	...	800	800
					Brooklyn												
7	8	7	7	2	Tottenham Yard ...	1800	1800	1200	...	...	...	...	...	...	...	1000	1000

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.											
Road-side	Through														
Sectional Loads	Ruling Grade Loads														
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP.	S. or X	B.	T.						Y.	W.
12	13	10	13	3	Sunshine to—										
					West Footscray (u)	1800	1600	1200	...	...	...	...	...	1000	1000
					"	2100	2100	1600	...	...	...	...	...	1200	1200
8	11	8	11	6	South Kensington ...	...	...	...	...	...	...	...	...	...	...
12	12	12	12	8	Melbourne Yard ...	2100	2100	1600	...	...	...	...	...	1200	1200

SUNSHINE TO NEWPORT.

Engine Running Time		SECTION.		LOAD.											
Road-side	Through														
Main Line Loads	Main Line Loads														
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	Mileage.	UP	S. or X	B.	T.						Y.	W.
7	8	7	7	2	Tottenham Yard ...	...	...	...	...	...	...	...	...	...	...
					Brooklyn ...	2100	2100	2100	...	...	...	...	...	1200	1200
...	...	...	...	1	Sunshine (d) to—	...	...	...	...	...	...	...	...	...	...
					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	Co-op Farmers & Graziers	...	...	...	...	...	...	...	...	...	...
					Sdg. (Prossor)										
				2	Dalgety — New Zealand	...	...	...	...	...	...	...	...	...	...
					Loan Siding										
				2	N. S. Smorgon & Sons Sdg.	...	...	...	...	...	...	...	...	...	...
				2	Ready Mixed Concrete Sdg.	...	...	...	...	...	...	...	...	...	...
7	8	7	7	2	Brooklyn	...	...	...	...	...	...	...	...	...	...
				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.	...	...	...	...	...	...	...	...	...	...
7	7	7	7	4	Thomas' Mill Siding	...	...	...	...	...	...	...	...	...	...
3	4	3	3	5	Newport (d)	2100	2100	2100	...	...	...	...	...	1200	1200

NOTE—(u) Load for Up trains which have to be pushed back into Siding on Down side at West Footscray.
 (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										SECTION.	LOAD.									
Through Trains											DOWN.	S. or X	B.	T.	Y.	W.				
Road-side Sec-tional Loads	Ruling Grade Loads																			
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load	No. 103 Express G's 'B' 400 tons Nos. 133 139, 159 Exp. Gds 2 'S' 1400 tons, 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.						
Via Tottenham Goods Line.										Mileage.										
12	13	15	12	13	15					6	Melbourne Yard to—									
11	12	13	11	12	13					2	Sth. Kensington									
										8	Tott'hamYard									
9	10	11	8	9	10	25*	25*	22	25	10	or West F'scra									
8	9	11	7	8	9					11	Sunshine									
19	21	24	16	17	18	15*	19*	20	20	19	Ardeer Siding									
11	12	13	9	10	11	5*	7*	10	8	23	Deer Park									
15	16	19	12	13	14	9*	10*	12	11	29	Rockbank									
6	6	7	6	6	6	5*	6*	7	6	32	Melton									
27	33	39	25	30	36	21*	30*	26	33	40	Parwan									
27	33	41	25	30	38	19*	27*	24	28	50	Bacchus Marsh									
16	19	22	15	18	21	11*	12*	17	16	57	Bank Box Loop									
12	13	14	10	12	14					62	Ballan									
6	6	7	5	5	6	10*	10*	15	14	64	780 650 400									
8	9	11	7	8	9					68	Gordon									
6	7	8	5	5	6	7*	7*	12	11	70	Wallace									
										73	850 700 450									
										74	Bungaree									
										75	Dunnstown									
										76	Warrenheip									
										77	" (x)									
										78	1600 1400 800									
										79	1800 1600 900									
										80	Ballarat East									
										81	Ballarat (d)									
										82	2100 2100 2100									
										83	1250									
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ARARAT-DIMBOOLA-SERVICETON.

Engine Running Time.										SECTION.		LOAD.											
Road-side Sectional Loads.		Through Trains.																					
		Ruling Grade Loads.		L.E. or Eng. & Brake Van.		Fast Goods "J" 405 tons.		No. 133 139 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.				
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	L.E. or Eng. & Brake Van.	Fast Goods "J" 405 tons.	No. 133 139 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.	DOWN.	S. or X.	B.	T.		J.	K.		Y.	
11	12	14	10	11	13	...	13	9*	10	6	Ararat to—	1400	1200	800	...	405	390	...	400	...			
...	...	...	...	...	...	...	...	...	...	...	Armstrong	1800	1600	1200	...	630	580	...	850	...			
10	11	12	9	10	11	...	9	6*	8	11	" (hh)	1800	1800	1800	...	1250	800	...	1250	...			
19	21	24	17	19	21	...	23	11*	13	19	Great Western	1300	1100	800	...	630	580	...	500	...			
11	12	14	10	11	13	...	10	...	...	24	Deep Lead (c)	1400	1400	900	...	800	725	...	600	...			
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	1130	...	1250	...			
15	17	20	14	16	18	...	15	8*	11	61	Jung (c)	...	1600	900	...	800	725	...	600	...			
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	1090	...	1250	...			
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	...	900	800	...	1250	...			
22	26	28	21	24	26	18	...	...	...	105	Gerang Grg. (c)	...	...	800	...	480	465	...	480	...			
14	15	16	12	13	14	9	36	21*	23	109	Kiata	1450	1200	550	...	405	390	...	350	...			
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	465	...	400	...			
17	18	20	16	17	19	...	...	...	...	136	Miram	950	850	500	...	405	390	...	350	...			
12	13	15	11	12	14	23	29	16*	21	142	Kaniva	1700	1400	900	...	480	465	...	400	...			
12	13	14	11	12	13	11	...	...	...	148	Lillimur	...	...	1600	...	800	725	...	800	...			
18	19	20	16	17	18	14	33	17	22	156	Serviceton (c)	1700	1400	1000	...	570	545	...	570	...			

* 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
Glenorchy
Wal Wal
Lubeck

Down Journey—

Murtoa	...	10 minutes.
Horsham	...	10 minutes.

Engine Requirements.

Diapur	...	6 minutes.
Serviceton	...	25 minutes.

(c) Momentum grades, Down journey—

At Mileage.

Speed Necessary (Miles per hour.)

142½	after leaving Great Western	...	20
143½	after leaving Great Western	...	30
147½	approaching Stawell	...	30
153½	approaching Deep Lead	...	35
191½	approaching Jung (train not to be checked if possible to avoid it)	...	35
199½	after leaving Dooen	...	20
208½	approaching Pimpinio	...	30
234½	approaching Gerang Gerung	...	25
242½	after leaving Salisbury	...	25
279	after leaving Lillimur	...	25

(Continued on page 202)

SERVICETON-DIMBOOLA-ARARAT.

Engine Running Time.										SECTION.	LOAD.							
Road-side Sectional Loads.	Through Trains.										UP.	S. or X	B.	T.	J.	K.	Y.	
	Ruling Grade Loads.			"K" 510 tons. "J" 530 tons. J. 700 tons. Nos. 140 and 150 Exp. Goods 2 "S" or "B" 1400 "S" or "B" 700 tons. Fast Goods. 2 "B" 1500 tons. "B" 750 tons. 2 "S" 1800 tons.	Mileage.													
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.			4/5ths Load.	Full Load.											
17 18 19	16 17 18	...	...	...	...	...	...	...	...	8 Serviceton to—							
14 16 17	12 14 15	...	...	...	...	...	...	...	...	14 Lillimur	...	...	...	...	...	...	...
13 14 15	12 13 14	...	...	...	...	...	...	...	...	20 Kaniva	1600	1400	700	...	...	...	...
17 18 20	16 17 19	...	...	...	...	...	...	...	...	27 Miram	...	...	...	...	...	...	...
10 11 12	7 8 9	...	...	...	...	...	...	...	...	31 Diapur	900	750	450	...	...	...	...
15 16 17	12 13 14	...	...	...	...	...	...	...	...	31 Tarranginnie	...	...	...	...	...	...	...
18 20 21	15 17 18	...	...	...	...	...	...	...	...	38 Nhill (c), (g)	1700	1400	1000	...	800	725	800
7 8 9	5 5 6	...	...	...	...	...	...	...	...	44 Salisbury (c)	1000	850	600	...	500	480	400
13 14 15	10 11 12	...	...	...	...	...	...	...	...	47 Kiata (g)	...	...	...	...	...	...	...
										51 Gerang	...	...	...	...	900	800	800
										Gerung (c)								
22 24 26	18 19 20	...	...	...	...	...	...	...	...	62 Dimboola (c)	1800	1800	1200	...	1000	900	800
										Banked Loads								
16 18 19	16 18 20	22	...	...	...	...	...	...	...	68 Wail	1800	1600	950	...	920	820	640
										" (h)	2100	2100	1400	...	1200	1090	1250	
15 17 20	12 14 16	18	...	...	...	...	...	...	...	73 Pimpinio	...	...	...	...	...	...	...
13 14 16	9 11 12	14	...	...	...	...	...	...	...	78 Dahlen siding	...	...	...	...	1200	1090	...
14 15 16	11 12 13	14	...	...	...	...	...	...	...	84 Horsham	...	...	...	...	1250	1130	...
14 16 18	12 12 14	16	...	...	...	...	...	...	...	89 Doon	...	...	...	...	...	...	...
18 20 22	14 16 18	20	...	...	...	...	...	...	...	95 Jung (c)	...	...	...	...	1200	1090	...
15 16 18	12 14 15	17	...	...	...	...	...	...	...	102 Murtoa	...	...	...	...	1250	1200	1250
29 31 33	23 26 28	30	...	...	...	...	...	...	...	112 Lubeck	...	...	...	...	...	...	...
15 17 18	11 14 16	17	...	...	...	...	...	...	...	118 Wal Wal	...	...	...	...	...	...	...
18 20 22	15 17 19	20	...	...	...	...	...	...	...	124 Glenorchy	2100	2100	1800	...	1250	1200	1250
										R.G. Loads								
29 32 36	27 30 34	...	...	...	...	...	...	...	...	132 Deep Lead (c)	...	...	...	...	...	...	...
12 14 16	11 13 15	...	...	...	...	...	...	...	...	137 Stawell	1800	1400	950	...	940	820	640
										Banked Ld								
22 25 29	21 24 28	...	...	...	...	...	...	...	...	145 Great West'n (c)	1100	950	600	...	530	510	400
										" (hhh) (mm)	1500	1350	1000	...	840	820	800	
22 26 31	20 23 28	...	...	...	...	...	...	...	...	150 Armstrong (d)	...	...	...	...	...	...	...
23 26 30	21 24 28	...	...	...	...	...	...	...	...	156 Ararat (c)	1800	1400	950	...	840	820	700

† Auto. Staff exchanging apparatus.

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

Up Journey—

Engine Requirements.

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—	Speed Necessary.	Up Journey—	Speed Necessary.
At Mileage.	(Miles per hour.)	At Mileage.	(Miles per hour.)
254½ after leaving Tarranginnie	35	227 approaching Dimboola	30
248½ after leaving Nhill	15	192½ approaching Jung	25
247½ after leaving Nhill	20	159 approaching Deep Lead	30
246½ after leaving Nhill	25	158 approaching Deep Lead	30
239½ after leaving Kiata	20	146½ after leaving Stawell	35
236½ approaching Gerang Gerung	30	140½ after leaving Gt. Western	20

(Continued on page 203.)

ARARAT AND BALLARAT TO MELBOURNE (VIA BACCHUS MARSH).

Engine Running Time.											LOAD											
Road-side Sectional Loads.		Through Trains.																				
		Ruling Grade Loads		No. 134 Exp. Gds. 'B' 400 tons.																		
3/5ths Load.	4/5ths Load.	3/5ths Load.	4/5ths Load.	Full Load.	Double Load.	Nos. 140 & 150 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.	S. or X	B.	T.						Y.	W.	
35	38	43	33	35	40	...	...	20*	29	14	Ararat to—										350	...
9	10	12	8	9	10	...	...	4*	6	18	Buangor	...	950	800	500	...	...	...	...	...	850	...
29	33	38	27	31	35	...	...	16*	22	28	Middle Creek	...	1800	1800	1200	...	...	...	...	...	350	...
10	11	12	9	9	10	...	...	6*	8	33	Beaufort	...	850	750	450	...	...	...	...	...	900	...
23	26	29	20	22	25	...	...	12*	17	44	Trawalla	...	...	1800	1600	...	...	...	...	...	450	...
9	10	11	6	7	8	...	...	4*	6	47	Burrumbeet	...	...	...	...	900	...	...	...	...	620	...
17	20	25	15	17	21	...	...	10*	13	54	Windermere	...	...	...	...	...	...	...	...	...	...	...
9	9	10	9	9	10	...	...	...	...	56	Linton Jct.	...	...	...	...	...	...	...	...	...	...	...
2	3	3	2	2	2	...	...	...	...	57	Nth. Ballarat	...	...	...	...	...	...	...	...	...	...	...
16	20	25	15	19	24	...	10*	12*	17	61	Ballarat	...	1800	1400	800	...	...	...	...	...	450	...
6	7	8	5	5	6	...	...	...	...	58	Ballarat East	...	...	...	...	...	...	...	...	...	...	...
9	10	12	7	8	9	...	7*	9*	13	67	Warrenheip	...	850	750	450	...	...	...	...	...	350	...
7	8	10	6	7	8	...	...	...	...	69	Dunnstown	...	...	...	...	...	...	...	...	...	...	...
13	15	17	13	15	17	...	...	8*	12	81	Bungaree	...	...	...	...	...	...	...	...	...	...	...
21	22	23	20	21	22	...	...	11*	12*	91	Wallace	...	...	...	...	...	...	...	...	...	...	...
16	18	19	15	17	18	...	10*	10*	14	99	Gordon	...	900	750	500	...	...	...	...	...	350	...
7	9	11	6	8	10	...	10	6*	6	102	Ballan	...	...	1400	900	...	...	...	...	...	480	...
12	13	15	10	11	12	...	...	...	...	108	Bank Box Loop	...	...	...	...	...	...	...	...	...	...	...
11	13	15	8	9	10	...	12	6*	5*	7	Bacchus Marsh	...	1800	1800	1800	...	...	...	...	...	620	...
14	15	17	13	13	14	...	...	...	...	102	Parwan	...	850	700	500	...	...	...	...	...	350	...
7	8	10	6	6	7	...	22	13*	12*	19	Melton	...	...	...	...	...	...	...	...	...	...	...
14	15	16	14	15	16	...	...	...	...	126	Rockbank	...	1600	1600	850	...	...	...	...	...	625	...
8	9	11	8	9	11	...	...	...	...	129	Deer Park	...	...	...	...	...	...	...	...	...	...	...
12	12	12	12	12	12	...	25	25	25	131	Ardeer Siding	...	...	...	...	...	...	...	...	...	1250	1250
						...	...	...	...	126	Sunshine	...	...	...	...	...	...	...	...	...	...	...
						...	...	...	...	129	W. Footscray or Tott'ham Yd.	...	...	...	...	...	...	...	...	...	...	...
						...	...	...	...	129	Sth. Kensington	...	...	...	...	...	...	...	...	...	...	...
						...	25	25	25	131	Melb. Yard	...	2100	2100	1600	...	...	...	...	...	1200	1200

(Via Tottenham Goods Lines)

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

(Continued on page 204).

NOTES.

MELBOURNE-BALLARAT-ARARAT-SERVICETON

- (h) For trains assisted in the rear from Ballarat to Linton Junction, see page 254.
 (hh) For trains assisted in the rear from Ararat to Stop Board at 132 miles 40 chains, see page 254.
 (x) For trains not required to stop at Dunnstown.

Authorised Loads—Express Goods Trains

Nos. 145, 7 Melbourne-Ararat	2 "S" or "X" 1400 tons
Nos. 129, 133, 139, 159 Melbourne-Serviceton	2 "B" 1300 tons
	"S" or "X" 700 tons
	"B" 650 tons
No. 103 Melbourne-Ballararat (via Meredith)	"B" 400 tons

Authorised Loads—Fast Goods Trains

No. 9 Melbourne-Ballararat (via Bacchus Marsh)	"B" 650 tons
No. 9 Ballarat-Ararat-Horsham-Dimboola	"B" 500 tons
No. 59 Melbourne-Ararat	"B" 650 tons
No. 59 Ararat-Dimboola	"S" or "X" 780 tons
No. 75, 95 Melbourne-Ballararat (via Bacchus Marsh)	"B" 900 tons
No. 77 Melbourne-Ararat (via Bacchus Marsh)	"B" 650 tons
No. 77, Ararat-Serviceton	2 "B" 1300 tons
No. 77 Melbourne-Ararat (via Bacchus Marsh)	2 "B" 1500 tons
No. 77 Ararat-Serviceton	2 "S" or "X" 1560 tons
	2 "S" or "X" 1800 tons
No. 147 Melbourne-Ararat (via Cressy)	"S", "B" or "X" 1000 tons
	"T" 650 tons
No. 147 Ararat-Serviceton	"T" 500 tons
	"S" or "X" 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 239½ respectively.

(h) For trains assisted in the rear from Dimboola to the Stop Board at 220½ miles, see page 254.

(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 254.

(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 triple headed load for the engines utilized.

Authorised Loads—Express Goods Trains

No. 134 Ballarat-Melbourne (ex Mildura)	"B" 400 tons
Nos. 138, 140, 150, 154 Serviceton-Melbourne	2 "S", "X" or "B" 1400 tons
Nos. 16, 128 Ararat-Melbourne	"S", "X" or "B" 700 tons

Authorised Loads—Fast Goods Trains

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

BALLARAT AND BALLARAT CATTLE YARDS.

Engine Running Time						SECTION.	LOAD.															
Road-side 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.			Y.	W.		

BALLARAT AND EUREKA.

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BALLARAT AND WAUBRA.

Engine Running Time.						SECTION.	LOAD.											
Road-side Sectional Loads			Through Ruling Grade Loads.															
							DOWN.	S. or X	B.	T.		Y.	W.					
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.												
3	4	5	...	...	...	1	Ballarat to—											
12	13	14	...	...	...	6	North Ballarat ...	...	1600	1400	900	...	600	600				
			...	...	...		Waubra Junction ...	...				...	
			...	...	...	11	Blowhard	...				...	
			...	...	...	15	Learmonth	...				...	
			...	...	...	22	Waubra	...				...	
															
			...	...	...		UP.											
			...	...	...	7	Waubra to—											
			...	...	...	11	Learmonth ...	...				...	
			...	...	...		Blowhard	...				...	
			...	...	...	16						...						
			...	...	...	16	Waubra Junction					...						
			...	...	...		Waubra Jun. (x)...	...				...	700	700				
			...	...	...		" (y)	...				...	900	900				
11	12	13	...	...	...	21	North Ballarat	...				...	
3	3	3	...	...	...	22	Ballarat ...	...	1800	1800	1600	...	1250	1100				

(y) Trains with loads greater than those shown opposite (x) are to stop at mileage 82½ 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.

BALLARAT AND SKIPTON.

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.						Y.	W.				
...	...	...	...	...	...	1	Ballarat to—	...	...	...	...	...	...	...	...	...	...	...	...
10	11	12	...	...	...	3	North Ballarat	...	900	...	...	...	...	...	480	480	...	...	...
...	...	...	...	...	...	...	Linton Junction	...	1200	...	...	...	...	...	960	960	...	...	...
22	22	23	...	...	...	11	Linton Junction (h)	...	...	...	...	...	...	...	...	...	...	...	...
12	12	13	...	...	...	15	Haddon	...	...	...	...	...	...	...	...	...	...	...	...
7	8	9	...	...	...	17	Smythesdale	...	...	...	...	...	...	...	...	...	...	...	...
6	6	7	...	...	...	19	Scarsdale	...	...	...	...	...	...	...	...	...	...	...	...
20	22	24	...	...	...	25	Newtown	...	1200	...	...	...	...	...	960	960	...	...	...
26	28	30	...	...	...	31	Linton (c)	...	400	...	...	...	...	...	300	300	...	...	...
32	34	36	...	...	...	38	Pittong	...	400	...	...	...	...	...	250	250	...	...	...
							Skipton (c)	...	800	...	...	...	...	...	400	400	...	...	...
							UP.												
36	38	40	...	...	...	7	Skipton to—	...	...	...	...	...	...	...	...	...	...	...	...
28	30	34	...	...	...	13	Pittong	...	...	...	...	...	...	...	250	250	...	...	...
20	23	26	...	...	...	19	Linton	...	420	...	...	...	...	...	300	300	...	...	...
6	7	8	...	...	...	21	Newtown (c)	...	400	...	...	...	...	...	420	420	...	...	...
7	7	8	...	...	...	23	Scarsdale (c)	...	450	...	...	...	...	...	...	...	...	...	...
11	13	16	...	...	...	27	Smythesdale	...	...	...	...	...	...	...	...	...	...	...	...
19	24	32	...	...	...	35	Haddon	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	37	Linton Junction	...	...	...	...	...	...	...	...	...	...	...	...
9	9	10	...	...	...	38	North Ballarat	...	...	...	...	...	...	...	...	...	...	...	...
							Ballarat	...	600	...	...	...	...	...	400	400	...	...	...

NOTES.

(c) Momentum grades—						Speed Necessary. (Miles per hour.)
	At Mileage.					
Down journey—						
94½ approaching Happy Valley	20
Up journey—						
96½ after leaving Happy Valley	27
93½ 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 254

ARARAT TO PORTLAND.

Engine Running Time							SECTION.	LOAD.									
Road-side Sectional Loads.			Through Ruling Grade Loads					DOWN.	S. or X.	B.	T.						Y.
3-5ths Load.	4-5ths Load.	Full Load.	3-5ths Load.	4-5ths Load.	Full Load.	No. 7 Exp. Gds "T", 800 tons	Mileage.										
16	17	15	16	12*	6		Ararat to—										
16	19	15	16	13*	13		Langi Logan	...	...	...	...	...	...	...	...	...	...
12	14	11	12	...	19		Maroona	...	1800	1800	1600	...	...	...	...	...	1100
10	12	9	10	18*	24		Calvert	...	1400	1200	1000	...	...	...	...	...	700
16	18	15	16	...	31		Willaura ...	...	1800	1600	1200	...	...	...	...	...	900
14	16	12	14	24*	36		Stavelly (c)...	...	1400	1200	800	...	...	...	...	...	530
23	25	22	24	21*	48		Glen Thompson	...	...	...	...	...	...	...	...	...	...
12	14	11	12	...	54		Dunkeld	...	...	...	...	...	...	...	...	...	...
14	16	13	14	...	61		Moutajup ...	...	...	...	...	...	...	...	...	...	...
12	14	9	11	32	67		Strathkellar (c)	...	1400	1200	800	...	...	...	...	...	...
35	40	34	39	...	83		Hamilton	...	1400	1200	800	...	...	...	...	...	530
18	19	17	18	...	91		Bransholme	...	...	...	...	...	...	...	...	...	...
12	14	11	12	...	94		Condah	...	...	...	...	...	...	...	...	...	...
9	10	8	9	...	97		Myamyn	...	...	...	...	...	...	...	...	...	...
16	16	15	15	...	105		Milltown	...	...	...	...	...	...	...	...	...	...
12	15	12	13	...	111		Heywood	...	1400	1200	900	...	...	...	...	...	650
15	18	13	16	...	116		Heathmere	...	1800	1800	1600	...	...	...	...	...	1100
...	...	...	...	...	119g		Gorae	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	119g		Portland Freez. Sdg...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	120g		Wool Growers' Sdg...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	120g		Portland H'bour Exchange & Sorting Sdgs (x)	...	...	...	...	...	...	...	...	...	...
7	8	7	7	...	120g		Portland	...	1400	1100	800	...	...	...	...	...	530
							" " (x)	...	1400	1200	1000	...	...	...	...	...	650

NOTES.

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

(c) Momentum grades,

Down journey—

At Mileage

Speed Necessary

(Miles per hour.)

157½ after leaving Willaura

35

192½ after passing Strathkellar

35

(g) 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 Portland Harbour Exchange and Sorting Sidings 4 miles; from Portland Harbour Exchange and Sorting Sidings to Portland 2 miles.

(x) For trains not required to stop at Heathmere and attaining a momentum speed of 35 m.p.h. at mileage 242½ after leaving Heathmere.

PORTLAND TO ARARAT.

Engine Running Time						SECTION.	LOAD.									
R'side Sec- tional Loads			Through Ruling Grade Loads				UP.	S. or X.	B.	T.					Y.	
3-5ths Load.	4-5ths Load.	Full Load	3-5ths Load.	4-5ths Load.	Full Load.	Mileage.										
Nos. 16, 128 Exp. Goods, "T" 500 tons, 2 "T" 1000 tons, "X" 700 tons, "B" 600 tons.																
						Portland to—										
...g						Portland Harbour Ex- change and Sorting Sgs.	...	...	...	...	...	...	...	...	...
						1q Wool Growers' Sdg.	...	...	...	...	...	...	...	...	...
						1q Pt'land F'zing Sdg. ...	900	750	600	...	...	...	...	...	400
5 ... 7 ...						4q Gorae ...	1200	1000	750	...	...	...	...	...	450
11 ... 13 10 ... 11						9 Heathmere ...	1400	1200	900	...	...	...	...	...	600
15 ... 20 13 ... 17						15 Heywood ...	1800	1800	1600	...	...	...	...	...	1100
24 ... 32 22 ... 29						23 Milltown (hh) ...	950	700	500	...	...	...	...	...	350
9 ... 10 8 ... 9						26 Myamyn ...	...	...	...	...	...	...	...	...	...
11 ... 12 10 ... 11						29 Condah ...	...	...	...	...	...	...	...	...	...
19 ... 21 17 ... 19						37 Branxholme ...	...	...	...	...	...	...	...	...	...
39 ... 43 38 ... 42						34 53 Hamilton ...	1200	1000	700	...	...	...	...	...	480
Banked Load		Banked Load				59	Strathkellar	900	750	500	...	...	...	...	350
18 ... 18 17 ... 17				...		...	" (h)	1300	1100	900	...	...	...	...	700
18 ... 20 16 ... 18				...		66	Moutajup ...	...	...	...	...	...	...	...	...
15 ... 20 14 ... 18				42*		72	Dunkeld ...	...	...	...	...	...	...	...	...
25 ... 29 24 ... 28				21*		84	Glen Thompson	...	...	...	...	...	...	...	...
11 ... 12 10 ... 11				...		89	Stavely ...	...	...	...	...	...	...	...	...
17 ... 19 16 ... 17				22*		96	Willaura ...	1300	1200	900	...	...	...	...	550
11 ... 12 9 ... 10				...		101	Calvert ...	...	...	...	...	...	...	...	...
14 ... 17 13 ... 16				20*		107	Maroona ...	1200	1000	700	...	...	...	...	480
22 ... 24 20 ... 22				16*		114	Langi Logan	1800	1600	1000	...	...	...	...	650
16 ... 18 15 ... 16				12		120	Ararat (t)	1500	1400	800	...	...	...	...	500

Engine Requirements.—Trains terminating at Hamilton 20 minutes.

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

(h) Assisted in the rear from Hamilton to Stop Board near mileage 193½ (see page 257).

(hh) For "Up" Goods trains assisted in the rear, or a doubleheaded "Up" Goods train assisted in the rear between Heywood and Milltown, the maximum tonnage which may be hauled will be the combined ruling grade loads shown for the diesel locomotives so utilized. See page 257.

(q) The mileage of Goods trains from Portland to Portland Harbour Exchange and Sorting Sidings is 2 miles; from Portland Harbour Exchange and Sorting Sidings 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.

AUTHORISED LOADS.

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

Nos. 16, 128 Express Goods	" T "	500 tons.
	2 " T "	1000 tons.
	" X "	700 tons.
	" B "	600 tons.

MARYBOROUGH-AVOCA-ARARAT.

Engine Running Time						SECTION	LOAD												
Through Ruling Grade Loads																			
						Full Load (Diesel Electric)													
						Mileage	DOWN	B.	T.					Y.					
						7½	Maryborough to—												
						15½	Bung Bong Ballast Sdg.												
							Avoca ...	...	700	450	...	...	...	350	...				
						32¾	Elmhurst ...	...	...	...	...	...	...	...	...
						54½	Ararat ...	...	...	450	...	...	...	350	...				
							UP												
							Ararat to —	...	...	...	...	...	...	...	...
						21¾	Elmhurst ...	...	...	600	...	...	...	400	...				
						39½	Avoca ...	...	...	450	...	...	...	350					
						47	Bung Bong Ballast Sdg.												
						54½	Maryborough	...	700	450	...	...	...	350	...				

HAMILTON AND COLERAINE.

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.	B.	X.				Y.					
...	2	Hamilton to— Hamilton Livestock Sdg. (m)	...	950	1100	...	...	...	...	...	...	...	...	...
17 19 21	8	Bochara ...	...	...	...	...	...	...	...	...	...	...	...	...
12 13 14	13	Wannon ...	...	1000	...	...	...	...	...	...	...	710	...	...
15 17 19	18	Parkwood ...	...	400	...	...	...	...	...	...	...	320	...	...
...	”(x)	...	400	...	...	...	...	...	...	...	320	...	...
13 14 15	24	Coleraine ...	...	1600	...	...	...	...	...	...	1100	...	...	...
							UP.												
17 20 24	6	Coleraine to— Parkwood ...	...	400	...	...	...	...	...	...	...	320	...	...
11 12 13	11	Wannon ...	...	1600	...	...	...	...	...	...	...	1100	...	...
12 13 15	16	Bochara ...	...	...	...	...	...	...	...	...	...	...	...	...
...	22	Hamilton Livestock Sdg. (m)	...	...	...	...	...	...	...	...	...	...	...	...
17 20 23	24	Hamilton ...	...	500	950	1100	...	...	...	...	...	340	...	...

NOTES.

(x) For Goods trains not stopping at Wannon.

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

Down and Up journey :—

Class of Engine				T	...			Y
Tonnage	...	...	...	600	...			400

BRANXHOLME AND CASTERTON.

Engine Running Time.						SECTION.	LOAD.												
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	T.	Y.									
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.														
27	29	30	...	...	...	9	Branxholme to—												
22	23	25	...	...	...	18	Grassdale	600	...	...	...	...	350						
14	14	15	...	...	...	23	Merino	900	...	...	...	...	600						
15	16	17	...	...	...	29	Henty	500	...	...	...	...	320						
8	8	9	...	...	...	32	Sandford	1200	...	...	...	...	900						
							Casterton												
	</																		

HEYWOOD AND MOUNT GAMBIER.

Engine Running Time.						SECTION.	LOAD.										
R'side Sec- tional Loads	Through Ruling Grade Loads						No. 7 Thro. Goods "T" 550 tons	Mileage.	DOWN.	T	Y						
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.												
15	16	17	15	16	16	...	6	Heywood to—									
19	20	20	17	18	19	39*	13	Sinclair Siding ...	...	700	...	...		...	400		
20	21	21	17	18	20	20*	19	Lyons ...	...	550	...	...		...	350		
12	12	12	11	11	11	13*	23	Greenwald ...	...	1600	...	...		...	1100		
10	11	11	9	10	10	12	26	Winnap ...	...	650	...	...		...	350		
17	18	18	...	...	...	19*	32	Dartmoor ...	...		...	...		...	1000		
21	22	22	...	...	...	21*	39	Marp ...	...		...	...		...
16	17	17	...	...	...	17*	44	Puralka ...	...		...	...		...
15	15	16	...	...	...	14*	49	Rennick...	...		...	...		...
13	14	14	...	...	...	11*	53	Kromelite	...		...	...		...
13	14	14	...	...	...	13	57(g)	Murrawa	...	1600	...	...		...	1200		
								Mount Gambier ...	...							
						No. 16 Express Goods.											
						"T" 900 tons Mt. Gambier-Dartmoor											
						"T" 500 tons Dartmoor-Heywood											
						2 "T" 1000 tons Dartmoor-Heywood											
13	14	14	...	...	...	13*	4	UP.									
13	14	15	...	...	...	11*	8	Mount Gambier to—									
16	17	18	...	...	...	14*	13	Murrawa ...	...	...	...	...		...
16	17	17	...	...	...	17*	18	Kromelite	...	...	...	...		...
21	22	22	...	...	...	21*	25	Rennick	...	...	...	...		...
17	18	18	...	...	...	19	31	Puralka	...	...	...	...		...
9	10	10	9	10	10	11*	34	Marp ...	...	1600	...	...		...	1000		
15	18	20	14	17	19	16*	38	Dartmoor	...		...	...		...
								Winnap	...		...	...		...
								Greenwald	...	560	...	...		...	350		
								Mileage 252M 54C	...	560	...	...		...
								" " "(t)	...	1120	...	...		...
16	17	17	15	16	16	20*	44	Lyons ...	...	1200	...	...		...	400		
10	20	20	19	19	19	...	51	Sinclair Siding	...		...	...		...
16	16	16	15	15	15	39	57	Heywood	...	1200	...	...		...	800		

NOTES.

(g) 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.

(t) For trains assisted in the rear from Dartmoor to "Stop Board" at Mileage 252M. 54C. See page 258.

AUTHORISED LOADS.

No. 7 Through Goods.
No. 16 Express Goods.

“T” 550 tons
Mt. Gambier-Dartmoor
Dartmoor-Heywood

"T" 900 tons.
 { "T" 500 tons.
 2 "T" 1000 tons.

LUBECK AND BOLANGUM.

Engine Running Time						SECTION.	LOAD.											
Roadside Sectional Loads							Mileage.	DOWN.	J.	K.	T.	Y						
Engine First	Tender First																	
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.													
25	25	25	25	25	25	5	Lubeck to—											
20	20	20	20	20	20	10	Jackson ... ..	...	...	...	...	...	
26	26	26	26	26	26	16	Rupanyup ... ..	...	...	...	...	...	
18	18	18	18	18	18	20	Burrum ... ..	...	...	...	...	...	
23	23	23	23	23	23	25	Banyena ... ..	...	1250	1090	1600	1250						
40	40	40	40	40	40	32	Marnoo (c) ... ..	...	...	...	...	...	
							Bolangum ... ..	...	850	750	1200	850						
							UP.											
40	40	40	...	...	...	7	Bolangum to—											
23	23	23	...	...	...	12	Marnoo (c) ... ..	...	900	800	1200	800						
18	18	18	...	...	...	16	Banyena ... ..	...	...	...	...	...	
26	26	26	...	...	...	22	Burrum (g) ... ..	...	...	...	...	...	
							Rupanyup(g) ... ..	...	950	870	...	...				
							(x) ... ..	...	1150	1090	...	...				
20	20	20	...	...	...	27	Jackson (c) ... ..	...	...	...	...	...	
25	25	25	...	...	...	32	Lubeck (d) ... ..	...	1100	950	1600	1250						

Engine Requirements

Down and Up
Rupanyup

...10 mins.

NOTES.

(c) Momentum grades—

At Mileage.

Speed Necessary.
(Miles per hour.)

Down journey—

196½ after leaving Banyena 15

Up journey—

203 after leaving Bolangum 20

183½ after leaving Rupanyup 15

(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—PATCHEWOLLOCK

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

Engine Requirements

Down

Warracknabeal ...15 mins. Beulah ... 5 mins.
Warracknabeal ...20 mins. (when turned) Hopetoun ...30 mins.

Up

Beulah ... 5 mins. Warracknabeal ...35 mins. (when coaled)
Warracknabeal ...15 mins.

(For notes see next page).

(c) Momentum grades—

At Mileage.							Speed Necessary. (Miles per hour.)
Down journey—							
212½	approaching Warracknabeal	...	...	...	...	...	20
250½	after leaving Goyura	...	...	...	...	...	20
251½	after leaving Goyura	...	...	...	...	...	20
261½	after leaving Hopetoun	...	...	...	...	...	20
269	approaching Yarto	...	...	...	...	...	20
271½	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
270½	after leaving Yarto	...	...	...	...	...	15
266½	after leaving Yarto	...	...	...	...	...	15
264½	after leaving Yarto	...	...	...	...	...	15
263½	after leaving Yarto	...	...	...	...	...	20
252½	after leaving Hopetoun	...	...	...	...	...	20
213½	after leaving Warracknabeal	...	...	...	...	...	20
203½	approaching Nullan	...	...	...	...	...	25

HORSHAM TO HAMILTON

Engine Running Time						SECTION	LOAD											
Road-side 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.	Y.					
13	14	15	13	13	13	5		Horsham to—										
9	9	10	8	8	8	8		Remlaw Siding ...	...	...	...	...	...	...
9	9	10	8	8	8	11		Vectis ...	1400	...	1250	1090	...	1200				
9	9	10	8	8	8	14		Quantong ...	1200	...	1000	785	...	800				
9	9	10	8	8	8	11		East Natimuk (c), (g)	700	...	490	470	...	420				
15	16	17	14	14	15	20		Noradjuha (c)	900	...	770	710	...	600				
								" (c), (x)		...								
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	...	1100				
23	24	25	22	23	24	50		Balmoral ...		...	405	390	...					
15	16	17	15	15	16	56		Englefield ...	500	...			...	350				
14	15	16	14	14	15	61		Vasey (c) ...	800	...			...	500				
12	12	13	11	11	12	65		Gatum ...		...			...
28	30	32	27	29	31	76		Cavendish ...	800	...			...	350				
11	12	14	11	11	12	80		Kyup ...		...			...
17	18	19	16	17	18	86		Kanawalla ...	800	...			...	380				
14	14	15	13	13	14	91		Hamilton ...	900	...			...	500				

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

Engine Requirements

Down
Balmoral ...15 min.

NOTES

(c) Momentum Grades,		At Mileage						Speed Necessary	
Down journey—								(Miles	per hour)
216½	approaching	East Natimuk	...	...	...	...	...	25	
216½	approaching	East Natimuk	...	...	...	...	...	30	(Through trains)
217½	after leaving	East Natimuk	...	...	...	...	...	17	
217½	after leaving	East Natimuk	...	...	...	...	...	25	(Through trains)
268*	after leaving	Noradjuha	...	...	...	...	...	20	
231½*	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 217½.

(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.									
Road-side 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		Y					
16 18 21 15 17 20						5	Hamilton to—									
16 17 18 15 16 17						11	Kanawalla	550	...	...	...	...	350		
11 12 13 11 11 12						15	Kyup	...	...	...	...	...	500		
30 32 35 30 31 33						26	Cavendish	900	...	...	...	...	...
12 13 14 11 12 13						30	Gatum	...	...	...	...	...	...
13 14 15 12 12 13						35	Vasey	600	...	...	...	...	350		
15 15 16 14 14 15						41	Englefield (c)	1200	...	...	...	...	800		
22 23 24 22 22 23						49	Balmoral (c)	900	...	...	...	...	500		
17 17 18 16 16 16						54	Kanagulk	700	...	405	390	...	350			
19 19 20 18 18 18						60	Jeffries	...	...	...	...	...	...
10 11 12 9 9 10						64	Toolondo	...	...	...	...	...	...
16 16 17 15 15 16						71	Jallumba	...	...	...	...	...	...
15 15 16 14 14 15						77	Noradjuha	...	...	1250	1045	...	...	
9 9 10 8 8 8						80	East Natimuk (c)	1400	...	1000	870	...	900			
9 9 10 8 8 8						83	Quantong	...	...	...	...	...	...
9 9 10 8 8 8						86	Vectis (c)	1200	...	1000	945	...	800			
14 15 16 14 14 14						91	Remlaw Siding	...	...	...	...	...	...
							Horsham (t)	1400	...	1250	1090	...	1200			

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

NOTES

(c) Momentum grades—

Up journey—	At Mileage	Speed Necessary (Miles per hour)
230* after leaving Vasey	20
237 $\frac{3}{4}$ * approaching Balmoral	25
212 $\frac{3}{4}$ between Quantong and Vectis	25
273 $\frac{3}{4}$ approaching East Natimuk	25

For Special Speed, see page 245.

(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 Requirements

Up

Balmoral

15 mins.

HORSHAM AND CARPOLAC

Engine Running Time						SECTION	LOAD									
Road-side Sectional Loads			Through Ruling Grade Loads													
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.		DOWN	T	J	K	Y					
						Mileage										
							Horsham to—									
13	14	15	...	...	...	5	Remlaw Siding	...	...	...	...	...	...	...	...	...
9	9	10	...	...	...	8	Vectis	...	...	...	...	...	...	...	...	...
9	9	10	...	...	...	11	Quantong	...	1400	...	1250	1090	...	...	1250	...
9	9	10	...	...	...	14	East Natimuk (c)	...	1200	...	1000	785	...	...	900	...
6	7	8	...	...	...	16	Natimuk	...	600	...	470	390	...	...	400	...
13	14	15	...	...	...	21	Arapiles	...	1200	...	600	480	...	...	800	...
11	12	13	...	...	...	25	Mitre	...	...	...	...	...	...	...	...	...
16	19	22	...	...	...	30	Duffholme	...	...	...	...	...	...	...	...	...
16	17	18	...	...	...	36	Gymbowen	...	...	...	...	...	...	...	...	...
18	20	22	...	...	...	42	Goroke	...	600	...	500	390	...	...	370	...
Tender																
First																
23	25	27	...	...	...	48	Mortat	...	1400	...	...	...	...	...	600	...
14	14	15	...	...	...	51	Carpolac	...	1800	...	580	470	...	...	1000	...
Engine							UP									
First							Carpolac to—									
14	14	15	...	...	...	3	Mortat	...	700	...	540	435	...	...	400	...
23	25	27	...	...	...	9	Goroke	...	850	...	580	470	...	...	480	...
18	20	22	...	...	...	15	Gymbowen (c)	...	...	...	...	...	...	...	...	...
16	18	20	...	...	...	21	Duffholme (c), (g)	...	600	...	500	480	...	...	400	...
13	14	15	...	...	...	26	Mitre (c), (g)	...	1200	...	900	800	...	...	800	...
11	12	13	...	...	...	30	Arapiles (c)	...	800	...	630	580	...	...	500	...
14	14	15	...	...	...	35	Natimuk (c), (g)	...	1000	...	800	725	...	...	700	...
7	8	10	...	...	...	37	East Natimuk (c)	...	600	...	500	480	...	...	400	...
9	9	10	...	...	...	40	Quantong	...	...	...	...	...	...	...	...	...
9	9	10	...	...	...	43	Vectis (c)	...	1200	...	1000	945	...	...	900	...
9	9	10	...	...	...	46	Remlaw Siding	...	...	...	...	...	...	...	...	...
14	15	16	...	...	...	51	Horsham (t)	...	1400	...	1250	1090	...	...	1250	...

Engine Requirements

Down and Up
Goroke

15 mins.

(For notes see next page.)

NOTES. (continued from page 219)

(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
242½ after leaving Goroke ...	25	221½ after leaving Arapiles	25
238½ after leaving Gymbowen ...	25	218½ after leaving Natimuk	25
232½ after leaving Duffholme ...	15	212½ after leaving Quantong	25
Down. Journey.			
At Mileage.			Speed Necessary. (Miles per hour.)
216½ 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.

DIMBOOLA AND YAAPEET

Engine Running Time—										SECTION		LOAD							
			Road-side Sect-ional Loads	Road-side Sect-ional Loads															
			"K" Class Engine	All Classes (Tender First)															
			3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Mileage.	DOWN		T.	J.	K.	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	...	650
...	...	...	24	28	34	...	...	...	30	Ellam	...	750	...	610	580	...	450
...	...	...	13	13	14	...	...	...	34	Pullut	...	...	...	...	...	...	...
...	...	...	24	24	25	...	...	...	42	Rainbow	...	...	1250	1045	...	...	...
...	...	...	...	...	...	24	24	25	48	Albacutya	...	...	...	720	665	...	...
...	...	...	...	...	...	18	18	19	52	Yaapeet	...	1600	...	1250	840	...	1250
										UP									
										Yaapeet to—									
...	...	...	18	18	18	...	...	...	4	Albacutya	...	...	...	...	...	...	...
...	...	...	24	26	28	...	...	...	10	Rainbow (c), (g)	...	950	...	800	725	...	...
...	...	...	24	26	28	...	...	...	18	Pullut (c)	...	850	...	730	690	...	550
...	...	...	13	14	15	...	...	...	22	Ellam	...	...	...	...	...	...	...
...	...	...	22	23	24	...	...	...	29	Jeparit	...	1600	...	1250	1045	...	1250
...	...	...	18	19	21	...	...	...	35	Tarranyurk (c)	...	...	...	...	...	...	...
...	...	...	19	20	21	...	...	...	41	Antwerp	...	...	...	...	...	...	...
...	...	...	14	15	15	...	...	...	45	Arkona	...	1200	...	1000	900	...	900
...	...	...	21	23	25	...	...	...	52	Dimboola (c)	...	1000	...	820	800	...	650

Engine Requirements

Down		Up	
Jeparit	...20 mins.	Rainbow	...10 mins.
Rainbow	...25 mins. (including turning engine)	Jeparit	...15 mins.

NOTES

(c) Momentum grades—	At Mileage	Speed Necessary (Miles per hour)
Down journey—		25
245 $\frac{1}{4}$ approaching Jeparit		
Up journey—		15
271 $\frac{1}{4}$ after leaving Albacutya		
268 $\frac{1}{4}$ approaching Rainbow		15
265 $\frac{3}{4}$ after leaving Rainbow		20
264 $\frac{1}{4}$ after leaving Rainbow		25
246 $\frac{1}{4}$ after leaving Jeparit		25
229 $\frac{1}{2}$ after leaving Arkona		20
227 $\frac{1}{2}$ 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.

JEPARIT AND YANAC

Engine Running Time						SECTION	LOAD											
Road-side Sectional Loads			Through Ruling Grade Loads															
3/5ths Load.	4/5th Load.	Full Load	3/5ths Load.	4/5ths Load.	Full Load													
						Mileage.	DOWN	T.		J	K		Y.					
Tender First																		
27	30	33	...	...	...	8	Jeparit to—											
23	26	31	...	...	...	14	Detpa ...	1200	...	920	805	...	800					
21	23	25	...	...	...	20	Lorquon ...	750	...	680	680	...	650					
21	23	25	...	...	...	20	Netherby ...	1200	...	920	805	...	800					
41	43	45	...	...	...	32	Yanac ...	1000	...	630	580	...	550					
Engine First							UP											
33	35	39	...	...	...	12	Yanac to—											
17	18	19	...	...	...	18	Netherby (c) ...	750	...	700	650	...	600					
17	18	20	...	...	...	24	Lorquon ...	...	...	...	...	...	...
22	24	26	...	...	...	24	Detpa (c) ...	...	...	860	750	...	750					
			...	...	...	32	Jeparit ...	1400	...	1250	1090	...	1250					

Engine Requirements

Down	
Jeparit	10 mins.
Up	
Yanac	15 mins.
Jeparit	15 mins.

NOTES

(c) Momentum grades,

Up journey—At Mileage

274 after leaving Yanac ...

260 $\frac{3}{4}$ after leaving Lorquon ...

260 $\frac{1}{4}$ after leaving Lorquon ...

257 $\frac{1}{2}$ approaching Detpa ...

Speed Necessary
(Miles per hour)

15

20

20

20

MELBOURNE TO GEELONG.

Engine Running Time.										SECTION.		LOAD.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Road-side Sec. tional Loads.		Through Trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		Ruling Grade Loads.		Express Gds., 'B' 400 tons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
3/5ths Load.		4/5ths Load.		Full Load.		3/5ths Load.		4/5ths Load.		Full Load.		Express Gds., 'B' 400 tons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

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

NOTES.

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

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

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

—		T.			W.	Y.		
Inwards (Up)	...	1000	...	...	700	700		
Outwards (Down)	...	1400	...	...	1000	1000		

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. 147 Melbourne—North Geelong Loop	...	...	{ "S", "B" or "X" 1000 tons "T" 650 tons
No. 101 Melbourne—North Geelong Loop	...	...	{ "S" or "X" 1500 tons "B" 1400 tons "T" 800 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										SECTION	LOAD										
Roadside Sectional Loads.				Through Trains				Fast Goods "B" 750 tons "T" 500 tons	Mileage		DOWN	S. or X.	B.	T.						Y.	
				Ruling Grade Loads	B'kd. Loads																
3/5ths Load	4/5ths Load	Full Load		3/5ths Load	4/5ths Load	Full Load	3/5ths Load	4/5ths Load	Full Load												
...	6	6	...	...	6	6	...	...	6	...	4	1	Geelong to—	...	...	750	500	...	...	...	350
...	...	...	...	...	...	...	...	...	...	...	...	10	Sth Geelong	...	900	1200	800	...	...	...	420
...	...	...	...	...	...	...	...	...	...	...	...	15	" (d)	...	1300	1200	800	...	...	...	...
22	26	32	...	...	...	...	...	...	...	...	...	26	" (dd)	...	...	...	...	...	...	...	...
9	10	12	...	...	35	43	...	...	47	29	15	Wauru P'ds(ddd)	...	1300	1200	800	...	...	...	...
25	28	31	...	...	...	...	23	26	29	20	16	Moriac	...	1300	1200	800	...	...	...	610	
...	...	...	...	...	...	...	...	...	...	...	...	26	Winchelsea	...	1100	900	600	...	...	...	400
...	...	...	...	...	...	...	...	...	...	...	...	...	" (xx)	...	1300	1200	800	...	...	...	600
...	...	...	...	...	...	...	...	...	...	...	...	...	" (hh)	...	...	...	...	...	...	...	...
31	35	40	...	...	...	...	29	33	38	20	39	Birregurra	...	...	...	800	...	...	...	...	630
...	...	...	...	...	...	...	...	...	...	...	...	...	" (xxx)	...	...	...	...	...	...	...	...
27	31	36	...	...	...	...	24	28	33	23	50	Golac	...	1500	1400	1000	...	...	...	710	
19	21	25	...	...	...	...	19	21	24	16	60	Pirron Yallock	...	...	...	...	...	...	...	...	...
18	20	24	...	...	...	...	18	20	22	16	69	Pomborneit	...	...	...	...	...	...	...	...	...
8	9	10	...	...	...	...	7	7	8	...	73	Weerite	...	...	...	...	...	...	...	...	...
12	14	16	...	...	...	...	10	12	14	15	78	Camperdown	...	1500	1400	800	...	...	...	700	
...	"
15	17	19	...	...	14	16	18	...	...	13	79	Cattle Siding	...	...	...	1200	...	...	...	1100	
13	14	16	...	...	11	12	14	...	...	11	86	Boorcan	...	...	...	...	...	...	...	...	...
27	29	32	...	...	24	26	28	...	...	23	92	Terang	...	...	...	...	...	...	...	900	...
18	20	22	...	...	15	17	19	...	...	13	106	Panmure	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	114	Allansford	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	119	Caltex Siding	...	...	...	...	...	...	...	...	...
17	19	21	...	...	15	17	19	...	...	13	121	Warrnambool	...	1500	1400	1000	...	...	...	760	...
...	...	...	...	...	...	...	...	...	...	...	122	W. Cattle Siding	...	...	...	...	...	...	...	...	...
7	8	9	...	...	...	...	...	...	...	...	124	Dennington (m)	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	127	Illowa	...	1300	1000	800	...	...	...	710	...
14	17	20	...	...	...	...	...	...	...	...	131	Koroit	...	900	750	540	...	...	...	450	...
...	...	...	...	...	...	...	...	...	...	...	141	Glaxo Siding	...	...	...	...	...	...	...	...	...
20	25	29	...	...	...	...	...	...	...	...	142	Port Fairy	...	1800	1800	1800	...	...	...	1250	...

(For notes see next page.)

GEE LONG TO PORT FAIRY.

NOTES

(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.

(ddd) For trains assisted in the rear from South Geelong to Waurin Ponds, the load shall be the combined loads of the locomotives employed.

See page 255, for special instructions *re* engines assisting Goods trains from Geelong to Mileage 56½, and Geelong to Mileage 60½ 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 60½ miles. See page 255.

(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. or X	B.	T.					Y.		
Tonnage ...	1300	1000	800					500		

(xx) For trains not stopping at Moriac.

(xxx) For trains not stopping at Winchelsea.

AUTHORISED LOADS-FAST GOODS TRAINS

No. 5 Geelong-Warrnambool...	{ "B" 750 tons "T" 500 tons
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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.	3-5ths Load.	4-5ths Load.	Full Load			UP.	S. or X.	B.	T.					Y.
...									
25	31	38	...	...	...	...	...	1								
8	9	11	...	...	...	...	...	11								
6	7	8	...	...	...	...	...	15								
...	...	...	...	...	...	...	...	18								
7	8	9	...	...	...	...	...	20								
...	...	...	...	...	...	...	...	21								
16	18	21	...	...	...	...	...	23								
21	24	27	...	...	...	...	...	28								
33	37	42	...	...	...	...	...	36								
14	15	17	...	...	...	...	...	50								
...	...	...	...	...	...	...	...	11								
...	...	...	...	...	...	...	...	56								
...	...	...	...	...	...	...	...	60								
20	21	23	...	...	...	...	...	63								
11	13	15	...	...	...	...	...	64								
13	15	17	...	...	...	...	...	69								
17	20	23	...	...	...	...	...	73								
20	22	25	82								
28	31	35	92								
26	29	32	103								
28	33	38	116								
9	10	11	127								
16	16	16	132								
5	6	6	141								
...	142								
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NOTES.

(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. or X.	B.	T.					Y.		
Tonnage	...	1300	1000	900				500		

Authorised Loads—Fast Goods Trains.

No. 96	Warrnambool—Camperdown	...	...	...	"T" 500 tons
No. 96	Camperdown—Geelong	...	...	...	"B" 750 tons

GEELONG TO MELBOURNE.

Engine Running Time.												SECTION.		LOAD.											
Road-side Sectional Loads.		Through Trains.																							
		Ruling Grade Loads.		Spls.																					
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Thro. Live Stock			Fast Goods. "B" 750 tons.	Mileage.	UP.	S. or X.	B.	T.							Y.	W.	L.		
7	8	10	6	7	9	From N. G'long			5	2	Geelong to—														
										3	North Geelong	...	...	...	...	...	...	...	...	...	...	...	...
										3	Phosphate Siding	...	...	...	...	...	...	...	...	...	...	...	...
										3	Ford's Siding	...	...	...	...	...	...	...	...	...	...	...	...
										3	North Shore	...	...	...	...	...	...	...	...	...	...	...	...
										4	Distiller's Siding	...	...	...	...	...	...	...	...	...	...	...	...
										5	Corio	...	...	...	...	...	...	...	...	...	...	...	...
										7	Lara	...	...	...	...	...	...	...	...	...	...	...	...
11	12	14	10	11	13				6	9	Little River	...	...	...	...	...	...	...	...	...	...	...	...
11	12	15	9	10	12				7	15	Manor	...	...	...	...	...	...	...	...	...	...	...	...
17	19	22	15	17	20				10	20	Werribee	...	...	...	...	...	...	...	...	...	...	...	...
13	14	16	11	12	14				8	25	Aircraft	...	...	...	...	...	...	...	...	...	...	...	...
13	15	17	11	12	14					31	Laverton	...	...	...	...	...	...	...	...	...	...	...	...
17	19	23	14	16	20				12	32	B.P. Oil Siding	...	...	...	...	...	...	...	...	...	...	...	...
										35	Paisley	...	...	...	...	...	...	...	...	...	...	...	...
										36	Austral Meat Sdg. (u)	...	...	...	...	...	...	...	...	...	...	...	...
13	15	18	10	12	15				9	37	Altona Jnc.	1000	1000	1400	
6	7	8	5	6	6				4	38	Newport (d)	...	2100	1800	1400	
16	17	18	16	17	18					43	South Kensington	
11	11	12	11	11	12				20	45	Melb. Yard (d), (c)	...	2100	1800	1300	1000	1000	1400	

NOTES

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 ALTONA JUNCTION**, are shown hereunder (Down trains to be dealt with as shown in special instructions, General Appendix).

Class of Engine	...	...	T.					Y.	W.	
Tonnage	...	...	...	800				400	400	

Authorized Loads for Goods trains from **GEELONG PIER TO GEELONG** :—

Class of Engine	...	...	T.					Y.	W.	
Tonnage	...	...	...	500				400	400	

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.

GEELONG AND QUEENSCLIFF.

Engine Running Time.						SECTION.	LOAD										
Roadside Sectional Loads.			Through Ruling Grade Loads.				Mileage.	DOWN.	S. or X.	B.	T.	W.	Y.				
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.												
4	6	6	...	...	...	1	Geelong to— South Geelong (<i>dd</i>) ...	900	750	500	...	...	350	350	...		
...	...	...	...	...	...	3	Cheetham's Siding ...	...	...	...	...	...	...	...	...
29	32	34	...	...	...	13	Drysdale ...	...	...	450	...	...	...	320	...		
...	...	...	...	...	...	20	Laker's Siding ...	...	...	...	...	...	...	...	...
23	24	25	...	...	...	23	Queenscliff ...	...	...	800	...	...	...	450	...		
							UP.										
7	7	8	...	...	...	3	Queenscliff to— Laker's Siding ...	...	...	...	...	...	...	...	...
19	20	23	...	...	...	10	Drysdale ...	...	...	500	...	...	...	360	...		
...	...	...	...	...	...	20	Cheetham's Siding ...	...	...	...	...	...	...	...	...
26	26	27	...	...	...	22	South Geelong ...	...	...	1000	...	...	...	800	...		
4	5	6	...	...	...	23	Geelong ...	1800	1800	1200	...	...	...	750	...		

NOTES.

(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.

BALLARAT TO GEELONG.

Engine Running Time.							SECTION.	LOAD.														
Roadside Sectional Loads.			Through Ruling Grade Loads.					Mileage.	UP.	S. or X	B.	T.						Y.				
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.	Fast Goods "B" 750 tons.																
2	3	3	2	2	2	1	Ballarat to—															
6	20	25	15	19	24	18	Ballarat East	...	...	...									
11	12	14	10	11	13	10	Warrenheip ...	...	850	750	450	...	...	...	...	...	...	350	...	...	...
18	9	10	6	7	8	13	Yendon	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	20	22	16	18	20	20	Lal Lal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	13	15	10	11	12	20	Elaine	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	24	26	18	20	22	15	Meredith	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	14	16	11	12	13	10	Lethbridge	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	10	11	7	8	9	7	Bannockburn	...	...	...	...	...	...	...	...	...	...	...	...	...	...
0	11	12	8	9	10	7	Gheringhap ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	11	11	9	9	9	10	Moorabool	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	8	9	5	7	7	53	North Geelong	...	2100	2100	2000	...	...	...	...	...	...	1400	...	...	...
						55	Geelong	...	2100	2100	1600	...	...	...	...	...	...	1250	...	...	...

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 254.)

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									
Road-side Sectional Loads			Through Ruling Grade Loads																	
3-5ths Load.	4-5ths Load.	Full Load.	3-5ths Load.	4-5ths Load.	Full Load.		No. 103 Express Goods, "B", 400 tons.	Fast Goods, "B", 750 tons.	Mileage.	DOWN	S. or X.	B.	T.						Y.	
7	8	10	7	7	9	...	...	...	2	Geelong to—									
14	16	19	12	14	17	...	10	9	6	North Geelong	...	...	...	...	...	...	...	...	...
10	12	15	10	10	12	...	6	8	10	Moorabool	...	...	...	...	...	...	...	...	...
13	15	17	10	12	14	...	6	9	14	Gheringhap	1600	1400	900	...	...	...	...	...	600
16	18	20	13	15	17	...	8	11	20	Bannockburn	...	...	...	...	...	...	...	...	...
37	50	65	36	49	64	...	19	25	29	Lethbridge	1300	1100	750	...	...	...	...	...	480
15	19	24	13	16	21	...	8	10	35	Meredith	1100	970	650	...	...	...	...	...	440
21	28	36	19	26	34	...	12	17	42	Elaine	...	...	...	...	...	...	...	...	...
10	12	15	8	10	12	...	...	6	45	Lal Lal	1150	1000	700	...	...	...	...	...	460
12	15	18	10	13	16	...	12	10	51	Yendon	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	54	Warrenheip	1600	1400	1000	...	...	...	...	...	650
...	...	...	...	...	...	...	...	...	54	Ballarat East	...	...	...	...	...	...	...	...	...
11	12	14	9	10	11	...	7	11	55	Ballarat	2100	2100	2100	...	...	...	...	...	1250

NOTES

Authorised Loads—Express Goods Trains

No. 103 North Geelong Loop-Ballararat "B" 400 tons.

No. 129 North Geelong Loop-Ballararat { 2 "S" or "X" 1400 tons.
"S" or "X" 700 tons.
2 "B" ... 1300 tons.
"B" ... 650 tons.

GEELONG TO MAROONA AND ARARAT.

Engine Running Time.					SECTION.	LOAD.												
Roadside Sectional Loads.	Through Trains.					Mileage.	DOWN.	S. or X	B.	T.							Y.	
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.	No. 147 Fast Goods "S", "X" or "B" 1000 tons "T" 650 tons.														
7	10	7	9	...	2	Geelong to—												
14	19	14	17	14*	6	North Geelong	...	...	...	...	...	...	...	...	...	...	...	...
10	15	10	12	10*	10	Moorabool	...	1600	1400	900	...	...	...	...	...	...	600	...
26	31	25	29	26	21	Gheringhap	...	...	...	...	...	...	...	...	...	...	...	...
32	36	30	33	32	32	Inverleigh	...	...	...	...	...	...	...	...	...	...	...	...
26	29	24	27	26	44	Wingee	...	...	...	...	...	...	...	...	...	...	...	...
25	28	23	25	25	53	Cressy	...	...	...	...	...	...	...	...	...	...	...	...
19	21	17	19	19	62	Berrybank	...	...	...	...	...	...	...	...	...	...	...	...
16	18	14	16	16	68	Lismore	...	...	...	...	...	...	...	...	...	...	...	...
18	20	16	18	...	74	Derrinallum	...	...	...	...	...	...	...	...	...	...	...	...
14	15	12	13	30	80	Vite Vite	...	...	...	...	...	...	...	...	...	...	...	...
13	15	11	13	...	85	Pura Pura	...	...	...	...	...	...	...	...	...	...	...	...
11	13	10	11	23	91	Nerrin Nerrin	...	...	...	...	...	...	...	...	...	...	...	...
18	20	15	17	...	97	Westmere	...	...	...	...	...	...	...	...	...	...	...	...
14	16	12	14	30	102	Miniera	...	...	...	...	...	...	...	...	...	...	...	...
15	16	14	15	15*	110	Tatyoona	...	1600	1600	950	...	...	...	...	...	...	620	...
22	24	20	22	19*	117	Maroona	...	1800	1800	1000	...	...	...	...	...	...	650	...
16	18	15	16	14	123	Langi Logan	...	1500	1400	800	...	...	...	...	...	...	500	...
						Ararat (t)	...											

NOTES.

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

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

AUTHORISED LOADS—FAST GOODS TRAINS

No. 101 North Geelong Loop—Ararat ... { "S" or "X" 1500 tons
"B" 1400 tons
"T" 800 tons

No. 147 North Geelong Loop—Ararat ... { "S", "X" or "B" 1,000 tons.
"T" 650 tons.

ARARAT TO GHERINGHAP AND GEELONG.

Engine Running Time						SECTION	LOAD.											
R'side Sec tional Loads		Through Ruling Grade Loads			No. 88 Fast Goods "S", "X", or "B" 1,000 tons "T", 650 tons		Mileage.	UP	S. or X.	B.	T.							Y.
3/5ths Load.	Full Load.	3/5ths Load.	Full Load.															
16	17	15	16	...	14*	6	Ararat to—											
16	19	15	16	...	14*	13	Langi Logan	...	...	...	...	...	...	...	...	...	...	...
19	23	18	22	...	19	21	Maroona	...	1800	1800	1600	...	...	...	...	...	...	1100
13	15	11	13	...	...	26	Tatyoon...	...	...	...	...	...	...	...	...	...	...	...
11	13	10	11	...	...	32	Mininera	...	...	...	...	...	...	...	...	...	...	...
12	13	10	11	...	...	38	Westmere	...	...	...	...	...	...	...	...	...	...	...
11	11	9	9	...	...	43	Nerrin Nerrin	...	...	...	...	...	...	...	...	...	...	...
16	17	13	15	...	...	49	Pura Pura	...	...	...	...	...	...	...	...	...	...	...
13	13	11	11	...	...	55	Vite Vite	...	1800	1600	1100	...	...	...	...	...	...	680
15	16	13	14	...	...	61	Derrinallum	...	2100	2100	1800	...	...	...	...	...	...	1200
22	24	20	22	...	...	70	Lismore	...	...	...	...	...	...	...	...	...	...	...
20	21	18	19	...	...	79	Berrybank	...	...	...	...	...	...	...	...	...	...	...
26	29	24	27	...	...	91	Cressy ...	...	1800	1600	1250	...	...	...	...	...	...	680
25	25	23	23	...	...	102	Wingeel	...	...	...	...	...	...	...	...	...	...	...
29	33	27	32	...	...	113	Inverleigh	...	...	...	1400	...	...	...	...	...	...	1100
10	11	8	9	...	...	117	Gheringhap	...	1800	1600	1100	...	...	...	...	...	...	680
11	11	9	9	...	...	121	Moorabool	...	...	...	...	...	...	...	...	...	...	...
7	9	5	7	...	...	123	North Geelong	...	...	2100	2000	...	...	...	...	...	...	1400
							Geelong	...	2100	2100	1600	...	...	...	...	...	...	1100

NOTES.

AUTHORISED LOADS—FAST GOODS TRAINS.

No. 88 Ararat-North Geelong Loop

{ "S", "X" or "B" 1,000 tons.
"T" 650 tons.

NORTH GEELONG AND FYANSFORD.

Engine Running Time						SECTION	LOAD											
Roadside Sectional Loads			Through Ruling Grade Loads				Mileage.	DOWN.	B.	T.	J.	K.	W	Y.				
3/5ths Load.	4/5ths Load.	Full Load	3/5ths Load.	4/5ths Load.	Full Load.	3			North Geelong (d) to Fyansford (c) (e) ...	900	700	450	435	450	...	450
...	3	UP. Fyansford (d) to— North Geelong ...	2100	2100	1600	1600	1600	...	1600	...	...	...	...

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.						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.						Y				
42	44	46	13	Terang to— Mortlake	1800	1400				
42	44	46	13	UP. Mortlake to— Terang	1500	1250				

CAMPERDOWN AND TIMBOON.

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WARRNAMBOOL AND HAMILTON

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.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.	Full Load.											
3/5ths Load.	4/5ths Load.	Full Load.	3/5ths Load.	4/5ths Load.</												

NOTES.

(d) For Goods trains only, subject to dividing train at board 181 miles 70 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 181 miles 70 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.
- (h) Assisted in the rear to Stop-board near 226½ miles. See page 257.
- (m) Loads of Goods trains between Warrnambool and Dennington without a brakevan attached to the train are shown on page 226.

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 248 to 253 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 237.
4. The running of engines **tender first** is subject to the instructions on page 253 relating to tender first running. See also Sub-clause (c), Clause 1, page 253.
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 250.
- (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.
B (Diesel Electric)	70	F (Diesel Electric)	20	W (Diesel Hydraulic)	20
		J	50	X (Diesel Electric)	70
		K	50	Y (No 175) (Diesel Electric)	60
		L (Electric)	70	Y (Diesel Electric)	40
E Electric 1102-1111	40	R	70	NA (Narrow Gauge)	20
		S (See note 3) (Diesel Electric)	70		
		T (Diesel Electric)	60		

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 pages 196 and 237 to 252.

Note 2.—See page 250 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 † m.p.h.
Diesel Electric Rail Motors	...	...	...	...	...	...	60
Diesel Rail Car (Walker type) 102 H.P.	...	...	...	...	...	...	45
" " " " " " " "	...	...	...	...	(No. 4)	...	50
Diesel Rail Car (Walker type) 153 H.P.	...	...	...	...	...	...	50
Diesel Rail Car (Walker type) 280 H.P.	...	...	...	...	...	...	60 (without trailer) 50 (with trailer)

† See Clauses 3 and 5, page 236.

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 236 to 252 inclusive. Where any goods vehicle is attached, the speed laid down on pages 250 and 251 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 238, 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 239 to 248 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.
Ballarat East	Eureka	All classes	10
Linton Junction	Skipton	"	10
Lubeck	Marnoo	"	10
Murtoa	Hopetoun	"	10
Horsham	Natimuk	"	10
Dimboola	Jeparit	"	10
South Geelong	Queenscliff	"	10
Koroit	Hamilton	"	10
Hamilton	Balmoral	"	10
Braxholme	Casterton	"	10
Heywood	Mt. Gambier	"	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 Signaller.

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

4. Engines of a greater axle load than " T " Class must not operate in Angliss' Siding at Footscray.

5. **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.

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

ENGINE AXLE LOADS AND WEIGHTS FOR " DEAD " LOCOMOTIVES

The maximum axle loads of the various classes of engines are as under :

Class							Maximum Axle Load	Length Overall	Weight (Nearest Ton) " DEAD "
Broad-Gauge							T. C. Q.	Ft. Ins.	Tons
" R "	...	...	...	...	...	...	19 10 0	77 3 $\frac{1}{4}$	187
" X " (Diesel Electric)	...	...	...	...	...	...	18 12 0	60 3	112
" S " (Diesel Electric)	...	...	...	...	...	...	19 0 0	60 11	114
" B " (Diesel Electric)	...	...	...	...	...	...	18 12 0	60 10	112
" T " Diesel Electric (320 to 346)	...	...	...	...	...	...	17 0 0	47 9	68
" T " Diesel Electric (347 to 412)	...	...	...	...	...	...	17 0 0	43 11	68
" T " Diesel Electric (413 to 417)	...	...	...	...	...	...	20 0 0	43 11	80
" F " (Diesel Electric)	...	...	...	...	...	...	16 14 0	30 1 $\frac{1}{2}$	50
" L " (Electric)	...	...	...	...	...	...	16 4 0	59 0	97
" W " (Diesel Hydraulic)	...	...	...	...	...	...	16 0 0	30 1	48
" Y " (Diesel Electric)	...	...	...	...	...	...	16 0 0	40 0	64
" J "	...	...	...	...	...	...	14 10 0	60 5 $\frac{1}{2}$	114
" E " (Electric) (1102 to 1111)	...	...	...	...	...	...	13 15 2	38 8 $\frac{1}{2}$	55
" K "	...	...	...	...	...	...	13 10 0	60 3 $\frac{3}{8}$	105
" D 3 "	...	...	...	...	...	...	13 14 0	58 3 $\frac{3}{8}$	100
Narrow Gauge—									
" NA "	...	...	...	...	...	...	9 9 2	— —	35

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

Suburban District	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	
Line or Portion of Line Between—	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 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 238
Entering Newport Goods Yard	...	...	5	5	
Maribyrnong River Line—					
In clear daylight ...	...	...	10	10	"S" and lighter,
During darkness or foggy weather	...	...	5	5	
Spotswood and Powerhouse Yard ...	...	...	10	10	All classes
Newport and Williamstown ...	40	30	30	30	All classes
Williamstown and Williamstown Pier Station ...	20	20	20	20	All classes
Newport and Newport South Jctn. ...	50	30	30	30	All classes
Newport ("B" Box) and Newport ("A" Box), via Goods Line	...	...	10	10	
Newport ("A" Box) and Newport ("B" Box) via "E" Siding	...	...	5	5	
Newport and Workshops Platform					
Clear Weather ...	10	10	10	10	"S" and lighter
Foggy Weather ...	5	5	5	5	
Newport and Sunshine (Loop Line)	30	25	30	25	All classes
Footscray and Sunshine	See page 241				All classes
Sunshine and Albion ...					
South Kensington and West Footscray	See note 6, page 243				
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 236

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

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

Melbourne Goods Yards (including North Melbourne Junction and Arden-street), Flinders Street Yard.

Line or Portion of Line	Maximum Speed †
Between Viaduct Junction, Dudley Street, and North Melbourne	Miles per Hour
* 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, North-Eastern and Western Goods Lines	
* Between Dudley Street Signal Box and South Kensington Junction or 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.	
* 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 South Dynon Diesel Depot	15
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 South Dynon Diesel Depot via engine Fly-over 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. 268	10
Down trains to Clifton Hill Line—when passing round the curve between "D" Signal-box and the Down Automatic Signal S 15	10
Shunting movements between "D" and "E" Boxes via the "Through Siding"	5
Between Signal No. 278 and Swanston Street Bridge on Nos. 1 and 2 East Roads at Flinders Street Station.	15
Jolimont Goods Yard	
Entering from the East or West end	10

† See clauses 3 and 5, page 236

* **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 238
Sunshine and Albion ...	50	40	40	30	All classes, see note 4, page 238
Sunshine and Ballarat East— ...	70	60 (See note 5 page 243)	40 (See note 4 page 243)	30	All classes
Ballarat Yard—					
Down trains entering the goods arrival road from 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 243)	40 (See note 4 page 243)	30	All classes
125 miles 40 chains and Ararat ...	60	60 (See note 4 page 243)	40	30	All classes

† See clauses 3 and 5, page 236.

**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 243)	40 (See note 4 page 243)	30	All classes
Gerang Gerung and Lillimur	60	60	40 (See note 4 page 243)	30	All classes
Lillimur and Serviceton	70	60	40 (See note 4 page 243)	30	All classes
North Geelong and Warrenheip	60	60 (See note 5 page 243)	40	30	All classes
Newport South Junction and North Shore ...	70	60	40 (See note 4 page 243)	30	All classes
Newport South Junction Up trains diverging from West Line to Double Line	40	40	40	30	
Werribee—Between the Up end of the Level (Boom Barrier) 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	
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 clauses 3 and 5, page 236.

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.

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

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 Serviceton; Newport South Junction and Geelong and Geelong and Colac 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 train 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 250) are provided indicating the **Maximum Speed for Goods Trains (G); Express Goods Trains (F) and Passenger Trains (P).**

| Melbourne—Serviceton | Speed Indication | |-----------------------------|-------------------------| | Down Journey | M.P.H. |

Mileage

62½	Approaching Bungaree	...	...	...	...	...	F 50
71½	Approaching Ballarat East	...	...	...	...	...	F 50
101½	Approaching Beaufort	...	...	...	...	...	F 55
135½	Approaching Armstrong	...	...	...	...	...	F 55
223½	Approaching Dimboola	...	...	...	...	...	F 55

Up Journey

204½	Approaching Horsham	...	...	...	...	...	F 50
133½	Approaching Ararat	...	...	...	...	...	F 50
118	Approaching Buangor	...	...	...	...	...	F 55
64½	Approaching Bungaree	...	...	...	...	...	{ F 45 P 55

Geelong—Ballarat

Up Journey

85	Approaching Lal Lal	...	...	...	...	...	F 55
63½	Approaching Lethbridge	...	...	...	...	...	F 40
49½	Approaching Moorabool	...	...	...	...	...	F 55
45½	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.

Geelong—Port Fairy

Down Journey

59½	Approaching Moriac...	...	...	...	...	...	P 65
69½	Approaching Winchelsea	...	...	...	...	...	G 40
94	Approaching Colac ...	...	...	...	...	...	G 40
135½	Approaching Terang	...	...	...	...	...	P 50-G 35
164½	Approaching Warrnambool	...	...	...	...	...	P 40-G 30

Up Journey

114½	Approaching Pomborneit	...	...	...	...	...	P 55
47½	Approaching South Geelong	...	...	...	...	...	G 40

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 Fuelled First		Steam Loco. 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	"T" and lighter
Linton Junction and Ballarat Cattle Siding ...	...	15	15	"T" and lighter
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" and lighter
"T" and "Y" class engines excepted ...	25	25	20	
"T" and "Y" class engines ...	20	20	...	
Linton Junction and Linton— ...	...	...	...	"T" and lighter
"J" and "K", class engines and double headed trains ...	25	25	20	
"T" and "Y" class engines ...	25	20	...	
Between mileages 80½ and 81½ between Cardigan and Kopke and 93½ and 94½ and 96 and 97 between Newtown and Happy Valley. Diesel hauled trains excepted ...	...	30	20	
Rail Motor Trains ...	40	...	...
Linton and Skipton ...	15	15	15	"T" and lighter
Lubeck and Marnoo ...	15	15	15	"T" and lighter
Marnoo and Bolangum— ...	10	10	10	"T" and lighter
Between mileages 202½ and 203½	20	20	20	
Murtoa and Warracknabeal ...	60	40	30	All classes
Warracknabeal and Warrackside— ...	...	...	...	"B" and lighter,
"J" and "K", class engines ...	30	30	20	
"T" and "Y" class engines. ...	25	25	...	
"B" class engines ...	...	10	...	
Rail Motors ...	40	...	...
Warrackside and Hopetoun— ...	...	...	...	"T" and lighter
"J" and "K", class engines ...	30	30	20	
"T" and "Y" class engines ...	20	20	...	
Rail Motors ...	40	...	...
Hopetoun and Patchewollock ...	20	20	20	"T" and lighter
Maryborough and Avoca ...	...	...	...	"T" and lighter
"J" and "K" class engines ...	30	30	20	
"T" and "Y" class engines ...	20	20	...	
Avoca and Ararat ...	20	20	...	"T" and lighter

† See clauses 3 and 5, page 236.

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

Line or Portion of line Between—	Maximum Speed. †			Class of Engines Allowed to run
	Engine Fuel First		Steam Loco Tender First	
	Passenger Trains.	Goods or Mixed Trains.	All Trains	
	Miles per hour	Miles per hour	Miles per Hour	
Horsham and Goroke—				" T " and lighter.
"J" and "K" class engines ...	30	25	25	
"T" and "Y" class engines ...	20	20	...	" T " and lighter
Goroke and Carpolac—	20	20	...	" T " and lighter
East Natimuk and Toolondo—				
"J" and "K" class engines ...	30	30	25	
Double-headed trains ...	25	25	25	
"T" and "Y" class engines ...	25	25	...	
Toolondo and Kanagulk ...	20	20	20	" T " and lighter
Kanagulk and Hamilton—				" T " and lighter
"J" and "K" class engines ...	30	25	20	
Double-headed trains ...	25	25	20	
"T" and "Y" class engines ...	25	20	...	
Dimboola and Rainbow—				" T " and lighter
"J" and "K" class engines ...	30	25	20	
"T" and "Y" class engines ...	25	20	...	
Rainbow and Mileage 267½ ...	20	15	15	" T " and lighter
Mileage 267½ and Mileage 269 ...	20	20	15	" T " and lighter
Mileage 269 and Yaapect ...	20	15	15	" T " and lighter
Jeparit and Yanac—				" T " and lighter
"J" and "K" class engines ...	30	25	20	
"T" and "Y" class engines ...	25	20	...	

† See clauses 3 and 5 page 236.

**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		Steam Loco 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
Geelong "A" Box—Down end of Passenger Plat- forms on Nos. 1, 2, 3 and 4 Roads ...	25	25	15	All classes
Geelong and Colac	70	40 (see note 4 page 243)	30	All classes
Geelong and Geelong Pier ... ..	...	5	5	"B" and lighte
Colac and Port Fairy	60	40	30	All classes
Warrnambool and Warrnambool Pier ...	...	10	10	All classes

† See clauses 3 and 5 page 236.

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			Steam Loco. Tender First	
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour	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	"T" and lighter
Timboon Junction and Timboon—					
"J" and "K" class engines	25	...	25	20	"T" and lighter
"T" and "Y" class engines	20	...	20	...	
Terang and Mortlake	20	...	20	20	"T" and lighter
Koroit and Coleraine Junction—					
"J" and "K" class engines	25	...	25	20	"T" and lighter
"T" and "Y" class engines	20	...	20	...	
Gheringhap—Maroona	60	50	40	30	All classes
Ararat and Maroona	60	60	40	25	All classes
Maroona and Stavely	50	40	(see note) 40	25	All classes
Stavely and Mileage 189M	50	50	40	25	All classes
Mileage 189M and Mileage 193M 40C	60	60	40	25	All classes
Mileage 193M 40C and Branhholme—			(see note) 40	25	All classes
"B", "S", "T", "X" and "Y" class engines					
when passing over Grange Burn Creek be-					
tween Hamilton and Coleraine Junction	30	30	30	...	
"R" class engines when passing over					
Grange Burn Creek between Hamilton and					
Coleraine Junction	10	10	10	10	
Hamilton and Hamilton Livestock Siding					
"B" or "X" class engines ... ..	...	...	15	...	
Branxholme and Heywood	40	40	35	25	All classes
Diesel Rail Cars	50	...	...	...
Heywood and Portland	40	...	35	25	All classes
Diesel Rail Cars	50	...	...	...

† See clauses 3 and 5, page 236. ‡ During darkness the tender first speed is 10 miles per hour.

Note:—The maximum speed on the Ararat-Hamilton Line between Ararat and Maroona and between Mileages 189M and 193M 40C for any Goods Train (Up or Down) **EXCEPTING EXPRESS GOODS TRAINS SO SHOWN IN THE WORKING 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 train 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.

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			Steam Loco. Tender First	
	Passenger Trains	Express Goods Trains	Goods or Mixed Trains	All Trains	
	Miles per Hour	Miles per hour	Miles per Hour	Miles per Hour	
Coleraine Junction and Coleraine—					"T" and lighter
"J" and "K" class engines ...	25	...	25	20 (a)	
and double-headed trains					
"T" and "Y" class engines ...	20	...	20	...	
Branxholme and Casterton—					"T" and lighter
"J" and "K" class engines ...	25	...	25	20	
"T" and "Y" class engines	20	...	20	...	
Heywood and South Australian Border—					"T" and lighter
"J" and "K" class engines ...	25	25	25	20	
"T" and "Y" class engines	20	20	20	...	
South Australian Border & Mt. Gambier...	20	20	20	20	"T" and lighter
Over McDonnell Bay and Ferrars Street Level Crossing east end of Mount Gambier Station Yard, all trains	4	4	4	4	

† See clauses 3 and 5, page 236.

SPECIAL SPEEDS

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

- (i) *the provisions of 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 236, 237.*

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.



SPECIAL SPEEDS—continued

(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	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 Colac ...	25	70‡
(ii) Between Colac and Warrnambool, except at Allansford ...	25	60‡
At Allansford ...	25	50‡
(iii) Between Warrnambool and Port Fairy ...	25	50‡
Between Footscray and St. Albans ...	25	50
Serviceton Line —Between Sunshine and Gerang Gerung except at Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham and Dimboola ...	25	70‡
At Bacchus Marsh, Bungaree, Warrenheip, Ararat, Stawell, Murtoa, Horsham and Dimboola ...	25	60‡
(ii) Between Kiata and Serviceton ...	25	60‡
Portland Line —At Langi Logan and Strathkellar ...	...	45‡
At Shell Co. Siding and at Moutajup ...	...	50‡
Geelong-Ballararat Line —Between Nth. Geelong and Warrenheip ...	25	50‡
Gheringhap-Maroon Line —At Inverleigh, Wingeel, Berrybank, Lismore, Derrinalum, Pura Pura, Westmere & Tatyoan—		
Traillable Points (see exception below) ...	25	40
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.

Exception :—Where Traillable points are provided the speed of the locomotive must not exceed 15 m.p.h. whilst passing through the points in a trailing direction. After the locomotive has cleared the points, the speed of the train may be increased to maximum permissible speed.

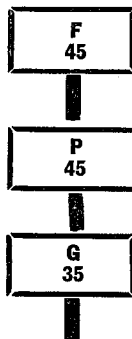
SPECIAL SPEEDS—continued

3. At Various Places—(a) All trains

Description	Maximum Speed
Terminal Stations—	Miles per Hour
When engine is passing the near end of platform at which the train has to stop. See clause (d), Rule 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
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 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 249

†† NOTE.—When an Engineman is receiving a Staff from or delivering a Staff to a Signaller standing on ground level, the speed of the train must not exceed six (6) miles per hour. When an Engineman is exchanging a Staff with a Signaller standing on ground level, the train must be brought to a stand in order that the exchange may be effected safely. ††† When an Engineman on an "S" Class Diesel Locomotive running Hostler's End Leading is receiving a Staff from, or delivering a Staff to or exchanging a Staff with a Signaller 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
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 ...	...
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
"NN" Wagons when loaded ...	35

(Permission must be obtained from the Train Controller before loaded "NN" wagons are conveyed by any train—See page 236, item 5 (iii).)

SPECIAL SPEEDS—continued.

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

Description	Maximum Speed
	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
Light Engines—	
"S" Class Diesel Electric Locomotive No. 1 End Leading	60
"S" Class Diesel Electric Locomotive Hostler's End Leading (See note 3, page 236)	30
"B", "L" or "T" class	60
"R", "J" or "K"	50
"Y" class	40
"Y" class No. 175	60
"F" or "W" class	20
Engine or engines with brake-van of fixed-wheel base only attached (See page 236, Items 5 (ii))	45
Engines when running in any Locomotive Depot within the T.R. Point	10
Any Break-down Van Train or any Train to which a Break-down 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—	
Diesel travelling Crane No. 45 (Way and Works Branch, 10 tons)	See Note

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 Yaapect	20
Linton Junction—Ballarat Cattle Yards	15	Jeparit and Yanac	20
North Geelong and Warrenheip	30	Newport Sth. Jctn. and Port Fairy	30
Linton Junction and Linton	20	NOTE :—Passing over Werribee	
Linton and Skipton	15	River Bridge subject to restrictions shown in Page 242.	
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.

Steam Cranes—	Miles per Hour
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 :—

- The maximum laid down for the class of locomotive hauling the train over the portion of the line concerned.
- The maximum speeds for goods trains.
- 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.

SPECIAL SPEEDS—continued.

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 Yaapect	"	25
Jeparit and Yanac	"	30
Newport South Junction and South Geelong subject to restrictions shown in page 242 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
On Truck Weighbridge—		Miles per Hour
(i) Vehicles over scales		4
(ii) Engines or vehicles over weighbridge relief rails		8
Pushing Trains—		
On running lines		10
When passing around any curve of less than 8 chains radius		5
Empty trains, when Guard, Shunter, or other employe leaves the leading vehicle to attend to the points		3

SPECIAL SPEEDS—continued
4. Various Trains, Light engines, Steam, Diesel Cranes and Diesel Fordson Rail Tractors—continued

DIESEL FORDSON RAIL TRACTOR

Description						Maximum Load Hauling or Propelling	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 or Mixed 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 diesel hydraulic locomotive the steam locomotive must trail.
4. Where a higher powered diesel locomotive than a "T" or "Y" class is running in multiple with either a "T" or "Y" class locomotive, the higher powered locomotive with the dynamic brake must be the leading engine, except where instructions are issued to the contrary.
5. 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 be not 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.
6. When an assisting steam engine is employed, a water tank may be attached between the engines.
7. 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.
 Tottenham and Brooklyn
 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 to Port Fairy.
 Port Fairy to Geelong.
 Gheringhap and Maroona.
 Ararat and Portland.
 Camperdown and Timboon.
 Koroit and Hamilton.
 Hamilton and Coleraine.
 Branhholme and Casterton.
 Heywood and Mount Gambier.

ENGINES ASSISTING IN REAR OF TRAIN .

(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.

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

3. The Bank engine must be coupled to the rear of the train while the train is stationary and the Automatic Air Brake apparatus must be connected throughout the whole of the train.

When the necessary brake tests have been completed and the Drivers have exchanged the proper signals, the train may depart.

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

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

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

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

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

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

Section.	Class of Train and Special Instructions to be Observed.
Bacchus Marsh to Parwan	Goods Trains.
Ballarat to Warrenheip ...	Passenger Trains. 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.	Mixed Trains. Goods Trains.
Stawell to "Stop Board" at 148 miles 57 chains.	Passenger Trains. Goods Trains.
Dimboola to "Stop Board" at 220 $\frac{1}{2}$ miles.	Goods Trains.

ENGINES ASSISTING IN REAR OF TRAINS—continued.

Section	Class of Train and Special Instructions to be Observed.
Geelong Pier to North Geelong	Goods Trains composed of loaded wagons. Load to be the combined capacity of the two Engines.
North Geelong to Fyansford	Goods trains.
	(a) Pushing to be continued until the leading engine is close to the "Catch-Stop" Board.
	(b) The bank engine to stop steaming when the Driver of the leading engine so indicates by sounding a short whistle.
Geelong to South Geelong	<p>(c) 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.</p> <p>1. Passenger Trains.</p> <p>On arrival at South Geelong the Fireman of the rear Engine must uncouple the Engine from the Train.</p> <p>2. Goods Trains.</p> <p>(a) 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.</p> <p>(b) 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.</p>
Geelong to— "Stop Board" at 54 miles 47 chains.	<p>Goods Trains.</p> <p>See 2 (a), and 2 (b) above.</p>
Geelong to Mileage 60½ Down Side Moriac	<p>Goods Trains.</p> <p>See 2 (a) and 2 (b) above.</p> <p>Trains must stop at Moriac for instructions from the Signaller, <i>vide</i> Instruction (a) on page 256.</p>

ENGINES ASSISTING IN REAR OF TRAINS—continued.

Section.	Class of Train and Special Instructions to be Observed.
	<p>(a) 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 60½, and also give written instructions as set out hereunder to the Driver of the Assisting Engine :—</p> <p align="right">MORIAC</p> <p align="right"><i>Date</i>.....</p> <p align="right"><i>Time</i></p> <p>To the Driver of Engine No.....</p> <p>You are to assist .....train in the rear as far as the summit of the Bank at mileage 60½ only, and return immediately to the Up Home Signal.</p> <p align="right"><i>Signature</i> <i>Signalman.</i></p> <p>(b) 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.</p> <p>(c) 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.</p>

ENGINES ASSISTING IN REAR OF TRAINS—continued.

Section.	Class of Train and Special Instructions to be Observed.
<p>Hamilton to "Stop Board" at 193½ miles.</p> <p>{ Hamilton to Coleraine Junct. Coleraine Junction to mile- age 226¼ on Koroit Line.</p>	<p>Goods Trains.</p> <p>1. (a) Goods Trains.</p> <p>(b) Bank Engine to return to the Up Home Signal at Coleraine Junction.</p> <p>(i) Between Coleraine Junction and mileage 226¼, the Assisting Engine must be dealt with as set out hereunder :—</p> <p>(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.</p> <p>(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.</p> <p>(c) The Signalman at Hamilton must inform the Signalman at Penshurst 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 Signalman at Hamilton 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.</p> <p>The Signalman, Hamilton, 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 :—</p> <p align="right">HAMILTON.</p> <p align="right">Date _____</p> <p align="right">Time _____</p> <p>To Driver of Engine No. _____</p> <p>You are to assist _____ train in the rear as far as the summit of the Bank at mileage 226¼, and return immediately to the Up Home Signal Coleraine Junction.</p> <p align="right">Signature _____</p> <p align="right">Signalman.</p> <p>(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.</p> <p>(e) In the event of the Assisting Engine becoming disabled before returning to the Home Signal at Coleraine Junction, the Driver must send to Hamilton for a relief Engine, and all concerned must act in accordance with Rule 16 of Appendix II., Book of Rules and Regulations.</p>
<p>Heywood to Milltown</p>	<p>Goods Trains.</p> <p>(a) (i) If the Train Engine is travelling on a Staff Ticket, the assisting Engine must carry the Staff in accordance with rule 15, of Appendix II, Book of Rules and Regulations.</p> <p>(ii) If the Train Engine is carrying the Train Staff, the assisting Engine is to be worked in accordance with the instructions contained in Clause (b) hereof</p> <p>(b) The Signalman at Heywood must inform the Signalman at Condah when a train is to be assisted in rear, and if the Train Engine is carrying the Staff, must comply with Sub-clause (a) 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 Book.</p>

ENGINES ASSISTING IN REAR OF TRAINS—continued.

Section.	Class of Train and Special Instructions to be Observed
Heywood to Milltown ...	<p>Goods Trains—continued.</p> <p>The Signalman, Heywood, 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 :—</p> <p align="right">HEYWOOD</p> <p>Date</p> <p>Time</p> <p>To Driver of Engine No.....</p> <p>You are to assist.....train in the rear to Milltown, and return immediately to this station.</p> <p align="right">Signature.....</p> <p align="right">Signalman</p> <p>(c) 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 the form, and forwarded with the Train Register Book.</p>
Dartmoor to "Stop Board" at 252 Miles 54 Chains (Down side of Princes Highway Level Crossing at 252 Miles 41 Chains.	<p>Goods Trains.</p> <p>(a) (i) If the Train Engine is travelling on a Staff Ticket, the assisting Engine must carry the Staff in accordance with Rule 15, of Appendix II, Book of Rules and Regulations. (ii) If the Train Engine is carrying the Train Staff, the assisting Engine is to be worked in accordance with the instructions contained in Clause (b) hereof.</p> <p>(b) The Signalman at Dartmoor must inform the Signalman at Heywood when a train is to be assisted in the rear, and if the Train Engine is carrying the Staff, must comply with Sub-clause (a) 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 Book.</p> <p>The Signalman, Dartmoor, 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 :—</p> <p align="right">DARTMOOR</p> <p>Date</p> <p>Time</p> <p>To Driver of Engine No.....</p> <p>You are to assist.....train in the rear to 252 miles 54 chains, and return immediately to this Station.</p> <p align="right">Signature.....</p> <p align="right">Signalman</p> <p>(c) 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 the form, and forwarded with the Train Register Book.</p>

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, Buangor, Stawell and Murtoa. Discharge vangoods and newspapers at Rockbank and Melton, vangoods at Bacchus Marsh, Ballan, Bungaree. Newspapers for 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). Conveys consignment of bread Stawell to Glenorchy, Mondays to Fridays. At Rockbank, Windermere, Burrumbeet, Trawalla and Middle Creek, speed of train to be reduced to 25 m.p.h. to enable newspapers **only** to be thrown out.
- No. 77. Sunday. Conveys Interstate loading and loading for detachment at Ararat. Shunt Ararat only.
- No. 59. Conveys loading for Ararat and beyond, Shunt Ararat, Horsham only.
- 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. 147 or No. 101).
- No. 101. Conveys Interstate loading for Ararat (to go forward by No. 147), overflow Victorian loading off No. 59 and loading for Geelong area. Shunt North Geelong, Maroona.
- Nos. 129, 133, 139, 145, 159 Convey Interstate loading for South & Western Australia in vehicles permitted to operate on Express Goods trains.
- No. 147. Conveys Interstate loading and Victorian loading for Ararat and beyond. Shunt Tottenham, North Geelong, Ararat, Dimboola only.
- No. 7 Conveys loading from Melbourne Yard for Ararat, Hamilton, Portland and Mt. Gambier in vehicles permitted to operate on Express Goods trains. Between Melbourne Yard and Hamilton operates as Express Goods train and between Hamilton and Mt. Gambier as Through Goods train. Shunt Ararat, Hamilton, Heywood only. See adjacent column for marshalling requirements.

UP

- Nos. 140, 150 Convey loading ex South Australia in vehicles permitted to operate on Express Goods trains. Shunt Tottenham to detach livestock.
- No. 36. Shunt Horsham, Stawell (attach perishable wagon) Ararat, Ballarat (detach stock only) Wallace (detach cream van only) and Tottenham and the marshalling order leaving Ararat is to be as follows:—Locomotive, Ballarat stock, Wallace cream van, livestock for Newmarket for detachment at Tottenham Yard, Tottenham Yard loading, Perishable loading, Ordinary loading, Export loading, Port Melbourne, Graham & Montague loading, Brakevan.
- No. 198. Shunt, Ballarat, Tottenham Yard.
- No. 96. Shunt Ballarat and Tottenham Yard.
- No. 90. Through. Conveys loading off No. 88 Saturday.
- No. 88. Conveys Interstate loading for Dimboola, Ararat, Tottenham Yard and Melbourne Yard only. May also shunt Murtoa to detach Warracknabeal line loading from South Australia.
- No. 192. Conveys from Ararat loading for Ballarat, Tottenham Yard and Melbourne Yard. On Tuesdays, Wednesdays, Fridays. Saturdays conveys cream cans Ballarat to Wallace off No. 134. Shunt Ballarat, Tottenham Yard only. Also shunts at stations Dunnstown to Ballan inclusive as arranged by Chief Train Controller.
- No. 16. Conveys loading ex Portland and Mt. Gambier in vehicles permitted to operate on Express Goods trains marshalled as indicated on page 254. Shunt Tottenham Yard only.
- No. 128. Conveys loading ex Portland in vehicles permitted to operate on Express Goods trains. Shunt Tottenham Yard only.

Marshalling arrangements for No. 7

From	Brakevan*, Mt. Gambier, Portland,
Melbourne	Hamilton, Ararat ldg., Loco.
From	Brakevan*, Hamilton, Portland,
Ararat ...	Mt. Gambier ldg. Loco.,
From	Brakevan*, Mt. Gambier, "Z" type
Hamilton	brakevan, Portland ldg., Loco.
From	"Z" type Brakevan, Mt. Gambier
Heywood	ldg., Brakevan*, Mt. Gambier
	ldg. attached Heywood, Loco.

* Express type Goods brakevan.

AUTHORISED WORKING OF LOCAL GOODS TRAINS MELBOURNE-BALLARAT

- No. 101. Through. Clears empty wagons from Tottenham Yard to Bacchus Marsh.
- No. 75. Conveys loading for Ballarat, Maryborough, St. Arnaud, Donald and beyond.
- No. 103. Conveys 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. 35. Roadside.

- No. 94 Roadsides.
- Nos. 32, 96 Through. Shunt Tottenham Yard only to detach livestock vans.
- No. 134 Through. Conveys loading ex Mildura line in vehicles permitted to operate on Express Goods trains. Shunt Tottenham Yard.
- Nos. 8, 102 Through.

BALLARAT-ARARAT

- No. 43. Roadsides.

- No. 82. Roadsides.

AUTHORISED WORKING OF LOCAL GOODS TRAINS—continued.

ARARAT-DIMBOOLA

DOWN

- No. 3 Conveys from Ararat loading for Murtoa, Warracknabeal line (Also Horsham and Dimboola, when extended to Dimboola).
- Nos. 101, 141, 199, Through.
- No. 27. Shunt Stawell, Lubeck. Convey Marnoo line loading.
- No. 61 Roadsides.
- No. 91, Shunt Stawell only.
- Nos. 105, 107, 109. Shunt as arranged by Control Ararat.
- No. 13 Through. Shunt Murtoa when extended to Dimboola.
- No. 103 Shunt Murtoa, Horsham only.

UP

- Nos. 42, 46, 66, 76, 106, 166, 186. Through.
- No. 130. Shunt Lubeck, Glenorchy only.
- No. 86. Through to Horsham, then Roadsides.
- No. 164. Shunt Horsham, Murtoa.
- No. 52. Through ex Marnoo line.
- No. 142. Shunt as arranged by Ararat control.

DIMBOOLA-SERVICETON

- Nos. 101, 111, 177, 113, 135, Through.
- No. 79, Shunt Nhill, Kaniva only.
- Nos. 81, 137. Roadsides.
- Nos. 115, 117, Shunt as required.

- Nos. 50, 62. Roadsides.
- Nos. 112, 164, 114. Through.
- Nos. 116, 118. Shunt as required.

ARARAT-HAMILTON

- Nos. 25, 9, 13, 15, 17, 61, 63, 65. Through. Shunt Maroona only.
- Nos. 41, 41A. Roadsides.
- Nos. 35, 47 and 181 Through.
- No. 7 Conveys loading for Hamilton and beyond in vehicles permitted to operate on Express Goods trains.

- Nos. 4, 14. Roadsides.
- Nos. 50, 44, 48, 54, 92, 106, 192, 196. Through. Shunt Maroona only.
- No. 98, 194. Through.
- No. 16. Conveys from Portland and Mt. Gambier loading in vehicles permitted to operate on Express Goods trains for Tottenham Yard and Melbourne Yard.

HAMILTON-PORTLAND

- No. 1. Shunt Heywood only.
- No. 13. Roadsides.
- No. 29. Conveys Casterton Line loading.
- Nos. 141, 9, 53, 45, 75. Through.
- No. 7. Conveys from Hamilton loading for Portland and Mt. Gambier only.
- No. 19. Shunt Heywood only.
- No. 103. Conveys loading for Portland off No. 7.
- No. 105. Conveys loading for Portland off No. 16 ex Mt. Gambier.

- Nos. 18. Casterton Line loading.
- No. 30. Roadside.
- No. 192. Shunt Heywood only.
- Nos. 106, 52, 42, 110. Through.
- No. 104. Conveys loading from Portland to go forward to Mt. Gambier by No. 7.
- No. 106. Conveys loading from Portland to go forward by No. 16. Such loading must consist of vehicles permitted to operate on Express Goods trains.
- No. 16. Conveys loading from Mt. Gambier and Portland for Tottenham Yard and Melbourne Yard in vehicles permitted to operate on Express Goods trains.

PORTLAND-HEYWOOD-MT. GAMBIER

- No. 89. Shunt Heywood, then Roadsides.
- No. 7. Through.

- No. 90. Roadsides to Heywood then through.
- No. 16. Conveys loading from Mt. Gambier area for Tottenham Yard and Melbourne Yard in vehicles permitted to operate on Express Goods trains. May also convey non express type goods loading for Portland only.
- The South Australian authorities at Mt. Gambier will arrange for No. 16 to be marshalled as under.

Locomotive.

- To consist only of vehicles permitted to operate on Express Goods trains {
 - 'CP' type brakevan.
 - Live Stock.
 - Loading for detachment Tottenham Yard.
 - Bogie Exchange & Dynon loading.
 - Melbourne and beyond loading.
- May consist of non express type Goods vehicles. {
 - Portland loading.
 - 'Z' type brakevan (to be detached Heywood).

AUTHORISED WORKING OF LOCAL GOODS TRAINS—continued.

MELBOURNE-GEELONG

DOWN

- No. 87. Conveys loading for Geelong and South Western line.
 No. 91. Conveys from Tottenham Yard loading for North Geelong Yard and beyond.
 Nos. 159, 163, 111, 155, 157, 153, 49, 75, 51, 89, 165, 149, 173, 187, 105, 185, 161, 127, 123, 171, 169, 81, 151, 101, 205, 3. Through.
 No. 15 Mon., Wed., Fri., Sat., Through, Shunt Lara only. Tues. and Thurs. Roadsides.
 No. 55 Conveys from Arden Street bulk cement wagons and other loading for North Geelong Yard and Geelong.

UP

- Nos. 36, 2, 46, 182, 162, 86, 188, 164, 170, 160, 138, 132, 186, 6. Through.
 No. 24. Roadsides.
 No. 76. Shunt Lara and Tottenham Yard, Mon. to Fri.; Through Sat.
 No. 156. Through. Shunt Laverton, Brooklyn, Tottenham Yard (live stock only).
 No. 180. Conveys loading from Ford's Siding to Upfield.
 No. 100. Conveys loading from Waurin Ponds and is to be marshalled as follows: Brakevan, Arden Street loading, Melbourne Yard loading, Tottenham Yard loading, Locomotive.
 No. 92. Through. Shunt Distiller's Siding and Tottenham Yard Mon. to Fri. only.
 Nos. 96, 120, 88 (Tues.) 152 Shunt Brooklyn and Tottenham Yard.
 Nos. 24, 26, 68, 88 (Wed. to Sat.) 166, 78. Shunt Tottenham Yard.
 No. 40. Conveys loading for Upfield.
 No. 184. Conveys loading for Oakleigh, Westall and Dandenong.

GEELONG-WARRNAMBOOL

- No. 87. Through. Shunt Colac, Camperdown only.
 No. 21. Roadsides.
 No. 5. Detach loading at Camperdown, Terang only. Discharge mails and vangoods Colac, Camperdown and Terang. Mails and Vangoods for Panmure and Allansford are to be taken through to Warrnambool and returned on No. 38 passenger.
 No. 7. Detach perishable loading Colac. Shunt Camperdown, thence roadsides.
 No. 83. Through.

- Nos. 58, 72, 74. Shunt Colac 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. To be marshalled Engine, Newport Loading, Livestock, Melbourne Perishables, Balance of loading.
 Nos. 120. (Mon. to Fri.), 94. Roadsides.
 No. 100. Conveys cement from Waurin Ponds to Melbourne Yard.
 Nos. 120 (Sat.), 82. Shunt Terang, Camperdown, Colac only.

AUTHORISED WORKING OF GOODS TRAINS.—continued.

GEELONG-BALLARAT

DOWN

Nos. 1, 11, 17, 105, 61, 93, 87, 81 Through.
No. 19 Roadside.

UP

Nos. 22, 8, 26, 153, 106, 152, 172, 162.
130A. Through.
No. 10 Roadsides.

GEELONG-ARARAT (Via CRESSY)

No. 3 Roadside.
No. 5 Shunt as required.
Nos. 21, 35, 53, 57, 101, 157, 163, 27. Through
shunt Maroona.
No. 147 Conveys loading for Ararat and beyond
only. NOT to shunt Maroona.

Nos. 116, Roadsides.
No. 18 Shunt as required.
Nos. 42, 48, 156, 164, 180, 20, 132, 166. Shunt
Maroona only.
No. 46, 88, Through.

AUTHORISED WORKING OF DIESEL RAIL CAR FOR VAN GOODS ONLY.

GORDON-BALLARAT.

DOWN

No. 83. Conveys van goods only from Gordon,
Wallace, Bungaree, Dunnstown and Warren-
heip.

UP

No. 4. Conveys van goods only for Warrenheip,
Dunnstown, Bungaree, Wallace and Gordon.

LIGHTING OF COUNTRY TRAINS.

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

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

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

(a) LIGHTING OF TRAINS WHEN PASSING THROUGH TUNNELS.

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

Section	Down		Up	
	Lighted at	Extinguished at	Lighted at	Extinguished at
Geelong—Stn. 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	
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	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
6.20 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
9.5 p.m. Melbourne—Mildura (Mn. to Th.)	Spencer Street to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight	Spencer Street to Light. Terminal extinguish. Conductor to reduce to "Half Light" at midnight
9.20 p.m. " " (Sun. & Fri.)	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
8.40 p.m. Melbourne—Adelaide	Conductor to extinguish	Conductor to extinguish
" The Overland "		
1.58 a.m. Serviceton—Melbourne	Bacchus Marsh to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
" The Overland "	Ararat to Light. Terminal extinguish	
7.14 a.m. Bacchus Marsh—Melbourne	Stawell to Light. Terminal extinguish	Ballarat to Light. Terminal extinguish
1.50 p.m. Dimboola—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
3.10 p.m. Horsham—Melbourne, Sun.	SOUTH WESTERN DISTRICT.	
9.20 p.m. Mildura—Melbourne	Spencer Street to Light and extinguish on return	
	Spencer Street to Light. Terminal extinguish	
	Spencer Street to Light. Terminal extinguish	
	Spencer Street to Light. Terminal extinguish	
	See Paragraph (a) Page 255	See Paragraph (a) Page 255
	Spencer Street to Light and extinguish on return	Werribee to Light prior to departing at 6.0 p.m. Terminal to extinguish
	Spencer Street to Light. Terminal extinguish	Werribee to Light prior to departing at 7.12 p.m. Spencer Street to extinguish
5.10 p.m. Melbourne—South Geelong	Spencer Street to Light. Terminal extinguish on return	Spencer Street to Light. Terminal extinguish
5.19 p.m. Melbourne—Werribee	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal extinguish
	Spencer Street to Light. Terminal extinguish	Spencer Street to Light. Terminal 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	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
6.15 p.m., Sat.	Flinders Street to Light. Terminal extinguish	Flinders Street to Light. Terminal extinguish
6.10 p.m. Melbourne—Warrnambool	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
7.32 p.m. Melbourne—Warrnambool, Sun.	Geelong to Light. Terminal extinguish	Geelong to Light. Terminal extinguish
11.15 p.m. Melbourne—Geelong	Warrnambool to Light. Terminal extinguish	Warrnambool to Light. Terminal extinguish
6.15 a.m. Geelong—Melbourne	Light. Geelong extinguish	
6.58 a.m. Geelong—Melbourne		
7.26 a.m. Geelong—Melbourne		
7.40 a.m. Warrnambool—Melbourne		
	See paragraph (a) Page 262	

LIGHTING OF COUNTRY TRAINS—(continued).

Train	April to October	November to March
2.50 p.m. Port Fairy-Melbourne 5.0 p.m. Port Fairy-Melbourne 5.12 p.m. Geelong-Melbourne ... 5.55 p.m. Geelong-Melbourne ... 6.0 p.m. Geelong-Melbourne ... 6.40 p.m. Geelong-Melbourne (Sun.) 5.45 p.m. Warrnambool-Melbourne	SOUTH WESTERN DISTRICT.—cont. Camperdown to Light. Terminal extinguish ... Port Fairy to Light. Terminal extinguish ... Geelong to Light. Terminal extinguish ... Geelong to Light. Terminal extinguish ... Geelong to Light. Terminal extinguish ... Warrnambool to Light. Terminal extinguish ...	Camperdown to Light. Terminal to extinguish Port Fairy to Light. Terminal extinguish Geelong to Light. Terminal extinguish Geelong to Light. Terminal extinguish Geelong 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 to 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	160	234
			Tue, Wed., Thur., Fri., CE, AS, BG, ABE*	190	74	100	174
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§	275	96	204	300
4 23 p.m.	"	Bacchus Marsh	Mon. to Thur., BCPL, AW, BW, BW, BCPL	165	40	272	312
			Friday BCPL, AW, BW, BW	135	40	196	236
5 25 p.m.	"	Ballarat	Mon., Tues., Wed., Thur., CW, BW, BW, AS, ABU, BW, BW	260	68	266	334
			Fri., CW, BW, BW, AS, ABU, BW, BW, BW	295	68	326	394
6 20 p.m.	"	Ballarat	Sat., CW, BW, BW, AS, ABU, BW, BW	260	68	266	334
6 10 a.m.	Ballarat	Spen St.	Mon., CW, BW, BW, ABU, AS, BW, BW, BW	295	68	326	394
7 14 a.m.	Bacchus Marsh	"	Tue. to Fri., BCPL, AW, BW, BW, BCPL	165	40	272	312
7 25 a.m.	Ballarat	"	Tues. to Sat., CW, BW, BW, ABU, AS, BW, BW	260	68	266	334
8 0 a.m.	B. Marsh	"	Mon., BCPL, BW, BW, AW	135	40	196	236
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
1 50 p.m.	Dimboola	"	Mon., Fri., CE, BG, AS, ABE†, BW††	225	74	160	234
			Tue., Wed., Thur., CE, AS, BG, ABE†	190	74	100	174
2 0 p.m.	Dimboola	"	Sat., CE, BG, AS, ABE†	190	74	100	174

* Detach Ararat.

§ Detach Ballarat.

† Attach Ararat.

†† Attach Ballarat.

a/c Air-conditioned Carriage.

6 31 a.m.	"	"	Mon. to Fri., ZP, 5 BPL, BC	195	...	470	470
7 4 a.m.	"	Geelong	Mon. to Sat., CW, BPL, AW, BW, BW	170	40	200	240
8 25 a.m.	"	Pt. Fairy	Mon. to Fri., CE, AS, BS, ABE	190	74	100	174
			Sat., CE, AS, BS, ABE, BW*	225	74	160	234
9 36 a.m.	"	Geelong	Sat., CW, BPL, AW, BW, BW	170	40	200	240
12 15 p.m.	"	"	Sat., BCE, BW, AW, BW, BPL*	185	40	242	282
12 22 p.m.	"	"	Sat., CW, BW, AW, BW, BPL*	170	40	200	240
12 50 p.m.	"	"	Mon. to Fri., CW, AW, BW, BW, BW*	175	40	180	220
2 5 p.m.	"	"	Sat., CW, AW, BW, BCPL	135	40	136	176
3 44 p.m.	"	Werribee	Mon. to Fri., ZP, BPL, BPL, BPL, ZP	120	...	240	240
4 0 p.m.	"	Geelong	Mon. to Thur., CW, BPL, BW, AW, BW, BPL, CW	235	40	280	320
4 0 p.m.	"	"	Fri., D.E. Rail Motor, CW, BPL, BW, AW, BW, BPL, CW	285	59	315	374
4 25 p.m.	"	Werribee	Mon. to Fri., ZP, 4 BPL, ZP	150	...	320	320
5 10 p.m.	"	South Geelong	Mon. to Fri., BCE, 2AW, 7BW	365	80	462	542
5 19 p.m.	"	Werribee	Mon. to Fri., BC, 5BPL, ZP	195	...	470	470
5 52 p.m.	"	W'bool	Mon. to Thur., CE, AS, BE a/c, ABE, 2BW*, BPL*	290	74	300	374
5 52 p.m.	"	Warrnambool	Fri., VP§, CE, BE a/c, AS, AW, BW, BW**, BW*, BW*	355	88	304	392
6 5 p.m.	"	Geelong	Mon. to Fri., CW, AW, BPL, BPL, BPL	160	40	240	280
6 10 p.m.	"	Warrnambool	Sat., CE, BE a/c, AS, ABE, BW, BW, ABU*, 2BW*	365	94	366	460

§ Detach Colac

* Detach Geelong

a/c Air-conditioned Carriage.

** Detach Warrnambool—for 7.40 am. Up Mondays.

MAKE UP OF PASSENGER TRAINS—(continued).

Train	From	To	Basic Carriage Provision	Tonnage	Accommodation		
					1st	2nd	Total
6 15 p.m.	Spn. St.	Geelong	Sat., CW, AW, BPL, BPL, BPL, BPL	190	40	320	360
11 15 p.m.	Flin. St.	"	Mon. to Fri., CP†, CW, BW, AW, BW	175	40	120	160
11 15 p.m.	"	"	Sat., BCE, BW, AW, BW	155	40	162	202
6 15 a.m.	Geelong	Spn. St.	Mon. to Fri., CW, AW, BW, BW, BPL, BPL, BPL	230	40	360	400
6 58 a.m.	Geelong	"	Mon. to Fri., BCE, AW, 3 BW, 2 BPL	250	40	382	422
7 20 a.m.	South	"	Mon. to Fri., BCE, 7BW, 2AW	365	80	462	542
7 26 a.m.	Geelong	"	Sat., BCE, BW, AW, 2 BW	190	40	222	262
7 38 a.m.	Werribee	"	Mon. to Fri., ZP, 4 BPL, ZP	150	...	320	320
8 25 a.m.	Geelong	"	Mon. to Fri., CW, BW, BW, AW, BPL	170	40	200	240
9 5 a.m.	Geelong	"	Sat., CW, 2 BW, AW, BPL	170	40	200	240
7 40 a.m.	Warrnambool	{	Mon., CE, AS, BE a/c, ABE, BW	225	74	160	234
			Tue. to Fri., CE, AS, BE a/c, ABE, BW§	225	74	160	234
			Sat., CE, AS, BE a/c, AW, BW, BW§	250	88	184	272
12 15 p.m.	Geelong	"	Sat., CW, BW, BW, AW, BPL	270	40	200	240
3 33 p.m.	Geelong	"	Sat., BCPL, BW, AW, CW	135	40	136	176
4 43 p.m.	Werribee	"	Mon. to Fri., ZP, BPL, BPL, BPL, ZP	120	...	240	240
5 12 p.m.	Geelong	Flin. St.	Sat., BCE, BW, AW, BW	155	40	162	202
5 12 p.m.	Geelong	Flin. St.	Mon. to Fri., CW, 2BW, AW	140	40	120	160
5 55 p.m.	"	Spn. St.	Mon. to Fri., CW, BPL, AW, BW, BW BPL, CW	235	40	280	320
5 55 p.m.	Werribee	"	Mon. to Fri., ZP, 4 BPL, ZP	150	...	320	320
6 0 p.m.	Geelong	Flin. St.	Sat., CW, BW, AW, BW	140	40	120	160
7 12 p.m.	Werribee	Spn. St.	Mon. to Fri., BC, 5 BPL, ZP	195	...	470	470
3 15 p.m.	Pt. Fairy	"	Mon. to Thur., CE, AS, BS, ABE	190	74	100	174
3 15 p.m.	"	Flin. St.	Sat., CE, AS, BS, ABE	190	74	100	174
5 0 p.m.	"	Spn. St.	Fri., CE, AS, BS, ABE	190	74	100	174

§ Attach Geelong

†† Werribee passengers only.

a/c Air-conditioned Carriage

† To Warrnambool by No. 5 Goods ex Geelong

DOWN TRAINS:—

8.40 p.m. (No. 69) "The Overland" Spencer St.—Serviceton DAILY (Sun. Incl.)

9.50 p.m. (No. 71) Relief Express, Spencer St.—Serviceton DAILY (Sun. Incl.) when required.

UP TRAINS:—

1.58 a.m. (No. 10) "The Overland" Serviceton—Spencer St. DAILY (Sun. Incl.)

3.45 a.m. (No. 14) Relief Express, Serviceton—Spencer St. DAILY (Sun. Incl.) when required.

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—Horsham					
9 35 a.m.	CW, AE, BE, AW, BW	195	88	132	210
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
3 10 p.m.	CW, BE, AE, AW, BW, 3BW ††	300	88	312	400
Down					
Flinders St.—Geelong					
9 22 a.m.	C, BW, AW, BW, AW, BW, BPL	230	80	260	340
2 0 p.m.	CW, AW, 2 BW, BPL	170	40	200	240
Flinders St.—Warrnambool					
7 32 p.m.	CE, AS, BE a/c, ABE, 4 BW*	330	74	340	414
UP					
Geelong—Flinders St.					
9 0 a.m.	CW, AW, 2 BW, BPL	170	40	200	240
6 40 p.m.	C, BW, AW, BW, AW, BW, BPL	230	80	260	340
UP					
Warrnambool—Flinders St.					
5 45 p.m.	CW, AS, BE a/c, ABE, 2 BW	260	74	220	294
Ballarat—Geelong (When authorised)					
9 5 a.m.	Ballarat—Geelong { CW, AW, 3BPL	160	40	240	280
6 33 p.m.	Geelong—Ballarat }				

§ Attach Geelong

* Detach Geelong.

† Detach Ballarat.

†† Attach Ballarat.

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS
(Measurement to Nearest Foot)

Location	Roads			Sidings and Extensions
	No. 1	No. 2	No. 3	
SERVICETON LINE				
Deer Park	1400	845	...	No. 2 Extension Down 555
Rockbank	2400	2400	...	
Melton... ..	1040	1040	...	
Parwan	1290	1290	...	
Bacchus Marsh ...	1230	840	670	
Bank Box Loop ...	2430	2430	...	
Ballan	990	840	560	
Gordon	1170	500	...	
Bungaree	1000	830	...	
Warrenheip ... ..	...	...	...
Ballarat East	No. 2 Extension Up 300 ; Down 570 No. 2 Dead-end Extension, "A" Siding 640 ; "B" Siding 515 No. 2 Extension Up 1680
Ballarat ... ..	...	...	...
Windermere	1240	370	...	
Burrumbeet	1160	610	...	
Trawalla	2400	720	...	
Beaufort	860	800	610	
Middle Creek	1050	360	...	
Buangor	1410	790	...	
Ararat ... ..	...	...	...
Armstrong	1500	565	565	
Great Western ...	2105	1110	685	No. 2 Extension Up 295 ; Down 695 ; No. 3 Dead-end Extension Up 720 ; Down 645
Stawell	725	560	790	No. 2 Extension Up 1000 ; Down 165 ; No. 3 Extension Up 770 ; Down 165
Deep Lead	1245	325	...	No. 2 Extension Up 420 ; Down 495 ; No. 2 Dead-end Extension Up 535 ; Down 505
Glenorchy	1955	1120	695	No. 2 Extension Up 255 ; Down 575 ; No. 2 Dead-end Extension Up 650
Wal Wal	710	400	...	No. 2 Dead-end Extension Up 1415 ; Down 1645
Lubeck	1105	710	330	No. 2 Extension Up 175 ; Down 220 ; No. 2 Dead-end Extension Up 930
Murtoa	810	655	...	No. 1 Extension Up 350 ; Down 450 ; No. 2 Extension Down 465
Jung	1345	510	250	No. 1 Extension Up 350 ; No. 2 Extension Up 195 ; Down 640
Dooen	1235	1030	...	No. 2 Extension Down 190 ; Up Dead-end 270 ; No. 3 Extension Up 30 (C Sdg.) Down Dead-end 2160
Horsham	1175	985	760	
Pimpinio	1285	1020	1075	
Dimboola	855	855	...	
Kiata	1545	640	505	
Nhill	715	615	415	
Diapur	2175	3100	620	
Kaniva	3100	980	325	
Serviceton	1175	1175	1005	
WAUBRA LINE				
Waubra	830	275	...	
SKIPTON LINE				
Linton	830	210	...	No. 2 Dead-end Extension Up 670
Skipton	820	580	...	

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS
(Measurement to Nearest Foot)

Location	Roads			Sidings and Extensions
	No. 1	No. 2	No. 3	
COLERAINE LINE				
Coleraine ...	830	590	...	No. 1 Extension Down 310.
CASTERTON LINE				
Merino...	830	625	...	
Casterton ...	705	705	...	
MT. GAMBIER LINE				
Dartmoor ...	1515	505	...	No. 2 Extension Down 890
BOLANGUM LINE				
Rupanyup ...	825	620	...	No. 2 Extension Down 480
Marnoo ...	815	645	...	
Bolangum ...	570	...	...
PATCHEWOLLOCK LINE				
Minyip ...	960	755	540	No. 1 Extension Down 630 ; No. 3 Extension Down 1005
Sheephills ...	960	765	...	
Warracknabeal ...	575	565	665	No. 2 Extension Down 1100
Brim ...	695	460	...	No. 2 Extension Down 560
Beulah ...	750	575	355	
Hopetoun ...	765	520	...	
Patchewollock ...	825	595	...	No. 1 Extension Down 895
GOROKE LINE				
East Natimuk ...	830	585	585	
Natimuk ...	695	460	...	
Goroke ...	830	590	...	
Carpolac ...	825	595	...	
BALMORAL LINE				
Balmoral ...	820	580	...	No. 2 Extension Down 625
YAAPEET LINE				
Jeparit ...	1125	885	365	
Rainbow ...	830	590	345	
Yaapeet ...	820	580	...	
YANAC LINE				
Yanac ...	820	625	...	
PORT FAIRY LINE				
Laverton ...	790	800	...	No. 1A Extension Down 1275; No. 2A Extension Down 1275
Drome Crossing Loop ...	2010	2010	...	
Werribee ...	910	910	...	No. 1A Extension Up 2580 ; No. 1B Down 1680 ; No. 2A Extension Up 2580 ; No. 2B Down 1685
Manor ...	1050	945	...	
Little River ...	2300	2300	...	
Lara ...	1000	1000	...	
Corio ...	1143	1143	...	No. 2 Extension Down 915
South Geelong ...	900	900	...	
Moriac ...	770	770	...	
Winchelsea ...	820	820	...	
Birregurra ...	2100	2100	...	
Colac ...	1700	1700	...	
Pirron Yallock ...	2100	2100	...	
Pomborneit ...	970	...	...
Camperdown ...	890	890	1015	
Terang ...	1100	1100	...	
Panmure ...	1850	1850	...	No. 2 Extension 770

CLEAR LENGTHS OF CROSSING ROADS AND REFUGE SIDINGS
(Measurement to Nearest Foot)

Location	Roads			Sidings and Extensions
	No. 1	No. 2	No. 3	
PORT FAIRY LINE (cont.)				
Allansford	830	830	...	No. 2 Extension Up 465 ; Down Dead-end 765
Warrnambool	2500	2500	1970	
Koroit	1075	1075	...	
Port Fairy	530	530	855	
PORTLAND LINE				
Langi Logan	1155	915	915	No. 2 Extension Up 455 ; Down 450 No. 1 Dead-end Extension Up 370 ; No. 2 Extension Up 1330 ; No. 3 Extension Up 305 and 965 ; No. 3 Dead-end Extension Up 500
Maroona	795	795	835	
Willaura	1025	840	640	No. 3 Extension Up 350 ; Silo 635 ; Silo Extension Down 360
Glen Thompson	775	585	390	No. 2 Extension Down 810 No. 1 Extension Up 490 ; No. 2 Extension Up 495 No. 3 Extension Down 215
Dunkeld	1715	460	205	
Hamilton	930	745	...	
Bransholme	1060	850	540	
Condah	775	2200	...	No. 1 Extension Down 585 ; No. 2 Extension Down 585
Heywood	1235	2400	650	
Portland	775	775	600	
NORTH GEELONG—WARRENHEIP				
Moorabool	700	700	...	“ A ” Siding Up 2285 ; “ B ” Siding 750 ; “ B ” Extension Up 515 ; “ C ” Siding Down 2205
Gheringhap	955	...	...
Lethbridge	1750	1750	...	
Meredith	1880	1880	...	
Elaine	1750	1750	...	
Lal Lal	2000	2000	...	
CRESSY LINE				
Inverleigh	2900	2900	...	
Wingee	2900	2900	...	
Cressy	1900	1900	...	
Berrybank	2900	2900	...	
Lismore	2900	2900	...	
Derrinallum	2900	2900	...	
Pura Pura	2900	2900	...	
Westmere	2900	2900	...	
Tatyoona	2900	2900	...	
QUEENSLIFF LINE				
Queenscliff	285	355	...	No. 2 Extension Down 770
TIMBOON LINE				
Cobden	820	290	...	No. 1 Extension Down 240 ; Stockyard Road 340
Timboon	635	...	...
MORTLAKE LINE				
Mortlake	1295	825	345	No. 2 Extension Down 660

FLASHING LIGHT SIGNALS AND BOOM BARRIERS
(Instructions pages 178-179, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
NEWPORT-SUNSHINE (LOOP LINE)		Mls.	Chs.	
Brooklyn Signal Box 9-48	Kernot Street T	7	62	FL
"	Francis Street T	8	68	FL
"	Somerville Road	9	50	FL
Sunshine 11-29	Sunshine Road T	10	51	FL
SOUTH WESTERN				
Newport 6-45	Maddox Road T	7	52	FL
Paisley 8-61	Miller's Road T	8	72	FL
"	Kororoit Creek Road T	9	67	FL
Galvin 11-12	Maidstone Street T	11	1	FL
Aircraft Platform 13-64	Aviation Road T	13	56	FL
Werribee 19-55	Hopper's Crossing T	17	21	FL
"	Cherry Street	19	43	BB
Little River 29-44	Edgar Road T	29	35	FL
Lara 35-58	Lara Lakes Road T	35	68	FL
Corio 39-58	Grammar School Road T	39	37	FL
"	St. Georges Road T	40	57	FL
North Shore 41-59	North Shore Road T	41	62	FL
South Geelong 46-19	McKillop Street T	45	50	FL
"	Kilgour Street T	45	65	FL
"	Wood Street T	47	3	FL
"	Barwon Road T	47	51	FL
"	Barwon Heads Road T	48	77	FL
"	Torquay Road T	50	61	FL
"	Anglesea Road T	53	54	FL
Moriac 60-6	Mt. Moriac Road	59	79	FL
Winchelsea 70-53	Anglesea Road T	66	69	FL
"	Princes Highway T	67	43	FL
Birregurra 83-35	Princes Highway T	86	74	FL
Colac 95-25	Beeac Road	92	5	FL
"	Princes Highway T	93	54	FL
"	Church Street	94	40	WW
"	Queen Street T	95	0	FL
"	Hart Street T	95	54	FL
"	Armstrong Street T	95	75	FL
Weerite 117-59	Princes Highway	117	54	FL
Terang 137-15	Thompson Street	136	51	FL
Panmure 150-64	Narringal Road T	151	77	FL
"	Princes Highway T	153	32	FL
Allansford 159-9	Princes Highway T	157	8	FL
"	Peterborough Road	158	43	FL
Dennington 169-1	Drummond Street	168	70	FL
Port Fairy 186-34	Princes Highway T	185	30	FL
SOUTH GEELONG-QUEENSCLIFF				
South Geelong 46-19	Wood Street T	47	3	FL
NORTH GEELONG-CORIO QUAY SOUTH				
North Geelong 43-38	Access Road T	42	51	FL
NORTH GEELONG-AUST. BARLEY BOARD SIDING				
North Geelong 43-38	Princes Highway T	43	18	FL
"	Mackay Street T	43	61	FL
NORTH GEELONG-FYANSFORD				
North Geelong 'C' Box 44-17	Thompson Street	44	50	FL
"	Midland Highway	45	20	FL
"	Church Street T	45	79	FL
NORTH GEELONG-GHERINGHAP				
North Geelong C Box 44-17	Separation Street	44	18	FL
"	Thompson Street T	44	66	FL
"	Anakie Road T	45	58	FL
Moorabool 48-11	Steiglitz Road	48	7	FL

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

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

FLASHING LIGHT SIGNALS AND BOOM BARRIERS—continued
(Instructions pages 178-179, General Appendix)

Name and Mileage of Nearest Station	Level Crossing	Mileage		Type
		Mls.	Chs.	
GHERINGHAP-WARRENHEIP ...				
Bannockburn 55-63 ...	High Street ...	55	58	FL
Elaine 76-32 ...	Midland Highway T ...	76	37	FL
WESTERN				
Sunshine 7-51 ...	Anderson Street ...	7	78	FL
Deer Park 11-7 ...	Station Road T ...	10	77	FL
Melton 23-14 ...	Exford Road ...	23	2	FL
Bacchus Marsh 31-61 ...	Maddingley Road ...	31	76	BB
" " ...	Doherty's Road T ...	32	50	FL
Millbrook 58-45 ...	Ballarat Road T ...	58	53	FL
Wallace 61-35 ...	Western Highway ...	61	13	FL
Bungaree 63-75 ...	Western Highway ...	63	62	FL
Ballarat 73-65 ...	Doveton Street T ...	74	12	BB
" " ...	Creswick Road T ...	74	67	BB
Wendouree 76-4 ...	Burnbank Street T ...	75	24	BB
Stawell 149-70 ...	Sloane Street ...	149	60	FL
Murtoa 185-29 ...	Wimmera Highway T ...	184	72	FL
Dooen 198-20 ...	Henty Highway T ...	198	31	FL
BALLARAT-CATTLE YARDS LINE ...	Western Highway T ...	77	64	FL
LINTON JUNCTION-SKIPTON				
Cardigan 79-21 ...	Western Highway T ...	79	23	FL
BALLARAT S.E.C. SIDING	Norman Street T ...	75	44	FL
" " ...	Creswick Road ...	75	51	FL
MARYBOROUGH-ARARAT				
Elmhurst 144-62 ...	Pyrenees Highway ...	146	49	FL
ARARAT-PORTLAND				
Ararat 130-79 ...	Barkly Street ...	131	69	FL
Stavely 161-72 ...	Glenelg Highway T ...	166	33	FL
Dunkeld 178-48 ...	Glenelg Highway T ...	183	14	FL
Hamilton 197-43 ...	Port Fairy Road T ...	199	17	FL
Bransholme 213-11 ...	Henty Highway T ...	205	44	FL
Condah 221-12 ...	Henty Highway T ...	222	34	FL
Heathmere 241-31 ...	Princes Highway T ...	241	22	FL
HAMILTON LIVE STOCK SIDING				
Hamilton 197-43 ...	Port Fairy Road ...	199	7	FL
PORTLAND-HARBOUR TRUST SIDING				
Down end of Exchange Sidings 250-75 ...	Julia Street T ...	251	13	FL
Up end of Sorting Sidings 252-31 ...	Bentinck Street T ...	252	15	FL

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

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

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. 62/68 (Passenger) 1063/68 (Goods). All alterations should be made neatly in ink as soon as possible after receipt of amending notices.

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